Municipal Screening Board Data

Spring 2024

UNIT COSTS AND THE MUNICIPAL SCREENING BOARD

FROM M.S. 162.13

Subd. 2.**Money needs defined**. For the purpose of this section money needs of each city having a population of 5,000 or more are defined as the estimated cost of constructing and maintaining over a period of 25 years the municipal state-aid street system in such city. Right-of-way costs and drainage shall be included in money needs. Lighting costs and other costs incidental to construction and maintenance, or a specified portion of such costs, as set forth in the commissioner's rules, may be included in determining money needs. To avoid variances in costs due to differences in construction and maintenance policy, construction and maintenance costs shall be estimated on the basis of the engineering standards developed cooperatively by the commissioner and the engineers, or a committee thereof, of the cities.

FROM MSB RESOLUTIONS

Appointment to the Needs Study Subcommittee

The Screening Board Chair will annually appoint one city engineer, who has served on the Screening Board, to serve a three year term on the Needs Study Subcommittee. The appointment will be made at the annual winter meeting of the City's Engineers Association. The appointed subcommittee person will serve as chair of the subcommittee in the third year of the appointment.

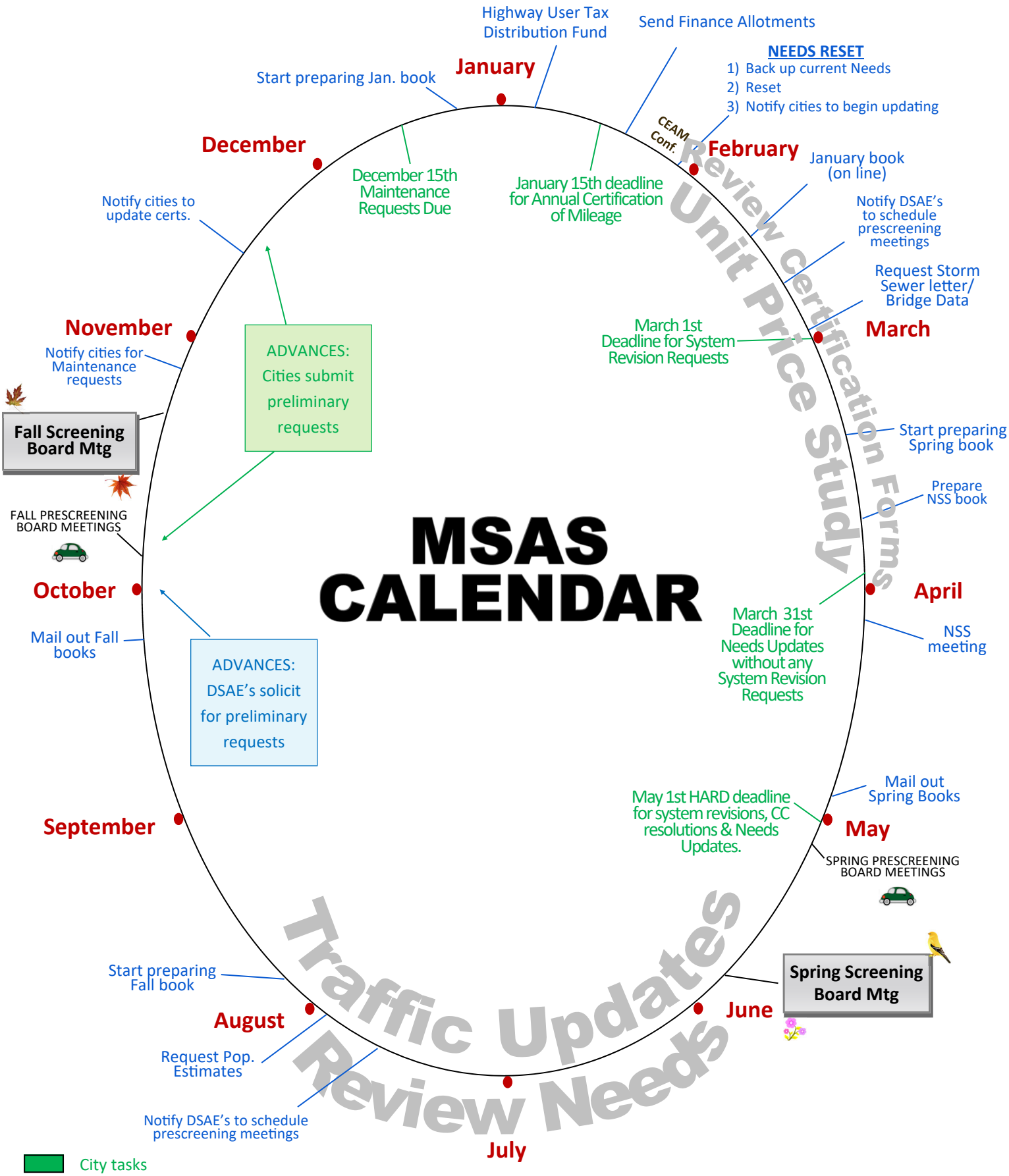
Unit Price Study- Oct. 2006 (Revised May, 2014)

The Needs Study Subcommittee will annually review the Unit Prices for the Needs components used in the Needs Study. The Subcommittee will make its recommendation to the Municipal Screening board at its annual spring meeting.

The Unit Price Study go to a 3 year (or triennial) cycle with the Unit Prices for the two ‘off years’ to be set using the Engineering News Record construction cost index on all items where a Unit Price is not estimated and provided by other MnDOT offices. The Screening Board may request a Unit Price Study on individual items in the ‘off years’ if it is deemed necessary.

Unit Costs – May 2014, (Revised January 2015, May 2015)

The quantities which the Unit Costs for Excavation/Grading, Gravel Base, and Bituminous are based upon will be determined by using the roadway cross sections and structural sections in each of the ADT groups as determined by the Municipal Screening Board and shown in the following table ‘MSAS Urban ADT Groups for Needs Purposes’.


MSAS CALENDAR
January
Highway User Tax Distribution Fund
Send Finance Allotments
NEEDS RESET
1) Back up current Needs
2) Reset
3) Notify cities to begin updating
CEAM Conf.
February
January book (on line)
Notify DSAE's to schedule prescreening meetings
Request Storm Sewer letter/ Bridge Data
March
March 1st Deadline for System Revision Requests
Start preparing Spring book
Prepare NSS book
April
March 31st Deadline for Needs Updates without any System Revision Requests
NSS meeting
Mail out Spring Books
May
May 1st HARD deadline for system revisions, CC resolutions & Needs Updates.
SPRING PRESCREENING BOARD MEETINGS
Spring Screening Board Mtg
June
July
Notify DSAE's to schedule prescreening meetings
August
Request Pop. Estimates
Start preparing Fall book
September
Mail out Fall books
ADVANCES: DSAE's solicit for preliminary requests
October
FALL PRESCREENING BOARD MEETINGS
Fall Screening Board Mtg
November
Notify cities for Maintenance requests
ADVANCES: Cities submit preliminary requests
December
Notify cities to update certs.
December 15th Maintenance Requests Due
Start preparing Jan. book
January 15th deadline for Annual Certification of Mileage
Review Certification Forms
Unit Price Study
Traffic Updates
Review Needs
City tasks
State Aid tasks
Ongoing Processes

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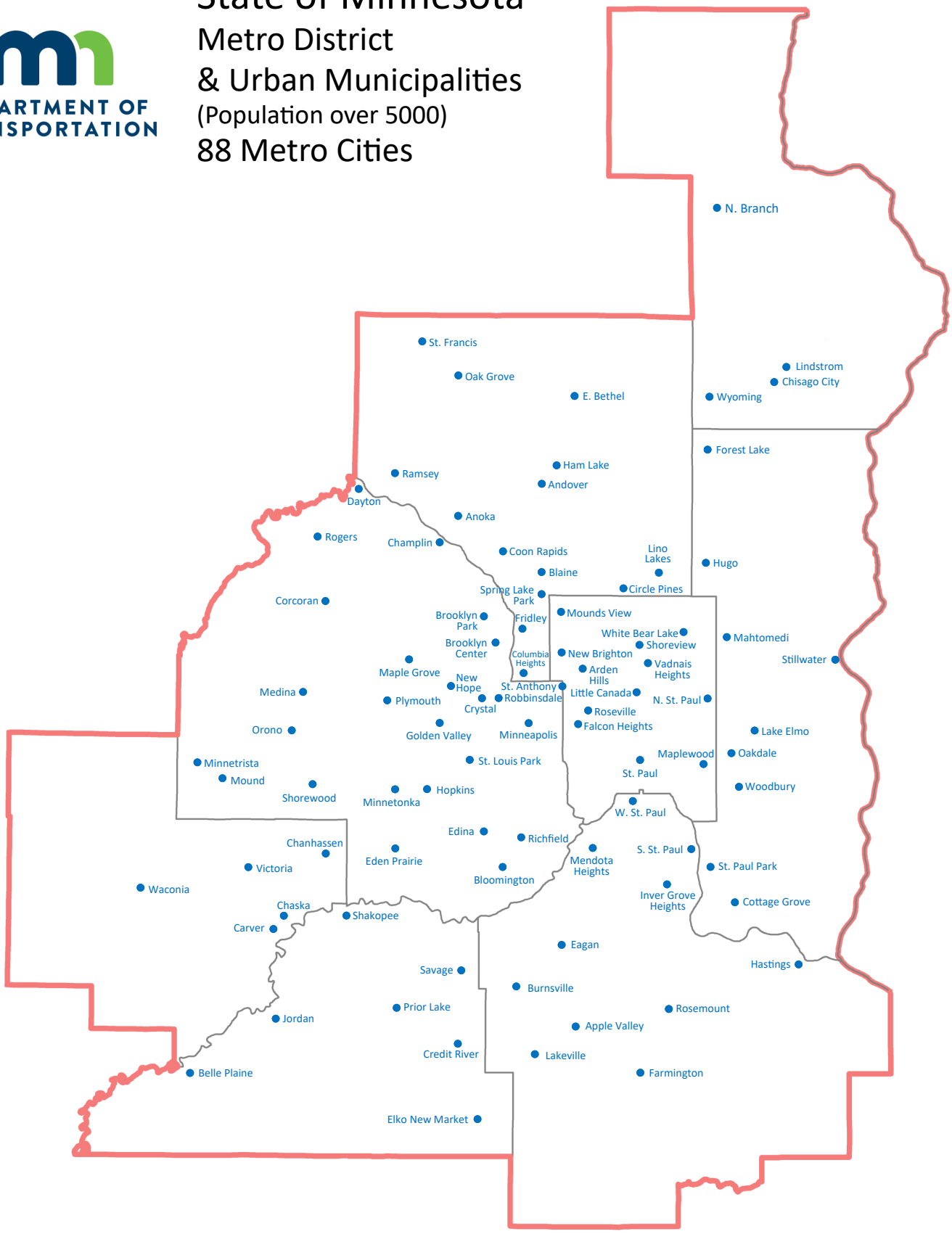
INTRODUCTORY INFORMATION

UNIT PRICES AND GRAPHS

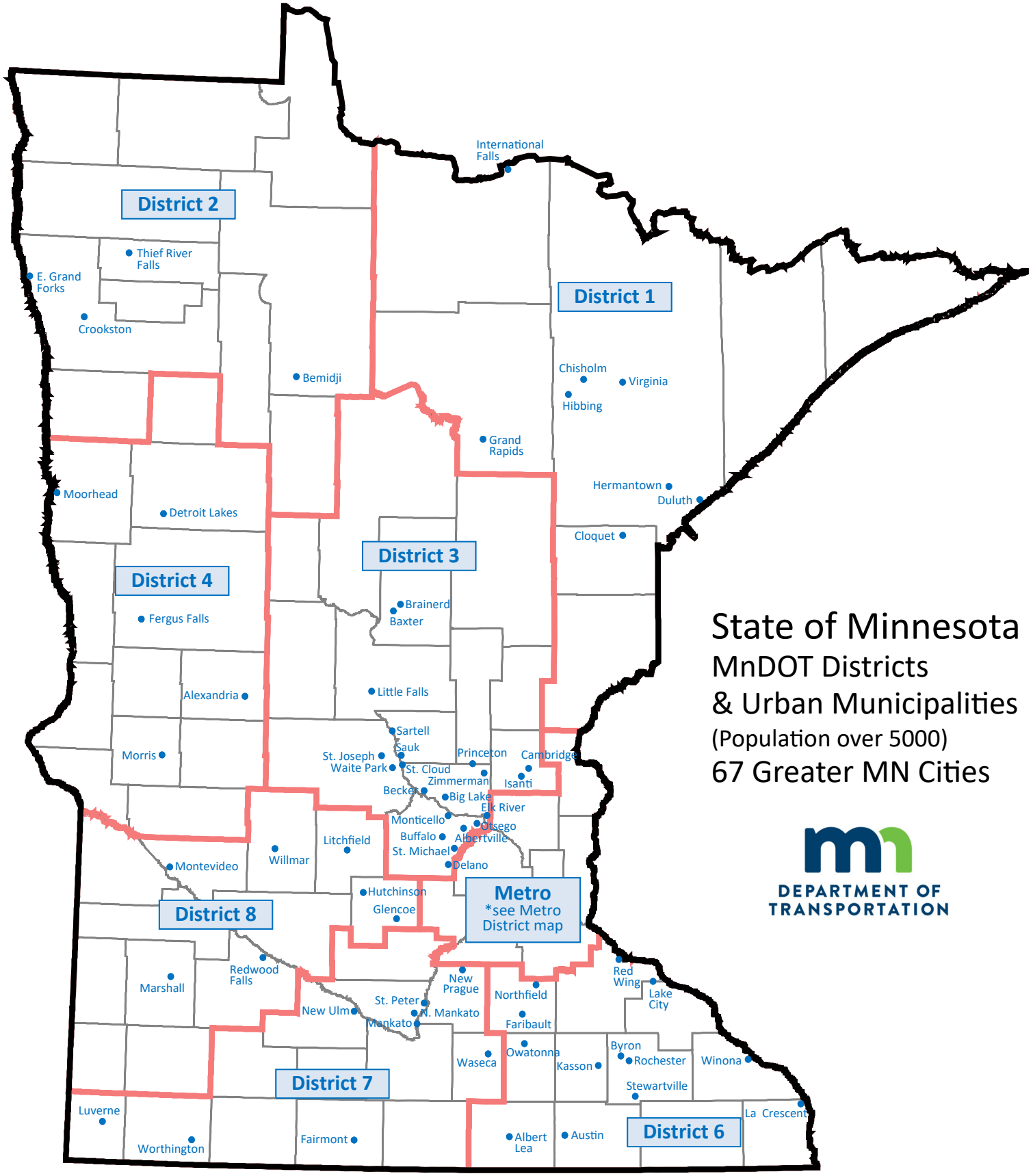
REFERENCE MATERIALS

DEPARTMENT OF TRANSPORTATION

State of Minnesota
Metro District
& Urban Municipalities
(Population over 5000)
88 Metro Cities



Updated 12/19/2023



State of Minnesota

MnDOT Districts & Urban Municipalities

(Population over 5000)

67 Greater MN Cities

DEPARTMENT OF TRANSPORTATION

Updated 12/19/2023

2024 MUNICIPAL SCREENING BOARD

06-May-24

Officers

Chair	Mark DuChene	Faribault	(507) 333-0361
Vice Chair	Deb Heiser	St. Louis Park	(952) 924-2551
Secretary	Matt Leonard	Monticello	(763) 271-3271

Members

District	Years Served	Representative	City	Phone
1	2023-2025	Jason Fisher	International Falls	(218) 600-6827
2	2024-2026	Sam Anderson	Bemidji	(218) 333-1851
3	2024-2026	Nick Preisler	Saint Michael	(763) 416-7936
4	2022-2024	Tom Trowbridge	Moorhead	(218) 299-5393
Metro-West	2022-2024	Will Manchester	Minnetonka	(952) 939-8232
6	2022-2024	Brandon Theobald	Kasson	(507) 288-3923
7	2023-2025	Joe Stadheim	New Ulm	(507) 233-2118
8	2024-2026	Mike Amborn	Montevideo	(320) 269-7695
Metro-East	2023-2025	Zachary Johnson	Lakeville	(952) 985-4501
Cities	Permanent	Cindy Voigt	Duluth	(218) 730-5200
of the	Permanent	Jenifer Hager	Minneapolis	(612) 673-3625
First	Permanent	Dillon Dombrovski	Rochester	(507) 328-2421
Class	Permanent	Nick Peterson	Saint Paul	(651) 266-6099

Alternates

District	Year Beginning		City	Phone
1	2026	Dave Bolf	Hermantown	(218) 727-5995
2	2027	Rich Clauson	Crookston	(218) 277-7406
3	2027	Matt Leonard	Monticello	(763) 271-3271
4	2025	Blaine Green	Alexandria	(320) 762-8149
Metro-West	2025	Chris LaBounty	Maple Grove	(763) 494-6351
6	2025	Brian DeFrang	Winona	(507) 457-8269
7	2026	Nate Willey	Waseca	(507) 835-9716
8	2027	Justin Black	Hutchinson	(320) 204-0214
Metro-East	2026	Chris Hartzell	Woodbury	(651) 714-3593

2024 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
Adam Nafstad Albertville (763) 497-3384 Expires after 2024	John Gorder Eagan (651) 675-5645 Expires after 2023 *
Chad Millner Edina (952) 826-0318 Expires after 2025	Justin Femrite Elk River (763) 635-1051 Expires after 2024 *
Layne Otteson Big Lake (763) 826-0318 Expires after 2026	Michael Thompson Plymouth (763) 509-5501 Expires after 2025 *

* may serve an additonal year due to vacated Screening Board Chair

MINUTES
MUNICIPAL SCREENING BOARD MEETING
Oct 24 & 25, 2023
Chase on the Lake – Walker, MN
Room 2208

TUESDAY, OCT. 24, 2023

I. Call to Order by Chair DuChene at 1:00pm

a. DuChene welcomed the group and introduced himself as Chair of the Municipal Screening Board (MSB). Going on to explain that he has replaced Jen Desrude as Chair of the screening board who resigned due to her taking a position at a consulting firm. He then went on to introduce:

Kristine Elwood	State Aid Engineer
Bill Lanoux	Manager, Municipal State Aid Needs
Mark DuChene, Faribault	Vice Chair: Municipal screening board
Justin Femrite, Elk River	Past Chair of the MSB
Michael Thompson, Plymouth	Past Chair of the MSB
Jay Owens, Red Wing	Chair: Needs study subcommittee (NSS)-(online)
John Gorder, Eagan	Chair: Unencumbered construction funds subcommittee (UCFS) – (online)

b. DuChene introduced Deb Heiser, St. Louis Park – Secretary: MSB. Heiser then conducted roll call of the screening board members in attendance:

District 1	Jason Fisher, International Falls
District 2	Steve Emery, East Grand Forks - (online)
District 3	Layne Otteson, Big Lake
District 4	Tom Trowbridge, Moorhead
Metro West	Will Manchester, Minnetonka (online)
District 6	Brandon Theobald, Kasson
District 7	Joe Stadheim, New Ulm
District 8	Chuck DeWolf, Litchfield
Metro East	Zach Johnson, Lakeville
Duluth	Cindy Voigt
Minneapolis	Jenifer Hager
Rochester	Dillon Dombrovski
St. Paul	Nick Peterson

c. DuChene also recognized the following people in attendance:

- Screening board alternates:

District 3	Nick Preisler, St. Michael,
District 8	Mike Ambourn, Montevideo (online)

- Minnesota Department of Transportation personnel:

Ted Schoenecker	Assistant Division Director/ State Aid (online)
Marc Briese	State Aid Programs Engineer
Derek Fredrickson	District 1 State Aid Engineer
Brian Ketring	District 2 State Aid Engineer
Angie Tomovic	District 3 State Aid Engineer
Nathan Gannon	District 4 State Aid Engineer
Todd Broadwell	District 8 State Aid Engineer
Dan Erickson	Metro State Aid Engineer
Luke Lortie	Assistant Metro State Aid Engineer
Kim Delarosa	Needs Section Supervisor (online)
Nancy Stone	State Aid program support
Mark Vizecky	MnDOT Senior Administrative Engineer (online)
Dan Erickson	Metro District State Aid Engineer
Naiomi Eckerd	Needs Specialist (online)

- Others in attendance

Marc Culver, BMI	CEAM Legislative committee chair
Kyle Wallace	Minneapolis
Mike Van Beusekom	St. Paul
Duncan Schwensohn	Duluth
Adam Nafstad, Albertville	Needs study subcommittee (NSS)- (online)
Chad Millner, Edina	Needs study subcommittee (NSS)
RJ Kakach	Golden Valley (online)
Mike Albers	Rogers (online)

II. Review of the 2023 Municipal State Aid Street Needs Report

a. Introductory information/ Approve Spring MSB minutes.

- Lanoux went over the following introductory information on what was going to be covered at this meeting:
  i. The official business item for this meeting is to approve the needs and submit them to the commissioner in writing by Nov. 1.
  ii. The cities of Becker, Elko- New Market, Lindstrom, and Luverne all passed 5000 population this summer and will eligible MSAS cities in 2024. This brings the total number of MSAS cities to 155.
  iii. The UCFS is made up of the past 3 chairs of the screening board. When Paul Sandy left, the term for the existing members was extended. Since Desrude stepped down this year, the terms would need to be extended again. Lanoux shared that for the next three years, the committee will only have two engineers on it, unless the MSB takes an alternate action. The current committee members are already serving a 4th year.
- Lanoux provided an overview of the May Screening Board minutes, on pages 8-17, highlighting the following action items from the May Screening Board minutes.
  i. Action to approve the unit price recommendations.

ii. Action to change the formula for street lighting needs and approve the unit price recommendations.
iii. There was no action taken to revise the traffic counting cycle.

- Lanoux asked if there were any questions from the board, there were none.
- DuChene called for a motion to approve the minutes from the May 2023 MSB.
- **Motion to approve the minutes by Johnson, seconded by Fisher. Motion carried 13-0.**

b. Lanoux gave an overview of MSB data book, highlighting the following topics:
   - Population is straight forward, no action by the board needed.
   - The tentative allocations are based on last year's allocation, conservatively we could expect that the funding pool will be larger.
   - The four new cities would take about $1M off the top for the new cities, not reflected in the book. Leaving conservatively $220.6 million to distribute.
   - Construction needs are computed from annual needs updates and adjusted by the factors shown on page 45. This adjusted construction needs are used to determine the construction needs allocations.
   - The calculation to determine the excess unencumbered fund balance adjustment (page 27) was updated within the last 3 years to reflect inflation.
     i. The balance used to determine if there is excess balance is based on the construction allotments earlier that year.
     ii. If a city's Dec. 31 construction fund balance exceeds three times their Jan. construction allotment, and that construction fund balance is over three times the average allotment per city (minus the cities of the first class), the excess fund balance adjustment would be applied.
     iii. Three times the average allotment is currently $2,744,754.
     iv. If a city wishes to request an exemption, they need to come to the fall screening board for review and approval.
     v. There are three cities requesting an exemption at today's meeting, Edina, Golden Valley, and Rogers.
   - Applying individual adjustments to those cities that have roads outside of their boundaries. (Pg 58 Outside city limits adjustments)
     i. In the 2023 mileage report, there are several cities that have mileage outside the city limits.
     ii. Due to statutory language changes, (MS 162.13 Subd 2), these roadways are newly eligible to draw money needs.
     iii. Starting this year there will be individual needs adjustments for this mileage, treating them as after the fact adjustments.
   - Little Falls will receive a onetime positive adjustment because last year they were subject to the excess balance adjustment and should not have.
   - The needs that the board is being asked to approve are shown on the 2023 adjusted construction needs table on page 60.

   Lanoux asked the members if there were any questions regarding the information presented. There were none.

c. Lanoux closed reminding the board that they will be asked to act on the following items:
   - Recommendation to Commissioner, pages 64-66

- Research Account page 86

III. Exemption requests for the excess construction fund balance adjustment

Lanoux provided an overview of the process. Attached is the one-page write up from each individual city's request.

a. Edina (Chad Millner)
   Lanoux provided the MSB with Edina's exemption request. Edina is experiencing a high project volume for 2024 and 2025. In addition, their January 2023 allotment is lower than typical because of interest payments on a bond that was issued for their Blake Road project.

   Lanoux asked if the MSB had questions. There were none.

b. Golden Valley (RJ Kakach)
   Lanoux provided the MSB with a summary of Golden Valley's exemption request. Zane Ave reconstruction in 2024 has a $4.5M engineer's estimate and the city would like to save up for that project.

   Lanoux asked if the MSB had questions. There were none.

c. Rogers (Mike Albers)
   Lanoux provided the MSB with Rogers' exemption request. They have four projects programmed for 2024 with an anticipated total need of $5.7M MSA funds.

   Lanoux asked if the MSB had questions. There were none.

Lanoux explained that this is a new process for the excess balance penalty, due to this it is the first time these requests have been considered by the MSB clarifying that the MSB would be asked to act on these exemptions on Wednesday.

IV. Legislative Update

Culver explained that we will have an in-depth meeting on the legislative agenda after the MSB topics are completed at 2:30pm.

He went on to share that our partners (LMNC, Metro Cities, Mn Association of Small cities) are putting together their legislative priorities. The reason for the meeting later today is to review those, see how CEAM feels about them and provide feedback. In addition, he wanted to discuss what CEAM's priorities are for the upcoming session.

Culver went on to share that he did not have information regarding what the legislature's priorities would be, or any proposed bills. One thing that we do know is coming is a report on the impact of the GHG legislation that was passed earlier this year. The workgroup has been working on that report and it will be done by the end of Jan. 2024.

Culver thanked State Aid for their help to decipher the 2023 session legislation.

DuChene asked the MSB if there were any questions for Culver, adding his thanks to State Aid and to the MSB members for leading those discussions at the district pre-screening board meetings. Going on to share that he has received emails with good ideas and comments on legislative topics. Sharing optimism that the legislative strategy session would become a regular part of the fall MSB.

V. State Aid Update/ comments

Elwood reiterated the topics that were discussed at the individual pre-screening board meetings.

Elwood closed with a request for topics that the MSB members would like the CEAM Executive Committee (EC) to discuss with MNDOT leadership. She asked that members bring them to the CEAM EC or herself for discussion at the upcoming meeting in December.

DuChene shared that when we met with MnDOT leadership last spring the EC discussed their Cost participation policy, which led to the current effort to update the policy. He conveyed that leadership listened and appreciated hearing it from city engineers directly, rather than having the message passed through State Aid.

VI. Other discussion topics

DuChene called on the members to bring forward any other discussion topics.

Voight asked about the current requirement in the State Aid rules that the travel minimum width is 20 feet, but needs allocation only provides half needs on a one-way street. She asked the group if anyone else was interested in looking at how you can build 20 ft of road, but only get half the needs. State aid rules require a 20 ft clear, and it does not make sense that we have that rule, but only get half the needs.

Lanoux spoke to the needs part of the question, indicating that cities are drawing full needs on one-way streets unless they are MSB approved one way street that is drawing half mileage.

Van Beusekom explained that the half needs are so you can have more streets on the system, when a one way draws half needs, it provides the option to have more mileage on the system. He went on to share that this was discussed in 2013 or 2014.

Lanoux indicated that when a street is coded as a one-way street it draws full needs, they only draw half needs when approved by the MSB. (see pg. 96 of book)

Trowbridge shared that Moorhead has some one-way streets we get to designate additional miles because the one-way street is half designation.

Lanoux clarified that Moorhead would have had to have MSB approval to do that.

Trowbridge disclosed that they do not have the mileage to keep them as full needs vs. half needs.

Lanoux explained that one-way streets vs. MSB one-way streets can be confusing.

DuChene asked if there were additional comments or questions on this topic.

Van Beusekom reported that they must be a pair, both Minneapolis and St Paul were forced to take quite a bit of roadway off the system due to light rail.

Lanoux agreed that interpretation of an integrated road system is that a one way should have a pair.

Voigt thanked the group for the discussion and went on to say that they have streets that do not have pairs and she is concerned about it.

Lanoux offered to dig into the definition of an integrated street system, how it is interpreted and share that with the board.

Hager asked if there is more updated interpretation and/ or data that one-ways do not need to be pairs.

Lanoux informed that he will investigate it and see what he can find.

Voigt thanked Lanoux for the offer to assist.

Bill committed to investigate by the spring MSB meeting.

DuChene asked if there were other topics.

Owens inquired about the new process to use cooperative agreements in lieu of Limited use permits for shared use trails. He was told their district was not doing it that way. He asked state aid for clarification on the process.

Elwood offered to reach out to Fausto to help clarify the new process.

Owens thanked Elwood for her help.

DuChene asked if there were further topics. There were none.

VII. Adjournment until 8:30 Wednesday morning

DuChene called for a motion to adjourn until 8:30am Wednesday morning.

Motion to adjourn by Dombrovski, seconded by Stadheim. Motion carried 13-0.

The meeting adjourned at 1:41 pm.

WEDNESDAY, OCT. 25, 2023

I. Call to Order by Chair DuChene at 8:30 am. The following members were present:

District 1	Jason Fisher, International Falls
District 2	Steve Emery, East Grand Forks - (online)
District 3	Layne Otteson, Big Lake
District 4	Tom Trowbridge, Moorhead
Metro West	Will Manchester, Minnetonka (online)
District 6	Brandon Theobald, Kasson
District 7	Joe Stadheim, New Ulm
District 8	Chuck DeWolf, Litchfield
Metro East	Zach Johnson, Lakeville
Duluth	Cindy Voigt
Minneapolis	Jenifer Hager
Rochester	Dillon Dombrovski
St. Paul	Nick Peterson

II. Review Tuesday's subjects and act on specific items

a. Needs recommendations/ Letter to Commissioner on page 64.
DuChene called for a motion to approve the letter to the Commissioner.

Motion to approve the Needs recommendations by Hager, seconded by Stadheim. Motion carried 13-0.

b. Research Account on page 86
DuChene called for a motion to approve the following research account resolution: *Be it resolved that an amount of $1,075,845 (not to exceed ½ of 1% of the 2023 MSAS Apportionment sum of $215,169,023) shall be set aside from the 2024 Apportionment fund and be credited to the research account.*

Motion to approve the research account by Theobald, seconded by Trowbridge. Motion carried 13-0.

III. Discussion on exemptions requests/ action.

DuChene disclosed that Lanoux sent out the MSB members the information each city provided explaining their exemption request.

Voigt asked for clarification on each request and the length of time it would be granted.

Lanoux agreed to bring them each up individually, clarifying that the requests are just for this year.

a. Edina
Lanoux summarized Edina's request submittal and asked if there were any questions.

Otteson queried if this was just an anomaly.

Lanoux explained that this is a one-year thing due to bond interest being deducted from the construction allotment, and it will likely not happen next year.

Millner clarified that the request was a timing issue due to needing to pay three interest payments reducing their annual allotment from $2M to $1.2M.

There was additional discussion regarding what happens if the city does not spend the money next year as indicated by their requests inquiring if they should be penalized for it next year.

Lanoux surmised that that consequence had been discussed and it would be up to the MSB to decide if there is a penalty next year.

Milner shared that they fully intend to spend the money, however, three of the projects are cooperative with Hennepin County and Edina is not in control of bidding.

Culver provided some history of the new exemption request process, sharing that the intent is to punish communities that are not spending their state aid dollars. In this case, Edina is not being negligent, they are saving up for a surfeit of projects.

DuChene called for a motion to approve the exemption for Edina.

Motion to approve the exemption for Edina by Manchester, seconded by Dombrovski. Motion carried 13-0.

b. Golden Valley
Lanoux provided an overview of Golden Valley's request for an exemption and asked if there were any questions.

DuChene called for a motion to approve the exemption for Golden Valley.

Motion to approve the exemption for Golden Valley by Johnson, seconded by Theobald. Motion carried 13-0.

c. Rogers
Lanoux provided an overview of Rogers' request for an exemption, noting that Mike Albers is online and asked if there were any questions.

DuChene called for a motion to approve Rogers' exemption request.

Motion to approve the exemption requests by Fisher, seconded by Stadheim. Motion carried 13-0.

DuChene asked if there was any further discussion on these items.

Hager asked how State Aid is going to track the funds to make sure that they are available for advancement considering the new exemption process.

Lanoux described State Aid's process to track the accounts monthly and to start looking at high balances at the end of the summer.

Trowbridge asked if encumbered funds count toward the city's balance.

Delarosa indicated that encumbered funds do not count toward the city's balance.

Trowbridge concluded that if the city's projects proceed in 2024 as planned, they should be fine.

DuChene queried if there were any other questions on this topic. There were none.

IV. Any unfinished items from Day One
DuChene asked if there was any additional discussion from yesterday's topics.

V. Last call for any other discussion topics
DuChene called for any other discussion topics.

Lanoux informed that he is concerned about having a two person UCFS committee for the last few years. He researched this yesterday, paying close attention to the screening board resolution regarding the committee on page 90 of the book. The resolution states that there is a minimum three-year term for members.

Lanoux concluded that the resolution provides flexibility, to follow up, he will talk to members of the UCFS to see if they will extend their terms, and report back to the MSB at the spring meeting.

DuChene observed that the current members did not oppose this approach.

Thompson shared recalcitrance, however, he affirmed that he was willing to serve.

DuChene surveyed the room and there were no further items brought forward.

VI. Closing remarks from the Chair
DuChene thanked the following:

- Screening Board members for attending and participating.
- A special thank you to the three outgoing board members (*Steve Emery, Layne Otteson, and Chuck DeWolf*)
- Lanoux and Stone for setting everything up and a great script

DuChene concluded his remarks with an invitation to attend the joint city/ county meeting being held after this meeting.

VII. Spring Screening Board meeting on May 21-22, 2024- location TBD.

DuChene informed the group of the date for the 2024 spring screening board meeting.

VIII. Expense reports

DuChene reminded the group to fill out their expense reports.

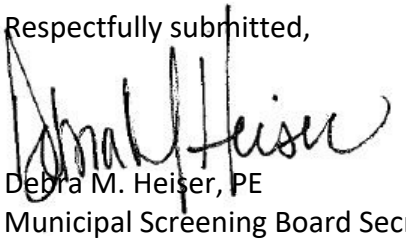
IX. Adjournment

DuChene called for a motion to adjourn.

Motion to adjourn by Trowbridge, seconded by Fisher. Motion carried 13-0.

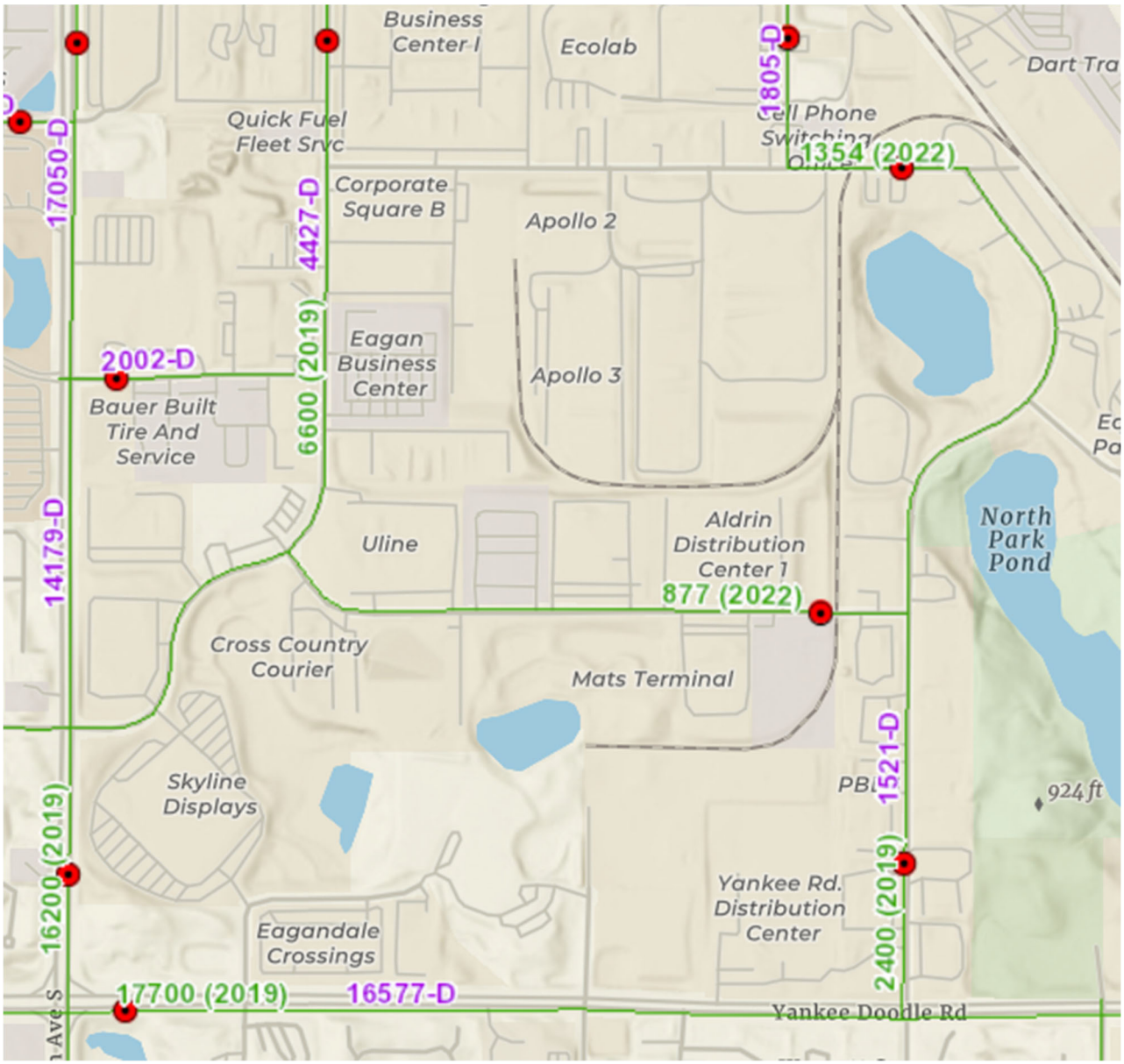
The meeting adjourned at 8:47am.

Respectfully submitted,



Debra M. Heiser, PE
Municipal Screening Board Secretary
St. Louis Park Engineering Director

TRAFFIC COUNTING &
ADT GROUPS



http://www.dot.state.mn.us/traffic/data/tma.html

MSAS URBAN ADT GROUPS FOR NEEDS PURPOSES

Quantities Based on a One Mile Section

EXISTING ADT	NEEDS WIDTH	NEEDS GENERATION DATA	GRADING DEPTH (inches)	GRADING QUANTITY (cubic yards)	CLASS 5 GRAVEL BASE DEPTH (inches)	CLASS 5 GRAVEL BASE QUANTITY (Tons)	TOTAL BITUMINOUS QUANTITY (TONS)
0 EXISTING ADT & NON EXISTING	**26 FOOT ROADBED WIDTH**	2- 11' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	22 INCHES	**11,655**	6 INCHES	**4,346**	**2,917** 4 INCHES
1-499 EXISTING ADT	**28' FOOT ROADBED WIDTH**	2- 12' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	22 INCHES	**12,496**	6 INCHES	**4,691**	**3,182** 4 INCHES
500-1999 EXISTING ADT	**34 FOOT ROADBED WIDTH**	2- 12' TRAFFIC LANES 1- 8' PARKING LANE 1- 2' CURB REACTION	26 INCHES	**17,698**	10 INCHES	**10,176**	**3,978** 4 INCHES
2000-4999 EXISTING ADT	**40 FOOT ROADBED WIDTH**	2-12' TRAFFIC LANES 2- 8' PARKING LANE	32 INCHES	**25,188**	16 INCHES	**19,628**	**4,773** 4 INCHES
5000-8999 EXISTING ADT	**48 FOOT ROADBED WIDTH**	4-11' TRAFFIC LANES 2- 2' CURB REACTION	35 INCHES	**32,795**	19 INCHES	**27,907**	**5,834** 4 INCHES
9000-13,999 EXISTING ADT	**54 FOOT ROADBED WIDTH**	4-11' TRAFFIC LANES 1- 8' PARKING LANE 1- 2' CURB REACTION	36 INCHES	**37,918**	19 INCHES	**31,460**	**8,287** 5 INCHES
14,000-24,999 EXISTING ADT	**62 FOOT ROADBED WIDTH**	4-11' TRAFFIC LANES 1- 14' CENTER TURN 2- 2' CURB REACTION	38 INCHES	**45,838**	20 INCHES	**38,049**	**11,535** 6 INCHES
GT 25,000 EXISTING ADT	**70 FOOT ROADBED WIDTH**	6-11' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	39 INCHES	**53,172**	21 INCHES	**44,776**	**13,126** 6 INCHES

Roadway Segment Information

Status : Original

City Name : EDINA **Segment Nbr : 120-142-010**

Original		Current
WEST 54TH STREET	Street Name	WEST 54TH STREET
WOODDALE AVE TO FRANCE AVE	Termini	WOODDALE AVE TO FRANCE AVE
0.5	Length	0.5
Improved	Existing Roadway Type	Improved
Undivided	Existing Lane Description	Undivided
1	Existing Number of Signal Legs	1
2250	Present AADT	2250
4 (2000 - 4999)	Traffic Group Code	4 (2000 - 4999)
2017	Year of AADT Count	2017
N	Common Boundary Designation	N
N	Turnback Mileage	N
N	Outside City Limit	N
	Year of Latest SA Fund	
	Comments	
	Segment Override	

Bridge Information

Status: Original

Original		Current
90640	Structure Number	90640
0.25	Milepoint	0.25
MINNEHAHA CREEK	Feature Crossed	MINNEHAHA CREEK
61	Structure Length	61
1914	Year Built	1914
	Comments	
BRIDGE	Bridge Type	BRIDGE
4 (2000 - 4999)	Bridge Group	4 (2000 - 4999)

Segment Cost Information

segment length — quantity ADT chart — Unit Cost

Cost Factor	Unit Cost	Computation Formula or Rule	Equation	Result
Gravel	MSAS Gravel Cost Group 4	Length * Quantity * UnitCost	0.5 * 19628 * 19.33	$189,705
Bituminous	MSAS Bituminous Cost Group 4	Length * Quantity * UnitCost	0.5 * 4773 * 77.33	$184,548
Excavation	MSAS Excavation Cost Group 4	Length * Quantity * UnitCost	0.5 * 25188 * 11.43	$143,949
Storm Sewer	MSAS Storm Sewer Cost Group 4	Length * UnitCost	0.5 * 225900	$112,950
Sidewalk	MSAS Sidewalk Cost Group 4	Length * UnitCost * FeetPerMile * SidewalkWidth	0.5 * 7.78 * 5280 * 10	$205,392
Street Lighting	MSAS Street Lighting Cost Group 4	Length * UnitCost	0.5 * 100000	$50,000
Curb and Gutter	MSAS Curb And Gutter Cost Group 4	Length * UnitCost * FeetPerMile * NumberOfCurbs	0.5 * 21.48 * 5280 * 2	$113,414
Signal Leg	MSAS Traffic Signals Cost Group 4	NumOfSignals * UnitCost / 4	1 * 249034 / 4	$62,259
Bridge	MSAS Bridge TGC Group 4	BridgeLength * NeedsWidth * UnitCost	61 * 40 * 98.58	$240,535
Engineering Cost		Percent of costs	1302752 * 0.220	$286,605
Total				$1,589,357

NEEDS STUDY SUBCOMMITTEE MEETING MINUTES

The Needs Study Subcommittee meeting was held at 1:00 pm on April 4, 2024. NSS members present were Adam Nafstad (Albertville/Chair), Chad Millner (Edina), and Layne Otteson (Big Lake). Also in attendance from State Aid were Bill Lanoux, Kim Delarosa, and Naomi Eckerd.

A 2024 Needs Study Subcommittee report was sent to all attendees prior to the meeting. For this year, recommendations will be based off a Full Unit Cost Study. (For the previous two years, recommendations were based off an inflation factor.) Prior to any Unit Cost discussion, Lanoux reviewed several pages of other information, including last year's Need Study Subcommittee meeting minutes, our unit cost instructions, and the significance of the Urban ADT Groups for Needs Purposes.

The group reviewed the Unit Cost Items that were part of this year's Unit Cost Study. The NSS made recommendations for the following items.

Grading/Excavation: Price used in 2023 Needs - $12.07 Cu. Yd.
Committee's Recommendation for 2024 Needs - $13.74 Cu. Yd.

Aggregate Base: Price used in 2023 Needs - $20.41 Ton
Committee's Recommendation for 2024 Needs - $21.07 Ton

All Bituminous: Price used in 2023 Needs - $81.66 Ton
Committee's Recommendation for 2024 Needs - $87.00 Ton

Sidewalk: Price used in 2023 Needs - $8.22 Sq. Ft.
Committee's Recommendation for 2024 Needs - $10.31 per Sq. Ft.
Lanoux said that the Unit Cost Study yielded a 25% increase to last year's cost. Committee felt that $10.31 is about right and are not surprised with the significant increases to sidewalk costs in recent years.

Curb and Gutter: Price used in 2023 Needs - $22.68 Lin. Ft.
Committee's Recommendation for 2024 Needs - $26.87 Lin. Ft.
Unit Cost Study yielded a result of $26.87 which was an 18.5% increase from last year's Needs price.

Structures: Price used in 2023 Needs - $105.74 Sq. Ft.
Committee's Recommendation for 2024 Needs - $111.66 Sq. Ft
This recommendation has been based on a five-year average of bridge costs since 2018 (using data provided by the MnDOT State Aid Bridge Office). The committee reviewed the most recent year of data and included it in the 5-year average. Overall there will a 5.6% increase in the structure unit cost this year.

Street Lighting: Price used in 2023 Needs - $142,500 or 195,000 per mile
Committee's Recommendation for 2024 Needs - $142,500 or $195,000 depending on traffic group (non-existing routes use $0 for lighting)
(Recommendation is consistent with Screening Board resolutions, which were revised for the street lighting unit cost in 2023)

Storm Sewer: The MnDOT Hydraulics Unit performed an analysis of storm sewer Costs for 2023. (133 Storm Sewer Plans were reviewed)
Costs were $493,819 for new construction, and $148,965 for adjustments to existing systems. This is an average of $321,392 per mile. Committee makes recommendation for the highest of eight sections.
Committee's Recommendation for 2024 Needs - $321,400 per mile
The recommendation of $321,400 per mile is for a 70-foot section. The cost per mile will be prorated down through the other seven ADT groups.

Note: The Hydraulics Office is on the same Unit Cost Study schedule as State Aid and provides us with a full study on storm sewer every 3 years and applies an inflation factor in 'off years'.

Engineering: Price used in 2023 Needs – 22%
Committee's Recommendation for 2024 Needs – 22%

Traffic Signals: Price used in 2023 Needs - $262,980 Per Signal
Committee's Recommendation for 2024 Needs - $290,000 Per Signal
In the past, the SALT program Engineer has provided us with a statewide signal cost from their own triennial study. This had been the basis of our signal cost recommendation. Lanoux explained that they did not do a study for us this year and that going forward, we'll have to find a new way to determine this unit cost. (We'll also need to revise the corresponding screening board resolution on traffic signals).

Prior to the meeting, we reached out to MnDOT's Office of Traffic Engineering, and they provided us with some estimates on signal costs: Small intersections ranged from $200,000 to $235,139; Medium intersections ranged from $345,565 to $379,722; Large intersections ranged from $405,000 to $550,000. Lanoux commented that MnDOT's information would be from projects with at least one Trunk Hwy leg. MSAS signal legs would likely fall in the category of either small or medium intersections.

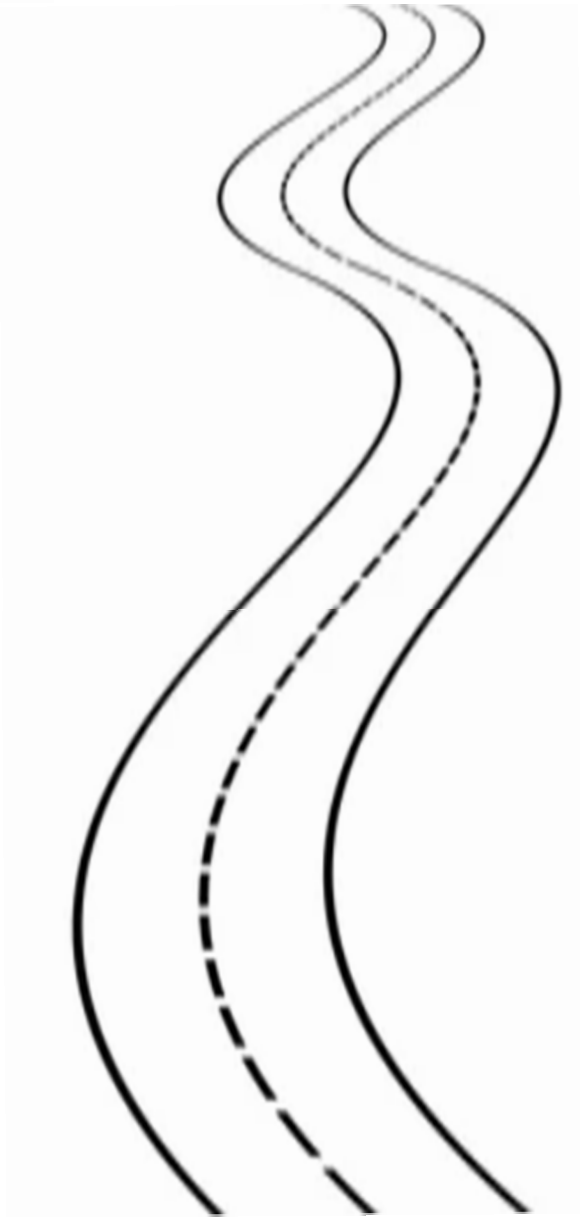
State Aid looked at four joint city /county projects from 2023 and the average signal cost for those projects was $292,756. Although there's variation among these projects, the committee thought $290,000 sounded like a good average number and consistent with MnDOT's estimate for small and medium intersections.

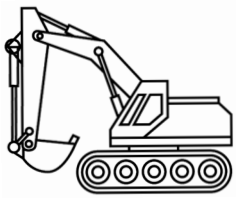
Milner asked Lanoux what the "percentage of needs" has been for traffic signals. Lanoux said that at the end of 2023, signals were 3.7% of the needs. That % may go up a little with the cost increase, but in the range of 5% seems about right and doesn't give signals too much weight in the needs. Lanoux also mentioned that signals aren't a traffic-based needs item like most other items. You have to have signals on your MSAS System to draw signal needs.

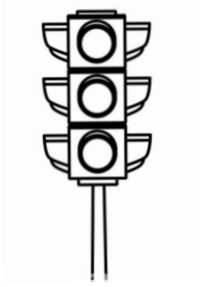
Recommendation of $290,000 is a 10.3% increase from last year's cost.

The meeting was adjourned.

Minutes submitted by Layne Otteson





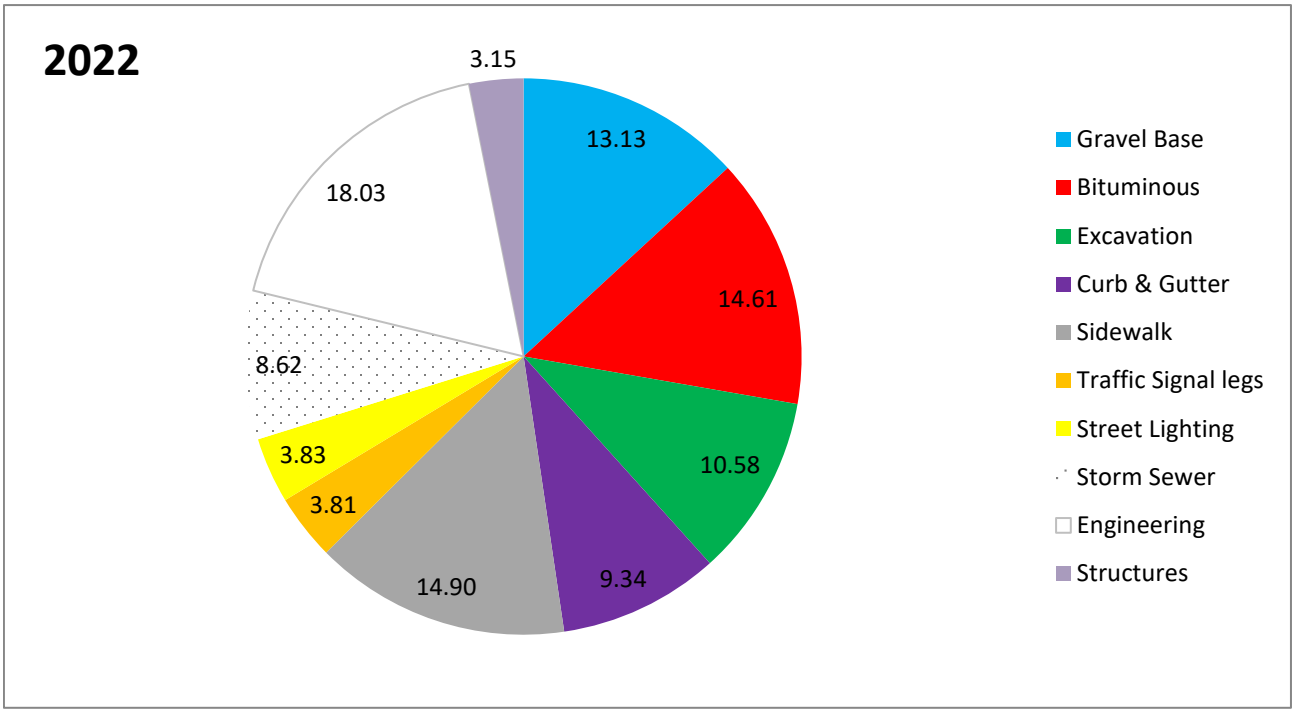


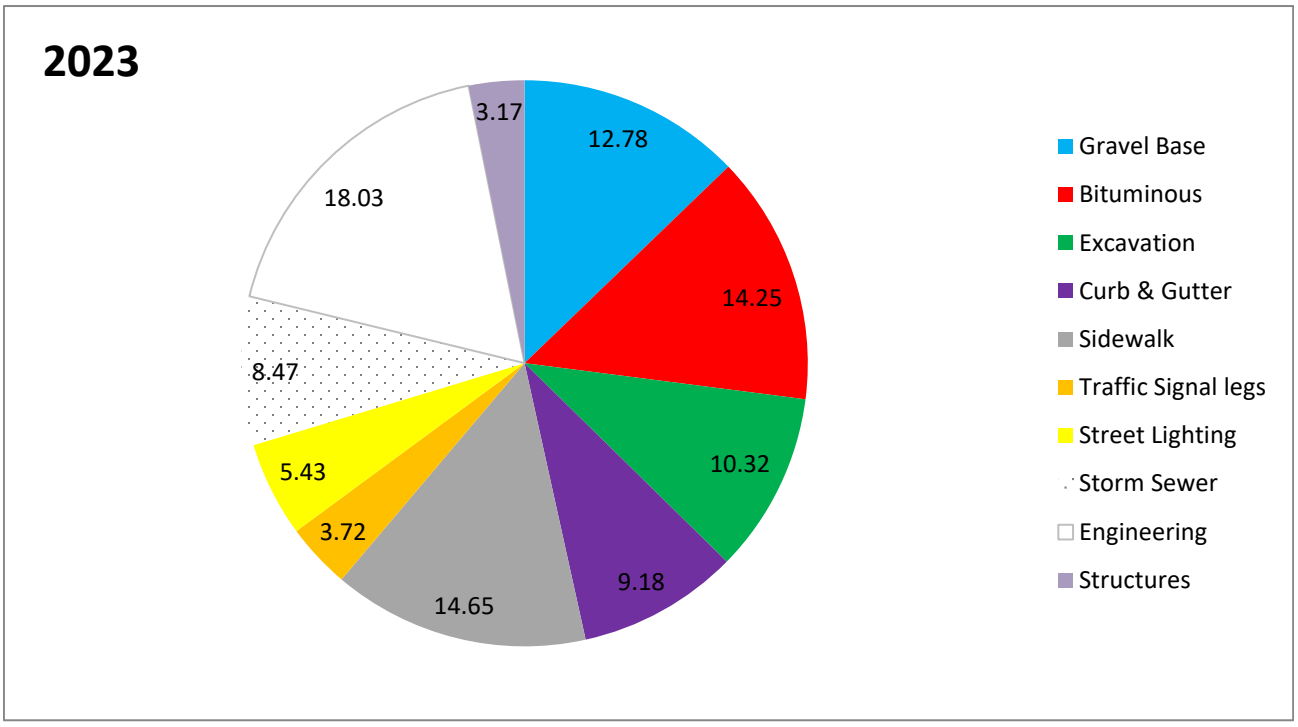
UNIT PRICES

AND GRAPHS

PERCENTAGE OF NEEDS FOR UNIT COST ITEMS

for 2022 and 2023





UNIT PRICE STUDY – History & Introduction

HISTORY

An annual unit price study was conducted until 1997. At the end of 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.

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.

For 2024 we are due for a full unit cost study based on 2023 project costs.

THIS YEAR

The Municipal State Aid Needs Unit conducted a Unit Price Study based on the project costs of on system MSAS projects for Grading (Excavation), Aggregate Base, Bituminous, Sidewalk Construction and Curb & Gutter Construction. These project costs are used to calculate a statewide average cost for these items.

State Aid bridge costs from the last 5 years (2019 to 2023), will be used to determine the unit price for structures. This five-year average, divided by two, provides the basis for the structure cost recommendation.

MN/DOT's hydraulic office has annually recommended costs for storm sewer construction & adjustments. The hydraulics office is on the same triennial cycle that we follow for the Unit Cost Study. They now provide a full storm sewer study every three years and apply the CCI inflation factor in off years.

The State Aid Needs Unit conducted their own traffic signal study this year. This item is also on the same triennial cycle as other unit cost items. Municipal Screening Board resolutions will need to be revised this year, as we no longer get this recommendation from the SALT Program Support Engineer.

The Unit Cost for Street Lighting is set in Screening Board resolutions.

Unit Cost Averages, by District

	# of cities w/ projects	Aggregate Base (ton) Qty	Amt	Uprice
D1	1	864	21,600	$25.00
D2	2	9,277	203,697	$21.96
D3	3	4,076	100,673	$24.70
D4	1	3,368	92,281	$27.40
M	15	60,461	1,325,033	$21.92
D6	4	20,776	343,380	$16.53
D7	3	14,270	202,775	$14.21
D8	4	27,575	674,781	$24.47
TOTAL	**33**	**140,667**	**2,964,221**	**$21.07**

	# of cities w/ projects	Excavation (yd^3) Qty	Amt	Uprice
D1	0	0	0	NA
D2	1	5,090	45,810	$9.00
D3	3	22,177	354,500	$15.99
D4	1	525	10,500	$20.00
M	16	177,882	2,327,635	$13.09
D6	4	31,248	432,225	$13.83
D7	3	11,912	103,363	$8.68
D8	4	36,226	642,084	$17.72
TOTAL	**32**	**285,060**	**3,916,117**	**$13.74**

	# of cities w/ projects	Bituminous (ton) Qty	Amt	Uprice
D1	1	9,410	615,263	$65.38
D2	1	3,523	285,203	$80.95
D3	3	5,924	537,266	$90.69
D4	1	9,139	878,161	$96.09
M	17	110,610	9,457,964	$85.51
D6	5	16,926	1,276,009	$75.39
D7	4	15,890	1,311,674	$82.55
D8	4	23,483	2,594,308	$110.47
TOTAL	**36**	194,905	16,955,847	**$87.00**

	# of cities w/ projects	Sidewalk (ft^2) Qty	Amt	Uprice
D1	1	9,818	96,227	$9.80
D2	2	11,573	149,670	$12.93
D3	3	23,365	215,081	$9.21
D4	1	26,808	349,658	$13.04
M	16	218,975	2,205,443	$10.07
D6	4	100,448	999,127	$9.95
D7	4	41,209	436,385	$10.59
D8	4	46,298	482,870	$10.43
TOTAL	**35**	**478,494**	**4,934,461**	**$10.31**

	# of cities w/ projects	Curb & Gutter (Lineal feet) Qty	Amt	Uprice
D1	1	3,135	75,240	$24.00
D2	2	9,721	312,757	$32.17
D3	3	7,392	173,239	$23.44
D4	1	4,003	205,700	$51.39
M	17	97,026	2,557,319	$26.36
D6	4	25,446	690,272	$27.13
D7	4	10,799	301,258	$27.90
D8	4	22,759	529,087	$23.25
TOTAL	**36**	**180,281**	**4,844,872**	**$26.87**

Annual Percentage Change of Unit Costs, 2011 - 2024

sidewalk	$	$	% Change
from 2011 to 2012	$3.18	$3.17	**-0.3**
from 2012 to 2013	$3.17	$3.25	**2.5**
from 2013 to 2014	$3.25	$3.50	**7.7**
from 2014 to 2015	$3.50	$4.25	**21.4**
from 2015 to 2016	$4.25	$4.35	**2.4**
from 2016 to 2017	$4.35	$4.75	**9.2**
from 2017 to 2018	$4.75	$5.50	**15.8**
from 2018 to 2019	$5.50	$5.66	**2.9**
from 2019 to 2020	$5.66	$5.76	**1.8**
from 2020 to 2021	$5.76	$7.24	**25.7**
from 2021 to 2022	$7.24	$7.78	**7.4**
from 2022 to 2023	$7.78	$8.22	**5.6**
from 2023 to 2024	$8.22	$10.31	***25.4***

curb & gutter			
from 2011 to 2012	$11.30	$11.15	**-1.3**
from 2012 to 2013	$11.15	$11.45	**2.7**
from 2013 to 2014	$11.45	$11.75	**2.6**
from 2014 to 2015	$11.75	$13.75	**17.0**
from 2015 to 2016	$13.75	$14.00	**1.8**
from 2016 to 2017	$14.00	$14.55	**3.9**
from 2017 to 2018	$14.55	$15.90	**9.3**
from 2018 to 2019	$15.90	$16.36	**2.9**
from 2019 to 2020	$16.36	$16.65	**1.8**
from 2020 to 2021	$16.65	$20.00	**20.1**
from 2021 to 2022	$20.00	$21.48	**7.4**
from 2022 to 2023	$21.48	$22.68	**5.6**
from 2023 to 2024	$22.68	$26.87	***18.5***

grading/excavtion			
from 2011 to 2012	$5.05	$6.60	**30.7**
from 2012 to 2013	$6.60	$6.75	**2.3**
from 2013 to 2014	$6.75	$7.00	**3.7**
from 2014 to 2015	$7.00	$7.50	**7.1**
from 2015 to 2016	$7.50	$7.65	**2.0**
from 2016 to 2017	$7.65	$7.95	**3.9**
from 2017 to 2018	$7.95	$9.10	**14.5**
from 2018 to 2019	$9.10	$9.36	**2.9**
from 2019 to 2020	$9.36	$9.53	**1.8**
from 2020 to 2021	$9.53	$10.64	**11.6**
from 2021 to 2022	$10.64	$11.43	**7.4**
from 2022 to 2023	$11.43	$12.07	**5.6**
from 2023 to 2024	$12.07	$13.74	***13.8***

aggregate base	$	$	% Change
from 2011 to 2012	$10.40	$10.65	**2.4**
from 2012 to 2013	$10.65	$10.90	**2.3**
from 2013 to 2014	$10.90	$11.25	**3.2**
from 2014 to 2015	$11.25	$14.00	**24.4**
from 2015 to 2016	$14.00	$14.30	**2.1**
from 2016 to 2017	$14.30	$14.90	**4.2**
from 2017 to 2018	$14.90	$13.78	**-7.5**
from 2018 to 2019	$13.78	$14.18	**2.9**
from 2019 to 2020	$14.18	$14.44	**1.8**
from 2020 to 2021	$14.44	$18.00	**24.7**
from 2021 to 2022	$18.00	$19.33	***7.4***
from 2022 to 2023	$19.33	$20.41	**5.6**
from 2023 to 2024	$20.41	$21.07	***3.2***

all bituminous			
from 2011 to 2012	$60.00	$58.00	**-3.3**
from 2012 to 2013	$58.00	$59.50	**2.6**
from 2013 to 2014	$59.50	$61.25	**2.9**
from 2014 to 2015	$61.25	$65.50	**6.9**
from 2015 to 2016	$65.50	$66.80	**2.0**
from 2016 to 2017	$66.80	$69.60	**4.2**
from 2017 to 2018	$69.60	$60.00	**-13.8**
from 2018 to 2019	$60.00	$65.00	**8.3**
from 2019 to 2020	$65.00	$66.17	**1.8**
from 2020 to 2021	$66.17	$72.00	**8.8**
from 2021 to 2022	$72.00	$77.33	**7.4**
from 2022 to 2023	$77.33	$81.66	**5.6**
from 2023 to 2024	$81.66	$87.00	***6.5***

structures			
from 2011 to 2012	$115.00	$125.00	**8.7**
from 2012 to 2013	$125.00	$120.00	**-4.0**
from 2013 to 2014	$120.00	$72.00	**-40.0**
from 2014 to 2015	$72.00	$96.50	**34.0**
from 2015 to 2016	$96.50	$120.00	**24.4**
from 2016 to 2017	$120.00	$90.00	**-25.0**
from 2017 to 2018	$90.00	$87.55	**-2.7**
from 2018 to 2019	$87.55	$95.20	**8.7**
from 2019 to 2020	$95.20	$95.67	**0.5**
from 2020 to 2021	$95.67	$90.70	**-5.2**
from 2021 to 2022	$90.70	$98.58	**8.7**
from 2022 to 2023	$98.58	$105.74	**7.3**
from 2023 to 2024	$105.74	$111.66	***5.6***

*Underlined years are years of a Full Unit Cost Study. (blue shows tenative prices for 2024).

Since 2014 cost for structures have been calculated by dividing the contract price by 2.

Since 2018 cost for structures have been based on a five year average contract price that is divided by 2.

2024 UNIT PRICE RECOMMENDATIONS

for the January 2025 distribution (FULL UNIT COST STUDY THIS YEAR)

Needs Item		2023 MSB Approved Prices for the 2024 Distribution	2024 NSS Recommended Prices for 2025 Distribution	2024 MSB Approved Prices for the 2025 Distribution
Grading (Excavation)	Cu. Yd.	$12.07	**$13.74**	
Aggregate Base	Ton	20.41	**21.07**	
All Bituminous	Ton	81.66	**87.00**	
Sidewalk Construction	Sq. Ft.	8.22	**10.31**	
Curb and Gutter Construction	Lin.Ft.	22.68	**26.87**	
Traffic Signals	Per Sig	262,980	**290,000**	
Street Lighting (ADT 1-4999)	Mile	142,500	**142,500**	
Street Lighting (ADT 5000 +)	Mile	195,000	**195,000**	
Engineering	Percent	22	**22**	
All Structures (includes both bridges and box culverts)				
	Sq. Ft.	105.74	**111.66**	
Storm Sewer (based on ADT)	Per Mile			
0 ADT & Non Existing		210,500	**226,700**	
1-499		214,500	**231,000**	
500-1,999		226,500	**243,900**	
2,000-4,999		238,500	**256,800**	
5,000-8,999		254,500	**274,000**	
9,000-13,999		266,500	**287,000**	
14,000-24,999		282,500	**304,200**	
25,000 and over		298,500	**321,400**	

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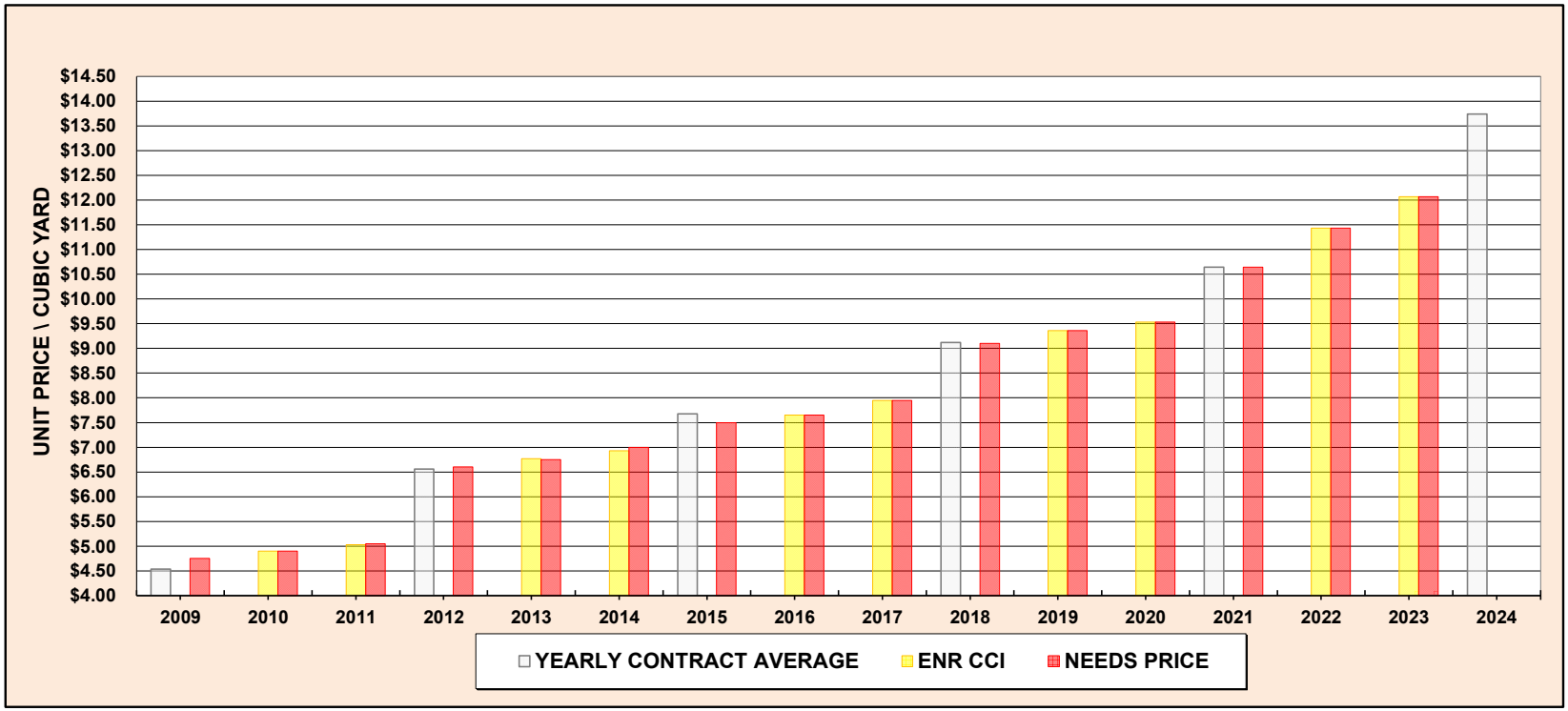
GRADING/EXCAVATION



Needs Year	Number of Cities	Quantity (Cu.Yd)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2009	47	1,334,769	$6,052,005	4.53		$4.75
2010					4.90	4.90
2011					5.03	5.05
2012	56	689,502	4,521,435	6.56		6.60
2013					6.77	6.75
2014					6.93	7.00
2015	40	472,486	3,627,575	7.68		7.50
2016					7.65	7.65

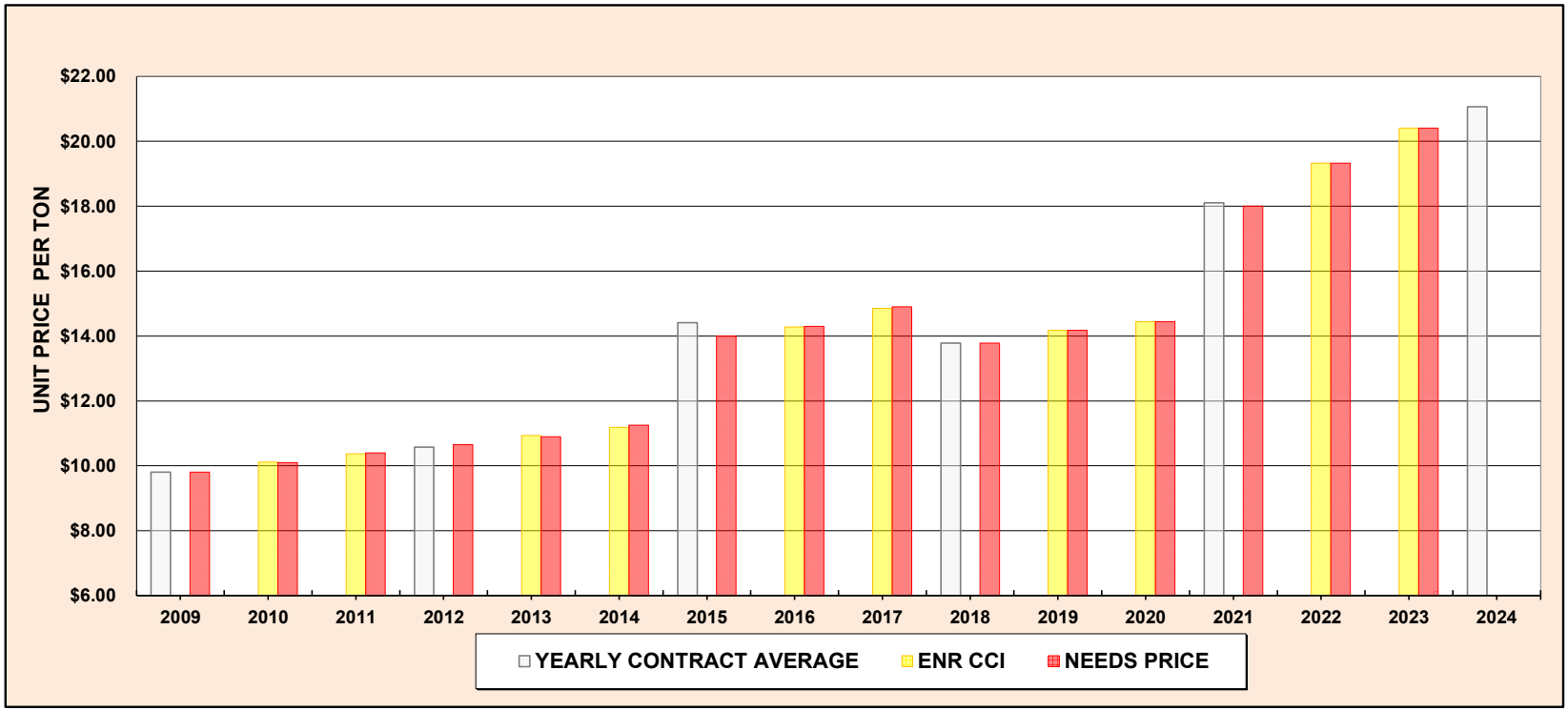
Needs Year	Number of Cities	Quantity (Cu. Yd.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2017					7.95	$7.95
2018	56	434,347	$3,959,719	$9.12		9.10
2019					9.36	9.36
2020					9.53	9.53
2021	61	902,417	9,603,418	$10.64		10.64
2022					11.43	11.43
2023					12.07	12.07
2024	40	285,410	3,922,767	$13.74		

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2024 NEEDS STUDY IS $13.74 PER CUBIC YARD

Yearly Contract Price of **$13.74** is a 13.8% increase from last year's "Price used in Needs" of $12.07. Last year this increase was 5.6%
Since 2017, this Unit Cost has increased by an average of $0.83 ($1.67 increase this year)

(For this Unit Cost there were 46 projects in 40 cities)

AGGREGATE BASE



Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2009	45	436,802	$4,284,174	9.81		$9.81
2010					10.12	10.10
2011					10.37	10.40
2012	57	416,725	4,409,415	10.58		10.65
2013					10.93	10.90
2014					11.19	11.25
2015	40	199,868	2,880,423	14.41		14.00
2016					14.28	14.30

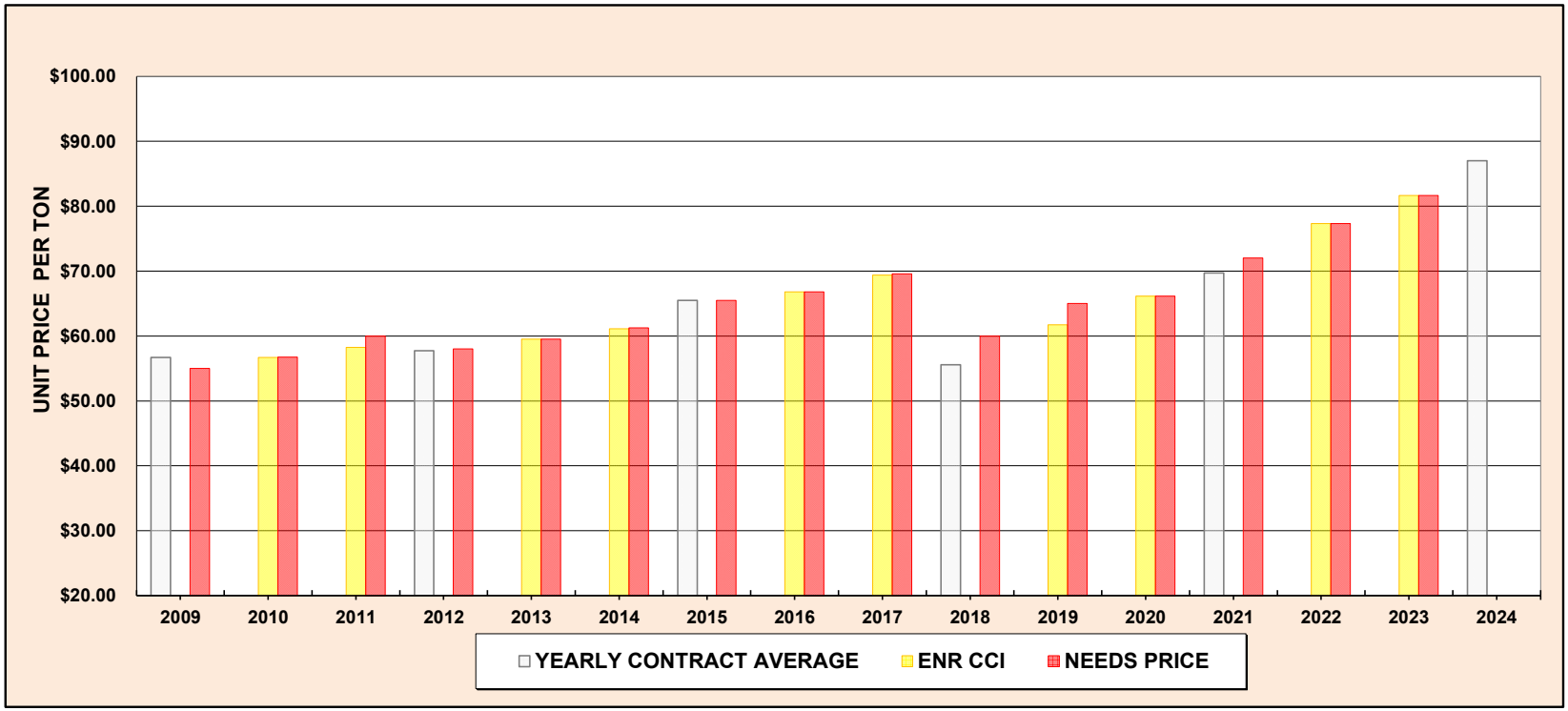
Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2017					14.86	$14.90
2018	52	317,006	$4,368,054	$13.78		13.78
2019					14.18	14.18
2020					14.44	14.44
2021	59	429,553	7,778,934	$18.11		18.00
2022					19.33	19.33
2023					20.41	20.41
2024	40	140,667	2,964,221	$21.07		

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2024 NEEDS STUDY IS $21.07 PER TON

Yearly Contract Price of $21.07 is a 3.2% increase from last year's "Price used in Needs" of $20.41. Last year this increase was 5.6%
Since 2017, this Unit Cost has increased by an average of $0.88 (note the $3.56 increase in the 2021 UC study)

(For this Unit Cost there were 50 projects in 40 cities)

ALL BITUMINOUS BASE & SURFACE



Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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	57.71		58.00
2013					59.51	59.50
2014					61.11	61.25
2015	48	226,676	14,843,126	65.48		65.50
2016					66.81	66.80

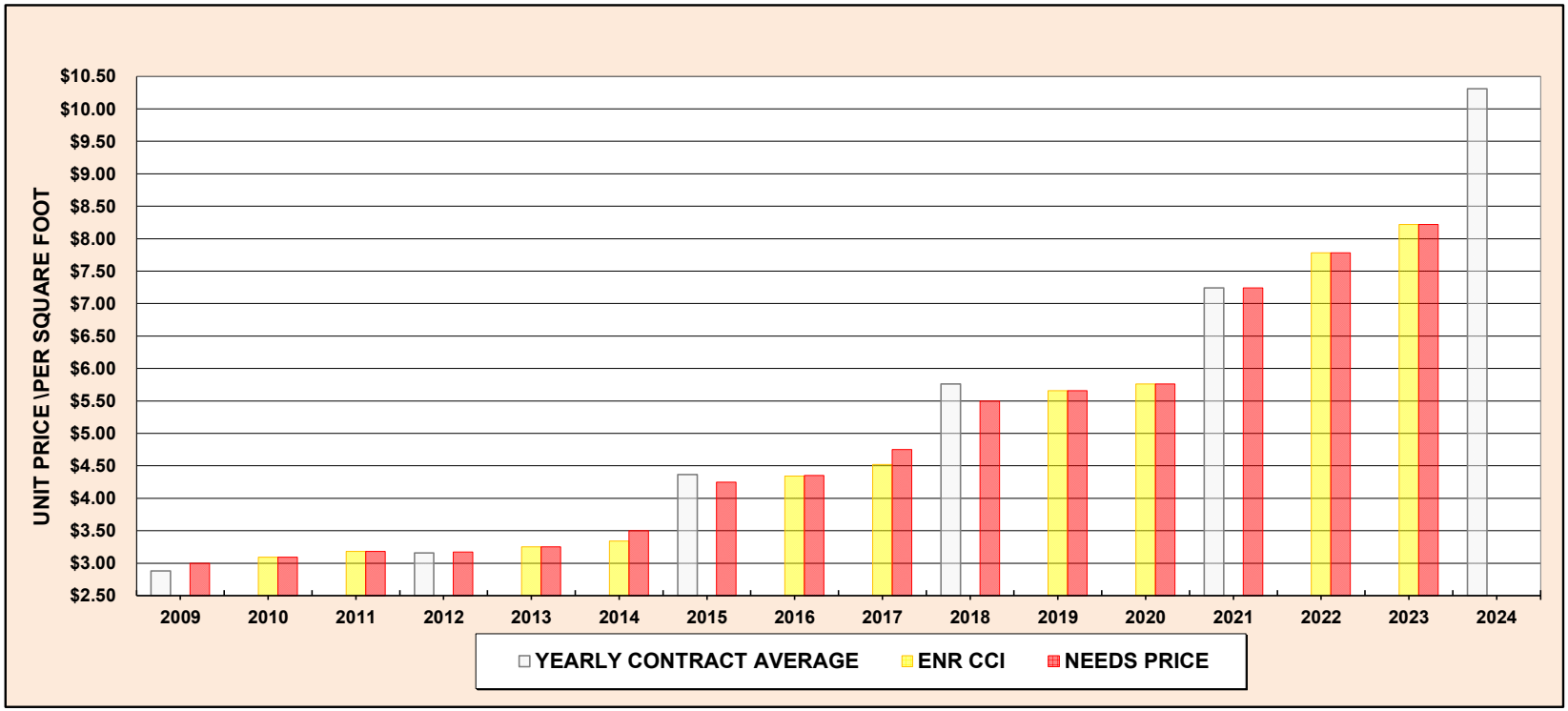
Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2017					69.41	$69.60
2018	65	339,266	$18,849,950	$55.56		60.00
2019					61.74	65.00
2020					66.17	66.17
2021	69	403,619	28,146,312	$69.73		72.00
2022					77.33	77.33
2023					81.66	81.66
2024	40	194,905	16,955,847	$87.00		

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2024 NEEDS STUDY IS $87.00 PER TON

Yearly Contract Price of $87.00 is a 6.5% increase from last year's "Price used in Needs" of $81.66. Last year this increase was 5.6%
Since 2017, this Unit Cost has increased by an average of $2.49 annually

(For this Unit Cost there were 61 projects in 40 cities)

SIDEWALK CONSTRUCTION



PRICE PER SQUARE YARD WAS USED UNTIL 2012 AND CHANGED TO SQUARE FOOT IN 2013

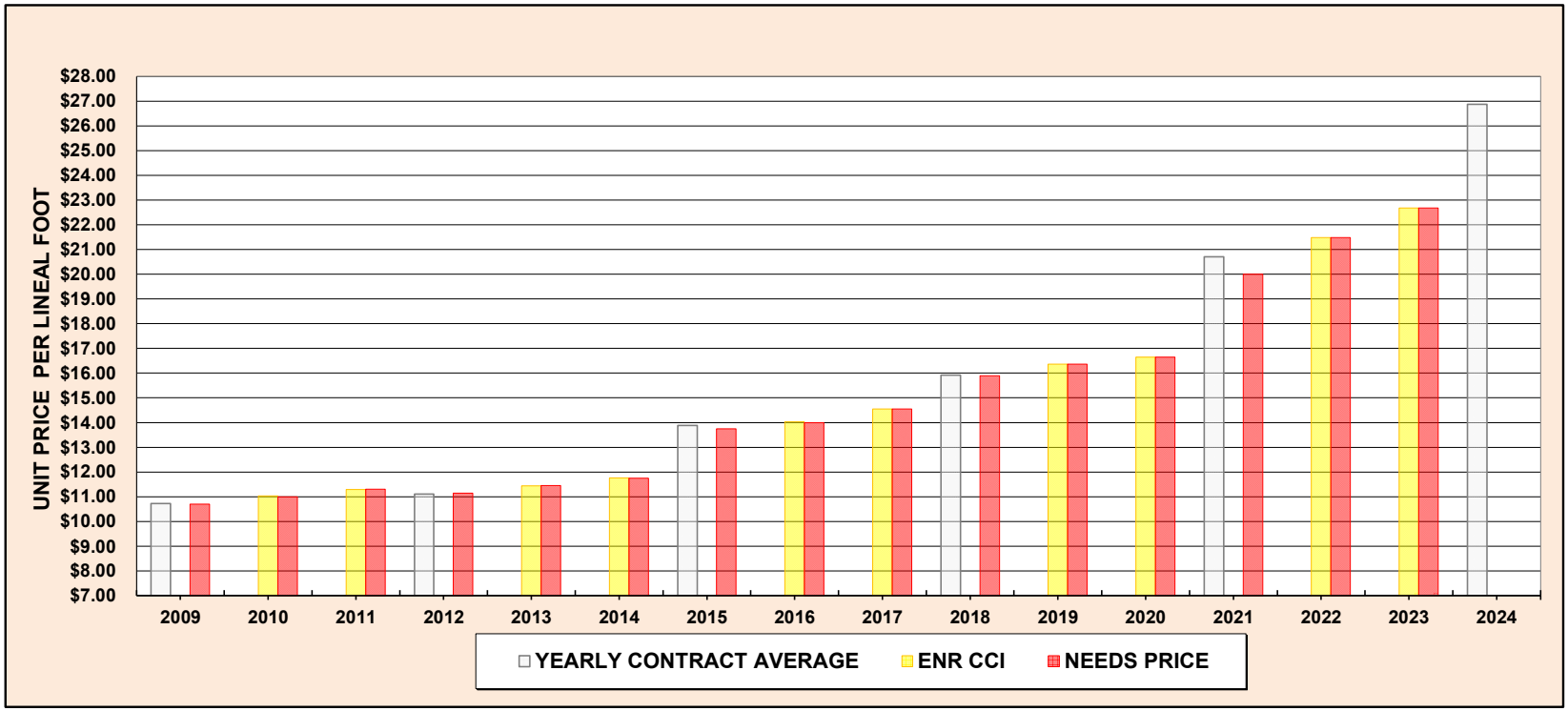
Needs Year	Number of Cities	Quantity (Sq.Ft.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2009	44	95,689	$2,482,820	2.88		$3.00
2010					3.09	3.09
2011					3.18	3.18
2012	51	66,045	1,880,257	3.16		3.17
2013					3.25	3.25
2014					3.34	3.50
2015	39	356,709	1,556,517	4.36		4.25
2016					4.34	4.35
2017					4.52	$4.75
2018	52	608,114	$3,502,293	$5.76		5.50
2019					5.66	5.66
2020					5.76	5.76
2021	60	1,175,309	$8,509,411	$7.24		7.24
2022					7.78	7.78
2023					8.22	8.22
2024	40	478,494	$4,934,461	$10.31		

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2024 NEEDS STUDY IS $10.31 PER SQ. FT.

Yearly Contract Price of $10.31 is a 25.4% increase from last year's "Price used in Needs" of $8.22. Last year this increase was 5.7%
Since 2017, this Unit Cost has increased by an average of $0.80 (note the $2.09 increase this year)

(For this Unit Cost there were 59 projects in 40 cities)

CURB AND GUTTER CONSTRUCTION



Needs Year	Number of Cities	Quantity (Ln. Ft.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2009	43	262,251	$2,812,246	10.72		$10.70
2010					11.03	11.00
2011					11.29	11.30
2012	63	281,751	3,130,181	11.11		11.15
2013					11.44	11.45
2014					11.76	11.75
2015	44	168,891	2,344,989	13.88		13.75
2016					14.03	14.00

Needs Year	Number of Cities	Quantity (Ln. Ft.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2017					14.55	$14.55
2018	61	267,833	$4,263,081	$15.92		15.90
2019					16.36	16.36
2020					16.65	16.65
2021	60	371,066	$7,683,047	$20.71		20.00
2022					21.48	21.48
2023					22.68	22.68
2024	40	180,281	$4,844,872	$26.87		

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2024 NEEDS STUDY IS $26.87 PER LIN. FT.

Yearly Contract Price of $26.87 is a 18.5% increase from last year's "Price used in Needs" of $22.68. Last year this increase was 5.6%
Since 2017, this Unit Cost has increased by an average of $1.76 (note the $4.19 increase this year)

(For this Unit Cost there were 62 projects in 40 cities)

MnDOT State Aid Bridge Office
2023 Calendar Year - - Bridge Cost Report

Separated per Bridge Length < 150'

SORTED BY BRIDGE LENGTH

New Bridge Number	Project Type	Project Number	Length	Beam Type Code	Letting Date	Area	Cost	Unit Cost
16530	SAP	016-598-020	38.07	C-SLAB	9/26/2023	975	$675,451	$692.77
04532	SAP	004-622-025	40.00	TTS	9/19/2023	1360	$525,794	$386.61
58559	SAP	058-599-045	40.00	TTS	4/5/2023	880	$399,184	$453.62
39532	SP	039-598-071	54.00	TTS	1/13/2023	1620	$578,283	$356.96
16529	SAP	016-617-009	56.00	TTS	10/3/2023	1792	$205,597	$114.73
01537	SAP	001-599-043	59.67	C-SLAB	12/4/2023	1611	$500,627	$310.76
04533	SAP	004-622-024	66.00	TTS	9/19/2023	2244	$768,281	$342.37
81532	SAP	081-603-038	69.92	PCB	9/21/2023	2448	$720,154	$294.18
55600	SP	055-598-060	80.17	PCB	10/3/2023	2485	$635,028	$255.54
49559	SAP	049-601-031	81.92	PCB	12/20/2023	3195	$752,971	$235.67
49558	SP	049-606-022	84.92	PCB	1/26/2023	3312	$825,499	$249.24
16527	SP	016-598-021	88.92	PCB	2/7/2023	2673	$750,369	$280.72
25625	SAP	025-602-032	89.69	C-SLAB	4/25/2023	3498	$904,938	$258.70
29534	SP	029-613-012	93.00	PCB	8/30/2023	3631	$910,519	$250.76
12557	SAP	012-599-099	94.92	PCB	4/11/2023	2943	$538,848	$183.09

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

MnDOT State Aid Bridge Office
2023 Calendar Year - - Bridge Cost Report

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

SORTED BY BRIDGE LENGTH

New Bridge Number	Project Type	Project Number	Length	Beam Type Code	Letting Date	Area	Cost	Unit Cost
74562	SAP	074-598-016	103.28	PCB	12/19/2023	3610	$780,522	$216.21
53538	SAP	053-606-020	104.50	C-SLAB	3/28/2023	3658	$696,707	$190.46
22626	SAP	022-599-117	108.67	C-SLAB	4/27/2023	3152	$528,803	$167.77
22627	SAP	022-599-122	111.77	C-SLAB	4/27/2023	3465	$596,976	$172.29
51537	SAP	051-599-104	113.14	PCB	1/24/2023	3508	$736,293	$209.89
71534	SAP	071-604-036	114.17	PCB	11/7/2023	4910	$1,301,394	$265.05
68544	SP	068-598-037	114.92	PCB	9/14/2023	4022	$866,393	$215.41
53537	SAP	053-619-027	116.50	C-SLAB	3/28/2023	4078	$825,562	$202.44
10556	SAP	010-641-006	119.17	PCB	1/2/2023	4171	$964,560	$231.25
01539	SP	001-605-016	125.83	C-SLAB	12/4/2023	4405	$947,230	$215.04
11534	SP	011-670-004	131.67	C-SLAB	8/22/2023	6474	$1,702,509	$262.98
64603	SAP	064-598-032	133.04	C-SLAB	9/18/2023	4660	$631,364	$135.49
56547	SP	056-645-009	135.26	C-SLAB	4/5/2023	5951	$1,250,227	$210.09
02591	SP	002-656-001	137.96	PCB	8/31/2023	11960	$3,980,755	$332.84
64601	SAP	064-608-030	138.00	C-SLAB	9/18/2023	5382	$718,189	$133.44
67576	SP	067-601-014	139.27	C-SLAB	6/5/2023	4892	$1,165,166	$238.18
09538	SP	009-606-038	143.01	PCB	7/17/2023	5108	$1,769,748	$346.47

Total Cost	**$29,153,943**
Total Deck Area	**118,073**
Average Cost per Sq Ft	**$246.91**
Total No. of Bridges < 150'	**32**

MnDOT State Aid Bridge Office
2023 Calendar Year - - Bridge Cost Report

Separated per Bridge Length > 150'

SORTED BY BRIDGE LENGTH

New Bridge Number	Project Type	Project Number	Length	Beam Type Code	Letting Date	Area	Cost	Unit Cost
02592	SP	002-657-003	151.83	PCB	8/31/2023	13310	$4,966,303	$373.13
80541	SP	080-623-022	153.58	C-SLAB	7/18/2023	5990	$1,283,624	$214.29
57527	SAP	057-622-007	185.95	PCB	10/16/2023	7252	$2,206,058	$304.20
31585	SAP	031-598-032	252.50	PCB	7/10/2023	8838	$2,035,488	$230.31
07602	SAP	007-613-013	270.17	PCB	8/30/2023	10540	$2,627,713	$249.31
73581	SP	072-675-042	273.67	PCB	7/19/2023	21620	$3,585,716	$165.85

Total Cost	**$16,704,903**
Total Deck Area	**67,550**
Average Cost per Sq Ft	**$247.30**
Total No. of Bridges > 150'	**6**

MnDOT State Aid Bridge Office
2023 Calendar Year - - Bridge Cost Report

Totals for All Bridges Let in CY 2023

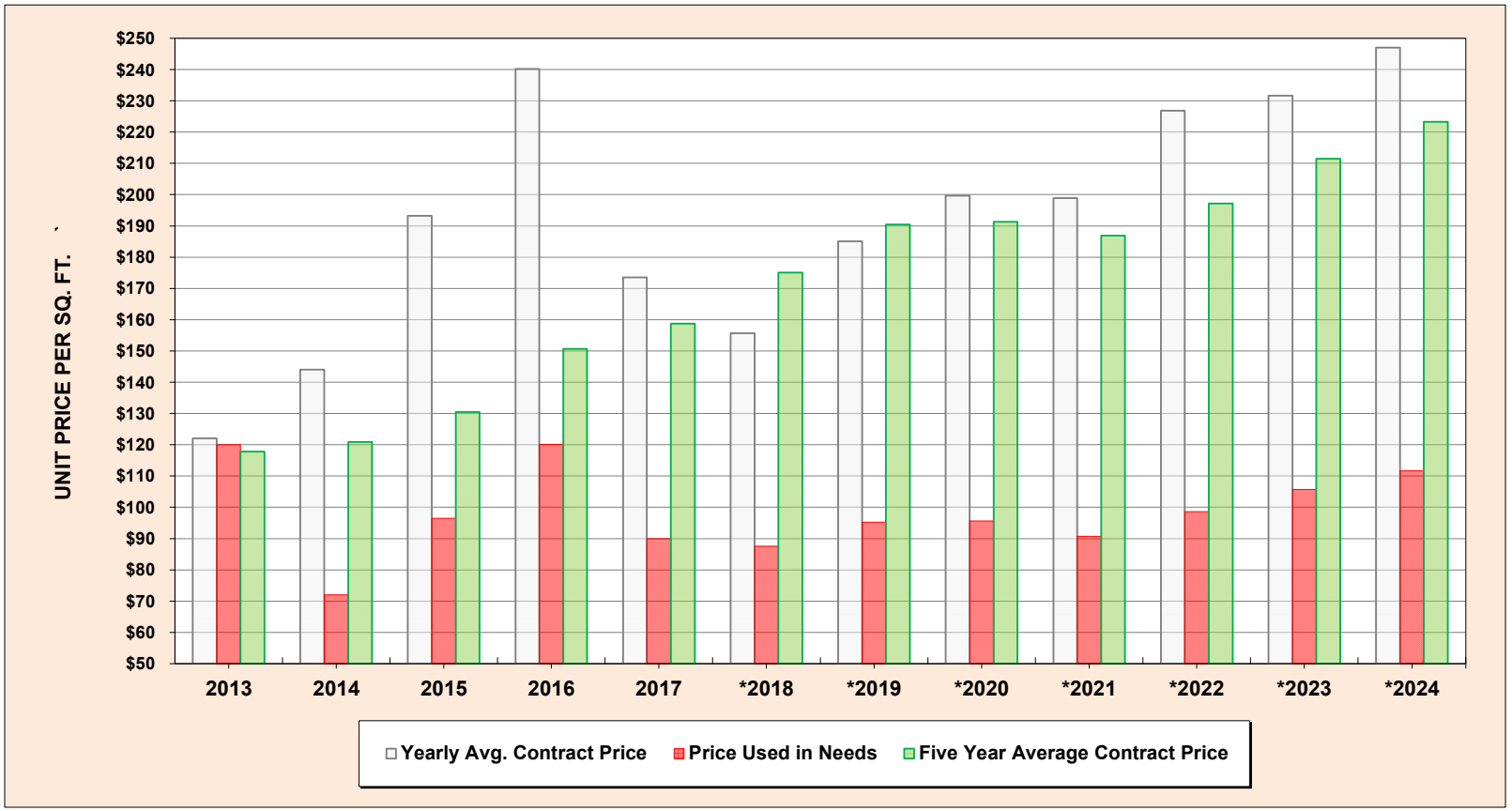
Total Cost for all Bridges	**$45,858,845**
Total Deck Area for all Bridges	**185,623**
Average Cost per Sq Ft	**$247.05**
Total Number of Bridges	**38**

1/2 = $123.53

ALL BRIDGES (ready to separate for report)

New Bridge No.	Project Type	Project Number	Length	Beam Type	Letting Date	Area	Cost	Unit Cost	Jointless? 1=Yes
R0890	SP	019-090-024	21.33	BRDWLK	8/31/2023	327	$126,863	$387.96	
L4646	SAP	067-597-005	35.67	REHAB	2/13/2023	711	$367,873	$517.40	
16530	SAP	016-598-020	38.07	C-SLAB	9/26/2023	975	$675,451	$692.77	1
04532	SAP	004-622-025	40.00	TTS	9/19/2023	1360	$525,794	$386.61	
58559	SAP	058-599-045	40.00	TTS	4/5/2023	880	$399,184	$453.62	
R0891	SP	019-090-024	41.33	BRDWLK	8/31/2023	634	$189,666	$299.16	
R0894	SP	019-090-024	41.33	BRDWLK	8/31/2023	634	$279,449	$440.77	
R0895	SP	019-090-024	41.33	BRDWLK	8/31/2023	634	$274,764	$433.38	
5744	SAP	059-599-096	50.00	REHAB	9/26/2023	1400	$1,215,434	$868.17	
39532	SP	039-598-071	54.00	TTS	1/13/2023	1620	$578,283	$356.96	
16529	SAP	016-617-009	56.00	TTS	10/3/2023	1792	$205,597	$114.73	
01537	SAP	001-599-043	59.67	C-SLAB	12/4/2023	1611	$500,627	$310.76	1
R0888	SP	019-090-024	60.17	REHAB	8/31/2023	720	$137,577	$191.08	
04533	SAP	004-622-024	66.00	TTS	9/19/2023	2244	$768,281	$342.37	
81532	SAP	081-603-038	69.92	PCB	9/21/2023	2448	$720,154	$294.18	1
55600	SP	055-598-060	80.17	PCB	10/3/2023	2485	$635,028	$255.54	1
49559	SAP	049-601-031	81.92	PCB	12/20/2023	3195	$752,971	$235.67	1
49558	SP	049-606-022	84.92	PCB	1/26/2023	3312	$825,499	$249.24	1
16527	SP	016-598-021	88.92	PCB	2/7/2023	2673	$750,369	$280.72	1
25625	SAP	025-602-032	89.69	C-SLAB	4/25/2023	3498	$904,938	$258.70	1
29534	SP	029-613-012	93.00	PCB	8/30/2023	3631	$910,519	$250.76	1
12557	SAP	012-599-099	94.92	PCB	4/11/2023	2943	$538,848	$183.09	1
R0921	SP	092-090-063	100.00	TRUSS	11/9/2023	1200	$529,187	$440.99	
74562	SAP	074-598-016	103.28	PCB	12/19/2023	3610	$780,522	$216.21	1
53538	SAP	053-606-020	104.50	C-SLAB	3/28/2023	3658	$696,707	$190.46	1
22626	SAP	022-599-117	108.67	C-SLAB	4/27/2023	3152	$528,803	$167.77	1
22627	SAP	022-599-122	111.77	C-SLAB	4/27/2023	3465	$596,976	$172.29	1
51537	SAP	051-599-104	113.14	PCB	1/24/2023	3508	$736,293	$209.89	1
71534	SAP	071-604-036	114.17	PCB	11/7/2023	4910	$1,301,394	$265.05	1
68544	SP	068-598-037	114.92	PCB	9/14/2023	4022	$866,393	$215.41	1
53537	SAP	053-619-027	116.50	C-SLAB	3/28/2023	4078	$825,562	$202.44	1
10556	SAP	010-641-006	119.17	PCB	1/2/2023	4171	$964,560	$231.25	1
01539	SP	001-605-016	125.83	C-SLAB	12/4/2023	4405	$947,230	$215.04	1
11534	SP	011-670-004	131.67	C-SLAB	8/22/2023	6474	$1,702,509	$262.98	1
64603	SAP	064-598-032	133.04	C-SLAB	9/18/2023	4660	$631,364	$135.49	1
56547	SP	056-645-009	135.26	C-SLAB	4/5/2023	5951	$1,250,227	$210.09	1
02591	SP	002-656-001	137.96	PCB	8/31/2023	11960	$3,980,755	$332.84	1
64601	SAP	064-608-030	138.00	C-SLAB	9/18/2023	5382	$718,189	$133.44	1
67576	SP	067-601-014	139.27	C-SLAB	6/5/2023	4892	$1,165,166	$238.18	1
R0893	SP	019-090-024	141.33	BRDWLK	8/31/2023	2167	$483,496	$223.12	
09538	SP	009-606-038	143.01	PCB	7/17/2023	5108	$1,769,748	$346.47	0
02592	SP	002-657-003	151.83	PCB	8/31/2023	13310	$4,966,303	$373.13	1
80541	SP	080-623-022	153.58	C-SLAB	7/18/2023	5990	$1,283,624	$214.29	1
57527	SAP	057-622-007	185.95	PCB	10/16/2023	7252	$2,206,058	$304.20	1
R0912	SP	019-090-023	203.25	TRUSS	6/27/2023	2440	$800,565	$328.10	
31585	SAP	031-598-032	252.50	PCB	7/10/2023	8838	$2,035,488	$230.31	1
07602	SAP	007-613-013	270.17	PCB	8/30/2023	10540	$2,627,713	$249.31	1
73581	SP	072-675-042	273.67	PCB	7/19/2023	21620	$3,585,716	$165.85	1
R0892	SP	019-090-024	301.33	BRDWLK	8/31/2023	4621	$1,115,756	$241.45	
R0911	SP	019-090-023	303.50	TRUSS	6/27/2023	3650	$1,082,470	$296.57	
27152	SP	027-752-035	365.88	REHAB	4/18/2023	24284	$2,707,963	$111.51	
62512	SP	164-194-033	673.58	REHAB	11/9/2023	55120	$786,222	$14.26	
R0889	SP	019-090-024	701.33	BRDWLK	8/31/2023	10874	$1,966,679	$180.86	
		with REHABS / BRDWKS			TOTALS	295039	$57,922,811		
					Avg Price		$196.32		
		without REHABS / BRDWKS / RR			TOTALS	185623	$45,858,845		
					Avg Price		**$247.05**	(one half: $123.53)	

BRIDGES / STRUCTURES



NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
2013	73	505,031	$61,637,866	$122.05	**$120.00**	$117.80
2014	91	379,364	54,646,656	144.05	**72.00**	120.85
2015	49	196,550	37,973,287	193.20	**96.50**	130.48
2016	41	178,429	42,852,558	240.17	**120.08**	150.68
2017	47	184,138	31,962,025	173.58	**90.00**	158.69
***2018**	42	159,281	24,786,595	155.62	**87.55**	175.10

				AVG COST PER SQ FT	1/2 of 5 year avg	AVG COST PER SQ FT
NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
***2019**	41	150,251	$27,812,170	$185.10	**$95.20**	$190.40
***2020**	29	142,041	28,354,895	199.62	**95.67**	191.33
***2021**	31	136,971	27,241,746	198.89	**90.70**	186.91
***2022**	55	264,473	59,990,343	226.83	**98.58**	197.17
***2023**	41	164,021	37,999,335	231.67	**105.74**	211.48
***2024**	38	185,623	45,858,845	247.05	***111.66***	223.31

* recommended cost has been based off five years of data since 2018

SUBCOMMITTEES RECOMMENDED STRUCTURE PRICE FOR THE 2024 NEEDS STUDY IS $111.66 PER SQ. FT.

MSB RESOLUTIONS STATE THAT 1\2 OF THE STATEWIDE AVERAGE BRIDGE COST BE USED AS THE STRUCTURE COST IN THE NEEDS
$111.66 would result in an 5.6% increase from last year's Unit Cost price of $105.74

HISTORY: STORM SEWER, LIGHTING AND SIGNAL NEEDS COSTS

NEEDS YEAR	STORM SEWER ADJUSTMENT	STORM SEWER** CONSTRUCTION	LIGHTING	SIGNALS**
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
New Needs Method				
2013	$145,260 to $205,954		100,000	$225,000/signal
2014	148,100 to 210,000		100,000	205,000/signal
2015	150,900 to 214,000		100,000	185,000/signal
2016	153,600 to 217,800		100,000	188,700/signal
2017	156,500 to 221,900		100,000	195,000/signal
2018	159,500 to 226,100		100,000	201,850/signal
2019	162,400 to 230,300		100,000	207,700/signal
2020	165,500 to 234,700		100,000	211,440/signal
2021	185,600 to 263,200		100,000	231,875/signal
2022	199,400 to 282,700		100,000	249,034/signal
2023	210,500 to 298,500		$142,500-$195,000	262,980/signal
2024	226,700 to 321,400		$142,500-$195,000	290,000/signal

** Signals and Storm Sewer were 'per mile' in old Needs method

NEEDS STUDY SUBCOMMITTEE'S RECOMMENDED PRICES FOR 2024:

Storm Sewer (high section)	**$321,400**
Lighting / Mile	**$142,500 - $195,000**
Traffic Signals (per Signal)	**$290,000**

STREET LIGHTING

Updated MSB resolution on Lighting: The Unit Cost for Street Lighting will be determined by multiplying the Unit Price per mile by the segment length. For ADT groups in the range of 1 to 4999, this Unit Cost will remain at $142,500 per mile. For ADT groups that are 5000 ADT or more, this Unit Cost will remain at $195,000 per mile. Non-existing routes will remain at $0 per mile. The Municipal Screening Board may request a study on this item on any year if it is deemed necessary.

EXISTING ADT	NEEDS WIDTH	NEEDS GENERATION DATA	GRADING DEPTH (inches)	GRADING QUANTITY (cubic yards)	CLASS 5 GRAVEL BASE DEPTH (inches)	CLASS 5 GRAVEL BASE QUANTITY (Tons)	TOTAL BITUMINOUS QUANTITY (TONS)	
0 EXISTING ADT & NON EXISTING	26 FOOT ROADBED WIDTH	2- 11' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	22 INCHES	11,655	6 INCHES	4,346	2,917 4 INCHES	$0
1-499 EXISTING ADT	28' FOOT ROADBED WIDTH	2- 12' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	22 INCHES	12,496	6 INCHES	4,691	3,182 4 INCHES	
500-1999 EXISTING ADT	34 FOOT ROADBED WIDTH	2- 12' TRAFFIC LANES 1- 8' PARKING LANE 1- 2' CURB REACTION	26 INCHES	17,698	10 INCHES	10,176	3,978 4 INCHES	$142,500
2000-4999 EXISTING ADT	40 FOOT ROADBED WIDTH	2-12' TRAFFIC LANES 2- 8' PARKING LANE	32 INCHES	25,188	16 INCHES	19,628	4,773 4 INCHES	
5000-8999 EXISTING ADT	48 FOOT ROADBED WIDTH	4-11' TRAFFIC LANES 2- 2' CURB REACTION	35 INCHES	32,795	19 INCHES	27,907	5,834 4 INCHES	
9000-13,999 EXISTING ADT	54 FOOT ROADBED WIDTH	4-11' TRAFFIC LANES 1- 8' PARKING LANE 1- 2' CURB REACTION	36 INCHES	37,918	19 INCHES	31,460	8,287 5 INCHES	$195,000
14,000-24,999 EXISTING ADT	62 FOOT ROADBED WIDTH	4-11' TRAFFIC LANES 1- 14' CENTER TURN 2- 2' CURB REACTION	38 INCHES	45,838	20 INCHES	38,049	11,535 6 INCHES	
GT 25,000 EXISTING ADT	70 FOOT ROADBED WIDTH	6-11' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	39 INCHES	53,172	21 INCHES	44,776	13,126 6 INCHES	

TRAFFIC SIGNALS

Current MSB resolution on Traffic Signals:

The Unit Cost for Traffic Signals will be determined by the recommendation by the SALT Program Support Engineer and approved by the MSB.

The Unit Cost for traffic signals will be based on a cost per signal leg, and for Needs purposes a signal leg will be defined as ¼ of the signal cost.

Only signal legs on designated MSAS routes will be included in the Needs study.
Stand-alone pedestrian crossing signals will not be included in the Needs study.

Note: underlined portion of resolution will need to be revised by the MSB this spring. The SALT Program Support Engineer no longer makes this recommendation.

Information from MnDOT's Office of Traffic Engineering:

Estimates on signal costs are as follows:

- Small intersections ranged from $200,000 to $235,139. (avg = $217,570)
- Medium intersections ranged from $345,565 to $379,722. (avg = $362,644)
- Large intersections ranged from $405,000 to $550,000.

Specific guidelines weren't provided, but general assumptions for intersection size are:

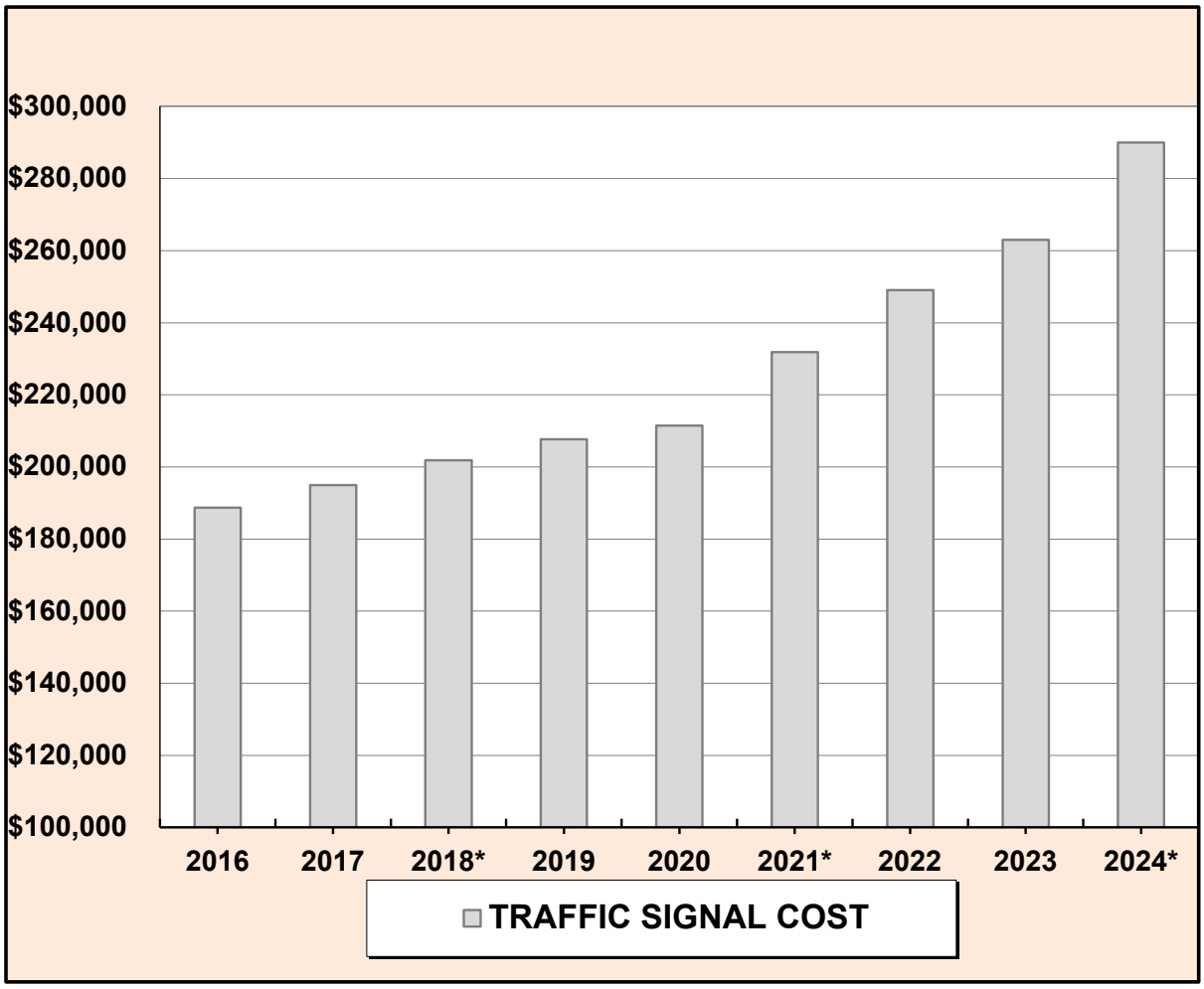
- Small intersections = 2-lane, undivided or 4 lane TH with 2-lane local legs
- Medium intersections = 4 lane, divided
- Large intersections = 4-6 lane, divided, multiple turn lanes

MnDOT's information would be from projects with at least one Trunk Hwy leg. MSAS legs likely fall in the category of either small or medium intersections.

SIGNAL PROJECT SAMPLE, 2023

Spec #	*Description*	*Quantity*	*Price*
	Anoka County Project 002-601-063/Coon Rapids Project 114-020-062		
2565.501	TRAFFIC CONTROL INTERCONNECT	1.00	$12,250
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM	0.50	$138,500
2565.616	VIDEO DETECTOR SYSTEM	1.00	$41,150
2565.616	TEMPORARY SIGNAL SYSTEM	1.00	$90,500
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM	1.00	$3,250
2565.616	TRAFFIC CONTROL SIGNAL SYSTEM	0.50	$138,500
		Total	**$292,500**
	Hennepin County Project 027-640-006/Minneapolis Project 141-020-130 (4 signals)		
2565.501	TRAFFIC CONTROL INTERCONNECT	0.50	$25,000
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM A	0.50	$3,900
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM B	0.50	$3,900
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM C	0.50	$4,300
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM D	0.50	$3,900
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM A	0.50	$125,000
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM B	0.50	$125,000
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM C	0.50	$125,000
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM D	0.50	$137,500
2565.501	TRAFFIC CONTROL INTERCONNECT	0.50	$25,000
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM A	0.50	$3,900
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM B	0.50	$3,900
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM C	0.50	$4,300
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM D	0.50	$3,900
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM A	0.50	$125,000
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM B	0.50	$125,000
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM C	0.50	$125,000
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM D	0.50	$137,500
		Total	**$1,107,000**
		Total / 4	**$276,750**
	Dakota County Project 019-660-019/Lakeville Project 188-020-006		
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM B *	1.00	$165,000
2565.616	VIDEO DETECTOR SYSTEM A	1.00	$53,150
2565.616	VIDEO DETECTOR SYSTEM B	1.00	$51,200
2565.616	REVISE SIGNAL SYSTEM A	1.00	$21,020
* control cabinets not included in this cost		*Total*	**$165,000**
	Ramsey County Project 062-640-009/St. Paul Project 164-030-016		
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM G **	1.00	$436,774
** five legs		*Total*	**$436,774**
		Total all projects	$1,171,024
		Average Signal cost	**$292,756**

TRAFFIC SIGNALS



Needs Year	Signal Cost	% chg
2016	$188,700	
2017	$195,000	3.3
2018*	$201,850	3.5
2019	$207,704	2.9
2020	$211,440	1.8
2021*	$231,875	9.7
2022	$249,034	7.4
2023	$262,980	5.6
2024*	*$290,000*	10.3

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2024 NEEDS STUDY IS $290,000

in 2015, Signals became unit cost item that's studied every three years, with an inflation factor applied in 'off years'.

Memo

Date: April 3, 2024

To: William Lanoux
Manager, Municipal State Aid Street Needs Section

From: Juanita Voigt
State Aid Hydraulic Specialist

RE: State Aid Storm Sewer
Construction Costs for 2023

We have completed our analysis of storm sewer construction costs incurred for 2023 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $493,819 for new construction, and
- Approximately $148,965 for adjustment of existing systems

avg. = $321,392

The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices. A total of 133 Storm Sewer Plans were reviewed during 2023.

EC: Nick Olson (MnDOT file)

STORM SEWER COST RECOMMENDATIONS FOR 2024

Municipal Screening Board Resolutions state:

The Unit Cost per mile of Storm Sewer for the highest MSAS Urban ADT Group for Needs Purposes will be based on the average costs of all Storm Sewer Construction on the MSAS system in the previous year. To determine the Unit Cost for the highest ADT Group, average costs for Complete Storm Sewer projects and Partial Storm Sewer projects will be provided to State Aid by the MnDOT Hydraulics Office and then added together and divided by two to calculate a statewide average Unit Cost for all Storm Sewer Construction.

The Unit Cost per mile for Storm Sewer Construction will be calculated for the highest MSAS Urban ADT Group and be prorated downward for the other ADT Groups. This proration has been determined based upon an engineering study requested by the Municipal Screening Board in 2011 and will be the basis for the Needs calculations.

Complete Storm Sewer Cost from Hydraulics Specialist	$493,819	
Partial Storm Sewer Cost from Hydraulics Specialist	$148,965	
Average SS Cost = ($880,216 + $58,485) / 2 =		$321,392
NSS Recommended Unit Cost		$321,400
MSB Approved Unit Cost for 2024		$xxx,xxx

NSS recommended Storm Sewer Costs for 2024

based on 2023 costs - for the 2023 Needs Study

Needs Width of MSAS Urban ADT Groups for Needs Purposes	Existing ADT per Traffic Group	Cost difference from 70' section	MSB approved percent cost difference from 70' section	Cost based on % of Cost of highest Typical Section
26	0 ADT & Non Existing	($94,700)	-29.5%	$226,700
28	1-499	($90,400)	-28.1%	$231,000
34	500-1,999	($77,500)	-24.1%	$243,900
40	2,000-4,999	($64,600)	-20.1%	$256,800
48	5,000-8,999	($47,400)	-14.7%	$274,000
54	9,000-13,999	($34,400)	-10.7%	$287,000
62	14,000-24,999	($17,200)	-5.4%	$304,200
70	25,000 and over	$0	0.0%	**$321,400**

from last year's SS letter
Complete: $462,147
Partial: $134,829
AVG: $298,488

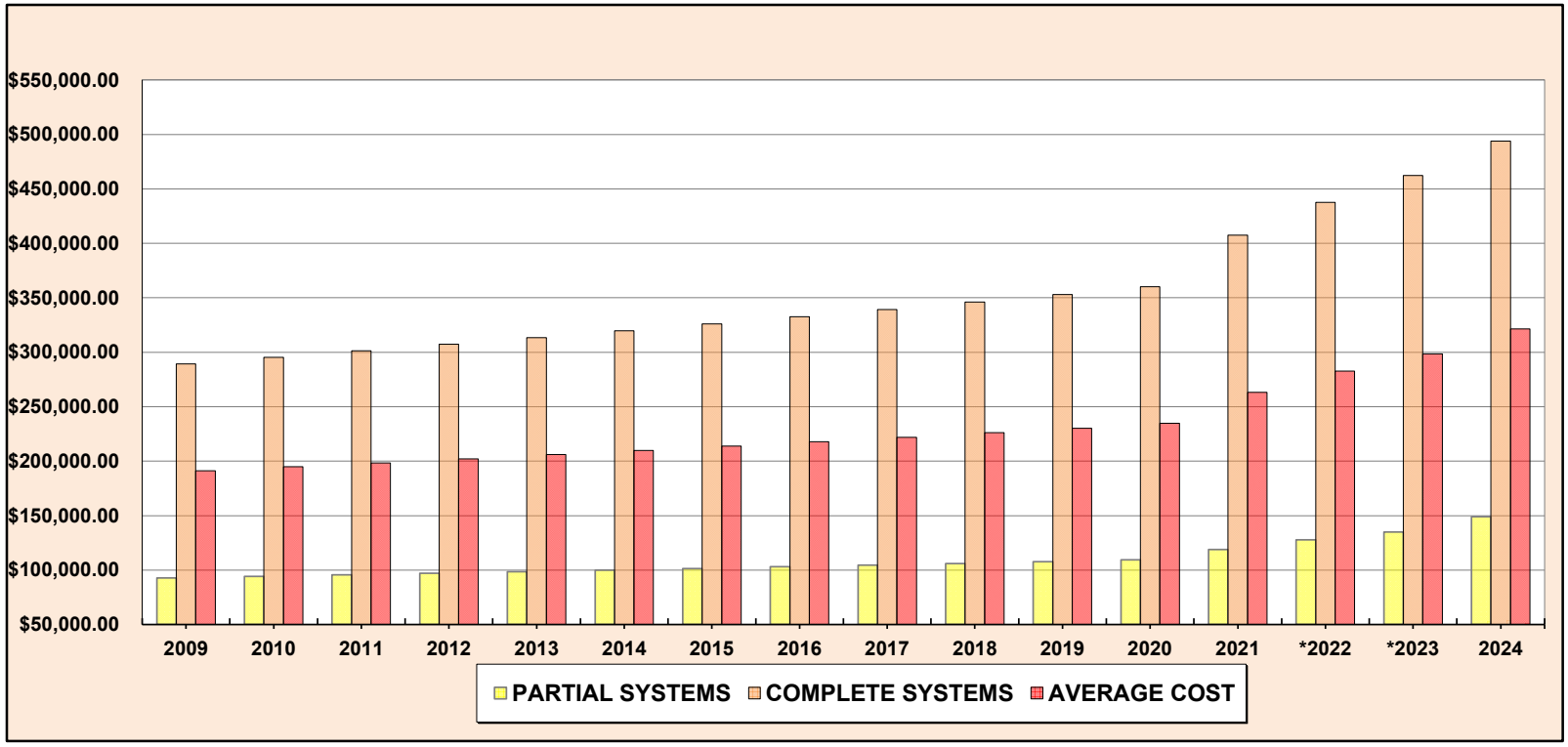
MSB approved Storm Sewer Costs for 2023 (last year)

based on 2022 costs - for the 2023 Needs Study

Needs Width of MSAS Urban ADT Groups	Existing ADT per Traffic Group	Cost difference from 70' section	MSB approved percent cost difference from 70' section	Cost based on % of Cost of highest Typical Section
26	0 ADT & Non Existing	($88,000)	-29.5%	$210,500
28	1-499	($84,000)	-28.1%	$214,500
34	500-1,999	($72,000)	-24.1%	$226,500
40	2,000-4,999	($60,000)	-20.1%	$238,500
48	5,000-8,999	($44,000)	-14.7%	$254,500
54	9,000-13,999	($32,000)	-10.7%	$266,500
62	14,000-24,999	($16,000)	-5.4%	$282,500
70	25,000 and over	$0	0.0%	$298,500

2023-2024 Percentage Change for highest section = 7.7%

STORM SEWER COSTS, 2009 - 2024



Needs Year	Partial Storm Sewer Constructions	Complete Storm Sewer Constructions	Average Cost (basis for Needs)
2009	$92,772	$289,290	$191,031
2010	$94,164	$295,365	$194,765
2011	$95,576	$301,272	$198,424
2012	$97,010	$307,297	$202,154
2013	$98,465	$313,443	$205,954
2014	$99,942	$319,711	$209,827
2015	$101,441	$326,105	$213,773
2016	$102,963	$332,627	$217,795

Needs Year	Partial Storm Sewer Constructions	Complete Storm Sewer Constructions	Average Cost (basis for Needs)
2017	$104,507	$339,280	$221,894
2018	$106,075	$346,066	$226,071
2019	$107,666	$352,988	$230,327
2020	$109,281	$360,048	$234,665
2021	$118,882	$407,485	$263,184
***2022**	$127,679	$437,639	$282,659
***2023**	$134,829	$462,147	$298,488
2024	$148,965	$493,819	$321,392

*** costs based on an inflation factor**

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2024 NEEDS STUDY IS $321,400 (for highest of 8 sections)

Reference Materials

Municipal State Aid Construction Account AdvanceGuidelines

State Aid Advances

Minnesota Statutes 162.14, Subd. 6 provides for municipalities to make advances from future year's allocations for the purpose of expediting construction. This process not only helps reduce the construction cash balance, but also allows municipalities to fund projects that may have been delayed due to funding shortages.

The formula used to determine the annual amount available for advances will be between 20% and 25% of the January MSAS Construction allocation, influenced by the current construction cash balance, expenditures trends, repayments of previous advances, etc.

General Guidelines and Process for State Aid Advances from MSAS Construction Allocation

1. In October, the District State Aid Engineers (DSAE's) will solicit state aid cities for their preliminary proposed advances for the upcoming year. The DSAE's will prioritize the preliminary advance requests within their respective districts and submit to the Deputy State Aid Engineer, who will prioritize the requests on a statewide basis.

2. In early January, State Aid will determine the amount available for advances in that calendar year. The formula used to determine the annual amount available for advances will be between 20% and 25% of the January MSAS Construction allocation, influenced by the current construction cash balance, expenditures trends, repayments of previous advances, etc.

3. In mid-January, the Deputy State Aid Engineer will contact agencies that submitted preliminary advance requests with information on which preliminary advances likely can be approved. If all preliminary advance requests likely cannot be approved, this communication will be accompanied by a prioritized list of remaining preliminary advance requests. A generalized communication will also be sent to all state aid cities regarding the status of the advance program.

4. If all anticipated advances likely cannot be approved, the Deputy State Aid Engineer and District State Aid Engineers will convene monthly to review the available balance and consider approving additional advance requests based on the priority list. Local agencies can submit additional requests throughout the year, and they will be approved immediately if possible, or they will be prioritized along with the remaining advance requests.

5. The submittal of preliminary advance requests in October/November does not constitute an official advance request approval. Municipalities must submit a State Aid Advance Resolution authorizing the advance by their city council. The correct resolution must be used for each advance type and there are sample resolutions for each on the MnDOT State Aid Finance (SAF) webpage. **Requests are good only for the year requested (cannot be submitted for multiple years) and void at 12/31 of that year**.

Advances are not limited to the projects listed on the resolution, and the resolution itself does not guarantee that funds will be held. If a city decides they need a guarantee that the funds will be held (typically when a city is sure it will complete a project and is certain it will need an advance), it can submit a "Request to Reserve Advance Funds" to ensure funds will be available for their project. If a request to reserve funds is not submitted, project payments are processed in the order received by SAF until the maximum advance amount is reached. Advances are repaid from next year's allocation until fully repaid.

Sample Advance Resolutions and Request to Reserve Funds can be obtained from SAF Forms & Resolutions webpage. E-mail completed forms to your DSAE for review, and after DSAE approval, email to Mohamed Farah at mohamed.m.farah@state.mn.us in MnDOT State Aid Finance.

Prioritization

In general, priority projects include, but are not limited to, projects where agreements have mandated the city's participation, projects with advanced federal aid, bond principal payments, large agency projects which require multiple years of allocation, and other high priority projects. Small overruns and funding shortfalls may be funded but do require MnDOT State Aid approval. Municipalities with prior advances, and still repaying, will have their advance request considered a lower priority.

Advance Limitations

Statutory

None, reference Minnesota Statutes 162.14, Subd 6.

State Aid Rules

None, reference State Aid Rules 8820.1500, Subp. 10 & 10b (PDF).

State Aid Guidelines

Advance is limited to five times the municipalities' last construction allotment or $4,000,000, whichever is less. Advance amount will be reduced by any similar outstanding obligations and/or bond principal payments due. The limit can be administratively adjusted by the MnDOT Chief Financial Officer.

Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where state aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted. Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between MnDOT State Aid and the municipality.

2024 CONSTRUCTION AND MAINTENANCE ALLOTMENTS

19-Apr-24

MUNICIPALITY	TOTAL APPORTIONMENT	REQUESTED AMOUNT FOR MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Albert Lea	$1,226,637	25%	$306,659		**$306,659**	**$919,978**
Albertville	433,549	$1500/improved mile	11,535		**11,535**	**422,014**
Alexandria	1,387,331	25%	346,833		**346,833**	**1,040,498**
Andover	1,920,100	25%	480,025		**480,025**	**1,440,075**
Anoka	998,033	25%	249,508		**249,508**	**748,525**
Apple Valley	2,786,476	25%	696,619		**696,619**	**2,089,857**
Arden Hills	454,595	25%	113,649		**113,649**	**340,946**
Austin	1,659,198	Lump Sum	95,000		**95,000**	**1,564,198**
Baxter	785,808	25%	196,452		**196,452**	**589,356**
Becker (new city)	334,069	$1500/improved mile	12,960		**12,960**	**321,109**
Belle Plaine	460,357	$1500/improved mile	12,870	$9,500	**22,370**	**437,987**
Bemidji	1,038,734	25%	259,684		**259,684**	**779,050**
Big Lake	617,207	25%	154,302	13,722	**168,024**	**449,183**
Blaine	3,675,821	25%	918,955		**918,955**	**2,756,866**
Bloomington	5,183,238	35%	1,814,133		**1,814,133**	**3,369,105**
Brainerd	1,034,937	25%	258,734		**258,734**	**776,203**
Brooklyn Center	1,646,551	25%	411,638		**411,638**	**1,234,913**
Brooklyn Park	4,291,851	25%	1,072,963		**1,072,963**	**3,218,888**
Buffalo	1,049,296	25%	262,324		**262,324**	**786,972**
Burnsville	3,311,159	25%	827,790		**827,790**	**2,483,369**
Byron	409,520	$1500/improved mile	13,080		**13,080**	**396,440**
Cambridge	794,610	Lump Sum	50,000		**50,000**	**744,610**
Carver	349,163	$1500/improved mile	11,775		**11,775**	**337,388**
Champlin	1,265,766	25%	316,442		**316,442**	**949,324**
Chanhassen	1,454,610	25%	363,653		**363,653**	**1,090,957**
Chaska	1,419,807	25%	354,952		**354,952**	**1,064,855**
Chisago City	353,742	25%	88,436		**88,436**	**265,306**
Chisholm	340,848	25%	85,212		**85,212**	**255,636**
Circle Pines	226,275	$1500/improved mile	5,265		**5,265**	**221,010**
Cloquet	915,826	35%	320,539		**320,539**	**595,287**
Columbia Heights ^	945,506	25%	236,377		**236,377**	**709,129**
Coon Rapids *	3,281,813	25%	820,453	46,250	**866,703**	**2,415,110**
Corcoran	580,575	35%	203,201		**203,201**	**377,374**
Cottage Grove	2,186,627	$1500/improved mile	49,500		**49,500**	**2,137,127**
Credit River	379,963	25%	94,991		**94,991**	**284,972**

MUNICIPALITY	TOTAL APPORTIONMENT	REQUESTED AMOUNT FOR MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Crookston ^	$546,055	25%	$136,514		**$136,514**	**$409,541**
Crystal	1,081,907	25%	270,477		**270,477**	**811,430**
Dayton	552,617	25%	138,154		**138,154**	**414,463**
Delano	357,481	25%	89,370		**89,370**	**268,111**
Detroit Lakes	982,547	25%	245,637		**245,637**	**736,910**
Duluth	6,215,241	Lump Sum	1,533,400	$24,300	**1,557,700**	**4,657,541**
Eagan	3,554,996	$1500/improved mile	73,995	28,425	**102,420**	**3,452,576**
East Bethel	922,865	25%	230,716		**230,716**	**692,149**
East Grand Forks	788,066	25%	197,017	80,828	**277,845**	**510,221**
Eden Prairie *	3,455,983	Lump Sum	600,000		**600,000**	**2,855,983**
Edina *	2,944,923	Lump Sum	250,000	499,000	**749,000**	**2,195,923**
Elk River	1,886,490	25%	471,623		**471,623**	**1,414,867**
Elko New Market (new city)	264,438	Lump Sum	38,500		**38,500**	**225,938**
Fairmont	864,507	25%	216,127		**216,127**	**648,380**
Falcon Heights ^	230,481	25%	57,620		**57,620**	**172,861**
Faribault	1,582,010	25%	395,503	20,180	**415,683**	**1,166,327**
Farmington	1,109,039	25%	277,260		**277,260**	**831,779**
Fergus Falls	1,198,879	25%	299,720		**299,720**	**899,159**
Forest Lake	1,410,729	25%	352,682		**352,682**	**1,058,047**
Fridley ^	1,463,718	35%	512,301		**512,301**	**951,417**
Glencoe	377,092	Lump Sum	25,000	20,925	**45,925**	**331,167**
Golden Valley	1,351,248	25%	337,812	24,750	**362,562**	**988,686**
Grand Rapids	1,019,688	25%	254,922	25,807	**280,729**	**738,959**
Ham Lake	1,209,507	25%	302,377		**302,377**	**907,130**
Hastings	1,284,351	25%	321,088		**321,088**	**963,263**
Hermantown	799,614	Lump Sum	65,000		**65,000**	**734,614**
Hibbing	1,689,667	25%	422,417	25,100	**447,517**	**1,242,150**
Hopkins	861,337	25%	215,334		**215,334**	**646,003**
Hugo	991,063	25%	247,766		**247,766**	**743,297**
Hutchinson	1,025,494	$1500/improved mile	29,280		**29,280**	**996,214**
International Falls	338,721	$1500/improved mile	12,585		**12,585**	**326,136**
Inver Grove Heights	1,969,102	25%	492,276		**492,276**	**1,476,826**
Isanti	363,676	25%	90,919		**90,919**	**272,757**
Jordan	359,601	25%	89,900		**89,900**	**269,701**
Kasson	370,273	25%	92,568		**92,568**	**277,705**
LaCrescent	279,555	25%	69,889		**69,889**	**209,666**
Lake City	343,800	25%	85,950		**85,950**	**257,850**
Lake Elmo	910,834	25%	227,709		**227,709**	**683,125**
Lakeville	4,294,242	Lump Sum	120,000	121,144	**241,144**	**4,053,098**
Lindstrom (new city)	268,944	$1500/improved mile	8,310		**8,310**	**260,634**
Lino Lakes	1,176,455	25%	294,114		**294,114**	**882,341**
Litchfield	393,374	25%	98,344		**98,344**	**295,030**
Little Canada	593,996	25%	148,499		**148,499**	**445,497**
Little Falls	783,606	$1500/improved mile	29,820		**29,820**	**753,786**

MUNICIPALITY	TOTAL APPORTIONMENT	REQUESTED AMOUNT FOR MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Luverne (new city)	$272,706	25%	$68,177		**$68,177**	**$204,529**
Mahtomedi	459,271	25%	114,818		**114,818**	**344,453**
Mankato	2,787,000	25%	696,750		**696,750**	**2,090,250**
Maple Grove	3,694,629	25%	923,657		**923,657**	**2,770,972**
Maplewood	2,201,099	Lump Sum	275,000	$6,544	**281,544**	**1,919,555**
Marshall	$972,715	$1500/improved mile	$29,160	57,100	**$86,260**	**$886,455**
Medina	487,883	25%	121,971		**121,971**	**365,912**
Mendota Heights	734,524	25%	183,631		**183,631**	**550,893**
Minneapolis	20,447,957	35%	7,156,785		**7,156,785**	**13,291,172**
Minnetonka	2,973,872	25%	743,468		**743,468**	**2,230,404**
Minnetrista	531,980	25%	132,995		**132,995**	**398,985**
Montevideo	372,835	$1500/improved mile	13,710		**13,710**	**359,125**
Monticello	873,554	25%	218,389		**218,389**	**655,165**
Moorhead	3,241,637	25%	810,409		**810,409**	**2,431,228**
Morris	359,027	25%	89,757		**89,757**	**269,270**
Mound	449,718	25%	112,430		**112,430**	**337,288**
Mounds View	641,418	25%	160,355		**160,355**	**481,063**
New Brighton	1,032,296	25%	258,074		**258,074**	**774,222**
New Hope	993,184	25%	248,296		**248,296**	**744,888**
New Prague	497,443	25%	124,361		**124,361**	**373,082**
New Ulm	878,246	$1500/improved mile	27,075		**27,075**	**851,171**
North Branch	981,080	25%	245,270	2,220	**247,490**	**733,590**
North Mankato	902,519	25%	225,630	5,100	**230,730**	**671,789**
North St. Paul	638,598	25%	159,650		**159,650**	**478,948**
Northfield	1,064,094	25%	266,024		**266,024**	**798,070**
Oak Grove	870,651	25%	217,663		**217,663**	**652,988**
Oakdale	1,394,923	25%	348,731		**348,731**	**1,046,192**
Orono	484,602	25%	121,151		**121,151**	**363,451**
Otsego	1,338,706	25%	334,677		**334,677**	**1,004,029**
Owatonna	1,796,031	Lump Sum	125,500		**125,500**	**1,670,531**
Plymouth	4,682,412	25%	1,170,603		**1,170,603**	**3,511,809**
Princeton	298,683	25%	74,671		**74,671**	**224,012**
Prior Lake	1,409,344	35%	493,270		**493,270**	**916,074**
Ramsey	1,676,298	25%	419,075		**419,075**	**1,257,223**
Red Wing	1,212,669	35%	424,434		**424,434**	**788,235**
Redwood Falls	394,139	25%	98,535		**98,535**	**295,604**
Richfield	1,891,785	25%	472,946		**472,946**	**1,418,839**
Robbinsdale	707,175	25%	176,794		**176,794**	**530,381**
Rochester	7,970,308	Lump Sum	1,200,000		**1,200,000**	**6,770,308**
Rogers	1,018,009	25%	254,502		**254,502**	**763,507**
Rosemount	1,590,157	25%	397,539		**397,539**	**1,192,618**
Roseville	1,858,880	25%	464,720		**464,720**	**1,394,160**
Sartell	1,149,834	$1500/improved mile	28,380		**28,380**	**1,121,454**
Sauk Rapids	862,519	$1500/improved mile	21,555		**21,555**	**840,964**

MUNICIPALITY	TOTAL APPORTIONMENT	REQUESTED AMOUNT FOR MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Savage	$1,673,829	$1500/improved mile	$38,130		**$38,130**	**$1,635,699**
Shakopee	2,494,434	25%	623,609		**623,609**	**1,870,825**
Shoreview	1,255,201	25%	313,800		**313,800**	**941,401**
Shorewood	461,959	25%	115,490		**115,490**	**346,469**
South St. Paul ^	1,157,192	25%	289,298		**289,298**	**867,894**
Spring Lake Park	366,476	25%	91,619		**91,619**	**274,857**
St. Anthony	452,701	25%	113,175		**113,175**	**339,526**
St. Cloud	4,314,115	25%	1,078,529		**1,078,529**	**3,235,586**
St. Francis	502,891	25%	125,723		**125,723**	**377,168**
St. Joseph	409,401	25%	102,350		**102,350**	**307,051**
St. Louis Park	2,564,828	35%	897,690	113,450	**1,011,140**	**1,553,688**
St. Michael	1,191,678	25%	297,920		**297,920**	**893,758**
St. Paul *	15,346,803	Lump Sum	4,400,000		**4,400,000**	**10,946,803**
St. Paul Park	323,773	25%	80,943		**80,943**	**242,830**
St. Peter	752,971	$1500/improved mile	20,805	43,650	**64,455**	**688,516**
Stewartville	341,687	25%	85,422		**85,422**	**256,265**
Stillwater	1,051,883	25%	262,971		**262,971**	**788,912**
Thief River Falls	762,064	25%	190,516		**190,516**	**571,548**
Vadnais Heights	634,458	25%	158,615		**158,615**	**475,843**
Victoria	541,800	25%	135,450		**135,450**	**406,350**
Virginia	694,497	25%	173,624	55,100	**228,724**	**465,773**
Waconia	825,893	25%	206,473		**206,473**	**619,420**
Waite Park	475,649	$1500/improved mile	11,655		**11,655**	**463,994**
Waseca	458,867	25%	114,717		**114,717**	**344,150**
West St. Paul	977,314	25%	244,329		**244,329**	**732,985**
White Bear Lake	1,248,033	25%	312,008		**312,008**	**936,025**
Willmar	1,508,273	25%	377,068		**377,068**	**1,131,205**
Winona	1,481,181	25%	370,295		**370,295**	**1,110,886**
Woodbury	4,147,894	25%	1,036,974		**1,036,974**	**3,110,920**
Worthington	731,704	Lump Sum	100,000		**100,000**	**631,704**
Wyoming	620,923	25%	155,231		**155,231**	**465,692**
Zimmerman	325,000	$1500/improved mile	9,135		**9,135**	**315,865**
TOTAL	**$234,859,592**		**$54,769,156**	**$1,223,095**	**$55,992,251**	**$178,867,341**

GENERAL MAINTENANCE ALLOTMENT OPTIONS:

21	**Cities requested $1,500 per Improved Mile**	total excluding 1st class cities	**143,201,517**
112	**Cities requested 25% of Total Apportionment**	excess balance threshold avg X 3 (151 cities left)	**2,845,063**
8	**Cities requested 35% of Total Apportionment**	**excess balance floor for 2024:**	**$2,845,063**
14	**Cities requested a Lump Sum amount > $1,500/ Improved Mile and < 35% of Total Allotment**		

TOTAL MAINTENANCE ALLOTMENT: General Maintenance Allotment Option (selected by the city) plus bond interest due, if any

** changed Maintenance Request for 2024 distribution*

^ Certified Complete City. Portion of Construction Allotment will go to 90P account

8820.0700 MSAS SELECTION CRITERIA

(Subpart. 3) Municipal state-aid street. A municipal state-aid street may be selected if it:

A. is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the urban municipality's functional classification plan;

B. connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality; and

C. provides an integrated street system affording, within practical limits, a state-aid street network consistent with projected traffic demands.

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

October 2023

Bolded wording (except headings) are revisions since the last publication of the Resolutions

BE IT RESOLVED:

ADMINISTRATION

Appointments to Screening Board - Oct. 1961 (Revised June 1981, May 2011)

The Commissioner of Mn/DOT will annually be requested to appoint three (3) new members, upon recommendation of the City Engineers Association of Minnesota, to serve three (3) year terms as voting members of the Municipal Screening Board. These appointees are selected from the MnDOT State Aid Districts as they exist in 2010, together with one representative from each of the four (4) cities of the first class.

Screening Board Chair, Vice Chair and Secretary- June 1987 (Revised June, 2002)

The Chair Vice Chair, and Secretary**,** nominated annually at the annual meeting of the City Engineers Association of Minnesota and subsequently appointed by the Commissioner of the Minnesota Department of Transportation will not have a vote in matters before the Screening Board unless they are also the duly appointed Screening Board Representative of a construction District or of a City of the first class.

Appointment to the Needs Study Subcommittee - June 1987 (Revised June 1993)

The Screening Board Chair will annually appoint one city engineer, who has served on the Screening Board, to serve a three year term on the Needs Study Subcommittee. The appointment will be made at the annual winter meeting of the City's Engineers Association. The appointed subcommittee person will serve as chair of the subcommittee in the third year of the appointment.

Appointment to Unencumbered Construction Funds Subcommittee – (Revised June 1979, May 2014)

The Screening Board past Chair will be appointed to serve a minimum three-year term on the Unencumbered Construction Fund Subcommittee. This appointment will continue to maintain an experienced group to follow a program of accomplishments. The most senior member will serve as chair of the subcommittee.

Appearance Screening Board - Oct. 1962 (Revised Oct. 1982)

Any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment amounts, and wishing to have consideration given to these items, will send such request in writing to the State Aid Engineer. The State Aid Engineer with concurrence of the Chair of the Screening Board will determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons before the Board for discussion purposes.

Screening Board Meeting Dates and Locations - June 1996

The Screening Board Chair, with the assistance of the State Aid Engineer, will determine the dates and locations for Screening Board meetings.

Research Account - Oct. 1961

An annual resolution be considered for setting aside up to ½ of 1% of the previous years' Apportionment fund for the Research Account to continue municipal street research activity.

Population Apportionment - October 1994, 1996

Beginning with calendar year 1996, the MSAS population apportionment will be determined using the latest available federal census or population estimates of the State Demographer and/or the Metropolitan Council. However, no population will be decreased below that of the latest available federal census, and no city will be dropped from the MSAS eligible list based on population estimates.

Improper Needs Report - Oct. 1961

The State Aid Engineer and the District State Aid Engineer (DSAE) are requested to recommend an adjustment of the Needs reporting whenever there is a reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Board, with a copy to the municipality involved, or its engineer.

New Cities Needs - Oct. 1983 (Revised June 2005, May 2014)

Any new city having determined its eligible mileage, but has not submitted its Needs to the DSAE by December 1, will have its Needs based upon zero ADT assigned to the eligible mileage until the DSAE approves the traffic counts.

Certified Complete Cities – May 2014 (Revised October 2014)
State Aid Operational Rule 8820.18 subp.2 allows cities to spend the population based portion of their Construction Allotment on non MSAS city streets if its MSAS system has been Certified Complete.

At the city's request, the District State Aid Engineer will review the MSAS system in that city and if the system has been completely built, may certify it complete for a period of two years.
The same proportion of a city's total allocation based on population will be used to compute the population portion of its Construction Allotment.

If a payment request for a project on the MSAS system is greater than the amount available in the Needs based account, the remainder will come from the population based account, thereby reducing the amount available for non MSAS city streets.

A city may carry over any remaining amount in its population based account from year to year. However if a payment request for a project on a non MSAS city street is greater than the amount available in the population based account, the population based account will be reduced to zero and the city will be responsible for the remaining amount.

Construction Needs Components – May 2014

For Construction Needs purposes, all roadways on the MSAS system will be considered as being built to Urban standards.
All segments on the MSAS system will generate continuous Construction Needs on the following items:
Excavation/Grading
Gravel Base
Bituminous
Curb and Gutter Construction
Sidewalk Construction
Storm Sewer Construction
Street Lighting
Traffic Signals
Engineering
Structures

Unit Price Study- Oct. 2006 (Revised May, 2014)

The Needs Study Subcommittee will annually review the Unit Prices for the Needs components used in the Needs Study. The Subcommittee will make its recommendation to the Municipal Screening board at its annual spring meeting.

The Unit Price Study go to a 3 year (or triennial) cycle with the Unit Prices for the two ‘off years’ to be set using the Engineering News Record construction cost index on all items where a Unit Price is not estimated and provided by other MnDOT offices. The Screening Board may request a Unit Price Study on individual items in the ‘off years’ if it is deemed necessary.

Unit Costs – May 2014, (Revised January 2015, May 2015, May 2023)

The quantities which the Unit Costs for Excavation/Grading, Gravel Base, and Bituminous are based upon will be determined by using the roadway cross sections and structural sections in each of the ADT groups as determined by the Municipal Screening Board and shown in the following table ‘MSAS Urban ADT Groups for Needs Purposes’.

MSAS URBAN ADT GROUPS FOR NEEDS PURPOSES

Quantities Based on a One Mile Section

EXISTING ADT	NEEDS WIDTH	NEEDS GENERATION DATA	GRADING DEPTH (inches)	GRADING QUANTITY (cubic yards)	CLASS 5 GRAVEL BASE DEPTH (inches)	CLASS 5 GRAVEL BASE QUANTITY (Tons)	TOTAL BITUMINOUS QUANTITY (TONS)
0 EXISTING ADT & NON EXISTING	**26 FOOT ROADBED WIDTH**	2- 11' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	22 INCHES	**11,655**	6 INCHES	**4,346**	**2,917** 4 INCHES
1-499 EXISTING ADT	**28' FOOT ROADBED WIDTH**	2- 12' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	22 INCHES	**12,496**	6 INCHES	**4,691**	**3,182** 4 INCHES
500-1999 EXISTING ADT	**34 FOOT ROADBED WIDTH**	2- 12' TRAFFIC LANES 1- 8' PARKING LANE 1- 2' CURB REACTION	26 INCHES	**17,698**	10 INCHES	**10,176**	**3,978** 4 INCHES
2000-4999 EXISTING ADT	**40 FOOT ROADBED WIDTH**	2-12' TRAFFIC LANES 2- 8' PARKING LANE	32 INCHES	**25,188**	16 INCHES	**19,628**	**4,773** 4 INCHES
5000-8999 EXISTING ADT	**48 FOOT ROADBED WIDTH**	4-11' TRAFFIC LANES 2- 2' CURB REACTION	35 INCHES	**32,795**	19 INCHES	**27,907**	**5,834** 4 INCHES
9000-13,999 EXISTING ADT	**54 FOOT ROADBED WIDTH**	4-11' TRAFFIC LANES 1- 8' PARKING LANE 1- 2' CURB REACTION	36 INCHES	**37,918**	19 INCHES	**31,460**	**8,287** 5 INCHES
14,000-24,999 EXISTING ADT	**62 FOOT ROADBED WIDTH**	4-11' TRAFFIC LANES 1- 14' CENTER TURN 2- 2' CURB REACTION	38 INCHES	**45,838**	20 INCHES	**38,049**	**11,535** 6 INCHES
GT 25,000 EXISTING ADT	**70 FOOT ROADBED WIDTH**	6-11' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	39 INCHES	**53,172**	21 INCHES	**44,776**	**13,126** 6 INCHES

The quantity used for **Curb and Gutter** Construction will be determined by multiplying the segment length times two if it is an undivided roadway and by four if it is divided.
This quantity will then be multiplied by the Municipal Screening Board approved Unit Price to determine the Curb and Gutter Construction Needs.

The quantity used for **Sidewalk Construction** will be determined by multiplying the segment length times 26,400 (a five-foot wide sidewalk on one side of a mile of roadway) in the lower two ADT groups (less than 500 ADT) and by 52,800 (two five-foot wide sidewalks on a mile of roadway) in the upper ADT groups.
This quantity will then be multiplied by the Municipal Screening Board approved Unit Price to determine the Sidewalk Construction Needs.

The Unit Cost per mile of **Storm Sewer** for the highest MSAS Urban ADT Group for Needs Purposes will be based on the average costs of all Storm Sewer Construction on the MSAS system in the previous year. To determine the Unit Cost for the highest ADT Group, average costs for Complete Storm Sewer projects and Partial Storm Sewer projects will be provided to State Aid by the MnDOT Hydraulics Office and then added together and divided by two to calculate a statewide average Unit Cost for all Storm Sewer Construction.
The Unit Cost per mile for Storm Sewer Construction will be calculated for the highest MSAS Urban ADT Group and be prorated downward for the other ADT Groups. This proration has been determined based upon an engineering study requested by the Municipal Screening Board in 2011 and will be the basis for the Needs calculations.

The Unit Cost for **Street Lighting** will be determined by multiplying the Unit Price per mile by the segment length. For ADT groups in the range of 1 to 4999, this Unit Cost will remain at $142,500 per mile. For ADT groups that are 5000 ADT or more, this Unit Cost will remain at $195,000 per mile. Non-existing routes will remain at $0 per mile. The Municipal Screening Board may request a study on this item on any year if it is deemed necessary.

The Unit Cost for **Traffic Signals** will be determined by the recommendation by the SALT Program Support Engineer and approved by the MSB.
The Unit Cost for traffic signals will be based on a cost per signal leg, and for Needs purposes a signal leg will be defined as ¼ of the signal cost.
Only signal legs on designated MSAS routes will be included in the Needs study.
Stand-alone pedestrian crossing signals will not be included in the Needs study.

The area in square feet used for **Structure Needs** (Bridges and Box Culverts) will be determined by multiplying the centerline length of the bridge, or the culvert width of the box culvert, times the Needs Width from the appropriate MSAS Urban ADT Group. This quantity will then be multiplied by the Municipal Screening Board Unit Price to determine the Structure Needs. The Unit Price for Structures will be determined by using one-half of the approved unit cost provided by the MnDOT State Aid Bridge Office.

The Unit Cost for **Engineering** will be determined by adding together all other Unit Costs and multiplying them by the MSB approved percentage. The result is added to the other Unit Costs.

2023 UNIT PRICE RECOMMENDATIONS

for the January 2024 distribution

Needs Item		Municipal Screening Board Approved Prices for the 2023 Distribution	Needs Study Subcommittee Recommended Prices for 2024 Distribution	Municipal Screening Board Approved Prices for the 2024 Distribution
Grading (Excavation)	Cu. Yd.	$11.43	$12.07	**$12.07**
Aggregate Base	Ton	19.33	20.41	**20.41**
All Bituminous	Ton	77.33	81.66	**81.66**
Sidewalk Construction	Sq. Ft.	7.78	8.22	**8.22**
Curb and Gutter Construction	Lin.Ft.	21.48	22.68	**22.68**
Traffic Signals	Per Sig	249,034	262,980	**262,980**
Street Lighting (ADT 1-4999)	Mile	100,000	142,500	**142,500**
Street Lighting (ADT 5000 +)	Mile	100,000	195,000	**195,000**
Engineering	Percent	22	22	**22**
All Structures (includes both bridges and box culverts)	Sq. Ft.	98.58	105.74	**105.74**
Storm Sewer (based on ADT)	Per Mile			
0 ADT & Non Existing		199,400	210,500	**210,500**
1-499		203,200	214,500	**214,500**
500-1,999		214,500	226,500	**226,500**
2,000-4,999		225,900	238,500	**238,500**
5,000-8,999		241,000	254,500	**254,500**
9,000-13,999		252,400	266,500	**266,500**
14,000-24,999		267,600	282,500	**282,500**
25,000 and over		282,700	298,500	**298,500**

Mileage - Feb. 1959 (Revised Oct. 1994. 1998)

The maximum mileage for Municipal State Aid Street designation will be 20 percent of the municipality's basic mileage - which is comprised of the total improved mileage of local streets, county roads and county road turnbacks.

Nov. 1965 – (Revised 1969, October 1993, October 1994, June 1996, October 1998, May 2014)

That the maximum mileage for State Aid designation may be exceeded to designate trunk highway turnbacks released to the Municipality after July 1, 1965.
The maximum mileage for State Aid designation may also be exceeded to designate both County Road and County State Aid Highways released to the Municipality after May 11th, 1994.

Nov. 1965 (Revised 1972, Oct. 1993, 1995, 1998)

The maximum mileage for Municipal State Aid Street designation will be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a supplementary certification during the year will not be permitted. Frontage roads not designated Trunk Highway, Trunk Highway Turnback or County State Aid Highways will be considered in the computation of the basic street mileage. The total mileage of local streets, county roads and county road turnbacks on corporate limits will be included in the municipality's basic street mileage. Any State Aid Street that is on the boundary of two adjoining urban municipalities will be considered as one-half mileage for each municipality.

All mileage on the MSAS system will accrue Needs in accordance with current rules and resolutions.

Oct. 1961 (Revised May 1980, Oct. 1982, Oct. 1983, June 1993, June 2003)

All requests for revisions to the Municipal State Aid System must be received by the District State Aid Engineer by March first to be included in that years Needs Study. If a system revision has been requested, a City Council resolution approving the system revisions and the Needs Study reporting data must be received by May first, to be included in the current year's Needs Study. If no system revisions are requested, the District State Aid Engineer must receive the Normal Needs Updates by March 31st to be included in that years' Needs Study.

One Way Street Mileage - June 1983 (Revised Oct. 1984, Oct. 1993, June 1994, Oct. 1997)

Any one-way streets added to the Municipal State Aid Street system must be reviewed by the Needs Study Sub-Committee, and approved by the Screening Board before any one-way street can be treated as one-half mileage in the Needs Study.

All Municipal Screening Board approved one-way streets be treated as one-half of the mileage and allow one-half complete Needs. When Trunk Highway or County Highway Turnback is used as part of a one-way pair, mileage for certification shall only be included as Trunk Highway or County Turnback mileage and not as approved one-way mileage.

Needs Adjustments

In the event that an MSAS route earning "After the Fact" Needs is removed from the MSAS system, the "After the Fact" Needs will then be removed from the Needs Study, except if transferred to another state system. No adjustment will be required on Needs earned prior to the revocation.

Excess Unencumbered Construction Fund Balance Adjustment – Oct. 2002, (Revised Jan. 2010, May 2014, May 2019, October 2021, *June 2022*)

State Aid Payment Requests received before December 1st by the District State Aid Engineer for payment will be considered as being encumbered and the construction balances will be so adjusted.

The December 31 construction fund balance will be compared to the annual construction allotment from January of the same year. If the December 31 construction fund balance exceeds 3 times the January construction allotment, and the construction fund balance is over 3 times the average construction allotment for all cities excluding cities of the first class (hereinafter referred to as the adjusted average construction allotment), then the negative adjustment to the Needs will be 1 times the December 31 construction fund balance. In each consecutive year the December 31 construction fund balance exceeds 3 times the January construction allotment (and the balance is over 3 times the adjusted average construction allotment) the negative adjustment to the Needs will be increased to 2, 3, 4, etc. times the December 31 construction fund balance until such time the Construction Needs are adjusted to zero.

If the December 31 construction fund balance drops below 3 times the January construction allotment and subsequently increases to over 3 times, the multipliers will start over with one.

The adjusted average construction allotment used for this purpose shall not decrease in value from one year to the next.

If a city wishes to justify their balance in excess of said limits, and request an exemption to the excess balance adjustment, their request must be reviewed and approved by the Municipal Screening Board at their Annual Fall Meeting.

Low Balance Incentive – Oct. 2003 (Revised May, 2014)

The amount of the Excess Unencumbered Construction Fund Balance Adjustment will be redistributed as a positive adjustment to the Construction Needs of all municipalities whose December 31st construction fund balance is less than 1 times their January construction allotment of the same year. This redistribution will be based on a city's prorated share of its Unadjusted Construction Needs to the total Unadjusted Construction Needs of all participating cities times the total Excess Balance Adjustment**.**

After the Fact Right of Way Adjustment - Oct. 1965 (Revised June 1986, 2000, May 2014)

Right of Way Needs will not be included in the Needs calculations until the right of way is acquired and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only right of way acquisition costs that are eligible for State-Aid funding will be included in the right-of-way Construction Needs adjustment. This Directive is to exclude all Federal or State grants.

When "After the Fact" Needs are requested for right-of-way projects that have been funded with local funds, but qualify for State Aid reimbursement, documentation (copies of warrants and description of acquisition) must be submitted to the District State Aid Engineer. The City Engineer will input the data into the Needs Update program and the data will be approved by the DSAE.

After the Fact Railroad Bridge over MSAS Route Adjustment – May 2014

RR Bridge over MSAS Route Rehabilitation
Any structure that has been rehabilitated (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 8. Bridge rehabilitation) will not be included in the Needs calculations until the rehabilitation project has been completed and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only State Aid eligible items are allowed to be included in this adjustment and all structure rehabilitation Needs adjustments must be input by the city and approved by the DSAE.

RR Bridge over MSAS Route Construction/Reconstruction
Any structure that has been constructed/reconstructed (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 31. Reconstruction) will not be included in the Needs calculations until the project has been completed and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 35-year period. Only State Aid eligible items are allowed to be included in this adjustment and all structure construction/reconstruction Needs adjustments must be input by the city and approved by the District State Aid Engineer.

After the Fact Railroad Crossing Adjustment

Any Railroad Crossing improvements will not be included in the Needs Calculations until the project has been completed and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) to the annual Construction Needs for a 15 year period. Only State Aid eligible items are allowed to be included in this adjustment, and all Railroad Crossing Needs adjustments must be input by the city and approved by the District State Aid Engineer.

Excess Maintenance Account – June 2006

Any city which requests an annual Maintenance Allocation of more than 35% of their Total Allocation, is granted a variance by the Variance Committee, and subsequently receives the increased Maintenance Allocation will receive a negative Needs adjustment equal to the amount of money over and above the 35% amount transferred from the city's Construction Account to its Maintenance Account. The Needs adjustment will be calculated for an accumulative period of twenty years, and applied as a single one-year (one time) deduction each year the city receives the maintenance allocation.

After the Fact Retaining Wall Adjustment Oct. 2006 (Revised May 2014)

Retaining wall Needs will not be included in the Needs study until such time that the retaining wall has been constructed and the actual cost established. At that time a Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15 year period. Documentation of the construction of the retaining wall, including eligible costs, must be submitted to your District State Aid Engineer by July 1 to be included in that years Needs study. After the Fact needs on retaining walls will begin effective for all projects awarded after January 1, 2006. All Retaining Wall adjustments must be input by the city and approved by the District State Aid Engineer.

TRAFFIC - June 1971 (Revised May 2014)

Beginning in 1965 and for all future Municipal State Aid Street Needs Studies, the Needs Study procedure will utilize traffic data developed according the Traffic Forecasting and Analysis web site at http://www.dot.state.mn.us/traffic/data/coll-methods.html

Traffic Counting - Sept. 1973 (Revised June 1987, 1997, 1999, Oct. 2014)

Traffic data for State Aid Needs Studies will 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.
4) On new MSAS routes, the ADT will be determined by the City with the concurrence of the District State Aid Engineer until such time the roadway is counted in the standard MnDOT count rotation.

2024 Unit Price Study Data

2024 UNIT PRICE STUDY							Aggregate Base (ton)			Bituminous (ton)			Curb & Gutter (Lin. ft)			Excavation (yd^3)			Sidewalk (ft^2)		
City #	City Name		Project #	Dist	County	Spec Item	QTY	Amount	U.Price	QTY	Amount	U.Price	QTY	Amount	U.Price	QTY	Amount	U.Price	Quantity	Amount	U.Price
131	Hibbing	SAP	131-184-004	1	St. Louis	REMOVE CONCRETE WALK															
						REMOVE CONCRETE DRIVEWAY PAVEMENT															
						AGGREGATE BASE (CV) CLASS 5 (P)	864	$21,600.00	$25.00												
						BITUMINOUS MATERIAL FOR TACK COAT					$5,565.00										
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)				2550	$161,160.00	$63.20									
						4" CONCRETE WALK													4275	$29,711.25	$6.95
						6" CONCRETE WALK - REINFORCED													5543	$66,516.00	$12.00
						CONCRETE CURB AND GUTTER DESIGN B618							3135	$75,240.00	$24.00						
131	Hibbing	SAP	131-201-005	1	St. Louis	BITUMINOUS MATERIAL FOR TACK COAT					$12,918.75										
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)				5900	$372,880.00	$63.20									
131	Hibbing	SAP	131-236-001	1	St. Louis	BITUMINOUS MATERIAL FOR TACK COAT					$2,067.00										
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)				960	$60,672.00	$63.20									
119	E. Grand Forks	SAP	119-119-015	2	Polk	REMOVE CONCRETE PAVEMENT															
						REMOVE CONCRETE WALK															
						AGGREGATE BASE (CV) CLASS 5	9.9	$877.31	$88.62												
						4" CONCRETE WALK													548	$6,597.92	$12.04
						6" CONCRETE WALK													331	$5,981.17	$18.07
						CONCRETE CURB AND GUTTER DESIGN B624							105	$5,741.40	$54.68						
105	Bemidji	SP	105-123-002	2	Beltrami	REMOVE CONCRETE PAVEMENT															
						REMOVE CONCRETE WALK															
						COMMON EXCAVATION										1232	$11,088.00	$9.00			
						AGGREGATE BASE CLASS 5	2065	$41,300.00	$20.00												
						BITUMINOUS MATERIAL FOR TACK COAT					$576.00										
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)				45	$3,825.00	$85.00									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				768	$61,440.00	$80.00									
						6" CONCRETE WALK													430	$3,870.00	$9.00
						CONCRETE CURB AND GUTTER DESIGN B618							1585	$31,700.00	$20.00						
105	Bemidji	SP	105-130-002	2	Beltrami	REMOVE CONCRETE PAVEMENT															
						REMOVE CONCRETE WALK															
						COMMON EXCAVATION										3249	$29,241.00	$9.00			
						AGGREGATE BASE CLASS 5	5395	$107,900.00	$20.00												
						BITUMINOUS MATERIAL FOR TACK COAT					$1,630.60										
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)				131	$11,135.00	$85.00									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				2167	$173,360.00	$80.00									
						4" CONCRETE WALK													32	$320.00	$10.00
						6" CONCRETE WALK													1211	$10,899.00	$9.00
						CONCRETE CURB AND GUTTER DESIGN B618							5156	$103,120.00	$20.00						
105	Bemidji	SP	105-131-001	2	Beltrami	REMOVE CONCRETE WALK															
						COMMON EXCAVATION										609	$5,481.00	$9.00			
						AGGREGATE BASE CLASS 5	1001	$20,020.00	$20.00												
						BITUMINOUS MATERIAL FOR TACK COAT					$275.90										
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				412	$32,960.00	$80.00									
						4" CONCRETE WALK													21	$210.00	$10.00
						6" CONCRETE WALK													3006	$27,054.00	$9.00
						CONCRETE CURB AND GUTTER DESIGN B618							883	$17,660.00	$20.00						
119	East Grand Forks	SP	119-110-010	2	Polk	REMOVE CONCRETE DRIVEWAY PAVEMENT															
						REMOVE CONCRETE PAVEMENT															
						AGGREGATE BASE (LV) CLASS 5	184	$7,650.00	$41.67												
						CONCRETE CURB AND GUTTER DESIGN B624							288	$23,328.00	$81.00						
119	East Grand Forks	SP	119-110-011	2	Polk	REMOVE CONCRETE DRIVEWAY PAVEMENT															
						REMOVE CONCRETE PAVEMENT															
						REMOVE CONCRETE SIDEWALK															
						AGGREGATE BASE (LV) CLASS 5	407	$16,950.00	$41.67												
						4" CONCRETE WALK													583	$8,162.00	$14.00
						6" CONCRETE WALK													143	$2,288.00	$16.00
						CONCRETE CURB AND GUTTER DESIGN B624							583	$44,891.00	$77.00						
119	East Grand Forks	SP	119-120-010	2	Polk	REMOVE CONCRETE DRIVEWAY PAVEMENT															
						REMOVE CONCRETE PAVEMENT															
						REMOVE CONCRETE SIDEWALK															
						AGGREGATE BASE (LV) CLASS 5	216	$9,000.00	$41.67												
						6" CONCRETE WALK													5268	$84,288.00	$16.00
						CONCRETE CURB AND GUTTER DESIGN B624							1121	$86,317.00	$77.00						
136	Little Falls	SAP	136-129-006	3	Morrison	REMOVE CONCRETE DRIVEWAY PAVEMENT															
						REMOVE CONCRETE WALK															
						EXCAVATION - COMMON										470	$7,050.00	$15.00			
						AGGREGATE BASE (CV) CLASS 5	506	$12,645.00	$25.00												

						BITUMINOUS MATERIAL FOR TACK COAT					$3,376.00									
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,B)				2985	$214,920.00	$72.00								
						4" CONCRETE WALK													2537	$17,124.75	$6.75
						6" CONCRETE WALK													800	$9,600.00	$12.00
						CONCRETE CURB AND GUTTER DESIGN B612							580	$13,920.00	$24.00						
						CONCRETE CURB AND GUTTER DESIGN B624							266	$7,980.00	$30.00						
						CONCRETE CURB DESIGN V6							7	$315.00	$45.00						
						CONCRETE CURB AND GUTTER DESIGN B618							65	$2,080.00	$32.00						
227	St Michael	SAP	227-122-003	3	Wright	EXCAVATION - COMMON										166	$3,436.20	$20.70			
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)				125	$15,250.00	$122.00									
						6" CONCRETE WALK													248	$3,298.40	$13.30
						CONCRETE CURB AND GUTTER DESIGN B418							50	$1,000.00	$20.00						
227	St Michael	SP	227-123-001	3	Wright	REMOVE CONCRETE WALK															
						EXCAVATION - COMMON										9700	$200,790.00	$20.70			
						EXCAVATION - SUBGRADE										9020	$103,730.00	$11.50			
						AGGREGATE BASE CLASS 5	2078	$58,184.00	$28.00												
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)				255	$31,110.00	$122.00									
						TYPE SP 9.5 WEARING COURSE MIXTURE (4,F)				900	$91,800.00	$102.00									
						TYPE SP 12.5 WEARING COURSE MIXTURE (4,F)				105	$12,705.00	$121.00									
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (4,C)				1350	$131,895.00	$97.70									
						4" CONCRETE WALK													2766	$16,596.00	$6.00
						6" CONCRETE WALK													4569	$60,767.70	$13.30
						CONCRETE CURB AND GUTTER DESIGN B418							4121	$82,420.00	$20.00						
						CONCRETE CURB AND GUTTER DESIGN B618							690	$16,560.00	$24.00						
222	Monticello	SP	22-591-001	3	Wright	REMOVE CONCRETE PAVEMENT															
						REMOVE CONCRETE WALK															
						EXCAVATION - COMMON										2375	$33,250.00	$14.00			
						EXCAVATION - SUBGRADE										446	$6,244.00	$14.00			
						AGGREGATE BASE (CV) CLASS 5	1492	$29,844.00	$20.00												
						TYPE SP 9.5 WEARING COURSE MIX (4,F)				136	$24,140.00	$177.50									
						TYPE SP 12.5 NON WEARING COURSE MIX (4,B)				68	$12,070.00	$177.50									
						4" CONCRETE WALK													9467	$61,535.50	$6.50
						6" CONCRETE WALK													2978	$46,159.00	$15.50
						CONCRETE CURB AND GUTTER DESIGN B424							102	$3,978.00	$39.00						
						CONCRETE CURB AND GUTTER DESIGN B612							742	$21,147.00	$28.50						
						CONCRETE CURB AND GUTTER DESIGN B618							769	$23,839.00	$31.00						
126	Fergus Falls	SP	126-104-006	4	Otter Tail	REMOVE CONCRETE DRIVEWAY PAVEMENT															
						REMOVE CONCRETE PAVEMENT															
						REMOVE CONCRETE WALK															
						AGGREGATE BASE (CV) CLASS 5	781	$24,304.00	$31.11												
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)				3156	$310,866.00	$98.50									
						4" CONCRETE WALK													4435	$44,350.00	$10.00
						6" CONCRETE WALK													5317	$79,755.00	$15.00
						CONCRETE CURB AND GUTTER DESIGN B424							1177	$58,850.00	$50.00						
						CONCRETE CURB AND GUTTER DESIGN B624							661	$33,050.00	$50.00						
126	Fergus Falls	SP	126-109-017	4	Otter Tail	REMOVE CONCRETE PAVEMENT															
						REMOVE CONCRETE WALK															
						AGGREGATE BASE (CV) CLASS 5	1350	$42,000.00	$31.11												
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)				1488	$146,568.00	$98.50									
						4" CONCRETE WALK													4277	$42,770.00	$10.00
						6" CONCRETE WALK													3676	$55,140.00	$15.00
						CONCRETE CURB AND GUTTER DESIGN B624							828	$41,400.00	$50.00						
						CONCRETE CURB DESIGN V4							37	$7,400.00	$200.00						
126	Fergus Falls	SP	126-105-008	4	Otter Tail	REMOVE CONCRETE WALK															
						EXCAVATION - COMMON										523	$10,460.00	$20.00			
						AGGREGATE BASE CLASS 5	149	$3,129.00	$21.00												
						BITUMINOUS MATERIAL FOR TACK COAT					$7,770.00										
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				2652	$241,332.00	$91.00									
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,C)				319	$29,029.00	$91.00									
						4" CONCRETE WALK													4946	$54,406.00	$11.00
						6" CONCRETE WALK													3627	$65,286.00	$18.00
						CONCRETE CURB AND GUTTER DESIGN B618							1105	$55,250.00	$50.00						
126	Fergus Falls	SP	126-135-001	4	Otter Tail	REMOVE CONCRETE WALK															
						EXCAVATION - COMMON										2	$40.00	$20.00			
						AGGREGATE BASE CLASS 5	1088	$22,848.00	$21.00												
						BITUMINOUS MATERIAL FOR TACK COAT					$3,912.00										
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				1149	$104,559.00	$91.00									
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,C)				375	$34,125.00	$91.00									

						4" CONCRETE WALK												227	$2,497.00	$11.00
						6" CONCRETE WALK												303	$5,454.00	$18.00
						CONCRETE CURB AND GUTTER DESIGN B618							195	$9,750.00	$50.00					
107	Bloomington	SAP	107-129-028	M	Hennepin	REMOVE CONCRETE WALK														
						COMMON EXCAVATION										105	$2,625.00	$25.00		
						AGGREGATE BASE CLASS 5	74	$1,480.00	$20.00											
						AGGREGATE BASE CLASS 5 (100% CRUSHED LIMESTONE)	37	$925.00	$25.00											
						BITUMINOUS MATERIAL FOR TACK COAT					$2,286.00									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,B)				1477	$88,620.00	$60.00								
						TYPE 12.5 NON WEARING COURSE MIXTURE (3,B)				27	$3,645.00	$135.00								
						TYPE 4.75 WEARING COURSE MIX (2,B)				24	$3,240.00	$135.00								
						4" CONCRETE WALK												3343	$23,401.00	$7.00
						6" CONCRETE WALK												316	$3,160.00	$10.00
						8" CONCRETE WALK												1025	$17,425.00	$17.00
						CONCRETE CURB AND GUTTER DESIGN B618							757	$30,280.00	$40.00					
107	Bloomington	SAP	107-425-011	M	Hennepin	REMOVE CONCRETE WALK														
						COMMON EXCAVATION										51	$1,275.00	$25.00		
						BITUMINOUS MATERIAL FOR TACK COAT					$1,396.00									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,B)				913	$54,780.00	$60.00								
						TYPE 12.5 NON WEARING COURSE MIXTURE (3,B)				20	$2,700.00	$135.00								
						4" CONCRETE WALK												1570	$10,990.00	$7.00
						6" CONCRETE WALK												153	$1,530.00	$10.00
						8" CONCRETE WALK												158	$2,686.00	$17.00
						CONCRETE CURB AND GUTTER DESIGN B618							354	$14,160.00	$40.00					
						CONCRETE CURB AND GUTTER DESIGN B624							88	$4,048.00	$46.00					
107	Bloomington	SAP	107-428-007	M	Hennepin	REMOVE CONCRETE WALK														
						COMMON EXCAVATION										46	$1,150.00	$25.00		
						AGGREGATE BASE CLASS 5	41	$820.00	$20.00											
						BITUMINOUS MATERIAL FOR TACK COAT					$1,426.00									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,B)				888	$53,280.00	$60.00								
						TYPE 12.5 NON WEARING COURSE MIXTURE (3,B)				23	$3,105.00	$135.00								
						4" CONCRETE WALK												833	$5,831.00	$7.00
						6" CONCRETE WALK												138	$1,380.00	$10.00
						4" CONCRETE WALK SPECIAL												147	$4,410.00	$30.00
						CONCRETE CURB AND GUTTER DESIGN B618							244	$9,760.00	$40.00					
						CONCRETE CURB AND GUTTER DESIGN B624							311	$14,306.00	$46.00					
107	Bloomington	SAP	107-442-007	M	Hennepin	REMOVE CONCRETE WALK														
						COMMON EXCAVATION										85	$2,125.00	$25.00		
						AGGREGATE BASE CLASS 5	102	$2,040.00	$20.00											
						AGGREGATE BASE CLASS 5 (100% CRUSHED LIMESTONE)	50	$1,250.00	$25.00											
						BITUMINOUS MATERIAL FOR TACK COAT					$3,718.00									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,B)				2431	$145,860.00	$60.00								
						TYPE 12.5 NON WEARING COURSE MIXTURE (3,B)				95	$12,825.00	$135.00								
						TYPE 4.75 WEARING COURSE MIX (2,B)				31	$4,185.00	$135.00								
						4" CONCRETE WALK												3275	$22,925.00	$7.00
						6" CONCRETE WALK												424	$4,240.00	$10.00
						8" CONCRETE WALK												717	$12,189.00	$17.00
						CONCRETE CURB AND GUTTER DESIGN B612							235	$11,750.00	$50.00					
						CONCRETE CURB AND GUTTER DESIGN B618							937	$37,480.00	$40.00					
						CONCRETE CURB AND GUTTER DESIGN B624							110	$5,060.00	$46.00					
113	Columbia Heights	SAP	113-118-005	M	Anoka	REMOVE CONCRETE DRIVEWAY PAVEMENT														
						REMOVE CONCRETE WALK														
						COMMON EXCAVATION (EXCESS RECLAIM)										582	$11,290.80	$19.40		
						COMMON EXCAVATION										352	$20,944.00	$59.50		
						AGGREGATE BASE CLASS 5	1161	$6.45	$0.01											
						BITUMINOUS MATERIAL FOR TACK COAT														
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)					$859.20									
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,C)				595	$54,204.50	$91.10								
						4" CONCRETE WALK				747	$64,690.20	$86.60						5100	$106,080.00	$20.80
						CONCRETE CURB AND GUTTER DESIGN B618							2408	$74,407.20	$30.90					
						CONCRETE CURB AND GUTTER DESIGN B624							361	$18,266.60	$50.60					
127	Fridley	SAP	127-319-008	M	Anoka	REMOVE CONCRETE DRIVEWAY PAVEMENT														
						REMOVE CONCRETE WALK														
						COMMON EXCAVATION (EXCESS RECLAIM)										1857	$36,025.80	$19.40		
						COMMON EXCAVATION										131	$7,794.50	$59.50		
						AGGREGATE BASE CLASS 5	886	$4.92	$0.01											
						BITUMINOUS MATERIAL FOR TACK COAT					$1,651.20									
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)				1143	$104,127.30	$91.10								

						TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,C)				1303	$112,839.30	$86.60								
						4" CONCRETE WALK													11691	$76,576.05	$6.55
						6" CONCRETE WALK													4606	$95,804.80	$20.80
						CONCRETE CURB AND GUTTER DESIGN B618							2293	$70,853.70	$30.90						
						CONCRETE CURB AND GUTTER DESIGN B624							467	$23,630.20	$50.60						
130	Hastings	SAP	130-140-002	M	Dakota	REMOVE CONCRETE SIDEWALK/DRIVEWAY PAVEMENT															
						BITUMINOUS MATERIAL FOR TACK COAT					$2,967.00										
						BITUMINOUS WEARING COURSE MIX (3,B)				1565	$98,563.70	$62.98									
						BITUMINOUS NON WEARING COURSE MIX (3,B)				78	$6,804.72	$87.24									
						6" CONCRETE WALK													645	$10,887.60	$16.88
						CONCRETE CURB AND GUTTER DESIGN B618							1002	$38,627.10	$38.55						
185	Oakdale	SAP	185-231-006	M	Washington	REMOVE CONCRETE PAVEMENT															
						TYPE SP 12.5 WEAR COURSE MIX (4,B)				1450	$116,000.00	$80.00									
						6" CONCRETE WALK													2300	$29,900.00	$13.00
185	Oakdale	SAP	185-237-008	M	Washington	REMOVE CONCRETE PAVEMENT															
						TYPE SP 12.5 WEAR COURSE MIX (4,B)				1120	$89,600.00	$80.00									
						6" CONCRETE WALK													225	$2,925.00	$13.00
188	Lakeville	SAP	188-020-032	M	Dakota	REMOVE CONCRETE WALK															
			(quantities not separated			EXCAVATION - COMMON										64938	$259,752.00	$4.00			
			from 019-660-009)			EXCAVATION - SUBGRADE										6392	$25,568.00	$4.00			
						AGGREGATE BASE (CV) CLASS 5	19044	$314,755.00	$16.53												
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,B)				1701	$146,796.30	$86.30									
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,B)				3525	$273,540.00	$77.60									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				5640	$486,450.00	$86.25									
						CONCRETE WALK													3721	$62,884.90	$16.90
						CONCRETE CURB AND GUTTER DESIGN B418							14614	$231,631.90	$15.85						
						CONCRETE CURB AND GUTTER DESIGN B618							1702	$31,742.30	$18.65						
						CONCRETE CURB AND GUTTER DESIGN B624							214	$5,499.80	$25.70						
						CONCRETE CURB AND GUTTER DESIGN R424							302	$8,033.20	$26.60						
188	Lakeville	SAP	188-107-003	M	Dakota	EXCAVATION - COMMON										14635	$58,540.00	$4.00			
						EXCAVATION - SUBGRADE										3839	$15,356.00	$4.00			
						AGGREGATE BASE (CV) CLASS 5	4216	$69,674.00	$16.53												
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,B)				224	$19,331.20	$86.30									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				1614	$139,207.50	$86.25									
						CONCRETE CURB AND GUTTER DESIGN B418							3101	$49,150.85	$15.85						
						CONCRETE CURB AND GUTTER DESIGN B618							1669	$31,126.85	$18.65						
193	Champlin	SAP	193-105-010	M	Hennepin	REMOVE CONCRETE DRIVEWAY PAVEMENT															
						REMOVE CONCRETE WALK															
						EXCAVATION - COMMON (P)										26508	$749,116.08	$28.26			
						EXCAVATION - SUBGRADE										20	$1,300.80	$65.04			
						AGGREGATE BASE (CV) CLASS 5 (P)	35068	$158,388.66	$4.52												
						TYPE SP 9.5 WEARING COURSE MIX (2,B) 3.0" THICK				132	$21,440.00	$162.42									
						TYPE SP 9.5 WEARING COURSE MIX (2,B) 4.0" THICK				9	$1,440.00	$155.84									
						TYPE SP 12.5 WEARING COURSE MIX (2,C)				13377	$1,184,934.66	$88.58									
						TYPE SP 12.5 NON WEARING COURSE MIX (2,C)				16721	$1,445,697.66	$86.46									
						4" CONCRETE WALK													100	$938.00	$9.38
						6" CONCRETE WALK													330	$5,544.00	$16.80
						CONCRETE CURB AND GUTTER DESIGN B612							4095	$110,974.50	$27.10						
						CONCRETE CURB AND GUTTER DESIGN SPECIAL							10276	$272,930.56	$26.56						
						CONCRETE GUTTER DESIGN SPECIAL							1166	$29,698.02	$25.47						
198	Andover	SAP	198-101-013	M	Anoka	COMMON EXCAVATION (EV)										5	$405.35	$81.07			
						AGGREGATE BASE CLASS 5	30	$1,134.90	$37.83												
						BITUMINOUS MATERIAL FOR TACK COAT					$3,499.20										
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,B)				2210	$166,567.70	$75.37									
						6" CONCRETE WALK - SPECIAL													120	$1,426.80	$11.89
						CONCRETE CURB AND GUTTER DESIGN B618							170	$11,944.20	$70.26						
198	Andover	SAP	198-110-005	M	Anoka	COMMON EXCAVATION (EV)										2	$162.14	$81.07			
						AGGREGATE BASE CLASS 5	17	$918.85	$54.05												
						BITUMINOUS MATERIAL FOR TACK COAT					$2,527.20										
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,B)				1570	$119,257.20	$75.96									
						6" CONCRETE WALK - SPECIAL													550	$6,539.50	$11.89
199	Ramsey	SAP	199-102-007	M	Anoka	REMOVE CONCRETE PAVEMENT															
						EXCAVATION - COMMON (P) (EV)										1148	$24,245.76	$21.12			
						EXCAVATION - SUBGRADE (P) (EV)										320	$7,040.00	$22.00			
						AGGREGATE BASE (CV) CLASS 5 MODIFIED	576	$10,560.00	$18.33												
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)				3560	$315,843.00	$88.72									
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,C)				4420	$369,512.00	$83.60									
						6" CONCRETE WALK													308	$6,776.00	$22.00

						CONCRETE CURB AND GUTTER DESIGN B618							1580	$37,920.00	$24.00					
201	Prior Lake	SAP	201-105-009	M	Scott	REMOVE CONCRETE WALK														
						REMOVE CONCRETE DRIVEWAY PAVEMENT														
						EXCAVATION - COMMON (P)										14632	$235,575.20	$16.10		
						EXCAVATION - SUBGRADE										267	$4,405.50	$16.50		
						AGGREGATE BASE (CV) CLASS 5	9601	$222,961.20	$23.22											
						TYPE SP 9.5 WEARING COURSE MIX (2,B) 3.0" THICK				142	$40,669.20	$287.27								
						TYPE SP 12.5 WEARING COURSE MIX (3,C)				2984	$251,252.80	$84.20								
						TYPE SP 12.5 NON WEARING COURSE MIX (3,C)				1492	$121,598.00	$81.50								
						4" CONCRETE WALK													3035	$18,210.00	$6.00
						6" CONCRETE WALK													21000	$137,550.00	$6.55
						CONCRETE CURB AND GUTTER DESIGN B618							6900	$111,780.00	$16.20					
208	Rosemount	SAP	208-134-002	M	Dakota	EXCAVATION - COMMON (P)										2340	$35,100.00	$15.00		
						EXCAVATION - SUBGRADE										3459	$51,885.00	$15.00		
						AGGREGATE BASE (CV) CLASS 5 MOD (P)	959	$28,770.00	$30.00											
						BITUMINOUS MATERIAL FOR TACK COAT					$730.00									
						TYPE SP 9.5 WEARING COURSE MIX (2,B) 3.0" THICK				33	$4,800.00	$145.45								
						TYPE SP 9.5 WEARING COURSE MIX (3,C)				500	$46,500.00	$93.00								
						TYPE SP 12.5 WEARING COURSE MIX (3,C)				500	$39,500.00	$79.00								
						CONCRETE CURB AND GUTTER DESIGN B618							20	$460.00	$23.00					
212	Farmington	SAP	212-112-004	M	Dakota	REMOVE CONCRETE DRIVEWAY PAVEMENT														
						REMOVE CONCRETE WALK														
						COMMON EXCAVATION										1459	$22,906.30	$15.70		
						SUBGRADE EXCAVATION										5968	$145,022.40	$24.30		
						BITUMINOUS MATERIAL FOR TACK COAT					$10,500.00									
						TYPE SP 12.5 NON WEARING COURSE MIX (3,C)				8665	$623,880.00	$72.00								
						TYPE SP 9.5 WEARING COURSE MIX (3,C)				4333	$324,975.00	$75.00								
						4" CONCRETE WALK													685	$4,692.25	$6.85
						6" CONCRETE WALK													2591	$37,569.50	$14.50
						CONCRETE CURB AND GUTTER DESIGN B618							1813	$30,095.80	$16.60					
248	Wyoming	SAP	248-108-003	M	Chisago	REMOVE CONCRETE DRIVEWAY PAVEMENT														
						REMOVE CONCRETE WALK														
						EXCAVATION - COMMON (P)										8119	$149,227.22	$18.38		
						EXCAVATION - SUBGRADE (EV)										1000	$10.00	$0.01		
						AGGREGATE BASE (CV) CLASS 5 (P)	7220	$40.11	$0.01											
						BITUMINOUS MATERIAL FOR TACK COAT					$3,771.00									
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,B) 3.0" THICK				66	$24,184.00	$366.42								
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)				1500	$120,870.00	$80.58								
						TYPE SP 12.5 WEARING COURSE MIXTURE (2,C)				2400	$183,768.00	$76.57								
						6" CONCRETE WALK													25100	$183,732.00	$7.32
						CONCRETE CURB AND GUTTER DESIGN B618							7700	$127,897.00	$16.61					
252	Chisago City	SAP	252-121-002	M	Chisago	REMOVE CONCRETE WALK														
						REMOVE CONCRETE DRIVEWAY PAVEMENT														
						SUBGRADE EXCAVATION										140	$2,800.00	$20.00		
						AGGREGATE BASE - CLASS 5	250	$5,000.00	$20.00											
						BITUMINOUS MATERIAL FOR TACK COAT					$1,450.00									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				640	$54,400.00	$85.00								
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)				390	$33,150.00	$85.00								
						6" CONCRETE WALK SPECIAL													4085	$40,850.00	$10.00
						CONCRETE CURB AND GUTTER DESIGN B618							115	$2,875.00	$25.00					
252	Chisago City	SAP	252-114-001	M	Chisago	REMOVE CONCRETE WALK														
						REMOVE CONCRETE DRIVEWAY PAVEMENT														
						COMMON EXCAVATION										230	$5,060.00	$22.00		
						SUBGRADE EXCAVATION										80	$1,600.00	$20.00		
						AGGREGATE BASE - CLASS 5	530	$10,600.00	$20.00											
						BITUMINOUS MATERIAL FOR TACK COAT					$750.00									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				340	$28,900.00	$85.00								
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)				210	$17,850.00	$85.00								
						6" CONCRETE WALK SPECIAL													2390	$23,900.00	$10.00
						CONCRETE CURB AND GUTTER DESIGN B618							700	$17,500.00	$25.00					
						CONCRETE CURB AND GUTTER DESIGN V							54	$1,080.00	$20.00					
106	Blaine	SP	106-101-010	M	Anoka	REMOVE CONCRETE DRIVEWAY PAVEMENT														
						EXCAVATION - COMMON										2142	$35,771.40	$16.70		
						EXCAVATION - SUBGRADE										2021	$38,803.20	$19.20		
						AGGREGATE BASE CLASS 5	2137	$21.37	$0.01											
						BITUMINOUS MATERIAL FOR TACK COAT					$1,512.80									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				1646	$147,975.40	$89.90								
						4" CONCRETE WALK													4648	$33,000.80	$7.10

						6" CONCRETE WALK												900	$21,420.00	$23.80
						CONCRETE CURB AND GUTTER DESIGN B618						1915	$49,215.50	$25.70						
						CONCRETE CURB AND GUTTER DESIGN B618 (MOD)						1166	$35,096.60	$30.10						
						CONCRETE CURB AND GUTTER DESIGN R424						247	$8,793.20	$35.60						
107	Bloomington	SP	107-591-006	M	Hennepin	REMOVE CONCRETE WALK														
						EXCAVATION - COMMON									1338	$34,788.00	$26.00			
						AGGREGATE BASE CLASS 5	1174	$24,654.00	$21.00											
						BITUMINOUS MATERIAL FOR TACK COAT					$450.00									
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,B)				584	$58,400.00	$100.00								
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,B)				370	$37,000.00	$100.00								
						4" CONCRETE WALK												8005	$58,036.25	$7.25
						6" CONCRETE WALK												1369	$27,380.00	$20.00
						8" CONCRETE WALK												575	$10,350.00	$18.00
						CONCRETE CURB AND GUTTER DESIGN B618						1560	$53,040.00	$34.00						
127	Fridley	SP	127-319-006	M	Anoka	REMOVE CONCRETE PAVEMENT														
113	Columbia Heights		(quantities not separated			EXCAVATION - COMMON (EV)									3300	$66,000.00	$20.00			
			from 113-118-004)			EXCAVATION - SUBGRADE (EV)									500	$14,500.00	$29.00			
						AGGREGATE BASE CLASS 5	2601	$83,810.00	$32.22											
						TYPE SP 12.5 WEARING COURSE MIXTURE (4,F)				1030	$120,510.00	$117.00								
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (4,B)				390	$37,050.00	$95.00								
						4" CONCRETE WALK												5725	$57,250.00	$10.00
						6" CONCRETE WALK												4000	$56,000.00	$14.00
						CONCRETE CURB AND GUTTER DESIGN B618						3640	$123,760.00	$34.00						
						CONCRETE CURB AND GUTTER DESIGN R418						350	$16,100.00	$46.00						
114	Coon Rapids	SP	114-105-017	M	Anoka	CONCRETE CURB AND GUTTER DESIGN B418						168	$6,720.00	$40.00						
141	Minneapolis	SP	141-342-007	M	Hennepin	REMOVE CONCRETE DRIVEWAY PAVEMENT														
						REMOVE CONCRETE PAVEMENT														
						REMOVE CONCRETE SIDEWALK														
						EXCAVATION - COMMON									553	$15,959.58	$28.86			
						AGGREGATE BASE (CV) CLASS 5	1940	$68,194.28	$35.14											
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (4,L)				2207	$279,185.50	$126.50								
						TYPE SP 12.5 WEARING COURSE MIXTURE (5,L)				927	$137,659.50	$148.50								
						3.5" CONCRETE WALK												5001	$38,657.73	$7.73
						6" CONCRETE WALK												7512	$101,862.72	$13.56
						CONCRETE CURB AND GUTTER DESIGN B612 (MODIFIED)						1628	$62,351.48	$38.30						
						CONCRETE CURB AND GUTTER DESIGN B624						3178	$178,635.38	$56.21						
						CONCRETE CURB DESIGN V						739	$18,452.83	$24.97						
164	St Paul	SP	164-158-026	M	Ramsey	REMOVE CONCRETE DRIVEWAY PAVEMENT														
						REMOVE CONCRETE PAVEMENT														
						REMOVE CONCRETE WALK														
						EXCAVATION - COMMON									4137	$165,480.00	$40.00			
						AGGREGATE BASE (CV) CLASS 5	10323	$338,365.00	$32.78											
						TYPE SP 9.5 WEARING COURSE MIX (2,B)				340	$39,100.00	$115.00								
						TYPE SP 12.5 WEARING COURSE MIX (4,F)				2525	$252,500.00	$100.00								
						TYPE SP 12.5 NON WEARING COURSE MIX (4,B)				3787	$284,025.00	$75.00								
						4" CONCRETE WALK												6889	$55,112.00	$8.00
						4" CONCRETE WALK SPECIAL												3768	$39,564.00	$10.50
						6" CONCRETE WALK												29870	$358,440.00	$12.00
						6" COLORED CONCRETE WALK												1336	$26,052.00	$19.50
						CONCRETE CURB AND GUTTER DESIGN B612						266	$10,640.00	$40.00						
						CONCRETE CURB AND GUTTER DESIGN R618						4482	$161,352.00	$36.00						
						CONCRETE CURB AND GUTTER DESIGN S512						189	$10,206.00	$54.00						
						CONCRETE CURB DESIGN B6						707	$26,866.00	$38.00						
						CONCRETE CURB DESIGN V6						424	$21,200.00	$50.00						
164	St Paul	SP	164-591-004	M	Ramsey	REMOVE PAVEMENT														
						REMOVE CONCRETE DRIVEWAY PAVEMENT														
						REMOVE CONCRETE WALK														
						EXCAVATION - COMMON									296	$21,205.44	$71.64			
						AGGREGATE BASE (CV) CLASS 5	833	$22,140.05	$26.57											
						4" CONCRETE WALK												13963	$110,307.70	$7.90
						CONCRETE WALK												6920	$88,368.40	$12.77
						CONCRETE CURB AND GUTTER DESIGN B624						2121	$100,705.08	$47.48						
						CONCRETE CURB DESIGN V						130	$4,258.80	$32.76						
199	Ramsey	SP	199-112-009	M	Anoka	AGGREGATE BASE (CV) CLASS 5	56	$1,333.00	$23.89											
			(tied to 002-683-006)			BITUMINOUS MATERIAL FOR TACK COAT					$80.00									
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)				10	$1,090.00	$109.00								
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				56	$5,723.20	$102.20								
						CONCRETE CURB AND GUTTER DESIGN B618						547	$12,991.25	$23.75						

						CONCRETE CURB AND GUTTER DESIGN B424							809	$20,225.00	$25.00					
199	Ramsey	SP	199-113-003 (tied to 002-596-026)	M	Anoka	REMOVE CONCRETE DRIVEWAY PAVEMENT														
						REMOVE CONCRETE WALK														
						EXCAVATION - COMMON										811	$9,732.00	$12.00		
						AGGREGATE BASE (CV) CLASS 6	2684	$38,766.00	$14.44											
						TYPE SP 9.5 WEARING COURSE MIX (2,C)				122	$14,274.00	$117.00								
						TYPE SP 9.5 WEARING COURSE MIX (3,C)				289	$31,212.00	$108.00								
						TYPE SP 12.5 NON WEARING COURSE MIX (3,C)				289	$29,189.00	$101.00								
						TYPE SP 12.5 NON WEARING COURSE MIX (4,B)				196	$15,680.00	$80.00								
						TYPE SP 12.5 WEARING COURSE MIX (4,F)				262	$25,938.00	$99.00								
						4" CONCRETE WALK													1097	$6,856.25	$6.25
						6" CONCRETE WALK													3584	$29,209.60	$8.15
						7" CONCRETE WALK													2264	$27,054.80	$11.95
						CONCRETE CURB AND GUTTER DESIGN B412							265	$6,161.25	$23.25					
						CONCRETE CURB AND GUTTER DESIGN B618							1288	$24,021.20	$18.65					
						CONCRETE CURB AND GUTTER DESIGN R424							280	$8,358.00	$29.85					
						CONCRETE CURB AND GUTTER DESIGN S524							682	$20,698.70	$30.35					
						CONCRETE CURB DESIGN V							3	$135.00	$45.00					
199	Ramsey	SP	199-115-006 (tied to 002-596-026)	M	Anoka	EXCAVATION - COMMON														
						EXCAVATION - SPECIAL														
						AGGREGATE BASE (CV) CLASS 6	5323	$76,882.00	$14.44							3474	$41,688.00	$12.00		
						TYPE SP 9.5 WEARING COURSE MIX (2,C)				301	$35,217.00	$117.00				600	$5,400.00	$9.00		
						TYPE SP 9.5 WEARING COURSE MIX (3,C)				693	$74,844.00	$108.00								
						TYPE SP 12.5 NON WEARING COURSE MIX (3,C)				661	$66,761.00	$101.00								
						TYPE SP 12.5 NON WEARING COURSE MIX (4,B)				470	$37,600.00	$80.00								
						TYPE SP 12.5 WEARING COURSE MIX (4,F)				627	$62,073.00	$99.00								
						4" CONCRETE WALK													1695	$10,593.75	$6.25
						6" CONCRETE WALK													5959	$48,565.85	$8.15
						7" CONCRETE WALK													3214	$38,407.30	$11.95
						CONCRETE CURB AND GUTTER DESIGN B412							252	$5,859.00	$23.25					
						CONCRETE CURB AND GUTTER DESIGN B618							204	$3,804.60	$18.65					
						CONCRETE CURB AND GUTTER DESIGN B624							3063	$73,512.00	$24.00					
						CONCRETE CURB AND GUTTER DESIGN R424							280	$8,358.00	$29.85					
						CONCRETE CURB AND GUTTER DESIGN S524							682	$20,698.70	$30.35					
						CONCRETE CURB DESIGN V							3	$135.00	$45.00					
104	Austin	SAP	104-141-003	6	Mower	TYPE SP 12.5 WEARING COURSE MIX (4,E)				2500	$207,500.00	$83.00								
125	Faribault	SAP	125-116-007	6	Rice	REMOVE CONCRETE WALK														
						REMOVE CONCRETE DRIVEWAY PAVEMENT														
						COMMON EXCAVATION (P)										350	$6,650.00	$19.00		
						AGGREGATE BASE CLASS 5	480	$12,960.00	$27.00											
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,B)				2895	$248,246.25	$85.75								
						TYPE 12.5 NON WEARING COURSE MIXTURE (3,B)				1130	$96,897.50	$85.75								
						4" CONCRETE WALK													11300	$121,475.00	$10.75
						6" CONCRETE WALK													1360	$31,280.00	$23.00
						CONCRETE CURB AND GUTTER DESIGN B624							2162	$99,992.50	$46.25					
						CONCRETE CURB AND GUTTER DESIGN B6							34	$1,303.22	$38.33					
						CONCRETE CURB AND GUTTER DESIGN V							60	$2,299.80	$38.33					
125	Faribault	SAP	125-123-011	6	Rice	REMOVE CONCRETE WALK														
						AGGREGATE BASE CLASS 5	50	$1,350.00	$27.00											
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,B)				480	$41,160.00	$85.75								
						4" CONCRETE WALK													740	$7,955.00	$10.75
						6" CONCRETE WALK													162	$4,050.00	$25.00
						CONCRETE CURB AND GUTTER DESIGN B624							10	$432.00	$43.20					
						CONCRETE CURB AND GUTTER DESIGN B6							240	$11,100.00	$46.25					
159	Rochester	SAP	159-179-001	6	Olmsted	REMOVE CONCRETE PAVEMENT														
						EXCAVATION - COMMON										8510	$68,080.00	$8.00		
						EXCAVATION - SUBGRADE										640	$6,400.00	$10.00		
						AGGREGATE BASE (CV) CLASS 5	1985	$59,550.00	$30.00											
						TYPE SP 12.5 NON WEAR COURSE MIX (3,B)				125	$17,000.00	$136.00								
						TYPE SP 12.5 WEAR COURSE MIX (3,C)				250	$35,250.00	$141.00								
						4" CONCRETE WALK													23086	$184,688.00	$8.00
						CONCRETE CURB AND GUTTER DESIGN B612							220	$6,160.00	$28.00					
						CONCRETE CURB AND GUTTER DESIGN B618							672	$15,281.28	$22.74					
						CONCRETE CURB AND GUTTER DESIGN B624							5592	$130,237.68	$23.29					
						CONCRETE CURB AND GUTTER DESIGN R424							302	$9,060.00	$30.00					
234	Lake City	SAP	234-594-001	6	Goodhue/Wabasha	REMOVE CONCRETE DRIVEWAY PAVEMENT														
						REMOVE CONCRETE WALK														
						EXCAVATION - COMMON (P)										7903	$197,575.00	$25.00		

						EXCAVATION - SUBGRADE (EV)										6060	$60,600.00	$10.00			
						AGGREGATE BASE CLASS 5	7812	$130,200.00	$16.67											
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)				4363	$475,567.00	$109.00								
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				1454	$149,762.00	$103.00								
						6" CONCRETE WALK SPECIAL													27414	$250,838.10	$9.15
						7" CONCRETE WALK SPECIAL													1497	$15,538.86	$10.38
						CONCRETE CURB AND GUTTER DESIGN B612							142	$4,982.78	$35.09						
						CONCRETE CURB AND GUTTER DESIGN B624							6513	$140,094.63	$21.51						
156	Red Wing	SP	156-111-007	6	Goodhue	REMOVE CONCRETE DRIVEWAY PAVEMENT															
						REMOVE CONCRETE PAVEMENT															
						REMOVE CONCRETE WALK															
						EXCAVATION - COMMON										7535	$90,420.00	$12.00			
						EXCAVATION - SUBGRADE										250	$2,500.00	$10.00			
						AGGREGATE BASE (CV) CLASS 6 (P)	10449	$139,320.00	$13.33											
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C) 3.0" THICK				3	$900.00	$303.03								
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)				3726	$3,726.00	$1.00								
						4" CONCRETE WALK													33193	$322,635.96	$9.72
						6" CONCRETE WALK													1696	$60,665.92	$35.77
						CONCRETE CURB AND GUTTER DESIGN B618							9402	$264,666.30	$28.15						
						CONCRETE CURB DESIGN V							97	$4,661.82	$48.06						
172	Waseca	SAP	172-104-009	7	Waseca	REMOVE CONCRETE															
						COMMON EXCAVATION (P)										565	$10,170.00	$18.00			
						EXCAVATION - SUBGRADE										50	$1,250.00	$25.00			
						AGGREGATE BASE (CV) CLASS 5	657	$15,622.00	$23.78											
						BITUMINOUS MATERIAL FOR TACK COAT					$510.00										
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,B) 2" THICK				111	$12,500.42	$112.18									
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,C) 1.5" THICK				167	$20,077.66	$120.12									
						4" CONCRETE WALK													530	$4,240.00	$8.00
						6-8" CONCRETE WALK													936	$9,360.00	$10.00
						6-8" EXPOSED AGGREGATE CONCRETE WALK													143	$2,574.00	$18.00
						CONCRETE CURB AND GUTTER DESIGN B624							271	$10,027.00	$37.00						
						CONCRETE CURB DESIGN V							39	$1,365.00	$35.00						
148	New Ulm	SP	148-115-003	7	Brown	REMOVE CONCRETE WALK															
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)				5487	$449,934.00	$82.00									
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,B)				2744	$209,916.00	$76.50									
						CONCRETE WALK													2560	$53,760.00	$21.00
						CONCRETE CURB AND GUTTER DESIGN							570	$25,108.50	$44.05						
148	New Ulm	SP	148-122-005	7	Brown	REMOVE CONCRETE WALK															
						TYPE SP 9.5 WEARING COURSE MIXTURE (3,B)				3977	$314,183.00	$79.00									
						CONCRETE WALK													6647	$139,587.00	$21.00
						CONCRETE CURB AND GUTTER DESIGN							1063	$46,825.15	$44.05						
150	North Mankato	SP	150-117-007	7	Nicollet	REMOVE CONCRETE DRIVEWAY PAVEMENT															
						REMOVE CONCRETE PAVEMENT															
						REMOVE CONCRETE SIDEWALK															
						EXCAVATION - COMMON										3947	$29,602.50	$7.50			
						AGGREGATE BASE (CV) CLASS 3	2132	$39,445.70	$18.50											
						AGGREGATE BASE (CV) CLASS 5	3370	$37,627.20	$11.17											
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C) 1.5" THICK				336	$29,507.50	$87.88									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C) 2.5" THICK				560	$46,398.00	$82.91									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C) 3.0" THICK				672	$53,317.00	$79.39									
						5" CONCRETE WALK													9032	$61,417.60	$6.80
						6" CONCRETE WALK													2715	$23,349.00	$8.60
						CONCRETE CURB AND GUTTER DESIGN B618							20	$408.20	$20.41						
						CONCRETE CURB AND GUTTER DESIGN B624							2602	$55,084.34	$21.17						
						CONCRETE CURB AND GUTTER DESIGN R324							200	$4,252.00	$21.26						
						CONCRETE CURB AND GUTTER DESIGN S524							607	$13,457.19	$22.17						
150	North Mankato	SP	150-255-001	7	Nicollet	REMOVE CONCRETE DRIVEWAY PAVEMENT															
						REMOVE CONCRETE SIDEWALK															
						EXCAVATION - COMMON										2540	$19,050.00	$7.50			
						AGGREGATE BASE (CV) CLASS 3	1478	$27,350.40	$18.50											
						AGGREGATE BASE (CV) CLASS 5	2362	$26,371.20	$11.17											
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C) 1.5" THICK				236	$20,735.00	$87.88									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C) 2.5" THICK				393	$32,604.00	$82.91									
						TYPE SP 12.5 WEARING COURSE MIXTURE (3,C) 3.0" THICK				472	$37,466.00	$79.39									
						5" CONCRETE WALK													4855	$33,014.00	$6.80
						6" CONCRETE WALK													727	$6,252.20	$8.60
						CONCRETE CURB AND GUTTER DESIGN B618							60	$1,224.60	$20.41						
						CONCRETE CURB AND GUTTER DESIGN B624							1078	$22,821.26	$21.17						

						CONCRETE CURB AND GUTTER DESIGN R324						200	$4,252.00	$21.26						
						CONCRETE CURB AND GUTTER DESIGN S524						597	$13,235.49	$22.17						
165	St Peter	SP	165-104-006	7	Nicollet/ Le Sueur	REMOVE CONCRETE PAVEMENT														
						REMOVE CONCRETE DRIVEWAY PAVEMENT														
						EXCAVATION - COMMON (P) (EV)									2762	$24,858.00	$9.00			
						AGGREGATE BASE (CV) CLASS 5	2489	$32,846.25	$13.19										
						TYPE SP 9.5 WEARING COURSE MIX (3,C)				107	$12,305.00	$115.00								
						TYPE SP 12.5 WEARING COURSE MIX (3,C)				354	$40,710.00	$115.00								
						4" CONCRETE WALK												5755	$37,407.50	$6.50
						6" CONCRETE WALK												3356	$35,607.16	$10.61
						CONCRETE CURB AND GUTTER DESIGN B624						1347	$37,985.40	$28.20						
						CONCRETE CURB AND GUTTER DESIGN R424						151	$4,832.00	$32.00						
						CONCRETE CURB AND GUTTER DESIGN S524						657	$20,859.75	$31.75						
165	St Peter	SP	165-109-005	7	Nicollet/ Le Sueur	REMOVE CONCRETE DRIVEWAY PAVEMENT														
						REMOVE CONCRETE WALK														
						EXCAVATION - COMMON (P) (EV)									2048	$18,432.00	$9.00			
						AGGREGATE BASE (CV) CLASS 5	1782	$23,512.50	$13.19										
						TYPE SP 9.5 WEARING COURSE MIX (3,C)				80	$9,200.00	$115.00								
						TYPE SP 12.5 WEARING COURSE MIX (3,C)				194	$22,310.00	$115.00								
						4" CONCRETE WALK												2950	$19,175.00	$6.50
						6" CONCRETE WALK												1003	$10,641.83	$10.61
						CONCRETE CURB AND GUTTER DESIGN B624						836	$23,575.20	$28.20						
						CONCRETE CURB AND GUTTER DESIGN R424						151	$4,832.00	$32.00						
						CONCRETE CURB AND GUTTER DESIGN S524						350	$11,112.50	$31.75						
133	Hutchinson	SAP	133-116-004	8	McLeod	REMOVE CONCRETE WALK														
						REMOVE CONCRETE DRIVEWAY PAVEMENT														
						EXCAVATION - COMMON (EV) (P)									3962	$65,789.20	$16.61			
						EXCAVATION - SUBGRADE									400	$16.00	$0.04			
						AGGREGATE BASE (CV) CLASS 5 (P)	1420	$30,692.10	$21.61										
						AGGREGATE BASE CLASS 5	110	$2,302.30	$20.93										
						BITUMINOUS MATERIAL FOR TACK COAT					$2,394.00									
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,B) 3.0" THICK				288	$39,262.50	$136.36								
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,C) 1.5" THICK				665	$84,630.00	$127.27								
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,C) 2.0" THICK				887	$104,780.00	$118.18								
						TYPE SP 12.5 NON WEARING COURSE MIXTURE (2,C) 2.5" THICK				1108	$124,930.00	$112.73								
						CONCRETE WALK												2183	$30,583.83	$14.01
						CONCRETE CURB AND GUTTER DESIGN B618						4094	$79,833.83	$19.50						
						CONCRETE CURB DESIGN V						56	$2,800.00	$50.00						
133	Hutchinson	SAP	133-117-015	8	McLeod	BITUMINOUS MATERIAL FOR TACK COAT					$9.75									
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,C) 1.5" THICK				687	$77,932.80	$113.46								
						CONCRETE CURB AND GUTTER DESIGN B618						80	$4,028.00	$50.35						
133	Hutchinson	SAP	133-125-003	8	McLeod	BITUMINOUS MATERIAL FOR TACK COAT					$27.25									
						TYPE SP 9.5 WEARING COURSE MIXTURE (2,C) 1.5" THICK				1288	$215,327.20	$167.17								
						CONCRETE CURB AND GUTTER DESIGN B618						110	$5,538.50	$50.35						
139	Marshall	SAP	139-121-004	8	Lyon	REMOVE CONCRETE PAVEMENT														
						REMOVE SIDEWALK														
						COMMON EXCAVATION (P)									268	$5,378.76	$20.07			
						AGGREGATE BASE (CV) CLASS 5	482	$9,930.60	$20.59										
						BITUMINOUS MATERIAL FOR TACK COAT					$25,917.56									
						TYPE SP 9.5 WEARING COURSE MIX (4,C) 1.5" THICK				8527	$856,804.66	$100.48								
						TYPE SP 12.5 NON WEARING COURSE MIX (4,B)				119	$33,310.20	$279.99								
						4" CONCRETE WALK												2448	$22,105.44	$9.03
						6" CONCRETE WALK												2178	$27,355.68	$12.56
						CONCRETE CURB AND GUTTER DESIGN B618						1313	$64,560.21	$49.17						
148	New Ulm	SAP	148-590-001	8	Brown	REMOVE CONCRETE WALK														
						AGGREGATE BASE CLASS 5	10	$1,898.30	$189.83											
						4" CONCRETE WALK												100	$6,576.00	$65.76
						6" CONCRETE WALK												332	$17,698.92	$53.31
175	Willmar	SAP	175-129-010	8	Kandiyohi	REMOVE CONCRETE WALK														
						REMOVE CONCRETE DRIVEWAY PAVEMENT														
						COMMON EXCAVATION (P)									18867	$320,739.00	$17.00			
						SUBGRADE EXCAVATION (EV)									1714	$25,710.00	$15.00			
						AGGREGATE BASE (CV) CLASS 5	12411	$262,010.00	$21.11										
						TYPE SP 9.5 WEAR COURSE MIX (2,C)				3160	$313,092.80	$99.08								
						TYPE SP 19.0 NON WEAR COURSE MIX (2,B)				3175	$286,289.75	$90.17								
						4" CONCRETE WALK												8060	$60,450.00	$7.50
						6" CONCRETE WALK												1355	$21,680.00	$16.00
						CONCRETE CURB AND GUTTER DESIGN B618						8990	$176,204.00	$19.60						

						CONCRETE CURB AND GUTTER DESIGN B624							2510	$72,790.00	$29.00					
207	Redwood Falls	SP	207-119-001	8	Redwood Falls	REMOVE CONCRETE WALK														
						REMOVE CONCRETE DRIVEWAY PAVEMENT														
						COMMON EXCAVATION										9871	$207,291.00	$21.00		
						SUBGRADE EXCAVATION										1144	$17,160.00	$15.00		
						AGGREGATE BASE CLASS 5	13141	$367,948.00	$28.00											
						TYPE SP 9.5 WEARING COURSE MIX (2,C)				1432	$171,840.00	$120.00								
						TYPE SP 12.5 NON WEARING COURSE MIX (2,B)				2148	$257,760.00	$120.00								
						6" CONCRETE WALK													29642	$296,420.00	$10.00
						CONCRETE CURB AND GUTTER B618							5606	$123,332.00	$22.00					
						2023 Unit Price Totals	140667	$2,964,221.14	$21.07	194905	$16,955,847.19	$87.00	180281	$4,844,871.88	$26.87	285060	$3,916,117.13	$13.74	478494	$4,934,461.24	$10.31

AGGREGATE BASE:	$21.07 (ton)
BITUMINOUS:	$87.00 (ton)
CURB & GUTTER:	$26.87 (lin. ft)
EXCAVATION:	$13.74 (cubic yard)
SIDEWALK:	$10.31 (sq. ft)