Municipal Screening Board Data

Spring 2025

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 located and established by 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, May 2023, May 2024)

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’.

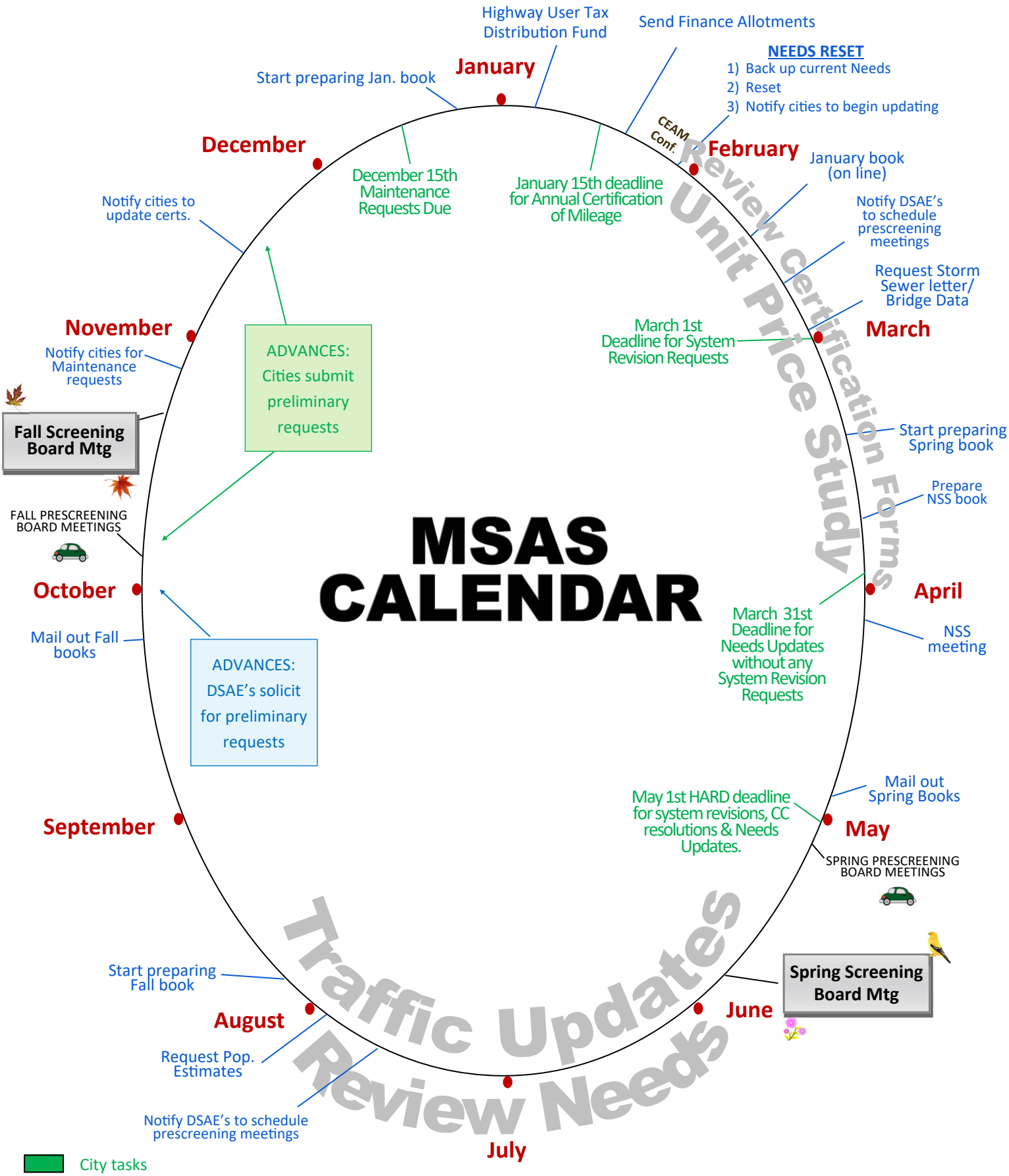

MSAS CALENDAR
January
February
March
April
May
June
July
August
September
October
November
December
Highway User Tax Distribution Fund
Send Finance Allotments
NEEDS RESET
1) Back up current Needs
2) Reset
3) Notify cities to begin updating
CEAM Conf.
January book (on line)
Notify DSAE's to schedule prescreening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

TABLE OF CONTENTS

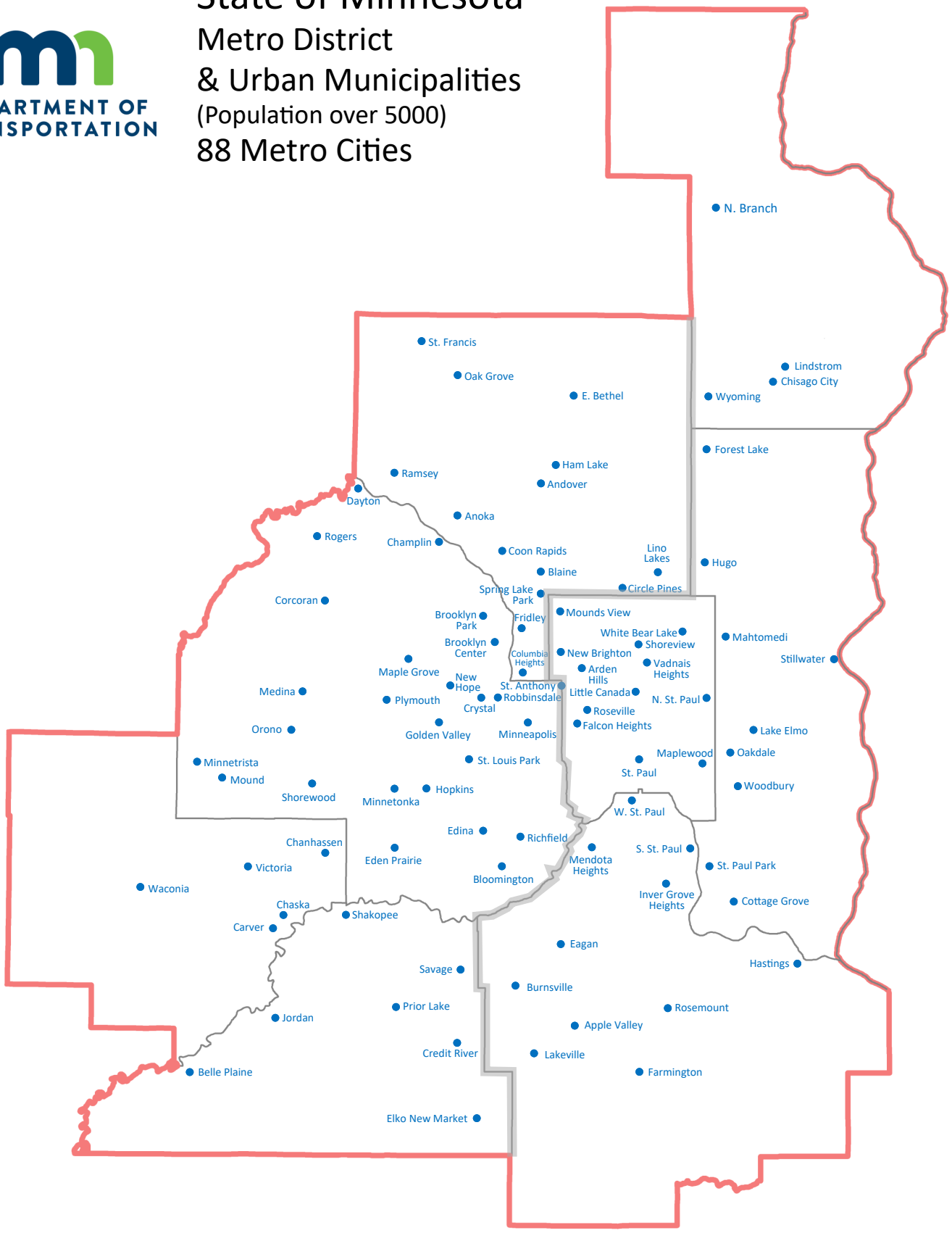
INTRODUCTORY INFORMATION

UNIT PRICES AND GRAPHS

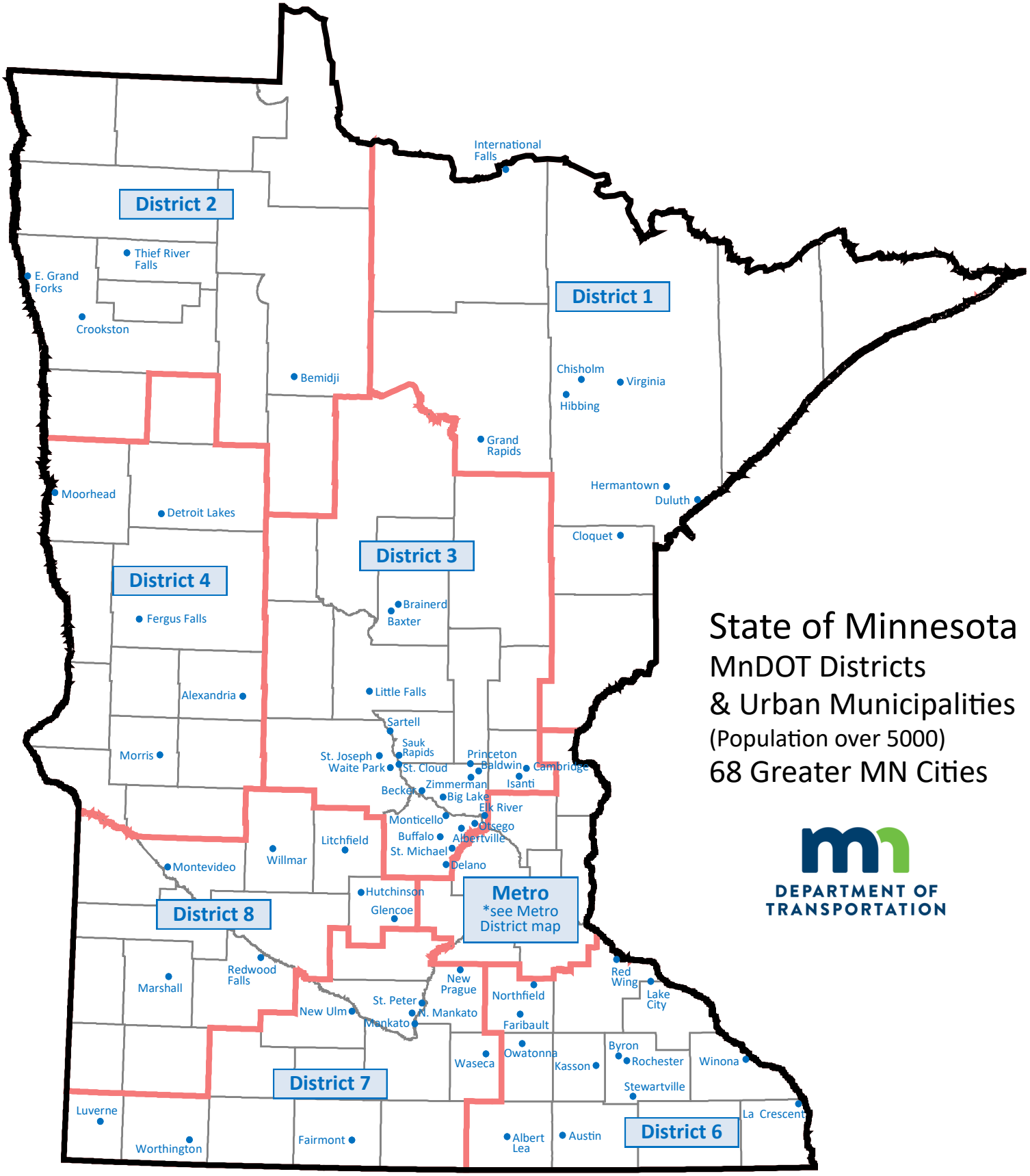
REFERENCE MATERIALS

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)

68 Greater MN Cities

DEPARTMENT OF TRANSPORTATION

Updated 1/2/2025

2025 MUNICIPAL SCREENING BOARD

21-Apr-25

Officers			
Chair	Deb Heiser	St. Louis Park	(952) 924-2551
Vice Chair	Matt Leonard	Monticello	(763) 271-3271
Secretary	Chris LaBounty	Maple Grove	(763) 494-6351

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	2025-2027	Brian Yavarow	Alexandria	(320) 759-3607
Metro-West	2025-2027	Chris LaBounty	Maple Grove	(763) 494-6351
6	2025-2027	Brian DeFrang	Winona	(507) 457-8237
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	Thief River Falls	(218) 281-6522
3	2027	Justin Kannas	Buffalo	(320) 905-2704
4	2028	Jon Pratt	Detroit Lakes	(218) 844-2580
Metro-West	2028	Julie Long	Bloomington	(952) 563-4865
6	2028	Dave Bennett	Northfield	(507) 645-3006
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

2025 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
Chad Millner Edina (952) 826-0318 Expires after 2025	Justin Femrite Elk River (763) 635-1051 Expires after 2025 *
Layne Otteson Big Lake (763) 826-0318 Expires after 2026	Michael Thompson Plymouth (763) 509-5501 Expires after 2026 *
Tom Trowbridge Moorhead (218) 299-5393 Expires after 2027	Mark DuChene Faribault (507) 333-0361 Expires after 2027

* serving additonal years due to vacated Screening Board Chairs

MINUTES
MUNICIPAL SCREENING BOARD MEETING
Oct 22 & 23, 2024
Arrowwood – Alexandria, MN

TUESDAY, OCT. 22nd, 2024

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

a. Chair Mark DuChene welcomed the group. He then went on to introduce:

Kristine Elwood	State Aid Engineer
Bill Lanoux	Manager, Municipal State Aid Needs
Deb Heiser	Vice Chair: Municipal screening board

b. DuChene then introduced Matt Leonard, Monticello – Secretary of MSB. Matt conducted roll call of the screening board members in attendance:

District 1	Jason Fisher, International Falls (online)
District 2	Sam Anderson, Bemidji
District 3	Nick Preisler, Saint Michael
District 4	Tom Trowbridge, Moorhead
Metro West	Will Manchester, Minnetonka
District 6	Brandon Theobald, Kasson
District 7	Joe Stadheim, New Ulm
District 8	Mike Amborn, Montevideo
Metro East	Chris Hartzell (alternate), Woodbury (online)
Duluth	Cindy Voigt
Minneapolis	Jenifer Hager
Rochester	Dillon Dombrovski
St. Paul	Nick Peterson

c. DuChene also recognized others in attendance:

- Screening board alternates:

District 4	Blaine Green, Alexandria
District MW	Chris LaBounty, Maple Grove

- State Aid personnel:

Ted Schoenecker	Assistant Division Director/ State Aid
Marc Briese	State Aid Programs Engineer
Jay Owens	State Aid Office Director
Derek Fredrickson	District 1 State Aid Engineer
Brian Ketring	District 2 State Aid Engineer (absent)
Angie Tomovic	District 3 State Aid Engineer
Fausto Cabral	District 6 State Aid Engineer
Willy Rabenberg	District 7 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)

- Others in attendance

Marc Culver	CEAM Legislative committee chair
Kyle Wallace	Minneapolis
Mike Van Beusekom	St. Paul
Duncan Schwensohn	Duluth
Layne Otteson, Big Lake	Needs study subcommittee (NSS)- (online)
Chad Millner, Edina	Needs study subcommittee (NSS)
Justin Femrite	UCFS / Former MSB Chair
Michael Thompson	UCFS / Former MSB Chair (online)

II. Review of the 2024 Municipal State Aid Street Needs Report

a. Introductory information / Review Spring MSB minutes.
   - Lanoux went over the following introductory information:
     i. Official business item for this meeting is to approve the needs and submit them to the commissioner in writing by Nov. 1.
     ii. Baldwin Township will incorporate in November and be an eligible MSA city in 2025. This will bring the total number of MSAS cities to 156.
   - Lanoux provided an overview of the May Screening Board minutes on pages 8-10 and highlighting the following items from the minutes.
     i. Action to approve the unit price recommendations.
     ii. Action to rewrite the resolution on traffic signals.
     iii. Screening Board requested further discussion on the one-way road policy.

b. Lanoux gave an overview of MSB data book, highlighting the following topics:
   - 50% of the apportionment will be based on Population. Lanoux mentioned that population estimates from the Demographer / Met Council can vary from year-to-year.
   - The tentative allocations in the Needs Report are based on last year's apportionment total of just over $234.8 million. Conservatively we could expect that the funding pool be up by 2.5% for 2025, or up to roughly $240.7 million.
   - Construction needs are computed from annual needs updates with additional adjustments applied shown on page 36. The adjusted construction needs are used to determine the construction needs allocations.
   - Lanoux reviewed the calculation to determine the excess unencumbered fund balance adjustment (page 39)
     i. The balance floor this year is just over $2.8 million. If a city's Dec. 31 construction fund balance exceeds the balance floor amount – *and* their balance is three times their Jan. construction allotment, the excess fund balance adjustment would be applied. However, since cities have until the end of the year to submit pay requests, it's likely none of the cities getting

a negative adjustment in the needs report will actually get this adjustment for the 2025 apportionment.

- individual adjustments are applied to those cities that have MSAS roadways outside of their boundaries. (see Pg 50-51 for outside city limits adjustments)
  i. Due to statutory language changes in 2023, (MS 162.13 Subd 2), these roadways are newly eligible to draw money needs.
- Right-of-Way, Retaining Walls, RR Crossing expenditures, and RR Bridges over MSAS are other positive needs adjustments.
- The needs that the board is being asked to approve are shown on the adjusted money needs table on page 57.

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

Lanoux closed reminding the board that in addition to making a needs recommendation to Commissioner, they will be asked to act on the research account. A draft resolution for the research acct is shown on page 79.

III. Legislative Update

Mr. Culver provided an update of the upcoming legislative sessions. The session is set to begin on Tuesday January 19th. The control of the House is still unknown. We are continuing to monitor the implantation of the Green House Gas bill and it is expected that another land-use bill will be introduced this session. Also, we are looking for a new speed limit bill and automatic enforcement for speed and red lights is also on our radar. This year is a budget year and we will continue to monitor that. Work will continue for the Department of Labor and Industries legislation for storm sewer concerns outside of the right-of-way. In an open discussion some legislative ideas were presented which included some of the following:

- Street Utility funding
- Continuing efforts with the Department of Labor and Industry
- Changes to the gas tax funding and gas tax replacement for EV's
- Traffic Impact Fees
- Fiber Franchise Fees
- Assessment Bonds
- PFA funding.

IV. State Aid Update/ one-way roads (Ted Schoenecker)

At the Spring 2024 Municipal Screening Board meeting, the Board requested State Aid discuss its position on one-way street designations on the MSAS System.

Current practice is if a city wants to designate a one-way city street, they must also designate a matching one-way city street in the opposite direction of similar length and location.

Schoenecker reviewed MN Statutes 162.09 Subd 6 & State Aid operations Chapter 8820

- Cities, subject to the concurrence of the commissioner, locate and establish municipal state-aid streets in accordance with the rules of the commissioner.

- A municipal state-aid street may be selected if it:
    - 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;
    - connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality; and
    - provides an integrated street system affording, within practical limits, a state-aid street network consistent with projected traffic demands.

There's no documentation in the State Aid Manual that provides an explanation or direction on one-way road designations as MSAS. But to meet the criteria of an integrated system, traffic should flow in two directions - which is why one-way streets have been revoked and designated in pairs. The practice of this requirement has been in place longer than any current person in state aid has been there. All DSAE's follow the same practice of requiring a one-way road to have a matching pair.

Noted was that the Screening Boards resolutions have an option for cities to draw half-mileage on one-way pairs, if approved by the Screening Board.

The question was asked if that a change to Screening Board resolutions could change or revise the current practice. The response was that the resolutions are more for how the MSAS systems draws Needs, not what is - or isn't allowed on the MSAS system.

State Aid will continue its practice of requiring a one-way city street to have a matching pair.

V. DuChene asked if there were any further topics for discussion. There were none.

VI. Adjournment until 8:30 Wednesday morning

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

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

The meeting adjourned at 1:45 pm.

WEDNESDAY, OCT. 23, 2024

I. Call to Order at 8:30 am. Review Tuesday's subjects and act on specific items.

a. Needs recommendations/ Letter to Commissioner on page 56.
DuChene called for a motion to approve the letter to the Commissioner.

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

b. Research Account on page 79
DuChene called for a motion to approve the following research account resolution:

Be it resolved that an amount of $1,174,298 (not to exceed ½ of 1% of the 2024 MSAS Apportionment sum of $234,859,592) shall be set aside from the 2025 Apportionment fund and be credited to the research account

Motion to approve the research account by Manchester, seconded by Dombrovski. Motion carried 13-0.

II. **Last call for unfinished items from Day One**
DuChene asked for any further discussion on yesterday's topics. There was none.

III. **Last call for any other discussion topics** (none)

IV. **Closing remarks from the Chair**
DuChene thanked the following:

- Screening Board members.
- A special thank you to the three outgoing board members.
- Lanoux and Stone for setting everything up and a great script

V. **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.

VI. **Expense reports**
DuChene reminded the group to fill out their expense reports.

VII. **Adjournment**
DuChene called for a motion to adjourn.

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

The meeting adjourned at 8:46 am

Respectfully submitted,

Matt Leonard, PE
Municipal Screening Board Secretary
Monticello City Engineer

TRAFFIC COUNTING &
ADT GROUPS

https://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

SANEEDS - MSAS - Segment Report

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
2319	Present AADT	2319
4 (2000 - 4999)	Traffic Group Code	4 (2000 - 4999)
2021	Year of AADT Count	2021
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

SEG LENGTH * ADT
QUANTITY * UNI COST

Cost Factor	Unit Cost	Computation Formula or Rule	Equation	Result
Gravel	MSAS Gravel Cost Group 4	Length * Quantity * UnitCost	0.5 * 19628 * 21.07	$206,781
Bituminous	MSAS Bituminous Cost Group 4	Length * Quantity * UnitCost	0.5 * 4773 * 87	$207,626
Excavation	MSAS Excavation Cost Group 4	Length * Quantity * UnitCost	0.5 * 25188 * 13.74	$173,042
Storm Sewer	MSAS Storm Sewer Cost Group 4	Length * UnitCost	0.5 * 256800	$128,400
Sidewalk	MSAS Sidewalk Cost Group 4	Length * UnitCost * FeetPerMile * SidewalkWidth	0.5 * 10.31 * 5280 * 10	$272,184
Street Lighting	MSAS Street Lighting Cost Group 4	Length * UnitCost	0.5 * 142500	$71,250
Curb and Gutter	MSAS Curb And Gutter Cost Group 4	Length * UnitCost * FeetPerMile * NumberOfCurbs	0.5 * 26.87 * 5280 * 2	$141,874
Signal Leg	MSAS Traffic Signals Cost Group 4	NumOfSignals * UnitCost / 4	1 * 290000 / 4	$72,500
Bridge	MSAS Bridge TGC Group 4	BridgeLength * NeedsWidth * UnitCost	61 * 40 * 111.66	$272,450
Engineering Cost		Percent of costs	1546107 * 0.220	$340,144
Total				$1,886,251

Subcommittee Meetings

NEEDS STUDY SUBCOMMITTEE MEETING MINUTES

The Needs Study Subcommittee meeting was held at 1:00 pm on April 9, 2025. NSS members present were Chad Millner (Edina/Chair), Layne Otteson (Big Lake), and Tom Trowbridge (Moorhead). Also in attendance was Bill Lanoux from State Aid.

A 2025 Needs Study Subcommittee report was sent to all attendees prior to the meeting. Before making their Unit Cost recommendations, the group reviewed the committee's role as stated in MN Statute 162.13 and in resolutions of the Municipal Screening Board. Lanoux also touched on the significance of the Urban ADT Groups for Needs Purposes.

For this year, recommendations will be based off an inflation factor. The Construction Cost Index (CCI) published by the Engineering News Record provides the basis of Unit Cost recommendations. At the end of 2024, the CCI was 0.9%. The NSS made recommendations for the following items.

Grading/Excavation: Price used in 2024 Needs - $13.74 Cu. Yd.
Committee's Recommendation for 2025 Needs - $13.86 Cu. Yd.

Trowbridge commented that $13.86 seems a bit low based on what Moorhead has been seeing, but also noted that this recommendation is a statewide cost, and that district 4 costs could be higher than average. Lanoux asked if the committee wanted to consider increasing this recommendation. Otteson noted that Excavation graph shows that last year this cost went up almost 14%, so it's been going up. Committee ultimately decided $13.86 was acceptable.

Aggregate Base: Price used in 2024 Needs - $21.07 Ton
Committee's Recommendation for 2025 Needs - $21.26 Ton

All Bituminous: Price used in 2024 Needs - $87.00 Ton
Committee's Recommendation for 2025 Needs - $87.78 Ton

Sidewalk: Price used in 2024 Needs - $10.31 Sq. Ft.
Committee's Recommendation for 2025 Needs - $10.40 per Sq. Ft.

Lanoux said that this Unit Cost has being increasing faster than any other cost over the last 10 years – and that in last year's study it went up 25%. The committee still feels that $10.40 seems right and are not surprised with the increases to sidewalk costs. Lanoux then showed the committee the pie chart on page 10 of the report which shows that in 2024, Sidewalk Needs were a bigger percentage of total needs that any other unit cost item, and that a year ago a few engineers began to comment about this graph at pre-screening meetings. Lanoux reviewed how sidewalk Needs are calculated: For the 8 traffic groups for needs purposes, the lowest two groups (non-existing and AADT 1-499) get credit for one side of sidewalk and the top six groups (AADT 500 or more) all get credit for two sides of sidewalk. All roadways draw sidewalk needs (whether they have sidewalk or not) and there's no distinction for any groups over traffic group #2. Lanoux asked if this was still defendable and a good reflection of reality? - and were these calculation methods giving too much weight to sidewalk now? The committee agreed it wasn't perfect but also commented that sidewalk doesn't necessarily correspond to traffic based Needs like other unit costs items. In reality, a low volume road can have 2 sides of walk, and a high-volume road may have none. The committee felt this could be a discussion topic for future meetings, but with no direction from the Municipal Screening Board to review sidewalk Needs, we will continue to calculate sidewalk needs as stated in Screening Board resolutions.

Curb and Gutter: Price used in 2024 Needs - $26.87 Lin. Ft.
Committee's Recommendation for 2025 Needs - $27.11 Lin. Ft.
Last year, the cost of $26.87 was an 18.5% increase. So this cost has been going up.

Structures: Price used in 2024 Needs - $111.66 Sq. Ft.
Committee's Recommendation for 2025 Needs - $118.84 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. This will be a 6.4% increase in the structure unit cost this year.

Street Lighting: *Unit Cost for 2025 Needs will be $142,500 or $195,000 depending on the traffic group (non-existing routes use $0 for lighting)*
(Recommendation is consistent with Screening Board resolutions, which were revised for street lighting in 2023)

Storm Sewer: The MnDOT Hydraulics Unit performs an analysis of storm sewer every 3 years. This year, we are applying the inflation factor of 0.9%. Costs are $498,263 for new construction, and $150,306 for adjustments to existing systems. This is an average of $324,285 per mile. Committee makes recommendation for the highest of eight sections.
Committee's Recommendation for 2025 Needs - $324,300 per mile
The recommendation of $324,300 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 the inflation factor in 'off years'.

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

Traffic Signals: Price used in 2024 Needs - $290,000 Per Signal
Committee's Recommendation for 2025 Needs - $292,610 Per Signal
This year, we are applying the inflation factor of 0.9%.to last year's cost. This is another item studied every 3 years. Lanoux noted that in 2024 the Screening Board resolution for traffic signals was changed slightly to give us a little more flexibility on where we get our signal costs.

The meeting was adjourned.

Minutes submitted by Tom Trowbridge

Thomas E Trowbridge

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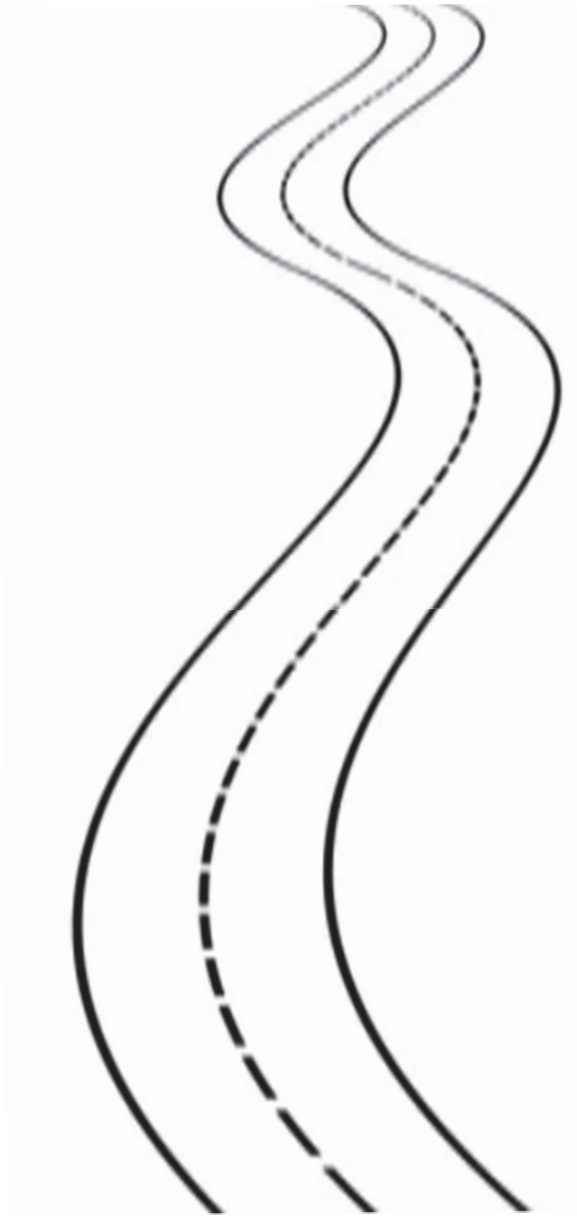
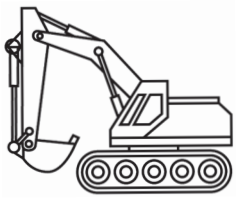
UNIT PRICES

AND GRAPHS





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.

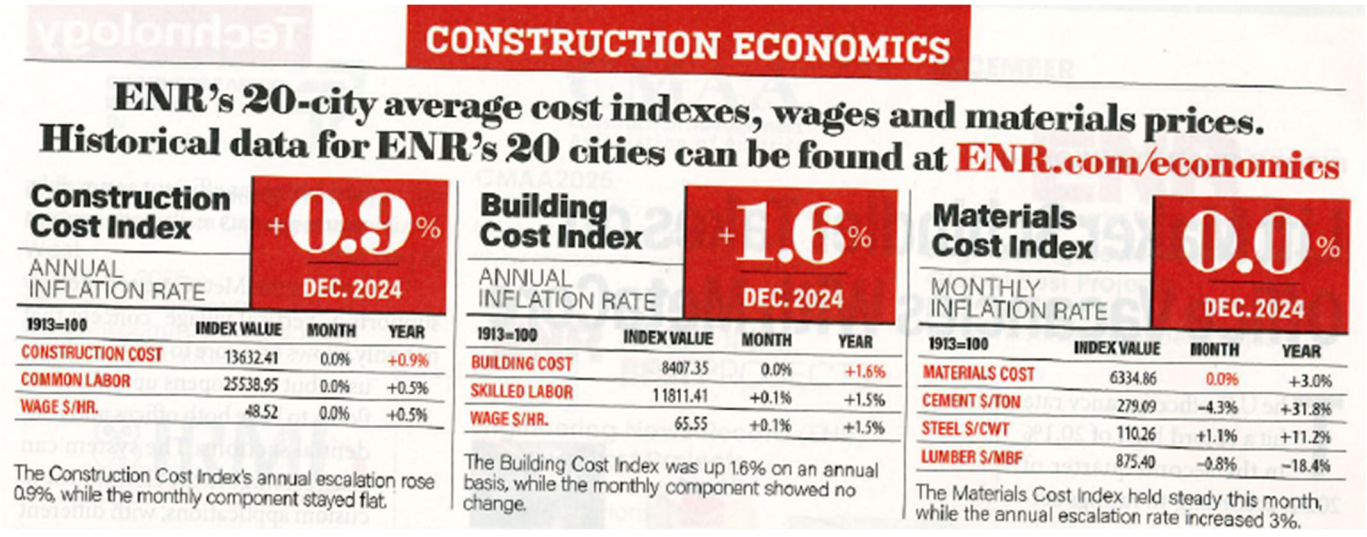
In 2024 we conducted a full unit cost study based on 2023 project costs. The next full unit cost study will be in 2027. For 2025, an inflation factor will provide the basis for most unit costs.

THIS YEAR

At the end of 2024, the Engineering Construction Cost Index was 0.9%. Applying this inflation factor to last year's MSB approved Unit Prices for *Excavation, Aggregate Base, Bituminous, Sidewalk Construction, Curb & Gutter Construction, and Traffic Signals* will provide the basis of these unit cost recommendations.

State Aid bridge costs from the last 5 years (2020 to 2024), 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 hydraulics office has moved to the same triennial cycle that we follow for the Unit Cost Study. They provide us with a full storm sewer study every three years and apply the CCI inflation factor in off years.



CONSTRUCTION ECONOMICS

ENR's 20-city average cost indexes, wages and materials prices. Historical data for ENR's 20 cities can be found at ENR.com/economics

Construction Cost Index

ANNUAL INFLATION RATE

+0.9% DEC. 2024

1913=100	INDEX VALUE	MONTH	YEAR
CONSTRUCTION COST	13632.41	0.0%	+0.9%
COMMON LABOR	25538.95	0.0%	+0.5%
WAGE $/HR.	48.52	0.0%	+0.5%

The Construction Cost Index's annual escalation rose 0.9%, while the monthly component stayed flat.

Building Cost Index

ANNUAL INFLATION RATE

+1.6% DEC. 2024

1913=100	INDEX VALUE	MONTH	YEAR
BUILDING COST	8407.35	0.0%	+1.6%
SKILLED LABOR	11811.41	+0.1%	+1.5%
WAGE $/HR.	65.55	+0.1%	+1.5%

The Building Cost Index was up 1.6% on an annual basis, while the monthly component showed no change.

Materials Cost Index

MONTHLY INFLATION RATE

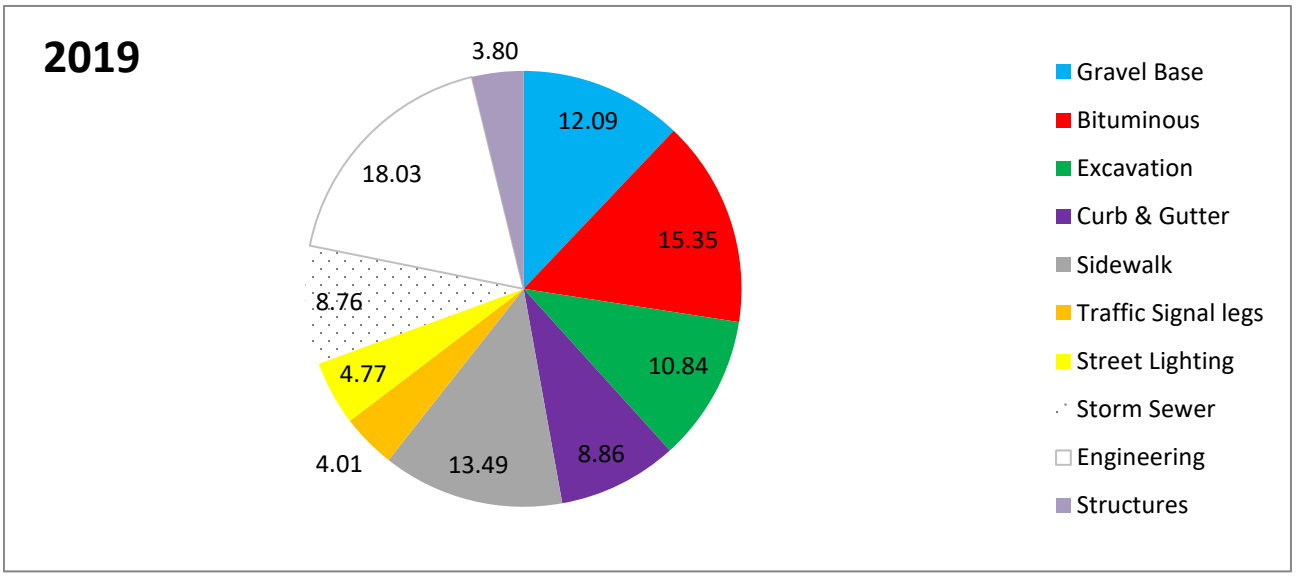
0.0% DEC. 2024

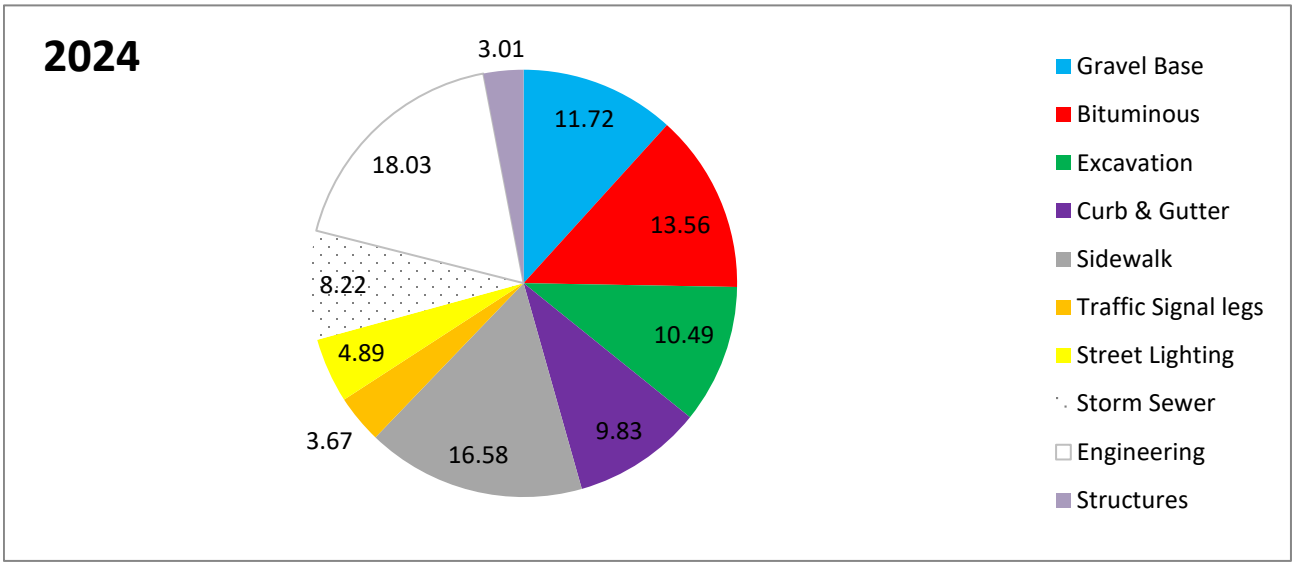
1913=100	INDEX VALUE	MONTH	YEAR
MATERIALS COST	6334.86	0.0%	+3.0%
CEMENT $/TON	279.09	−4.3%	+31.8%
STEEL $/CWT	110.26	+1.1%	+11.2%
LUMBER $/MBF	875.40	−0.8%	−18.4%

The Materials Cost Index held steady this month, while the annual escalation rate increased 3%.

PERCENTAGE OF NEEDS FOR UNIT COST ITEMS

for 2019 and 2024





Annual Percentage Change of Unit Costs, 2012 - 2025

sidewalk	$	$	% Change
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***
from 2024 to 2025	$10.31	$10.40	***0.9***

curb & gutter			
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***
from 2024 to 2025	$26.87	$27.11	***0.9***

grading/excavtion			
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***
from 2024 to 2025	$13.74	$13.86	***0.9***

aggregate base	$	$	% Change
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***
from 2024 to 2025	$21.07	$21.26	***0.9***

all bituminous			
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***
from 2024 to 2025	$87.00	$87.78	***0.9***

structures			
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***
from 2024 to 2025	$111.66	$118.84	***6.4***

*Underlined years are years of a Full Unit Cost Study. (blue shows tenative prices for 2025).

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.

2025 UNIT PRICE RECOMMENDATIONS

for the January 2026 distribution

Needs Item		2024 MSB Approved Prices for the 2025 Distribution	0.9% ENR Construction Cost Index for Dec. 2024	2025 NSS Recommended Prices for 2026 Distribution	2025 MSB Approved Prices for the 2026 Distribution
Grading (Excavation)	Cu. Yd.	$13.74	$13.86	**$13.86**	
Aggregate Base	Ton	21.07	21.26	**21.26**	
All Bituminous	Ton	87.00	87.78	**87.78**	
Sidewalk Construction	Sq. Ft.	10.31	10.40	**10.40**	
Curb and Gutter Construction	Lin.Ft.	26.87	27.11	**27.11**	
Traffic Signals	Per Sig	290,000	292,610	**292,610**	
Street Lighting (ADT 1-4999)	Mile	142,500	NA	**142,500**	
Street Lighting (ADT 5000 +)	Mile	195,000	NA	**195,000**	
Engineering	Percent	22	NA	**22**	
All Structures (includes both bridges and box culverts)	Sq. Ft.	111.66	NA	**118.84**	
Storm Sewer (based on ADT)	Per Mile				
0 ADT & Non Existing		226,700	228,600	**228,600**	
1-499		231,000	233,200	**233,200**	
500-1,999		243,900	246,100	**246,100**	
2,000-4,999		256,800	259,100	**259,100**	
5,000-8,999		274,000	276,600	**276,600**	
9,000-13,999		287,000	289,600	**289,600**	
14,000-24,999		304,200	306,800	**306,800**	
25,000 and over		321,400	324,300	**324,300**	

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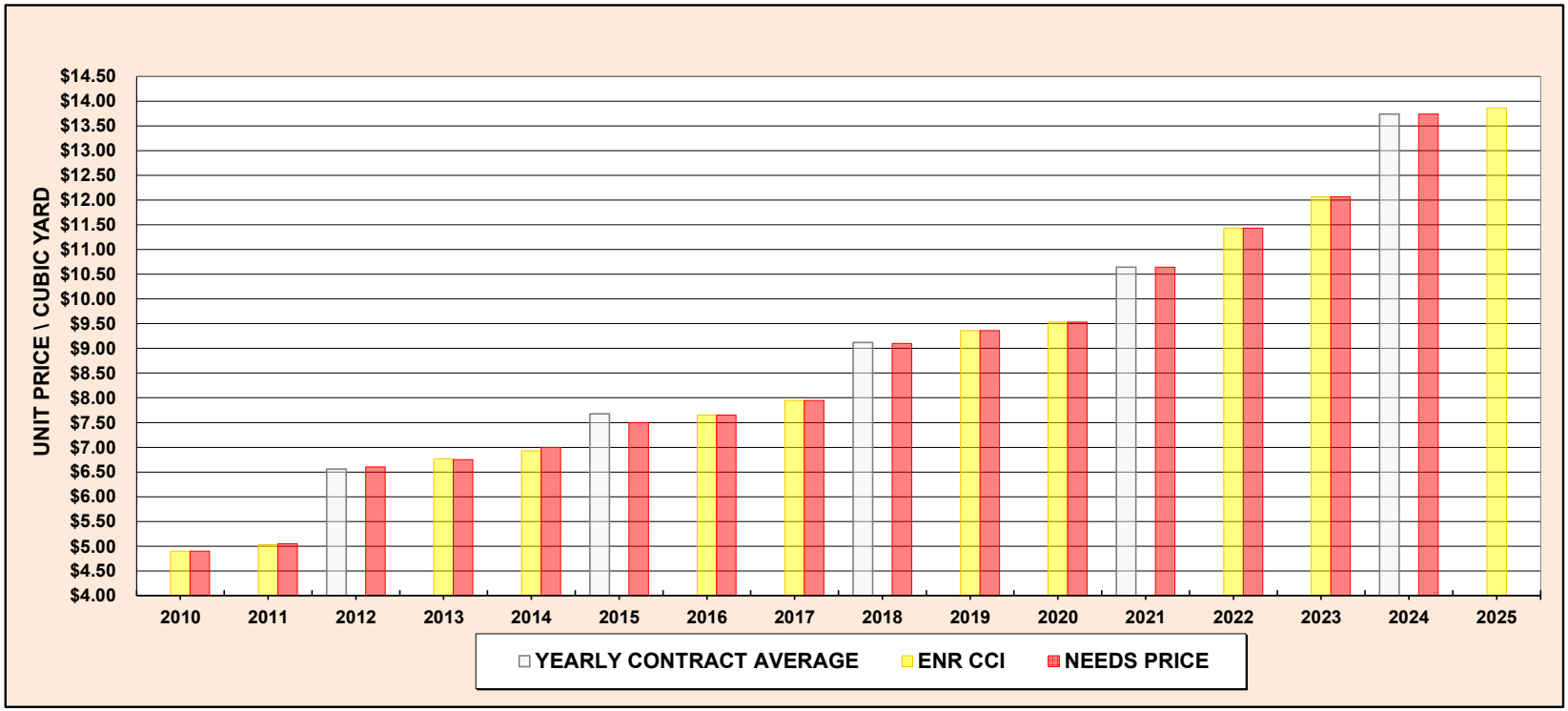
GRADING/EXCAVATION



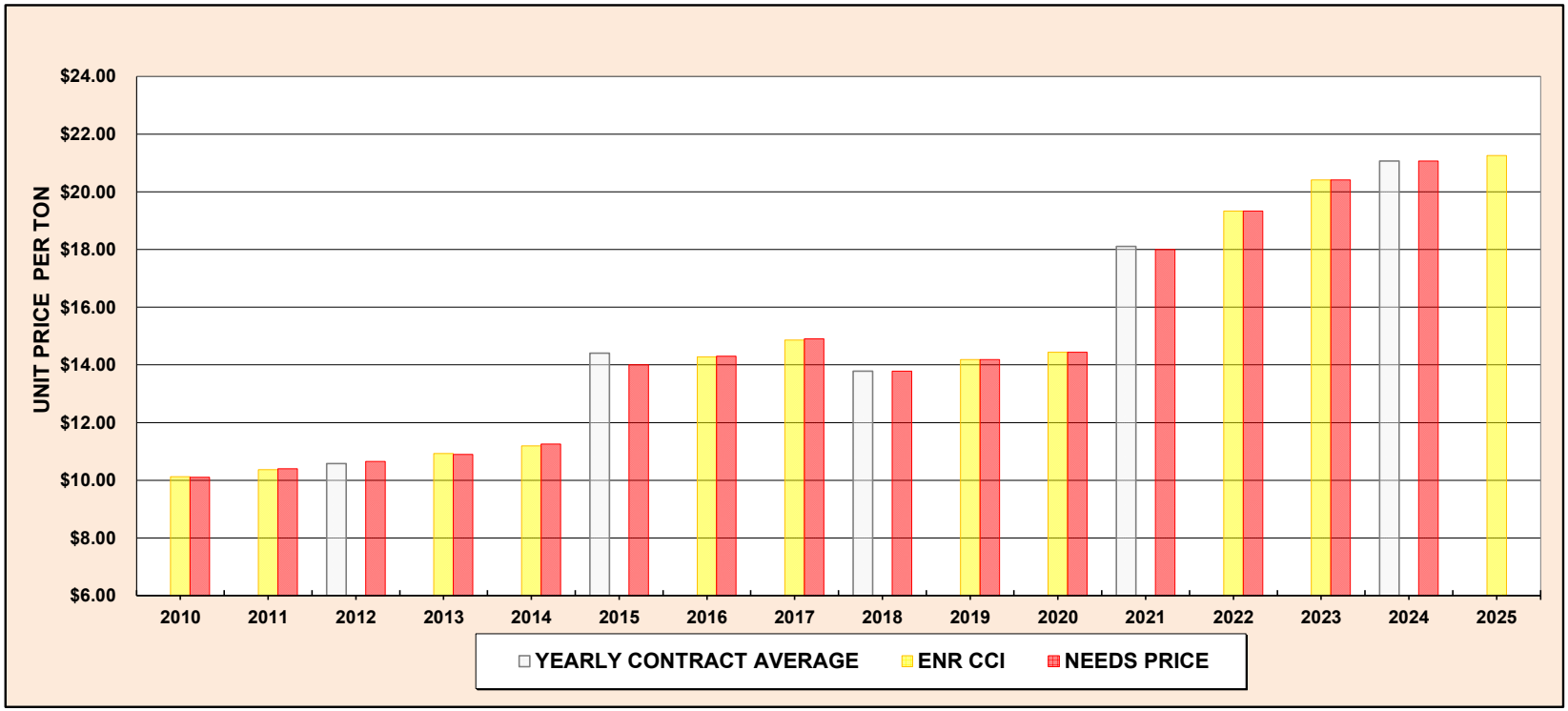
Needs Year	Number of Cities	Quantity (Cu.Yd)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2010					$4.90	$4.90
2011					5.03	5.05
2012	56	689,502	4,521,435	6.56		6.60
2013					6.77	6.75
2014					6.93	7.00
2015	40	472,486	3,627,575	7.68		7.50
2016					7.65	7.65
2017					7.95	7.95

Needs Year	Number of Cities	Quantity (Cu. Yd.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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		13.74
2025					13.86	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2025 NEEDS STUDY IS $13.86 PER CUBIC YARD

Applying the ENR CCI of 0.09% to last year's "Price used in Needs" of $13.74 results in an increase to $13.86 (+$0.12)
Since 2018, this Unit Cost has increased by an average of $0.68 ($1.67 increase last year)
(inflation factor results in a 2025 cost of $13.86)

AGGREGATE BASE



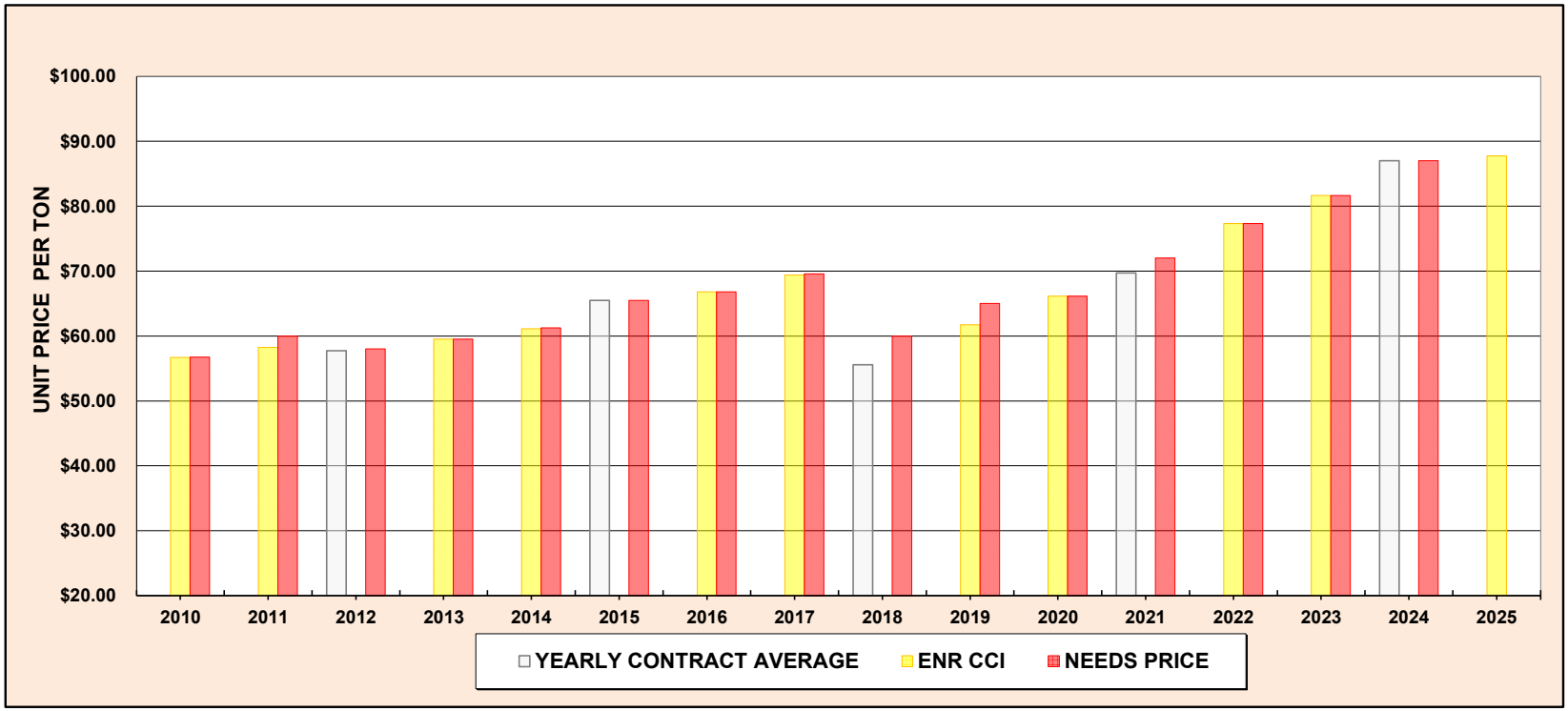
Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2010					$10.12	$10.10
2011					10.37	10.40
2012	57	416,725	4,409,415	10.58		10.65
2013					10.93	10.90
2014					11.19	11.25
2015	40	199,868	2,880,423	14.41		14.00
2016					14.28	14.30
2017					14.86	14.90

Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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		21.07
2025					21.26	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2025 NEEDS STUDY IS $21.26 PER TON

Applying the ENR CCI of 0.09% to last year's "Price used in Needs" of $21.07 results in an increase to $21.26 (+$0.19)
Since 2018, this Unit Cost has increased by an average of $1.07.
(inflation factor results in a 2025 cost of $21.26)

ALL BITUMINOUS BASE & SURFACE



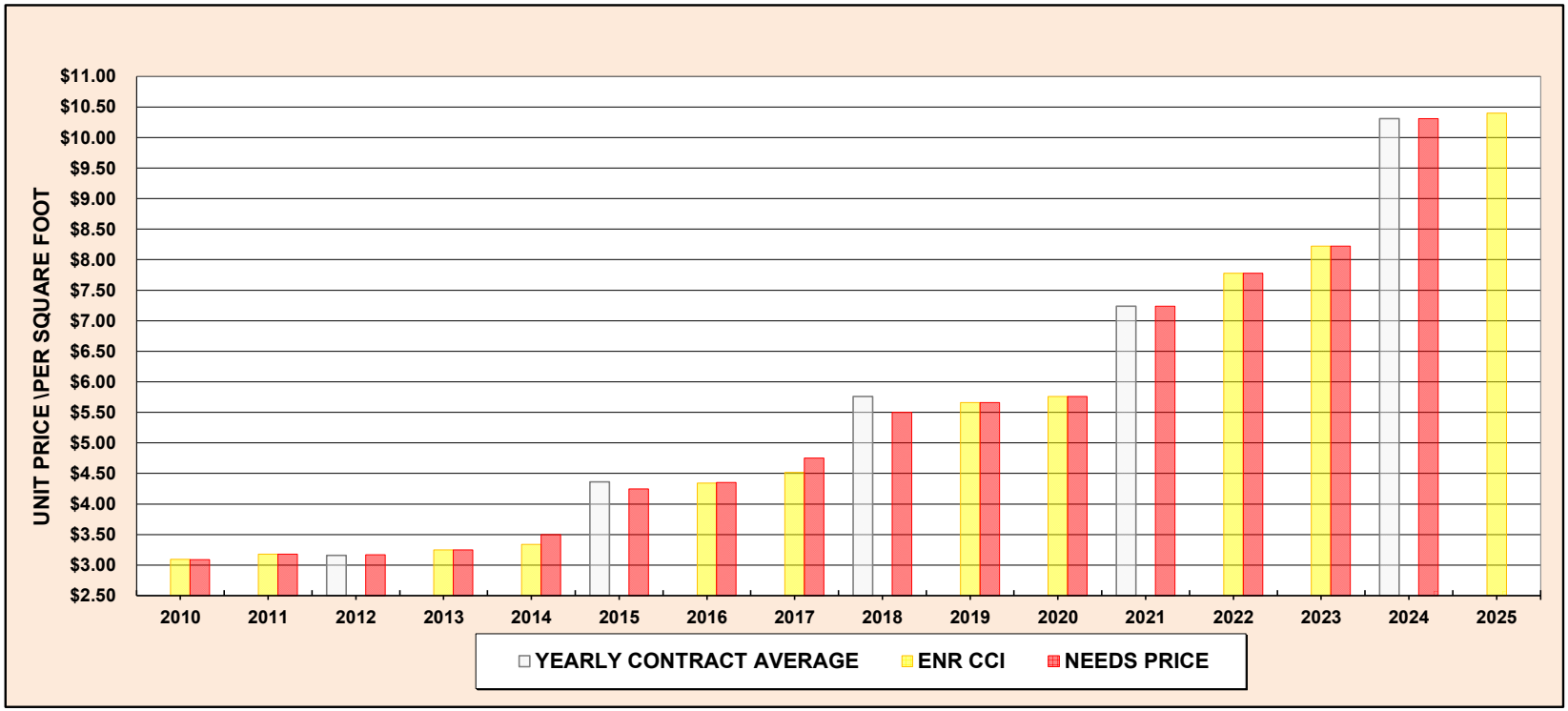
Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2010					$56.72	$56.75
2011					58.27	60.00
2012	65	317,687	18,334,854	57.71		58.00
2013					59.51	59.50
2014					61.11	61.25
2015	48	226,676	14,843,126	65.48		65.50
2016					66.81	66.80
2017					69.41	69.60

Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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		87.00
2025					87.78	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2025 NEEDS STUDY IS $87.78 PER TON

Applying the ENR CCI of 0.09% to last year's "Price used in Needs" of $87.00 results in an increase to $87.78
Since 2018, this Unit Cost has increased by an average of $3.97
(inflation factor results in a 2025 cost of $87.78)

SIDEWALK CONSTRUCTION



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

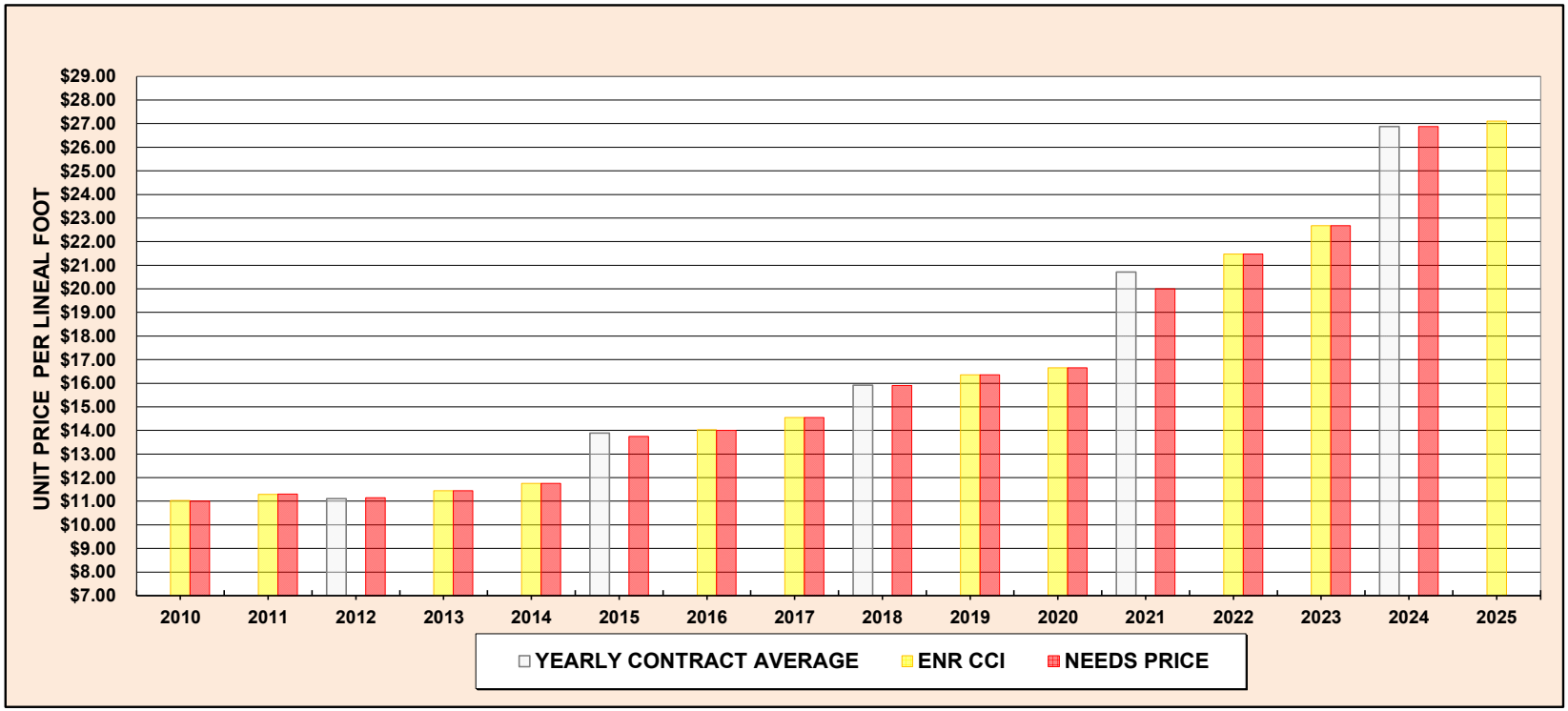
Needs Year	Number of Cities	Quantity (Sq.Ft.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2010					$3.09	$3.09
2011					3.18	3.18
2012	51	66,045	1,880,257	3.16		3.17
2013					3.25	3.25
2014					3.34	3.50
2015	39	356,709	1,556,517	4.36		4.25
2016					4.34	4.35
2017					4.52	4.75

Needs Year	Number of Cities	Quantity (Sq.Ft.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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		10.31
2025					10.40	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2025 NEEDS STUDY IS $10.40 PER SQ. FT.

Applying the ENR CCI of 0.09% to last year's "Price used in Needs" of $10.31 results in an increase to $10.40.
Since 2018, this Unit Cost has increased by an average of $0.70 (note: $2.09 increase last year)
(inflation factor results in a 2025 cost of $10.40)

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
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
2017					14.55	14.55

Needs Year	Number of Cities	Quantity (Ln. Ft.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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		26.87
2025					27.11	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2025 NEEDS STUDY IS $27.11 PER LIN. FT.

Applying the ENR CCI of 0.09% to last year's "Price used in Needs" of $26.87 results in an increase to $27.11.
Since 2018, this Unit Cost has increased by an average of $1.60 (note: $4.19 increase last year)
(inflation factor results in a 2025 cost of $27.11

MnDOT State Aid Bridge Office
2024 Calendar Year - - Bridge Cost Report

General Notes

The CY 2024 Bridge Cost Report reflects the unit cost ($ per square foot of bridge area) for all the bridges let in CY 2024.

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

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

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

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

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

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

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

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

MnDOT State Aid Bridge Office
2024 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
39530	SAP	039-599-004	36.00	TTS	1/29/2024	1008	$457,137	$453.51
31582	SAP	031-670-010	38.17	PCB	11/12/2024	1336	$555,160	$415.54
39531	SAP	039-599-005	40.00	TTS	1/29/2024	1120	$474,506	$423.67
01536	SAP	001-598-016	50.67	C-SLAB	10/28/2024	1774	$448,230	$252.67
07604	SAP	007-598-035	55.92	PCB	5/29/2024	1958	$464,278	$237.12
46584	SP	123-597-001	59.73	C-SLAB	5/7/2024	2091	$578,468	$276.65
80540	SP	080-601-007	72.92	PCB	4/4/2024	2577	$652,947	$253.37
81533	SAP	081-603-037	75.25	PCB	1/11/2024	3236	$839,042	$259.28
65578	SP	065-598-028	77.17	PCB	7/18/2024	2701	$565,578	$209.40
65579	SAP	065-599-090	79.00	C-SLAB	4/18/2024	2765	$558,284	$201.91
55600	SP	055-598-060	80.17	PCB	1/1/2024	2485	$757,694	$304.91
31581	SP	031-670-009	80.50	C-SLAB	11/12/2024	2818	$838,769	$297.65
49559	SAP	049-601-031	81.92	PCB	1/1/2024	3195	$715,596	$223.97
83555	SAP	083-599-078	82.00	TTS	2/16/2024	2761	$788,943	$285.75
58563	SP	058-602-010	82.92	PCB	7/10/2024	3234	$905,253	$279.92
32582	SP	032-598-019	83.55	TTS	7/12/2024	2674	$696,511	$260.48
86534	SP	086-602-012	83.92	PCB	5/8/2024	3609	$861,502	$238.71
32549	SP	032-598-018	84.00	TTS	7/12/2024	2688	$687,593	$255.80
25601	SP	025--597-004	89.10	C-SLAB	11/12/2024	3854	$700,078	$181.65
54554	SAP	054-642-005	89.52	C-SLAB	3/27/2024	3133	$801,786	$255.92

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

MnDOT State Aid Bridge Office
2024 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
33537	SP	033-606-024	90.58	C-SLAB	11/26/2024	3895	$822,575	$211.19
24555	SAP	024-598-019	92.44	PCB	4/30/2024	3236	$809,466	$250.14
67579	SAP	067-609-024	98.00	C-SLAB	3/18/2024	3430	$597,069	$174.07
65573	SP	065-612-020	100.00	C-SLAB	5/9/2024	3900	$920,999	$236.15
69A89	SAP	069-625-023	102.17	PCB	2/29/2024	3610	$1,091,021	$302.22
36535	SAP	036-598-032	104.67	C-SLAB	11/26/2024	3245	$1,225,583	$377.68
07603	SP	007-629-007	105.92	PCB	8/14/2024	4131	$879,374	$212.87
45580	SAP	045-604-027	110.44	PCB	4/11/2024	4307	$1,692,761	$393.03
01538	SAP	001-605-015	112.67	C-SLAB	10/21/2024	4394	$873,001	$198.68
53539	SP	053-603-033	115.67	C-SLAB	5/14/2024	4511	$789,150	$174.94
83554	SAP	083-627-025	119.25	PCB	2/16/2024	5130	$1,038,928	$202.52
11534	SP	011-670-004	131.67	C-SLAB	3/12/2024	6474	$1,077,301	$166.40
77539	SAP	077-614-022	132.67	C-SLAB	5/14/2024	6235	$1,512,117	$242.52
14555	SP	014-614-001	140.50	C-SLAB	11/5/2024	6089	$1,333,748	$219.04
69A88	SP	069-598-069	142.17	PCB	3/7/2024	4407	$1,094,837	$248.43
86536	SP	086-605-026	143.25	PCB	7/10/2024	6160	$1,548,864	$251.44
31586	SP	031-661-012	144.42	PCB	5/6/2024	7257	$1,625,064	$223.93
78534	SAP	078-598-038	146.00	C-SLAB	3/28/2024	5110	$1,346,881	$263.58

Total Cost	**$33,626,093**
Total Deck Area	**136,538**
Average Cost per Sq Ft	**$246.28**
Total No. of Bridges < 150'	**38**

MnDOT State Aid Bridge Office
2024 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
16533	SP	016-612-076	158.58	PCB	11/26/2024	7685	$5,434,811	$707.20
86537	SAP	086-599-029	185.67	PCB	5/28/2024	7241	$1,980,396	$273.50
57527	SAP	057-622-007	185.95	PCB	1/1/2024	7252	$2,221,159	$306.28
10558	SAP	010-618-016	191.06	PCB	10/10/2024	10475	$2,136,705	$203.98
47537	SAP	047-599-049	193.75	PCB	7/2/2024	6007	$1,233,478	$205.34
17539	SAP	017-598-010	196.00	PCB	6/13/2024	6860	$1,662,703	$242.38
64602	SAP	064-610-032	208.19	PCB	7/2/2024	8119	$1,598,504	$196.88
60570	SAP	060-599-281	210.63	PCB	3/22/2024	6529	$1,922,719	$294.49
85585	SP	085-630-010	241.42	PCB	4/8/2024	8450	$1,453,629	$172.03
02596	SP	114-090-002	854.33	TRUSS	7/11/2024	10252	$4,066,299	$396.63
62666	SP	164-158-028	2106.50	PCB	5/15/2024	176879	$43,332,540	$244.98

Total Cost	**$67,042,943**
Total Deck Area	**255,749**
Average Cost per Sq Ft	**$262.14**
Total No. of Bridges > 150'	**11**

Totals for All Bridges Let in CY 2024

Total Cost for all Bridges	**$100,669,036**
Total Deck Area for all Bridges	**392,287**
Average Cost per Sq Ft	**$256.62**
Total Number of Bridges	**49**

1/2 = $128.31

ALL BRIDGES

New Bridge No.	Project Type	Project Number	Length	Beam Type	Letting Date	Area	Cost	Unit Cost
01536	SAP	001-598-016	50.67	C-SLAB	10/28/2024	1774	$448,230	$252.67
46584	SP	123-597-001	59.73	C-SLAB	5/7/2024	2091	$578,468	$276.65
65579	SAP	065-599-090	79.00	C-SLAB	4/18/2024	2765	$558,284	$201.91
31581	SP	031-670-009	80.50	C-SLAB	11/12/2024	2818	$838,769	$297.65
25601	SP	025--597-004	89.10	C-SLAB	11/12/2024	3854	$700,078	$181.65
54554	SAP	054-642-005	89.52	C-SLAB	3/27/2024	3133	$801,786	$255.92
33537	SP	033-606-024	90.58	C-SLAB	11/26/2024	3895	$822,575	$211.19
67579	SAP	067-609-024	98.00	C-SLAB	3/18/2024	3430	$597,069	$174.07
65573	SP	065-612-020	100.00	C-SLAB	5/9/2024	3900	$920,999	$236.15
36535	SAP	036-598-032	104.67	C-SLAB	11/26/2024	3245	$1,225,583	$377.68
01538	SAP	001-605-015	112.67	C-SLAB	10/21/2024	4394	$873,001	$198.68
53539	SP	053-603-033	115.67	C-SLAB	5/14/2024	4511	$789,150	$174.94
11534	SP	011-670-004	131.67	C-SLAB	3/12/2024	6474	$1,077,301	$166.40
77539	SAP	077-614-022	132.67	C-SLAB	5/14/2024	6235	$1,512,117	$242.52
14555	SP	014-614-001	140.50	C-SLAB	11/5/2024	6089	$1,333,748	$219.04
78534	SAP	078-598-038	146.00	C-SLAB	3/28/2024	5110	$1,346,881	$263.58
31582	SAP	031-670-010	38.17	PCB	11/12/2024	1336	$555,160	$415.54
07604	SAP	007-598-035	55.92	PCB	5/29/2024	1958	$464,278	$237.12
80540	SP	080-601-007	72.92	PCB	4/4/2024	2577	$652,947	$253.37
81533	SAP	081-603-037	75.25	PCB	1/11/2024	3236	$839,042	$259.28
65578	SP	065-598-028	77.17	PCB	7/18/2024	2701	$565,578	$209.40
55600	SP	055-598-060	80.17	PCB	1/1/2024	2485	$757,694	$304.91
49559	SAP	049-601-031	81.92	PCB	1/1/2024	3195	$715,596	$223.97
58563	SP	058-602-010	82.92	PCB	7/10/2024	3234	$905,253	$279.92
86534	SP	086-602-012	83.92	PCB	5/8/2024	3609	$861,502	$238.71
24555	SAP	024-598-019	92.44	PCB	4/30/2024	3236	$809,466	$250.14
69A89	SAP	069-625-023	102.17	PCB	2/29/2024	3610	$1,091,021	$302.22
07603	SP	007-629-007	105.92	PCB	8/14/2024	4131	$879,374	$212.87
45580	SAP	045-604-027	110.44	PCB	4/11/2024	4307	$1,692,761	$393.03
83554	SAP	083-627-025	119.25	PCB	2/16/2024	5130	$1,038,928	$202.52
69A88	SP	069-598-069	142.17	PCB	3/7/2024	4407	$1,094,837	$248.43
86536	SP	086-605-026	143.25	PCB	7/10/2024	6160	$1,548,864	$251.44
31586	SP	031-661-012	144.42	PCB	5/6/2024	7257	$1,625,064	$223.93
16533	SP	016-612-076	158.58	PCB	11/26/2024	7685	$5,434,811	$707.20
86537	SAP	086-599-029	185.67	PCB	5/28/2024	7241	$1,980,396	$273.50
57527	SAP	057-622-007	185.95	PCB	1/1/2024	7252	$2,221,159	$306.28
10558	SAP	010-618-016	191.06	PCB	10/10/2024	10475	$2,136,705	$203.98
47537	SAP	047-599-049	193.75	PCB	7/2/2024	6007	$1,233,478	$205.34
17539	SAP	017-598-010	196.00	PCB	6/13/2024	6860	$1,662,703	$242.38
64602	SAP	064-610-032	208.19	PCB	7/2/2024	8119	$1,598,504	$196.88
60570	SAP	060-599-281	210.63	PCB	3/22/2024	6529	$1,922,719	$294.49
85585	SP	085-630-010	241.42	PCB	4/8/2024	8450	$1,453,629	$172.03
62666	SP	164-158-028	2106.50	PCB	5/15/2024	176879	$43,332,540	$244.98
R0907	SP	070-090-003	163.58	PCB Ped	8/6/2024	2700	$961,964	$356.28
R0908	SP	070-090-003	163.58	PCB Ped	8/6/2024	2700	$1,149,777	$425.84
R0909	SP	070-090-003	489.67	PCB Ped	8/6/2024	8080	$3,923,726	$485.61
R1019	SP	196-090-002	77.25	REHAB	8/8/2024	927	$27,167	$29.31
62627	SP	062-649-055	142.92	REHAB	10/17/2024	9310	$548,531	$58.92
62008	SP	062-649-055	291.83	REHAB	10/17/2024	19460	$4,146,681	$213.09
08534	SAP	008-605-018	326.50	REHAB	5/1/2024	14148	$236,102	$16.69
62512	SP	164-194-033	673.60	REHAB	1/1/2024	51588	$778,367	$15.09
R0910	SP	070-090-003	606.50	STEEL	8/6/2024	10010	$7,406,092	$739.87
R0977	SP	058-591-001	62.25	TRUSS	8/27/2024	720	$356,021	$494.47
R0986	SP	196-090-002	62.83	TRUSS	8/8/2024	840	$428,385	$509.98
R0971	SP	011-090-006	90.58	TRUSS	10/3/2024	1056	$427,459	$404.79
02596	SP	114-090-002	854.33	TRUSS	7/11/2024	10252	$4,066,299	$396.63
39530	SAP	039-599-004	36.00	TTS	1/29/2024	1008	$457,137	$453.51
39531	SAP	039-599-005	40.00	TTS	1/29/2024	1120	$474,506	$423.67
83555	SAP	083-599-078	82.00	TTS	2/16/2024	2761	$788,943	$285.75
32582	SP	032-598-019	83.55	TTS	7/12/2024	2674	$696,511	$260.48
32549	SP	032-598-018	84.00	TTS	7/12/2024	2688	$687,593	$255.80
			with REHABS / BRDWKS		TOTALS	513826	$121,059,307	
					Avg Price		$235.60	
			without REHABS / BRDWKS / RR		TOTALS	392287	$100,669,036	one-half
					Avg Price		**$256.62**	$128.31

BRIDGES / STRUCTURES

NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
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
***2019**	41	150,251	27,812,170	185.10	**95.20**	190.40

				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
***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
***2025**	49	392,287	100,669,036	256.62	***118.84***	237.68

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

SUBCOMMITTEES RECOMMENDED STRUCTURE PRICE FOR THE 2025 NEEDS STUDY IS $118.84 PER SQ. FT.

MSB RESOLUTIONS STATE THAT 1\2 OF THE STATEWIDE AVERAGE BRIDGE COST BE USED AS THE STRUCTURE COST IN THE NEEDS
$118.84 would result in an 6.4% increase from last year's Unit Cost price of $111.66

N:\MSAS\2025 NSS BOOK\ALL BRIDGES GRAPH 2025.XLSX

Memo

Last Year's letter. Apply 0.9% inflation factor

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:

x 1.009 = $498,263

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

x 1.009 = $150,306

last year's average was $321,392

$321,392 * 1.009 = $324,285

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 2025

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	$498,263	0.9% increase from last year
Partial Storm Sewer Cost	$150,306	0.9% increase from last year

Average SS Cost = ($498,263 + $150,306) / 2 =	$324,285
NSS Recommended Unit Cost	$324,300
MSB Approved Unit Cost for 2025	$xxx,xxx

NSS recommended Storm Sewer Costs for 2025

based on 2024 costs - for the 2025 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	($95,700)	-29.5%	$228,600
28	1-499	($91,100)	-28.1%	$233,200
34	500-1,999	($78,200)	-24.1%	$246,100
40	2,000-4,999	($65,200)	-20.1%	$259,100
48	5,000-8,999	($47,700)	-14.7%	$276,600
54	9,000-13,999	($34,700)	-10.7%	$289,600
62	14,000-24,999	($17,500)	-5.4%	$306,800
70	25,000 and over	$0	0.0%	**$324,300**

MSB approved Storm Sewer Costs for 2024 (last year)

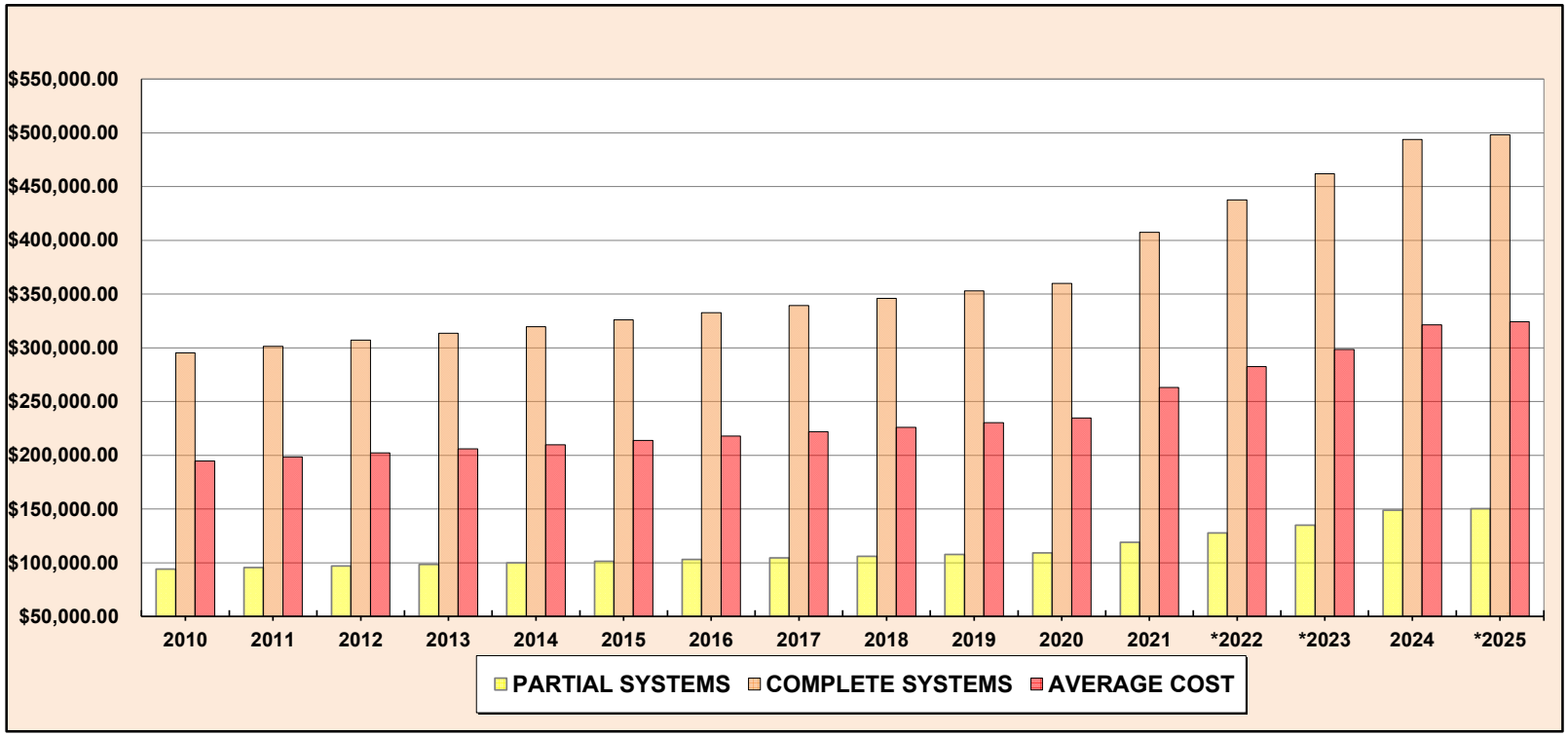
based on 2023 costs - for the 2024 Needs Study

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	($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: $493,819
Partial: $148,965
AVG: $321,392

2024-2025 Percentage Change for highest section = 0.9%

STORM SEWER COSTS, 2010 - 2025



Needs Year	Partial Storm Sewer Constructions	Complete Storm Sewer Constructions	Average Cost (basis for Needs)
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
2017	$104,507	$339,280	$221,894

Needs Year	Partial Storm Sewer Constructions	Complete Storm Sewer Constructions	Average Cost (basis for Needs)
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
***2025**	$150,306	$498,263	$324,285

* costs based on an inflation factor

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2025 NEEDS STUDY IS $324,300 (for highest of 8 sections)

SIGNALS

CURRENT SCREENING BOARD RESOLUTION ON TRAFFIC SIGNALS

(revised May 2024)

The Unit Cost for Traffic Signals will be determined by the recommendation from State Aid and the Needs Study Subcommittee 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.

TRAFFIC SIGNALS AND THE UNIT COST STUDY

Traffic Signals are part of the Unit Cost Study. Signal Studies are conducted once every 3 years. In 'off years' an inflation factor is applied.

SUBCOMMITTEE'S RECOMMENDED SIGNAL PRICE FOR THE 2022 NEEDS IS **$292,610.**

LIGHTING

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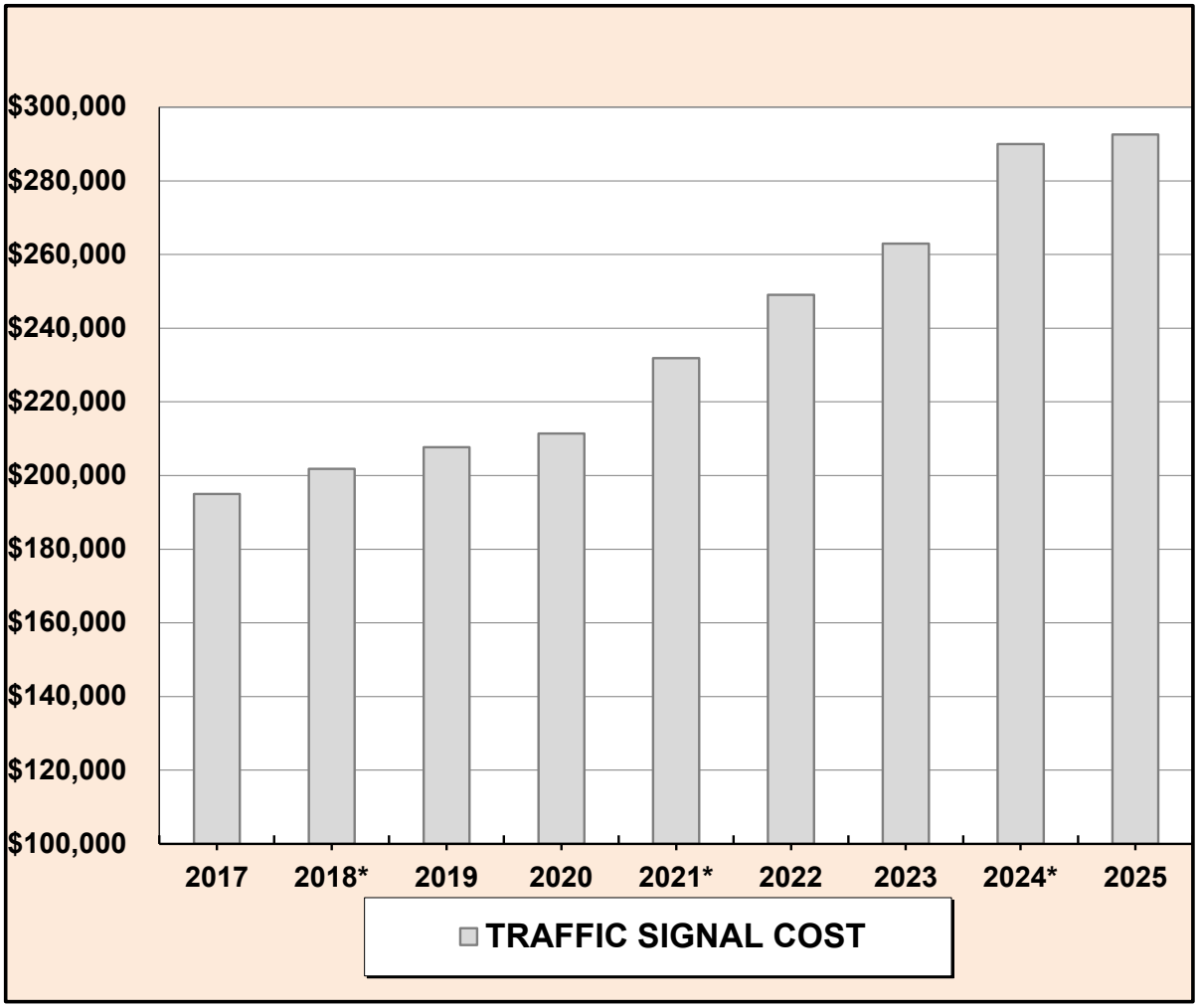
CURRENT SCREENING BOARD RESOLUTION ON STREET LIGHTING

(revised May 2023)

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.

SUBCOMMITTEE'S RECOMMENDED PRICE FOR 2025 IS **$142,500 / $195,000** PER MILE

TRAFFIC SIGNALS



Needs Year	Signal Cost	% chg
2017	$195,000	
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
2025	*$292,610*	0.9

* unit cost study year

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2025 NEEDS STUDY IS $292,610

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

STREET LIGHTING NEEDS BY ADT

MSAS URBAN ADT GROUPS FOR NEEDS PURPOSES

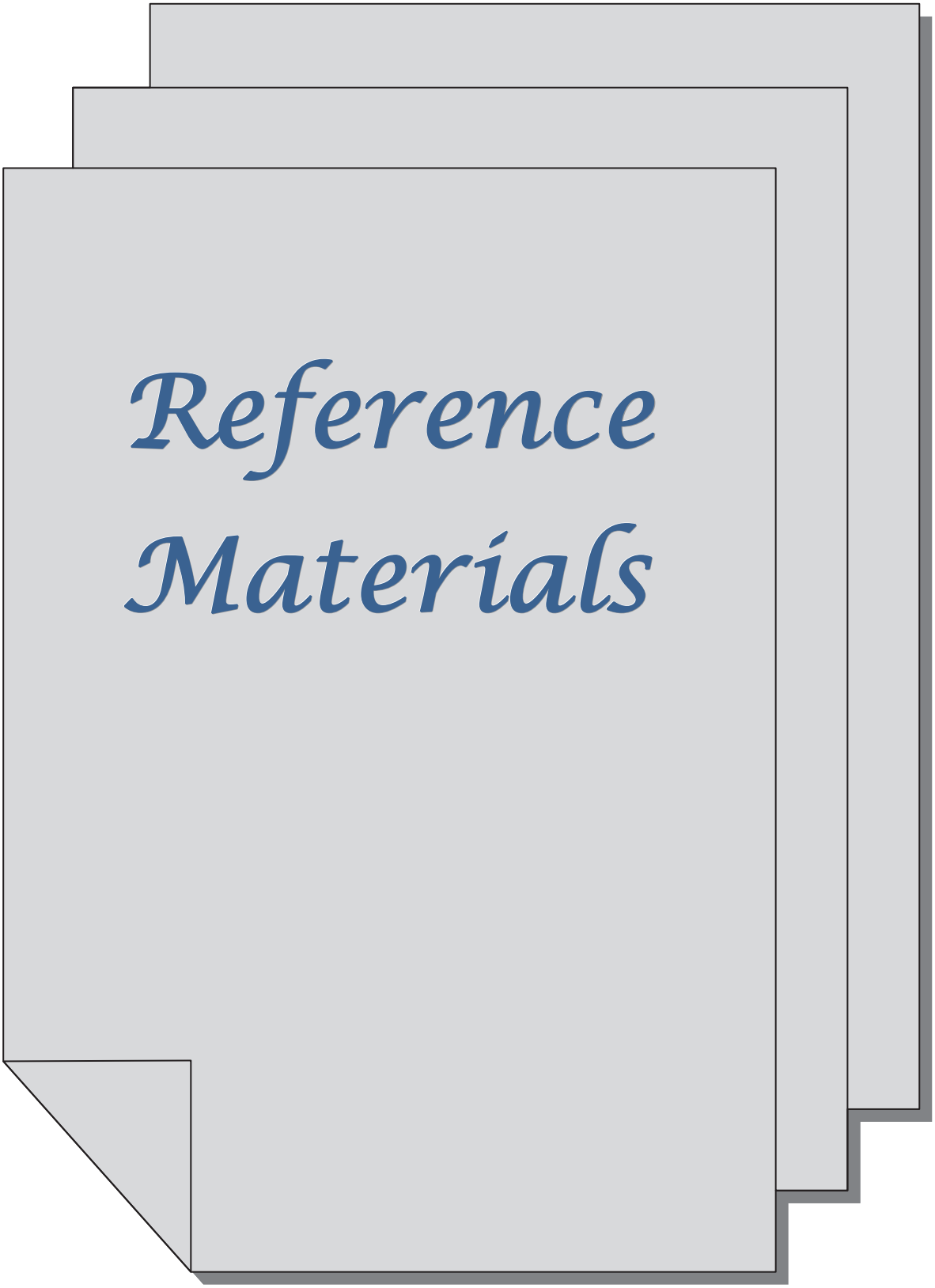
Quantities Based on a One Mile Section

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

$0 per mile

$142,500 per mile

$195,000 per mile


Reference
Materials

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.

2025 CONSTRUCTION AND MAINTENANCE ALLOTMENTS

19-Mar-25

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	$1,340,741	25%	$335,185		**$335,185**	**$1,005,556**
Albertville	482,388	$1500/improved mile	11,535		**11,535**	**470,853**
Alexandria	1,504,573	25%	376,143		**376,143**	**1,128,430**
Andover	2,068,871	25%	517,218		**517,218**	**1,551,653**
Anoka	1,093,292	25%	273,323		**273,323**	**819,969**
Apple Valley	3,052,804	25%	763,201		**763,201**	**2,289,603**
Arden Hills	495,438	25%	123,860		**123,860**	**371,578**
Austin	1,783,778	Lump Sum	95,000		**95,000**	**1,688,778**
Baldwin (new city)	574,788	25%	143,697		**143,697**	**431,091**
Baxter	849,323	25%	212,331		**212,331**	**636,992**
Becker	365,811	$1500/improved mile	12,960		**12,960**	**352,851**
Belle Plaine	492,288	$1500/improved mile	12,870	$4,800	**17,670**	**474,618**
Bemidji	1,118,717	25%	279,679		**279,679**	**839,038**
Big Lake	684,946	25%	171,237	11,323	**182,560**	**502,386**
Blaine	4,012,314	25%	1,003,079		**1,003,079**	**3,009,235**
Bloomington	5,600,839	35%	1,960,294		**1,960,294**	**3,640,545**
Brainerd	1,110,548	25%	277,637		**277,637**	**832,911**
Brooklyn Center	1,781,146	25%	445,287		**445,287**	**1,335,859**
Brooklyn Park	4,669,037	25%	1,167,259		**1,167,259**	**3,501,778**
Buffalo	1,145,559	25%	286,390		**286,390**	**859,169**
Burnsville	3,619,024	25%	904,756		**904,756**	**2,714,268**
Byron	446,001	$1500/improved mile	13,080		**13,080**	**432,921**
Cambridge	858,018	Lump Sum	50,000		**50,000**	**808,018**
Carver	397,891	$1500/improved mile	11,775		**11,775**	**386,116**
Champlin	1,392,113	25%	348,028		**348,028**	**1,044,085**
Chanhassen	1,599,782	25%	399,946		**399,946**	**1,199,836**
Chaska	1,566,353	25%	391,588		**391,588**	**1,174,765**
Chisago City	387,280	25%	96,820		**96,820**	**290,460**
Chisholm	361,941	25%	90,485		**90,485**	**271,456**
Circle Pines * ^	246,678	35%	86,337		**86,337**	**160,341**
Cloquet	992,610	35%	347,414		**347,414**	**645,196**
Columbia Heights ^	1,037,394	25%	259,349		**259,349**	**778,045**
Coon Rapids	3,553,543	25%	888,386	30,425	**918,811**	**2,634,732**
Corcoran	657,708	35%	230,198		**230,198**	**427,510**
Cottage Grove	2,521,986	$1500/improved mile	54,015		**54,015**	**2,467,971**
Credit River	420,387	25%	105,097		**105,097**	**315,290**

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	$593,096	25%	$148,274		**$148,274**	**$444,822**
Crystal	1,178,308	25%	294,577		**294,577**	**883,731**
Dayton	781,024	25%	195,256		**195,256**	**585,768**
Delano	395,410	25%	98,853		**98,853**	**296,557**
Detroit Lakes	1,063,017	25%	265,754		**265,754**	**797,263**
Duluth	6,721,880	Lump Sum	1,533,400	$12,225	**1,545,625**	**5,176,255**
Eagan	3,782,612	$1500/improved mile	73,995	23,237	**97,232**	**3,685,380**
East Bethel	1,010,581	25%	252,645		**252,645**	**757,936**
East Grand Forks	850,830	25%	212,708	76,490	**289,198**	**561,632**
Eden Prairie	3,776,455	Lump Sum	600,000		**600,000**	**3,176,455**
Edina	3,201,749	Lump Sum	250,000	473,500	**723,500**	**2,478,249**
Elk River	2,042,706	25%	510,677		**510,677**	**1,532,029**
Elko New Market *	298,088	Lump Sum	42,500		**42,500**	**255,588**
Fairmont	938,758	25%	234,690		**234,690**	**704,068**
Falcon Heights ^	258,892	25%	64,723		**64,723**	**194,169**
Faribault	1,719,166	25%	429,792	17,280	**447,072**	**1,272,094**
Farmington	1,202,621	25%	300,655		**300,655**	**901,966**
Fergus Falls	1,303,462	25%	325,866		**325,866**	**977,596**
Forest Lake	1,564,582	25%	391,146		**391,146**	**1,173,436**
Fridley ^	1,602,323	35%	560,813		**560,813**	**1,041,510**
Glencoe	400,673	Lump Sum	25,000	18,825	**43,825**	**356,848**
Golden Valley	1,472,515	25%	368,129	18,047	**386,176**	**1,086,339**
Grand Rapids	1,107,873	25%	276,968	19,112	**296,080**	**811,793**
Ham Lake	1,323,224	25%	330,806		**330,806**	**992,418**
Hastings	1,383,631	25%	345,908		**345,908**	**1,037,723**
Hermantown	877,645	Lump Sum	65,000		**65,000**	**812,645**
Hibbing	1,816,407	25%	454,102	21,200	**475,302**	**1,341,105**
Hopkins	971,737	25%	242,934		**242,934**	**728,803**
Hugo	1,099,689	25%	274,922		**274,922**	**824,767**
Hutchinson	1,107,177	$1500/improved mile	29,280		**29,280**	**1,077,897**
International Falls	369,868	$1500/improved mile	12,585		**12,585**	**357,283**
Inver Grove Heights	2,132,478	25%	533,120		**533,120**	**1,599,358**
Isanti	402,164	25%	100,541		**100,541**	**301,623**
Jordan	411,495	25%	102,874		**102,874**	**308,621**
Kasson	405,104	25%	101,276		**101,276**	**303,828**
LaCrescent	305,267	25%	76,317		**76,317**	**228,950**
Lake City	379,733	25%	94,933		**94,933**	**284,800**
Lake Elmo	1,013,085	25%	253,271		**253,271**	**759,814**
Lakeville	4,722,239	Lump Sum	120,000	170,966	**290,966**	**4,431,273**
Lindstrom	294,449	$1500/improved mile	8,310		**8,310**	**286,139**
Lino Lakes	1,304,745	25%	326,186		**326,186**	**978,559**
Litchfield	427,183	25%	106,796		**106,796**	**320,387**
Little Canada	646,177	25%	161,544		**161,544**	**484,633**
Little Falls	821,730	$1500/improved mile	29,820		**29,820**	**791,910**

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	$296,973	25%	$74,243		**$74,243**	**$222,730**
Mahtomedi	501,010	25%	125,253		**125,253**	**375,757**
Mankato	3,006,823	25%	751,706		**751,706**	**2,255,117**
Maple Grove	4,039,733	25%	1,009,933		**1,009,933**	**3,029,800**
Maplewood	2,385,406	Lump Sum	275,000		**275,000**	**2,110,406**
Marshall	1,055,860	$1500/improved mile	29,160	47,600	**76,760**	**979,100**
Medina	545,394	25%	136,349		**136,349**	**409,045**
Mendota Heights	803,626	25%	200,907		**200,907**	**602,719**
Minneapolis	22,022,036	35%	7,707,713		**7,707,713**	**14,314,323**
Minnetonka	3,231,716	25%	807,929		**807,929**	**2,423,787**
Minnetrista	582,566	25%	145,642		**145,642**	**436,924**
Montevideo	401,183	$1500/improved mile	13,710		**13,710**	**387,473**
Monticello	941,925	25%	235,481		**235,481**	**706,444**
Moorhead	3,479,252	25%	869,813		**869,813**	**2,609,439**
Morris	390,041	25%	97,510		**97,510**	**292,531**
Mound	490,916	25%	122,729		**122,729**	**368,187**
Mounds View	685,349	25%	171,337		**171,337**	**514,012**
New Brighton	1,135,054	25%	283,764		**283,764**	**851,290**
New Hope	1,080,039	25%	270,010		**270,010**	**810,029**
New Prague	538,207	25%	134,552		**134,552**	**403,655**
New Ulm	957,918	$1500/improved mile	27,075		**27,075**	**930,843**
North Branch	1,075,096	25%	268,774		**268,774**	**806,322**
North Mankato	951,480	25%	237,870		**237,870**	**713,610**
North St. Paul	711,820	25%	177,955		**177,955**	**533,865**
Northfield	1,147,638	25%	286,910		**286,910**	**860,728**
Oak Grove	955,470	25%	238,868		**238,868**	**716,602**
Oakdale	1,520,566	25%	380,142		**380,142**	**1,140,424**
Orono	522,526	25%	130,632		**130,632**	**391,894**
Otsego	1,479,278	25%	369,820		**369,820**	**1,109,458**
Owatonna	1,920,840	Lump Sum	125,500		**125,500**	**1,795,340**
Plymouth	4,977,204	25%	1,244,301		**1,244,301**	**3,732,903**
Princeton	299,104	25%	74,776		**74,776**	**224,328**
Prior Lake	1,577,987	35%	552,295		**552,295**	**1,025,692**
Ramsey	1,840,938	25%	460,235		**460,235**	**1,380,703**
Red Wing	1,312,924	35%	459,523		**459,523**	**853,401**
Redwood Falls	436,456	25%	109,114		**109,114**	**327,342**
Richfield	2,092,197	25%	523,049		**523,049**	**1,569,148**
Robbinsdale	767,858	25%	191,965		**191,965**	**575,893**
Rochester	8,565,147	Lump Sum	1,200,000		**1,200,000**	**7,365,147**
Rogers	1,144,467	25%	286,117		**286,117**	**858,350**
Rosemount	1,731,354	25%	432,839		**432,839**	**1,298,515**
Roseville	2,004,367	25%	501,092		**501,092**	**1,503,275**
Sartell	1,292,690	$1500/improved mile	30,600		**30,600**	**1,262,090**
Sauk Rapids	933,123	$1500/improved mile	21,555		**21,555**	**911,568**

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	$1,822,689	$1500/improved mile	$38,130		**$38,130**	**$1,784,559**
Shakopee	2,795,186	25%	698,797		**698,797**	**2,096,389**
Shoreview	1,375,068	25%	343,767		**343,767**	**1,031,301**
Shorewood	506,929	25%	126,732		**126,732**	**380,197**
South St. Paul ^	1,245,413	25%	311,353		**311,353**	**934,060**
Spring Lake Park	396,895	25%	99,224		**99,224**	**297,671**
St. Anthony	506,674	25%	126,669		**126,669**	**380,005**
St. Cloud	4,723,061	25%	1,180,765		**1,180,765**	**3,542,296**
St. Francis	580,949	25%	145,237		**145,237**	**435,712**
St. Joseph	444,174	25%	111,044		**111,044**	**333,130**
St. Louis Park	2,771,859	35%	970,151	107,350	**1,077,501**	**1,694,358**
St. Michael	1,322,668	25%	330,667		**330,667**	**992,001**
St. Paul	16,500,162	Lump Sum	4,400,000		**4,400,000**	**12,100,162**
St. Paul Park	351,693	25%	87,923		**87,923**	**263,770**
St. Peter	816,471	$1500/improved mile	21,930	33,000	**54,930**	**761,541**
Stewartville	367,605	25%	91,901		**91,901**	**275,704**
Stillwater	1,146,110	25%	286,528		**286,528**	**859,582**
Thief River Falls	810,730	25%	202,683		**202,683**	**608,047**
Vadnais Heights	683,068	25%	170,767		**170,767**	**512,301**
Victoria	627,637	25%	156,909		**156,909**	**470,728**
Virginia	724,189	25%	181,047	52,900	**233,947**	**490,242**
Waconia	904,173	25%	226,043		**226,043**	**678,130**
Waite Park	513,413	$1500/improved mile	11,655		**11,655**	**501,758**
Waseca	497,346	25%	124,337		**124,337**	**373,009**
West St. Paul	1,103,369	25%	275,842		**275,842**	**827,527**
White Bear Lake	1,359,225	25%	339,806		**339,806**	**1,019,419**
Willmar	1,604,429	25%	401,107		**401,107**	**1,203,322**
Winona	1,606,970	25%	401,743		**401,743**	**1,205,227**
Woodbury	4,574,528	25%	1,143,632		**1,143,632**	**3,430,896**
Worthington	787,082	Lump Sum	100,000		**100,000**	**687,082**
Wyoming	667,449	25%	166,862		**166,862**	**500,587**
Zimmerman	366,148	$1500/improved mile	9,165		**9,165**	**356,983**
TOTAL	**$256,102,677**		**$59,048,569**	**$1,138,280**	**$60,186,849**	**$195,915,828**

GENERAL MAINTENANCE ALLOTMENT OPTIONS:

20 Cities requested $1,500 per Improved Mile
113 Cities requested 25% of Total Apportionment
9 Cities requested 35% of Total Apportionment
14 Cities requested a Lump Sum amount > $1,500/ Improved Mile and < 35% of Total Allotment

total construction allotments - excluding 1st class cities	**156,959,941**
excess balance threshold avg X 3 (152 cities left)	**3,097,894**
excess balance floor for Dec 2025:	**3,097,894**

TOTAL MAINTENANCE ALLOTMENT = General Maintenance Allotment Option plus bond interest due, if any

** changed Maintenance Request for 2025 distribution*
^ Certified Complete City. Portion of Construction Allotment will go to 90P account

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

October 2024

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, May 2024)

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 from State Aid and the Needs Study Subcommittee 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.

2024 UNIT PRICE RECOMMENDATIONS

for the January 2025 distribution

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

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.