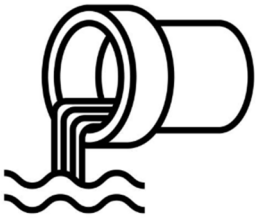
Municipal Screening Board Data

Spring 2026



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.

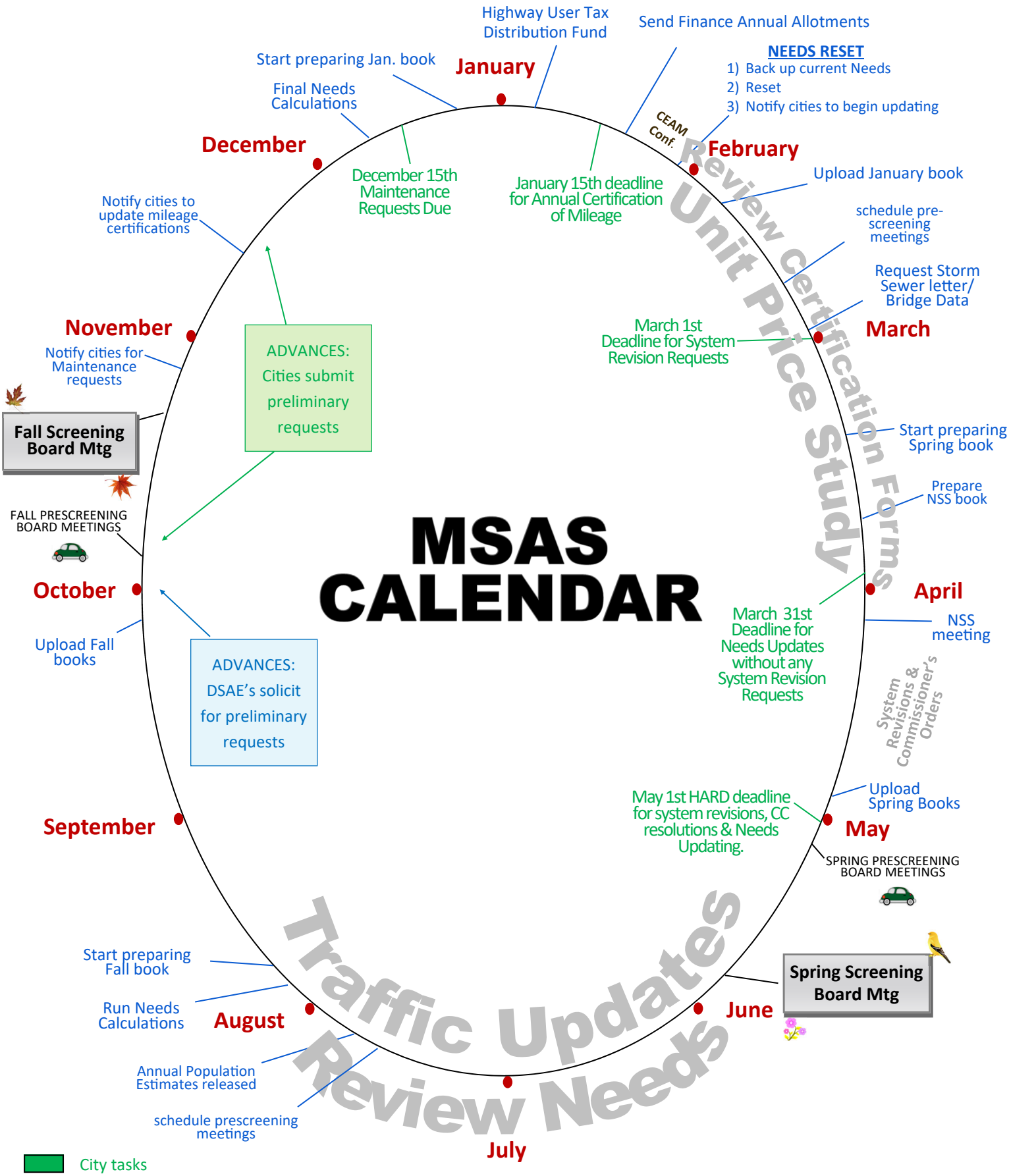
Unit Price Study- Oct. 2006 (Revised May, 2014)

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
Highway User Tax Distribution Fund
Send Finance Annual Allotments
NEEDS RESET
1) Back up current Needs
2) Reset
3) Notify cities to begin updating
February
CEAM Conf.
Review Certification Forms
Upload January book
schedule pre-screening meetings
Request Storm Sewer letter/ Bridge Data
March
March 1st Deadline for System Revision Requests
Unit Price Study
Start preparing Spring book
Prepare NSS book
April
NSS meeting
March 31st Deadline for Needs Updates without any System Revision Requests
System Revisions & Commissioner's Orders
May
Upload Spring Books
May 1st HARD deadline for system revisions, CC resolutions & Needs Updating.
SPRING PRESCREENING BOARD MEETINGS
Spring Screening Board Mtg
June
Traffic Updates
Review Needs
July
Annual Population Estimates released
schedule prescreening meetings
August
Start preparing Fall book
Run Needs Calculations
September
Upload Fall books
October
FALL PRESCREENING BOARD MEETINGS
Fall Screening Board Mtg
November
Notify cities for Maintenance requests
Notify cities to update mileage certifications
December
Final Needs Calculations
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
City tasks
State Aid tasks
Ongoing Processes

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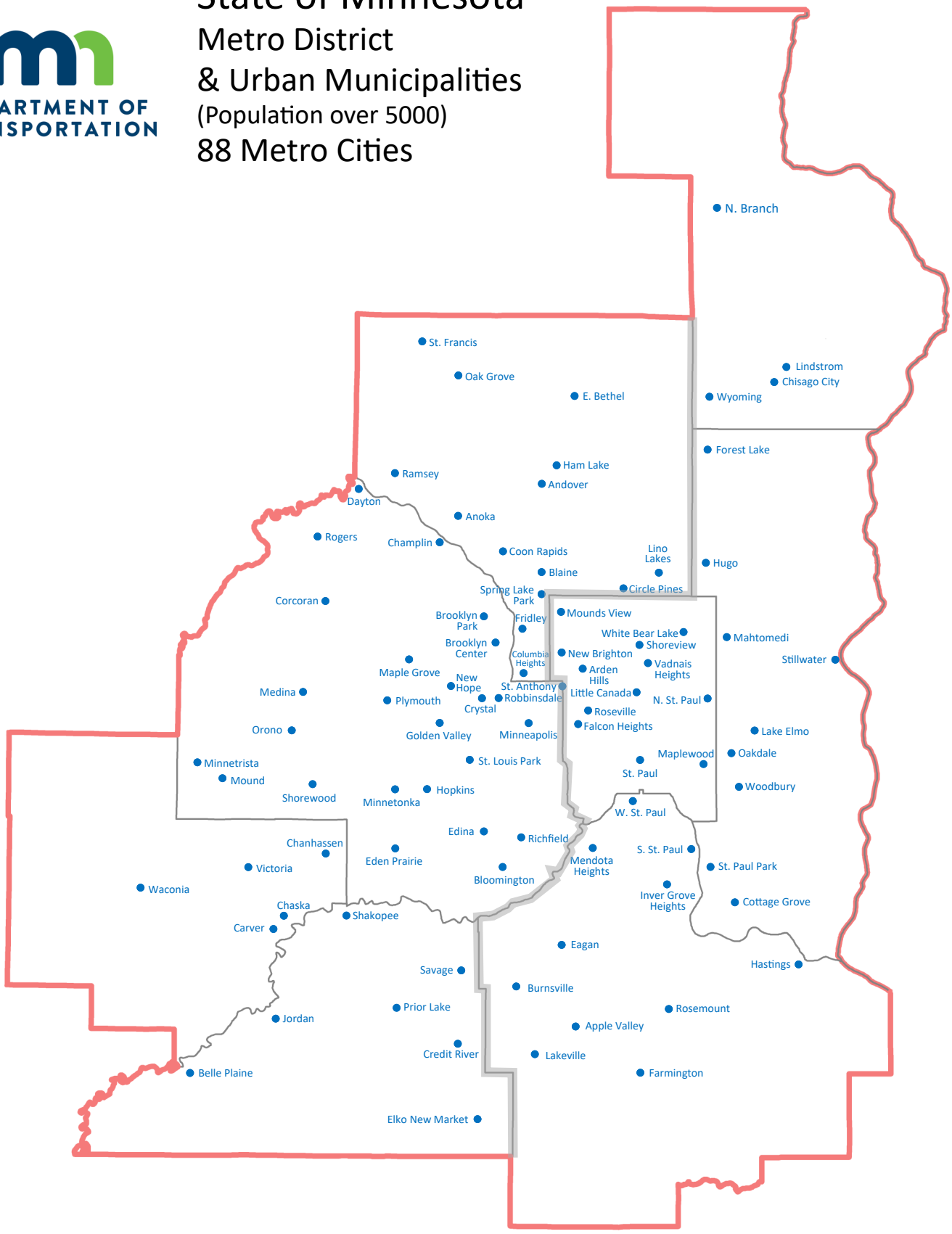
INTRODUCTORY INFORMATION

UNIT PRICES AND GRAPHS

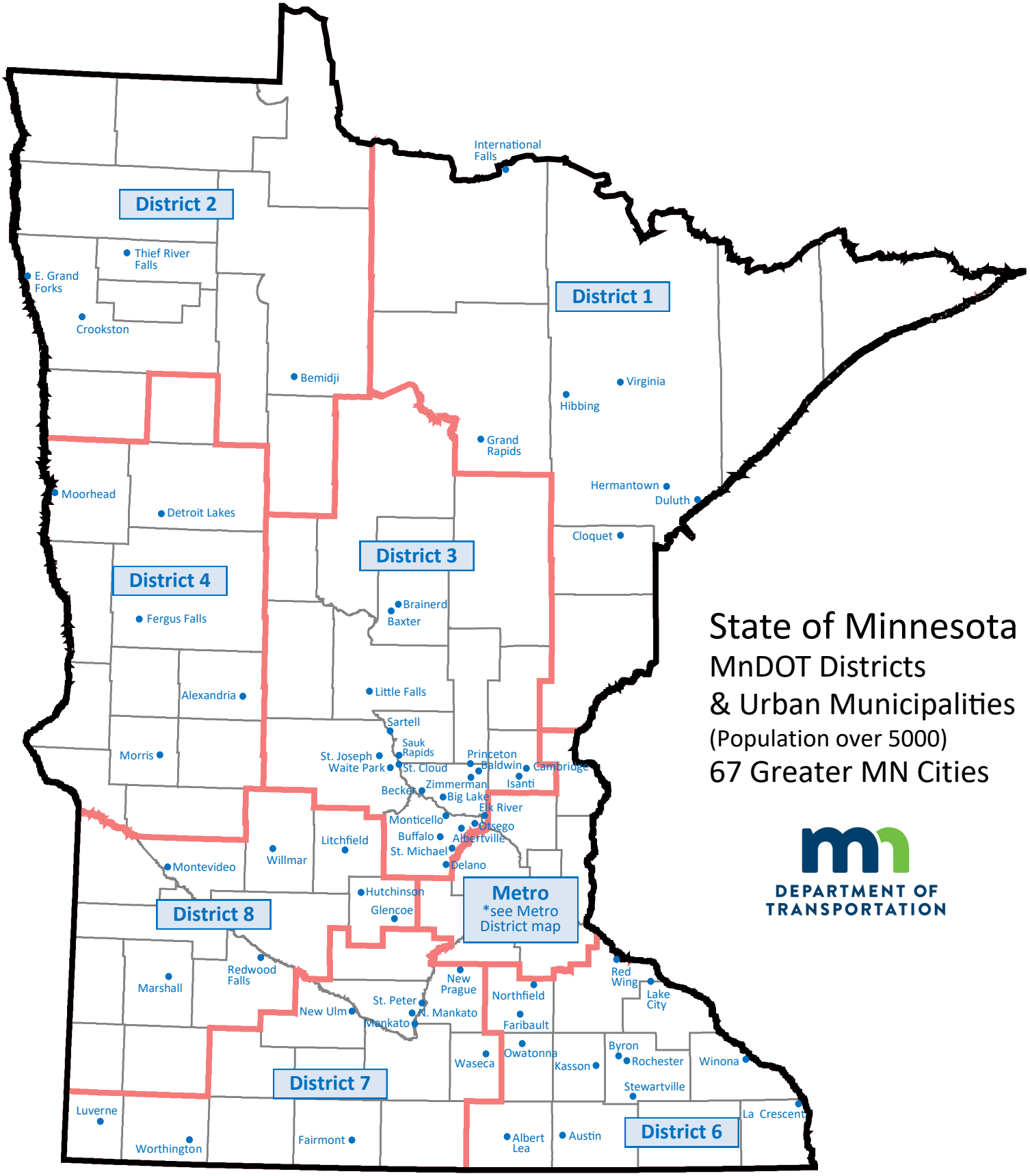
REFERENCE MATERIALS

DEPARTMENT OF TRANSPORTATION

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



Updated 12/19/2023



State of Minnesota

MnDOT Districts & Urban Municipalities

(Population over 5000)

67 Greater MN Cities

DEPARTMENT OF TRANSPORTATION

Updated 1/5/2026

2026 MUNICIPAL SCREENING BOARD

23-Feb-26

Officers			
Chair	Matt Leonard	Monticello	(763) 271-3271
Vice Chair	Chris LaBounty	Maple Grove	(763) 494-6351
Secretary	Nick Preisler	Saint Michael	(763) 416-7936

Members

District	Years Served	Representative	City	Phone
1	2026-2028	Dave Bolf	Hermantown	(218) 727-5995
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	Julie Long	Bloomington	(952) 563-4865
6	2025-2027	Brian DeFrang	Winona	(507) 457-8237
7	2026-2028	Nate Willey	Waseca	(507) 835-9716
8	2024-2026	Mike Amborn	Montevideo	(320) 269-7695
Metro-East	2026-2028	Chris Hartzell	Woodbury	(651) 714-3593
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	2029	Jesse Story	Hibbing	(218) 312-1571
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	Alex Jordan	Shakopee	(952) 233-9361
6	2028	Dave Bennett	Northfield	(507) 645-3006
7	2029	Hyunmyeong Goo	Worthington	(507) 666-5017
8	2027	Brandon Braithwaite	Hutchinson	(320) 583-1941
Metro-East	2029	Stephanie Smith	Shoreview	(651) 490-4651

2026 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
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
Zachary Johnson Lakeville (952) 985-4501 Expires after 2028	Deb Heiser St. Louis Park (952) 924-2551 Expires after 2028

* serving additonal years due to vacated Screening Board Chairs

MINUTES
MUNICIPAL SCREENING BOARD MEETING
Oct 28 & 29, 2025
Sugar Lake Lodge – Cohasset, MN

Tuesday, October 28, 2025

I. Call to Order by Chair Heiser

a. Chair Heiser welcomed the group and led introductions at the main table including:
   i. Deb Heiser, Chair: Municipal Screening Board (MSB)
   ii. Bill Lanoux, Manager, Municipal State Aid Needs Unit
   iii. Matt Leonard, Vice Chair: MSB
   iv. Chris LaBounty, Secretary: MSB

b. Secretary LaBounty conducted a roll of the screening board members:

i.	District 1	Jason Fisher, (International Falls)
ii.	District 2	Sam Anderson, (Bemidji)
iii.	District 3	Nick Preisler, (Big Lake)
iv.	District 4	Brian Yavarow, (Alexandria)
v.	Metro West	Julie Long, (Bloomington)
vi.	District 6	Brian DeFrang, (Winona)
vii.	District 7	Joe Stadheim, (New Ulm)
viii.	District 8	Mike Amborn, (Montevideo) (remote)
ix.	Metro East	Zach Johnson, (Lakeville)
x.	Duluth	Cindy Voigt
xi.	Minneapolis	Jenifer Hager
xii.	Rochester	Dillon Dombrovski
xiii.	St. Paul	Nick Peterson

Heiser asked others to introduce themselves including:

c. Alternates in attendance

i.	District 7	Nate Willey (*Waseca, alternate)*

d. Department of Transportation personnel:

i.	Kristine Elwood	State Aid Engineer
ii.	Ted Schoenecker	Assistant Division Director State Aid
iii.	Jay Owens	Office Director State Aid
iv.	Marc Briese	State Aid Programs Mgr
v.	Mark Vizecky	State Aid Programs Engineer
vi.	Derek Fredrickson	District 1 State Aid Engineer
vii.	Brian Ketring	District 2 State Aid Engineer
viii.	Angie Tomovic	District 3 State Aid Engineer (remote)
ix.	Nathan Gannon	District 4 State Aid Engineer
x.	Fausto Cabral	District 6 State Aid Engineer
xi.	Willy Rabenberg	District 7 State Aid Engineer
xii.	Todd Broadwell	District 8 State Aid Engineer
xiii.	Dan Erickson	Metro State Aid Engineer

xiii. Luke Lortie Asst. Metro State Aid Engineer (remote)
xiv. Kim Delarosa Needs Section Supervisor (remote)
xv. Nancy Stone MnDOT State Aid
xvi. Brandon Anderson MnDOT State Aid (remote)

e. Needs Study Subcommittee in Attendance:
   i. Chad Millner, Edina
   ii. Layne Otteson, Big Lake
   iii. Tom Trowbridge, Moorhead

f. Others in attendance
   i. Mark Culver, Legislative Committee Chair
   ii. Kyle Wallace, Minneapolis
   iii. Mike Van Beusekom, St. Paul
   iv. Michael Thompson (former chair) (remote)
   v. Mark DuChene (former chair) (remote)
   vi. Cody Mathisen, Hastings (remote)
   vii. Darrin Lee, Flaherty & Hood

II. Review of the '2025 Municipal State Aid Street Needs Report' (Bill)

a. Lanoux provided introductory information and the actions which the group will be asked to make at the meeting tomorrow.
b. Lanoux acknowledged the three outgoing members and their alternates which will take their place. These positions are from District 1, District 7, & Metro-East.
c. Lanoux went over the actions taken by the MSB at the spring meeting and called attention to the minutes. Chair Heiser called for a motion to approve the spring minutes. ***(Motion by Preisler/ Second by Stadheim)*** **– Passes Unanimously.**
d. Lanoux reviewed the population data and needs data in the report.
e. Chisholm's population has remained under 5,000 since the 2020 census and wont be eligible for a 2026 MSAS apportionment.
f. Hastings has asked for an exemption to the excess balance penalty and provided the board with a write up to explain why their balance is slightly over the threshold. They indicated that their balance is being held to support cost participation from some upcoming projects including signals and major MnDOT projects in 2027/2028. Voigt asked if the MSB is being asked to give the exemption to Hastings for two years. Hastings City Engineer Matthison said yes but also said that the city would be alright with either a two-year extension or reapplying year by year if that's what the MSB wants. ***(Motion to provide a 2-year extension by Long/ Second by Stadheim)*** **–** Secretary LaBounty took a roll call vote of the membership **- Passes Unanimously.**
g. Lanoux went through the adjusted money needs, tentative allocation numbers, and the draft resolution for the research account allocation.
h. Lanoux noted that the Needs Study Subcommittee reviewed traffic signal unit costs and made new recommendation for Traffic Signals, page 95. They noted that there is only one unit rate regardless of the signal system size. MnDOT's office of traffic engineering provided

information to the NSS and noted that we should expect this cost to increase significantly in the upcoming years. Fisher asked Lanoux to clarify the signal calculations in the rules. Lanoux said that for Needs purposes, each leg draws one fourth the cost of a signal. Heiser asked if this included MSAS/MSAS signals or if Trunk Highway/MSAS were included. Lanoux indicated both were included, but for the latter, a city only gets credit for the MSAS legs, not the TH legs. Heiser thanked the NSS for their hard work on this. Otteson thanks Lanoux for his work and support of the NSS.

III. Legislative Chair Culver gave an introduction of the legislative update, a survey of the membership, and next steps for this committee.

IV. State Aid Update / comments

a. Elwood gave an update on supporting training of technicians. MnDOT meet with MnSCU leadership and DEED. CEAM representatives with this group would be Sarah Schwagart from St. Louis Park and Joe Stadheim from New Ulm.
b. Elwood gave an update on the DBE program status. Federal DOT has made policies regarding the DBE program. MnDOT does not have the authority to set a DBE goal until the rule changes have been established at the Federal DOT. New specifications have been developed and placed on the website. More information will be sent out by MnDOT.
c. Elwood shared that the shutdown is impacting the Army Corps of Engineers and US Fish and Wildlife although hopefully MnDOT staff there will keep things moving.

V. Heiser ask for any other discussion topics.

a. Stadheim asked if the MSB would want to have a discussion on increasing the construction allotment that can be carried over without a penalty. Lanoux said that the UCFS visited this topic a few years ago when they recommended a new balance floor which is now based on an average of construction allotments. Lanoux said that prior to this, the balance floor had been 1.5 million dollars for many years. Millner asked how many exemptions there's been since the new balance floor has been in place. Lanoux said there were three of these 2 years ago, and one this year. Schoenecker shared his perspective on the MSAS account and indicated that the current tools provide the legislature some certainty that funds are being used. Schoenecker and Erickson also discussed the advancement process and fund balance. Heiser indicated that we would decide tomorrow if this should be re-visited.

VI. Chair Heiser entertained a motion to adjourn until 8:30 Wednesday morning. (Motion by Fisher/ Second by Voight) – Passes Unanimously.

Meeting adjourned 1:54pm.

Wednesday, October 29, 2025

I. **Chair Heiser called the meeting to order at 8:31am**

II. Chair Heiser provided a recap of the subjects discussed on Tuesday.
   a. Chair Heiser asked the MSB for feedback on the traffic signal needs cost recommendations from MnDOT and the NSS ***(Motion by Hagar Long/ Second by Peterson)*** – Secretary LaBounty took a roll call vote of the membership **- Passes Unanimously.**
   b. Chair Heiser asked if there was any feedback on the letter to the Commissioner. **(Motion by Johnson/ Second by Fisher)** Secretary LaBounty took a roll call vote of the membership **- Passes Unanimously.**
   c. Chair Heiser shared the resolution language regarding the research account and called for a *motion to approve the following resolution*:

      Be it resolved that an amount of $1,280,513 (not to exceed ½ of 1% of the 2025 MSAS Apportionment sum of $256,102,677) shall be set aside from the 2026 Apportionment fund and be credited to the research account.

      (Motion by DeFrang/ Second by Stadheim) Secretary LaBounty took a roll call vote of the membership **- Passes Unanimously.**

III. Chair Heiser asked if the MSB had any follow-up actions or comments for the unencumbered balance policy. None were shared.

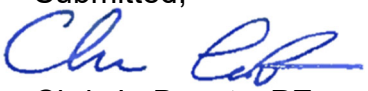
IV. Chair Heiser thanked the MSB members for their attendance and participation this year and the three outgoing MSB members Jason Fisher, Joe Stadheim, and Zach Johnson.

V. Lanoux shared the date and location for the spring screening board.

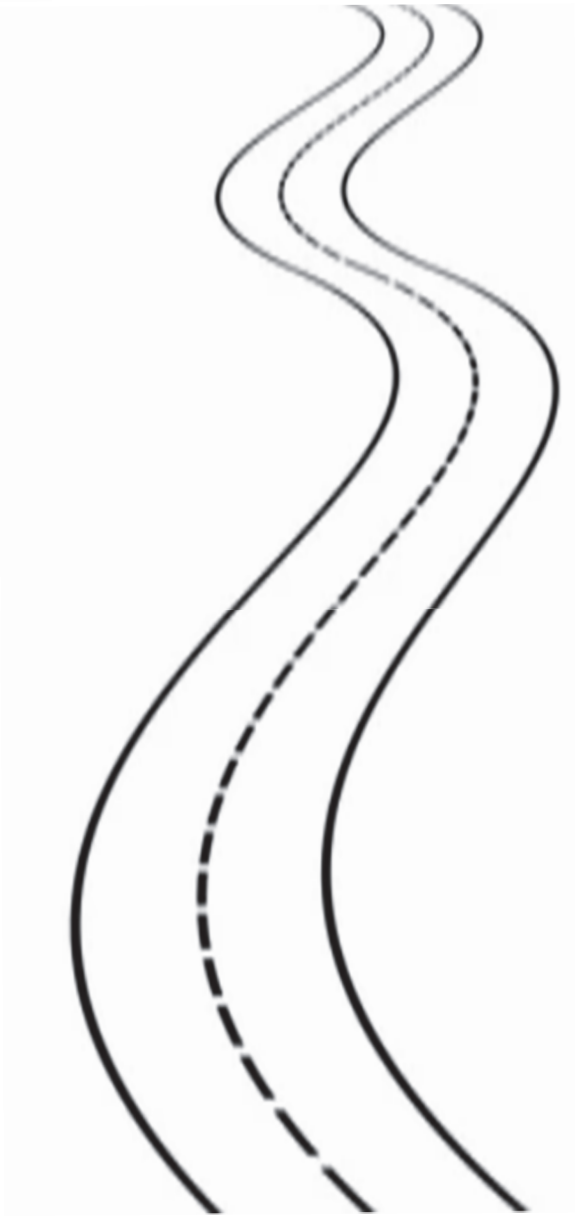
VI. **Chair Heiser entertained a motion for adjournment. (Motion by Johnson/ Second by Stadheim) - Passes Unanimously.**

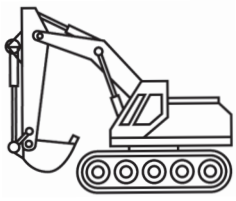
Meeting adjourned

Submitted,

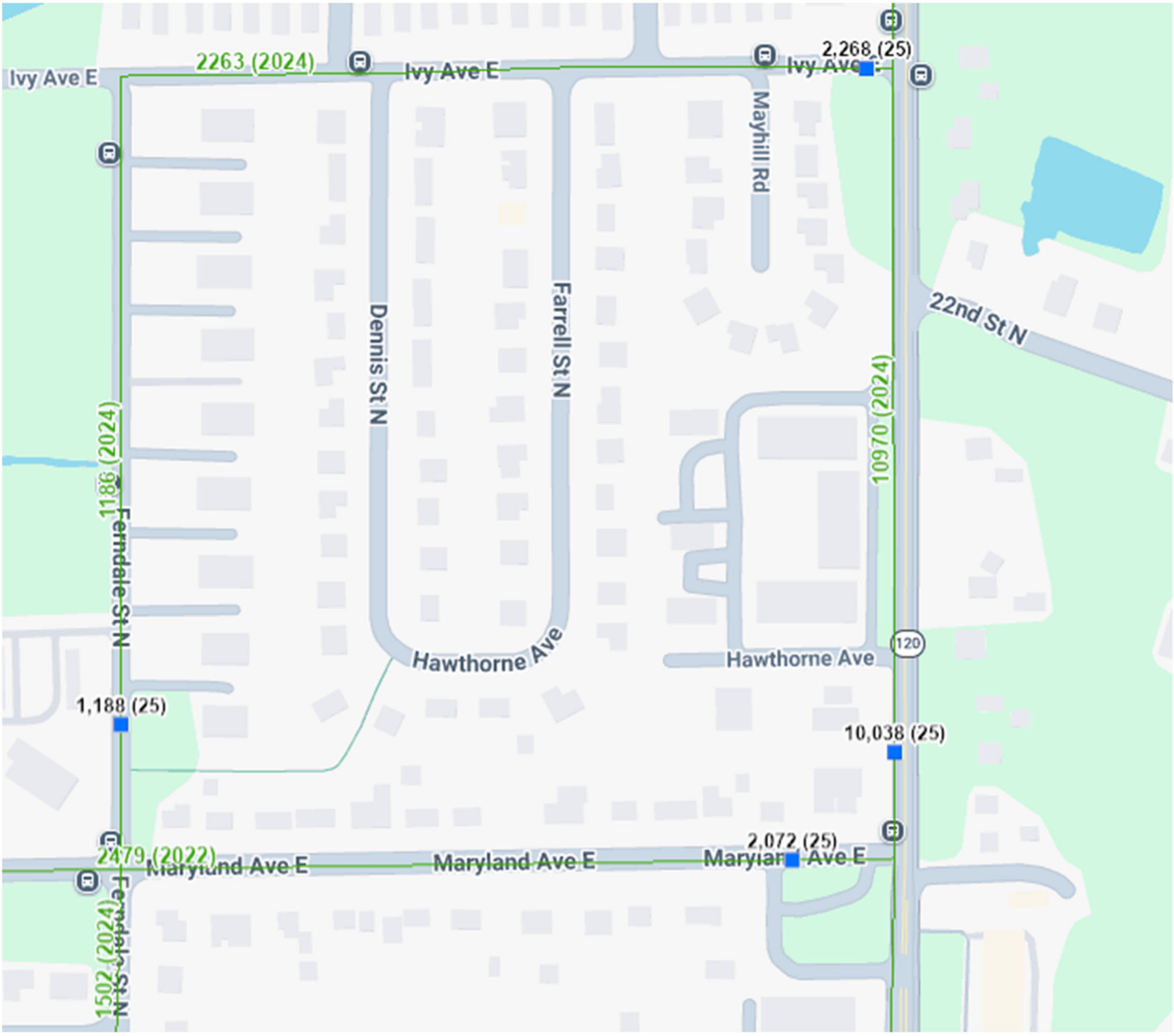


Chris LaBounty, PE
Municipal Screening Board Secretary
Maple Grove Public Works/Engineering Director





TRAFFIC COUNTING & ADT GROUPS



https://www.dot.state.mn.us/traffic/data/tdms.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

SEGMENT LENGTH * ADT QUANTITY * UNIT COST

Cost Factor	Unit Cost	Computation Formula or Rule	Equation	Result
Gravel	MSAS Gravel Cost Group 4	Length * Quantity * UnitCost	0.5 * 19628 * 21.26	$208,646
Bituminous	MSAS Bituminous Cost Group 4	Length * Quantity * UnitCost	0.5 * 4773 * 87.78	$209,487
Excavation	MSAS Excavation Cost Group 4	Length * Quantity * UnitCost	0.5 * 25188 * 13.86	$174,553
Storm Sewer	MSAS Storm Sewer Cost Group 4	Length * UnitCost	0.5 * 259100	$129,550
Sidewalk	MSAS Sidewalk Cost Group 4	Length * UnitCost * FeetPerMile * SidewalkWidth	0.5 * 10.4 * 5280 * 10	$274,560
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 * 27.11 * 5280 * 2	$143,141
Signal Leg	MSAS Traffic Signals Cost Group 4	NumOfSignals * UnitCost / 4	1 * 340000 / 4	$85,000
Bridge	MSAS Bridge TGC Group 4	BridgeLength * NeedsWidth * UnitCost	61 * 40 * 118.84	$289,970
Engineering Cost		Percent of costs	1586157 * 0.220	$348,955
Total				$1,935,112

Subcommittee Meetings

NEEDS STUDY SUBCOMMITTEE MEETING MINUTES

The Needs Study Subcommittee meeting was held at 1:00 pm on April 9, 2026. NSS members present were Layne Otteson (Big Lake/Chair), Tom Trowbridge (Moorhead), and Zach Johnson (Lakeville). Also in attendance were Bill Lanoux and Colin Ehrnriter from State Aid.

A 2026 Needs Study Subcommittee report was sent out 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 reviewed 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 2025, the CCI was 3.6%. The NSS made recommendations for the following items.

Grading/Excavation: Price used in 2025 Needs - $13.86 Cu. Yd.
Committee's Recommendation for 2026 Needs - $14.36 Cu. Yd.

Aggregate Base: Price used in 2025 Needs - $21.26 Ton
Committee's Recommendation for 2026 Needs - $22.03 Ton

All Bituminous: Price used in 2025 Needs - $87.78 Ton
Committee's Recommendation for 2026 Needs - $90.94 Ton
It was noted that Bituminous costs and other costs may vary throughout the state. These cost recommendations are intended to reflect state average costs.

Sidewalk: Price used in 2025 Needs - $10.40 Sq. Ft.
Committee's Recommendation for 2026 Needs - $10.77 per Sq. Ft.
This Unit Cost appears to be increasing faster than other costs over the last several years. It was also noted that as an individual item, sidewalk carries the largest percentage of the Needs. 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 traffic groups over traffic group #2. This method seems to work since sidewalk doesn't necessarily correspond to traffic based Needs like other unit costs, but if sidewalk continues the trend of becoming a larger % of the Needs, we may need to review these calculation methods, if they are giving too much weight to sidewalk. The committee felt this could be discussed further next year when our recommendations are based on a full unit cost study.

Curb and Gutter: Price used in 2025 Needs - $27.11 Lin. Ft.
Committee's Recommendation for 2026 Needs - $28.09 Lin. Ft.

Structures: Price used in 2025 Needs - $118.84 Sq. Ft.
Committee's Recommendation for 2026 Needs - $122.37 Sq. Ft

This recommendation is based on one half of the five-year average of bridge costs, 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 3.0% increase in the structure unit cost this year.

Street Lighting: *Unit Cost for 2026 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 3.6%. Costs are $516,200 for new construction, and $155,717 for adjustments to existing systems. This is an average of $335,958 per mile. Committee makes recommendations for the highest of eight sections.
Committee's Recommendation for 2026 Needs - $336,000 per mile
The recommendation of $336,000 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 2025 Needs – 22%
Committee's Recommendation for 2026 Needs – 22%

Traffic Signals: Price used in 2025 Needs - $340,000 Per Signal
Committee's Recommendation for 2026 Needs - $352,240 Per Signal

This year, we are applying the inflation factor of 3.6% to last year's cost. This is another item studied every 3 years. Last year the Screening Board didn't accept our initial recommendation and then directed this group to re-review the cost for signals. A new recommendation was brought to the fall meeting, which ended up being the approved price of $340,000 per signal. Currently we have one signal cost used in the Needs calculations. There's no scale to account for variations in signal systems across the MSAS system. The approach could be reconsidered if Traffic Signals carry too much weight in future years.

The meeting was adjourned.

Minutes submitted by Zach Johnson

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 the most recent unit cost study. The next full unit cost study will be in 2027. For 2026, an inflation factor will provide the basis for most unit costs.

THIS YEAR

At the end of 2025, the Engineering Construction Cost Index was 3.6%. 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 (2021 to 2025), 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 then 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
+3.6% DEC. 2025

1913=100	INDEX VALUE	MONTH	YEAR
CONSTRUCTION COST	14118.46	+0.1%	+3.6%
COMMON LABOR	26554.74	0.0%	+4.0%
WAGE $/HR.	50.45	0.0%	+4.0%

The Construction Cost Index annual escalation rose 3.6%, while the monthly component increased 0.1%.

Building Cost Index
ANNUAL INFLATION RATE
+4.2% DEC. 2025

1913=100	INDEX VALUE	MONTH	YEAR
BUILDING COST	8761.25	+0.2%	+4.2%
SKILLED LABOR	12480.84	0.0%	+5.7%
WAGE $/HR.	69.27	0.0%	+5.7%

The Building Cost Index was up 4.2% on an annual basis, while the monthly component rose 0.2%.

Materials Cost Index
MONTHLY INFLATION RATE
+0.5% DEC. 2025

1913=100	INDEX VALUE	MONTH	YEAR
MATERIALS COST	6496.23	+0.5%	+2.5%
CEMENT $/TON	308.11	+1.0%	+10.4%
STEEL $/CWT	123.33	+0.6%	+11.9%
LUMBER $/MBF	836.61	+0.7%	−4.4%

The Materials Cost Index increased 0.5% in December.

2026 UNIT PRICE RECOMMENDATIONS

for the January 2027 distribution

Needs Item		2025 MSB Approved Prices for the 2026 Distribution	3.6% ENR Construction Cost Index for Dec. 2025	2026 NSS Recommended Prices for 2027 Distribution	2026 MSB Approved Prices for the 2027 Distribution
Grading (Excavation)	Cu. Yd.	$13.86	$14.36	**$14.36**	
Aggregate Base	Ton	21.26	22.03	**22.03**	
All Bituminous	Ton	87.78	90.94	**90.94**	
Sidewalk Construction	Sq. Ft.	10.40	10.77	**10.77**	
Curb and Gutter Construction	Lin.Ft.	27.11	28.09	**28.09**	
Traffic Signals	Per Sig	340,000	352,240	**352,240**	
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.	118.84	NA	**122.37**	
Storm Sewer (based on ADT)	Per Mile				
0 ADT & Non Existing		228,600	236,900	**236,900**	
1-499		233,200	241,600	**241,600**	
500-1,999		246,100	255,000	**255,000**	
2,000-4,999		259,100	268,500	**268,500**	
5,000-8,999		276,600	286,600	**286,600**	
9,000-13,999		289,600	300,000	**300,000**	
14,000-24,999		306,800	317,900	**317,900**	
25,000 and over		324,300	336,000	**336,000**	

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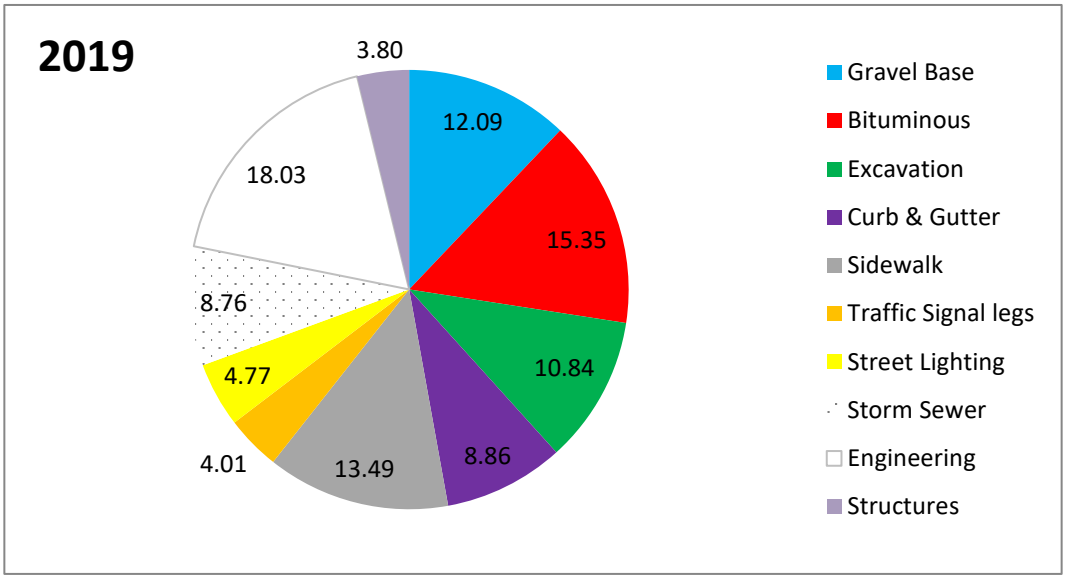
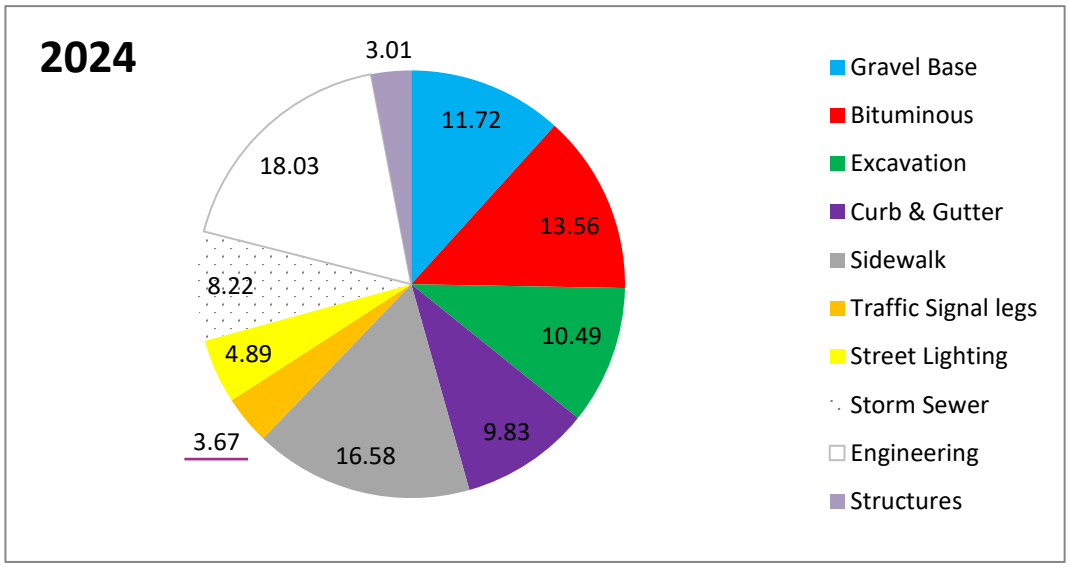
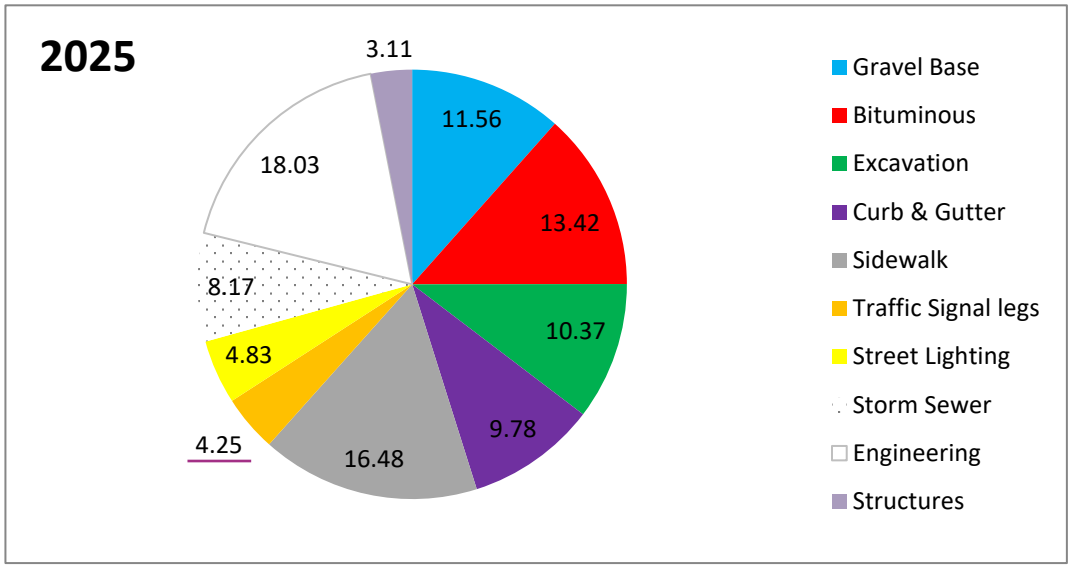
PERCENTAGE OF NEEDS FOR UNIT COST ITEMS







Annual Percentage Change of Unit Costs, 2013 - 2026

sidewalk	$	$	% Change
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***
from 2025 to 2026	$10.40	$10.77	***3.6***

curb & gutter			
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***
from 2025 to 2026	$27.11	$28.09	***3.6***

grading/excavtion			
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***
from 2025 to 2026	$13.86	$14.36	***3.6***

aggregate base	$	$	% Change
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***
from 2025 to 2026	$21.26	$22.03	***3.6***

all bituminous			
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***
from 2025 to 2026	$87.78	$90.94	***3.6***

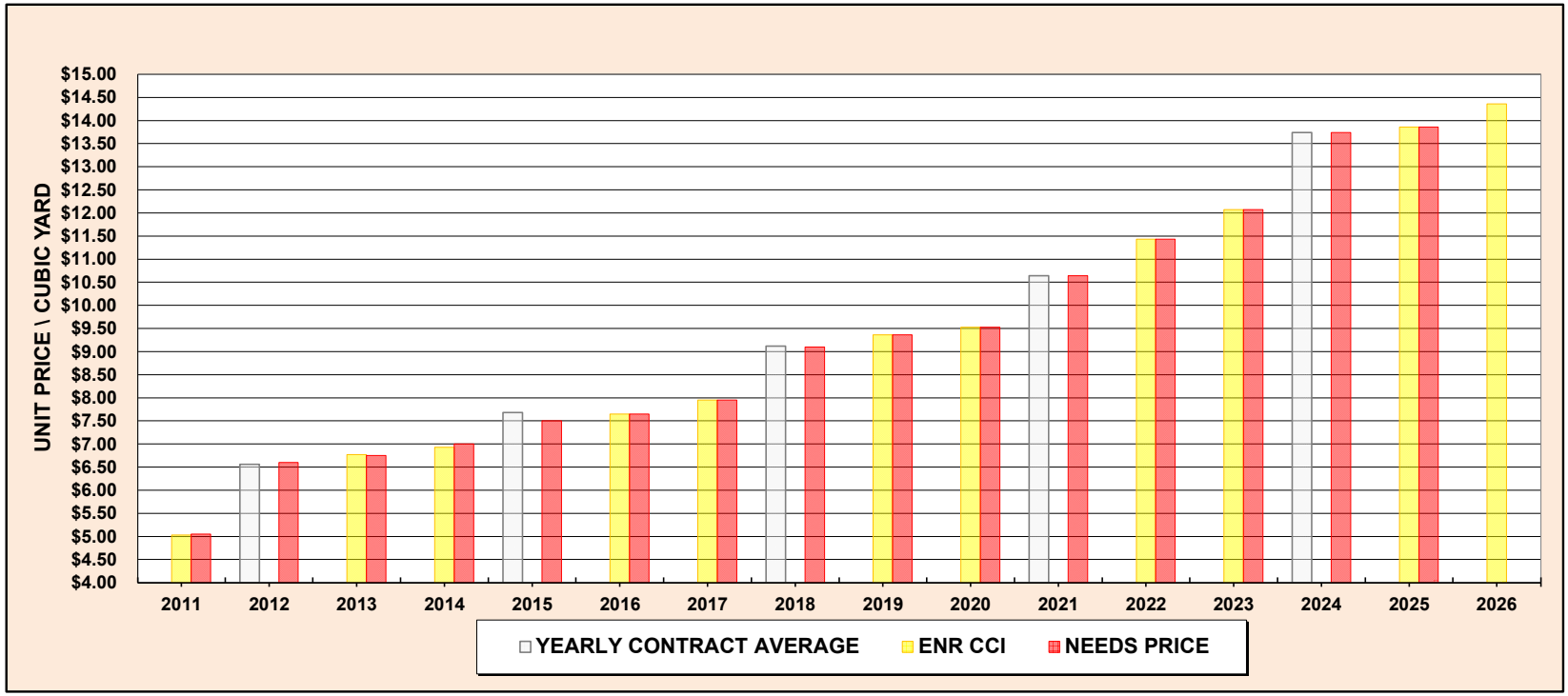
structures			
from 2013 to 2014	$120.00	$72.00	**-40.0**
from 2014 to 2015	$72.00	$96.50	**34.0**
from 2015 to 2016	$96.50	$120.00	**24.4**
from 2016 to 2017	$120.00	$90.00	**-25.0**
from 2017 to 2018	$90.00	$87.55	**-2.7**
from 2018 to 2019	$87.55	$95.20	**8.7**
from 2019 to 2020	$95.20	$95.67	**0.5**
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***
from 2025 to 2026	$118.84	$122.37	***3.0***

*Underlined years are years of a Full Unit Cost Study. (blue shows tenative prices for 2026).

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.

GRADING/EXCAVATION



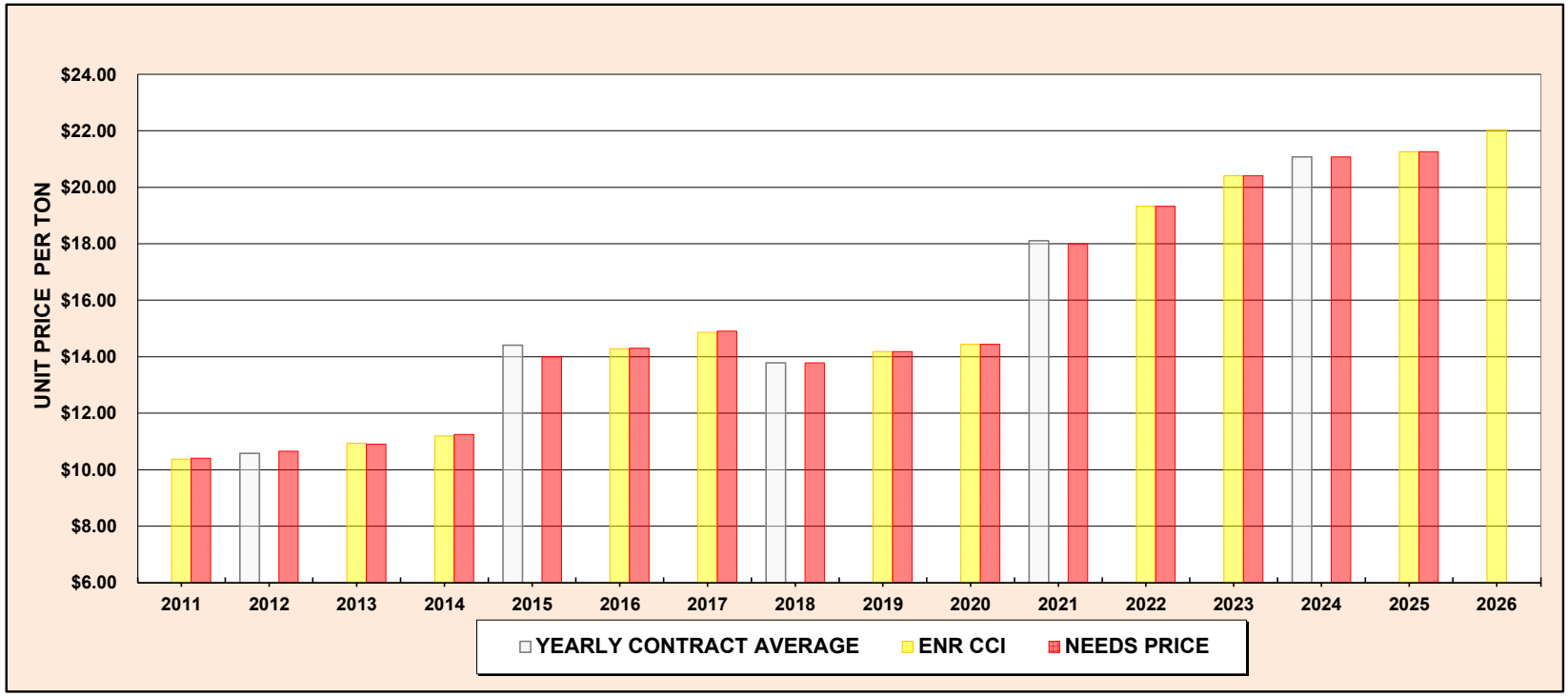
Needs Year	Number of Cities	Quantity (Cu.Yd)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2011					$5.03	$5.05
2012	56	689,502	$4,521,435	6.56		6.60
2013					6.77	6.75
2014					6.93	7.00
2015	40	472,486	3,627,575	7.68		7.50
2016					7.65	7.65
2017					7.95	7.95
2018	56	434,347	3,959,719	9.12		9.10

Needs Year	Number of Cities	Quantity (Cu. Yd.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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	13.86
2026					14.36	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2026 NEEDS STUDY IS $14.36 PER CUBIC YARD

Applying the ENR CCI of 3.6% to last year's "Price used in Needs" of $13.86 results in an increase to $14.36 (+$0.50)
Since 2019, this Unit Cost has increased by an average of $0.71 ($1.67 increase in 2024)
(inflation factor results in a 2026 cost of $14.36)

AGGREGATE BASE



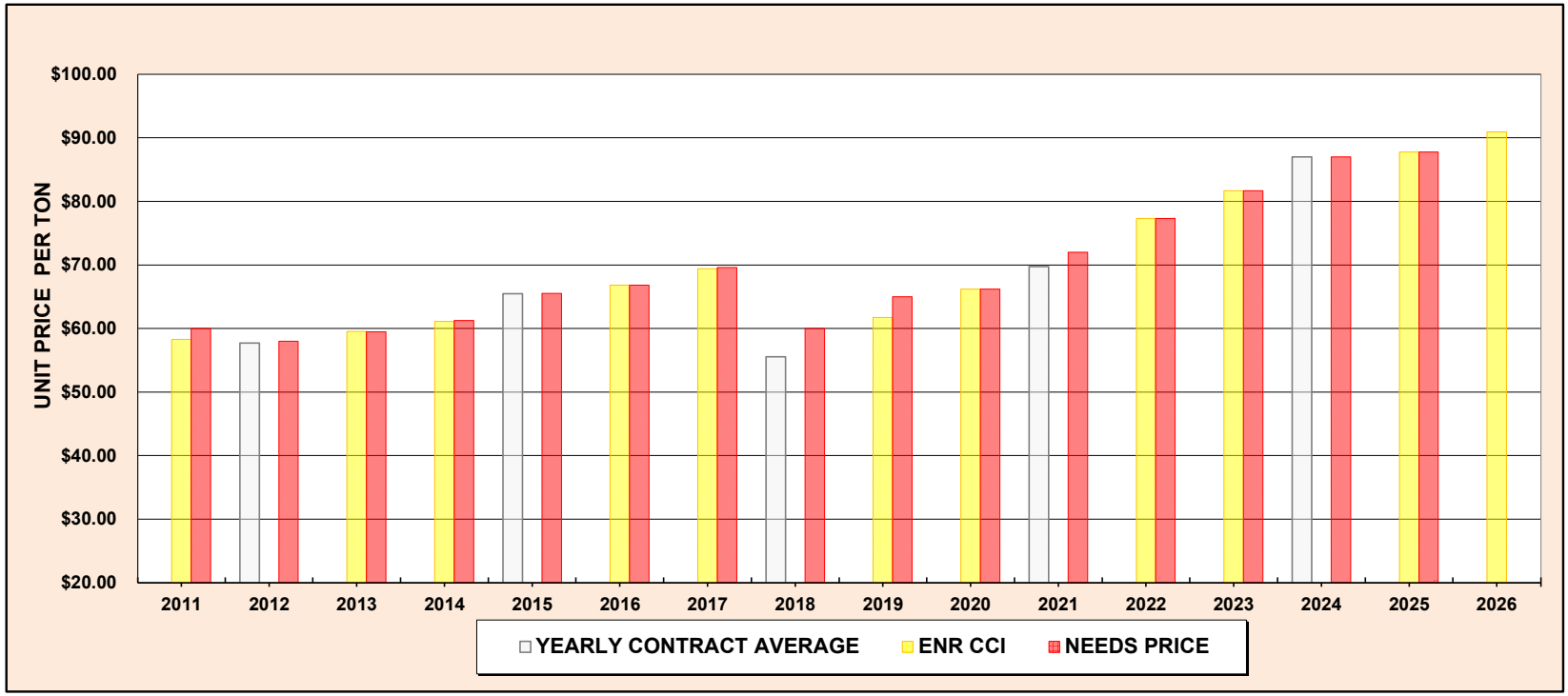
Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2011					$10.37	$10.40
2012	57	416,725	$4,409,415	10.58		10.65
2013					10.93	10.90
2014					11.19	11.25
2015	40	199,868	2,880,423	14.41		14.00
2016					14.28	14.30
2017					14.86	14.90
2018	52	317,006	4,368,054	13.78		13.78

Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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	21.26
2026					22.03	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2026 NEEDS STUDY IS $22.03 PER TON

Applying the ENR CCI of 3.6% to last year's "Price used in Needs" of $21.26 results in an increase to $22.03 (+$0.77)
Since 2019, this Unit Cost has increased by an average of $1.07 ($3.56 increase in 2021)
(inflation factor results in a 2026 cost of $22.03)

ALL BITUMINOUS BASE & SURFACE



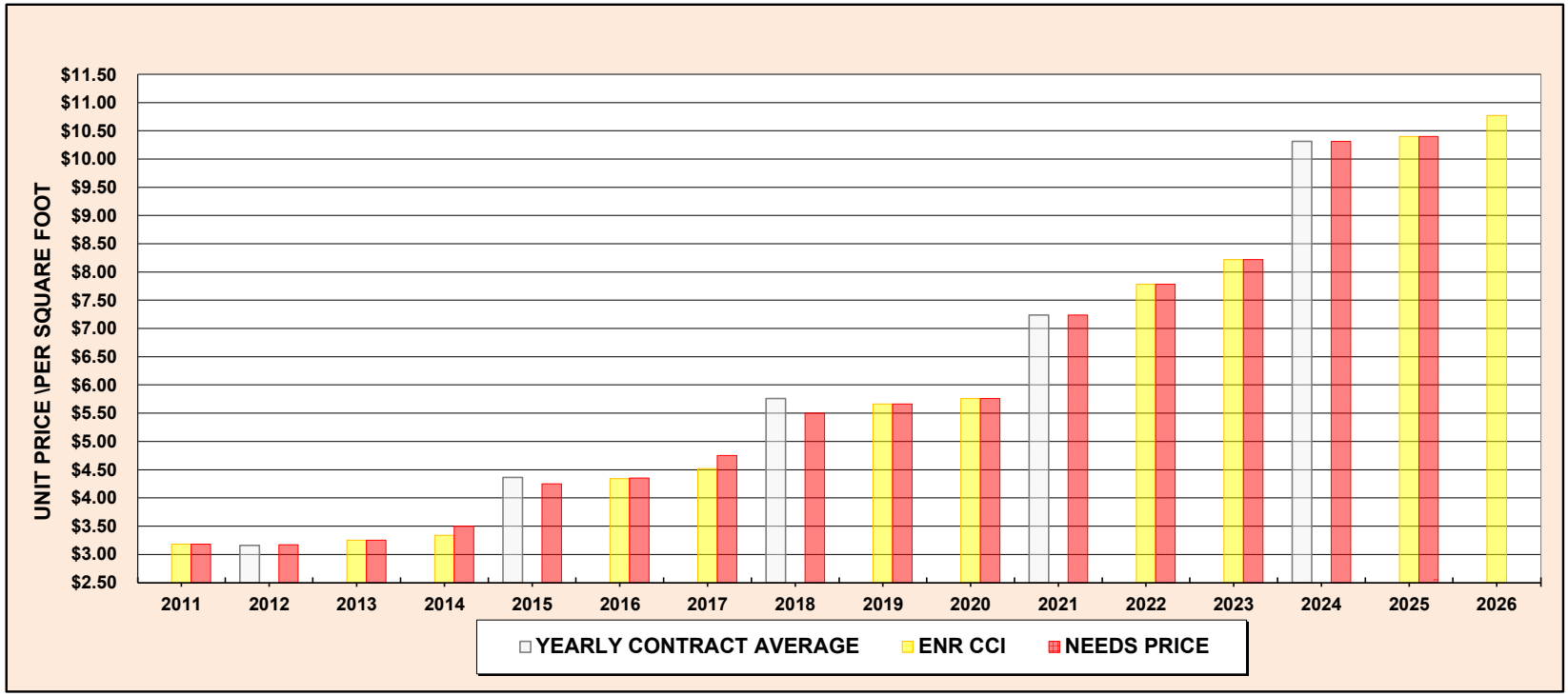
Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2011					$58.27	$60.00
2012	65	317,687	$18,334,854	57.71		58.00
2013					59.51	59.50
2014					61.11	61.25
2015	48	226,676	14,843,126	65.48		65.50
2016					66.81	66.80
2017					69.41	69.60
2018	65	339,266	18,849,950	55.56		60.00

Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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	87.78
2026					90.94	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2026 NEEDS STUDY IS $90.94 PER TON

Applying the ENR CCI of 3.6% to last year's "Price used in Needs" of $87.78 results in an increase to $90.94 (+3.16)
Since 2019, this Unit Cost has increased by an average of $3.71
(inflation factor results in a 2026 cost of $90.94)

SIDEWALK CONSTRUCTION



Needs Year	Number of Cities	Quantity (Sq.Ft.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2011					$3.18	$3.18
2012	51	66,045	$1,880,257	3.16		3.17
2013					3.25	3.25
2014					3.34	3.50
2015	39	356,709	1,556,517	4.36		4.25
2016					4.34	4.35
2017					4.52	4.75
2018	52	608,114	3,502,293	5.76		5.50

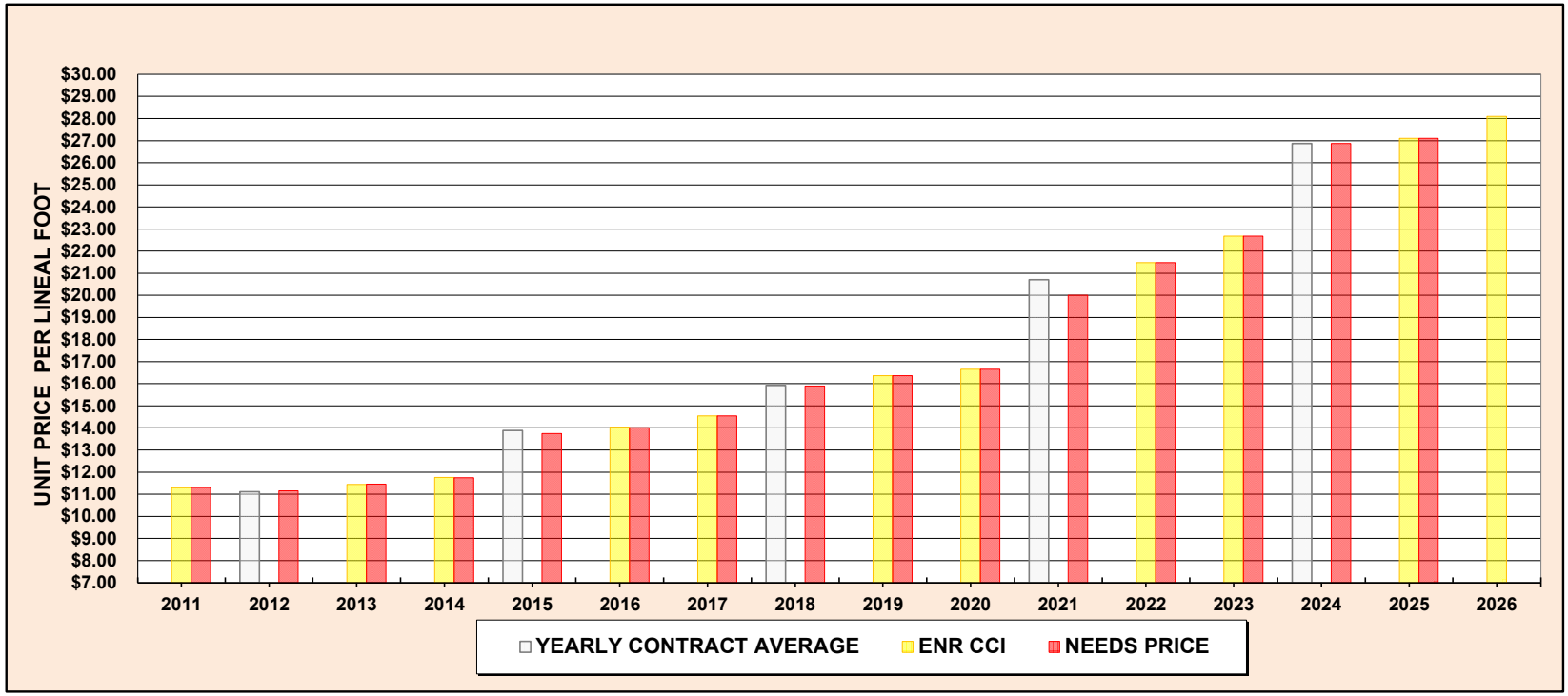
PRICE PER SQUARE YARD WAS USED UNTIL 2012 AND CHANGED TO SQUARE FOOT IN 2013

Needs Year	Number of Cities	Quantity (Sq.Ft.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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	10.40
2026					10.77	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2026 NEEDS STUDY IS $10.77 PER SQ. FT.

Applying the ENR CCI of 3.6% to last year's "Price used in Needs" of $10.40 results in an increase to $10.77.
Since 2019, this Unit Cost has increased by an average of $0.73 (note: $2.09 increase in 2024)
(inflation factor results in a 2026 cost of $10.77)

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
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
2018	61	267,833	4,263,081	15.92		15.90

Needs Year	Number of Cities	Quantity (Ln. Ft.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
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	27.11
2026					28.09	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2026 NEEDS STUDY IS $28.09 PER LIN. FT.

Applying the ENR CCI of 3.6% to last year's "Price used in Needs" of $27.11 results in an increase to $28.09.
Since 2019, this Unit Cost has increased by an average of $1.68 (note: $4.19 increase in 2024)

(inflation factor results in a 2026 cost of $28.09

MnDOT State Aid Bridge Office
2025 Calendar Year - - Bridge Cost Report

General Notes

The CY 2025 Bridge Cost Report reflects the average unit cost ($ per square foot of bridge area) for all the bridges let in CY 2025.

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: 651-238-6161
E-Mail: dave.conkel@state.mn.us

MnDOT State Aid Bridge Office
2025 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
16532	SAP	016-599-005	32.67	C-SLAB	1/24/2025	980	$625,003	$637.76
31583	SAP	031-598-033	36.00	TTS	10/14/2025	1080	$523,215	$484.46
26502	SAP	026-598-012	40.00	TTS	10/21/2025	1214	$717,685	$591.17
31584	SAP	031-668-008	40.00	TTS	10/14/2025	1200	$490,081	$408.40
81535	SAP	081-606-002	54.00	C-SLAB	7/24/2025	1890	$487,798	$258.09
01541	SAP	001-602-015	61.50	C-SLAB	10/27/2025	2368	$706,512	$298.36
28561	SAP	028-599-101	61.92	PCB	5/5/2025	1920	$458,455	$238.78
02598	SAP	002-607-032	64.92	PCB	7/29/2025	3052	$1,308,179	$428.63
07607	SAP	007-598-037	66.92	PCB	4/30/2025	2075	$478,616	$230.66
42581	SAP	042-599-153	67.67	C-SLAB	6/30/2025	2098	$502,351	$239.44
83556	SAP	083-599-079	68.92	PCB	5/14/2025	2137	$522,920	$244.70
30521	SP	030-598-004	72.93	C-SLAB	3/25/2025	2553	$765,314	$299.77
25627	SAP	025-607-027	75.00	PCB	7/8/2025	2625	$683,880	$260.53
01542	SAP	001-602-015	77.58	C-SLAB	10/27/2025	2987	$855,929	$286.55
11533	SAP	011-653-001	78.17	PCB	9/23/2025	2580	$640,028	$248.07
42582	SAP	042-599-154	78.92	PCB	6/30/2025	2447	$564,128	$230.54
23607	SAP	023-611-013	79.54	PCB	1/1/2025	2785	$530,944	$190.64
29536	SP	029-645-015	80.17	PCB	4/11/2025	3127	$754,152	$241.17
50605	SP	050-607-043	89.93	C-SLAB	12/2/2025	3148	$666,871	$211.84
05538	SP	005-598-028	90.92	PCB	6/6/2025	3183	$824,950	$259.17
50604	SP	050-607-043	90.92	PCB	12/2/2025	3183	$615,879	$193.49
05537	SP	005-622-016	95.25	PCB	6/6/2025	3334	$1,027,022	$308.05

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

MnDOT State Aid Bridge Office
2025 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
27C72	SP	141-597-001	98.67	PCB	12/11/2025	5004	$3,563,932	$712.22
07605	SAP	007-610-029	98.95	PCB	4/30/2025	3859	$896,949	$232.43
86538	SAP	086-608-034	110.67	PCB	5/21/2025	4759	$1,045,711	$219.73
25624	SP	025-608-013	115.31	PCB	3/11/2025	4555	$982,877	$215.78
07606	SAP	007-604-010	115.67	C-SLAB	10/15/2025	4049	$792,507	$195.73
42584	SAP	042-597-004	116.00	C-SLAB	7/16/2025	3596	$778,672	$216.54
67577	SAP	067-606-016	121.67	C-SLAB	12/1/2025	4745	$999,126	$210.56
38538	SAP	038-598-009	125.25	C-SLAB	2/20/2025	4384	$1,147,167	$261.67
79558	SAP	079-599-080	126.00	C-SLAB	3/19/2025	3906	$616,510	$157.84
55599	SAP	055-603-037	126.67	C-SLAB	10/7/2025	7132	$1,534,766	$215.19
85584	SAP	085-625-069	131.92	PCB	3/31/2025	4617	$946,873	$205.08

Total Cost	**$28,055,001**
Total Deck Area	**102,572**
Average Cost per Sq Ft	**$273.52**
Total No. of Bridges < 150'	**33**

MnDOT State Aid Bridge Office
2025 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
71533	SP	071-615-012	155.17	PCB	5/8/2025	11237	$2,991,631	$266.23
47538	SP	047-634-012	156.75	C-SLAB	10/7/2025	6114	$1,309,886	$214.24
17538	SAP	017-615-024	161.67	C-SLAB	6/26/2025	6952	$1,412,655	$203.20
82537	SAP	082-605-017	165.08	PCB	2/18/2025	9259	$3,139,132	$339.04
45581	SAP	045-599-159	258.00	PCB	5/30/2025	9030	$2,256,836	$249.93
85586	SAP	085-626-024	320.92	PCB	10/14/2025	12516	$1,215,828	$97.14

* REHAB structure unit costs do not get included in the overall Unit Cost value at list totals.

Total Cost	**$12,325,969**
Total Deck Area	**55,108**
Average Cost per Sq Ft	**$223.67**
Total No. of Bridges > 150'	**6**

Totals for All Bridges Let in CY 2025

Total Cost for all Bridges	**$40,380,969**
Total Deck Area for all Bridges	**157,680**
Average Cost per Sq Ft	**$256.09**
Total Number of Bridges	**39**

1/2 = $128.04

ALL BRIDGES

New Bridge No.	Project Type	Project Number	Length	Beam Type	Letting Date	Area	Cost	Unit Cost
01541	SAP	001-602-015	61.50	C-SLAB	10/27/2025	2368	$706,512	$298.36
01542	SAP	001-602-015	77.58	C-SLAB	10/27/2025	2987	$855,929	$286.55
07606	SAP	007-604-010	115.67	C-SLAB	10/15/2025	4049	$792,507	$195.73
16532	SAP	016-599-005	32.67	C-SLAB	1/24/2025	980	$625,003	$637.76
17538	SAP	017-615-024	161.67	C-SLAB	6/26/2025	6952	$1,412,655	$203.20
30521	SP	030-598-004	72.93	C-SLAB	3/25/2025	2553	$765,314	$299.77
38538	SAP	038-598-009	125.25	C-SLAB	2/20/2025	4384	$1,147,167	$261.67
42581	SAP	042-599-153	67.67	C-SLAB	6/30/2025	2098	$502,351	$239.44
42584	SAP	042-597-004	116.00	C-SLAB	7/16/2025	3596	$778,672	$216.54
47538	SP	047-634-012	156.75	C-SLAB	10/7/2025	6114	$1,309,886	$214.24
50605	SP	050-607-043	89.93	C-SLAB	12/2/2025	3148	$666,871	$211.84
55599	SAP	055-603-037	126.67	C-SLAB	10/7/2025	7132	$1,534,766	$215.19
67577	SAP	067-606-016	121.67	C-SLAB	12/1/2025	4745	$999,126	$210.56
79558	SAP	079-599-080	126.00	C-SLAB	3/19/2025	3906	$616,510	$157.84
81535	SAP	081-606-002	54.00	C-SLAB	7/24/2025	1890	$487,798	$258.09
02598	SAP	002-607-032	64.92	PCB	7/29/2025	3052	$1,308,179	$428.63
05537	SP	005-622-016	95.25	PCB	6/6/2025	3334	$1,027,022	$308.05
05538	SP	005-598-028	90.92	PCB	6/6/2025	3183	$824,950	$259.17
07605	SAP	007-610-029	98.95	PCB	4/30/2025	3859	$896,949	$232.43
07607	SAP	007-598-037	66.92	PCB	4/30/2025	2075	$478,616	$230.66
11533	SAP	011-653-001	78.17	PCB	9/23/2025	2580	$640,028	$248.07
23607	SAP	023-611-013	79.54	PCB	1/1/2025	2785	$530,944	$190.64
25624	SP	025-608-013	115.31	PCB	3/11/2025	4555	$982,877	$215.78
25627	SAP	025-607-027	75.00	PCB	7/8/2025	2625	$683,880	$260.53
28561	SAP	028-599-101	61.92	PCB	5/5/2025	1920	$458,455	$238.78
29536	SP	029-645-015	80.17	PCB	4/11/2025	3127	$754,152	$241.17
42582	SAP	042-599-154	78.92	PCB	6/30/2025	2447	$564,128	$230.54
45581	SAP	045-599-159	258.00	PCB	5/30/2025	9030	$2,256,836	$249.93
50604	SP	050-607-043	90.92	PCB	12/2/2025	3183	$615,879	$193.49
71533	SP	071-615-012	155.17	PCB	5/8/2025	11237	$2,991,631	$266.23
82537	SAP	082-605-017	165.08	PCB	2/18/2025	9259	$3,139,132	$339.04
83556	SAP	083-599-079	68.92	PCB	5/14/2025	2137	$522,920	$244.70
85584	SAP	085-625-069	131.92	PCB	3/31/2025	4617	$946,873	$205.08
85586	SAP	085-626-024	320.92	PCB	10/14/2025	12516	$1,215,828	$97.14
86538	SAP	086-608-034	110.67	PCB	5/21/2025	4759	$1,045,711	$219.73
27C72	SP	141-597-001	98.67	PCB	12/11/2025	5004	$3,563,932	$712.22
02523	SP	002-602-015	1164.50	REHAB	1/14/2025	58168	$13,106,097	$225.31
90591	SP	141-430-011	815.00	REHAB	10/16/2025	49232	$24,316,386	$493.91
27A00	SAP	027-030-074	462.96	REHAB	2/25/2025	44599	$204,946	$4.60
27A01	SAP	027-030-074	177.27	REHAB	2/25/2025	11765	$123,502	$10.50
27A11	SAP	027-030-074	254.98	REHAB	2/25/2025	18963	$203,809	$10.75
27A12	SAP	027-030-074	261.38	REHAB	2/25/2025	25572	$176,918	$6.92
27A13	SAP	027-030-074	127.83	REHAB	2/25/2025	9480	$96,079	$10.13
L8915	SP	141-597-002	116.33	REHAB	10/10/2025	5933	$4,882,966	$823.02
R0945	SP	137-090-005	513.51	REHAB	9/12/2025	8324	$5,962,422	$716.29
R0949	SP	071-090-007	141.67	TRUSS	6/12/2025	1700	$576,052	$338.85
R1024	SP	062-090-005	114.50	TRUSS	10/2/2025	1600	$973,083	$608.18
R1050	SP	068-090-007	202.42	TRUSS	6/17/2025	2400	$1,392,968	$580.40
R1053	SP	062-090-005	114.50	TRUSS	10/2/2025	1600	$1,040,107	$650.07
26502	SAP	026-598-012	40.00	TTS	10/21/2025	1214	$717,685	$591.17
31583	SAP	031-598-033	36.00	TTS	10/14/2025	1080	$523,215	$484.46
31584	SAP	031-668-008	40.00	TTS	10/14/2025	1200	$490,081	$408.40
			with REHABS / RR		TOTALS	397,016	$93,436,305	
					Avg Price		$235.35	
			without REHABS / RR		TOTALS	157,680	$40,380,969	one half
					Avg Price		**$256.09**	$128.05

BRIDGES / STRUCTURES

NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
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
***2020**	29	142,041	28,354,895	199.62	**95.67**	191.33

				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
***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
***2026**	39	157,680	40,380,969	256.09	***122.37***	244.74

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

SUBCOMMITTEES RECOMMENDED STRUCTURE PRICE FOR THE 2026 NEEDS STUDY IS $122.37 PER SQ. FT.

MSB RESOLUTIONS STATE THAT 1\2 OF THE STATEWIDE AVERAGE BRIDGE COST BE USED AS THE STRUCTURE COST IN THE NEEDS

$122.37 would result in an 3.0% increase from last year's Unit Cost price of $118.84

State Aid Hydraulics
3485 Hadley Avenue North
Oakdale, MN 55128-3307

Memo

Date: April 3, 2024

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

From: Juanita Voigt
State Aid Hydraulic Specialist

RE: State Aid Storm Sewer
Construction Costs for 2023

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

New Construction
for 2025: $493,819 *1.009 = $498,263
for 2026: $498,263 *1.036 = $516,200

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

Adjustments
for 2025: $148,965 *1.009 = $150,306
for 2026: $150,306 *1.036 = $155,717

Avg for this year: $335,958

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 2026

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	$516,200	3.6% increase from last year
Partial Storm Sewer Cost	$155,717	3.6% increase from last year

Average SS Cost = ($516,200 + $155,717) / 2 =	$335,959
NSS Recommended Unit Cost	$336,000
MSB Approved Unit Cost for 2026	$xxx,xxx

NSS recommended Storm Sewer Costs for 2026

based on 2025 costs - for the 2026 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	($99,100)	-29.5%	$236,900
28	1-499	($94,400)	-28.1%	$241,600
34	500-1,999	($81,000)	-24.1%	$255,000
40	2,000-4,999	($67,500)	-20.1%	$268,500
48	5,000-8,999	($49,400)	-14.7%	$286,600
54	9,000-13,999	($36,000)	-10.7%	$300,000
62	14,000-24,999	($18,100)	-5.4%	$317,900
70	25,000 and over	$0	0.0%	**$336,000**

MSB approved Storm Sewer Costs for 2025 (last year)

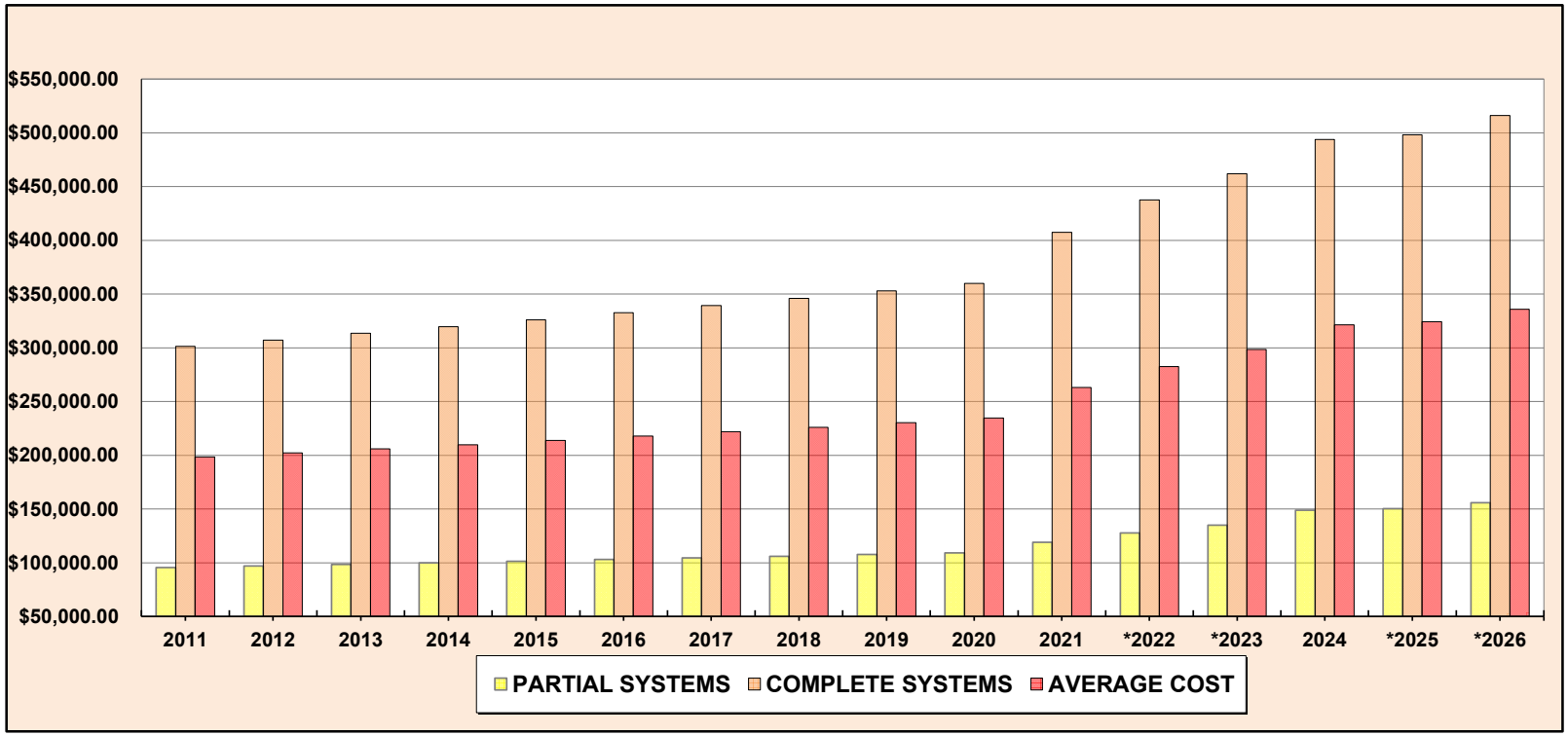
based on 2024 costs - for the 2025 Needs Study

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%	$228,600
28	1-499	($90,400)	-28.1%	$233,200
34	500-1,999	($77,500)	-24.1%	$246,100
40	2,000-4,999	($64,600)	-20.1%	$259,100
48	5,000-8,999	($47,400)	-14.7%	$276,600
54	9,000-13,999	($34,400)	-10.7%	$289,600
62	14,000-24,999	($17,200)	-5.4%	$306,800
70	25,000 and over	$0	0.0%	$324,300

last year
Complete: $498,263
Partial: $150,306
AVG: $324,285

2025-2026 Percentage Change for highest section = 3.6%

STORM SEWER COSTS, 2011 - 2026



Needs Year	Partial Storm Sewer Constructions	Complete Storm Sewer Constructions	Average Cost (basis for Needs)
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
2018	$106,075	$346,066	$226,071

Needs Year	Partial Storm Sewer Constructions	Complete Storm Sewer Constructions	Average Cost (basis for Needs)
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
***2026**	$155,717	$516,200	$335,959

* costs based on an inflation factor

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2026 NEEDS STUDY IS $336,000 (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 2026 NEEDS IS **$352,240.**

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 2026 IS **$142,500 / $195,000** PER MILE

STREET LIGHTING NEEDS BY ADT

MSAS URBAN ADT GROUPS FOR NEEDS PURPOSES

Quantities Based on a One Mile Section

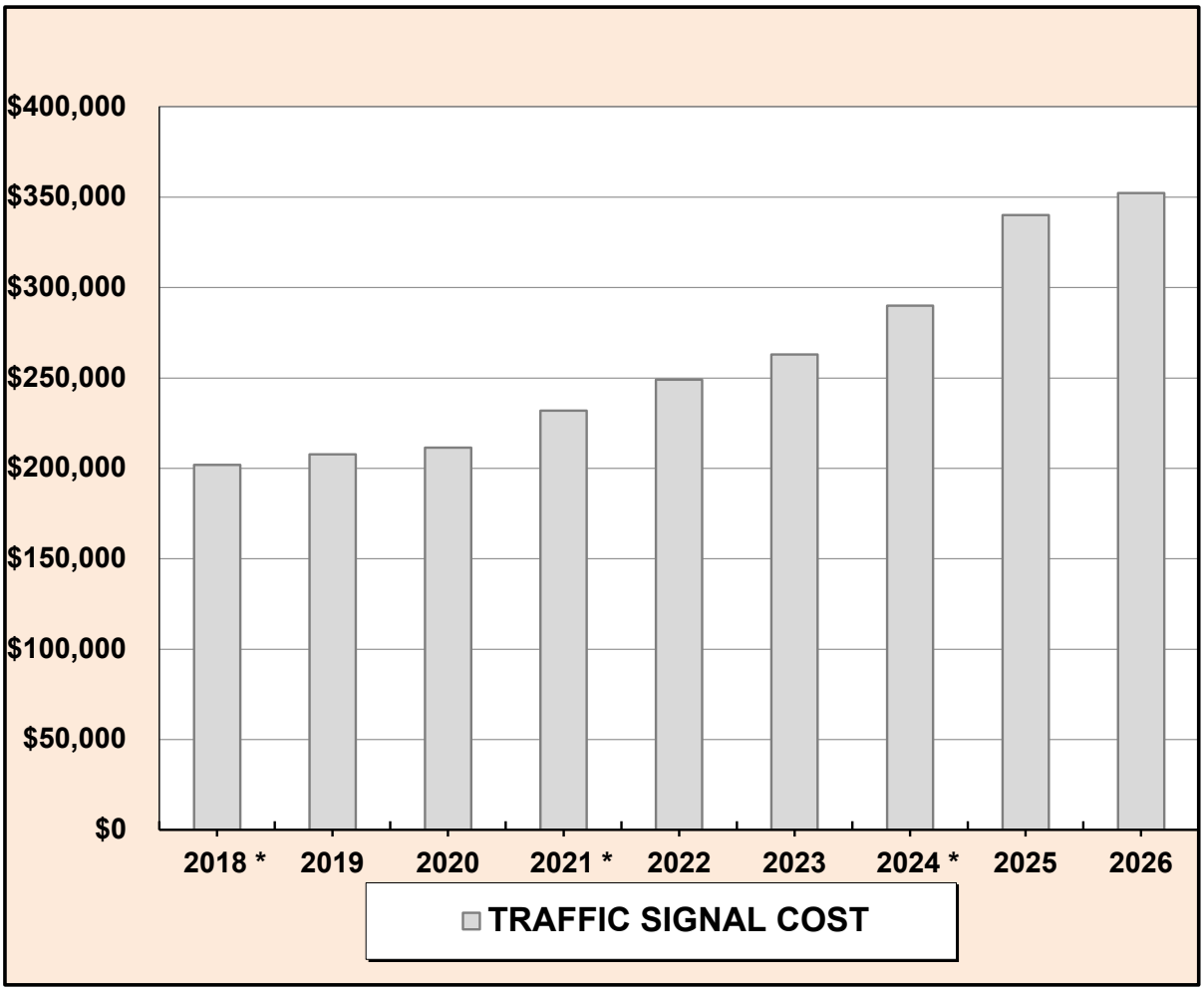
EXISTING ADT	NEEDS WIDTH	NEEDS GENERATION DATA	GRADING DEPTH (inches)	GRADING QUANTITY (cubic yards)	CLASS 5 GRAVEL BASE DEPTH (inches)	CLASS 5 GRAVEL BASE QUANTITY (Tons)	TOTAL BITUMINOUS QUANTITY (TONS)
0 EXISTING ADT & NON EXISTING	**26 FOOT ROADBED WIDTH**	2- 11' TRAFFIC LANES 0 PARKING LANES 2- 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

TRAFFIC SIGNALS



Needs Year	Signal Cost	% chg
2018 *	$201,850	
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	$340,000	17.2
2026	$352,240	3.6

* unit cost study year

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2026 NEEDS STUDY IS $352,240

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

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.

2026 CONSTRUCTION AND MAINTENANCE ALLOTMENTS

16-Mar-26

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	$1,391,489	25%	$347,872		**$347,872**	**$1,043,617**
Albertville	500,156	$1500/improved mile	11,535		**11,535**	**488,621**
Alexandria	1,548,768	25%	387,192		**387,192**	**1,161,576**
Andover	2,153,677	25%	538,419		**538,419**	**1,615,258**
Anoka	1,143,033	25%	285,758		**285,758**	**857,275**
Apple Valley	3,164,602	25%	791,151		**791,151**	**2,373,451**
Arden Hills	521,292	25%	130,323		**130,323**	**390,969**
Austin	1,867,128	Lump Sum	95,000		**95,000**	**1,772,128**
Baldwin	596,175	25%	149,044		**149,044**	**447,131**
Baxter	870,984	25%	217,746		**217,746**	**653,238**
Becker	402,613	$1500/improved mile	12,960		**12,960**	**389,653**
Belle Plaine	509,905	$1500/improved mile	12,870		**12,870**	**497,035**
Bemidji	1,155,039	25%	288,760		**288,760**	**866,279**
Big Lake	715,030	25%	178,758	8,880	**187,638**	**527,392**
Blaine	4,246,647	25%	1,061,662		**1,061,662**	**3,184,985**
Bloomington	5,853,726	35%	2,048,804		**2,048,804**	**3,804,922**
Brainerd	1,152,098	25%	288,025		**288,025**	**864,073**
Brooklyn Center	1,863,332	25%	465,833		**465,833**	**1,397,499**
Brooklyn Park	4,827,930	25%	1,206,983		**1,206,983**	**3,620,947**
Buffalo	1,182,091	25%	295,523		**295,523**	**886,568**
Burnsville	3,774,121	25%	943,530		**943,530**	**2,830,591**
Byron	462,656	$1500/improved mile	13,080		**13,080**	**449,576**
Cambridge	907,238	Lump Sum	50,000		**50,000**	**857,238**
Carver	420,036	$1500/improved mile	11,775		**11,775**	**408,261**
Champlin	1,438,118	25%	359,530		**359,530**	**1,078,588**
Chanhassen	1,663,370	25%	415,843		**415,843**	**1,247,527**
Chaska	1,636,448	25%	409,112	388,800	**797,912**	**838,536**
Chisago City	404,702	25%	101,176		**101,176**	**303,526**
Circle Pines * ^	250,831	25%	62,708		**62,708**	**188,123**
Cloquet	1,028,096	35%	359,834		**359,834**	**668,262**
Columbia Heights ^	1,074,812	25%	268,703		**268,703**	**806,109**
Coon Rapids	3,685,704	25%	921,426	16,850	**938,276**	**2,747,428**
Corcoran	704,162	35%	246,457		**246,457**	**457,705**
Cottage Grove	2,662,208	$1500/improved mile	54,105		**54,105**	**2,608,103**
Credit River	432,063	25%	108,016		**108,016**	**324,047**

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	$614,663	25%	$153,666		**$153,666**	**$460,997**
Crystal	1,223,289	25%	305,822		**305,822**	**917,467**
Dayton	834,041	25%	208,510		**208,510**	**625,531**
Delano	419,232	25%	104,808		**104,808**	**314,424**
Detroit Lakes	1,103,005	25%	275,751		**275,751**	**827,254**
Duluth	6,988,027	Lump Sum	1,533,400		**1,533,400**	**5,454,627**
Eagan	3,915,196	$1500/improved mile	73,995	18,175	**92,170**	**3,823,026**
East Bethel	1,038,259	25%	259,565		**259,565**	**778,694**
East Grand Forks	888,833	25%	222,208	109,150	**331,358**	**557,475**
Eden Prairie	3,887,782	Lump Sum	600,000		**600,000**	**3,287,782**
Edina	3,351,834	Lump Sum	250,000	446,750	**696,750**	**2,655,084**
Elk River	2,132,731	25%	533,183		**533,183**	**1,599,548**
Elko New Market *	306,763	Lump Sum	46,585		**46,585**	**260,178**
Fairmont	975,228	25%	243,807		**243,807**	**731,421**
Falcon Heights ^	266,760	25%	66,690		**66,690**	**200,070**
Faribault	1,789,070	25%	447,268	14,380	**461,648**	**1,327,422**
Farmington	1,259,829	25%	314,957		**314,957**	**944,872**
Fergus Falls	1,358,025	25%	339,506		**339,506**	**1,018,519**
Forest Lake	1,617,903	25%	404,476		**404,476**	**1,213,427**
Fridley ^	1,634,587	35%	572,105		**572,105**	**1,062,482**
Glencoe	400,939	Lump Sum	25,000	16,675	**41,675**	**359,264**
Golden Valley	1,533,051	25%	383,263	11,034	**394,297**	**1,138,754**
Grand Rapids	1,142,405	25%	285,601	11,926	**297,527**	**844,878**
Ham Lake	1,367,659	25%	341,915		**341,915**	**1,025,744**
Hastings	1,455,504	25%	363,876		**363,876**	**1,091,628**
Hermantown	905,131	Lump Sum	65,000		**65,000**	**840,131**
Hibbing	1,881,632	25%	470,408	17,100	**487,508**	**1,394,124**
Hopkins	1,011,688	25%	252,922		**252,922**	**758,766**
Hugo	1,180,394	25%	295,099		**295,099**	**885,295**
Hutchinson	1,142,420	$1500/improved mile	29,280		**29,280**	**1,113,140**
International Falls	391,057	$1500/improved mile	12,465		**12,465**	**378,592**
Inver Grove Heights	2,225,074	25%	556,269		**556,269**	**1,668,805**
Isanti	423,480	25%	105,870		**105,870**	**317,610**
Jordan	429,877	25%	107,469		**107,469**	**322,408**
Kasson	422,124	25%	105,531		**105,531**	**316,593**
LaCrescent	315,759	25%	78,940		**78,940**	**236,819**
Lake City	391,717	25%	97,929		**97,929**	**293,788**
Lake Elmo	1,071,095	25%	267,774		**267,774**	**803,321**
Lakeville	4,968,314	Lump Sum	120,000	98,894	**218,894**	**4,749,420**
Lindstrom	278,611	$1500/improved mile	8,310		**8,310**	**270,301**
Lino Lakes	1,364,059	25%	341,015		**341,015**	**1,023,044**
Litchfield	442,606	25%	110,652		**110,652**	**331,954**
Little Canada	669,382	25%	167,346		**167,346**	**502,036**
Little Falls	856,030	$1500/improved mile	29,820		**29,820**	**826,210**

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	$307,481	25%	$76,870		**$76,870**	**$230,611**
Mahtomedi	524,070	25%	131,018		**131,018**	**393,052**
Mankato	3,152,746	25%	788,187		**788,187**	**2,364,559**
Maple Grove	4,328,427	25%	1,082,107		**1,082,107**	**3,246,320**
Maplewood	2,478,206	Lump Sum	275,000		**275,000**	**2,203,206**
Marshall	1,114,939	$1500/improved mile	30,615	37,800	**68,415**	**1,046,524**
Medina	566,917	25%	141,729		**141,729**	**425,188**
Mendota Heights	837,249	25%	209,312		**209,312**	**627,937**
Minneapolis	23,104,590	35%	8,086,607		**8,086,607**	**15,017,983**
Minnetonka	3,406,872	25%	851,718		**851,718**	**2,555,154**
Minnetrista	643,969	25%	160,992		**160,992**	**482,977**
Montevideo	415,621	$1500/improved mile	13,710		**13,710**	**401,911**
Monticello	1,006,255	25%	251,564		**251,564**	**754,691**
Moorhead	3,660,571	25%	915,143		**915,143**	**2,745,428**
Morris	405,642	25%	101,411		**101,411**	**304,231**
Mound	511,443	25%	127,861		**127,861**	**383,582**
Mounds View	711,316	25%	177,829		**177,829**	**533,487**
New Brighton	1,185,322	25%	296,331		**296,331**	**888,991**
New Hope	1,119,500	25%	279,875		**279,875**	**839,625**
New Prague	551,768	25%	137,942		**137,942**	**413,826**
New Ulm	993,625	$1500/improved mile	27,075		**27,075**	**966,550**
North Branch	1,127,986	25%	281,997		**281,997**	**845,989**
North Mankato	990,923	25%	247,731		**247,731**	**743,192**
North St. Paul	726,678	25%	181,670		**181,670**	**545,008**
Northfield	1,195,989	25%	298,997		**298,997**	**896,992**
Oak Grove	980,973	25%	245,243		**245,243**	**735,730**
Oakdale	1,628,382	25%	407,096		**407,096**	**1,221,286**
Orono	541,973	25%	135,493		**135,493**	**406,480**
Otsego	1,566,623	25%	391,656		**391,656**	**1,174,967**
Owatonna	1,962,454	Lump Sum	125,500		**125,500**	**1,836,954**
Plymouth	5,120,335	25%	1,280,084		**1,280,084**	**3,840,251**
Princeton	310,587	25%	77,647		**77,647**	**232,940**
Prior Lake	1,661,813	35%	581,635		**581,635**	**1,080,178**
Ramsey	1,929,170	25%	482,293		**482,293**	**1,446,877**
Red Wing	1,342,465	35%	469,863		**469,863**	**872,602**
Redwood Falls	448,780	25%	112,195		**112,195**	**336,585**
Richfield	2,186,951	25%	546,738		**546,738**	**1,640,213**
Robbinsdale	788,999	25%	197,250		**197,250**	**591,749**
Rochester *	8,965,037	Lump Sum	1,700,000		**1,700,000**	**7,265,037**
Rogers	1,226,089	25%	306,522		**306,522**	**919,567**
Rosemount	1,826,453	25%	456,613		**456,613**	**1,369,840**
Roseville	2,074,119	25%	518,530		**518,530**	**1,555,589**
Sartell	1,346,872	$1500/improved mile	30,600		**30,600**	**1,316,272**
Sauk Rapids	976,579	$1500/improved mile	21,555		**21,555**	**955,024**

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	$1,903,344	$1500/improved mile	$38,130		**$38,130**	**$1,865,214**
Shakopee	2,932,892	25%	733,223		**733,223**	**2,199,669**
Shoreview	1,434,136	25%	358,534		**358,534**	**1,075,602**
Shorewood	528,110	25%	132,028		**132,028**	**396,082**
South St. Paul ^	1,290,109	25%	322,527		**322,527**	**967,582**
Spring Lake Park	417,661	25%	104,415		**104,415**	**313,246**
St. Anthony	529,770	25%	132,443		**132,443**	**397,327**
St. Cloud	4,963,379	25%	1,240,845		**1,240,845**	**3,722,534**
St. Francis	600,974	25%	150,244		**150,244**	**450,730**
St. Joseph	464,436	25%	116,109		**116,109**	**348,327**
St. Louis Park	2,849,836	35%	997,443	154,825	**1,152,268**	**1,697,568**
St. Michael	1,430,741	25%	357,685		**357,685**	**1,073,056**
St. Paul	17,250,094	Lump Sum	4,400,000		**4,400,000**	**12,850,094**
St. Paul Park	367,674	25%	91,919		**91,919**	**275,755**
St. Peter	842,392	$1500/improved mile	21,930	22,200	**44,130**	**798,262**
Stewartville	380,292	25%	95,073		**95,073**	**285,219**
Stillwater	1,189,135	25%	297,284		**297,284**	**891,851**
Thief River Falls	832,620	25%	208,155		**208,155**	**624,465**
Vadnais Heights	710,259	25%	177,565		**177,565**	**532,694**
Victoria	676,498	25%	169,125		**169,125**	**507,373**
Virginia	749,536	25%	187,384	114,437	**301,821**	**447,715**
Waconia	947,635	25%	236,909		**236,909**	**710,726**
Waite Park	536,752	$1500/improved mile	11,655		**11,655**	**525,097**
Waseca	507,106	25%	126,777		**126,777**	**380,329**
West St. Paul	1,140,944	25%	285,236		**285,236**	**855,708**
White Bear Lake	1,408,678	25%	352,170		**352,170**	**1,056,508**
Willmar	1,698,791	25%	424,698		**424,698**	**1,274,093**
Winona	1,632,094	25%	408,024		**408,024**	**1,224,070**
Woodbury	4,830,814	25%	1,207,704		**1,207,704**	**3,623,110**
Worthington	823,214	Lump Sum	100,000		**100,000**	**723,214**
Wyoming	699,358	25%	174,840		**174,840**	**524,518**
Zimmerman	379,264	$1500/improved mile	9,165		**9,165**	**370,099**
TOTAL	**$266,986,642**		**$61,646,612**	**$1,487,876**	**$63,134,488**	**$203,852,154**

GENERAL MAINTENANCE ALLOTMENT OPTIONS:

20	**Cities requested $1,500 per Improved Mile**	total construction allotments - excluding 1st class cities	**163,264,413**
113	**Cities requested 25% of Total Apportionment**	excess balance threshold avg X 3 (151 cities left)	**3,243,664**
8	**Cities requested 35% of Total Apportionment**	**excess balance floor for Dec 2026:**	**3,243,664**
14	**Cities requested a Lump Sum amount > $1,500/ Improved Mile and < 35% of Total Allotment**		

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

** changed Maintenance Request for 2026 distribution*

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

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

October 2025

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.

2025 UNIT PRICE RECOMMENDATIONS

for the January 2026 distribution

Needs Item		Municipal Screening Board Approved Prices for the 2025 Distribution	Needs Study Subcommittee Recommended Prices for 2026 Distribution	Municipal Screening Board 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	340,000	340,000
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.	111.66	118.84	**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**

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 https://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.