

1982 Municipal State Aid Needs Report



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October 1982

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MN DEPT OF TRANSPORTATION



Minnesota
Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Phone 612-296-9872

September, 1982

TO : Municipal Engineers

FROM : Office of State Aid


SUBJECT: 1982 Municipal State Aid Needs Report

Enclosed is a copy of the 1982 Municipal State Aid Needs Report. This report is being distributed to all municipal engineers at this date to allow sufficient time for any municipality to direct their comments to the District Representative or the District State Aid Engineer prior to the fall Screening Committee meeting. The meeting will be held on Tuesday and Wednesday, October 19 and 20, 1982 at Madden's Lodge in Brainerd, Minnesota. The data included in this report will be used by the Municipal Screening Committee in making their annual money needs recommendation to the Commissioner of Transportation for the 1983 apportionment.

This presentation has only preliminary status. The final determination will be made in January of 1983, by the Commissioner with the assistance of the recommendations of the Municipal Screening Committee.

Distribution of this report is made to all municipal engineers, and when a consulting engineer is engaged by the municipality, a copy is also sent to the municipal clerk.

Should you have any comments or suggestions concerning this publication, please contact your District State Aid Engineer with a copy to this office.


Gordon M. Fay, Director
Office of State Aid

Enclosure: 1982 Municipal State Aid Needs Report

PREFACE

The "1982 Municipal State Aid Needs Report" is presented to the Municipal Screening Committee for use in making their annual money needs recommendation to the Commissioner of Transportation. This submittal is required by law and is to be made to the Commissioner on or before November 1 of each year for his final determination.

The money needs data contained in this publication has been compiled from reporting submitted by each individual municipality. Design is established by State Aid standards based on traffic, and the money needs are calculated using the unit prices as determined by the Screening Committee at their spring meeting in June, 1982.

The 1980 census data is combined with the Commissioner's final money needs determination and the resulting 1983 allotments will be reported in the "1983 Municipal State Aid Apportionment Data" book in January, 1983.

1982 MUNICIPAL STATE AID NEEDS REPORT

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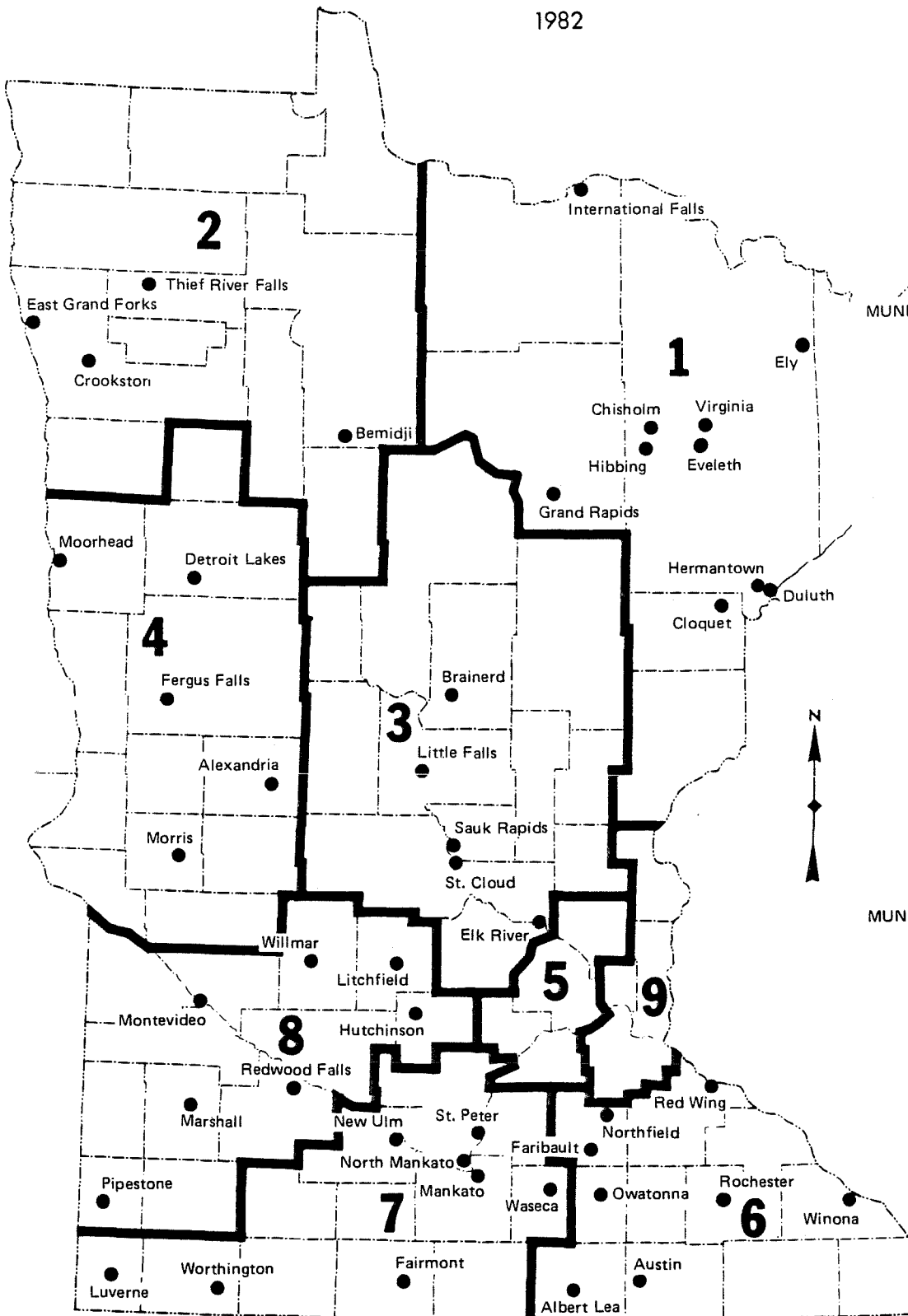
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STATE OF MINNESOTA

HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES

AS ESTABLISHED FOR STATE AID PURPOSES

1982



MUNICIPALITIES IN DISTRICT NO. 5

Andover
Anoka
Blaine
Bloomington
Brooklyn Center
Brooklyn Park
Champlin
Chanhassen
Chaska
Columbia Heights
Coon Rapids
Crystal
East Bethel
Eden Prairie
Edina
Fridley
Golden Valley
Ham Lake
Hopkins
Maple Grove
Minneapolis
Minnetonka
Mound
New Hope
Orono
Plymouth
Prior Lake
Ramsey
Richfield
Robbinsdale
St. Anthony
St. Louis Park
Shakopee
Spring Lake Park

MUNICIPALITIES IN DISTRICT NO. 6

Apple Valley
Arden Hills
Burnsville
Cottage Grove
Eagan
Falcon Heights
Hastings
Inver Grove Heights
Lake Elmo
Lakeville
Little Canada
Maplewood
Mendota Heights
Moundsview
New Brighton
North St. Paul
Oakdale
Rosemount
Roseville
St. Paul
St. Paul Park
Shoreview
South St. Paul
Stillwater
Vadnais Heights
West St. Paul
White Bear Lake
Woodbury

MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES
Districts and First Class Cities

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>
1957	SOMERO Ely	FLOAN E. Gr. Forks	MARKSON Brainerd	HENSCH Fergus Falls	RIDGE Anoka	ENS Red Wing	DAHLGREN St. Peter	ERICKSON Willmar
1958	SOMERO	BAIRD Crookston	RIDGE St. Cloud	ANDERSON Moorhead	JOHNSON Anoka	ARMSTRONG Rochester	DAHLGREN	ERICKSON
1959	SOMERO	BAIRD	RIDGE	ANDERSON	JOHNSON	ARMSTRONG	HILL Mankato	RODEBERG Montevideo
1960	SOMERO	BAIRD	RIDGE	ANDERSON	JOHNSON	ARMSTRONG	SCHNEIDER New Ulm	RODEBERG
1961	SOMERO	STEWART Bemidji	RIDGE	ANDERSON	JOHNSON	ARMSTRONG	SCHNEIDER	CARLSON Willmar
1962	SOMERO	STEWART	RIDGE	ANDERSON	JOHNSON	ARMSTRONG	SCHNEIDER	CARLSON
1963	BOYER Cloquet	STEWART	RIDGE	ANDERSON	JOHNSON	NELSON Austin	SAMUELSON Mankato	CARLSON
1964	BOYER	STEWART	REED Brainerd	ANDERSON	BROWN Columbia Hgts.	NELSON	SAMUELSON	CARLSON
1965	BOYER	STEWART	REED	ANDERSON	HOBBS Bloomington	NELSON	LEUTH Worthington	WIESEKE Marshall
1966	JOHNSON Virginia	STEWART	REED	ANDERSON	HOBBS	PECORE Owatonna	LEUTH	WIESEKE
1967	JOHNSON	WIDSETH Crookston	REED	ANDERSON	HOBBS	PECORE	LEUTH	CARLSON
1968	JOHNSON	WIDSETH	REED	STAHLBERG Moorhead	HOBBS	LEUTH Owatonna	SCHNEIDER	CARLSON
1969	BOYER	STEWART Thief Riv. Pa.	KNAPP St. Cloud	STAHLBERG	STROJAN Hopkins	NELSON	SCHNEIDER	CARLSON
1970	BOYER	WIDSETH	KNAPP	STAHLBERG	STROJAN	ARMSTRONG	OTHMAN Mankato	PRIEBE Hutchinson
1971	BOYER	WIDSETH	KNAPP	STAHLBERG	ODLAND Golden Valley	JOHNSON Albert Lea	OTHMAN	CARLSON
1972	BOYER	WIDSETH	REED	RONNING Fergus Falls	LANGSETH Bloomington	JOHNSON	OTHMAN	PRIEBE
1973	BOYER	WIDSETH	REED	LARSON Detroit Lakes	STROJAN	ARMSTRONG	OTHMAN	PRIEBE
1974	MADSEN Hibbing	SANDERS E. Gr. Forks	KNAPP	LARSON	STROJAN	BOLLANT Winona	OTHMAN	CARLSON
1975	MADSEN	SANDERS	KNAPP	REIMER Moorhead	ASMUS Minnetonka	BOLLANT	MENK St. Peter	CARLSON
1976	BOYER	WIDSETH	KRIHA Brainerd	REIMER	ODLAND	ANDERSON Red Wing	MENK	ADEN Marshall
1977	PFUTZENREUTER Virginia	WIDSETH Crookston	KRIHA	RONNING Fergus Falls	ODLAND Golden Valley	ANDERSON	MENK	ADEN
1978	PFUTZENREUTER	WIDSETH	KRIHA	RONNING	BUTCHER Maple Grove	ANDERSON	PUTNAM New Ulm	ADEN
1979	PFUTZENREUTER	VENCEL Bemidji	ENGSTROM Little Falls	RONNING	BUTCHER	ANDERSON	PUTNAM	CARLSON Willmar
1980	MADSEN	VENCEL	ENGSTROM	REIMER	BUTCHER	LEUTH	PUTNAM	CARLSON
1981	PFUTZENREUTER	WIDSETH	ENGSTROM	REIMER	ASMUS	LUETH	ORTLOFF Waseca	CARLSON
1982	PFUTZENREUTER	FREEBERG Bemidji	DOLENTZ St. Cloud	BAKKEN Detroit Lakes	ASMUS	LUETH	ORTLOFF	ADEN

MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES
Districts and First Class Cities

	<u>9</u>	<u>Mpls.</u>	<u>St. Paul</u>	<u>Duluth</u>	<u>Chairman</u>	<u>Vice Chairman</u>	<u>Secretary</u>
1957	LASKA Bloomington	ERICKSON	TEWS	FREDIN	ENS Red Wing		RIDGE St. Cloud
1958	JOLLY Richfield	ERICKSON	TEWS	HENSCH	ARMSTRONG Rochester		FOLLAND St. Louis Park
1959	FOLLAND St. Louis Pk.	BODIEN	AVERY	HENSCH	RIDGE Anoka		BADALICH S. St. Paul
1960	FOLLAND	BODIEN	AVERY	HENSCH	RIDGE Anoka		BADALICH S. St. Paul
1961	BADALICH So. St. Paul	BODIEN	AVERY	HENSCH	BADALICH S. St. Paul		JOHNSON Anoka
1962	BROWN Columbia Hgts.	BODIEN	AVERY	HENSCH	JOHNSON Anoka		KNAPP St. Cloud
1963	BROWN	BODIEN	AVERY	HENSCH	BOYER Cloquet		KNAPP St. Cloud
1964	BADALICH	BODIEN	AVERY	DAVIDSON	BROWN Columbia Hgts.		KNAPP St. Cloud
1965	BADALICH	ERICKSON	AVERY	DAVIDSON	NELSON Austin		BURAND Northfield
1966	ODLAND Roseville	THOMPSON	AVERY	DAVIDSON	HOBBS Bloomington		KNAPP St. Cloud
1967	SORENSEN Burnsville	THOMPSON	AVERY	DAVIDSON	PECORE Owatonna		KNAPP St. Cloud
1968	SORENSEN	SORENSEN	AVERY	DAVIDSON	REED Brainerd		KNAPP St. Cloud
1969	SORENSEN	SORENSEN	SCHNARR	DAVIDSON	KNAPP St. Cloud		ODLAND Golden Valley
1970	SORENSEN	SORENSEN	SCHNARR	DAVIDSON	KNAPP St. Cloud		LANGSETH Bloomington
1971	PRICE W. St. Paul	SORENSEN	SCHNARR	DAVIDSON	ODLAND Golden Valley		SIMON N. St. Paul
1972	THENE White Bear Lk.	SORENSEN	SCHNARR	DAVIDSON	LANGSETH Bloomington		CARLSON Willmar
1973	THENE	SORENSEN	SCHNARR	DAVIDSON	STROJAN Hopkins		JOHNSON Albert Lea
1974	THENE	SORENSEN	SCHNARR	DAVIDSON	CARLSON Willmar		MERILA Brooklyn Park
1975	THENE	SORENSEN	SCHNARR	DAVIDSON	JOHNSON Anoka		COOK Faribault
1976	DAVIDSON Inver Gr. Hgts.	SORENSEN	SCHNARR	DAVIDSON	MERILA Brooklyn Park		ASMUS Minnetonka
1977	DAVIDSON	SORENSEN	SCHNARR	DAVIDSON	COOK Faribault	ASMUS Minnetonka	THENE White Bear Lk.
1978	HONCHELL Roseville	SMITH	WHEELER	DAVIDSON	ASMUS Minnetonka	THENE Wh. Br. Lk.	PRIEBE Hutchinson
1979	HONCHELL	SMITH	WHEELER	DAVIDSON	PRIEBE Hutchinson	ADEN Marshall	BAKER Mankato
1980	SIMON S. St. Paul	SMITH	WHEELER	DAVIDSON	ADEN Marshall	BAKER Mankato	HONCHELL Roseville
1981	KLEINSCHMIDT Inver Gr. Hgts.	SMITH	PETERSON	DAVIDSON	BAKER Mankato	HONCHELL Roseville	SIMON S. St. Paul
1982	KLEINSCHMIDT	HOSHAU	PETERSON	DAVIDSON	HONCHELL Roseville	SIMON S. St. Paul	REIMER Moorhead

1982 MUNICIPAL SCREENING COMMITTEE

OFFICERS

Chairman	Charles Honchell	Roseville	(612)	484-3371
Vice Chairman	Robert Simon	South St. Paul	(612)	451-1738
Secretary	Herbert Reimer	Moorhead	(218)	299-5390

MEMBERS

<u>District</u>	<u>Term</u>	<u>Representative</u>		
1	3	James Prusak (Alternate)	Cloquet	(218) 879-6758
2	1	Brian Freeberg	Bemidji	(218) 751-5610
3	1	John Dolentz	St. Cloud	(612) 251-5541
4	3	Irving Bakken	Detroit Lakes	(218) 847-5607
5	2	Donald Asmus	Minnetonka	(612) 933-2511
6	3	Maynard Lueth	Owatonna	(507) 451-4541
7	2	Orlin Ortloff	Waseca	(507) 835-3840
8	1	Duane Aden	Marshall	(507) 537-6773
9	2	James Kleinschmidt	Inver Grove Heights	(612) 457-2111
(Three Cities		J. Paul Davidson	Duluth	(218) 723-3278
of the		Marvin Hoshaw	Minneapolis	(612) 348-2456
First Class)		Robert Peterson	St. Paul	(612) 298-5070

<u>District</u>	<u>Alternates</u>		
1			
2	Gary Saunders	East Grand Forks	(218) 773-1185
3	Ronald Schweninger	Brainerd	(218) 829-1495
4			
5	Ronald Rudrud	Bloomington	(612) 881-5811
6	Roger Plumb	Rochester	(507) 288-4316
7	Martin Menk	North Mankato	(507) 625-4171
8	Thomas Rodeberg	Montevideo	(612) 269-6575
9	Steven Gatlin	White Bear Lake	(612) 429-3526

1982 SUMCOMMITTEES APPOINTED BY THE SCREENING COMMITTEE

NEEDS STUDY SUBCOMMITTEE

Chairman - Charles Honchell
Roseville
(612-484-3371)
Expires in 1982

Lowell Odland
Golden Valley
(612-545-3781)
Expires in 1983

G. LeRoy Engstrom
Little Falls
(612-632-2341)
Expires in 1984

HYDRAULICS & SEWER SUBCOMMITTEE

Chairman - Paul Baker
Mankato
(507-625-3161)
Expires in 1982

John Dolentz
St. Cloud
(612-251-5541)
Expires in 1983

Ronald Rudrud
Bloomington
(612-881-5811)
Expires in 1984

TRAFFIC SUBCOMMITTEE

Chairman - Robert Anderson
Red Wing
(612-388-6734)
Expires in 1982

H. R. Spurrier
Shakopee
(612-445-3650)
Expires in 1983

Steven Gatlin
White Bear Lake
(612-429-8526)
Expires in 1984

STANDARDS SUBCOMMITTEE

Chairman - Laverne Carlson
Willmar
(612-235-4202)
Expires in 1982

Maynard Lueth
Owatonna
(507-451-4541)
Expires in 1983

Robert Peterson
St. Paul
(612-298-5070)
Expires in 1984

BRIDGE SUBCOMMITTEE

Chairman - Gerald Butcher
Maple Grove
(612-425-4521)
Expires in 1982

James Kleinschmidt
Inver Grove Heights
(612-457-2111)
Expires in 1983

Ken Saffert
Mankato
(507-625-3161)
Expires in 1984

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

Chairman - Marlow Priebe
Hutchinson
(612-879-2311)
Expires in 1982

Duane Aden
Marshall
(507-537-6773)
Expires in 1983

Paul Baker
Mankato
(507-625-3161)
Expires in 1984

June 1, 1982. . . . Meeting was called to order at 1:10 P.M. by Chairman Charles Honchell. The following were in Attendance:

Others Present:

Charles Honchell/Roseville, Chairman of the Subcommittee, reviewed the committee's report. The committee met twice, once on April 19, 1982, to review the data on 1981 construction projects, 5-year average and the needs study prices used in previous years. The subcommittee used this data to establish

their suggested prices for 1982. Honchell then went through the charts and graphs found on pages 20 through 43 of the 1982 Municipal Screening Committee Data Book dated June, 1982. There was some discussion over the price of 2331, 2341, 2351 & 2361 Bituminous Surfaces. There was a general feeling that maybe the 2341 mix price was too low. No action was taken on the resolution adopting the prices for 1982. Held over until the following day's meeting.

Honchell also reviewed the minutes of the Subcommittee's work on May 7, 1982. The first item of discussion was a previous resolution of the Screening Committee which was recommended for revision. The Subcommittee recommended dropping the reference to January 1, 1965, and adding the statement that bridge construction shall be considered as 100% needs accomplishment for a period of fifty (50) years. Honchell also discussed the Subcommittee findings on twenty (20) years life for roadways and fifty (50) years for bridges. The Subcommittee felt that more study was needed on this subject.

Lowell Odland/Golden Valley discussed the comparisons of concrete to a bituminous section in the generation of needs. There seems to be some inequity in the system when you compare the cost of concrete to a bituminous section. The Subcommittee found the concrete section to be approximately 45% higher.

Odland reviewed pages 50 through 55 in the 1982 Municipal Screening Committee Data Book. There was considerable discussion by the Screening Committee and the general consensus was that a bituminous section would be the fairest way to compute needs. Marvin Hoshaw/Minneapolis suggested that #2361 be used for figuring the wearing surface needs.

Honchell reviewed the non-existent bridge construction information and the needs adjustments in Right-of-Way Acquisition as shown on pages 56 & 57. There were no questions or comments concerning these matters. There was no action taken on the needs report and discussion will be taken up at the following day's meeting.

UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE

Chairman Marlow Priebe/Hutchinson reviewed the report found on page 59. Crystal is the only city which is not making any headway in reducing their large construction fund balance. Crystal received only population apportionment for 1981.

It was the consensus of the Screening Committee that the subcommittee has done a very good job, reducing the number of offending cities from over 40 when the Subcommittee was formed, to less than 10 cities today. No action taken. The topic will be reviewed again at the fall meeting of the Screening Committee.

MUNICIPAL TRAFFIC COUNTING

Honchell reviewed the status of the traffic counting program as found on pages 75 & 76. There were no comments or questions from the committee.

VARIANCES

Gordon Fay reviewed the accomplishments of the Variance Committee. He explained that most of the variance requests were from the 46 to 44 foot width roadway. He also said that the rules and standards will be opened up for possible changes this year.

OLD BUSINESS - None

NEW BUSINESS

James Kleinschmidt/Inver Grove Heights discussed the possible construction of 8' Bituminous trails being eligible for State Aid Participation. The establishment of needs for a trail system was discussed at length and it was decided to defer any action on this matter until June 2.

Orris Pfutzenreuter/Virginia would like to see the District State Aid Engineers invited to the Screening Committee Meetings. He suggested that perhaps three could attend on an alternate basis from the nine Highway Districts.

Honchell presented a plaque to Joe Madsen, the retired City Engineer from Hibbing. A plaque was given by the City Engineering Association of Minnesota in appreciation of the many years of service he has given to the Minnesota State Aid Screening Committee.

Motion made to adjourn and re-convene at 9:00 A.M. Tuesday, June 2, 1982, was made at 3:10 P.M. by Lueth/Owatonna. Seconded by Don Asmus/Minnetonka.

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The Screening Committee Re-convened at 9:08 A.M., June 2, 1982.

NEEDS REPORT

A motion was made by Pfutzenreuter/Virginia, seconded by Lueth/Owatonna, all voting "Aye", to accept the 1982 construction prices as reported except to change #2351 Bituminous Surface to #2361 Bituminous Surface. Price would be \$30.00/Ton.

BITUMINOUS MATERIALS VERSUS CONCRETE FOR NEEDS

Lowell Odland/Golden Valley handed out a sheet which showed five different designs for Bituminous, based on traffic volumes. The hand-out did not include grading costs as did the example shown on Page 50 of the Needs Book for 1982. The cost per mile of 8,000 to 10,000 ADT roadway would be approximately \$470,400 for materials plus \$117,000 for grading for a total of \$587,000/mile. This compares with the example on Sheet 50 of \$569,732/mile.

The Committee discussed at length the fairness of using Bituminous for Calculating all future needs and it was generally felt by the group that the method as shown in the handout was okay.

Motion was made by Pfutzenreuter/Virginia, seconded by Kleinschmidt/Inver Grove Heights, all voting "Aye", directing the Mn/DOT Staff to use Bituminous materials for surface items to compute needs. Implementation of this change is to be accomplished by Mn/DOT Staff as soon as possible. A reproduced copy of Lowell Odland's handout as presented to the group is attached.

<u>Design</u>	<u>Roadway Width</u>	<u>Vehicle ADT</u>	<u>Total G.E.</u>	<u>Surface G.E.</u>	<u>Approx. Cost/Mile</u>	<u>Approx. Miles on Needs</u>
1	44 Feet	0-1,999	17.5"	9.75"	\$190,180	440 Miles
2	44 Feet	2,000-4,999	21.0"	10.75"	202,510	550 Miles
3	48 Feet	5,000-7,999	25.0	14.00"	265,430	460 Miles
4	68 Feet	8,000-9,999	29.0"	16.12"	470,365	---
5	72 Feet	10,000-and up	32.5"	18.12	539,340	490 Miles

NEEDS AND STANDARDS REVIEW

A motion was made by Pfutzenreuter/Virginia, seconded by Ortloff/Waseca, all voting "Aye", to direct the Needs Study Subcommittee and the Standards Subcommittee to work in a joint session to review the section and needs of streets in regard to their application to use by ADT Classification.

8' BITUMINOUS PATHS & TRAILS

A motion was made by Dolentz/St. Cloud, seconded by Pfutzenreuter/Virginia, all voting "Aye", to reaffirm the present policy that there be no State Aid participation in bike path construction.

There was a general discussion and consensus from the group that we should not allow State Aid participation in bikeway trails. That, if State Aid was to participate in "trail" construction; in the future the use of State Aid Funding may be requested for some very costly bikeway bridges over Interstate Highways, etc.

It was also stated that State Aid does participate in sidewalk construction up to 6 feet wide, either concrete or bituminous being acceptable.

DISTRICT STATE AID ENGINEERS INVITED TO SCREENING COMMITTEE MEETING

A motion was made by Hoshaw/Minneapolis, seconded by Asmus/Minnetonka, all voting "Aye", to instruct Mn/DOT State Aid Office to invite 3 State Aid District Engineers to the fall Screening Committee Meeting and rotate such attendance in future years.

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Gordon Fay stated that he favored the idea and that State Aid Engineers would become more aware of Need's Reporting going on in their Districts. They also could develop a better communication with the City Engineers.

PROPER LIFE OF STRUCTURES AND PAVEMENTS

No action taken on the proposed changes in the existing policy. It was felt that a review of the policy establishing 20-year life for roadways and 50-year life for bridges was needed. Also, the question of whether reconstruction costs for city streets should be included in Needs. It was expected that the Needs Study Subcommittee would report back at the fall Screening Committee on these matters.

GORDON FAY COMMENTS

Fay -- Mn/DOT discussed the working relationships between Mn/DOT personnel and City Engineers. He thought that working through the City and County Engineers Associations (executive committee) and through the Commissioner of Mn/DOT has helped resolve some problems and will provide a better access for understanding in the future.

He also felt the relationship between District Mn/DOT Engineers and City Engineers could be improved. They should work together to solve and understand common problems especially during these tough economic times.

Adjourned at 10:40 A.M., motion by Asmus/Minnetonka, seconded by Pfutzenreuter/Virginia, all voting "Aye".

Estimated Effect of Design Revisions

		<u>Approximate Quantity</u>		<u>Unit Price</u>		<u>Cost/Mile</u>
ADT 0-1999	8" Subbase	11,485	x	\$ 4.00	=	\$ 45,940
44 Feet - 2L	4" Gravel Base	5,790		4.85		28,081
G.E. : Total 17.5"	1.5" #2331	1,936		19.00		36,784
Surface 10"	3" #2341	3,872		20.50		79,376
						<u>\$190,181</u>
ADT 2000-4999	8" Subbase	11,485	x	\$ 4.00	=	\$ 45,940
44 Feet - 2L	4" Gravel Base	5,790		4.85		28,081
G.E. : Total 21"	2" #2331	2,585		19.00		49,115
Surface 11"	3" #2341	3,872		20.50		79,376
						<u>\$202,512</u>
ADT 5000-7999	9" Subbase	13,500	x	\$ 4.00	=	\$ 54,000
48 Feet - 2L	4" Gravel Base	5,790		4.85		28,081
G.E. : Total 25"	2.5" #2331	3,230		19.00		61,370
Surface 14"	3" #2341	3,872		20.50		79,376
	1" #2361	1,420		30.00		42,600
						<u>\$265,427</u>
ADT 8000-9999	11" Subbase	22,000	x	\$ 4.00	=	\$ 88,000
68 Feet - 4L	5" Gravel Base	11,000		4.85		53,350
G.E. : Total 29"	3" #2331	6,200		19.00		117,800
Surface 16"	3.5" #2341	7,230		20.50		148,215
	1" #2361	2,100		30.00		63,000
						<u>\$470,365</u>
ADT 10000 & Over	10" Subbase	21,533	x	\$ 4.00	=	\$ 86,132
72 Feet - 4L	7" Gravel Base	15,500		4.85		75,175
G.E. : Total 32.5"	4" #2331	8,340		19.00		158,460
Surface 18"	3.5" #2341	7,500		20.50		153,750
	1" #2361	2,194		30.00		65,820
						<u>\$539,337</u>

1982 MUNICIPAL STATE AID NEEDS REPORT

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1983

Since the initial apportionment in 1958, the number of participating municipalities has almost doubled from 58 to 109. In this same period mileage has more than doubled from 920 to 2042 miles, while the needs have increased to almost three and one half times the 1958 estimate. Apportionment income during this same period has fortunately increased to almost six times the 1958 amount.

The apportionment amount in this summary, and also the remainder of this report, is the same amount used for the 1982 allotment. The actual income is not yet known, but will be announced in January, 1983, when the Commissioner of Transportation makes the determination of the 1983 apportionment.

1982 MUNICIPAL STATE AID NEEDS REPORT

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1983

<u>Year</u>	<u>Number of Municipalities</u>	<u>Mileage</u>	<u>Needs</u>	<u>Apportionment</u>	<u>Accumulative Apportionment</u>
1958	58	920.40	\$190,373,337	\$ 7,286,074	\$
1959	59	938.36	195,749,800	8,108,428	15,394,502
1960	59	968.82	197,971,488	8,370,596	23,765,098
1961	77	1,131.78	233,276,540	9,185,862	32,950,960
1962	77	1,140.83	223,014,549	9,037,698	41,988,658
1963	77	1,161.06	221,458,428	9,451,125	51,439,783
1964	77	1,177.11	218,487,546	10,967,128	62,406,911
1965	77	1,208.81	218,760,538	11,370,240	73,777,151
1966	80	1,271.87	221,992,032	11,662,274	85,439,425
1967	80	1,309.93	212,065,299	12,442,900	97,882,325
1968	84	1,372.36	214,086,481	14,287,775	112,170,100
1969	86	1,406.36	209,186,115	15,121,277	127,291,377
1970	86	1,427.59	205,103,981	16,490,064	143,781,441
1971	90	1,437.09	204,854,564	18,090,833	161,872,274
1972	92	1,490.86	216,734,617	18,338,440	180,210,714
1973	94	1,580.23	311,183,279	18,648,610	198,859,324
1974	94	1,597.44	324,787,253	21,728,373	220,587,697
1975	99	1,669.02	419,869,718	22,841,302	243,428,999
1976	100	1,696.56	448,678,585	22,793,386	266,222,385
1977	101	1,748.55	488,779,846	27,595,966	293,818,351
1978	104	1,807.94	494,433,948	27,865,892	321,684,243
1979	106	1,853.71	529,996,431	30,846,555	352,530,798
1980	106	1,889.03	623,880,689	34,012,618	386,543,416
1981	106	1,913.57	695,487,179	35,567,962	422,111,378
1982	109	1,995.74	712,299,816	42,032,978	464,144,356
1983	109	2,041.94	651,035,697	42,032,978	506,177,334

1982 MUNICIPAL STATE AID NEEDS REPORT

Maximum Mileage Record

The maximum mileage eligible for designation in each municipality is based on the Engineer's "Annual Certification of Mileage" as of December 31, 1981.

Mn/DOT TP 291/2-01 (10-79)

ANNUAL CERTIFICATION OF MILEAGE

1. Trunk Highways
2. County State-Aid Highways
3. Co. Municipal State-Aid Streets
4. Municipal State-Aid Streets
5. County Roads
6. Other Local Roads and Streets
7. Total Improved Mileage

Municipal Mileage as of Dec. 31, 19__				Revisions During Current Year (+ or -)				Municipal Mileage as of Dec. 31, 19__			
Non- Existing	Unimproved	Improved	Total	Non- Existing	Unimproved	Improved	Total	Non- Existing	Unimproved	Improved	Total
I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII
Previous =				Adjustment = (+ or -)				Current =			

MAXIMUM STATE-AID MILEAGE COMPUTATIONS

8. Trunk Highways (Line 1, Column XI). _____
9. County State-Aid Highways (Line 2, Column XI). _____
10. County Municipal State-Aid Streets (Line 3, Column XI). _____
11. Total Deductions (Total of Lines 8, 9 and 10 above). _____
12. Basic Mileage For Computation (Line 7, Column XI, Minus Line 11). _____
13. Percentage Limitation. _____ x .20
14. MAXIMUM MILES ALLOWED FOR M.S.A.S. DESIGNATIONS _____
15. Total Municipal State-Aid Street Designations (Column XII - Line 3 Plus Line 4) _____
16. Total Miles of T.H. Turnbacks Included In Line 15 _____
17. Municipal State-Aid Street Mileage Over/Under Maximum Allowed. _____

I hereby certify that the total Improved Street Mileage in the Municipality

of _____ as of December 31, 19__ is _____ Miles. Signed _____ Title _____

After deducting the Trunk Highways and County State Aid Highway mileage from the total improved mileage, 20% of the remainder is the maximum mileage allowable for Municipal State Aid designation. The individual municipalities may not exceed this limitation except to the extent necessary to designate Trunk Highway Turnbacks.

1982 MUNICIPAL STATE AID NEEDS REPORT

Maximum Mileage Record

<u>Municipality</u>	<u>1981 M.S.A.S. Mileage</u>	<u>Mileage for Designation</u>	<u>Mileage Below Maximum</u>	<u>Trunk Highway Turnback Overage</u>
Albert Lea	17.19	17.66	0.47	
Alexandria	9.84	10.42	0.58	
Andover	20.24	21.51	1.27	
Anoka	11.08	11.32	0.24	
Apple Valley	18.25	18.97	9.72	
Arden Hills	4.58	5.61	1.03	
Austin	21.91	20.67	--	1.24
Bemidji	13.34	13.72	0.38	
Blaine	25.01	25.78	0.77	
Bloomington	70.55	71.63	1.08	
Brainerd	13.86	14.16	0.30	
Brooklyn Center	19.40	20.22	0.82	
Brooklyn Park	28.45	30.36	1.91	
Burnsville	34.21	35.45	1.24	
Champlin	9.31	9.83	0.52	
Chanhassen	9.21	12.11	2.90	
Chaska	8.59	8.83	0.24	
Chisholm	6.67	7.03	0.36	
Cloquet	17.14	17.85	0.71	
Columbia Heights	11.37	11.74	0.37	
Coon Rapids	26.31	31.62	5.31	
Cottage Grove	22.49	23.42	0.93	
Crookston	9.13	9.28	0.15	
Crystal	17.61	17.74	0.13	
Detroit Lakes	8.46	8.70	0.24	
Duluth	89.66	85.77	--	3.89
Eagan	25.93	27.71	1.78	
East Bethel	20.81	20.86	0.05	
East Grand Forks	6.94	8.64	1.70	
Eden Prairie	22.41	24.91	2.50	
Edina	37.68	39.37	1.69	
Elk River	17.32	18.04	0.72	
Ely	5.51	5.57	0.06	
Eveleth	5.99	5.99	--	
Fairmont	17.08	14.42	--	2.66
Falcon Heights	2.40	2.42	0.02	

<u>Municipality</u>	<u>1981 M.S.A.S. Mileage</u>	<u>Mileage for Designation</u>	<u>Mileage Below Maximum</u>	<u>Trunk Highway Turnback Overage</u>
Faribault	17.12	17.98	0.86	
Fergus Falls	11.36	11.85	0.49	
Fridley	20.32	24.29	3.97	
Golden Valley	26.11	26.62	0.51	
Grand Rapids	10.38	10.88	0.50	
Ham Lake	18.04	18.09	0.05	
Hastings	11.90	12.75	0.85	
Hermantown	13.04	13.32	0.28	
Hibbing	47.57	48.17	0.60	
Hopkins	8.99	9.21	0.22	
Hutchinson	7.63	9.50	1.87	
International Falls	4.49	4.62	0.13	
Inver Grove Heights	15.70	16.40	0.70	
Lake Elmo	8.92	9.40	0.48	
Lakeville	19.28	21.92	2.64	
Litchfield	7.05	7.50	0.45	
Little Canada	3.73	4.65	0.92	
Little Falls	13.92	12.11	--	1.81
Luverne	2.59	5.23	2.64	
Mankato	20.24	20.77	0.53	
Maple Grove	28.10	28.40	0.30	
Maplewood	17.10	18.61	1.51	
Marshall	9.70	9.80	0.10	
Mendota Heights	9.27	10.35	1.08	
Minneapolis	187.24	188.01	0.77	
Minnetonka	45.41	46.25	0.84	
Montevideo	7.51	7.81	0.30	
Moorhead	22.81	23.72	0.91	
Morris	5.78	5.91	0.13	
Mound	7.08	7.52	0.44	
Mounds View	7.06	7.35	0.29	
New Brighton	12.65	13.29	0.64	
New Hope	12.39	12.64	0.25	
New Ulm	12.68	13.95	1.27	
Northfield	8.80	9.09	0.29	
North Mankato	8.47	8.37	--	0.10
North St. Paul	7.24	8.01	0.77	
Oakdale	8.10	9.29	1.19	
Orono	8.72	10.79	2.07	

<u>Municipality</u>	1981 M.S.A.S. <u>Mileage</u>	Mileage for <u>Designation</u>	Mileage Below <u>Maximum</u>	Trunk Highway Turnback <u>Overage</u>
Owatonna	15.72	17.26	1.54	
Pipestone	6.61	6.76	0.15	
Plymouth	28.51	36.43	7.92	
Prior Lake	9.86	11.22	1.36	
Ramsey	21.93	22.33	0.40	
Red Wing	18.64	18.94	0.30	
Redwood Falls	4.44	5.07	0.63	
Richfield	26.22	26.31	0.09	
Robbinsdale	10.33	9.97	--	0.36
Rochester	33.43	34.62	1.19	
Rosemount	11.11	11.93	0.82	
Roseville	21.89	22.43	0.54	
St. Anthony	5.21	5.48	0.27	
St. Cloud	33.42	32.22	--	1.20
St. Louis Park	24.52	25.89	1.37	
St. Paul	154.85	157.28	2.43	
St. Paul Park	4.85	5.12	0.27	
St. Peter	7.33	8.17	0.84	
Sauk Rapids	7.33	7.37	0.04	
Shakopee	11.64	12.43	0.79	
Shoreview	9.92	11.37	1.45	
South St. Paul	14.24	14.31	0.07	
Spring Lake Park	4.69	4.73	0.04	
Stillwater	9.64	10.27	0.63	
Thief River Falls	10.53	10.71	0.18	
Vadnais Heights	4.52	4.84	0.32	
Virginia	11.42	12.21	0.79	
Waseca	5.70	6.22	0.52	
West St. Paul	11.62	11.99	0.37	
White Bear Lake	16.51	16.96	0.45	
Willmar	18.83	19.08	0.25	
Winona	18.04	18.51	0.47	
Woodbury	18.24	18.83	0.59	
Worthington	9.78	10.51	0.73	
TOTALS	2041.94	2121.52	90.84	11.26

1982 MUNICIPAL STATE AID NEEDS REPORT

1982 Itemized Tabulation of Needs

The 1982 itemized tabulation of needs on the opposite page shows all the construction items used in the Municipal State Aid Needs Study for apportionment purposes.

This tabulation is provided to give each municipality the opportunity to compare their needs to the other cities in their respective districts to the balance of the state's reporting by individual construction items.

The cost per mile shown in this report does not include bridges, because the large bridges in some cities would distort the average. The average shown is a more comparable cost based on roadway construction only.

You will notice the average cost per mile is \$293,113, while the lowest average recorded is Richfield with \$75,155 per mile. The several cities which exceed are listed alphabetically as follows:

Burnsville	Maplewood
Chaska	Morris
Cloquet	Northfield
Lakeville	St. Paul
Maple Grove	Sauk Rapids
	Woodbury

The highest average is Cloquet with \$479,043 per mile.

1982 MUNICIPAL STATE AID NEEDS REPORT

1982 Needs Study Update

The following tabulation reflects the total difference between the 1981 and the 1982 25-Year Construction Needs Studies. This update was accomplished in four individual steps to measure the effect each type of revision has to the total needs.

1. 1981 Construction Accomplishments and System Revisions -- includes construction accomplishments, system revisions, corporate limit revisions and other miscellaneous changes.
2. 1981 Traffic Update -- shows the change in needs for the municipalities that had their traffic counted in 1980-1981.
3. 1982 Unit Cost Revisions -- measures the effect of the unit prices approved by this committee at the 1982 spring meeting.
4. 1982 Design Revisions -- are the result of the Screening Committee's revisions of the design standards at the 1982 spring meeting.

The resulting 1982 25-Year Construction Needs as adjusted in the following "Tentative Money Needs Apportionment Determination" will be used in computing the 1983 money needs allotment.

These net changes can be discussed and further explained if the committee so desires.

MUNICIPAL NAME	GRADING	COMP SEWER	ADJ SEWER	BASE	SURFACE	SHOULDER	CURB&GUTTER	SIDEWALK	SIGNALS	LIGHTING	RET WALLS	RIGHT OF WAY	BRIDGES	RR CROSSINGS	MAINT	NEEDS	MILEAGE	COST/MIL	MUNICIPAL NAME	
ALBERT LEA ALEXANDRIA ANDOVER	429,118 205,655 794,390	276,360 325,360 699,720	308,760 16,120	504,887 390,026 956,444	1,012,096 577,206 971,563	1,864 170,466 89,368	362,155 170,466 207,154	99,052 9,129	171,899 10,398 202,384	34,380 19,680 40,480	76,500 6,000	14,100		215,300	20,922 11,103 12,800	3,605,529 1,831,007 4,080,123	17.19 9.84 20.24	209,744 186,078 201,587	ALBERT LEA ALEXANDRIA ANDOVER	
ANOKA APPLE VALLEY ARDEN HILLS	481,890 235,851 153,078	995,680 1,364,160 527,240		563,429 869,356 403,500	802,480 1,146,354 361,717		436,723 401,236 218,900	72,039	109,799 182,487 45,796	21,940 36,500 9,160		7,200			11,389 19,082 2,612	3,502,589 4,255,056 1,751,928	11.08 18.25 4.58	316,118 233,154 382,517	ANOKA APPLE VALLEY ARDEN HILLS	
AUSTIN BEMIDJI BLAINE	134,473 170,092 433,220	339,080 476,280	43,400	183,532 275,805	1,029,334 761,660		181,332 177,865	32,526 54,068	209,696 133,394	41,940 26,680	16,000			919,938 1,235,304	240,000 190,000	28,021 17,932 19,162	3,383,272 3,535,080 6,106,989	21.91 13.34 25.01	112,430 172,397 244,182	AUSTIN BEMIDJI BLAINE
BLOOMINGTON BRAINERD BROOKLYN CENTER	964,246 254,487 719,086	1,940,400 513,520 1,348,480	632,400 161,820 239,320	1,707,940 370,101 1,035,684	4,774,323 917,992 1,456,877		1,223,467 234,170 658,746	276,766 18,105 6,318	785,467 138,599 183,992	141,100 27,720 38,800	23,743	70,100 1,700 17,600	245,952	480,000 330,000 95,000	103,614 16,210 25,852	13,289,518 2,984,424 5,875,552	70.55 13.86 19.40	184,884 155,326 302,864	BLOOMINGTON BRAINERD BROOKLYN CENTER	
BROOKLYN PARK BURNSVILLE CHAMPLIN	492,935 716,424 231,580	2,508,800 3,320,240 1,244,600	49,600 66,120 13,020	993,353 4,287,337 554,809	1,842,571 3,794,165 770,013		786,629 1,340,261 491,288		244,485 32,074 33,896	56,900 68,420 18,620		62,600 69,200 13,900		215,280	24,681 35,304 7,695	7,102,554 14,204,825 3,441,321	28.45 34.21 9.31	249,650 408,931 369,637	BROOKLYN PARK BURNSVILLE CHAMPLIN	
CHANHASSEN CHASKA CHISHOLM	434,770 230,627 234,747	613,480 1,462,160 382,200		866,045 723,872 192,853	448,772 662,980 418,036	13,005	181,561 431,921 182,953		92,088 55,894 66,700	18,420 17,180 13,340		10,900			95,000 240,000 7,018	2,779,031 3,982,956 1,716,411	9.21 8.59 6.67	301,741 458,695 257,333	CHANHASSEN CHASKA CHISHOLM	
CLOQUET COLUMBIA HEIGHTS COON RAPIDS	1,041,495 266,309 223,625	2,442,160 209,720 1,826,720	3,720 31,000	1,622,250 288,971 676,965	1,271,132 628,690 1,818,389		758,270 174,609 504,827	349,614 45,970	171,395 13,695 243,082	34,280 22,740 52,620	16,000 4,500	77,100		220,320	405,000 120,300 60,300	18,376 14,418 31,955	8,431,112 1,890,922 5,497,083	17.14 11.37 26.31	479,043 166,308 208,935	CLOQUET COLUMBIA HEIGHTS COON RAPIDS
COTTAGE GROVE CROOKSTON CRYSTAL	522,660 471,235 626,351	2,177,560 621,320 1,219,943	113,460 62,620 172,360	1,559,165 653,094 1,198,400	1,611,755 654,930 1,231,915	4,733	740,185 238,693 464,796		224,888 11,300 176,089	44,980 18,260 35,220		57,700 7,100 23,500	292,500		27,165 10,428 18,997	7,376,751 3,018,316 5,531,771	22.49 9.13 17.61	314,996 330,593 314,127	COTTAGE GROVE CROOKSTON CRYSTAL	
DETROIT LAKES DULUTH EAGAN	166,509 5,068,239 566,979	207,760 5,062,680 2,947,840	32,860 440,200 128,340	248,297 5,662,141 1,757,158	500,571 5,662,141 2,110,938	26,191	163,604 1,884,931 1,031,306	32,617 1,685,421	24,599 878,658 239,276	16,920 175,740 51,860	20,000 294,000		14,880 7,115,012		120,000 572,700 23,132	9,594 113,973 8,935,729	8.46 89.66 25.93	189,519 306,886 344,610	DETROIT LAKES DULUTH EAGAN	
EAST BETHEL EAST GRAND FORKS EDEN PRAIRIE	846,450 153,432 501,111			907,249 280,617	587,816 425,816	23,241			268,083 48,798	41,620 13,760					18,090 7,482	2,632,549 1,778,294	20.81 6.94	126,504 256,232	EAST BETHEL EAST GRAND FORKS EDEN PRAIRIE	
EDINA ELK RIVER ELY	1,539,649 759,286 375,827	2,809,581 1,305,360 403,760	92,380 37,820 9,920	1,785,446 1,026,401 541,438	2,480,378 977,779 408,059	43,392	867,455 432,012 249,396		376,777 133,185 55,099	75,360 34,640 11,020	119,354 26,000	25,500	529,740 1,330,884		95,000 95,000 5,705	45,807 14,420 2,201,221	10,905,203 3,373,347 2,201,221	37.68 17.32 5.51	275,357 291,135 399,496	EDINA ELK RIVER ELY
EVELETH FAIRMONT FALCON HEIGHTS	152,654 250,421 53,944	664,440 776,160 154,840	59,520	118,784 436,893 99,429	420,381 969,192 129,800	660 1,091	164,937 374,608 52,443		59,900 170,792 44,000	11,980 34,160 4,800						6,845 22,343 2,756	1,715,832 3,286,183 522,012	5.99 17.08 2.40	286,449 188,521 217,505	EVELETH FAIRMONT FALCON HEIGHTS
FARIBAULT FERGUS FALLS FRIDLEY	254,909 202,755 228,158	368,480 378,280 254,800	85,560 27,900 187,240	615,735 370,395 364,791	962,310 597,866 1,128,824		271,137 104,693 317,881	45,212 60,642	149,592 113,598 283,199	33,920 22,720 40,640	3,000 5,500			257,850	120,600 940,300 440,000	20,404 11,730 23,163	3,208,709 2,844,239 3,202,996	17.12 11.36 20.32	172,363 250,373 157,628	FARIBAULT FERGUS FALLS FRIDLEY
GOLDEN VALLEY GRAND RAPIDS HAM LAKE	739,048 65,759 445,717	2,140,320 227,360	17,980 8,060	1,583,800 125,065 777,243	1,713,345 559,963 774,743	570 101,694	696,581 122,549 42,405		241,090 183,799 180,382	52,220 20,760 36,038	10,000	16,200		52,800	425,000 12,930 16,411	7,736,399 1,584,535 2,391,175	26.11 10.38 18.04	294,278 152,653 132,549	GOLDEN VALLEY GRAND RAPIDS HAM LAKE	
HASTINGS HERMANTOWN HIBBING	184,711 1,053,450 2,847,414	684,040 339,080		329,336 1,633,570 3,704,845	665,119 649,352 2,429,444	16,200	397,550 100,480 977,675	124,930	113,497 130,388 475,668	22,700 26,080 95,140	23,400 15,000	6,200 72,600			12,410 13,150 49,515	2,563,893 4,115,878 13,795,478	11.90 18.04 47.57	215,453 310,533 288,440	HASTINGS HERMANTOWN HIBBING	
HOPKINS HUTCHINSON INTERNATIONAL FALLS	191,946 136,586 211,441	623,280 376,320	40,300 39,060 168,020	343,415 249,859 198,118	622,743 453,511 306,133		192,182 132,898 127,556	3,564 567 79,436	29,898 74,298 44,029	17,980 15,260 8,980			452,000	60,000 190,900 5,067	10,786 8,735 5,067	2,648,094 1,699,994 1,149,650	8.99 7.63 4.49	244,282 222,804 256,047	HOPKINS HUTCHINSON INTERNATIONAL FALLS	
INVER GROVE HEIGHTS LAKE ELMO LAKEVILLE	401,183 264,098 523,733	1,909,040 290,080 3,614,240	3,720 27,900	1,128,208 852,838 1,973,493	1,083,542 345,576 1,637,340	36,022	544,738 111,931 1,011,902		156,988 39,192 182,781	31,400 17,840 38,560		75,100			12,881 8,920 17,686	5,346,800 2,044,397 9,154,135	15.70 8.92 19.28	340,561 229,192 474,800	INVER GROVE HEIGHTS LAKE ELMO LAKEVILLE	
LITCHFIELD LITTLE CANADA LITTLE FALLS	301,014 92,159 320,344	564,480 323,400 276,360	19,220 17,980 62,620	466,321 229,902 473,514	494,944 272,242 658,644	1,155	271,632 147,103 313,579	34,144	20,500 37,299 139,199	14,100 7,460 27,840		5,400			7,254 3,907 16,807	2,249,059 1,191,452 2,513,717	7.05 3.73 13.92	319,015 319,424 180,583	LITCHFIELD LITTLE CANADA LITTLE FALLS	
LUVERNE MANKATO MAPLE GROVE	72,541 584,418 888,080		1,860 1,097,600 3,669,120	52,326 1,131,345 3,117,310	172,818 1,412,006 2,704,032	319	135,252 380,704 1,209,652	1,800 2,700	25,900 199,991 280,979	5,180 40,000 56,200					2,733 26,948 23,116	470,490 5,678,852 12,256,618	2.59 20.24 28.10	181,656 280,576 436,179	LUVERNE MANKATO MAPLE GROVE	
MAPLEWOOD MARSHALL MENDOTA HEIGHTS	524,237 193,426 323,149	1,746,360 197,960 1,111,320		1,855,163 392,994 679,945	1,765,407 594,147 788,114		746,840 123,229 395,736		178,993 95,295 92,691	34,200 19,060 18,540					310,000 120,000 95,000	19,508 12,045 8,857	7,241,708 1,785,541 3,566,652	17.10 9.70 9.27	423,492 184,076 384,752	MAPLEWOOD MARSHALL MENDOTA HEIGHTS
MINNEAPOLIS MINNETONKA MONTEVIDEO	16,932,216 1,668,208 270,365	8,863,120 2,463,720 58,800	2,399,400 26,660 184,760	14,312,643 3,732,968 420,874	14,789,113 3,438,444 480,298	3,818	5,237,925 2,003,753 188,236	6,278,532	1,865,741 450,061 75,100	373,160 90,820 15,020		4,000 208,300 4,700	11,772,309	995,800 284,562 37,144 9,169	284,562 14,168,481 1,806,029	84,108,521 14,168,481 2,513,717	187.24 45.41 7.51	386,329 312,012 404,483	MINNEAPOLIS MINNETONKA MONTEVIDEO	
MOORHEAD MORRIS MOUND	1,270,444 304,139 110,470	840,840 662,480 221,480	324,880 15,500 1,240	1,819,395 534,458 249,028	1,681,911 414,844 424,381		697,305 238,471 101,861	106,104 10,789	227,195 57,799 78,794	45,440 11,560 14,160					6,200 155,300 120,300	1,000,000 6,445 7,525	8,208,758 2,411,785 1,325,639	22.81 5.78 7.08	316,035 417,264 187,237	MOORHEAD MORRIS MOUND
MOUNDS VIEW NEW BRIGHTON NEW HOPE	79,139 261,949 93,008	1,185,800 472,360 113,680		174,781 622,054 185,381	470,912 783,402 619,670		353,842 299,932 111,469		70,598 124,698 125,892	14,120 25,300 24,780					2,000 10,000	7,401 3,096,366 1,825,932	7.06 12.65 12.39	334,078 244,772 121,040	MOUNDS VIEW NEW BRIGHTON NEW HOPE	
NEW ULM NORTHFIELD NORTH MANKATO	338,786 542,481 241,949	530,572 954,520 646,800	46,500 31,620 35,340	698,421 635,713 311,382	847,414 629,143 454,933	158	298,945 309,920 204,106	459 255,185 67,609	126,799 87,999 74,098	25,360 17,600 14,220		5,600 9,000	567,000	241,500 575,000	14,351 10,312 8,475	3,736,265 4,057,093 2,065,912	12.68 8.80 8.47	249,942 461,033 243,909	NEW ULM NORTHFIELD NORTH MANKATO	
NORTH ST PAUL OAK DALE ORONO	198,489 91,275 159,164	470,400 774,200 211,484	18,600 9,300	456,153 785,265 434,329	478,216 765,615 427,604		194,822 301,731 38,714	324	72,399 88,995 85,192	14,480 16,200 17,440		20,200 34,700 38,900		300,000	6,348 6,706 6,870	2,230,431 2,865,987 2,120,141	7.24 8.10 8.72	308,071 353,826 165,576	NORTH ST PAUL OAK DALE ORONO	
ONATONNA PIPESTONE PLYMOUTH	595,481 541,827 474,257	444,920 303,800 1,119,650	75,640 57,660	896,769 579,357 1,189,220	1,096,215 496,340 1,393,989	408 11,240	444,422 199,402 249,415	46,134 27,670	157,200 61,100 225,072	31,440 13,220 57,020		500	508,500	345,000 216,800 240,000	17,366 9,430 31,850	4,679,557 2,513,347 5,153,013	15.72 6.61 28.51	265,336 380,234 180,744	ONATONNA PIPESTONE PLYMOUTH	
PRIOR LAKE RAMSEY RED WING REDWOOD FALLS	372,925 1,505,725 517,259 143,428	1,015,280 778,120 1,346,520 103,880		899,090 882,874 1,138,932 386,147	619,918 1,120,066 1,185,641 315,110	3,788 86,325 7,733	359,878 292,050 517,936 152,263		98,594 219,282 186,390 44,399	19,720 43,860 37,200 8,800					44,200 100,700 37,000	8,313 5,136,112 17,686 3,963	3,440,906 5,136,112 5,553,201 1,245,673	9.86 21.93 18.64 4.44	348,976 234,205 285,682 280,557	PRIOR LAKE RAMSEY RED WING REDWOOD FALLS

1982 MUNICIPAL STATE AID NEEDS REPORT

1982 M.S.A.S. Needs Study Update

Municipalities	1981 M.S.A.S. Needs	Accomplishments & System Revisions	Traffic Update	Unit Cost Update	Design Revision	1982 M.S.A.S. Needs	Net Change	% Change 1981 to 1982	Mileage Change
Albert Lea	\$ 4,154,838	\$- 147,975	\$ -0-	\$+ 134,792	\$- 536,126	\$ 3,605,529	\$- 549,309	- 13.2	+ 0.22
Alexandria	2,475,980	- 323,503	-0-	+ 83,598	- 405,068	1,831,007	- 644,973	- 26.1	-0-
Andover	3,328,518	+ 717,584	- 77,260	+ 89,765	+ 21,516	4,080,123	+ 751,605	+ 22.6	+ 4.90
Anoka	3,813,511	- 325,957	+ 58,701	+ 100,342	- 144,008	3,502,589	- 310,922	- 8.2	-0-
Apple Valley	2,903,198	+ 1,941,037	+ 44,654	+ 279,801	- 913,634	4,255,056	+ 1,351,858	+ 46.6	+ 3.07
Arden Hills	2,114,334	- 143,618	-0-	+ 68,034	- 286,822	1,751,928	- 362,406	- 17.1	-0-
Austin	4,001,688	- 2,890	-0-	+ 167,766	- 783,292	3,333,272	- 618,416	- 15.5	- 0.09
Bemidji	3,861,379	- 392	-0-	+ 215,752	- 541,659	3,535,080	- 326,299	- 8.5	+ 0.16
Blaine	5,053,559	+ 1,524,998	+ 511,804	+ 398,610	- 1,381,982	6,106,939	+ 1,053,430	+ 20.9	+ 3.63
Bloomington	16,203,714	+ 911,933	+ 388,908	+ 1,225,672	- 5,440,709	13,289,518	- 2,914,196	- 18.0	+ 1.65
Brainerd	3,323,473	- 183,924	-0-	+ 132,414	- 287,539	2,984,424	- 339,049	- 10.2	+ 0.15
Brooklyn Center	6,455,516	+ 90,445	-0-	+ 399,953	- 1,070,362	5,875,552	- 579,964	- 9.0	+ 0.14
Brooklyn Park	8,040,443	- 174,439	+ 2,579	+ 471,168	- 1,237,197	7,102,554	- 937,889	- 11.7	-0-
Burnsville	16,713,270	- 612,329	-0-	+ 1,131,503	- 3,023,019	14,204,825	- 2,508,445	- 15.0	-0-
Champlin	3,066,840	+ 176,036	+ 397,995	+ 190,747	- 390,297	3,441,321	+ 374,481	+ 12.2	+ 0.30
Chanhassen	2,848,912	-0-	- 39,439	+ 51,038	- 81,480	2,779,031	- 69,881	- 2.5	-0-
Chaska	4,439,674	- 136,403	- 291,501	+ 101,726	- 130,540	3,982,956	- 456,718	- 10.3	-0-
Chisholm	1,782,988	- 50,293	- 15,967	+ 9,138	- 9,455	1,716,411	- 66,577	- 3.7	-0-
Cluquet	8,521,056	- 68,341	-0-	+ 140,636	- 162,209	8,431,112	- 89,944	- 1.1	-0-
Columbia Heights	1,645,956	+ 566,636	+ 9,451	+ 95,140	- 426,261	1,890,922	+ 244,966	+ 14.9	+ 1.12
Coco Rapids	6,929,343	- 177,589	- 18,657	+ 504,743	- 1,740,762	5,497,083	- 1,432,260	- 20.7	+ 0.05
Cottage Grove	8,490,972	- 395,672	+ 171,313	+ 357,883	- 1,247,745	7,376,751	- 1,114,221	- 13.1	-0-
Crookston	4,304,790	- 989,217	-0-	+ 104,647	- 401,904	3,018,316	- 1,286,474	- 29.9	- 0.03
Crystal	6,010,519	- 36,364	+ 26,534	+ 446,558	- 915,476	5,531,771	- 478,748	- 8.0	-0-
Detroit Lakes	1,660,223	-0-	+ 44,372	+ 30,987	- 117,371	1,618,211	- 42,012	- 2.5	-0-
Duluth	38,554,788	- 411,865	-0-	+ 980,633	- 4,493,172	34,630,384	- 3,924,404	- 10.2	+ 0.31
Eagan	9,280,743	+ 652,269	+ 151,353	+ 526,674	- 1,675,815	8,935,729	- 345,019	- 3.7	+ 1.68
East Bethel	2,575,634	+ 107,495	- 112,607	+ 34,007	+ 28,020	2,632,549	+ 56,915	+ 2.2	+ 1.63
East Grand Forks	1,728,300	-0-	-0-	+ 145,975	- 95,981	1,778,294	+ 49,994	+ 2.9	-0-
Eden Prairie	10,388,538	- 443	- 31,958	+ 679,447	- 2,050,559	8,985,025	- 1,403,513	- 13.5	-0-
Edina	13,195,466	- 550,433	+ 63,948	+ 719,312	- 2,523,090	10,905,203	- 2,290,263	- 17.4	-0-
Elk River	5,606,903	+ 989,823	- 113,639	+ 216,776	- 326,516	6,373,347	+ 766,444	+ 13.7	+ 4.79
Ely	2,235,316	-0-	-0-	- 25,214	- 9,331	2,201,221	- 34,595	- 1.5	-0-
Eveleth	1,761,620	-0-	- 23,215	+ 53,812	- 76,385	1,715,832	- 45,788	- 2.6	-0-
Fairmont	4,354,705	- 534,432	-0-	+ 154,851	- 688,942	3,286,183	- 1,068,523	- 24.5	-0-
Falcon Heights	557,010	-0-	- 18,822	+ 12,964	- 29,140	522,012	- 34,998	- 6.3	-0-

Municipalities	1981 M.S.A.S. Needs	Accomplishments & System Revisions	Traffic Update	Unit Cost Update	Design Revision	1982 M.S.A.S. Needs	Net Change	% Change 1981 to 1982	Mileage Change
Faribault	\$ 3,529,328	\$ -0-	+\$ 161,946	+\$ 152,661	\$- 635,226	\$ 3,203,709	\$- 320,619	- 9.1	-0-
Fergus Falls	3,022,867	+ 60,291	- 0-	+ 193,474	- 432,393	2,844,239	- 178,628	- 5.9	+ 0.42
Fridley	3,369,172	+ 52,971	- 16,597	+ 164,351	- 366,901	3,202,996	- 166,176	- 4.9	+ 0.38
Golden Valley	8,794,705	- 73,340	- 29,142	+ 476,156	- 1,431,480	7,736,399	- 1,053,306	- 12.0	-0-
Grand Rapids	1,737,846	- 144,443	- 3-	+ 107,009	- 115,877	1,584,535	- 153,311	- 8.8	-0-
Ham Lake	2,116,537	+ 304,029	- 1,126	+ 12,168	- 40,433	2,391,175	+ 274,638	+ 13.0	+ 1.84
Hastings	2,349,799	- 227,407	+ 94,783	+ 59,056	- 212,338	2,563,893	- 285,906	- 10.0	-0-
Hermantown	4,444,917	- 228,487	+ 392,313	+ 92,313	- 585,678	4,115,878	- 329,039	- 7.4	-0-
Hibbing	14,740,718	+ 20,843	- 935,906	+ 95,500	- 125,677	13,795,478	- 945,240	- 6.4	-0-
Hopkins	3,482,063	- 229,126	+ 20,112	+ 229,183	- 854,138	2,648,094	- 833,969	- 24.0	-0-
Hutchinson	1,661,092	- 0-	+ 29,611	+ 120,837	- 111,546	1,699,994	+ 38,902	+ 2.3	-0-
International Falls	1,552,933	- 237,882	- 0-	+ 14,759	- 130,160	1,149,650	- 403,283	- 26.0	+ 0.26
Inver Grove Heights	3,440,918	+ 2,015,762	- 75	+ 164,710	- 274,515	5,346,800	+ 1,905,882	+ 55.4	+ 4.36
Lake Elmo	1,959,743	- 0-	- 0-	- 6,083	+ 90,742	2,044,397	+ 84,654	+ 4.3	-0-
Lakeville	8,588,406	+ 761,741	- 0-	+ 377,536	- 573,548	9,154,135	+ 565,729	+ 6.6	- 0.01
Litchfield	2,192,903	- 0-	+ 52,429	+ 23,838	- 20,111	2,249,059	+ 56,156	+ 2.6	-0-
Little Canada	1,354,745	- 6,120	- 0-	+ 76,193	- 233,366	1,191,452	- 163,293	- 12.1	-0-
Little Falls	3,015,416	- 393,199	- 0-	+ 37,365	- 146,163	2,513,717	- 501,699	- 16.6	-0-
Luverne	492,812	- 0-	- 0-	- 25,843	+ 3,321	470,490	- 22,322	- 4.5	-0-
Mankato	6,794,770	- 0-	- 69,661	+ 403,096	- 1,449,353	5,678,852	- 1,115,918	- 16.4	-0-
Maple Grove	13,407,167	+ 757,379	- 114,049	+ 970,437	- 2,764,366	12,256,613	- 1,150,549	- 8.6	+ 1.48
Maplewood	7,858,813	- 0-	+ 47,415	+ 529,309	- 1,193,829	7,241,708	- 617,105	- 7.9	-0-
Marshall	2,859,190	- 809,529	+ 63,428	+ 87,578	- 415,126	1,785,541	- 1,073,649	- 37.6	+ 0.84
Mendota Heights	3,964,832	- 0-	- 0-	+ 239,193	- 637,373	3,566,652	- 398,180	- 10.0	-0-
Minneapolis	100,126,493	- 4,728,473	- 1,425,898	+ 3,255,194	- 13,118,795	84,108,521	- 16,017,972	- 16.0	+ 1.29
Minnetonka	15,334,043	+ 765,545	- 612,250	+ 197,174	- 1,517,031	14,168,481	- 1,165,562	- 7.1	+ 1.71
Montevideo	1,999,335	- 0-	- 0-	+ 27,750	- 221,056	1,806,029	- 193,306	- 9.7	-0-
Moorhead	10,454,188	- 1,090,657	- 0-	+ 245,726	- 1,400,499	8,208,758	- 2,245,430	- 21.5	+ 1.55
Morris	2,188,306	+ 353,239	+ 31,451	+ 51,337	- 202,598	2,411,785	+ 223,479	+ 10.2	+ 0.13
Mound	2,570,760	- 1,111,820	- 187	+ 55,236	- 188,350	1,325,639	- 1,245,21	- 48.4	- 0.20
Mounds View	2,141,019	+ 234,878	- 0-	+ 115,874	- 133,178	2,353,593	+ 217,574	+ 10.2	+ 0.82
New Brighton	3,268,527	- 19,991	- 0-	+ 139,614	- 291,784	3,096,366	- 172,161	- 5.3	-0-
New Hope	2,283,640	- 132,518	- 0-	+ 116,580	- 441,770	1,825,932	- 457,708	- 20.0	-0-
New Ulm	4,141,976	- 0-	- 0-	+ 144,198	- 549,909	3,736,265	- 405,711	- 9.8	-0-
Northfield	3,048,421	+ 1,046,468	+ 69,355	+ 150,377	- 257,528	4,057,093	+ 1,008,672	+ 33.1	+ 0.48
North Mankato	2,239,340	- 0-	- 0-	+ 113,056	- 286,434	2,065,912	- 173,428	- 7.7	-0-
North St. Paul	2,535,504	- 248,983	+ 20,035	+ 91,074	- 167,199	2,230,431	- 305,073	- 12.0	-0-
Oakdale	3,618,487	- 118,403	- 0-	+ 264,852	- 893,949	2,865,987	- 752,500	- 20.8	-0-
Orono	1,991,941	- 0-	- 39,841	+ 661,740	- 493,699	2,120,141	+ 128,200	+ 6.4	-0-

<u>Municipalities</u>	<u>1981 M.S.A.S. Needs</u>	<u>Accomplishments & System Revisions</u>	<u>Traffic Update</u>	<u>Unit Cost Update</u>	<u>Design Revision</u>	<u>k982 M.S.A.S. Needs</u>	<u>Net Change</u>	<u>Z Change 1981 to 1982</u>	<u>Mileage Change</u>
Owatonna	\$ 4,738,423	\$+ 257,962	\$ -0-	\$+ 201,901	\$- 518,699	\$ 4,679,587	\$- 58,936	- 1.2	+ 0.90
Pipestone	2,696,767	-0-	-0-	+ 34,479	- 267,899	2,513,347	- 183,420	- 6.8	-0-
Plymouth	5,785,466	-0-	-0-	+ 226,051	- 858,504	5,153,013	- 632,453	- 10.9	-0-
Prior Lake	3,321,125	-0-	+ 79,090	+ 64,406	- 23,715	3,440,906	+ 119,781	+ 3.6	-0-
Ramsey	5,004,415	- 94,547	- 86,675	+ 138,328	+ 174,591	5,136,112	+ 131,697	+ 2.6	-0-
Red Wing	5,559,511	+ 439,814	-0-	+ 141,101	- 587,225	5,553,201	- 6,310	- 0.1	+ 1.22
Redwood Falls	1,370,711	-0-	-0-	- 16,652	- 108,386	1,245,673	- 125,038	- 9.1	-0-
Richfield	3,005,835	- 540,735	+ 11,684	+ 189,011	- 695,223	1,970,572	- 1,035,263	- 34.4	- 0.10
Robbinsdale	1,921,497	-0-	- 10,003	+ 131,726	- 407,493	1,635,637	- 235,770	- 14.9	-0-
Rochester	10,734,196	+ 693,123	- 68,349	+ 700,331	- 2,816,338	9,242,963	- 1,491,233	- 13.9	+ 2.55
Rosemount	5,281,078	-0-	- 571,649	+ 267,351	- 789,665	4,187,115	- 1,093,963	- 20.7	-0-
Roseville	6,115,020	- 428,563	- 57,020	+ 178,840	- 505,395	5,302,882	- 812,138	- 13.3	-0-
St. Anthony	1,439,887	-0-	+ 9,033	+ 58,648	- 248,990	1,258,578	- 181,309	- 12.6	-0-
St. Cloud	13,847,572	+ 4,198,240	+ 237,156	+ 839,200	- 3,098,883	16,023,285	+ 2,175,713	+ 15.7	- 0.12
St. Louis Park	8,433,280	- 481,485	- 174,928	+ 404,839	- 1,333,174	6,848,532	- 1,584,748	- 18.8	+ 0.04
St. Paul	34,339,501	+ 6,080,339	- 253,220	+ 4,294,014	- 14,839,647	80,116,047	- 4,723,514	- 5.6	-0-
St. Paul Park	1,226,533	- 57,960	-0-	+ 20,793	- 26,472	1,162,899	- 63,634	- 5.2	- 0.01
St. Peter	1,549,328	-0-	-0-	+ 23,729	- 34,533	1,538,524	- 10,804	- 0.7	-0-
Sauk Rapids	3,014,496	+ 224,045	-0-	+ 138,975	- 388,684	2,988,832	- 25,664	- 0.9	+ 0.40
Shakopee	3,272,836	-0-	- 13,786	+ 238,026	- 220,077	3,276,999	+ 4,163	+ 0.1	-0-
Shoreview	3,636,137	+ 58,164	-0-	+ 119,932	+ 70,709	3,884,942	+ 248,805	+ 6.8	+ 0.04
South St. Paul	3,495,906	+ 109,704	-0-	+ 110,692	- 440,654	3,275,648	- 220,258	- 6.3	- 0.04
Spring Lake Park	1,130,648	-0-	- 83,164	+ 28,017	- 43,288	1,032,213	- 98,435	- 8.7	-0-
Stillwater	3,529,687	-0-	-0-	+ 136,599	- 409,510	3,256,776	- 272,911	- 7.7	-0-
Thief River Falls	3,203,312	- 74,325	-0-	+ 101,048	- 227,803	3,002,232	- 201,080	- 6.3	-0-
Vadnais Heights	1,033,553	-0-	-0-	- 13,814	- 57,016	962,723	- 70,830	- 6.9	-0-
Virginia	2,719,332	- 234,170	-0-	+ 162,282	- 272,994	2,374,450	- 344,882	- 12.7	- 0.36
Waseca	1,224,168	-0-	- 81,767	+ 66,988	- 121,676	1,087,713	- 136,455	- 11.1	-0-
West St. Paul	3,861,485	-0-	-0-	+ 212,718	- 824,479	3,249,724	- 611,761	- 15.8	-0-
White Bear Lake	5,338,271	+ 364,126	-0-	+ 237,171	- 336,816	5,602,752	+ 264,481	+ 5.0	+ 0.52
Willmar	4,694,543	+ 634,836	- 33,284	+ 216,216	- 599,725	4,914,586	+ 220,043	+ 4.7	+ 0.99
Winona	5,859,792	- 114,354	-0-	+ 258,547	- 1,241,191	4,762,794	- 1,096,998	- 18.7	-0-
Woodbury	9,831,433	- 114,027	+ 75,015	+ 612,339	- 1,521,138	8,883,622	- 947,811	- 9.6	+ 1.44
Worthington	2,026,207	-0-	-0-	+ 39,053	- 178,946	1,886,314	- 139,893	- 6.9	-0-
TOTALS	\$712,299,816	\$+ 9,855,882	\$- 2,169,374	\$+31,272,036	\$- 100,222,663	\$651,035,697	\$- 61,264,119	- 8.6	+ 46.20

1982 MUNICIPAL STATE AID NEEDS REPORT

Tentative 1983 Money Needs Apportionment Determination

This tabulation shows each municipality's tentative money needs apportionment based on the previous year's apportionment amount. The actual amount of the Road User Fund for distribution to the Municipal State Aid Account will not be available until January of 1983.

The 1982 Needs shown on this report are those computed on the "1982 Needs Study Update". The 1982 apportionment needs are the result of subtracting for the Construction Fund Deduction and Expenditures Off the Municipal State Aid System, and adding a credit for Bond Accounts, Non-existing Bridge Adjustments, Right-of-Way Acquisitions, and Trunk Highway Turnback Adjustments. These adjustments to the actual needs are made as directed by the City Engineers' Screening Committee.

This summary provides specific data and shows the impact of the adjustments to each municipality for the committee's use in establishing the 1983 Money Needs Apportionment Determination.

These adjustments will be reviewed individually immediately following this tentative 1983 Money Needs Apportionment Determination summary.

1982 MUNICIPAL STATE AID NEEDS REPORT

Determination of the 1983 Money Needs Apportionment

Municipalities	1982 Actual 25 Year Construction Needs	Construction Fund Deduction	Deductions for Expenditures Off State Aid System	Credit for Bond Account	Non- Existing Bridge Adjustment	Right-of-Way Acquisition Adjustment	Adjusted 25 Year Construction Needs	Tentative Apportionment Less Turnback Adjustment	Turnback Adjustment	Tentative 1983 Money Needs Apportionment	Distribution Percentage
Albert Lea	\$ 3,605,529	\$ 313,479	\$ -0-	\$ -0-	\$ 245,320	\$ -0-	\$ 3,537,370	\$ 116,563	\$ -0-	\$ 116,563	.5546
Alexandria	1,831,007	177,962	-0-	80,000	-0-	-0-	1,733,045	57,107	-0-	57,107	.2717
Andover	4,080,123	188,152	61,682	-0-	-0-	-0-	3,830,289	126,216	-0-	126,216	.6006
Anoka	3,502,589	155,536	182,450	-0-	-0-	-0-	3,164,603	104,280	150	104,430	.4959
Apple Valley	4,255,056	174,454	-0-	1,050,000	-0-	-0-	5,130,602	169,064	-0-	169,064	.8044
Arden Hills	1,751,928	-0-	34,006	-0-	-0-	-0-	1,717,922	56,609	-0-	56,609	.2594
Austin	3,383,272	377,298	260,863	-0-	-0-	-0-	2,745,111	90,457	1,275	91,732	.4365
Bemidji	3,533,080	153,222	-0-	75,000	-0-	-0-	3,456,858	113,910	-0-	113,910	.5420
Blaine	6,106,989	235,140	221,295	-0-	-0-	-0-	5,650,554	186,197	-0-	186,197	.8360
Bloomington	13,289,518	-0-	1,380,200	1,738,055	-0-	145,300	13,792,673	454,496	-0-	454,496	2.1626
Brainerd	2,984,424	246,555	40,806	435,000	576,113	-0-	3,708,176	122,192	-0-	122,192	.5814
Brooklyn Center	5,875,552	-0-	38,893	600,000	197,709	-0-	6,634,368	218,616	-0-	218,616	1.0402
Brooklyn Park	7,102,554	-0-	7,378	-0-	-0-	-0-	7,095,176	233,800	-0-	233,800	1.1125
Burnsville	14,204,825	116,297	7,985	-0-	-0-	-0-	14,080,543	463,932	-0-	463,932	2.2077
Champlin	3,441,321	375,267	-0-	-0-	-0-	-0-	3,066,054	101,033	-0-	101,033	.4307
Chanhassen	2,779,031	-0-	-0-	-0-	-0-	-0-	2,779,031	91,575	-0-	91,575	.4357
Chaska	3,982,956	244,299	15,980	-0-	28,800	-0-	3,751,477	123,619	-0-	123,619	.5882
Chisholm	1,716,411	-0-	-0-	-0-	-0-	-0-	1,716,411	56,559	-0-	56,559	.2691
Cloquet	8,431,112	184,021	-0-	43,490	-0-	51,268	8,341,849	274,881	-0-	274,881	1.3079
Columbia Heights	1,890,922	164,354	33,971	-0-	-0-	-0-	1,692,597	55,774	-0-	55,774	.2654
Coon Rapids	5,497,083	4,420	451,191	-0-	-0-	-0-	5,041,472	166,127	-0-	166,127	.7905
Cottage Grove	7,376,751	180,163	-0-	282,395	-0-	-0-	7,478,983	246,448	-0-	246,448	1.1726
Crookston	3,018,316	105,463	-0-	-0-	-0-	149,174	3,062,027	100,900	-0-	100,900	.4801
Crystal	5,531,771	1,790,988	158,019	-0-	-0-	333,203	3,915,967	129,039	-0-	129,039	.6140
Detroit Lakes	1,618,211	162,868	-0-	105,000	-0-	-0-	1,560,343	51,416	-0-	51,416	.2447
Duluth	34,630,384	2,436,184	466,092	-0-	-0-	49,401	31,777,509	1,047,133	1,575	1,048,708	4.9899
Eagan	8,935,729	199,451	6,235	-0-	-0-	-0-	8,730,043	287,672	-0-	287,672	1.3635
East Bethel	2,632,549	-0-	-0-	-0-	-0-	-0-	2,632,549	86,748	-0-	86,748	.4128
East Grand Forks	1,778,294	39,418	-0-	200,000	-0-	-0-	1,938,876	63,890	-0-	63,890	.3040
Eden Prairie	8,985,025	-0-	246,997	-0-	-0-	-0-	8,738,028	287,936	-0-	287,936	1.3701
Edina	10,905,203	28,124	708,139	-0-	-0-	-0-	10,168,940	335,087	-0-	335,087	1.5944
Elk River	6,373,347	480,841	-0-	-0-	-0-	-0-	5,892,506	194,170	-0-	194,170	.9239
Ely	2,201,221	41,698	-0-	-0-	-0-	-0-	2,159,523	(17,279)*	-0-	(17,279)*	.0822
Eveleth	1,715,832	61,206	-0-	-0-	-0-	-0-	1,654,626	54,523	-0-	54,523	.2594
Fairmont	3,286,183	327,512	5,728	-0-	-0-	1,825	2,954,768	97,366	-0-	97,366	.4533
Falcon Heights	522,012	-0-	-0-	-0-	-0-	-0-	522,012	17,201	-0-	17,201	.0819

Municipalities	1982 Actual 25 Year Construction Needs	Construction Fund Deduction	Deductions for Expenditures Off State Aid System	Credit for Bond Account	Non- Existing Bridge Adjustment	Right-of-Way Acquisition Adjustment	Adjusted 25 Year Construction Needs	Tentative Apportionment Less Turnback Adjustment	Turnback Adjustment	Tentative 1983 Money Needs Apportionment	Distribution Percentage
Faribault	\$ 3,208,709	\$ -0-	\$ 32,657	\$ 375,000	\$ -0-	\$ -0-	\$ 3,551,052	\$ 117,014	\$ -0-	\$ 117,014	.5563
Fergus Falls	2,844,239	156,594	128,635	-0-	-0-	-0-	2,559,010	84,324	-0-	84,324	.4012
Fridley	3,202,996	476,552	51,765	-0-	-0-	5,853	2,680,532	88,329	-0-	88,329	.4203
Golden Valley	7,736,399	651,660	12,756	45,320	-0-	720,932	7,838,235	258,286	-0-	258,286	1.2290
Grand Rapids	1,584,535	-0-	-0-	112,000	553,858	-0-	2,250,393	74,155	-0-	74,155	.3528
Han Lake	2,391,175	-0-	-0-	270,000	-0-	-0-	2,661,175	87,691	-0-	87,691	.4173
Hastings	2,563,893	173,606	-0-	-0-	247,538	17,620	2,655,445	87,502	825	88,327	.4203
Hermantown	4,115,878	78,865	-0-	-0-	-0-	-0-	4,037,013	133,028	-0-	133,028	.6330
Hibbing	13,795,478	-0-	-0-	74,595	-0-	-0-	13,870,073	457,047	-0-	457,047	2.1747
Hopkins	2,648,094	266,204	210,653	-0-	-0-	-0-	2,171,237	71,547	-0-	71,547	.3404
Hutchinson	1,699,994	226,793	-0-	-0-	570,793	-0-	2,043,994	67,354	-0-	67,354	.3205
International Falls	1,149,650	9,003	-0-	-0-	-0-	-0-	1,140,647	37,587	-0-	37,587	.1788
Inver Grove Heights	5,346,800	-0-	114,893	20,000	-0-	20,997	5,272,904	173,753	-0-	173,753	.8267
Lake Elmo	2,044,397	194,105	-0-	-0-	-0-	-0-	1,850,292	60,971	-0-	60,971	.2901
Lakeville	9,154,135	441,709	230,065	-0-	-0-	-0-	8,482,361	279,511	-0-	279,511	1.3300
Litchfield	2,249,059	233,622	123,363	-0-	-0-	-0-	1,892,074	62,348	-0-	62,348	.2967
Little Canada	1,191,452	72,806	-0-	-0-	-0-	43,300	1,161,946	38,288	-0-	38,288	.1822
Little Falls	2,513,717	-0-	-0-	67,443	-0-	-0-	2,581,160	85,054	-0-	85,054	.4047
Luverne	470,490	24,939	-0-	-0-	-0-	-0-	445,551*	(3,835)*	-0-	(3,835)*	.0182
Mankato	5,678,852	402,958	404,130	37,062	-0-	-0-	4,908,826	161,756	360	162,116	.7714
Maple Grove	12,256,618	8,675	11,706	861,625	-0-	18,538	13,116,400	432,212	-0-	432,212	2.0565
Maplewood	7,241,708	-0-	-0-	365,000	664,966	-0-	8,271,674	272,568	-0-	272,568	1.2969
Marshall	1,785,541	-0-	12,703	235,496	-0-	58,320	2,066,654	68,100	255	68,355	.3252
Mendota Heights	3,566,652	197,211	-0-	338,628	-0-	-0-	3,708,069	122,188	-0-	122,188	.5814
Minneapolis	84,108,521	-0-	797,376	1,200,000	410,521	3,145,585	88,067,251	2,901,993	-0-	2,901,993	13.8032
Minnetonka	14,168,481	207,220	1,901,847	-0-	-0-	282,150	12,341,564	406,679	-0-	406,679	1.9350
Montevideo	1,806,029	174,490	-0-	-0-	-0-	-0-	1,631,539	53,762	-0-	53,762	.2558
Moorhead	8,208,758	703,271	7,017	-0-	7,530	21,000	7,527,000	248,030	-0-	248,030	1.1802
Morris	2,411,785	16,333	75,911	-0-	-0-	13,097	2,332,638	76,865	-0-	76,865	.3657
Mound	1,325,639	-0-	59,925	275,000	-0-	-0-	1,540,714	50,770	-0-	50,770	.2416
Mounds View	2,358,593	286,603	-0-	3,094	-0-	-0-	2,075,084	68,378	-0-	68,378	.3254
New Brighton	3,096,366	001	722,099	-0-	-0-	-0-	2,374,266	78,237	-0-	78,237	.3723
New Hope	1,825,932	-0-	191,466	-0-	-0-	-0-	1,634,466	53,859	-0-	53,859	.2563
New Ulm	3,736,265	-0-	173,058	-0-	-0-	-0-	3,563,207	117,415	-0-	117,415	.5567
Northfield	4,057,093	239,226	357,412	7,418	-0-	-0-	3,467,873	114,273	-0-	114,273	.5437
North Mankato	2,065,912	266,563	-0-	-0-	-0-	-0-	1,799,349	59,292	2,685	61,977	.2949
North St. Paul	2,230,431	217,950	268,676	-0-	-0-	-0-	1,743,805	57,462	-0-	57,462	.2734
Oakdale	2,865,987	88,869	-0-	-0-	-0-	-0-	2,777,118	91,512	-0-	91,512	.4354
Orono	2,120,141	27,445	28,516	-0-	-0-	-0-	2,064,180	68,019	-0-	68,019	.3236

Municipalities	1982 Actual 25 Year Construction Needs	Construction Fund Deduction	Deductions for Expenditures Off State Aid System	Credit for Bond Account	Non- Existing Bridge Adjustment	Right-of-Way Acquisition Adjustment	Adjusted 25 Year Construction Needs	Tentative Apportionment Less Turnback Adjustment	Turnback Adjustment	Tentative 1983 Money Needs Apportionment	Distribution Percentage
Owatonna	\$ 4,679,587	\$ -0-	\$ 388,476	\$ -0-	\$ -0-	\$ 113,638	\$ 4,404,749	\$ 145,145	\$ -0-	\$ 145,145	.6906
Pipestone	2,513,347	13,881	-0-	-0-	-0-	-0-	2,499,466*	(22,884)*	-0-	(22,884)*	.1039
Plymouth	5,153,013	-0-	343,491	2,378	-0-	25,208	4,837,108	159,392	-0-	159,392	.7584
Prior Lake	3,440,906	-0-	-0-	-0-	-0-	-0-	3,440,906	113,385	-0-	113,385	.5395
Ramsey	5,136,112	-0-	-0-	-0-	-0-	16,311	5,152,423	169,783	-0-	169,783	.8079
Red Wing	5,553,201	272,699	-0-	-0-	154,168	14,000	5,448,670	179,545	-0-	179,545	.8543
Redwood Falls	1,245,673	66,956	-0-	-0-	-0-	-0-	1,178,717	38,841	-0-	38,841	.1848
Richfield	1,970,572	-0-	3,161	-0-	-0-	-0-	1,967,411	64,830	-0-	64,830	.3085
Robbinsdale	1,635,637	50,989	212,170	-0-	-0-	-0-	1,372,478	45,226	-0-	45,226	.2152
Rochester	9,242,963	895,348	-0-	-0-	84,378	98,550	8,530,543	281,099	-0-	281,099	1.3375
Rosemount	4,187,115	161,359	-0-	-0-	-0-	-0-	4,025,756	132,657	-0-	132,657	.6312
Roseville	5,302,882	93,560	-0-	-0-	-0-	-0-	5,209,322	171,658	-0-	171,658	.8168
St. Anthony	1,258,578	300,259	47,247	-0-	-0-	-0-	911,072	30,022	-0-	30,022	.1429
St. Cloud	16,023,285	-0-	248,355	424,249	-0-	-0-	16,199,179	533,796	4,785	538,581	2.5627
St. Louis Park	6,848,532	940,627	57,110	-0-	1,492,570	335,520	7,678,885	253,035	-0-	253,035	1.2040
St. Paul	80,116,047	605,229	1,740,782	2,226,651	1,221,432	1,527,145	82,745,264	2,726,623	-0-	2,726,623	12.9737
St. Paul Park	1,162,899	164,688	-0-	-0-	-0-	-0-	998,211*	(12,183)*	-0-	(12,183)*	.0580
St. Peter	1,538,524	256,410	-0-	-0-	-0-	-0-	1,282,114	42,248	-0-	42,248	.2010
Sauk Rapids	2,988,832	109,674	54,561	-0-	-0-	9,834	2,834,431	93,400	1,425	94,825	.4512
Shakopee	3,276,999	121,323	21,176	-0-	-0-	-0-	3,134,500	103,288	-0-	103,288	.4915
Shoreview	3,884,942	344,995	69,982	-0-	-0-	-0-	3,469,965	114,342	-0-	114,342	.5441
South St. Paul	3,275,648	277,418	181,803	-0-	-0-	-0-	2,816,427	92,807	-0-	92,807	.4416
Spring Lake Park	1,032,213	121,782	54,360	112,051	-0-	-0-	968,122	31,902	-0-	31,902	.1518
Stillwater	3,256,776	34,053	8,150	70,000	-0-	104,442	3,389,015	111,675	-0-	111,675	.5314
Thief River Falls	3,002,232	295,658	40,673	-0-	-0-	-0-	2,665,901	87,847	-0-	87,847	.4180
Vadnais Heights	962,723	58,084	-0-	-0-	-0-	-0-	904,639	29,810	-0-	29,810	.1418
Virginia	2,374,450	138,000	35,380	370,000	-0-	-0-	2,571,070	84,722	-0-	84,722	.4031
Waseca	1,087,713	163,118	-0-	-0-	-0-	-0-	924,595	30,467	-0-	30,467	.1450
West St. Paul	3,249,724	-0-	190,000	-0-	-0-	-0-	3,059,724	100,824	-0-	100,824	.4797
White Bear Lake	5,602,752	-0-	167,468	-0-	-0-	-0-	5,435,284	179,104	-0-	179,104	.8522
Willmar	4,914,586	-0-	153,972	-0-	-0-	22,500	4,783,114	157,613	420	158,033	.7519
Winona	4,762,794	478,142	-0-	-0-	-0-	340,950	4,625,602	152,423	-0-	152,423	.7253
Woodbury	8,883,622	335,590	-0-	80,936	-0-	-0-	8,628,968	284,342	-0-	284,342	1.3529
Worthington	1,886,314	187,404	31,113	-0-	-0-	-0-	1,667,797	54,957	-0-	54,957	.2615
TOTALS	\$651,035,697	\$21,294,891	\$14,293,969	\$12,182,886	\$6,455,696	\$7,685,661	\$641,771,080	\$21,002,734	\$13,755	\$21,016,489	100.0000

* Cities not reclassified as defined in Chapter 169, Section 52, Subdivision 4 of 1981 Laws. These cities will receive 33 percent of their 1981 apportionment in 1983.

1982 MUNICIPAL STATE AID NEEDS REPORT

Unencumbered Construction Fund Balance (Amount as of June 30, 1982)

As a means of compensating for unexpended construction funds retained in the account of the several municipalities which are not reflected in the Municipal State Aid Street Needs Studies, the Municipal Engineers Screening Committee has passed the following resolution:

BE IT RESOLVED:

That for the determination of the 1982 Municipal State Aid Needs and all future needs, the amount of the unencumbered construction fund balance as of June 30 of the current year not including the current year construction apportionment shall be deducted from the Construction Needs of each individual municipality.

Pursuant to the above resolution, the required amounts have been deducted from the gross money needs of the below listed municipalities.

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>	<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Albert Lea	\$ 313,479	9	Cloquet	\$ 184,021	2
Alexandria	177,962	10	Columbia Heights	164,354	9
Andover	188,152	5	Coon Rapids	4,420	*
Anoka	155,536	4	Cottage Grove	180,163	2
Apple Valley	174,454	4	Crookston	105,463	3
Austin	377,298	11	Crystal	1,790,988	32
Bemidji	153,222	4	Detroit Lakes	162,868	10
Blaine	235,140	4	Duluth	2,436,184	7
Brainerd	246,555	8	Eagan	199,451	2
Burnsville	116,297	*	East Grand Forks	39,418	2
Champlin	375,267	11	Edina	28,124	*
Chaska	244,299	6	Elk River	480,841	8

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Ely	\$ 41,698	2
Eveleth	61,206	4
Fairmont	327,512	10
Fergus Falls	156,594	6
Fridley	476,552	15
Golden Valley	651,660	8
Hastings	173,606	7
Hermantown	78,865	2
Hopkins	266,204	10
Hutchinson	226,793	13
International Falls	9,003	*
Lake Elmo	194,105	9
Lakeville	441,709	5
Litchfield	233,622	10
Little Canada	72,806	6
Luverne	24,939	5
Mankato	402,958	7
Maple Grove	8,675	*
Mendota Heights	197,211	6
Minnetonka	207,220	1
Montevideo	174,490	10
Moorhead	703,271	9
Morris	16,333	*
Mounds View	286,603	12
New Brighton	1	*
Northfield	239,226	6
North Mankato	266,563	13
North St. Paul	217,950	10
Oakdale	88,869	3
Orono	27,445	1

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Pipestone	\$ 13,881	*
Red Wing	272,699	5
Redwood Falls	66,956	5
Robbinsdale	50,989	3
Rochester	895,348	10
Rosemount	161,359	4
Roseville	93,560	2
St. Anthony	300,259	24
St. Louis Park	940,627	14
St. Paul	605,229	*
St. Paul Park	164,688	14
St. Peter	256,410	17
Sauk Rapids	109,674	4
Shakopee	121,323	4
Shoreview	344,995	9
South St. Paul	277,418	8
Spring Lake Park	121,782	12
Stillwater	34,053	1
Thief River Falls	295,658	10
Vadnais Heights	58,084	6
Virginia	138,000	6
Waseca	163,118	15
Winona	478,142	10
Woodbury	335,590	4
Worthington	187,404	10
TOTAL	\$21,294,891	3

* Less than 1%

1982 MUNICIPAL STATE AID NEEDS REPORT

Authorized Municipal State Aid Expenditures on County State Aid or Trunk Highway Projects

To compensate for State Aid Expenditures off of the State Aid System that are not reflected in the Municipal State Aid Needs Studies, the Municipal Engineers' Screening Committee passed the following resolution:

BE IT RESOLVED: That any authorized Municipal State Aid expenditure on County State Aid or State Trunk Highway projects shall be compensated for by annually deducting the full amount thereof from the Money Needs for a period of ten years.

Pursuant to the above resolution, the following amounts have been computed as of December 31, 1981 and deducted from the money needs of the listed municipalities for the 1983 Municipal State Aid Street Apportionment.

<u>Municipalities</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>	<u>Municipalities</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Andover	\$ 61,682	2	Burnsville	\$ 7,985	*
Anoka	182,450	5	Chaska	15,980	*
Arden Hills	34,006	2	Columbia Heights	33,971	2
Austin	260,863	8	Coon Rapids	451,191	8
Blaine	221,295	4	Crystal	158,019	3
Bloomington	1,380,200	10	Duluth	466,092	1
Brainerd	40,806	1	Eagan	6,235	*
Brooklyn Center	38,893	*	Eden Prairie	246,997	3
Brooklyn Park	7,378	*	Edina	708,139	6

<u>Municipalities</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Fairmont	\$ 5,728	*
Faribault	32,657	1
Fergus Falls	128,635	5
Fridley	51,765	2
Golden Valley	12,756	*
Hopkins	210,653	8
Inver Grove Heights	114,893	2
Lakeville	230,065	3
Litchfield	123,363	5
Mankato	404,130	7
Maple Grove	11,706	*
Marshall	12,703	*
Minneapolis	797,376	*
Minnetonka	1,901,847	13
Moorhead	7,017	*
Morris	75,911	3
Mound	59,925	5
New Brighton	722,099	23
New Hope	191,466	10
New Ulm	173,058	5
Northfield	357,412	9
North St. Paul	268,676	12
Orono	28,516	1
Owatonna	388,476	8

<u>Municipalities</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Plymouth	\$ 343,491	7
Richfield	3,161	*
Robbinsdale	212,170	13
St. Anthony	47,247	4
St. Cloud	248,355	2
St. Louis Park	57,110	*
St. Paul	1,740,782	2
Sauk Rapids	54,561	2
Shakopee	21,176	*
Shoreview	69,982	2
South St. Paul	181,803	6
Spring Lake Park	54,360	5
Stillwater	8,150	*
Thief River Falls	40,673	1
Virginia	35,380	1
West St. Paul	190,000	6
White Bear Lake	167,468	3
Willmar	153,972	3
Worthington	31,113	2
TOTAL	\$14,293,969	2

* Less than 1%

1982 MUNICIPAL STATE AID NEEDS REPORT

Unamortized Bond Account Balance (Amount as of December 31, 1981)

To compensate for unpaid Municipal State Aid Bond obligations that are not reflected in the Municipal State Aid Needs Studies, the Municipal Engineers' Screening Committee passed resolutions which provide that a separate annual adjustment shall be made in total money needs of a municipality that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.18 for use on State Aid Projects. This adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the municipality. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unexpended bond amount as of December 31st of the preceding year.

Also, that for the purpose of this separate annual adjustment, the unamortized balance of the Saint Paul Bond Account as authorized in 1953, 2nd United Improvement Program, and as authorized in 1946, Capital Approach Improvement Bonds, shall be considered in the same manner as those bonds sold and issued pursuant to Minnesota Statutes, Chapter 162.18.

<u>Municipality</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1981</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Alexandria	\$ 175,000	\$ 80,000	\$ 175,000	\$ -0-	\$ 80,000
Apple Valley	1,225,000	1,050,000	1,225,000	-0-	1,050,000
Bemidji	325,000	75,000	325,000	-0-	75,000
Bloomington	3,359,000	1,770,000	3,327,055	596,147	1,173,853
Brainerd	620,000	445,000	610,000	10,000	435,000
Brooklyn Center	1,050,000	600,000	1,050,000	-0-	600,000
Cloquet	405,000	195,000	253,490	151,510	43,490
Cottage Grove	1,280,000	950,000	612,395	667,605	282,395
Detroit Lakes	200,000	105,000	200,000	-0-	105,000
East Grand Forks	325,000	200,000	325,000	-0-	200,000
Faribault	550,000	375,000	550,000	-0-	375,000
Golden Valley	450,000	60,000	435,320	14,680	45,320

<u>Municipality</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1981</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Grand Rapids	\$ 390,000	\$ 112,000	\$ 390,000	\$ -0-	\$ 112,000
Ham Lake	330,000	270,000	330,000	-0-	270,000
Hibbing	250,000	150,000	174,595	75,405	74,595
Inver Grove Heights	85,000	20,000	85,000	-0-	20,000
Little Falls	245,000	90,000	222,443	22,557	67,443
Mankato	610,000	65,000	582,062	27,938	37,062
Maple Grove	1,100,000	870,000	1,091,625	8,375	861,625
Maplewood	540,000	365,000	540,000	-0-	365,000
Marshall	310,000	310,000	235,496	74,504	235,496
Mendota Heights	535,000	350,000	523,628	11,372	338,628
Minneapolis	4,000,000	1,200,000	4,000,000	-0-	1,200,000
*Minnetonka	750,000	187,500	-0-	619,043	-0- *
Mound	275,000	275,000	275,000	-0-	275,000
Mounds View	140,000	10,000	133,094	6,906	3,094
*New Hope	304,000	10,000	218,975	85,025	-0- *
Northfield	315,000	65,000	257,418	57,582	7,418
Orono	270,000	240,000	-0-	270,000	-0-
Plymouth	270,000	2,378	270,000	-0-	2,378
St. Cloud	1,335,000	595,000	1,164,249	170,751	424,249
St. Paul	-0-	-0-	-0-	-0-	2,226,651
Spring Lake Park	195,000	175,000	132,051	62,949	112,051
Stillwater	555,000	70,000	555,000	-0-	70,000
Virginia	420,000	370,000	420,000	-0-	370,000
Woodbury	463,000	245,000	298,936	164,064	80,936
TOTAL	\$23,651,000	\$11,951,878	\$20,987,832	\$3,096,413	\$11,618,684

* Amount of Disbursements reduced due to monies being expended off the Municipal State-Aid System:
 Bloomington - \$564,202 (1980-85); Golden Valley - \$14,680 (1979-84); Little Falls - \$22,557 (1979-87);
 New Hope - \$84,422 (1979-83); Minnetonka - \$619,043 (1979-82). TOTAL ADJUSTMENT = \$1,304,904

1982 MUNICIPAL STATE AID NEEDS REPORT

Non-Existent Bridge Construction

To compensate for not allowing needs for non-existent structures in the 25-year needs study, the Municipal Screening Committee passed the following resolution:
BE IT RESOLVED:

"The money needs for all "non-existing" bridges and grade separations be removed from the Needs Study until such time that a construction project is awarded. At that time a money needs adjustment shall be made by annually adding the total amount of the structure cost that is eligible for State Aid reimbursement for a 15-year period."

Pursuant to the above resolution, the listed amounts as of December 31, 1981, have been added to the total money needs of each of the following municipalities.

<u>Municipality</u>	<u>Year Constructed</u>	<u>Year of Expiration</u>	<u>Amount</u>
Albert Lea	1976	1991	\$ 245,320
Brainerd	1974	1989	576,113
Brooklyn Center	1974	1989	197,709
Chaska	1974	1989	28,800
Grand Rapids	1979*	1994	553,858
Hastings	1982	1997	247,538
Hutchinson	1978	1993	570,793
Maplewood	1973 & 1974	1988 & 1989	664,966
Minneapolis	1982	1997	410,521
Moorhead	1974	1989	7,530
Red Wing	1978	1993	154,168
Rochester	1974	1989	84,378
St. Louis Park	1971 & 1978	1986 & 1993	1,492,570
St. Paul	1974 & 1981	1989 & 1996	1,221,432
TOTAL			\$6,455,696

* First Year of Adjustment

1982 MUNICIPAL STATE AID NEEDS REPORT

Needs Adjustment for Right-of-Way Acquisition

The Municipal Screening Committee at its October, 1975, meeting passed a resolution which allows a municipality to receive a credit adjustment in their money needs apportionment for local money spent for Right-of-Way acquisition.

The resolution states:

That Right-of-Way needs shall be included in the apportionment needs based on the unit price per mile, until such time that the Right-of-Way is acquired and the actual cost established. At that time a money needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period.

On the recommendation of the Municipal Needs Study Subcommittee, the Municipal Screening Committee at their June 1, 1978, meeting further defined a Right-of-Way needs adjustment to be:

"Only Right-of-Way Acquisition costs that are eligible for State Aid reimbursement shall be included in the Right-of-Way money needs adjustment."

The following summary shows the Right-of-Way acquisition reported in 1977 through 1982.

<u>Municipality</u>	<u>Adjust. For 1978 Apport.</u>	<u>Adjust. For 1979 Apport.</u>	<u>Adjust. For 1980 Apport.</u>	<u>Adjust. For 1981 Apport.</u>	<u>Adjust. For 1982 Apport.</u>	<u>Adjust. For 1983 Apport.</u>	<u>Total Adjust.</u>
Bloomington	\$ -	\$ -	\$ -	\$ -	\$ -	\$145,300	\$ 145,300
Cloquet	-	-	51,268	-	-	-	51,268
Crookston	-	-	-	93,000	56,174	-	149,174
Crystal	-	-	-	285,354	47,849	-	333,203
Duluth	49,401	-	-	-	-	-	49,401
Fairmont	-	-	-	-	-	1,825	1,825

<u>Municipality</u>	<u>Adjust. For 1978 Apport.</u>	<u>Adjust. For 1979 Apport.</u>	<u>Adjust. For 1980 Apport.</u>	<u>Adjust. For 1981 Apport.</u>	<u>Adjust. For 1982 Apport.</u>	<u>Adjust. For 1983 Apport.</u>	<u>Total Adjust.</u>
Fridley	\$ 648	\$ 5,205	\$ -	\$ -	\$ -	\$ -	\$ 5,853
Golden Valley	-	-	-	720,932	-	-	720,932
Hastings	-	-	-	-	13,270	4,350	17,620
Inver Grove Heights	-	20,997	-	-	-	-	20,997
Little Canada	-	-	-	43,300	-	-	43,300
Maple Grove	-	-	-	-	18,538	-	18,538
Marshall	-	-	-	-	-	58,320	58,320
Minneapolis	52,000	310,285	-	789,766	1,959,183	34,351	3,145,585
Minnetonka	-	-	-	210,700	-	71,450	282,150
Moorhead	21,000	-	-	-	-	-	21,000
Morris	-	13,097	-	-	-	-	13,097
Owatonna	79,517	34,121	-	-	-	-	113,638
Plymouth	25,208	-	-	-	-	-	25,208
Ramsey	7,884	-	-	-	-	8,427	16,311
Red Wing	14,000	-	-	-	-	-	14,000
Rochester	4,728	-	93,822	-	-	-	98,550
St. Louis Park	335,520	-	-	-	-	-	335,520
St. Paul	741,034	638,881	12,636	129,673	-	4,921	1,527,145
Sauk Rapids	-	-	-	-	9,834	-	9,834
Stillwater	-	-	-	-	104,442	-	104,442
Willmar	-	-	-	-	-	22,500	22,500
Winona	-	-	-	-	340,950	-	340,950
TOTALS	\$1,330,940	\$1,022,586	\$157,726	\$2,272,725	\$2,550,240	\$351,444	\$7,685,661

1982 MUNICIPAL STATE AID NEEDS REPORT

Trunk Highway Turnbacks

The following tabulation shows the tentative Trunk Highway Turnback Maintenance allowance for the 1982 Apportionment. All turnbacks eligible for maintenance payments are included in this tabulation as of July 1, 1981. Adjustments will be made for additional turnbacks received by December 31, 1981. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Committee Resolution which reads as follows:

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial turnback adjustment when for less than 12 full months shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of \$1,500 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

To provide an advance payment for the coming year's maintenance obligations, a needs adjustment per mile shall be added to the annual money needs. This needs adjustment per mile shall produce sufficient apportionment funds so that at least \$1,500 in apportionment shall be earned for each mile of trunk highway turnback on Municipal State Aid Street System.

Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the municipal turnback account payment provisions; and the resurfacing needs for the awarded project shall be included in the needs study for the next apportionment.

<u>M.S.A.S.</u> <u>Route</u> <u>No.</u>	<u>Date</u> <u>of</u> <u>Release</u>	<u>Total</u> <u>Mileage</u>	<u>Plan</u> <u>Approved</u>	<u>Miles</u> <u>Const.</u>	<u>Miles</u> <u>Eligible</u> <u>Maint.</u>	<u>Date of</u> <u>M.S.A.S.</u> <u>Desig.</u>	<u>1982</u> <u>Maintenance Allowance</u> <u>Months X Miles X \$1500</u>	<u>1983</u> <u>Miles X \$1500</u>	<u>Total</u>
<u>Anoka</u>									
134	5-79	0.46	Yes	0.36	0.10			0.10 x \$1500 = \$ 150	\$ 150
<u>Austin</u>									
140	10-78	0.85	No		0.85			0.85 x \$1500 = \$1275	\$ 1,275
<u>Duluth</u>									
149	10-1-74	1.05	Yes		1.05			1.05 x \$1500 = \$1575	\$ 1,575
<u>Hastings</u>									
133	7-15-71	1.26	Yes	0.71	0.55			0.55 x \$1500 = \$ 825	\$ 825
<u>Mankato</u>									
120	6-1-77	0.66	Yes	0.42	0.24			0.24 x \$1500 = \$ 360	\$ 360
<u>Marshall</u>									
122	12-1-75	1.44	Yes	1.27	0.17			0.17 x \$1500 = \$ 255	\$ 255
<u>North Mankato</u>									
116	8-78	1.79	No		1.79			1.79 x \$1500 = \$2685	\$ 2,685

<u>M.S.A.S.</u> <u>Route</u> <u>No.</u>	<u>Date</u> <u>of</u> <u>Release</u>	<u>Total</u> <u>Mileage</u>	<u>Plan</u> <u>Approved</u>	<u>Miles</u> <u>Const.</u>	<u>Miles</u> <u>Eligible</u> <u>Maint.</u>	<u>Date of</u> <u>M.S.A.S.</u> <u>Desig.</u>	<u>1982</u> <u>Maintenance Allowance</u> <u>Months X Miles X \$1500</u>	<u>1983</u> <u>Miles X \$1500</u>	<u>Total</u>
<u>St. Cloud</u>									
138	10-78	1.92	No	0.14	1.78			1.78 x \$1500 = \$2670	
140	10-80	1.55	No	0.14	1.41	2-81		1.41 x \$1500 = \$2115	
		<u>3.47</u>		<u>0.28</u>	<u>3.19</u>			3.19	\$4785 \$ 4,785
<u>Sauk Rapids</u>									
109	11-1-71	1.02	Yes	0.07	0.95			0.95 x \$1500 = \$1425	\$ 1,425
<u>Willmar</u>									
140	10-22-76	0.28	No	<u> </u>	0.28			0.28 x \$1500 = \$ 420	\$ 420
TOTAL		12.28		3.11	9.17			9.17	\$13,755

Richard P. Braun, Commissioner
Minnesota Department of Transportation
Room 411
State Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Braun:

We, the undersigned, as members of the 1982 Municipal Screening Committee, having reviewed all information available in relation to the 25-year money needs of the Municipal State Aid Street System, do hereby submit our findings as required by Minnesota Statutes.

We recommend that these findings be modified as required by Screening Committee Resolutions, and law that affects the cities of Ely, Luverne, Pipestone and St. Paul Park.

We also recommend that any new municipalities that become eligible for State Aid by incorporation or annexation have their mileage and resulting money needs established and included in our findings.

This committee, therefore, recommends that the money needs, as listed on the attached, be modified as required and used as the basis for apportioning to the urban municipalities the 1983 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Respectfully submitted,

Herbert Reimer
Secretary

Charles Honchell
Chairman

Robert Simon
Vice Chairman

Approved:

James Prusak
District 1

Brian Freeberg
District 2

John Dolentz
District 3

Irving Bakken
District 4

Donald Asmus
District 5

Maynard Lueth
District 6

Orlin Ortloff
District 7

Duane Aden
District 8

James Kleinschmidt
District 9

J. Paul Davidson
Duluth

Marvin Hoshaw
Minneapolis

Robert Peterson
St. Paul

Attachment: Money Needs Listing

1982 MUNICIPAL STATE AID NEEDS REPORT

1982 Money Needs Recommendations

<u>Municipalities</u>	<u>Money Needs</u>	<u>Municipalities</u>	<u>Money Needs</u>
Albert Lea	\$ 3,605,529	East Bethel	\$ 2,632,549
Alexandria	1,831,007	East Grand Forks	1,778,294
Andover	4,080,123	Eden Prairie	8,985,025
Anoka	3,502,589	Edina	10,905,203
Apple Valley	4,255,056	Elk River	6,373,347
Arden Hills	1,751,928	Ely	2,201,221
Austin	3,383,272	Eveleth	1,715,832
Bemidji	3,535,080	Fairmont	3,286,183
Blaine	6,106,989	Falcon Heights	522,012
Bloomington	13,289,518	Faribault	3,208,709
Brainerd	2,984,424	Fergus Falls	2,844,239
Brooklyn Center	5,875,552	Fridley	3,202,996
Brooklyn Park	7,102,554	Golden Valley	7,736,399
Burnsville	14,204,825	Grand Rapids	1,584,535
Champlin	3,441,321	Ham Lake	2,391,175
Chanhassen	2,779,031	Hastings	2,563,893
Chaska	3,982,956	Hermantown	4,115,878
Chisholm	1,716,411	Hibbing	13,795,478
Cloquet	8,431,112	Hopkins	2,648,094
Columbia Heights	1,890,922	Hutchinson	1,699,994
Coon Rapids	5,497,083	International Falls	1,149,650
Cottage Grove	7,376,751	Inver Grove Heights	5,346,800
Crookston	3,018,316	Lake Elmo	2,044,397
Crystal	5,531,771	Lakeville	9,154,135
Detroit Lakes	1,618,211	Litchfield	2,249,059
Duluth	34,630,384	Little Canada	1,191,452
Eagan	8,935,729	Little Falls	2,513,717

<u>Municipalities</u>	<u>Money Needs</u>
Luverne	\$ 470,490
Mankato	5,678,852
Maple Grove	12,256,618
Maplewood	7,241,708
Marshall	1,785,541
Mendota Heights	3,566,652
Minneapolis	84,108,521
Minnetonka	14,168,481
Montivideo	1,806,029
Moorhead	8,208,758
Morris	2,411,785
Mound	1,325,639
Mounds View	2,358,593
New Brighton	3,096,366
New Hope	1,825,932
New Ulm	3,736,265
Northfield	4,057,093
North Mankato	2,065,912
North St. Paul	2,230,431
Oakdale	2,865,987
Orono	2,120,141
Owatonna	4,679,587
Pipestone	2,513,347
Plymouth	5,153,013
Prior Lake	3,440,906
Ramsey	5,136,112
Red Wing	5,553,201
Redwood Falls	1,245,673
Richfield	1,970,572
Robbinsdale	1,635,637

<u>Municipalities</u>	<u>Money Needs</u>
Rochester	\$ 9,242,963
Rosemount	4,187,115
Roseville	5,302,882
St. Anthony	1,258,578
St. Cloud	16,023,285
St. Louis Park	6,848,532
St. Paul	80,116,047
St. Paul Park	1,162,899
St. Peter	1,538,524
Sauk Rapids	2,988,832
Shakopee	3,276,999
Shoreview	3,884,942
South St. Paul	3,275,648
Spring Lake Park	1,032,213
Stillwater	3,256,776
Thief River Falls	3,002,232
Vadnais Heights	962,723
Virginia	2,374,450
Waseca	1,087,713
West St. Paul	3,249,724
White Bear Lake	5,602,752
Willmar	4,914,586
Winona	4,762,794
Woodbury	8,883,622
Worthington	1,886,314
TOTAL	\$651,035,697

1982 MUNICIPAL STATE AID NEEDS REPORT

Comparison of 1982 to the Tentative 1983 Money Needs Apportionment

Comparing the actual 1982 to the tentative 1983 money needs apportionment which is based on the 1982 apportionment amount, we find that 50 cities show an increase in apportionment, and 27 have an increase of 10 percent or more. And 23 of the 59 cities which have decreased are 10 percent or larger.

The explanations for these changes from the 1981 apportionment are reflected in the "1982 M.S.A.S. Needs Study Update" and the "Tentative 1983 Money Needs Apportionment Determination" which appear previously in the book. Also, a detailed explanation of each variance is available on request.

1982 MUNICIPAL STATE AID NEEDS REPORT

1982 to 1983 Money Needs Apportionment (Based on the 1982 Apportionment Sum)

Municipality	1982 Money Needs Apportionment	Tentative 1983 Money Needs Apportionment	Increase Dollars	%	Decrease Dollars	%
Albert Lea	\$ 129,438	\$ 116,563			\$ 12,875	10
Alexandria	68,671	57,107			11,564	17
Andover	96,765	126,216	\$ 29,451	30		
Anoka	91,394	104,430	13,036	14		
Apple Valley	120,337	169,064	48,727	41		
Arden Hills	56,968	56,609			359	1
Austin	101,322	91,732			9,590	9
Bemidji	118,463	113,910			4,553	4
Blaine	145,536	186,197	40,661	28		
Bloomington	483,510	454,496			29,014	6
Brainerd	116,965	122,192	5,227	4		
Brooklyn Center	218,881	218,616			265	--
Brooklyn Park	242,081	233,800			8,281	3
Burnsville	489,714	463,982			25,732	5
Champlin	83,452	101,033	17,581	21		
Chanhassen	82,179	91,575	9,396	11		
Chaska	129,725	123,619			6,106	5
Chisholm	51,530	56,559	5,029	10		
Cloquet	244,707	274,881	30,174	12		
Columbia Heights	36,325	55,774	19,449	53		
Coon Rapids	195,223	166,127			29,096	15
Cottage Grove	261,040	246,448			14,592	6
Crookston	132,578	100,900			31,678	24
Crystal	-0-	129,039	129,039	**		
Detroit Lakes	50,177	51,416	1,239	3		
Duluth	1,068,705	1,048,708			19,997	2
Eagan	279,493	287,672	8,179	3		
East Bethel	70,967	86,748	15,781	22		
East Grand Forks	58,412	63,890	5,478	9		
Eden Prairie	305,622	287,936			17,686	6
Edina	376,769	335,087			41,682	11
Elk River	158,892	194,170	35,278	22		
Ely	(34,559)*	(17,279)*			17,280	50
Eveleth	53,088	54,523	1,435	3		
Fairmont	111,403	97,366			14,037	13
Falcon Heights	16,786	17,201	415	2		

<u>Municipality</u>	1982 Money Needs <u>Apportionment</u>	Tentative 1983 Money Needs <u>Apportionment</u>	Increase <u>Dollars</u>	%	Decrease <u>Dollars</u>	%
Faribault	\$ 117,730	\$ 117,014			\$ 716	1
Fergus Falls	81,026	84,324	\$ 3,298	4		
Fridley	89,554	88,329			1,225	1
Golden Valley	275,364	258,286			17,078	6
Grand Rapids	73,040	74,155	1,115	2		
Ham Lake	73,728	87,691	13,963	19		
Hastings	78,322	88,327	10,005	13		
Hermantown	133,950	133,028			922	1
Hibbing	447,975	457,047	9,072	2		
Hopkins	90,926	71,547			19,379	21
Hutchinson	63,570	67,354	3,784	6		
International Falls	31,245	37,587	6,342	20		
Inver Grove Heights	101,769	173,753	71,984	71		
Lake Elmo	55,359	60,971	5,612	10		
Lakeville	239,642	279,511	39,869	17		
Litchfield	56,163	62,348	6,185	11		
Little Canada	42,111	38,288			3,823	9
Little Falls	92,023	85,054			6,969	8
Luverne	(7,670)*	(3,835)*			3,835	50
Mankato	193,728	162,116			31,612	16
Maple Grove	434,122	432,212			1,910	--
Maplewood	268,622	272,568	3,946	1		
Marshall	87,807	68,355			19,452	22
Mendota Heights	122,707	122,188			519	--
Minneapolis	3,123,415	2,901,993			221,422	7
Minnetonka	400,033	406,679	6,646	2		
Montevideo	57,633	53,762			3,871	7
Moorhead	290,510	248,030			42,480	15
Morris	63,092	76,865	13,773	22		
Mound	75,414	50,770			24,644	33
Mounds View	47,667	68,378	20,711	43		
New Brighton	79,001	78,237			764	1
New Hope	59,798	53,859			5,939	10
New Ulm	116,071	117,415	1,344	1		
Northfield	75,684	114,273	38,589	51		
North Mankato	65,228	61,977			3,251	5
North St. Paul	64,211	57,462			6,749	11
Oakdale	108,096	91,512			16,584	15
Orono	57,385	68,019	10,634	19		

Municipality	1982	Tentative	Increase		Decrease	
	Money Needs Apportionment	1983 Money Needs Apportionment	Dollars	%	Dollars	%
Owatonna	\$ 137,266	\$ 145,145	\$ 7,879	6		
Pipestone	(45,768)*	(22,884)*			\$(22,884)	50
Plymouth	165,209	159,392			5,817	4
Prior Lake	100,084	113,385	13,301	13		
Ramsey	151,049	169,783	18,734	12		
Red Wing	170,993	179,545	8,552	5		
Redwood Falls	41,307	38,841			2,466	6
Richfield	60,544	64,830	4,286	7		
Robbinsdale	49,304	45,226			4,078	8
Rochester	298,874	281,099			17,775	6
Rosemount	159,148	132,657			26,491	17
Roseville	173,723	171,658			2,065	1
St. Anthony	35,668	30,022			5,646	16
St. Cloud	535,034	538,581	3,547	1		
St. Louis Park	291,127	253,035			38,092	13
St. Paul	2,616,213	2,726,623	110,410	4		
St. Paul Park	(24,365)*	(12,183)*			(12,182)*	50
St. Peter	41,623	42,248	625	1		
Sauk Rapids	89,128	94,825	5,697	6		
Shakopee	97,600	103,288	5,688	6		
Shoreview	96,936	114,342	17,406	18		
South St. Paul	92,049	92,807	758	1		
Spring Lake	34,299	31,902			2,397	7
Stillwater	112,134	111,675			459	--
Thief River Falls	88,835	87,847			988	1
Vadnais Heights	31,147	29,810			1,337	4
Virginia	93,114	84,722			8,392	9
Waseca	33,744	30,467			3,277	10
West St. Paul	110,642	100,824			9,818	9
White Bear Lake	154,772	179,104	24,332	16		
Willmar	137,253	158,033	20,780	15		
Winona	179,876	152,423			27,453	15
Woodbury	288,323	284,342			3,981	1
Worthington	56,270	54,957			1,313	2
TOTAL	\$21,016,489	\$21,016,489	\$924,442		\$924,442	

* Cities not reclassified as defined in Chapter 169, Section 52, Subdivision 4 of 1981 Laws. These cities will receive 33 percent of their 1981 apportionment in 1983.

** Crystal did not receive a money needs apportionment in 1982 due to an unencumbered construction balance adjustment.

1982 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1983 M.S.A.S. Population Apportionment

The following theoretical 1983 population apportionment is based on the actual 1982 apportionment sum, and population figures current as of December 31, 1981. The final population data will be certified December 31, 1982, by the Secretary of State and the actual apportionment sum available to urban municipalities in 1983 will be provided by the Office of Finance and Accounting in January of 1983.

Based on 105 cities over 5,000 population (not including Ely, Luverne, Pipestone and St. Paul Park), each person presently earns approximately \$8.56 in apportionment. This figure will be somewhat revised when the actual revenue for the 1983 apportionment becomes available, or if additional cities should exceed 5,000 population prior to January 1, 1983.

Lino Lakes is presently working with the Census Bureau in attempting to qualify for State Aid by taking an interim census count. They hope to have the results by November of 1982.

1982 MUNICIPAL STATE AID NEEDS REPORT

Population Apportionment

Pursuant to Minnesota Statutes Chapter 162.13, Subdivision 1 (2) which reads as follows:
 "An amount equal to 50 percent of such apportionment sum shall be apportioned among the cities having a population of 5,000 or more so that each such city shall receive of such amount the percentage that its population bears to the total population of all such cities."

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Albert Lea	19,435	.7932	\$ 166,301
Alexandria	7,608	.3105	65,099
Andover	9,387	.3831	80,320
Anoka	15,634	.6381	133,783
Apple Valley	21,818	.8905	186,701
Arden Hills	8,012	.3270	68,558
Austin	23,020	.9396	196,995
Bemidji	10,949	.4469	93,696
Blaine	28,558	1.1656	244,378
Bloomington	81,831	3.3400	700,258
Brainerd	11,489	.4689	98,309
Brooklyn Center	31,230	1.2747	267,251
Brooklyn Park	43,332	1.7686	370,801
Burnsville	35,674	1.4560	305,262
Champlin	9,006	.3676	77,070
Chanhassen	6,359	.2595	54,406
Chaska	8,346	.3406	71,410
Chisholm	5,930	.2420	50,737
Cloquet	11,142	.4548	95,353
Columbia Heights	20,029	.8175	171,396
Coon Rapids	35,826	1.4622	306,562
Cottage Grove	18,994	.7752	162,527
Crookston	8,628	.3522	73,842
Crystal	25,543	1.0425	218,569
Detroit Lakes	7,106	.2900	60,801
Duluth	92,811	3.7881	794,206
Eagan	20,532	.8380	175,694
East Bethel	6,626	.2704	56,692
East Grand Forks	8,537	.3484	73,045
Eden Prairie	16,263	.6638	139,171
Edina	46,073	1.8805	394,262
Elk River	6,785	.2769	58,054
Ely	(4,820)*	---	(12,424)*

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Eveleth	5,042	.2058	43,148
Fairmont	11,506	.4696	98,456
Falcon Heights	5,291	.2160	45,286
Faribault	16,241	.6629	138,982
Fergus Falls	12,519	.5110	107,135
Fridley	30,228	1.2338	258,676
Golden Valley	22,775	.9296	194,898
Grand Rapids	7,934	.3238	67,887
Ham Lake	7,832	.3197	67,028
Hastings	12,827	.5235	109,756
Hermantown	6,759	.2759	57,845
Hibbing	21,193	.8650	181,354
Hopkins	15,336	.6259	131,225
Hutchinson	9,330	.3808	79,838
International Falls	5,671	.2315	48,536
Inver Grove Heights	17,171	.7008	146,928
Lake Elmo	5,296	.2162	45,328
Lakeville	14,790	.6037	126,571
Litchfield	5,904	.2410	50,528
Little Canada	7,102	.2899	60,780
Little Falls	7,250	.2959	62,038
Luverne	(4,568)*	---	(12,266)*
Mankato	28,651	1.1694	245,174
Maple Grove	20,525	.8377	175,631
Maplewood	26,990	1.1016	230,959
Marshall	11,161	.4555	95,499
Mendota Heights	7,288	.2975	62,373
Minneapolis	370,951	15.1404	3,174,309
Minnetonka	38,683	1.5789	331,029
Montevideo	5,845	.2386	50,024
Moorhead	29,998	1.2244	256,705
Morris	5,385	.2198	46,083
Mound	9,280	.3788	79,419
Mounds View	12,593	.5140	107,764
New Brighton	23,269	.9497	199,112
New Hope	23,087	.9423	197,561
New Ulm	13,755	.5614	117,702
Northfield	12,562	.5127	107,492
North Mankato	9,145	.3733	78,265
North St. Paul	11,921	.4866	102,020
Oakdale	12,123	.4948	103,739
Orono	6,845	.2794	58,579

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Owatonna	18,632	.7605	159,445
Pipestone	(4,887)*	---	(12,682)*
Plymouth	31,615	1.2904	270,543
Prior Lake	7,284	.2973	62,331
Ramsey	10,093	.4119	86,358
Red Wing	13,736	.5606	117,534
Redwood Falls	5,210	.2127	44,594
Richfield	37,851	1.5449	323,901
Robbinsdale	14,422	.5886	123,405
Rochester	57,855	2.3614	495,087
Rosemount	5,083	.2075	43,504
Roseville	35,820	1.4620	306,520
St. Anthony	7,981	.3257	68,286
St. Cloud	42,566	1.7373	364,239
St. Louis Park	42,931	1.7522	367,363
St. Paul	270,230	11.0295	2,312,425
St. Paul Park	(4,864)*	---	(13,299)*
St. Peter	9,056	.3696	77,490
Sauk Rapids	5,793	.2364	49,563
Shakopee	9,941	.4057	85,058
Shoreview	17,300	.7061	148,040
South St. Paul	21,235	.8667	181,711
Spring Lake Park	6,477	.2644	55,434
Stillwater	12,322	.5029	105,437
Thief River Falls	9,105	.3716	77,909
Vadnais Heights	5,111	.2086	43,735
Virginia	11,056	.4513	94,619
Waseca	8,219	.3355	70,340
West St. Paul	18,527	.7562	158,544
White Bear Lake	22,538	.9199	192,865
Willmar	15,895	.6488	136,026
Winona	25,075	1.0234	214,564
Woodbury	10,297	.4203	88,119
Worthington	10,243	.4181	87,658
TOTAL	2,469,205	100.0000	\$21,016,489
	- (19,139)*		- (50,671)*

* Cities not reclassified as defined in Chapter 169, Section 52, Subdivision 4 of 1981 Laws. These cities will receive 33 percent of their 1981 apportionment in 1983.

1982 MUNICIPAL STATE AID NEEDS REPORT

Total Tentative 1983 M.S.A.S. Apportionment

Based on the actual 1982 apportionment amount, the following tabulation shows each municipality's tentative money needs and population apportionment amounts for 1983. The tentative percentages shown in this summary are for informational purposes only.

The actual revenue will be announced in January, 1983, when the Commissioner of Transportation determines the annual Municipal State-Aid allotment.

1982 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1983 M.S.A.S. Total Apportionment (Based on the Actual 1982 Apportionment Sum)

<u>Municipality</u>	<u>Population Apportionment</u>	<u>Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Total Distribution Percentage</u>
Albert Lea	\$ 166,301	\$ 116,563	\$ 282,864	.6730
Alexandria	65,099	57,107	122,206	.2907
Andover	80,320	126,216	206,536	.4914
Anoka	133,783	104,430	238,213	.5667
Apple Valley	186,701	169,064	355,765	.8464
Arden Hills	68,558	56,609	125,167	.2978
Austin	196,995	91,732	288,727	.6869
Bemidji	93,696	113,910	207,606	.4939
Blaine	244,378	186,197	430,575	1.0244
Bloomington	700,258	454,496	1,154,754	2.7473
Brainerd	98,309	122,192	220,501	.5246
Brooklyn Center	267,251	218,616	485,867	1.1559
Brooklyn Park	370,801	233,800	604,601	1.4384
Burnsville	305,262	463,982	769,244	1.8301
Champlin	77,070	101,033	178,103	.4237
Chanhassen	54,406	91,575	145,981	.3473
Chaska	71,410	123,619	195,029	.4640
Chisholm	50,737	56,559	107,296	.2553
Cloquet	95,353	274,881	370,234	.8808
Columbia Heights	171,396	55,774	227,170	.5405
Coon Rapids	306,562	166,127	472,689	1.1246
Cottage Grove	162,527	246,448	408,975	.9730
Crookston	73,842	100,900	174,742	.4157
Crystal	218,569	129,039	347,608	.8270
Detroit Lakes	60,801	51,416	112,217	.2670
Duluth	794,206	1,048,708	1,842,914	4.3844
Eagan	175,694	287,672	463,366	1.1024
East Bethel	56,692	86,748	143,440	.3413
East Grand Forks	73,045	63,890	136,935	.3258
Eden Prairie	139,171	287,936	427,107	1.0161
Edina	394,262	335,087	729,349	1.7352
Elk River	58,054	194,170	252,224	.6001
Ely	(12,424)*	(17,279)*	(29,703)*	.0707
Eveleth	43,148	54,523	97,671	.2324
Fairmont	98,456	97,366	195,822	.4659
Falcon Heights	45,286	17,201	62,487	.1487

<u>Municipality</u>	<u>Population Apportionment</u>	<u>Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Distribution Percentage</u>
Faribault	\$ 138,982	\$ 117,014	\$ 255,996	.6090
Fergus Falls	107,135	84,324	191,459	.4555
Fridley	258,676	88,329	347,005	.8256
Golden Valley	194,898	258,286	453,184	1.0782
Grand Rapids	67,887	74,155	142,042	.3379
Ham Lake	67,028	87,691	154,719	.3681
Hastings	109,756	88,327	198,083	.4713
Hermantown	57,845	133,028	190,873	.4541
Hibbing	181,354	457,047	638,401	1.5188
Hopkins	131,225	71,547	202,772	.4824
Hutchinson	79,838	67,354	147,192	.3502
International Falls	48,536	37,587	86,123	.2049
Inver Grove Heights	146,928	173,753	320,681	.7629
Lake Elmo	45,328	60,971	106,299	.2529
Lakeville	126,571	279,511	406,082	.9661
Litchfield	50,528	62,348	112,876	.2685
Little Canada	60,780	38,288	99,068	.2357
Little Falls	62,038	85,054	147,092	.3499
Luverne	(12,266)*	(3,835)*	(16,101)*	.0383
Mankato	245,174	162,116	407,290	.9690
Maple Grove	175,631	432,212	607,843	1.4461
Maplewood	230,959	272,568	503,527	1.1979
Marshall	95,499	68,355	163,854	.3898
Mendota Heights	62,373	122,188	184,561	.4391
Minneapolis	3,174,309	2,901,993	6,076,302	14.4560
Minnetonka	331,029	406,679	737,708	1.7551
Montevideo	50,024	53,762	103,786	.2469
Moorhead	256,705	248,030	504,735	1.2008
Morris	46,083	76,865	122,948	.2925
Mound	79,419	50,770	130,189	.3097
Mounds View	107,764	68,378	176,142	.4191
New Brighton	199,112	78,237	277,349	.6598
New Hope	197,561	53,859	251,420	.5981
New Ulm	117,702	117,415	235,117	.5594
Northfield	107,492	114,273	221,765	.5276
North Mankato	78,265	61,977	140,242	.3336
North St. Paul	102,020	57,462	159,482	.3794
Oakdale	103,739	91,512	195,251	.4645
Orono	58,579	68,019	126,598	.3012

<u>Municipality</u>	<u>Population Apportionment</u>	<u>Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Distribution Percentage</u>
Owatonna	\$ 159,445	\$ 145,145	\$ 304,590	.7246
Pipestone	(12,682)*	(22,884)*	(35,566)*	.0846
Plymouth	270,543	159,392	429,935	1.0228
Prior Lake	62,331	113,385	175,716	.4180
Ramsey	86,358	169,783	256,141	.6094
Red Wing	117,534	179,545	297,079	.7068
Redwood Falls	44,594	38,841	83,435	.1985
Richfield	323,901	64,830	388,731	.9248
Robbinsdale	123,405	45,226	168,631	.4012
Rochester	495,087	281,099	776,186	1.8466
Rosemount	43,504	132,657	176,161	.4191
Roseville	306,520	171,658	478,178	1.1376
St. Anthony	68,286	30,022	98,308	.2339
St. Cloud	364,239	538,581	902,820	2.1479
St. Louis Park	367,363	253,035	620,398	1.4760
St. Paul	2,312,425	2,726,623	5,039,048	11.9883
St. Paul Park	(13,299)*	(12,183)*	(25,482)*	.0606
St. Peter	77,490	42,248	119,738	.2849
Sauk Rapids	49,563	94,825	144,388	.3435
Shakopee	85,058	103,288	188,346	.4481
Shoreview	148,040	114,342	262,382	.6242
South St. Paul	181,711	92,807	274,518	.6531
Spring Lake Park	55,434	31,902	87,336	.2078
Stillwater	105,437	111,675	217,112	.5165
Thief River Falls	77,909	87,847	165,756	.3943
Vadnais Heights	43,735	29,810	73,545	.1750
Virginia	94,619	84,722	179,341	.4267
Waseca	70,340	30,467	100,807	.2398
West St. Paul	158,544	100,824	259,368	.6171
White Bear Lake	192,865	179,104	371,969	.8849
Willmar	136,026	158,033	294,059	.6996
Winona	214,564	152,423	366,987	.8731
Woodbury	88,119	284,342	372,461	.8861
Worthington	87,658	54,957	142,615	.3393
TOTAL	\$21,016,489	\$21,016,489	\$42,032,978	100.0000

* Cities not reclassified as defined in Chapter 169, Section 52, Subdivision 4 of 1981 Laws. These cities will receive 33 percent of their 1981 apportionment in 1983.

1982 MUNICIPAL STATE AID NEEDS REPORT

Comparison of Total 1982 to the Tentative 1983 Apportionment

Comparing the actual 1982 to the tentative 1983 total apportionment, we find that 51 municipalities increase, and 58 decrease.

Twelve cities had increases which exceeded ten percent.

Crookston, Mound, and Rosemount were the only cities which had decreases exceeding ten percent. Ely, Luverne, Pipestone, and St. Paul Park all decreased 50 percent, because of the law which gives them 33 percent of their 1981 allotment.

This tentative apportionment is only for comparison purposes. The actual allotment will be determined by the Commissioner in January of 1983.

1982 MUNICIPAL STATE AID NEEDS REPORT

1982 to 1983 Apportionment Comparison (Based on 1982 Apportionment Sum)

<u>Municipality</u>	<u>1982 Total Apportionment</u>	<u>Tentative 1983 Total Apportionment</u>	<u>Increase</u>		<u>Decrease</u>	
			<u>Amount</u>	<u>%</u>	<u>Amount</u>	<u>%</u>
Albert Lea	\$ 295,337	\$ 282,864			\$ 12,473	4
Alexandria	133,612	122,206			11,406	9
Andover	176,891	206,536	\$ 29,645	17		
Anoka	224,853	238,213	13,360	6		
Apple Valley	306,586	355,765	49,179	16		
Arden Hills	125,360	125,167			193	--
Austin	297,841	288,727			9,114	3
Bemidji	211,933	207,606			4,327	2
Blaine	389,323	430,575	41,252	11		
Bloomington	1,182,076	1,154,754			27,322	2
Brainerd	215,036	220,501	5,465	3		
Brooklyn Center	485,486	485,867	381	--		
Brooklyn Park	611,986	604,601			7,385	1
Burnsville	794,238	769,244			24,994	3
Champlin	160,336	178,103	17,767	11		
Chanhassen	136,454	145,981	9,527	7		
Chaska	200,962	195,029			5,933	3
Chisholm	102,144	107,296	5,152	5		
Cloquet	339,829	370,234	30,405	9		
Columbia Heights	207,306	227,170	19,864	10		
Coon Rapids	501,044	472,689			28,355	6
Cottage Grove	423,174	408,975			14,199	3
Crookston	206,241	174,742			31,499	15
Crystal	218,040	347,608	129,568	59		
Detroit Lakes	110,831	112,217	1,386	1		
Duluth	1,860,992	1,842,914			18,078	1
Eagan	454,762	463,366	8,604	2		
East Bethel	127,521	143,440	15,919	12		
East Grand Forks	131,280	136,935	5,655	4		
Eden Prairie	444,457	427,107			17,350	4
Edina	770,078	729,349			40,729	5
Elk River	216,806	252,224	35,418	16		
Ely	(59,407)*	(29,703)*			(29,704)*	50
Eveleth	96,131	97,671	1,540	2		
Fairmont	209,620	195,822			13,798	7
Falcon Heights	61,963	62,487	524	1		

<u>Municipality</u>	<u>1982 Total</u> <u>Apportionment</u>	<u>Tentative</u> <u>1983 Total</u> <u>Apportionment</u>	<u>Increase</u>		<u>Decrease</u>	
			<u>Amount</u>	<u>%</u>	<u>Amount</u>	<u>%</u>
Faribault	\$ 256,376	\$ 255,996			\$ 380	--
Fergus Falls	187,902	191,459	\$ 3,557	2		
Fridley	347,605	347,005			600	--
Golden Valley	469,791	453,184			16,607	4
Grand Rapids	140,763	142,042	1,279	1		
Ham Lake	140,594	154,719	14,125	10		
Hastings	187,813	198,083	10,270	5		
Hermantown	191,613	190,873			740	--
Hibbing	628,891	638,401	9,510	2		
Hopkins	221,834	202,772			19,062	9
Hutchinson	143,215	147,192	3,977	3		
International Falls	79,663	86,123	6,460	8		
Inver Grove Heights	248,342	320,681	72,339	29		
Lake Elmo	100,577	106,299	5,722	6		
Lakeville	365,907	406,082	40,175	11		
Litchfield	106,568	112,876	6,308	6		
Little Canada	102,744	99,068			3,676	4
Little Falls	153,911	147,092			6,819	4
Luverne	(32,202)*	(16,101)*			(16,101)*	50
Mankato	438,310	407,290			31,020	7
Maple Grove	609,328	607,843			1,485	--
Maplewood	499,023	503,527	4,504	1		
Marshall	183,075	163,854			19,221	10
Mendota Heights	184,929	184,561			368	--
Minneapolis	6,290,073	6,076,302			213,771	3
Minnetonka	730,262	737,708	7,446	1		
Montevideo	107,536	103,786			3,750	3
Moorhead	546,595	504,735			41,860	8
Morris	109,063	122,948	13,885	13		
Mound	154,640	130,189			24,451	16
Mounds View	155,171	176,142	20,971	14		
New Brighton	277,632	277,349			283	--
New Hope	256,881	251,420			5,461	2
New Ulm	233,488	235,117	1,629	1		
Northfield	182,916	221,765	38,849	21		
North Mankato	143,304	140,242			3,062	2
North St. Paul	165,984	159,482			6,502	4
Oakdale	211,584	195,251			16,333	8
Orono	115,822	126,598	10,776	9		

<u>Municipality</u>	<u>1982 Total Apportionment</u>	<u>Tentative 1983 Total Apportionment</u>	<u>Increase</u>		<u>Decrease</u>	
			<u>Amount</u>	<u>%</u>	<u>Amount</u>	<u>%</u>
Owatonna	\$ 296,326	\$ 304,590	\$ 8,264	3		
Pipestone	(71,132)*	(35,566)*			\$(35,566)*	50
Plymouth	435,098	429,935			5,163	1
Prior Lake	162,265	175,716	13,451	8		
Ramsey	237,219	256,141	18,922	8		
Red Wing	288,243	297,079	8,836	3		
Redwood Falls	85,793	83,435			2,358	3
Richfield	383,662	388,731	5,069	1		
Robbinsdale	172,410	168,631			3,779	2
Rochester	792,764	776,186			16,578	2
Rosemount	202,547	176,161			26,386	13
Roseville	479,502	478,178			1,324	--
St. Anthony	103,809	98,308			5,501	5
St. Cloud	898,393	902,820	4,427	--		
St. Louis Park	657,602	620,398			37,204	6
St. Paul	4,923,049	5,039,048	115,999	2		
St. Paul Park	(50,962)*	(25,482)*			(25,480)*	50
St. Peter	118,925	119,738	813	--		
Sauk Rapids	138,571	144,388	5,817	4		
Shakopee	182,453	188,346	5,893	3		
Shoreview	244,618	262,382	17,764	7		
South St. Paul	273,320	274,518	1,198	--		
Spring Lake Park	89,598	87,336			2,262	3
Stillwater	217,316	217,112			204	--
Thief River Falls	166,556	165,756			800	--
Vadnais Heights	74,776	73,545			1,231	2
Virginia	187,504	179,341			8,163	4
Waseca	103,914	100,807			3,107	3
West St. Paul	268,802	259,368			9,434	4
White Bear Lake	347,170	371,969	24,799	7		
Willmar	272,950	294,059	21,109	8		
Winona	393,921	366,987			26,934	7
Woodbury	376,229	372,461			3,768	1
Worthington	143,716	142,615			1,101	1
TOTAL	\$42,032,978	\$42,032,978	\$944,754		\$944,754	

* Cities not reclassified as defined in Chapter 169, Section 52, Subdivision 4 of 1981 Laws. These cities will receive 33 percent of their 1981 apportionment in 1983.

-- Less Than 1%

1982 MUNICIPAL STATE AID NEEDS REPORT
REPORT OF THE
UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE

The Municipal Screening Committee directives state: "That whenever a municipality exceeds \$300,000, or two times their annual construction allotment (whichever is greater) in the construction fund balance available as of June 30th of the current year, not including the current year's allotment, the Unencumbered Construction Fund Subcommittee will review and allow the city in question to explain the reason for the large balance.

As of June 30, 1982, the following three cities exceeded this limitation:

Champlin	--	\$ 375,267
Crystal	--	\$1,790,988
Elk River	--	\$ 480,841

A detailed review of each city follows:

Champlin -- Project was awarded prior to June 30th and construction is in progress on 117th Avenue (193-101-01 for \$123,000. Funds were not encumbered until July. Now meet requirements.

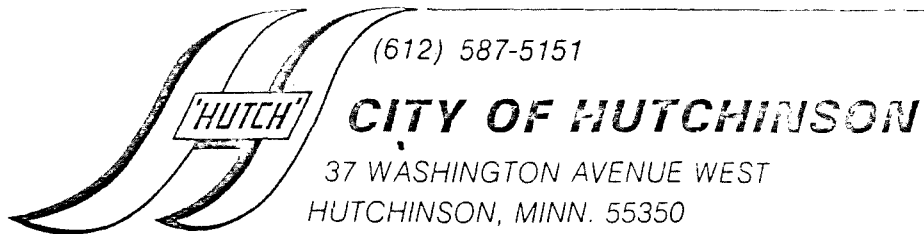
Elk River -- Awarded a contract for \$343,000 on School Street (204-107-01) on July 13th. Funds are in the process of being encumbered. Now meet requirements.

Crystal -- Discussed the funding status of Crystal with the City Engineer, William Sherburne, on July 27, 1982. He stated that conditions have not changed during the past year, and he had nothing to add to his previous report.

The Subcommittee Chairman, Marlow Priebe, officially notified Crystal that they would be granted a review by the subcommittee if they so requested. (Copy of this letter is attached.)

Should any additional response be received from Crystal, a meeting of the subcommittee will be scheduled prior to the Fall Screening Committee meeting.

This subcommittee should be highly commended for its activities over the past few years. Their highly professional attitude, tempered with understanding of the problems facing a municipality, have accomplished the goal of reducing the number of cities exceeding the limitations set by the Screening Committee from 26 in 1979 to only one in 1982.



July 27, 1982

Mr. William Sherburne
City Engineer
4141 Douglas Drive North
Crystal, MN 55422

RE: MSA - Unencumbered Construction Fund
City of Crystal

Dear Mr. Sherburne:

According to the Unencumbered Construction Fund Status Report for the City of Crystal, no progress has been made by the City of Crystal in meeting the requirements set forth for said fund.

It, therefore, will be necessary for the Subcommittee to recommend reduction in funds according to the rules set forth at the Fall Screening Committee meeting.

If you have any new data that may merit a review by the Subcommittee, kindly submit to Mr. George Quickstad, Room 810, State Transportation Bldg., St. Paul, MN, 55155, and you will be notified if and when a meeting is to be held.

Sincerely,

CITY OF HUTCHINSON

Marlow V. Priebe

Marlow V. Priebe, Chairman
Unencumbered Construction
Fund Committee

MVP/pv

cc: George Quickstad

1982 MUNICIPAL STATE AID NEEDS REPORT

Research Account Motion

THAT: An amount, \$105,082, ($\frac{1}{2}$ of 1%) of the 1982 Municipal State Aid Apportionment of \$42,032,978 be transferred to the Research Account for the 1983 allotment.

MOTION BY :

SECONDED BY:

Past History

<u>Reasearch Account</u>				<u>Administrative Account</u>		
<u>Year</u>	<u>Allotment</u>	<u>Balance</u>	<u>Spent</u>	<u>Allotment</u>	<u>Balance</u>	<u>Spent</u>
1958	\$ -	\$ -	-	\$ 113,220	\$ 48,310	\$ 64,910
1959	-	-	-	125,999	55,370	70,629
1960	20,271	10,911	9,360	129,466	58,933	70,533
1961	20,926	18,468	2,458	140,825	75,036	65,789
1962	22,965	21,661	1,304	137,980	70,875	67,105
1963	22,594	18,535	4,059	144,585	75,094	69,491
1964	23,627	24,513	-	168,526	102,385	66,141
1965	27,418	15,763	11,655	173,875	96,136	77,739
1966	28,426	17,782	10,644	178,253	85,079	93,174
1967	29,155	31,944	-	190,524	122,185	68,339
1968	31,057	28,433	2,624	219,458	117,878	101,580
1969	35,719	34,241	1,478	231,452	134,416	97,036
1970	37,803	35,652	2,151	252,736	147,968	104,768
1971	41,225	37,914	3,311	279,357	165,927	113,430
1972	45,227	44,468	759	280,143	167,410	112,733
1973	45,846	36,861	8,985	284,923	160,533	124,390
1974	46,622	19,268	27,354	333,944	130,460	203,484
1975	54,321	35,755	18,566	349,512	158,851	190,661
1976	57,103	33,901	23,202	347,940	264,874	83,066
1977	56,983	33,674	23,309	424,767	160,365	264,402
1978	68,990	70,787	-	426,786	139,580	287,206
1979	69,665	-	69,665	473,075	257,782	215,293
1980	77,116	36,352	40,764	521,544	171,544	372,579
1981	85,031	33,940	51,091	544,123	222,062	424,311
1982	88,920			646,373		
	<u>\$1,037,010</u>		<u>\$312,739</u>	<u>\$7,119,386</u>		<u>\$3,408,789</u>

MINUTES OF NEEDS STUDY SUBCOMMITTEE AND STANDARDS
SUBCOMMITTEE OF THE MSA SCREENING COMMITTEE

AUGUST 25, 1982, MINUTES:

The Needs Study Subcommittee and the Standards Subcommittee of the MSA Screening Committee met at Roseville at 10:00 a.m. at City Hall. Those attending the meeting were as follows:

Needs Subcommittee:	Charles Honchell, Chairman (Roseville) Lowell Odlund (Golden Valley) LeRoy Engstrom (Little Falls)
Standards Subcommittee:	Verne Carlson, Chairman (Willmar) Maynard Leuth (Owatonna) Robert Peterson (St. Paul)
Others:	George Quickstad, State Aid Bob Simon, Screening Committee Vice Chairman

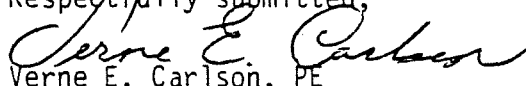
The Committee discussed the letter of August 17th and other information submitted by the State Aid Division of Mn/DOT. The following areas of concern were addressed:

- 1.) The 1982 MSAS Needs Study Update showing impact and effects of 1981 accomplishments, revisions, traffic and a comparison column for design changes incorporating those changes made at the Spring meeting of the full Screening Committee eliminating concrete paving from the Needs. A report showing the impact in dollars and percentage of change for each city was also discussed.
- 2.) The revised design standards concerning the use of 2341 and 2361 bituminous mixtures.
- 3.) Revising MSA standards so as to permit and allow cities to proceed with special resurfacing projects.
- 4.) Whether streets constructed to the State Aid standards after a period of 20 years can then be permitted to again draw full construction needs.

Coming to no final conclusion on any of the above items, the Committee agreed to meet again at 10:00 a.m. at the Roseville City Hall on September 7, 1982.

There being no further business before the Committee, the meeting was adjourned at 12:15 p.m.

Respectfully submitted,


Verne E. Carlson, PE
Recording Secretary

MINUTES OF NEEDS STUDY SUBCOMMITTEE AND STANDARDS
SUBCOMMITTEE OF THE MSA SCREENING COMMITTEE

SEPTEMBER 7, 1982, MINUTES:

The Needs Study Subcommittee and the Standards Subcommittee of the MSA Screening Committee met at Roseville at 10:00 a.m. at City Hall. Those attending the meeting were as follows:

Needs Subcommittee:	Charles Honchell, Chairman (Roseville) LeRoy Engstrom (Little Falls)
Standards Subcommittee:	Verne Carlson, Chairman (Willmar) Bob Peterson, St. Paul)
Others:	Bob Simon (South St. Paul) 1982 Screening Committee Vice Chairman George Quickstad, State Aid Gordon Fay, State Aid Roy Hanson, State Aid

The Committee discussed the matters that had been discussed earlier at the August 25th meeting. State Aid representatives indicated some of their concerns on the matter of changing standards for resurfacing projects as well as the 20-year termination period for renewing full construction needs to streets which have been built to MSA standards.

After some additional discussion, the following action was taken by the Needs Study Subcommittee:

- 1.) A motion was made and seconded that the 1982 Report attached hereto indicating the effects of using 2341 and 2361 bituminous mixtures as shown in the design quantity table be approved and would be incorporated into the Needs Study as soon as possible and preferably by January 1, 1984. The motion passed.
- 2.) A motion was made and seconded that:
 - a.) The Screening Committee Directive and Resolution dated October, 1965, and entitled, "Construction Accomplishments" be rescinded. The motion passed.
 - b.) The above directive or resolution be replaced with the following directive to be submitted to the Fall Screening Committee for approval:

That beginning with January 1, 1965, when a municipal state aid street is constructed to state aid standards with state aid funds,

said construction shall be considered to be 100% accomplishment of total needs with the exception of additional resurfacing.

If the construction of the municipal state aid street is accomplished with local funds only, the construction needs necessary to bring the roadway up to state aid standards are permitted in subsequent needs.

The money needs for all streets and bridges constructed to state aid standards with the exception of additional surfacing, shall be removed from the Needs Study until such time as a reconstruction project is awarded. At that time, a money needs adjustment shall be made by annually adding the total amount of the street or bridge cost that is eligible for state aid reimbursement for a 15-year period. This cost to exclude any federal or state aid grants and to be effective on all reconstruction projects awarded after January 1, 1983.


- 3.) A motion was made and seconded that the 1982 MSA Needs Report showing the effects of 1981 accomplishments, traffic update, unit cost adjustment and design revision be approved as submitted by State Aid. The motion passed.

Following some discussion, the following action was taken by the Standards Subcommittee:

A motion was made and seconded that the attached design schedule to be used in the rules and regulations for State aid operation and incorporating an urban design standard table for special resurfacing projects be approved as shown on the attached schedule. The motion passed.

There being no further business before the Committee, the meeting was adjourned at 12:30 p.m.

Respectfully submitted,


Verne E. Carlson, PE
Recording Secretary

RESURFACING PROJECTS - URBAN GEOMETRIC STANDARDS

TOTAL WIDTH IN FEET FACE TO FACE OF OUTER CURBS								
No. of Through Lanes	Density	Undivided, No Parking Lanes	With Median, No Parking Lanes		Undivided, With Parallel Parking Lanes		With 4' Median and Two Parallel Parking Lanes	Existing Design Strength
			4' Median	14' Median	One Side	Both Sides		
Collector - 2	Low	28 28	—	—	30 34	36 40	—	7 Ton
Collector - 2	High	30 32	—	—	32 36	40 46	—	7 Ton
Collector - 4	Low	40 46	44 50	54 60	50 56	58 64	64 70	7 Ton
Collector - 4	High	44 50	48 54	58 64	54 60	62 68	68 74	7 Ton
Arterial - 2	Low	30 36	—	—	32 38	42 48	—	9 Ton
Arterial - 4	Low	44 50	48 54	58 64	54 60	62 68	68 74	9 Ton
Arterial - 4	High	46 52	52 58	62 68	56 62	66 72	74 80	9 Ton
Arterial - 6	High	72 76	78 82	88 92	80 86	90 96	98 104	9 Ton

NOTE: The pencil figures on this chart represent the existing Design Standards for new construction.

1982 MUNICIPAL STATE AID NEEDS REPORT

REPORT OF THE NEEDS STUDY SUBCOMMITTEE

The Municipal Screening Committee approved the revised design standards as shown on the following tables at their 1982 Spring meeting. These design quantity tables will be used for computing the 1982 Needs Study and used in the resulting 1983 Apportionment.

A copy of the old and new quantity tables are attached for comparison purposes.

You will notice on the "New" Urban design quantity table that both #2341 and #2361 bituminous surfaces are shown. The present computer program cannot accept two initial surfaces without extensive reprogramming. In order to avoid possible programming delays and considerable additional costs, the decision was made to use a weighted average of #2341 and #2361 and show as an expanded quantity of #2341 on the needs study computer printouts.

Example: Projected ADT 5000 & Over

#2341	-	4259 tons	x	\$20.50	=	\$ 87,310
#2361	-	1420 tons	x	\$30.00	=	\$ 42,600
						<hr/>
						\$129,910

$\$129,910 \div \$20.50/\text{ton} = 6337 \text{ tons of \#2341}$

The tons of #2341, expanded to 6337 will be used in the design tables for the computation program.

For future computations, this weighted average will be revised whenever unit prices for these items are changed.

This adjustment must be remembered when attempting to compare design standard quantities to your computer listings.

MUNICIPAL STATE AID URBAN DESIGN QUANTITY TABLE
(Quantities Based On A One Mile Section)

Design - 9 Ton	Soil Type	Grading (Cu. Yds.)	Subbase (Tons)	Gravel Base (Tons)	#2331 Bit. Base (Tons)	#2341 Bit. Surf. (Tons)	#2361 Bit. Surf. (Tons)	Additional Surface (Tons)
Proj. ADT 0-1999 44 Feet Lanes: 2TR - 2PK G.E.: Tot. 19.5"-Surf. 10"	50 75 100 130	15990 (20.5") 18378 (23.5") 22386 (28.5") 23998 (30.5")	0 4288 (3") 11485 (8") 14379 (10")	5790 (4")	1936 (1½")	3872 (3")	--	#2341 2581 (2")
Proj. ADT 2000-4999 44 Feet Lanes: 2TR - 2PK G.E.: Tot. 21"-Surf. 11"	50 75 100 130	16388 (21") 18778 (24") 22788 (29") 24402 (31")	0 4288 (3") 11485 (8") 14379 (10")	5790 (4")	2581 (2")	3872 (3")	--	#2341 2581 (2")
Proj. ADT 5000 & Over 48 Feet Lanes: 2TR - 2PK G.E.: Tot. 25"-Surf. 14"	50 75 100 130	19048 (22.5") 21640 (25.5") 26860 (31.5") 29488 (34.5")	0 4644 (3") 14000 (9") 18711 (12")	6283 (4")	3550 (2½")	4259 (3") (6337-USE) 4259 (3")	1420 (1") $1420 \times \$30.00 = 42600$ $42600 \div 20.50 = 2078$	#2361 1420 (1")
Proj. ADT 8000-9999 68 Feet Lanes: 4TR - 2PK G.E.: Tot. 29"-Surf. 16"	50 75 100 130	28762 (24.5") 32340 (27.5") 41940 (35.5") 45562 (38.5")	0 6426 (3") 23673 (11") 30181 (14")	10935 (5")	6196 (3")	(10,250) 7228 (3½")	3,022 2065 (1")	#2361 2065 (1")
Proj. ADT 10000 & Over 72 Feet Lanes: 4TR - 2PK G.E.: Tot. 32.5"-Surf. 18"	50 75 100 130	34133 (27.5") 37919 (30.5") 46799 (37.5") 53184 (42.5")	0 6783 (3") 22695 (10") 34136 (15")	16169 (7")	8777 (4")	(10,891) 7680 (3½")	3,211 2194 (1")	#2361 2194 (1")

This table is for needs study reference only and is not to be construed as a guide for rigid or flexible design determination.

STATE AID URBAN DESIGN QUANTITY TABLE
(Quantities Based On A One Mile Section)

Design Data	Soil Type	Grading Cubic Yards	Grading Depth Inches	#2211 CL. 4 Subbase Tons	Subbase Depth Inches	#2211 CL. 5 Gravel Base Tons	#2331 Bit. Base Tons	Initial Surface	Additional Surface
Proj. ADT 1-999	50	15594	20 "	0	0"				
44 Feet	75	19577	25 "	7160	5"			#2331	#2331
2 Traffic Lane - 9 Ton	100	22788	29 "	12931	9"	7239	1760	1760 Tons	2347
2 Parking Lanes	130	26832	34 "	20202	14"	5"	1-1/2"	1-1/2"	2"
Proj. ADT 1,000-1,999	50	16785	21.5"	0	0"				
44 Feet	75	19177	24.5"	4288	3"			#2341	#2341
2 Traffic Lane - 9 Ton	100	23191	29.5"	11485	8"	7239	1760	3872 Tons	2581
2 Parking Lanes	130	28052	35.5"	20202	14"	5"	1-1/2"	3"	2"
Proj. ADT 2,000-4,999	50	17581	22.5"	0	0"				
44 Feet	75	22386	28.5"	8598	6"			#2341	#2341
2 Traffic Lane - 9 Ton	100	27239	34.5"	17233	12"	8686	1760	3872 Tons	2581
2 Parking Lanes	130	32363	41.5"	27533	19"	6"	1-1/2"	3"	2"
Proj. ADT 5,000 & Over	50	17980	23"			4343			
44 Feet	75	17980	23"			3"		#2301	#2351
2 Traffic Lane - 9 Ton	100	20378	26"			8686		23467 Sq. Yds.	2734
2 Parking Lanes	130	20378	26"			6"		8"	2"
Proj. ADT 7,000-9,999	50	28166	24 "	0	0"				
66 Feet	75	34133	29 "	10724	5"			#2351	#2351
4 Traffic Lane - 9 Ton	100	42543	36 "	25839	12"	10935	6571	7416 Tons	4374
2 Parking Lanes	130	52237	44 "	43264	20"	5"	3-1/2"	3-1/2"	2"
Proj. ADT 10,000 & Over	50	26978	23"			6560			
66 Feet	75	26978	23"			3"		#2301	#2351
4 Traffic Lane - 9 Ton	100	30549	26"			13121		37547 Sq. Yds.	4374
2 Parking Lanes	130	30549	26"			6"		8"	2"

This table is for needs study reference only and is not be construed as a guide for rigid or flexible design determination.

MUNICIPAL STATE AID RURAL DESIGN QUANTITY TABLE
(Quantities Based On A One Mile Section)

Proj. ADT	Design Data	Soil Type	Tons #2211 Class 4 Base	Depth (Inches)	Tons #2211 Class 5 Base	Tons #2331 Bit. Base	Tons Initial Surface	Tons Additional Surface	Tons #2221 Gravel Shoulder	Tons #2221 Gravel Reshoulder
0-749 G.E.: Tot. 15" Surf. 6"	24x32 7 Ult. 9 2 Lane	50 75 100 130	0 4499 9339 15857	0 4 8 13	3271 3"	1210 1½"	#2331 1162 1½"	#2331 1162 1½"	631	394
750-999 G.E.: Tot. 15" Surf. 6"	24x36 7 Ult. 9 2 Lane	50 75 100 130	0 4925 10189 17240	0 4 8 13	3601 3"	1210 1½"	#2331 1162 1½"	#2331 1162 1½"	778	579
1000-1999 G.E.: Tot. 21" Surf. 10"	24x40 9 Ton 2 Lane	50 75 100 130	0 4107 11375 20791	0 3 8 14	6863 5"	1210 1½"	#2341 2323 3"	#2341 1162 1½"	1628	370
2000 & Over G.E.: Tot. 25" Surf. 10"	24x40 9 Ton 2 Lane	50 75 100 130	0 8531 16500 29615	0 6 12 19	8060 6"	1210 1½"	#2341 2323 3"	#2341 1162 1½"	1628	370
5000 & Over G.E.: Tot. 32" Surf. 15"	48x72 9 Ton 4 Lane	50 75 100 130	10776 25198 43893 71180	4 9 15 23	15455 6"	5647 3½"	#2341 5421 3½"	#2341 2323 1½"	4817	554

This table is for needs study reference only and is not to be construed as a guide for rigid or flexible design determination.

Municipal State Aid Needs Study
RURAL DESIGN QUANTITY TABLE

Design Data	Soil Type	# 2211 Class - 4 Gravel Base (Tons)	Depth	# 2211 Class - 5 Gravel Base (Tons)	# 2331 Bit. Base (Tons)	Initial Surface	# 2221 Gravel Shldrs. (Tons)	Additional Bit. Surface (Tons)	# 2221 Gravel Reshoulder (Tons)
Proj. ADT 0-399	50	0	0"						
24' Surface	75	3449	3			# 2331		# 2331	
32' Roadbed	100	7078	6	4403		1-1/2" Bit.	290	1-1/2" Bit.	290
2 Lane 7 Ton	130	10897	9	4"		1109 Tons		1109	
Proj. ADT 400-749	50	0	0						
24' Surface	75	4881	4			# 2331		# 2331	
36' Roadbed	100	10097	8	6619		1-1/2" Bit.	967	1-1/2" Bit.	360
2 Lane 7 Ton	130	17084	13	5"		1109 Tons		1109	
Proj. ADT 750-999	50	0	0						
24' Surface	75	5571	4			# 2331		# 2331	
40' Roadbed	100	11562	8	4051		1-1/2" Bit.	1099	1-1/2" Bit.	480
2 Lane 7 Ton	130	19596	13	3"		1109 Tons		1109	
Proj. ADT 1000-1999	50	0	0						
24' Surface	75	4958	3			# 2341		# 2341	
44' Roadbed	100	13847	8	7844		3" Bit.	2327	1-1/2" Bit.	776
2 Lane 9 Ton	130	24957	14	5"		2491 Tons		1220	
Proj. ADT 2,000-4,999	50	0	0						
24' Surface	75	10576	6			# 2341		# 2341	
44' Roadbed	100	22315	12	9411		3" Bit.	2327	1-1/2" Bit.	776
2 Lane 9 Ton	130	37481	19	6"		2491 Tons		1220	
Proj. ADT 5,000 & over	50	5445		2935		# 2301			
24' Surface	75	5445		3"		14080		# 2351	
44' Roadbed	100	7960	Sub.	5918		Sq. Yds.	2583	2" Bit.	1598
2 Lane 9 Ton	130	7960	Shld.	6"		8" Conc.		1730	
Proj. ADT 10,000 & over	50	6745		5870		# 2301			
48' Surface	75	6745		3"		28160		# 2351	
76' Roadbed	100	9963	Sub.	11836		Sq. Yds.	3724	2" Bit.	2186
4 Lane 9 Ton	130	9963	Shld.	6"		8" Conc.		3459	

This table is for needs study reference only and is not to be construed as a guide for rigid or flexible design determination.

1982 MUNICIPAL STATE AID NEEDS REPORT

1982 M.S.A.S. Needs Study Update

(Cost in \$1,000)

	1981 Needs	Accomplishments and Revisions	Traffic	Unit Cost	Design Change
Grading	50,802	51,766	51,855	51,856	53,566
Special Drainage	1,152	1,110	1,110	1,110	1,110
Storm Sewer	110,036	110,270	110,270	125,657	125,657
Storm Sewer Adjustment	9,525	9,077	9,077	10,422	10,422
Curb Removal	6,718	6,877	6,877	5,894	5,894
Sidewalk Removal	4,389	4,743	4,743	4,149	4,150
Pavement Removal	13,711	14,806	14,806	14,806	14,306
Tree Removal	2,645	2,581	2,581	2,582	2,582
TOTAL GRADING	198,978	201,230	201,319	216,476	218,187
Gravel Base #2211	34,253	34,159	34,114	30,324	39,989
Gravel Base #2212	36,074	36,883	36,581	36,581	30,831
Bituminous Base	17,494	17,399	17,418	19,467	52,328
TOTAL BASE	87,821	88,441	88,113	86,372	123,148
Initial Bit. Surface	41,695	41,768	41,319	42,847	94,472
Additional Bit. Surface	66,178	67,247	67,484	73,442	46,183
Concrete Surface	140,575	146,152	144,514	162,578	-0-
TOTAL SURFACE	248,448	255,167	253,317	278,867	140,655
Gravel Shoulders	1,435	1,497	1,406	1,054	656
TOTAL SHOULDERS	1,435	1,497	1,406	1,054	656
Curb and Gutter	61,374	62,537	62,537	52,942	52,942
Sidewalk	14,581	15,824	15,824	15,259	15,259
Traffic Signals	19,824	20,317	20,318	20,318	20,318
Street Lighting	3,965	4,064	4,064	4,064	4,064
Retaining Walls	2,416	2,562	2,562	2,562	2,562
TOTAL MISCELLANEOUS	102,160	105,304	105,305	95,145	95,145
TOTAL ROADWAY	638,842	651,639	649,460	677,914	577,791
Bridge	55,589	52,417	52,417	52,516	52,516
Railroad Crossings	13,280	13,408	13,409	16,128	16,128
Maintenance	2,293	2,352	2,361	2,361	2,361
Right-of-Way	2,296	2,339	2,339	2,339	2,339
	73,458	70,516	70,526	73,344	73,344
TOTAL	712,300	722,155	719,986	751,258	651,135
		(+1%)	(-1%)	(+4%)	(-13%)

1982 MUNICIPAL STATE AID NEEDS REPORT

Municipal State Aid Construction (1958 - 1965)

<u>Year</u>	<u>Grade (Miles)</u>	<u>Base (Miles)</u>	<u>Surface (Miles)</u>	<u>Bridges (No.)</u>
1958	35	25	31	1
1959	34	27	30	4
1960	42	34	35	3
1961	43	41	38	4
1962	50	45	53	11
1963	44	44	49	5
1964	34	37	37	1
1965	40	43	42	3
	<u>322</u>	<u>296</u>	<u>315</u>	<u>32</u>

\$48,000,000 in Municipal State Aid Street Funds spent during this 8-year period.

1982 MUNICIPAL STATE AID NEEDS REPORT

Municipal Variances

Included in the recent adoption of Rules for State Aid Operations is the following section dealing with variances:

M. Variance.

1. Any formal request by a political subdivision for a variance from these rules shall be submitted to the commissioner in writing.
2. Contents of request.
 - a. The specific rule or standard for which the variance is requested.
 - b. The reasons for the request.
 - c. The economic, social, safety and environmental impacts which may result from the requested variance.
 - d. Effectiveness of the project in eliminating an existing and projected deficiency in the transportation system.
 - e. Effect on adjacent lands.
 - f. Number of persons affected.
 - g. Safety considerations as they apply to:
 - (1) Pedestrians.
 - (2) Bicyclists.
 - (3) Motoring public.
 - (4) Fire, police and emergency units.
3. The commissioner shall publish notice of variance request in the State Register and shall request comments from all interested parties be directed to the commissioner within 20 calendar days from date of publication.
4. The commissioner may appoint a committee to serve as required to investigate and determine a recommendation for each variance. No elected or appointed official that represents a political subdivision requesting the variance may serve on the committee.
 - a. The committee shall consist of any five of the following persons:
 - (1) Not more than two county engineers only one of whom may be from a county containing a city of the first class.
 - (2) Not more than two city engineers only one of whom may be from a city of the first class.

- (3) Not more than two county officials only one of whom may be from a county containing a city of the first class and
- (4) Not more than two city officials only one of whom may be from a city of the first class.

b. Operating procedure.

- (1) The committee shall meet on call from the commissioner at which time they shall elect a chairperson and establish their own procedure to investigate the requested variance.
- (2) The committee shall consider:
 - (a) The economic, social, safety and environmental impacts which may result from the requested variance in addition to the following criteria:
 - (b) Effectiveness of the project in eliminating an existing and projected deficiency in the transportation system.
 - (c) Effect on adjacent lands.
 - (d) Number of persons affected.
 - (e) Effect on future maintenance.
 - (f) Safety considerations as they apply to:
 - (i) Pedestrians.
 - (ii) Bicyclists.
 - (iii) Motoring public.
 - (iv) Fire, police and emergency units.
 - (g) Effect that the rule and standards may have in imposing an undue burden on a political subdivision.
- (3) The committee after considering all data pertinent to the requested variance shall recommend to the commissioner approval or disapproval of the request.

5. The commissioner shall base his decision on the criteria as specified in 14 MCAR § 1.5032 M. 4. b. (2), (a)-(g) and shall notify the political subdivision in writing of his decision.

6. Any variance objected to in writing or denied by the commissioner is subject to a contested case hearing as required by law.

The next several pages document the variances that have been requested since the variance procedure was established.

The Following Summary Lists All Cities Which Used the Variance Procedure
Since Passage of the Law.

These cities requested variances from 46 to 44 foot width:

	Anoka	--	(APPROVED)
	Anoka	--	(APPROVED)
	Burnsville	--	(APPROVED)
	Fairmont	--	(APPROVED)
	Litchfield	--	(APPROVED)
	Cloquet	--	(APPROVED)
	Mendota Heights	--	(APPROVED)
	Fergus Falls	--	(APPROVED)
	Fairmont	--	(APPROVED)
	South St. Paul	--	(APPROVED)
1.	Duluth	--	Requested variance from 32 to 30 foot width, No Parking. (DENIED)
2.	East Grand Forks	--	Requested bridge width variance from 36 to 28 foot width. (APPROVED)
3.	Lake Elmo	--	Requested design speed variance from 40 to 30 MPH. (DENIED)
4.	Minneapolis	--	Requested variance from 50 to 48 foot width with No Parking to permit 4 lanes of traffic. (APPROVED)
5.	Minnetonka	--	Requested street width variance from 32 foot, No Parking to 26 foot with Parking. (DENIED)
6.	St. Cloud	--	Requested variance from 52 foot curb-to-curb bridge width to 39 foot width. Street tapered to provide two turning lanes at both ends of the bridge. (DENIED) Contested case hearing before the State Hearing Examiner. (APPROVED)
7.	St. Cloud	--	Requested variance from 52 to 44 foot width (4 - 11 foot lanes) plus traffic channelization. (APPROVED)
8.	St. Louis Park	--	Requested variance from 46 to 36 foot width. (DENIED)

9. St. Paul -- Requested a bridge width variance from 46 with Parking to 32 foot with No Parking. (APPROVED)
10. St. Paul -- Requested variance from 50 to 44 foot width (4 - 11 foot lanes) with No Parking. (APPROVED)
11. St. Paul -- Requested variance from 52 to 44 foot width (4 - 11 foot lanes) with No Parking. (APPROVED)
12. South St. Paul -- Street was built to standard in 1979, 36 feet wide with Parking on one side. Requested variance for Parking on both sides. (DENIED)
13. Virginia -- Requested variance from 66 to 60 foot width, Parking both sides. (DENIED)
Filed for contested case hearing. (SETTLED)
14. Richfield -- Requested variance from 52 foot, No Parking, to 47 foot width, No Parking. (APPROVED)
15. St. Paul -- Requested variance from 52 foot, No Parking, to 36 foot width, No Parking. (APPROVED)
16. Winona -- Requested design speed of 30 MPH instead of 40 MPH. (APPROVED)
17. St. Paul -- Requested street width of 44 foot instead of 52 foot width. (DENIED)
18. St. Cloud -- Requested street width of 60 foot with NO Parking instead of 68 foot with No Parking. (APPROVED)
19. Minneapolis -- Requested 44 foot and 40 foot street widths instead of 46 foot width. (APPROVED 44 foot -- DENIED 40 foot)
20. St. Louis Park -- Requested 32 foot street width with Parking instead of 32 foot width No Parking. (DENIED)
21. Duluth -- Requested street width of 24 foot instead of 28 foot. (DENIED)

- 22. Minneapolis -- Requested parking on a previously designated "No Parking" street. (DENIED)
- 23. Minneapolis -- Requested 44 foot width with No Parking instead of 46 foot; and 54 foot with Parking on one side instead of 62 foot. (APPROVED)
- 24. St. Louis Park -- Requested parking on a previously designated "No Parking" street. (DENIED)
- 25. Champlin -- Requested design speed of 25 miles per hour instead of 30 MPH. (APPROVED)

1982 MUNICIPAL STATE AID NEEDS REPORT

Possible Adjustment for Variances Granted

Your attention is directed to the last sentence of this paragraph, which is a direct quote from the 1981 law for discussion and possible Screening Committee action.

Subd. 2 Money needs defined. For the purpose of this section money needs of each city having a population of 5,000 or more are defined as the estimated cost of constructing and maintaining over a period of 25 years the municipal state-aid street system in such city. Right of way costs and drainage shall be included in money needs. Lighting costs and other costs incidental to construction and maintenance, or a specified portion of such costs, as set forth in the commissioner's rules and regulations, may be included in determining money needs. When a county locates a county state-aid highway over a position of a street in any such city and the remaining portion is designated as a municipal state-aid street only the construction and maintenance costs of the portion of the street other than the portions taken over by the county shall be included in the money needs of the city. 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. Any variance granted pursuant to section 162.09, subdivision 3a shall be reflected in the estimated construction and maintenance costs in determining money needs.

1982 MUNICIPAL STATE AID NEEDS REPORT

Highway Policy Study Commission Recommendations

The Highway Policy Study Commission, an Interim Legislative Commission established to study the contracting of trunk highway maintenance, recently settled on ten recommendations. The only one of these recommendations which concerns the urban municipalities states that:

"The Commission recommends that the State Aid Screening Committees composed of county and municipal officials review and make recommendations concerning statutes and rules which restrict CSA and MSA funds for maintenance. In light of the growing trend away from highway construction and toward maintenance, the State Aid Screening Committees should determine if allocations for general maintenance are realistic."

This recommendation is brought to your attention for discussion, and possible recommendations.

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING COMMITTEE

JUNE 1982

BE IT RESOLVED:

ADMINISTRATION

Improper Needs Report - Oct. 1961

That the Office of State Aid and the District State Aid Engineer is 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 Committee, with a copy to the municipality involved, or its engineer.

Screening Committee Secretary - Oct. 1961

That annually, the Commissioner of the Minnesota Department of Transportation (Mn/DOT) may be requested to appoint a secretary, upon recommendation of the City Engineers' Association of Minnesota, as a non-voting member of the Municipal Screening Committee for the purpose of recording all Screening Committee actions.

Appointments to Screening Committee - Oct. 1961 (Revised June 1981)

That annually the Commissioner of Mn/DOT will 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 Committee. These appointees are selected from the Nine Construction Districts together with one representative from each of the three (3) major cities of the first class.

Screening Committee Alternate Attendance - June 1979

The alternate to a third year member be invited to attend the final meeting. A formal request to the alternates governing body would request that he attend the meetings and the municipality pay for its expenses.

Research Account - Oct. 1961

That an annual resolution be considered for setting aside a reasonable amount of money for the Research Account to continue municipal street research activity.

Appearance Screening Committee - Oct. 1962

That 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, shall, in a written report, communicate with the Commissioner through proper channels. The Commissioner shall determine which requests are to be referred to the Screening Committee for their consideration. This resolution does not abrogate the right of the Screening Committee to call any person or persons before the Committee for discussion purposes.

Construction Cut Off Date - Oct. 1962 (Revised 1967)

That for the purpose of measuring the Needs of the Municipal State Aid Highway System, the annual cut off date for recording construction accomplishments based upon the project award date shall be December 31st of the preceding year.

Construction Accomplishments - Oct. 1965

That beginning with January 1, 1965, when a Municipal State Aid Street is constructed with State Aid funds, said construction shall be considered 100 percent accomplishment of the need for a period of twenty (20) years for the construction items involved. If the construction of the Municipal State Aid Street is accomplished with local funds, only the construction needs necessary to bring the roadway up to State Aid standards are permitted in the needs. Exceptions to the above limitations are eligible for approval only when the request is based on unforeseen developments or other equally valid data and has been adequately justified to the satisfaction of the Commissioner.

Special Resurfacing Projects

That any municipality using M.S.A.S. Construction Funds for resurfacing projects which do not bring those streets

up to the required design standards shall, for a period of ten years, have those streets treated in the Needs Study as having had complete construction.

MILEAGE

(Feb. 1959)

The maximum mileage for Municipal State Aid Street designation shall be 20 percent of the municipality's basic mileage - which is comprised of the total improved streets less Trunk Highway and County State Aid Highways.

(Nov. 1965 - Revised 1972)

The maximum mileage for Municipal State Aid Street designation shall 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 shall not be permitted.

(Nov. 1965 - Revised 1969)

However, the maximum mileage for State Aid designation may be exceeded to the extent necessary to designate trunk highway turnbacks, only if sufficient mileage is not available as determined by the Annual Certification of Mileage.

(Jan. 1969)

Any mileage for designation prior to the trunk highway turnback shall be used for the turnback before exceeding the maximum mileage.

In the event the maximum mileage is exceeded by a trunk highway turnback, no additional designation other than trunk highway turnbacks can be considered until allowed by the computations of the Annual Certification of Mileage within which the maximum mileage for State Aid designation is determined.

Mileage Cut Off Date - Oct. 1961 (Revised May 1980)

All mileage adjustments or revisions to be considered in the Study Needs must be submitted and approved prior to December 31st of the previous year. Adjustments or revisions approved after December 31st will be considered

by the Screening Committee for inclusion in the following year's Needs Study.

COST

Construction Item Unit Prices - (Revised Annually)

Right of Way:			\$ 10,000.00 Mile
Grading:			\$ 2.75 Cu. Yd.
Base:	Class 4	Spec. #2211	\$ 4.00 Ton
	Class 5	Spec. #2212	\$ 4.85 Ton
	Bituminous	Spec. #2331	19.00 Ton
Surface:	Bituminous	Spec. #2331	\$ 19.00 Ton
	Bituminous	Spec. #2341	20.50 Ton
	Bituminous	Spec. #2361	30.00 Ton
	Concrete	Spec. #2301	18.00 Sq. Yd.
Shoulders:			
	Gravel	Spec. #2221	\$ 3.75 Ton
Miscellaneous:			
	Storm Sewer Construction		\$196,000.00 Mile
	Storm Sewer Adjustment		62,000.00 Mile
	Traffic Signals		10,000.00 Mile
	Street Lighting		2,000.00 Mile
	Curb & Gutter		5.50 Lin. Ft.
	Sidewalk		13.50 Sq. Yd.
Removal Items:			
	Curb & Gutter		\$ 1.50 Lin. Ft.
	Sidewalk		3.50 Sq. Yd.
	Concrete Pavement		4.00 Sq. Yd.
	Tree Removal		80.00 Unit

Right of Way - Oct. 1965 (Revised June 1981)

The Right of Way needs shall be included in the apportionment needs based on the unit price per mile, until such time that the right of way is acquired and the actual cost established. At that time a money needs adjustment shall 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

reimbursement shall be included in the right-of-way money needs adjustment. This Directive to exclude all Federal or State grants.

Miscellaneous Limitations - Oct. 1961

That miscellaneous items such as fence removal, bituminous surface removal, manhole adjustment, and relocation of street lights are not permitted in the Municipal State Aid Street Needs Study. The item of retaining walls, however, shall be included in the Needs Study.

NEEDS ADJUSTMENTS

Expenditures Off State Aid System - Oct. 1961

That any authorized Municipal State Aid expenditure on County State Aid or State Trunk Highway projects shall be compensated for by annually deducting the full amount thereof from the Money Needs for a period of ten years.

Bond Adjustment - Oct. 1961 (Revised 1962)

That a separate annual adjustment shall be made in total money Needs of a municipality that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.18, for use on State Aid projects.

(Revised 1975)

That this adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt shall be accomplished by adding said net unamortized amount to the computed money needs of the municipality.

For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unexpended bond amount as of December 31st of the preceding year.

That for the purpose of this separate annual adjustment, the unamortized balance of the St. Paul Bond Account, as authorized in 1953, 2nd United Improvement Program, and as authorized in 1946, Capital Approach Improvement Bonds, shall be considered in the same manner as those bonds sold and issued pursuant to Minnesota Statutes, Section 162.18.

(Revised June 1979)

"Bond account money spent off State Aid System would not be eligible for Bond Account Adjustment. This action would not be retroactive, but would be in effect for the remaining term of the Bond issue."

Construction Fund Balance - Oct. 1961 (Revised May 1975)

That for the determination of the 1962 Municipal State Aid Street Needs and all future Needs, that the amount of the unencumbered construction fund balance as of June 30th of the current year, not including the current year construction apportionment, shall be deducted from the 25-year total Needs of each individual municipality.

That annually the Finance Office shall review the encumbrances of each municipality and delete from the construction fund balance only those encumbrances that have been made for projects awarded the previous year.

(Revised Oct. 1981)

By January 1, 1983, each municipality shall submit a revised 5-year construction program which has been approved by their city council. This program shall include sufficient projects to utilize all existing and anticipated funds accruing during the life of the program. The program will be updated at 3-year intervals and a review made at that time to ascertain program implementation.

(Revised Oct. 1981)

That, whenever a municipality exceeds \$300,000, or two times their annual construction allotment (whichever is greater) in the construction fund balance available as of June 30th of the current year, not including the current year's allotment, the Unencumbered Construction Fund Subcommittee will review and allow the city in question to explain the reason for the large balance. Each individual municipality will be evaluated by the Subcommittee and a recommendation shall be made to the Screening Committee prior to making adjustment. The committee's recommendations will be based on the guidelines that should an adjustment be necessary, twice the city's unencumbered construction fund balance, less the current year's construction allotment, will be deducted from the city's 25-year needs prior to the succeeding year's apportionment. Unless the balance is reduced in future years, this deduction will be increased annually to 3, 4, 5, etc., times the amount until such time

the money needs are reduced to zero. This adjustment would be in addition to the unencumbered construction fund deduction previously defined.

(Revised June 1979)

The Screening Committee past Chairman be appointed to serve a three-year term on the Unencumbered Construction Fund Subcommittee. This will continue to maintain an experienced group to follow program of accomplishments.

STRUCTURES

Bridge Costs - Oct. 1961 (Revised Annually)

That for the study of needs on the Municipal State Aid Street System, bridge costs shall be computed as follows:

Bridges 0 to 149 Ft.	\$36.00 Sq. Ft.
Bridges 150 to 499 Ft.	\$43.00 Sq. Ft.
Bridges 500 & Over	\$62.00 Sq. Ft.
Bridge Widening	\$75.00 Sq. Ft.

"The money needs for all "non-existing" bridges and grade separations be removed from the Needs Study until such time that a construction project is awarded. At that time a money needs adjustment shall be made by annually adding the total amount of the structure cost that is eligible for State Aid reimbursement for a 15-year period." This directive to exclude all Federal or State grants.

Bridge Width & Costs - (Revised Annually)

That after conferring with the Bridge Section of Mn/DOT and using the criteria as set forth by this Department as to the standard design for railroad structures, that the following costs based on number of tracks be used for the Needs Study:

Railroad Over Highway

Number of Tracks - 1	\$2,250 Lin. Ft.
Each Additional Track	\$1,750 Lin. Ft.

RAILROAD CROSSINGS

Railroad Crossing Costs - (Revised Annually)

That for the study of needs on the Municipal State Aid Street System, the following costs shall be used in computing the needs of the proposed Railroad Protection Devices:

Railroad Grade Crossings

Signals - (Single track - low speed)	\$60,000 Unit
Signals and Gates(Multiple Track - high	\$95,000 Unit
Signs Only & low speed)	\$ 300 Unit

SOILS

Soil Type - Oct. 1961

That the soil type classification as approved by the 1961 Municipal Screening Committee, for all municipalities under Municipal State Aid be adopted for the 1962 Needs Study and 1963 apportionment on all streets in the respective municipalities. Said classifications are to be continued in use until subsequently amended or revised by Municipal Screening Committee action.

Trunk Highway Turnback - Oct. 1967

That any trunk highway turnback which reverts directly to the municipality and becomes part of the State Aid Street system shall not have its construction needs considered in the money needs apportionment determination as long as the former trunk highway is fully eligible for 100 percent construction payment from the Municipal Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation, of the municipality imposed by the turnback shall be computed on the basis of the current year's apportionment data and shall be accomplished in the following manner.

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial turnback adjustment when for less than 12 full months shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of \$1,500 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

To provide an advance payment for the coming year's

additional maintenance obligation, a needs adjustment per mile shall be added to the annual money needs. This needs adjustment per mile shall produce sufficient apportionment funds so that at least \$1,500 in apportionment shall be earned for each mile of trunk highway turnback on Municipal State Aid Street System.

Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the Municipal Turnback Account Payment provisions; and the resurfacing needs for the awarded project shall be included in the Needs Study for the next apportionment.

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

That non-existing streets shall not have their needs computed on the basis of urban design unless justified to the satisfaction of the Commissioner.

Less Than Minimum Width - Oct. 1961 (Revised 1967)

That in the event that a Municipal State Aid Street is constructed with State Aid Funds to a width less than the standard design width as reported in the Needs Study, the total needs shall be taken off such constructed street other than the surface replacement need. Surface replacement and other future needs shall be limited to the constructed width unless exception is justified to the satisfaction of the Commissioner.

TRAFFIC - June 1971

That the Subcommittee on Traffic as appointed by the Screening Committee, is hereby empowered to act in its stead in making decisions providing the decisions are made by unanimous vote of the Subcommittee on Traffic, and annually report all activities of said Subcommittee to this Committee for policy review.

Traffic Limitation on Non-Existing Streets - Oct. 1965

That non-existing street shall not have their needs computed on a traffic count of more than 4,999 vehicles per day unless justified to the satisfaction of the Commissioner.

Traffic Manual - Oct. 1962

Municipal state aid needs
report

That for the 1965 and all future Municipal State Aid Street Needs Studies, the Needs Study procedure shall utilize traffic data developed according to the Traffic Estimating Manual - M.S.A.S. #5-892.700. This manual shall be prepared and kept current under the direction of the Screening Committee regarding methods of counting traffic and computing average daily traffic. The manner and scope of reporting is detailed in the above mentioned manual.

Traffic Counting - Sept. 1973

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

1. The municipalities in the metropolitan area cooperate with the State by agreeing to participate in counting traffic every two years.
2. The cities in the outstate area may have their traffic counted for a nominal fee and maps prepared by State forces every six years, or may elect to continue the present procedure of taking their own counts and preparing their own traffic maps at five year intervals.
3. Some deviations from the present five-year counting cycle shall be permitted during the interim period of conversion to counting by State forces in the outstate area.