

MN DEPT OF TRANSPORTATION



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1980 Municipal Screening Committee Data

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Committee
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1980 MUNICIPAL SCREENING COMMITTEE DATA
MAY 1980

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1980 Municipal Screening Committee

OFFICERS

Chairman	Duane D. Aden	Marshall	(507)	532-2612
Vice Chairman	Paul Baker	Mankato	(507)	625-3161
Secretary	Charles Honchell	Roseville	(612)	484-3371

MEMBERS

<u>District</u>	<u>Term</u>	<u>Representative</u>		
1	1	Joseph M. Madsen	Hibbing	(218) 262-3486
2	2	Steven A. Vencel	Bemidji	(218) 751-5610
3	2	G. Leroy Engstrom	Little Falls	(612) 632-2341
4	1	Herbert D. Reimer	Moorhead	(218) 233-1535
5	3	Gerald E. Butcher	Maple Grove	(612) 425-4521
6	1	Maynard Leuth	Owatonna	(507) 451-4541
7	3	Arnold A. Putnam	New Ulm	(507) 359-8245
8	2	Laverne E. Carlson	Willmar	(612) 235-4202
9	3	Robert G. Simon (For Charles Honchell)	South St. Paul	(612) 451-1738
(Three cities over 100,000 Population)		J. Paul Davidson	Duluth	(218) 723-3278
		Perry Smith	Minneapolis	(612) 348-2443
		Richard Wheeler	St. Paul	(612) 298-5221

<u>District</u>	<u>Alternates</u>		
1	Gunder V. Hallan	International Falls	(218) 283-3261
2	Douglas H. Stewart	Thief River Falls	(218) 681-2944
3	Mark Johnson	Sauk Rapids	(612) 253-6054
4	Duane Lorsung	Morris	(612) 589-3141
5	Carl Jullie	Eden Prairie	(612) 937-2262
6	Roger Plumb	Rochester	(507) 288-4316
7	Orlin Ortloff	Waseca	(507) 835-3840
8	Duane D. Aden	Marshall	(507) 532-2612
9	James J. Kleinschmidt	Inver Grove Heights	(612) 457-2111

1980 SUBCOMMITTEES APPOINTED BY THE SCREENING COMMITTEE

NEEDS STUDY SUBCOMMITTEE

Chairman - William Sherburne
Crystal
(612-537-8421)
Expires in 1980

Orris Pfutzenreuter
Virginia
(218-741-2388)
Expires in 1981

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

HYDRAULICS & SEWER SUBCOMMITTEE

Chairman - Arnold Putnam
New Ulm
(507-359-8245)
Expires in 1980

Reynold Eckstrom
Robbinsdale
(612-537-4534)
Expires in 1981

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

TRAFFIC SUBCOMMITTEE

Chairman - George Brown
Columbia Heights
(612-788-9221)
Expires in 1980

Richard Koppy
St. Louis Park
(612-920-3000)
Expires in 1981

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

STANDARDS SUBCOMMITTEE

Chairman - Marlow Priebe
Hutchinson
(612-879-2311)
Expires in 1980

Richard Wheeler
St. Paul
(612-298-5221)
Expires in 1981

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

BRIDGE SUBCOMMITTEE

Chairman - Carl Jullie
Eden Prairie
(612-941-2262)
Expires in 1980

Leroy Engstrom
Little Falls
(612-632-2341)
Expires in 1981

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

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

Chairman - Robert Simon
South St. Paul
(612-451-1738)
Expires in 1980

Donald Asmus
Minnetonka
(612-933-2511)
Expires in 1981

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

MINUTES OF MUNICIPAL
STATE AID SCREENING COMMITTEE

The Municipal State Aid Screening Committee met at the Americanna Motel, St. Cloud, Minnesota, on October 29 and 30, 1979. The meeting was called to order at 1:30, October 29th by Chairman Marlow Priebe, with the following in attendance:

Chairman	Marlow V. Priebe	Hutchinson
Vice Chairman	Duane Aden	Marshall
Secretary	Paul Baker	Mankato
District 1	Orris O. Pfutzenreuter	Virginia
District 2	Douglas H. Stewart (Alternate for Steve Vencel - Bemidji)	Thief River Falls
District 3	G. Leroy Engstrom, Jr.	Little Falls
District 4	Donald E. Ronning	Fergus Falls
District 5	Gerald E. Butcher	Maple Grove
District 6	Robert L. Anderson	Red Wing
District 7	Arnold A. Putnam	New Ulm
District 8	Laverne E. Carlson	Willmar
District 9	Charles Honchell	Roseville
First Class City	J. Paul Davidson	Duluth
First Class City	Perry Smith	Minneapolis
First Class City	Richard Wheeler	St. Paul

Others present were:

Joseph M. Madsen, District 1 alternate - Hibbing
Maynard Leuth, District 6 alternate - Owatonna
Donald Asmus, Unencumbered Construction Fund Subcommittee - Minnetonka
John Elwood, Rick Dallman and Jon Ketokoski - Minneapolis
Robert Peterson and Donald Tufte - St. Paul
Gordon Fay, Roy Hanson, David Reed, William Strand, George Quickstad - Mn/DOT

Chairman Priebe welcomed all members and asked that the members introduce themselves.

Reading of the minutes for the May 31 and June 1, 1979 screening committee was dispensed with on a motion by Vern Carlson, seconded by Perry Smith.

George Quickstad reviewed the data presented in the Municipal State Aid Needs Report dated October, 1979, distributed with cover letter, dated October 12, 1979, signed by Mr. William Strand.

Mr. Quickstad stated that the increased cost of 17.7% reflected in the net change column on page 16 was due in part to an increase of 49.52 additional miles.

Mr. Quickstad stated that there were some errors on page 19 & 20, pertaining to Golden Valley and Grand Rapids and corrected information was handed out.

The members were requested to review the data presented in the report and especially the itemized tabulation of needs shown on opposite page 12, and be prepared to discuss any apparent discrepancies on Tuesday the 30th.

Mr. Quickstad recommended that the screening committee members meet with the municipalities in their Districts prior to the next meeting to get their input. The members were requested to consider this for a resolution on the 30th.

A brief discussion of the Research account followed and on a motion by Doug Stewart, seconded by Orris Pfutzenreuter, the following was adopted:

That: An amount \$77,116 ($\frac{1}{2}$ of 1%) of the 1979 Municipal State Aid Apportionment of \$30,846,555 be transferred to the research account for the 1980 allotment.
Approved.

Mr. Quickstad indicated that Page 27 of the report entitled "Non-Existing Bridge Construction", should be corrected by adding Grand Rapids, year constructed 1979 and amount \$553,858 to this table and correcting the total to read \$5,476,780 instead of \$4,922,922.

The screening committee had requested that Bridge subcommittee evaluate the policy of using funds from other areas on bridges and then drawing needs upon completion of construction. George stated that the subcommittee needed further guidance in order to come up with a recommendation.

Mr. Fay expressed concern over penalizing a community for aggressiveness in securing outside funds for developing a transportation network. Other members concurred with this thought and further discussion dictated that no further action was necessary.

Mr. Honchell asked what the policy would be if a community dropped a recently constructed MSA street from its system. Mr. Quickstad stated that the current policy is to deduct 1/30 of the original construction cost from the municipality's next construction project for each year of remaining project life. This policy is predicated on the life expectancy of a project being 30 years.

Mr. Butcher asked how railroad crossings were handled or if there would be a difference if rubberized crossings were installed rather than the standard crossing. Current policy is--crossings will be paid for as though it were a continuation of the street.

Mr. Carlson requested clarification of the turnback funds. If it is necessary that the facility go on the State Aid System. Current policy is--in order to secure turnback funds the facility must go on the MSA System. If no turnback funds are requested it may revert to a local street.

Further discussion of turnbacks and turnback funds indicated a need for the municipalities to react to turnback proposals at the public hearings. All details of turnbacks should be worked out prior to the actual turnback.

On pages 34 thru 37 it was pointed out that the significant increase to Lake Elmo and Luverne was due to annexation and/or special census. For purposes of determining populations between census, State Aid uses information from the Municipal Commission rather than the State Demographer.

Five-year State Aid Construction Program (page 50). This plan is expected to be updated by the Municipalities each year. The major function of this plan is to assure that each municipality is utilizing their allotment.

Don Asmus reported on the status of the revised standards. They are trying to develop charts to assist in determining from available and collected data the level of service which a specific cross section or roadway element would provide.

Committee members expressed major concern over the time it was taking to get the new standards in usable format. After considerable discussion it was recommended that this issue would be discussed further on the 30th and the meeting was adjourned until 9:00 A.M. October 30th.

The screening committee was reconvened at 9:00 A.M. Tuesday, October 30, 1979.

Chairman Priebe made the following appointments to the subcommittees on the motion of Leroy Engstrom and seconded by Doug Stewart. Approved.

Needs Study	-	Charles Honchell
Traffic	-	Robert Anderson
Bridge	-	Gerald E. Butcher
Hydraulics & Sewer	-	Paul Baker
Standards	-	Laverne E. Carlson
Unencumbered Construction Funds	-	Marlow Priebe

Gerald Butcher made a motion approving the needs study as presented and modified. Charles Honchell seconded. Approved.

Gerald Butcher presented a motion recommending that district meetings be held with all cities to review data prior to screening committee meetings. Seconded by Dick Wheeler. Approved.

Bob Anderson brought up a situation that they have in Red Wing, that is not unique to that community but is a mutual problem of all communities. In order to construct an MSA road to current standards it would be necessary to remove trees in the boulevards. This is unacceptable to the community as is removing parking. What can be done?

This again brought up the need to finalize the new standards as soon as possible so that next year's jobs could possibly be designed to the new standards. After considerable discussion, Perry Smith volunteered his personnel to assist in finalizing the new standards.

Mr. Fay reviewed new or proposed legislation that must be accommodated by the standards. Gordie also indicated that the standards must be supplemented by rules adopted by the Commission. Prior to adoption public hearings will be conducted. These public hearings should be a good sounding board for authorization to adopt rules that may be in conflict with current federal policies.

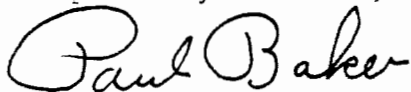
Mr. Fay also indicated that the screening committee will be instrumental in setting policy for determining bridges of historical significance. He had attended a seminar on this subject recently and was impressed with the technique used by the State of Virginia. They had declared seven (7) bridges of historical significance in their entire state.

Mr. Fay emphasized the need to follow the Federal guidelines on all FAU Projects. Noncompliance with their regulations will result in deduction of FAU participation at a minimum and may result in total nonparticipation of FAU funding.

It should be reiterated that the closing discussion of the spring session of the screening committee pertaining to contacting our legislators to assure adequate funding of our State Aid System through an improved or adequate gas tax is of prime importance to our communities and state.

There being no further business, the meeting adjourned.

Respectfully submitted,



Paul Baker
Secretary

MINUTES OF MEETING
of
MUNICIPAL STATE AID NEEDS STUDY SUBCOMMITTEE
April 2, 1980
Room 612A State Transportation Building

Subcommittee members:

William Sherburne - Crystal - Chairman
Orris Pfutzenreuter - Virginia
Charles Honchell - Roseville

Others in Attendance:

Gordon Fay, William Strand, Roy Hanson, and George Quickstad of the Minnesota Department of Transportation

Meeting was called to order at 10:15 A.M. by Chairman, William Sherburne.

The Subcommittee reviewed the data showing the 1979 construction projects, 5-year averages, and the needs study unit prices used in previous years. After analyzing the results, injecting their construction experience, and using trunk highway bid prices as a reference, the Subcommittee recommended the following unit prices to the Screening Committee for use in the 1980 Needs Study:

<u>Grading</u>	<u>Pay Item</u>	<u>1979 Prices</u>	<u>Subcommittee Suggested 1980 Prices</u>
All Municipalities	Cu. Yd.	\$ 2.50	\$ 2.50
<u>Removal Items</u>			
Curb and Gutter	Lin Ft.	1.50	1.75
Sidewalk	Sq. Yd.	3.00	4.00
Concrete Pavement	Sq. Yd.	3.25	4.50
Tree	Unit	100.00	90.00
<u>Base</u>			
Class 4 #2211	Ton	3.25	4.50
Class 5 #2212	Ton	3.50	4.85
Bituminous #2331	Ton	16.00	15.00
<u>Surface</u>			
Bituminous #2331	Ton	16.00	15.00
Bituminous #2341	Ton	17.50	17.00
Bituminous #2351	Ton	21.50	27.00
Concrete #2301	Sq. Yd.	15.00	15.50

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Minutes of Municipal State Aid
Needs Study Subcommittee Meeting
April 2, 1980

<u>Shoulders</u>	<u>Pay Item</u>	<u>1979 Prices</u>	<u>Subcommittee Suggested 1980 Prices</u>
Gravel #2221	Ton	\$ 2.50	\$ 2.50
<u>Miscellaneous</u>			
Storm Sewer Construction	Mi.	154,000.00	172,000.00
Storm Sewer Adjustment	Mi.	48,000.00	54,000.00
Traffic Signals	Mi.	10,000.00	10,000.00
Street Lighting	Mi.	2,000.00	2,000.00
Curb and Gutter	Lin. Ft.	6.00	5.65
Sidewalk	Sq. Yd.	14.00	14.00
<u>Structures</u>			
0 to 149	Sq. Ft.	35.00	41.00
150 to 499	Sq. Ft.	41.00	47.00
500 and over	Sq. Ft.	46.00	56.00
Bridge Widening	Sq. Ft.	75.00	75.00
<u>Railroad over Highway</u>			
One Track Only	Lin. Ft.	2,250.00	2,250.00
Each Additional Track	Lin. Ft.	1,750.00	1,750.00
<u>Railroad Grade Crossings</u>			
Signals (Single Low Speed)	Unit	50,000.00	50,000.00
Signals (Single High Speed)	Unit	80,000.00	55,000.00
Signals and Gates	Unit	90,000.00	90,000.00
Signs Only	Unit	200.00	300.00

The graphs, charts and letters used for estimating unit prices are attachments to these minutes.

Right-of-Way acquisitions in 1979 which are utilized in the 1981 apportionment were reviewed. \$669,027 was used for Right of Way in 1979, making a four-year total of \$3,180,279.

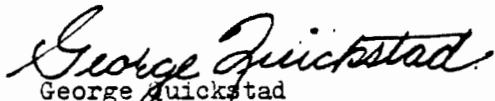
Chairman Sherburne appointed Charles Honchell to present the Subcommittee's recommendations to the Screening Committee at their May 29 and 30, 1980 meeting.

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Minutes of Municipal State Aid
Needs Study Subcommittee Meeting
April 2, 1980

The Subcommittee also was shown what the effect of the December 31, 1979, annexation to Hibbing will have on future municipal allotments. This addition increases Hibbing's size to approximately 186 square miles, adds 32.00 miles to their State-Aid system, and increases their 25-year needs an estimated \$9.2 million. This would result in an allotment increase of about \$250,000. The Subcommittee did not recommend whether this revision should become effective in the 1981, or wait until the 1982 apportionment, as the present Screening Committee Resolutions direct.

Being no further business, the meeting adjourned at 12:25 P.M.

Respectfully submitted,


George Quickstad
State-Aid Needs Unit

1979 RELATIONSHIP OF THE TOTAL 25-YEAR NEEDS TO EACH INDIVIDUAL CONSTRUCTION ITEM

	<u>Percent</u>	
Grading	7.40	
Special Drainage	0.18	
Storm Sewer	16.18	
Storm Sewer Adjustment	1.41	
Curb Removal	0.94	
Sidewalk Removal	0.52	
Pavement Removal	1.70	
Tree Removal	<u>0.60</u>	
TOTAL GRADING		28.93
Gravel Base #2211	4.05	
Gravel Base #2212	4.20	
Bituminous Base	<u>2.90</u>	
TOTAL BASE		11.15
Bituminous Surface #2331	0.72	
Bituminous Surface #2341	7.45	
Bituminous Surface #2351	5.74	
Concrete Surface	18.85	
Surface Widening	<u>1.37</u>	
TOTAL SURFACE		34.13
Gravel Shoulders	<u>0.11</u>	
TOTAL SHOULDERS		0.11
Curb and Gutter	9.15	
Sidewalk	2.30	
Traffic Signals	3.00	
Street Lighting	0.60	
Retaining Walls	<u>0.30</u>	
TOTAL MISCELLANEOUS		<u>15.35</u>
TOTAL ROADWAY		89.67
Bridge	7.89	
Railroad Crossings	1.68	
Maintenance	0.34	
Right-of-Way	<u>0.42</u>	<u>10.33</u>
TOTAL		100.00

1980 MUNICIPAL SCREENING COMMITTEE DATA

COMPARISON OF UNIT PRICES

The adjoining graphs illustrate the price trends of 2211 (subbase), 2212 (gravel base), 2331, 2341 and 2351 (bituminous surfaces), and 2301 (concrete surface).

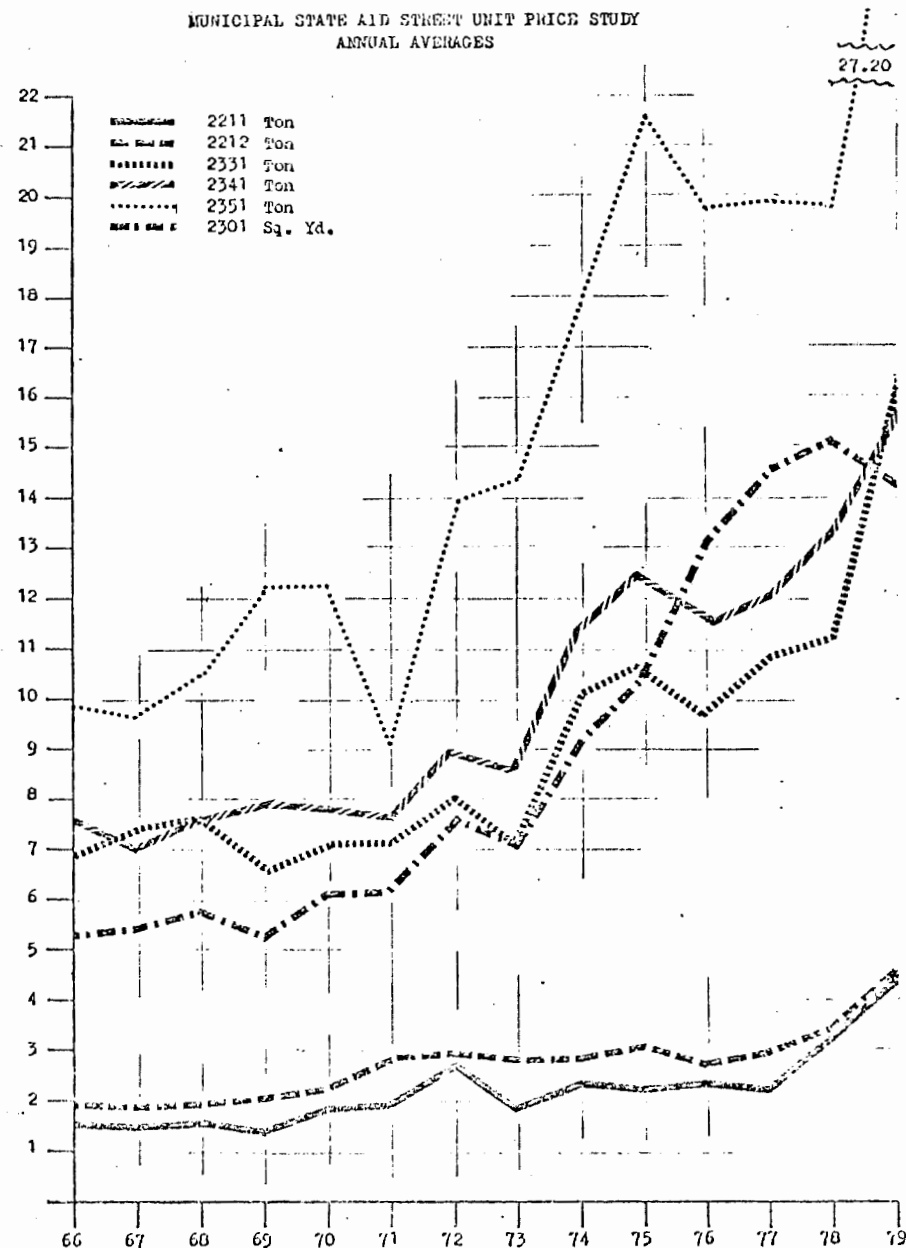
All items in these graphs reflect the cost per ton with the exception of 2301 (concrete surface) which is reported in square yards.

Graph 1 shows the actual yearly average prices of these items from 1966 - 1979.

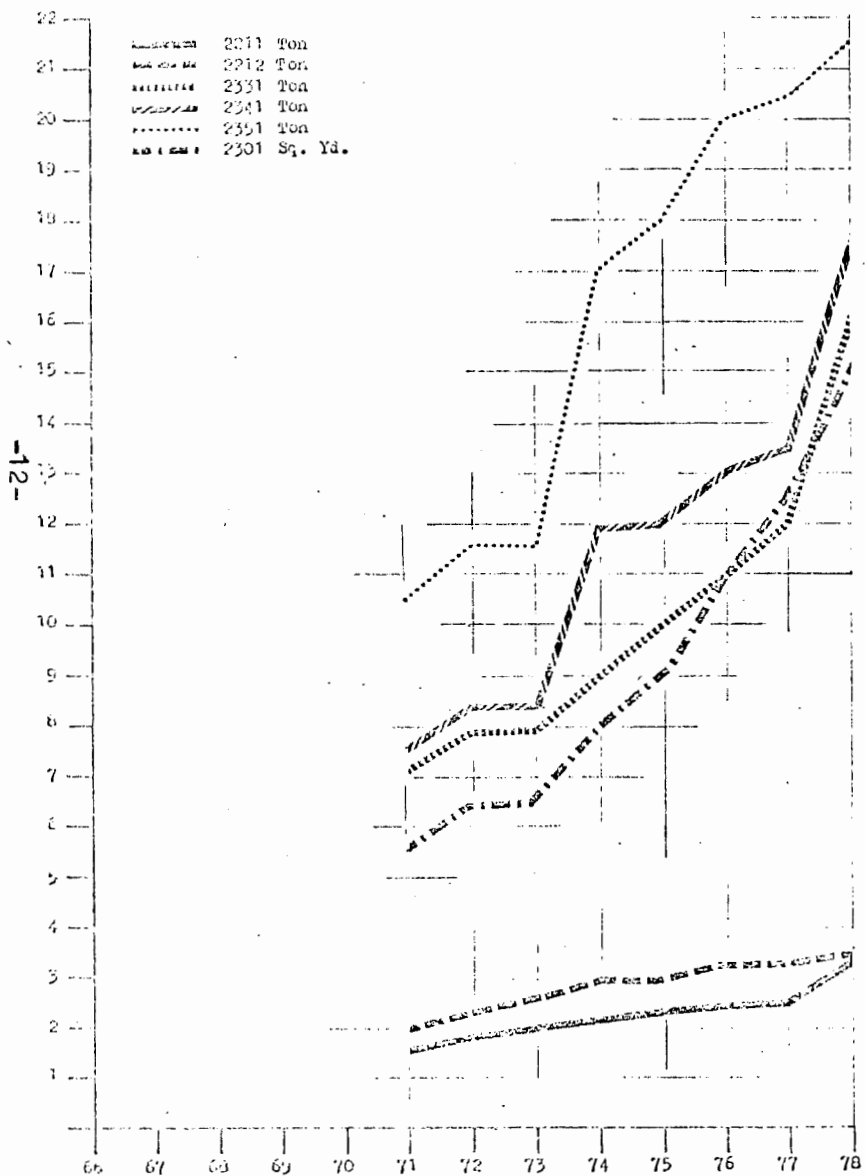
Graph 2 illustrates the relationship of unit prices as set yearly by the MSAS Screening Committee for the years 1971 - 1978.

Graph 3 charts the 5-year average as computed yearly by the State Aid Needs Unit for the years 1970 - 1979.

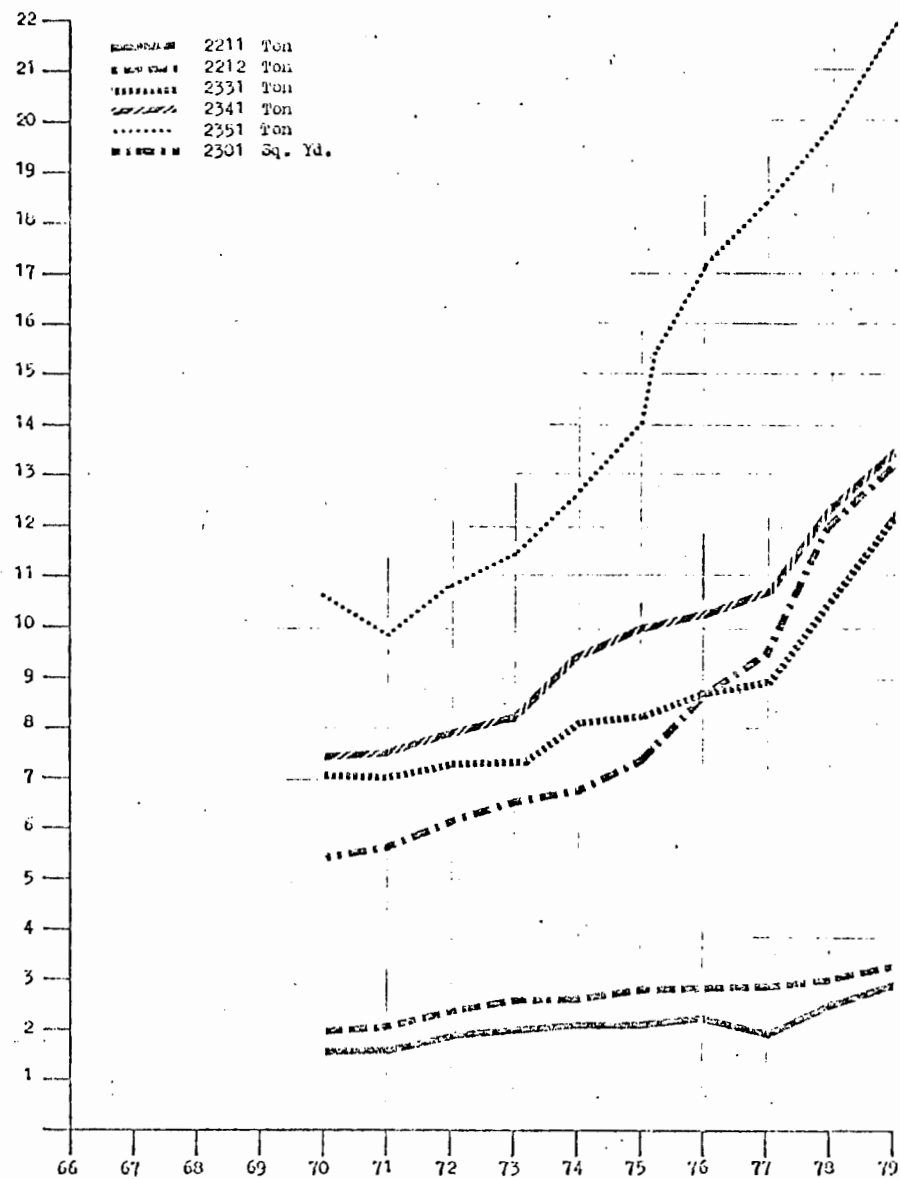
These charts are compiled to show the committee the trend that construction costs have followed during the past few years.



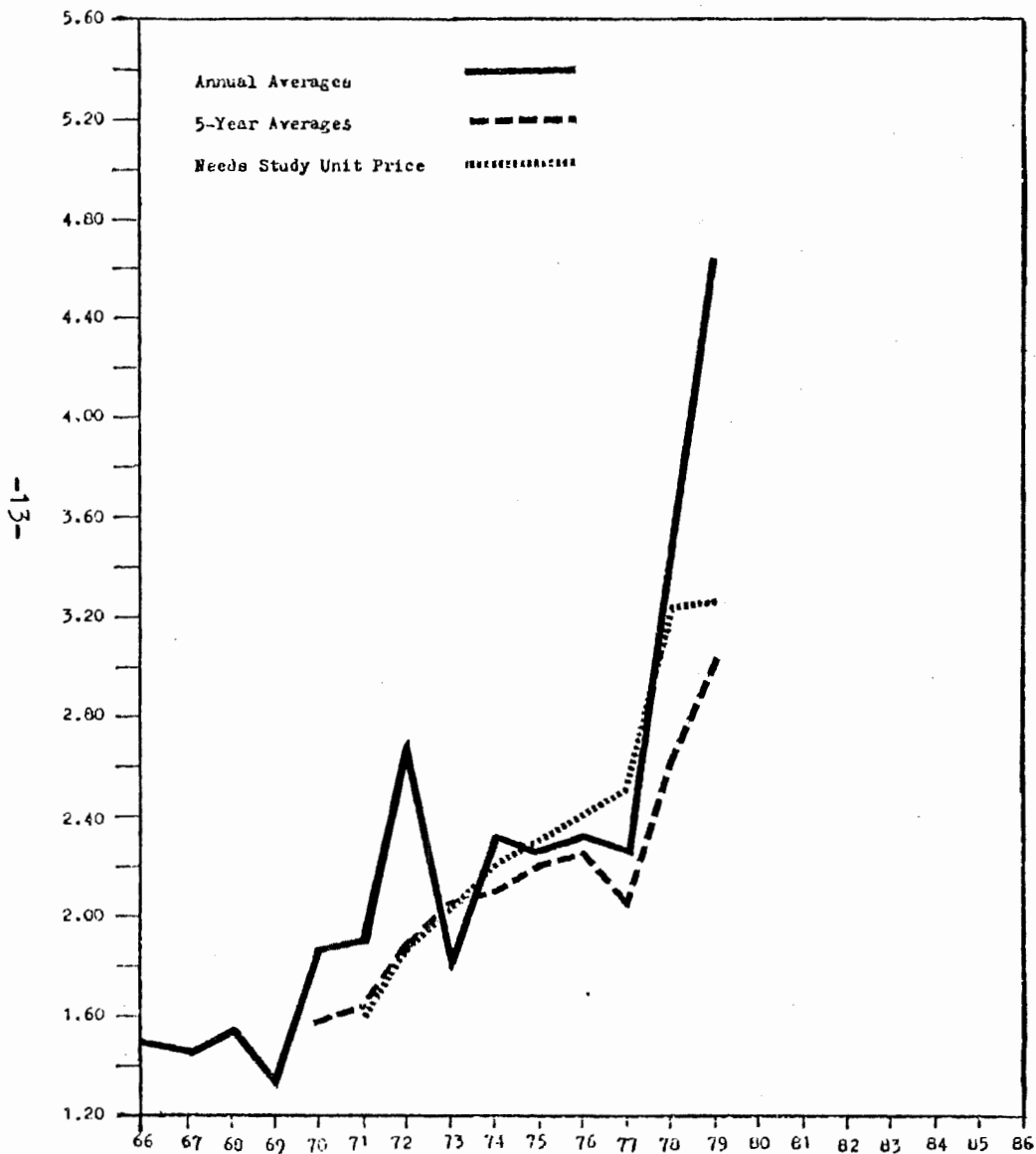
MUNICIPAL STATE AID STREET UNIT PRICE STUDY
NEEDS STUDY UNIT PRICES



MUNICIPAL STATE AID STREET UNIT PRICE STUDY
5 YEAR AVERAGES



MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CLASS 4 - SUBBASE #2211

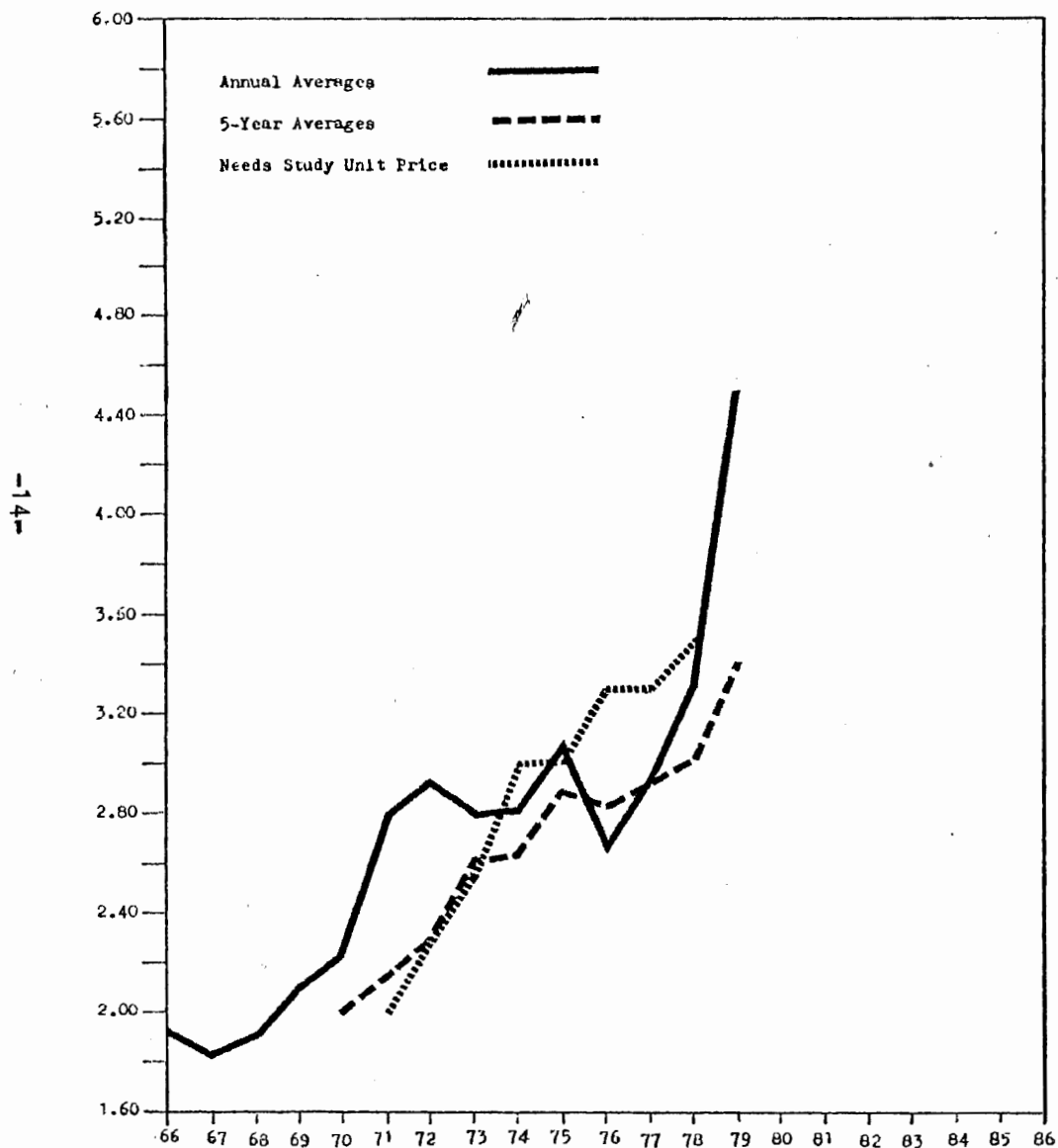


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CLASS 4 - SUBBASE #2211

YEAR	NO. OF CITIES	QUANTITIES	COST	COST PER TON	NEEDS STUDY UNIT PRICE
1966	19	162,227	\$244,388	\$1.51	\$ -
1967	20	146,505	217,241	.48	-
1968	18	160,867	264,211	1.56	-
1969	6	118,431	160,615	1.35	-
1970	22	306,697	568,987	1.86	-
1971	13	64,690	123,445	1.91	1.60
1972	21	127,852	345,571	2.70	1.85
1973	12	170,461	308,583	1.81	2.05
1974	14	65,447	152,247	2.33	2.20
1975	8	34,597	78,175	2.26	2.30
1976	6	56,428	131,657	2.33	2.40
1977	6	48,481	109,817	2.25	2.50
1978	14	101,757	338,832	3.28	3.25
1979	5	44,710	206,741	4.62	

Subcommittee recommended price for 1980 Needs Study \$ 4.50

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CLASS 5 - GRAVEL BASE #2212

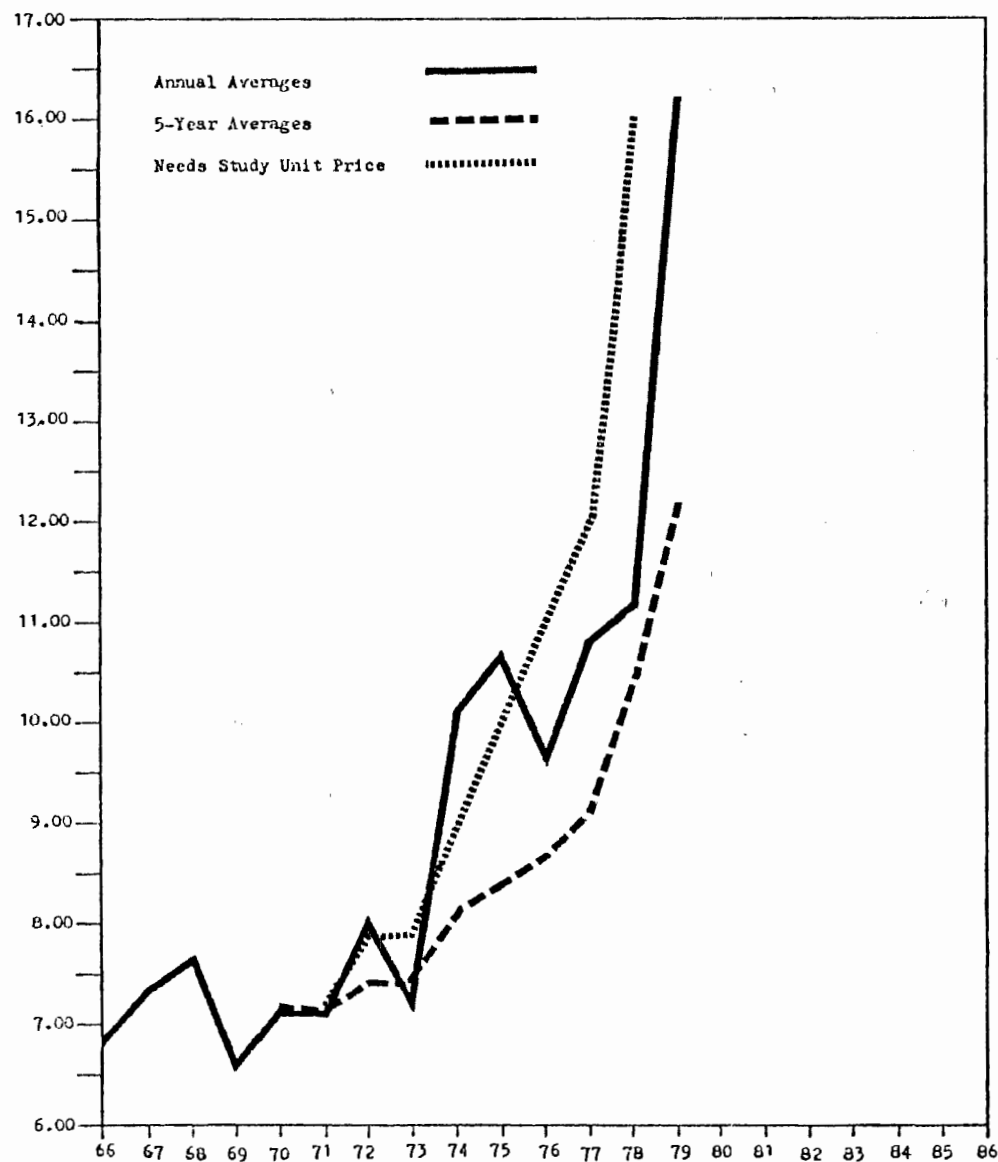


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CLASS 5 - GRAVEL BASE #2212

Year	No. of Cities	Quantities	Cost	Cost Per Ton	Needs Study Unit Price
1966	28	141,595	\$ 272,406	\$1.92	-
1967	34	177,601	325,300	.83	-
1968	36	220,664	419,319	1.90	-
1969	19	81,525	170,982	2.10	-
1970	47	335,261	749,335	2.24	-
1971	21	86,534	241,303	2.79	2.00
1972	31	155,513	457,010	2.93	2.30
1973	38	258,756	724,450	2.80	2.55
1974	38	163,212	459,956	2.82	3.00
1975	34	166,600	513,641	3.08	3.00
1976	32	237,857	641,603	2.69	3.30
1977	30	157,357	462,151	2.94	3.30
1978	37	294,730	975,597	3.31	3.50
1979	38	288,809	1,300,553	4.50	

Subcommittees recommended price for 1980 Needs Study \$ 4.85

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS BASE OR SURFACE #2331

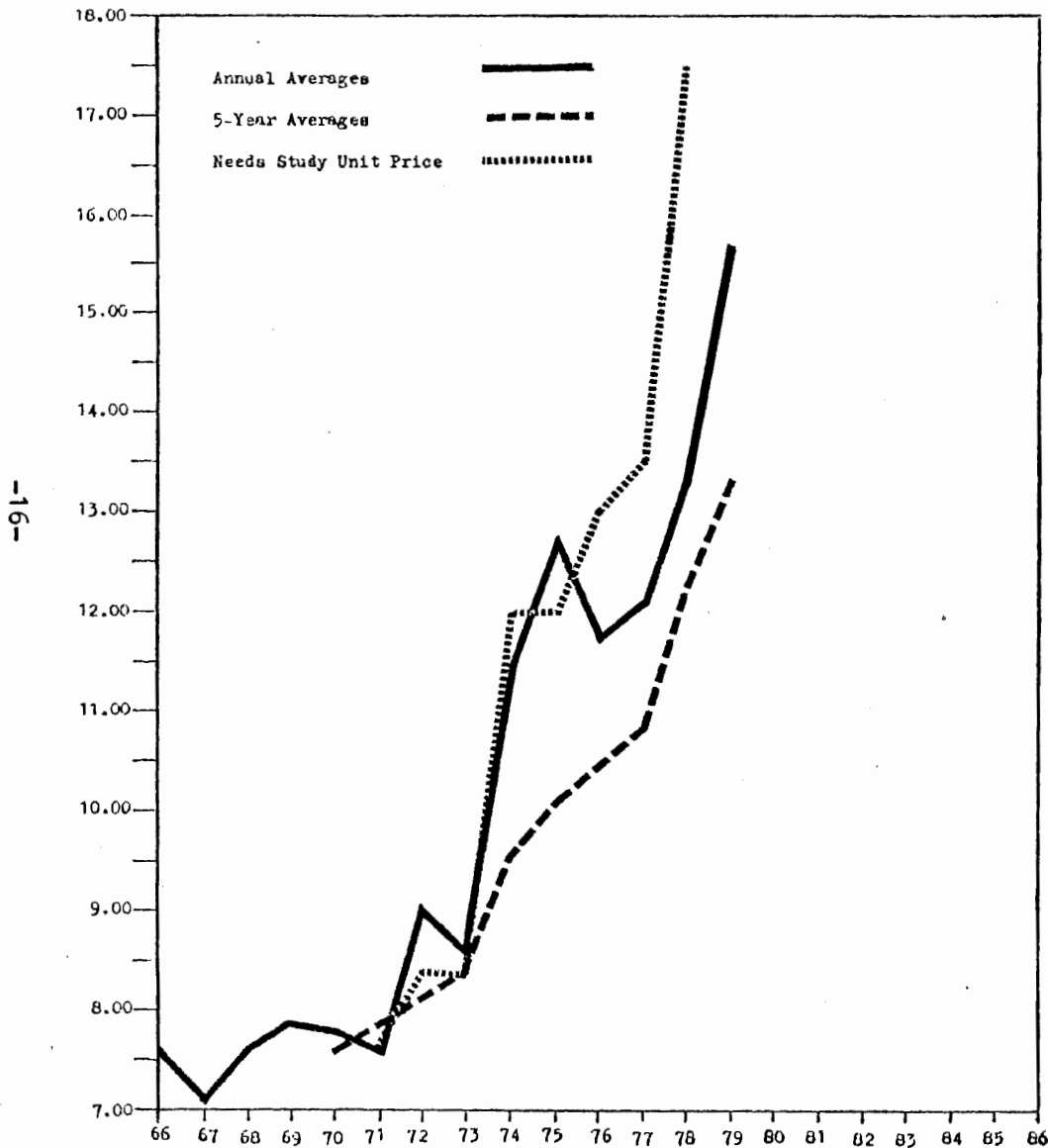


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS BASE OR SURFACE #2331

Year	No. of Cities	Quantities	Cost	Cost Per Ton	Needs Study Unit Price
1966	14	25,029	\$ 171,625	\$ 6.86	\$ -
1967	12	18,472	135,910	7.36	-
1968	21	63,156	479,784	7.60	-
1969	11	34,627	228,695	6.60	-
1970	29	138,590	991,585	7.15	-
1971	21	34,866	603,153	7.11	7.20
1972	33	246,781	1,979,516	8.02	7.87
1973	38	401,085	2,886,763	7.20	7.87
1974	40	257,613	2,606,149	10.12	9.00
1975	31	138,117	1,473,830	10.67	10.00
1976	28	158,260	1,533,606	9.69	11.00
1977	32	135,287	1,461,919	10.81	12.00
1978	38	164,748	1,881,493	11.20	16.00
1979	42	229,249	3,723,054	16.24	

Subcommittees recommended price for 1980 Needs Study \$ 15.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2341

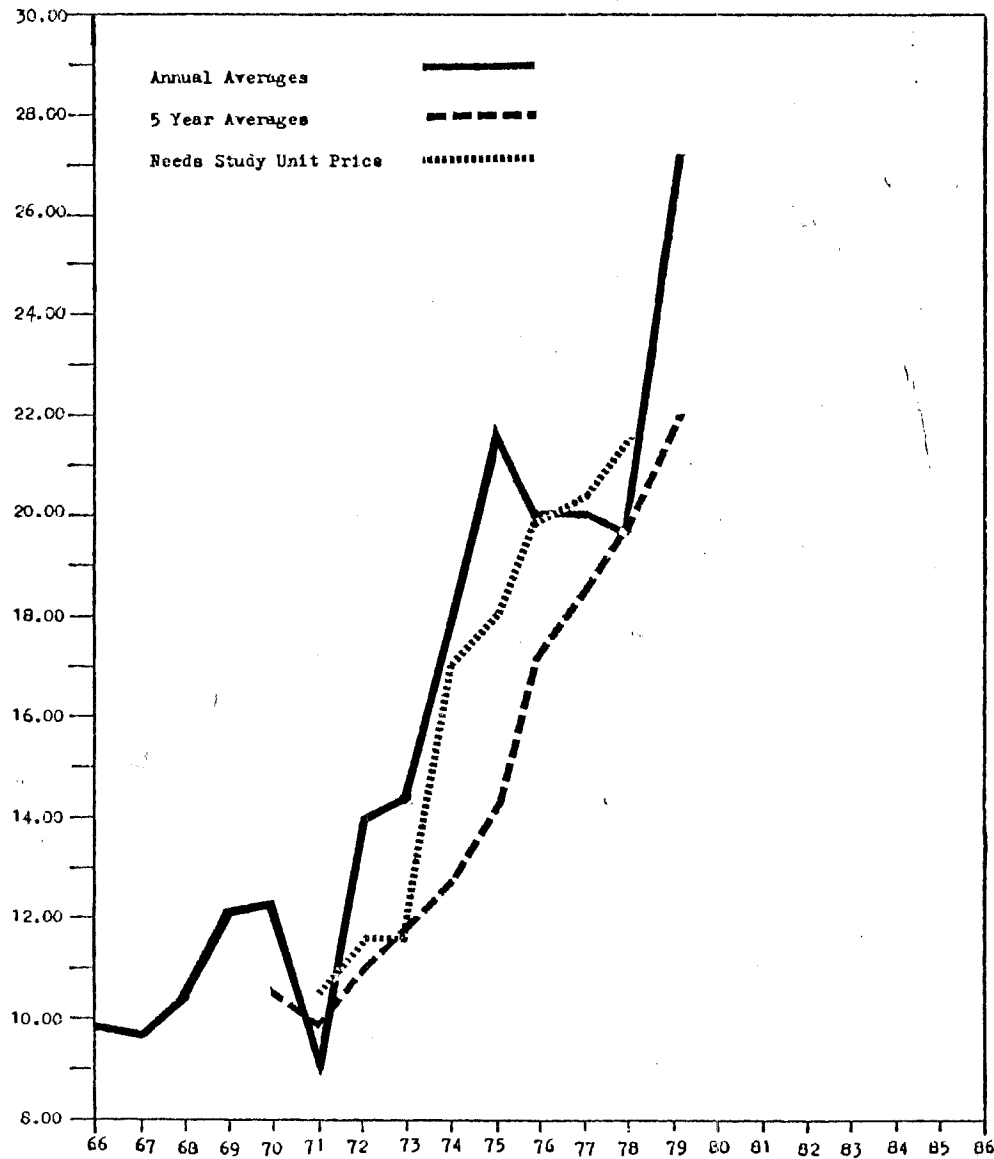


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2341

Year	No. of Cities	Quantities	Cost	Cost Per Ton	Needs Study Unit Price
1966	20	58,504	\$ 442,817	\$ 7.57	\$ -
1967	21	66,918	474,309	7.09	-
1968	21	62,920	480,045	7.62	-
1969	12	31,532	248,437	7.88	-
1970	36	162,736	1,274,195	7.82	-
1971	24	74,558	563,358	7.56	7.60
1972	38	143,523	1,294,668	9.02	8.40
1973	39	241,907	2,078,158	8.59	8.36
1974	37	148,666	1,705,939	11.47	12.00
1975	31	147,041	1,863,333	12.67	12.00
1976	31	72,803	854,492	11.74	13.00
1977	26	63,007	760,571	12.07	13.50
1978	32	102,935	1,368,723	13.29	17.50
1979	37	126,977	1,989,710	15.67	

Subcommittees recommended price for 1980 Needs Study \$ 17.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2351

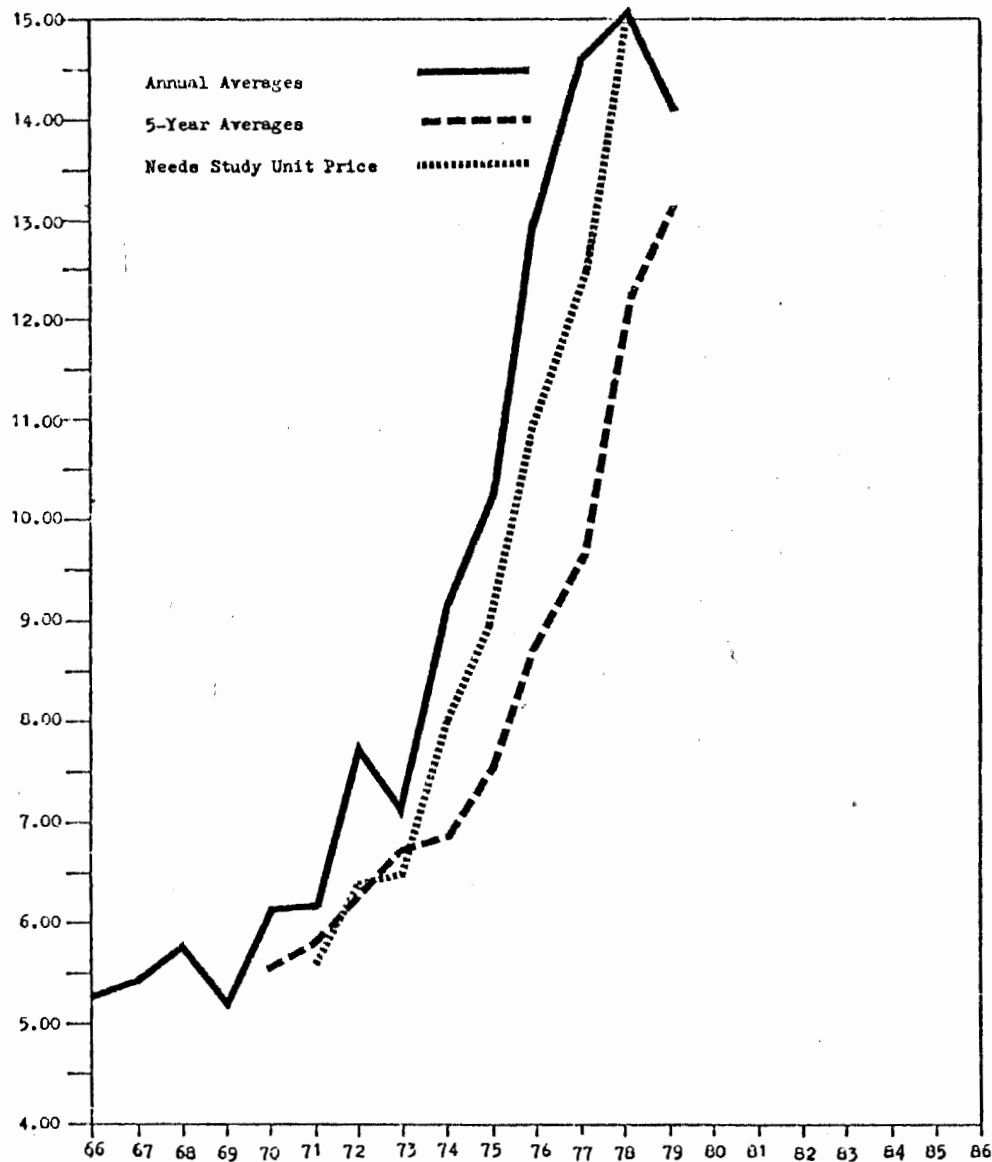


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2351

Year	No. of Cities	QUANTITIES	Cost	Cost Per Ton	Needs Study Unit Price
1966	4	13,958	\$ 136,537	\$ 9.78	\$ -
1967	3	10,532	101,892	9.67	-
1968	6	15,890	165,736	10.43	-
1969	3	5,603	67,839	12.11	-
1970	5	7,500	91,604	12.21	-
1971	7	43,399	395,433	9.11	10.50
1972	11	25,950	361,721	13.94	11.55
1973	9	25,777	369,207	14.32	11.55
1974	9	18,308	327,581	17.89	17.00
1975	9	22,256	481,927	21.65	18.00
1976	10	18,759	371,123	19.78	20.00
1977	10	13,038	259,918	19.94	20.50
1978	14	14,080	277,452	19.70	21.50
1979	19	20,158	548,208	27.20	

Subcommittees recommended price for 1980 Needs Study \$ 27.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE SURFACE #2301

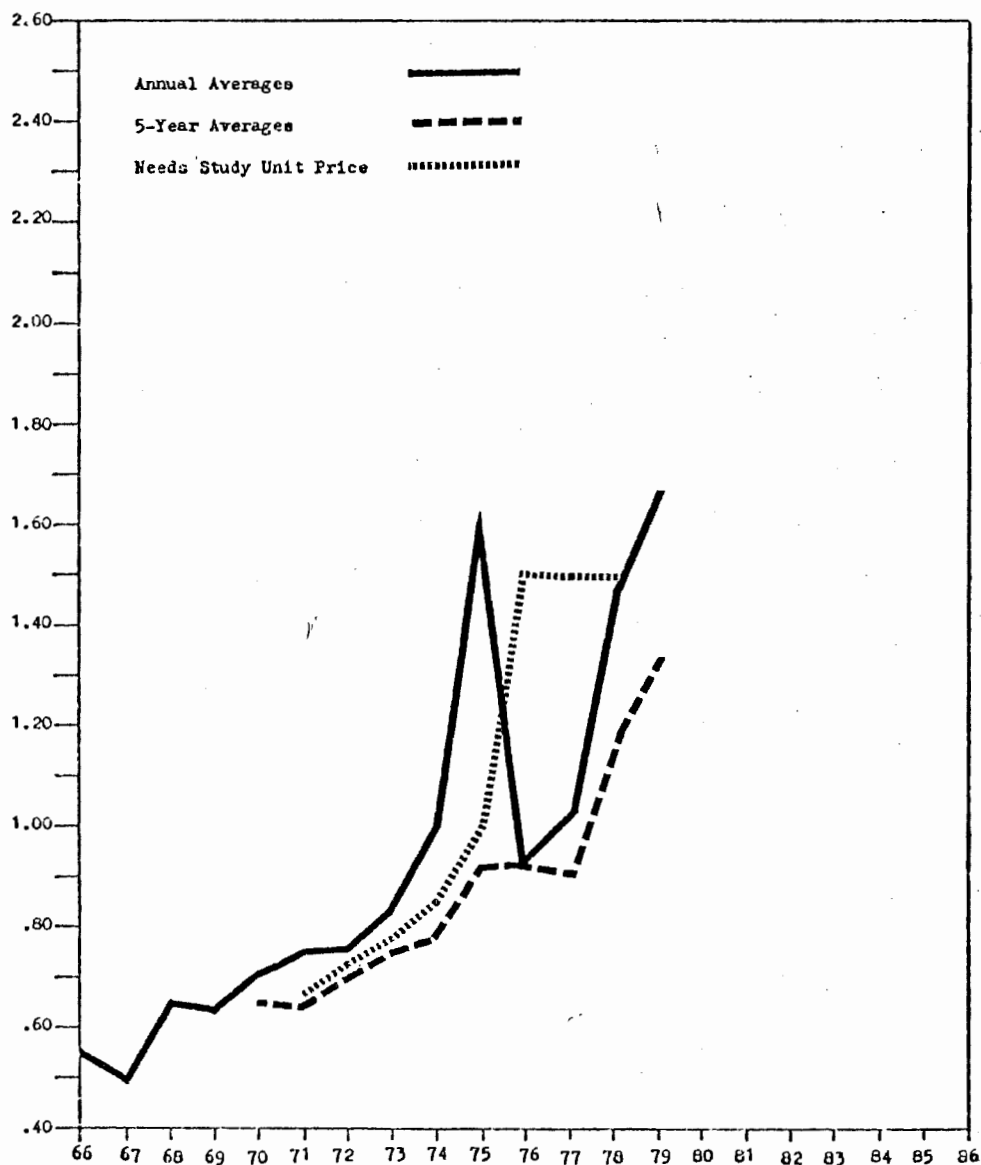


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE SURFACE #2301

Year	No. of Cities	Quantities	Cost	Cost Per Sq. Yd.	Needs Study Unit Price
1966	11	162,880	\$ 858,286	\$ 5.27	\$ -
1967	15	232,095	1,261,883	5.44	-
1968	15	201,190	1,156,386	5.75	-
1969	6	60,614	316,973	5.23	-
1970	18	226,612	1,387,986	6.12	-
1971	7	74,742	460,190	6.15	5.60
1972	9	128,316	983,609	7.67	6.40
1973	6	130,444	926,382	7.10	6.50
1974	6	27,081	247,893	9.15	8.00
1975	10	52,397	545,926	10.42	9.00
1976	5	62,073	816,630	13.16	11.00
1977	5	22,616	329,806	14.58	12.50
1978	5	49,029	741,384	15.12	15.00
1979	5	48,698	693,457	14.24	

Subcommittees recommended price for 1980 Needs Study \$ 15.50

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CURB & GUTTER REMOVAL #2104

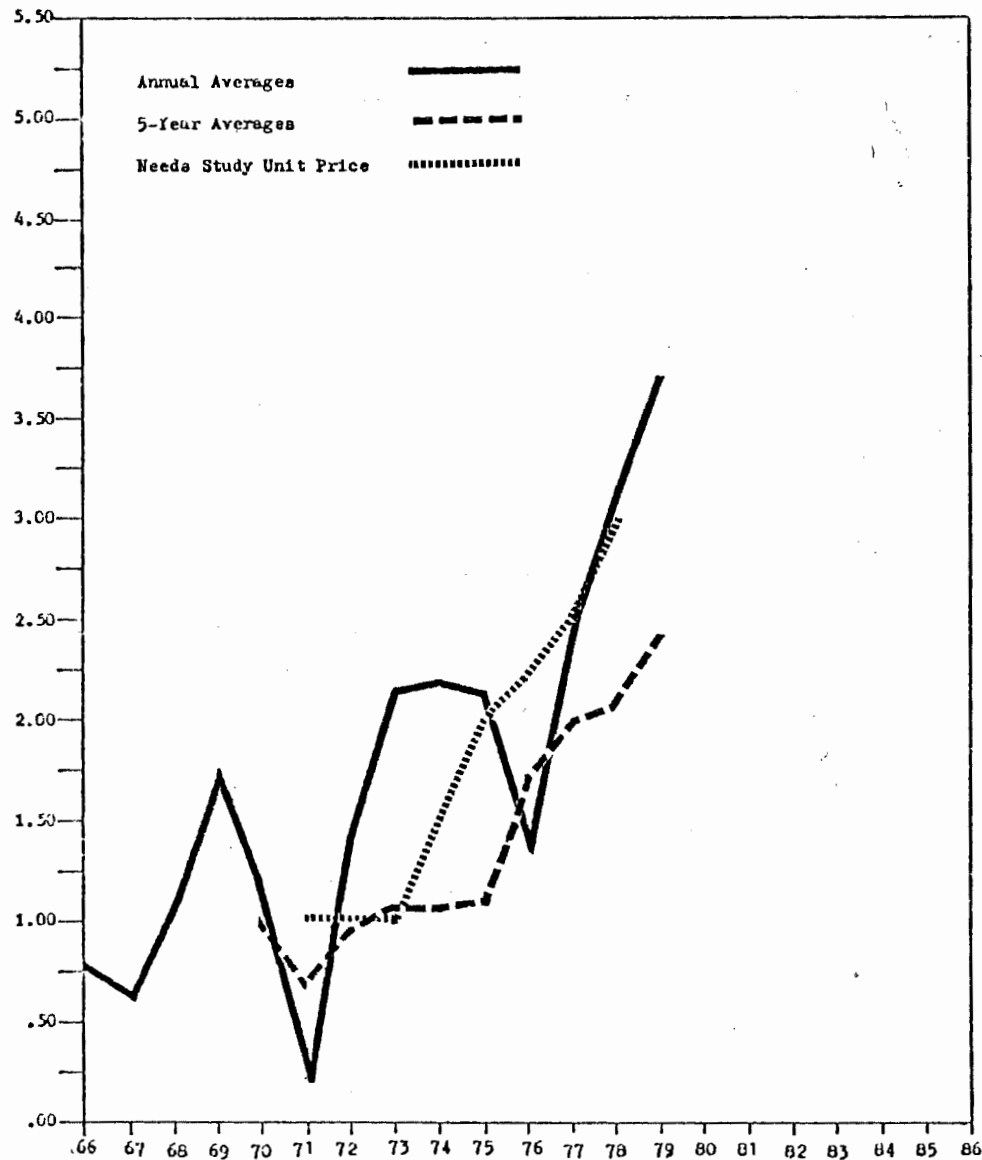


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CURB & GUTTER REMOVAL #2104

Year	No. of Cities	Quantities	Cost	Cost Per Lin. Ft.	Needs Study Unit Price
1966	24	59,532	\$ 32,332	\$.54	\$ -
1967	21	73,031	36,592	.50	-
1968	28	76,302	49,669	.65	-
1969	19	47,268	29,607	.63	-
1970	32	159,504	113,005	.71	-
1971	20	44,767	33,630	.75	.65
1972	23	88,188	67,387	.76	.73
1973	30	123,954	102,972	.83	.77
1974	27	39,256	39,140	1.00	.85
1975	26	49,508	78,796	1.59	1.00
1976	17	41,176	37,554	.91	1.50
1977	18	28,011	24,847	.89	1.50
1978	24	28,277	41,774	1.47	1.50
1979	25	45,053	74,853	1.66	

Subcommittees recommended price for 1980 Needs Study \$ 1.75

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK REMOVAL #2105

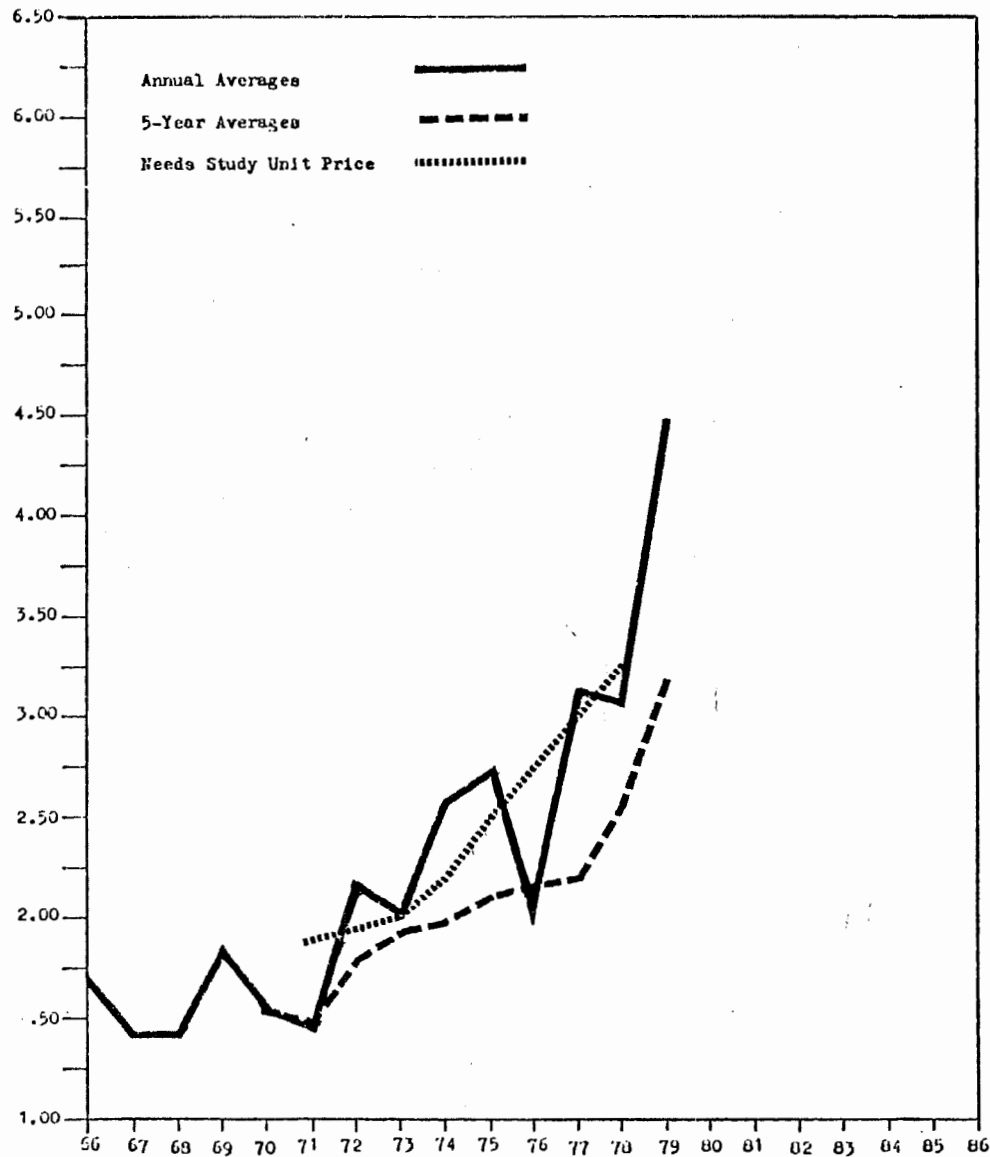


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK REMOVAL #2105

Year	No. of Cities	Quantities	Cost	Cost Per Sq. Yd.	Needs Study Unit Price
1966	18	19,887	\$ 15,742	\$.79	\$ -
1967	21	21,607	14,570	.67	-
1968	24	36,820	41,060	1.12	-
1969	18	9,105	14,879	1.63	-
1970	28	44,882	55,188	1.23	-
1971	18	97,565	23,084	.24	1.00
1972	19	69,223	99,576	1.44	1.00
1973	20	46,628	101,998	2.18	1.00
1974	21	17,422	38,380	2.20	1.50
1975	19	18,465	40,094	2.17	2.00
1976	14	32,917	45,829	1.39	2.20
1977	14	13,237	33,250	2.51	2.50
1978	15	13,268	42,115	3.17	3.00
1979	16	23,223	85,805	3.69	

Subcommittees recommended price for 1980 Needs Study \$ 4.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE PAVEMENT REMOVAL #2106

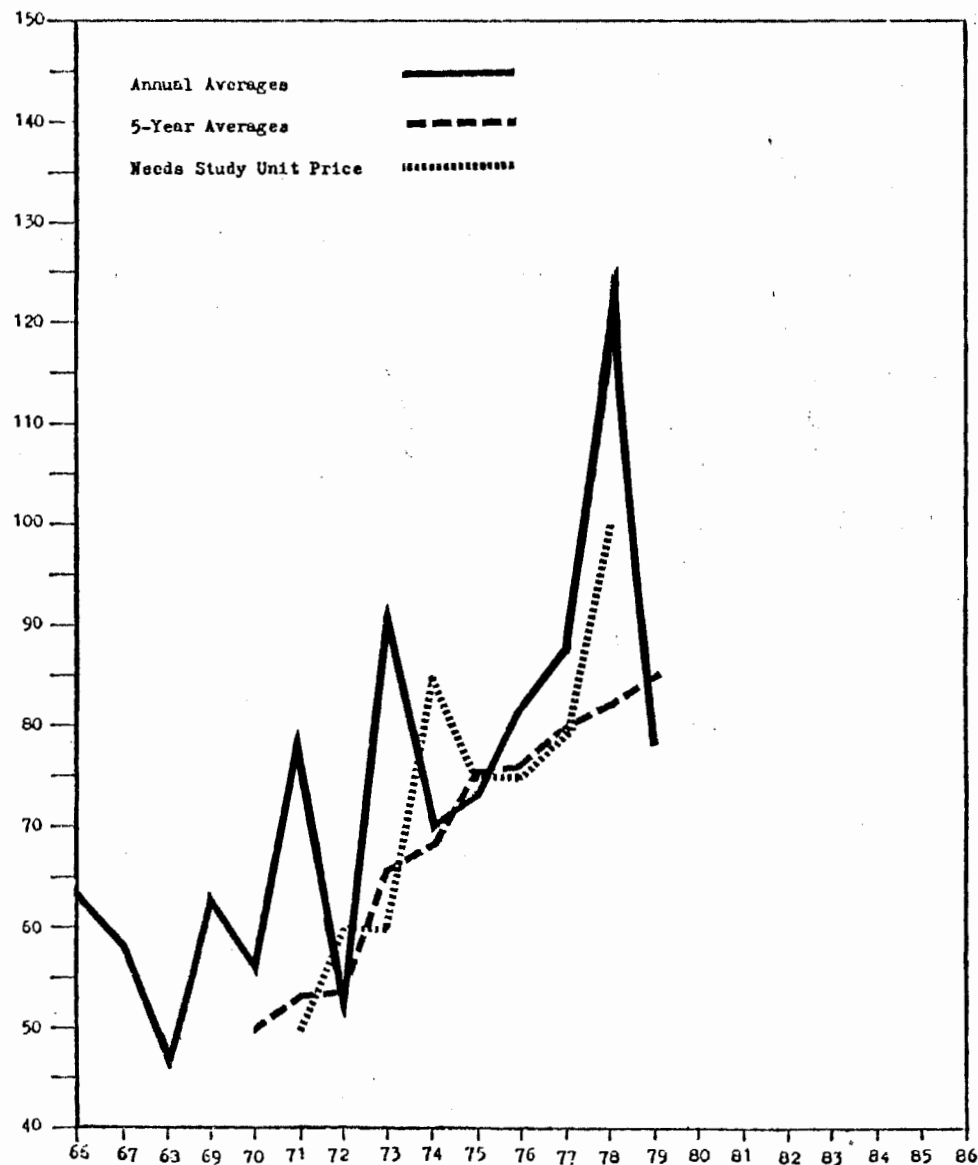


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE PAVEMENT REMOVAL #2106

Year	No. of Cities	Quantities	Cost	Cost Per Sq. Yd.	Needs Study Unit Price
1966	7	30,405	\$ 51,572	\$1.70	\$ -
1967	13	21,386	30,668	1.43	-
1968	20	59,026	83,708	1.42	-
1969	8	9,196	16,821	1.83	-
1970	25	110,940	173,446	1.56	-
1971	14	56,559	81,979	1.45	1.90
1972	11	187,366	408,919	2.18	1.95
1973	12	188,588	379,940	2.01	2.00
1974	11	40,506	103,569	2.56	2.20
1975	12	21,211	57,984	2.73	2.50
1976	9	62,379	127,199	2.04	2.75
1977	9	15,279	47,801	3.13	3.00
1978	11	35,176	108,531	3.08	3.25
1979	9	65,081	292,769	4.50	

Subcommittees recommended price for 1980 Needs Study \$ 4.50

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
TREE REMOVAL #2101

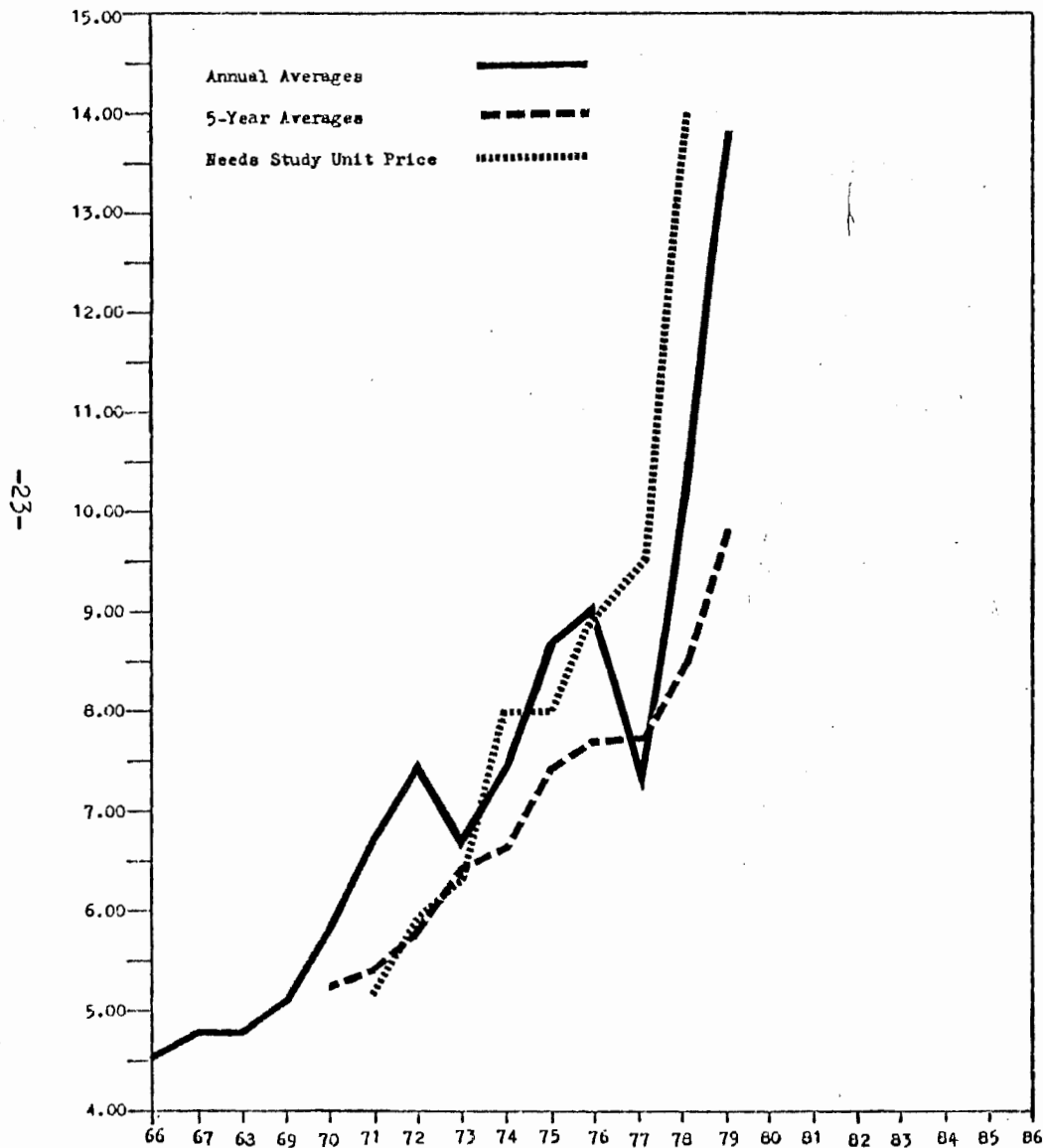


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
TREE REMOVAL #2101

Year	No. of Cities	Quantities	Cost	Cost Per Tree	Needs Study Unit Price
1966	23	811	\$ 51,020	\$ 62.90	\$ -
1967	16	600	34,743	57.90	-
1968	31	1,398	64,848	46.39	-
1969	13	308	19,502	63.31	-
1970	36	2,172	122,015	56.17	-
1971	10	245	19,184	78.30	50.00
1972	13	324	17,350	53.64	60.00
1973	29	925	84,043	90.85	60.00
1974	27	1,150	81,001	70.43	85.00
1975	24	802	58,836	73.36	75.00
1976	18	819	67,463	82.37	75.00
1977	16	492	43,110	87.52	80.00
1978	19	485	60,745	125.24	100.00
1979	20	1,171	91,659	78.24	-

Subcommittees recommended price for 1980 Needs Study \$ 90.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK CONSTRUCTION #2521

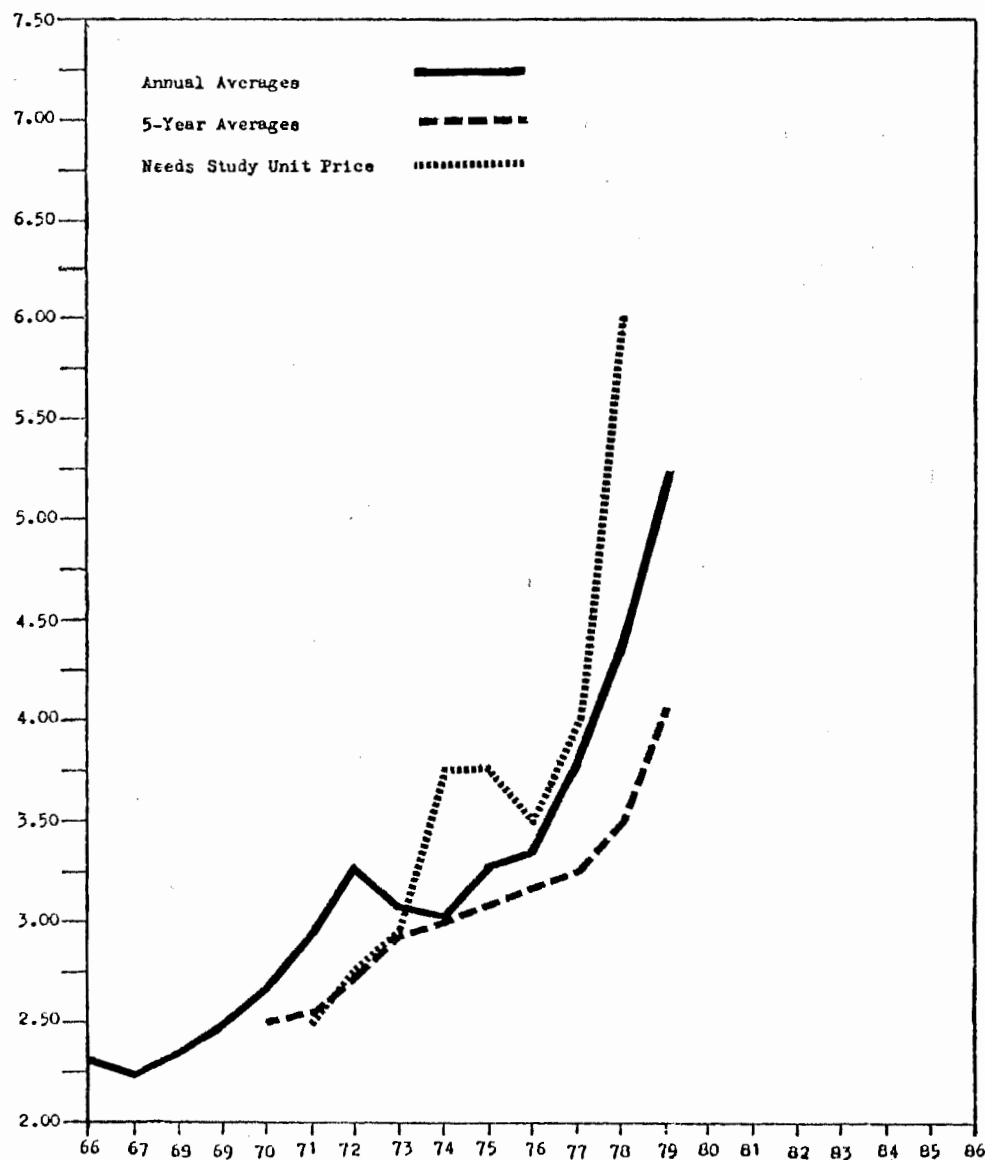


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK CONSTRUCTION #2521

Year	No. of Cities	Quantities	Cost	Cost Per Sq. Yd.	Needs Study Unit Price
1966	22	35,725	\$ 161,851	\$ 4.53	\$ -
1967	26	41,793	199,193	4.77	-
1968	38	58,058	278,247	4.79	-
1969	17	18,871	95,808	5.08	-
1970	38	113,416	662,759	5.84	-
1971	8	9,548	64,052	6.71	5.20
1972	27	43,194	321,089	7.43	5.90
1973	33	85,944	579,410	6.74	6.44
1974	29	46,901	350,067	7.46	8.00
1975	32	46,139	399,470	8.66	8.00
1976	27	48,343	436,681	9.03	9.00
1977	24	42,666	317,200	7.43	9.50
1978	23	37,875	395,539	10.44	14.00
1979	26	43,738	604,904	13.83	

Subcommittees recommended price for 1980 Needs Study \$ 14.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CURB & GUTTER CONSTRUCTION #2531



MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CURB & GUTTER CONSTRUCTION #2531

Year	No. of Cities	Quantities	Cost	Cost Per Lin. Ft.	Needs Study Unit Price
1966	32	193,479	\$ 449,022	\$2.32	\$ -
1967	32	257,915	580,506	2.25	-
1968	33	340,092	801,016	2.36	-
1969	22	137,210	338,159	2.46	-
1970	48	611,958	1,641,158	2.68	-
1971	21	156,083	454,436	2.91	2.50
1972	29	235,760	773,022	3.28	2.75
1973	42	605,609	1,866,455	3.08	2.98
1974	43	454,315	1,387,797	3.05	3.75
1975	40	328,669	1,078,802	3.28	3.75
1976	39	314,645	1,050,777	3.34	3.50
1977	33	178,206	681,953	3.83	4.00
1978	41	298,122	1,317,943	4.42	6.00
1979	42	336,428	1,764,138	5.24	-

Subcommittees recommended price for 1980 Needs Study \$ 5.65

DEPARTMENT Mn/DOT - Bridges and Structures
Room 610

Office Memorandum

TO : George Quickstad
 Bureau of Policy and Planning
 Room 810

DATE: March 7, 1980

FROM : *Dick Hathaway*
 Dick Hathaway
 Programs & Estimate Engineer

PHONE: 296-0816

SUBJECT: 1979 Structures Costs

The structures costs for state projects in calendar year 1979 you requested are as follows:

<u>Length of Structure</u>	<u>Structures</u>	<u>1979 Avg. Cost/S.F.</u>	
0 - 80' } 0-149	6 } 20	\$39.00*	} \$41.00 AVE.
80 - 150' }	14 }	43.00	
150 - 500'	16	47.00	
500 - 1000'	7	56.00*	

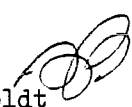
- * Non-appropriate structures in this category under contract calendar year 1979, therefore, previous Average Cost was adjusted by the State Average Cost increase of 21%.

DEPARTMENT Mn/DOT - Railroad Operations
Room 419

Office Memorandum

TO : G. G. Quickstad

DATE: March 5, 1980

FROM : Gordon W. Boldt 
Chief, Railroad Operations

PHONE: 6-0358

SUBJECT: Projected Railroad Grade Crossing
Improvements - Costs for 1980

We have projected 1980 costs for railroad-highway at grade crossing improvements. They are expected to be as follows:

Railroad Grade Crossings

Signals (Single Track - low speed) ¹	Unit	\$50,000.00
Signals (Single Track - high speed) ²	Unit	\$55,000.00
Signals and Gates (Multiple Track - high & low speed) ¹ & ²	Unit	\$90,000.00 (Average pri
Signs Only	Unit	\$ 300.00

Above figures are from BNI Signals Estimating Section as of March 1, 1980.

¹Modern Signals with Motion sensors - signals are activated when train enters electrical circuit - deactivated if train stops before reaching crossing.

²Modern Signals with Grade Crossing predictors - has capabilities in 1 above, plus ability to gauge speed and distance of train from crossing to give constant 20 - 25 second warning of approaching trains traveling from 5 to 80 MPH.

cc:
R. G. Swanson

GWB:pmt
E. B. O'Neill

Last year's projected costs for railroad crossing improvements were placed in categories that were very misleading. The second category of last year was actually signals with gates for low speed trains.

It is very difficult to give you prices for different types of signals and hold it to three categories.

In order to clarify the situation this year I set up six categories as shown below.

The second figure this year (\$55,000.00) is for standard roadside signals for single track train operation at high speeds (40 MPH or higher).

The third category this year is an average price for gate type signals for multiple track crossings with various types of controls.

FIGURES FROM BNI ESTIMATING FOR 1980

Railroad Grade Crossings

	<u>Unit</u>
1. Signals (Single Track - Low Speed)	\$ 50,000.00
2. Signals (Single Track - High Speed)	\$ 55,000.00
3. { Signals & Gates (Multiple Track - Low Speed Bi-Directional)	\$ 65,000.00
Signals & Gates (Multiple Track - Low Speed Uni-Directional)	\$ 95,000.00
Signals & Gates (Multiple Track - High Speed Bi-Directional)	\$ 85,000.00
Signals & Gates (Multiple Track - High Speed Uni-Directional)	\$115,000.00
Signs Only	\$ 300.00
Additional Siding W/Motion Sensors	\$ 15,000.00

DEPARTMENT Mn/DOT - Hydraulics
Room 718

Office Memorandum

TO : George G. Quickstad
Planning Division - Room 810

DATE: March 4, 1980

FROM : D. V. Halvorson
Hydraulics Engineer

PHONE: 296-0824

SUBJECT: State Aid Storm Sewer Construction Costs - 1980

We have analyzed the State Aid storm sewer construction costs for 1980 and find that, for planning purposes, a figure of \$172,000 per mile could be used. For storm sewer adjustments we suggest \$54,000 per mile. The above figures are based on a 12% increase over 1979.

If we can be of further assistance, please feel free to call.

cc: G. M. Fay
D. V. Halvorson
E. H. Aswegan

- Comments -

1980 MUNICIPAL SCREENING COMMITTEE DATA

1980 NEEDS STUDY:

			Subcommittee Suggested Prices For 1980		Recommended Prices For 1980
			1979 Prices		
<u>Grading</u>					
All Municipalities	Cu. Yd.		\$ 2.50	\$ 2.50*	
<u>Removal Items</u>					
Curb and Gutter	Lin. Ft.		\$ 1.50	\$ 1.75	
Sidewalk	Sq. Yd.		3.00	4.00	
Concrete Pavement	Sq. Yd.		3.25	4.50	
Tree Removal	Unit		100.00	90.00	
<u>Base</u>					
Class 4 Spec. #2211	Ton		\$ 3.25	\$ 4.50	
Class 5 Spec. #2212	Ton		3.50	4.85	
Bituminous Spec. #2331	Ton		16.00	15.00	
<u>Surface</u>					
Bituminous Spec. #2331	Ton		\$ 16.00	\$ 15.00	
Bituminous Spec. #2341	Ton		17.50	17.00	
Bituminous Spec. #2351	Ton		21.50	27.00	
Concrete Spec. #2301	Sq. Yd.		15.00	15.50	
<u>Shoulders</u>					
Gravel Spec. #2221	Ton		\$ 2.50	\$ 2.50*	
<u>Miscellaneous</u>					
Storm Sewer Construction	Mi.		\$154,000.00	\$172,000.00*	
Storm Sewer Adjustment	Mi.		48,000.00	54,000.00*	
Traffic Signals	Mi.		10,000.00	10,000.00*	
Street Lighting	Mi.		2,000.00	2,000.00*	
Curb and Gutter	Lin. Ft.		6.00	5.65	
Sidewalk	Sq. Yd.		14.00	14.00	
<u>Structures</u>					
Bridges 0 to 149 Ft.	Sq. Ft.		\$ 35.00	\$ 41.00*	
Bridges 150 to 499 Ft.	Sq. Ft.		41.00	47.00*	
Bridges 500 and Over	Sq. Ft.		46.00	56.00*	
Bridge Widening	Sq. Ft.		75.00	75.00*	
<u>Railroad over Highway</u>					
Number of Tracks 1	Lin. Ft.		\$ 2,250.00	\$ 2,250.00*	
Additional Track (each)	Lin. Ft.		1,750.00	1,750.00*	
<u>Railroad Grade Crossings</u>					
Signals (Single low speed)	Unit		\$ 50,000.00	\$ 50,000.00*	
Signals (Single high speed)	Unit		80,000.00	55,000.00*	
Signals and Gates	Unit		90,000.00	90,000.00*	
Signs only	Unit		200.00	300.00*	

* Average Prices Not Computed -- Used Other Sources -- See Following Memos.

1980 NEEDS STUDY SUBCOMMITTEE

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 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 1980.

City	Adjustments For 1978 Apportionment	Adjustments For 1979 Apportionment	Adjustments For 1980 Apportionment	Adjustments For 1981 Apportionment	Total Adjustment
Duluth	\$ 49,401	\$ -	\$ -	\$ -	\$ 49,401
Cloquet	-	-	51,268	-	51,268
Crystal	-	-	-	285,354	285,354
Fridley	648	5,205	-	-	5,853
Inver Grove Hgts.	-	20,997	-	-	20,997
Little Canada	-	-	-	43,300	43,300
Minneapolis	52,000	310,285	-	-	362,285
Minnetonka	-	-	-	210,700	210,700
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	-	-	-	7,884
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	1,522,224
TOTALS	\$1,330,940	\$1,022,586	\$157,726	\$669,027	\$3,180,279

1980 MUNICIPAL SCREENING COMMITTEE DATA

1979 Hibbing Annexation

The State of Minnesota Municipal Board certified on July 25, 1979, "that the annexation of the entire town of Stuntz to the City of Hibbing shall be effective, operational, and completed on December 31, 1979.

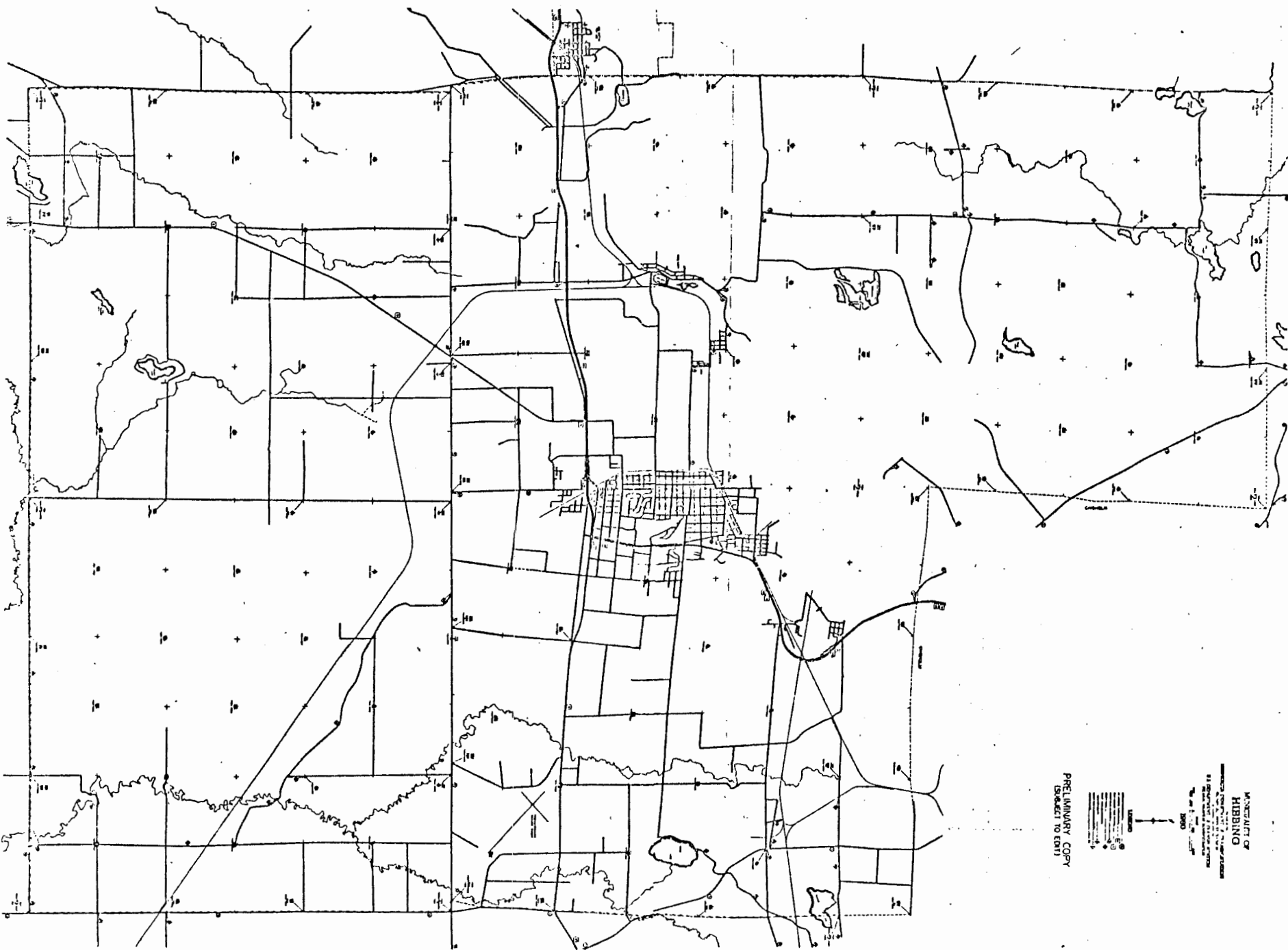
Our question to this committee is, "Should the additional mileage and needs for Hibbing be included in the 1980 Needs Study and the resulting 1981 Apportionment, or should this action be delayed until the 1982 Apportionment?"

The present Screening Committee Directive states that:

"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 received after December 31st will be considered by the Screening Committee for inclusion in the following year's Needs Study."

While the city council passed all the necessary resolutions establishing the additional mileage in 1979, final approval was not given by the Office of State Aid until February of 1980. Therefore, unless this committee decides to make an exception to the directive, this revision would not take effect until the 1981 Needs Study and 1982 Apportionment. An exception would have to be based on the fact that the impact of incorporating all of Stuntz township (approximately 186 Sq. Mi.) is considerable. Their Municipal State-Aid Street system has been enlarged by 32 miles, from 15.57 to 47.57 miles. This increase will provide for a needs increase of about \$9.2 million or approximately \$252,000 in needs apportionment.

Mr. Madsen, City Engineer from Hibbing, who is a member of this committee representing District 1, will answer any questions the other members may have.



MANUFACTURE OF
 HIBBING
 MINNESOTA
 PRELIMINARY COPY
 (SUBJECT TO EDIT)

HIBBING

PROJECTED NEEDS FOR ANNEXATION BASED ON 1978 UNIT PRICES
(Grading Based on Grading Costs for St. Louis County)

<u>Control Section</u>	<u>Miles</u>	<u>Grade</u>	<u>Base</u>	<u>Surface</u>	<u>Additional Resurfacing</u>	<u>Trees</u>	<u>Shoulder</u>	<u>Sidewalk</u>	<u>Curb & Gutter</u>	<u>Sewer</u>	<u>Total</u>
177	0.94	\$ 76,596	\$126,039	\$ 57,689	\$ -	\$ -	\$ -	\$ -	\$61,622	\$144,760	\$ 466,706
186	3.01	267,126	495,141	147,777	-	-	12,859	5,984	51,639	110,180	1,090,706
196	1.25	41,755	68,705	38,284	-	-	-	-	72,132	160,440	381,316
197	0.25	3,578	4,699	1,120	-	-	-	-	19,800	12,000	41,197
198	0.32	28,790	38,129	21,683	-	-	-	-	20,268	46,400	155,270
-33- 199	1.85	25,949	40,513	25,872	37,038	-	-	-	65,250	149,350	343,972
200	0.50	10,224	30,401	40,005	-	2,000	-	-	15,840	-	98,470
201	3.33	196,705	343,820	151,606	-	-	4,654	-	82,157	366,850	1,145,792
202	1.37	123,258	163,240	92,831	-	20,000	-	-	86,802	198,650	684,781
203	1.37	123,258	174,050	59,723	-	-	7,971	-	-	-	365,002
204	1.00	89,969	127,044	43,593	-	-	5,818	-	-	-	266,424
205	0.50	44,985	63,522	21,797	-	-	2,909	-	-	-	133,213
206	0.99	89,069	50,318	17,567	-	-	718	-	-	-	157,672
207	1.01	90,869	87,537	17,921	-	-	2,442	-	-	-	198,769
208	0.98	88,170	49,809	17,389	-	-	711	-	-	-	156,079

<u>Control Section</u>	<u>Miles</u>	<u>Grade</u>	<u>Base</u>	<u>Surface</u>	<u>Additional Resurfacing</u>	<u>Trees</u>	<u>Shoulder</u>	<u>Sidewalk</u>	<u>Curb & Gutter</u>	<u>Sewer</u>	<u>Total</u>
209	0.93	\$ 83,671	\$ 80,603	\$ 16,502	\$ -	\$ -	\$ 2,249	\$ -	\$ -	\$ -	\$ 183,025
211	0.43	38,687	21,855	7,630	-	-	312	-	-	-	68,484
212	1.79	161,046	108,901	31,762	-	-	2,144	-	-	-	303,853
213	2.65	238,418	327,381	109,577	-	-	14,636	-	-	-	690,012
214	1.99	179,039	172,473	35,311	-	-	4,812	-	-	-	391,635
215	1.00	34,781	57,232	33,524	-	-	-	-	63,360	145,000	333,897
216	1.19	107,063	141,793	33,510	-	-	-	-	75,396	172,550	530,312
217	0.25	22,492	29,789	7,040	-	-	-	-	15,840	36,250	111,411
218	0.50	21,470	35,328	15,400	-	-	-	-	31,680	72,500	176,378
219	2.60	233,919	330,315	113,342	-	10,900	15,119	-	-	-	703,595
MILES	32.00								TOTAL		\$9,177,971

\$ 2,781,646	1980 25-Year Construction Needs
<u>9,177,971</u>	1980 Additional Construction Needs
\$11,959,617	1981 25-Year Construction Needs
 \$11,959,617	
x 27.48	1981 Money Needs Apportionment
<u> </u>	Per \$1,000 in Money Needs
= \$328,650	1981 Money Needs Apportionment

MINUTES OF THE UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE
Meeting of April 15, 1980
Room 612A State Transportation Building

Subcommittee members:

Robert Simon - South St. Paul - Chairman
Donald Asmus - Minnetonka
Marlow Priebe - Hutchinson

Others in Attendance:

William Strand, Roy Hanson and George Quickstad of the Minnesota Department of Transportation

Meeting called to order at 10:05 A.M. by Chairman, Robert Simon.

The present Screening Committee Directives governing unencumbered Construction funds were reviewed:

1. 5-year Construction Program -- All cities submitted a 5-year construction program by January 1, 1979, and were reviewed and resubmitted by January 1, 1980. Because all cities fulfilled this requirement, no adjustments were needed.
2. 1983 review of each city's 5-year construction program to determine progress -- The subcommittee recommended a review of accomplishments prior to 1983. Also, to clarify the intent of the Screening Committee Directive, it is recommended that the resolution be revised as follows:

"In 1983, each city will be reviewed to determine the progress of their 5-year program. Failure to implement the proposed program, or other acceptable projects would impose the same adjustment as for failure to submit a 5-year program. This adjustment would be in addition to the unencumbered construction fund deduction defined in the October, 1961, Resolution (Revised May, 1975).

3. The Subcommittee reviewed the following resolution and felt an error was made when putting the motion together last year. The resolution should read as follows:

"To further encourage the use of unencumbered construction funds, those cities which have not used municipal State Aid funds for a construction project in the 5 years prior to January 1, 1980, would have the preceding formula concerning implementation applied beginning to the 1982 1981 apportionment."

Page 2

Minutes of Unencumbered Construction
Fund Subcommittee Meeting
April 15, 1980

The Subcommittee reviewed the past 5-year construction record of all municipalities. At least one city (St. Paul Park) would be affected by this Directive. They will be given the opportunity to explain their situation to the Subcommittee, prior to their recommendation to the Screening Committee at the Fall meeting.

4. The Subcommittee reviewed the Directive which states:

"That, whenever a municipality exceeds \$200,000 or two times their annual construction allotment (whichever is greater) in the construction fund balance available as of June 30th of the current year'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."

Based on the Construction Fund Balance as of December 31, 1979, twenty four cities would be affected by this Resolution. The Subcommittee, after reviewing the possible results, directed the Needs Unit to prepare a letter advising these municipalities that they have until June 30, 1980, to award contracts which would reduce their funds available to within the allowable limit to avoid a possible needs adjustment.

The Subcommittee agreed that Robert Simon will represent them at the Spring Screening Committee on May 29 and 30, 1980 at Brainerd.

The Subcommittee's next meeting will be held on Wednesday, July 30, 1980, at Hutchinson. At this meeting, the Subcommittee will determine the cities which are to be given an opportunity to be evaluated, and also will establish guidelines for this procedure.

Meeting adjourned at 12:20 P.M.

Respectfully submitted,

George Quickstad
George Quickstad
State Aid Needs Unit

MUNICIPAL STATE AID DISBURSEMENTS
1975 - 1979

FIGURE A

	<u>1979</u>	<u>1978</u>	<u>1977</u>	<u>1976</u>	<u>1975</u>	<u>Total</u>
Albert Lea	200,594	234,454	-0-	335,817	149,063	919,928
Alexandria	26,315	10,000	23,376	110,261	12,870	182,822
Andover	207,539	87,989	153,860	-0-	-0-	449,388
Anoka	185,784	10,366	-0-	-0-	60,000	256,150
Apple Valley	363,491	101,383	34,468	15,000	179,622	693,964
Arden Hills	-0-	120,625	7,054	126,964	-0-	254,643
Austin	11,246	223,286	79,058	221,387	30,000	564,977
Bemidji	25,000	57,457	193,975	20,000	47,760	344,192
Blaine	-0-	159,256	230,735	414,681	-0-	804,672
Bloomington	797,826	765,871	856,866	565,585	682,788	3,668,936
Brainerd	35,787	197,076	25,000	20,000	81,950	359,813
Brooklyn Center	118,707	100,374	55,000	266,001	241,009	781,091
Brooklyn Park	-0-	630,912	192,804	186,140	-0-	1,009,856
Burnsville	484,296	280,257	437,338	442,772	313,734	1,958,397
Champlin	-0-	-0-	-0-	-0-	52,075	52,075
Chanhassen	-0-	308,453	-0-	-0-	-0-	308,453
Chaska	143,240	-0-	-0-	-0-	80,163	223,403
Chisholm	43,112	85,948	28,840	52,204	109,654	319,758
Cloquet	241,403	30,000	100,540	74,000	207,135	653,078
Columbia Heights	156,831	100,070	63,453	247,755	10,000	578,109
Coon Rapids	300,227	579,105	40,611	225,337	146,988	1,292,268
Cottage Grove	55,000	59,421	328,731	184,022	78,325	705,499
Crookston	83,700	24,012	129,161	133,563	49,030	419,466
Crystal	321,734	11,645	504,310	-0-	5,999	843,688

FIGURE A CONTINUED

	<u>1979</u>	<u>1978</u>	<u>1977</u>	<u>1976</u>	<u>1975</u>	<u>Total</u>
Detroit Lakes	25,000	20,000	150,031	5,298	88,955	289,284
Duluth	1,247,040	345,234	848,105	889,058	1,219,036	4,548,473
Eagan	231	604,540	-0-	37,698	149,556	792,025
East Bethel	-0-	-0-	-0-	-0-	-0-	-0-
East Grand Forks	35,000	89,797	47,226	61,525	65,498	299,046
Eden Prairie	420,168	134,643	272,746	66,599	-0-	894,156
Edina	427,853	592,706	782,562	155,891	281,867	2,240,879
Elk River	-0-	-0-	-0-	-0-	-0-	-0-
Ely	61,794	43,871	-0-	-0-	39,016	144,681
Eveleth	9,043	33,029	-0-	-0-	-0-	42,072
Fairmont	-0-	64,045	26,490	114,454	-0-	204,989
Falcon Heights	239,861	-0-	-0-	144,250	-0-	384,111
Faribault	97,230	341,797	67,202	75,025	165,451	746,705
Fergus Falls	33,031	152,793	25,149	-0-	93,775	304,748
Fridley	22,992	248,476	132,644	110,826	303,824	818,762
Golden Valley	1,003,125	90,000	79,469	181,749	128,120	1,482,463
Grand Rapids	132,530	36,824	50,000	51,223	57,403	327,980
Ham Lake	152,932	-0-	-0-	-0-	-0-	152,932
Hastings	-0-	-0-	57,848	145,046	142,731	345,625
Hermantown	66,365	-0-	-0-	-0-	-0-	66,365
Hibbing	141,540	180,733	84,129	121,501	131,898	659,801
Hopkins	130,156	210,653	125,116	15,130	59,332	540,387
Hutchinson	74,231	74,518	184,086	-0-	17,727	350,562
International Falls	-0-	-0-	12,731	-0-	-0-	12,731
Inver Grove Heights	214,821	132,172	70,432	117,595	88,804	623,824
Lake Elmo	-0-	-0-	-0-	-0-	-0-	-0-
Lakeville	128,711	259,482	67,877	52,597	36,511	545,178

FIGURE A CONTINUED

	<u>1979</u>	<u>1978</u>	<u>1977</u>	<u>1976</u>	<u>1975</u>	<u>Total</u>
Litchfield	151,816	-0-	-0-	54,254	47,030	253,100
Little Canada	205,870	-0-	60,920	-0-	-0-	266,790
Little Falls	215,092	15,000	36,661	40,768	80,109	387,630
Luverne	-0-	-0-	-0-	-0-	-0-	-0-
Mankato	851,588	112,257	157,249	308,115	334,245	1,763,454
Maple Grove	285,155	418,928	233,886	112,177	34,955	1,085,101
Maplewood	778,343	20,000	405,512	20,000	451,993	1,675,848
Marshall	146,879	64,194	-0-	-0-	28,819	239,892
Mendota	65,279	67,840	43,798	86,351	82,999	346,267
Minneapolis	1,819,621	2,390,534	2,274,668	3,050,901	3,348,056	12,883,780
Minnetonka	228,296	1,214,237	119,000	169,071	128,669	1,859,273
Montevideo	-0-	-0-	-0-	-0-	71,954	71,954
Moorhead	35,324	688,410	235,739	101,080	241,792	1,302,345
Morris	-0-	83,671	221,788	-0-	-0-	305,459
Mound	11,105	326,036	37,117	-0-	47,400	421,658
Mounds View	35,716	10,000	10,000	10,000	83,825	149,541
New Brighton	19,180	69,122	156,979	69,271	49,772	364,324
New Hope	323,867	30,000	102,087	105,364	171,959	733,277
New Ulm	-0-	472,067	-0-	112,753	150,701	735,521
Northfield	35,000	180,833	88,027	35,000	51,970	390,830
North Mankato	42,372	292,550	-0-	-0-	-0-	334,922
North St. Paul	-0-	35,260	36,900	192,878	-0-	265,038
Oakdale	130,938	229,444	234,369	10,100	110,023	714,874
Orono	543,535	-0-	-0-	12,508	46,743	602,786
Owatonna	157,437	280,426	61,851	112,114	143,212	755,040
Pipestone	85,796	205,601	13,000	-0-	144,267	448,664
Plymouth	15,000	249,818	375,977	166,163	236,071	1,043,029

FIGURE A CONTINUED

	<u>1979</u>	<u>1978</u>	<u>1977</u>	<u>1976</u>	<u>1975</u>	<u>Total</u>
Prior Lake	311,765	-0-	-0-	-0-	-0-	311,765
Ramsey	217,672	-0-	127,571	101,339	49,181	495,763
Red Wing	48,926	670,941	20,512	45,595	-0-	785,974
Richfield	-0-	4,068	179,916	155,333	282,886	622,203
Robbinsdale	158,336	79,251	136,314	91,841	204,910	670,652
Rochester	477,492	275,019	199,486	355,270	358,501	1,665,768
Roseville	900,291	-0-	23,720	-0-	74,139	998,150
St. Anthony	113,400	8,853	50,790	218,823	-0-	391,866
St. Cloud	217,415	889,754	427,060	498,094	207,655	2,239,978
St. Louis Park	487,566	410,694	735,561	145,377	203,766	1,982,964
St. Paul	2,861,102	4,392,882	3,900,819	1,776,065	1,268,926	14,199,794
St. Paul Park	15,000	15,000	15,000	10,000	10,000	65,000
St. Peter	69,976	-0-	6,183	29,366	51,254	156,779
Sauk Rapids	23,153	153,323	-0-	82,717	-0-	259,193
Shakopee	17,015	-0-	9,092	54,847	13,315	94,269
Shoreview	-0-	19,934	129,546	379,278	10,241	538,999
South St. Paul	721,134	337,615	105,382	126,291	223,701	1,514,123
Spring Lake Park	236,733	3,861	-0-	59,064	-0-	299,658
Stillwater	134,486	222,055	31,543	35,000	35,000	458,084
Thief River Falls	-0-	15,878	3,069	49,467	30,803	99,217
Virginia	403,827	49,322	14,029	70,994	72,506	610,678
Waseca	55,784	21,895	52,106	-0-	-0-	129,785
West St. Paul	423,842	-0-	139,560	168,220	376,383	1,108,005
White Bear Lake	137,289	247,886	137,123	-0-	-0-	522,298
Willmar	478,850	49,688	35,680	157,100	135,175	856,493
Winona	-0-	-0-	205,283	337,118	258,336	800,737
Woodbury	243,326	30,000	23,000	25,964	300,807	623,097
Worthington	200,883	-0-	255,588	-0-	138,082	594,553
TOTALS	23,603,958	23,187,420	18,438,484	15,728,985	15,999,800	96,958,647

CONSTRUCTION FUND BALANCE AVAILABLE

FIGURE B

<u>Municipality</u>	<u>A</u> Amount Available Dec. 31, 1979	<u>B</u> 1980 Allotment	<u>A</u> <u>B</u> (Years)
Albert Lea	\$ 201,478	\$ 220,820	-
Alexandria	259,931	96,898	2.68 - (1)
Andover	3,311	133,405	-
Anoka	934,069	158,738	5.88 - (2)
Apple Valley	84,743	265,549	-
Arden Hills	142,069	81,105	1.75
Austin	481,390	244,024	1.97
Bemidji	280,137	158,286	1.77
Blaine	737,031	230,568	3.20 - (3)
Bloomington	20,341	858,351	-
Brainerd	510,848	160,686	3.18 - (4)
Brooklyn Center	819,197	388,211	2.11 - (5)
Brooklyn Park	468,845	378,214	1.24
Burnsville	124,746	494,823	-
Champlin	291,339	97,169	3.00 - (6)
Chanhassen	55,495	65,422	-
Chaska	245,627	89,713	2.74 - (7)
Chisholm	22,556	76,372	-
Cloquet	323,445	269,155	1.20
Columbia Heights	211,618	189,042	1.12
Coon Rapids	-	328,339	-
Cottage Grove	432,971	351,835	1.23
Crookston	170,453	142,409	1.20
Crystal	1,429,643	302,821	4.72 - (8)
Detroit Lakes	99,389	75,706	1.31
Duluth	1,928,221	1,230,915	1.57
Eagan	362,919	326,410	1.11
East Bethel	131,735	88,029	1.50
East Grand Forks	54,176	84,011	-
Eden Prairie	-	332,609	-
Edina	70,782	570,155	-
Elk River	178,205	154,538	1.15
Ely	148,635	79,065	1.87

FIGURE B (continued)

<u>Municipality</u>	<u>A</u> Amount Available Dec. 31, 1979	<u>B</u> 1980 Allotment	<u>A</u> <u>B</u> (Years)
Eveleth	\$ 68,859	\$ 77,855	-
Fairmont	584,891	138,910	4.21 - (9)
Falcon Heights	-	48,444	-
Faribault	78,454	158,655	-
Fergus Falls	285,948	141,730	2.02 -(10)
Fridley	313,123	256,489	1.22
Golden Valley	392,630	329,019	1.19
Grand Rapids	-	98,870	-
Ham Lake	149,154	74,436	2.00
Hastings	294,926	138,637	2.13 -(11)
Hermantown	443,087	171,741	2.58 -(12)
Hibbing	-	207,617	-
Hopkins	88,410	158,170	-
Hutchinson	-	104,573	-
International Falls	328,070	66,015	4.97 -(13)
Inver Grove Heights	-	157,161	-
Lake Elmo	41,412	80,584	-
Lakeville	181,798	221,822	-
Litchfield	142,715	75,154	1.90
Little Canada	-	68,518	-
Little Falls	-	102,308	-
Luverne	37,828	44,387	-
Mankato	110,906	367,887	-
Maple Grove	-	344,615	-
Maplewood	405,948	420,386	-
Marshall	281,022	122,761	2.29 -(14)
Mendota Heights	180,702	136,113	1.33
Minneapolis	5,910,840	4,137,378	1.43
Minnetonka	269,344	522,120	-
Montevideo	429,217	84,926	5.05 -(15)
Moorhead	816,136	393,124	2.08 -(16)
Morris	159,278	85,993	1.35
Mound	237,997	126,800	1.88
Mounds View	473,262	108,134	4.38 -(17)
New Brighton	585,042	188,376	3.11 -(18)
New Hope	91,970	188,285	-
New Ulm	177,005	168,985	1.05
Northfield	188,119	123,346	1.53
North Mankato	61,112	101,859	-

FIGURE B (continued)

<u>Municipality</u>	<u>A</u> <u>Amount</u> <u>Available</u> <u>Dec. 31, 1979</u>	<u>B</u> <u>1980</u> <u>Allotment</u>	<u>A</u> <u>B</u> <u>(Years)</u>
North St. Paul	\$ 238,266	\$ 120,913	1.97
Oakdale	-	137,462	-
Orono	-	87,461	-
Owatonna	39,603	205,519	-
Pipestone	-	95,934	-
Plymouth	252,291	260,542	-
Prior Lake	-	120,815	-
Ramsey	-	126,059	-
Red Wing	185,595	213,307	-
Richfield	820,614	303,770	2.70 -(19)
Robbinsdale	153,815	151,920	1.01
Rochester	717,493	617,396	1.16
Roseville	519,678	326,016	1.59
St. Anthony	202,414	85,794	2.36 -(20)
St. Cloud	712,596	630,763	1.13
St. Louis Park	-	544,252	-
St. Paul	590,097	3,178,885	-
St. Paul Park	239,175	68,294	3.50 -(21)
St. Peter	185,256	87,710	2.11
Sauk Rapids	52,062	100,678	-
Shakopee	345,250	121,296	2.85 -(22)
Shoreview	201,342	146,844	1.37
South St. Paul	12,874	246,335	-
Spring Lake Park	-	69,568	-
Stillwater	197,832	151,691	1.30
Thief River Falls	400,578	116,998	3.42 -(23)
Virginia	-	143,717	-
Waseca	108,609	61,215	1.77
West St. Paul	-	228,220	-
White Bear Lake	652,974	262,241	2.49 -(24)
Willmar	84,554	216,170	-
Winona	543,844	279,707	1.94
Woodbury	218,869	200,983	1.09
Worthington	-	108,816	-
TOTAL	\$32,710,231	\$29,082,965	1.12

1980 MUNICIPAL SCREENING COMMITTEE DATA

Status of Municipal Traffic Counting

Cities in 7-County Metro Area to Count Cooperatively with Mn/DOT

(Plans are to count in odd-numbered years)

District 5

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

District 9

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

TRAFFIC TO BE COUNTED IN 1980 BY STATE FORCES

Elk River

Willmar

TRAFFIC TO BE COUNTED IN 1981 BY STATE FORCES

Chisholm
Detroit Lakes
Ely
Eveleth
Faribault

Hermantown
Hibbing
Hutchinson
Litchfield
Mankato

Morris
Northfield
St. Cloud
Virginia
Waseca

TRAFFIC TO BE COUNTED IN 1981 BY INDIVIDUAL MUNICIPALITIES

Rochester

TRAFFIC TO BE COUNTED IN 1982 BY STATE FORCES

Alexandria
Bemidji

Marshall
Winona

Worthington

MUNICIPALITIES THAT ANNUALLY COUNT TRAFFIC INDIVIDUALLY

Duluth

TRAFFIC TO BE COUNTED IN 1983 BY STATE FORCES

Cloquet
Fergus Falls
Grand Rapids

Owatonna
North Mankato
Red Wing

St. Peter
Sauk Rapids
Thief River Falls

NO TRAFFIC WILL BE COUNTED IN 1984 IN CITIES OVER 5,000 POPULATION

TRAFFIC TO BE COUNTED IN 1984 BY INDIVIDUAL MUNICIPALITIES

Austin

TRAFFIC TO BE COUNTED IN 1985 BY STATE FORCES

Albert Lea
Brainerd
Crookston
East Grand Forks

Fairmont
International Falls
Little Falls
Luverne

Montevideo
Moorhead
New Ulm
Pipestone

MINUTES OF THE CITY - COUNTY - STATE COORDINATING COMMITTEE MEETING

April 24, 1980

Room 410A Transportation Building

Those present were:

Charles Swanson - Washington County - Committee Member
Don Asmus - City of Minnetonka - Committee Member
Jack Dolan - Olmsted County - Committee Member
Gerry Butcher - City of Maple Grove - Committee Member
Marlow Priebe - City of Hutchinson - Committee Member
Peter Fausch - Assistant Commissioner - Planning Division
Gordon Fay - Director - Office of State Aid
Pat Murphy - Carver County Engineer
Dick Keinz - Director - Office of Program Planning
Ken Hoeschen - County State Aid Needs Unit
George Quickstad - Municipal State Aid Needs Unit
William Strand - Manager - System Characteristic Section

Larry Schaub - Stevens/Traverse Counties - Absent - Committee Member

Meeting was called to order by Peter Fausch at 1:20 P.M.

The first order of business was to appoint a chairman for the committee.

Don Asmus nominated Chuck Swanson, Marlow Priebe seconded. Swanson was appointed by acclamation. As Chairman, Swanson then appointed Asmus as Vice Chairman. The term of office was set at one year with the Vice Chairman succeeding the past Chairman. The new chairman will begin his duties at the first meeting of each new year. The last organizational business was to appoint Bill Strand as Secretary.

Bill Strand proceeded to give a progress report relating to the ongoing tasks of CSAH and MSAS Needs Studies. The normal update of the CSAH study is approximately 1/3 complete. Unit price data will be presented to the General Subcommittee for review in 2 weeks. The Spring County Engineers' Screening Committee meeting is scheduled for mid-June. The CSAH Needs Unit is presently involved in several special studies at the request of the Screening Committee. The Right of Way study is looking at an equitable procedure for reporting said costs in the study. Data has been sent to the County Engineers and at this date, 70% of the information has been returned. The Rural Design Grade Widening study will explore a new methodology for determining a reasonable approach to grade widening costs in the CSAH Needs study. To date the necessary information has been sent to the District State-Aid Engineers for their review. No action will be taken until such time as the Screening Committee approves the concept. New State-Aid Standards will require a complete review of the needs study. However, as the standards are a part of the Rules being promulgated, it appears that the Needs Unit will not attempt this review until 1981. The Rural Design complete grading update was last done in 1975, making the costs therein unrealistic. It is the intent of the Needs Unit to pursue this matter after the standards review is complete. The manpower to accomplish the normal update, unit price study, needs calculations, and apportionment determination requires about 40 person-months per year. In addition, special screening committee requests, etc.

- Comments -

1982 MUNICIPAL SCREENING COMMITTEE DATA

1981 NEEDS STUDY:

			1981 Prices	Subcommittee Suggested Prices For 1982	Screening Committee Recommended Prices For 1982
<u>Grading</u>		Pay Item			
All Municipalities	Cu. Yd.	\$	2.75	\$ 2.75	
<u>Removal Items</u>					
Curb and Gutter	Lin. Ft.	\$	1.75	\$ 1.50	
Sidewalk	Sq. Yd.		4.00	3.50	
Concrete Pavement	Sq. Yd.		4.50	4.00	
Tree Removal	Unit		80.00	80.00	
<u>Base</u>					
Class 4 Spec. #2211	Ton	\$	4.50	\$ 4.00	
Class 5 Spec. #2212	Ton		4.85	4.85	
Bituminous Spec. #2331	Ton		17.00	19.00	
<u>Surface</u>					
Bituminous Spec. #2331	Ton	\$	17.00	\$ 19.00	
Bituminous Spec. #2341	Ton		20.00	20.50	
Bituminous Spec. #2351	Ton		27.00	30.00	
Concrete Spec. #2301	Sq. Yd.		16.00	18.00	
<u>Shoulders</u>					
Gravel Spec. #2221	Ton	\$	5.00	\$ 3.75	
<u>Miscellaneous</u>					
Storm Sewer Construction	Mi.		\$172,000.00	\$196,000.00*	
Storm Sewer Adjustment	Mi.		54,000.00	62,000.00*	
Traffic Signals	Mi.		10,000.00	10,000.00*	
Street Lighting	Mi.		2,000.00	2,000.00*	
Curb and Gutter	Lin. Ft.		6.50	5.50	
Sidewalk	Sq. Yd.		14.00	13.50	
<u>Structures</u>					
Bridges 0 to 149 ft.	Sq. Ft.	\$	39.00	\$ 36.00*	
Bridges 150 to 499 ft.	Sq. Ft.		43.00	43.00*	
Bridges 500 and over	Sq. Ft.		62.00	62.00*	
Bridge Widening	Sq. Ft.		75.00	75.00*	
<u>Railroad over Highway</u>					
Number of Tracks 1	Lin. Ft.	\$	2,250.00	\$ 2,250.00*	
Additional Track (each)	Lin. Ft.		1,750.00	1,750.00	
<u>Railroad Grade Crossings</u>					
Signals (Single Track - Low Speed)	Unit	\$	55,000.00	\$ 60,000.00	
Signals and Gates (Multiple Track - High & Low Speed)	Unit		90,000.00	95,000.00	
Signs Only	Unit		300.00	300.00*	

* Average Prices Not Computed -- Used Other Sources

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Committee Meeting
April 24, 1980

easily account for the remaining time in the units 48 person-months available annually.

A similar pattern is apparent in the MSAS Needs Unit. Their regular update is approximately 80% complete. The Unit Price Subcommittee has met and will present their conclusions to the Municipal Engineers' Screening Committee meeting at the end of May. The annual traffic study has just begun. The Unencumbered Construction Fund Subcommittee has met and will be presenting their findings at the Fall committee meeting. In the area of systems revisions, there has been a definite increase in the work load and a review of the present procedures is contemplated. At this time no special requests from the Screening Committee are underway. The MSAS Needs Unit has 36 person-months available annually. Of that figure, about 30 person-months are necessary for the regular, ongoing functions of the Needs studies.

Chairman Swanson next requested Gordon Fay to review the list of items and studies that the MCEA has declared an interest in ~~having~~ pursued. A brief discussion was allotted to those items as noted on page 2 of Mr. Fay's memorandum of March 20th to the committee. The Restricted Municipality study was dropped from consideration as the proposed bill never left its legislative committee. Also, a very similar report was prepared by Andy Halverson some 3 years ago and most probably can be updated if so desired.

The items of construction/maintenance split, minimum counties, center 24' restriction, and mill levy deduction would not require substantial amounts of time to study. However, they all are established either by legislative action or rule adoption and thus would require extra effort to effect a change. The Local Roads Needs study, done some time ago as a "Medium Level" study, didn't attain the level of reporting that was desired. Going to a statewide study may even be more difficult. It was pointed out that to accomplish studies on any of the noted items would be difficult with the staffing now available in the Needs Units.

Chairman Swanson brought up the subject of assessments and the apparent lack of uniformity in procedures that do exist. It appears that no two governmental units operate in the same manner. A need is seen for developing a model procedure for this process. It could be applicable to both the counties and cities. Perhaps a canvassing of counties and cities would be a way of pulling the varied data together for a common approach. Gerry Butcher inquired as to the procedure for re-instituting needs on a segment or segments that were constructed 20 years past. Presently it is up to the local engineer to make the request. A concurrence must be received from the District State-Aid Engineer prior to the needs unit taking action. As it is more than 20 years since the inception of the study, there will be more of these situations arising. Pat Murphy suggested that a set of guidelines should be established that would be consistent with the conditions of each needs study.

Gordon Fay suggested that if a priority program were to be developed, perhaps it should become a part of the present needs study program.

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In response to a question as to what the Planning Division of Mn/DOT can do to assist the counties and cities, Peter Fausch briefly outlined a number of ideas that could be considered. A brief discussion followed. No action taken as the committee is not in a position as yet to know what manner of commitment may be required.

The committee was reminded that the list of items in Gordon Fay's memo of March 20th were for information only and that the manpower requirements shown were very preliminary.

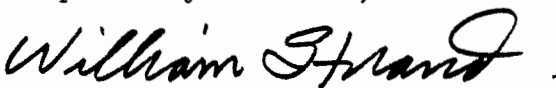
Chairman Swanson requested that the Needs Unit resubmit the list of possible study items with a brief description of each. The committee members should prioritize the items for discussion at the next meeting.

The next point of discussion revolved around the possible utilization of a consultant. Pat Murphy suggested that perhaps such a support service could best be utilized in the area of developing background paper on the history and development of the two needs studies. This concept received a favorable response from the group.

Pat Murphy suggested that the studies under consideration should be made known to the Screening Committees. In turn, this committee should become aware of what the Screening Committees' goals are for the next few years in regard to special studies. An open line of communication between the two groups will be essential to accomplish our goals. It was suggested that the coordinating committee's thoughts be brought up at the upcoming Screening Committee meetings.

The next meeting of the committee was set for Thursday, May 22nd, at 1:00 P.M. in Room 410A of the Transportation Building. As there was no further discussion, the meeting adjourned at 3:15 P.M.

Respectfully submitted,



William Strand, Secretary

CURRENT RESOLUTIONS OF THE
MUNICIPAL SCREENING COMMITTEE

JUNE 1979

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

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 over 100,000 population.

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 his 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 date 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

Mileage Limitation - 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.

(Feb. 1959)

The maximum mileage eligible 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 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 eligible 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 with- in which the maximum mileage for State Aid designation is determined.

Mileage Cut Off Date - Oct. 1961 (Revised July 1972)

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 received 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 Mile
Grading:			2.50 Cu. Yd.
Base:	Class 4	Spec. #2211	3.25 Ton
	Class 5	Spec. #2212	3.50 Ton
	Bituminous	Spec. #2331	16.00 Ton
Surface:	Bituminous	Spec. #2331	\$ 16.00 Ton
	Bituminous	Spec. #2341	17.50 Ton
	Bituminous	Spec. #2351	21.50 Ton
	Concrete	Spec. #2301	15.00 Sq. Yd.
Shoulders:			
	Gravel	Spec. #2221	\$ 2.50 Ton
Miscellaneous:			
	Storm Sewer Construction		\$154,000 Mile
	Storm Sewer Adjustment		48,000 Mile
	Traffic Signals		10,000 Mile
	Street Lighting		2,000 Mile
	Curb & Gutter		6.00 Lin. Ft.
	Sidewalk		14.00 Sq. Yd.
Removal Items:			
	Curb & Gutter		\$ 1.50 Lin. Ft.
	Sidewalk		3.00 Sq. Yd.
	Concrete Pavement		3.25 Sq. Yd.
	Tree Removal		100.00 Unit

Right of Way - Oct. 1965 (Revised May 1975)

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.

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 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.

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, Capitol 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 June 1978)

That by January 1, 1979, each municipality shall submit a 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 and shall be updated periodically (not to exceed 3 years). Should a program not be submitted by January 1, 1979, twice the city's unencumbered construction fund balance shall be deducted from its needs prior to the 1980 apportionment, and if necessary, increase to 3 times the amount prior to the 1981 allotment and to 4, 5, 6, etc. times the amount until such time as a program is submitted or the needs are reduced to zero.

In 1983, each city will be reviewed to determine the progress of their five-year program. Failure to implement the proposed program, or other acceptable projects would impose the same adjustment as for failure to submit a 5-year program.

(Revised June 1979)

To further encourage the use of unencumbered construction funds, those cities which have not used municipal State Aid funds for a construction project in the 5 years prior to January 1, 1980, would have the preceding formula concerning implementation applied beginning to the 1982 apportionment.

"That whenever a municipality exceeds \$200,000 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 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 progress of accomplishments.

STRUCTURES

Bridge Costs - Oct. 1961 (Revised June 1979)

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.	\$35.00 Sq. Ft.
Bridges 150 to 499 Ft.	\$41.00 Sq. Ft.
Bridges 500 & Over	\$46.00 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 would exclude all Federal or State grants.

Bridge Width & Costs - (Revised May 1976)

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 Crossings Costs - (Revised June 1979)

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)	\$50,000 Unit
Signals (Multiple tracks - high speed)	\$80,000 Unit
Signals and Gates	\$90,000 Unit
Signs Only	\$ 200 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 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 streets 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 (Revised Oct. 1971)

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.