



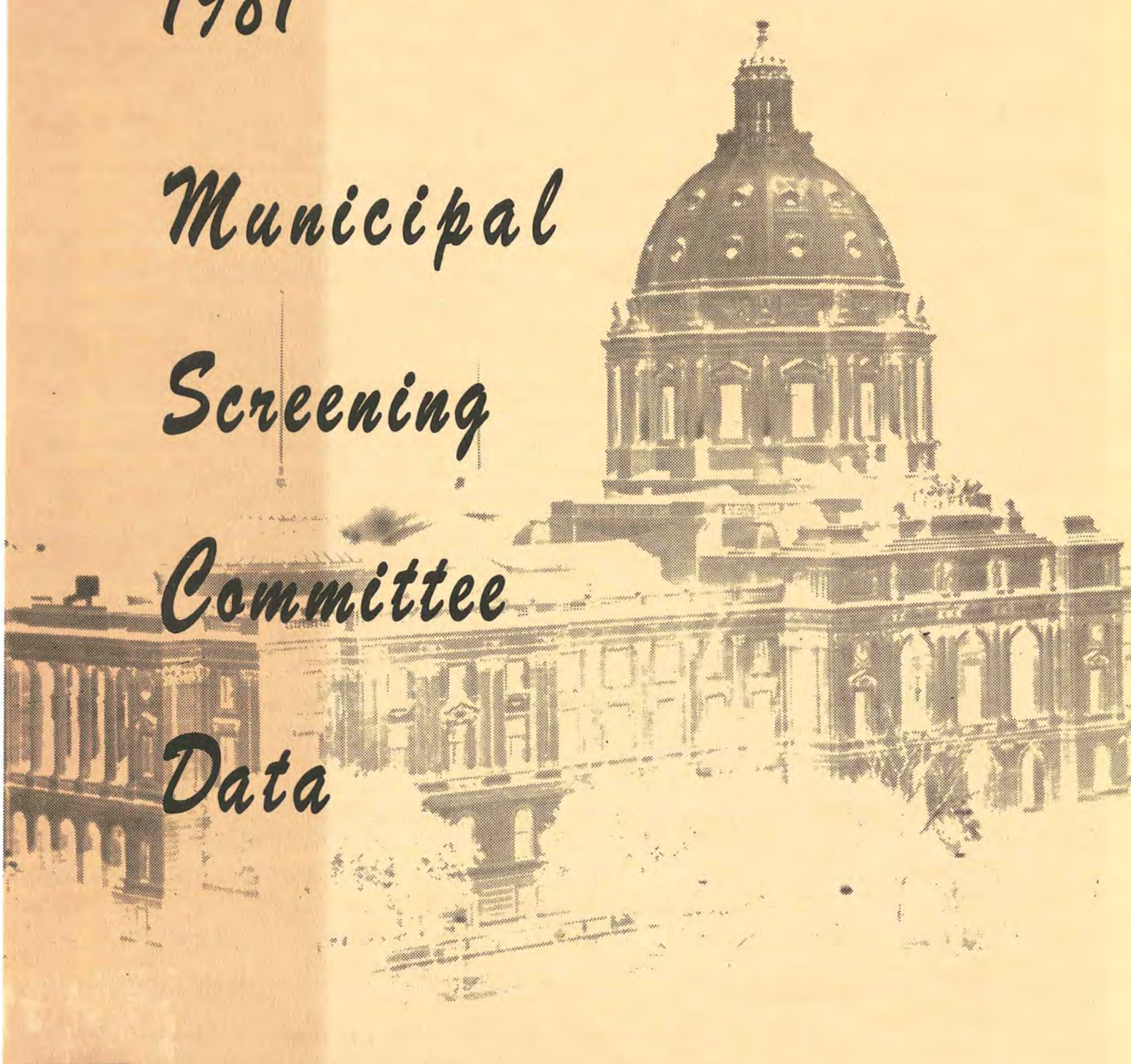
1981

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JUNE 1981

1981 MUNICIPAL SCREENING COMMITTEE DATA
JUNE, 1981

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1981 MUNICIPAL SCREENING COMMITTEE

OFFICERS

Chairman	Paul Baker	Mankato	(507)	625-3161
Vice Chairman	Charles Honchell	Roseville	(612)	484-3371
Secretary	Robert G. Simon	South St. Paul	(612)	451-1738

MEMBERS

<u>District</u>	<u>Term</u>	<u>Representative</u>		
1	2	Orris Pfutzenreuter	Virginia	(218) 741-2388
2	3	Richard A. Widseth	Crookston	(218) 281-6522
3	3	G. Leroy Engstrom	Little Falls	(612) 632-2341
4	2	Herbert D. Reimer	Moorhead	(218) 299-5390
5	1	Donald Asmus	Minnetonka	(612) 933-2511
6	2	Maynard Leuth	Owatonna	(507) 451-4541
7	1	Orlin Ortloff	Waseca	(507) 835-3840
8	3	Laverne E. Carlson	Willmar	(612) 235-4202
9	1	James J. Kleinschmidt	Inver Grove Heights	(612) 457-2111
(Three cities		J. Paul Davidson	Duluth	(218) 723-3278
over 100,000		Perry D. Smith	Minneapolis	(612) 348-2443
Population)		Richard L. Wheeler	St. Paul	(612) 298-5221

<u>District</u>	<u>Alternates</u>		
1	James Prusak	Cloquet	(218) 879-6758
2	Brian Freeberg	Bemidji	(218) 751-5610
3	Mark Johnson	Sauk Rapids	(612) 253-6054
4	Duane Lorsung	Morris	(612) 589-3141
5	Ronald Rudrud	Bloomington	(612) 881-5811
6	Roger Plumb	Rochester	(507) 288-4316
7	Martin Menk	North Mankato	(507) 625-4171
8	Duane D. Aden	Marhsall	(507) 532-2612
9	Steven D. Gatlin	White Bear Lake	(612) 429-8526

1981 SUBCOMMITTEES APPOINTED BY THE SCREENING COMMITTEE

NEEDS STUDY SUBCOMMITTEE

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

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

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

HYDRAULICS & SEWER SUBCOMMITTEE

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

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

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

TRAFFIC SUBCOMMITTEE

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

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

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

STANDARDS SUBCOMMITTEE

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

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

Mark Johnson
Sauk Rapids
(612-253-6054)
Expires in 1983

BRIDGE SUBCOMMITTEE

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

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

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

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

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

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

Duane Aden
Marshall
(507-532-2612)
Expires in 1983

MINUTES OF MUNICIPAL STATE AID

SCREENING COMMITTEE MEETING

The Municipal State Aid Screening Committee met at the Best Western American Motel, St. Cloud, Minnesota, on October 23 and 24, 1980. The meeting was called to order by Chairman Duane Aden at 1:15 P.M. on October 23, with the following in attendance:

District 1	Joseph M. Madsen	Hibbing
District 2	Stephen A. Vencel	Bemidji
District 3	G. Leroy Engstrom, Jr.	Little Falls
District 4	Herbert Reimer	Moorhead
District 5	Gerald E. Butcher	Maple Grove
District 6	Maynard Leuth	Owatonna
District 7	Arnold Putnam	New Ulm
District 8	Laverne Carlson	Willmar
District 9	Robert G. Simon	South St. Paul
First Class City	Paul Davidson	Duluth
First Class City	Richard L. Wheeler	St. Paul
First Class City	Perry D. Smith	Minneapolis
Chairman	Duane Aden	Marshall
Vice Chairman	Paul Baker	Mankato
Secretary	Charles Honchell	Roseville

Others present were:

Don Asmus, Unencumbered Construction Fund Subcommittee - Minnetonka
Robert Peterson and Donald Tufte - St. Paul
Rick Dallman and Jon Ketokoski - Minneapolis
Orlin Ortloff - Alternate District 7 - Waseca
Orris Pfutzenreuter - Needs Study Subcommittee - Virginia
Gordon Fay, Roy Hanson, William Strand, George Quickstad and
David Reed - Mn/DOT.

Reading of the minutes of the May 29 and 30, 1980, Screening Committee meeting was dispensed with and the minutes accepted as submitted on a motion by Bob Simon and seconded by Vern Carlson.

Chairman Aden then led a review of the proposed 1980 Municipal State Aid Needs Report.

Gerry Butcher inquired as to when information will be available from the 1980 U. S. Census to determine which cities exceed the 5000 population level. It was determined that this information is expected to be available from the U. S. Census staff in early December, 1980. If it is not provided by December 31, 1980, the best available information will be used for 1981, as has been the past procedure.

Vern Carlson noted that the communities proposed to receive the highest average cost per mile in the needs section were all suburban metro cities. This was confirmed and is at least partially attributable to their recent rapid growth causing higher traffic. This results in shifting pavement type and requiring storm systems.

Steve Vencel commented on how the use of M.S.A.S. funds to overlay a pavement eliminates most other needs for that roadway for a ten-year period. In his community it is desirable to now enlarge an existing storm sewer under the roadway and to alter the curb and gutter. The needs for this work are not being accumulated to assist in obtaining the funds for the work. The resolutions concerning special resurfacing projects were checked and it was determined that, indeed, such was the case. This, however, was the intent of the resolution and this regulation should be kept in mind by any community considering such special overlays that do not bring the roadway up to standard. The Mn/DOT staff explained the alternatives now available to any city that is in this situation.

Joe Madsen, Don Asmus and Gerry Butcher each inquired as to the correctness of the amounts listed for their community in various segments of the report. The Mn/DOT staff will review these figures upon returning to their St. Paul offices and contact each party with their findings.

Bob Simon, Chairman of the Unencumbered Construction Fund Subcommittee, presented a report of the activities of that group. It was reported that fourteen (14) of the sixteen (16) cities that were initially determined to be deficient in regard to the resolutions concerning unencumbered fund balances had corrected, or had timetables to meet the subcommittee's criteria before the end of 1980. Should any of these fourteen cities ultimately fail to accomplish these actions, they will have their needs adjusted retroactively in accordance with the Screening Committee Resolutions. Considerable discussion took place concerning potential future deadlines and other aspects. Also discussed was the Richfield situation where the entire roadway system is reportedly up to standard. If so, they will accumulate funds in the future from population allotments, but will have no improvements to construct. The matter was tabled until the next day's meeting.

Steve Vencel commented on the problems small cities have in accumulating sufficient funds to do a sizable project, because each year their needs are reduced by the amount in their unencumbered construction fund. George Quickstad and Gordie Fay responded to explain the overall rationale and procedure in such situations.

Old Business.

Dick Wheeler inquired as to his past request to obtain fifteen years of needs for the Childs Road bridge construction which they recently completed. This bridge was primarily funded by a federal grant via "Great River Road" funds. The existing resolution covering the construction of non-existing bridges was checked and contains the following wording relating to adding bridge costs to the needs:

"This directive would exclude all Federal and State grants."

It was the general opinion that this was meant to include such funding as the Great River Road grant to St. Paul. Discussion continued, however, concerning the advisability of continuing this stipulation and/or its fairness. Other segments of the needs study do not contain similar regulations on the use of such grants. The matter was left undetermined and will be discussed further during the second day's meeting.

New Business.

Duane Aden and Don Asmus outlined information they presented to the Senate Committee and Governor's Task Force reviewing transportation. This was part of the joint City-County committee. The objective of the presentation was to inform the special committees of the scope and condition of the roadway system under the City and County jurisdiction, and to indicate the fiscal need to maintain the M.S.A.S. and C.S.A H. system at its current level.

Duane Aden introduced a request from the Association of Metropolitan Municipalities that the Screening Committee consider allowing a change in the regulations so one city could borrow M.S.A.S. funds from another city. Several comments and considerable discussion followed and the item will be considered at the next day's meeting.

Gordie Fay then gave a general overview of several items of interest to the committee. Included was a new system of district State Aid engineers reviewing the needs reports in their own and an adjacent district. Also discussed were problems with 10-ton truck routes.

The meeting adjourned at 5:00 P.M.

The Screening Committee reconvened at 9:10 A.M., October 24, 1980.

A motion to accept the 1980 Municipal State Aid Needs Report was made by Bob Simon and seconded by Gerry Butcher. The motion was approved.

The report of the Unencumbered Construction Fund Subcommittee was again discussed. Bob Simon moved and Arnie Putnam seconded, that the following four recommendations from the report be approved:

- 1) That the 1980 money needs for the City of Crystal be reduced by \$2,859,286 unless they meet the criteria for compliance with the Screening Committee resolution concerning construction fund balances before the end of 1980.
- 2) That the 1980 money needs of the City of Mounds View be reduced by \$946,524 unless they meet the criteria for compliance with the Screening Committee resolution concerning construction fund balances before the end of 1980.
- 3) That the Unencumbered Construction Fund Subcommittee be established as a permanent standing subcommittee.
- 4) That the Richfield problem of apparent roadway system completion be assigned to the Unencumbered Construction Fund Subcommittee to review and make recommendations before the Spring 1981 meeting of the Screening Committee.

The motion was approved.

Steve Vencel presented a motion to approve that the amount of \$85,032 (one fourth of one percent) of the 1980 Municipal State Aid Apportionment of \$34,012,618) be transferred to the Research Account for the 1981 allotment. This was seconded by Dick Wheeler and was approved by the committee.

The discussion of how to best solve the question of handling needs adjustments for items constructed with state or federal grant funds then resumed from the prior day. Several viewpoints were presented. It was agreed that the local share of construction projects for non-existing bridges should not be included in the current state and federal grant fund exclusion of needs adjustments. Bob Simon made a motion which was seconded by Vern Carlson to refer to the Needs Study Subcommittee the entire question of how to handle the needs on items constructed with state or federal grant funds. The motion was approved.

The final item for action was the request of the Association of Metropolitan Municipalities that M.S.A.S. funds be permitted to be loaned from one city to another. The question of the legal ability to do this has been referred to the State Attorney General's office for an opinion, but the advisability of the concept was considered at length by the committee. It was concluded that, overall, the concept had several potential problems which reduced its advisability. These included the following:

- 1) The complex paperwork system whereby the State would have to keep accounts of what cities loaned what funds to what other city and for what projects.
- 2) The loss of benefit to the citizens in the community where the funds were supposed to be spent, because the roadway system improvement would be delayed.

- 3) The lack of control to lending communities as to how their loaned M.S.A.S. funds would be used.
- 4) The accumulation of negative adjustments that would occur to the needs of the city not doing any improvements because they had loaned out their funds.
- 5) The loss to the overall system of revenues from interest on the funds.
- 6) The competition with lending institutions.

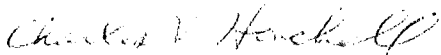
A motion was made by Vern Carlson and seconded by Bob Simon that the AMM be notified that the Municipal Screening Committee did not favor the concept. The motion was approved.

Gordie Fay reviewed the problem of determining accurately the real needs of the entire roadway system throughout the state. Particularly difficult to obtain are the roadway needs on city and county streets that are not on the M.S.A.S. or C.S.A.H. system. This information is important in aiding future decision making for funding and in turnback policies.

He also informed the committee that bridge replacement projects now require a review by the Minnesota Historical Society to determine if the bridge is a historical structure. Mr. Fay concluded his comments with information on the actions of the recently enacted variance committee that originated with the adoption last August of the new state rules.

There being no further business, the meeting was adjourned at 10:30 A.M.

Respectfully submitted,



Charles V. Honchell
Secretary
Municipal Screening Committee

MINUTES OF THE MUNICIPAL STATE AID NEEDS STUDY SUBCOMMITTEE MEETING
April 16, 1981
Room 817, State Transportation Building

Subcommittee Members:

Orris Pfutzenreuter -- Virginia -- Chairman
Charles Honchell -- Roseville
Lowell Odland -- Golden Valley
Paul Baker -- Mankato -- Screening Committee Chairman

Others in Attendance:

Donald Tufte -- St. Paul
William Strand, Roy Hanson and George Quickstad of the
Minnesota Department of Transportation

Meeting was called to order at 1:05 P.M. by Chairman Orris Pfutzenreuter.

The Municipal Screening Committee at their October 24, 1980, meeting directed that:

"The question on how to handle the needs on items constructed with
State or Federal Grant funds be referred to the Needs Study Subcom-
mittee for further study."

Just prior to the scheduled meeting of the Needs Study Subcommittee, the City of St. Paul had expressed their interest on this matter as it relates to a non-existent bridge constructed on Childs Road with Great River Road funds. Therefore, the Subcommittee invited St. Paul to attend the meeting and present their concerns. Mr. Donald Tufte represented St. Paul and delivered a letter from Mr. Richard Wheeler, St. Paul City Engineer. A copy of this letter is attached to these minutes.

Concern was also expressed regarding an omission in the Municipal Screening Committee minutes, whereby the statement applying to Grants on non-existent bridges

did not get recorded in the minutes, but was entered in the Screening Committee directives. The Subcommittee reviewed the issue of Federal or State Grants as they affect needs, either in advance or after construction. They also considered the possibility that a separate resolution be written as to how grants affect needs eligibility in general, in place of an amendment to the existing directives. After considerable discussion, it was moved by Lowell Odland, seconded by Charles Honchell, and unanimously approved, that the recommendation to the Screening Committee will be to add the following amendment to the Non-Existent Bridge and also to the Right-of-Way Sections of the Screening Committee directives:

"This directive would exclude all Federal or State Grants."

The Subcommittee felt this amendment would not deny the cities the opportunity to appear before the Screening Committee to review and act upon their individual requests.

Chairman Pfutzenreuter thanked Mr. Tufte for his appearance, and the Subcommittee began their review of unit prices.

The Subcommittee reviewed the data showing the 1980 construction projects, 5-year averages and the needs study prices used in previous years.

After analyzing this data, their own construction experience, and trunk highway bid prices as a reference, the Subcommittee recommended the following unit prices to the Screening Committee for their use in the 1981 Needs Study.

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Minutes
April 16, 1981

		Subcommittee Suggested Prices For	
		1980	1981
		Prices	
<u>Grading</u>	Pay Item		
All Municipalities	Cu. Yd.	\$ 2.75	\$ 2.75
<u>Removal Items</u>			
Curb and Gutter	Lin. Ft.	\$ 1.75	\$ 1.75
Sidewalk	Sq. Yd.	4.00	4.00
Concrete Pavement	Sq. Yd.	4.50	4.00
Tree Removal	Unit	90.00	80.00
<u>Base</u>			
Class 4 Spec. #2211	Ton	\$ 4.50	\$ 4.50
Class 5 Spec. #2212	Ton	4.85	4.85
Bituminous Spec. #2331	Ton	17.00	17.00
<u>Surface</u>			
Bituminous Spec. #2331	Ton	\$ 17.00	\$ 17.00
Bituminous Spec. #2341	Ton	20.00	20.00
Bituminous Spec. #2351	Ton	27.00	27.00
Concrete Spec. #2301	Sq. Yd.	15.50	16.00
<u>Shoulders</u>			
Gravel Spec. #2221	Ton	\$ 5.00	\$ 5.00
<u>Miscellaneous</u>			
Storm Sewer Construction	Mi.	172,000.00	\$172,000.00
Storm Sewer Adjustment	Mi.	54,000.00	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.	6.50	6.50
Sidewalk	Sq. Yd.	14.00	14.00
<u>Structures</u>			
Bridges 0 to 149 ft.	Sq. Ft.	\$ 41.00	\$ 39.00
Bridges 150 to 499 ft.	Sq. Ft.	47.00	43.00
Bridges 500 and over	Sq. Ft.	56.00	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	\$ 50,000.00	\$ 55,000.00
Signals and Gates (Multiple Track - High & Low Speed)	Unit	90,000.00	90,000.00
Signs Only	Unit	300.00	300.00

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Minutes
April 16, 1981

The graphs, charts and letters used as reference for estimating unit prices will be attachments to these minutes.

The Subcommittee agreed that Orris Pfutzenreuter would present the report and recommendation to the Municipal Screening Committee at their Spring meeting.

Being no further business, the meeting adjourned at 3:05 P.M.

Respectfully submitted,

A handwritten signature in cursive script that reads "George Quickstad".

George Quickstad
State Aid Needs Unit



GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
DEPARTMENT OF PUBLIC WORKS

DONALD E. NYGAARD, DIRECTOR
600 City Hall Annex, Saint Paul, Minnesota 55102
612-298-4241

April 16, 1981

Mr. Orris Pfutzenreuter, Chairman
Municipal State Aid Needs Subcommittee

Dear Mr. Pfutzenreuter:

At the MSA Screening Committee meeting last fall, the City of St. Paul expressed its disagreement with the ruling which makes needs ineligible for bridges to the extent that federal or state grants are used in their construction. We have also actively opposed this idea whenever it was discussed at previous meetings.

It seems to us that the development of the rule by the Screening Committee was procedurally vague, that its consideration as an amendment to the "nonexistent bridge" rule put it in a context that obscured its full meaning and that if its implication were fairly explored, it would not be acceptable to the committee. With your permission, I would like to explore the background of this rule in order to clarify our position.

We have researched the minutes of the MSA Screening Committee, its current resolutions and other related material as it appears in the several bound booklets produced by the Minnesota Department of Transportation MSA Division for the past four or five years and cannot find a formal approval of the rule which eliminates the accumulation of needs for projects which are financed by federal or state grants. The first mention of the idea that the use of federal or state grants precludes needs eligibility occurs in the April 18, 1979 minutes of the Municipal Needs Study Subcommittee which is in the May, 1979 MSA Committee Data booklet on pages 9 and 10. This was a recommendation that the "present resolution be revised." This recommendation applied only to the nonexistent bridge resolution.


The minutes of the June, 1979 Screening Committee, which are in the October, 1979 MSA Needs Report on page 52, show a revision of the nonexistent bridge rule, but the revision does not include language concerning federal or state grants.

The first appearance in the Screening Committee minutes or current resolutions of a revision precluding needs eligibility because of federal or state grants is in the October, 1979 MSA Needs Report under Current Resolutions - June, 1979, page 60. We can find no record of Screening Committee action to authorize this revision.

If you agree with our findings, we would suggest that the subcommittee re-examine the issue of whether or not the use of federal or state grants to fund projects interferes with their eligibility to earn needs, either in advance of or after construction, and bring a resolution reflecting its views to the full Screening Committee for consideration at its forthcoming spring meeting. We would also urge that this resolution be written as a separate resolution affecting needs eligibility in general, rather than as an amendment to or revision of the "nonexisting bridge" or right-of-way rules, since mixing the federal and state grant considerations with the other two rules seems to confuse our logic.

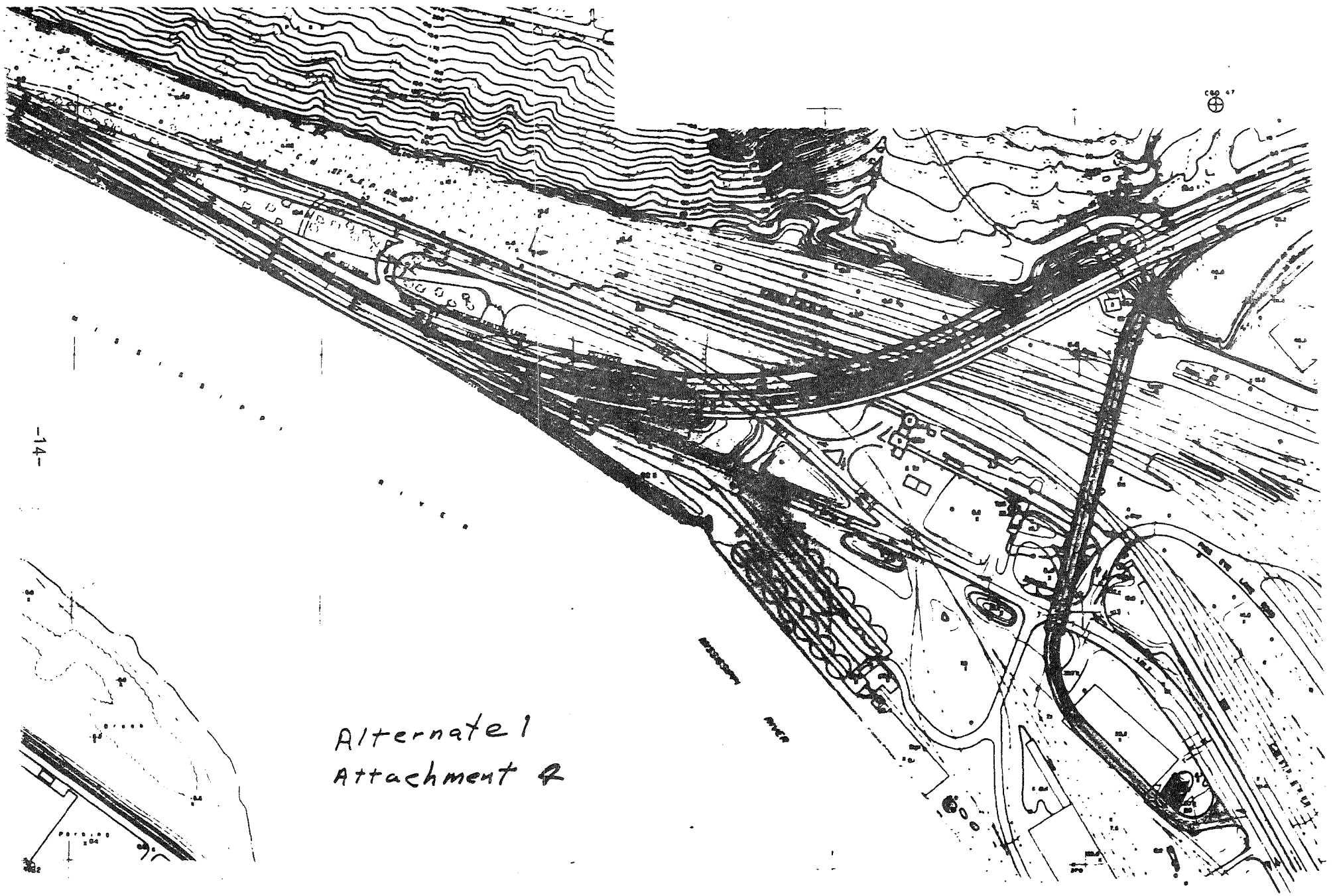
Thank you for your consideration.

Sincerely,

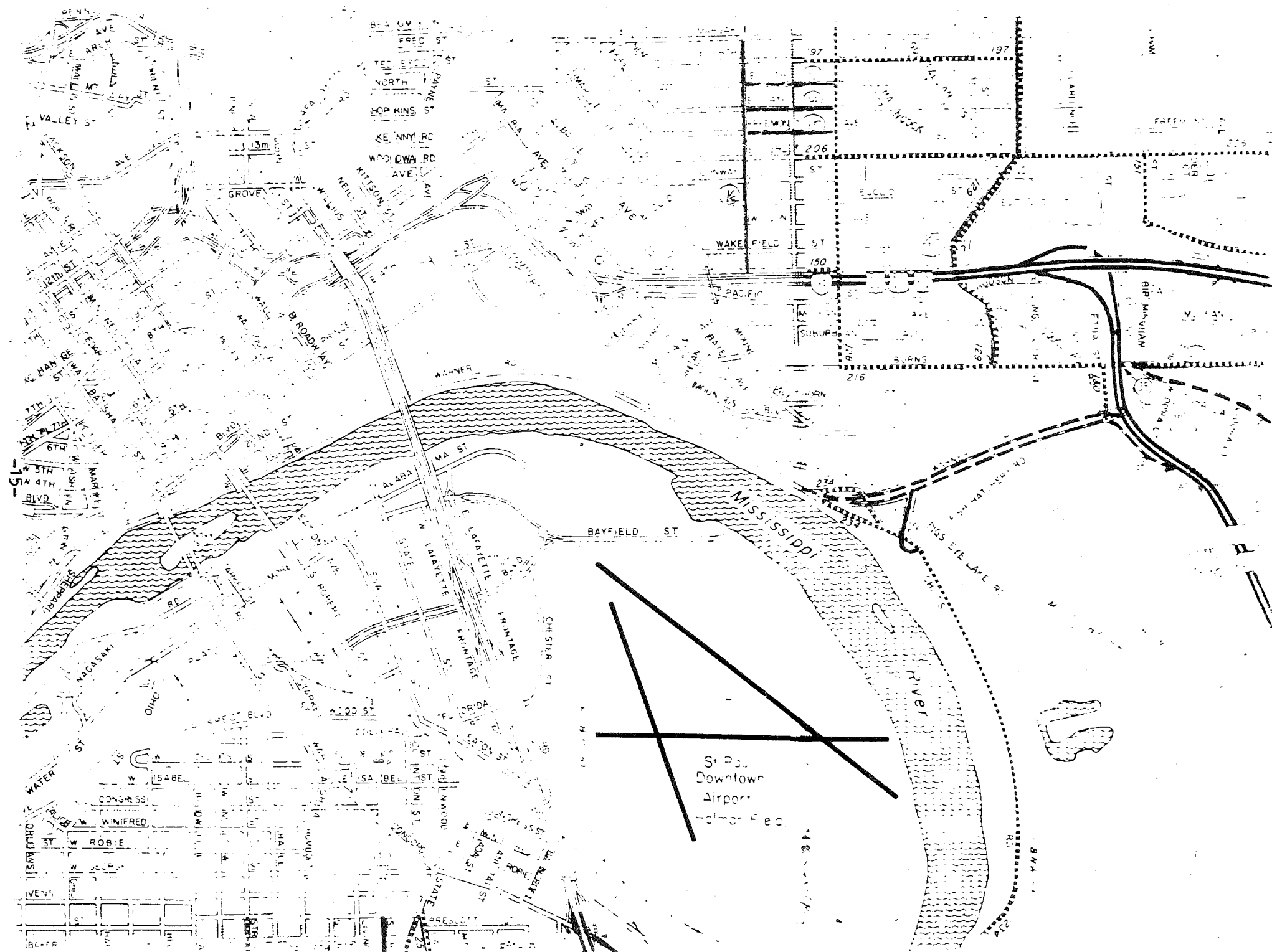

Richard L. Wheeler
Asst. Director - City Engineer

RLW:th

cc: Mr. William Strand
Director of Highways Studies
Minnesota Department of Transportation



Alternate 1
Attachment 2



1980 RELATIONSHIP OF THE TOTAL 25-YEAR NEEDS TO EACH INDIVIDUAL CONSTRUCTION ITEM

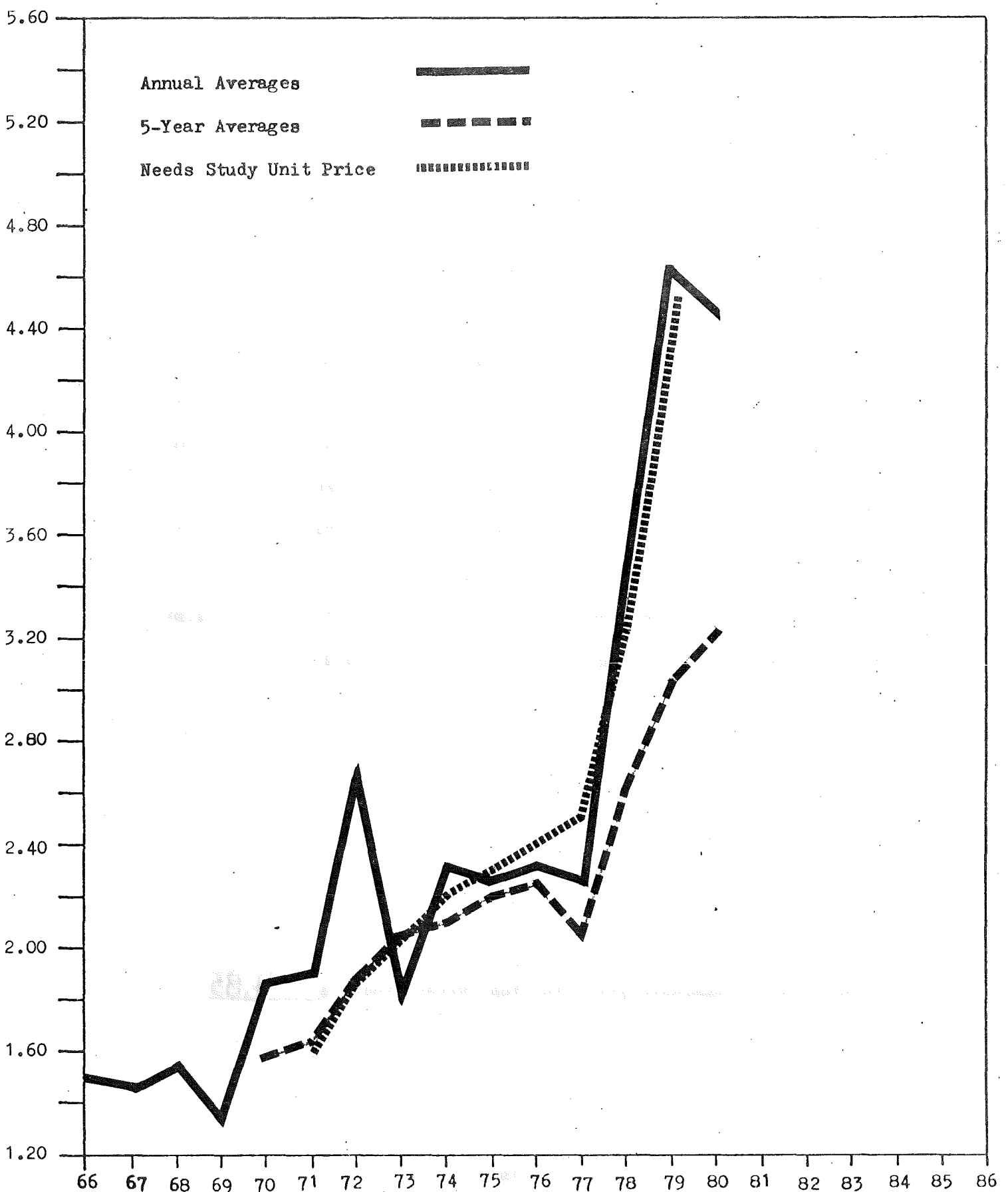
Grading	6.80	
Special Drainage	0.17	
Storm Sewer	15.66	
Storm Sewer Adjustment	1.37	
Curb Removal	0.97	
Sidewalk Removal	0.63	
Pavement Removal	2.17	
Tree Removal	<u>0.44</u>	
TOTAL GRADING		28.21
Gravel Base #2211	4.42	
Gravel Base #2212	5.04	
Bituminous Base	<u>2.38</u>	
TOTAL BASE		11.84
Bituminous Surface #2331	0.72	
Bituminous Surface #2341	7.19	
Bituminous Surface #2351	6.60	
Concrete Surface	19.05	
Surface Widening	<u>1.28</u>	
TOTAL SURFACE		34.84
Gravel Shoulders	<u>0.18</u>	
TOTAL SHOULDERS		0.18
Curb and Gutter	8.71	
Sidewalk	2.07	
Traffic Signals	2.73	
Street Lighting	0.55	
Retaining Walls	<u>0.34</u>	
TOTAL MISCELLANEOUS		<u>14.40</u>
TOTAL ROADWAY		89.47
Bridge	8.14	
Railroad Crossings	1.74	
Maintenance	0.31	
Right-of-Way	<u>0.34</u>	10.53
TOTAL		100.00

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

<u>YEAR</u>	<u>NO. OF CITIES</u>	<u>QUANTITIES</u>	<u>COST</u>	<u>COST PER TON</u>	<u>NEEDS STUDY UNIT PRICE</u>
1966	19	162,227	\$244,388	\$1.51	\$ -
1967	20	146,505	217,241	1.48	-
1968	18	168,867	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	4.50
1980	4	15,662	69,469	4.44	

Subcommittees recommended price for 1981 Needs Study \$ 4.50

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

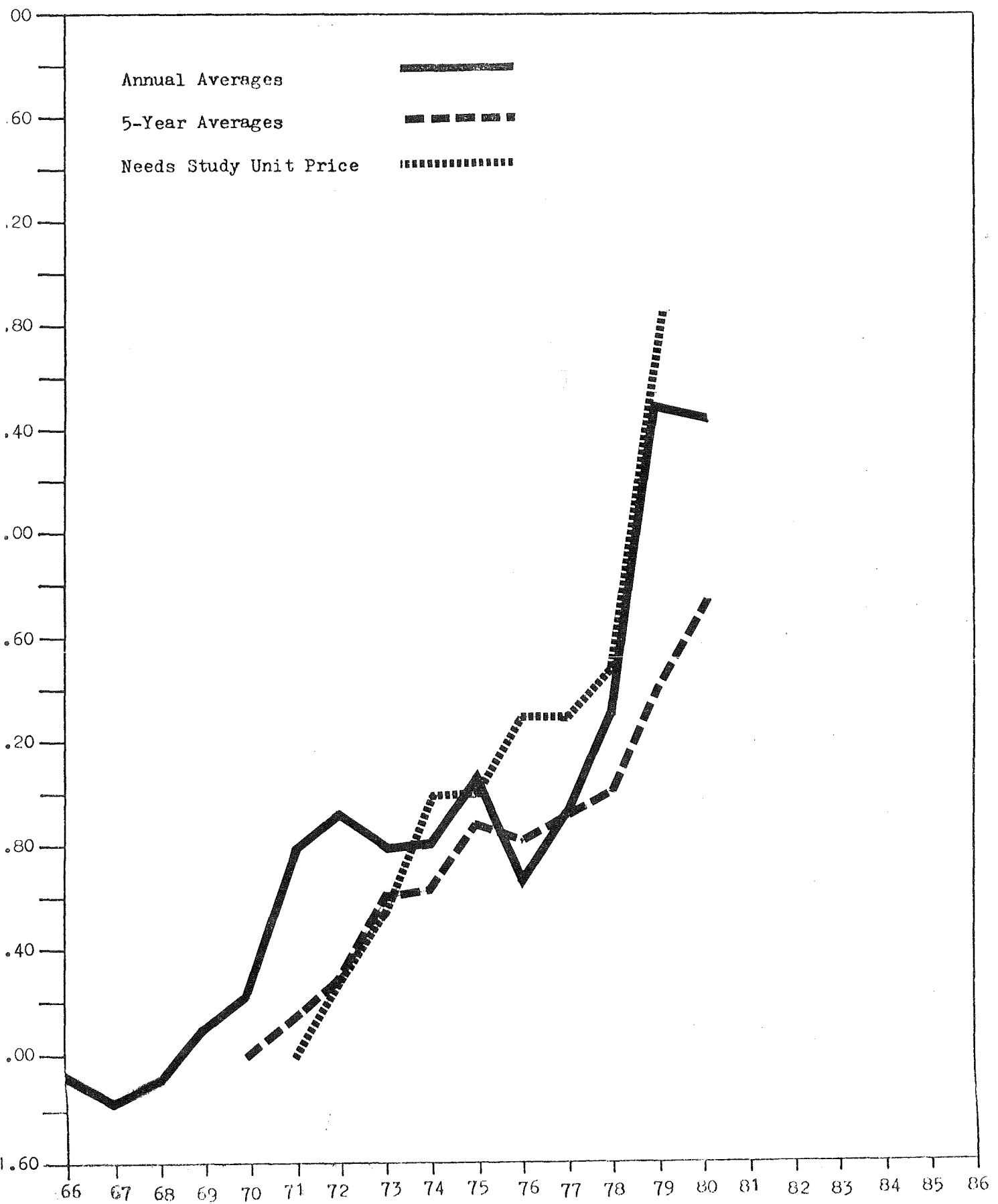


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CLASS 5 - GRAVEL BASE #2212

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Ton</u>	<u>Needs Study Unit Price</u>
1966	28	141,595	\$ 272,406	\$1.92	\$ -
1967	34	177,601	325,300	1.83	-
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	975,587	3.31	3.50
1979	38	288,809	1,300,553	4.50	4.85
1980	42	397,897	1,753,637	4.41	

Subcommittees recommended price for 1981 Needs Study \$ 4.85

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

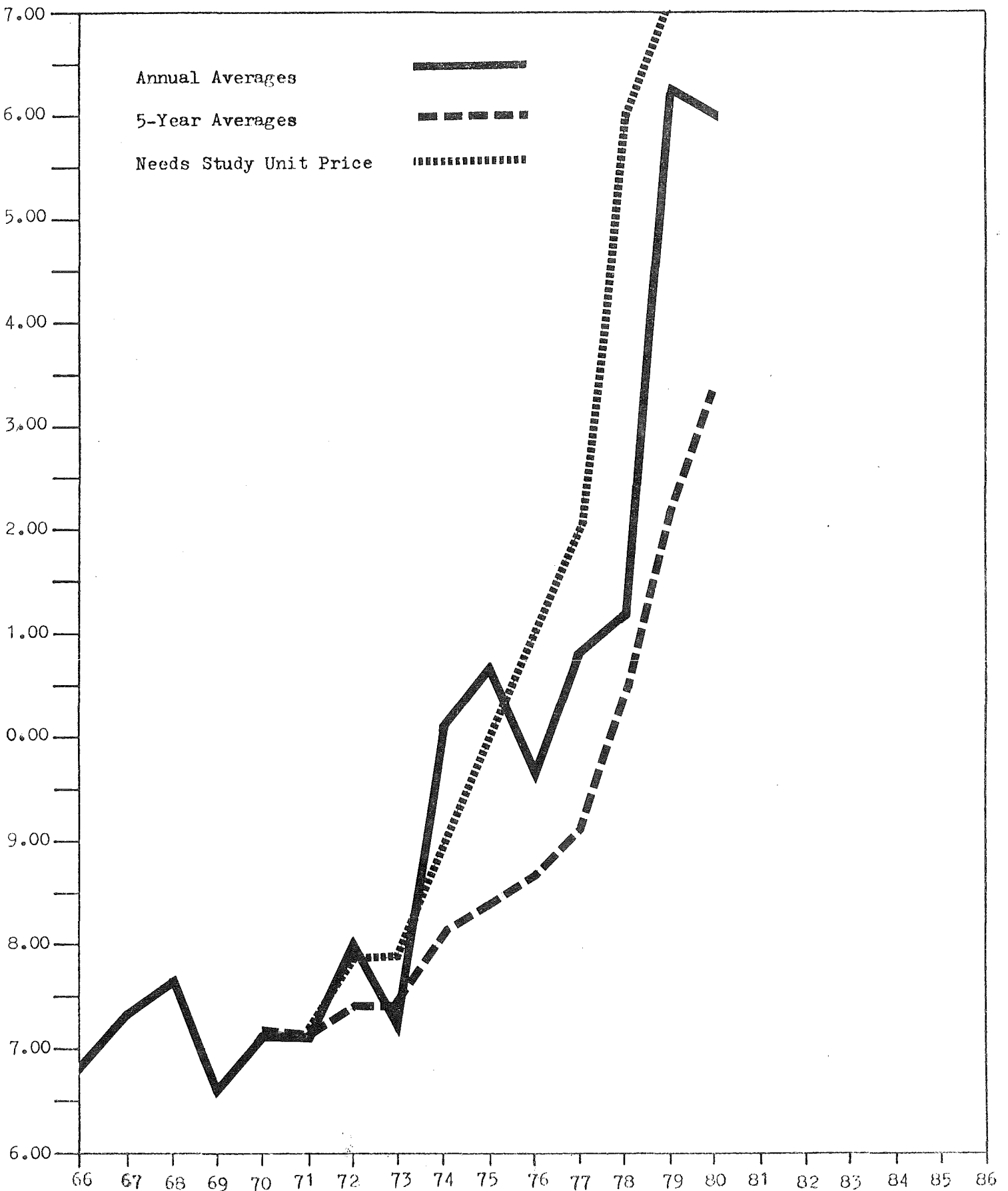


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS BASE OR SURFACE #2331

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Ton</u>	<u>Needs Study Unit Price</u>
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	84,866	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	17.00
1980	39	220,016	3,513,820	15.97	

Subcommittees recommended price for 1981 Needs Study \$ 17.00

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

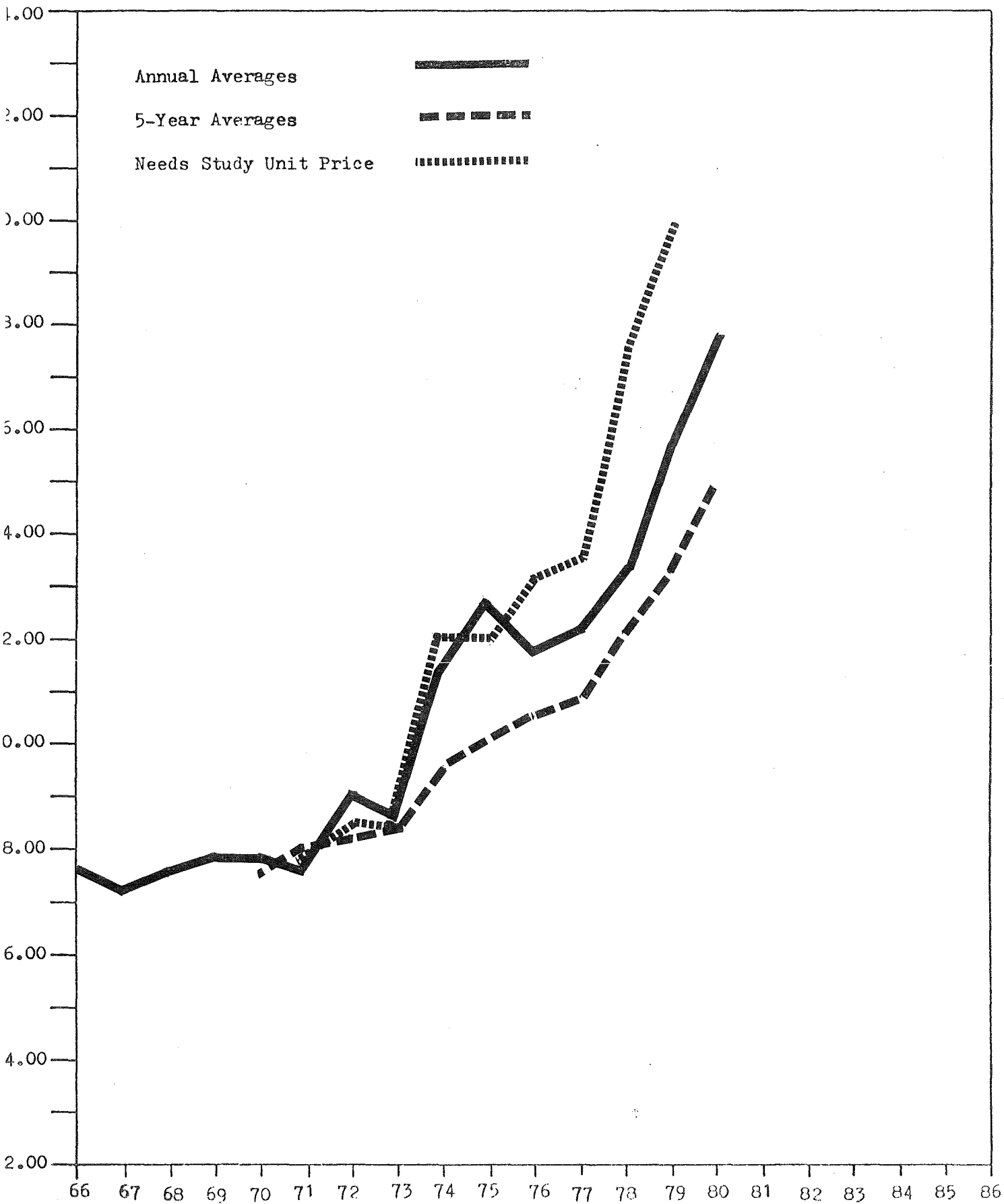


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2341

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Ton</u>	<u>Needs Study Unit Price</u>
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	1,705,930	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	20.00
1980	39	164,346	2,928,915	17.82	

Subcommittees recommended price for 1981 Needs Study \$ 20.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2341

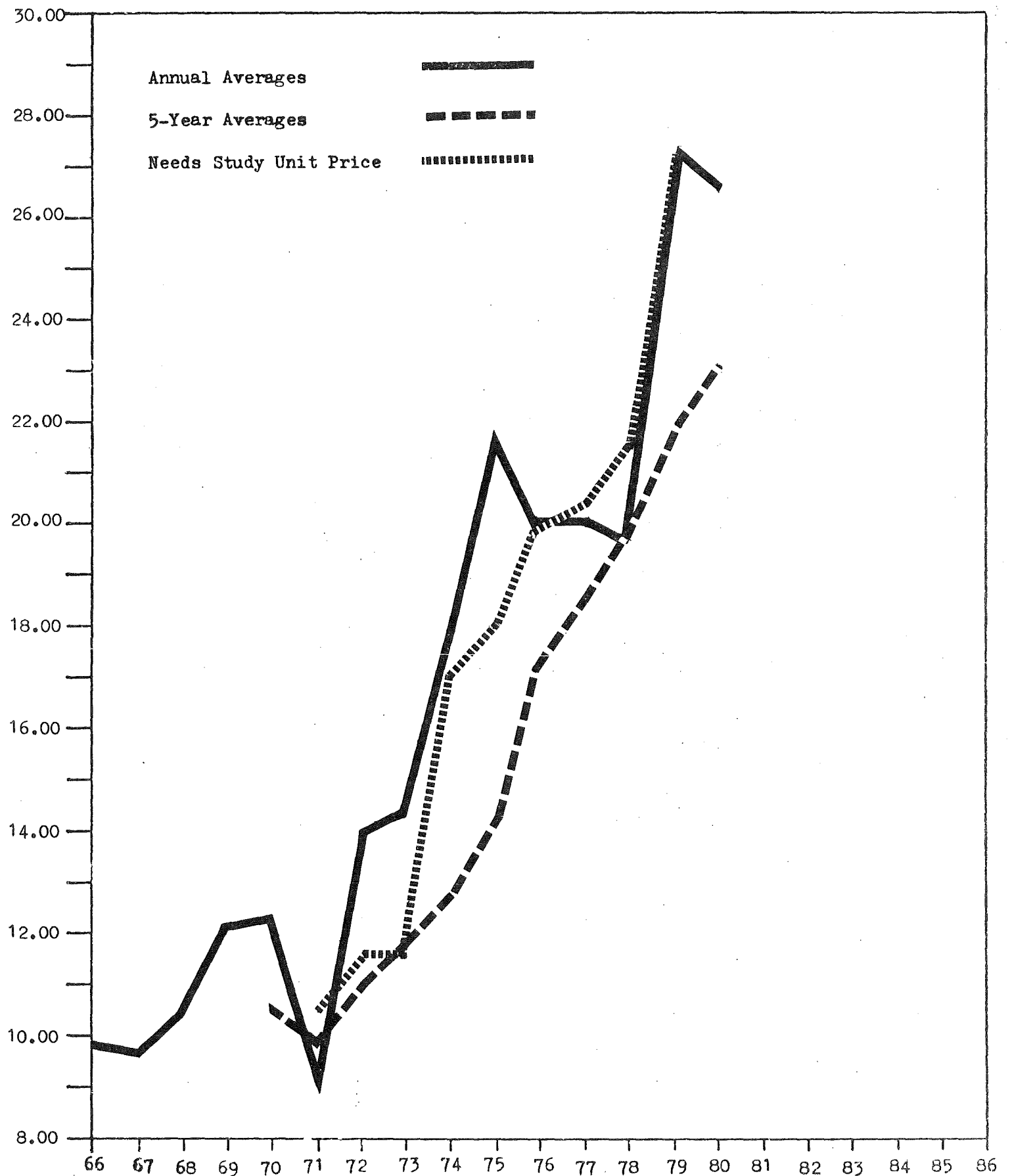


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2351

<u>Year</u>	<u>No. of Cities</u>	<u>QUANTITIES</u>	<u>Cost</u>	<u>Cost Per Ton</u>	<u>Needs Study Unit Price</u>
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	27.00
1980	16	17,695	469,842	26.55	

Subcommittee recommended price for 1981 Needs Study \$ 27.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2351

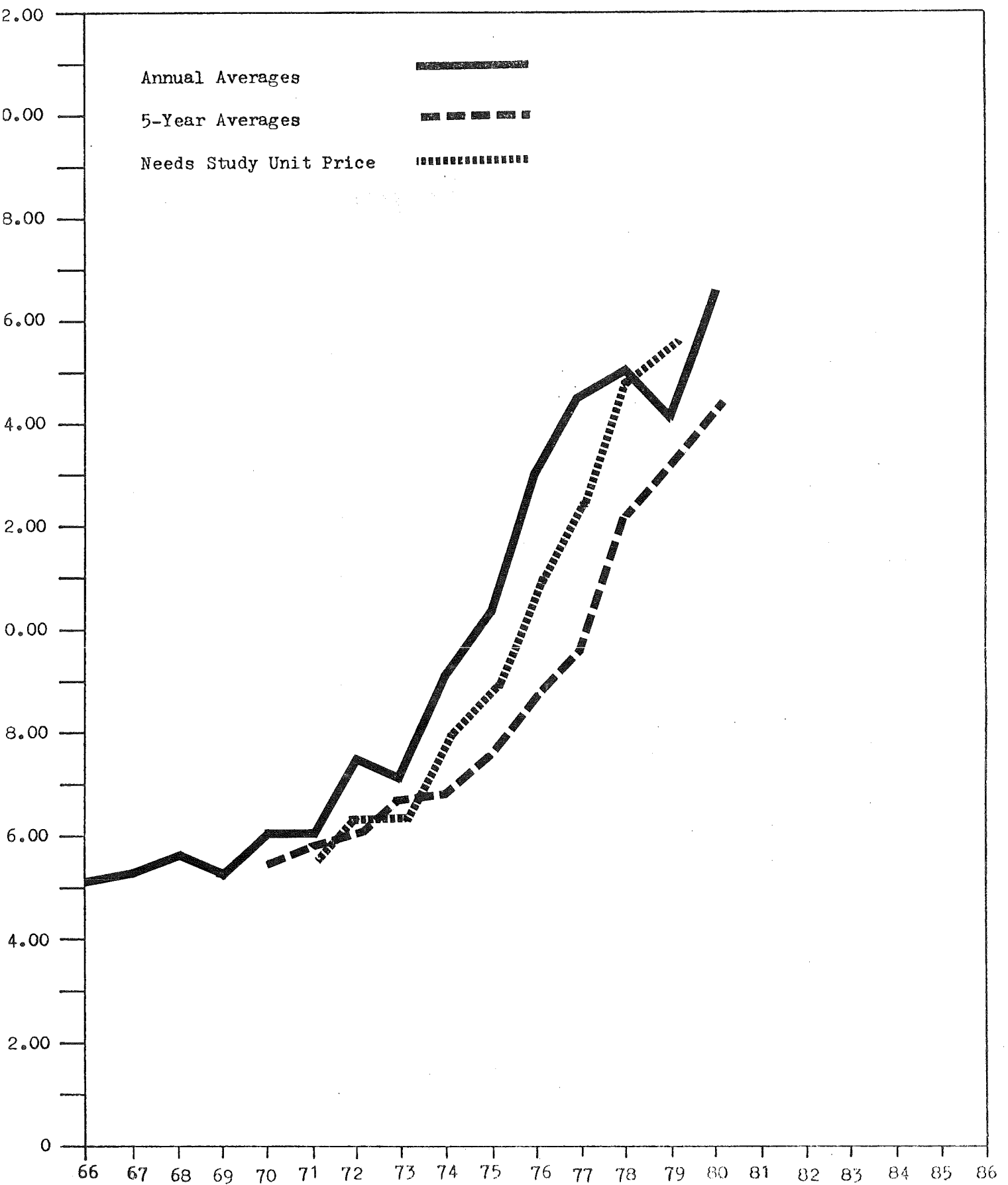


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE SURFACE #2301

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Sq. Yd.</u>	<u>Needs Study Unit Price</u>
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	15.50
1980	3	7,592	126,895	16.71	

Subcommittees recommended price for 1981 Needs Study \$ 16.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE SURFACE #2301

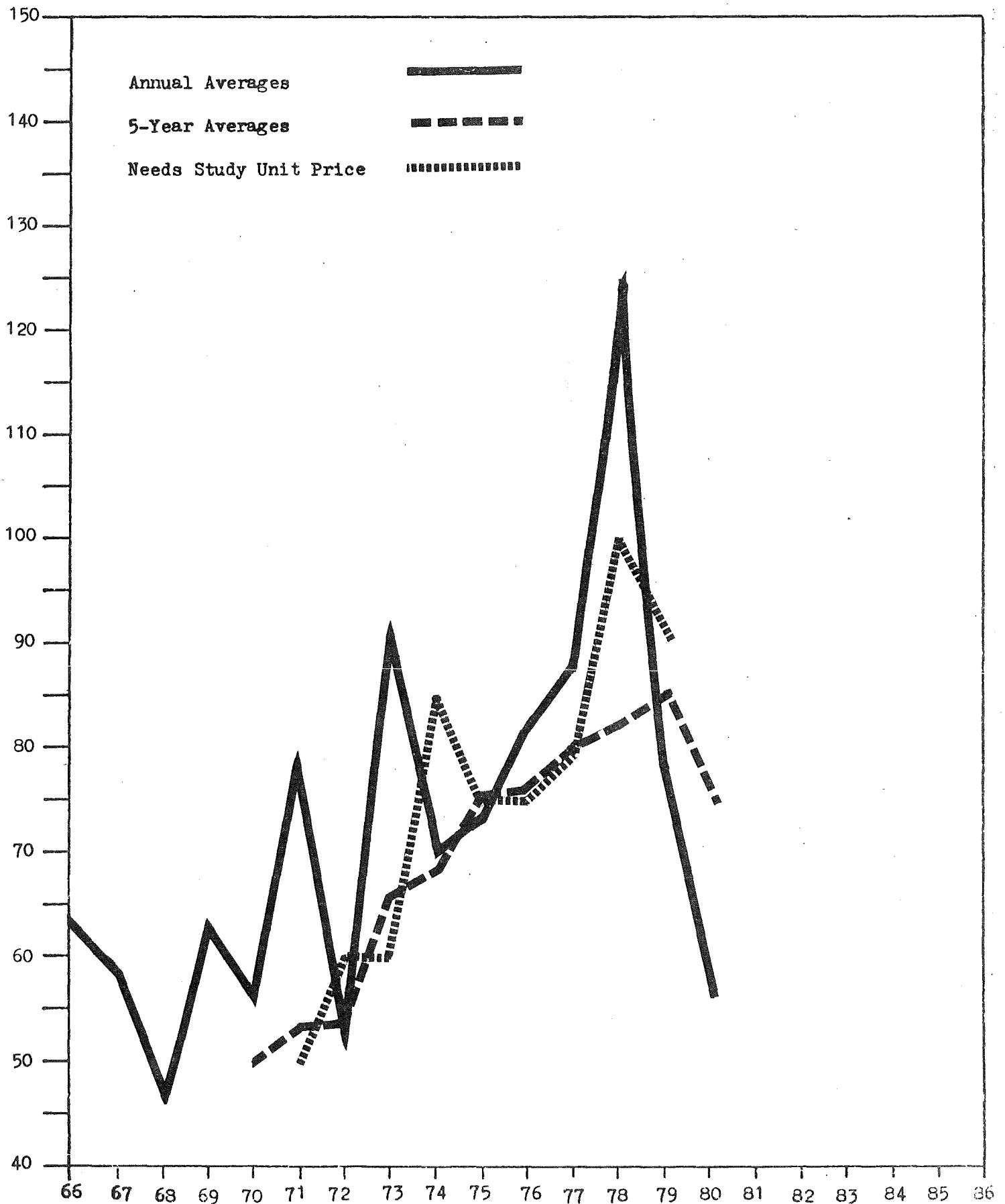


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
TREE REMOVAL #2101

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Tree</u>	<u>Needs Study Unit Price</u>
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	17,380	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	87.62	80.00
1978	19	485	60,745	125.24	100.00
1979	20	1,171	91,659	78.24	90.00
1980	23	2,338	133,306	56.76	

Subcommittees recommended price for 1981 Needs Study \$ 80.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
TREE REMOVAL #2101

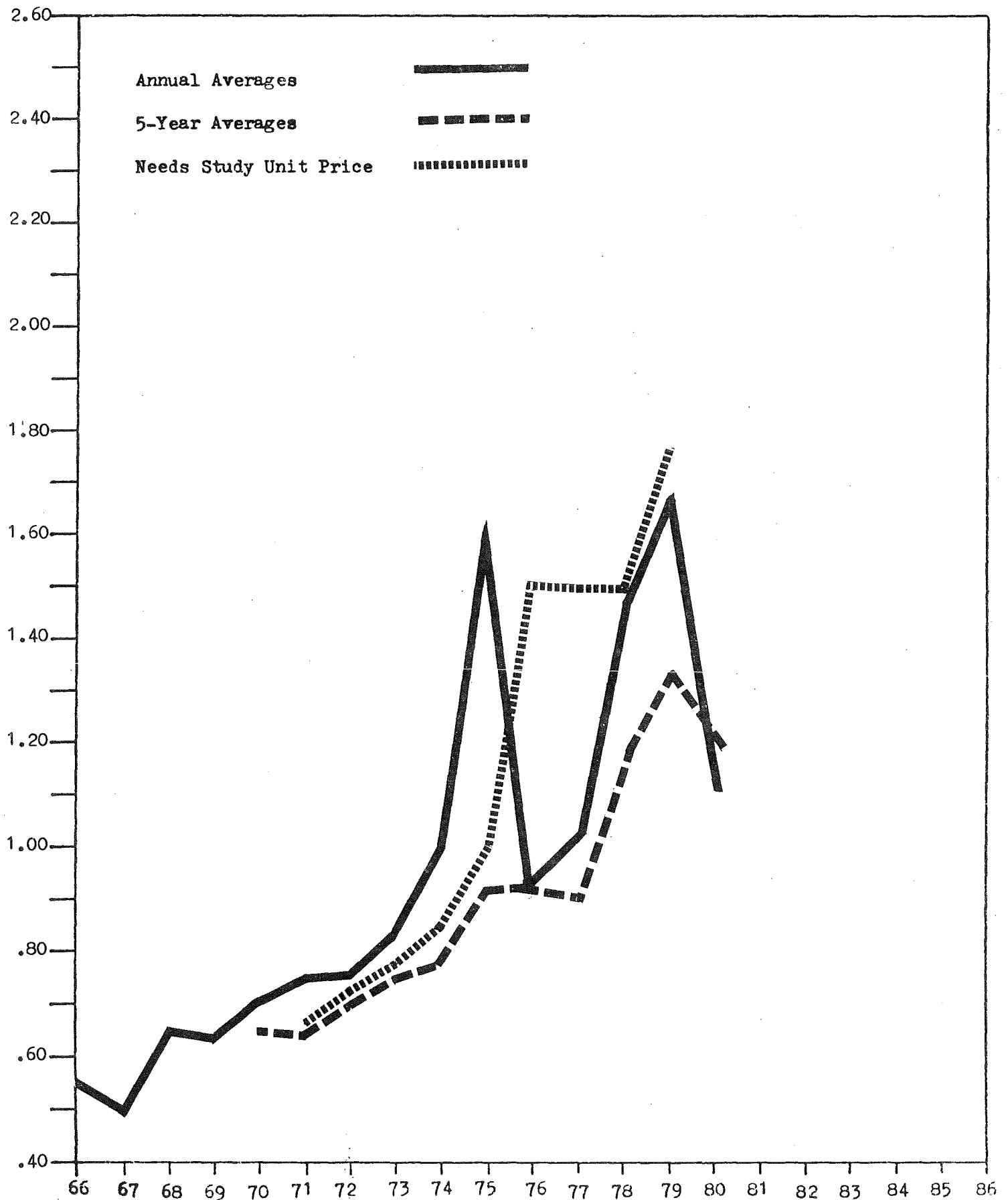


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CURB & GUTTER REMOVAL #2104

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Ldn. Ft.</u>	<u>Needs Study Unit Price</u>
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	1.75
1980	26	83,672	93,360	1.12	

Subcommittees recommended price for 1981 Needs Study \$ 1.75

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

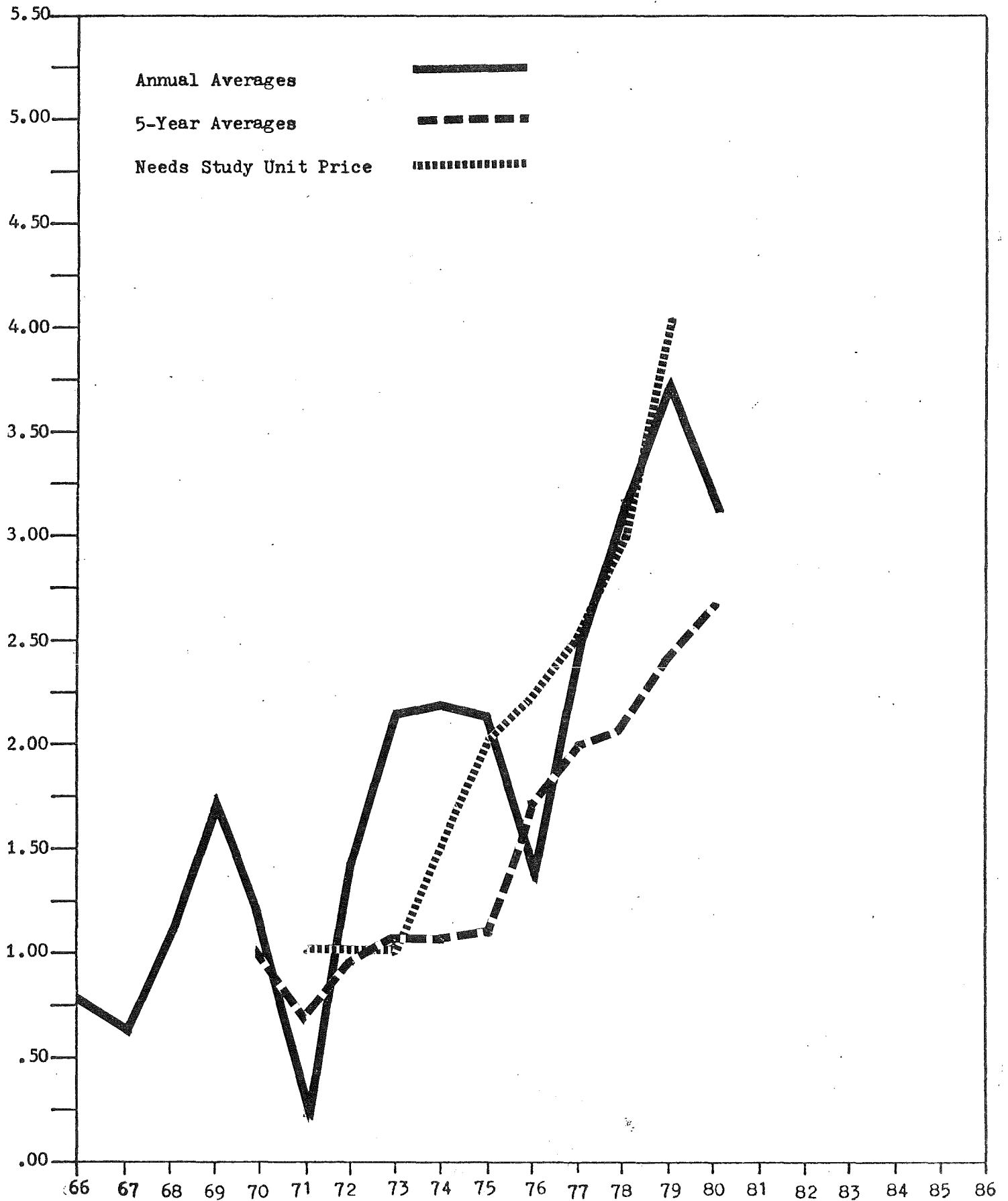


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK REMOVAL #2105

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Sq. Yd.</u>	<u>Needs Study Unit Price</u>
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	4.00
1980	17	30,387	95,782	3.15	

Subcommittees recommended price for 1981 Needs Study \$ 4.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK REMOVAL #2105

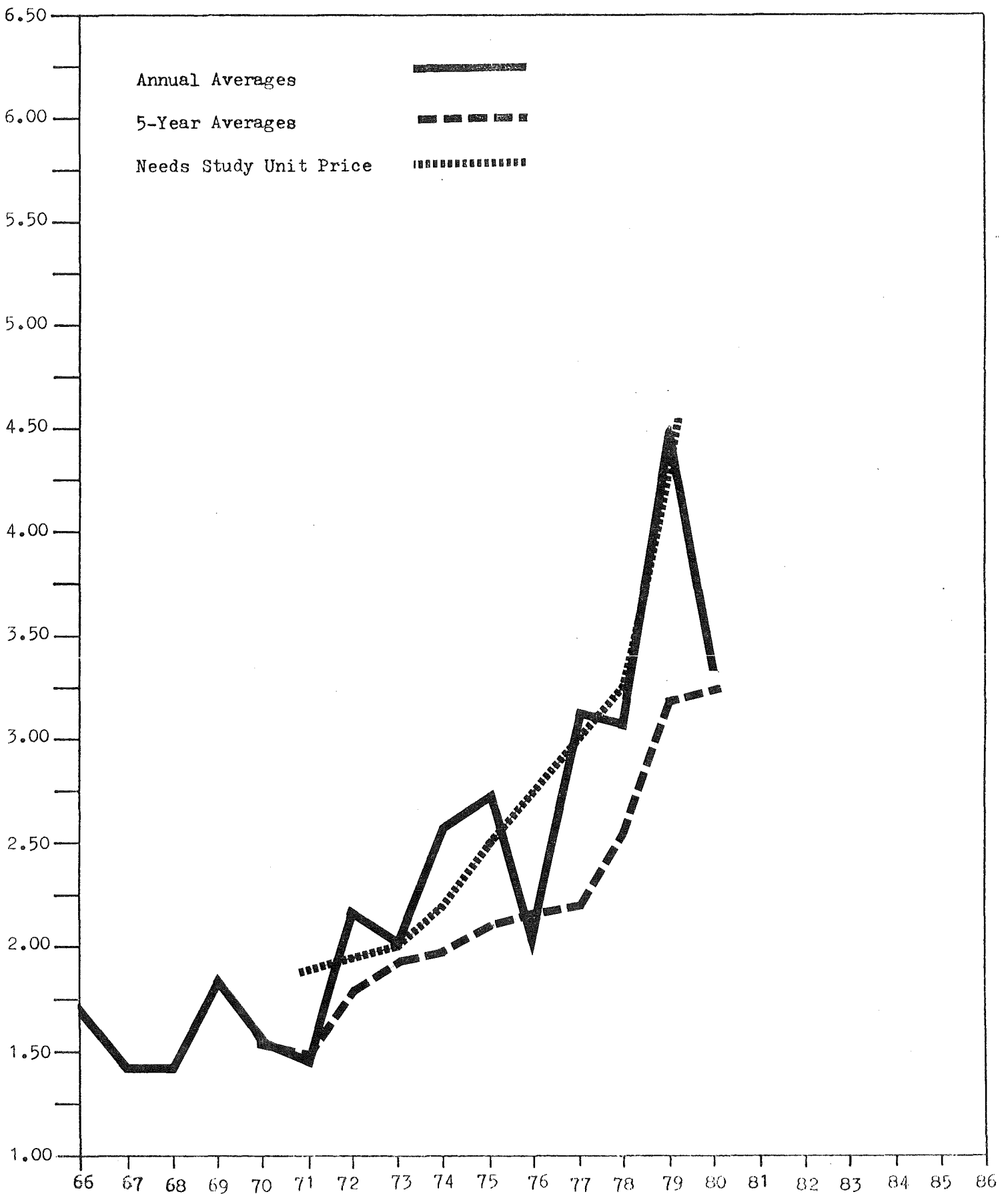


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE PAVEMENT REMOVAL #2106

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Sq. Yd.</u>	<u>Needs Study Unit Price</u>
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	4.50
1980	8	42,322	139,785	3.30	

Subcommittees recommended price for 1981 Needs Study \$ 4.00

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

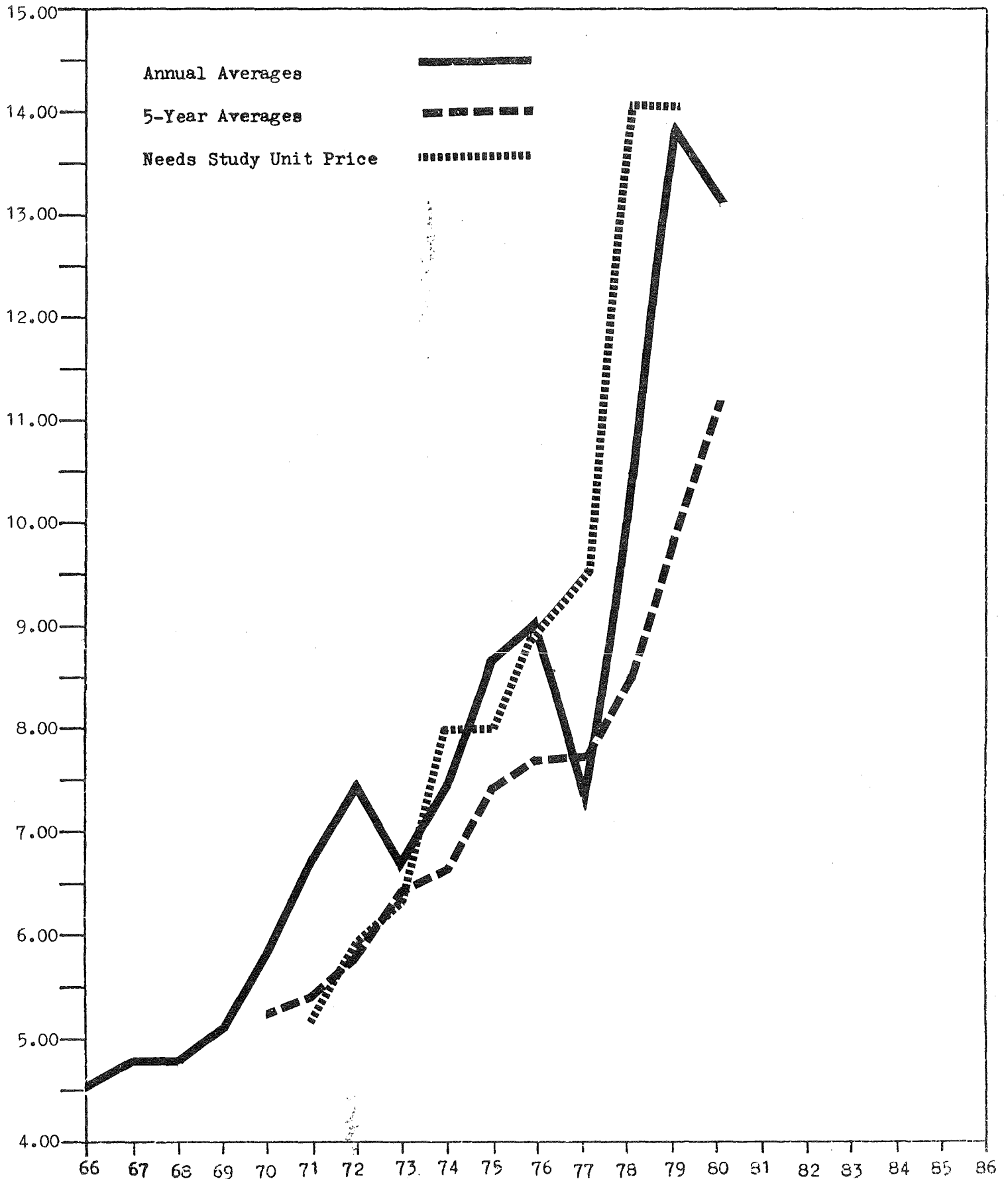


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK CONSTRUCTION #2521

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Sq. Yd.</u>	<u>Needs Study Unit Price</u>
1966	22	35,725	\$ 161,851	\$ 4.53	\$ -
1967	26	41,798	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	14.00
1980	32	71,946	937,803	13.03	

Subcommittees recommended price for 1981 Needs Study \$ 14.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK CONSTRUCTION #2521

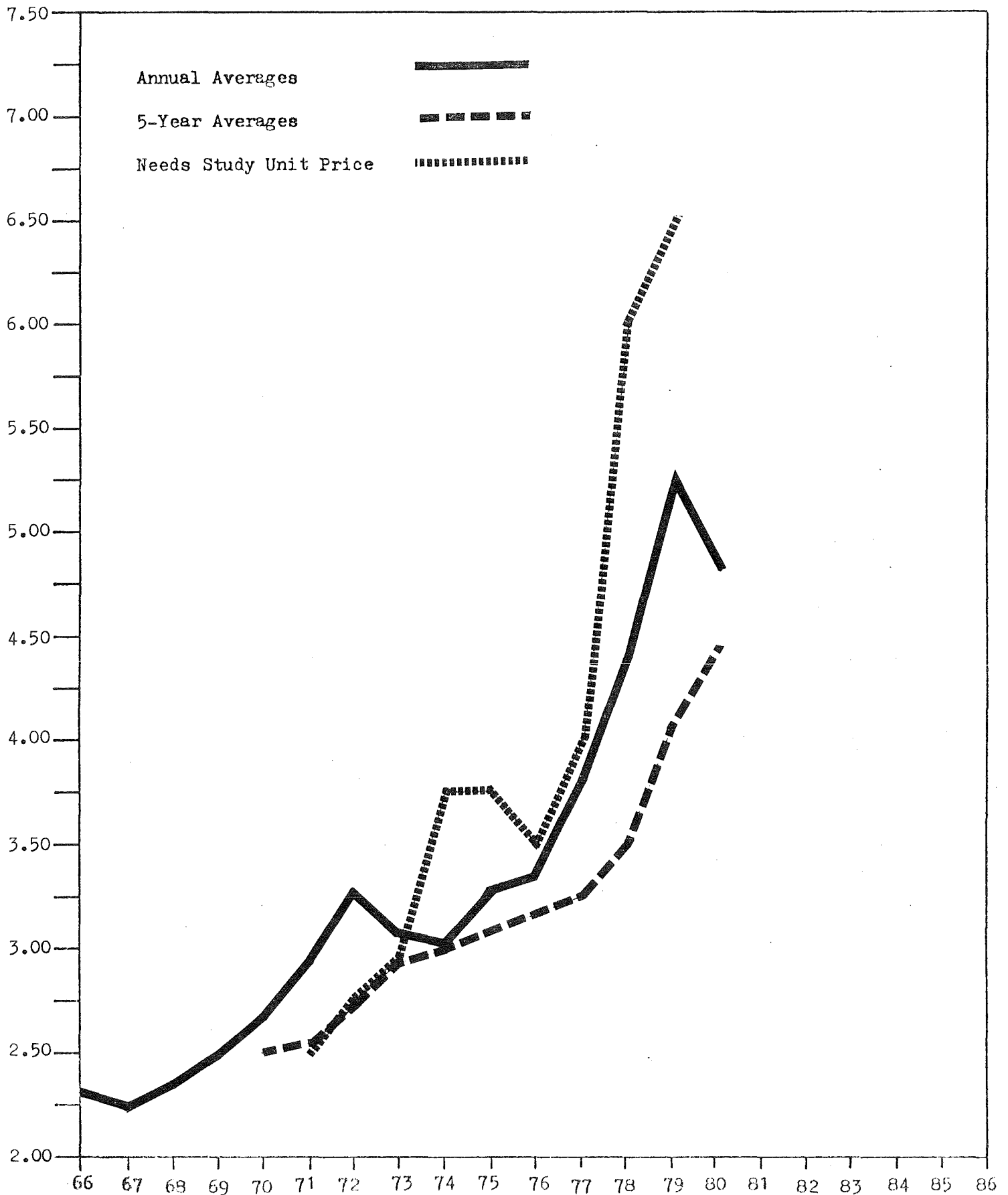


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CURB & GUTTER CONSTRUCTION #2531

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Lin. Ft.</u>	<u>Needs Study Unit Price</u>
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	605,809	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	6.50
1980	41	433,513	2,085,243	4.81	

Subcommittees recommended price for 1981 Needs Study \$ 6.50

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



DEPARTMENT Mn/DOT - Bridges and Structures
Room 610

Office Memorandum

TO : Bill Strand, Director
Highway Studies Section
Room 810

FROM : *Dick Hathaway*
Dick Hathaway
Bridge Programs and Estimate Engineer

DATE: March 27, 1981

PHONE: 296-0816

SUBJECT: 1980 Structures Costs

The actual structures costs for County and Municipal State Aid projects in calendar year 1980 you requested are as follows:

<u>Length of Structure</u>	<u>Structures</u>	<u>1980 Av. Cost/S.F.</u>
0 - 149	44	\$39.00
150 - 499	14	\$43.00
500 - Greater *	5	\$62.00
Widening**		\$75.00

*In 1980 there was only one County and Municipal State Aid structure 500' or greater and its cost was 82.00/S.F. The TH program had 5 structures greater than 500' and their cost was \$62.00/S.F. It is the opinion that the \$62.00/S.F. is the appropriate unit costs, therefore, we included it in this study.

**We feel that the lengths used to establish cost categories are appropriate. Care should be exercised when widening cost estimates are computed due to the variety of widening concepts available.

cc:

L. G. Hegland

George Quickstad - Room 810 ✓

Ken Hoeschen - Room 810

DEPARTMENT Mn/DOT - Railroad Operations
Room 419

Office Memorandum

TO : G. G. Quickstad

DATE: March 25, 1981

FROM : Robert C. Swanson
Manager, Railroad Operations *RCS*

PHONE: 6-0358

SUBJECT: Projected Railroad Grade Crossing
Improvements - Costs for 1980

We have projected 1981 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 \$55,000.00 (Average Price)
Signals and Gates (Multiple Track - high & low speed) ²	Unit \$90,000.00 (Average Price)
Signs Only	Unit \$ 300.00

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.

RGS:EBO:pmt

Office Memorandum

DEPARTMENT Mn/DOT - Hydraulics
Room 718

TO : Bill Strand, Director
Highway Studies Section

DATE: March 10, 1981

FROM : D. V. Halvorson *DVA*
Hydraulics Engineer

PHONE: 296-0824

SUBJECT: State Aid Storm Sewer Construction Costs 1981

We have analyzed the State Aid storm sewer construction costs for 1981 and find that, for planning purposes, a figure of \$190,000 per mile could be used. For storm sewer adjustments we suggest \$60,000 per mile. The above figures are based on a 10% increase over 1980.

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

cc:

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

DVH/mls
(EHA)

- Comments -

1981 MUNICIPAL SCREENING COMMITTEE DATA

1980 NEEDS STUDY:

	Pay Item	1980 Prices	Subcommittee Suggested Prices For 1981	Screening Committee Recommended Prices For 1981
<u>Grading</u>				
All Municipalities	Cu. Yd.	\$ 2.75	\$ 2.75*	
<u>Removal Items</u>				
Curb and Gutter	Lin. Ft.	\$ 1.75	\$ 1.75	
Sidewalk	Sq. Yd.	4.00	4.00	
Concrete Pavement	Sq. Yd.	4.50	4.00	
Tree Removal	Unit	90.00	80.00	
<u>Base</u>				
Class 4 Spec. #2211	Ton	\$ 4.50	\$ 4.50	
Class 5 Spec. #2212	Ton	4.85	4.85	
Bituminous Spec. #2331	Ton	17.00	17.00	
<u>Surface</u>				
Bituminous Spec. #2331	Ton	\$ 17.00	\$ 17.00	
Bituminous Spec. #2341	Ton	20.00	20.00	
Bituminous Spec. #2351	Ton	27.00	27.00	
Concrete Spec. #2301	Sq. Yd.	15.50	16.00	
<u>Shoulders</u>				
Gravel Spec. #2221	Ton	\$ 5.00	\$ 5.00*	
<u>Miscellaneous</u>				
Storm Sewer Construction	Mi.	\$172,000.00	\$172,000.00*	
Storm Sewer Adjustment	Mi.	54,000.00	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.	6.50	6.50	
Sidewalk	Sq. Yd.	14.00	14.00	
<u>Structures</u>				
Bridges 0 to 149 ft.	Sq. Ft.	\$ 41.00	\$ 39.00*	
Bridges 150 to 499 ft.	Sq. Ft.	47.00	43.00*	
Bridges 500 and over	Sq. Ft.	56.00	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 Track - Low Speed)	Unit	\$ 50,000.00	\$ 55,000.00*	
Signals and Gates (Multiple Track - High & Low Speed)	Unit	90,000.00	90,000.00*	
Signs Only	Unit	300.00	300.00*	

* Average Prices Not Computed -- Used Other Sources

1981 MUNICIPAL SCREENING COMMITTEE DATA

Non-Existent Bridge Construction

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

BE IT RESOLVED:

"That 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 April 30, 1981, will be added to the total money needs of each of the following municipalities.

<u>Municipality</u>	<u>Year Constructed</u>	<u>Amount</u>
Albert Lea	1976	\$ 245,320
Brainerd	1974	576,113
Brooklyn Center	1974	197,709
Brooklyn Center	1981	624,251
Chaska	1974	28,800
Grand Rapids	1979	553,858
Hastings	1981	247,538
Hutchinson	1978	570,793
Maplewood	1973	664,966
Moorhead	1974	7,530
Red Wing	1978	154,168
Rochester	1974	84,378
St. Louis Park	1971	135,904
St. Louis Park	1978	1,356,666
St. Paul	1974	900,575
TOTAL		\$6,348,569

1981 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 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 1981.

<u>Municipalities</u>	<u>Adjustments For 1978 Apportionment</u>	<u>Adjustments For 1979 Apportionment</u>	<u>Adjustments For 1980 Apportionment</u>	<u>Adjustments For 1981 Apportionment</u>	<u>Adjustments For 1982 Apportionment</u>	<u>Total Adjustment</u>
Duluth	\$ 49,401	\$ -	\$ -	\$ -	\$ -	\$ 49,401
Cloquet	-	-	51,268	-	-	51,268
Crockston	-	-	-	93,000	56,174	149,174
Crystal	-	-	-	285,354	47,849	333,203
Fridley	648	5,205	-	-	-	5,853
Golden Valley	-	-	-	720,932	-	720,932
Inver Grove Heights	-	20,997	-	-	-	20,997
Little Canada	-	-	-	43,300	-	43,300
Maple Grove	-	-	-	-	18,538	18,538

<u>Municipalities</u>	<u>Adjustments For 1978 Apportionment</u>	<u>Adjustments For 1979 Apportionment</u>	<u>Adjustments For 1980 Apportionment</u>	<u>Adjustments For 1981 Apportionment</u>	<u>Adjustments For 1982 Apportionment</u>	<u>Total Adjustment</u>
Minneapolis	\$ 52,000	\$ 310,285	\$ -	\$ 789,766	\$1,959,183	\$3,111,234
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
Sauk Rapids	-	-	-	-	2,169	2,169
Stillwater	-	-	-	-	104,442	104,442
Winona	-	-	-	-	340,950	340,950
TOTALS	\$1,330,940	\$1,022,586	\$157,726	\$2,272,725	\$2,529,305	\$7,313,282

March 5, 1981

ADDRESSEES: SEE ATTACHED

In reply refer to: 702
Status of the Construction
Fund Balance

Dear Mr.

We are requesting that you supply our subcommittee with a status report of the progress made toward awarding a construction project since our meeting of August 13, 1980.

Give us a brief summary covering the following items and the dates accomplished:

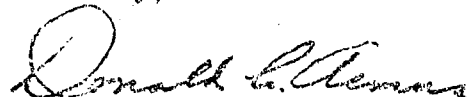
1. Has a 429 feasibility hearing been held by the City Council and the project ordered in?
2. Project submitted to the District State Aid Engineer?
3. Plan approval by City Council and the District State Aid Engineer?
4. Project has a letting date or has been let?
5. State Aid Construction Funds have been encumbered?

Our records show that as of March 1, 1981, you have _____ available for construction.

Please return your progress report to George Quickstad, Room 810 State Transportation Building, St. Paul, Minnesota 55155. The Unencumbered Construction Fund Subcommittee will meet on March 31, 1981, to review these reports.

Thank you in advance for your cooperation.

Sincerely,



Donald L. Asmus, Chairman
Unencumbered Construction Fund Subcommittee

CC: F. M. Fay
R. L. Hanson
D. L. Asmus
M. V. Priebe
D. D. Aden
R. G. Simon
W. Strand
G. Quickstad ✓
P. Baker

Municipalities Reviewed in 1981

<u>Municipality</u>	<u>A</u> Amount Available March 31, 1981	<u>B</u> 1981 Const. Allotment	<u>C</u> Column A Minus B	<u>D</u> <u>Col. C</u> <u>Col. B</u>
1. Alexandria	\$ 395,100	\$ 98,847	\$ 296,253	3.00
2. Anoka	791,104	178,509	612,597	3.43
3. Brainerd	635,687	164,800	470,887	2.86
4. Champlin	398,485	101,865	296,620	2.91
5. Crystal	1,842,586	203,185	1,639,401	8.06
6. Fairmont	804,024	148,622	655,402	4.41
7. International Falls	463,702	69,617	394,085	5.66
8. Marshall	547,284	129,025	418,259	3.24
9. Moorhead	1,491,490	427,273	1,064,217	2.49
10. Mounds View	683,032	111,636	571,396	5.11
11. Richfield	1,419,945	298,723	1,121,222	3.75
12. St. Anthony	299,116	90,843	208,273	2.29
13. St. Paul Park	288,424	72,948	215,576	2.95

MINUTES OF THE UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE MEETING

March 31, 1981

Minnetonka City Hall

14600 Minnetonka Boulevard

Minnetonka, Minnesota

Subcommittee members:

Donald Asmus -- Minnetonka -- Chairman
Duane Aden -- Marshall
Robert Simon -- South St. Paul -- Past Chairman
Paul Baker -- Mankato -- 1981 Screening Committee Chairman

Absent: Marlow Priebe -- Hutchinson

Others in attendance:

George Quickstad and Roy Hanson of the Minnesota
Department of Transportation

Meeting called to order at 9:30 A.M. by Chairman, Donald Asmus

The subcommittee reviewed status reports of the progress made toward awarding a construction project for the eighteen cities that were reviewed in 1980. As of March 31, 1981, the construction fund balances from the State Aid Finance section show that five of the eighteen cities have encumbered sufficient funds to meet the criteria established by Screening Committee Directives.

The remaining thirteen cities have until June 30, 1981, to meet the requirements. A very brief summary of each of these cities intentions is as follows:

Alexandria	-- Expects a project will be bid on Nokomis Street in May or June for \$250,000.
Anoka	-- See attached letter.
Brainerd	-- Anticipates \$316,000 to be let by August.
Champlin	-- Will be difficult to meet requirements.
Crystal	-- Appears will not meet criteria. See attached letter.
Fairmont	-- Plans on letting projects of \$335,000 by July.

Page 2
Minutes of Unencumbered Construction
Fund Subcommittee Meeting
March 31, 1981

- International Falls -- Intentions are to let a project in May or June for approximately \$400,000. This project is dependent on approval of an annexation, plan and designation by State Aid.
- Marsahll -- Will let a project on April 6, 1981, which will use all of the construction fund balance.
- Moorhead -- Plans on letting three projects for \$460,000 prior to July 1st.
- Mounds View -- Will have difficulty awarding a project prior to July 1st.
- Richfield -- \$625,000 to be let in April. Additional \$125,000 sidewalk project was ordered on March 9th.
- St. Anthony -- Will not have a letting by July 1st. Expected to encumber approximately \$250,000 by late 1981 or early 1982 on 161 - 106 - 02 & 03 dependent on FAU funding and county participation.
- St. Paul Park -- Awarded a project for \$122,000, but still exceeded the criteria.

Of the other cities reviewed in 1980, Chaska, Hastings, Shakopee, Thief River Falls, and Montevideo have reduced their accounts to meet the requirements.

The subcommittee also reviewed the eight additional cities which as of April 1st exceeded the limitations adopted by Screening Committee Directives. These cities have until June 30th to reduce their construction fund account. Recommendation was made to send a reminder to Arden Hills, Bemidji, East Bethel, Ely, Litchfield, Mound, North St. Paul, and Shoreview.

Discussion was held relating to cities which have accomplished all their needs. At least one city is approaching the enviable position of having constructed their entire Municipal State Aid System. This condition seems to be covered in the Rules for State Aid Operations which states that:

Page 3
Minutes of Unencumbered Construction
Fund Subcommittee Meeting
March 31, 1981

"Transfers for hardship conditions or other local use. The county board or governing body of any urban municipality desiring to use part of its state-aid funds for this purpose shall certify to the commissioner either that all of its existing state-aid routes are improved to state-aid standards or that it is experiencing a hardship condition in regard to financing its local roads or streets, while holding its current road and bridge levy equal to or greater than said levy for previous years. Where a hardship transfer is requested, the commissioner shall act to authorize or deny the transfer of state-aid funds for use outside of the approved state-aid system. Upon approval of the requested transfer, the commissioner without requiring any progress reports, shall within thirty days, authorize immediate payment of not less than fifty percent of the total amount authorized, with the balance to be paid within ninety days; or schedule immediate payment of the entire amount authorized if he determines there are sufficient funds available."

The committee felt, however, that further guidelines must be established as to what items would be eligible as off-system expenditures. No action was taken -- tabled for further review.

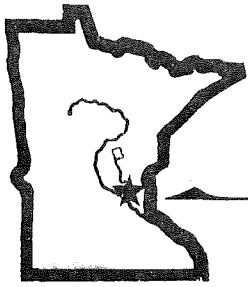
The subcommittee agreed that Don Asmus would represent them at the Spring Screening Committee meeting.

The next meeting of the subcommittee will be to determine the cities which are to be given the opportunity to appear before the subcommittee to further present their situation in person. The date for the meeting was tentatively set for the week of July 20th in Hutchinson.

Meeting adjourned at 11:30 A.M.

Respectfully submitted,


George Quickstad
State Aid Needs Unit



City of ANOKA

City Hall
Anoka, Minnesota 55303

2015 First Avenue
(612) 421-6630

March 26, 1981

Donald L. Asmus, Chairman
Unencumbered Construction Fund Subcommittee

Dear Don;

In response to your letter request on the status of Anoka's MSA unencumbered construction funds, I offer the following information. Questions 1 through 4 are all yes. On question number 5, State Aid construction funds have not been encumbered at this date.

Our City Commission has chosen to hold a public assessment hearing prior to award of contract using the lowest responsible bid as the basis for establishing the assessment rate. The hearing was held on Thursday, March 19. A thirty day period is required for written objections to the assessment role. Immediately after that period the City Commission will evaluate the objections, if any, and then award the contract to the low bidder.

On February 27, 1981, the 1981 MSA improvement bids were opened. Of seven bids, Arcon Construction was the apparent low bidder with a base bid of \$632,189.61. Add alternates were \$100,455.25 for a total of \$732,644.86. Estimated 1981 MSA expenditures are \$592,100. As of December 31, 1980, \$791,755 is available in our construction fund.

In addition, current city-county signal agreements, and pedestrian-bike path drainage adjacent to T.H. 47 will encumber approximately \$60,000.

If you have any other questions, feel free to call.

Sincerely,

R.B. Johnson
City Engineer

RBJ/ey



Main Office: P.O. Box J, Osseo, Minnesota 55369 (612) 425-2181

South Office: 8500 210th St. W., Lakeville, Minnesota 55044 (612) 469-3881

March 24, 1981

Mr. George Quickstad
Room 810 State Transportation Bldg.
Minnesota DOT
St. Paul, Minnesota 55155

Re: MSAS Construction Fund Balance
City of Champlin

Dear Mr. Quickstad:

In response to Mr. Donald L. Asmus' letter of March 5, 1981, I am including my letter of December 27, 1978 to Mr. C. E. Weichselbaum, MnDOT District 5 State Aid Engineer, regarding the City of Champlin 5-year MSAS Construction Program and the attachments thereto. The third and fourth paragraphs of that letter remain applicable to the City's current status with regards to utilities, especially sanitary sewer, and their utilization of MSAS funds. To demonstrate that good faith effort to utilize the MSAS construction funds, I would like to quickly summarize the status of each project listed in the "Five Year MSAS Construction Program".

Priority #1 - Hayden Lake Road Street Improvement

The improvement project, in the construction cost amount of approximately \$90,000, was awarded last fall and is currently under contract. The MSAS construction funds for that project have been encumbered.

Priority #2 - Highway #52 and Hayden Lake Road Traffic Control Signals

The City has evaluated the warrants for traffic control signals at the intersection and requested prioritization on the project through the MnDOT District 5 office as shown by the following documents which are attached:

1. The cover letter and evaluation of warrants as submitted to the City of Champlin on August 7, 1979;
2. The City Council resolution of August 28, 1979, requesting MnDOT to install the signals at the intersection;
3. The MnDOT District 5 Traffic Engineering response dated September 26, 1979;
4. The updated re-evaluation of warrants and cover letter to MnDOT District 5 dated December 23, 1980; and
5. The December 31, 1980 response from Mr. Mike Robinson, MnDOT District 5 Traffic Engineer.

Mr. George Quickstad
March 24, 1981
Page Two

As of today, no updated listing of priorities has been received from Mr. Robinson's office by the City of Champlin. The above-listed documentation displays the City's initiative and good faith effort towards implementing its prioritized projects in a reasonable and prudent manner.

Priority #3 - Dean Avenue Street Improvement

This project is currently before the Champlin City Council, as Street Improvement Project No. 81-2, for consideration of ordering a feasibility study which may be ordered at tonight's Council meeting. Attached are the following documents which again demonstrate the City's good faith effort towards utilization of its MSAS construction funds:

1. Mr. Dave Putnam's staff report, dated February 19, 1981, and accompanying resolution;
2. A portion of the February 24, 1981, Council minutes regarding the improvement project and the motion to table consideration; and
3. A staff report, dated March 5, 1981, regarding an assessment policy for street improvements along MSAS routes.

Priority #4 - Hayden Lake Road Street Improvement

To date, there has been no active consideration for a street improvement project along this portion of Hayden Lake Road, between Highway #52 and Highway #252, because watermain does not currently exist in that area. However, a feasibility report is being submitted to the City Council tonight for a trunk watermain interconnection along this street between two existing City wells and pumphouses. Sanitary sewer exists along this portion of Hayden Lake Road and a street improvement project along it will probably be considered once watermain is installed.

Priority #5 - Cartway Road Street Improvement

Sanitary sewer presently exists along this portion of Cartway Road, but watermain has been extended along only 60% - 70% of its length and that construction has taken place since late 1978. With the completion of watermain construction, probably in the next year or two, a street improvement project will then become reasonable and feasible.

Priority #6 - Independence Avenue and Trussel Avenue Street Improvement

As with Cartway Road, the sanitary sewer along these streets has existed since about 1964 whereas watermain was finally constructed along approximately 50% of street length last year. Various petitions and feasibility studies are currently

Mr. George Quickstad
March 24, 1981
Page Three

being processed by the City which would complete the necessary watermain construction and make a street improvement project along these streets feasible later this year or next year.

Priority #7 - 109th Avenue Street Improvement

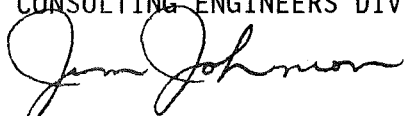
A proposed development along this portion of 109th Avenue has not yet progressed far enough to merit active consideration of this street improvement project.

In addition to the above-listed priority projects, the City has undertaken the development of a Comprehensive Bike Plan for the entire community in the last month. With its completion and adoption, the utilization of MSAS funds along eligible routes is anticipated.

If you have questions or need additional information regarding this matter, please contact me. Thank you for your assistance and cooperation.

Sincerely yours,

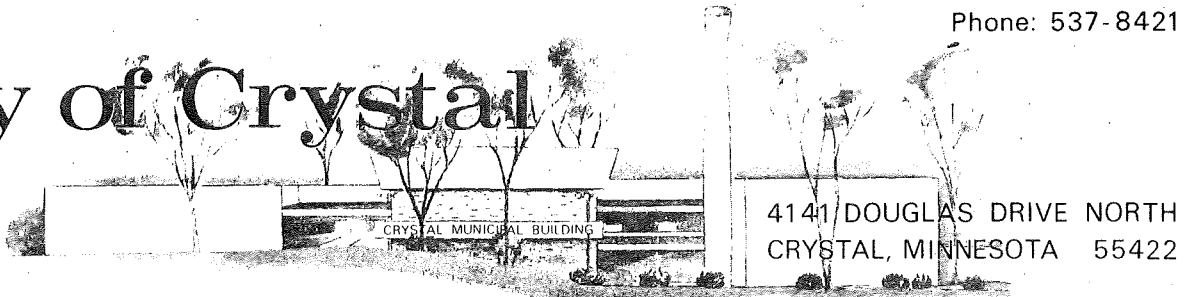
CONSULTING ENGINEERS DIVERSIFIED, INC.



Jim Johnson, P.E.
Project Manager

JJ/dn
Enclosures
cc: Mr. Dan Hartman, City Administrator
File: CHV9:11-20

City of Crystal



4141 DOUGLAS DRIVE NORTH
CRYSTAL, MINNESOTA 55422

ADMINISTRATIVE OFFICE

March 24, 1981

George Quickstad
Room 810
State Transportation Bldg.
St. Paul, MN 55155

Re: 702
Status of the Construction
Fund Balance

Dear George:

The City of Crystal approved a joint powers project between New Hope and Brooklyn Park for the re-construction of MSAS 62nd Ave., from Winnetka Ave. to Hampshire Ave.

We are proceeding under the guidelines of MSA 429, and the Council has requested and accepted a feasibility report, advertised for and held a public hearing, and adopted a resolution ordering in the improvement subject to the joint powers agreement.

The estimated cost of the Crystal share of State Aid participation is \$70,000.

The CSAH 102 project with Hennepin County is still hanging. It is anticipated that some decision will be made by the end of April 1981.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Bill", written over a horizontal line.

William L. Sherburne, P.E.
City Engineer

WLS/mb



SHORT-ELLIOTT-HENDRICKSON, INC.
CONSULTING ENGINEERS

ST. PAUL, MINNESOTA

• CHIPPEWA FALLS, WISCONSIN

March 9, 1981

RE: MOUNDS VIEW, MINNESOTA
YOUR FILE NO. 702
MSA UNEMCUMBERED CONSTRUCTION
FUNDS
OUR FILE: M.V. MSA

Mr. George Quickstad
Room 810
State Transportation Building
St. Paul, Minnesota 55155

Dear Mr. Quickstad:

This letter is in reply to a letter received from Mr. Donald L. Asmus, Chairman of the Unemcumbered Construction Fund Subcommittee. His letter of March 5, 1981, requests a status report on the city of Mounds View's progress toward awarding a construction project since the meeting of the Unemcumbered Construction Fund Subcommittee on August 13, 1980. Specifically, answers to five questions were requested.

As evidenced by the enclosed exerpts from the November 24, 1980, Mounds View City Council meeting minutes, a feasibility study was presented to the Mounds View City Council. At that same meeting, a 100 percent petition was received for the improvements to a proposed plat of which Silver View Drive, a newly designated MSA street, would be a part. Due to the 100 percent petition, a 429 feasibility hearing will be unnecessary. The city has subsequently submitted appropriate resolutions to the district state aid engineer for this project. We do not specifically know on what dates they were submitted as the city administrator handled this item directly with the district state aid engineer. We believe that this sufficiently answers question number one in Mr. Asmus' letter.

Plans and specifications will be developed as soon as the final plat is approved around the proposed Silver View Drive. We expect that plans and specifications will be submitted to the district state aid engineer by June 1, 1981, at which time answers to questions two through five of Mr. Asmus' letter will be available.

If you have any questions or comments or require further information, please call.

Sincerely,

Daniel R. Boxrud
Daniel R. Boxrud

jcj

cc: City of Mounds View
Enclosure

proposal to have permit authority in order to preserve the integrity of water and drainage systems. He further stated that sufficient permits from other governmental agencies already existed to serve this function.

APPROVED

The Council also discussed the observations documented by Mr. Pauley, Clerk-Administrator for Mounds View, in his letter to the Council dated 11-19-80.

AMENDMENT TO THE MAIN MOTION: Rowley made a motion, seconded by Ziebarth, to support the comments and observations expressed by Mr. Pauley (Clerk-Administrator) in his November 19, 1980 memo to the Council regarding the rules and regulations of the Rice Creek Watershed District's proposed amendments.

Ayes-4

Nays-0

MOTION CARRIED.

MOTION: McCarty made a motion, seconded by Ziebarth, that the Council extends concurrence and pledges their support for the statements made by Robert Orth, Chairman, Board of Ramsey County Commissioners, in his report dated November 12, 1980, regarding the proposed amendments to the Rice Creek Watershed District's rules and regulations.

Ayes-4

Nays-0

MOTION CARRIED.

Clerk-Administrator Pauley will prepare a resolution for the Council to review at their December 8, 1980, regular meeting and this will be presented to Rice Creek Watershed District at their December 10, 1980 public hearing on this issue.

Mr. Dan Boxrud, City Engineer, reviewed his report to the Mayor and Council (dated 11-19-80) regarding the three projects selected for study for the MSA street projects for the 1981 construction season:

11. PRESENTATION OF M.S.A.
FEASIBILITY STUDY

1. The main access road to the Kraus Anderson area (Silverview Drive)
2. Long Lake Road, 84th Lane and Xylite Street in the Miller Industrial Park
3. Edgewood Drive between County Road I and Hillview Road.

The Council discussed accepting the Silverview Drive and Miller Industrial Park projects for possible MSA street projects for 1981.

APPROVED

Clerk-Administrator Pauley will prepare resolutions for the Council to approve regarding the proposals.

MOTION: Ziebarth made a motion, seconded by Rowley, to accept the petition for public improvements (dated 11-21-80) from the owners, Kraus-Anderson and M & E Realty, pursuant to Chapter 26.05, Subd. 5 of the municipal code. (Project 81-1).

12. APPROVAL OF PETITION
FROM KRAUS/ANDERSON
AND M & E REALTY
PURSUANT TO CHAPT. 26.05,
SUBD. 5 (PROJECT 81-1)

Ayes-4
Nays-0

MOTION CARRIED

ROSE:

13. REPORT OF THE BUILDING
AND ZONING OFFICIAL

1. He has received two half sections of the topo maps. He will be sending copies to the Council and Planning Commission as they start coming in.
2. He needs Council's approval to send two Planning Commissioner's to an annual conference on planning and zoning.

MOTION: McCarty made a motion, seconded by Hodges, to authorize the Building and Zoning Official to transfer funds to cover the cost of attendance for two planning commissioners to attend the 6th Annual Planning and Zoning Institute on December 12th and 13th from the Building and Zoning Department budget.

Ayes-4
Nays-0

MOTION CARRIED.

3. He currently has an opening for a secretary. One applicant, Mounds View's current receptionist, has applied for the position. He recommends to Council that they hire her for this secretarial position.

MOTION: Rowley made a motion, seconded by Ziebarth to promote Barbara Collins from receptionist to secretary for the Building and Zoning Department, effective 11-24-80, at a rate of \$4.95/hour (to be raised to \$5.25/hour after successful completion of her probationary period).

Ayes-4
Nays-0

MOTION CARRIED



MEMORANDUM

SHORT - ELLIOTT - HENDRICKSON, INC.

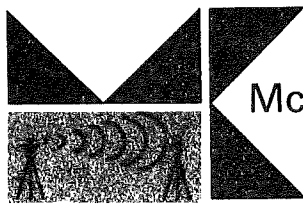
TO: ELMER MORRIS, MN/DOT DISTRICT 9, STATE AID ENGINEER
FROM: DAN BOXRUD
DATE: APRIL 3, 1981
RE: MOUNDS VIEW, MINNESOTA
PROPOSED MSA PROJECT
CONTROL SECTION 236
OUR FILE NO. 80166

You have previously inquired as to the status of the proposed improvement to Silver View Drive (control section 236) which is to occur during 1981. Yesterday we received from the developer of the adjacent property, a copy of their proposed preliminary plat. We would expect that final approval of this development will occur sometime in June, at which time we will be able to begin design of the proposed improvement. Therefore, we will not be able to have plans and specifications submitted to you by June 1, 1981, as we have previously indicated to Mr. George Quicksted in our letter of March 9, 1981. However, we do expect to sufficiently decrease the unencumber construction fund balance during 1981 due to construction of this project.

If you have any questions or comments, please advise.

gfd

cc: City of Mounds View
cc: Mr. George Quicksted



McCOMBS-KNUTSON ASSOCIATES, INC.

CONSULTING ENGINEERS • LAND SURVEYORS • PLANNERS

Reply To:
12800 Industrial Park Boulevard
Plymouth, Minnesota 55441
(612) 559-3700

March 10, 1981

Mr. George Quickstad
Room 810
State Transportation Building
St. Paul, MN 55155

Subject: St. Paul Park 702
Status of the Construction Fund Balance
Job #50-5109-1

Dear George:

The City of St. Paul Park had awarded bids for the construction of Pullman Avenue to B-FU-Mix Construction Company, Inc. in the amount of \$122,407.80. All of the paper work has been forwarded to the District State Aid Engineer but we have not received any notice of the State Aid funds encumbered.

Yours very truly,

McCOMBS-KNUTSON ASSOCIATES, Inc.

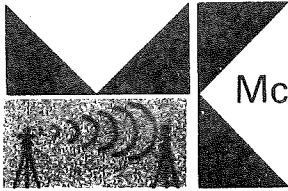
Charles J. Wilson, P.E.

CJW:J1

cc: Barry Sittlow, St. Paul Park, MN

Minneapolis - Hutchinson - Alexandria - Eagan

printed on recycled paper



McCOMBS-KNUTSON ASSOCIATES, INC.

CONSULTING ENGINEERS • LAND SURVEYORS • PLANNERS

Reply To:
12800 Industrial Park Boulevard
Plymouth, Minnesota 55441
(612) 559-3700

March 24, 1981

Mr. George Quickstad
Minnesota Dept. of Transportation
Transportation Building
St. Paul, MN 55155

Subject: St. Paul Park
File #50-5986-5

Dear George:

At the council meeting on March 16, 1981, the St. Paul Park City Council directed that we prepare recommendations for installing concrete curb and gutter on all State Aid Streets in St. Paul Park.

We are now preparing a matrix for evaluating the existing conditions and anticipate that within four to six weeks we will have a report ready for council consideration.

As this project progresses, we will keep you informed.

Very truly yours,

McCOMBS-KNUTSON ASSOCIATES, INC.

Charles J. Wilson, P.E.

CJW:sj

cc: Barry Sittlow, City of St. Paul Park
Elmer Morris, Mn/DOT - Oakdale

April 10, 1981

TO : Engineers of Municipalities listed below
(See Attached List)

SUBJECT: Unencumbered Construction Fund Needs Adjustment

The Unencumbered Construction Fund Subcommittee at its March 31, 1981, meeting directed the State Aid Needs Unit to remind the potentially affected municipalities of the Screening Committee Resolution 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, 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 eight following cities, as of March 31, 1981, would exceed these limitations:

<u>Municipality</u>	(A) Amount Available March 31, 1981	(B) 1981 Const. Allotment (Equals)	(C) Limited Amount	(D) $\frac{C}{B}$
Arden Hills	\$307,407	\$ 84,232	\$223,175	2.65
Bemidji	575,436	162,012	413,424	2.55
East Bethel	297,658	77,894	219,764	2.82
Ely	310,259	82,559	227,700	2.76
Litchfield	295,926	78,057	217,869	2.79
Mound	417,129	119,319	297,810	2.50
North St. Paul	468,680	128,782	339,898	2.64
Shoreview	499,065	150,879	348,186	2.31

Page 2

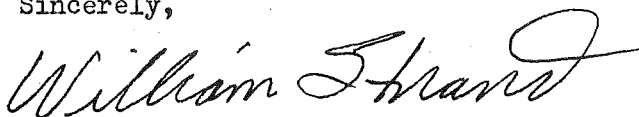
Unencumbered Construction Fund Needs Adjustment
April 10, 1981

These affected municipalities still have until June 30, 1981, to award contracts which would reduce their construction fund balance to within the allowable limit to avoid a possible needs adjustment.

The Subcommittee will convene again in July to determine which cities have exceeded this limitation. They will also establish guidelines by which those affected cities will be given an opportunity to explain their situation prior to a recommendation for a needs adjustment. Their recommendations will be presented to the Municipal Screening Committee at their Fall meeting.

Should you have any questions regarding this procedure, please contact me at (612) 296-1658 or George Quickstad at (612) 296-1662.

Sincerely,



William Strand, Director
Highway Studies Section

cc: G. Fay
R. Hanson
D. Asmus
D. Aden
R. Simon
M. Priebe
P. Baker
W. Strand
G. Quickstad

WS:ds

1981 MUNICIPAL SCREENING COMMITTEE DATA

Status of Municipal Traffic Counting

CITIES IN 7-COUNTY METRO AREA TO COUNT COOPERATIVELY WITH Mn/DOT IN 1981

(Plans are to count in odd-numbered years)

District 5

Andover	Ham Lake
Anoka	Hopkins
Blaine	Maple Grove
Bloomington (Do Their Own)	Minneapolis
Brooklyn Center	Minnetonka
Brooklyn Park	Mound
Champlin	New Hope
Chanhassen	Orono
Chaska	Plymouth
Columbia 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	New Brighton
Arden Hills	North St. Paul
Burnsville	Oakdale
Cottage Grove	(Rosemount)
Eagan	Roseville
Falcon Heights	St. Paul
Hastings	(St. Paul Park)
Inver Grove Heights	Shoreview
Lake Elmo	Stillwater
Lakeville	South St. Paul
Little Canada	(Vadnais Heights)
Maplewood	West St. Paul
Mendota Heights	White Bear Lake
Mounds View	Woodbury

TRAFFIC TO BE COUNTED IN 1981 BY STATE FORCES

Chisholm	Hermantown	Morris
Detroit Lakes	Hibbing	Northfield
(Ely)	Hutchinson	St. Cloud
Eveleth	Litchfield	Virginia
Faribault	Mankato	Waseca

TRAFFIC TO BE COUNTED IN 1981 BY INDIVIDUAL MUNICIPALITIES

Rochester

TRAFFIC TO BE COUNTED IN 1982 BY STATE FORCES

Alexandria	Marshall	Worthington
Bemidji	Winona	

MUNICIPALITIES THAT ANNUALLY COUNT TRAFFIC INDIVIDUALLY

Duluth

TRAFFIC TO BE COUNTED IN 1983 BY STATE FORCES

Cloquet	Owatonna	St. Peter
Fergus Falls	North Mankato	Sauk Rapids
Grand Rapids	Red Wing	Thief River Falls
(Luverne)	(Redwood 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	Fairmont	Moorhead
Brainerd	International Falls	New Ulm
Crookston	Little Falls	(Pipestone)
East Grand Forks	Montevideo	

TRAFFIC TO BE COUNTED IN 1986 BY STATE FORCES

Elk River

Willmar

Note: The cities in parenthesis have questionable counting status.



**STATE OF MINNESOTA
MUNICIPAL BOARD**

Suite 165 Metro Square
7th & Robert Streets
St. Paul, Minnesota 55101

April 21, 1981

Mr. Paul Baker, Chairman
1981 Municipal Screening Committee
c/o Mr. George Quickstad
810 MN Department of Transportation
Saint Paul, Minnesota 55155

Dear Mr. Baker:

The purpose of this letter is to request the Municipal Screening Committee to reconsider action taken at their October, 1980 meeting postponing an increase of needs apportionment for the City of Hibbing until 1982.

The City of Hibbing annexed the Township of Stuntz effective December 31, 1979 pursuant to Minnesota Municipal Board order. The merger of the City with the Township occurred after approximately 30 meetings and hearings over a two-year period. Both the City and the Township worked very hard in their negotiations and the financing of the road system was a major topic and factor in those deliberations.

Although the Municipal Board did not guarantee any specific aids to the City one of the factors considered was that the enlarged City would receive additional aids, including the road aids. The Minnesota Municipal Board specifically issued its order effective December 31, 1979 to accommodate eligibility for such aids. We have been informed that the City has received \$106,914 in Municipal State Aid allotments resulting from the population increase ordered by the Board.

The City of Hibbing stated in a City resolution dated February 2, 1981 that timely and appropriate applications for said State Aids have been filed with the Department of Transportation Needs Division. The City resolution also stated that the needs apportionment delay was not consistent with the testimony and advice given by the Department of Transportation during the Minnesota Municipal Board hearings and meetings.

The Minnesota Municipal Board therefore respectfully requests reconsideration of allocations to the City of Hibbing.

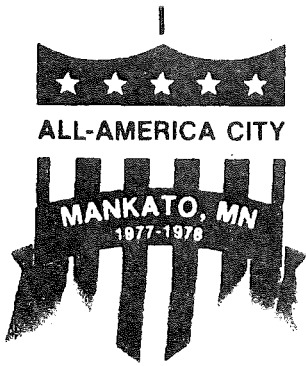
Sincerely,

MUNICIPAL BOARD

A handwritten signature in cursive script that reads "Terrence A. Merritt".

Terrence A. Merritt
Executive Director

cc: City of Hibbing
Representative Minne
Senator Dicklich



MANKATO

202 East Jackson Street Box 3368



Mankato, MN 56001 Phone (507) 625-3161

April 29, 1981

Mr. Terrence A. Marritt
Executive Director, Municipal Board
Suite 165, Metro Square
Seventh & Roberts Streets
St. Paul, Minnesota 55101

Dear Mr. Marritt:

I am in receipt of your letter dated April 21, 1981 requesting the municipal screening committee to reconsider its denial of the City of Hibbing's request for municipal state aid street allotments.

Mr. Joe Madsen, City Engineer for Hibbing, also a member of the 1979 and 1980 screening committee, presented Hibbing's case before the screening committee and it was denied.

One of my major concerns is the statement in your next to last paragraph that an apportionment delay was not consistent with the testimony and advise given by the Department of Transportation during the Minnesota Municipal Board hearings and meetings. If the screening committee is to reconsider its previous decision at the meeting of June 4 & 5, it will be necessary for you to provide us with a transcript of the testimony given by the Minnesota Department of Transportation personnel as well as others appearing before your committee. This information should be received by the State Aid Office prior to May 15, 1981 so it may be included in the packets to the screening committee for their perusal prior to the meeting.

The municipal screening committee operates under established criteria and guidelines and has available to it at its meeting, personnel from the Minnesota Department of Transportation for advise and clarification of policy. If there is merit to Hibbing's request and it meets this criteria, the screening committee would be glad to reevaluate its previous position.

Sincerely,

Paul F. Baker
Paul F. Baker
Director of Public Works

CC: City of Hibbing Mankato is an affirmative action, equal opportunity employer.
Repre. Minne
Sen. Dick Litch, Gordon Faye

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING COMMITTEE

JUNE 1980

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 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

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 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 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 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 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	\$ 4.50 Ton
	Class 5	Spec. #2212	\$ 4.85 Ton
	Bituminous	Spec. #2331	17.00 Ton
Surface:	Bituminous	Spec. #2331	\$ 17.00 Ton
	Bituminous	Spec. #2341	20.00 Ton
	Bituminous	Spec. #2351	27.00 Ton
	Concrete	Spec. #2301	15.50 Sq. Yd.
Shoulders:			
	Gravel	Spec. #2221	\$ 5.00 Ton
Miscellaneous:			
	Storm Sewer Construction		\$172,000.00 Mile
	Storm Sewer Adjustment		54,000.00 Mile
	Traffic Signals		10,000.00 Mile
	Curb & Gutter		6.50 Lin. Ft.
	Sidewalk		14.00 Sq. Yd.
Removal Items:			
	Curb & Gutter		\$ 1.75 Lin. Ft.
	Sidewalk		4.00 Sq. Yd.
	Concrete Pavement		4.50 Sq. Yd.
	Tree Removal		90.00 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 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 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.

(Revised May 1980)

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 previously defined.

(Revised May 1980)

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 to the 1981 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 program of accomplishments.

STRUCTURES

Bridge Costs - Oct. 1961 (Revised May 1980)

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.	\$41.00 Sq. Ft.
Bridges 150 to 499 Ft.	\$47.00 Sq. Ft.
Bridges 500 & Over	\$56.00 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 Crossing Costs - (Revised May 1980)

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 - (Single track - high speed)	\$55,000 Unit
Signals and Gates	\$90,000 Unit
Signs Only	\$ 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 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 (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.

MUNICIPAL SCREENING COMMITTEE DATA

Variances

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

M. Variance.

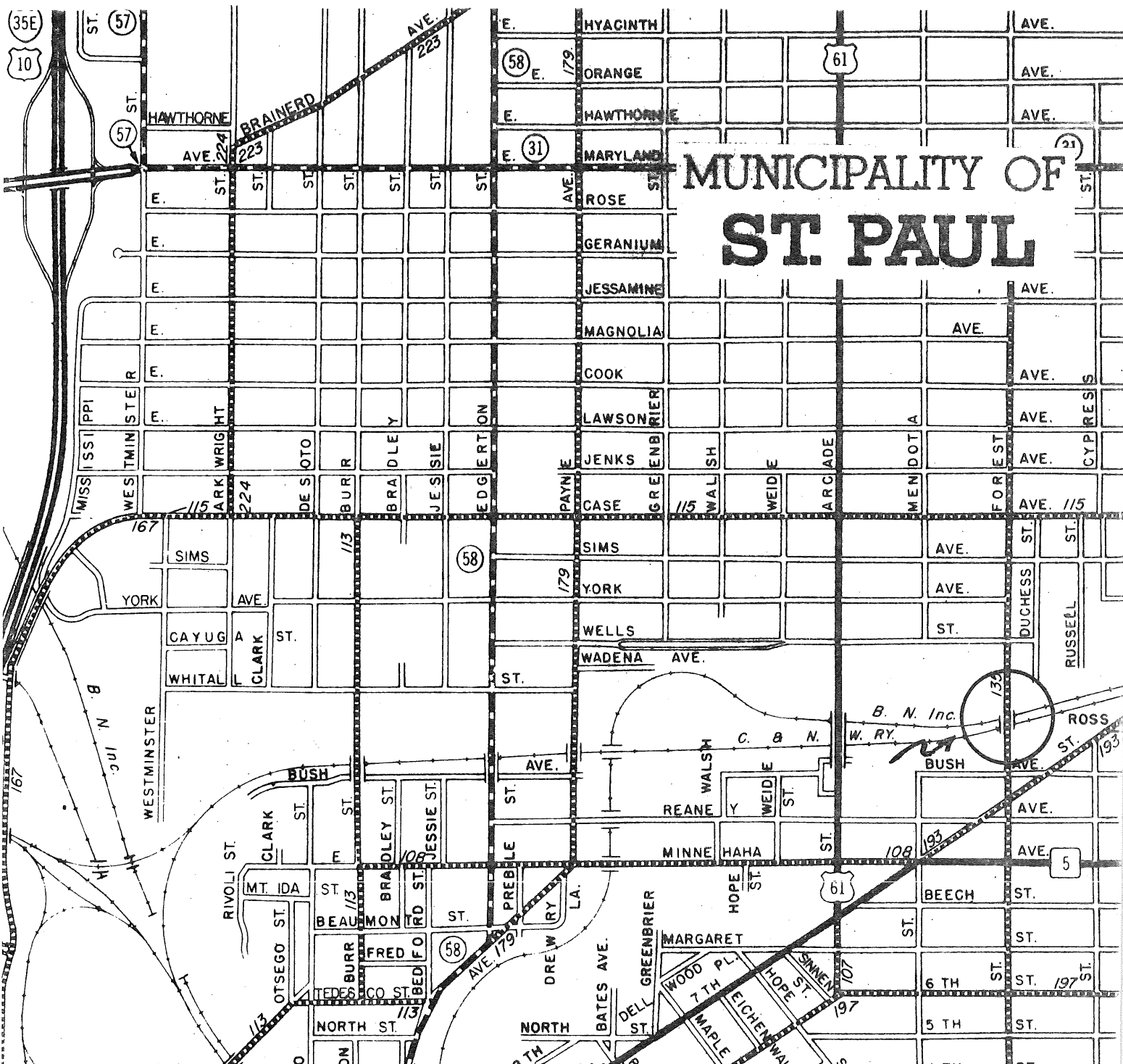
1. Any formal request by a political subdivision for a variance from these rules shall be submitted to the commissioner in writing.
2. Contents of request.
 - a. The specific rule or standard for which the variance is requested.
 - b. The reasons for the request.
 - c. The economic, social, safety and 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 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 granted since the last Screening Committee meeting.



Department of Transportation

Petition of the City of St. Paul for A Variance from State Aid Standards for Bridge Width

Notice is hereby given that the City Council of the City of Saint Paul has made a written request to the Commissioner of Transportation for a variance from minimum design standards for bridge width along Forest Street between Bush Avenue and Wells Street over the Chicago Northwestern and Burlington Northern R.R.s.

The request is for a variance from 14 MCAR § 1.5032, H.L.C., Rules for State Aid Operations under Minnesota Statute, Chapters 161 and 162 (1978) as amended, so as to permit a minimum roadway width of 32 feet instead of 46 feet and still maintain two parallel parking lanes and two traffic lanes.

Any person may file a written objection to the variance request with the Commissioner of Transportation, Transportation Building, St. Paul, Minnesota 55155.

If a written objection is received within 20 days from the date of this notice in the State Register, the variance can be granted only after a contested case hearing has been held on the request.

January 12, 1981.

Variance Granted the City of St. Paul
For the Forest Street Bridge Over
The Chicago Northwestern and Burlington Northern RRY'S

The City of St. Paul was granted a variance on February 17, 1981, to permit a minimum bridge width of 32 feet rather than the 46-foot standard. The plan, which is ready to be let, calls for a complete re-deck job with a 32-foot surface, sidewalk, and railings. The project requires 11,375 square yards of 7-inch concrete with a 2-inch overlay, at the engineer's estimate of \$462,000. (Data from St. Paul on April 29, 1981).

The bridge was built in 1942 and assumed to be adequate until 1973. The bridge replacement needs have been estimated since 1973 based on a length of 293 feet and a width of 59 feet. The bridge needs and the apportionments earned for the past seven years are as follows:

<u>Apportionment Year</u>	<u>Bridge Needs</u>		<u>Earning* Factor</u>	<u>Apportionment</u>
1981	\$812,489	x	\$25.85	\$ 21,003
1980	812,489	x	27.89	22,660
1979	708,767	x	29.46	20,880
1978	518,610	x	28.42	14,739
1977	518,610	x	28.54	14,801
1976	518,610	x	25.26	13,095
1975	345,720	x	27.28	<u>9,431</u>
			TOTAL	\$116,609

* Amount per \$1,000 of needs

February 17, 1981

Honorable George Latimer
Mayor of St. Paul
City Hall
St. Paul, Minnesota 55102

In reply refer to: 901
Variance Request
CITY OF ST. PAUL

Dear Mayor Latimer:

Pursuant to public notice in the State Register on February 26, 1981,
the variance committee met.

The recommendation of the variance committee meeting on February 11,
1981, to consider the variance request of the City of St. Paul was
acted upon and their recommendation was to grant the City's request.
Therefore, please be advised that the City of St. Paul request for a
variance from bridge deck widths is hereby granted.

I am enclosing a copy of the variance committee letter to me recom-
mending the granting of the request.

Sincerely,

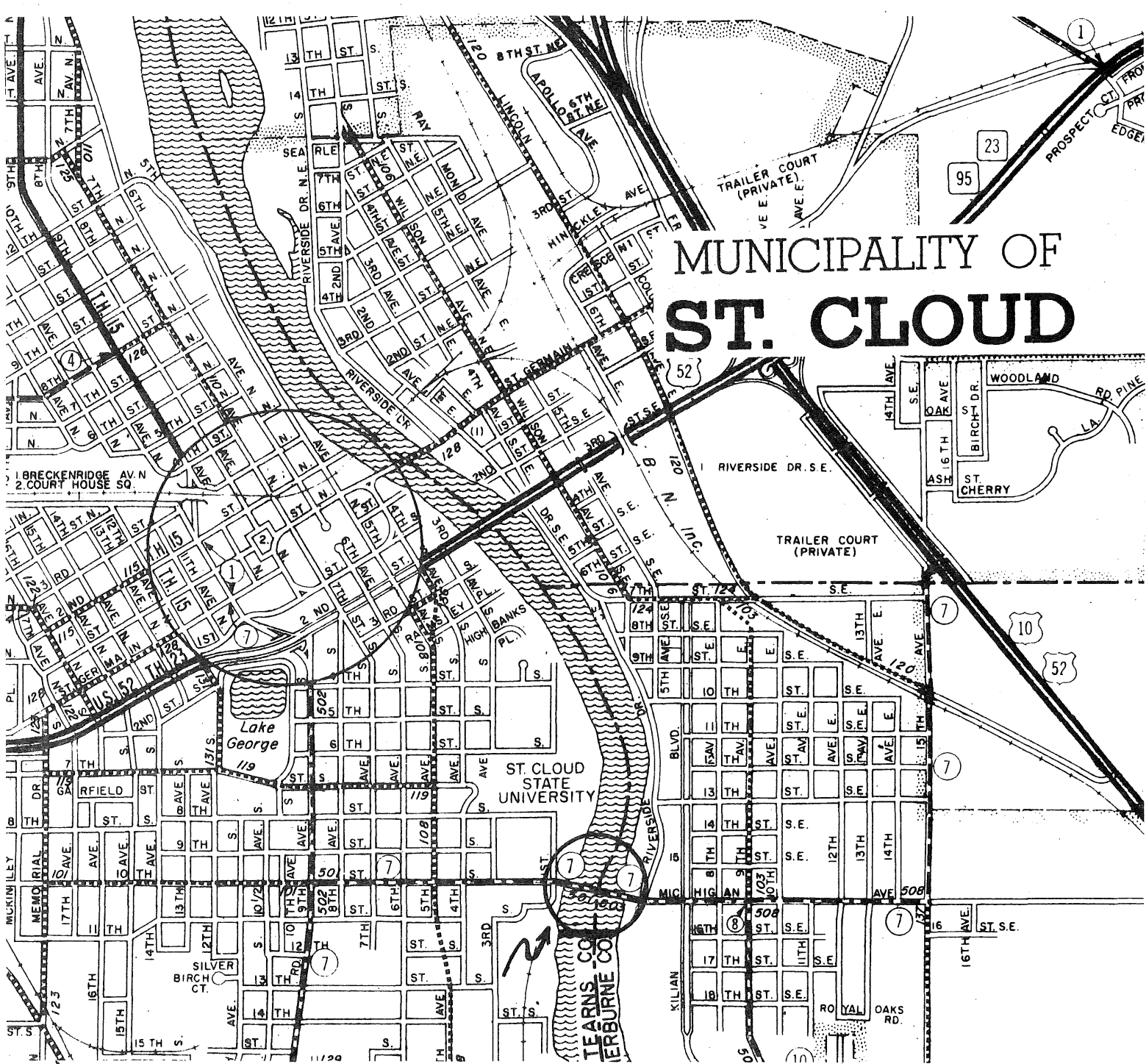
Richard P. Braun
Commissioner

Attachment

cc:

Richard Wheeler, St. Paul Dept. of Public Works
Doug Differt - Elmer Morris
File - 420, File - 411
Transportation Record Center - B 20

RPB:dc
Gordon H. Fay



Department of Transportation

Notice of Variance Request in the Matter of the Request of the City of St. Cloud for A Variance from Standards for the Design and Construction of the 10th Street Bridge in St. Cloud, MN

Notice is hereby given that the City of St. Cloud has made a written request to the Commissioner of Transportation for a roadway width variance for the design and construction of the 10th Street Bridge in the City of St. Cloud.

The request is for a variance from 14 MCAR § 1.5032, H.1 c., Rules for State Aid Operations under Minn. Stat. chs. 161 and 162, (1978) as amended, so as to permit the 10th Street Bridge to be designed and constructed to a width of 39 feet to accommodate two traffic lanes and two bicycle lanes; plus 6 foot sidewalks on each side for pedestrian use.

Any person may file a written objection to the variance request with the Commissioner of Transportation, Transportation Building, St. Paul, Minnesota 55155 within 20 days of the publication of this notice in the *State Register*.

If a written objection is received within said 20 days, the variance shall be granted or denied only after a contested case hearing has been held on the request.

September 12, 1980

Variance Granted the City of St. Cloud
To Build a 39-Foot-Wide Bridge Over
The Mississippi River on 10th Street

The City of St. Cloud has been earning money needs based on a structure length of 1,600 feet since 1958. The width was reported as 62 feet from 1958 to 1971 and revised to 80 feet from 1972 to the present time.

The apportionment earnings of this bridge (C.S.A.H. & M.S.A.S.) for the period 1958 through 1981 are tabulated as follows:

Apport. Year	Sherburne	Stearns	C.S.A.H. Total	M.S.A.S. Total	Total State Aid
1958	\$ 4,447	\$ 4,447	\$ 8,894	\$ 15,910	\$ 24,804
1959	4,392	4,392	8,784	17,215	25,999
1960	6,510	6,510	13,020	25,235	38,255
1961	6,246	6,246	12,492	23,444	35,936
1962	6,374	6,374	12,748	23,898	36,646
1963	6,959	6,959	13,918	25,318	39,236
1964	7,731	7,731	15,462	29,556	45,018
1965	5,497	5,497	10,994	26,574	37,568
1966	6,159	6,159	12,318	26,222	38,540
1967	6,665	6,665	13,330	28,175	41,505
1968	8,020	8,020	16,040	34,315	50,355
1969	8,509	8,509	17,018	37,075	54,093
1970	9,599	9,599	19,198	66,192	85,390
1971	10,530	10,530	21,060	73,332	94,392
1972	9,439	9,439	18,878	115,368	134,246
1973	15,694	15,694	31,388	82,460	113,848
1974	17,532	17,532	35,064	111,844	146,908
1975	20,890	20,890	41,780	90,376	132,156
1976	17,837	17,837	35,674	106,262	141,936
1977	22,282	22,282	44,564	130,008	174,572
1978	24,362	24,362	48,724	129,462	178,186
1979	25,524	25,524	51,048	134,200	185,248
1980	20,692	20,692	41,384	90,308	131,692
1981	22,439	22,439	44,878	119,895	164,773

24-YEAR

TOTAL	\$294,329	\$294,329	\$588,658	\$1,562,644	\$2,151,302
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Minnesota
Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Office of Commissioner

(612) 296 3000

April 2, 1981

Mayor Robert Huston
City of St. Cloud
City Hall
St. Cloud, MN 56301

Dear Mayor Huston:

I have now completed my review of the State Chief Hearing Examiner, Mr. Duane Harves' report and memorandum concerning the City of St. Cloud's petition for a variance from State Aid Design Standards. As a result of that review, I have concluded that a variance should be granted, however, the granting of the variance should be conditioned as described later. This letter transmits my order for the variance.

Prior to describing the conditions that will be attached to the variance approval, I should like to take this opportunity to describe my continuing concerns regarding the seeming inability of the City of St. Cloud to make those difficult decisions which would provide for a transportation system to satisfy the long term growth of the City. To plan for the development of new facilities and/or the reconstruction of existing facilities, the Department has entered into joint planning agreements with the Metropolitan Planning Organizations in each of the metropolitan areas. It has been my policy to rely to the greatest extent possible on transportation plans developed by these organizations and it is my commitment to continue to do so. In the St. Cloud area your designated Metropolitan Planning Agency is the St. Cloud Area Planning Organization. It is my understanding that your Metropolitan Transportation Plan recently adopted acknowledges the fact that the corridor transportation problems in the S-SE area have not been resolved by the plan as adopted. However, the plan does endorse the provision of a two-lane 10th Street Bridge.

Because of my responsibility relating to the administration of the expenditures of State-Aid Funds and also as a participant in the metropolitan planning program, I had hoped that whatever local conclusions were reached on the 10th Street Bridge, those conclusions would be in concert with a transportation plan which provided for the accommodation of the long range growth of the

April 2, 1981

metropolitan area and subsequent transportation requirements. This, however, did not turn out to be the case, rather the request for variance and subsequent contested case hearings looked only at the area immediately surrounding the 10th Street Bridge and only considered the economic, social, environmental, safety and traffic capacity requirements of that particular narrowly defined corridor.

Therefore, I cannot endorse the recommendations of the Chief Hearing Examiner as reflecting the proper conclusions as they relate to the social, environmental, and economic benefits to be derived from the construction of a four-lane bridge to the entire St. Cloud Metropolitan Area.

I will, however, grant a conditional variance from State-Aid Standards for the construction of a 2-lane - ultimate 4-lane bridge. My reasons for granting the variance are:

1. The rules as stated in MCARS 1.5032M do not expressly require an evaluation of a variance request based on any specified geographic or area of system interaction. Therefore, the Chief Hearing Examiner in his findings had no specified reason to look beyond the narrowly defined corridor testified to in the contested case hearing.
2. The City apparently recognized that four lanes may ultimately be required because the variance request was for a 2-lane - ultimate 4-lane structure.
3. Some action needs to be taken before the existing 10th Street Bridge becomes totally inoperable.

However, I think the City of St. Cloud should fully recognize that:

1. The entire transportation system is a balanced system such that as certain critical links in the system become overloaded these overloads divert to other links where the capacity is not as stressed. Any capacity constraints built into a 10th Street Bridge could be reflected in increased traffic on an already constrained Desoto Bridge.
2. In any metropolitan area the "critical" links in the system nearly always tend to be major bridges crossing physical barriers such as railroads or rivers primarily because of the substantial costs required to provide them. Major river crossings (which the 10th Street Bridge is) always become links in the arterial system because of their limited numbers. Normal bridge life always extends beyond the "state of the art" forecasting ability. A forecast which can reasonably predict travel 20 years hence is considered to be exceptional while bridge life often exceeds 50 years.

3. As the metropolitan St. Cloud community continues to grow and prosper the total reliance on T.H. 23 (Division Street) as "the" east-west arterial will no longer suffice. There are a very limited number of transportation corridors in the St. Cloud area that can be utilized to accommodate future traffic growth. State systems cannot continue to be relied upon to solve the internal traffic problems of St. Cloud.
4. Because a very high transit forecast was utilized to reduce forecast traffic volumes, a design to accommodate buses, especially at bus stops should be considered.

Even in light of the concerns I have expressed above, I will grant the variance request conditionally. I do request the City to again look at the longer range effects of your actions and to try to determine how further growth will be accommodated on your transportation system. The prime reason for my approval of the variance is one of pragmatism, that is, because of the City's inability to resolve the bridge issue, I recognize that something needs to be done before the existing bridge becomes inoperable entirely.

Because of the high traffic volumes forecast in relation to the standards and the uncertainty of any forecasting mechanism to accurately foretell the future, particularly, in and around a fast growing metropolitan area such as St. Cloud, I find it necessary to condition my approval to ensure against future state liability. I have been advised through independent analysis by a staff expert that if the conditions given in testimony during the hearing process exist, the capacity will be adequate for those conditions; however, the proposal will be operating at the very upper limits of its capacity. If there are errors in either the forecasts or peak hour traffic projections the capacity could be strained to the point of severe congestion and resulting accident experience. For these reasons, as well as the fact that the law in the area of highway construction design liability is unsettled, I find it prudent to require the City to absolve the State, the Department and its employees, of any potential liabilities which could result from such accidents.

I also believe that the City should by resolution, agree to not request additional funding in the event that the bridge has to be modified to provide four lanes for traffic. The Department of Transportation through its State Aid Office has indicated that

a four lane bridge would be eligible for funding assistance now. If the City chooses to build only two lanes, the savings inherent in building a four lane structure initially will not be realized. Therefore, the City, and not the State Aid Fund, should absorb any additional funding requirements. The extent of federal and state aid participation for this project shall be based on normal state aid participation rules.

Perhaps the most serious financial concern that I would have from your position is one of the effect of your actions on future state aid funding to your city. This decision will be made by the State Aid Screening Committee. In accepting this variance the City should recognize the effect on state-aid needs on the City's apportionment of State Aid Funds as per Minnesota Statutes 1980, Section 162.13, Subdivision 2, which reads in part:

"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".

Mayor Huston, I sincerely hope that your City can find these conditions satisfactory and that this matter can be closed.

Sincerely,



Richard P. Braun
Commissioner

Department of Transportation

State of Minnesota

Richard P. Braun

Commissioner

In The Matter Of The

PETITION BY THE CITY
OF ST. CLOUD FOR A VARIANCE
FROM STATE AID DESIGN
STANDARDS FOR THE
CONSTRUCTION OF A TWO
LANE BRIDGE OVER THE
MISSISSIPPI RIVER AT TENTH
STREET IN THE CITY OF
ST. CLOUD, MINNESOTA

FINDINGS AND ORDER
OF THE COMMISSIONER
OF TRANSPORTATION

FINAL ORDER

FACTS

That a request for variance on the above entitled matter was submitted to the Commissioner of Transportation by the City of St. Cloud.

That a contested case hearing was conducted before Duane F. Harves, Chief Hearing Examiner of the Minnesota Office of Administrative Hearings.

That based on the findings of Fact and Conclusions the Chief Hearing Examiner recommended that the Commissioner order a variance to be granted subject to four conditions.

CONCLUSIONS

After having reviewed the Hearing Transcript, Report and Memorandum of the Chief Hearing Examiner, the Commissioner concludes that he

should grant the variance through the issuance of the following order which he deems consistent with the Chief Hearing Examiner's recommendations:

It is hereby ordered that the City of St. Cloud is granted a variance from the state aid urban geometric design standards for high density arterials as found in Rule 14 MCARS 1.5032H.l.c. for the purpose of obtaining state aid funding for the construction of a new bridge crossing the Mississippi River at Tenth Street, including the approaches from the Kilian Boulevard intersection on the east to the Fifth Avenue intersection on the west, subject to the following conditions:

- (1) The bridge shall be designed and constructed with a 53'8" deck, including two 12' lanes for motor vehicle traffic, two 7'6" shoulders for use by bicycles and for emergency stopping and two 6' sidewalks, and that it be designed with a substructure sufficient to allow the ultimate expansion of the superstructure to accommodate a bridge deck width of 69'8". The purpose of the ultimate 69'8" deck shall be to accommodate two additional 12' traffic lanes when it is found necessary to accommodate traffic beyond the forecasted volumes upon which this variance is based.
- (2) The bridge shall be constructed so that it complies with all height requirements of the U.S. Army Corps of Engineers.

(3) On the east side of the bridge:

- (a) Riverside Drive shall be severed from Michigan Avenue;
- (b) The grade of the roadway shall adhere as closely as practicable to the grade of the roadway as proposed by the City in its Hearing Exhibit 14.
- (c) The intersection of Kilian Boulevard and Michigan Avenue shall provide for a standard right turn and left turn lane in addition to the two through lanes, on Michigan Avenue. Appropriate channelization east of Riverside Drive shall be provided so that the intersection traffic lanes are easily understandable to the motorists.
- (d) The Kilian Boulevard-Michigan Avenue intersection shall be signalized when warranted.

(4) On the west side of the bridge:

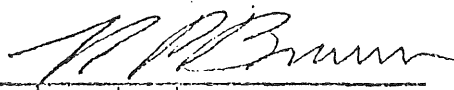
- (a) The grade shall be as close as practicable to that proposed by the City in its Hearing Exhibit 14.
- (b) First Avenue shall be grade separated such that First Avenue traffic may cross Tenth Street under the bridge.
- (c) Existing Third and Fourth Avenue connections to Tenth Street shall be physically severed. Also platted Second Avenue shall not be developed to intersect Tenth Street.
- (d) A grade separated pedestrian overpass at the present location of the intersection of Third Avenue and Tenth Street shall be constructed.

- (c) No at-grade pedestrian crossings shall be provided east of the Fifth Avenue intersection.
 - (f) A traffic signal shall be provided at the intersection of Tenth Street and Fifth Avenue when warranted.
 - (g) Channelization on Fifth Avenue north and south of Tenth Street shall be provided, if required, based on a traffic engineering analysis of the intersection capacity requirements.
 - (h) The required retaining walls to provide for the pedestrian separation at Third Avenue shall be set back from the Tenth Street centerline a distance sufficient to allow for the ultimate typical section (four lanes + bike lanes + sidewalks).
 - (i) Left turn and right turn lanes in addition to the two through lanes shall be provided on Tenth Street, both west and east at the intersection with Fifth Avenue.
 - (j) Every effort should be made not to acquire any residences at the intersection of Fifth Avenue and Tenth Street. However, design considerations and judgment should be used in acquiring any additional required rights of way. It may be more prudent to acquire a dwelling rather than to have the curb on the doorstep.
- (5) The Environmental Impact Statement should be amended or supplemented which shall satisfy state and federal requirements. Costs for such amendment or supplement shall be borne by the City.

- (6) That the City of St. Cloud by resolution indemnifies, saves, and holds harmless the State of Minnesota and all of its agents and employees of and from any and all claims, demands, actions or causes of actions of whatsoever nature or character arising out of or by reason of, in any manner, the construction of the Tenth Street Bridge, St. Cloud, Minnesota, in any other manner than as a four lane bridge in accordance with the Minnesota State Aid Construction Standards, to be found in the rules of the Minnesota Department of Transportation 14 MCAR 1.5032, or arising as a result of the Commissioner's decision to grant this variance.
- (7) That the City of St. Cloud by resolution commits itself to not request or seek additional state and/or federal aid for any future additions to increase the capacity of the Tenth Street Bridge, St. Cloud, Minnesota.
- (8) That the City agrees to construct the entire project as shown on the City's Hearing Exhibit 14 and modified above as one project (CONSTRUCTION NOT STAGED) and not to open the bridge to traffic until the entire project is completed.
- (9) That funding received from the state (federal or state) shall be through a cooperative agreement that provides specifically that St. Cloud shall hold the State, Mn/DOT, and its agents and employees harmless in the exact language contained in

paragraph 5, above, and further provides that St. Cloud will not request or seek state or federal aid for future bridge additions pursuant to the language of paragraph 6, above.

BY ORDER OF THE
MINNESOTA DEPARTMENT OF TRANSPORTATION
RICHARD P. BRAUN



Commissioner

April 2, 1981

Date

1981 MUNICIPAL SCREENING COMMITTEE DATA

Other Cities Denied Standard Variances

- Virginia -- Requested variance for diagonal parking on Chestnut Street. Recommended for denial by committee. Denied by Commissioner. Contested case hearing pending.
- South St. Paul -- Requested variance to allow parking on Third Avenue South for both sides of a 36-foot wide Street that was constructed in 1979 with the requirement that parking be restricted to one side. Committee voted not to approve. Denied by Commissioner.
- Duluth -- Requested variance for a 30-foot Street rather than the standard of 32 feet on 24th Avenue West. Recommended denial by committee. Denied by Commissioner.

Section 600:90 - Ordinance Adopted by Initiative
Election April 17, 1978, Placing Restrictions
Upon Certain Street Construction in Residential Zones

(Shown for reference and information only and
not included as a part of this ordinance code)

ORDINANCE NO. 928

AN ORDINANCE RESTRICTING THE CONSTRUCTION OF
STREETS IN RESIDENTIAL NEIGHBORHOODS TO PERMIT
NO MORE THAN TWO LANES OF MOTORIZED VEHICLE
TRAFFIC.

THE COUNCIL OF THE CITY OF ST. CLOUD HEREBY ORDAINS:

Section 1. Short Title. This ordinance shall be known and may be
cited as the Street Construction Ordinance.

Section 2. Definitions. For the purpose of this ordinance, the
following terms, phrases, words, and their derivations shall have the
meaning given herein. The word "shall" is always mandatory.

(1) "Residential Neighborhoods" refer to those areas designated
as residential use districts pursuant to the Zoning Ordinance of the
City of St. Cloud, Minnesota.

Section 3. Restriction. No street shall be constructed or physically
developed to carry more than two lanes of motorized vehicle traffic along
those portions of said street within a residential neighborhood.

Section 4. Exceptions. The citizens of the City of St. Cloud may,
by a majority of those voting at a regular or special election, authorize
the City Council to construct a specific street or streets to permit more
than two lanes of motorized traffic.

Section 5. Effective Date. This ordinance is effective immediately
upon passage.

NOTE: Passed April 17, 1978, by Initiative Election.

Residential M.S.A.S. Routes in St. Cloud
Affected by the 1978 Ordinance

The City of St. Cloud has an ordinance adopted in 1978, that states: "No street shall be constructed or physically developed to carry more than 2 lanes of motorized vehicle traffic along those portions of said streets within a residential neighborhood." St. Cloud's M.S.A.S. Needs reporting indicates that certain routes do not satisfy this ordinance. A summary is as follows:

COMPLETE RECONSTRUCTION -- 3.45 Miles @ \$6,917,947 in 1980 Needs

ADDITIONAL SURFACE -- 1.42 Miles @ \$165,494 in 1980 Needs

OTHER -- 0.16 Mile @ \$38,957 in 1980 Needs

TOTAL -- 5.03 Miles @ \$7,122,398 in 1980 Needs

or \$184,114 in 1981 Apportionment

The following summary shows an itemized listing of these streets:

Type of Construction -- Other

	<u>Control</u> <u>Section</u>	<u>Segment</u>	<u>Ex.</u> <u>Width</u>	<u>Prop.</u> <u>Width</u>	<u>Tr.</u> <u>Lanes</u>	<u>Park</u> <u>Lanes</u>	<u>Adj.</u> <u>Width</u>	<u>Needs</u> <u>Cost</u>
1.	108-010	0.08	36	48	2	2	44	\$ 18,327
2.	108-030	0.08	42	48	2	2	44	20,630
		<u>0.16</u>						<u>\$ 38,957</u>

Type of Construction -- Additional Surface

3.	106-015	0.07	52	52	4	0	44	\$ 7,119
4.	020	0.15	64	64	4	2	44	18,841
5.	115-020	0.06	60	60	4	0	44	7,089
6.	030	0.06	60	60	4	0	44	7,119
7.	135-010	0.13	52	52	4	0	44	13,497
8.	136-030	0.02	65	65	4	0	44	2,568

Type of Construction -- Additional Surface

	<u>Control Section</u>	<u>Segment</u>	<u>Ex. Width</u>	<u>Prop. Width</u>	<u>Tr. Lanes</u>	<u>Park Lanes</u>	<u>Adj. Width</u>	<u>Needs Cost</u>
9.	137-016	0.05	48	48	2	2	44	\$ 3,470
10.	502-013	0.30	36	48	4	0	36	61,900
11.	020	0.08	60	60	4	0	44	6,076
12.	030	0.50	60	60	4	0	44	37,815
		<u>1.42</u>						<u>\$ 165,494</u>

Type of Construction -- Complete

13.	101-006	0.12	32-36	50	4	0	44	77,236
14.	108-015	0.15	36	48	2	2	44	41,853
15.	020	0.15	Non-Ex.	48	2	2	44	81,014
16.	040	0.47	42	48	4	0	44	318,736
17.	114-010	0.09	40	68	4	0	44	103,637
18.	020	0.11	40	68	4	0	44	169,991
19.	115-040	0.27	36	68	4	0	44	266,064
20.	123-005	0.07	38	48	4	0	44	46,840
21.	010	0.24	30	48	4	0	44	160,401
22.	125-040	0.25	27	48	4	0	44	164,586
23.	136-010	0.12	Non-Ex.	48	4	0	44	86,212
24.	020	0.05	50	65	4	0	44	43,225
25.	137-010	0.10	44	48	2	2	44	72,697
26.	014	0.24	44	48	2	2	44	167,608
27.	501-030	0.20	36	68	4	0	44	2,467,948
28.	502-010	0.18	36	48	4	0	44	61,886
29.	502-014	0.32	42	48	4	0	44	82,495
30.	503-010	0.32	40	68	4	0	44	2,505,518
		<u>3.45</u>						<u>\$6,917,947</u>

TOTAL SEGMENTS

5.03

TOTAL NEEDS COST

\$7,122,398

MUNICIPALITY OF ST. CLOUD

PREPARED BY THE
MINNESOTA DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE
1600' 1690' 3200'

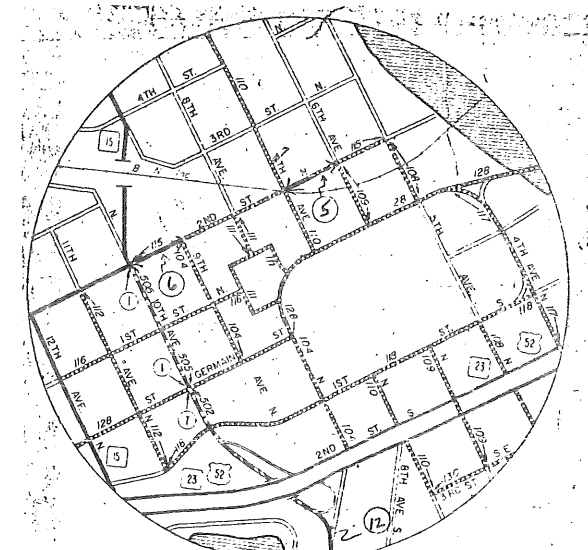
1979

BASIC DATA - 1975



LEGEND

- INTERSTATE TRUNK HIGHWAY.....(35)
- U.S. NUMBERED TRUNK HIGHWAY.....(10)
- STATE NUMBERED TRUNK HIGHWAY.....(8)
- COUNTY STATE AID HIGHWAY.....(3)
- COUNTY ROAD.....(1)
- COUNTY STATE AID HIGHWAY IN ADJOINING COUNTY.....(2)
- COUNTY ROAD IN ADJOINING COUNTY.....(1)
- CORPORATE LIMITS.....(C)



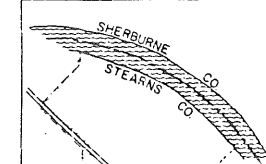
SCALE: 1" = 400'

MUNICIPAL STATE AID STREET SYSTEM

LEGEND

- CORPORATE LIMITS.....(C)
- COUNTY STATE AID HIGHWAY.....(35)
- MUNICIPAL STATE AID STREET.....(S)
- MUNICIPAL COUNTY STATE AID STREET.....(S)
- COUNTY ROAD.....(1)
- TRUNK HIGHWAY.....(10)

INSET



INSET

1981 MUNICIPAL SCREENING COMMITTEE DATA

Possible Inclusion of Three Additional Cities To the 1981 Municipal State Aid Allotment

The following bill has passed both houses of the legislature and has been transmitted to the governor's desk for his signature. This bill provides for certain cities which have attained a population 5,000 or larger in the preliminary or final 1980 census to be included in 1981 Municipal State Aid Street Apportionment.

From the preliminary data available to us, the cities of Redwood Falls, Rosemount, and Vadnais Heights would be eligible to receive a retroactive 1981 allotment.

When the bill becomes law, the Office of State Aid will prepare and publish an amended apportionment based on each city's money needs and population as of January 1, 1981. The amounts already apportioned to the other cities for 1981 will be reduced by the amounts required to make the apportionment possible.

AN ACT

S.F. No. 823
CHAPTER No.

NOTE

This is the final version
of the bill that will be
transmitted to the governor's
desk. Check House Index Department
for updated status (296-6646)

SUBSTITUTED
FOR H.F. 873

relating to transportation; regulating apportionment
from the municipal state-aid street fund; providing
for the inclusion of certain cities in the 1981
apportionment of municipal state-aid street funds.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. [LEGISLATIVE FINDING.]

The legislature finds and determines that there are cities

within the state which have achieved a population of 5,000 or

more but which, because of the unavailability of a final :

tabulation of the 1980 federal census, were not included in the

calendar year 1981 apportionment of municipal state-aid street

funds. The legislature therefore determines that there is a

need to provide by law for the eligibility of these cities for

municipal state-aid street fund apportionment in accordance with

article XIV, section 8 of the constitution.

Sec. 2. [POPULATION; APPORTIONMENT OF FUNDS.]

The commissioner of transportation may by order include in the apportionment of municipal state-aid street funds for calendar year 1981 any cities which he determines, on the basis of preliminary or final information derived from the 1980 federal census, to have achieved a population of 5,000 or more as of January 1, 1981. The commissioner shall apportion to each the amount to which it is entitled according to the formula provided in Minnesota Statutes, Section 162.13, and the apportionment shall be based on the commissioner's determination of the approved money needs, and population as of January 1, 1981, of each. The commissioner shall reduce the amounts already apportioned to cities from the municipal state-aid street fund for calendar year 1981 by the amount necessary to make the apportionment required by this act.

Sec. 3. [LATER APPORTIONMENTS.]

For apportionments of municipal state-aid street funds for calendar years 1982 to 1990 the population of each city included in the 1981 municipal state-aid street fund apportionment by order of the commissioner pursuant to this act shall be determined by the final tabulation of the 1980 federal census.

Sec. 4. [EFFECTIVE DATE.]

This act is effective the day following final enactment.

HE 356 .M6 M53a
Minnesota. Municipal
Screening Committee.
Municipal Screening
Committee data

Legislative Action

Since the 1981 report has gone to the printer, the following two bills which affect the Municipal State Aid to cities over 5,000 population have been passed by the legislature, and are on the Governor's desk for his signature.

Sec. 112. [VARIANCES; TEMPORARY PROVISION.]

If an application by a city for a variance under Minnesota Statutes, Section 162.13, Subdivision 2 proceeds to a contested case hearing, no financial commitment by the state made to a city either before or after the entry of the decision by the hearing examiner shall be reduced in any manner. This section applies to all variances granted on or after January 1, 1981 and before June 1, 1981.

Sec. 52. Minnesota Statutes 1980, Section 162.09, Subdivision 4, is amended to read:

Subd. 4. [FEDERAL CENSUS TO BE CONCLUSIVE.] In determining whether any city has a population of 5,000 or more, the last federal census shall be conclusive provided that any city having been classified as having a population of 5,000 or more for the purposes of chapter 162 shall not be reclassified unless the city's population decreases by 15 percent from the census figure which last qualified the city for inclusion (;). A city not reclassified under the provisions of this section shall receive the following percentages of its 1981 apportionment for the years indicated: 1982, 66 percent and 1983, 33 percent. Thereafter the city shall not receive any apportionment from the municipal state-aid street fund unless its population is determined to be 5,000 or over by a federal census. The governing body of any city not reclassified under the provisions of this section may contract with the United States bureau of the census to take one special census before January 1, 1986. A certified copy of the results of the census shall be filed with the appropriate state authorities by the city. The result of the census shall be the population of the city for the purposes of any law providing that population is a required qualification for distribution of highway aids under chapter 162. The special census shall remain in effect until the 1990 federal census is completed and filed. The expense of taking the special census shall be paid by the city. Provided further, that if an entire area not heretofore incorporated as a city is incorporated as such during the interval between federal censuses, its population shall be determined by its incorporation census. The incorporation census shall be determinative of the population of the city only until the next federal census.

