

The background of the entire cover is a high-contrast, black and white aerial photograph of a city street grid. A large, semi-transparent red rectangle is overlaid on the left side of the image, serving as a background for the title text.

1982 Municipal Screening Committee Data

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JUNE 1982

1982
Municipal
Screening
Committee
Data

JUNE 1982

1982 MUNICIPAL SCREENING COMMITTEE DATA
JUNE, 1982

Table of Contents

	<u>Page</u>
I. 1982 Municipal Screening Committee	1
II. 1982 Subcommittees Appointed by the Screening Committee	2
III. Map of Highway Districts and Urban Municipalities	3
IV. Minutes of the October 28 and 29, 1981 Screening Committee Meeting	4
V. Activities of the 1982 Municipal Needs Study Subcommittee	
A. Minutes of the Meeting of April 19, 1982	11
B. Letters From Northfield, Columbia Heights and Minneapolis	14
C. Relationship of the Total 25-Year Needs to Each Individual Construction Item	19
D. Municipal State-Aid Street Unit Price Study	20
E. Minutes of the Meeting of May 7, 1982	48
F. Non-Existent Bridge Construction	56
G. Needs Adjustment for Right-of-Way Acquisition	57
VI. Activities of the Unencumbered Construction Fund Subcommittee	
A. Letter to the Seven Involved Cities -- March 26, 1982	59
B. Minutes of the Meeting of May 4, 1982	61
C. Replies Received From the March 26, 1982 Letter	63
VII. Miscellaneous Status Reports	
A. Status of Municipal Traffic Counting	75
B. Status of Variance Requests	77
VIII. Current Resolutions of the Municipal Screening Committee	81

1982 MUNICIPAL SCREENING COMMITTEE

OFFICERS

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

MEMBERS

<u>District</u>	<u>Term</u>	<u>Representative</u>		
1	3	Orris Pfutzenreuter	Virginia	(218) 741-2388
2	1	Brian Freeberg	Bemidji	(218) 751-5610
3	1	John Dolentz	St. Cloud	(612) 251-5541
4	3	Irving Bakken	Detroit Lakes	(218) 847-5607
5	2	Donald Asmus	Minnetonka	(612) 933-2511
6	3	Maynard Lueth	Owatonna	(507) 451-4541
7	2	Orlin Ortloff	Waseca	(507) 835-3840
8	1	Duane Aden	Marshall	(507) 537-6773
9	2	James Kleinschmidt	Inver Grove Heights	(612) 457-2111
(Three Cities of the First Class)		J. Paul Davidson	Duluth	(218) 723-3278
		Perry Smith	Minneapolis	(612) 348-2443
		Robert Peterson	St. Paul	(612) 298-5070

<u>District</u>	<u>Alternates</u>		
1	James Prusak	Cloquet	(218) 879-6758
2	Gary Saunders	East Grand Forks	(218) 773-1185
3	Ronald Schweninger	Brainerd	(218) 829-1495
4			
5	Ronald Rudrud	Bloomington	(612) 331-5811
6	Roger Plumb	Rochester	(507) 288-4316
7	Martin Menk	North Mankato	(507) 625-4171
8	Thomas Rodeberg	Montevideo	(612) 269-6575
9	Steven Gatlin	White Bear Lake	(612) 429-8526

1982 SUMCOMMITTEES APPOINTED BY THE SCREENING COMMITTEE

NEEDS STUDY SUBCOMMITTEE

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

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

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

HYDRAULICS & SEWER SUBCOMMITTEE

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

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

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

TRAFFIC SUBCOMMITTEE

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

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

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

STANDARDS SUBCOMMITTEE

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

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

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

BRIDGE SUBCOMMITTEE

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

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

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

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

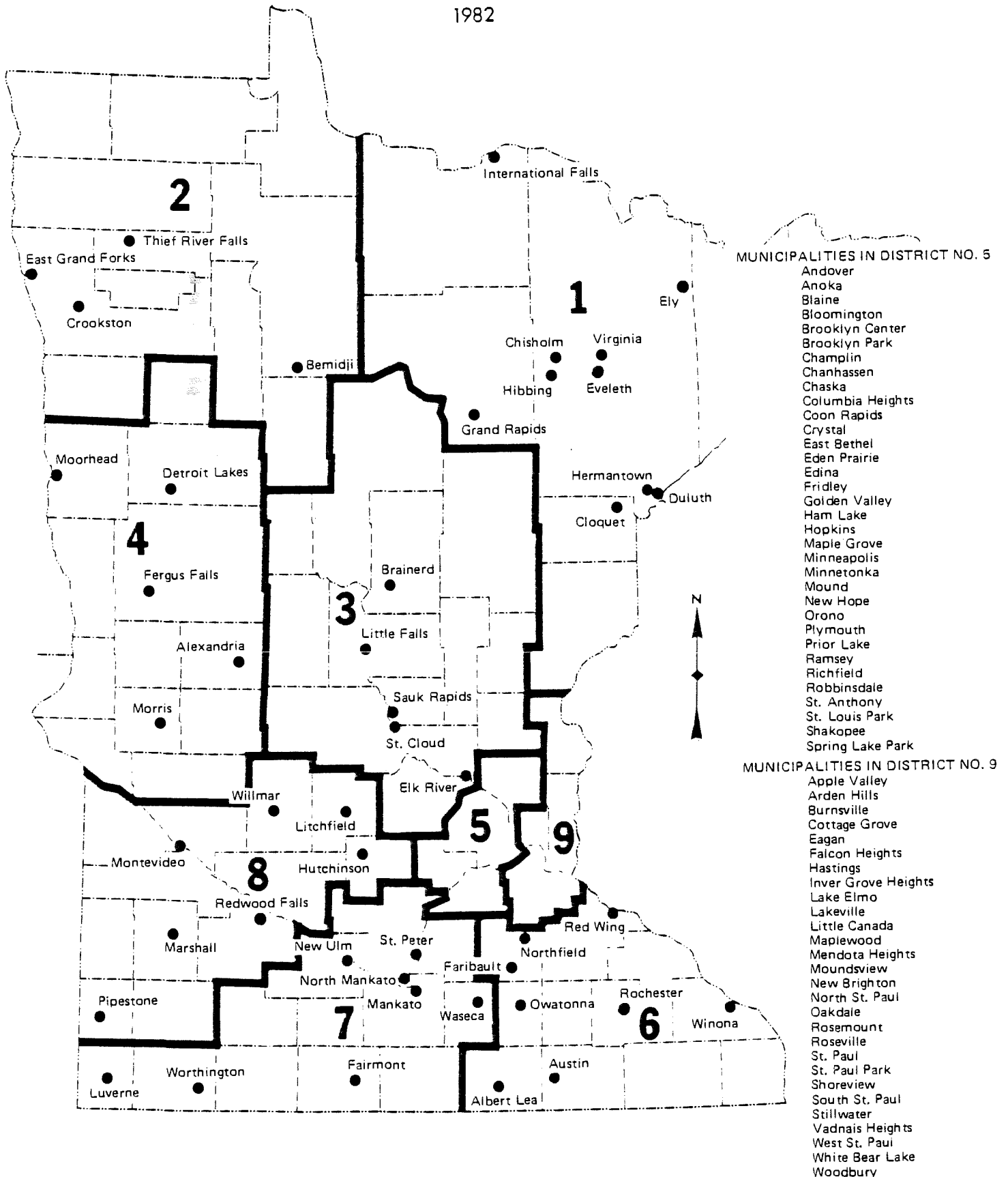
Chairman - Marlow Priebe
Hutchinson
(612-879-2311)
Expires in 1982

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

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

STATE OF MINNESOTA
HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES
AS ESTABLISHED FOR STATE AID PURPOSES

1982



MINUTES OF SCREENING COMMITTEE MEETING

October 28 & 29, 1981
Alexandria, Minnesota

The October 28, 1981 meeting was called to order by Chairman, Paul Baker at 1:25 P.M. The following members were in attendance:

OFFICERS

Chairman	--	Paul Baker	--	Mankato
Vice Chairman	--	Charles Honchell	--	Roseville
Secretary	--	Robert Simon	--	South St. Paul

MEMBERS

<u>District</u>		<u>Representative</u>		
1	--	Orris Pfutzenreuter	--	Virginia
2	--	Richard Widseth	--	Crookston
3	--	G. Leroy Engstrom	--	Little Falls
4	--	Herbert Reimer	--	Moorhead
5	--	Donald Asmus	--	Minnetonka
6	--	Maynard Lueth	--	Owatonna
7	--	Orlin Ortloff	--	Waseca
8	--	Laverne Carlson	--	Willmar
9	--	James Kleinschmidt	--	Inver Grove Heights
(Three Cities	--	J. Paul Davidson	--	Duluth
of the	--	Perry Smith	--	Minneapolis
First Class)	--	Robert Peterson	--	St. Paul

Others Present were:

Don Tufte	--	St. Paul Public Works
Jon Ketokoski	--	Minneapolis
Rick Dallman	--	Minneapolis
Gordon Fay	--	Mn/DOT State Aid
Bill Strand	--	Mn/DOT State Aid
Roy Hanson	--	Mn/DOT State Aid
George Quickstad	--	Mn/DOT State Aid
Dave Reed	--	Mn/DOT State Aid
Ron Rudrud	--	Bloomington

Chairman Baker welcomed everyone and introduced the alternate members who will be on the Committee in 1982.

District 2	--	Brian Freeberg	--	Bemidji
District 3	--	Mark Johnson	--	Sauk Rapids
District 8	--	Duane Aden	--	Marshall

Page 2
Minutes
October 28 & 28, 1981

Chairman Baker introduced the Vice Chairman, Charles Honchell - Roseville; Secretary, Robert Simon - South St. Paul; Gordon Fay, Roy Hanson, Bill Strand and George Quickstad from Mn/DOT.

It was moved by Asmus/Minnetonka, seconded by Carlson/Willmar, to approve the minutes of the June 4 and 5, 1981 meeting as presented all voting "aye".

Needs Review

George Quickstad-MN/DOT reviewed the Needs Report. He indicated the prices were somewhat lower on bridges, however, they are higher on concrete pavement.

1982 Apportionment Review

George Quickstad/Mn/DOT continued the review of the apportionment section of the report. The figures shown are tentative and subject to change. They are based on last year's allotment, with a possible increase of 10% to 15%.

Unencumbered Construction Fund Subcommittee

Asmus/Minnetonka, Chairman of the Committee, reviewed the minutes of the July 22, 1981 subcommittee, held at Hutchinson, and the proposed revisions in various directives. It was noted that Directive 2, page 59, was not corrected and should be changed to read:

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

Also Directive 3, page 59, should be changed to read as follows:

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

Page 3
Minutes
October 28 & 29, 1981

the balance is reduced in future years, this deduction will be increased annually to 3, 4, 5, etc., times the amount until such time the money needs are reduced to zero. This adjustment would be in addition to the unencumbered construction fund deduction previously defined.

Bonding

Widseth/Crookston discussed the bonding rules. He was of the opinion the current rule restricting the use of 50% of the previous year's construction allotment for principal and interest is not adequate for smaller cities. He recommended this be increased to 100%. Widseth handed out examples showing the 50% vs 100% as they affect project sizes.

Discussion on this issue will continue on October 29th.

St. Cloud 10th Street Bridge Needs

A letter from John L. Dolentz, City Engineer of St. Cloud, dated October 27, 1981, was read. The letter addressed the needs for the 10th Street Bridge.

There was considerable discussion relative to this issue. No action was taken, the matter will be discussed further at the October 29, meeting.

Variances

The Screening Committee suggested that a policy or directive should be adopted concerning all variances as they relate to existing needs; i.e., if a variance is granted to reduce a standard of 36 feet to 28 feet, the needs should be reduced to reflect the change. Action deferred to the following day.

The majority of the requests for variance are to reduce the present 46 foot width standard to 44 feet. The Variance Committee has acted favorably on most of these requests.

Fay-Mn/DOT reported that the Screening Committee's request to the Commissioner to reduce these standards is still pending.

State Aid Engineer's Comments

Fay-Mn/DOT stated the construction balance has been invested at 15% and does add appreciably to the total annual allotment.

Old Business -- None

Page 4
Minutes
October 28 & 29, 1981

New Business

Simon/South St. Paul reported that the Stillwater Engineer felt the cities should not be penalized for off-system expenditures; i.e., County State Aid Highways, etc. After considerable discussion, it was the consensus of the committee that no change would be made in this directive. The M.S.A.S. system was originally designed to address the needs of the local system and the utilization of those funds available should be used for this purpose.

Kleinschmidt/Inver Grove Heights, stated that one of the District Nine Municipal Engineers questioned the restrictions on allowable engineering fee percentages. It was noted that if the inspections fees are documented, these can be increased. The design percentage will not be changed.

Slayton's letter on storm sewer opening protection was read. This will be discussed on October 29, 1981.

Adjourned 3:35 P.M., motioned by Asmus/Minnetonka, seconded by Smith/Minneapolis. All voting "aye".

The Screening Committee reconvened at 9:10 A.M., October 29, 1981.

District 4 Alternate -- Appointment of an alternate delegate from District 4.

On a motion by Widseth/Crookston and seconded by Engstrom/Little Falls, Don Ronning/Fergus Falls, was appointed as an alternate delegate from District 4 by a unanimous vote.

Committee Appointments

The following committee assignments were made on a motion by Asmus/Minnetonka, seconded by Kleinschmidt/Inver Grove Heights, all voting "aye".

Needs Study Subcommittee

G. Leroy Engstrom/Little Falls, replaces Orris Pfutzenreuter/Virginia.

Traffic Subcommittee

Steve Gatlin/White Bear Lake replaces Richard Koppy/St. Louis Park.

Bridge Subcommittee

Ken Saffert/Mankato, replaces G. Leroy Engstrom/Little Falls.

Hydraulic and Sewer Subcommittee

Ron Rudrud/Bloomington, replaces Reynold Eckstrom/Robbinsdale.

Standards Subcommittee

Bob Peterson/St. Paul, replaces Dick Wheeler/St. Paul.

Unencumbered Construction Funds Subcommittee

Paul Baker/Mankato, replaces Donald Asmus/Minnetonka.

Needs Report Approval

On a motion by Kleinschmidt/Inver Grove Heights, seconded by Smith/Minneapolis, all voting "aye", the 1982 Needs Report was approved.

Unencumbered Construction Fund Revisions

On a motion by Asmus/Minnetonka, seconded by Smith/Minneapolis, the following revisions were made in the directives.

2. By January 1, 1983, each municipality shall submit a revised 5-year construction program which has been approved by their city council. This program shall include sufficient projects to utilize all existing and anticipated funds accruing during the life of the program. The program will be updated at 3-year intervals and a review made at that time to ascertain program implementation.
3. That, whenever a municipality exceeds \$300,000, or two times their annual construction allotment (whichever is greater) in the construction fund balance available as of June 30th of the current year, not including the current year's allotment, the Unencumbered Construction Fund Subcommittee will review and allow the city in question to explain the reason for the large balance. Each individual municipality will be evaluated by the Subcommittee and a recommendation shall be made to the Screening Committee prior to making adjustment. The committee's recommendations will be based on the guidelines that should an adjustment be necessary, twice the city's unencumbered construction fund balance, less the current year's construction allotment, will be deducted from the city's 25-year needs prior to the succeeding year's apportionment. Unless the balance is reduced in future years, this deduction will be increased annually to 3, 4, 5, etc., times the amount until such time the money needs are reduced to zero. This adjustment would be in addition to the unencumbered construction fund deduction deduction previously defined.

Change in Bonding Rules

It was the recommendation of the Unencumbered Construction Fund Subcommittee not to change the existing rules. There was a brief discussion by Widseth/Crookston. On a motion by Smith/Minneapolis, seconded by Asmus/Minnetonka, the majority voting "aye", one "nay", the committee reaffirmed the present policy.

Needs Reinstatement After 20 Years

On a motion by Engstrom/Little Falls, seconded by Lueth/Owatonna, all voting "aye", the following policy will be used:

The State Aid Staff will remind the cities of the eligibility for reinstatement of needs after 10 years as related to special resurfacing projects and 20 years as related to complete construction projects. The cities, however, must take the initiative in reporting these needs.

Research Account

On a motion by Aden/Marshall, seconded by Asmus/Minnetonka, all voting "aye", the research account in the amount of \$88,920 was established for 1982.

Off-System Expenditures

After discussing the issue, on a motion by Asmus/Minnetonka, seconded by Reimer/Moorhead, all voting "aye", the Committee reaffirmed the present policy.

Slayton Letter on Drainage Structures

On a motion by Widseth/Crookston, seconded by Peterson/St. Paul, all voting "aye", the Screening Committee takes the position that they do not have jurisdiction over this problem.

Reduction of Needs Due to Variances

No action was taken. Mn/DOT Staff will review the matter.

Crystal Needs Reduction

The Screening Committee accepted the Unencumbered Construction Fund Subcommittee's recommendation to reduce the City of Crystal's construction needs by 3 times. On a motion by Smith/Minneapolis, seconded by Ortloff/Waseca, all voting "aye", the Screening Committee concurred with the subcommittee's recommendations and further directed the Screening Committee's Chairman to advise Crystal of the reduction.

Page 7
Minutes
October 28 & 29, 1981

St. Cloud 10th Street Bridge

The Screening Committee acknowledged the receipt of the St. Cloud letter without comment. On a motion by Smith/Minneapolis, seconded by Pfutzenreuter/Virginia, all voting "Aye", the letter was referred to Mn/DOT Staff for clarification and interpretation.

Current Resolution's Clarification

The second paragraph under the designed section (Less Than Minimum Width) October 1961 (Revised 1967), should read:

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

Old Business -- None

New Business -- None

Adjourned 10:15 A.M. on a motion by Smith/Minneapolis, seconded by Aden/Marshall.

Sincerely,

Robert Simon, Secretary
1981 Municipal Screening Committee

MINUTES OF THE MUNICIPAL STATE AID NEEDS STUDY SUBCOMMITTEE MEETING
APRIL 19, 1982
ROSEVILLE CITY HALL

Subcommittee Members:

Charles Honchell -- Roseville -- Chairman
Lowell Odland -- Golden Valley
G. LeRoy Engstrom -- Little Falls

Others in Attendance:

Roy Hanson -- Minnesota Department of Transportation
George Quickstad -- Minnesota Department of Transportation

Meeting was called to order at 10:00 A.M. by Chairman Charles Honchell.

The subcommittee reviewed the data showing the 1981 construction projects, 5-year averages and the needs study prices used in previous years.

After analyzing this data, their own construction experience and, using trunk highway bid prices as a reference, the subcommittee recommended the following unit prices to the Screening Committee for their use in the 1982 Needs Study:

		1981		Subcommittee
		Prices		Suggested
				Prices For
				1982
<u>Grading</u>	<u>Pay Item</u>			
All Municipalities	Cu. Yd.	\$	2.75	\$ 2.75
<u>Removal Items</u>				
Curb and Gutter	Lin. Ft.	\$	1.75	\$ 1.50
Sidewalk	Sq. Yd.		4.00	3.50
Concrete Pavement	Sq. Yd.		4.50	4.00
Tree Removal	Unit		80.00	80.00
<u>Base</u>				
Class 4 Spec. #2211	Ton	\$	4.50	\$ 4.00
Class 5 Spec. #2212	Ton		4.85	4.85
Bituminous Spec. #2331	Ton		17.00	19.00
<u>Surface</u>				
Bituminous Spec. #2331	Ton	\$	17.00	\$ 19.00
Bituminous Spec. #2341	Ton		20.00	20.50
Bituminous Spec. #2351	Ton		27.00	30.00
Concrete Spec. #2301	Sq. Yd.		16.00	18.00
<u>Shoulders</u>				
Gravel Spec. #2221	Ton	\$	5.00	3.75

Needs Study Subcommittee Meeting Minutes
 April 19, 1982
 Page 2

	Pay	1981	Subcommittee
	Item	Prices	Suggested
Miscellaneous			Prices For
			1982
Storm Sewer Construction	Mi.	\$172,000.00	\$196,000.00
Storm Sewer Adjustment	Mi.	54,000.00	62,000.00
Traffic Signals	Mi.	10,000.00	10,000.00
Street Lighting	Mi.	2,000.00	2,000.00
Curb and Gutter	Lin. Ft.	6.50	5.50
Sidewalk	Sq. Yd.	14.00	13.50
<u>Structures</u>			
Bridges 0 to 149 ft.	Sq. Ft.	\$ 39.00	\$ 36.00
Bridges 150 to 499 ft.	Sq. Ft.	43.00	43.00
Bridges 500 and over	Sq. Ft.	62.00	62.00
Bridge Widening	Sq. Ft.	75.00	75.00
<u>Railroad over Highway</u>			
Number of Tracks 1	Lin. Ft.	\$ 2,250.00	\$ 2,250.00
Additional Track (each)	Lin. Ft.	1,750.00	1,750.00
<u>Railroad Grade Crossings</u>			
Signals (Single Track -			
Low Speed)	Unit	\$ 55,000.00	\$ 60,000.00
Signals and Gates (Multiple			
Track - High & Low Speed)	Unit	90,000.00	95,000.00
Signs Only	Unit	300.00	300.00

A request was made for the needs unit to compare the cost of a concrete to a bituminous section in the same traffic group for the Screening Committee's information and use at the Spring Meeting.

The subcommittee then reviewed letters from Columbia Heights, Minneapolis and Northfield which requested an interpretation of the present Screening Committee directive which states:

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.

Needs Study Subcommittee Meeting Minutes
April 19, 1982
Page 3

The question relating to this resolution is, "When does the twenty-year period begin?" Does it begin in 1965 when the resolution was passed, or does it become retroactive for those projects constructed prior to 1965?

The subcommittee discussed this question and unanimously recommend to the Screening Committee "that the omission of needs should be twenty years from the time of construction".

The subcommittee also agreed that bridges should be considered as being adequate for a fifty-year period, and that the directive should be rewritten to incorporate these two decisions.

The following resolution is an attempt to accomplish these actions and is submitted for the Screening Committee's approval:

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. Bridge construction shall be considered as 100 percent needs accomplishment for a period of fifty (50) years. 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.

The subcommittee also questioned the twenty and fifty year length of time periods for elimination from the needs study. After discussion, it was recommended that Screening Committee direction be advised prior to pursuing the question further.

The subcommittee agreed that Charles Honchell would present the report and recommendation to the Screening Committee at their Spring Meeting.

Being no further business, the meeting adjourned at 11:50 A.M.

Respectfully submitted,



George Quickstad
State Aid Needs Unit



city of **northfield** minnesota 55057

January 4, 1982

Mr. Gordon Fay
State Aid Engineer
Room 420
Transportation Building
St. Paul, Minnesota 55155

RE: Municipal Screening Committee Resolution
Construction Accomplishments - October 1965

Dear Mr. Fay:

The above referenced resolution states the following:

Construction Accomplishments - October 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.

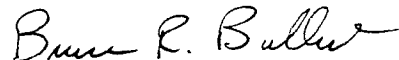
The present interpretation of this resolution provides that all state aid streets constructed prior to January 1, 1965 will not become eligible for initial state-aid needs again until the year 1985 even though the construction may have occurred in the late 1950's. Since the period of twenty (20) years is now being considered the 100 percent accomplishment period, a review of this matter for projects constructed prior to 1965 is requested.

Mr. Gordon Fay
January 4, 1982
Page 2

Further, a review of the twenty (20) year period may also be appropriate based upon the research and experience which have been obtained over the last fifteen years since this resolution was adopted.

Please review this matter and submit to the proper state-aid committee for discussion and appropriate action. I am available at your convenience to discuss this matter further if so desired. Thank you very much for your cooperation in this matter.

Sincerely,

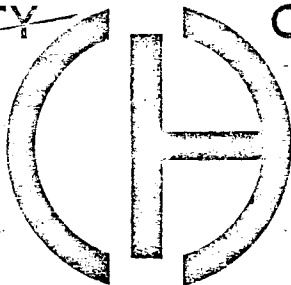
A handwritten signature in cursive script, reading "Bruce R. Bullert".

Bruce R. Bullert, P.E.
City Engineer

BRB:sb

cc: Maynard Leuth
Glenn Maidl

CITY OF



CITY OF COLUMBIA HEIGHTS

590 40th Ave. N. E.

Columbia Heights, MN 55421

(612) 788-9221

"SERVICE IS OUR BUSINESS"

DEC 37 1981

December 15, 1981

Mr. C. E. Weichselbaum, State Aid Engineer
Minnesota Department of Transportation
2055 North Lilac Drive
Golden Valley, MN 55422

Subject: Additional needs for streets that have been constructed to State Aid Standards using State Aid Funds and whose construction year was twenty years prior to the date of application for such needs.

Dear Chuck:

We now have several segments of M.S.A streets that were constructed to State Aid Standards using State Aid Funds between the years 1958 to 1961 and these streets are now over twenty years old. They are as follows:

- | | |
|-------------------------------|---|
| 113-103-01
(1958) | Reservoir Boulevard, 37th Avenue N.E. and Central Avenue to 40th Avenue N.E.
Generally in excellent shape - present needs include additional surface to be applied soon and machine milling or profiling adjacent to the curb section to key in the new surface is needed. |
| 113-107
(1960 and
1961) | Jefferson Street N.E. from 45th Avenue N.E. to 51st Avenue N.E.
Good condition at present - additional needs are shown for 113-103-01 above. |
| 113-107-02
(1961) | 37th Avenue N.E., Central Avenue N.E. to Stinson Boulevard
Street still handles the traffic, however, many broken concrete sections have had to be overlaid with bituminous. Rideability is poor. A large amount of concrete needs replacement. We are recommending concrete replacement, machine milling, joint filling, prior to placing the standard additional surface. Estimates to date have exceeded \$100,000 for Columbia Heights North one-half. The Minneapolis need is similar but with less concrete replacement. This segment carries an A.D.T. of over 10,000 vehicles per day. |

Bruce G. Nawrocki, Mayor

E. "Sebe" Heintz, Councilmember
Gayle R. Norberg, Councilmember

Walter Logacz, Councilmember
Kenneth E. Hentges, Councilmember

EQUAL OPPORTUNITY EMPLOYER

We feel that our need is now and we do not feel that the intent of the screening committee was to begin to recognize the additional need on M.S.A. streets over twenty years old as is indicated in a resolution of the screening committee dated October, 1965 and as shown on page five of this year's "Instructions for Updating M.S.A.S. Needs Study." Hopefully, this can be corrected and I understand that this item will appear on the 1982 screening committee agenda.

We are enclosing our annual needs study revision with this letter and we do request approval of the additional needs for the older street segments as shown above and on our data reporting sheets.

Sincerely,



George F. Brown
City Engineer

GFB/ab

enc.

81-722

Enclosures: Annual Certification of Mileage
Railroad Grade Crossing Inventory
Update of Municipal State Aid Street System Map
MNDOT Structure Inventory

minneapolis

city of lakes

December 28, 1981

Mr. Gordon Fay
State Aid Engineer
Room 420 Transportation Building
St. Paul, MN 55155

RE: Clarification of State Aid Screening Committee Resolution "Construction Accomplishments" dated October 1965.

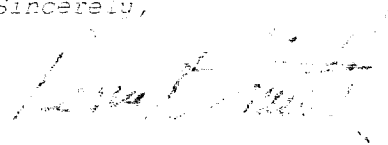
Dear Mr. Fay:

The City of Minneapolis has several streets on the Municipal State Aid Street System which were constructed with State Aid funds in the late 1950's and early 1960's. It is my understanding that the current interpretation of the Screening Committee Resolution of October 1965 regarding "Construction Accomplishments" is that none of the streets constructed prior to 1965 will be eligible to draw "Full Construction Needs" until 1985, which in effect means that we would not be able to use MSA funds in reconstructing or rehabilitating these streets until 1986.

We feel that it was not the intent of the Screening Committee to penalize those projects built prior to 1965, but rather to allow a street to be eligible to draw "full construction needs" 20 years after construction.

We request that this matter be taken up at the spring meeting of the Municipal State Aid Screening Committee for discussion and further clarification.

Sincerely,



Perry D. Smith, P.E.
City Engineer - Director of Public Works

PDS/JWN/mac
cc: C.E. Weichselbaum



1981 RELATIONSHIP OF THE TOTAL 25-YEAR NEEDS TO EACH INDIVIDUAL CONSTRUCTION ITEM

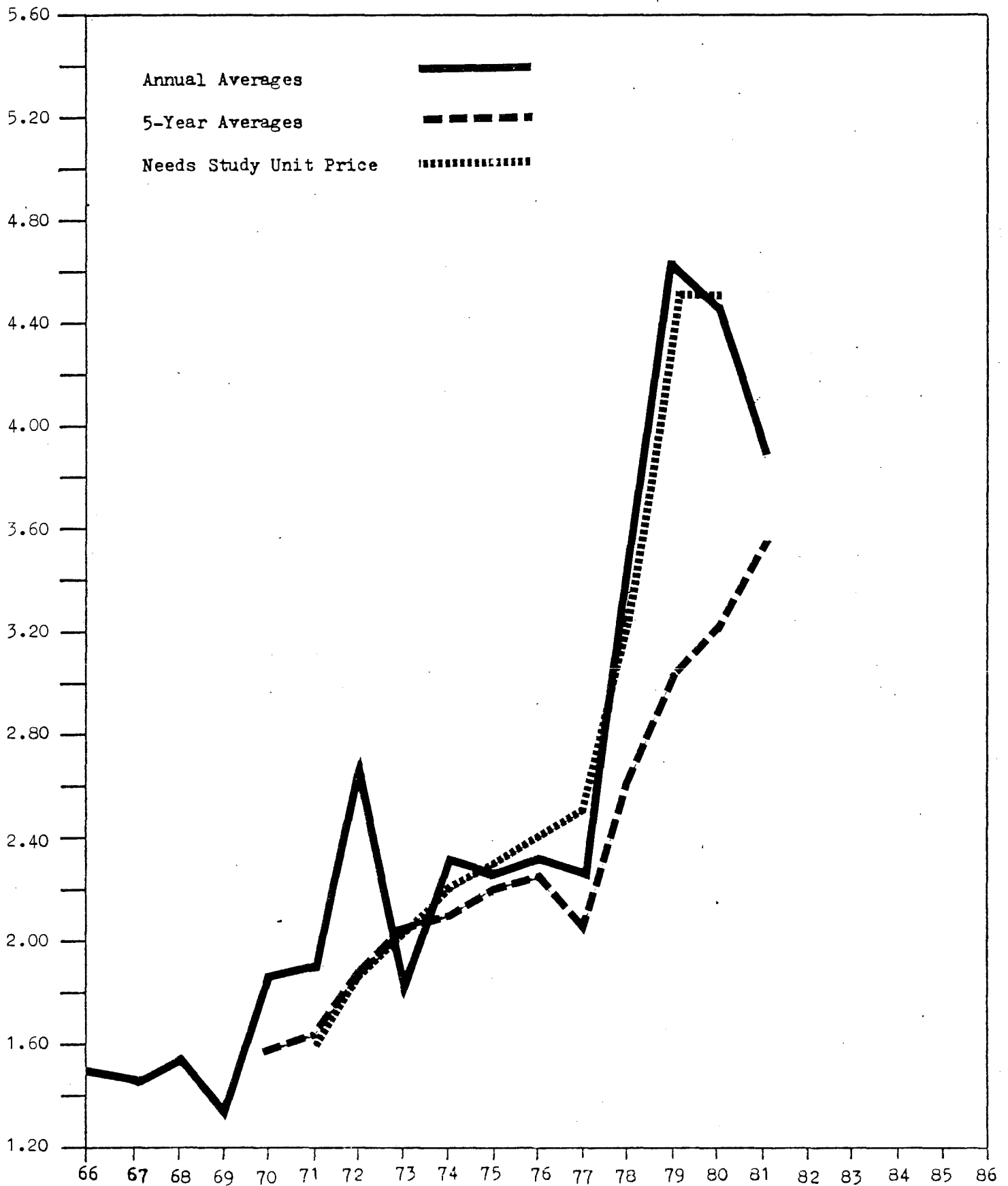
Grading	7.13	
Special Drainage	0.16	
Storm Sewer	15.45	
Storm Sewer Adjustment	1.34	
Curb Removal	0.94	
Sidewalk Removal	0.62	
Pavement Removal	1.92	
Tree Removal	<u>0.37</u>	
TOTAL GRADING		27.93
Gravel Base #2211	4.81	
Gravel Base #2212	5.06	
Bituminous Base	<u>2.46</u>	
TOTAL BASE		12.33
Bituminous Surface #2331	0.74	
Bituminous Surface #2341	7.41	
Bituminous Surface #2351	6.78	
Concrete Surface	18.76	
Surface Widening	<u>1.19</u>	
TOTAL SURFACE		34.88
Gravel Shoulders	0.20	
TOTAL SHOULDERS		0.20
Curb and Gutter	8.62	
Sidewalk	2.05	
Traffic Signals	2.78	
Street Lighting	0.56	
Retaining Walls	<u>0.34</u>	
TOTAL MISCELLANEOUS		<u>14.35</u>
TOTAL ROADWAY		89.69
Bridge	7.81	
Railroad Crossings	1.86	
Maintenance	0.32	
Right-of-Way	<u>0.32</u>	<u>10.31</u>
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	4.50
1981	5	68,562	264,587	3.86	

Subcommittees recommended price for 1981 Needs Study \$ _____

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

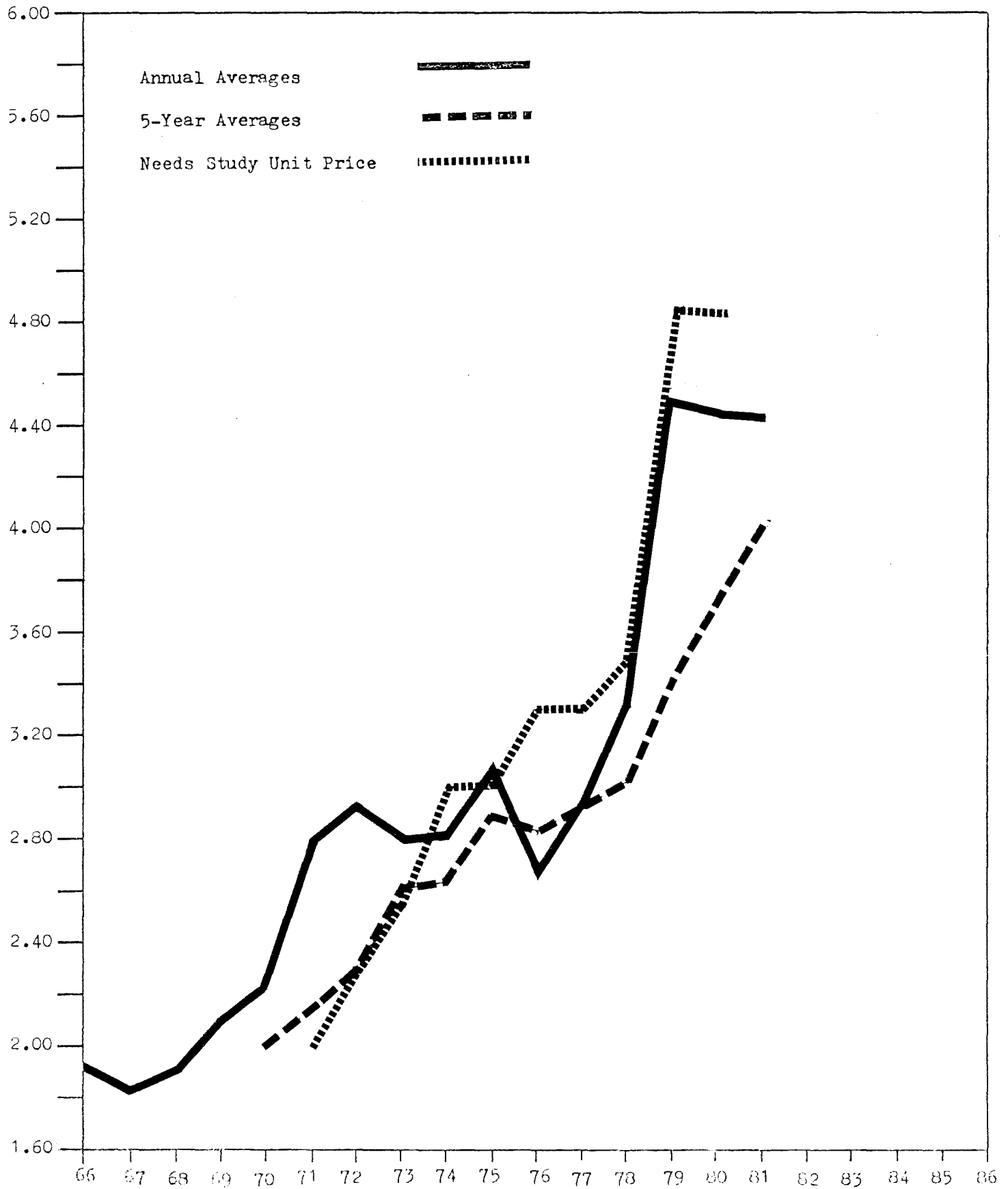


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CLASS 5 - GRAVEL BASE #2212

<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	4.85
1981	43	307,088	1,360,272	4.43	

Subcommittees recommended price for 1981 Needs Study \$ _____

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

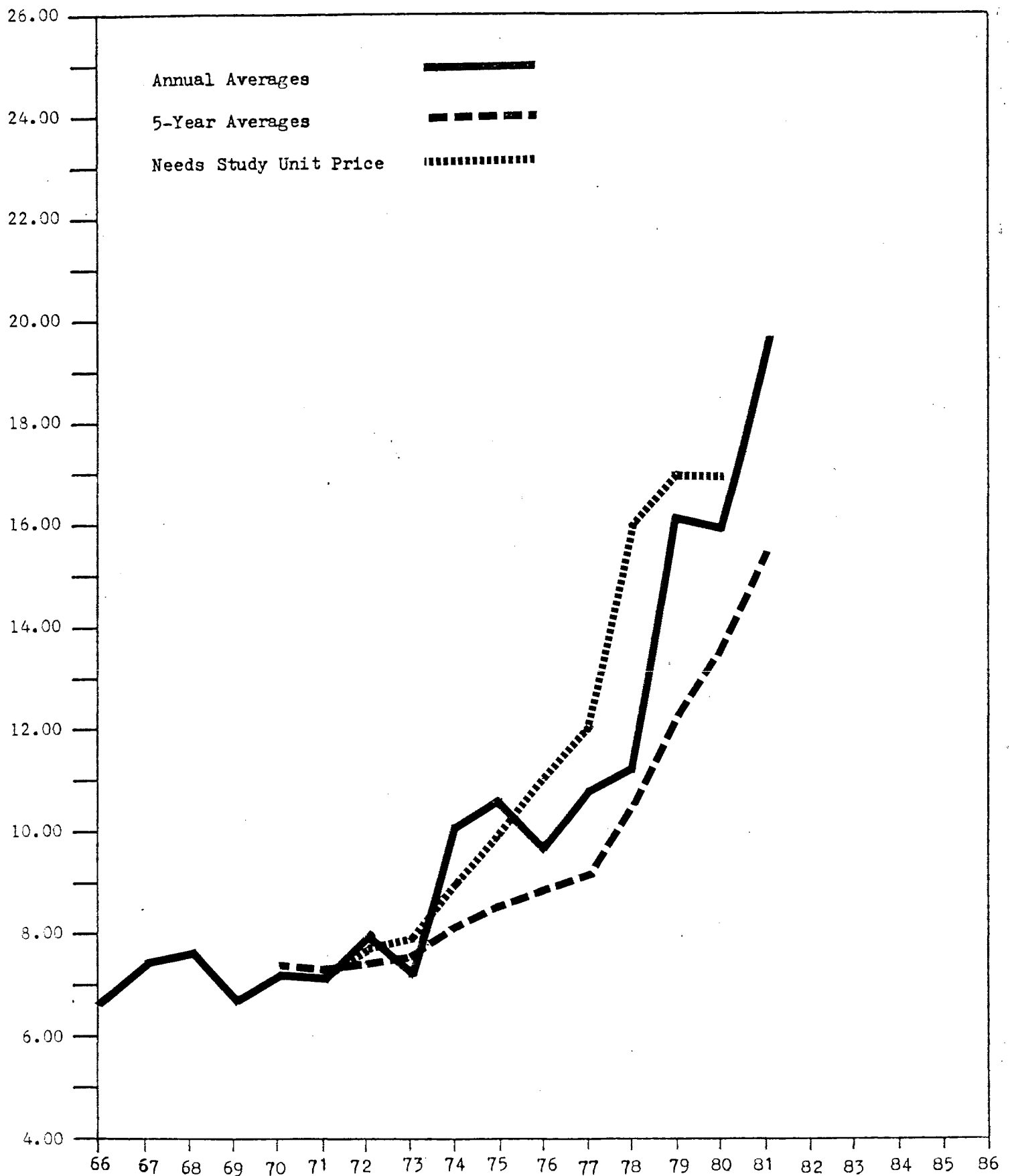


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS BASE OR SURFACE #2331

<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	17.00
1981	44	211,045	4,164,825	19.73	

Subcommittees recommended price for 1981 Needs Study \$ _____

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

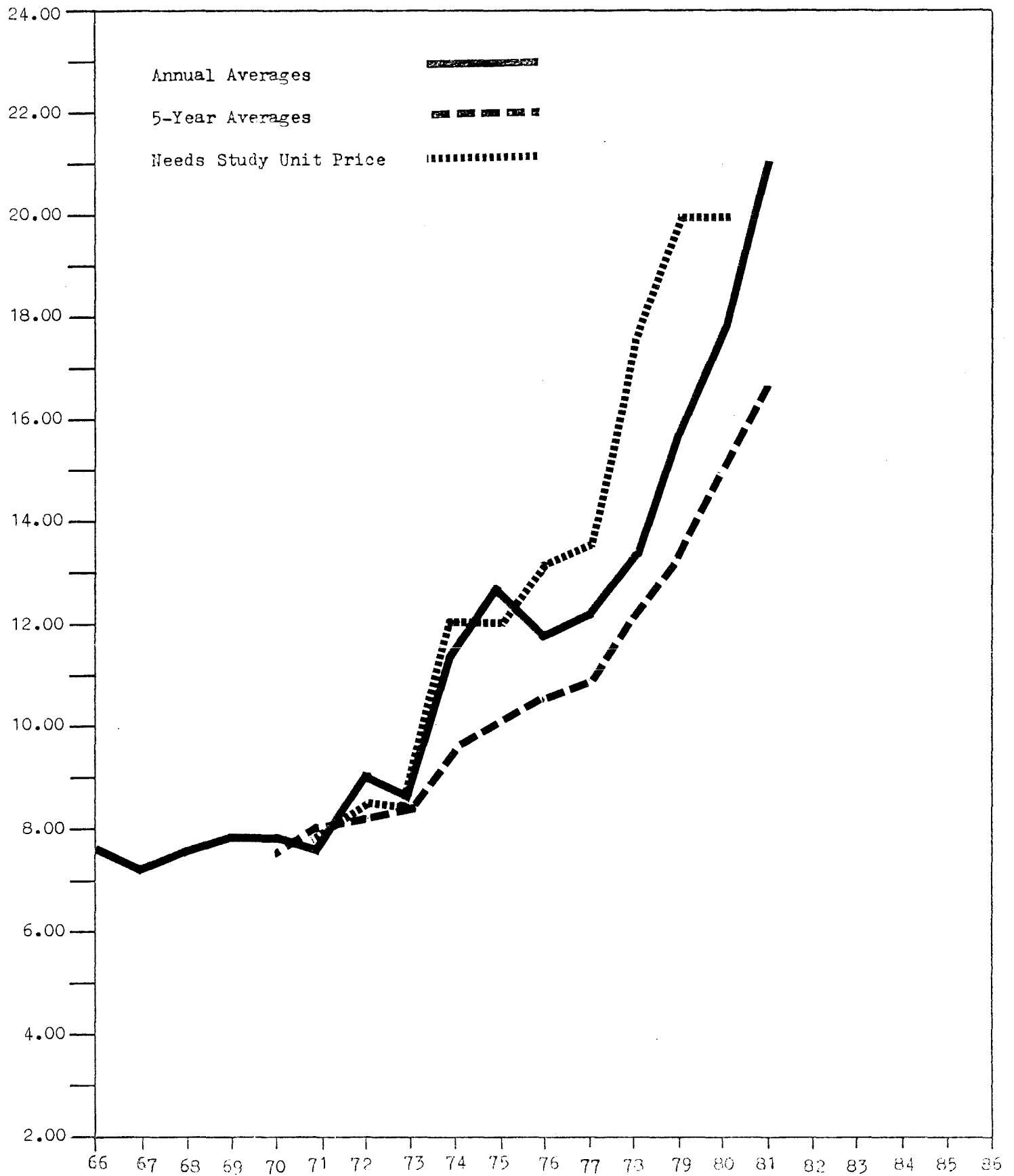


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2341

<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	20.00
1981	38	123,479	2,595,032	21.02	

Subcommittees recommended price for 1981 Needs Study \$ _____

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	27.00
1981	17	24,336	780,247	32.06	

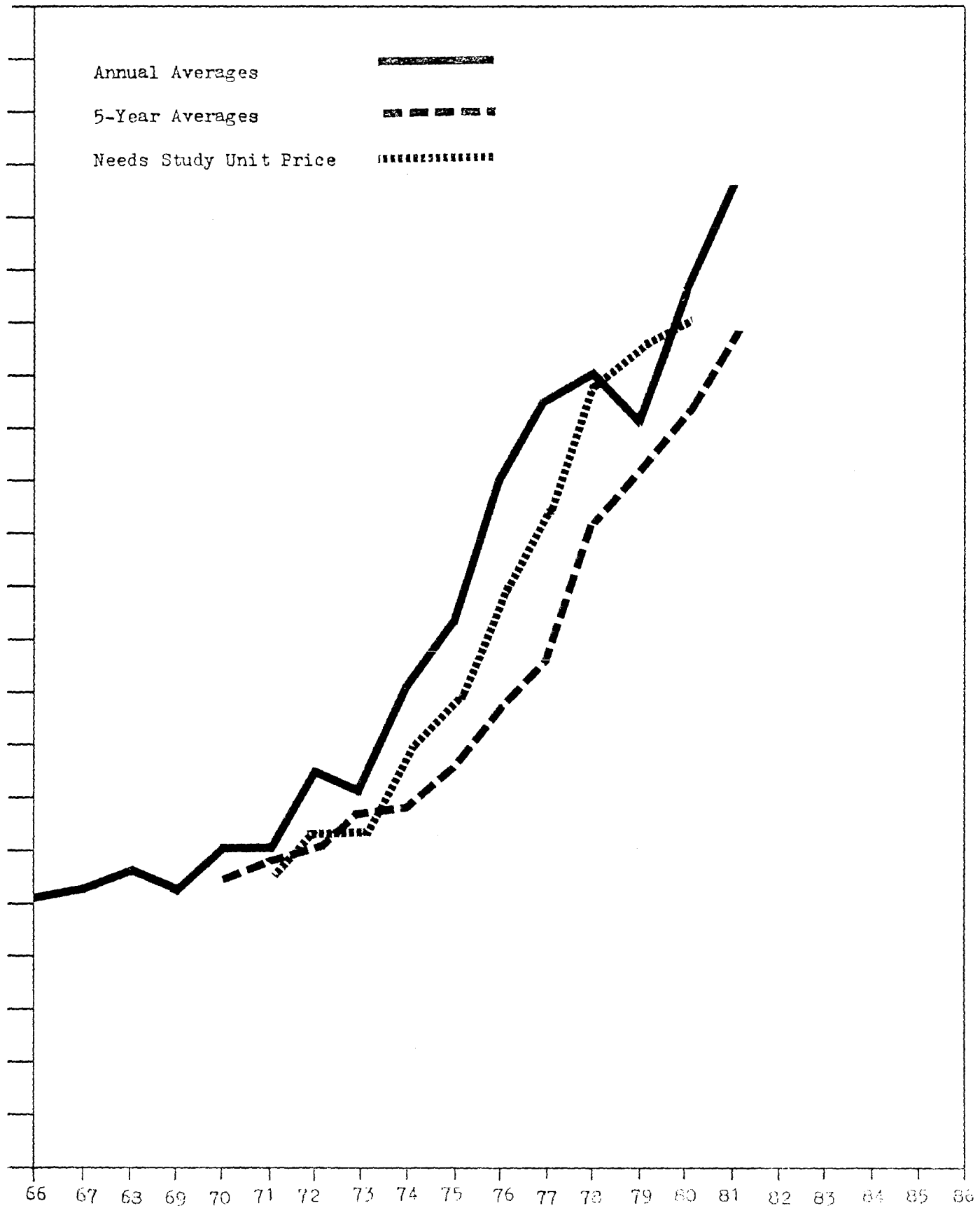
Subcommittee recommended price for 1981 Needs Study \$ _____

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	16.00
1981	7	46,677	862,201	18.47	

Subcommittees recommended price for 1981 Needs Study \$ _____

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE SURFACE #2301

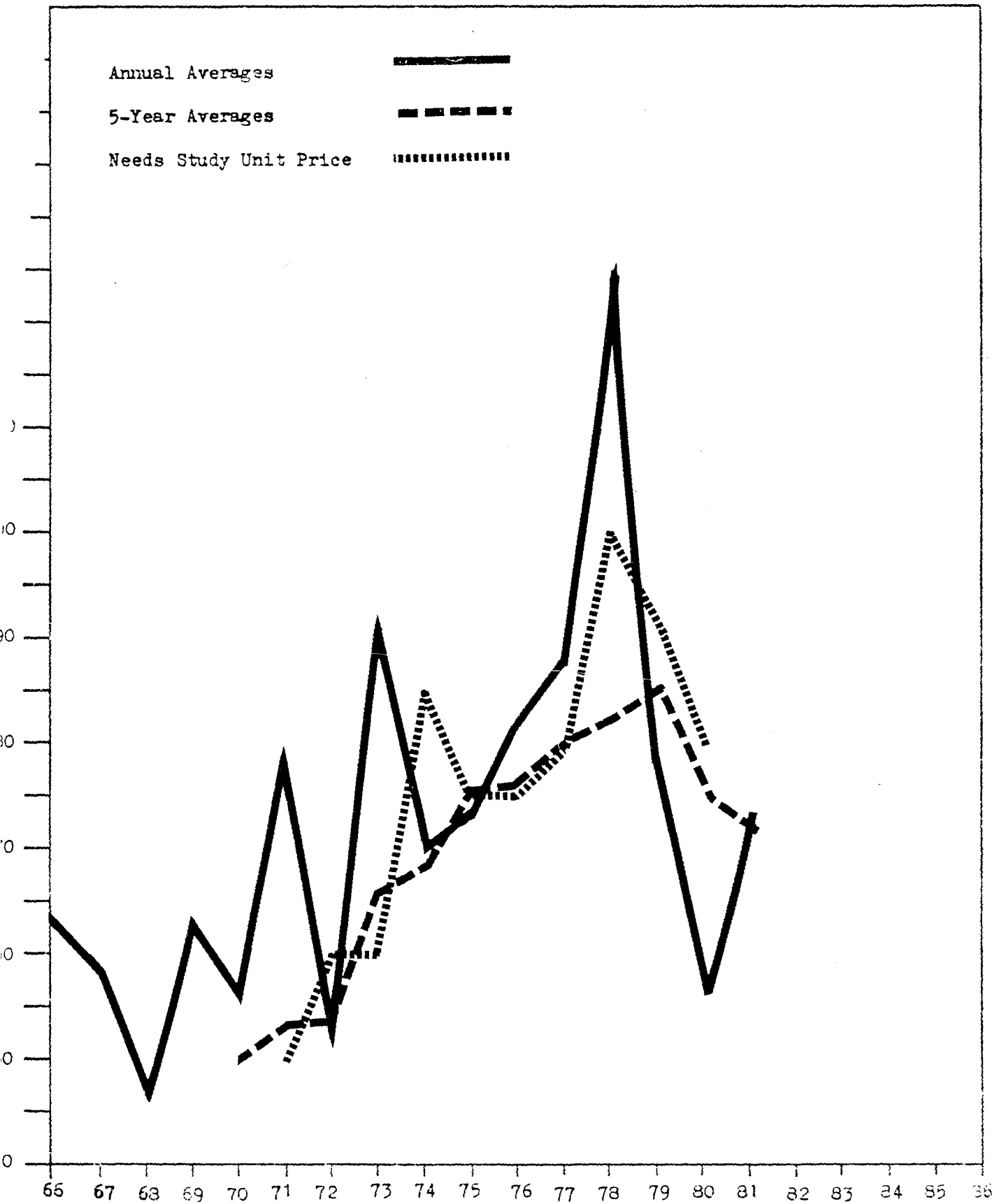


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
TREE REMOVAL #2101

<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	80.00
1981	20	1,362	100,003	73.42	

Subcommittees recommended price for 1981 Needs Study \$ _____

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
 TREE REMOVAL #2101

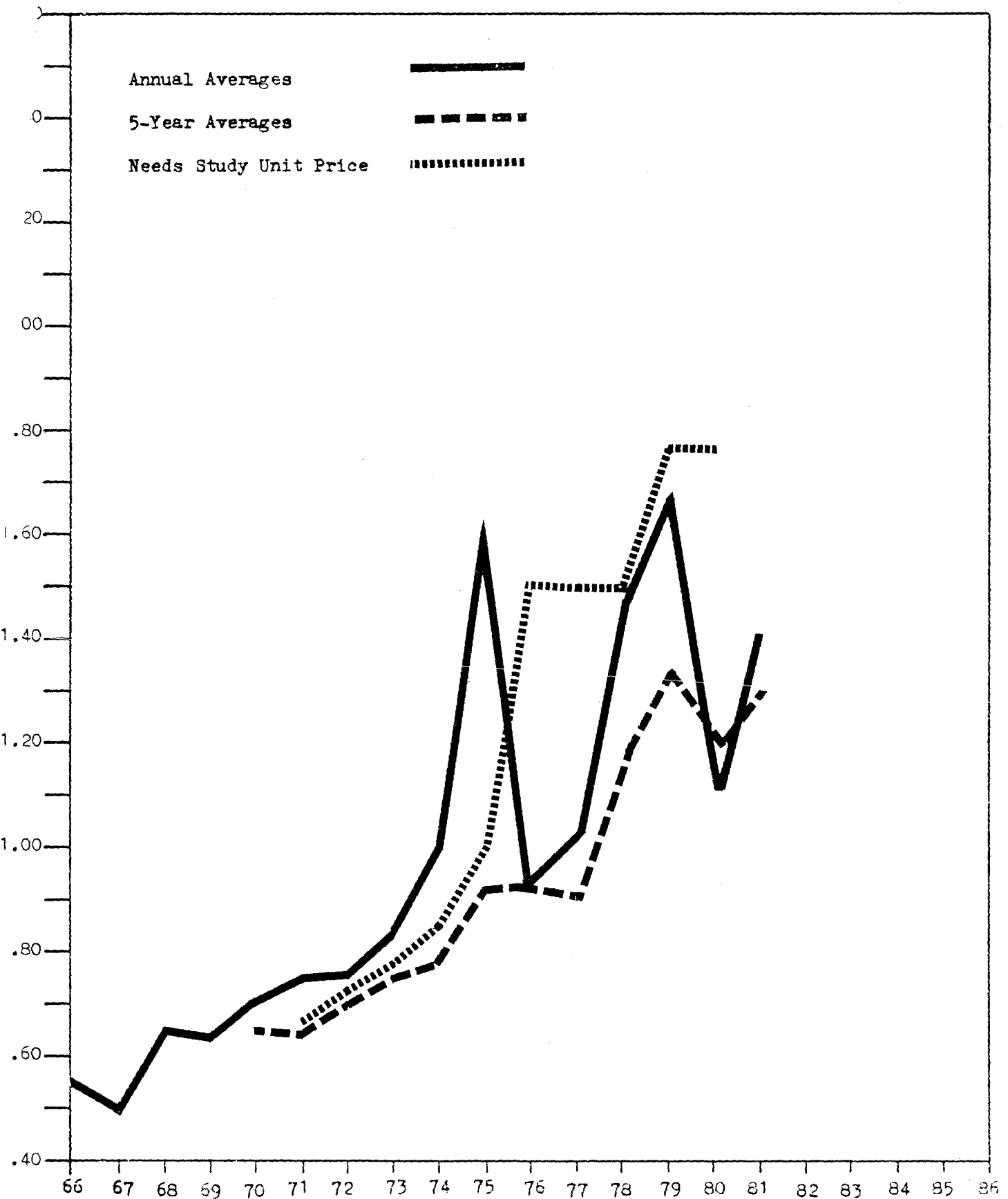


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CURB & GUTTER REMOVAL #2104

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Lin. 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	1.75
1981	24	41,852	58,030	1.39	

Subcommittees recommended price for 1981 Needs Study \$ _____

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

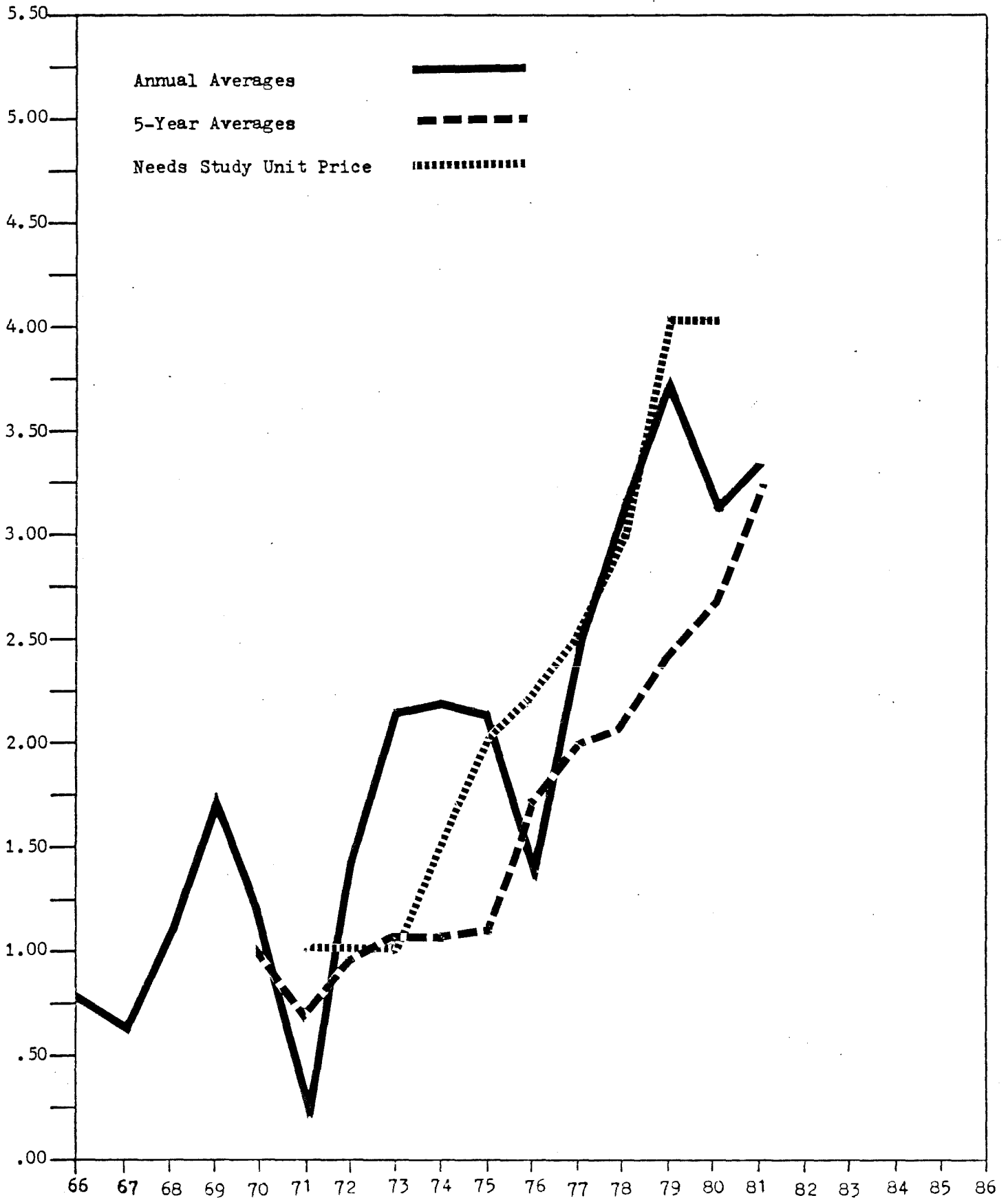


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK REMOVAL #2105

<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	4.00
1981	19	20,627	68,003	3.30	

Subcommittees recommended price for 1981 Needs Study \$ _____

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK REMOVAL #2105

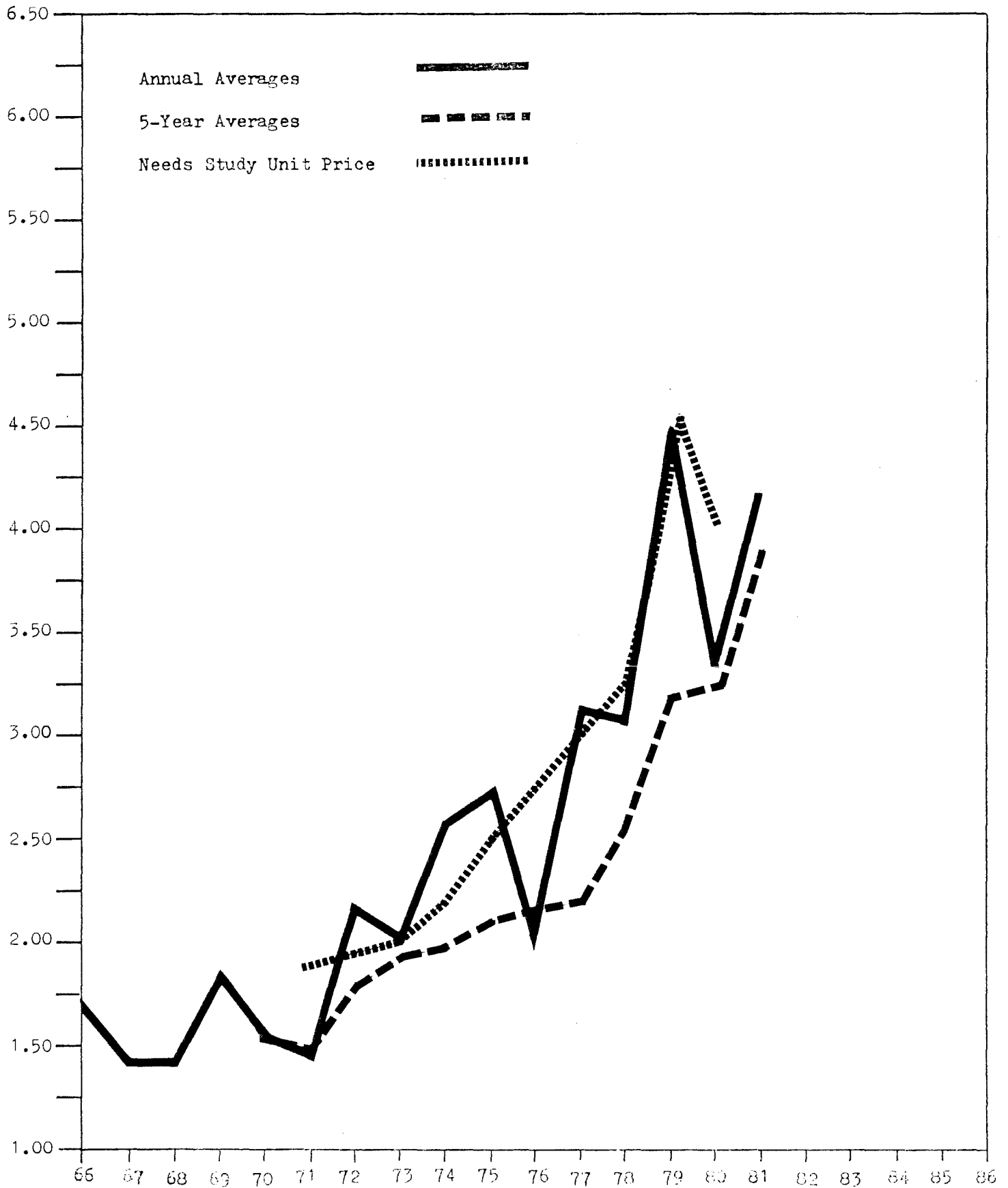


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE PAVEMENT REMOVAL #2106

<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	188,586	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	4.00
1981	16	83,263	345,180	4.15	

Subcommittees recommended price for 1981 Needs Study \$_____

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

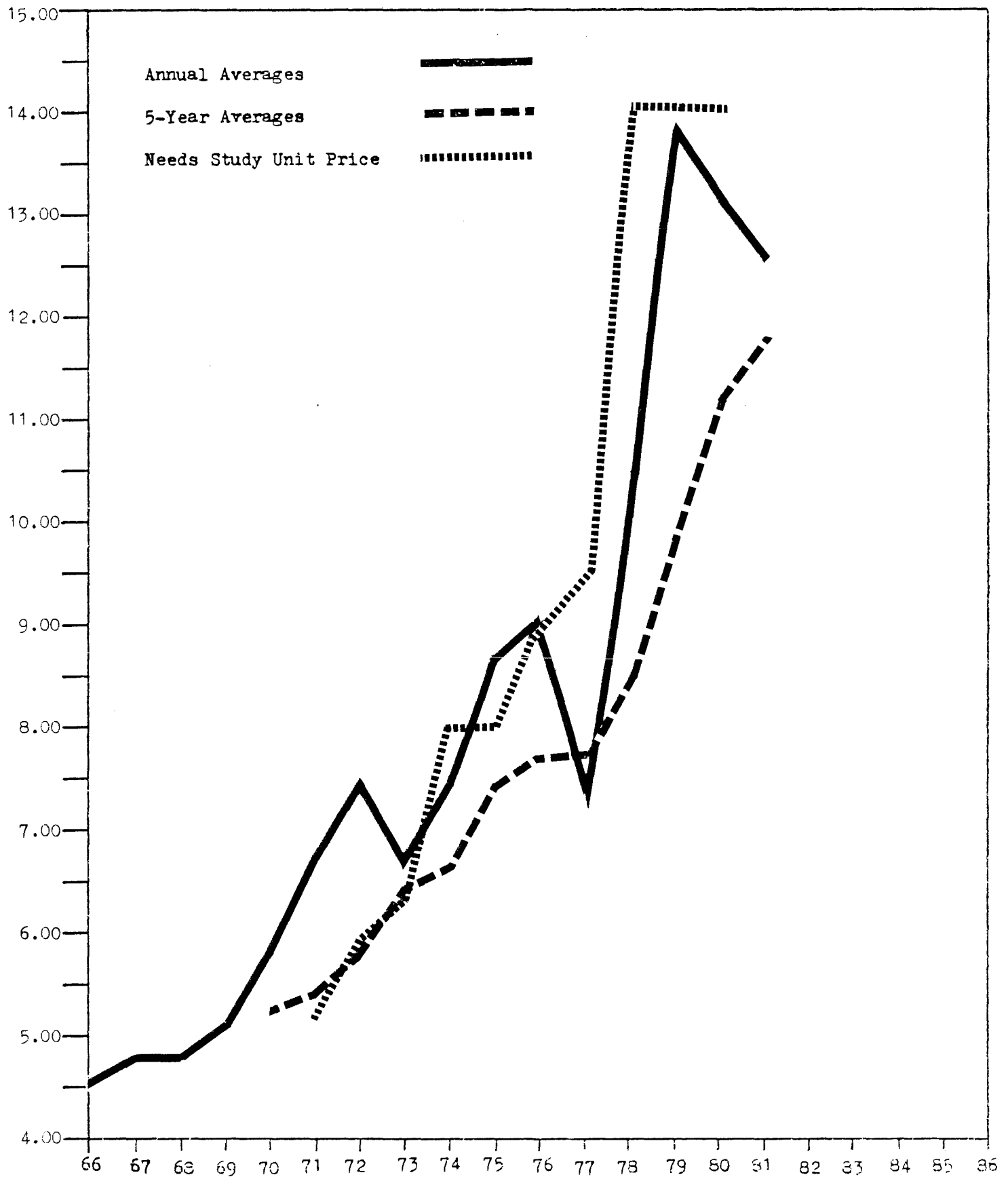


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK CONSTRUCTION #2521

<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	14.00
1981	31	46,222	577,293	12.49	

Subcommittees recommended price for 1981 Needs Study \$ _____

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK CONSTRUCTION #2521

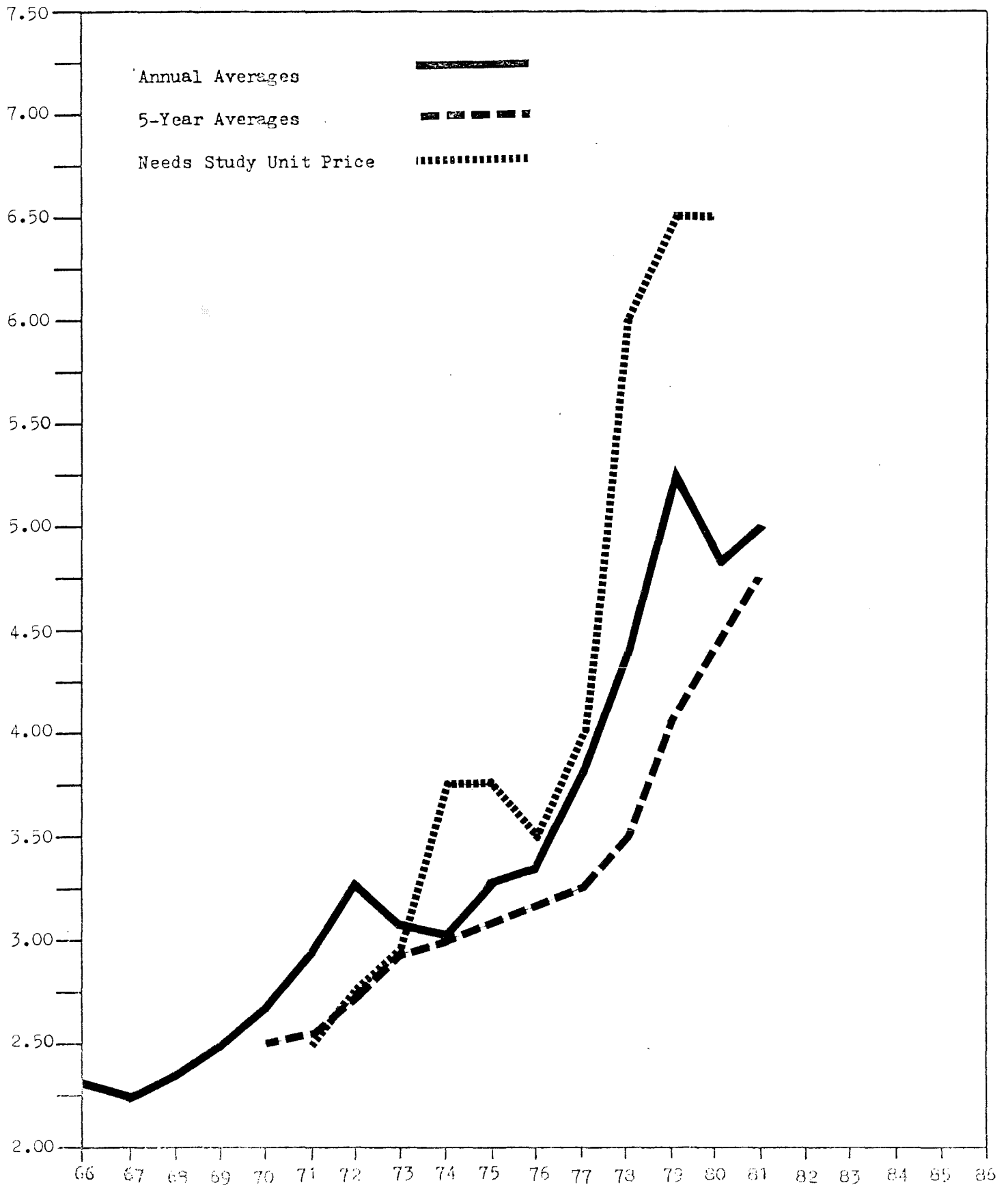


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CURB & GUTTER CONSTRUCTION #2531

<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	6.50
1981	48	332,455	1,651,673	4.97	

Subcommittees recommended price for 1981 Needs Study \$ _____

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



DEPARTMENT Mn/DOT-Bridges & Structures
Room 610

Office Memorandum

TO : George Quickstad
Needs Unit
Room 810

FROM : Dick Hathaway
Bridge Programs & Estimate Engineer

SUBJECT: 1981 Structures Costs

DATE: March 26, 1982

PHONE: 296-0816

The actual structures costs for County and Municipal State Aid projects in calendar year 1981 you requested are as follows:

<u>Length of Structure</u>	<u>Structures</u>	<u>1981 Av. Cost/S.F.</u>
0 - 149	64	\$36.00
150 - 499	15	\$43.00
500 - Greater*	2	\$62.00
Widening**		\$75.00

*In 1981 there were only two County and Municipal State Aid structures 500' or greater and these had an average cost of \$56.00/S.F. It is our opinion that the \$62.00/S.F. is a more reasonable unit cost, therefore, it is included in this study.

**Care should be exercised when widening cost estimates are computed due to the variety of widening concepts available.

cc:
G. M. Fay
L. G. Hegland

DEPARTMENT Mn/DOT - Railroad Operations
Room 419

Office Memorandum

TO : George Quickstad
Highway Needs Unit

DATE: March 24, 1982

FROM : Robert G. Swanson
Manager, Railroad Operations *RS*

PHONE: 6-2472

SUBJECT: Projected Railroad Grade Crossing
Improvements - Costs for 1982

We have projected 1982 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 \$60,000.00 (Average Price)

Signals and Gates
(Multiple Track - high & low speed)² Unit \$95,000.00 (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.

cc:
Gordon M. Fay

STATE OF MINNESOTA

Office Memorandum

DEPARTMENT Mn/DOT - Hydraulics
Room 718

TO : George Quickstad
Highway Needs Unit
Room 810

DATE: March 30, 1982

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

PHONE: 296-0824

SUBJECT: State Aid Storm Sewer Construction Costs 1982

We have analyzed the State Aid storm sewer construction costs for 1982 and find that, for planning purposes, a figure of \$196,000 per mile can be used. For storm sewer adjustments we suggest \$62,000 per mile. The above figures are based on a 13% increase over 1980.

If we can be of further assistance, please advise.

cc:

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

DVH/mls
(EHA)

MINUTES OF THE MUNICIPAL STATE AID NEEDS STUDY SUBCOMMITTEE MEETING
MAY 7, 1982
ROSEVILLE CITY HALL

Subcommittee Members:

Charles Honchell -- Roseville -- Chairman
Lowell Odland -- Golden Valley
G. LeRoy Engstrom -- Little Falls

Others in Attendance:

Roy Hanson -- Minnesota Department of Transportation
George Quickstad -- Minnesota Department of Transportation

Meeting was called to order at 10:00 A.M. by Chairman, Charles Honchell.

This special meeting of the subcommittee was called to review the comparison of concrete to bituminous cost in the same traffic group as related to the needs study. The subcommittee requested this data at the April 19, 1982 meeting. The comparison as compiled by the needs unit using the revised design standards and the unit prices recommended by this subcommittee on April 19 are shown as an attachment. This data shows the cost of the concrete section to be 45% higher than the bituminous section for needs purposes.

The subcommittee unanimously agreed this difference was too great to use for an equitable basis in the needs study and resulting determination of apportionment. The following alternatives were suggested as methods of compensating for the large difference in cost:

1. For the determination of needs, the quantities would be based entirely on a flexible pavement design. Concrete surfacing would not be used. This decision would only be for computation of needs, and should not be construed as a guide for rigid or flexible design determination.
2. Use the cost for #2351 (\$30.00) instead of #2341 (20.50) in the needs study.
3. Revise the unit prices to compensate for the large difference.
4. Change the standards. Revise the depth of concrete to 6½", or increase the depth of bituminous, etc.
5. Computer would calculate alternate designs of rigid or flexible pavement, BUT use the lesser amount.

Needs Study Subcommittee
Meeting Minutes
May 7, 1982
Page 2

6. Revise the ADT cutoff point from 5,000 projected traffic to a higher volume to qualify for concrete surface.
7. Use an average price between concrete and bituminous design.
8. Treat concrete surfacing as a non-existing bridge adjustment. That is, adjust the needs after concrete surface is constructed for a 15-year period.

After considerable discussion, the subcommittee unanimously recommended to the Screening Committee that alternate number one be used for future needs compensations. The subcommittee selected Mr. Lowell Odland to present their recommendation to the Screening Committee at their June 1 and 2, 1982 meeting at Brainerd. Mr. Quickstad was requested to work with Mr. Odland to prepare the necessary data for this meeting.


The subcommittee also reviewed the resolution which was recommended for revision at their April 19, 1982 meeting, which states:

~~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. Bridge construction shall be considered as 100 percent needs accomplishment for a period of fifty (50) years. 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.

After considering items such as storm sewer, curb and gutter, sidewalk, remaining value of base, etc., the motion was made and unanimously passed that recommends to the Screening Committee that the Needs Study Subcommittee be instructed to review the policy of establishing needs on an improved facility that sets a twenty (20) year life for roadways and fifty (50) years for bridges; and report back their findings at the next Screening Committee meeting.

Being no further business, the meeting adjourned at 12:10 P.M.

Respectfully submitted,


George Quickstad
State Aid Needs Unit

1982 MUNICIPAL SCREENING COMMITTEE DATA

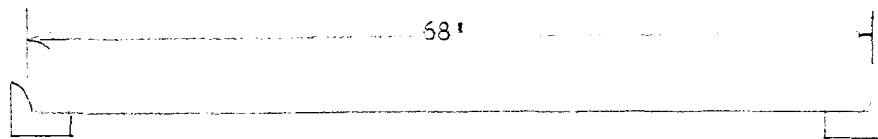
Comparison Of Concrete to a Bituminous Section

The Municipal State Aid computer program uses the attached urban design quantity table and the unit prices recommended by the Needs Study Subcommittee to compute the needs costs.

Using this data to answer the committee's question of comparing the cost of concrete to a bituminous section, we find the concrete section to be approximately 45% higher.

The below cross section shows in detail that concrete computes to \$825,422/mile, while bituminous is \$569,732/mile.

Checking the design quantity table you will notice when a 2-lane street has over 5,000 projected ADT or a 4-lane has over 10,000 ADT, the initial surface is automatically computed as concrete design. The reporting engineer has no choice in determining the type of initial surfacing; this decision is made by the computer.



36" Grading	42,543	Cu. Yds.	x	\$ 2.75	=	\$116,993
12" Subbase	25,839	Tons	x	4.00	=	103,356
5" Base	10,935	Tons	x	4.85	=	53,035
3.5" Bit. Base	7,228	Tons	x	20.50	=	148,174
3.5" Bit. #2341	7,228	Tons	x	20.50	=	148,174
						<u>\$569,732</u>

(68/72 x Quantities)

26" Grading	30,454	Cu. Yds.	x	\$ 2.75	=	\$ 83,749
6" Base	13,090	Tons	x	4.85	=	63,487
8" Concrete	37,677	Sq. Yds.	x	18.00	=	<u>678,186</u>
						\$825,422

1981 NEEDS STUDY

	Concrete Surface (\$ in 1000)	% of Needs	Miles		Concrete Surface (\$ in 1000)	% of Needs	Miles
ALBERT LEA	315	7	.82	MANKATO	2073	31	4.71
ALEXANDRIA	232	9	.69	MAPLE GROVE	4679	35	11.18
ANDOVER	0	0	0	MAPLEWOOD	2147	27	3.74
ANOKA	105	3	.32	MARSHALL	267	9	1.98
APPLE VALLEY	0	0	0	MENDOTA HEIGHTS	1010	25	2.46
ARDEN HILLS	450	20	1.20	MINNEAPOLIS	25909	26	59.97
AUSTIN	49	1	.13	MINNETONKA	2772	18	7.56
BEMIDJI	429	11	1.13	MONTEVIDEO	199	10	0.53
BLAINE	930	18	4.00	MOORHEAD	1298	12	2.65
BLOOMINGTON	2155	13	4.90	MORRIS	0	0	0
BRAINERD	266	8	0.68	MOUND	349	14	0.93
BROOKLYN CENTER	1156	18	2.71	MOUNDS VIEW	60	3	0.16
BROOKLYN PARK	1075	13	2.62	NEW BRIGHTON	387	12	1.03
BURNSVILLE	6944	42	13.49	NEW HOPE	233	10	0.62
CHAMPLIN	56	2	0.15	NEW ULM	822	20	2.32
CHANNIASSEN	0	0	0	NORTHFIELD	334	11	1.26
CHASKA	574	13	1.53	NORTH MANKATO	407	18	1.57
CHISHOLM	0	0	0	NORTH ST. PAUL	199	8	0.53
CLOQUET	155	1	0.38	OAKDALE	1533	42	3.64
COLUMBIA HEIGHTS	255	15	0.68	ORONO	628	32	3.30
COON RAPIDS	1852	27	4.80	OWATONNA	781	16	2.11
COTTAGE GROVE	875	10	2.23	PIPESTONE	334	12	0.89
CROOKSTON	368	9	0.98	PLYMOUTH	521	9	2.30
CRYSTAL	1627	27	5.69	PRIOR LAKE	30	1	0.08
DETROIT LAKES	0	0	0	RAMSEY	0	0	0
DULUTH	5392	14	14.54	RED WING	561	10	1.52
EAGAN	2120	23	5.32	REDWOOD FALLS	23	2	0.06
EAST BEHTEL	0	0	0	RICHFIELD	481	16	1.30
EAST GRAND FORKS	23	1	0.12	ROBBINSDALE	346	18	1.34
EDEN PRAIRIE	2765	26	6.44	ROCHESTER	3912	36	10.44
EDINA	3191	24	9.15	ROSEMOUNT	1860	35	4.99
ELK RIVER	725	13	1.93	ROSEVILLE	143	2	0.38
ELY	0	0	0	ST. ANTHONY	285	20	0.76
EVELETH	0	0	0	ST. CLOUD	4701	34	13.55
FAIRMONT	402	9	1.07	ST. LOUIS PARK	1810	21	4.36
FALCON HEIGHTS	0	0	0	ST. PAUL	22375	26	52.36
FARIBAULT	427	12	1.13	ST. PAUL PARK	0	0	0
FERGUS FALLS	419	14	1.48	ST. PETER	0	0	0
FRIDLEY	219	7	0.58	SAUK RAPIDS	562	19	1.30
GOLDEN VALLEY	1919	22	5.11	SHAKOPEE	284	9	0.53
GRAND RAPIDS	0	0	0	SHOREVIEW	0	0	0
HAM LAKE	0	0	0	SOUTH ST. PAUL	433	12	1.19
HASTINGS	0	0	0	SPRING LAKE PARK	123	11	0.40
HERMANTOWN	513	12	2.09	STILLWATER	394	11	1.05
HIBBING	0	0	0	THIEF RIVER FALLS	282	9	0.75
HOPKINS	1243	36	3.08	VADNAIS HEIGHTS	0	0	0
HUTCHINSON	56	3	0.15	VIRGINIA	71	3	0.19
INTERNATIONAL FALLS	189	12	0.49	WASECA	354	29	0.91
INVER GROVE HEIGHTS	207	6	0.55	WEST ST. PAUL	1227	32	3.38
LAKE ELMO	0	0	0	WHITE BEAR LAKE	131	2	0.35
LAKEVILLE	676	8	1.80	WILLMAR	505	11	1.42
LITCHFIELD	0	0	0	WINONA	1516	26	3.66
LITTLE CANADA	300	22	0.80	WOODBURY	3495	36	7.01
LITTLE FALLS	56	2	0.15	WORTHINGTON	94	5	0.25
LUVIERNE	0	0	0				

	Miles	Percent	Needs	Percent
Concrete	334	17%	\$133,653,000	56%
Bituminous	1660	83%	\$106,323,000	44%
	1994		\$239,976,000	

STATE AID CONSTRUCTION

<u>Year</u>	<u>Bituminous</u>		<u>Concrete</u>	
	<u>Miles</u>	<u>Cost (\$1,000)</u>	<u>Miles</u>	<u>Cost (\$1,000)</u>
1971	50	1,445	12	1,506
1972	52	1,604	5	686
1973	46	2,117	6	794
1974	45	3,032	6	508
1975	53	3,652	5	635
1976	33	2,386	3	796
1977	33	2,133	3	494
1978	60	4,111	4	962
1979	54	6,240	5	879
1980	58	6,796	1	178
1981	54	7,041	3	838
	<u>538</u>	<u>40,557</u>	<u>53</u>	<u>8,276</u>
	(91%)	(83%)	(9%)	(17%)

URBAN MINIMUM GEOMETRIC STANDARDS FOR NONFEDERAL-AID PROJECTS

TOTAL WIDTH IN FEET FACE TO FACE OF OUTER CURBS							
No. of Lanes Classification	Density	Undivided, No Parking Lanes	With Median, No Parking Lanes		Undivided, With Parallel Parking Lanes		With 4' Median and Two Parallel Parking Lanes
			4' Median	14' Median	One Side	Both Sides	
2 Collector	Low High	28 32			34 36	40 48	
4 Collector	Low High	46 50	50 54	60 64	56 60	64 68	70 74
2 Arterial	Low	36			38	48	
4 Arterial	Low High	50 52	54 58	64 68	60 62	68 72	74 80
6 Arterial	High	76	82	92	86	96	104

URBAN ROADWAY CLASSIFICATION				
Classification	Facility Function	Design Character	Typical Trip Length	Projected ADT Range
Collector Low Density	Serves as feeder facility from neighborhood and local streets to the collector/arterial network. Also serves local access/parking function for local business and residential development	Low to Moderate operating speeds of 20 - 25 mph.	Short -- generally less than 1/2 mile on this type of	200 - 3000 ADT
Collector High Density	Collects traffic from local and feeder streets and connects with arterials. Can serve local business districts.	Variable -- should provide for equal service to access and mobility	Variable	1000 - 7000 ADT
Arterial Low Density	Should serve intra-community travel. Augments high density arterial system.	Some access control with emphasis on mobility	Variable	5000 - 10000 ADT
Arterial High Density	Forms backbone of urban network along with free-way system. Serves as through facility. Also can serve major traffic generators such as shopping centers, stadiums, etc.	High. Must provide for through nature of traffic and also accounts for frequent turning movements. Control of access and width for separation of turning movements. Speeds generally 30 - 50 mph.	Longer -- usually greater than 1-2 miles	8000 ADT and up

7 Ton - Less than 400 A.D.T.				② 9 Ton - 150 - 300 HCADT				9 Ton - More than 1100 HCADT			
S.F.	Base G.E.	Surface G.E.	Total G.E.	S.F.	Base G.E.	Surface G.E.	Total G.E.	S.F.	Base G.E.	Surface G.E.	Total G.E.
50 -	4.25	3.0	7.25	50 -	7.0	7.0	14.0	50	12.3	8.0	20.3
75 -	6.38	3.0	9.38	75 -	10.5	7.0	17.5	75	18.4	8.0	26.4
100 -	8.5	3.0	11.5	100 -	8"14.0 5" 1 1/2" 7.0 3"		21.0	100	24.5	8.0	32.5
110 -	9.4	3.0	12.4	110 -	.75 15.4 1.0 2.0 7.0 2.25		22.4	110	27.0	8.0	35.0
120 -	10.2	3.0	13.2	120 -	16.8	7.0	23.8	120	29.4	8.0	37.4
130 -	11.0	3.0	14.0	130 -	18.2	7.0	25.2	130	31.8	8.0	39.8
				6 + 5 + 3 + 7 = 21.0" G.E.							

7 Ton - 400 - 1000 A.D.T.				③ 9 Ton - 300 - 600 HCADT				Gravel Material Equivalent Fact.		
S.F.	Base G.E.	Surface G.E.	Total G.E.	S.F.	Base G.E.	Surface G.E.	Total G.E.	Plant-Mix Surf.	(PMS) 2341-51-61	2.25
50 -	6.0	3.0	9.0	50 -	9.0	7.0	16.0	Plant-Mix Binder	(PMB) 2341	2.25
75 -	9.0	3.0	12.0	75 -	13.5	7.0	20.5	Plant-Mix Surf.	(PMS) 2331	2.00
100 -	12.0	3.0	15.0	100 -	12"18.0 6" 1 1/2" 7.0 3"		25.0	Plant-Mix Base	(PMB) 2331	2.00
110 -	13.2	3.0	16.20	110 -	.75 19.8 1.0 2.0 7.0 2.25		26.8	Road-Mix Surf.	(RMS) 2321	1.50
120 -	14.4	3.0	17.40	120 -	21.6	7.0	28.6	Road Mix Base	(RMB) 2321	1.50
130 -	15.6	3.0	18.60	130 -	23.4	7.0	30.4	Bit. Treat. Base	(Rich) 2204	1.50
				9 + 6 + 3 + 7 = 25.0" G.E.				Bit. Treat. Base	(Lean) 2204	1.25
								Aggregate Base	(CL. 5 & 6) 3138	1.00
								Aggregate Base	(CL. 3 & 4) 3138	0.75

① 9 Ton - Less than 150 HCADT				⑤ 9 Ton - 600 - 1100 HCADT				AASHTO SOIL CLASS		SOIL FACTOR (S.F.) %	
S.F.	Base G.E.	Surface G.E.	Total G.E.	S.F.	Base G.E.	Surface G.E.	Total G.E.	A-1	50-75		
50 -	4.25	6.0	10.25	50 -	10.5	8.0	18.5	A-2	50-75		
75 -	7.9	6.0	13.9	75 -	15.7	8.0	23.7	A-3	50		
100 -	4.6"11.5 5" 1 1/2" 6.0 3"		17.5	100 -	12"21.0 5" 3 1/2" 8.0 3 1/2"		29.0	A-4	100-130		
110 -	.75 13.0 1.0 2.0 6.0 2.0		19.0	110 -	.75 23.1 1.0 2.0 8.0 2.25		31.1	A-5	130+		
120 -	14.5	6.0	20.5	120 -	25.2	8.0	33.2	A-6	100		
130 -	16.0	6.0	22.0	130 -	27.3	8.0	35.3	A-7-5	120		
3.5 + 5 + 3 + 6 = 17.5" G.E.				9 + 5 + 7 + 8 = 29.0" G.E.				A-7-6	130		

Required Gravel Equivalency (G.E.) for various Soil Factors (S.F.)
FLEXIBLE PAVEMENT DESIGN USING SOIL FACTORS

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

Design Data - 9 Ton	Soil Type	Grading (Cubic Yards)	Grading Depth (Inches)	Subbase (Tons)	Subbase Depth (Inches)	Gravel Base (Tons)	#2331 Bit. Base (Tons)	Initial Surface	Additional Surface (Tons)
Proj. ADT 1-999 (1) 40 Feet 2 Traffic Lanes 2 Parking Lanes G.E. = 17.5	50 75 100 130	15384 15384 19050 22010	21.5 21.5 26.5 30.5	- - 6565 11861	0 0 5 11	6623 5"	1742 1½"	3485 Tons 3" 2331	2323 2" 2331
Proj. ADT 1000-1999 (2) 44 Feet 2 Traffic Lanes 2 Parking Lanes G.E. = 21.0"	50 75 100 130	16785 19177 23191 28052	21.5 24.5 29.5 35.5	- 4288 11485 20202	0 3 8 14	7239 5"	1936 1½"	3872 Tons 3" 2341	2581 2" 2341
Proj. ADT 2000-4999 (3) 44 Feet 2 Traffic Lanes 2 Parking Lanes G.E. = 25.0"	50 75 100 130	17581 22386 27239 32963	22.5 28.5 34.5 41.5	- 8598 17285 27533	0 6 12 19	8686 6"	1936 1½"	3872 Tons 3" 2341	2581 2" 2341
Proj. ADT 5000 & Over (4) 48 Feet 2 Traffic Lanes 2 Parking Lanes	50 75 100 130	19480 22073	23 26			4712 3" 9425 6"		25813 SqYds. 8" 2301	1420 1" 2361
Proj. ADT 7,000-9999 (5) 68 Feet 4 Traffic Lanes 2 Parking Lanes G.E. = 29.0"	50 75 100 130	28166 34133 42543 52237	24 29 36 44	- 10724 25839 43264	0 5 12 20	10935 5"	7228 3½"	7228 Tons 3½" 2341	4130 2" 2341
Proj. ADT 10000 & Over (6) 72 Feet 4 Traffic Lanes 2 Parking Lanes	50 75 100 130	28477 32245	23 26			6930 3" 13860 6"		39893 SqYds. 8" 2301	2194 1" 2361

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

1982 MUNICIPAL SCREENING COMMITTEE DATA

Non-Existent Bridge Construction

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

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

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

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

* First Year of Adjustment

1982 MUNICIPAL SCREENING COMMITTEE DATA

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.

-57- On the recommendation of the Municipal Needs Study Subcommittee, the Municipal Screening Committee at their June 1, 1978, meeting further defined a Right-of-Way needs adjustment to be:

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

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

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

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

UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE

Marlow Priebe - Hutchinson - Chairman
Duane Aden - Marshall
Paul Baker - Mankato

March 26, 1982

ADDRESSEES: ENGINEERS OF ATTACHED LISTED CITIES

In reply refer to: 901
Status of the Construction
Fund Balance

We are requesting that you supply our subcommittee with a status report of the progress made toward awarding a construction project that would reduce the amount available for construction.

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

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 26, 1982, you have _____ available for construction.

Please return your progress report by April 5, 1982, to George Quickstad, Room 810 State Transportation Building, St. Paul, Minnesota 55155. The Unencumbered Construction Fund Subcommittee will meet prior to the Spring Screening Committee to review these reports.

Thank you in advance for your cooperation.

Sincerely,

Marlow Priebe

Marlow Priebe, Chairman
Unencumbered Construction Fund Subcommittee

cc: G. M. Fay
R. L. Hanson
D. L. Asmus
M. V. Priebe
D. D. Aden
P. Baker
R. G. Simon
C. Honchell
G. Quickstad

UNENCUMBERED CONSTRUCTION FUNDS
(3-26-82)

<u>Municipality</u>	Col. A Amount Available <u>1-1-82</u>	Col. B 1982 Construction <u>Allotment</u>	Col. C <u>Col. A</u> <u>Col. B</u>
Champlin	\$ 375,267	\$149,506	2.51
Cloquet	797,991	314,449	2.54
Crystal	1,791,096	163,530	10.95
Elk River	480,841	200,426	2.40
Fairmont	381,693	184,345	2.09
Mendota Heights	391,735	173,079	2.26
Mounds View	471,603	146,186	3.23

MINUTES OF THE UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE
MAY 4, 1982

HUTCHINSON CITY HALL
HUTCHINSON, MINNESOTA

Subcommittee Members:

Marlow Priebe -- Hutchinson -- Chairman
Duane Aden -- Marshall
Paul Baker -- Mankato

Others in Attendance:

Charles Honchell -- Roseville -- 1982 Screening Committee Chairman
Robert Simon -- South St. Paul -- 1982 Screening Committee Vice Chairman
Roy Hanson and George Quickstad -- Minnesota Department of Transportation

Meeting called to order at 10:30 A.M. by Chairman, Marlow Priebe.

The Subcommittee reviewed status reports for the following seven cities which exceeded the criteria determined by the Screening Committee as of April 26, 1982.

Champlin -- $\frac{375,267}{149,506} = 2.51$ - Total \$524,773

Awarded a project on 117th Avenue (193-101-01) in December, 1981, prior to plan approval for \$123,000. Plan has now been approved by State Aid, and engineer states the same contractor will have the bid. These funds will be encumbered in May, 1982. Champlin will then meet requirements with this encumbrance.

Gloquet -- $\frac{797,991}{314,449} = 2.54$ - Total \$1,112,440

Plans have been approved by State Aid for Doddridge Avenue - TH 33 to 14th St. for a \$700,000 project (112-102-03). Expect to award on June 8, 1982.

Crystal -- $\frac{1,791,096}{163,530} = 10.95$ - Total \$1,954,626

Appears will not meet criteria. See attached letter.

Elk River -- $\frac{480,841}{200,426} = 2.40$ - Total \$681,267

Had a plan approved by State Aid in December for a \$450,000 project on School Street (1.00 mile). A proposed shopping center may require revisions in drainage. Plans will be resubmitted by June 1st and should be awarded prior to August 1, 1982.

Minutes of Unencumbered
Construction Fund Subcommittee
May 4, 1982
Page 2

Mendota Heights -- $\frac{391,735}{173,079} = 2.26$ - Total \$564,814

Have a 0.50 mile project on Maria Avenue for \$163,000. Opened bids on April 29, 1982 and will be awarded on May 4, 1982. (Editors note: Project was awarded for \$163,000 to the Cannon Valley Construction Co. on May 4th.)

Mounds View -- $\frac{471,603}{146,186} = 3.23$ - Total \$617,789

Project has been started with easements and owner's permission. \$185,000 in Right-of-Way cost will be encumbered prior to June 1st. Mounds View would then meet the criteria.


The Subcommittee will convene again this summer to review the status of the above cities and make their recommendations to the Fall Screening Committee.

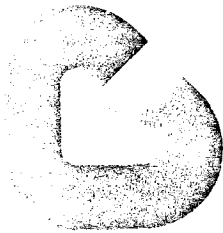
For the remainder of the meeting, Mr. Honchell discussed the comparison of bituminous to concrete construction cost as it affects the needs study.

The Subcommittee agreed that Mr. Marlow Priebe would represent them at the Spring Screening Committee Meeting.

Meeting adjourned at 12:15 P.M.

Respectfully submitted,


George Quickstad
State Aid Needs Unit



CITY OF CHAMPLIN

12001 HIWAY 52 • CHAMPLIN, MINNESOTA 55316 • TELEPHONE: 612/421-8064

April 2, 1982

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

Re: 901 Status of the Construction Fund Balance
City of Champlin

Dear Mr. Quickstad:

On September 1, 1981, the Champlin City Council held a 429 Public Hearing on Sanitary Sewer, Watermain, Storm Sewer and Street Improvement Projects No. 81-8, 81-9, 81-10, 81-11 and 81-12 which included street improvements on the following Municipal State Aid Street routes:

- 1) S.A.P. - 193-101-01 - 117th Avenue between S.T.H. #52 and County Road #103 (Winnetka Avenue);
- 2) S.A.P. - 193-105-01 & 193-109-01 - 114th Avenue between Wisconsin Avenue and Hampshire Avenue;
- 3) S.A.P. - 193-105-01 - Maryland Avenue between 111th Avenue and 114th Avenue.

The plans and specifications for Improvement Projects No. 81-8 through 81-13 were ordered by the Champlin City Council on September 8, 1981; approved on November 24, 1981, and bids received on December 17, 1981. Bids have not been awarded on the MSAS projects pending State Aid approval. However, the construction plans and specifications on all three (3) projects were submitted to the District State Aid Engineer on March 23, 1981, after approval had been received from MnDOT to add portions of 114th Avenue to the City's Municipal State Aid System. At this time, plan approval has not been received from the District State Aid Engineer and State Aid Construction Funds have not been encumbered. The estimated construction cost of all three (3) state-aid projects is \$410,000.00.

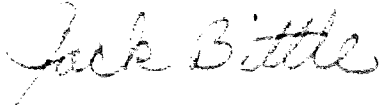
The City of Champlin also anticipates using MSAS funds to finance its 50% share (or about \$40,000) of the estimated \$80,000 cost for the installation of traffic control signals at the intersection of S.T.H. #52 (#169) and Hayden Lake Road. The project plans and specifications are being prepared by the MnDOT District 5 Traffic Engineering Division with bids scheduled to be received on August 27, 1982. The plans have not been submitted to the City of Champlin for review and approval at this time and, therefore, State Aid Construction Funds have not yet been encumbered.

Mr. George Quickstad
April 2, 1982
Page 2

If you have further questions or need additional information regarding these matters, please contact me.

Sincerely,

CITY OF CHAMPLIN

A handwritten signature in cursive script that reads "Jack Bittle". The signature is written in dark ink and is positioned above the printed name and title.

Jack Bittle, P.E.
Champlin City Engineer

THE CITY OF CLOQUET, MINNESOTA

508 CLOQUET AVENUE 55720

JAMES R. PRUSAK
DIRECTOR OF PUBLIC WORKS
TELEPHONE (218) 879-6758

PUBLIC WORKS
WATER & SEWER UTILITIES
STREET DEPARTMENT
ENGINEERING DEPARTMENT

April 1, 1982

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

Re: Unencumbered Construction Fund Subcommittee
901 Status of Construction Fund Balance
City of Cloquet

Dear Mr. Quickstad:

In regards to the above matter I have the following information to offer.


We currently have final plans for MSAS 112-102-03, (Doddridge Avenue - Highway 33 to 14th Street) in St. Paul for review. These plans have been approved by the District State Aid Engineer. The estimated construction cost is \$702,000. This figure does not include any engineering or right-of-way costs.

At this point, 80% of all right-of-way has been acquired and at next Tuesdays meeting the Council will authorize me and the city attorney to proceed with condemnation of the remaining parcels.

As soon as our final plans are approved a letting date will be set and construction will begin this summer.

If I can provide any additional information, please advise.

Sincerely,


James R. Prusak
Director of Public Works

JRP:lmj

CLOQUET . . . *the City of* WOOD INDUSTRIES

AN EQUAL OPPORTUNITY EMPLOYER

(612) 296-1662

April 7, 1982

TO : Unencumbered Construction Fund Subcommittee
Marlow Priebe -- Hutchinson -- Chairman
Duane Aden -- Marshall
Paul Baker -- Mankato

FROM : George Quickstad *WJR*
State Aid Needs Unit

SUBJECT: Construction Status Report for Crystal

After not receiving a response from Crystal regarding a status report of the progress made toward awarding a construction project; I telephoned their City Engineer, Mr. William Sherburne, on April 6, 1982.

Mr Sherburne stated that a project in cooperation with Hennepin County on Douglas Drive would probably be awarded this fall. Also, future projects are anticipated on Bass Lake Road, and for an extension of the present Douglas Drive construction project.

He also stated that he did not intend to submit a written reply to the committee's request, as it would be substantially a carbon copy of his 1981 reply. The conditions in Crystal have not changed during the past year; and he had nothing further to add to his previous submittal.

consulting
engineers
diversified
inc.

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 30, 1982

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

Re: City of Elk River
Unencumbered Construction Funds

Dear Mr. Quickstad:

This is in response to the Unencumbered Construction Fund Subcommittee's request for a status report on the progress the City of Elk River has made towards awarding a construction project. As you know, last August when we appeared before the subcommittee we testified that the School Street project plans and specifications were nearing completion. We expected the review process, bid letting and contract award would be completed by December, 1981. Since that meeting two items have arisen which have delayed the bid letting.

In early October the City ordered a comprehensive storm drainage study for an area of approximately 1000 acres. School Street runs east-west through the center of this area. Also, in late November the City received a preliminary layout for a proposed shopping center in the Planned Unit Development area which borders on the south side of School Street adjacent to Hwy. 169. Therefore, the City is waiting on the letting of the School Street project in an effort to ensure compatibility with all these proposed projects and to recognize any construction cost savings by letting a larger project.

The following is a list of events since our last appearance before the subcommittee. Also attached is an exhibit which shows the drainage district and the P.U.D. area.

August 19, 1981	CED appeared before the Unencumbered Construction Fund Subcommittee.
September 1, 1981	Submitted School Street plans and specifications to District 3.
September 29, 1981	Submitted School Street plans and specifications to the Central Office.
Early October	City ordered Storm Drainage Study.
October 21, 1981	Received approval of School Street storm drainage from Central Office.
Early November 1981	Submitted preliminary storm drainage report to City of Elk River.

Mr. George Quickstad
March 30, 1982
Page 2

November 18, 1981	Submitted corrections to Central Office.
November 20, 1981	Received plans and specifications approval from Central Office.
Late November 1981	City of Elk River staff concept approval of proposed shopping center.
Mid February 1982	City Council and Planning Commission approval of proposed shopping center.
March 25, 1982	Informational meeting with City Council to discuss modifications of storm drainage report.

We anticipate the storm drainage report and the proposed shopping center will result in improvement projects which can be let with the School Street project in the fall of this year. If you need any additional information please let me know.

Sincerely,

CONSULTING ENGINEERS DIVERSIFIED, INC.



Terry J. Maurer, P.E.

TJM/dn
cc: Bob Middaugh, City Administrator
File: ER3:11-9, 1982

March 30, 1982

Mr. George Quickstad
MINNESOTA DEPARTMENT OF TRANSPORTATION
Transportation Building - Romm 810
St. Paul, Minnesota 55155

Re: Fairmont, Minnesota
M.S.A. Unencumbered Construction Funds

Dear Mr. Quickstad:

Subsequent to the request dated March 26, 1982 relative to the status of progress made toward awarding Municipal State Aid Construction projects, we are submitting the following information.

Our review of the account indicates the following amount available for construction.

Balance Available 12/31/81	\$509,930.24
1982 Construction Allotment	<u>184,345.00</u>
Available in 1982	\$694,275.24
Encumbered 2/10/82 (S.P.123-107-01)	(128,237.23)
Request for Reimbursement sent to D.S.A.E. on 3/9/82 (S.P.123-107-01)	
(Preliminary Engineering & R-O-W)	<u>(55,691.07)</u>
Balance Available 3/31/82	\$510,346.94
1982 Improvement Program	
S.P. 123-106-10 (Prairie Ave., State Street to Blinkman)	(317,900.00)
S.P. 123-106-11, S.P. 123-101-05 (Prairie Avenue & North Ave.)	<u>(168,920.00)</u>
Estimated Balance 12/31/82	\$ 23,526.94

Mr. Gorge Quickstad
M.S.A. Unencumbered Construction Funds
March 30, 1982

The status of the projects included in the 1982 construction program is as follows:

S.P. 123-106-10 (Prairie Avenue, State Street to Blinkman Street). Grading, curb & gutter, storm sewer, concrete paving (\$317,900).

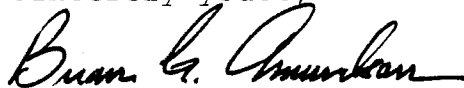
1. -Preliminary report submitted, March 5, 1982.
-429 Hearing held and preparation of plans and specifications ordered by City Council on March 29, 1982.
-Request for variance for 44 foot street width submitted March 31, 1982.
2. -Anticipated plan submittal to District State Aid Engineer week of April 19, 1982.

S.P. 123-106-11 & S.P. 123-101-05 (Railroad Grade Crossing reconstruction on Prairie Avenue and North Avenue (\$168,920)

1. -Preliminary report submitted, March 5, 1982.
-429 Hearing held and preparation of plans and specifications ordered by City Council on March 29, 1982.
-Anticipate plan submittal to District State Aid Engineer week of April 26, 1982.

Should you require additional information on the status of the improvement program, please contact our office.

Sincerely yours,



Brian G. Amundson, P.E.
City Engineer
City of Fairmont

BGA:jo



CITY OF MENDOTA HEIGHTS

March 31, 1982

Marlow Briebe, Chairman
Unencumbered Construction Fund Subcommittee
Room 810 State Transportation Building
Saint Paul, Minnesota 55155

Dear Marlow Briebe:

In response to your letter of inquiry dated March 26, 1982, please find the answers to your five listed questions following:

1. Has a 429 feasibility hearing been held by the City Council and the project ordered in?

"Marie Avenue Upgrading" an M.S.A. Project was ordered to proceed by the Mendota Heights City Council on December 15, 1981. Utilities, rough grading, and a 26 foot surface presently exists along this 1/2 mile section so it is anticipated that all the remaining work will be M.S.A. funded and no 429 hearing was ordered.

2. Project submitted to the District State Aid Engineer?

The Marie Avenue project was submitted to District 9, State Aid Engineer on March 12, 1982.

3. Plan approval by City Council and the District State Aid Engineer?

Plan approval by the City Council was accomplished March 2, 1982.

4. Project has a letting date or has been let?

The project has a letting date of April 29, 1982.

5. State Aid Construction Funds have been encumbered?

State Construction funds have not yet been encumbered but should be in the very near future.

Marlow Briebe, Chairman
Page Two

We feel that with the completion of this project in 1982 coupled with an ambition construction program planned for the next 5 years that the City of Mendota Heights will have no problems in depleting all the M.S.A. funds that are available.

If you need any further information about this project, please contact me.

Thank you.

Sincerely,


James E. Danielson, P.E.
Public Works Director

JED:dfw



SHORT-ELLIOTT-HENDRICKSON, INC.
CONSULTING ENGINEERS

ST. PAUL, MINNESOTA

•

CHIPPEWA FALLS, WISCONSIN

April 6, 1983

RE: MOUNDS VIEW, MN
MSA UNENCUMBERED
CONSTRUCTION FUNDS

Mr. George Quickstad
Room 810
State Transportation Building
St. Paul, MN 55115

Dear Mr. Quickstad:

This letter is in response to a letter received from Mr. Marlow Priebe regarding Mounds View's unencumbered construction fund balance of \$617,789. The concern of the letter is the large balance showing.

This balance can be reduced by a substantial amount when considering the screening committee's resolution relative to unencumbered construction fund balances. The current resolution says that a maximum of two times the annual construction allotment or \$300,000, whichever is greater, may be retained in the fund, not counting the current year allotment. Mounds View's current year allotment is \$146,186, which effectively reduces the balance to \$471,603. The city is in the process of purchasing right of way for the MSA project currently under construction. This right of way acquisition cost is going to be \$185,000 which will reduce the unencumbered construction fund balance to \$266,603. This right of way acquisition is anticipated to occur during the month of April.

The City of Mounds View is aware that additional MSA projects need to be addressed to continually maintain the unencumbered construction fund balance below \$300,000. We will pursue this with the city in the near future.

If you have any questions or comments on the foregoing, please advise.

Sincerely,

Daniel R. Boxrud

jcj

cc: Donald Pauley, Clerk-Administrator, City of Mounds View

1982 MUNICIPAL SCREENING COMMITTEE DATA

Status of Municipal Traffic Counting

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

District 5

<u>Count in Odd Numbered Years</u>		<u>Count in Even Numbered Years</u>
Andover	Golden Valley	Brooklyn Center
Anoka	Ham Lake	New Hope
Blaine	Hopkins	Orono
Bloomington (Do Their Own)	Maple Grove	Plymouth
Brooklyn Park	Minneapolis	
Champlin	Minnetonka	
Chanhassen	Mound	
Chaska	Prior Lake	
Columbia Heights	Ramsey	
Coon Rapids	Richfield	
Crystal	Robbinsdale	
East Bethel	St. Anthony	
Eden Prairie	St. Louis Park	
Edina	Shakopee	
Fridley	Spring Lake Park	

District 9

<u>Count in Odd Numbered Years</u>		<u>Count in Even Numbered Years</u>
Apple Valley		Arden Hills
Cottage Grove		Burnsville
Eagan		Lake Elmo
Falcon Heights		Lakeville
Hastings		Little Canada
Inver Grove Heights		Mendota Heights
Maplewood		Mounds View
North St. Paul		New Brighton
Rosemount		Oakdale
Roseville		Shoreview
St. Paul		Stillwater
Woodbury		South St. Paul
		(Vadnais Heights)
		West St. Paul
		White Bear Lake

TRAFFIC TO BE COUNTED IN 1982 BY STATE FORCES

Alexandria	Winona
Bemidji	Worthington

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
	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	East Grand Forks	Montevideo
Brainerd	Fairmont	Moorhead
Crookston	International Falls	New Ulm
	Little Falls	

TRAFFIC TO BE COUNTED IN 1986 BY STATE FORCES

Elk River	Willmar
-----------	---------

TRAFFIC TO BE COUNTED IN 1987 BY STATE FORCES

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

TRAFFIC TO BE COUNTED IN 1987 BY INDIVIDUAL MUNICIPALITIES

Rochester

Note: The cities in parenthesis have questionable counting status.

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 of whom may be from a city of the first class.

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

b. Operating procedure.

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

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

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

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

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

These cities requested variances from 46 to 44 foot width:

1. Anoka -- (APPROVED)
2. Anoka -- (PENDING)
3. Burnsville -- (APPROVED)
4. Fairmont -- (APPROVED)
5. Litchfield -- (APPROVED)
6. Cloquet -- (APPROVED)
7. Mendota Heights -- (APPROVED)
8. Fergus Falls -- (PENDING)
9. Duluth -- Requested variance from 32 to 30 foot width,
No Parking. (DENIED)
10. East Grand Forks -- Requested bridge width variance from 36 to
28 foot width. (APPROVED)
11. Lake Elmo -- Requested design speed variance from 40 to 30
MPH. (DENIED)
12. Minneapolis -- Requested variance from 50 to 48 foot width
with No Parking to permit 4 lanes of traffic.
(APPROVED)
13. Minnetonka -- Requested street width variance from 32 foot,
No Parking to 26 foot with Parking. (DENIED)
14. St. Cloud -- Requested variance from 52 foot curb-to-curb
bridge width to 39 foot width. Street tapered
to provide two turning lanes at both ends of
the bridge. (DENIED)

Contested case hearing before the State Hearing
Examiner. (APPROVED)
15. St. Cloud -- Requested variance from 52 to 44 foot width
(4 - 11 foot lanes) plus traffic channelization.
(APPROVED)
16. St. Louis Park -- Requested variance from 46 to 36 foot width.
(DENIED)

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

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING COMMITTEE

NOVEMBER 1981

BE IT RESOLVED:

ADMINISTRATION

Improper Needs Report - Oct. 1961

That the Office of State Aid and the District State Aid Engineer is requested to recommend an adjustment of the Needs Reporting whenever there is a reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Committee, with a copy to the municipality involved, or its engineer.

Screening Committee Secretary - Oct. 1961

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

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

That annually the Commissioner of Mn/DOT will be requested to appoint three (3) new members, upon recommendation of the City Engineers Association of Minnesota, to serve three (3) year terms as voting members of the Municipal Screening Committee. These appointees are selected from the Nine Construction Districts together with one representative from each of the three (3) major cities of the first class.

Screening Committee Alternate Attendance - June 1979

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

Research Account - Oct. 1961

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

Appearance Screening Committee - Oct. 1962

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the Commissioner through proper channels. The Commissioner shall determine which requests are to be referred to the Screening Committee for their consideration. This resolution does not abrogate the right of the Screening Committee to call any person or persons before the Committee for discussion purposes.

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

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

Construction Accomplishments - Oct. 1965

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

Special Resurfacing Projects

That any municipality using M.S.A.S. Construction Funds for resurfacing projects which do not bring those streets up to the required design standards shall, for a period of ten years, have those streets treated in the Needs Study as having had complete construction.

MILEAGE

(Feb. 1959)

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

(Nov. 1965 - Revised 1972)

The maximum mileage for Municipal State Aid Street designation shall be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a supplementary certification during the year shall not be permitted.

(Nov. 1965 - Revised 1969)

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

(Jan. 1969)

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

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

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

All mileage adjustments or revisions to be considered in the Study Needs must be submitted and approved prior to December 31st of the previous year. Adjustments or revisions approved after December 31st will be considered by the Screening Committee for inclusion in the following year's Needs Study.

COST

Construction Item Unit Prices - (Revised Annually)

Right of Way:			\$ 10,000.00	Mile
Grading:			\$ 2.75	Cu. Yd.
Base:	Class 4	Spec. #2211	\$ 4.50	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	16.00	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
	Street Lighting		2,000.00	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		4.00	Sq. Yd.
	Tree Removal		80.00	Unit

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

The Right of Way needs shall be included in the apportionment needs based on the unit price per mile, until such time that the right of way is acquired and the actual cost established. At that time a money needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only right of way acquisition costs that are eligible for State-Aid reimbursement shall be included in the right-of-way money needs adjustment. This Directive to exclude all Federal or State grants.

Miscellaneous Limitations - Oct. 1961

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

NEEDS ADJUSTMENTS

Expenditures Off State Aid System - Oct. 1961

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

Bond Adjustment - Oct. 1961 (Revised 1962)

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

(Revised 1975)

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

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

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

(Revised June 1979)

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

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

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

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

(Revised Oct. 1981)

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

(Revised Oct. 1981)

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

(Revised June 1979)

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

STRUCTURES

Bridge Costs - Oct. 1961 (Revised Annually)

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

Bridges 0 to 149 Ft.	\$39.00 Sq. Ft.
Bridges 150 to 499 Ft.	\$43.00 Sq. Ft.
Bridges 500 & Over	\$62.00 Sq. Ft.
Bridge Widening	\$75.00 Sq. Ft.

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

Bridge Width & Costs - (Revised Annually)

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

Railroad Over Highway

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

RAILROAD CROSSINGS

Railroad Crossing Costs - (Revised Annually)

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

Railroad Grade Crossings

Signals - (Single track - low speed)	\$55,000 Unit
Signals and Gates (Multiple Track - high	\$90,000 Unit
Signs Only & low speed)	\$ 300 Unit

SCILS

Soil Type - Oct. 1961

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

Trunk Highway Turnback - Oct. 1967

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

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

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

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

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

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

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

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

TRAFFIC - June 1971

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

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

Traffic Manual - Oct. 1962

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.