

An aerial photograph of a city grid. In the foreground, a multi-lane highway interchange curves through the landscape. The city grid consists of numerous rectangular blocks, some of which are densely packed with buildings. A few taller buildings are visible in the distance, forming a skyline. The overall image has a grainy, high-contrast appearance.

# 1983 Municipal Screening Committee Data

MNDOT  
HE  
356  
.M6  
M53a  
1983

June 1983



**1983**  
***Municipal***  
***Screening***  
***Committee***  
***Data***

JUNE 1983

1983 MUNICIPAL SCREENING COMMITTEE DATA  
JUNE, 1983

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1983 MUNICIPAL SCREENING COMMITTEE

OFFICERS

Chairman	Robert Simon	South St. Paul	(612)	451-1738
Vice Chairman	Herbert Reimer	Moorhead	(218)	299-5390
Secretary	Henry Spurrier	Shakopee	(612)	445-3650

MEMBERS

<u>District</u>	<u>Term Served</u>	<u>Representative</u>		
1	1	James Prusak	Cloquet	(218) 879-6758
2	2	Brian Freeberg	Bemidji	(218) 751-5610
3	2	John Dolentz	St. Cloud	(612) 251-5541
4	1	Irving Bakken	Detroit Lakes	(218) 847-5607
5	3	Donald Asmus	Minnetonka	(612) 933-2511
6	1	Roger Plumb	Rochester	(507) 288-4316
7	3	Orlin Ortloff	Waseca	(507) 835-3840
8	2	Duane Aden	Marshall	(507) 537-6774
9	3	James Kleinschmidt	Inver Grove Heights	(612) 457-2111
(Three Cities		J. Paul Davidson	Duluth	(218) 723-3278
of the		Marvin Hoshaw	Minneapolis	(612) 348-2456
First Class)		Robert Peterson	St. Paul	(612) 298-5070

<u>District</u>	<u>Alternates</u>		
1	Clyde Busby	Hibbing	(218) 262-3486
2	Gary Sanders	East Grand Forks	(218) 773-1185
3	Ronald Schweninger	Brainerd	(218) 829-1495
4	Daniel Edwards	Fergus Falls	(218) 739-2251
5	Ronald Rudrud	Bloomington	(612) 881-5811
6	Richard Murphy	Austin	(507) 437-7671
7	Martin Menk	North Mankato	(507) 625-4171
8	Thomas Rodeberg	Montevideo	(612) 269-6575
9	Steven Gatlin	White Bear Lake	(612) 429-8526

1983 SUBCOMMITTEES APPOINTED BY THE SCREENING COMMITTEE

NEEDS STUDY SUBCOMMITTEE

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

Arnold Putnam  
New Ulm  
(507-359-8245)  
Expires in 1984

Gerald Butcher  
Maple Grove  
(612-425-4521)  
Expires in 1985

HYDRAULICS & SEWER SUBCOMMITTEE

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

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

Daniel Edwards  
Fergus Falls  
(218-739-2251)  
Expires in 1985

TRAFFIC SUBCOMMITTEE

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

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

Philip Stefaniak  
West St. Paul  
(612-455-9671)  
Expires in 1985

STANDARDS SUBCOMMITTEE

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

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

Sylvester Knapp  
Brooklyn Center  
(612-561-5440)  
Expires in 1985

BRIDGE SUBCOMMITTEE

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

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

David Kotilinek  
North St. Paul  
(612-770-4463)  
Expires in 1985

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

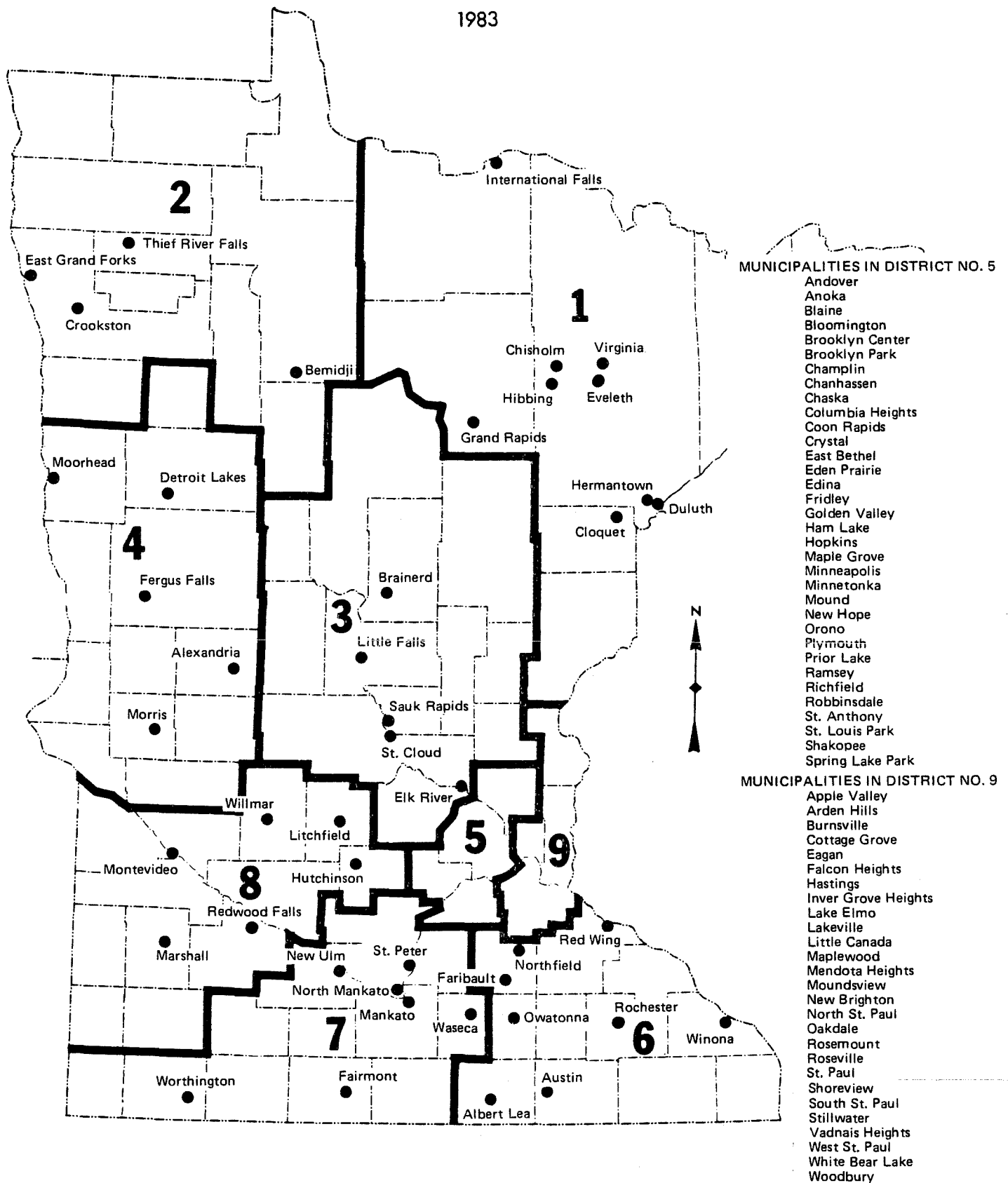
Chairman - Duane Aden  
Marshall  
(507-537-6774)  
Expires in 1983

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

Charles Honchell  
Roseville  
(612-484-3371)  
Expires in 1985

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

1983



SCREENING COMMITTEE MEETING  
OCTOBER 19 & 20, 1982  
BRainerd. MINNESOTA

The October 19, 1982 meeting was called to order by Chairman Charles Honchell at 1:10 p.m.

The following members were in attendance:

Officers

Chairman Charles Honchell	Roseville
Vice Chairman Robert Simon	South St. Paul
Secretary Herbert Reimer	Moorhead

Members

District 1 - Clyde Busby (Alternate)	Hibbing
District 2 - Brian Freeberg	Bemidji
District 3 - John Dolentz	St. Cloud
District 4 - Irving Bakken	Detroit Lakes
District 5 - Donald Asmus	Minnetonka
District 6 - Maynard Lueth	Owatonna
District 7 - Orlin Ortloff	Waseca
District 8 - Duane Aden	Marshall
District 9 - James Kleinschmidt	Inver Grove Heights
First Class City - Paul Davidson	Duluth
First Class City - Marvin Hoshaw	Minneapolis
First Class City - Robert Peterson	St. Paul

Others Present

Don Tufte	St. Paul
Ed Leone	Duluth
Roy Hanson	Mn/DOT State Aid
Chuck Weichselbaum	Mn/DOT District 5, State Aid
Dick Hansen	Mn/DOT District 1, State Aid
George Quickstad	Mn/DOT State Aid
Jon Ketokoski	Minneapolis
Gordon Fay	Mn/DOT State Aid

Chairman Honchell welcomed everyone and asked everyone to introduce themselves.

It was moved by James Kleinschmidt (Inver Grove Heights) and seconded by Robert Peterson (St. Paul) to remove from the minutes of June 1 and 2, 1981 meeting of the Screening Committee the last sentence under the item 8' Bituminous Paths and Trails which reads as follows: It was also stated that State Aid does participate in sidewalk construction up to 6' wide, either concrete or bituminous being acceptable. All members voting "Aye" on the motion.

SCREENING COMMITTEE  
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PAGE 2

It was moved by Donald Asmus (Minnetonka), seconded by Marvin Hoshaw (Minneapolis) to approve the minutes of June 1 and 2, 1982 as presented except for the change approved by the previous motion. All voting "Aye" on the motion.

NEEDS REVIEW

Chairman Honchell reviewed the Needs Report beginning on Page 12 and ending at Page 57.

Clyde Busby (Hibbing) requested an explanation of the Trunk Highway Turnback. George Quickstad and Gordon Fay explained how the Turnback System operates and where and how much the appropriations are to the fund.

The 1983 apportionment figures shown in the report are tentative and subject to change. They are based on last year's allotment with possibly a slight increase of 5%.

UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE

Duane Aden (Marshall) reviewed the subcommittee report found on Page 58. There were three cities which exceeded the limitations as set forth in the State Aid Screening Committee's directives. All but one (Crystal) have met the requirements at this time. The subcommittee recommends to the Screening Committee a reduction in needs for the city of Crystal.

RESEARCH ACCOUNT

The Research Account found on Page 60 was reviewed by Chairman Honchell.

NEEDS STUDY SUBCOMMITTEE REPORT

Chairman Honchell reviewed the Needs Study Subcommittee Report located on Pages 61 through 63.

REPORT OF THE STANDARDS SUBCOMMITTEE

Robert Peterson (St. Paul) reviewed the chart located on Page 64.

The subcommittee recommended new design standards for new construction at the widths shown typed on the chart. If these widths were used on resurfacing projects, then a City would be able to use State Aid construction monies. If less than these widths, a City would only be able to use maintenance monies.

CITY OF APPLE VALLEY

Richard Asleson, City Administrator, appeared before the Screening Committee and presented a letter signed by him. Said letter requested retroactive adjustment in Apple Valley's needs. It was his position that Apple



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Valley's Needs mileage as of December 31, 1980 should be allowed at 17.65 and not the 15.18 contained in the October 1981 MSA Needs Report. The 15.18 miles was used for final 1982 distribution of needs and is shown as that in the January 1982 MSAS Apportionment Data Report. He estimated that Apple Valley lost approximately \$15,000 in apportionment for 1982.

The Screening Committee Chairman thanked Mr. Asleson for coming to the meeting and said the Committee would discuss this matter the following day.

VARIANCES

Gordon Fay reviewed Pages 72 through 77. He reported that the variance system seems to be working quite well. He also commented on the new State Aid Rules and Regulations which are being proposed. The new standards proposal would reduce the present 46 foot width to 44 feet which in turn would reduce the majority of requests for variances.

The Committee also discussed the last sentence on Page 77 which is a direct quote from the 1981 law. "Any variance granted pursuant to Section 162.09, Subdivision 3a shall be reflected in the estimated construction and maintenance costs in deferring money needs." No action was taken; the matter will be discussed further the following day.

HIGHWAY POLICY STUDY COMMISSION RECOMMENDATIONS

Recommendations found on Page 78. Committee reviewed the need for changing the amount of monies allowed for street maintenance from the MSA Funds. No action was taken; the matter will be discussed further the following day.

Gordon Fay also reviewed with the group the Association of General Contractors construction bill (known as Senate File 1934) which did not pass last year but will likely surface in the Legislature again this year.

OLD BUSINESS

There was general discussion on what the Screening Committee should be looking at for criteria addressing the problem of use of MSA monies in cities which have completed their MSA System. It was the general consensus of the group that the monies should only be used for transportation-related projects. No action was taken; this item will be discussed the following day.

NEW BUSINESS

Donald Asmus (Minnetonka) discussed the letter received from the city of Fridley which addressed stage construction of projects. It was stated that stage construction could be accomplished by receiving verbal approval from the District State Engineer. The special conditions on the project would also have to spell out the delay in completion of a project.

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Chuck Weichselbaum (Mn/DOT District 5 State Aid Engineer) discussed the elimination in delay of plan approval and the cooperative agreement process.

Roy Hanson (Mn/DOT State Aid) discussed F.A.U. program and future funding.

Duane Aden (Marshall) suggested that a review be made by the Needs Subcommittee of storm-sewer needs apportionment. It was stated by George Quickstad that the District State Aid Engineers would be reviewing the storm-sewer needs and this information could be useful to the Needs Subcommittee.

FIVE - YEAR CONSTRUCTION PROGRAM

Five-year Construction Program - Page 84. Requirements were reviewed by the committee and it was decided by the group that this information was useful to the City Engineers in making the City Council more aware of State Aid Funding for projects.

Adjourned at 4:35 p.m. with a motion by Marvin Hoshaw (Minneapolis) and a second by James Kleinschmidt (Inver Grove Heights). All voted in favor of the motion.

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The Screening Committee reconvened at 9:05 a.m. on October 20, 1982.

NEEDS REPORT APPROVAL

Needs Report found on Pages 12 through 57. On a motion by Donald Asmus (Minnetonka) and a second by Duane Aden (Marshall), the Needs Report was approved except for the following change. City of Crystal Needs Reduction: The Screening Committee concurs with the Unencumbered Construction Fund Subcommittee's recommendation to reduce the city of Crystal's construction needs. Therefore, the city of Crystal's construction needs shall be reduced by four times their construction fund balance, less the current year's construction allotment. All Screening Committee members voting "Aye" on the motion; thus the 1982 Needs Report was approved.

VARIANCE GRANTED - REDUCTION OF MONEY NEEDS

On a motion by Donald Asmus (Minnetonka) and a second by Maynard Lueth (Owatonna), all voting "Aye", the Screening Committee directed the State Aid Office to give future money needs based on the date of variance approval.

SCREENING COMMITTEE RESOLUTION - REVIEWING THE MILEAGE CUT-OFF DATE

With a motion by Donald Asmus (Minnetonka) and a second by John Dolentz (St. Cloud), all voting "Aye", the resolution on the bottom of Page 81 shall be revised to read as follows: All mileage adjustments or revisions to be considered in the Needs Study shall be requested by the City Engineer by November 15th. Said request shall be sent to the District State Aid Engineer's

SCREENING COMMITTEE  
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Office for approval. The District State Aid Engineer will then forward the request to the State Aid Engineer for his approval. A City Council resolution of approved mileage must be received by the State Aid Office prior to December 31st. Adjustments or revisions approved after December 31st will be considered by the Screening Committee for inclusion in the following year's Needs Study.

RESEARCH ACCOUNT

From a motion by John Dolentz (St. Cloud) and a second by James Kleinschmidt (Inver Grove Heights), all voting "Aye", the research account in the amount of \$105,082 was established for 1983.

NEEDS STUDY SUBCOMMITTEE

On a motion by James Kleinschmidt (Inver Grove Heights) and a second by Irving Bakken (Detroit Lakes), all voting "Aye", the Screening Committee directs the State Aid Office to proceed with the computer program changes which would allow the use of both #2341 and #2361 Bituminous Surfaces. These changes are to be incorporated into the Needs Study prior to 1984 apportionment.

With a motion from John Dolentz (St. Cloud) and a second by Marvin Hoshaw (Minneapolis), all voting "Aye", the Screening Committee voted to rescind the October 1965 Screening Committee's Directives and Resolution entitled, "Construction Accomplishments" and the following directive be approved: When a municipal state aid street is constructed to state aid standards with State Aid Funds, said construction shall be considered to be 100% accomplishment of total needs with the exception of additional resurfacing.

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

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

STANDARDS SUBCOMMITTEE - RESURFACING PROJECTS

A motion was made by John Dolentz (St. Cloud) with a second by Orlin Ortloff (Waseca), that the urban design standard table for special resurfacing projects be approved as shown on the attached schedule. After considerable discussion an amendment to the original motion was made by Duane Aden (Marshall) and a second by Donald Asmus (Minnetonka). This amendment was to change the parking widths as recommended by the Standards Committee

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for Collector - 2 (low, density) undivided with parallel parking lanes (one-side parking) from 30 feet to 32 feet and for parking both sides from 36 feet to 38 feet. Also to change the design strength requirements from seven tons to nine tons on all types of roadways.

All members voting "Aye" on the motion. The Screening Committee directed that the State Aid Office incorporate the urban design standard table for resurfacing projects into the proposed new rules for State Aid operations.

HIGHWAY POLICY COMMISSION

The Highway Policy Commission's recommendations are found on Page 78. On a motion by Duane Aden (Marshall) with a second by John Dolentz (St. Cloud), all voting "Aye", the Screening Committee voted to keep the allocations for MSA Street Maintenance as they exist.

APPLE VALLEY'S APPEAL

The appeal as presented by Richard Asleson, City Administrator, was discussed at length. No action was taken by the Screening Committee on this matter.

COMPLETED MSA SYSTEMS - MONEY NEEDS

There was considerable discussion by the Screening Committee on what should be done about money needs for cities which have a completed MSA System. It was the consensus of the Committee that the State Aid Office be directed to research the matter and report back to the Committee at the Spring meeting.

STORM-SEWER NEEDS

On a motion by Duane Aden (Marshall) and a second by John Dolentz (St. Cloud), all voting "Aye", to refer to the Needs Subcommittee and the Hydraulics and Sewer Subcommittee the apparent problem with a few cities reporting too large a storm sewer apportionment on their needs.

FIVE-YEAR CONSTRUCTION PROGRAM

The resolution on Page 84 was discussed by the Committee but no action was taken.

APPEARANCE AT THE SCREENING COMMITTEE


The Screening Committee reviewed the existing resolution found on Page 80 and on a motion by Marvin Hoshaw (Minneapolis) with a second by Donald Asmus (Minnetonka), all voting "Aye", it was approved to amend the existing resolution to read as follows: 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,

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shall, in a written report, communicate with the State Aid Engineer. The State Aid Engineer with concurrence of the Chairman of the Screening Committee 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.

Adjourned at 10:30 a.m. on a motion by Duane Aden (Marshall) and a second by Donald Asmus (Minnetonka), all voting "Aye".

Respectfully submitted

A handwritten signature in cursive script, reading "Herbert D. Reimer".

Herbert D. Reimer, Secretary  
1982 Screening Committee



# RESURFACING PROJECTS - URBAN GEOMETRIC STANDARDS

TOTAL WIDTH IN FEET  
FACE TO FACE OF OUTER CURBS

No. of Through Lanes	Density	Undivided, No Parking Lanes	With Median, No Parking Lanes		Undivided, With Parallel Parking Lanes		With 4' Median and Two Parallel Parking Lanes	Proposed Design Standard
			4' Median	14' Median	One Side	Both Sides		
Collector - 2	Low	28	-	-	32	38	-	9 Ton
Collector - 2	High	30	-	-	32	40	-	9 Ton
Collector - 4	Low	40	44	54	50	58	64	9 Ton
Collector - 4	High	44	48	58	54	62	68	9 Ton
Arterial - 2	Low	30	-	-	32	42	-	9 Ton
Arterial - 4	Low	44	48	58	54	62	68	9 Ton
Arterial - 4	High	46	52	62	56	66	74	9 Ton
Arterial - 6	High	70	76	86	80	90	98	9 Ton

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MINUTES OF THE MUNICIPAL STATE AID NEEDS STUDY SUBCOMMITTEE MEETING

APRIL 21, 1983

GOLDEN VALLEY CITY HALL

Subcommittee Members:

Lowell Odland - Golden Valley - Chairman  
Arnold Putnam - New Ulm  
Gerry Butcher - Maple Grove

Others in Attendance:

George Quickstad - Minnesota Department of Transportation  
Chuck Weichselbaum - Minnesota Department of Transportation

The meeting was called to order at 10:00 a.m. by Chairman, Lowell Odland.

The Needs Study Subcommittee met jointly with the Hydraulic and Sewer Subcommittee to review storm sewer needs reporting. A lengthy discussion ensued regarding philosophy of storm sewer needs, methods of reporting, and various alternatives on adjusting the needs to be given for storm sewer "before construction" and/or "after construction". This joint subcommittee meeting was recessed at approximately 12:00 noon for lunch, and then reconvened again at 1:00 p.m. Final discussions took place regarding storm sewer needs, and the Hydraulics and Sewer Subcommittee adjourned. A recommendation will be presented on the subject by the Hydraulics and Sewer Subcommittee.

The Needs Study Subcommittee then began its review of the unit prices and other data presented in the report for the "Needs Study Subcommittee - April 1983 Meeting". The subcommittee reviewed the various costs of construction items based on contracts awarded and unanimously agreed to recommend the unit prices for each construction item as shown on the attached 1983 Needs Study Subcommittee Recommendation.

The committee also reviewed the needs adjustment for right-of-way acquisition and non-existent bridges as submitted by various communities indicating expenses incurred for right-of-way and bridge construction. No action was required by the committee on these two items.

The Needs Committee next reviewed the resolution passed by the Screening Committee at their October 20, 1982 meeting as it relates to additional needs to be added following expenditure of funds for reconstruction of Municipal State Aid Streets which were previously constructed to state aid standards.

Minutes - Needs Study Subcommittee Meeting  
April 21, 1983  
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After discussion, the motion was made by Gerry Butcher, seconded by Arnold Putnam, to recommend to the Screening Committee that the following sentence be added to the resolution approved October 20, 1982:

"Each city will be responsible for reporting their qualified reconstruction projects with the annual needs update beginning in December of 1983."

If this recommendation is approved by the Screening Committee, the entire resolution would read as follows:

BE IT RESOLVED THAT:

The money needs for all streets and bridges constructed to State Aid standards with the exception of additional surfacing, shall be removed from the Needs Study until such time as a reconstruction project is awarded. At that time, a money needs adjustment shall be made by annually adding the total amount of the street and bridge cost to that which is eligible for state aid reimbursement for a 50-year period. This cost to exclude any federal and state aid grants and to be affected to all reconstruction projects awarded after January 1, 1983. Each city will be responsible for reporting their qualifying reconstruction projects with the annual needs of date beginning in December of 1983.


Another motion was made by Arnold Putnam, seconded by Lowell Odland, with all members of the committee voting in favor thereof which reads as follows:

"In order to be consistent with the above recommended revision to the October 20, 1982 resolution passed by the Municipal State Aid Screening Committee, it is recommended that the Municipal State Aid Division be instructed to remove all needs, except additional surface, for all roads that have been improved with the use of Municipal State Aid funds for construction."

Roadways constructed to sub-urban standards presently can continue to draw needs for future widening, installation of curb and gutter, etc. This recommendation would remove these needs until such time that reconstruction occurs after which needs would be added for a 15-year period.

The Needs Committee adjourned at 2:57 p.m.

Respectfully submitted,

  
Gerald E. Butcher, P.E.

# 1983 MUNICIPAL SCREENING COMMITTEE DATA

1982 NEEDS STUDY:				Subcommittee Suggested Prices for 1983	Screening Committee Recommended Prices For 1983
<u>Grading</u>	<u>Pay Item</u>	<u>1982 Prices</u>			
All Municipalities	Cu. Yd.	\$ 2.75		\$ 2.75	
<u>Removal Items</u>					
Curb and Gutter	Lin. Ft.	\$ 1.50		\$ 1.50	
Sidewalk	Sq. Yd.	3.50		2.50	
Concrete Pavement	Sq. Yd.	4.00		3.50	
Tree Removal	Unit	80.00		50.00	
<u>Base</u>					
Class 4 Spec. #2211	Ton	\$ 4.00		\$ 4.00	
Class 5 Spec. #2212	Ton	4.85		4.85	
Bituminous Spec. #2331	Ton	19.00		20.00	
<u>Surface</u>					
Bituminous Spec. #2331	Ton	\$ 19.00		\$ 20.00	
Bituminous Spec. #2341	Ton	20.50		21.00	
Bituminous Spec. #2351	Ton	30.00		30.00	
<u>Shoulders</u>					
Gravel Spec. #2221	Ton	\$ 3.75		\$ 3.75	
<u>Miscellaneous</u>					
Storm Sewer Construction	Mi.	\$196,000.00		\$196,000.00*	
Storm Sewer Adjustment	Mi.	62,000.00		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.	5.50		5.50	
Sidewalk	Sq. Yd.	13.50		13.50	
<u>Structures</u>					
Bridges 0 to 149 ft.	Sq. Ft.	\$ 36.00		\$ 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	\$ 60,000.00		\$ 65,000.00	
Signals and Gates (Multiple Track - High & Low Speed)	Unit	95,000.00		95,000.00	
Signs Only	Unit	300.00		300.00*	

\* Average Prices Not Computed -- Used Other Sources

1982 RELATIONSHIP OF THE TOTAL 25-YEAR NEEDS TO EACH INDIVIDUAL CONSTRUCTION ITEM

Grading	53,466,074	8.21
Special Drainage	1,109,835	.17
Storm Sewer	125,656,873	19.30
Storm Sewer Adjustment	10,422,200	1.60
Curb Removal	5,894,198	.91
Sidewalk Removal	4,149,890	.64
Pavement Removal	14,805,800	2.28
Tree Removal	<u>2,581,600</u>	<u>.39</u>
TOTAL GRADING	218,086,470	33.50
Gravel Base #2211	39,989,544	6.14
Gravel Base #2212	30,830,710	4.74
Bituminous Base	<u>52,328,039</u>	<u>8.04</u>
TOTAL BASE	123,148,293	18.92
Bituminous Surface #2331	1,681,785	.25
Bituminous Surface #2341	135,394,231	20.80
Surface Widening	<u>3,579,326</u>	<u>.55</u>
TOTAL SURFACE	140,655,342	21.60
Gravel Shoulders	<u>656,086</u>	<u>.10</u>
TOTAL SHOULDERS	656,086	.10
Curb and Gutter	52,942,438	8.13
Sidewalk	15,259,162	2.34
Traffic Signals	20,317,816	3.12
Street Lighting	4,063,760	.63
Retaining Walls	<u>2,561,614</u>	<u>.39</u>
TOTAL MISCELLANEOUS	95,144,790	14.61
TOTAL ROADWAY	577,690,981	88.73
Bridge	52,516,332	8.07
Railroad Crossings	16,128,400	2.48
Maintenance	2,361,084	.36
Right-of-Way	<u>2,338,900</u>	<u>.36</u>
TOTAL - OTHERS	<u>73,344,716</u>	<u>11.27</u>
TOTAL	651,035,697	100.00

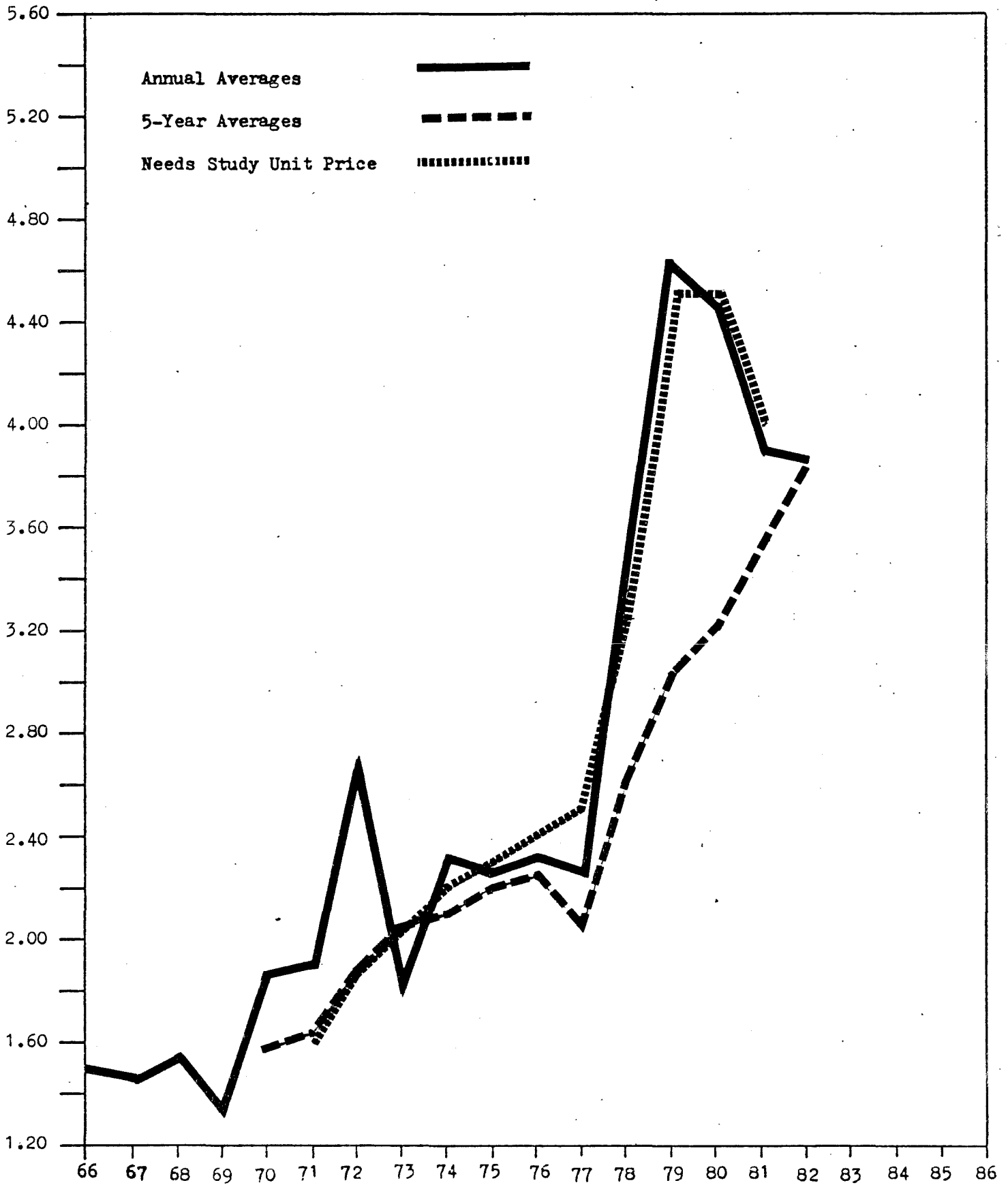


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
CLASS 4 - SUBBASE #2211

<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	4.00
1982	7	29,887	114,531	3.83	

Subcommittees recommended price for 1982 Needs Study \$ 4.00

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

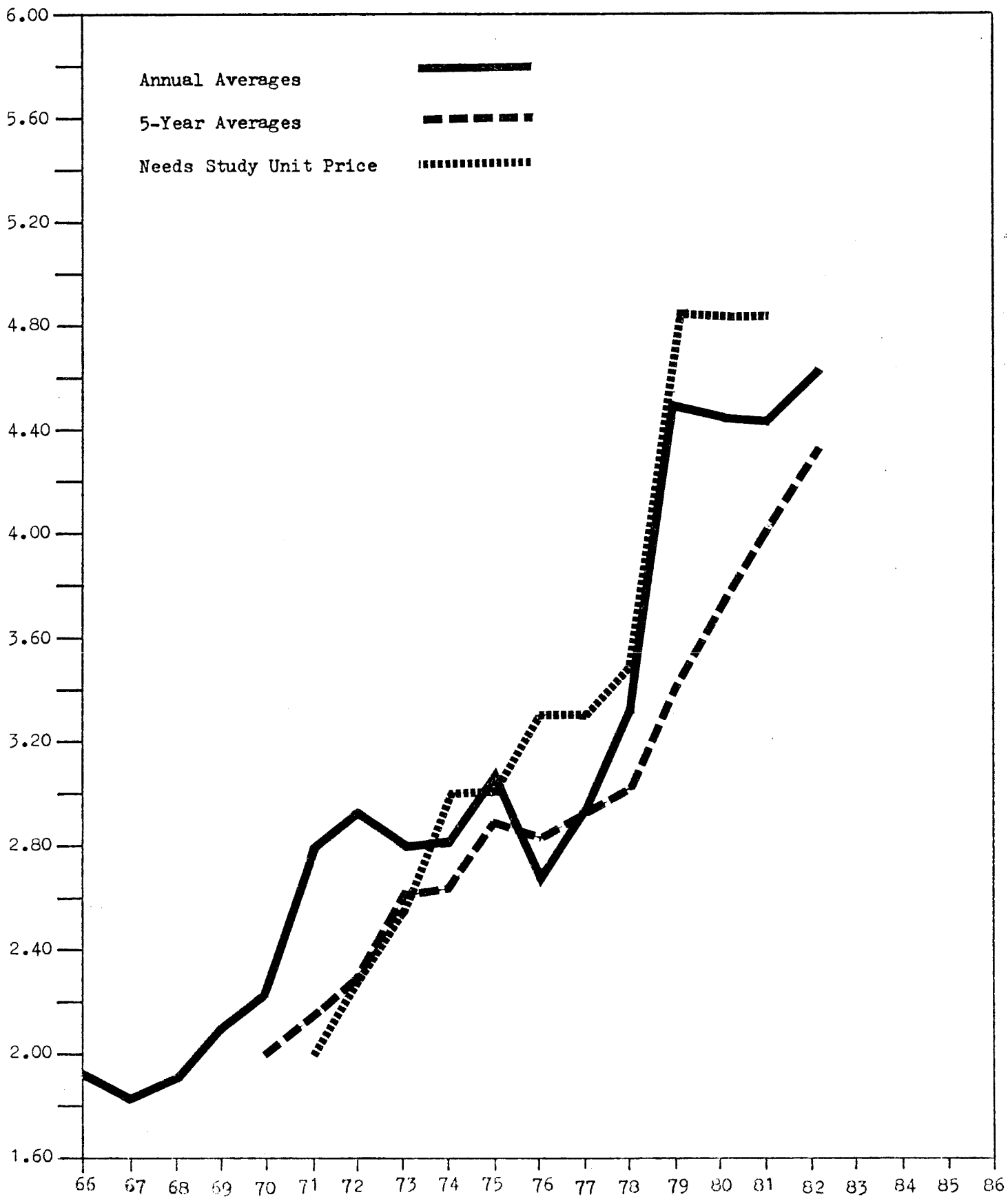


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
CLASS 5 - GRAVEL BASE #2212

<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	4.85
1982	48	431,148	1,984,392	4.60	

Subcommittees recommended price for 1982 Needs Study \$ 4.85

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



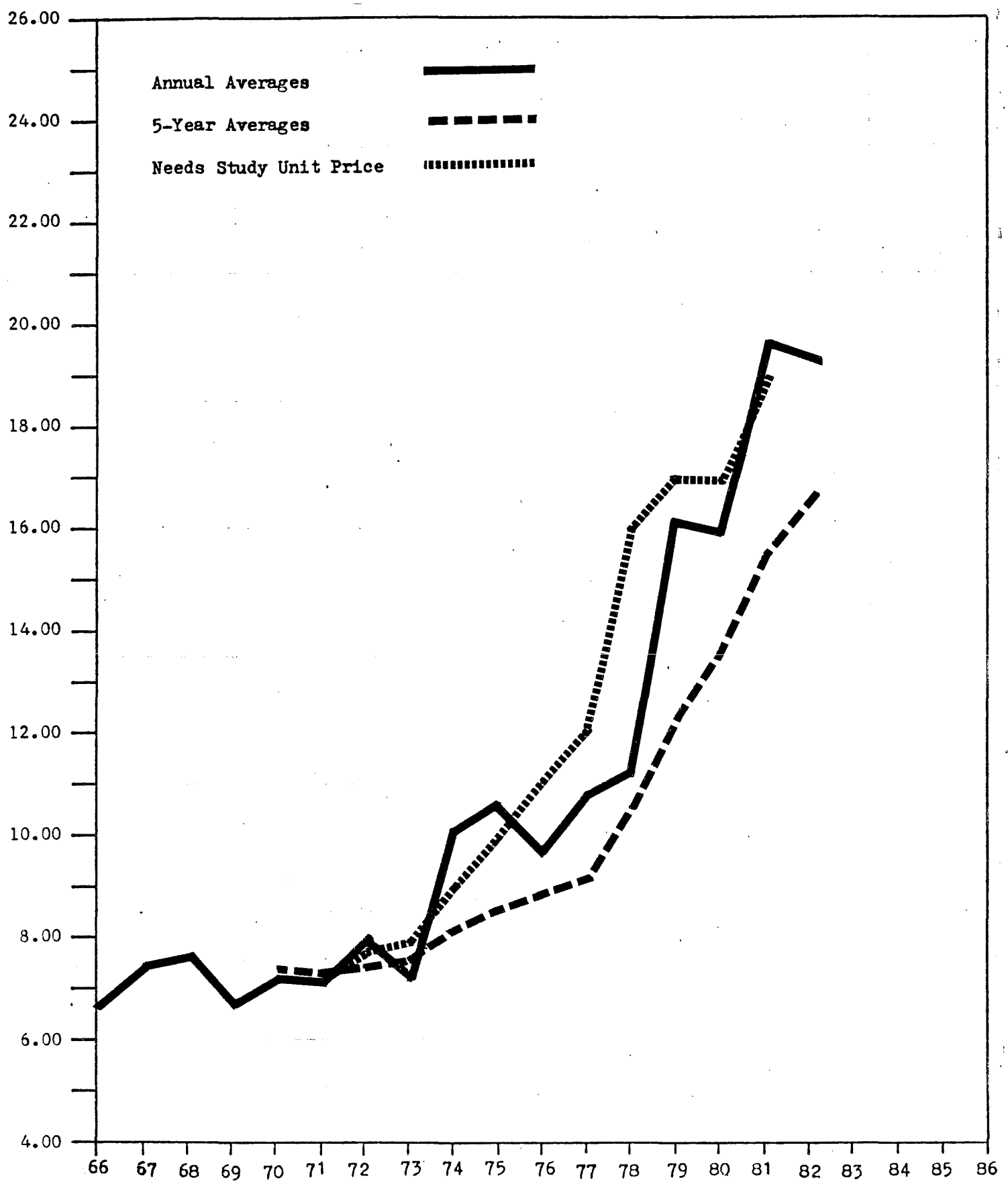
MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
BITUMINOUS BASE OR SURFACE #2331

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Ton</u>	<u>Needs Study Unit Price</u>
1966	14	25,029	\$ 171,625	\$ 6.86	\$ -
1967	12	18,472	135,910	7.36	-
1968	21	63,156	479,784	7.60	-
1969	11	34,627	228,695	6.60	-
1970	29	138,590	991,585	7.15	-
1971	21	84,866	603,153	7.11	7.20
1972	33	246,781	1,979,516	8.02	7.87
1973	38	401,085	2,886,763	7.20	7.87
1974	40	257,613	2,606,149	10.12	9.00
1975	31	138,117	1,473,830	10.67	10.00
1976	28	158,260	1,533,606	9.69	11.00
1977	32	135,287	1,461,919	10.81	12.00
1978	38	164,748	1,881,493	11.20	16.00
1979	42	229,249	3,723,054	16.24	17.00
1980	39	220,016	3,513,820	15.97	17.00
1981	44	211,045	4,164,825	19.73	19.00
1982	55	211,326	4,062,409	19.22	

Subcommittees recommended price for 1982 Needs Study \$ 20.00



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

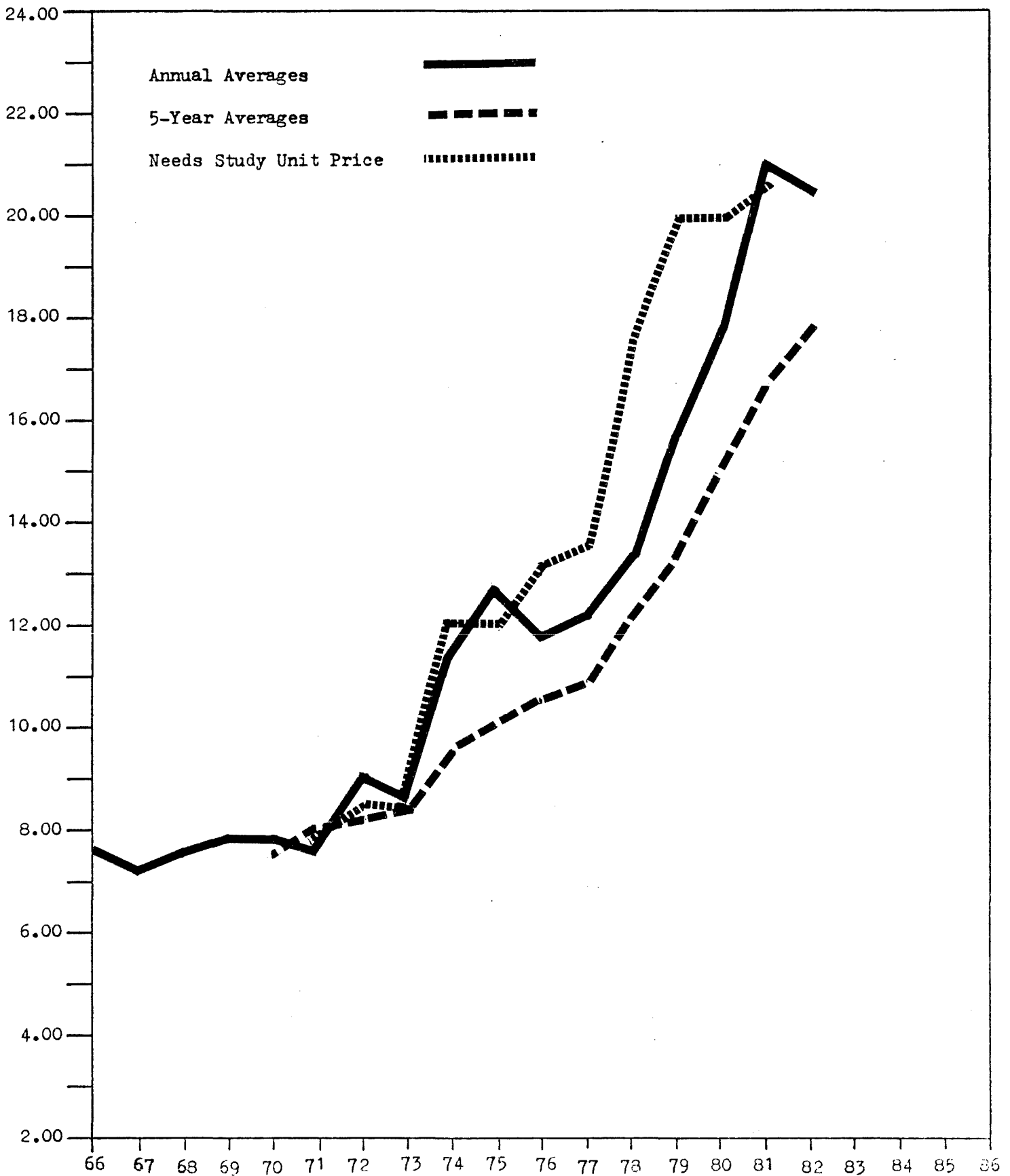


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
BITUMINOUS SURFACE #2341

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Ton</u>	<u>Needs Study Unit Price</u>
1966	20	58,504	\$ 442,817	\$ 7.57	\$ -
1967	21	66,918	474,309	7.09	-
1968	21	62,920	480,045	7.62	-
1969	12	31,532	248,437	7.88	-
1970	36	162,736	1,274,195	7.82	-
1971	24	74,558	563,358	7.56	7.60
1972	38	143,523	1,294,668	9.02	8.40
1973	39	241,907	2,078,158	8.59	8.36
1974	37	148,666	1,705,930	11.47	12.00
1975	31	147,041	1,863,333	12.67	12.00
1976	31	72,803	854,492	11.74	13.00
1977	26	63,007	760,571	12.07	13.50
1978	32	102,935	1,368,723	13.29	17.50
1979	37	126,977	1,989,710	15.67	20.00
1980	39	164,346	2,928,915	17.82	20.00
1981	38	123,479	2,595,032	21.02	20.50
1982	43	139,280	2,846,138	20.43	

Subcommittees recommended price for 1982 Needs Study \$ 21.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
BITUMINOUS SURFACE #2341

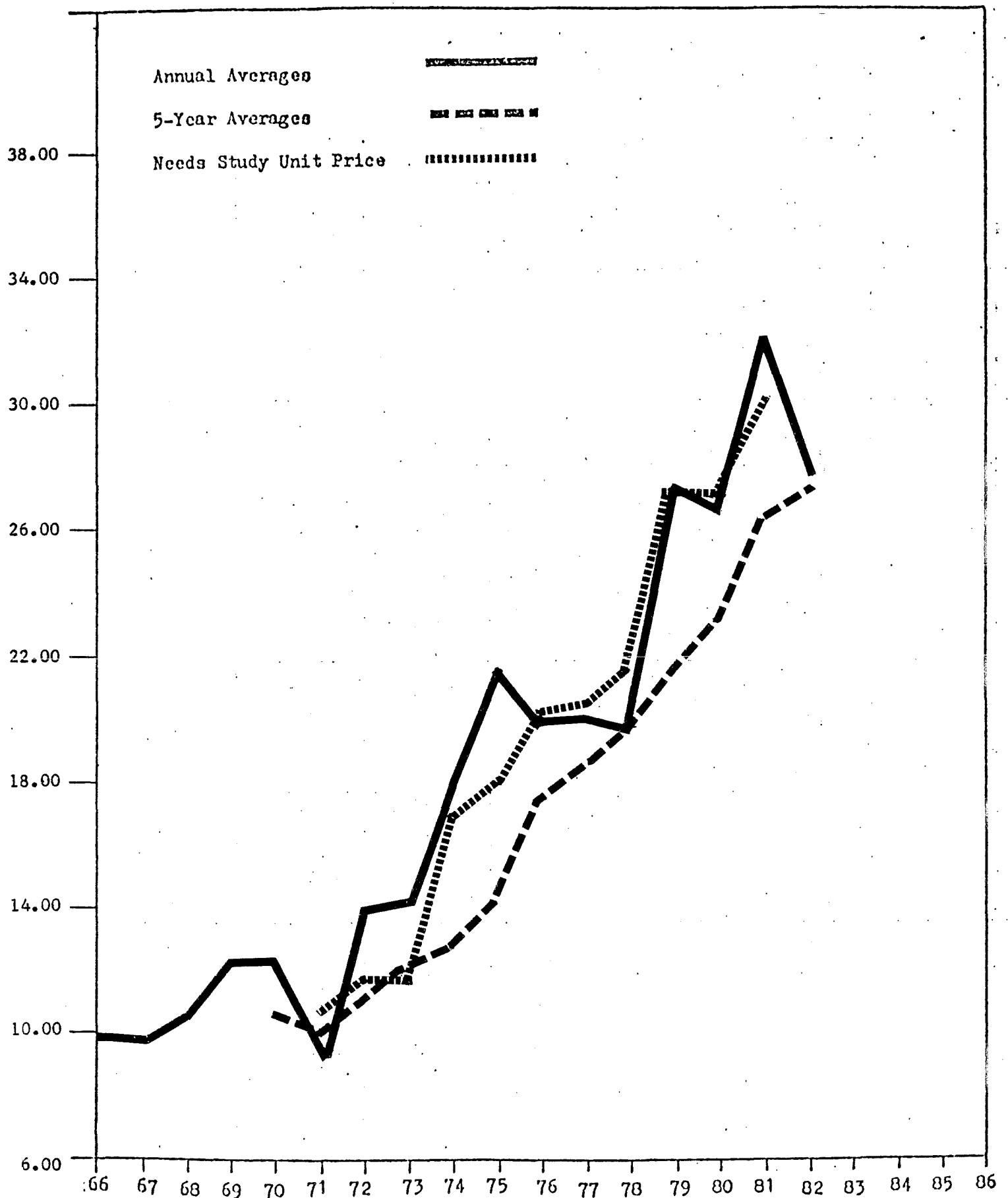


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
BITUMINOUS SURFACE #2351

<u>Year</u>	<u>No. of Cities</u>	<u>QUANTITIES</u>	<u>Cost</u>	<u>Cost Per Ton</u>	<u>Needs Study Unit Price</u>
1966	4	13,958	\$ 136,537	\$ 9.78	\$ -
1967	3	10,532	101,892	9.67	-
1968	6	15,890	165,736	10.43	-
1969	3	5,603	67,839	12.11	-
1970	5	7,500	91,604	12.21	-
1971	7	43,399	395,433	9.11	10.50
1972	11	25,950	361,721	13.94	11.55
1973	9	25,777	369,207	14.32	11.55
1974	9	18,308	327,581	17.89	17.00
1975	9	22,256	481,927	21.65	18.00
1976	10	18,759	371,123	19.78	20.00
1977	10	13,038	259,918	19.94	20.50
1978	14	14,080	277,452	19.70	21.50
1979	19	20,158	548,208	27.20	27.00
1980	16	17,695	469,842	26.55	27.00
1981	17	24,336	780,247	32.06	30.00
1982	18	26,628	725,878	27.26	

Subcommittee recommended price for 1982 Needs Study \$ 30.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
BITUMINOUS SURFACE #2351



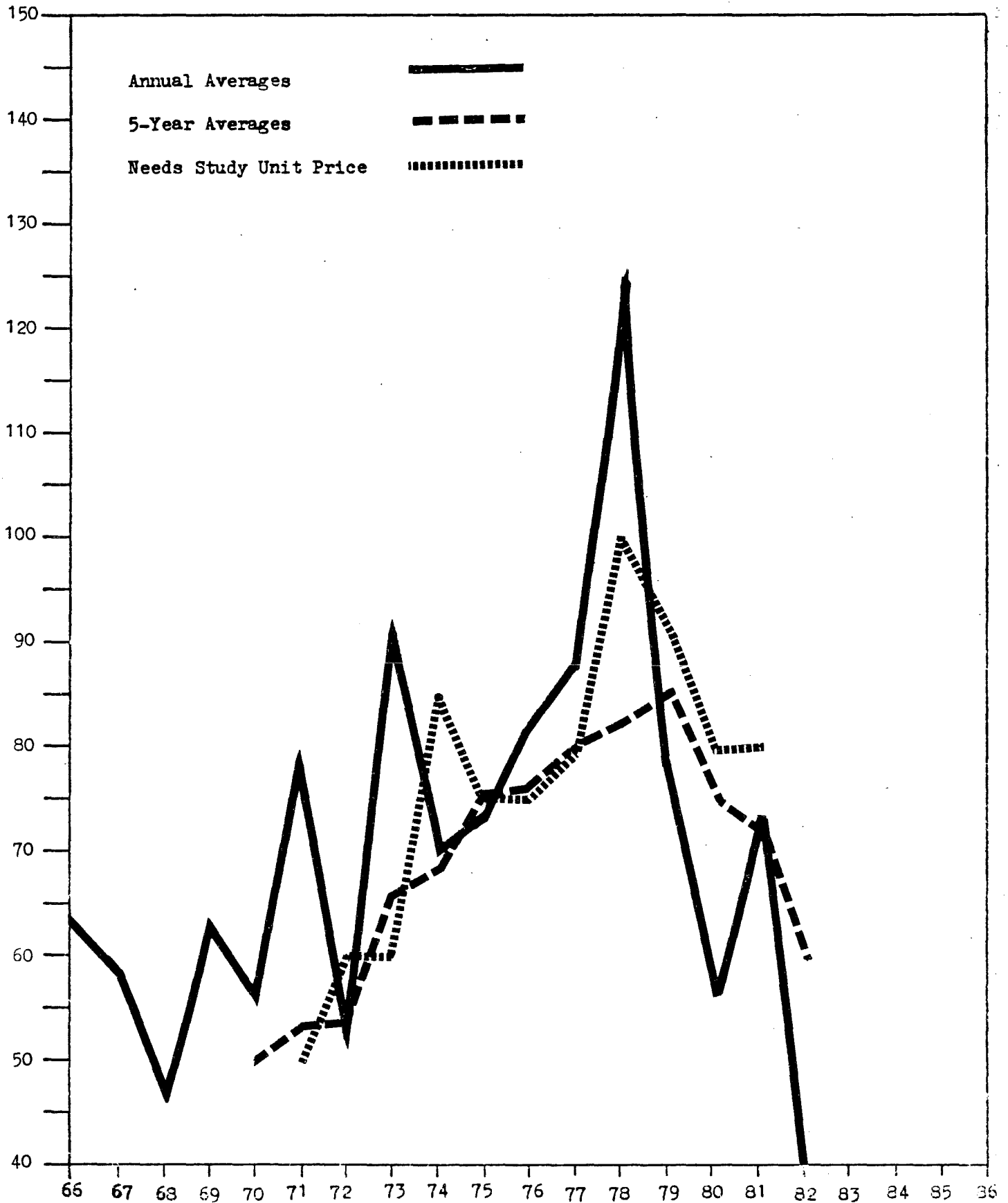


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
TREE REMOVAL #2101

<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	80.00
1982	31	3,122	123,015	39.40	

Subcommittees recommended price for 1982 Needs Study \$ 50.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
TREE REMOVAL #2101

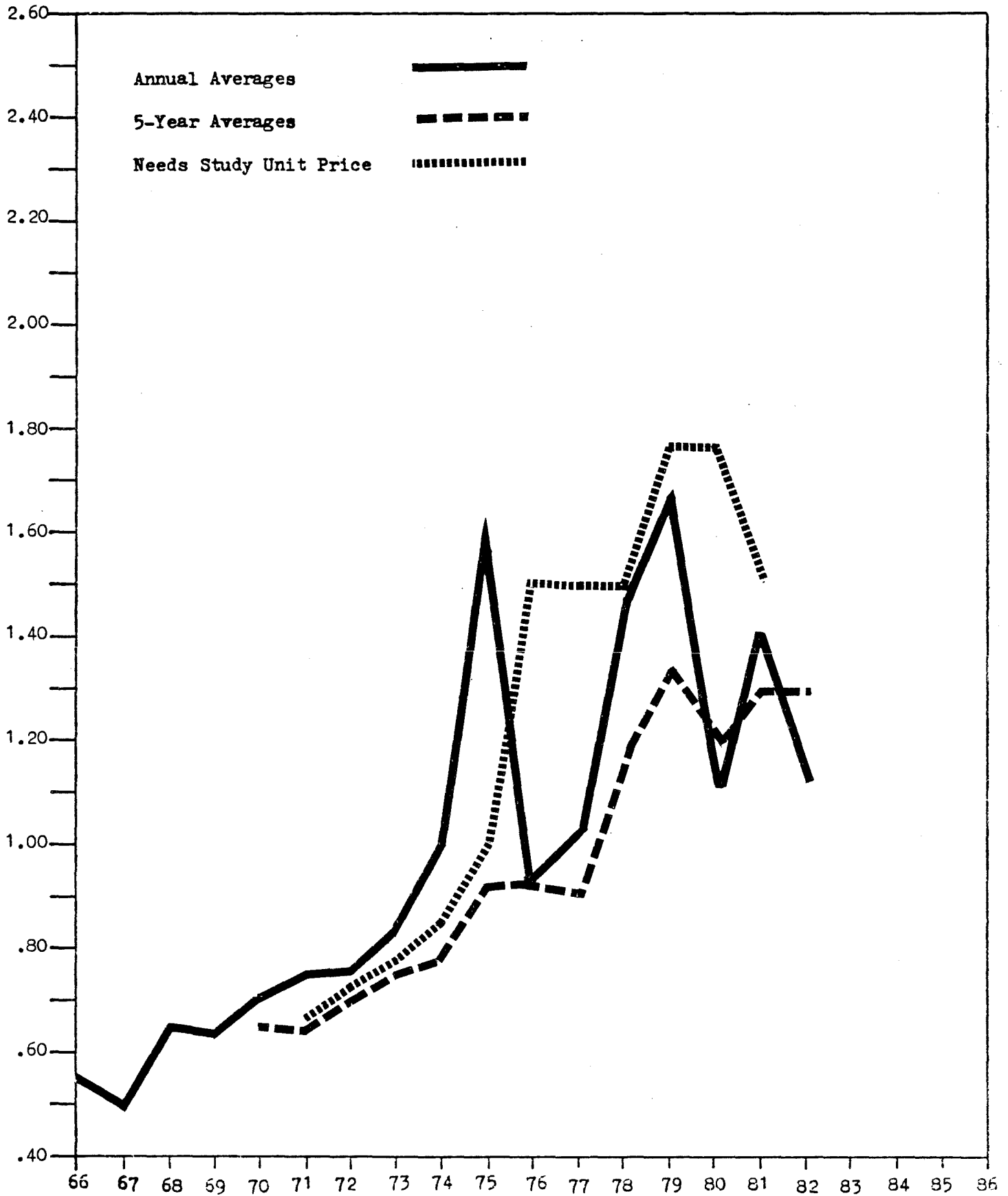


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
CURB & GUTTER REMOVAL #2104

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per 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	1.50
1982	45	77,339	86,596	1.12	

Subcommittees recommended price for 1982 Needs Study \$ 1.50

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

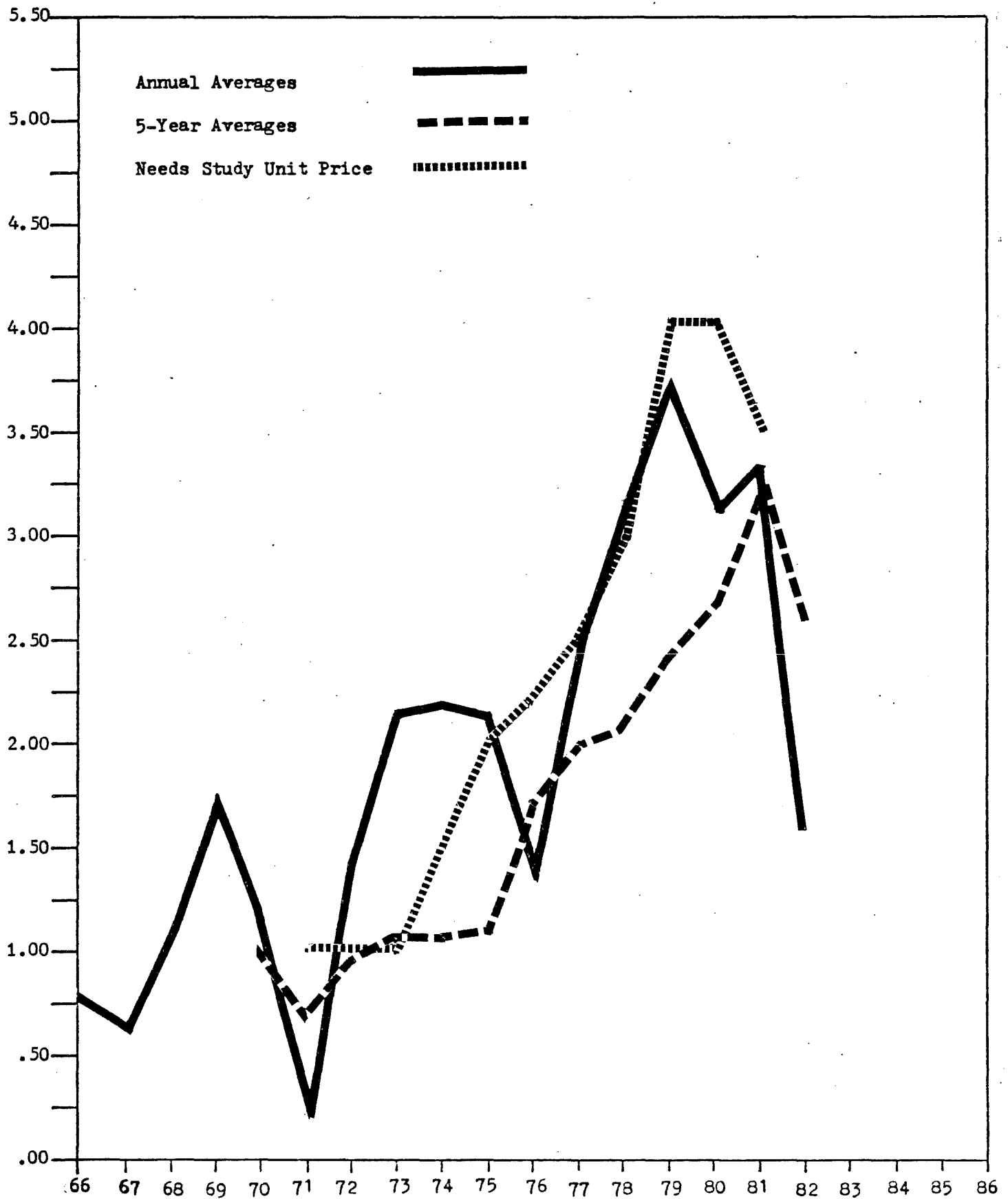


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
SIDEWALK REMOVAL #2105

<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	3.50
1982	33	61,909	98,144	1.59	

Subcommittees recommended price for 1982 Needs Study \$ 2.50

MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
SIDEWALK REMOVAL #2105

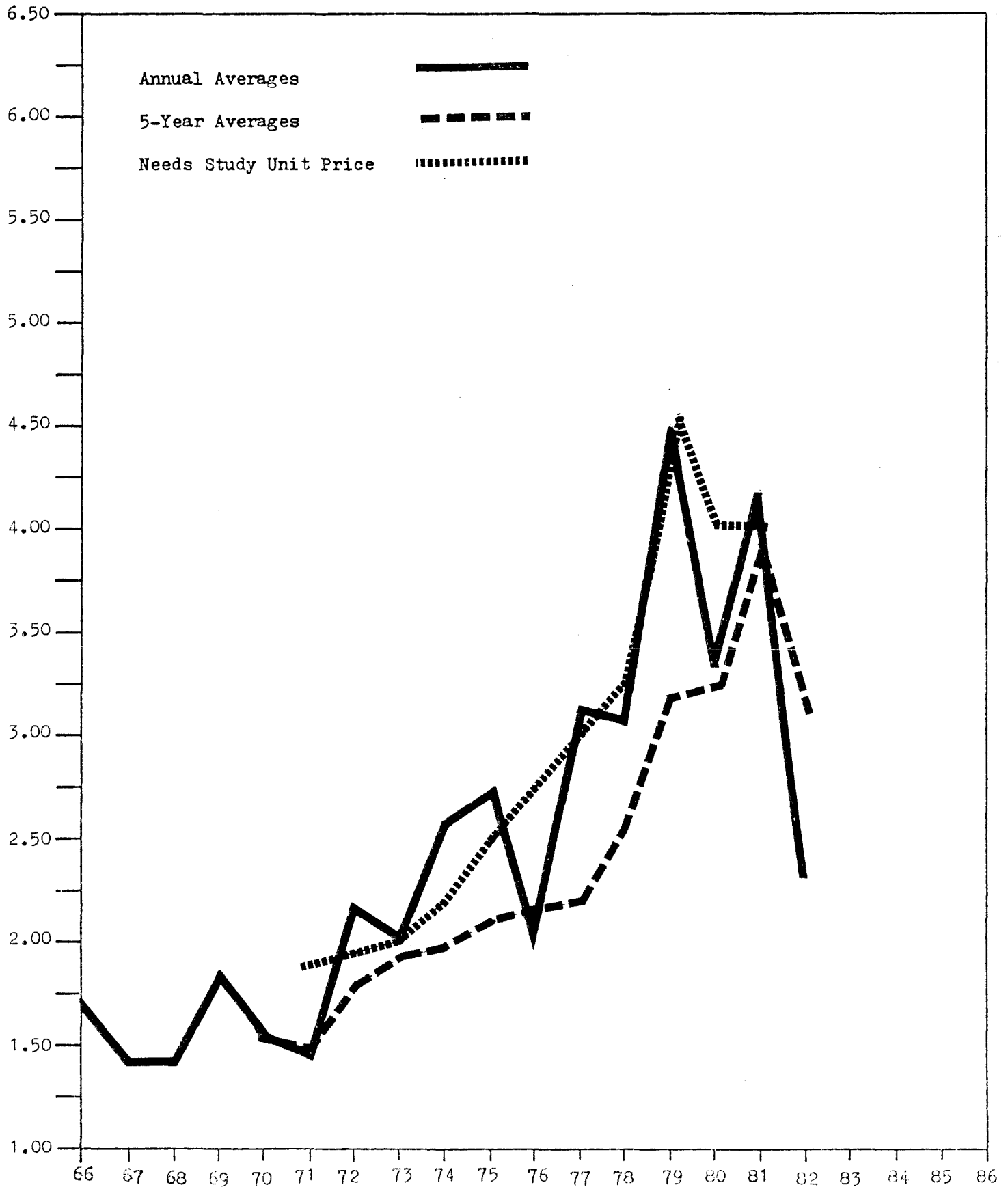


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
CONCRETE PAVEMENT REMOVAL #2106

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Sq. Yd.</u>	<u>Needs Study Unit Price</u>
1966	7	30,405	\$ 51,572	\$1.70	\$ -
1967	13	21,386	30,668	1.43	-
1968	20	59,026	83,708	1.42	-
1969	8	9,196	16,821	1.83	-
1970	25	110,940	173,446	1.56	-
1971	14	56,559	81,979	1.45	1.90
1972	11	187,366	408,919	2.18	1.95
1973	12	188,588	379,940	2.01	2.00
1974	11	40,506	103,569	2.56	2.20
1975	12	21,211	57,984	2.73	2.50
1976	9	62,379	127,199	2.04	2.75
1977	9	15,279	47,801	3.13	3.00
1978	11	35,176	108,531	3.08	3.25
1979	9	65,081	292,769	4.50	4.50
1980	8	42,322	139,785	3.30	4.00
1981	16	83,263	345,180	4.15	4.00
1982	23	229,468	533,404	2.32	

Subcommittees recommended price for 1982 Needs Study \$ 3.50

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



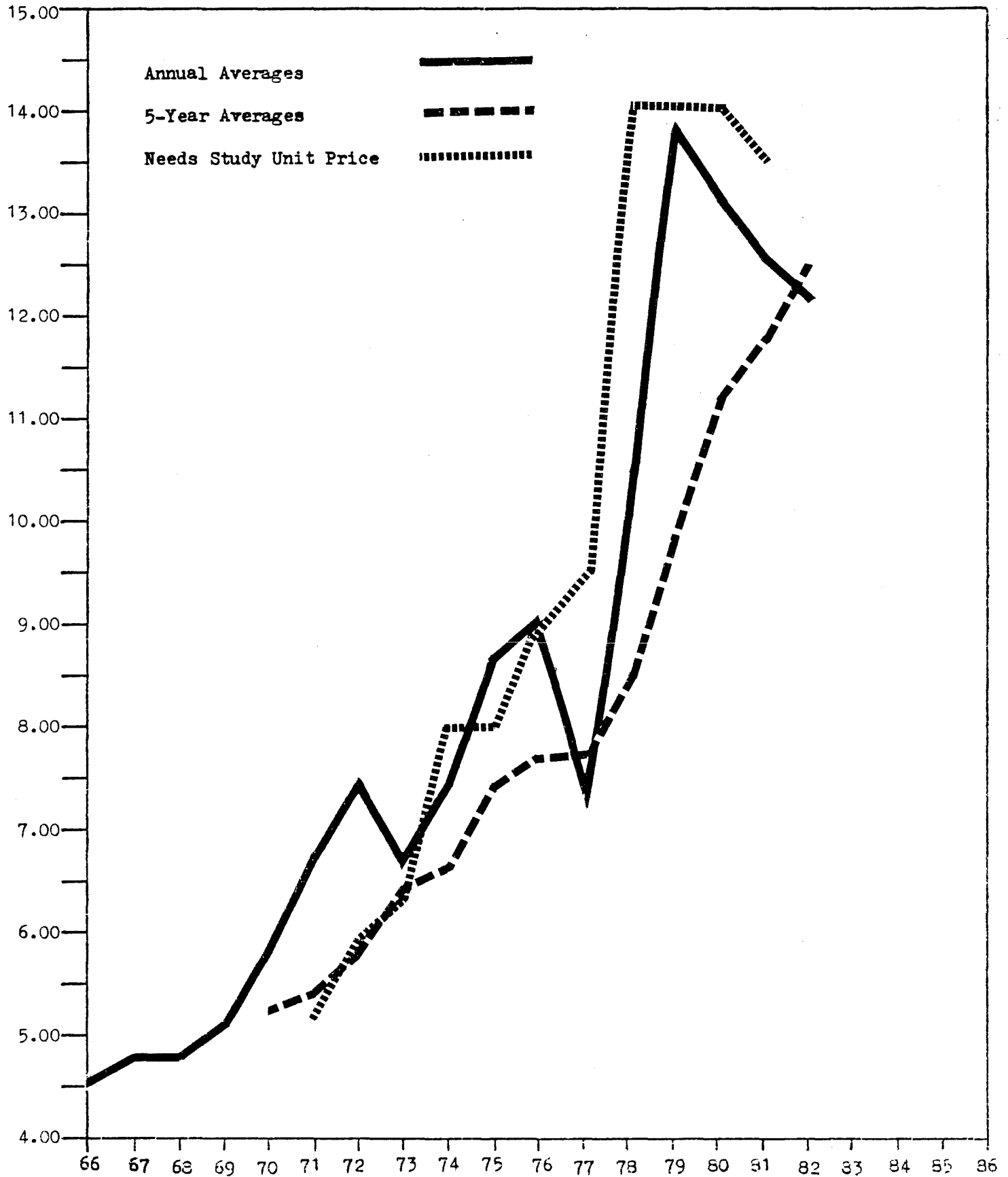


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
SIDEWALK CONSTRUCTION #2521

<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	13.50
1982	44	91,266	1,112,414	12.19	

Subcommittees recommended price for 1982 Needs Study \$ 13.50

MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
SIDEWALK CONSTRUCTION #2521

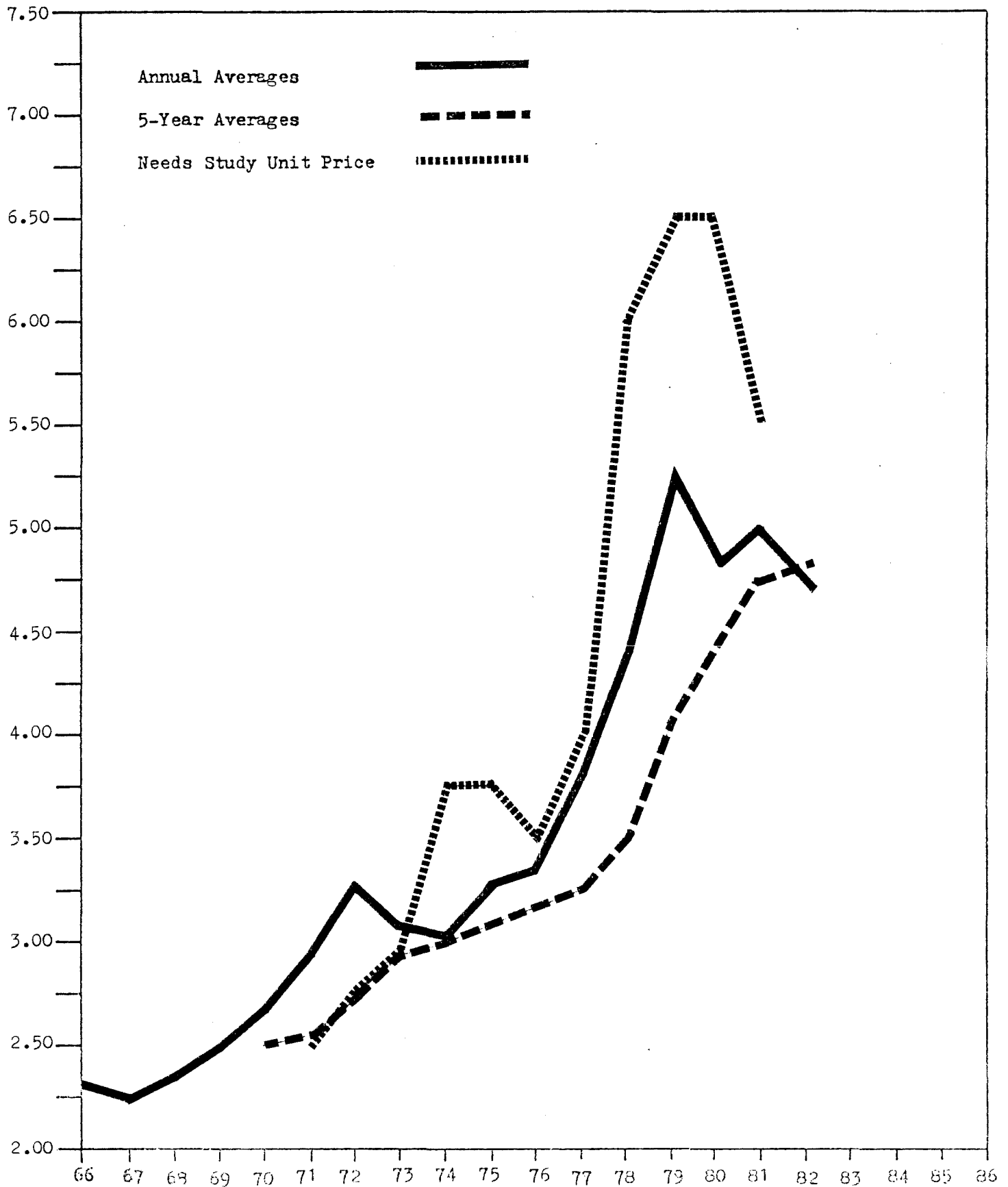


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
CURB & GUTTER CONSTRUCTION #2531

<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	5.50
1982	58	450,590	2,124,634	4.72	

Subcommittees recommended price for 1982 Needs Study \$ 5.50

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



STATE OF MINNESOTA

DEPARTMENT Mn/DOT - OFFICE OF BRIDGES AND  
ROOM 610 STRUCTURES*Office Memorandum*TO : George Quickstad  
Needs Unit - Room 420

DATE: March 22, 1983

FROM : *W.I.I.*  
Walter Immel  
Bridge Estimates Engineer

PHONE: 296-3192

SUBJECT: 1982 Structures Costs

The actual structures costs for County and Municipal State Aid projects in calendar year 1982 that you requested are as follows:

<u>Length of Structure</u>	<u>Structures</u>	<u>1981 Av. Cost/S.F.</u>
0 - 149	32	\$36.00
150 - 499	11	\$41.00
500 - Greater*	1	\$62.00
Widening**		\$70.00

\*In 1982 there was only one County and Municipal State Aid structure 500' or greater. Due to the lack of sufficient information in this area, I recommend the use of last years figure (\$62.00).

\*\*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

STATE OF MINNESOTA

DEPARTMENT Mn/DOT - Program Management Division  
Room 419*Office Memorandum*TO : George Quickstad  
Highway Needs Unit

DATE: March 17, 1983

FROM : Robert G. Swanson, Director  
Railroad Administration *RS*

PHONE: 296-2472

SUBJECT: Projected Railroad Grade Crossing  
Improvements - Costs for 1983

We have projected 1983 costs for railroad-highway at grade crossing improvements. They are expected to be as follows:

## Railroad Grade Crossings

Signals (Single Track - Low speed)<sup>1</sup> Unit \$65,000.00 (Average Price)Signals and Gates  
(Multiple Track - high & low speed)<sup>2</sup> Unit \$95,000.00 (Average Price)

Signs Only Unit \$ 300.00

<sup>1</sup> Modern Signals with motion sensors - signals are activated when train enters electrical circuit - deactivated if train stops before reaching crossing.

<sup>2</sup> Modern Signals with Grade Crossings 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

DEPARTMENT Mn/DOT - Design Services  
Room 718

## Office Memorandum

TO : George Quickstad  
State Aid Needs Unit  
Room 420

DATE: March 22, 1983

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

PHONE: 296-0824

SUBJECT: State Aid Storm Sewer Construction Costs (1983)

We have analyzed the State Aid storm sewer construction costs for 1983 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. These figures are the same as for 1982 since the increases for last year were less than anticipated and offset the increases anticipated for 1983.

If we can be of further assistance, please advise.

cc:

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

DVH/mls  
(EHA)

1982 C.S.A.H. UNIT PRICE STUDY

1982 Projects

	<u>Unit</u>	<u>Quantity</u>	<u>Cost</u>	<u>Cost Per Unit</u>	
2211	Ton	\$ 406,012	\$ 1,316,167	\$ 3.24	Gravel Base
2212	Ton	2,253,984	7,312,901	3.24	Gravel Base
2221	Ton	779,146	3,151,436	4.05	Gravel Shoulder
2301	Sq. Yd.	162,875	1,922,720	11.80	Concrete Surface
2331	Ton	1,882,292	32,538,686	17.28	Bit. Surface
2341	Ton	172,170	3,325,817	19.31	Bit Surface
2351	Ton	8,272	263,616	31.88	Bit. Surface



# - Comments -

## 1983 MUNICIPAL SCREENING COMMITTEE DATA

### 1982 NEEDS STUDY:

		Pay Item	1982 Prices	Subcommittee Suggested Prices for 1983	Screening Committee Recommended Prices For 1983
<u>Grading</u>					
All Municipalities		Cu. Yd.	\$ 2.75	\$ 2.75	
<u>Removal Items</u>					
Curb and Gutter		Lin. Ft.	\$ 1.50	\$ 1.50	
Sidewalk		Sq. Yd.	3.50	2.50	
Concrete Pavement		Sq. Yd.	4.00	3.50	
Tree Removal		Unit	80.00	50.00	
<u>Base</u>					
Class 4 Spec. #2211		Ton	\$ 4.00	\$ 4.00	
Class 5 Spec. #2212		Ton	4.85	4.85	
Bituminous Spec. #2331		Ton	19.00	20.00	
<u>Surface</u>					
Bituminous Spec. #2331		Ton	\$ 19.00	\$ 20.00	
Bituminous Spec. #2341		Ton	20.50	21.00	
Bituminous Spec. #2351		Ton	30.00	30.00	
<u>Shoulders</u>					
Gravel Spec. #2221		Ton	\$ 3.75	\$ 3.75	
<u>Miscellaneous</u>					
Storm Sewer Construction		Mi.	\$196,000.00	\$196,000.00*	
Storm Sewer Adjustment		Mi.	62,000.00	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.	5.50	5.50	
Sidewalk		Sq. Yd.	13.50	13.50	
<u>Structures</u>					
Bridges 0 to 149 ft.		Sq. Ft.	\$ 36.00	\$ 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	\$ 60,000.00	\$ 65,000.00	
Signals and Gates (Multiple Track - High & Low Speed)		Unit	95,000.00	95,000.00	
Signs Only		Unit	300.00	300.00*	

\* Average Prices Not Computed -- Used Other Sources

# 1983 NEEDS STUDY SUBCOMMITTEE

## Needs Adjustment for Right-of-Way Acquisition

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

The resolution states:

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

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

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

The following summary shows the Right-of-Way acquisition reported in 1977 through 1983.

<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>Adjust. For 1984 Apport.</u>	<u>Total Adjust.</u>
Anoka	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 28,974	\$ 28,974
Bloomington	--	--	--	--	--	145,300	--	145,300
Cloquet	--	--	51,268	--	--	--	22,271	73,539
Crookston	--	--	--	93,000	56,174	--	--	149,174
Crystal	--	--	--	285,354	47,849	--	--	333,203
Duluth	49,401	--	--	--	--	--	36,200	85,601

<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>Adjust. For 1984 Apport.</u>	<u>Total Adjust.</u>
Fairmont	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 1,825	\$ --	\$ 1,825
Fridley	648	5,205	--	--	--	--	--	5,853
Golden Valley	--	--	--	720,932	--	--	--	720,932
Hastings	--	--	--	--	13,270	4,350	--	17,620
Hibbing	--	--	--	--	--	--	14,000	14,000
Inver Grove Hieghts	--	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	18,877	35,188
Red Wing	14,000	--	--	--	--	--	--	14,000
Richfield	--	--	--	--	--	--	1,152,857	1,152,857
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	\$1,273,179	\$8,958,840

# 1983 NEEDS STUDY SUBCOMMITTEE

## 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

Note: No non-existent bridges were constructed in 1982 according to our records.

MINUTES OF HYDRAULICS AND SEWER SUBCOMMITTEE AND  
NEEDS STUDY SUBCOMMITTEE OF THE MSA SCREENING COMMITTEE

April 21, 1983 Minutes

The Hydraulics and Sewer Subcommittee and the Needs Study Subcommittee met in joint session at Golden Valley at 10:00 A.M. at the Civic Center. Those attending the meeting were as follows:

Hydraulics and Sewer Subcommittee:	John Dolentz, Chairman (St. Cloud) Ronald Rudrud (Bloomington) Dan Edwards (Fergus Falls)
Needs Study Subcommittee:	Lowell Odland, Chairman (Golden Valley) Arnold Putnam (New Ulm) Gerald Butcher (Maple Grove)
Others:	George Quickstad (State Aid) Charles Weichselbaum (DSA#5)

The Committees met to review storm sewer needs reporting starting with a discussion of the report prepared by Municipal State Aid which included a review and comments on storm sewer needs from all Mn/DOT Districts.

The following areas of concern were addressed:

- A) Storm sewer needs in Urban versus Rural areas.  
Rural versus Urban design justification.
- B) Need for a common set of guidelines to be followed by District State Aid Engineer in reviewing storm sewer needs to assure consistency throughout the State.
- C) Encourage actual construction of storm sewer shown on the needs report within a reasonable period of time.
- D) Drawbacks associated with the existing systems and/or proposed systems of storm sewer needs allocations.

After thorough discussion of the above topics and other closely related issues the Committees approved the following recommendations:

1. Each city shall prepare a comprehensive storm sewer plan, approved by the City Council, to be submitted with a map and other pertinent data to the District State Aid Engineer.
2. The District State Aid Engineer shall review the comprehensive storm sewer plan to assure conformance with the storm sewer needs report requirements.
3. Length of street R/W qualifying for storm sewer needs shall be measured based upon the actual length of street R/W to be drained, not on the projected length of future storm sewer pipe required.

This is consistent with the method used to determine the per mile cost for storm sewer needs.

4. A) Place a 15 year time limit on storm sewer needs for each segment reported.
- B) Allow only 50% of the current year's storm sewer cost to be added to the needs each year until such time as the sewer is actually constructed.
- C) After the storm sewer is constructed the yearly storm sewer needs would be increased over the remainder of the 15 year period so as to allow full recovery of storm sewer needs on the constructed segment for the full 15 year period.

The intent is to award Cities that construct storm sewer by allowing them 100% of the annual needs on the constructed segment for a 15 year period irregardless of when the sewer was constructed within the 15 year period.

Cities that do not construct storm sewers in the 15 year period would receive only 50% of the annual needs for the storm sewer for the 15 year period.

This is best shown by way of example:

15 year time period  
30 increments of needs (2 increments/year)

City constructs storm sewer in year 5

	5 years		10 years
Initial Needs Report	Construction		End of Needs Period

City is allowed one increment/year (50% of needs) until storm sewer is constructed = 5 increments.

City is then entitled to the remaining increments over the remaining 10 years of the period.

$$\begin{array}{l} 30 - 5 = 25 \text{ increments remaining} \\ 15 - 5 = \underline{10} \text{ years remaining in period} \\ \quad \quad 2.5 \text{ increments/year} \end{array}$$

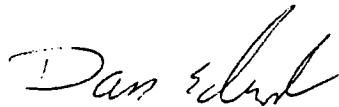
The City would receive 2.5 increments/year for the remaining 10 years of the allowable storm sewer needs period.

The increments are to be based on the storm sewer cost used by State Aid throughout the 15 year allowable needs period; thus the value of an increment is subject to change with any adjustment in the storm sewer cost.

Mr. John Dolentz (St. Cloud), Chairman of the Hydraulics and Sewer Subcommittee will present these recommendations at the spring screening committee meeting.

There being no further business before the Hydraulics and Sewer Subcommittee, the meeting was adjourned at 1:50 P.M.

The Needs Study Subcommittee continued with their portion of the meeting.



Respectfully submitted  
Dan Edwards, P.E.

ea

1983 MUNICIPAL SCREENING COMMITTEE DATA

District State Aid Engineer's Comments on Their Storm Sewer Review

DISTRICT #1 - Dick Hansen

1. Determination of needs on non-existent roadways is a fallacy. Most probably will never be built. Some are across large swamps, etc.
2. Let's treat storm-sewer needs like non-existing bridge replacements and give the city the money needs adjustment after a construction project is awarded. This way there's no room for "padding" the needs.

DISTRICT #2 - Jack Isaacson

No Comments

DISTRICT #3 - Dave Reed

1. The philosophy behind the needs study in the first place infers a 25-year street plan exists. In other words, what will you do to the streets in your city to improve or maintain them during the next 25 years? And, excluding routine maintenance, what will this cost?
2. The life of some parts of the street system creates a problem with a 25-year needs study. How often should some items be replaced? If something was improperly designed in the first place, how soon will the taxpayers allow it to be reguilt? Or, how bad is it?
3. George, I think the bottom line is having a plan for the next xxx years and then have an estimate or the total cost of this plan. This is what I think the municipal needs study attempts to do and, all in all, I think it's doing a pretty good job.

DISTRICT #4 - Vern Korzendorfer

1. I made a personal review of each segment shown in needs study. The review considered all needs items and was not limited to, but did include storm sewer.
2. It appeared that some storm-sewer reporting was office oriented without field checking of existing conditions.



DISTRICT #4 - Vern Korzendorfer (continued)

3. Intersecting streets had street sewer needs both directions.
4. Street grades did not warrant complete street sewer on segment.
5. Need for overall street-sewer plan and reflection of that plan in reporting needs.
6. Segments crossing railroad R/W's and TH R/W's had reported street-sewer needs, in most cases, were unnecessary.
7. I am sure we are not 100%, but that we have moved closer to a relationship between needs and actual construction.

DISTRICT #5 - Chuck Weichselbaum

1. It is very difficult to determine the storm sewer needs in the district so as to be compatible with the needs of other districts. In my review it appeared to me that 28 of the cities have storm-sewer needs in newly developing areas or areas with no storm sewer and they construct storm sewer as a part of their roadway construction projects.
2. We reviewed the remaining six cities in the field. Of the six, Champlin hasn't been constructing storm sewers with the roadway construction; Chanhassen has Section 109 which they do not intend to build; Chaska completed Section 101 in 1975; and Brooklyn Center and Hopkins have some storm sewers appear to be laterals from other streets.
3. I think the Screening Committee should set up criteria for storm sewers so that all districts operate alike. Some criteria that could be taken into account could be: is storm sewer existing, does the city actually construct storm sewer, is the area developing or is the area established, is the area platted, etc.
4. I was surprised to see so few inconsistencies in the district.
5. One method of tempering the effect of storm-sewer needs could be to reduce the present cost of \$196,000 per mile by one half, and then reimburse the city after construction for the other half of the cost for a 15-year period. This would be similar to non-existing bridges and right-of-way acquisition.
6. No reductions are recommended until more specific guidelines are established.

DISTRICT #6 - Glen Maidl

1. Each city +5000 population to develop a comprehensive plan to include storm-sewer locations and costs and anticipated dates of construction or reconstruction as the case may be.
2. Each plan to be reviewed in field by City Engineer, District State Aid Engineer and qualified hydraulics person to check validity of plan. Every segment does not necessarily require storm sewer.
3. Items 1 and 2 include non-existent segments also.

DISTRICT #7 - Harvey suedbeck

No Comments

DISTRICT #8 - John Hoeke

No Comments

DISTRICT #9 - Elmer Morris

1. In general, why it appeared that storm sewer would probably be constructed as a part of urban type projects, within the time frame of the needs, the segments were identified by a check mark on the enclosed sheets. Segments noted as "future construction" are non-existent roadways and whether or not they will require storm sewer is somewhat conjecture. Also noted are a number of segments currently under construction from various funding sources. No attempt was made to identify if this was only partial or ultimate construction.
2. It is interesting to note that one had complete storm-sewer needs on most of its existing street system even though the roadways are constructed with curb and gutter and also reasonably sized storm sewer. On analyzing a current city project, I find that the participating cost of the "adjustments" to the existing storm-sewer system are approximately the same as the full needs cost.
3. Project cost of a new installation on a similar current urban project is under the per-mile cost which tends to make me suspect that storm-sewer needs should probably be reviewed by the Hydraulics and Sewer Subcommittee and possibly two figures developed. One for street widening where there is an existing storm sewer and a second cost for new systems.
4. It appears that all proposed storm sewer needs within the MUSA boundary should probably be continued in order to be compatible with the Metro Council's objectives.

March 7, 1983

TO : 1983 Unencumbered Construction Fund Subcommittee:  
Duane Aden - Marshall - Chairman  
Paul Baker - Mankato  
Charles Honchell - Roseville

1983 Screening Committee Officers:  
Robert Simon - South St. Paul - Chairman  
Herbert Reimer - Moorhead - Vice Chairman  
Henry Spurrier - Shakopee - Secretary

SUBJECT: 1983 Construction Fund Balances

Enclosed is a brief report showing the cities which could possibly exceed the Screening Committee's limitations regarding Construction funds. Also included are the responses from the twelve involved cities indicating their proposed plans for future encumbrances of these State Aid funds.

This data is being provided to your subcommittee for informational purposes only at this time. However, should you have any questions, please contact George Quickstad at (612) 296-1662.

A meeting of this subcommittee will not be required prior to the June 8 and 9, 1983 Spring Screening Committee, unless requested by your group.

Immediately after July 1, 1983, a meeting will be scheduled to possibly interview the engineers from those cities which have not complied with the Screening Committee directives. This interview will take place prior to this subcommittee making their recommendations to the Screening Committee at their Fall meeting.

Sincerely,

Gordon M. Fay, Director  
Office of State Aid

Enclosures: Report For the Unencumbered Construction  
Fund Subcommittee

cc: R. Hanson  
G. Quickstad ✓

GMF:ds

SCREENING COMMITTEE DIRECTIVES  
RELATING TO  
CONSTRUCTION FUND BALANCES

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.

CONSTRUCTION FUNDS AVAILABLE FOR ALL 110 CITIES  
AS OF DECEMBER 31, 1982

<u>Municipality</u>	<u>A</u> Amount Available 12-31-82	<u>B</u> 1983 Construction Allotment	<u>C</u> <u>Column A</u> <u>Column B</u>
Albert Lea	\$ 476,165	\$ 286,316	1.66
Alexandria	256,187	120,488	2.12
Andover	46,161	209,094	0.22
Anoka	36,904	247,379	0.15
Apple Valley	65,266	373,136	0.17
Arden Hills	0	134,487	0
Austin	642,139	285,949	2.25
Bemidji	320,385	209,330	1.53
Blaine	601,333	431,001	1.40
Bloomington	0	958,259	0
Brainerd	352,865	190,806	1.85
Brooklyn Center	9,680	508,661	0.02
Brooklyn Park	240,210	639,394	0.38
Burnsville	814,903	809,934	1.01
Champlin	56,078	185,347	0.30
Chanhassen	0	153,906	0
Chaska	432,376	202,733	2.13
Chisholm	6,588	108,812	0.06
Cloquet	498,470	384,277	1.30
Columbia Heights	356,285	187,708	1.90
Coon Rapids	301,104	488,546	0.62
Cottage Grove	504,602	418,272	1.21
Crookston	77,799	179,535	0.43
Crystal	1,940,504	180,234	10.77
Detroit Lakes	235,588	111,190	2.12
Duluth	3,236,276	1,526,998	2.12
Eagan	608,324	480,447	1.27
East Bethel	25,550	131,398	0.19
East Grand Forks	110,302	140,748	0.78
Eden Prairie	0	453,637	0
Edina	325,252	749,094	0.43
Elk River	374,709	258,045	1.45
Ely	41,794	22,278	1.88

<u>Municipality</u>	<u>A</u> Amount Available 12-31-82	<u>B</u> 1983 Construction Allotment	<u>C</u> Column A Column B
Eveleth	\$ 8,253	\$ 98,910	0.08
Fairmont	286,279	190,938	1.50
Falcon Heights	2,790	58,862	0.05
Faribault	0	256,888	0
Fergus Falls	303,666	195,796	1.55
Fridley	720,808	323,637	2.23
Golden Valley	1,041,018	464,037	2.24
Grand Rapids	26,561	141,701	0.19
Ham Lake	79,039	146,338	0.54
Hastings	263,450	201,159	1.31
Hermantown	204,936	191,545	1.07
Hibbing	0	529,678	0
Hopkins	339,649	210,420	1.61
Hutchinson	358,563	151,016	2.37
International Falls	83,026	88,292	0.94
Inver Grove Heights	0	336,283	0
Lake Elmo	86,122	104,068	0.83
Lakeville	378,729	422,842	0.89
Lino Lakes	0	69,863	0
Litchfield	330,095	114,586	2.88
Little Canada	12,017	103,679	0.12
Little Falls	113,512	141,644	0.80
Luverne	32,242	12,216	2.64
Mankato	480,161	420,138	1.14
Maple Grove	86,691	635,038	0.14
Maplewood	49,555	535,166	0.09
Marshall	111,993	166,229	0.67
Mendota Heights	370,290	192,224	1.93
Minneapolis	1,855,778	5,031,115	0.37
Minnetonka	887,832	762,108	1.16
Montevideo	61,526	103,341	0.60
Moorhead	883,597	523,264	1.69
Morris	0	127,327	0
Mound	92,655	109,607	0.85
Mounds View	422,789	184,086	2.30
New Brighton	171,462	289,903	0.59
New Hope	174,657	207,703	0.84
New Ulm	174,952	240,649	0.73
Northfield	300,162	226,941	1.32

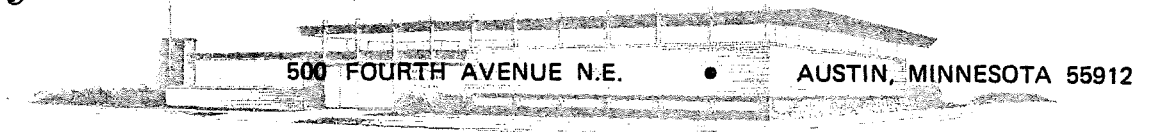
<u>Municipality</u>	<u>A</u> Amount Available 12-31-82	<u>B</u> 1983 Construction Allotment	<u>C</u> Column A Column B
North Mankato	\$ 397,162	\$ 141,769	2.80
North St. Paul	0	167,488	0
Oakdale	277,787	205,643	1.35
Orono	114,311	104,865	1.09
Owatonna	221,651	313,503	0.71
Pipestone	37,084	26,675	1.39
Plymouth	0	434,661	0
Prior Lake	23,211	181,950	0.13
Ramsey	0	265,974	0
Red Wing	537,932	305,339	1.76
Redwood Falls	0	86,474	0
Richfield	108,070	320,998	0.34
Robbinsdale	118,169	170,341	0.69
Rochester	1,521,843	811,091	1.88
Rosemount	355,041	186,073	1.91
Roseville	290,562	497,003	0.58
St. Anthony	213,590	100,562	2.12
St. Cloud	0	790,401	0
St. Louis Park	1,035,574	634,514	1.63
St. Paul	4,225,218	4,174,574	1.01
St. Paul Park	201,677	19,112	10.55
St. Peter	231,237	121,870	1.90
Sauk Rapids	143,388	148,929	0.96
Shakopee	288,281	192,570	1.50
Shoreview	289,682	284,312	1.02
South St. Paul	35,098	282,454	0.12
Spring Lake Park	168,980	72,242	2.34
Stillwater	238,542	226,260	1.05
Thief River Falls	326,519	167,906	1.94
Vadnais Heights	127,925	76,200	1.68
Virginia	44,988	181,388	0.25
Waseca	227,208	103,102	2.20
West St. Paul	251,285	268,691	0.94
White Bear Lake	0	307,994	0
Willmar	24,742	296,509	0.08
Winona	799,960	381,175	2.10
Woodbury	646,691	391,038	1.65
Worthington	316,450	142,637	2.22
TOTAL	\$37,628,512	\$39,660,963	0.95

SUMMARY OF THE TWELVE CITIES WHICH MAY EXCEED THE LIMITATIONS  
OF THE SCREENING COMMITTEE DIRECTIVES

<u>Municipality</u>	<u>A</u> Amount Available 12-31-82	<u>B</u> 1983 Construction Allotment	<u>C</u> <u>Column A</u> <u>Column B</u>
Austin	\$ 642,139	\$ 285,949	2.25
Chaska	432,376	202,733	2.13
Crystal	1,940,504	180,234	10.77
Duluth	3,236,276	1,526,998	2.12
Fridley	720,808	323,637	2.23
Golden Valley	1,041,018	464,037	2.24
Hutchinson	358,563	151,016	2.37
Litchfield	330,095	114,586	2.88
Mounds View	422,789	184,086	2.30
North Mankato	397,162	141,769	2.80
Winona	799,960	381,175	2.10
Worthington	316,450	142,637	2.22



# City of Austin



R.F. MURPHY  
CITY ENGINEER

February 18th, 1983

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

Re: Austin Minnesota  
M.S.A. Unencumbered  
Construction Funds

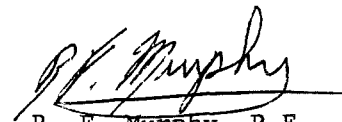
Dear Mr. Quickstad:

Please be advised that in May of 1983, the following projects will be bid:  
M.S.A.S. 141 from 4th Street N.E. to 8th Street N.E., estimated at \$379,000, and  
M.S.A.S. 123 from 8th Avenue N.E. to 10th Avenue N.E., estimated at \$100,000.

We also just received a final payment of \$31,317.71 for a project on M.S.A.S.  
114 completed in 1982.

If you have any questions, please contact me.

Yours truly,



R. F. Murphy, P.E.  
City Engineer

RFM/ct

*Bonestroo, Rosene, Anderlik & Associates, Inc.*

*Consulting Engineers*

2335 W. Trunk Highway 36

St. Paul, Minnesota 55113

Phone: 612-636-4600

MN. Watts 1-800-622-6573

Otto G. Bonestroo, P.E.  
Robert W. Rosene, P.E.  
Joseph C. Anderlik, P.E.  
Bradford A. Lemberg, P.E.  
Richard E. Turner, P.E.  
James C. Olson, P.E.

Glenn R. Cook, P.E.  
Keith A. Gordon, P.E.  
Thomas E. Noyes, P.E.  
Richard W. Foster, P.E.  
Robert G. Schunicht, P.E.  
Marvin L. Sorvala, P.E.  
Donald C. Burgardt, P.E.  
Jerry A. Bourdon, P.E.  
Mark A. Hanson, P.E.  
Ted K. Field, P.E.  
Michael T. Rautmann, P.E.  
Robert R. Pfefferle, P.E.  
Charles A. Erickson  
Leo M. Pawelsky  
Harlan M. Olson

February 24, 1983

Minnesota Department of Transportation  
State Highway Building  
John Ireland Blvd. - Room 810  
ST. Paul, Mn. 55155

Attn: Mr. George Quickstead

Re: City of Chaska  
Chaska MSA  
File No. 9201

Dear George:

The City of Chaska is presently developing a project in cooperation with Mn/DOT to construct improvements along TH 41 at Crosstown Boulevard, Engler Road (CSAH 10) and Huntermark Road.

The estimated cost for this work is \$350,000 of which approximately \$100,000 will be MSA Funds.

The City is in the process of completing the five year plan for Municipal State Aid street work which we will submit to you in the near future.

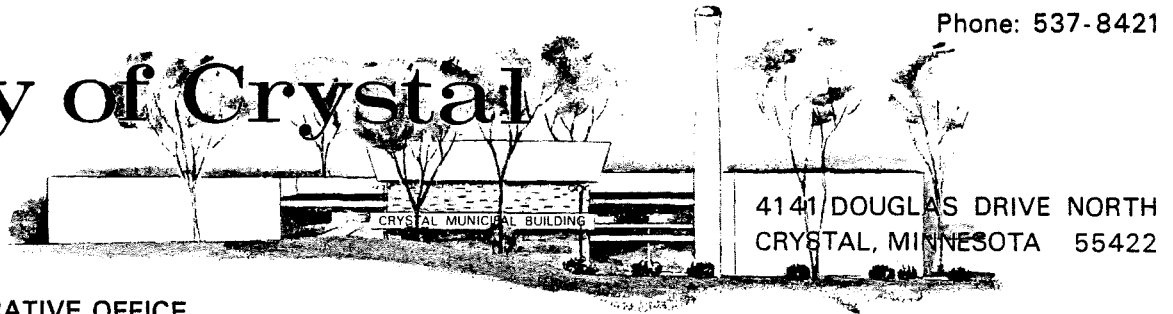
Yours very truly,

BONESTROO, ROSENE, ANDERLIK & ASSOCIATES, INC.

Glenn R. Cook  
GRC:mb

3841b

# City of Crystal



ADMINISTRATIVE OFFICE

February 24, 1983

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

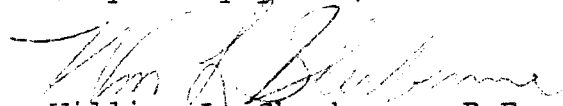
Re: Street Fund Status

Dear George:

The City of Crystal has entered into an agreement with Hennepin County for the reconstruction of Douglas Drive (S.A.P.116-050-28). The Crystal share of the construction is \$312,151.18, which we are seeking from State Aid funds to the limit allowed. The estimated cost of right-of-way at this point is \$37,500.00, which is not included in the above.

As of this writing, it does not appear that there will be any further major expenditures using State Aid street construction funds in the year 1983.

Very truly yours,

  
William L. Sherburne, P.E.  
City Engineer

WLS/mb



## CITY OF DULUTH

DEPARTMENT OF PUBLIC WORKS  
Engineering Division  
211 City Hall • Duluth, Minnesota 55802  
218/723-3278

**Paul Davidson**

City Engineer

February 22, 1983

George Quickstad, Program Planning  
Minnesota Dept. of Transportation  
Room 810, Transportation Building  
St. Paul, Minnesota 55155

### DULUTH CONSTRUCTION FUND BALANCE

George:

As you requested, I had Ed Leone prepare a balance sheet for our construction fund up to July 1, 1983. As you will note, our balance by July 1, 1983 will be \$1,200,000 less than twice our 1983 construction fund allotment.

We expect to let other major MSA projects this year, including the Aerial Bridge. In fact, I'm beginning to wonder if we'll have enough funds to go around.

Sincerely,

Paul Davidson  
City Engineer

as

enc.

BALANCE SHEET FOR 19 MSA FUNDS  
1983

February 22, 1983

CONSTRUCTION ACCOUNT

Date	Item	Deposit & Transfer	Remittances	Balance	Encumbrance
Jan. 1	Balance at end of 1982			3,318.012.26	81,736.
January 14	Annual Apportionment for 1983	1,526,998.00		4,845.010.26	
Jan 30	MSAP #118-164-01 Initial Remittance (Superior St. 1982 Project)		362,752.01	4,482,258.25	(+) 17,747.
	Anticipated Initial Payment on MSAP #118- 134-08 Hwathorne Road Superior St. to Wallace Ave. (95% of 710,000)		674,500.00		
	Anticipated final payment on MSAP #118-103-02 - 63rd Ave. W. Grand Ave. to Cody		15,600.00		
	Anticipated final payment of MSAP 118-116-01 24th Ave. W. Michigan St. to Skyline Blvd.		149,700.00		
	Anticipated Final Payment to Woodland Ave. Channeliza- tion Project MSAP#118-157-12 #118-157-13 #118-157-14		19,100.00		
	TOTAL		1,221.652.00	Total anticipated remittance by July 1, 1983	

2 x (1,526,998) Annual Construction Apport. 1983 = 3,053,996.00

Balance at end of 1982	=	(+) 3,318,012
Remittance by July		(-) <u>1,221,652</u>
Remainder	=	2,096,360

# CITY OF FRIDLEY

6401 UNIVERSITY AVENUE N.E., FRIDLEY, MINNESOTA 55432

TELEPHONE 612-571-0450

February 22, 1983

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

Dear George:

This letter is to confirm our telephone conversation on today's date.

You indicated our unencumbered State Aid Fund balance is approximately \$720,000.00 and the City of Fridley must let a project prior to July 1st and bring the balance below \$650,000.00.

I informed you of our street improvement plans for 5th Street from 63rd Avenue to Mississippi Street. The plans have been approved by the Fridley City Council and District 5 State Aid Office. The plans are presently in the Central State Aid Office for approval.

The project, S.A.P. No. 127-340-01, has an engineering estimate of \$128,000.00 (including 6% Engineering) and a March, 1983 letting date will be established once final approval is obtained.

State Aid Funds have not been encumbered for this project.

As discussed, we plan on a much bigger State Aid Street Improvement Project in 1984. Tentatively it will include the following:

Commerce Lane - 73rd Avenue to Osborne Road  
73rd Avenue - T.H. #47 to Central Avenue

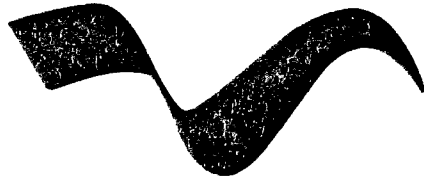
If you need any additional clarifications or have any comments, please feel free to contact me.

Sincerely,

CLYDE V. MORAVETZ  
Engineering Administration

CVM/mh

CC: 1983 State Aid File



## City of Golden Valley

February 25, 1983

Mr. George Quickstad  
Mn/DOT  
Room 810  
Transportation Building  
St. Paul, MN 55155

Dear George:

This letter is to confirm our phone conversation regarding proposed MSA construction in Golden Valley. Following are projects programmed for construction in 1983:

1. Laurel Avenue from Pennsylvania Avenue to Louisiana Avenue. (MSAS 406)  
Grading, surfacing and drainage estimated at \$165,000. A public hearing is proposed for April, 1983.
2. Laurel Avenue from Xenia Avenue to west of M.N. & S. RR tracks. (MSAS 406)  
A hearing was held on February 16, 1983 for crossing permit from Mn/DOT.  
Construction is anticipated to start early summer 1983. The estimated cost including the signals is approximately \$415,000.

Other projects estimated at \$570,000 are scheduled for construction starting in 1984. If any additional information is needed, please call.

Sincerely,

Lowell E. Odland  
City Engineer

LEO:kjm



February 22, 1983

Mr. George Quickstad  
Minnesota Department of Transportation  
Room 810  
Transportation Building  
St. Paul, MN 55155

RE: MSA Project  
MSAS 109-030  
City of Hutchinson

Dear George:

The City Council, on December 29, 1982, approved for construction in 1983, a project on Second Avenue Southeast from Adams Street to Huron Street.

Attached is a copy of the print out sheet for the section of roadway approved for construction.

From Adams Street to Monroe Street and from Monroe Street to Erie Street, the curb and gutter is in place at 41 feet face to face. The block from Erie Street to Huron Street is planned for curb and gutter 41 feet face to face.

The total project will consist of grading, gravel base, bituminous base and wear course. The estimated M.S.A. funds to be expended on this project is \$100,000.00.

If you need additional information, please contact me.

Respectfully,

CITY OF HUTCHINSON

Marlow V. Priebe  
Director of Engineering

MVP/pv

attachment

cc: John Hoeke



# Pauly & Olsen Associates Ltd.

## architects and engineers

113 SOUTH 5th AVENUE ST. CLOUD, MINNESOTA 56301 612/252-4740

Mr. George Quickstad  
Minnesota Department of Transportation  
Room No. 810, Transportation Building  
St. Paul, MN 55155

February 22, 1983

Re: Litchfield, MN

Dear Mr. Quickstad:

As we discussed by telephone, the construction fund balance for the City of Litchfield as of June 30, 1982 is \$330,095. The City is aware that at least \$30,095 must be encumbered on or before June 30, 1983 to avoid penalty, and has programmed the following off-system expenditure to accomplish this:

S.A.P. No. 47-611-18

C.S.A.H. No. 11 (Meeker County) from T.H. No. 12 to Armstrong Avenue

- a. The project includes geometric and vertical alignment improvements, new storm sewer, and underground utility replacement. It is to be accomplished in conjunction with a new traffic signal installation by the Minnesota Department of Transportation at the intersection of T.H. No. 12 (Sibley Avenue and C.S.A.H. No. 11 (Fifth Street)). The total project cost is estimated to be \$201,200. The City's share will be \$108,854, of which \$70,157 is estimated to be eligible for off-system MSA funds.
- b. A preliminary engineering report was submitted to the Meeker County Board of Commissioners on February 15, 1983. The Commissioners approved the project and executed a Joint Agreement with the City on the same date.
- c. A project Feasibility Report was submitted to the Litchfield City Council on February 21, 1983. The Council approved the report and ordered in the improvement on the same date. A Chapter 429 Hearing was set for March 7, 1983 at 7:00 p.m. to consider proposed assessments. While it is customary to hold the hearing prior to ordering in the improvement, the assessments in this case are minor and it was deemed important to keep the project moving.

Mr. George Quickstad  
Page 2  
February 22, 1983

d. We are proposing to meet the schedule outlined below:

Complete plans and specifications and submit to City, County, and DSAE	March 25, 1983
Open Bids	May 20, 1983
City Approval	June 6, 1983
County Approval	June 7, 1983
Letter to MnDOT State-Aid requesting funds be encumbered	June 8, 1983

The above project is not shown on our five-year construction plan because the City only recently decided to participate with off-system MSA funds.

A second project involving MSA funds is presently in the Chapter 429 Hearing stage. East Ripley Street, from Gorman Avenue to a point just east of Industrial Boulevard, is scheduled for complete construction this summer. The hearing has been continued to March 7, 1983 at 7:30 p.m. A firm schedule has not yet been developed pending the outcome of the hearing.

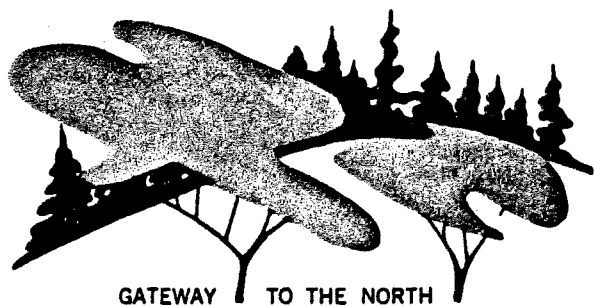
I hope the above information will accurately convey our current status. Please call if you have any questions.

Very truly yours,

  
Joseph R. Bettendorf, P.E.

djg

cc Wayne Carlson  
John Hoeke



# City of Mounds View

RAMSEY COUNTY, MINNESOTA  
2401 HIGHWAY 10  
MOUNDS VIEW, MINN. 55112  
784-3055

February 28, 1983

Mr. George Quickstad  
Minnesota Department of Transportation  
810 Transportation Building  
St. Paul, Minnesota 55155

Subject: City of Mounds View M.S.A. Construction Fund Balance

Dear Mr. Quickstad:

At a meeting on February 21, 1983, the Mounds View City Council directed me to prepare a brief feasibility report to indicate a resurfacing program on certain selected streets within the M.S.A. program within the City of Mounds View. It is anticipated that this feasibility study will be finished sometime in mid-March so that the Council may authorize to proceed with preparation of plans and specifications for a resurfacing project in Mounds View in 1983. It is the direction of the City Council to get the plans and specifications ready as soon as possible so that bidding during the spring start up season can be completed. As you well understand, there are a number of things that need to be coordinated before final encumbrances of the M.S.A. fund can be made. A letter will be sent to you as soon as we have identified firm dates for completion of the various phases of the coordination necessary. It is the City's full intent to complete the encumbrance of the necessary amount of money to bring our construction fund balance within the guidelines of the screening committee.

This letter is also to formally inform your office that the City of Mounds View has designated myself as their Director of Public Works/Community Development. Under this job, all the functions of the City Engineer fall under my responsibility. Therefore, it is requested that you notify the necessary offices within the Minnesota Department of Transportation to redirect correspondence to my attention at the City of Mounds View at the address on this letter.


Mr. Quickstad  
Page 2  
February 28, 1983

Your assistance in proceeding with reducing the uncumbered balance for the Mounds View M.S.A. account is greatly appreciated. If you have any questions, please contact me.

Thank you.

Sincerely,

CITY OF MOUNDS VIEW

  
John C. Johnson, Director  
Public Works/Community Development

JCJ/bc

cc: Elmer Morris, MnDOT District 9

# BOLTON & MENK, INC.

## CONSULTING ENGINEERS & LAND SURVEYORS

MANKATO • (507) 625-4171 □ FAIRMONT • (507) 238-4738

515 North Front St.  
Mankato, Mn. 56001  
February 24, 1983

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

Re: North Mankato MSA Account

Dear Mr. Quickstad:

It is my understanding that when a municipality in the MSA street program has in its account, more than \$300,000 or an amount greater than twice its annual allotment by June of any year, that municipality must submit a statement of justification for such a balance.

In this letter I plan to review with you the plans that the City of North Mankato has for its present and future construction.

Presently North Mankato has a PDR & LDSR in the office of State Aid. The plans for this project are on the drawing board. It is anticipated that this project will be both an FAU and MSA project. The estimated cost is \$180,000. The City would like to use \$120,000 from its FAU account and \$60,000 from its MSA account.

In addition, the North Mankato 5-year plan calls for the reconstruction of Belgrade Avenue from Lee Boulevard to U.S. 169 and either the reconstruction of Lake Street from Belgrade Avenue to Webster, or Range Street from Belgrade Avenue to McKinley Street.

Certain things must happen before any of these three projects move into construction. Those things are:

Mr. George Quickstad  
Page Two  
February 24, 1983

#### Belgrade Avenue

Installation of a feeder watermain to upgrade fire flow in the Central Business District prior to street construction (A water report is now being finalized which will provide the City with the information it needs to proceed on the watermain.)

A new bridge is being planned over the Minnesota River at the easterly end of Belgrade Avenue. The new bridge is in conjunction with the Mankato-North Mankato Flood Control Project. It will be the major traffic generator in and out of North Mankato. It is our understanding that contracts for bridge footings and piers will be coming up for a letting later in 1983. It is still unclear as to the completion schedule of the bridge, but it is anticipated to be in 1985 or 1986. North Mankato plans to coordinate the Belgrade Avenue MSA project with those projects which are included with the bridge.

Some storm sewer system modifications will also be involved in the Belgrade Avenue project.

#### Lake Street

Installation of watermain feeders to upgrade five flows in lower North Mankato is needed prior to street construction.

The north end of Lake Street lies between a steep hill and Spring Lake. Special consideration must be given to the existing erosion problems along this segment of roadway. Several alternative solutions must be reviewed in this area prior to the reconstruction of Lake Street.

#### Range Street


The location of Range Street is such that it will be greatly impacted by the new Minnesota River bridge on Belgrade Avenue. The City of North Mankato plans to wait until it has a better handle on that impact before preparing plans and reconstructing Range Street.

Mr. George Quickstad  
Page Three  
February 24, 1983

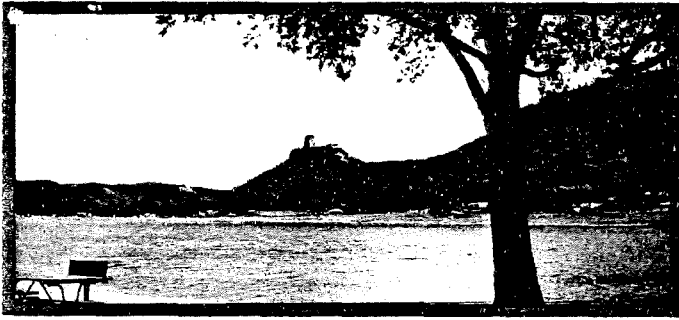
North Mankato would like permission to delay the further use of its MSA funds until such time as the obstacles to these projects have been resolved. It is hoped that this will be soon, and could be accomplished without any monetary adjustments to the funds in its accounts.

If you need additional information to resolve this question, please let me know.

Sincerely,

  
Martin C. Menk, Jr.

MCM:dp



## CITY OF WINONA

CITY HALL  
207 LAFAYETTE ST.  
POST OFFICE BOX 378  
WINONA, MN. 55987  
PH: (507) 452-8550



February 22, 1983

Mr. George Quickstad  
Manager of Municipal Needs  
Room 810  
State Transportation Building  
St. Paul, Minnesota 55155

RE: WINONA STATE AID FUND BALANCE

Dear Mr. Quickstad:

This letter is to inform you of the City of Winona plans to spend our unencumbered fund balance from our Municipal State Aid Account

<u>Project</u>	<u>Preliminary Cost Estimate</u>	<u>Projected Letting Date</u>
Bundy Boulevard Street surfacing and storm sewer	\$500,000	April 18, 1983
Riverview Drive Railroad Signal	\$110,000	March, 1983 (Gordon Fay agreed to fund this signal when we present the Railroad Agreement and estimate)
Riverview Drive Street surfacing	\$614,000	July 18, 1983

We do not like to accumulate funds in our Municipal State Aid Account; however, we have been working on Riverview Drive (formerly Pelzer Street) for a number of years. First we had to buy and relocate a railroad yard and then the Corps of Engineers had to construct the Permanent Dike before we could construct

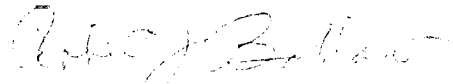


Mr. George Quickstad  
Winona State Aid Fund Balance  
February 22, 198  
page 2

the street. The railroad yard has been relocated and the Permanent Dike has been constructed. Thus this summer we can let the contract for street surfacing. We have been saving our funds to construct this project.

I trust this provides the information you need.

Respectfully submitted,



Robert Bollant  
City Engineer

bh

# CITY OF WORTHINGTON

NOBLES COUNTY

WORTHINGTON, MINNESOTA 56187

P.O. BOX 111

PHONE 507-376-3161

## OFFICE OF CITY ENGINEER

CITY HALL

March 1, 1983


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

Dear Mr. Quickstad:

Please find enclosed a copy of the excerpt of minutes of the regular council meeting of February 28, 1983, regarding council's action to order ahead the reconstruction of First Avenue from Okabena Street to Omaha Avenue using state aid funds. It was necessary to put a ceiling on "local share" of the project due to General Revenue limitations.

Based on a telephone conversation description of the project, District State Aid Engineer Harvey Suedbeck indicated that the project would be totally state aid eligible; however, his final determination of state aid eligibility will be made upon an on-site inspection of the project in the near future.

Sincerely,

  
DWAYNE HAFFIELD  
City Engineer

sj

Encl.

cc: Harvey Suedbeck

AN EXCERPT OF MINUTES of a Regular Meeting of the City Council  
of the City of Worthington, Nobles County, Minnesota, held on  
February 28, 1983.

"The motion was made by Alderman Gould, seconded by  
Alderman Kuhl and unanimously carried to order the reconstruction  
of First Avenue from Okabena Street to Omaha Avenue with the  
use of state aid funds provided that the local share of the  
project does not exceed \$10,000."

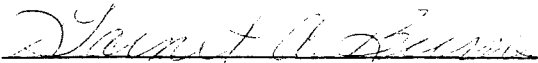
CERTIFICATE

State of Minnesota )  
County of Nobles ) ss  
City of Worthington )

I, Garnet A. Burns, the duly appointed, qualified, and acting  
Clerk of the City of Worthington, Nobles County, Minnesota, having  
the custody of the records of the City Council of said City, do  
hereby certify that the foregoing is a true and correct copy of  
an excerpt of minutes of proceedings, duly adopted at a meeting  
of said Council held on the 28th day of February, 1983, the time,  
place, and purpose of which meeting, all members of the Council  
had due notice.

Witness my hand and official seal this 1st day of March, 1983.

(SEAL)

  
City Clerk, Worthington, Minnesota

## 1982 MUNICIPAL STATE AID NEEDS REPORT

### Municipal Variances

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

M. Variance.

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

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

b. Operating procedure.

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

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

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

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

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

These cities requested variances from 46 to 44 foot width:

Anoka	--	(APPROVED)
Anoka	--	(APPROVED)
Burnsville	--	(APPROVED)
Fairmont	--	(APPROVED)
Litchfield	--	(APPROVED)
Cloquet	--	(APPROVED)
Mendota Heights	--	(APPROVED)
Fergus Falls	--	(APPROVED)
Fairmont	--	(APPROVED)
South St. Paul	--	(APPROVED)

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

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

22. Minneapolis -- Requested parking on a previously designated "No Parking" street. (DENIED)
23. Minneapolis -- Requested 44 foot width with No Parking instead of 46 foot; and 54 foot with Parking on one side instead of 62 foot. (APPROVED)
24. St. Louis Park -- Requested parking on a previously designated "No Parking" street. (DENIED)
25. Champlin -- Requested design speed of 25 miles per hour instead of 30 MPH. (APPROVED)
26. St. Paul — Requested to allow parking on a two block section on Sunday from 8 A.M. to 1 P.M. (DENIED)
27. St. Paul -- Requested street width of 40 foot instead of 46 foot width with parallel parking lanes for an overlay. (APPROVED)
28. St. Paul — Requested street width of 40 foot instead of 46 foot width with parallel parking on both sides for reconstruction. (DENIED)
29. Minneapolis -- Requested street width of 36 foot instead of 38 foot on one-half of a one-way pair. (APPROVED)
30. Minneapolis -- Requested street width of 32 foot instead of 38 foot on one-half of a one-way pair. (DENIED)
31. Minneapolis -- Requested street width of 36 foot instead of 38 foot on one-half of a one-way facility. (APPROVED)
32. Alexandria -- Requested a design speed of less than 30 MPH instead of 30 MPH. (APPROVED)
33. Moorhead -- Requested a bridge width of 48 foot instead of 52 foot width for rehabilitating a bridge over the Red River. (APPROVED)
34. St. Cloud -- Requested street width of 60 foot with No Parking instead of 68 foot. (APPROVED)
35. St. Cloud -- Requested street width of 48 foot with No Parking instead of 68 foot. (APPROVED)



## 1983 MUNICIPAL SCREENING COMMITTEE DATA

### Status of Municipal Traffic Counting

#### 1. Seven County Metropolitan Area

Cities in the seven county metropolitan area count cooperatively with Mn/DOT. All of these cities will complete their present counting procedures in 1983. Thereafter, all metro area counts will be completed in the odd numbered years. This allows Mn/DOT personnel to process trunk highway and county state aid highway data in the even numbered years.

#### 2. Out-State Municipalities

##### a. Municipalities that count traffic annually

Duluth

##### b. Traffic to be counted in 1984 by state forces

Detroit Lakes

International Falls

Montevideo

##### c. Traffic to be counted in 1984 by individual municipalities

Austin

##### d. Traffic to be counted in 1985 by state forces

Albert Lea

Faribault

Moorhead

Brainerd

Grand Rapids

Morris

Crookston

Little Falls

New Ulm

East Grand Forks

Mankato

Northfield

Fairmont

Marshall

##### e. Traffic to be counted in 1986 by state forces

Alexandria

Willmar

Cloquet

Worthington

##### f. Traffic to be counted in 1986 by individual municipalities

Rochester

##### g. Traffic to be counted in 1987 by state forces

Bemidji

Hermantown

Owatonna

Sauk Rapids

Chisholm

Hibbing

Red Wing

Thief River Falls

Elk River

Hutchinson

Redwood Falls

Virginia

Eveleth

Litchfield

St. Cloud

Waseca

Fergus Falls

North Mankato

St. Peter

Winona

CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING COMMITTEE

OCTOBER 1982

BE IT RESOLVED:

ADMINISTRATION

Improper Needs Report - Oct. 1961

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

Screening Committee Secretary - Oct. 1961

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

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

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

Screening Committee Alternate Attendance - June 1979

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

Research Account - Oct. 1961

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

Appearance Screening Committee - Oct. 1962 (Revised Oct. 1982)

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 State Aid Engineer. The State Aid Engineer with concurrence of the Chairman of the Screening Committee ~~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 (Revised Oct. 1982)

~~That beginning with January 17, 1965,~~ When a Municipal State Aid Street is constructed to State Aid Standards with State Aid funds, said construction shall be considered to be 100 percent accomplishment of the need for a period of twenty (20) years for the construction items involved. total needs with the exception of additional surfacing. 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 subsequent 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 money needs for all streets and bridges constructed to state aid standards with the exception of additional surfacing, shall be removed from the Needs Study until such time as a reconstruction project is awarded. At that time, a money needs adjustment shall be made by annually adding the total amount of the street or bridge cost that is eligible for state aid reimbursement for a 15-year period. This cost to exclude any federal or state aid grants and to be effective on all reconstruction projects awarded after January 1, 1983.

#### 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 and Oct. 1982)

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.~~ shall be requested by the City Engineer by November 15th. Said request shall be sent to the District State Aid Engineer's Office for approval. The District State Aid Engineer will then forward the request to the State Aid Engineer for his approval. A City Council resolution of approved mileage must be received by the State Aid Office prior to December 31st. Adjustments or revisions approved after December 31st will be considered by the Screening Committee for inclusion in the following year's Needs Study.

## COST

### Construction Item Unit Prices - (Revised Annually)

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

Removal Items:

Curb & Gutter	\$	1.50 Lin. Ft.
Sidewalk		3.50 Sq. Yd.
Concrete Pavement		4.00 Sq. Yd.
Tree Removal		80.00 Unit

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

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

Miscellaneous Limitations - Oct. 1961

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

NEEDS ADJUSTMENTS

Expenditures Off State Aid System - Oct. 1961

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

Bond Adjustment - Oct. 1961 (Revised 1962)

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

(Revised 1975)

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

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

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

(Revised June 1979)

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

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

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

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

(Revised Oct. 1981)

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

(Revised Oct. 1981)

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

recommendation shall be made to the Screening Committee prior to making adjustment. The committee's recommendations will be based on the guidelines that should an adjustment be necessary, twice the city's unencumbered construction fund balance, less the current year's construction allotment, will be deducted from the city's 25-year needs prior to the succeeding year's apportionment. Unless the balance is reduced in future years, this deduction will be increased annually to 3, 4, 5, etc., times the amount until such time the money needs are reduced to zero. This adjustment would be in addition to the unencumbered construction fund deduction previously defined.

(Revised June 1979)

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

#### STRUCTURES

##### Bridge Costs - Oct. 1961 (Revised Annually)

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

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

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

##### Bridge Width & Costs - (Revised Annually)

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

##### Railroad Over Highway

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



## RAILROAD CROSSINGS

### Railroad Crossing Costs - (Revised Annually)

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

#### Railroad Grade Crossings

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

## SOILS

### Soil Type - Oct. 1961

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

### Trunk Highway Turnback - Oct. 1967

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

### Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

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

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

## DESIGN

### Design Limitation on Non-Existing Streets - Oct. 1965

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

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

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

### Variance Granted - Reduction of Money Needs - Oct. 1982

That the State Aid Office give future money needs based on the date of variance approval.

## 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.