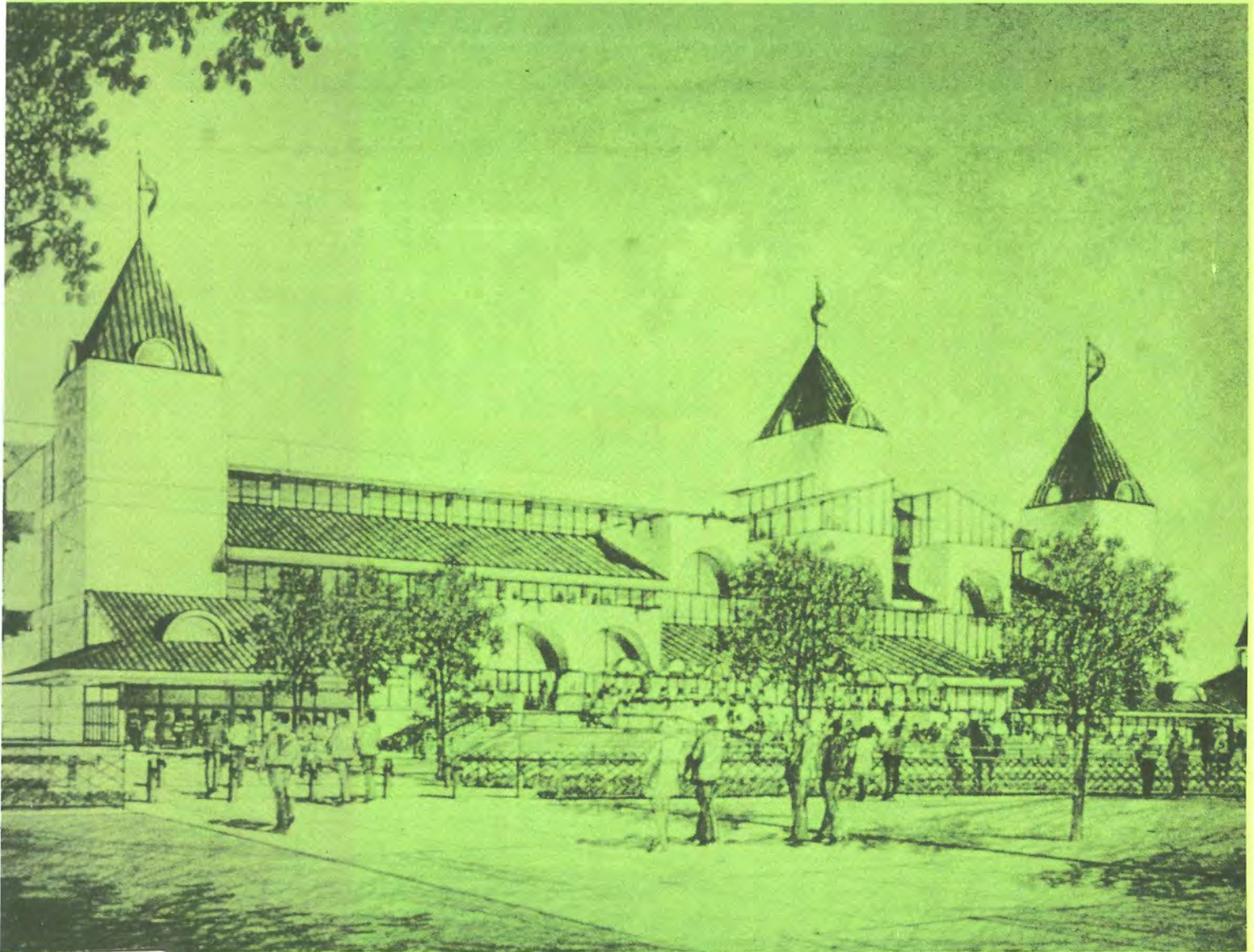




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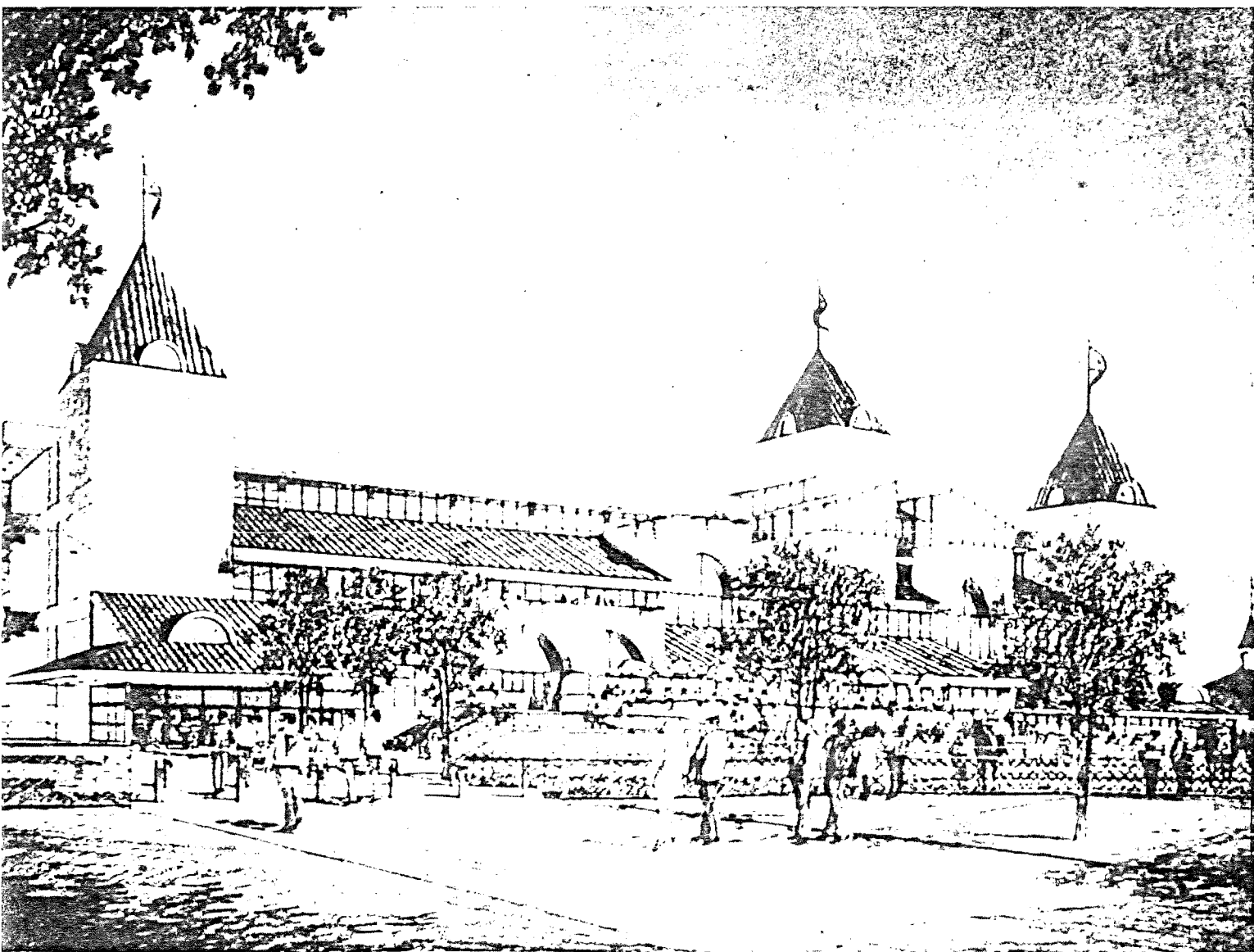
# 1985 Municipal Screening Board Data



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JUNE 1985

# *1985 Municipal Screening Board Data*



JUNE 1985

1985 MUNICIPAL SCREENING BOARD DATA

JUNE, 1985

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# 1985 MUNICIPAL SCREENING BOARD

## OFFICERS

Chairman	Henry Spurrier	Shakopee	(612) 445-3650
Vice Chairman	Larry Anderson	Prior Lake	(612) 447-4230
Secretary	Kenneth Saffert	Mankato	(507) 625-3161

## MEMBERS

<u>District</u>	<u>Served</u>	<u>Representative</u>		
1	3	James Prusak	Cloquet	(218) 879-6758
2	1	Gary Sanders	East Grand Forks	(218) 773-1185
3	1	Ronald Schweninger	Brainerd	(218) 829-1495
4	3	Irving Bakken	Detroit Lakes	(218) 847-5607
5	2	Ronald Rudrud	Bloomington	(612) 881-5811
6	3	Roger Plumb	Rochester	(507) 288-4316
7	2	Martin Menk	North Mankato	(507) 625-4171
8	1	Thomas Rodeberg	Montevideo	(612) 269-6575
9	2	Steven Gatlin	White Bear Lake	(612) 429-8526
(Three Cities		John Carlson	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	David Kildahl	Thief River Falls	(218) 681-2944
3	John Gilbertson	Elk River	(612) 425-2181
4	Daniel Edwards	Fergus Falls	(218) 739-2251
5	William Ottensman	Coon Rapids	(612) 755-2880
6	Richard Murphy	Austin	(507) 437-7671
7	Brian Amundson	Fairmont	(507) 238-9461
8	Marlow Priebe	Hutchinson	(612) 587-5151
9	Charles Siggerud	Burnsville	(612) 890-4100

1985 SUBCOMMITTEES APPOINTED BY THE SCREENING BOARD

NEEDS STUDY SUBCOMMITTEE

Chairman - Gerald Butcher  
Maple Grove  
(612-420-4000)  
Expires in 1985

Donald Asmus  
Minnetonka  
(612-933-2511)  
Expires in 1986

Duane Aden  
Marshall  
(507-537-6774)  
Expires in 1987

STANDARD SUBCOMMITTEE

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

Larry Anderson  
Prior Lake  
(612-447-4230)  
Expires in 1986

Steven Gatlin  
White Bear Lake  
(612-429-8526)  
Expires in 1987

STORM SEWER NEEDS SUBCOMMITTEE

Chairman - Ronald Rudrud  
Bloomington  
(612-881-5811)

Daniel Edwards  
Fergus Falls  
(218-739-2251)

Vern Carlson  
Willmar  
(612-235-4202)

Lowell Odland  
Golden Valley  
(612-545-3781)

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

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

Robert Simon  
South St. Paul  
(612-451-1738)  
Expires in 1986

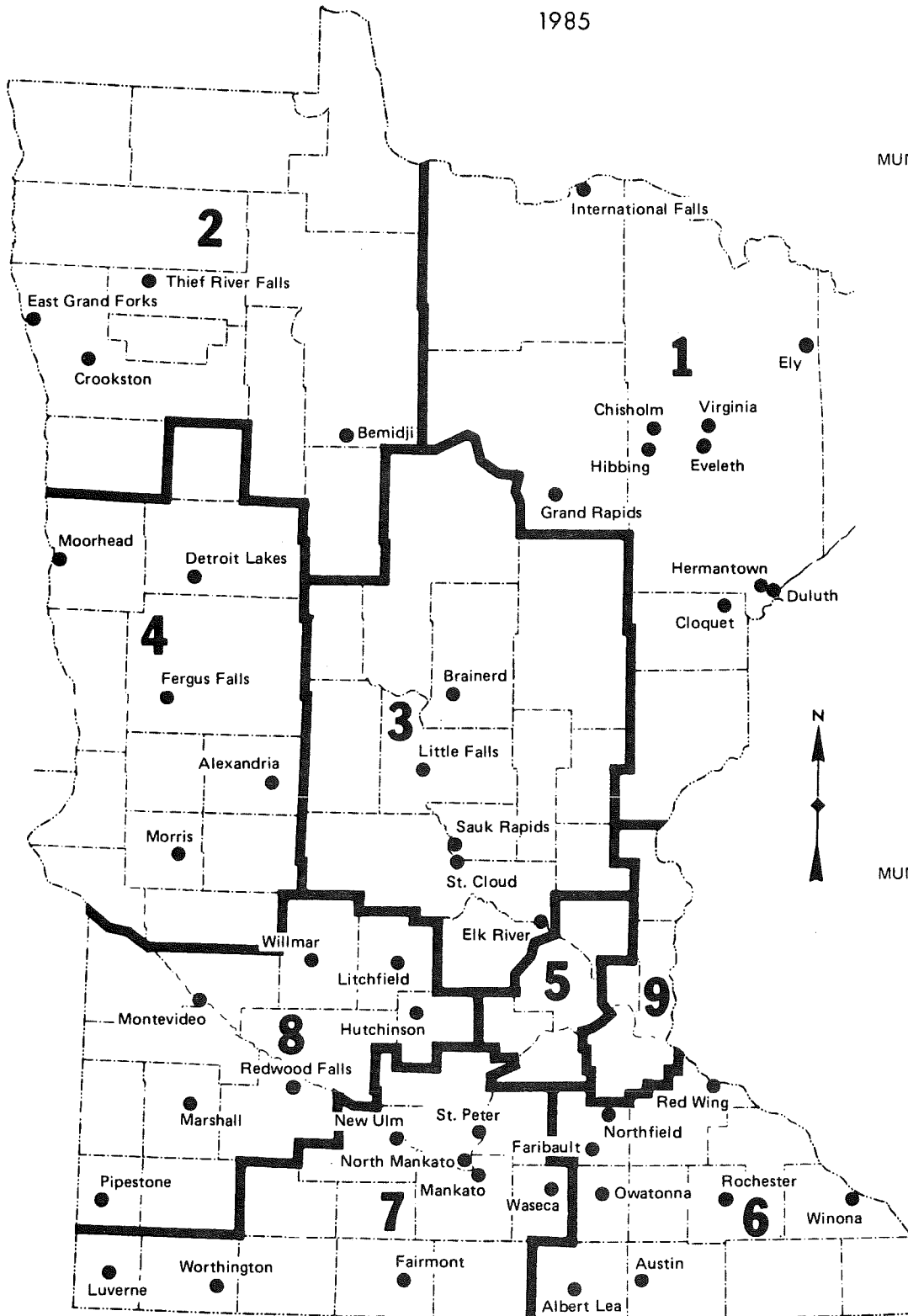
Herbert Reimer  
Moorhead  
(218-299-5390)  
Expires in 1987

# STATE OF MINNESOTA

## HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES

### AS ESTABLISHED FOR STATE AID PURPOSES

1985



#### MUNICIPALITIES IN DISTRICT 5

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

#### MUNICIPALITIES IN DISTRICT 9

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

MINUTES  
OF  
1984 MUNICIPAL SCREENING BOARD MEETING  
OCTOBER 29 AND 30, 1984  
BRainerd, MINNESOTA

The fall meeting, October 29 and 30, 1984 was called to order by Chairman Herbert Reimer at 1:00 P.M.. Chairman Reimer welcomed the 1984 Screening Board Members and guests and asked everyone to introduce themselves.

The following members were in attendance.

OFFICERS:

Chairman, Herbert Reimer	Moorhead
Vice Chairman, Henry Spurrier	Shakopee
Secretary, Larry Anderson	Prior Lake

MEMBERS:

District 1 - James Prusak	Cloquet
District 2 - Gary Sanders	East Grand Forks
District 3 - John Dolentz	St. Cloud
District 4 - Erving Bakken	Detroit Lakes
District 5 - Ron Rudrud	Bloomington
District 6 - Roger Plumb	Rochester
District 7 - Martin Menk	North Mankato
District 8 - Duane Aden	Marshall
District 9 - Steven Gatlin	White Bear Lake
First Class City - Henry Berg	Duluth
First Class City - Marvin Hoshaw	Minneapolis
First Class City - Robert Peterson	St. Paul

OTHERS PRESENT:

Don Tufte	St. Paul
Don Asmus	Minnetonka
Jon Ketokoski	Minneapolis
Ed Leone	Duluth
Ronald Schweninger	Brainerd
Tom Rodeberg	Montevideo
Arnold Putnam	New Ulm
Paul Baker	Mankato
Jack Isaacson	Mn/DOT Dist. 2, State Aid
David Reed	Mn/DOT Dist. 3, State Aid
Vern Karzendorfer	Mn/DOT Dist. 4, State Aid
Chuck Weichselbaum	Mn/DOT Dist. 5, State Aid
Earl Welshons	Mn/DOT Dist. 6, State Aid
H. Suedbeck	Mn/DOT Dist. 7, State Aid
John Hoeke	Mn/DOT Dist. 8, State Aid
Elmer Morris	Mn/DOT Dist. 9, State Aid
George Quickstad	Mn/DOT State Aid
Roy Hanson	Mn/DOT State Aid
Gordon Fay	Mn/DOT State Aid

## SCREENING BOARD MINUTES

Chairman Reimer called to everyone's attention the dedication to Paul Davidson, the City Engineer of Duluth, who served 21 years on the Municipal State Aid Screening Board.

### APPROVAL OF MINUTES:

It was moved by Marvin Hoshaw and seconded by Robert Peterson to approve the minutes dated October 29 and 30, 1984, as published in the October, 1984 Municipal State Aid Needs Report. All members voting "aye" on the motion.

Chairman Reimer reviewed the 1984 Municipal State Aid Needs Report from page 15 thru page 60. Each page was reviewed and he asked those having any questions to respond.

Roger Plumb stated at the District 6 meeting, concern was expressed about the Unencumbered Construction Fund Balance. The Cities of Austin, Red Wing, & Owatonna felt that they had submitted contracts to the State Aid Office prior to June 30, 1984. The State Aid Office deducted the 1983 unexpended construction funds from the gross money needs of those municipalities. Steve Gatlin stated that this had also happened to Mounds View.

There was a general discussion as to what conditions must be met as to when the funds are encumbered. George Quickstad stated that the funds are not considered to be encumbered until the Mn/DOT finance department has processed the Report of State Aid Contract. This must be done prior to June 30.

There was a general discussion as to what those cities had actually submitted. It was noted that a municipality should not wait until the end of June to make the submission.

Letters from Austin, Owatonna and Red Wing were distributed.

George Quickstad stated that on page 29 the Needs Adjustment for the ROW acquisition for the City of St. Cloud should be \$705,757.00.

### NEEDS STUDY SUBCOMMITTEE REPORT:

Chairman Arnie Putnam summarized his committee's actions.

#### One Way Streets

The final recommendation for the one-way street issue is as follows:  
A one-way street will be treated as one-half of a full four-lane with divided street of either 56 feet or 72 feet (72 feet when the projected ADT is over 8,000) for needs, and that the roadway system must be operating as one-way streets prior to the time of designation.



## SCREENING BOARD MINUTES

### Variances

It was recommended that any City receiving a variance for street width will receive an adjustment to be computed as follows:

The State Aid Division will determine the difference in the amount that the lesser width street will cost because of the variance from the width that was used to determine the needs for that particular street, by using the State Aid unit costs for base and bituminous for that reduction in width. That dollar amount of reduced construction will be subtracted from the apportionment of the municipality for the following year by actually reducing the needs by an amount that will give the required reduction.

It is recommended that the railroad bridge over Johnson Parkway in St. Paul (MSAS 129) be removed from the Needs. The rationale for this is that St. Paul requested and received a variance to construct a 36 foot street on this portion of Johnson Parkway and not rebuild the bridge. Since the road has been brought up to State Aid standards, so to speak, without rebuilding the bridge, it is felt that the bridge also should be considered to be up to standards and should be removed from the Needs. It is also the recommendation of the Committee that a portion of the needs should be removed for the Payne Avenue bridge over the C.N.W. Railroad in St. Paul (MSAS 179). A variance in street width from 72 feet to 46 feet was allowed for Payne Avenue. The existing bridge of 46 feet width was not replaced as a part of the project. The City has been drawing needs on a required bridge of 64 feet in width. The Committee is therefore recommending that St. Paul receive a penalty to be computed as follows:

The State Aid Division will determine the difference in the dollar amount that the narrower bridge will cost, as compared to the 64 foot bridge used in determination of the needs, by using the State Aid costs per square foot for bridge construction, and subtracted from the apportionment for the following year, by reducing the needs by an amount that will give the required reduction.

### Bridges

The Committee recommended that the needs for all bridges be removed and the amount actually spent from MSA funds, for the replacement of the bridge, be added back into the needs for a 15 year period after the actual construction of the bridge.

The general discussion on the Needs Study Subcommittee Report varied considerably from support to opposition of the recommendations.

## SCREENING BOARD MINUTES

### UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

Chairman Paul Baker reviewed the committee's actions. At the time the subcommittee met, three cities had not complied with the criteria established for fund balances. The City of Chaska has now awarded a contract and they complied with the criteria. The City of Crystal and Worthington do not comply.

The subcommittee recommends that the construction needs for the City of Crystal be reduced by 6 times the amount available (\$1,833,499.00).

The subcommittee recommends that the construction needs for the City of Worthington be reduced by 2 times the amount available (\$377,008.00).

### RESEARCH ACCOUNT

Chairman Reimer reviewed page 80 concerning the research account.

### OLD BUSINESS

There was none.

### NEW BUSINESS

Robert Peterson made comments concerning the complexity of the rules trying to create equity.

### COMMENTS BY STATE AID DIRECTOR

Gordy Fay stated that he felt that the State Aid System is a good system and he elaborated as to why.

Mr. Fay commented on the Highway Study Commission, duties of engineers on construction projects, disbarred contractors, and confidentiality of Engineers Estimates.

John Dolentz made a motion to adjourn the meeting until 9:00 A.M., Tuesday, October 30, 1984, seconded by Erv Bakken. The motion carried with all voting in favor.

## SCREENING BOARD MINUTES

Chairman Reimer called the meeting to order at 9:00 A.M. on October 30, 1984.

### UNENCUMBERED CONSTRUCTION FUND BALANCE

Chairman Reimer stated that the first item of business is to discuss the letter requests from Red Wing, Austin, Owatonna and Mounds View regarding the unencumbered construction fund balance as of June 30. These cities, through their own fault or maybe State Aid Division, didn't have their unencumbered balance lowered as of June 30.

Secretary Anderson read the correspondence from Mounds View.

The Screening Board had a discussion as to what compliances with the rules was made for each municipality.

Duane Aden made a motion that the City of Owatonna had complied with the June 30, 1984 date for encumbering funds. That an error in processing was made by MnDOT and no adjustment be made for the project submitted. The motion was seconded by John Dolentz. The motion was called by Chairman Reimer. Voting "nay" was John Dolentz, Robert Peterson, and James Prusak. The motion carried.

John Dolentz made a motion to reduce unencumbered construction balance for Austin, Mounds View, and Red Wing by the amounts stated in their letters, seconded by Roger Plumb.

There was a general discussion on whether these communities actually complied with the rules.

Chairman Reimer called for the motion, three voted in favor with the remaining members opposed. The motion failed.

Marv Hoshaw made a motion to have the State Aid Director issue a memorandum to all communities addressing the procedure to follow to insure that the projects funds are encumbered by the June 30th date, seconded by Jim Prusak. Chairman Reimer called for the motion. The motion carried with John Dolentz voting "nay".

### 1984 NEEDS REPORT

Duane Aden made a motion to approve the 1984 Needs Report except as amended for Owatonna and not including the variances and bridges removals, seconded by Martin Menk. The motion carried with all voting in favor.

Chairman Reimer requested that the Screening Board sign the letter approving the 1984 Needs Report.

## SCREENING BOARD MINUTES

### ONE WAY STREETS

Chairman Reimer read the recommendation of the Needs Study Subcommittee:

A one-way street will be treated as one-half of a full four-lane width divided street of either 56 feet or 72 feet (72 feet when the projected ADT is over 8,000) for needs, and that the roadway system must be operating as one-way streets prior to the time of designation.

Duane Aden made a motion to accept the recommendation, seconded by John Dolentz. The motion carried with none opposed.

### VARIANCES

Chairman Reimer read the recommendation of the Needs Study Subcommittee: Any City receiving a variance for street width will receive an adjustment to be computed as follows:

The State Aid Division will determine the difference in the amount that the lesser width street will cost because of the variance from the width that was used to determine the needs for that particular street, by using the State Aid unit costs for base and bituminous for that reduction in width. That dollar amount of reduced construction will be subtracted from the apportionment of the municipality for the following year by actually reducing the needs by an amount that will give the required reduction.

A motion was made by Steve Gatlin to send this item back to the Needs Study and to look at all road widths, seconded by Marv Hoshaw.

There was a lot of discussion about the adjustments being equitable.

The motion was withdrawn.

Marvin Hoshaw made a motion that the adjustment for width variances will be based on the needs cost of the base and surface, times the proportional difference between the minimum standards and the granted variance, times 15. This would be a one year adjustment to the 25 year needs, seconded by Henry Berg.

Chairman Reimer called the question on the motion. Roger Plumb, Martin Menk and Ron Rudrud opposed the motion. The motion was approved.

## SCREENING BOARD MINUTES

### BRIDGE REMOVAL FORM NEEDS

John Dolentz made a motion that since Johnson Parkway received a variance, the needs for the railroad bridge have been eliminated; therefore the Johnson Parkway Bridge should be removed from the needs, seconded by Martin Menk.

Chairman Reimer called the question, Duane Aden, Jim Prusak, Gary Sander, Marvin Hoshaw and Bob Peterson were opposed, Henry Berg abstained. The motion carried.

Marvin Hoshaw made a motion to table action on the Payne Avenue Bridge, seconded by Duane Aden. The motion passed with no one opposed.

A motion was made by John Dolentz, seconded by Ron Rudrud, that the needs for all bridges be removed and the amount actually spent from MSA funds, for the replacement of the bridge, be added back into the needs for a 15 year period after the actual construction of the bridge. The motion was called and failed.

A motion was made by Duane Aden that the needs for bridge decking be referred to the Needs Study Subcommittee, seconded by John Dolentz. The motion carried with none opposed.

### UNENCUMBERED CONSTRUCTION FUND

John Dolentz made a motion that the construction needs for the City of Crystal be reduced by 6 times the amount available (\$1,833,499.00) and that the construction needs for the City of Worthington be reduced by 2 times the amount available (\$377,008.00). The motion was seconded by Erv Bakken, and carried with all voting in favor.

### RESEARCH ACCOUNT MOTION

Duane Aden made a motion that an amount \$121,838.00 ( $\frac{1}{4}$  of 1%) of the 1984 Municipal State Aid Apportionment of \$48,735,189.00 be transferred to the Research Account for the 1985 Allotment, seconded by Steve Gatlin. The motion carried with no one opposed.

### 1985 APPOINTMENTS FOR SCREENING BOARD

Chairman Reimer made the following recommendations:

NEEDS STUDY SUBCOMMITTEE  
Chairman - Gerald Butcher  
Donald Asmus  
Duane Aden

SCREENING BOARD MINUTES

STANDARDS SUBCOMMITTEE

Chairman - Sylvester Knapp  
Larry Anderson  
Steve Gatlin

STORM SEWER NEED SUBCOMMITTEE

Chairman - Ronald Rudrud  
Daniel Edwards  
Vern Carlson  
Lowell Odland

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

Chairman - Charles Honchall  
Robert Simon  
Herb Reimer

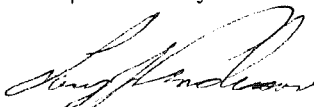
A motion was made by Marvin Hoshaw to approve the subcommittee appointments, seconded by Martin Menk. The motion carried with no opposition.

Chairman Reimer thanked Duane Aden, John Dolentz, Paul Baker, Robert Peterson, Arnold Putnam for the past work on the subcommittee.

Marvin Hoshaw thanked Herb Reimer, Bo Spurrier and Larry Anderson, for all the work they have done.

Chairman Reimer adjourned the meeting at 11:50 P.M.

Respectfully submitted,



Larry Anderson  
Secretary  
1984 Municipal Screening Board



## MINUTES OF MUNICIPAL STATE AID NEEDS STUDY SUBCOMMITTEE

The Needs Subcommittee convened at Minnetonka on May 10, 1985

MEMBERS PRESENT: Chairman Butcher, Asmus, Aden

OTHERS PRESENT: Roy Hansen and George Quickstad - Municipal State Aid  
Tom Drake - City Engineer of Red Wing

The first item of discussion was the matter of a non-existent bridge and corresponding needs which was constructed in the City of Red Wing. Two major concerns were: the extent of a major retaining wall as it relates to the bridge structure and the supplemental cost caused by additional piling. The original construction cost including the retaining wall was approximately \$620,000. The supplemental cost for additional piling, etc. was \$325,000. Other costs such as right-of-way, signal relocation, engineering, etc. developed a total project cost of approximately \$1,053,000. The retaining wall on this structure extended a considerable distance at right angles to the structure on the West end in order to retain the slopes between the street and railroad right-of-ways. Motion by Asmus, seconded by Aden, that the committee recommend that the original contractor amount be the eligible portion for needs of this non-existing bridge and that this would include the total retaining wall cost. During discussion, the matter of the supplemental cost was reviewed and it was believed that they were off-set by the additional retaining wall cost which normally would be paid for and draw needs as part of the street construction. Following this discussion, motion was withdrawn. Motion by Asmus, seconded by Bucher, that since the bridge structure plan provided for 54 feet of retaining wall on the East end of the bridge; that the Subcommittee request the bridge section of MN D.O.T. to determine this cost of said 54 foot section of retaining wall and that a like portion would be included on the West end as an eligible item and also that all supplemental cost be eligible for needs. All voted in favor of the motion.

The committee than reviewed the 25 year needs for individual unit prices for Municipal State Aid Construction and also some County State Aid prices. The final recommendation of the committee was that all unit prices for 1985 remain the same as 1984 except concrete pavement removal be reduced from \$4.50 to \$3.75 per square yard; Class 4 base be increased from \$4.25 to \$4.50 per ton; bridge structures from 0 to 149 feet be increased from \$38.00 to \$45.00 per square foot and bridge structures from 150 to 499 feet be increased from \$44.00 to \$51.00 per square foot. The bridge structure increases were a result of a recommendation of a study from the MN D.O.T. Bridge Section. The basis for change in the concrete pavement removal was that last year's average contract cost was \$3.70 per square yard and also it was the committee's opinion that concrete removal unit price should be reduced due to the fact that part of these costs were already being paid for as grading costs, which amounts to approximately 75¢ per equivalent square yard price.

Other items reviewed consisted of the needs adjustment for right-of-way which received no special action.

In the case of non-existing bridge construction, the total needs would be revised if the City of Red Wing above recommendation were approved.

In the Report on Needs Adjustment Construction Project, it was noted that the City of St. Paul was the city reporting reconstruction projects other than one project at Austin.

The Report on Storm Sewer Needs for 1984 Construction showed that only cities of St. Paul and Minneapolis had requested State Aid Funding. It was noted that since this was for 1984, that other cities probably would be reporting at later dates.

An extended discussion took place on the reporting of and request of State Aid Funds for Storm Sewer particularly as it relates to the percent of total cost, eligible items, reporting format, etc. No action was taken. It was also noted that the Storm Sewer Subcommittee would also be concerned with this process.

A brief discussion was held on the relationship of a cities total mileage as it relates to County State Aid Highways and Trunk Highways as a percentage of total. There was no action taken on this discussion.

Meeting adjourned.

Respectfully submitted,  
Duane D. Aden, P.E.  
Recording Secretary

1984 RELATIONSHIP OF THE TOTAL 25-YEAR NEEDS TO EACH INDIVIDUAL CONSTRUCTION ITEM

(Without 50% Storm Sewer)

Grading	55,712,713	9.86
Special Drainage	1,123,891	0.20
Storm Sewer Adjustment	9,709,200	1.72
Curb Removal	5,662,556	1.00
Sidewalk Removal	4,107,522	0.73
Pavement Removal	16,298,426	2.88
Tree Removal	<u>2,889,900</u>	<u>0.51</u>
TOTAL GRADING	95,504,208	16.90
Gravel Base #2211	41,622,014	7.37
Gravel Base #2212	32,892,353	5.82
Bituminous Base	<u>63,834,361</u>	<u>11.30</u>
TOTAL BASE	138,348,728	24.49
Bituminous Surface #2331	2,608,582	0.46
Bituminous Surface #2341	116,709,814	20.66
Bituminous Surface #2361	47,848,184	8.47
Surface Widening	<u>3,447,010</u>	<u>0.61</u>
TOTAL SURFACE	170,613,590	30.20
Gravel Shoulders	<u>749,172</u>	<u>0.13</u>
TOTAL SHOULDERS	749,172	0.13
Curb and Gutter	50,693,490	8.97
Sidewalk	15,718,584	2.78
Traffic Signals	21,134,873	3.74
Street Lighting	4,227,180	0.75
Retaining Walls	<u>2,783,471</u>	<u>0.49</u>
TOTAL MISCELLANEOUS	94,557,598	16.73
TOTAL ROADWAY	499,773,296	88.45
Bridge	44,322,226	7.85
Railroad Crossings	16,503,600	2.92
Maintenance	2,474,458	0.44
Right-of-Way	<u>1,940,200</u>	<u>0.34</u>
TOTAL OTHERS	65,240,484	11.55
TOTAL	565,013,780	100.00

1984 RELATIONSHIP OF THE TOTAL 25-YEAR NEEDS TO EACH INDIVIDUAL CONSTRUCTION ITEM

(With 50% Storm Sewer)

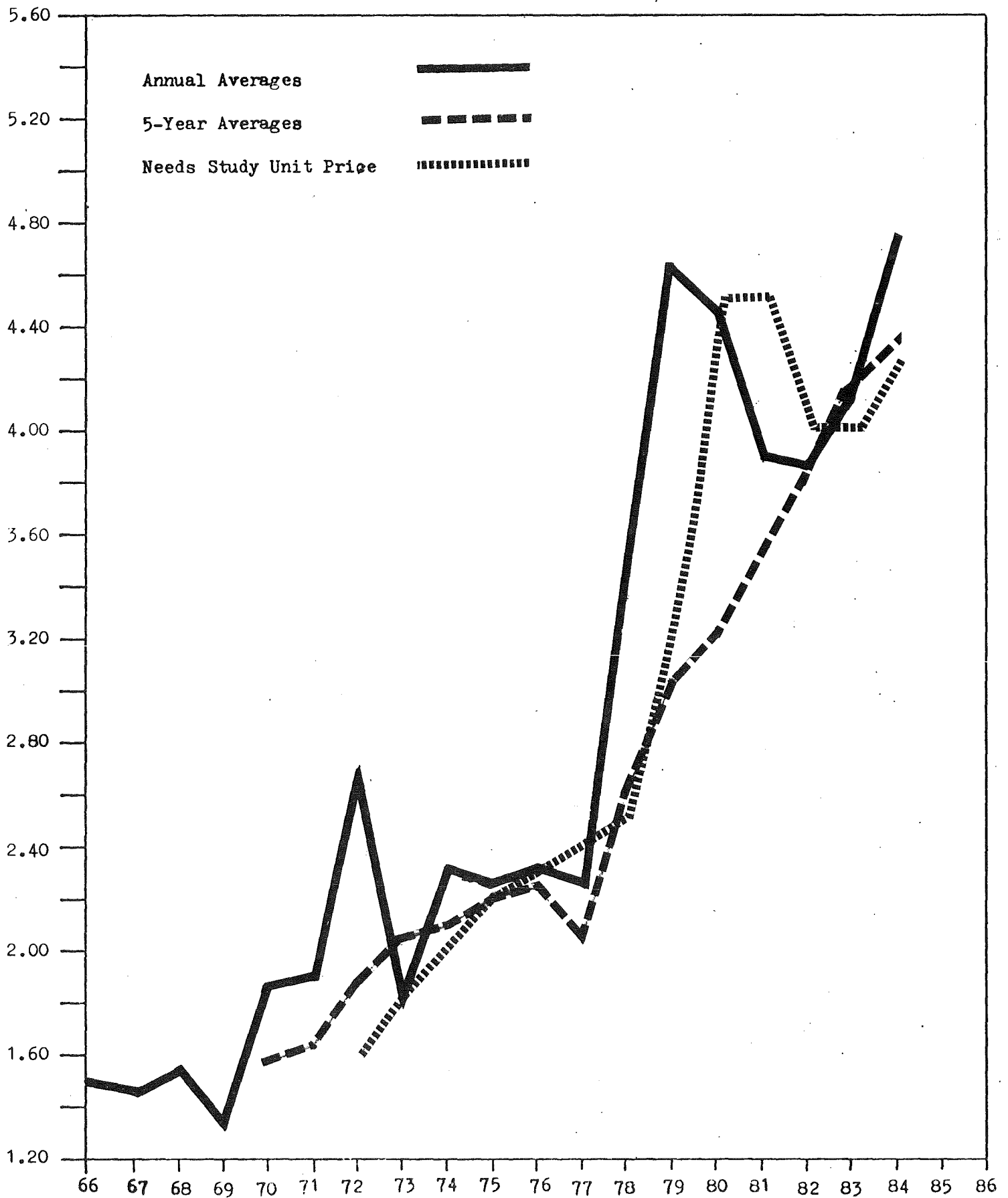
Grading	55,712,713	8.92
Special Drainage	1,123,891	0.18
Storm Sewer	59,627,679	9.55
Storm Sewer Adjustment	9,709,200	1.55
Curb Removal	5,662,556	0.91
Sidewalk Removal	4,107,522	0.66
Pavement Removal	16,298,426	2.61
Tree Removal	<u>2,889,900</u>	<u>0.46</u>
TOTAL GRADING	155,131,887	24.84
Gravel Base #2211	41,622,014	6.66
Gravel Base #2212	32,892,353	5.27
Bituminous Base	<u>63,834,361</u>	<u>10.22</u>
TOTAL BASE	138,348,728	22.15
Bituminous Surface #2331	2,608,582	0.42
Bituminous Surface #2341	116,709,814	18.68
Bituminous Surface #2361	47,848,184	7.66
Surface Widening	<u>3,447,010</u>	<u>0.55</u>
TOTAL SURFACE	170,613,590	27.31
Gravel Shoulders	749,172	0.12
TOTAL SHOULDERS	749,172	0.12
Curb and Gutter	50,693,490	8.12
Sidewalk	15,718,584	2.52
Traffic Signals	21,134,873	3.38
Street Lighting	4,227,180	0.68
Retaining Walls	<u>2,783,471</u>	<u>0.44</u>
TOTAL MISCELLANEOUS	94,557,598	15.14
TOTAL ROADWAY	559,400,975	89.56
Bridge	44,322,226	7.10
Railroad Crossings	16,503,600	2.64
Maintenance	2,474,458	0.39
Right-of-Way	<u>1,940,200</u>	<u>0.31</u>
TOTAL OTHERS	65,240,484	<u>10.44</u>
TOTAL	624,641,459	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	-
1972	21	127,852	345,571	2.70	1.60
1973	12	170,461	308,583	1.81	1.85
1974	14	65,447	152,247	2.33	2.05
1975	8	34,597	78,175	2.26	2.20
1976	6	56,428	131,657	2.33	2.30
1977	6	48,481	109,817	2.25	2.40
1978	14	101,757	338,832	3.28	2.50
1979	5	44,710	206,741	4.62	3.25
1980	4	15,662	69,469	4.44	4.50
1981	5	68,562	264,587	3.86	4.50
1982	7	29,887	114,531	3.83	4.00
1983	6	30,625	125,717	4.11	4.00
1984	13	146,141	691,052	4.73	4.25

Subcommittees recommended price for 1985 Needs Study \$ 4.50  
Based upon 1984 construction costs

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



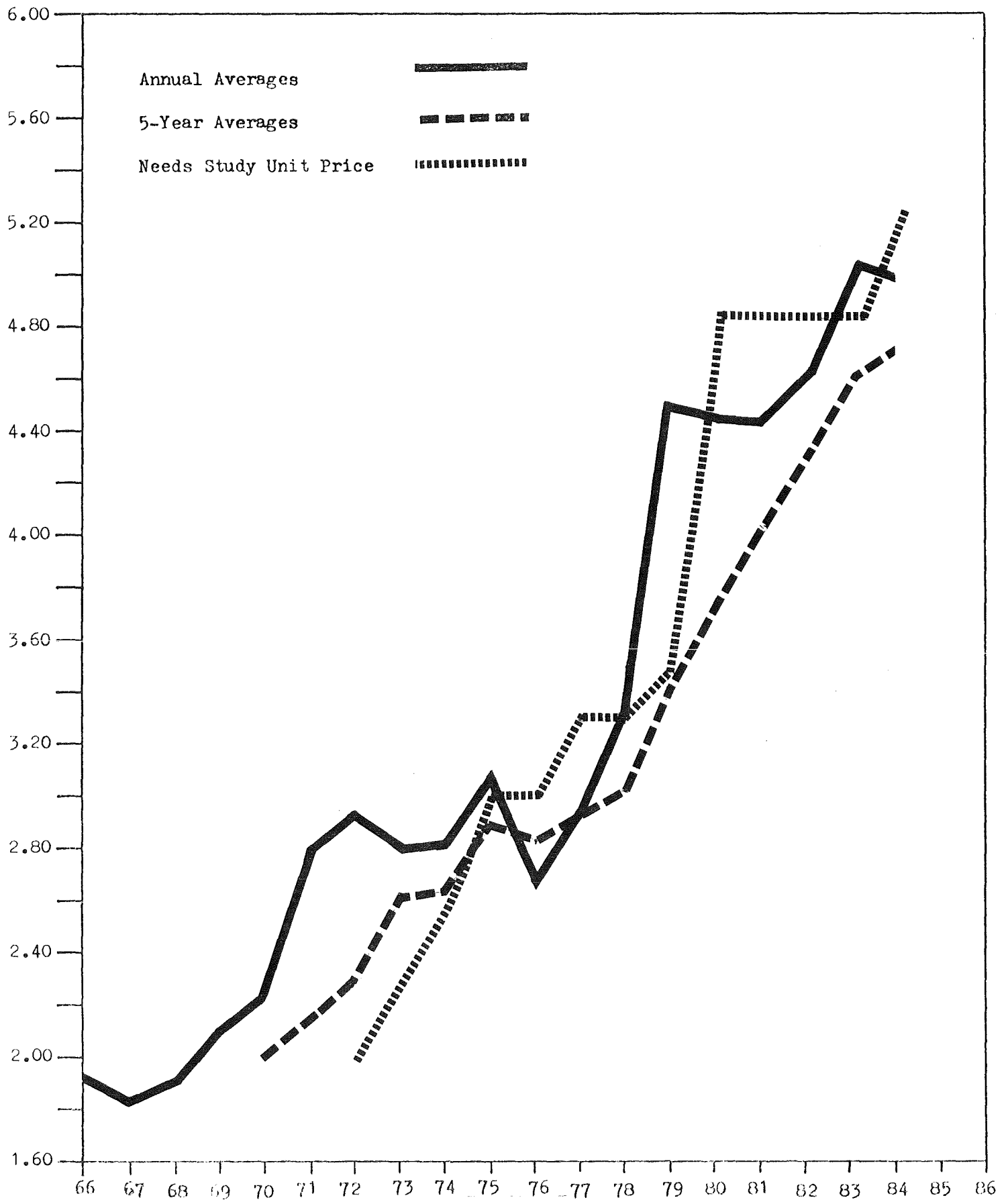


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
CLASS 5 - GRAVEL BASE #2212

<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	-
1972	31	155,513	457,010	2.93	2.00
1973	38	258,756	724,450	2.80	2.30
1974	38	163,212	459,956	2.82	2.55
1975	34	166,600	513,641	3.08	3.00
1976	32	237,857	641,603	2.69	3.00
1977	30	157,357	462,151	2.94	3.30
1978	37	294,730	975,587	3.31	3.30
1979	38	288,809	1,300,553	4.50	3.50
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	4.85
1983	46	335,849	1,694,167	5.04	4.85
1984	50	444,073	2,210,475	4.98	5.25

Subcommittees recommended price for 1985 Needs Study \$ 5.25  
Based upon 1984 construction costs

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

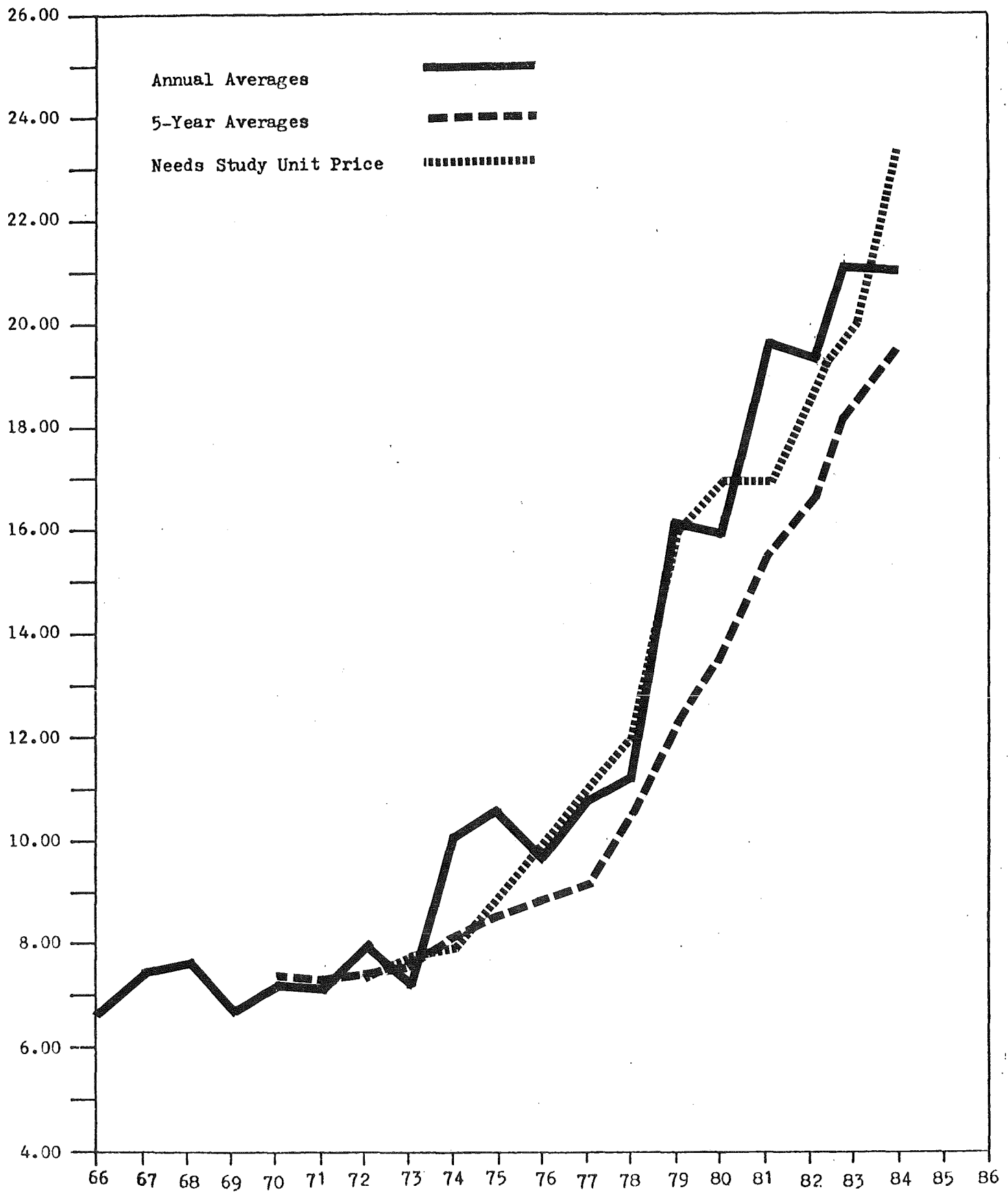


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
BITUMINOUS BASE OR SURFACE #2331

<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	-
1972	33	246,781	1,979,516	8.02	7.20
1973	38	401,085	2,886,763	7.20	7.87
1974	40	257,613	2,606,149	10.12	7.87
1975	31	138,117	1,473,830	10.67	9.00
1976	28	158,260	1,533,606	9.69	10.00
1977	32	135,287	1,461,919	10.81	11.00
1978	38	164,748	1,881,493	11.20	12.00
1979	42	229,249	3,723,054	16.24	16.00
1980	39	220,016	3,513,820	15.97	17.00
1981	44	211,045	4,164,825	19.73	17.00
1982	55	211,326	4,062,409	19.22	19.00
1983	44	159,242	3,363,455	21.12	20.00
1984	54	376,525	7,922,674	21.04	23.50

Subcommittees recommended price for 1985 Needs Study \$ 23.50  
Based upon 1984 construction costs

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

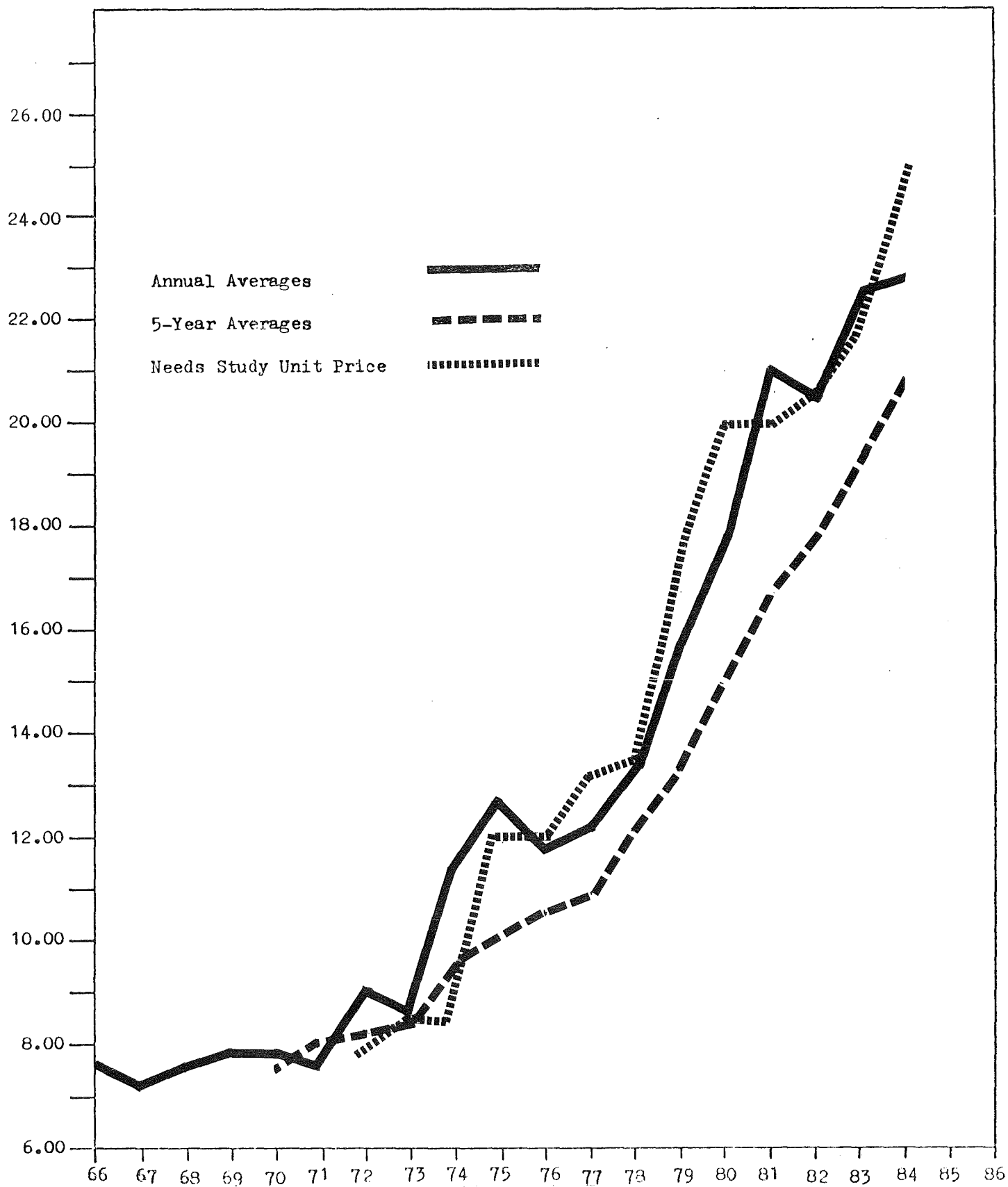


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
BITUMINOUS SURFACE #2341

<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	-
1972	38	143,523	1,294,668	9.02	7.60
1973	39	241,907	2,078,158	8.59	8.40
1974	37	148,666	1,705,930	11.47	8.36
1975	31	147,041	1,863,333	12.67	12.00
1976	31	72,803	854,492	11.74	12.00
1977	26	63,007	760,571	12.07	13.00
1978	32	102,935	1,368,723	13.29	13.50
1979	37	126,977	1,989,710	15.67	17.50
1980	39	164,346	2,928,915	17.82	20.00
1981	38	123,479	2,595,032	21.02	20.00
1982	43	139,280	2,846,138	20.43	20.50
1983	42	113,894	2,551,729	22.40	21.50
1984	47	144,567	3,295,718	22.80	25.00

Subcommittees recommended price for 1985 Needs Study \$ 25.00  
Based upon 1984 construction costs

MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
BITUMINOUS SURFACE #2341



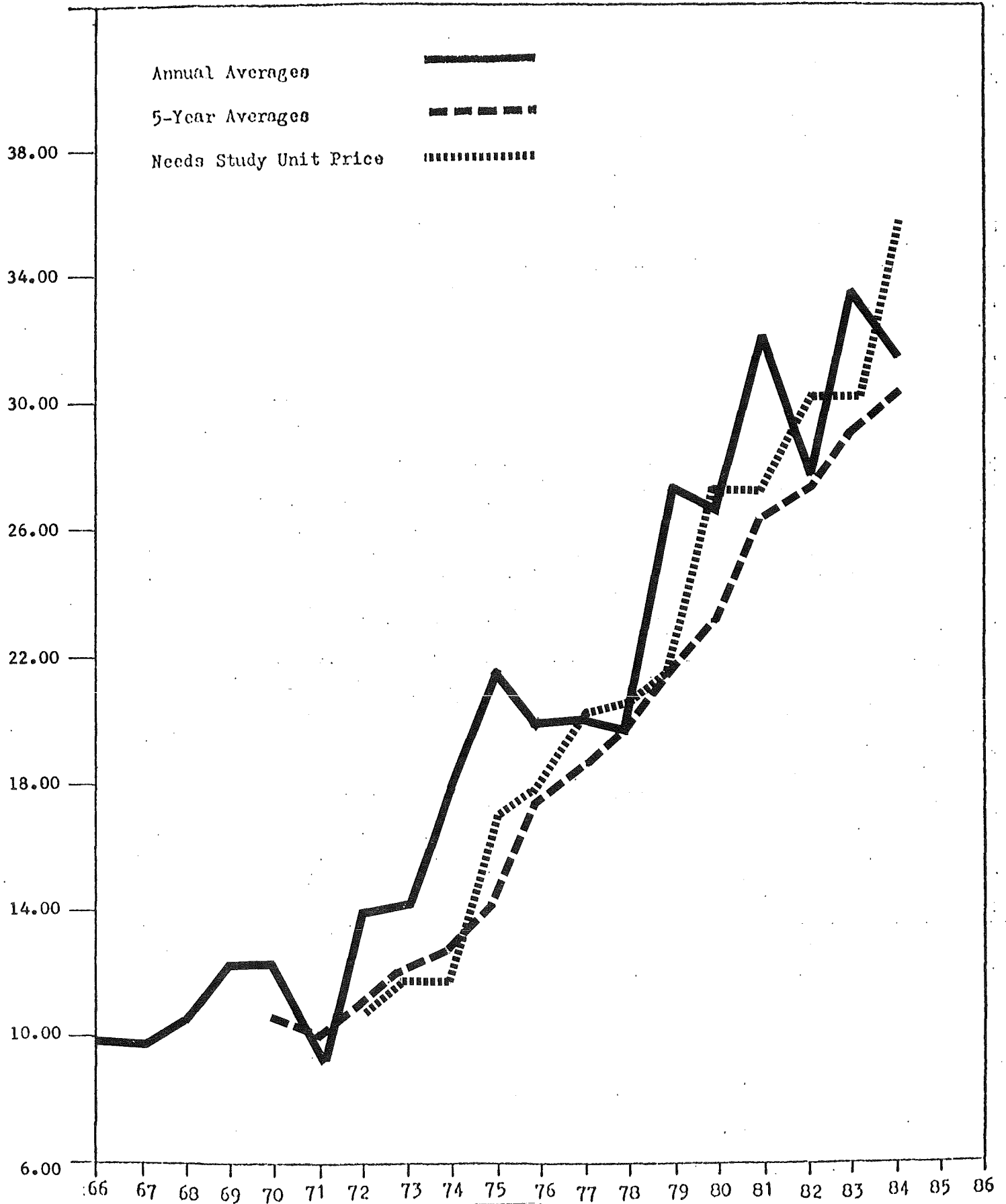


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
BITUMINOUS SURFACE #2351 & 2361

<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	-
1972	11	25,950	361,721	13.94	10.50
1973	9	25,777	369,207	14.32	11.55
1974	9	18,308	327,581	17.89	11.55
1975	9	22,256	481,927	21.65	17.00
1976	10	18,759	371,123	19.78	18.00
1977	10	13,038	259,918	19.94	20.00
1978	14	14,080	277,452	19.70	20.50
1979	19	20,158	548,208	27.20	21.50
1980	16	17,695	469,842	26.55	27.00
1981	17	24,336	780,247	32.06	27.00
1982	18	26,628	725,878	27.26	30.00
1983	17	21,339	707,320	33.15	30.00
1984	16	38,723	1,212,779	31.32	35.50

Subcommittees recommended price for 1985 Needs Study \$ 35.50  
Based upon 1984 construction costs

MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
BITUMINOUS SURFACE #2351 & 2361

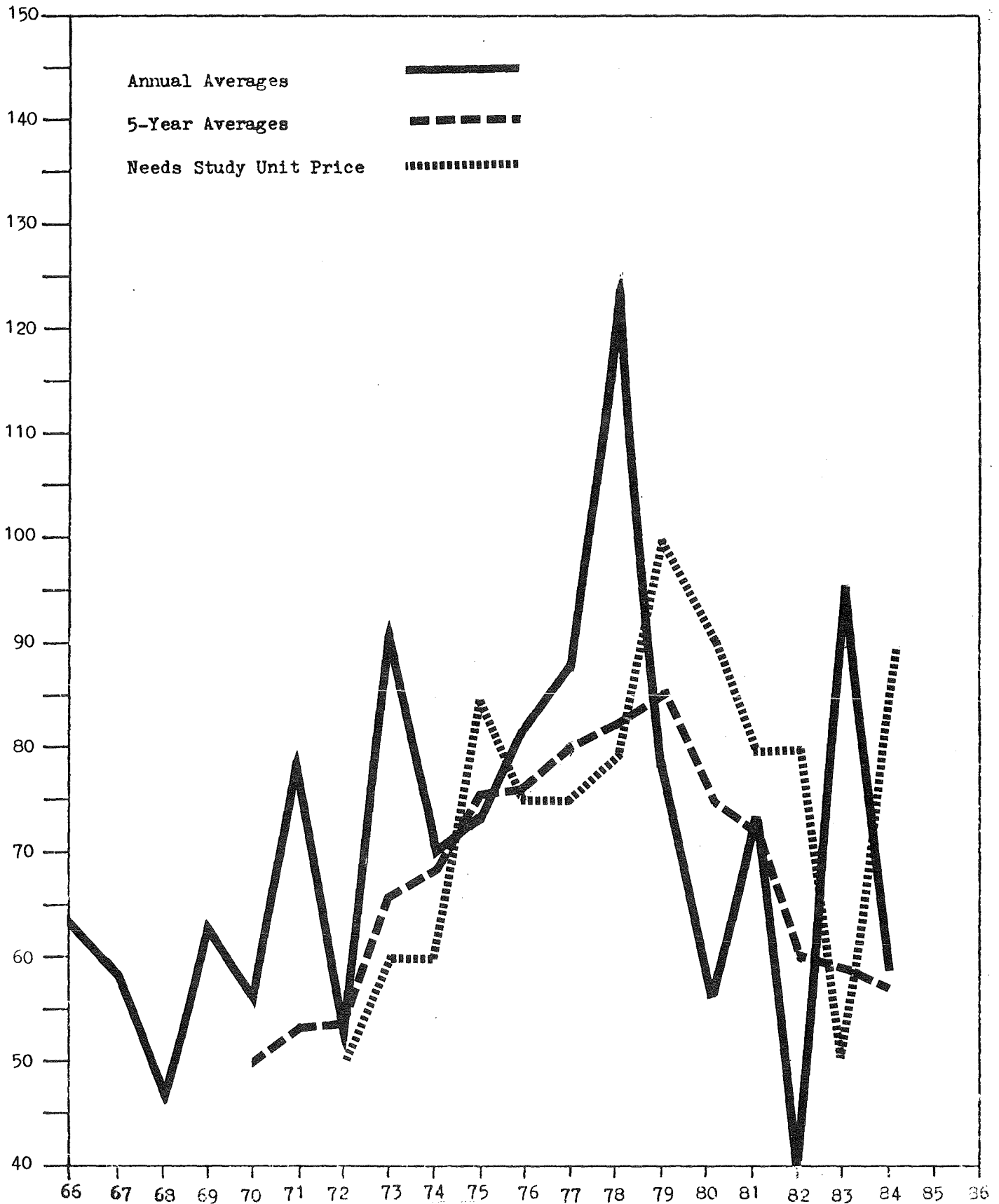


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
TREE REMOVAL #2101

<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	-
1972	13	324	17,380	53.64	50.00
1973	29	925	84,043	90.85	60.00
1974	27	1,150	81,001	70.43	60.00
1975	24	802	58,836	73.36	85.00
1976	18	819	67,463	82.37	75.00
1977	16	492	43,110	87.62	75.00
1978	19	485	60,745	125.24	80.00
1979	20	1,171	91,659	78.24	100.00
1980	23	2,338	133,306	56.76	90.00
1981	20	1,362	100,003	73.42	80.00
1982	31	3,122	123,015	39.40	80.00
1983	17	841	78,574	93.43	50.00
1984	34	3,743	221,765	59.25	90.00

Subcommittees recommended price for 1985 Needs Study \$ 90.00  
Based upon 1984 construction costs

MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
TREE REMOVAL #2101

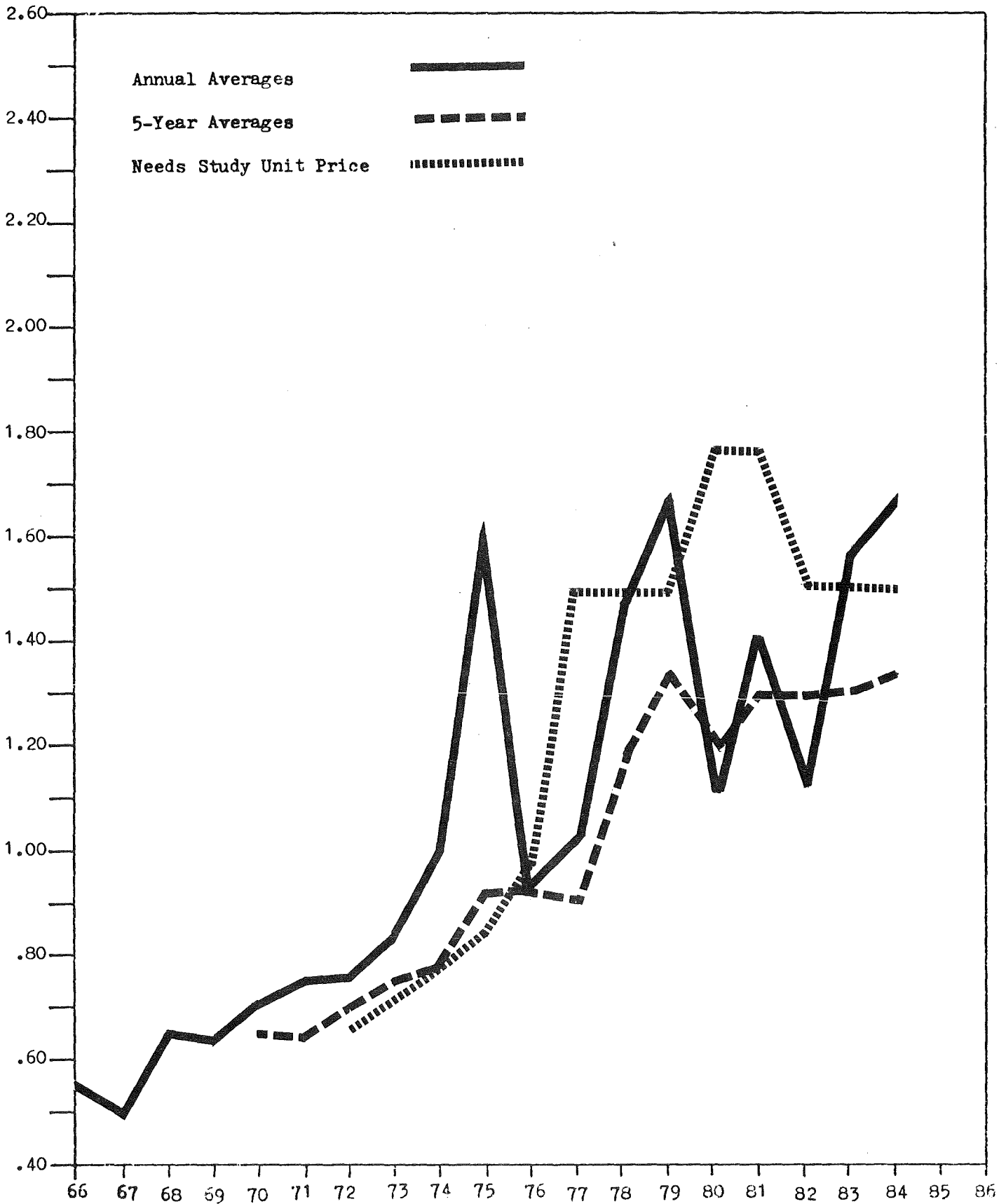


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
CURB & GUTTER REMOVAL #2104

<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	-
1972	23	88,188	67,387	.76	.65
1973	30	123,954	102,972	.83	.73
1974	27	39,256	39,140	1.00	.77
1975	26	49,508	78,796	1.59	.85
1976	17	41,176	37,554	.91	1.00
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	1.50
1980	26	83,672	93,360	1.12	1.75
1981	24	41,852	58,030	1.39	1.75
1982	45	77,339	86,596	1.12	1.50
1983	33	42,589	66,635	1.56	1.50
1984	43	106,678	176,974	1.66	1.50

Subcommittees recommended price for 1985 Needs Study \$ 1.50  
Based upon 1984 construction costs

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



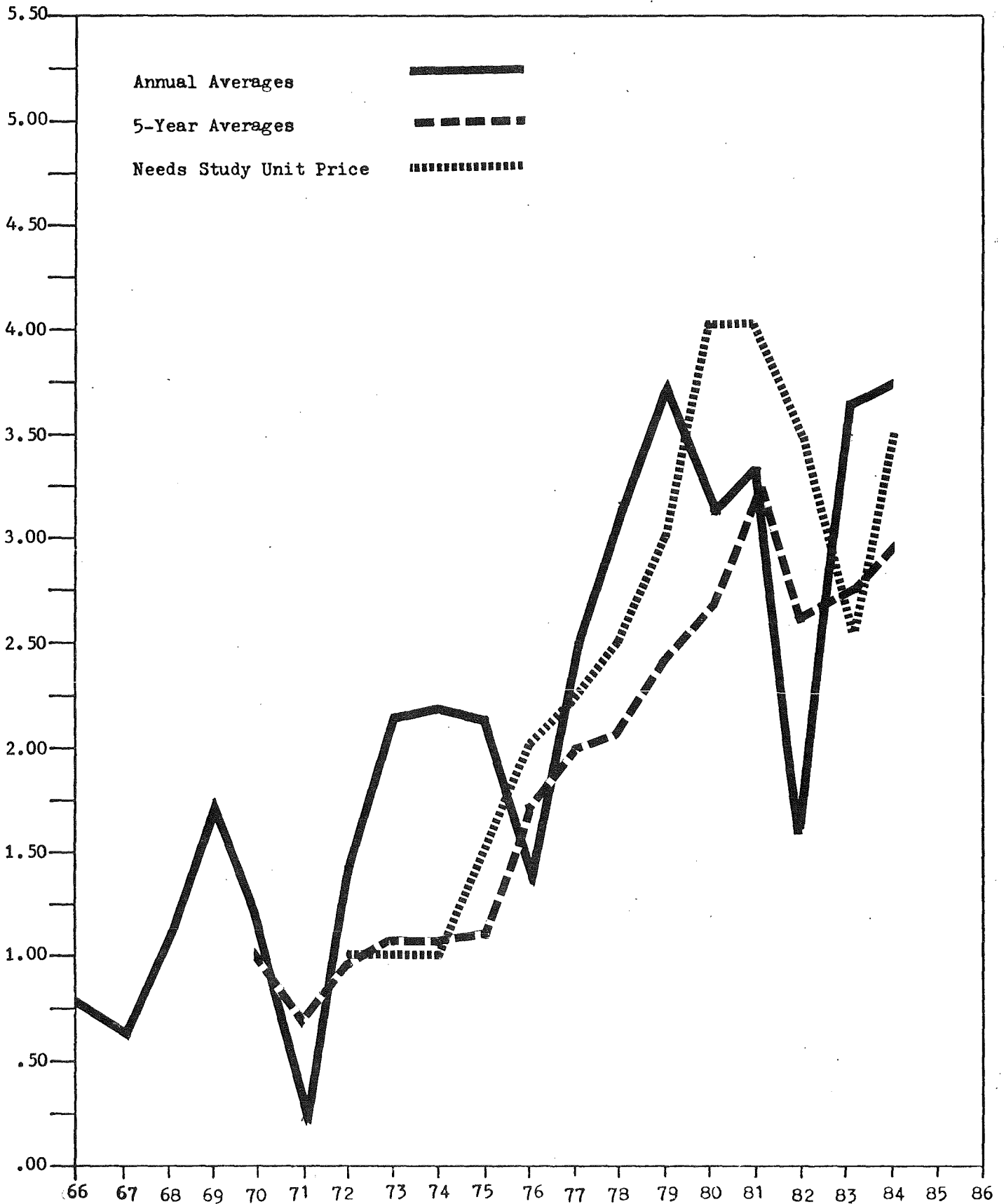


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
SIDEWALK REMOVAL #2105

<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	-
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	1.00
1975	19	18,465	40,094	2.17	1.50
1976	14	32,917	45,829	1.39	2.00
1977	14	13,237	33,250	2.51	2.20
1978	15	13,268	42,115	3.17	2.50
1979	16	23,223	85,805	3.69	3.00
1980	17	30,387	95,782	3.15	4.00
<b>1981</b>	<b>19</b>	<b>20,627</b>	<b>68,003</b>	<b>3.30</b>	<b>4.00</b>
1982	33	61,909	98,144	1.59	3.50
1983	21	27,288	98,276	3.60	2.50
1984	30	59,315	222,584	3.75	3.50

Subcommittees recommended price for 1985 Needs Study \$ 3.50  
Based upon 1984 construction costs

MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
SIDEWALK REMOVAL #2105

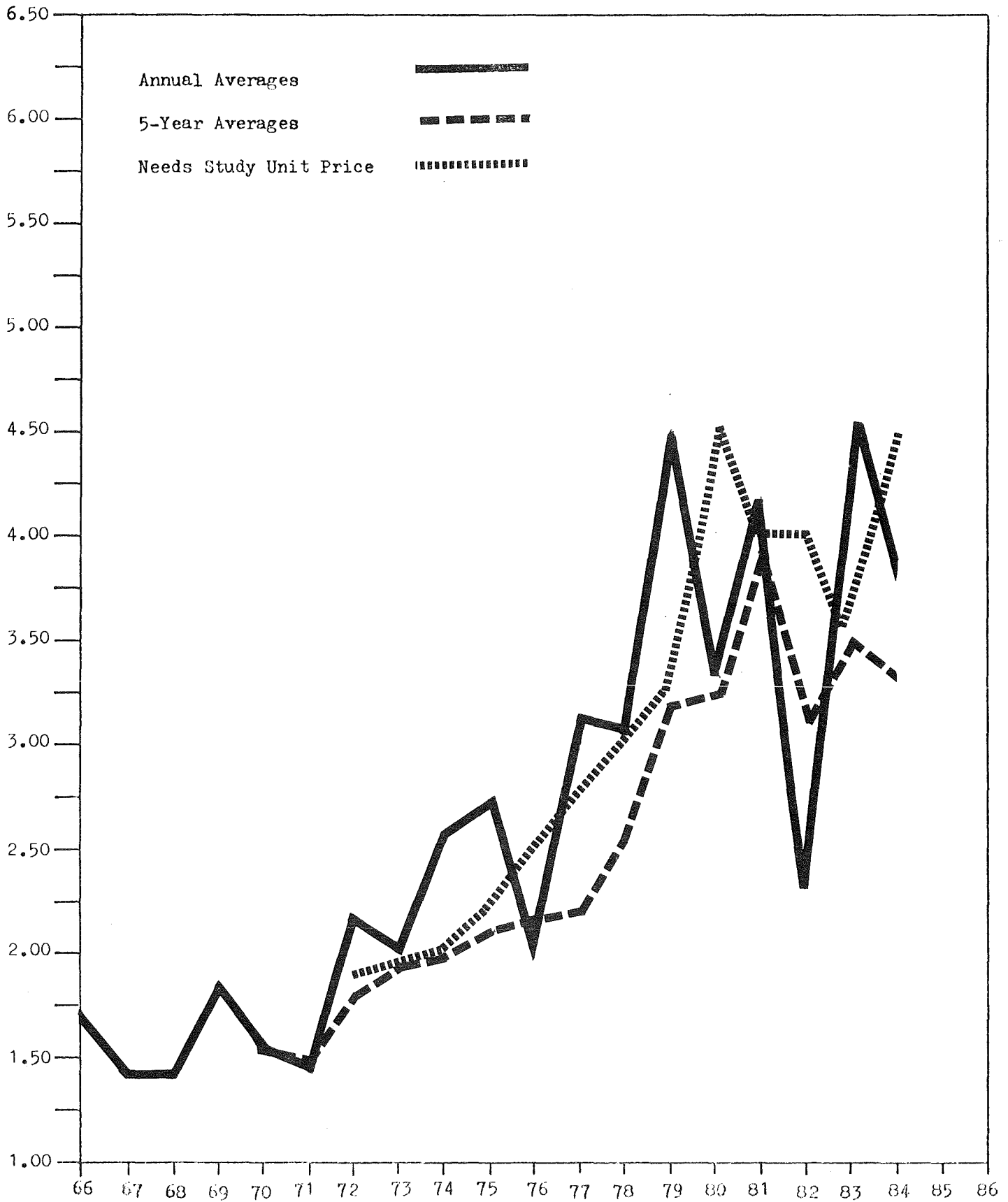


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
CONCRETE PAVEMENT REMOVAL #2106

<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	-
1972	11	187,366	408,919	2.18	1.90
1973	12	188,588	379,940	2.01	1.95
1974	11	40,506	103,569	2.56	2.00
1975	12	21,211	57,984	2.73	2.20
1976	9	62,379	127,199	2.04	2.50
1977	9	15,279	47,801	3.13	2.75
1978	11	35,176	108,531	3.08	3.00
1979	9	65,081	292,769	4.50	3.25
1980	8	42,322	139,785	3.30	4.50
1981	16	83,263	345,180	4.15	4.00
1982	23	229,468	533,404	2.32	4.00
1983	18	119,864	541,569	4.52	3.50
1984	16	81,645	301,726	3.70	4.50

Subcommittees recommended price for 1985 Needs Study \$ 3.75  
Based upon 1984 construction costs

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

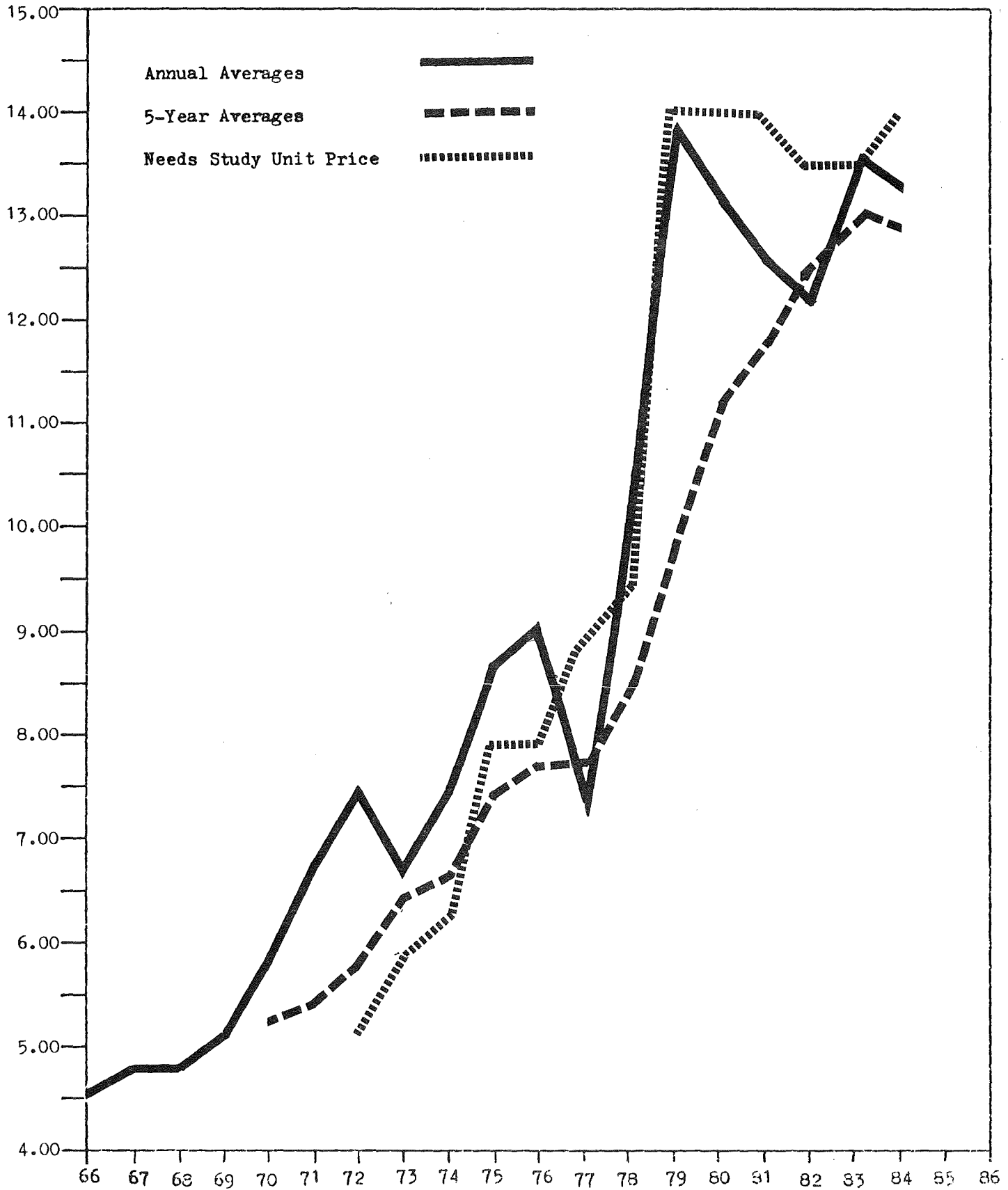


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
SIDEWALK CONSTRUCTION #2521

<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	-
1972	27	43,194	321,089	7.43	5.20
1973	33	85,944	579,410	6.74	5.90
1974	29	46,901	350,067	7.46	6.44
1975	32	46,139	399,470	8.66	8.00
1976	27	48,343	436,681	9.03	8.00
1977	24	42,666	317,200	7.43	9.00
1978	23	37,875	395,539	10.44	9.50
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	14.00
1982	44	91,266	1,112,414	12.19	13.50
1983	35	69,630	940,122	13.50	13.50
1984	44	96,059	1,277,135	13.30	14.00

Subcommittees recommended price for 1985 Needs Study \$ 14.00  
Based upon 1984 construction costs

MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
SIDEWALK CONSTRUCTION #2521

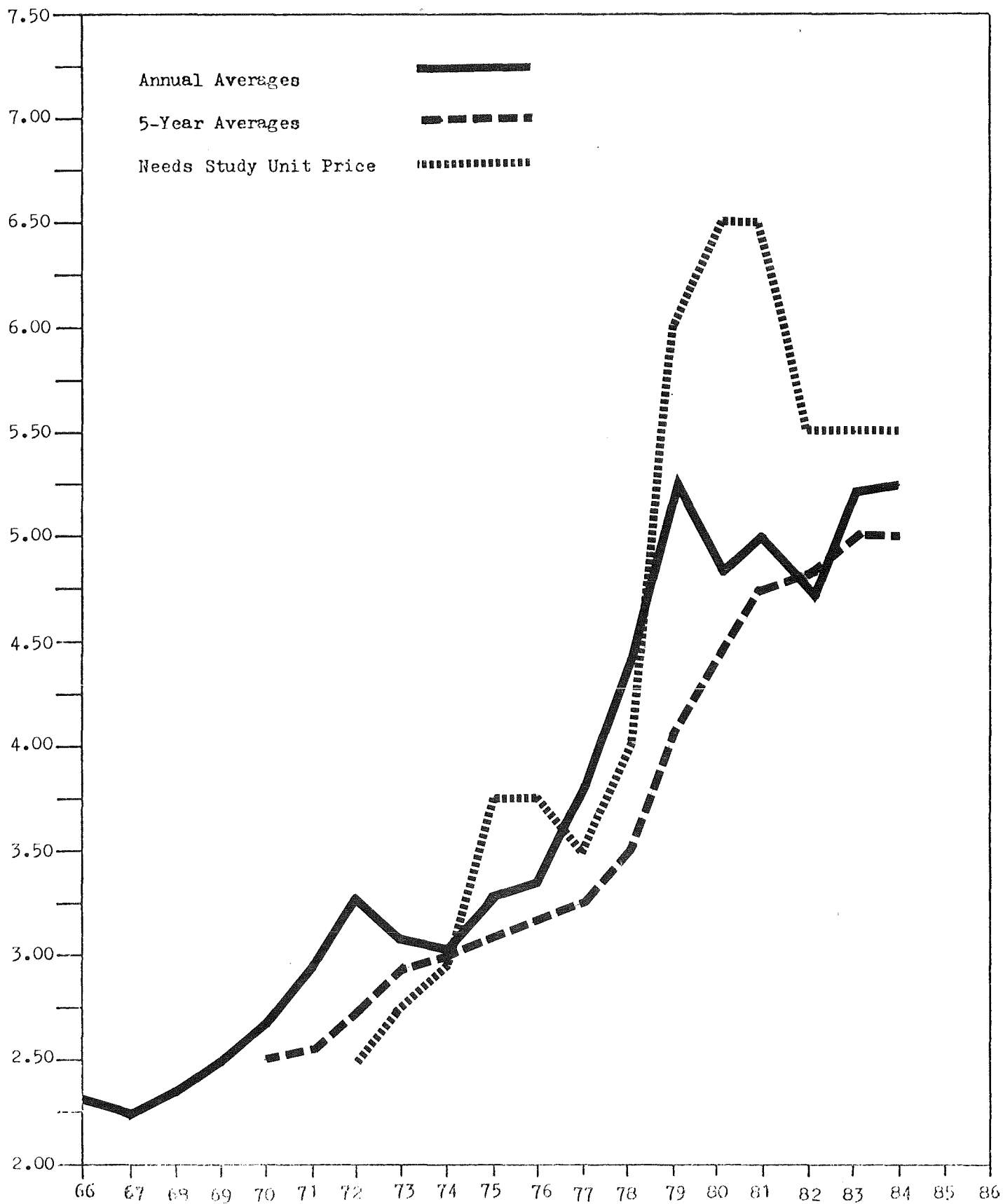


MUNICIPAL STATE AID STREET UNIT PRICE STUDY  
CURB & GUTTER CONSTRUCTION #2531

<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	-
1972	29	235,760	773,022	3.28	2.50
1973	42	605,809	1,866,455	3.08	2.75
1974	43	454,315	1,387,797	3.05	2.98
1975	40	328,669	1,078,802	3.28	3.75
1976	39	314,645	1,050,777	3.34	3.75
1977	33	178,206	681,953	3.83	3.50
1978	41	298,122	1,317,943	4.42	4.00
1979	42	336,428	1,764,138	5.24	6.00
1980	41	433,513	2,085,243	4.81	6.50
1981	48	332,455	1,651,673	4.97	6.50
1982	58	450,590	2,124,634	4.72	5.50
1983	47	354,529	1,826,990	5.15	5.50
1984	58	554,327	2,907,985	5.25	5.50

Subcommittees recommended price for 1985 Needs Study \$ 5.50  
Based upon 1984 construction costs

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

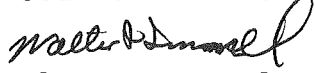




STATE OF MINNESOTA

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

DATE: April 17, 1985

FROM :   
Walter I. Immel  
Bridge Estimates Engineer

PHONE: 296-0816

SUBJECT: 1984 Structures Costs

The actual structures costs for County and Municipal State Aid projects in calendar year 1984 that you requested are as follows:

<u>Length of Structure</u>	<u>Structures</u>	<u>1984 Av. Cost/S.F.</u>
0 - 149	31	\$45
150 - 499	9	\$51
500 - Greater	1	\$48
Widening*	1	\$57

\*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 - Railroads & Waterways  
Room 810

# Office Memorandum

TO: George Quickstad  
Highway Needs Unit

DATE: April 16, 1985

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

PHONE: 6-2472

SUBJECT: Projected Railroad Grade Crossing  
Improvements - Cost for 1985

We have projected 1985 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 crossing predictors - has capabilities in 1 above, plus ability to gauge speed and distance of train from crossing to give constant 20-25 second warning of approaching trains traveling from 5 to 80 MPH.

cc:  
Gordon M. Fay  
R. F. Mattson

DEPARTMENT Mn/DOT - Design Services  
Room 718

## Office Memorandum

TO: George G. Quickstad  
State Aid Needs Unit

DATE: April 23, 1985

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

PHONE: 296-0824

SUBJECT: State Aid Storm Sewer Construction Costs  
for 1985

We have analyzed the State Aid storm sewer construction costs for 1985 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 have held firm since 1983.

If we can be of further assistance, please advise.

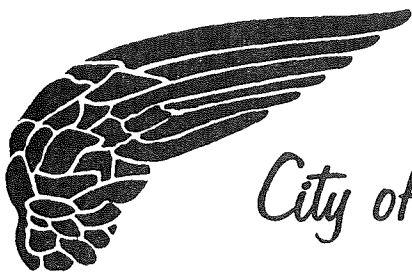
cc:  
D. D. Halvorson  
E. H. Aswegan  
File

DVH/mls  
(EHA)

1984 C.S.A.H. UNIT PRICE STUDY

1984 Projects

	<u>Unit</u>	<u>Quantity</u>	<u>Cost</u>	<u>Cost Per Unit</u>	
2211	Ton	\$ 634,976	\$2,564,735	\$4.04	Subbase
2212	Ton	1,713,625	7,385,785	4.31	Gravel Base
2221	Ton	806,440	3,541,782	4.39	Gravel Shoulder
2331	Ton	2,038,778	40,975,814	20.10	Bit. Surface
2341	Ton	162,488	3,747,298	23.06	Bit. Surface
2351 & 2361	Ton	4,364	167,647	38.42	Bit. Surface



## City of Red Wing

Box 34

Red Wing, Minnesota 55066

May 3, 1985

Mr. George Quickstad  
Office of State Aid  
Room 420, Transportation Bldg.  
John Ireland Boulevard  
St. Paul, MN 55155

Ref: Needs Adjustment  
Non-Existing Bridge Construction

Dear Mr. Quickstad:

The City of Red Wing is in the process of constructing Bridge and Retaining Wall 25560. The bid for this structure was let in late May, 1984 and a Report of State Aid Project submitted on June 20, 1984. State Aid Funds for this project were encumbered on July 11, 1984 with City bonding for \$600,000 over and beyond our 1984 construction balance. (The City was subsequently penalized for having an unencumbered construction fund balance amounting to \$108,207 or 2% of our needs as of June 30, 1984).

The original bid on this structure was \$620,256.90 however, we have recently entered into a supplemental agreement which is expected to add approximately \$325,000 to the original bid due to a 200% overrun in piling quantities. In addition it was necessary to enter into an agreement with C.M.St.P. and Pacific Railroad for relocation of communication and signal lines for \$41,050.00. In addition to this amount the City is obligated to pay the railroad for track adjustment caused by differential settlement resulting from driving the longer piles. This is estimated at \$5000. The City has or will incur design and construction engineering fees amounting to approximately \$62,025.70.

The net result is that Bridge 25560 will cost the City approximately \$1,053,332.60. Therefore I would respectfully request that this amount be added to our needs as a Non Existing Bridge Construction.

Either Bob McFarlin of Bakke Kopp Ballou and McFarlin or I would be happy to review this project with you or the screening committee.

Sincerely,

Thomas W. Drake, PE  
Public Works Director/City Engineer

TWD:lmk

CC: Earl Welshons D.S.A.E.  
Bob McFarlin BKBM



## City of Red Wing

Box 34  
Red Wing, Minnesota 55066

May 14, 1985

Mr. George Quickstad  
Municipal Needs Section Office of State Aid  
Room 420, Transportation Bldg.  
John Ireland Boulevard  
St. Paul, MN 55155

Ref: Needs Adjustment  
Non Existing Bridge and Retaining Wall 25560  
Red Wing, MN.  
(As per Sub-Committee Review 5/11/85)

Dear George:

Mr. Arlan Ottman's estimate of \$419,709 is correct, however it does not take into account the additional piling as moved by the Sub-Committee. Therefore, to simplify the estimate I would propose to pro-rate the piling supplement (X) based on the original bid (\$620,236.90) for Bridge and Retaining Wall 25560 and the total piling Supplement (\$325,000) or

$$\frac{\$ 419,709}{\$ 620,256.90} \text{ as } \frac{X}{\$ 325,000} \text{ or } X = \frac{\$ 419,709 \times \$ 325,000}{\$ 620,256.90}$$

$$X = \underline{\underline{\$ 219,917.63}}$$

Therefore, Red Wing's total non-existing bridge adjustment should be \$419,709 + \$219,917.63 or \$ 639,626.63 based on the Sub-committees recommendation.

However, I still believe that the City of Red Wing should be entitled to an adjustment based on the total cost of the Bridge and Retaining Wall 25560 amounting to \$991,306.90.

The City has not received needs on any portion of this structure and has incurred these costs and has or will use our State Aid Funding to pay for them.

I also want to thank you for your continued support and advice.

Sincerely,

Thomas W. Drake, P.E.  
Public Works Director/City Engineer

CC: Earl Welshons D.S.A.E.  
Bob McFarlin, BKBM

Bridge No. 25560  
made By Ado  
Sheet 1 of 1  
Date 5-13-85

For Needs Section  
George Quicksted

Quantities for S.E. R/Wall

	S.E. Wall	S.W. Wall
Conc. 1A43	76 @ 107 = 8132	433 = 46331
3Y43	68 @ 160 = 10880	338 = 54080
Class U	330 @ 4 <sup>00</sup> = 1320	1900 = 7600
Rebars	17940 @ .40 = 7176	75200 = 30080
H-Piling Driv.	805 @ 1.80 = 1449	4605 = 8289
H-Piling Deliv.	805 @ 16.00 = 12880	4605 = 73680
Test piles 50'	2 @ 1250 = 2500	3 = 3750
60'	— @ 1500 =	7 = 10500
Filter Agg (cv)	60 @ 19.00 = 1140	290 = 5510
3-ply Waterproofing (Lib. 5A)	106 @ 3. <sup>00</sup> = 318	646 = 1938
Catch Basins	— @ 800 =	1 = 800
12' R/C Pipe Sewer	— @ 17.00 =	12 = 204
Wire Fence, Design 60	52 @ 10.85 = 564	382 = 4145
	46359	246,907

Total Cost - Bridge = 326,991  
- Re Walls = 293,266  
= 620,257

Bridge = 326,991  
w/2 S.E. Walls = 46,359  
46,359  
= 419,709

# 1985 MUNICIPAL SCREENING BOARD DATA

## Needs Adjustment for Right-of-Way Acquisition

The Municipal Screening Board 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 Board 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 1985.

Municipality	Adjust. For 1978 Apport.	Adjust. For 1979 Apport.	Adjust. For 1980 Apport.	Adjust. For 1981 Apport.	Adjust. For 1982 Apport.	Adjust. For 1983 Apport.	Adjust. For 1984 Apport.	Adjust. For 1985 Apport.	Adjust. For 1986 Apport.	Total Adjust.
Anoka	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 28,974	\$ --	\$ --	\$ 28,974
Bloomington	--	--	--	--	--	145,300	--	--	66,470	211,770
Burnsville	--	--	--	--	--	--	--	--	309,780	309,780
Cloquet	--	--	51,268	--	--	--	22,271	--	--	73,539
Crookston	--	--	--	93,000	56,174	--	--	--	--	149,174
Crystal	--	--	--	285,354	47,849	--	--	--	947,120	1,280,323
Duluth	49,401	--	--	--	--	--	36,200	--	--	85,601
Eagan	--	--	--	--	--	--	--	271,918	--	271,918
East Bethel	--	--	--	--	--	--	--	--	14,000	14,000
Fairmont	--	--	--	--	--	1,825	--	--	--	1,825
Faribault	--	--	--	--	--	--	--	2,346	--	2,346
Fergus Falls	--	--	--	--	--	--	--	--	33,600	33,600



Municipality	Adjust. For 1978 Apport.	Adjust. For 1979 Apport.	Adjust. For 1980 Apport.	Adjust. For 1981 Apport.	Adjust. For 1982 Apport.	Adjust. For 1983 Apport.	Adjust. For 1984 Apport.	Adjust. For 1985 Apport.	Adjust. For 1986 Apport.	Total Adjust.
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 Heights	--	20,997	--	--	--	--	--	--	--	20,997
Little Canada	--	--	--	43,300	--	--	--	--	--	43,300
Maple Grove	--	--	--	--	18,538	--	--	--	--	18,538
Marshall	--	--	--	--	--	58,320	--	--	--	58,320
Minneapolis	52,000	310,285	--	789,766	1,959,183	34,351	--	--	132,630	3,278,215
Minnetonka	--	--	--	210,700	--	71,450	--	--	--	282,150
Moorhead	21,000	--	--	--	--	--	--	--	--	21,000
Morris	--	13,097	--	--	--	--	--	--	--	13,097
Northfield	--	--	--	--	--	--	--	--	3,110	3,110
North Mankato	--	--	--	--	--	--	--	--	400,581	400,581
Owatonna	79,517	34,121	--	--	--	--	--	--	--	113,638
Plymouth	25,208	--	--	--	--	--	--	--	--	25,208
Ramsey	7,884	--	--	--	--	8,427	18,877	8,820	--	44,008
Red Wing	14,000	--	--	--	--	--	--	62,176	--	76,176
Richfield	--	--	--	--	--	--	1,152,857	--	--	1,152,857
Rochester	4,728	--	93,822	--	--	--	--	30,902	331,939	461,391
St. Cloud	--	--	--	--	--	--	--	705,757	--	705,757
St. Louis Park	335,520	--	--	--	--	--	--	--	--	335,520
St. Paul	741,034	638,881	12,636	129,673	--	4,921	--	16,877	852,380	2,396,402
Sauk Rapids	--	--	--	--	9,834	--	--	--	--	9,834
Stillwater	--	--	--	--	104,442	--	--	--	--	104,442
White Bear White Bear Lake	--	--	--	--	--	--	--	177,573	--	177,573
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	\$1,276,369	\$3,091,610	\$13,326,819

1985 MUNICIPAL SCREENING BOARD DATA

Trunk Highway Turnbacks

The following tabulation shows the tentative Trunk Highway Turnback Maintenance allowance for the 1984 Apportionment. All turnbacks eligible for maintenance payments are included in this tabulation as of May 1, 1984. Adjustments will be made for additional turnbacks received by December 31, 1984. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Board Resolution which reads as follows:

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial turnback adjustment when for less than 12 full months shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of \$1500 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

To provide an advance payment for the coming year's maintenance obligations, a needs adjustment per mile shall be added to the annual money needs. This needs adjustment per mile shall produce sufficient apportionment funds so that at least \$1500 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.

MSAS Route No.	Date of Release	Total Mileage	Plan Approved	Miles Const.	Miles Eligible Maint.	Date of MSAS Desig.	1983 Maintenance Allowance Months x Miles x \$1500	1984 Miles x \$1500	Total
<u>Anoka</u>									
134	5-79	0.46	Yes	0.36	0.10		0.10 x \$1500 = \$ 150	\$ 150	
<u>Bemidji</u>									
125	9-82	0.72	No		0.72		0.72 x \$1500 = \$1,080	\$1,080	
<u>Duluth</u>									
149	10-1-74	1.05	Yes	0.28	0.77		0.77 x \$1500 = \$1,155	\$1,155	
<u>Mankato</u>									
120	6-1-77	0.66	Yes	0.42	0.24		0.24 x \$1500 = \$ 360	\$ 360	
<u>North Mankato</u>									
116	8-78	1.79	Yes	0.11	1.68		1.68 x \$1500 = \$2,520	\$2,520	
<u>St. Cloud</u>									
138	10-78	1.80	Yes	0.44	1.36		1.36 x \$1500 = \$2,040		
140	10-80	<u>1.49</u>	Yes	<u>0.63</u>	<u>0.86</u>		<u>0.86</u> x \$1500 = <u>\$1,290</u>		
		3.29		1.07	2.22		2.22	\$3,330	\$3,330
TOTAL		7.84		1.82	6.02		6.02 x \$1500 = \$9,030	\$9,030	

## 1985 MUNICIPAL SCREENING BOARD DATA

### Needs Adjustment for Reconstruction Projects

The Municipal Screening Board at its June, 1983 meeting passed a resolution which gives a municipality a credit adjustment in their money needs apportionment, whenever State Aid Funds are spent on a State Aid Street for the second time. This adjustment is made in place of attempting to justify inclusion in the Needs reporting.

The resolution states that:

The money needs for all streets and bridges constructed with State Aid funds 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.

The following summary shows the reconstruction projects reported in 1983.

<u>Municipality</u>	<u>Project No.</u>	<u>Type of Project</u>	<u>Date of Constr.</u>	<u>Date of Reconstr.</u>	<u>Years of Apport. Adj.</u>	<u>Amount</u>
St. Paul	164-113-17	Bridge Repair	1969	1983	1985-1999	\$307,298
St. Paul	164-156-10	Bridge Repair	1970	1983	1985-1999	103,674
St. Paul	164-108-14	G.B.S. & S.S.	1962	1983	1985-1999	138,932

Needs Adjustment for Reconstruction Projects

<u>Municipality</u>	<u>Project No.</u>	<u>Type of Project</u>	<u>Date of Constr.</u>	<u>Date of Reconstr.</u>	<u>Years of Apport. Adj.</u>	<u>Amount</u>
St. Paul	164-109-16	Widening	1962	1984	1986-2000	\$ 205,242
St. Paul	164-113-18	Bit. Surface	1971	1984	1986-2000	116,694
St. Paul	164-141-08	Bridge Repair	1963	1984	1986-2000	151,484
St. Paul	164-159-22	Bit. Surface	1964	1984	1986-2000	133,952
St. Paul	164-159-23	Bridge Repair	1964	1984	1986-2000	449,427
						<u>\$1,606,703</u>
Austin	103-102---	Conc. Pavement	1961	1984	1986-2000	67,543
						<u>\$ 67,543</u>

1985 MUNICIPAL SCREENING BOARD DATA

Non-Existing Bridge Construction

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

BE IT RESOLVED:

"The money needs for all "non-existing" bridges and grade separation 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, 1984 have been added to the total money needs of each of the following municipalities.

<u>Municipality</u>	<u>First Year of Adjustment</u>	<u>Year of Apportionment Expiration</u>	<u>Amount</u>
Albert Lea	1976	1991	\$ 245,320
Brainerd	1974	1989	576,113
Brooklyn Center	1974	1989	197,709
Burnsville	1985	2000	349,684
Chaska	1974	1989	28,800
Eden Prairie	1984	1999	1,987,428
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 & 1985	1997 & 2000	1,493,191
Moorhead	1974	1989	7,530
Red Wing	1978 & 1985	1993 & 2000	481,159
Rochester	1974	1989	84,378
St. Louis Park	1971 & 1978	1986 & 1993	1,492,570
St. Paul	1974 & 1981	1989 & 1996	<u>1,221,432</u>
TOTAL			\$10,202,469

May 24, 1985

(612)296-9872

(See Attached List)

In reply refer to:  
Status of Construction Fund Balance

Dear Mr.

The present Screening Directives state that whenever a municipality exceeds \$300,000, or two times their annual construction allotment in their 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 each city to explain the reason for the large balance.

Our records show that as of April 23, 1985 you have \$\_\_\_\_\_ available for construction, not including the 1985 allotment.

Your city must reduce this amount to \$\_\_\_\_\_ by June 30, 1985 to avoid a possible adjustment recommendation by the unencumbered Construction Fund Subcommittee.

Should you have any questions regarding your construction fund balance, contact George Quickstad at (612)296-1662,

Sincerely,

Gordon M. Fay, Director  
Office of State Aid

1985 MUNICIPAL SCREENING BOARD  
UNENCUMBERED CONSTRUCTION FUNDS  
SUMMARY OF THE FOURTEEN CITIES WHICH MAY EXCEED THE LIMITATIONS  
OF THE SCREENING COMMITTEE DIRECTIVES

<u>Municipality</u>	<u>A</u> Amount Available 4-23-85 not including 1985 allotment	<u>B</u> 1985 Construction Allotment	<u>C</u> <u>Column A</u> <u>Column B</u>
Albert Lea	\$ 761,867	\$ 369,455	2.06
Chaska	504,886	212,777	2.37
Crystal	1,077,376	220,708	4.88
Hopkins	502,243	238,140	2.11
Mankato	1,021,083	504,225	2.03
New Ulm	664,444	289,046	2.30
St. Anthony	325,778	124,012	2.63
St Peter	302,728	136,624	2.22
Shakopee	533,134	230,110	2.32
Spring Lake Park	269,366	88,076	3.06
Stillwater	663,104	289,860	2.29
Thief River Falls	475,922	194,296	2.45
West St. Paul	797,897	311,754	2.56
Worthington	522,281	138,757	3.76



## 1985 MUNICIPAL SCREENING BOARD DATA

### Status of Municipal Traffic Counting

#### 1. Seven County Metropolitan Traffic Area

Cities in the seven county metropolitan area count cooperatively with Mn/DOT. All cities, except Minneapolis and St. Paul will complete their counting program in 1985, Minneapolis and St. Paul will count over the 1985-86 Cycle. Beginning with this year, the outstate cities will be counted on a four-year cycle instead of the present six-year counting cycle.

#### 2. Out State Municipalities

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

Duluth

##### b. 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	

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

Alexandria	Willmar
Cloquet	Worthington

##### d. Traffic to counted in 1986 by individual municipalities

Rochester

##### e. Traffic to counted in 1987 by state forces

Bemidji	Hermantown	Owatonna	Sauk Rapids
Chisholm	Hibbing	Red Wing	Thief River Falls
Elk River	Hutchinson	Redwood Falls	Virginia
Eleveth	Litchfield	St. Cloud	Waseca
Fergus Falls	North Mankato	St. Peter	Winona

##### f. Traffic to be counted in 1988 by state forces

Austin	Detroit Lakes	International Falls	Montevideo
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CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING BOARD

OCTOBER 1984

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 Board, with a copy to the municipality involved, or its engineer.

Screening Board 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 Board for the purpose of recording all Screening Board actions.

Appointments to Screening Board - 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 Board. 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 Board 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 Board - 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 State Aid Engineer. The State Aid Engineer with concurrence of the Chairman of the Screening Board shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons before the Board 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 June 1983)

That 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 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 subsequent needs.

The money needs for all streets and bridges constructed with State Aid funds 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 (except for preliminary engineering). This cost to exclude any federal or State Aid grants and to be effective on all reconstruction projects awarded after January 1, 1983.

Each city will be responsible for reporting their qualified reconstruction projects with the annual needs update, beginning December 31, 1983.

That in order to be consistent with the previous resolution, the Office of State of State Aid is instructed to remove all needs except additional surface for streets that have been improved with the use of State Aid funds.

#### 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.

Construction Cut Off Date - Oct. 1961 (Revised May 1980, Oct. 1982 and Oct. 1983)

All requests for additional mileage or revisions to the

Municipal State Aid System must be received by the District State Aid Engineer by March first. The District State Aid Engineer will forward the request to the State Aid Engineer for review. A City Council resolution of approved mileage and the Needs Study reporting data must be received by the State Aid Engineer by May first, to be included in the current year's Needs Study. Any requests for additional mileage or revisions to the Municipal State Aid Systems received by the District State Aid Engineer after March first will be included in the following year's Needs Study.

One Way Street Mileage - June 1983 (Revised Oct. 1984)

That any one-way streets added to the Municipal State Aid Street system must be reviewed by the Needs Study Sub-Committee, and approved by the Screening Board before any one-way street can be treated as one-half mileage in the Needs Study.

A one-way street will be treated as one-half of a full four-lane width divided street of either 56 feet or 72 feet (72 feet when the projected ADT is over 8,000) for needs, and that the roadway system must be operating as one-way streets prior to the time of designation.

COST

Construction Item Unit Prices - (Revised Annually)

Right of Way:			\$ 10,000.00 Mile
Grading:			\$ 3.00 Cu. Yd.
Base:	Class 4	Spec. #2211	\$ 4.25 Ton
	Class 5	Spec. #2212	\$ 5.25 Ton
	Bituminous	Spec. #2331	23.50 Ton
Surface:	Bituminous	Spec. #2331	\$ 23.50 Ton
	Bituminous	Spec. #2341	25.00 Ton
	Bituminous	Spec. #2361	35.50 Ton
Shoulders:			
	Gravel	Spec. #2221	\$ 4.25 Ton

Miscellaneous:

Storm Sewer Construction	\$ 98,000.00	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	14.00	Sq. Yd.

Removal Items:

Curb & Gutter	\$ 1.50	Lin. Ft.
Sidewalk	3.50	Sq. Yd.
Concrete Pavement	4.50	Sq. Yd.
Tree Removal	90.00	Unit

New Cities Needs - Oct. 1983

Any new city which has determined their eligible mileage, but does not have an approved State Aid System, their money needs will be determined at the cost per mile of the lowest other city.

Storm Sewer

The money needs for all complete storm sewers shall be removed from the Needs Study until such time that a money needs adjustment shall be made by annually adding the amount of the project cost that is eligible for State Aid participation for a 15-year period. Storm sewer adjustment will continue to be included as a needs item. Each city will be responsible for reporting their qualifying storm sewer projects with their annual needs update, beginning December 31, 1984.

This adjustment will be phased over a 2-year period to temper the effect over the 1985-1986 apportionments.

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 Board prior to making adjustment. The sub-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 Board 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.	\$38.00 Sq. Ft.
Bridges 150 to 499 Ft.	\$44.00 Sq. Ft.
Bridges 500 & Over	\$50.00 Sq. Ft.
Bridge Widening	\$65.00 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)	\$65,000 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 Board, 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 Board 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 (Revised Oct. 1984)

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

The adjustment for width variances will be based on the needs cost of the base and surface, times the proportional difference between the minimum standards and the granted variance, times fifteen. This would be a one-year adjustment to the 25-year needs.

## TRAFFIC - June 1971

### 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 Board 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.