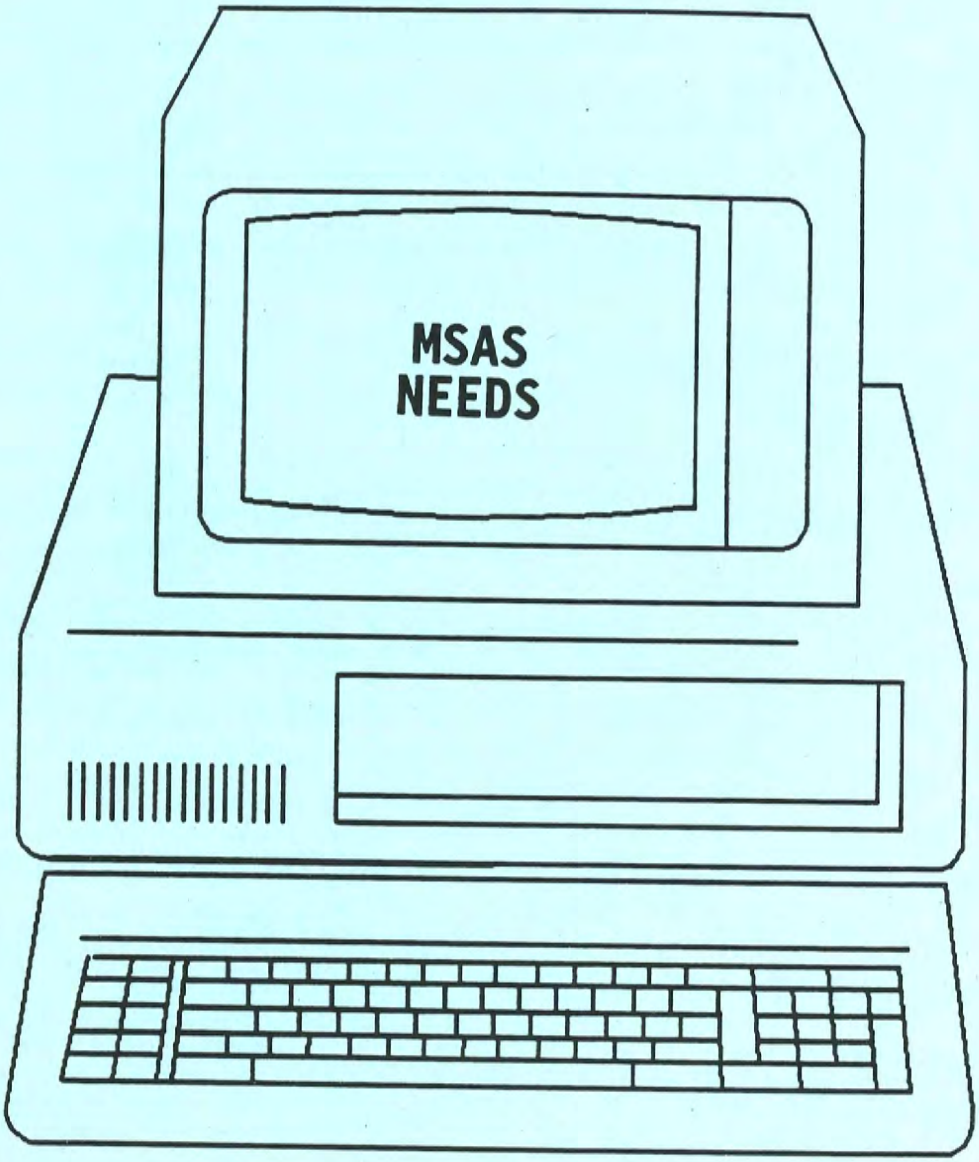
# 1990 Municipal Screening Board Data






June 1990

May 1990 612-296-1662

TO : Municipal Engineers

SUBJECT : Municipal State Aid Screening Board

Enclosed is a copy of the June 1990 Municipal Screening Board Data.

The data included in this report will be used by the Municipal Screening Board at its June 12 and 13, 1990 meeting near Brainerd to establish unit prices for the 1990 Needs Study and the resulting 1991 apportionment. The Board will also review other recommendations of the Needs Study Subcommittee outlined in the minutes.

Should you have any suggestions or recommendations regarding the data in this publication, please refer them to your district representative along with a copy to this office, or call the above number prior to the Screening Board Meeting.

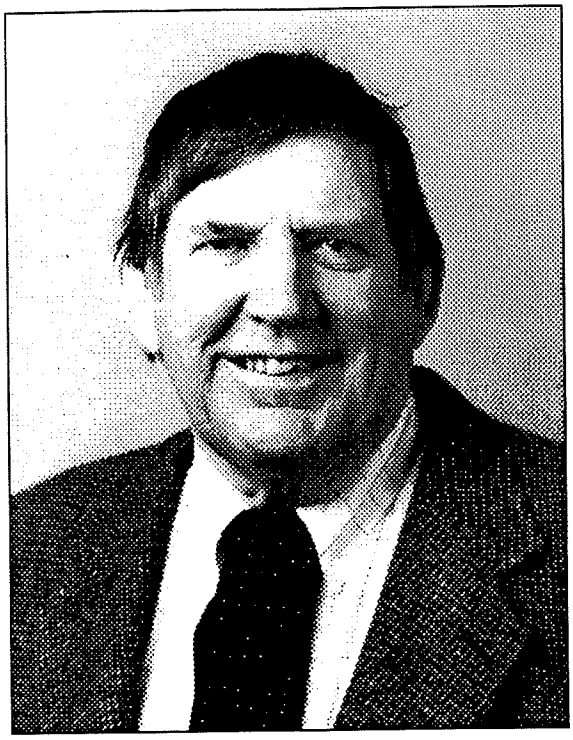
Sincerely,

Ken Straus

Kenneth Straus
Municipal Needs Manager

Enclosures:
1990 Municipal State Aid Screening Board Data.

# MINNESOTA DEPARTMENT OF TRANSPORTATION STATE AID ENGINEER



**GORDON M. FAY**

Gordy began his engineering career with the Minnesota Department of Highways on July 9, 1942. He worked in the Rochester area until December 13, 1942 when he entered the United States Navy. He served in the Navy until January 28, 1946. He returned to the Minnesota Department of Highways and continued to work in the Rochester area until July 2, 1954 when he was appointed Winona County Engineer. He served in this capacity until his appointment as State Aid Engineer on March 1, 1968. Gordy has announced his retirement from the Minnesota Department of Transportation to take effect June 30 1990. His working career has spanned 48 years. We wish Gordy and his wife Pearl the best that retirement can produce. Good luck Gordy.

# 1990 MUNICIPAL SCREENING BOARD DATA

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# 1990 MUNICIPAL SCREENING BOARD

## OFFICERS

| | | | |
|---|---|---|---|
| Chairman | Bruce Bullert | Savage | (612) 890-1045 |
| Vice Chairman | Jim Grube | St.Louis Park | (612) 924-2551 |
| Secretary | Dan Edwards | Fergus Falls | (218) 739-2251 |

## MEMBERS

| District | Served | Representative | | |
|---|---|---|---|---|
| 1 | 2 | Nick Dragisich | Virginia | (218) 741-2388 |
| 2 | 3 | James Walker | Thief River Falls | (218) 751-3004 |
| 3 | 3 | Terry Maurer | Elk River | (612) 774-6021 |
| 4 | 2 | Alvin Moen | Alexandria | (612) 762-8149 |
| 5 | 1 | Michael Eastling | Richfield | (612) 869-7521 |
| 6 | 2 | Tom Drake | Red Wing | (612) 227-6220 |
| 7 | 1 | Pete McClurg | New Ulm | (507) 359-8245 |
| 8 | 3 | Joseph Bettendorf | Litchfield | (612) 252-4740 |
| 9 | 1 | Ken Haider | Maplewood | (612) 770-4552 |
| (Three Cities | | Kenneth Larson | Duluth | (218) 723-3278 |
| of the | | Marvin Hoshaw | Minneapolis | (612) 673-2476 |
| First Class) | | Thomas Kuhfeld | St. Paul | (612) 292-6276 |

| District | Alternates | | |
|---|---|---|---|
| 1 | Jim Pruzak | Cloquet | (218) 879-6758 |
| 2 | David Kildahl | Crookston | (218) 281-6522 |
| 3 | | | |
| 4 | Herb Reimer | Moorhead | (218) 299-5390 |
| 5 | Larry Anderson | Prior Lake | (612) 447-4230 |
| 6 | Arnold Putnam | Owatonna | (507) 451-4541 |
| 7 | Ken Saffert | Mankato | (507) 625-3161 |
| 8 | Dale Swanson | Willmar | (612) 235-4202 |
| 9 | Brian Bachmeier | Oakdale | (612) 739-5086 |

## 1990 SUBCOMMITTEES APPOINTED BY THE SCREENING BOARD

### NEEDS STUDY SUBCOMMITTEE

Chairman - Dan Edwards
Fergus Falls
(218) 739-2251
Expires in 1990

Clyde Busby
Hibbing
(218) 262-3486
Expires in 1991

Charles Siggerud
Burnsville
(612) 895-4400
Expires in 1992

### UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

Chairman - Kenneth Saffert
Mankato
(507) 625-3161
Expires in 1990

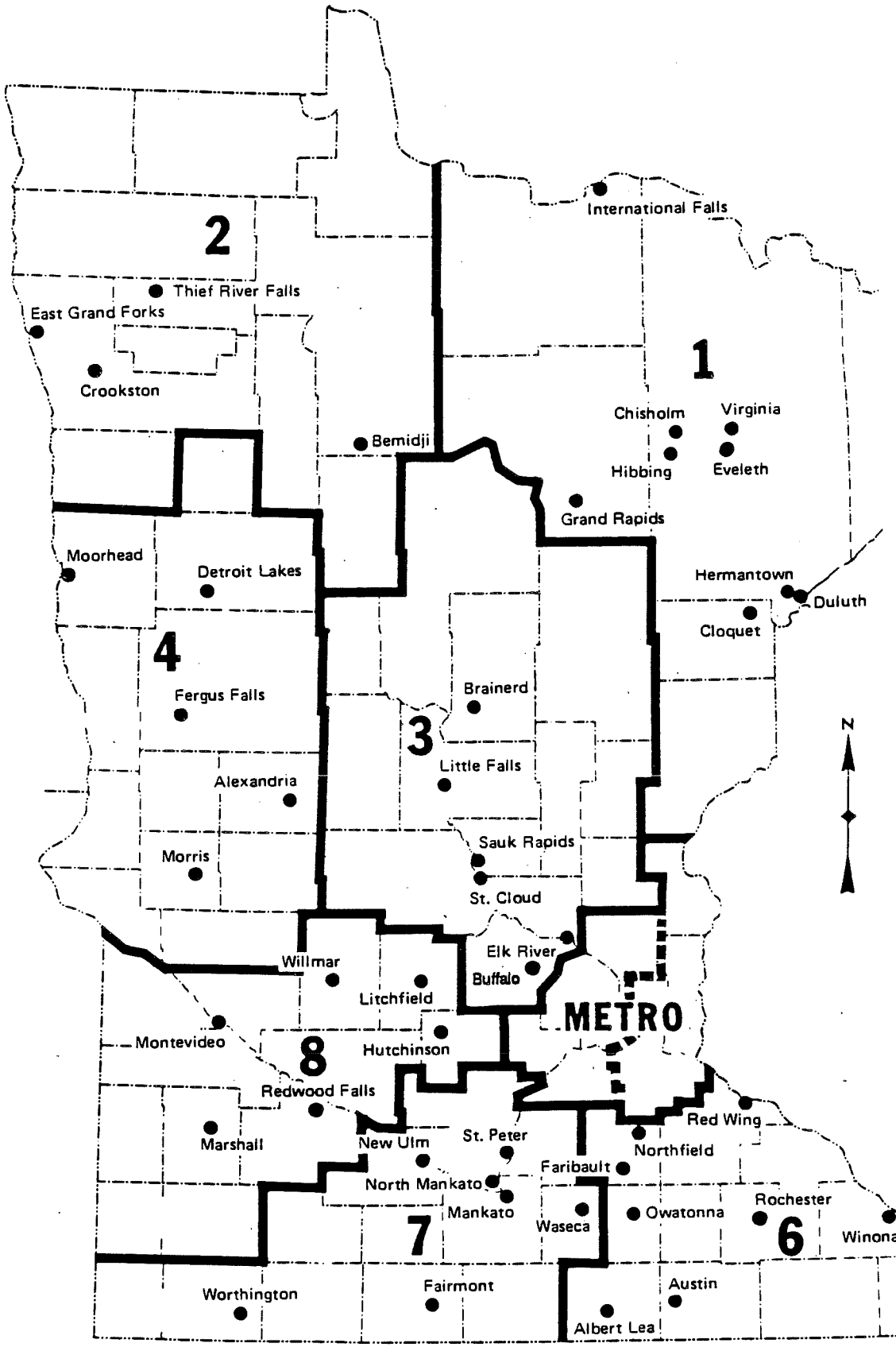
Fred Moore
Plymouth
(612) 559-2800
Expires in 1991

Ron Rudrud
Bloomington
(612) 881-5811
Expires in 1992

STATE OF MINNESOTA

# HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES

## AS ESTABLISHED FOR STATE AID PURPOSES




MUNICIPALITIES METRO-GOLDEN VALLEY

Andover
Anoka
Blaine
Bloomington
Brooklyn Center
Brooklyn Park
Champlin
Chanhassen
Chaska
Columbia Heights
Coon Rapids
Corcoran
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
St. Anthony
St. Louis Park
Savage
Shakopee
Shorewood
Spring Lake Park

MUNICIPALITIES IN METRO-OAKDALE

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

**MINUTES**
**FALL**
**MUNICIPAL SCREENING COMMITTEE**
**OCTOBER 23-24, 1989**

The fall meeting of the Municipal Screening Committee was called to order by Chairman Ron Rudrud at 1:04 p.m., Monday, October 23, 1989. Roll call was taken by the Secretary.

Present were:

Officers and Municipal Screening Committee Members:

Chairman - Ron Rudrud, Bloomington
Vice Chairman - Bruce Bullert, Northfield
Secretary - Jim Grube, St. Louis Park

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|---|---|
| District 1 - Nick Dragisich | Virginia |
| District 2 - Jim Walker | Thief River Falls |
| District 3 - Terry Maurer | Elk River |
| District 4 - Alvin Moen | Alexandria |
| Metro District - Bill Ottensmann Golden Valley Area | Coon Rapids |
| District 6 - Tom Drake | Red Wing |
| District 7 - Dwayne Haffield | Worthington |
| District 8 - Joe Bettendorf | Litchfield |
| Metro District - Chuck Siggerud Oakdale Area | Burnsville |
| First Class City - Ken Larson | Duluth |
| First Class City - Marv Hoshaw | Minneapolis |
| First Class City - Thomas Kuhfeld | St. Paul |
| Chairman - Needs Study Subcommittee - Gerry Butcher | Maple Grove |
| Chairman - Unencumbered Construction Funds Subcommittee - Larry Anderson | Prior Lake |

Others:

| | |
|---|---|
| Metro District - Mike Eastling Golden Valley Area Alternate | Richfield |
| District 7 Alternate - Paul McClurg | New Ulm |
| Metro District - Ken Haider Oakdale Area Alternate | Maplewood |
| Dave Kreager | Duluth |
| Ramankutty Kannankutty | Minneapolis |
| Jon Ketokoski | Minneapolis |
| Greg Peterson | St. Paul |
| Gordon M. Fay | Mn/DOT Director, Office of State Aid |
| Roy L. Hanson | Mn/DOT Assistant State Aid Engineer |
| Ken Straus | Mn/DOT Municipal State Aid Needs Unit Manager |
| Ken Hoeschen | Mn/DOT County State Aid Needs Unit Manager |

| | |
|---|---|
| Bill Croke | Mn/DOT District 1 State Aid Engineer |
| Jack Isaacson | Mn/DOT District 2 State Aid Engineer |
| Chuck Weichselbaum | Mn/DOT Metro District - Golden Valley Office - State Aid Engineer |
| Earl Welshons | Mn/DOT District 6 State Aid Engineer |
| Larry Hoben | Mn/DOT District 7 State Aid Engineer |
| John Hoeke | Mn/DOT District 8 State Aid Engineer |
| Elmer Morris | Mn/DOT Metro District - Oakdale Office - State Aid Engineer |

## I. RECOGNITION OF THOSE PRESENT

Chairman Rudrud introduced Larry Anderson, Chairman of the Unencumbered Construction Funds Subcommittee and Gerry Butcher, Chairman of the Needs Study Subcommittee. In addition, Rudrud recognized Mike Eastling the alternate representative of the Metro District - Golden Valley Area; Ken Haider the alternate representative of the Metro District - Oakdale Area; and Paul McClurg the alternate District 7 representative, noting that each would assume the responsibilities of District Representative in 1990. Ken Larson, City Engineer of Duluth, was welcomed as a new addition to the Municipal Screening Committee.

## II. MINUTES CONSIDERATION:

Rudrud called for consideration and approval of the minutes of the June 13-14, 1989, Municipal Screening Committee meeting. The minutes are contained in pages 6 through 26 of the 1989 Municipal State Aid Needs Report, dated October, 1989. Chuck Siggerud (Metro District - Oakdale Area) moved, seconded by Marv Hoshaw (Minneapolis), to approve the minutes. The motion carried.

## III. 1989 MUNICIPAL STATE AID NEEDS REPORT REVIEW

Ken Straus presented the 1989 Municipal State Aid Needs Report (Report), dated October, 1989. Straus directed the attendees' attention to pages 27 and 28, a summary of past years' needs and mileage apportionments. Straus noted that the estimated 1990 apportionment is $80 million, the construction needs increased by approximately $400 million, and the mileage increased by 34.58 miles, excluding Corcoran and Forest Lake.

Straus noted that Forest Lake (with a population of 5,386) and Corcoran (with a population of 5,114) were added to the Municipal State Aid program as a result of special census. Forest Lake was incorporated into the Report while Corcoran was not, due to the lateness of receipt of information. Corcoran will be included in the next apportionment; however, Forest Lake's needs will be computed at a cost per mile rate equal to the lowest city ($151,000) until Road Data sheets are submitted.

Attention was directed to pages 30 to 34 of the Report which contained summaries of maximum mileage listings for communities. The increase in MSAS mileage allowed for designation from 1987 to 1988 was 39.81 miles, not including Corcoran and Forest Lake. Corcoran will have 13.61 miles allowed for designation while Forest Lake will have 4.56 miles. The summary also indicated 116.62 miles had not been designated.

Pages 33 and 34 of the Report contained the MSA improved mileage record based on the 1988 certification of mileage. The minimum street maintenance allocation is based upon the mileage contained in the summary multiplied by $1,500 per mile.

Pages 35 and 36 of the Report, as amended by handouts, were reviewed. Straus noted that reinstatement of 20 years needs caused a significant increase in the total needs. It was noted that traffic signals, street lighting, bridges and maintenance needs increased significantly and engineering needs were added. The reduction in additional surfacing needs reflects the reinstatement of the many roadway segments. The total increase in needs was approximately $374 million (a 63.88% increase).

A handout containing needs cost per mile without bridges was presented by Straus. Straus noted Minneapolis and St. Paul have many large bridges on segments which inflate the cost per mile; therefore, comparison of needs costs per mile without bridges is more meaningful. Cities which experience costs per mile greater than $550,000 include:

| | | |
|---|---|---|
| Buffalo | Farmington | Minneapolis |
| Northfield | St. Paul | |

The average needs cost per mile for all cities is $403,272, with East Bethel having the lowest needs cost ($151,022). Forest Lake has been added to the system at the East Bethel rate; however, it was acknowledged that its rate would change when the Road Data Sheets are submitted. Farmington was noted to have the highest cost per mile ($715,713).

Straus noted that page 37 of the Report contained correspondence to be submitted to the Commissioner of Transportation. Pages 38 and 39 will accompany the correspondence.

The Needs Study Update is contained on pages 40 through 44 of the Report. Straus issued a revision to the update, indicating that the revisions contained the proper summaries. Straus noted that the 20 year reinstatement of needs was the greatest factor in the increased needs experienced. The unit cost update had minimal effect on the total.

Pages 46 through 49 of the Report contain a summary of the system needs adjustments. Straus noted that segments whose rubberized railroad crossing costs exceeded $99,999 were included in the summary, as were "after the fact" storm sewer needs, and the Unencumbered Construction Fund Balance Deduction. In addition, off-system adjustments related to fund expenditure on CSAH or Trunk Highways are also included, as are bond account adjustments, non-existing bridge adjustments, and (15 year) "after the fact" right of way adjustments.

Pages 50 through 52 of the Report contain a summary of the 1990 Money Needs Apportionment. It was noted that $1,000 in Adjusted Money Needs equals $41.62 in Money Needs for 1990, down from approximately $65.00 in 1989. This reduction reflects the significant increase in total needs reporting as a result of reinstatement of the 20 year needs and other changes initiated by the Municipal Screening Committee in 1989.

Pages 54 through 56 of the Report contain a listing of "after the fact" storm sewer needs. Straus noted that it is his desire to include all storm sewer projects in the 1990 apportionment which were financed with local funds and are presently in the Hydraulics Office, as 1989 is the last year "after the fact" storm sewer needs will be eligible.

Pages 57 and 58 of the Report summarize the total accumulation of "after the fact" storm sewer needs. The Unencumbered Construction Fund Balance summary is contained on pages 59 through 61 of the Report. As of September 1, 1989, the unencumbered funds available in the account totaled $104,567,031, or approximately 1 1/2 times the apportionment.

Rudrud called upon Larry Anderson to report on the activities of the Unencumbered Construction Fund Subcommittee. Anderson noted that the October, 1988 rule change regarding adjustments to cities' accounts containing excess unencumbered construction funds caused the subcommittee's 1989 activities to be very straightforward. Anderson noted that with the exception of one community, all cities retained unencumbered fund balances within established guidelines. Anderson noted that the subcommittee recommended that Maplewood receive an adjustment of its 25 year needs in the form of a reduction equal to three times the amount available prior to receiving its apportionment. In response to a question from Siggerud regarding the adjustment factor, Anderson noted that the factor varies in accordance with the action taken by the city to reduce the balance. In the case of Maplewood, Anderson noted that last year's adjustment was two, while next year's adjustment (for 1991) will be four if no action is taken to reduce the balance.

Following Anderson's report regarding the success of the program revision in prompting communities to reduce unencumbered fund balances to below established maximums, Straus noted that Metro District (Golden Valley Area) engineers were concerned with the lack of appeal opportunity to the Unencumbered Construction Fund Subcommittee. Bill Ottensmann (Metro District - Golden Valley Area) confirmed Straus' evaluation of the engineers' concerns, noting that Fridley is trying to establish a significant fund balance to finance a large project. Apparently Fridley's financial needs exceed the maximum allowable unencumbered fund balance, thereby causing the community great concern. Ottensmann noted that the engineers' concerns remain the same as last year-circumstances beyond a city's control may preclude the construction of projects, causing the city's apportionment to be adjusted. Ottensmann noted that the engineers were also interested in making the appeal process retroactive if it is reinstated. Straus added that some engineers were also concerned that a city receiving an adjustment may be able to successfully litigate the validity of the adjustment because of lack of appeal rights. In response, Thomas Kuhfeld (St. Paul) indicated that a community could appeal to the Municipal Screening Committee.

Straus continued the Report review by drawing attention to pages 63 and 64, a listing of off-system expenditures in 1988 which affect apportionment for 10 years. Straus noted that pages 65 and 66 contain the tabulation of all approved off-system expenditures. Total off-system expenditures exceed $26 million.

Pages 67 and 68 of the Report contain a summary of unamortorized bond account balances. The present bond account adjustment is over $6.7 million.

Page 69 of the Report contains a listing of non-existing bridge construction which represents after the fact needs for 15 years. Straus noted that in June, 1989 the Municipal Screening Commitee deleted "after the fact" reconstruction needs and recalled that the Duluth lift bridge, at $1,054,200, was omitted from the other needs areas, thereby necessitating its inclusion under this category. If the Duluth bridge is added, the revised total for the category is $15,289,311.

Page 70 of the Report lists right of way acquisition in 1988. Right of way payments of $521,155 were made in 1988. The summary of "after the fact" right of way needs were listed in pages 71 and 72. The total "after the fact" needs for right of way are approximately $32 million.

Trunk Highway turnback maintenance allowances are listed on page 73 and 74 of the Report. Straus noted the unit rate has been increased from $1,500 per mile to $7,200 per mile, yielding an allowance total of $63,264.

Straus noted that the population apportionment is contained on pages 75 through 78 of the Report. Population apportionment represents half the total apportionment, and for computation purposes the total funding available is $40 million. Straus indicated Apple Valley took a special census which confirmed a population increase from 27,172 to 32,122 (yielding an approximate $78,000 increase in apportionment). Corcoran had a population of 5,114, yielding an approximate $80,000 population apportionment. Forest Lake, with a population of 5,386, yielded an apportionment of $84,801. International Falls consolidated with South International Falls, increasing the population base to 7,867, thereby increasing the population apportionment by approximately $35,000. Woodbury's special census indicated its population is 19,388 (up from 14,726).

At the present time each person earns approximately $15.75 in population apportionment; however, the amount is subject to change if additional census information is submitted prior to year's end.

The theoretical apportionment totals are listed on pages 79 through 81 of the Report, and a comparison of 1989 and 1990 apportionments are contained on pages 82 through 84. Straus noted that there was discussion at the Metro District (Golden Valley Area) engineers meeting regarding establishment of a maximum reduction a city can receive from one year to the next. Straus noted that a primary reason for apportionment loss was due to failure to submit updated Road Data Sheets for reinstatement of 20 year improvement needs.

Variances are listed on pages 85 through 92 of the Report. Straus noted that needs adjustments must be made as a result of variance issuance, the amounts of which are calculated and shown. Those cities affected include Minneapolis and St. Paul. In order to justify a claim that no needs adjustment is necessary, a city must furnish documentation that past needs computations were based on the variance width granted. Straus noted that special action of the Municipal Screening Committee is necessary to delay the adjustment, giving Minneapolis and St. Paul time to issue their justifications.

Straus completed his review by noting that the Research Account summary is contained on page 93 of the Report, and the Administration Account summary is contained on page 94.

Rudrud introduced Gerry Butcher, Chairman of the Needs Study Subcommittee and asked that he report on the subcommittee's meeting of August 2, 1989. Butcher cited page 24 of the June Municipal Screening Committee meeting minutes, wherein his subcommittee was directed to review the status of cities presently collecting "after the fact" storm sewer needs, to determine whether storm sewer reconstruction needs should be included/deleted from the needs computation.

Butcher noted the subcommittee consists of Dan Edwards, Clyde Busby, and himself, and indicated that the minutes of the subcommittee meeting are contained on pages 95 through 98 of the Report. Butcher noted that the various options explored relative to storm sewer needs were contained on pages 95 and 96. Butcher indicated that the subcommittee favors option 2A - removal of "after the fact" needs from the 1991 apportionment and thereafter, without adjustment. Butcher noted this action is consistent with past actions regarding "after the fact" reconstruction needs.

Butcher noted the subcommittee considered it important that in-place storm sewer draw storm sewer adjustment needs. It was also noted that it is essential to attain consistency in storm sewer needs computation between the districts. For existing streets which do not meet state aid criteria yet have sewer, it is likely significant storm sewer improvements will be necessary to serve the reconstructed street. Accordingly, needs computations are necessary and valid. Butcher continued by noting rural roadway section designs require special drainage needs rates to eliminate disparity between rural and urban section needs and actual costs. In addition, Butcher suggested that existing storm sewer not be placed on the system for complete needs unless the city submits a report to the District State Aid Engineer outlining circumstances which justify storm sewer reconstruction.

Siggerud asked Butcher what the relationship was between the amount of storm sewer needs based on the $196,000/mile rate and the approximate $26 million "after the fact" needs. In response, Butcher noted that storm sewer needs based upon the $196,000/mile rate would represent 10% to 15% of the total needs; therefore, the present method of computation will result in storm sewer needs of approximately $105 million, which is far in excess of $26 million "after the fact" needs.

Butcher indicated that while the majority of the subcommittee meeting focused on storm sewer issues, there was discussion regarding pedestrian walkways and skyways. The subcommittee recommended that the policy defined in a February 22, 1989 letter from the Office of State Aid be retained, noting that sidewalks, crosswalks with signals, etc., are eligible for State Aid funds and draw needs. In regard to skyways, Butcher indicated State Aid funds may be used to construct skyways.

Hoshaw noted Minneapolis raised the issue of skyway construction funding, not the drawing of needs. In response, Butcher noted that the use of State Aid funds for skyway construction does not reduce the needs computation, since skyways do not draw needs. Since needs adjustments are not made when skyways are financed by State Aid funds, apportionments are not reduced.

Hoshaw explained to those present that Minneapolis' concerns relate to the urban setting at the edge of the downtown district, where the I-394 parking garages are located. Hoshaw noted that there are not sufficient facilities to handle the increased pedestrian traffic accessing the parking structures. Accordingly, a second pedestrian system is required. Prior to the February 22 State Aid Office letter, Minneapolis had utilized MSA funding for skyway crossings of MSA streets based upon full street right of way width. Hoshaw continued by noting that in the case of skyways connected to the I-394 parking garages, Minneapolis sought funding for skyways construction both along (parallel to) and across (perpendicular to) MSA streets, perhaps resulting in the issuance of the February 22 letter by the Office of State Aid.

Butcher continued his report by drawing attention to page 97 of the Report. Noting that consideration was given to bridge widening versus bridge replacement, it may be less expensive to replace a structure. Butcher also noted that the item "overhead" may be required to compensate for various contingency conditions which may occur, thereby reflecting the actual cost of constructing an MSA street. In closing his report, Butcher referred to pages 99 and 100 which provided an example of the effect of storm sewer construction on storm sewer needs computation.

Rudrud inquired of the attendees if there was any old business to discuss. There being none, Rudrud introduced new business items, beginning with a legislative item the counties supported in the 1989 legislative session. Rudrud noted the legislative item related to the counties' desire to remove CSAH designation from a road a county wishes to improve if after a year from the time the county has submitted plans to the affected city, the city refuses to agree to the improvement. Rudrud noted that because concerns were raised by the City Engineers Association, the legislative proposal was withdrawn. Recent proposals by county representatives have provided the use of a "variance type" review panel which would submit its recommendation to the Commissioner of Transportation. Rudrud indicated that a county/city/State Aid conference call is scheduled for October 30.

In response to a request of Jim Walker (District 2) to explain the repeal of CSAH designations, Gordon Fay indicated that a CSAH designation or repeal must meet with the approval of the city in which the route is located. Similarly, the route cannot be reconstructed without the approval of the city. Finally, Fay noted that no legislation is pending at this time. Rudrud continued by asking Fay if the one year period between plan submittal and failure of the city to act is a part of existing or considered legislation. Fay indicated the concept was proposed but not passed. Anderson sought further clarification regarding the existence of a provision which allows a county to repeal CSAH designation if a city refuses to approve plans after one year, and in response Fay repeated that the provision does not now exist.

Walker noted that there are many cities under 5,000 in population (the threshold for inclusion in the MSA system) that may object to the repeal of CSAH designation because a county road may be the major street through the city. Any process which addresses the issue must consider such communities.

Hoshaw noted the issue may reflect liability/exposure on the part of the county and community.

Hearing no further comments, Rudrud reminded the attendees that informal discussions regarding issues raised at the afternoon session would begin at 8 P.M. and that the formal meeting would resume at 8:30 A.M. on October 24. The meeting was adjourned at 2:46 P.M.

## EVENING SESSION

Chairman Rudrud called the informal discussion session to order at 8:15 P.M.. Issues discussed during the session included:

**Variance Adjustments** - At issue was the adjustment of needs as a result of variance issuance. Discussion centered on the alternative of refraining from needs adjustment for one year to allow cities to provide substantiation of the basis of pre-variance needs computation. It was agreed that the information should be submitted with the hold harmless resolution.

**Storm Sewer Needs** - It was agreed that no adjustments will be considered for storm sewer systems constructed between 1984 and 1989.

**Unencumbered Construction Fund Adjustment Appeal Process** - The attendees were reluctant to change the process since it has worked well. It was agreed that the issue could be returned to the Unencumbered Construction Fund Subcommittee for a recommendation.

**County Legislation** - Repeal of CSAH Designation - The attendees explored various options, but favored the variance committee approach to resolution of county/community differences.

**Construction Fund Expenditure for Skyways** - While present State Aid policy seems to provide payment for only that portion of a skyway between curb lines, Minneapolis representatives noted the city used to be compensated for the full street right of way distance. Minneapolis sought reinstatement of that position, plus compensation for skyways constructed along (parallel to or at a non-perpendicular angle) MSA routes. Attendees favored payment for right of way line to right of way line construction only.

**Limits on Apportionment Changes** - Attendees realized some cities receive reduced apportionments approaching 20% to 25%, but supported no changes in the present policy.

The evening session adjourned at 10:45 P.M.

## SECOND SESSION

Chairman Rudrud called the Municipal Screening Committee back into session at 8:34 A.M., October 24, 1989. Roll call was taken and the list of attendees was the same as the October 23 session.

## IV. AFTER THE FACT STORM SEWER NEEDS

Rudrud called upon Butcher to present proposed wording for a revision to the "Storm Sewer" resolution contained on page 109 of the 1989 Municipal State Aid Needs Report (Report). Butcher noted the Municipal Screening Committee must reinstate needs for storm sewer construction and remove "after the fact" storm sewer needs from the 1991 apportionment and thereafter.

MOTION: By Hoshaw, seconded by Ottensmann provided for the following revisions to the "Storm Sewer - June, 1986" resolution contained on page 109 of the Report:

1. Delete the first paragraph, inserting:

   "For the 1990 needs and the 1991 apportionment, and thereafter, the money needs for Municipal State Aid segments requiring complete storm sewer shall be included in the Needs Study at the unit rate annually set by the Municipal Screening Committee. Storm sewer adjustment needs shall be included in the Needs Study for street segments rated inadequate or deficient yet possess completed storm sewers."

2. Revise the second paragraph to read as follows:

   "For and through the 1990 apportionment, all complete Storm Sewer Construction projects let in 1984 through 1988 where State Aid Funds . . . ."

3. Delete the words "and subsequent years," in the second line of the third paragraph, replacing them with "through 1988,".

The motion carried.

MOTION: By Hoshaw, seconded by Ottensmann to remove "after the fact" storm sewer needs from the 1991 apportionment and thereafter without needs adjustment was carried.

## V. NEEDS AND APPORTIONMENT DATA

Rudrud directed the attendees' attention to the needs and apportionment data contained on pages 35 to 84 of the Report and called for its approval. Rudrud noted that approval of the data should include:

1. Revision of all recitations of 25 year construction needs to 20 year construction needs (if authorized by law).

2. That Corcoran be included in the computation in recognition of a recent census result confirming its population in excess of 5,000.

3. That the Forest Lake needs be revised to reflect its Road Data Sheet submittals (if and when received).

4. The Duluth lift bridge be included as a non-existent bridge for needs purposes, at an estimated cost of $1,054,200.

MOTION: By Ottensmann, seconded by Tom Drake (District 6) to approve the needs and apportionment data contained on pages 35 to 84 of the Report, as revised by Rudrud's proposed amendments, was adopted.

## VI. RESEARCH ACCOUNT

MOTION: By Hoshaw, seconded by Drake to approve the transfer of up to 1/4 of 1% of the 1989 MSAS apportionment sum (or $191,254 of $76,501,442) from the 1990 Apportionment fund to the Research Account was adopted.

## VII. ADMINISTRATIVE ACCOUNT

Rudrud indicated no action need be taken on the transfer of up to 1 1/2% of the Apportionment fund for administration of State Aid. It was also noted that any unexpended year end balance in the Administration Account will be transferred back to the Apportionment fund.

## VIII. APPEAL PROCESS FOR UNENCUMBERED CONSTRUCTION FUNDS

Discussion continued (from October 23) regarding the reinstatement of the appeal process, wherein cities receiving an adjustment of needs for excess unencumbered construction funds could appeal the adjustment to the Unencumbered Construction Funds Subcommittee.

MOTION: By Siggerud, seconded by Terry Mauer (District 3), to table for one year consideration of the revision of the present method of enacting adjustments to the Unencumbered Construction Fund apportionment to cities was adopted with one dissenting vote (Ottensmann).

## IX. EXCESS UNENCUMBERED CONSTRUCTION FUND ADJUSTMENT

MOTION: By Hoshaw, seconded by Walker to support the reduction of the unencumbered construction needs of the City of Maplewood in the amount of three times the amount available (amount available equals the unencumbered construction fund balance less the current year's construction allotment) was adopted.

## X. SKYWAYS

Hoshaw again recommended that cities be authorized to expend MSA funds for the construction of skyways on State Aid routes based upon full right of way width rather than on street width. Hoshaw noted the request could affect reimbursement for 3 or 4 skyways scheduled to serve the I-394 parking garages, and that the revision in width computation will increase the eligibility from 50 feet to 80 feet. The Minneapolis recommendation did not include the retrofitting of the buildings or construction of a skyway parallel to the route centerline.

Following much discussion relating to policy for pedestrian bridge financing, wherein it was noted that construction funds can be utilized in spite of the fact that needs are not computed, the attendees indicated an inclination to support the financing of skyway construction from right of way line to right of way line only.

MOTION: By Drake, seconded by Walker that Municipal State Aid funds may be expended for the construction of pedestrian skyways crossing State Aid routes, with fund expenditure based upon a typical right of way width of the route in the vicinity of the crossing only, and specifically omitting as ineligible, any and all building retrofit costs, was adopted.

Upon adoption of the motion, Rudrud requested that the Office of State Aid issue a letter of clarification to cities indicating the procedure it will follow regarding the determination of funding eligibility.

## XI. ADJUSTMENT OF APPORTIONMENT - MAXIMUM REDUCTIONS

Rudrud again introduced the issue of establishing a maximum percentage apportionment reduction that may be experienced by a city as a result of unit price changes, population changes, and apportionment changes. Drake noted that loss of MVET funding will cause a significant, uncontrolled loss of appropriation for all cities, thereby rendering a maximum percentage loss policy inapplicable. Straus noted an MVET loss will affect all cities proportionally, the issue is actually related to needs, and those cities that failed to submit Road Data Sheets for reinstatement of streets after 20 years were the ones most greatly impacted. Hoshaw indicated it is inadvisable to set maximum "losses" because the result negatively impacts all other cities through the loss in apportionment.

It was agreed by all present that no maximum apportionment reduction percentage would be established.

## XII. COUNTY LEGISLATION

No discussion was held regarding the proposed county legislation to initiate an impartial panel (similar to the Variance Committee) for purposes of dispute resolution when a county proposes to improve a County State Aid Highway in a community objecting to the improvement (refer to minutes of October 23 afternoon and evening sessions).

## XIII. NEEDS ADJUSTMENTS RELATED TO VARIANCE ISSUANCE

Rudrud called upon Vice Chairman Bruce Bullert to present issues related to the adjustment of needs as a result of variance issuance. Bullert directed the attendees' attention to page 110 of the Report, "Variance Granted - Reduction of Money Needs" and page 104, "Design - Less Than Minimum Width". Bullert noted it may be appropriate to revise the resolution "Variance Granted - Reduction of Money Needs" (page 110) to provide that documentation indicating historical needs claims be submitted for the subject route segment before the variance is issued.

MOTION: By Hoshaw, seconded by Siggerud, providing for the revision of the "Variance Granted - Reduction of Money Needs" resolution printed on page 110 of the Report was adopted. The adopted revision shall read as follows:

Beginning in the second paragraph, line 5:

··· (Documentation shall be furnished by the City to the State Aid Office at the same time as the "Hold Harmless" City Council resolution is submitted for final variance approval).···

MOTION: By Ottensmann, seconded by Dwayne Haffield (District 7), to defer the enactment of needs adjustments related to variance approvals received by Minneapolis and St. Paul in 1989 for one year to allow the cities to submit documentation of historical needs claims was adopted.

Rudrud requested that the Office of State Aid review the existing law/rules regarding 25 year needs and if appropriate, reduce the figure to 20 years. Rudrud noted the resolution previously addressed by the Ottensmann/Haffield motion contained a 25 year citation.

## XIV. REPORT OF GORDON FAY, STATE AID DIRECTOR

A. Rules for State Aid Design/Construction

Fay thanked the Municipal Screening Committee, as representatives of the State's City Engineers for comments submitted relative to the existing and proposed rules for State Aid street design/construction. Fay noted rules related to bridge inspection and qualification of bridge inspectors will be considered for revision. Further, it was noted that bridge loading designs will be revised from HS20 to HS25, causing an average 4 percent increase in bridge construction cost.

It was noted that the national trucking industry favors longer, wider trailers, and that North Dakota already permits loads in excess of 80,000 lbs., while Canada allows 124,000 lb. loads.

Fay noted that 2 or 3 legislators are very interested in the rules/standards revision process and its progress.

B. Cold Regions Road Project

The project located along I-94 near Monticello, has been renamed from the "Minnesota Test Road" and is making progress. The design is essentially complete, and one element has been completed as an alternate to the interstate and will carry interstate traffic. Wave/motion scales are installed and data is being collected and transmitted to the University of Minnesota. The University of Minnesota has a new pavement engineer who has shown great interest in the project. Rick Walters was the Mn/DOT representative on the project; however, he has joined the Asphalt Institute and no replacement has been named.

Whereas the Federal Highway Administration had not been interested in the project, it now appears to be interested and may provide funding. In addition, other states and the Aeronautics Division and Corps of Engineers are now considering means by which they can provide funding.

C. Certification of Technicians

The certification of technicians is an issue that is gaining support, not only for Mn/DOT personnel, but also for cities, counties, and consultants. Bridge inspection is an especially sensitive area where inspector certification should be required. From a compensation aspect, certification will provide support for increased salary. City and county engineers will be asked to participate on certification qualification committees.

D. Computer Program

The city engineers have received information on the program for purchase of computer hardware/software, with the Office of State Aid providing 60 percent of the funding for purchase of designated equipment and programs. Various federal and state programs will be available via modem connection to the state's computer. The annual City Engineer's Conference will feature a segment on the status of the computer program.

The meeting was recessed at 9:45 A.M. and was reconvened at 9:57 A.M..

**XV. OPEN COMMENT PERIOD**

A. State Aid Standards

Roy Hanson (Assistant State Aid Engineer) noted that the city engineers should closely review the proposed standards for roadway design, and urged the engineers to comment on the proposal.

Drake indicated District 6 engineers discussed the proposed State Aid standards. The engineers consider this to be an opportunity to lend support to those changes which will be of benefit to the communities and offer recommendations for further changes where deemed necessary. The engineers consider it necessary to establish a City Engineers Association review committee to offer comment on the proposed standards.

Roy Hanson indicated that a standards review committee had been chosen, although not all members had been approached. The proposed membership included:

| Name/Title | Representing |
|---|---|
| John Murray/Mayor | District 1 - International Falls |
| Martin Lepak/Commissioner | District 1 - St. Louis County |
| Ken Murphy/Councilmember | District 2 - Thief River Falls |
| Walter Leu/County Engineer | District 2 - Bagley |
| John Dolentz/City Engineer | District 3 - St. Cloud |
| Howard Warnberg/Commissioner | District 3 - Little Falls |
| Herbert Reimer/City Engineer | District 4 - Moorhead |
| Robert Stevenson/Commissioner | District 4 - Morris |
| Michael Eastling/City Engineer | District 5 - Richfield |
| Paul Ruud/County Engineer | District 5 - Anoka |
| Roger Plumb/City Engineer | District 6 - Rochester |
| Robert Thompson/Commissioner | District 6 - Lanesboro |
| Carl Wyczawsk, Mayor | District 7 - New Ulm |
| Mike Wagner/County Engineer | District 7 - St. Peter |
| Richard Victor/City Engineer | District 8 - Marshall |
| Frank Swedzinski/Commissioner | District 8 - Porter |

| Name/Title | Representing |
|---|---|
| Leslie Proper/City Engineer | District 9 - New Brighton |
| Don Wisniewski/County Engineer | District 9 - Stillwater |
| Marv Hoshaw/Assistant Director | First Class City - Minneapolis |
| Joseph Koenig/Associate City Engineer | First Class City - St. Paul |
| Kenneth Larson/City Engineer | First Class City - Duluth |

Fay indicated that the Office of State Aid was not planning to sponsor informal meetings on the issue. Formal meeting notices will be printed in the State Register.

Bullert noted that it would be appropriate to include the issue at the annual City Engineers Conference in January, 1990 and that the review committee could present a summary of its activity at that time. Anderson suggested that the review committee could include a more formal summary of its position, including comments on the proposed standards, at the January meeting.

Drake and Sigerrud presented a motion to the attendees, providing that the review committee mail its comments to the City Engineers before the January meeting; however, when it was pointed out that the review committee will not have had enough time to substantially discuss the issues before January, the motion was withdrawn.

As a final comment on the issue, Rudrud asked the State Aid Office to include a member of the City Engineer Association Executive Committee on the standards review committee.. Rudrud also indicated the issue would be presented at the annual City Engineers Association business meeting in January, 1990.

B. Metro District Organization

Siggerud asked representatives of the State Aid Office to comment on the recent combination of Districts 5 and 9 and its effect on the system as it now exists. In response, Fay indicated there is now one construction district, with one District Engineer supervising the following divisions:

- Administration
- State Aid
- Planning and Programming
- Maintenance and Construction
- Traffic Operations

The District State Aid office, as it now functions, has two District State Aid Engineers and two assistants. It will probably be increased by (at least) one person, so the combined offices will have (at least) one more person; however, regardless of staffing level proposed, the Department of Employee Relations must review the reorganization plan.

Hoshaw noted Commissioner Levine indicated he would seek input from city/county engineers regarding the effects of reorganization on the District State Aid Engineer's functions. To this point the District 5/9 combination has taken place and no communication from the Commissioner has been received.

Rudrud called for a motion that provides for 2 Metro District representatives to the Municipal Screening Committee. Much discussion ensued regarding the law as it related to representation from each construction district and cities of the first class.

MOTION: By Ottensman, seconded by Nick Dragisich (District 1) that the Municipal Screening Committee's Executive Committee review existing laws pertaining to representation on the Municipal Screening Committee as a result of the consolidation of Districts 5 and 9, and that appropriate action be taken to insure the retention of 2 representatives from the newly organized Metro District was adopted.

Rudrud returned to the issue of providing input regarding the various changes that occur. Hoshaw suggested that the Executive Committee of the City Engineers Association and County Engineers Association should collaborate and approach the Commissioner regarding the State Aid element of the District 5/9 reorganization. Rudrud agreed to pursue a joint City/County Engineers letter of correspondence to the Commissioner on the issue.

C. District 4 State Aid Engineer Vacancy

The District 4 (Detroit Lakes) State Aid Engineer's position remains unfilled, although Vern Korzendorfer has returned on a temporary basis. The process has been moving slowly since the opening occurred in June.

## XVI. OLD BUSINESS

There was no old business to consider.

## XVII. NEW BUSINESS

A. Status of the Municipal State Aid Fund

At the request of Ottensmann for fund status, Fay indicated that the MSA fund can be accessed by the legislature every 6 years; however, only 5 percent of the total fund can be accessed (leaving 95 percent intact for distribution). Fay indicated the fund was accessed by the legislature last year (1989). Fay indicated the legislature has been accessing the County and Trunk Highway funds with greater frequency; however, Mn/DOT has not taken a position on the issue to avoid conflict. Fay indicated the legislature earmarked an additional 10 percent of the MVET fund to the Trunk Highway Fund, not the Road User Fund (from which cities receive allocation). Fay again indicated MVET is not a reliable source of funds, as it is legislatively controlled.

B. Parameters for Existing Storm Sewer Needs

Butcher directed the attendees' attention to page 96 of the Report regarding the computation of needs on existing storm sewer, and indicated that a consistent reporting structure must be developed.

MOTION: By Hoshaw, seconded by Siggerud, that the Needs Study Subcommittee be directed to collaborate with the Office of State Aid to establish parameters for the reporting of existing storm sewer needs was adopted.

C. Recognition of Service Rendered

Rudrud thanked Dwayne Haffield, Bill Ottensmann, and Chuck Siggerud for serving their respective districts ably for the last three years, and Larry Anderson and Gerry Butcher for serving as Chairman of the Unencumbered Construction Fund Subcommittee and Needs Study Subcommittee respectively.

Hoshaw thanked Rudrud for the leadership he had provided to both the Municipal Screening Committee and City Engineers Association for the last three years.

**XVIII. ADJOURNMENT**

A motion by Hoshaw, seconded by Siggerud, to adjourn the meeting was passed. The meeting adjourned at 10:46 A.M..

Respectfully submitted,

Jim Grube

Jim Grube
Secretary

CEAM/MT102389

## NEEDS STUDY SUBCOMMITTEE

*Minutes of March 29, 1990 Meeting*

*Room 716, transportation Bldg.*

*St. Paul, MN*

*Meeting convened at 8:30 AM*

*Present:* *Ken Straus*
*Dan Edwards*
*Clyde Busby*
*Charles Siggerud*

*The first topic of discussion was to set the construction unit price recommendations for consideration by the full Screening Board at their June meeting.*

*Grading (excavation) was set at $3.00 per cu. yd. in 1989. There was not sufficient data to justify a change, therefore the unit price was left at $3.00.*

*Curb and Gutter removal prices have been coming down for the last four years, therefore the Subcommittee recommends reducing the unit price from $1.75 to $1.60 per lin. ft.*

*Sidewalk removal remains unchanged at $4.00 per sq. yd.*

*Concrete pavement removal went up to $5.01 per sq. yd. in 1989, a large increase over the previous four years. Rather than make a large change based on only one year, Subcommittee recommends a .25¢ increase, to $4.00 per sq. yd. for 1990.*

*The 1989 tree removal cost average was $81.60 per tree, which is considerably below previous years. The City of Andover represented a large percentage of the trees reported, with 700 small trees removed. This brought the average unit price down. The Subcommittee does not believe that this is a true representation of the tree removal needs, therefore the recommendation is to leave the tree removal unit price at $140 per tree, which represents clearing and grubbing.*

*Class 4 Subbase remains unchanged at $4.75 per ton. Only a few cities use Class 4.*

*Class 5 base has dropped in price the last four years, therefore the Subcommittee recommends reducing the unit cost from $5.75 to $5.50 per ton.*

*The recommendation for bituminous base and surface (#2331) are reduced by $1.00 to $20.00 per ton, because oil prices were lower than anticipated last year. #2341 and #2361 are also reduced $0.50 and $1.00 respectively.*

*Gravel shoulders, #2221 was increased from $4.25 to $6.50 per ton, due to the relatively small amounts used. Subcommittee recommends using what Municipalities spent instead of using County needs study unit prices for the recommendation.*

*Subcommittee recommends no change in unit prices from last year for curb and gutter construction and sidewalk construction.*

Subcommittee also recommends holding last years unit prices on street lighting, traffic signals, right of way, and engineering due to lack of supporting data to indicate otherwise. Storm sewer and storm sewer adjustment recommendation is based on memo from MN/DOT hydraulics engineer.

Bridge replacement needs for bridges 0 to 149 ft. and 150 to 499 ft. are based on averages from State Aid bridges only. Last year prices seem in line, therefore no change recommended. Bridges over 500 ft. are based on an average of MN/DOT bridges for $58.67 per sq. ft., therefore the Subcommittee recommends reducing the cost from $70 down to $65 per sq. ft. Bridge widening is recommended at $150 per sq. ft. of widened area.

Railroad bridge needs appear low, based on only one built in 1989 however, Committee recommends raising to $4000 per lin. ft. for first track and $3000 per lin. ft. for each additional track.

Railroad grade crossings, single and multiple track, signing, signalizing, and rubber crossing surfacing prices are as recommended by the Director of Railroad Administration, with an increase in all items over last year.

Other topics of discussion were as follows:

1. established drainage cost for rural section
2. review the storm sewer needs guide
3. determine what to do with streets that have inplace storm sewers and are presently receiving complete storm sewer needs.
4. determine when streets should receive sidewalk needs.
5. discuss City of Savage bond account adjustment.

Rural section drainage needs: some cities have a certain amount of rural section streets or roads which are unlikely to ever require curb and gutter section and storm sewers, that is, urban section needs. It would seem that they should draw some needs however for ditching, driveway culverts, centerline culverts, rip-rap, etc. There are two ways to handle this inequity, come up with an average cost per mile, or have cities submit special drainage needs. After considerable discussion it was decided to recommend cost of $25,000 per mile - based on an average of 25 driveways per mile and four centerline pipe per mile. If cities feel this does not represent their needs or if they have out of the ordinary drainage needs they have the option to submit special drainage needs. These would be subject to approval by the District State Aid Engineer.

Storm sewers: The question arose what to do with storm sewer needs in cases where there is some storm sewer in place and yet the City wants to draw full storm sewer needs; should they get storm sewer adjustment or full needs? It is obvious that they can't draw both. The outstanding problem with storm sewers is that it is difficult, if not impossible to arrive at an average usefull life. The Storm Sewer Needs Guide, defines most conditions concerning storm sewers. The Subcommittee recommends that existing streets with storm sewer can draw adjustment needs if they meet the stated conditions. Areas without storm sewer may draw full needs if the municipality can justify the need and receive approval from the District State Aid Engineer. The Subcommittee recommends Municipalities would be required to justify complete storm sewer needs which were in the needs study during the "after the fact" needs. Subcommittee further recommends that complete

storm sewer needs be received for 1990 but justification for further complete storm sewer needs will be required with the 1991 needs update. It was pointed out that storm sewers can receive adjustment needs when the street is reinstated after 20 years and has storm sewer in place.

A long discussion was held concerning bridges and when their needs should be reinstated, that is, should it be left at 35 years. It was pointed out that a bridge built at the same time as a road will draw 15 years more needs than the road. Is this fair? Cities with lots of bridges may benefit at the expense of those with few bridges. The question seems to be - will 35 years of needs net more gain for the City than the bridge will cost to replace? No action was taken to recommend a change from the present rules.

Bond Account Adjustment: The City of Savage would like to have their bond account adjustment reinstated. Due to oversight by the City, change in personnal etc. They failed to turn in Report of State Aid Contract. Therefore the State Aid office was not aware of their project, hence did not draw down on the bond account and give bond account adjustments. Since it was an honest error and the impact on other cities allotments is small, the Subcommittee recommends reinstatement.

Sidewalks: Last year the State Aid Office included sidewalk needs regardless if there were some existing sidewalks or not. Some cities are requesting sidewalk on almost all streets, but it appears that during construction they are not putting in as much as they have been claiming for needs. There may be some abuse in this area. Two possible solutions were discussed. One was the City Councils established by resolution a plan of intent, that is to always put in full walks each side, one side only, etc. The second solution was to have the District State Aid Engineers review sidewalk needs with the Cities, their past practices, maybe drive the areas with the engineer to see first hand if the needs are realistic. This would be similar to what was done with non-existant storm sewers a few years ago. A good topic for Screening Board discussion - to give some guide lines to State Aid engineers how to handle this situation.

State Aid received a letter from Minneapolis concerning ways to receive needs adjustment on a street which had an approved variance. No action taken at this time and will be considered at the fall meeting.

Offsystem vs. Onsystem expenditures: An example was presented and discussed showing how it is advantageous to spend money Off-system, as it reduces the unencumbered fund balance adjustment. This is an adjustment all cities receive if there is a balance in their account on September 1st, and should not be confused with the excess fund balance. It was shown that it is actually a plus to spend money off-system instead of a penalty as most people understood from the 10 year needs adjustment. Discussion only, no recommendations.

A list of nine ways to increase State Aid needs was presented and reviewed. It described ways that needs may be increased which apparently many city engineers are not aware of. The list may be presented at District Meetings or mailed to all cities.

Subcommittee adjourned at 12:45 PM

Clyde W. Busby

CLYDE BUSBY P.E.

NEEDS SUBCOMMITTEE MEMBER

# 1990 UNIT PRICE RECOMMENDATIONS

| Needs Item | | | 1989 Prices | Sub-committee Suggested Prices For 1990 | Screening Board Recommended Prices For 1990 |
|---|---|---|---|---|---|
| Grading (Excavation) | | Cu. Yd. | $3.00 | $3.00 | |
| Gravel Shoulders | #2221 | Ton | 4.25 | 6.50 | |
| Curb and Gutter Removal | | Lin.Ft. | 1.75 | 1.60 | |
| Sidewalk Removal | | Sq. Yd. | 4.00 | 4.00 | |
| Concrete Pavement Removal | | Sq. Yd. | 3.75 | 4.00 | |
| Tree Removal | | Unit | 140.00 | 140.00 | |
| Class 4 Subbase | #2211 | Ton | 4.75 | 4.75 | |
| Class 5 Base | #2211 | Ton | 5.75 | 5.50 | |
| Bituminous Base | #2331 | Ton | 21.00 | 20.00 | |
| Bituminous Surface | #2331 | Ton | 21.00 | 20.00 | |
| Bituminous Surface | #2341 | Ton | 24.00 | 23.50 | |
| Bituminous Surface | #2361 | Ton | 34.00 | 33.00 | |
| Curb and Gutter Construction | | Lin.Ft. | 5.50 | 5.50 | |
| Sidewalk Construction | | Sq. Yd. | 14.00 | 14.00 | |
| Storm Sewer Adjustment | | Mile | 62,000.00 | 62,000.00 | |
| Storm Sewer | | Mile | 196,000.00 | 196,000.00 | |
| Street Lighting | | Mile | 16,000.00 | 16,000.00 | |
| Traffic Signals | | Mile | 75,000.00 | 75,000.00 | |

**Signal Needs Based On Projected Traffic**

| Projected Traffic | Percentage | X Unit Price = | Needs Per Mile |
|---|---|---|---|
| 0 - 4,999 | .20 | $75,000 = | $15,000 |
| 5,000 - 9,999 | .40 | 75,000 = | 30,000 |
| 10,000 & Over | .60 | 75,000 = | 45,000 |

| | | | | |
|---|---|---|---|---|
| Right of Way (Needs Only) | Acre | 60,000.00 | 60,000.00 | |
| Engineering | Percent | 18 | 18 | |
| **Railroad Grade Crossing** | | | | |
| Signs Only | Unit | 300.00 | 400.00 | |
| Signals (Single Track-Low Speed) | Unit | 70,000.00 | 75,000.00 | |
| Signals & Gate (Multiple Track - High & Low Speed) | Unit | 99,000.00 | 110,000.00 | |
| Rubberized Material(Per Track) | Lin.Ft. | 700.00 | 750.00 | |
| **Bridges** | | | | |
| 0 to 149 Ft. | Sq. Ft. | 55.00 | 55.00 | |
| 150 to 499 Ft. | Sq. Ft. | 60.00 | 60.00 | |
| 500 Ft. and over | Sq. Ft. | 70.00 | 65.00 | |
| Bridge Widening | Sq. Ft. | 200.00 | 150.00 | |
| **Railroad Bridges Over Highways** | | | | |
| Number of Tracks - 1 | Lin.Ft. | 2,250.00 | 4000.00 | |
| Additional Track (each) | Lin.Ft. | 1,750.00 | 3000.00 | |

## EXCAVATION

| YEAR | NO. OF CITIES | QUANTITY | COST | MUNICIPAL COST PER TON | MUNICIPAL NEEDS STUDY UNIT PRICE |
|---|---|---|---|---|---|
| 1987 | 62 | 796,486 | $2,113,700 | $2.65 | $3.00 |
| 1988 | 70 | 1,406,108 | 3,024,233 | 2.15 | 3.00 |
| 1989 | 65 | 1,263,652 | 2,733,063 | 2.16 | 3.00 |

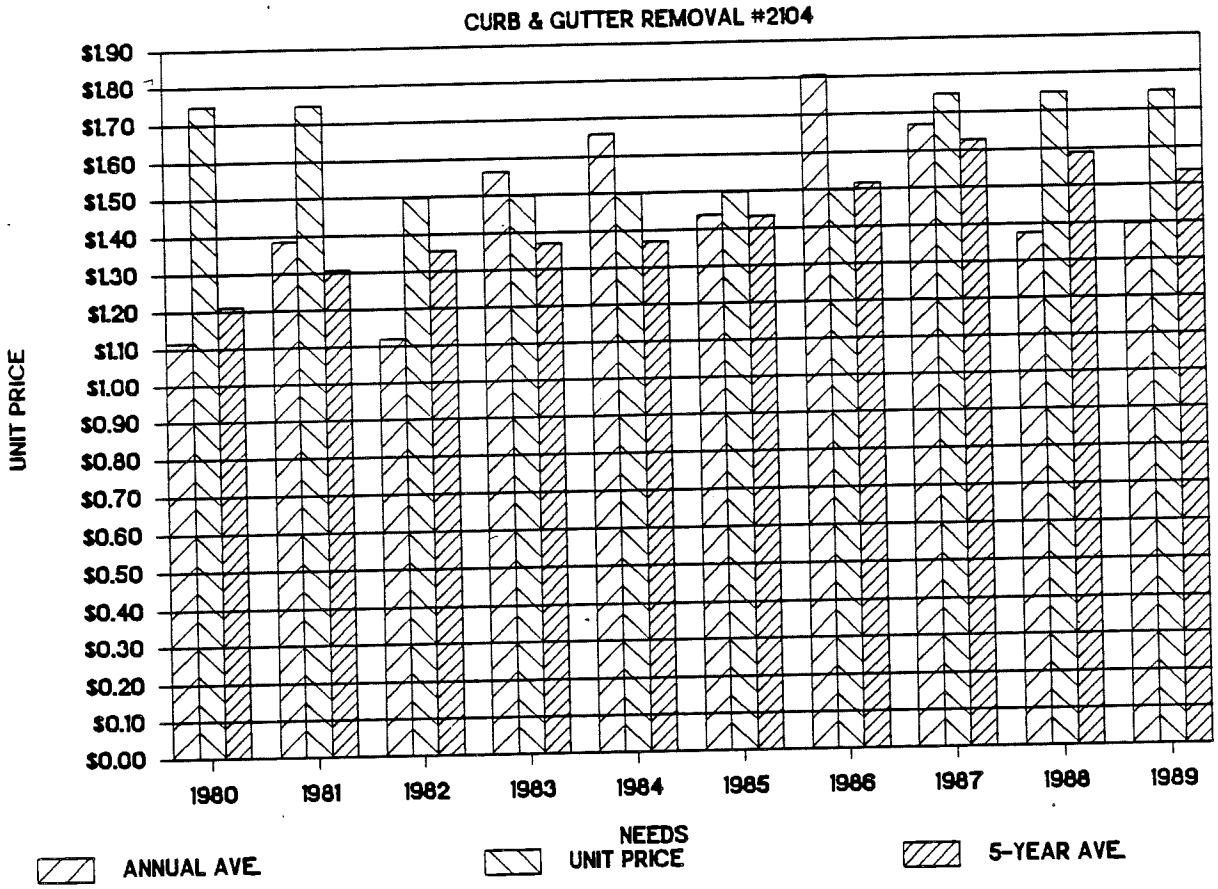
SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $3.00 PER TON

## GRAVEL SHOULDERS

| YEAR | NO. OF CITIES | QUANTITY | COST | MUNICIPAL COST PER TON | MUNICIPAL NEEDS STUDY UNIT PRICE | COUNTY NEEDS STUDY AVERAGE |
|---|---|---|---|---|---|---|
| 1987 | 4 | 1,247 | $8,437 | $6.77 | $4.25 | $4.02 |
| 1988 | 7 | 3,485 | 21,554 | 6.18 | 4.25 | 4.11 |
| 1989 | 6 | 3,714 | 24,444 | 6.58 | 4.25 | 3.85 |

SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $6.50 PER TON

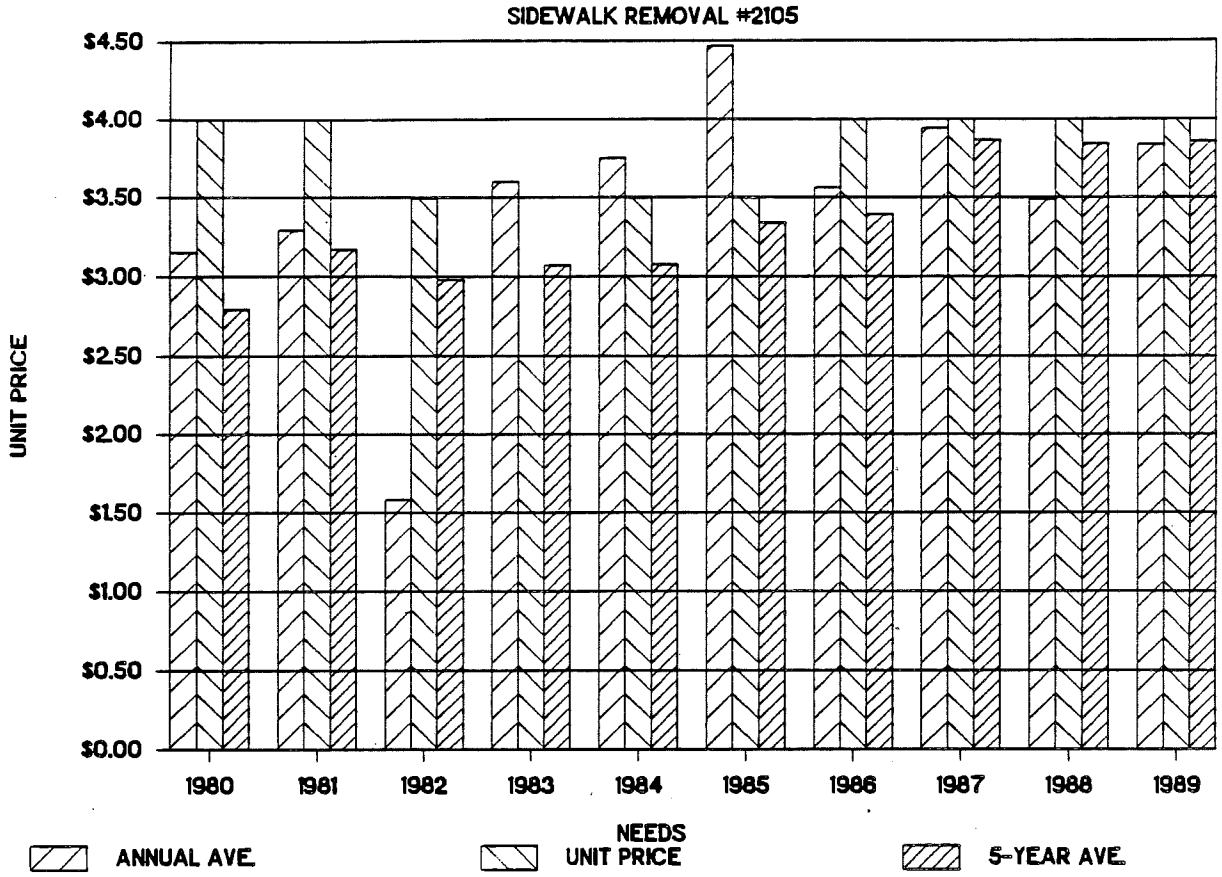
# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER LIN. FT. | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 26 | 83,672 | 93,360 | 1.12 | 1.75 | 1.21 |
| 1981 | 24 | 41,852 | 58,030 | 1.39 | 1.75 | 1.31 |
| 1982 | 45 | 77,339 | 86,596 | 1.12 | 1.50 | 1.35 |
| 1983 | 33 | 42,589 | 66,635 | 1.56 | 1.50 | 1.37 |
| 1984 | 43 | 106,678 | 176,974 | 1.66 | 1.50 | 1.37 |
| 1985 | 50 | 145,294 | 208,971 | 1.44 | 1.50 | 1.43 |
| 1986 | 46 | 119,913 | 216,648 | 1.81 | 1.50 | 1.52 |
| 1987 | 35 | 83,232 | 139,029 | 1.67 | 1.75 | 1.63 |
| 1988 | 64 | 211,446 | 290,721 | 1.37 | 1.75 | 1.59 |
| 1989 | 38 | 215,935 | 301,389 | 1.40 | 1.75 | 1.54 |

SUBCOMMITTEES RECOMMENDED PRICE FOR 1990 NEEDS STUDY $1.60
BASED UPON 1989 CONSTRUCTION COSTS.

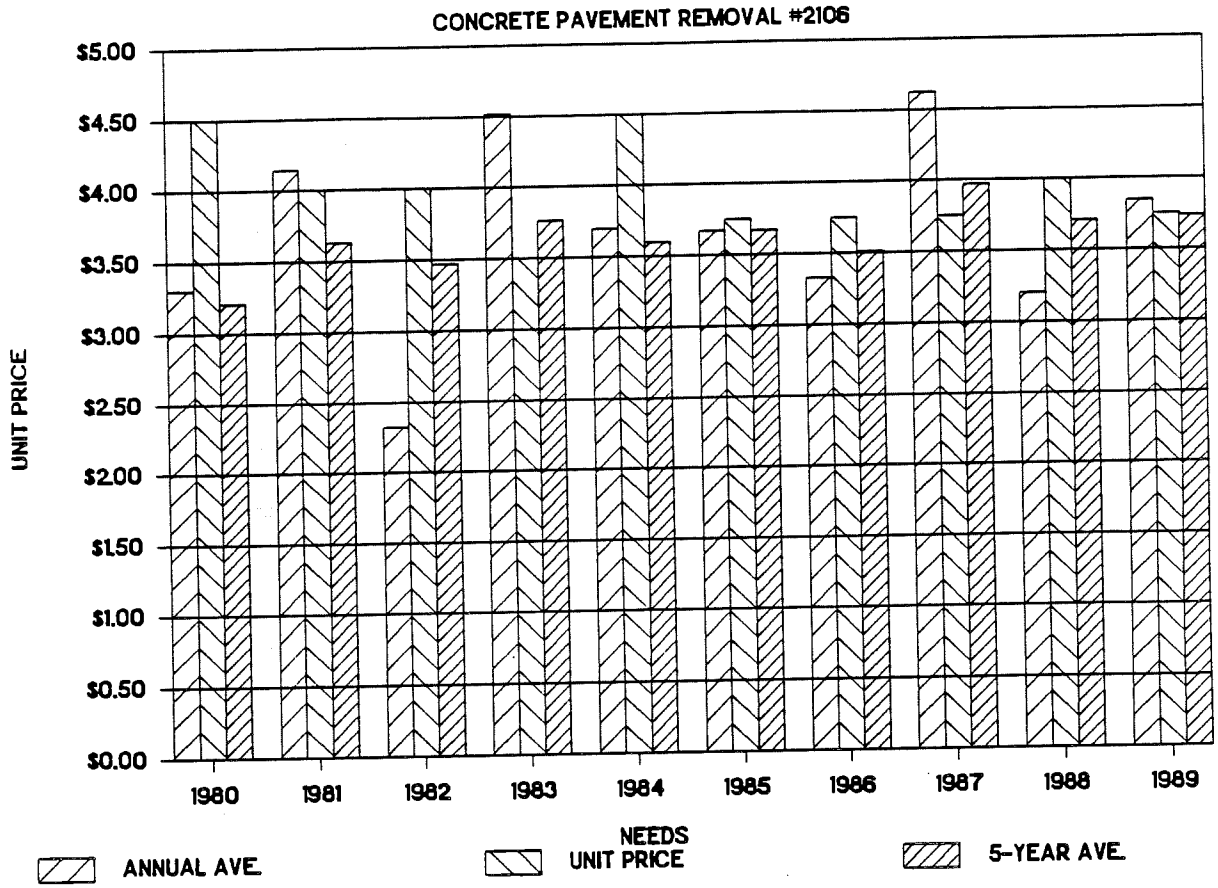
# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER SQ. YD. | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 17 | 30,387 | 95,782 | 3.15 | 4.00 | 2.79 |
| 1981 | 19 | 20,627 | 68,003 | 3.30 | 4.00 | 3.17 |
| 1982 | 33 | 61,909 | 98,144 | 1.59 | 3.50 | 2.98 |
| 1983 | 21 | 27,288 | 98,276 | 3.60 | 2.50 | 3.07 |
| 1984 | 30 | 59,315 | 222,584 | 3.75 | 3.50 | 3.08 |
| 1985 | 38 | 56,873 | 254,161 | 4.47 | 3.50 | 3.34 |
| 1986 | 38 | 44,695 | 159,347 | 3.57 | 4.00 | 3.39 |
| 1987 | 25 | 35,889 | 141,549 | 3.94 | 4.00 | 3.87 |
| 1988 | 46 | 77,633 | 270,831 | 3.49 | 4.00 | 3.84 |
| 1989 | 41 | 50,017 | 192,021 | 3.84 | 4.00 | 3.86 |

SUBCOMMITTEES RECOMMENDED PRICE FOR 1990 NEEDS STUDY $4.00
BASED UPON 1989 CONSTRUCTION COSTS.

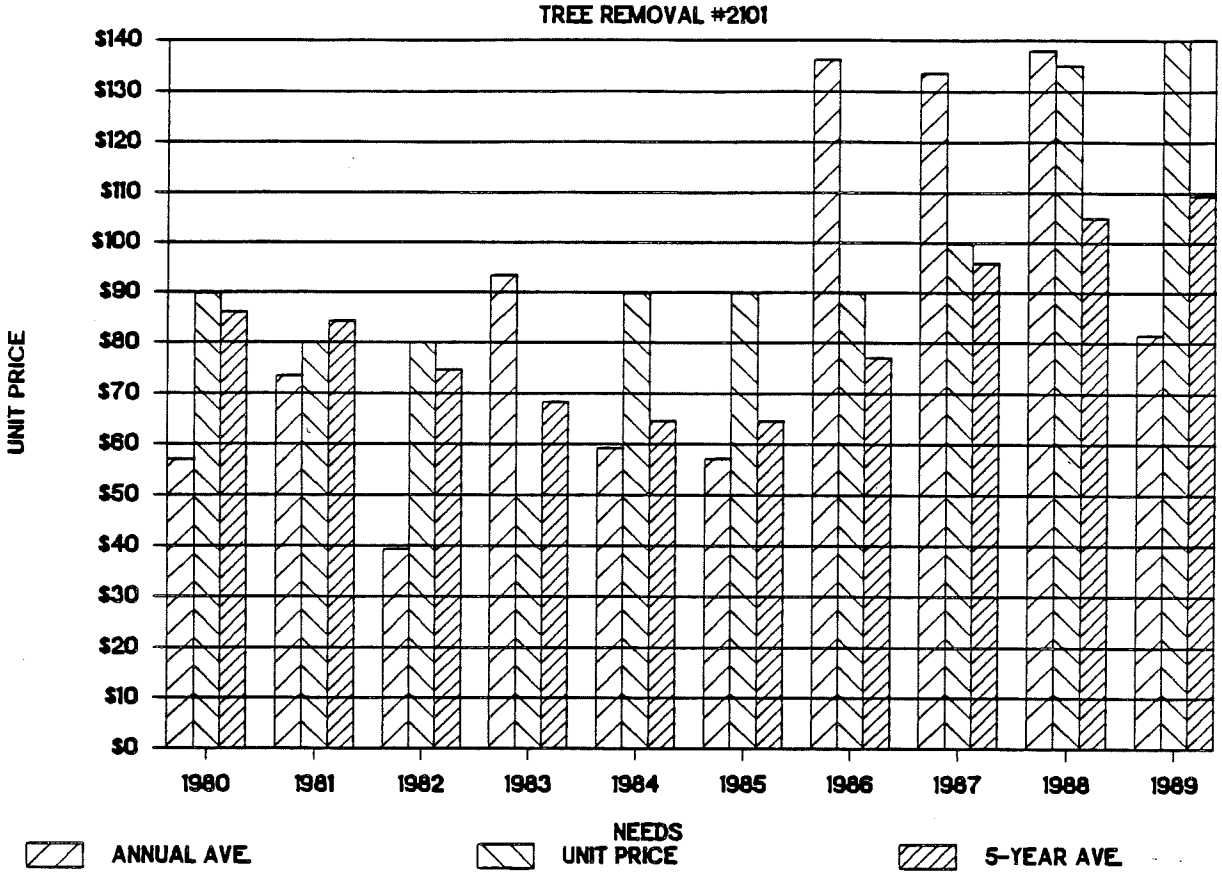
# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER SQ. YD. | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 8 | 42,322 | 139,785 | 3.30 | 4.50 | 3.21 |
| 1981 | 16 | 83,263 | 345,180 | 4.15 | 4.00 | 3.63 |
| 1982 | 23 | 229,468 | 533,404 | 2.32 | 4.00 | 3.47 |
| 1983 | 18 | 119,864 | 541,569 | 4.52 | 3.50 | 3.76 |
| 1984 | 16 | 81,645 | 301,726 | 3.70 | 4.50 | 3.60 |
| 1985 | 28 | 134,698 | 494,572 | 3.67 | 3.75 | 3.67 |
| 1986 | 15 | 132,405 | 440,715 | 3.33 | 3.75 | 3.51 |
| 1987 | 25 | 106,550 | 493,029 | 4.63 | 3.75 | 3.97 |
| 1988 | 44 | 276,630 | 886,757 | 3.21 | 4.00 | 3.71 |
| 1989 | 27 | 88,278 | 339,571 | 3.85 | 3.75 | 3.74 |

SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $4.00
BASED UPON 1989 CONSTRUCTION COSTS.

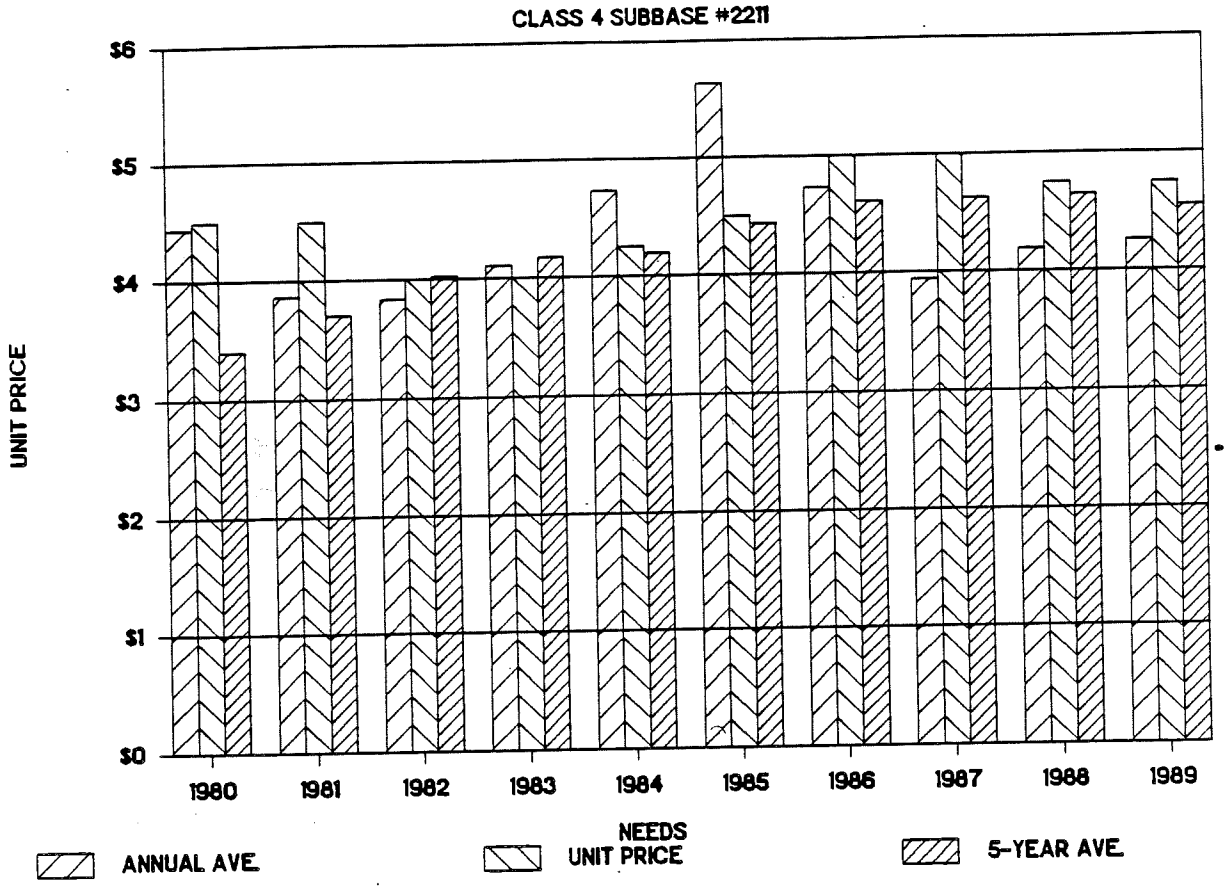
# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER TREE | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 23 | 2,338 | 133,306 | 57.02 | 90.00 | 86.11 |
| 1981 | 20 | 1,362 | 100,003 | 73.42 | 80.00 | 84.32 |
| 1982 | 31 | 3,122 | 123,015 | 39.40 | 80.00 | 74.67 |
| 1983 | 17 | 841 | 78,574 | 93.43 | 50.00 | 68.31 |
| 1984 | 34 | 3,743 | 221,765 | 59.25 | 90.00 | 64.50 |
| 1985 | 30 | 1,442 | 82,586 | 57.27 | 90.00 | 64.56 |
| 1986 | 18 | 311 | 42,365 | 136.22 | 90.00 | 77.11 |
| 1987 | 19 | 535 | 71,490 | 133.63 | 100.00 | 95.96 |
| 1988 | 40 | 884 | 122,030 | 138.04 | 135.00 | 104.88 |
| 1989 | 37 | 1,659 | 135,381 | 81.60 | 140.00 | 109.35 |

SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $ 140.00
BASED UPON 1989 CONSTRUCTION COSTS.

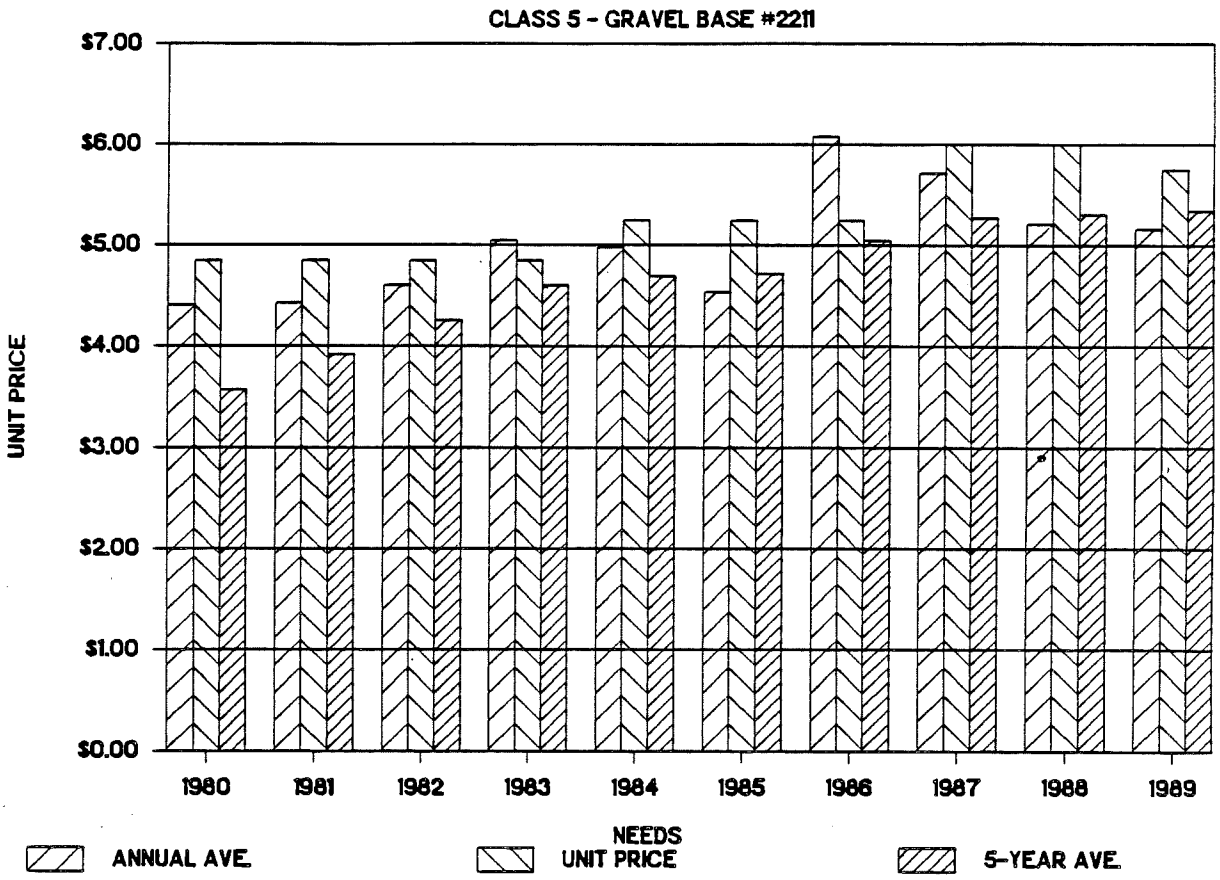
# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER TON | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 4 | 15,662 | 69,469 | 4.44 | 4.50 | 3.40 |
| 1981 | 5 | 68,562 | 264,587 | 3.86 | 4.50 | 3.70 |
| 1982 | 7 | 29,887 | 114,531 | 3.83 | 4.00 | 4.02 |
| 1983 | 6 | 30,625 | 125,717 | 4.11 | 4.00 | 4.17 |
| 1984 | 13 | 146,141 | 691,052 | 4.73 | 4.25 | 4.19 |
| 1985 | 4 | 21,968 | 123,871 | 5.64 | 4.50 | 4.43 |
| 1986 | 6 | 52,643 | 248,938 | 4.73 | 5.00 | 4.61 |
| 1987 | 8 | 60,793 | 239,623 | 3.94 | 5.00 | 4.63 |
| 1988 | 10 | 68,406 | 286,398 | 4.19 | 4.75 | 4.64 |
| 1989 | 5 | 56,590 | 240,949 | 4.26 | 4.75 | 4.55 |

SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $4.75
BASED UPON 1989 CONSTRUCTION COSTS.

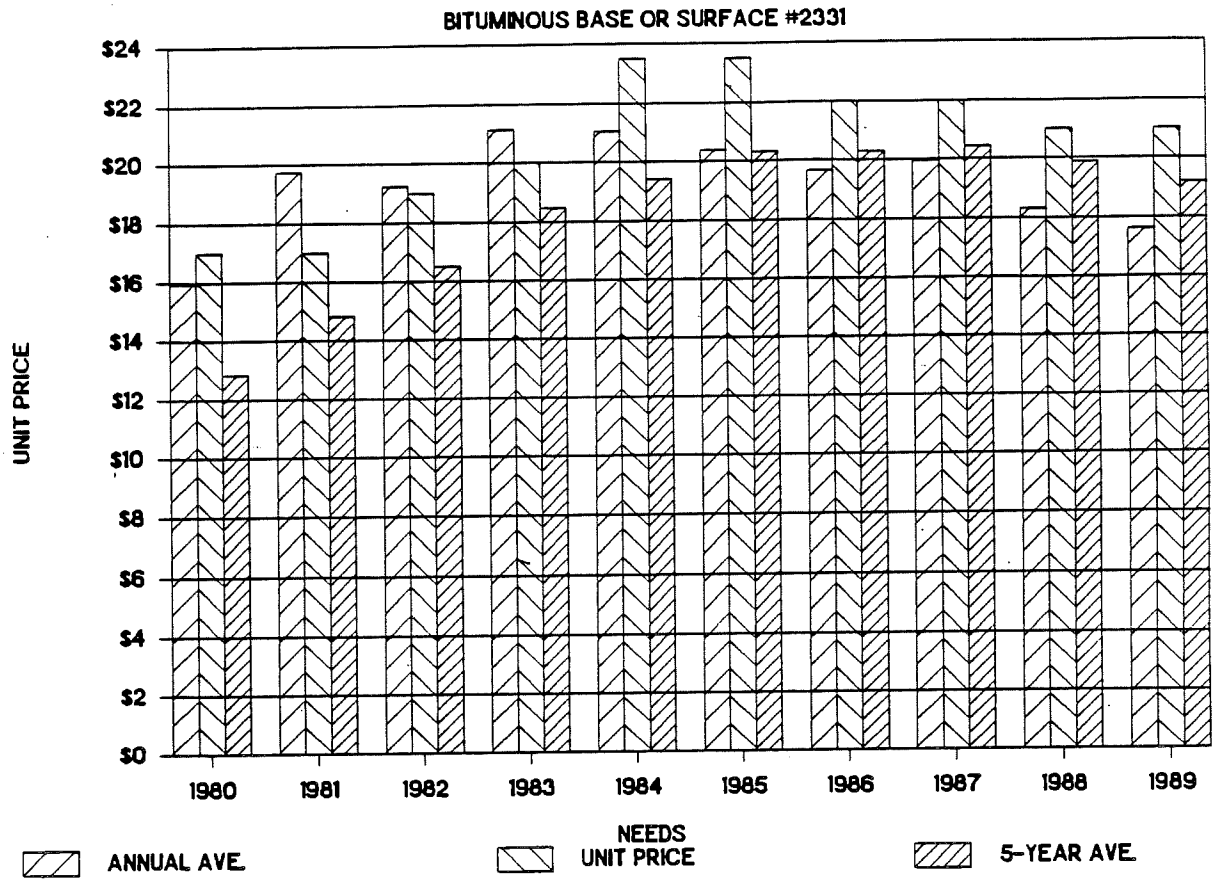
# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER TON | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 42 | 397,897 | 1,753,637 | 4.41 | 4.85 | 3.57 |
| 1981 | 43 | 307,088 | 1,360,272 | 4.43 | 4.85 | 3.92 |
| 1982 | 48 | 431,148 | 1,984,392 | 4.60 | 4.85 | 4.25 |
| 1983 | 46 | 335,849 | 1,694,167 | 5.04 | 4.85 | 4.60 |
| 1984 | 50 | 444,073 | 2,210,475 | 4.98 | 5.25 | 4.69 |
| 1985 | 63 | 584,097 | 2,651,362 | 4.54 | 5.25 | 4.72 |
| 1986 | 61 | 455,259 | 2,768,438 | 6.08 | 5.25 | 5.05 |
| 1987 | 51 | 381,898 | 2,185,112 | 5.72 | 6.00 | 5.27 |
| 1988 | 70 | 648,988 | 3,385,938 | 5.22 | 6.00 | 5.31 |
| 1989 | 68 | 715,922 | 3,696,421 | 5.16 | 5.75 | 5.34 |

SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $ 5.50
BASED UPON 1989 CONSTRUCTION COSTS.

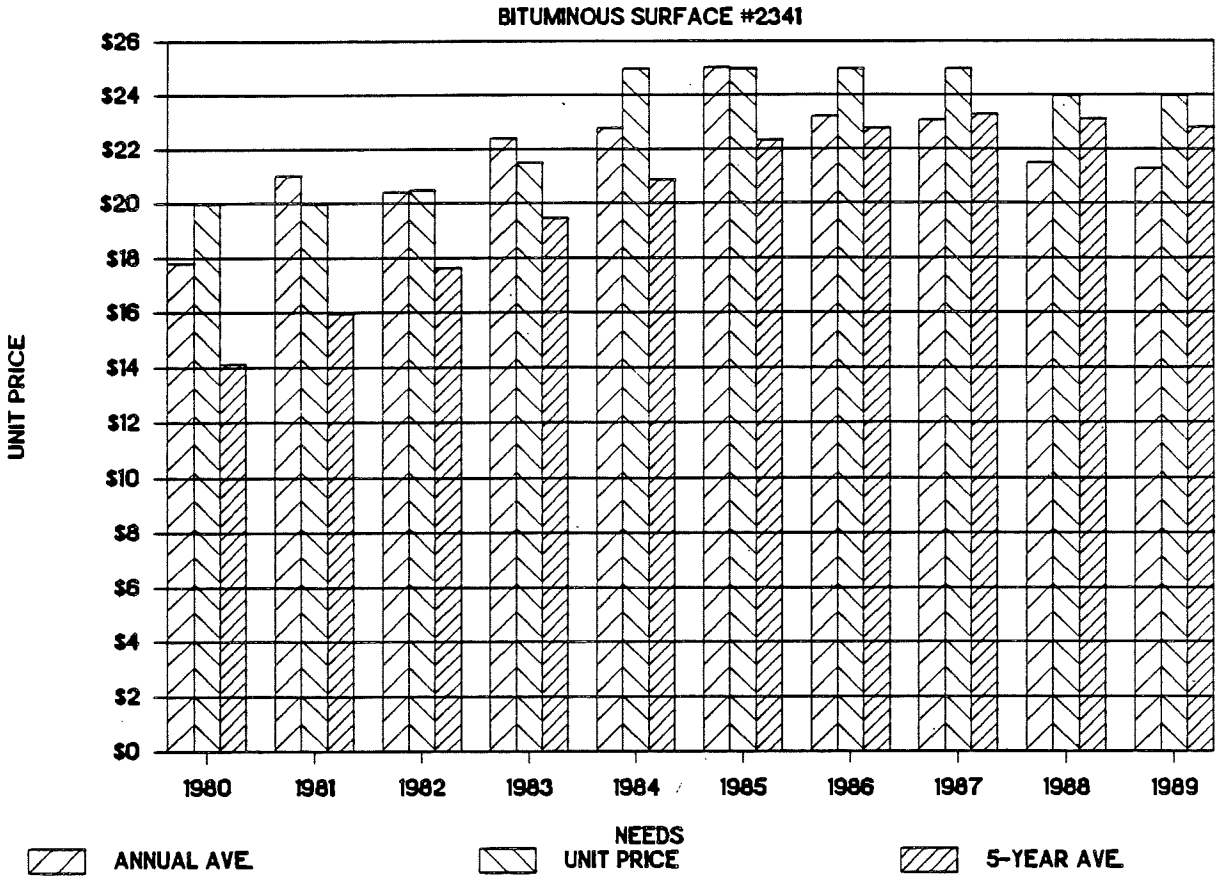
# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER TON | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 39 | 220,016 | 3,513,820 | 15.97 | 17.00 | 12.83 |
| 1981 | 44 | 211,045 | 4,164,825 | 19.73 | 17.00 | 14.83 |
| 1982 | 55 | 211,326 | 4,062,409 | 19.22 | 19.00 | 16.52 |
| 1983 | 44 | 159,242 | 3,363,455 | 21.12 | 20.00 | 18.46 |
| 1984 | 54 | 376,525 | 7,922,674 | 21.04 | 23.50 | 19.42 |
| 1985 | 62 | 294,318 | 6,000,326 | 20.39 | 23.50 | 20.30 |
| 1986 | 63 | 261,043 | 5,130,552 | 19.65 | 22.00 | 20.29 |
| 1987 | 50 | 176,177 | 3,515,861 | 19.96 | 22.00 | 20.43 |
| 1988 | 71 | 316,333 | 5,793,245 | 18.31 | 21.00 | 19.87 |
| 1989 | 61 | 313,022 | 5,517,034 | 17.63 | 21.00 | 19.19 |

SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $ 20.00
BASED UPON 1989 CONSTRUCTION COSTS.

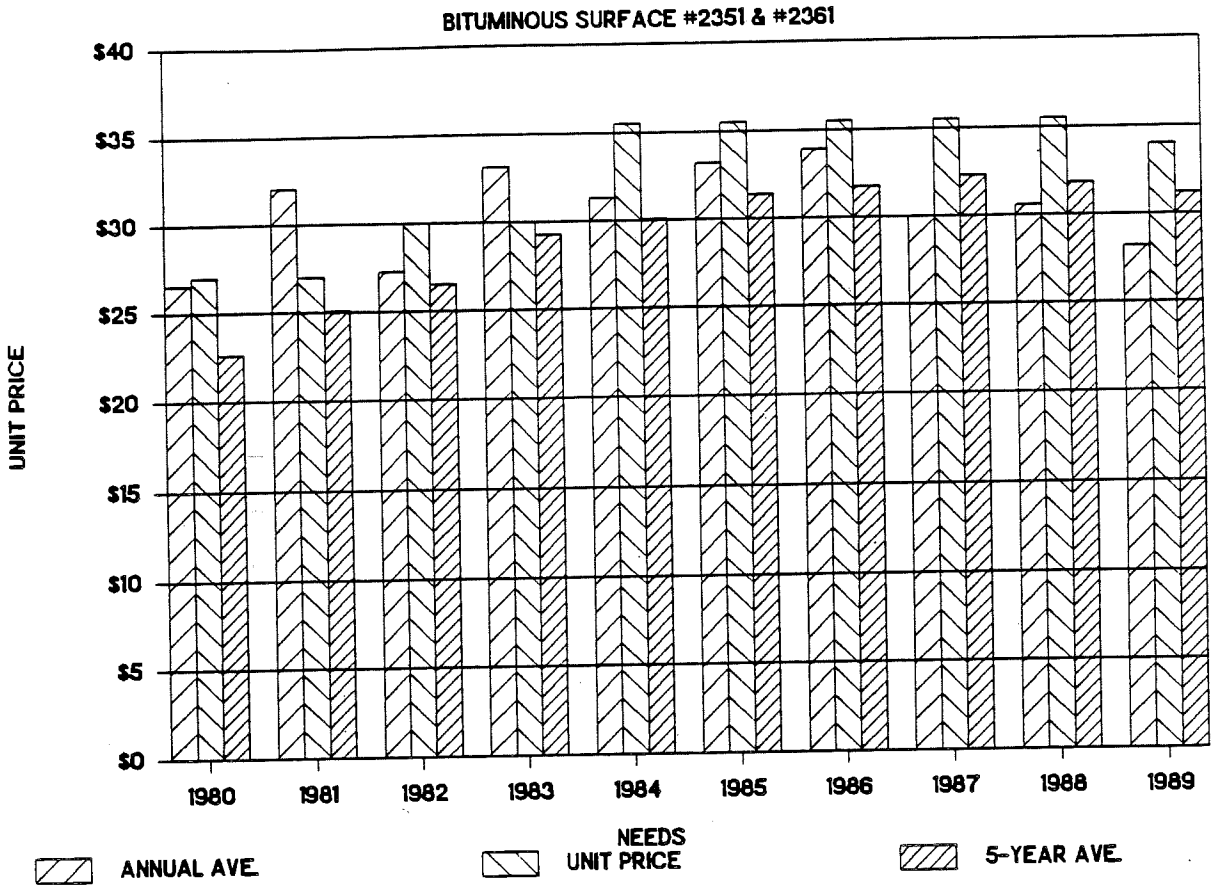
# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER TON | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 39 | 164,346 | 2,928,915 | 17.82 | 20.00 | 14.12 |
| 1981 | 38 | 123,479 | 2,595,032 | 21.02 | 20.00 | 15.98 |
| 1982 | 43 | 139,280 | 2,846,138 | 20.43 | 20.50 | 17.65 |
| 1983 | 42 | 113,894 | 2,551,729 | 22.40 | 21.50 | 19.47 |
| 1984 | 47 | 144,567 | 3,295,718 | 22.80 | 25.00 | 20.89 |
| 1985 | 50 | 154,773 | 3,876,447 | 25.05 | 25.00 | 22.34 |
| 1986 | 55 | 122,701 | 2,851,035 | 23.24 | 25.00 | 22.78 |
| 1987 | 47 | 101,894 | 2,352,539 | 23.09 | 25.00 | 23.31 |
| 1988 | 58 | 144,986 | 3,119,592 | 21.52 | 24.00 | 23.14 |
| 1989 | 44 | 127,267 | 2,707,906 | 21.28 | 24.00 | 22.83 |

SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $23.50
BASED UPON 1989 CONSTRUCTION COSTS.

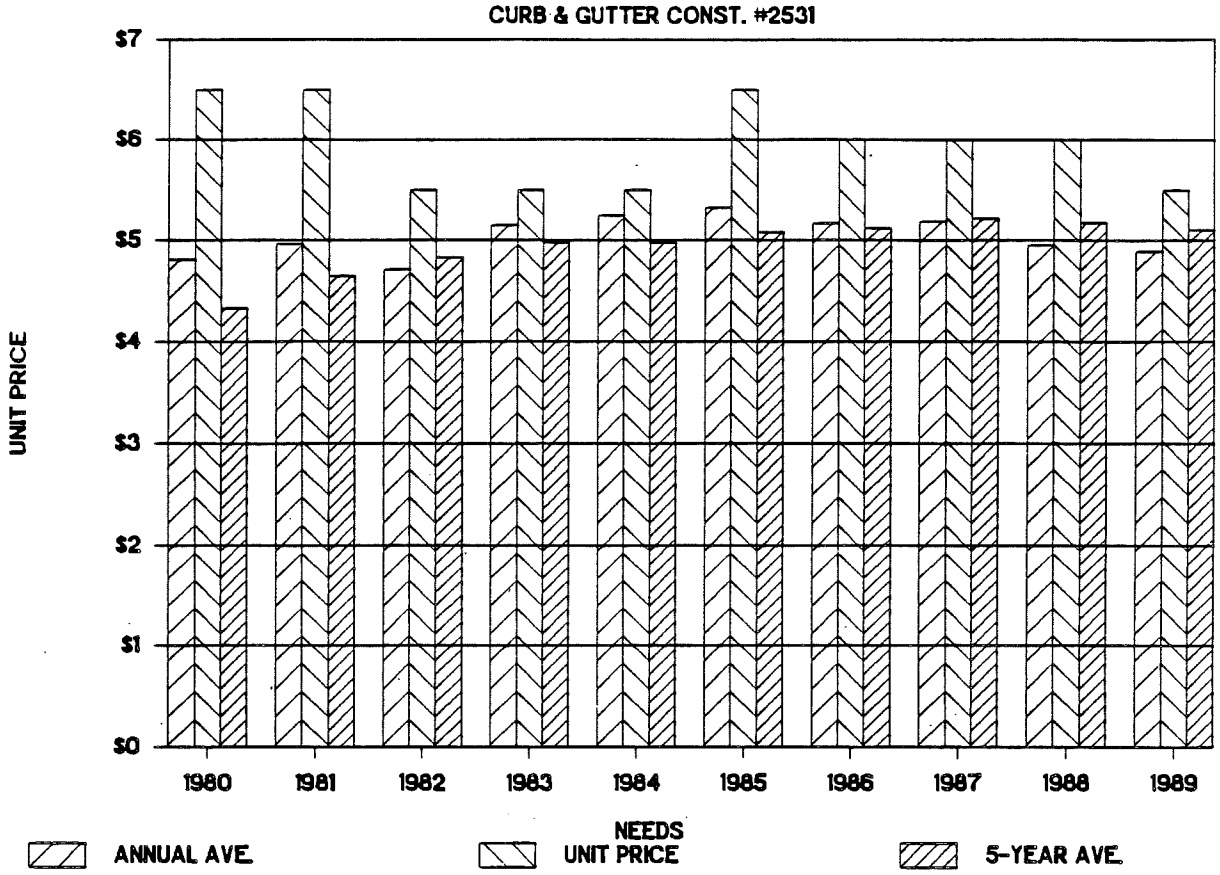
# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER TON | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 16 | 17,695 | 469,842 | 26.55 | 27.00 | 22.63 |
| 1981 | 17 | 24,336 | 780,247 | 32.06 | 27.00 | 25.09 |
| 1982 | 18 | 26,628 | 725,878 | 27.26 | 30.00 | 26.55 |
| 1983 | 17 | 21,339 | 707,320 | 33.15 | 30.00 | 29.24 |
| 1984 | 16 | 38,723 | 1,212,779 | 31.32 | 35.50 | 30.07 |
| 1985 | 18 | 36,507 | 1,213,006 | 33.23 | 35.50 | 31.40 |
| 1986 | 14 | 25,213 | 855,500 | 33.93 | 35.50 | 31.78 |
| 1987 | 11 | 23,776 | 713,311 | 30.00 | 35.50 | 32.33 |
| 1988 | 17 | 25,201 | 770,369 | 30.57 | 35.50 | 31.81 |
| 1989 | 14 | 31,527 | 888,370 | 28.18 | 34.00 | 31.18 |

SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $33.00
BASED UPON 1989 CONSTRUCTION COSTS.

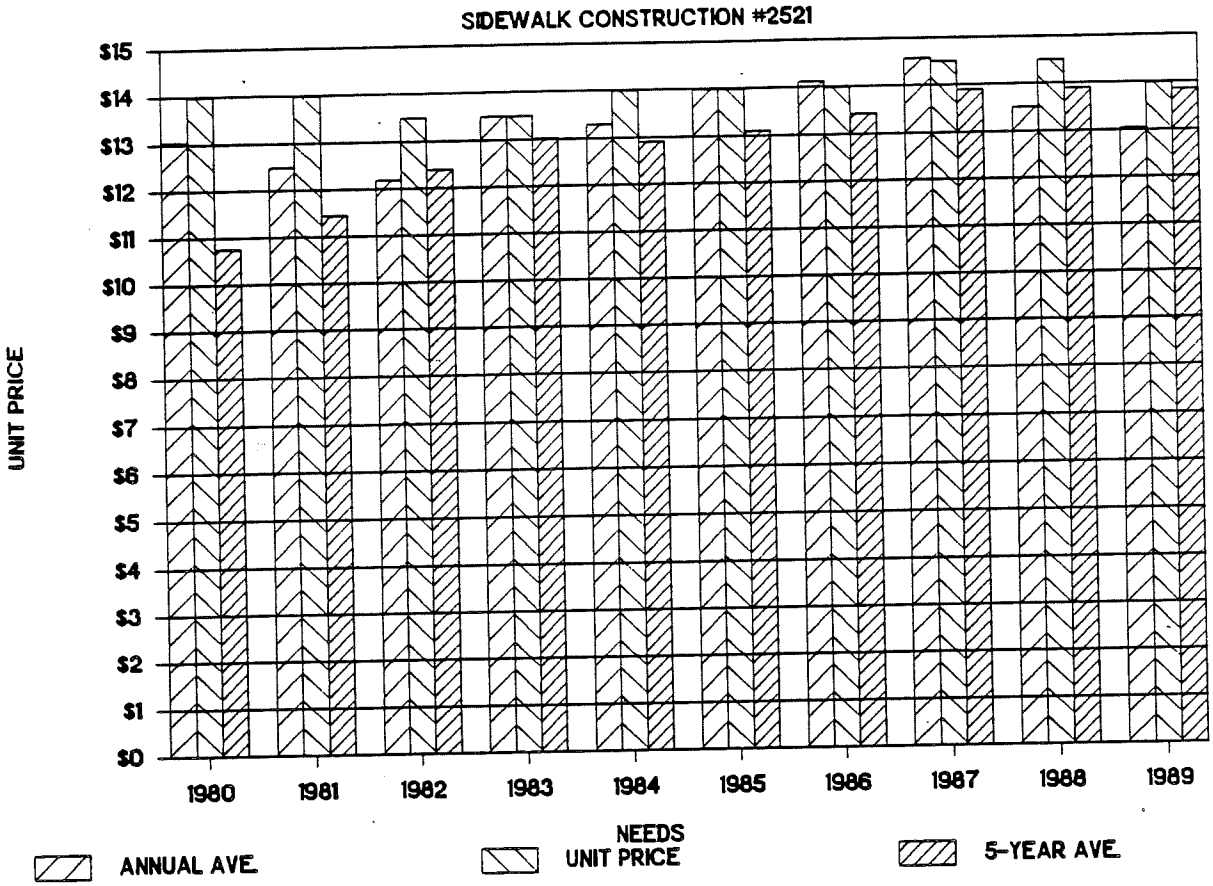
# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER LIN. FT. | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 41 | 433,513 | 2,085,243 | 4.81 | 6.50 | 4.33 |
| 1981 | 48 | 332,455 | 1,651,673 | 4.97 | 6.50 | 4.65 |
| 1982 | 58 | 450,590 | 2,124,634 | 4.72 | 5.50 | 4.83 |
| 1983 | 47 | 354,529 | 1,826,990 | 5.15 | 5.50 | 4.98 |
| 1984 | 58 | 554,327 | 2,907,985 | 5.25 | 5.50 | 4.98 |
| 1985 | 61 | 469,258 | 2,498,655 | 5.32 | 6.50 | 5.08 |
| 1986 | 67 | 434,124 | 2,243,498 | 5.17 | 6.00 | 5.12 |
| 1987 | 51 | 359,952 | 1,868,721 | 5.19 | 6.00 | 5.22 |
| 1988 | 73 | 606,413 | 3,002,995 | 4.95 | 6.00 | 5.18 |
| 1989 | 57 | 603,356 | 2,954,409 | 4.90 | 5.50 | 5.11 |

SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $5.50
BASED UPON 1989 CONSTRUCTION COSTS.

# M.S.A.S. UNIT PRICE STUDY




| YEAR | NO. OF CITIES | QUANTITY | COST | COST PER SQ. YD. | NEEDS STUDY UNIT PRICE | 5-YEAR AVERAGE |
|---|---|---|---|---|---|---|
| 1980 | 32 | 71,946 | 937,803 | 13.03 | 14.00 | 10.76 |
| 1981 | 31 | 46,222 | 577,293 | 12.49 | 14.00 | 11.45 |
| 1982 | 44 | 91,266 | 1,112,414 | 12.19 | 13.50 | 12.40 |
| 1983 | 35 | 69,630 | 940,122 | 13.50 | 13.50 | 13.01 |
| 1984 | 44 | 96,059 | 1,277,135 | 13.30 | 14.00 | 12.90 |
| 1985 | 48 | 103,377 | 1,446,980 | 14.00 | 14.00 | 13.09 |
| 1986 | 51 | 79,756 | 1,126,616 | 14.13 | 14.00 | 13.42 |
| 1987 | 40 | 94,423 | 1,376,749 | 14.58 | 14.50 | 13.90 |
| 1988 | 62 | 159,205 | 2,150,360 | 13.51 | 14.50 | 13.90 |
| 1989 | 54 | 125,748 | 1,639,735 | 13.04 | 14.00 | 13.85 |

SUBCOMMITTEE RECOMMENDED PRICE FOR 1990 NEEDS STUDY $14.00
BASED UPON 1989 CONSTRUCTION COSTS.

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION O F F I C E M E M O R A N D U M
OFFICE OF BRIDGES AND STRUCTURES

TO : K. G. Straus
State Aid Needs Unit

DATE : March 2, 1990
PHONE : 612/296-0824
FAX : 612/297-2070

FROM : D. V. Halvorson
Hydraulics Engineer

SUBJECT : State Aid Storm Sewer
Construction Costs for 1990

We have analyzed the State Aid storm sewer construction costs for 1990 and find that, for planning and needs purposes, a figure of $196,000 per mile can again be used. For storm sewer adjustments we suggest $62,000 per mile.

The above amounts are based on the average cost per mile of State Aid storm sewers using highway unit prices on approximately 150 plans over a one-year period. This study, in recent years, has been updated in accordance with unit price increases as per Mn/DOT Estimating Unit records.

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

## PREVIOUS STORM SEWER, LIGHTING AND SIGNAL COSTS

(All unit prices are per mile)

| NEEDS YEAR | STORM SEWER ADJUSTMENT | STORM SEWER CONSTRUCTION | LIGHTING | SIGNALS |
|---|---|---|---|---|
| 1980 | $54,000 | $172,000 | $2,000 | $10,000 |
| 1981 | 54,000 | 172,000 | 2,000 | 10,000 |
| 1982 | 62,000 | 196,000 | 2,000 | 10,000 |
| 1983 | 62,000 | 196,000 | 2,000 | 10,000 |
| 1984 | 62,000 | 98,000 * | 2,000 | 10,000 |
| 1985 | 62,000 | 0 * | 2,000 | 10,000 |
| 1986 | 62,000 | 196,000 * | 2,000 | 10,000 |
| 1987 | 62,000 | 196,000 * | 2,000 | 12,000 |
| 1988 | 62,000 | 196,000 * | 16,000 | 15,000 |
| 1989 | 62,000 | 196,000 * | 16,000 | 15,000-45,000 |

* Years that "After the Fact Needs" were in effect. 1986 to 1989 price was used only for needs purposes.

## PREVIOUS RAILROAD CROSSINGS COSTS

| NEEDS YEAR | SIGNS (Per Unit) | SIGNALS (Low Speed) (Per Unit) | SIGNALS & GATES (High Speed) (Per Unit) | RUBBERIZED MATERIAL (Per Ft.) |
|---|---|---|---|---|
| 1980 | $300 | $50,000 | $90,000 | |
| 1981 | 300 | 55,000 | 90,000 | |
| 1982 | 300 | 60,000 | 95,000 | |
| 1983 | 300 | 65,000 | 95,000 | |
| 1984 | 300 | 65,000 | 95,000 | |
| 1985 | 300 | 65,000 | 95,000 | |
| 1986 | 300 | 65,000 | 95,000 | |
| 1987 | 300 | 65,000 | 95,000 | |
| 1988 | 300 | 65,000 | 95,000 | $700 |
| 1989 | 300 | 70,000 | 99,000 | 700 |

STATE OF MINNESOTA
OFFICE MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Railroads and Waterways
Room 810

TO: Kenneth Straus
Highway Needs Unit

Date: March 6, 1990

FROM: Robert G. Swanson, Director
Railroad Administration

PHONE: 296-2472

SUBJECT: Projected Railroad Grade Crossing Improvements - Cost for 1990

We have projected 1990 costs for railroad-highway work at grade crossing improvements. They are expected to be as follows:

Railroad Grade Crossings:

| | | |
|---|---|---|
| Signals (Single Track - Low Speed)* (Average Price) | Unit | $75,000.00 |
| Signals and Gates: (Multiple Track - High & Low Speed) ** (Average Price) | Unit | $110,000.00 |
| Signs Only | Unit | $400.00 |
| Crossing Surfaces: (Rubber Crossing Surface) Complete reconstruction of the crossing. Labor and Materials | per Track Ft | $750.00 |

* Modern signals with motion sensors - signals are activated when train enters electrical circuit - deactivated if train stops before reaching crossing.

** Modern signals with grade crossing predictors - has capabilities in (*) 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.

# 1989 BRIDGE CONSTRUCTION COSTS

## Bridges 0-149 Feet

| BRIDGE NUMBER | PROJECT NUMBER | DECK AREA | BRIDGE COST | COST Sq. Ft. | LENGTH |
|---|---|---|---|---|---|
| 54538 | 54-599-43 | 2,416 | $128,681 | $53.26 | 75.50 |
| 65547 | 65-597-01 | 2,568 | 83,745 | 32.61 | 73.67 |
| 35522 | 35-599-20 | 2,755 | 136,371 | 49.50 | 76.54 |
| 45542 | 45-617-04 | 4,790 | 207,828 | 43.39 | 133.04 |
| 42542 | 42-615-04 | 5,708 | 209,554 | 36.71 | 120.58 |
| 49533 | 49-638-04 | 3,060 | 115,915 | 37.88 | 90.00 |
| 77522 | 77-611-22 | 4,840 | 157,815 | 32.61 | 121.00 |
| 25553 | 25-599-21 | 3,338 | 163,611 | 49.01 | 113.79 |
| 64544 | 64-599-31 | 4,320 | 197,630 | 45.75 | 144.00 |
| 76513 | 76-607-04 | 4,640 | 197,778 | 42.62 | 131.33 |
| 33524 | 33-598-05 | 1,860 | 79,041 | 42.50 | 62.00 |
| 50566 | 50-599-41 | 4,522 | 175,339 | 38.77 | 145.67 |
| 87558 | 87-617-06 | 3,232 | 132,019 | 40.85 | 102.00 |
| 87559 | 87-617-05 | 3,232 | 129,211 | 39.98 | 95.00 |
| 87566 | 87-599-42 | 2,520 | 111,145 | 44.11 | 84.00 |
| 22587 | 22-601-17 | 2,136 | 89,373 | 41.84 | 59.33 |
| 84516 | 84-609-05 | 3,120 | 151,034 | 48.41 | 104.00 |
| 27628 | 141-197-15 | 2,775 | 327,795 | 118.12 | 41.83 |
| 05528 | 05-604-14 | 3,232 | 112,571 | 34.83 | 67.33 |
| 58529 | 58-640-08 | 2,998 | 119,285 | 39.79 | 85.83 |
| 45543 | 45-599-27 | 2,721 | 129,137 | 47.46 | 84.17 |
| 45544 | 45-612-09 | 4,577 | 209,309 | 45.73 | 130.67 |
| 22585 | 22-602-16 | 2,280 | 84,814 | 37.20 | 63.33 |
| 69586 | 69-710-08 | 3,244 | 153,232 | 47.24 | 77.25 |
| 42540 | 42-601-06 | 4,725 | 180,965 | 38.30 | 134.98 |
| 49532 | 49-636-03 | 3,834 | 184,268 | 48.06 | 112.75 |
| 02541 | 02-601-29 | 5,532 | 694,199 | 125.49 | 56.07 |
| 12543 | 12-599-33 | 1,833 | 75,254 | 41.06 | 61.10 |
| 27683 | 120-136-08 | 8,623 | 722,982 | 83.84 | 103.45 |
| 27712 | * | 15,140 | 1,693,018 | 111.82 | 56.56 |
| 27709 | * | 22,976 | 2,256,994 | 98.23 | 83.88 |
| 25003 | * | 5,604 | 277,450 | 49.51 | 119.21 |
| 45005 | * | 5,257 | 298,010 | 56.69 | 124.67 |
| 43012 | * | 6,582 | 234,892 | 35.69 | 102.33 |
| 27049 | * | 5,718 | 470,545 | 82.29 | 126.23 |
| 49032 | * | 3,852 | 166,097 | 43.12 | 100.92 |
| 27748 | * | 5,291 | 535,070 | 101.13 | 112.00 |
| 27749 | * | 14,960 | 747,961 | 50.00 | 109.11 |
| 27750 | * | 6,096 | 608,171 | 99.77 | 96.00 |
| 27790 | * | 5,775 | 363,171 | 62.89 | 110.61 |
| 87015 | * | 5,953 | 257,041 | 43.18 | 118.67 |
| 62701 | * | 5,922 | 634,964 | 107.22 | 115.35 |
| Total | 42 | 214,557 | $14,003,285 | $65.27 | AVERAGE |
| STATE AID PROJECTS | | 105,431 | $5,459,901 | $51.79 | AVERAGE |
| * MN/DOT PROJECTS | | 109,126 | $8,543,384 | $78.29 | AVERAGE |

# 1989 BRIDGE CONSTRUCTION PROJECTS

## BRIDGES BETWEEN 150 FT. - 499 FT.

| BRIDGE NUMBER | DECK AREA | BRIDGE COST | COST SQ. FT. | LENGTH |
|---|---|---|---|---|
| 27964 | 11,841 | $619,055 | $52.28 | 226.25 |
| 27820 | 28,204 | 2,248,625 | 79.73 | 174.17 |
| 62894 | 14,330 | 1,054,872 | 73.61 | 202.47 |
| 62888 | 13,770 | 1,254,295 | 91.09 | 246.18 |
| 62897 | 23,707 | 1,744,735 | 73.60 | 483.81 |
| 62817 | 15,330 | 1,245,286 | 81.23 | 250.06 |
| 43011 | 7,955 | 295,416 | 37.14 | 172.30 |
| 62882 | 8,627 | 598,127 | 69.33 | 252.31 |
| 27023 | 21,526 | 1,485,201 | 69.00 | 317.74 |
| 27752 | 58,385 | 3,072,390 | 52.62 | 324.07 |
| 27786 | 10,286 | 641,946 | 62.41 | 243.91 |
| 27787 | 9,310 | 550,740 | 59.16 | 243.91 |
| 27788 | 7,602 | 642,980 | 84.58 | 288.67 |
| 27791 | 13,910 | 997,688 | 71.72 | 495.00 |
| 62828 | 15,755 | 928,611 | 58.94 | 199.84 |
| 27705 | 23,412 | 1,681,693 | 71.83 | 389.32 |
| 33003 | 8,956 | 318,591 | 35.57 | 194.00 |
| 62810 | 17,720 | 887,810 | 50.10 | 170.16 |
| 62830 | 10,241 | 653,160 | 63.78 | 238.50 |
| 62874 | 5,352 | 608,674 | 113.73 | 205.29 |
| * 19527 | 44,408 | 2,785,889 | 62.73 | 290.82 |
| * 14520 | 15,107 | 801,931 | 53.08 | 348.62 |
| * 69539 | 8,253 | 376,017 | 45.56 | 263.40 |
| * 69580 | 10,241 | 536,796 | 52.42 | 289.85 |
| * 08534 | 14,148 | 453,103 | 32.03 | 326.50 |
| TOTAL | 418,376 | $26,483,631 | $63.30 AVERAGE | |
| MN/DOT BRIDGES | 326,219 | $21,529,895 | $66.00 AVERAGE | |
| * STATE AID BRIDGES | 92,157 | $4,953,736 | $53.75 AVERAGE | |

## Bridges 500 Feet and Over

| BRIDGE NUMBER | DECK AREA | BRIDGE COST | COST SQ. FT. | LENGTH |
|---|---|---|---|---|
| 27031 | 34,740 | $2,990,199 | $86.07 | 602.00 |
| 27052 | 94,700 | 6,008,866 | 63.45 | 1,231.66 |
| 27077 | 62,061 | 2,082,130 | 33.55 | 734.42 |
| 27716 | 31,754 | 1,415,246 | 44.57 | 608.51 |
| 27732 | 32,393 | 1,401,210 | 43.26 | 619.98 |
| 27751 | 17,126 | 1,388,189 | 81.06 | 669.80 |
| 27753 | 23,592 | 1,755,167 | 74.40 | 520.00 |
| 27754 | 28,360 | 1,158,735 | 40.86 | 535.00 |
| 27789 | 41,032 | 2,649,830 | 64.58 | 960.33 |
| 62082 | 122,744 | 12,109,595 | 98.66 | 1,483.66 |
| 62875 | 72,706 | 2,890,810 | 39.76 | 721.62 |
| 62876 | 80,395 | 2,916,161 | 36.27 | 724.54 |
| 62858 | 43,209 | 1,412,136 | 32.68 | 707.00 |
| TOTAL | 684,812 | $40,178,274 | $58.67 AVERAGE | |

# 1989 BRIDGE CONSTRUCTION COSTS

## BRIDGE WIDENING

| | BRIDGE NUMBER | | DECK AREA | BRIDGE COST | COST SQ. FT. | LENGTH |
|---|---|---|---|---|---|---|
| (1) | 27909 | | 1,265 | $191,109 | $151.07 | 72.83 |
| (2) | 5310 | | 5,517 | 986,155 | 178.75 | 234.04 |
| (2) | 6694 | | 1,411 | 250,819 | 177.76 | 99.00 |
| (3) | 73817 | | 7,465 | 437,873 | 58.66 | 192.79 |
| (3) | 86803 | | 10,189 | 575,455 | 56.48 | 285.79 |
| (4) | 59001 | | 1,066 | 181,584 | 170.34 | 99.54 |
| (4) | 9549 | | 1,615 | 215,520 | 133.45 | 93.17 |
| (1) | 69808 | | 6,066 | 1,847,092 | 304.50 | 776.00 |
| (1) | 9701 | | 3,961 | 569,545 | 143.79 | 270.02 |
| (2) | 7017 | * | 2,168 | 302,674 | 139.61 | 153.25 |
| (1) | 55519 | * | 1,165 | 211,276 | 181.35 | 264.68 |
| TOTAL | 11 | | 41,888 | $5,769,102 | $137.73 AVERAGE | |

Deck Area is for the widening portion.

* State Aid Bridges

(1) Bridge Widening + Substructure Work

(2) Bridge Widening + Substructure Work + Replace Deck

(3) Bridge Widening + Substructure Work + Deck Overlay

(4) Bridge Widening + Substructure Work + Replace Superstructure

## RAILROAD BRIDGES

| NUMBER | OF TRACKS | COST | LIN. FT. | LENGTH |
|---|---|---|---|---|
| 62016 | 2 | $3,699,430 | $8,536.23 | 433.38 |

# BRIDGE COSTS

Price per sq. ft.

| Bridge & Structures price averages | | | | | Screening Committee Recomendations | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Const. Year | 0' to 149' | 150' to 499' | 500' and over | Wide-ning | 0' to 149' | 150' to 499' | 500' and over | Wide-ning | Needs year |
| 1980 | 39.00 | 43.00 | 62.00 | 75.00 | 39.00 | 43.00 | 62.00 | 75.00 | 81 |
| 1981 | 36.00 | 43.00 | 62.00 | 75.00 | 36.00 | 43.00 | 62.00 | 75.00 | 82 |
| 1982 | 36.00 | 41.00 | 62.00 | 70.00 | 36.00 | 43.00 | 62.00 | 75.00 | 83 |
| 1983 | 38.00 | 44.00 | 50.00 | 65.00 | 38.00 | 44.00 | 50.00 | 65.00 | 84 |
| 1984 | 45.00 | 51.00 | 48.00 | 57.00 | 45.00 | 51.00 | 50.00 | 65.00 | 85 |
| 1985 | 45.00 | 46.00 | 61.00 | 49.00 | 49.00 | 51.00 | 55.00 | 65.00 | 86 |
| 1986 | 36.40 | 39.66 | 54.12 | 116.67 | 37.00 | 40.00 | 54.00 | 100.00 | 87 |
| 1987 | 41.50 | 47.30 | 56.04 | 147.46 | 41.50 | 47.00 | 56.00 | 120.00 | 88 |
| 1988 | 55.02 | 58.40 | 120.94 | 199.88 | 55.00 | 60.00 | 70.00 | 200.00 | 89 |
| 1989 | 65.27 | 63.30 | 58.67 | 137.73 | | | | | 90 |

Lotus-File_123(Unitcomp)

# 1990 COUNTY SCREENING BOARD DATA

## JUNE, 1990

## C.S.A.H. Roadway Unit Price Report

| Construction Item | 1989 CSAH Needs Study Average | 1985-1989 CSAH 5-Year Construction Average | 1989 CSAH Construction Average | 1990 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee |
|---|---|---|---|---|
| **Rural & Urban Design** | | | | |
| Grav. Base Cl 5 & 6/Ton | $3.56 | $3.82 | $3.87 | |
| **Rural Design** | | | | |
| Subbase Cl 3 & 4/Ton | $3.41 | $3.58 | $3.73 | |
| Bit.Base & Surf. 2331/Ton | 15.53 | 16.25 | 14.29 | |
| Bit.Surf. 2341/Ton | 16.15 | 17.59 | 15.82 | |
| Con.Surf. 2301/Sq.Yd. | 11.80 | --- | (11.80) (1987-Mn/DOT) | |
| Gravel Surf. 2118/Ton | 3.55 | 3.71 | 3.70 | |
| Gravel Shldr. 2221/Ton | 4.11 | 4.07 | 3.85 | |
| **Urban Design** | | | | |
| Subbase Cl 3 & 4/Ton | $3.56 | $5.41 | $5.91 | |
| Bit.Base & Surf. 2331/Ton | 18.34 | 19.07 | 17.13 | |
| Bit.Surf. 2341/Ton | 19.26 | 23.16 | 18.41 | |
| Con.Surf. 2301/Sq.Yd. | 14.89 | --- | (14.89) (1987-Mn/DOT) | |

* The Recommended Gravel Base Unit Price for each individual county is shown on the state map foldout (Fig. A).

G.B. - The gravel base price as shown on the state map.

## 25 YEAR CONSTRUCTION NEEDS
## FOR EACH INDIVIDUAL CONSTRUCTION ITEM

| ITEM | 1988 APPORTIONMENT COST | 1989 APPORTIONMENT COST | DIFFERENCE | 1989 % OF THE TOTAL |
|---|---|---|---|---|
| Grading | $58,252,881 | $86,051,741 | $27,798,860 | 8.89% |
| Special Drainage | 2,034,617 | 1,537,367 | (497,250) | 0.16% |
| Storm Sewer Adjustment | 9,386,180 | 12,662,880 | 3,276,700 | 1.31% |
| Curb & Gutter Removal | 6,770,249 | 11,293,322 | 4,523,073 | 1.17% |
| Sidewalk Removal | 4,317,120 | 8,400,976 | 4,083,856 | 0.87% |
| Pavement Removal | 13,733,468 | 25,871,629 | 12,138,161 | 2.67% |
| Tree removal | 3,303,855 | 3,638,040 | 334,185 | 0.38% |
| SUBTOTAL GRADING | $97,798,370 | $149,455,955 | $51,657,585 | 15.43% |
| Gravel Subbase #2211 | 41,318,004 | 58,667,843 | 17,349,839 | 6.06% |
| Gravel Base #2211 | 33,618,686 | 45,871,540 | 12,252,854 | 4.74% |
| Bituminous Base #2331 | 51,849,780 | 76,965,569 | 25,115,789 | 7.95% |
| SUBTOTAL BASE | $126,786,470 | $181,504,952 | $54,718,482 | 18.74% |
| Bituminous Surface #2331 | 2,583,042 | 2,711,415 | 128,373 | 0.28% |
| Bituminous Surface #2341 | 112,700,142 | 141,291,618 | 28,591,476 | 14.59% |
| Bituminous Surface #2361 | 43,680,850 | 46,032,759 | 2,351,909 | 4.75% |
| Surface Widening | 3,182,736 | 2,197,440 | (985,296) | 0.23% |
| SUBTOTAL SURFACE | $162,146,770 | $192,233,232 | $30,086,462 | 19.85% |
| Gravel Shoulders #2221 | 478,519 | 629,116 | 150,597 | 0.06% |
| SUBTOTAL SHOULDERS | $478,519 | $629,116 | $150,597 | 0.06% |
| Curb and Gutter | 51,370,494 | 64,560,851 | 13,190,357 | 6.67% |
| Sidewalk | 15,130,192 | 28,800,254 | 13,670,062 | 2.97% |
| Traffic Signals | 32,757,240 | 54,965,700 | 22,208,460 | 5.68% |
| Street Lighting | 35,196,800 | 36,053,920 | 857,120 | 3.72% |
| Retaining Walls | 2,019,333 | 2,839,433 | 820,100 | 0.29% |
| SUBTOTAL MISCELLANEOUS | $136,474,059 | $187,220,158 | $50,746,099 | 19.33% |
| TOTAL ROADWAY | $523,684,188 | $711,043,413 | $187,359,225 | 73.43% |
| Bridge | 39,581,826 | 56,546,506 | 16,964,680 | 5.84% |
| Railroad Crossings | 13,813,800 | 17,155,200 | 3,341,400 | 1.77% |
| Maintenance | 4,965,401 | 12,083,911 | 7,118,510 | 1.25% |
| Engineering | | 171,969,881 | 171,969,881 | 17.76% |
| SUBTOTAL OTHERS | $58,361,027 | $257,755,498 | $199,394,471 | 26.62% |
| TOTAL | $582,045,215 | $968,338,775 | $386,293,560 | 100.00% |

Minnesota Department of Transportation
Transportation Building, St. Paul, MN 55155

Celebrate MINNESOTA 1990

February 12, 1990

(612) 296-1662

In reply refer to:
Unencumbered Construction Fund Balance

Dear

The present Screening Board Directive states that whenever a municipality's construction fund balance available as of September 1, of the current year, not including the current year's allotment, exceeds $300,000 or two times their annual construction allotment (whichever is greater), shall receive an adjustment to their money needs.

Our records show that as of February 1, 1990 you have a balance of $_____ available for construction, not including the 1990 allotment. Recent submittals for payment were not deducted from the construction fund balance.

According to the guidelines set forth by the Screening Board Resolution, you have an excess balance of $_____. This excess must be reduced by September 1, 1990 to avoid an adjustment to the money needs.

Any excess above the specified limits will result in $_____ loss of money needs. The effect of this loss for the 1991 apportionment, based on the 1990 apportionment, will be approximately $_____.

A copy of this notice was also sent to the Municipal Clerk when a Consulting Engineer is retained.

If there are questions regarding your fund balance, please feel free to call me at the above number.

Sincerely,

Ken Straus

Kenneth Straus
Municipal State Aid Needs Manager

TENTATIVE UNENCUMBERED BALANCE ADJUSTMENT

The guidelines setforth in the resolution will affect the city's apportionment the following year by approximately the amount of (F) if the balance is not reduced to the allowable balance (C) by September 1,1990. See attached resolution.

| Municipality | Balance As Of 2-01-90 | (-) | (A) 1990 Construction Allotment | (=) | (B) Amount Available 2-01-90 | (-) | (C) * Allowable Balance | (=) | (D) (B-C) Excess Balance | (E) (2xB) (Negative) Adjustment Of Needs | (F) *** Estimated Loss Of 1991 Apportionment | (G) Column B Divided By Column A |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Anoka | $685,151 | | $200,230 | | $484,921 | | $400,460 | | $84,461 | $969,842 | $40,724 | 2.42 |
| Blaine | 2,500,653 | | 784,216 | | 1,716,437 | | 1,568,432 | | 148,005 | 3,432,874 | 144,146 | 2.19 |
| Brooklyn Center | 2,743,106 | | 731,147 | | 2,011,959 | | 1,462,294 | | 549,665 | 4,023,918 | 168,964 | 2.75 |
| Cloquet | 1,431,972 | | 406,376 | | 1,025,596 | | 812,752 | | 212,844 | 2,051,192 | 86,130 | 2.52 |
| Fridley | 1,769,758 | | 587,431 | | 1,182,327 | | 1,174,862 | | 7,465 | 2,364,654 | 7,465 ** | 2.01 |
| Hermantown | 1,041,162 | | 241,853 | | 799,309 | | 483,706 | | 315,603 | 1,598,618 | 67,126 | 3.30 |
| Lake Elmo | 519,244 | | 126,981 | | 392,263 | | 300,000 | | 92,263 | 784,526 | 32,942 | 3.09 |
| Lino Lakes | 1,169,840 | | 278,716 | | 891,124 | | 557,432 | | 333,692 | 1,782,248 | 74,837 | 3.20 |
| Litchfield | 749,579 | | 212,346 | | 537,233 | | 424,692 | | 112,541 | 1,074,466 | 45,117 | 2.53 |
| Little Falls | 998,687 | | 312,175 | | 686,512 | | 624,350 | | 62,162 | 1,373,024 | 57,653 | 2.20 |
| Maplewood | 3,196,092 | | 411,837 | | 2,784,255 | | 823,674 | | 1,960,581 | 11,137,020 | 467,643 | 6.76 |
| Northfield | 1,112,602 | | 329,086 | | 783,516 | | 658,172 | | 125,344 | 1,567,032 | 65,800 | 2.38 |
| Prior Lake | 1,048,772 | | 299,324 | | 749,448 | | 598,648 | | 150,800 | 1,498,896 | 62,939 | 2.50 |
| Redwood Falls | 474,784 | | 124,863 | | 349,921 | | 300,000 | | 49,921 | 699,842 | 29,386 | 2.80 |
| Richfield | 2,494,081 | | 760,152 | | 1,733,929 | | 1,520,304 | | 213,625 | 3,467,858 | 145,615 | 2.28 |
| Rochester | 5,822,605 | | 1,732,946 | | 4,089,659 | | 3,465,892 | | 623,767 | 8,179,318 | 343,450 | 2.36 |
| St. Louis Park | 3,209,772 | | 799,588 | | 2,410,184 | | 1,599,176 | | 811,008 | 4,820,368 | 202,407 | 3.01 |
| Spring Lake Park | 506,428 | | 133,097 | | 373,331 | | 300,000 | | 73,331 | 746,662 | 31,352 | 2.80 |
| Stillwater | 1,345,436 | | 362,263 | | 983,173 | | 724,526 | | 258,647 | 1,966,346 | 82,567 | 2.71 |
| Vadnais Heights | 443,910 | | 127,663 | | 316,247 | | 300,000 | | 16,247 | 632,494 | 16,247 ** | 2.48 |
| Woodbury | 2,699,458 | | 718,936 | | 1,980,522 | | 1,437,872 | | 542,650 | 3,961,044 | 166,324 | 2.75 |
| | $35,963,092 | | $9,681,226 | | $26,281,866 | | $19,537,244 | | $6,744,622 | $58,132,242 | $2,338,835 | 2.71 |

* The allowable balance in (C) is two times the construction allotment or $300,000 (whichever is greater.)

** The initial adjustment loss in apportionment in (F) cannot exceed excess balance in (D).

*** Based on the 1990 apportionment $1000 of money needs = $41.99.

## Storm Sewer Needs Guide

### A. Storm Sewer Adjustment

1. Inplace storm sewer will receive storm sewer adjustment needs for the full segment length when the street is considered to be deficient or reinstated due to the 20 year reinstatement.

2. The street is eligible for storm sewer adjustment needs when catch basins are more than 500 feet apart.

### B. Complete Storm Sewer Needs

1. Non-existing streets shall receive complete storm sewer needs for the entire length of the street segment where an urban section is proposed.

2. Storm sewer needs shall be received for the total length of an urban section instead of reducing the length for non-tributary road segments.

3. New designations which have an existing storm sewer can not receive complete storm sewer needs unless a report is submitted to and approved by the District State Aid Engineer outlining the special circumstances which would justify storm sewer reconstruction.

4. Streets will be eligible for complete storm sewer needs when the inplace storm sewer has deteriorated to a point that the present system is required to be replaced within 20 years. (An example - first layer rebars exposed, numerous pipes broken, etc.).

5. A street will not be eligible for complete storm sewer needs if State Aid funds were expended for the existing storm sewer until a life determination has been made.

6. A street will be eligible for complete storm sewer needs which was constructed with local funds prior to MSAS designation and is found to be inadequate to handle the drainage.

7. Establish a special drainage needs dollar rate per mile to address rural and suburban section design (example - cross culverts, approach culverts, etc.). This would eliminate the disparity between rural and urban sections. (A unit price be established by the June Screening Committee).

Home of Dan Patch

# City of Savage

6000 McColl Drive • (County Road 16) • Savage, Minnesota 55378
Telephone (612) 890-1045 FAX (612) 890-3815

April 4, 1990

Municipal Screening Board
MN/DOT State Aid Office
Transportation Building, Room 420
St. Paul, MN 55155

RE: STATE AID BOND ACCOUNT

Dear Board Members:

As most of you know, I accepted the position of City Engineer for the City of Savage in January of this year. During my review of their state aid system, updating their needs, and completing various other state aid items, the status of their state aid bond account revealed some discrepancies between the data included in the Needs and Apportionment books prepared by the State Aid Office, and the information contained within the City's files on their state aid system. I will try to provide some history regarding this matter.

The City of Savage was first included within the Municipal State Aid system beginning with the 1985 apportionment. During the first three years, the City accumulated their funds and initiated their first Municipal State Aid projects. Four (4) MSA projects were contracted for in 1987, totalling $1,078,417.35 in initial approved MSA payments (June and July, 1987) for construction and preliminary engineering. Since the City had received only three years of apportionment at that time ($496,831.00 construction allotment), a shortfall of $581,586.35 existed in the financing of these projects. The City of Savage, therefore, issued state aid bonds in the amount of $875,000 in October, 1987, to offset the deficit. Unfortunately, this deficit amount of $581,586.35 has not been credited to the City's state aid bond account which imposes a negative impact upon the City's future apportionment amounts.

The apportionment years affected by this lack of state aid bond adjustment are 1989, 1990, and 1991. These years are based upon the method used in determining state aid bond adjustment and the aspect that this matter will now be finalized in 1990. Therefore, the City's state aid bond account will be correct as of December 31, 1990 which is the basis for the 1992 apportionment. The loss in MSA apportionments is summarized on the next page:

CITY OF SAVAGE
STATE AID BOND ACCOUNT

Date of Issue: October 1, 1987
Amount of Issue: $875,000

| | UNAMORTIZED BOND BALANCE | TOTAL DISPERSEMENT & OBLIG. TO DEC. 31 | UNENCUMBERED BOND BALANCE AVAILABLE | BOND ACCOUNT ADJUST. |
|---|---|---|---|---|
| 1. 1989 Apportionment | | | | |
| | | 1987 | | |
| Needs Listing | $875,000 | -0- | $875,000 | -0- |
| Proposed Actual | 875,000 | 581,586.35 | 293,413.65 | $581,586.35 |
| Difference | | | | $581,586.35 |

1989 MSA Apportionment Loss:

Revised Money Needs Apportionment = $\frac{38,233,141}{(588,403,918 + 581,586)} \times (3,038,963 + 581,586) = 235,023$

Actual Money Needs & Apportionment = $197,465

MSA Apportionment Loss = $ 37,558

| | | | | |
|---|---|---|---|---|
| 2. 1990 Apportionment | | | | |
| | | 1988 | | |
| Needs Listing | $875,000 | -0- | $875,000 | -0- |
| Proposed Actual | 875,000 | 581,586.35 | 293,413.65 | $581,586.35 |
| Difference | | | | $581,586.35 |

1990 MSA Apportionment Loss:

Revised Money Needs Apportionment = $\frac{40,696,010}{(969,162,426 + 581,586)} \times (5,114,749 + 581,586) = \$239,051$

Actual Money Needs Apportionment = $214,773

MSA Apportionment Loss: $ 24,278

3. 1991 Apportionment

| | | 1989 | | |
|---|---|---|---|---|
| Needs Listing | $775,000 | -0- | $875,000 | (100,000.00) |
| Proposed Actual | 775,000 | 581,586.35 | 293,413.65 | $481,586.35 |
| Difference | | | | $581,586.35 |

1991 MSA Apportionment Loss = $581,586.35 x Unknown = $ ??

The total apportionment loss, to date, is $61,836.00 with the 1991 figure yet to be determined. Copies of the State Aid Partial Payment notice for the four (4) MSA projects contracted for in 1987 are attached for your information. These payment notices addressed the initial construction obligation and preliminary engineering costs. Further, the City has not received any funds from their regular construction account apportionment from the years 1988, 1989, and 1990 to offset this deficit. Copies of the 1989 and 1990 Apportionment Books applicable to the bond adjustment are also attached for your information.

The City of Savage respectfully requests the Municipal Screening Board to review this matter and take action deemed appropriate to address this apportionment loss experienced by the City associated with this bond account adjustment discrepancy. Thank you very much for your consideration of this matter.

If you have any questions or require additional information, please feel free to contact me.

Sincerely,

Bruce R. Bullert

Bruce R. Bullert
City Engineer

BRB:ctk
Enclosures

cc: Mr. Kenneth Strauss

Unamortized Bond Account Balance

(Amount as of December 31, 1988)

(For Reference, see Bond Adjustment Resolution)

(For Computations)

Step A: Amount of issue minus disbursements = unencumbered balance.

Step B: Unamortized bond balance minus unencumbered balance = bond account adjustment.

| Municipality | Date of Issue | Amount of Issue | Unamortized Bond Balance | Total Disbursements and Obligations to December 31, 1988 | Unencumbered Bond Balance Available | Off System Disbursement | Bond Account Adjustment |
|---|---|---|---|---|---|---|---|
| Andover | 9-1-84 | $510,000 | $310,000 | $333,350 | $176,650 | | $133,350 |
| Andover | 8-1-88 | 500,000 | 500,000 | 59,197 | 440,803 | | 59,197 |
| Anoka | 7-1-86 | 985,000 | 825,000 | 0 | 985,000 | | (160,000) |
| Apple Valley | 4-1-71 | 250,000 | 40,000 | 250,000 | 0 | | 40,000 |
| Apple Valley | 12-1-74 | 100,000 | 35,000 | 100,000 | 0 | | 35,000 |
| Apple Valley | 8-1-79 | 875,000 | 690,000 | 875,000 | 0 | | 690,000 |
| Brainerd | 6-1-74 | 620,000 | 115,000 | 620,000 | 0 | | 115,000 |
| Brainerd | 10-1-85 | 430,000 | 380,000 | 430,000 | 0 | | 380,000 |
| Brooklyn Center | 9-1-70 | 1,050,000 | 180,000 | 1,050,000 | 0 | | 180,000 |
| Cottage Grove | 5-1-77 | 560,000 | 295,000 | 541,186 | 18,814 | | 276,186 |
| Cottage Grove | 5-1-78 | 610,000 | 115,000 | 0 | 610,000 | | (495,000) |
| Crystal | 6-20-86 | 407,000 | 0 | 407,000 | 0 | | 0 |
| Duluth | 4-1-85 | 1,425,000 | 558,750 | 1,300,000 | 125,000 | | 433,750 |
| Eagan | 7-1-86 | 3,000,000 | 2,690,000 | 371,183 | 2,628,817 | | 61,183 |
| East Grand Forks | 9-1-65 | 325,000 | 105,000 | 325,000 | 0 | | 105,000 |
| Eden Prairie | 12-1-82 | 2,300,000 | 650,000 | 2,211,663 | 88,337 | | 561,663 |
| Falcon Heights | 4-21-80 | 170,000 | 0 | 142,012 | 27,988 | | (27,988) |
| Faribault | 7-1-74 | 550,000 | 75,000 | 550,000 | 0 | | 75,000 |
| Grand Rapids | 6-1-69 | 200,000 | 20,000 | 200,000 | 0 | | 20,000 |
| Ham Lake | 7-1-80 | 330,000 | 40,000 | 330,000 | 0 | | 40,000 |
| Hibbing | 9-1-82 | 1,100,000 | 400,000 | 748,867 | 351,133 | | 48,867 |

| Municipality | Date of Issue | Amount of Issue | Unamortized Bond Balance | Total Disbursements and Obligations to December 31, 1988 | Unencumbered Bond Balance Available | Off System Disbursement | Bond Account Adjustment |
|---|---|---|---|---|---|---|---|
| Little Canada | 10-1-81 | $225,000 | $150,000 | $225,000 | 0 | | $150,000 |
| Little Canada | 8-1-86 | 340,000 | 325,000 | 169,032 | 170,968 | | 154,032 |
| Maple Grove | 7-16-79 | 1,100,000 | 160,000 | 1,080,299 | 19,701 | | 140,299 |
| Maplewood | 8-1-71 | 540,000 | 130,000 | 540,000 | 0 | | 130,000 |
| Marshall | 7-1-81 | 310,000 | 0 | 235,496 | 74,504 | | (74,504) |
| Mendota Heights | 3-1-75 | 360,000 | 200,000 | 360,000 | 0 | | 200,000 |
| * New Hope | 5-14-73 | 101,000 | 0 | 100,397 | 603 | (84,422) | 0 |
| Northfield | 9-1-73 | 315,000 | 0 | 315,000 | 0 | | 0 |
| North Mankato | 6-1-86 | 550,000 | 0 | 0 | 550,000 | | (550,000) |
| Orono | 8-1-79 | 270,000 | 0 | 204,747 | 65,253 | | (65,253) |
| Red Wing | 9-1-84 | 600,000 | 125,000 | 600,000 | 0 | | 125,000 |
| Redwood Falls | 1982 | 215,000 | 85,000 | 0 | 215,000 | | (130,000) |
| Roseville | 12-1-85 | 2,225,000 | 2,075,000 | 2,225,000 | 0 | | 2,075,000 |
| St. Cloud | 6-1-70 | 1,335,000 | 130,000 | 1,335,000 | 0 | | 130,000 |
| St. Cloud | 7-1-82 | 1,000,000 | 955,000 | 760,233 | 239,767 | | 715,233 |
| St. Cloud | 9-1-83 | 1,645,000 | 1,535,000 | 830,906 | 814,094 | | 720,906 |
| ** St. Paul | ** | ** | ** | ** | ** | ** | 402,739 |
| Savage | 10-1-87 | 875,000 | 875,000 | 0 | 875,000 | | 0 |
| Spring Lake Park | 1980 | 195,000 | 25,000 | 156,107 | 38,893 | | (13,893) |
| Virginia | 2-1-78 | 420,000 | 125,000 | 420,000 | 0 | | 125,000 |
| Woodbury | 11-12-75 | 263,000 | 30,000 | 243,853 | 19,147 | | 10,853 |
| TOTAL | | $29,181,000 | $14,948,750 | $20,645,528 | $8,535,472 | ($84,422) | $6,816,620 |

* Since the unamortized bond balance is 0, no deduction is made for the offsystem disbursement.

** St. Paul - Improvement bond issue not included.

| Municipality | 1989 Actual 25-Year Const. Needs | Screening Board Adjustment | (+) After The Fact Storm Sewer Adjustment | Unencumbered Const. Fund Deduction | (-) Expend. Off-State Aid System | (+ or -) Bond Account Adjustment | (+) Non-Existing Bridge Adjustment | (+) S/W Acquisition Adjustment | Adjusted 25-Year Const. Needs | Money Needs Apport. Minus (TMTN Adj.) | (+) Turnback Maintenance Adjustment | 1990 Money Needs Apport. | Dist. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| St. Peter | $2,718,825 | | $88,645 | -- | ($10,829) | -- | -- | -- | $2,796,641 | $117,433 | -- | $117,433 | 0.288% |
| Sauk Rapids | 3,225,970 | | 291,193 | ($1,933) | (135,926) | -- | -- | 9,834 | 3,299,138 | 138,534 | -- | 138,534 | 0.340% |
| Savage | 5,815,127 | | 222,984 | (123,362) | -- | -- | -- | -- | 5,114,749 | 214,773 | -- | 214,773 | 0.527% |
| Shakopee | 5,228,989 | | 287,933 | (134,417) | (106,906) | -- | -- | -- | 5,195,599 | 218,168 | -- | 218,168 | 0.535% |
| Shoreview | 2,570,652 | | 78,494 | (71,824) | (122,675) | -- | -- | -- | 2,454,647 | 103,073 | -- | 103,073 | 0.253% |
| Shorewood | 1,396,954 | | -- | -- | -- | -- | -- | -- | 1,396,954 | 58,659 | -- | 58,659 | 0.144% |
| South St. Paul | 6,580,475 | | 156,924 | (193,262) | (2,139) | -- | -- | -- | 6,543,998 | 274,788 | -- | 274,788 | 0.674% |
| Spring Lake Park | 1,150,103 | | -- | (266,344) | (7,532) | (13,093) | -- | -- | 862,414 | 36,214 | -- | 36,214 | 0.089% |
| Stillwater | 4,644,420 | | 179,053 | (566,526) | (8,993) | -- | -- | 104,442 | 4,352,397 | 182,761 | -- | 182,761 | 0.448% |
| Thief River Falls | 5,760,765 | | 29,586 | -- | (400,557) | -- | -- | 2,269 | 5,381,983 | 225,994 | -- | 225,994 | 0.554% |
| Vadnais Heights | 1,648,838 | | 25,761 | (406,713) | -- | -- | -- | -- | 1,259,886 | 52,904 | -- | 52,904 | 0.130% |
| Virginia | 4,483,286 | | 33,107 | -- | (38,403) | 125,000 | -- | -- | 4,603,000 | 193,284 | -- | 193,284 | 0.474% |
| Waseca | 1,538,564 | | 23,639 | (104,893) | -- | -- | -- | 5,000 | 1,462,310 | 61,404 | -- | 61,404 | 0.151% |
| West St. Paul | 4,158,297 | | 174,858 | (13,673) | (190,000) | -- | -- | -- | 4,129,482 | 173,401 | -- | 173,401 | 0.425% |
| White Bear Lake | 6,913,687 | | 250,355 | (231,534) | (99,420) | -- | -- | 279,823 | 7,112,911 | 298,678 | -- | 298,678 | 0.733% |
| Willmar | 7,599,182 | | 69,368 | (212,700) | (391,721) | -- | -- | 22,500 | 7,086,629 | 297,574 | 23,184 | 320,758 | 0.787% |
| Winona | 7,396,232 | | 83,668 | (375,054) | -- | -- | -- | 340,950 | 7,445,796 | 312,656 | -- | 312,656 | 0.767% |
| Woodbury | 11,684,748 | | 14,224 | (1,253,910) | (71,559) | 10,853 | -- | 80,054 | 10,364,402 | 435,211 | -- | 435,211 | 1.068% |
| Worthington | 4,823,205 | | 54,463 | (8,523) | (31,113) | -- | -- | 26,842 | 4,864,874 | 204,280 | -- | 204,280 | 0.501% |
| STATE TOTAL | $969,735,729 | ($7,047,102) | $30,909,282 | ($47,156,035) | ($25,978,584) | $6,816,620 | $15,289,311 | $25,006,086 | $969,162,426 | $40,696,010 | $62,544 | $40,758,554 | 100.000% |

* SCREENING BOARD ADJUSTMENT - EXCESS UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT.
MAPLEWOOD $7,047,102 NEGATIVE ADJUSTED MONEY NEEDS - ADJUSTED CONSTRUCTION NEEDS CANNOT BE LESS THAN ZERO.

Money Needs Apportionment = $40,696,010 / $969,162,426 equals 0.0419909077 X Adj. 25 Yr. Const. Needs

1990 MONEY NEEDS APPORTIONMENT WITH SAVAGE
BOND ACCOUNT ADJUSTMENT
(Affect on other municipalities if adjustment
was included in the 1990 apportionment)

| Municipality | 1990 Money Needs Apport. | Money Needs Apport. With Adjustment | Difference With Savage Bond Account Adjustment |
|---|---|---|---|
| Albert Lea | $324,716 | $324,521 | ($195) |
| Alexandria | 148,403 | 148,314 | (89) |
| Andover | 268,727 | 268,566 | (161) |
| Anoka | 150,004 | 149,914 | (90) |
| Apple Valley | 236,590 | 236,448 | (142) |
| Arden Hills | 59,745 | 59,709 | (36) |
| Austin | 489,117 | 488,824 | (293) |
| Bemidji | 289,904 | 289,730 | (174) |
| Blaine | 264,225 | 264,066 | (159) |
| Bloomington | 1,707,235 | 1,706,211 | (1,024) |
| Brainerd | 236,937 | 236,794 | (143) |
| Brooklyn Center | 265,508 | 265,349 | (159) |
| Brooklyn Park | 366,613 | 366,399 | (214) |
| Buffalo | 150,157 | 150,066 | (91) |
| Burnsville | 621,037 | 620,665 | (372) |
| Champlin | 98,577 | 98,520 | (57) |
| Chanhassen | 190,871 | 190,757 | (114) |
| Chaska | 117,123 | 117,053 | (70) |
| Chisholm | 129,486 | 129,408 | (78) |
| Cloquet | 364,309 | 364,091 | (218) |
| Columbia Heights | 211,466 | 211,339 | (127) |
| Coon Rapids | 457,375 | 457,101 | (274) |
| Corcoran | 198,106 | 197,987 | (119) |
| Cottage Grove | 329,569 | 329,372 | (197) |
| Crookston | 236,989 | 236,854 | (135) |
| Crystal | 411,849 | 411,602 | (247) |
| Detroit Lakes | 115,117 | 115,048 | (69) |
| Duluth | 2,204,373 | 2,203,052 | (1,321) |
| Eagan | 462,625 | 462,348 | (277) |
| East Bethel | 133,960 | 133,879 | (81) |
| East Grand Forks | 157,575 | 157,481 | (94) |
| Eden Prairie | 582,969 | 582,619 | (350) |
| Edina | 347,331 | 347,123 | (208) |

| Municipality | 1990 Money Needs Apport. | Money Needs Apport. With Adjustment | Difference With Savage Bond Account Adjustment |
|---|---|---|---|
| Elk River | $279,909 | $279,741 | ($168) |
| Eveleth | 105,613 | 105,550 | (63) |
| Fairmont | 360,304 | 360,088 | (216) |
| Falcon Heights | 20,439 | 20,427 | (12) |
| Faribault | 322,406 | 322,212 | (194) |
| Farmington | 199,619 | 199,499 | (120) |
| Fergus Falls | 193,055 | 192,939 | (116) |
| Forest Lake | 69,037 | 68,996 | (41) |
| Fridley | 301,618 | 301,437 | (181) |
| Golden Valley | 501,818 | 501,517 | (301) |
| Grand Rapids | 222,589 | 222,455 | (134) |
| Ham Lake | 118,463 | 118,392 | (71) |
| Hastings | 115,424 | 115,355 | (69) |
| Hermantown | 153,647 | 153,554 | (93) |
| Hibbing | 507,107 | 506,803 | (304) |
| Hopkins | 189,990 | 189,876 | (114) |
| Hutchinson | 156,924 | 156,830 | (94) |
| International Falls | 167,270 | 167,169 | (101) |
| Inver Grove Heights | 222,114 | 221,981 | (133) |
| Lake Elmo | 84,927 | 84,876 | (51) |
| Lakeville | 393,947 | 393,711 | (236) |
| Lino Lakes | 203,633 | 203,511 | (122) |
| Litchfield | 130,022 | 129,944 | (78) |
| Little Canada | 61,452 | 61,415 | (37) |
| Little Falls | 216,671 | 216,541 | (130) |
| Mankato | 307,698 | 307,516 | (182) |
| Maple Grove | 616,790 | 616,423 | (367) |
| Maplewood | 0 | 0 | 0 |
| Marshall | 105,253 | 105,190 | (63) |
| Mendota Heights | 119,179 | 119,107 | (72) |
| Minneapolis | 5,719,608 | 5,716,179 | (3,429) |
| Minnetonka | 578,373 | 578,026 | (347) |
| Montevideo | 100,234 | 100,174 | (60) |
| Moorhead | 474,026 | 473,742 | (284) |
| Morris | 82,767 | 82,717 | (50) |
| Mound | 83,211 | 83,161 | (50) |
| Mounds View | 77,587 | 77,540 | (47) |
| New Brighton | 162,105 | 162,008 | (97) |
| New Hope | 121,428 | 121,355 | (73) |

| Municipality | 1990 Money Needs Apport. | Money Needs Apport. With Adjustment | Difference With Savage Bond Account Adjustment |
|---|---|---|---|
| New Ulm | $212,705 | $212,578 | ($127) |
| Northfield | 218,935 | 218,803 | (132) |
| North Mankato | 104,445 | 104,382 | (63) |
| North St. Paul | 106,749 | 106,685 | (64) |
| Oakdale | 188,543 | 188,429 | (114) |
| Orono | 137,585 | 137,503 | (82) |
| Owatonna | 287,003 | 286,831 | (172) |
| Plymouth | 435,874 | 435,612 | (262) |
| Prior Lake | 151,418 | 151,327 | (91) |
| Ramsey | 263,557 | 263,399 | (158) |
| Red Wing | 479,344 | 479,056 | (288) |
| Redwood Falls | 48,332 | 48,303 | (29) |
| Richfield | 410,455 | 410,209 | (246) |
| Robbinsdale | 118,425 | 118,354 | (71) |
| Rochester | 864,430 | 863,912 | (518) |
| Rosemount | 234,205 | 234,065 | (140) |
| Roseville | 495,977 | 495,680 | (297) |
| St. Anthony | 27,355 | 27,339 | (16) |
| St. Cloud | 574,641 | 574,300 | (341) |
| St. Louis Park | 315,567 | 315,378 | (189) |
| St. Paul | 5,285,191 | 5,282,022 | (3,169) |
| St. Peter | 117,433 | 117,363 | (70) |
| Sauk Rapids | 138,534 | 138,451 | (83) |
| Savage | 214,773 | 239,051 | 24,278 |
| Shakopee | 218,168 | 218,037 | (131) |
| Shoreview | 103,073 | 103,011 | (62) |
| Shorewood | 58,659 | 58,624 | (35) |
| South St. Paul | 274,788 | 274,624 | (164) |
| Spring Lake Park | 36,214 | 36,192 | (22) |
| Stillwater | 182,761 | 182,651 | (110) |
| Thief River Falls | 225,994 | 225,859 | (135) |
| Vadnais Heights | 52,904 | 52,872 | (32) |
| Virginia | 193,284 | 193,168 | (116) |
| Waseca | 61,404 | 61,367 | (37) |
| West St. Paul | 173,401 | 173,297 | (104) |
| White Bear Lake | 298,678 | 298,498 | (180) |
| Willmar | 320,758 | 320,579 | (179) |
| Winona | 312,656 | 312,468 | (188) |
| Woodbury | 435,211 | 434,950 | (261) |
| Worthington | 204,280 | 204,158 | (122) |
| STATE TOTAL | $40,758,554 | $40,758,554 | $0 |

## ANNUAL MAINTENANCE COST
## FOR MUNICIPAL STATE AID STREET NEEDS

These are the current maintenance prices used in the needs study to determine maintenance apportionment needs.

I suggest that the following be incorporated into a resolution.

### Maintenance Needs Costs

That for the study of needs on the Municipal State Aid Street System, the following costs shall be used in determining the maintenance apportionment needs cost for existing facilities only.

| | Cost For Under 1000 Vehicles Per Day | Cost For Over 1000 Vehicles Per Day |
|---|---|---|
| Traffic Lanes: Segment length times number of traffic lanes times cost per mile. | $1,200 (Per Mile) | $2,000 (Per Mile) |
| Parking Lanes: Segment length times number of parking lanes times cost per mile. | $1,200 (Per Mile) | $1,200 (Per Mile) |
| Median Strip: Segment length times cost per mile. | $400 (Per Mile) | $800 (Per Mile |
| Storm Sewer: Segment length times cost per mile. | $400 (Per Mile) | $400 (Per Mile |
| Traffic Signals: Number of traffic signals times cost for each signal. | $400 (Per Each) | $400 (Per Each |
| Unlimited Segments: Normal M.S.A.S. Streets. | | |
| Minimum allowance for mile is determined by segment length times cost per mile. | $4,000 (Per Mile) | $4,000 (Per Mile) |
| Limited Segments: Combination Routes. | | |
| Minimum allowance for mile is determined by segment length times cost per mile. | $2,000 (Per Mile) | $2,000 (Per Mile) |

Suggested by Ken Straus

# STATUS OF MUNICIPAL TRAFFIC COUNTING

## 1. Seven County Metropolitan Traffic Area

Cities in the seven county metropolitan area count cooperatively with Mn/DOT on a two year cycle. Minneapolis and St. Paul count one half each year.

## 2. Out-State Municipalities

The out-state cities will be counted on a four-year cycle.

### A. Municipalities that have a count annually

Duluth counts 1/4 of the city each year.

### B. Traffic to be counted in 1990 by state forces

| | | |
|---|---|---|
| Alexandria | Rochester | Worthington |
| Cloquet | Willmar | |

### C. Traffic to be counted in 1991 by state forces

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

### D. Traffic to be counted in 1992 by state forces

| | | |
|---|---|---|
| Austin | Detroit Lakes | Montevideo |
| Buffalo | International Falls | |

### F. Traffic to be counted in 1993 by state forces

| | | |
|---|---|---|
| Albert Lea | Faribault | Moorhead |
| Brainerd | Grand Rapids | Morris |
| Crookston | Little Falls | New Ulm |
| East Grand Forks | Mankato | Northfield |
| Fairmont | Marshall | |

CITY OF MANKATO, MINNESOTA
202 East Jackson Street
Box 3368, Mankato, MN 56001
Telephone: 507-625-3161
FAX 507-388-7530

March 27, 1990

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

RE: Request for 1990 Apportionment

Dear Mr. Fay:

In late January when the 1990 apportionments were announced, we were surprised to notice that a 1989 annexation was not reflected in our population apportionment, and that the population remained 29,746. February 1, I requested the Mankato Planning Office to verify with the State Demographer regarding the officially certified population. The 511 people included in the annexation obviously would have a significant impact on our apportionment. In mid-March, we were informed by Mr. James Hibbs of the Demographer's office that the official population for the City of Mankato as of December 31, 1989, was 30,257 people, but he indicated that Municipal State Aid was not obligated to use the State Demographer's population. These comments were directly contrary to information provided by Ken Straus when he assured me that great pains were taken to use the Demographer's official December 31, 1989, figures. Obviously, with over $8,000 at stake, we are very concerned with the processing of our apportionment. Please verify our proper apportionment. Thank you for your consideration.

Sincerely,

Ken Saffert, P.E.
City Engineer

KS:tk

cc: Jim Harberts, City Planner
Ken Straus, Office of State Aid

STATE OF MINNESOTA
State Planning Agency
300 Centennial Building
658 Cedar Street
St. Paul, Minnesota 55155
(612) 296-3985

April 9, 1990

TO: Ken Straus
MnDOT
420 Transportation Bldg.

FROM: Jim Hibbs J.H.
Office of State Demographer

SUBJECT: Mankato Population

I had a conversation with Jim Harberts, the Mankato City Planning Director, in mid-March, but I never told him that the official estimate for Mankato was 30,257. I confirmed our official 1988 estimate was 29,779. I added that I believed the Department of Transportation was required to use figures from the 1980 Census or a subsequent special census. Since the result of the special census conducted for Mankato in 1985 was 29,746, I assumed this figure would be used by MnDOT. I had contacted Mr. Harberts to advise him that we didn't know how to handle their annexation with respect to local government aids and levy limits and had requested an opinion from the Attorney General's Office.

When annexations occur under M.S. 414.01, Subd. 14, we have statutory authority to adjust the most recent popuation estimates for the affected areas. These adjustments have been forwarded to the Department of Revenue and the Department of Transportion. There are other types of annexations which may involve population, but it is not clear how these annexations should be handled for your purposes. When annexations occur under M.S. 414.0325, the Municipal Board has determined that they have no authority to adjust population. An annexation under this statute by Northfield in February 1986 involved population, but no adjustment was made to the population estimate in effect at the time.

The Mankato annexation order was issued under M.S. 414.033. We are not sure we have the power to make adjustments for such annexations. We are still waiting to hear from the Attorney General's Office. We are also concerned about the reliability of the population counts in such annexations. When an annexation takes place under M.S. 414.01, Subd. 14, there is an opportunity during the hearing conducted by the Municipal Board to question the population count if it seems unreasonable. No such oversight exists with M.S. 414.033.

This whole debate raises a key question. What authority does the Department of Transportation have to adjust population for annexations? As I read M.S. 162.09, Subd 4, only the decennial census or a subsequent special census should be used to determine population. Why should cities

which increase their population through annexation be entitled to additional aid when cities which are growing within their existing borders do not receive any increase? Within the next year, I hope that all parties concerned with annexations can sit down and discuss the problems and ambiguities which currently exist.

cc: R. Thomas Gillaspy, State Demographer

EXCAVATION CU. YD.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| CLOQUET | TOT | 32,628 | 171,726 | 10,876 | 57,242 | 3.00 | .19 |
| DULUTH | TOT | 17,289 | 59,617 | 3,817 | 13,162 | 4.53 | .29 |
| GRAND RAPIDS | TOT | 111,427 | 94,430 | 38,872 | 32,942 | 2.87 | 1.18 |
| HIBBING | TOT | 18,687 | 35,937 | 6,229 | 11,979 | 3.00 | .52 |
| VIRGINIA | TOT | 50,627 | 126,568 | 12,944 | 32,360 | 3.91 | .40 |
| HERMANTOWN | TOT | 1,855 | 1,855 | 1,060 | 1,060 | 1.75 | 1.00 |
| DISTRICT 1 | TOT | 232,513 | 64,948 | 73,798 | 20,614 | 3.15 | 3.58 |
| BEMIDJI | TOT | 7,800 | 25,161 | 2,600 | 8,387 | 3.00 | .31 |
| CROOKSTON | TOT | 41,127 | 24,925 | 13,827 | 8,380 | 2.97 | 1.65 |
| EAST GRAND FORKS | TOT | 58,855 | 45,980 | 15,020 | 11,734 | 3.92 | 1.28 |
| THIEF RIVER FALLS | TOT | 45,966 | 85,122 | 15,432 | 28,578 | 2.98 | .54 |
| DISTRICT 2 | TOT | 153,748 | 40,674 | 46,879 | 12,402 | 3.28 | 3.78 |
| BRAINERD | TOT | 2,360 | 21,455 | 1,049 | 9,536 | 2.25 | .11 |
| ST CLOUD | TOT | 31,404 | 55,095 | 21,775 | 38,202 | 1.44 | .57 |
| ELK RIVER | TOT | 34,800 | 23,673 | 29,000 | 19,728 | 1.20 | 1.47 |
| DISTRICT 3 | TOT | 68,564 | 31,890 | 51,824 | 24,104 | 1.32 | 2.15 |
| DETROIT LAKES | TOT | 20,589 | 38,847 | 6,335 | 11,953 | 3.25 | .53 |
| FERGUS FALLS | TOT | 5,884 | 42,029 | 1,401 | 10,007 | 4.20 | .14 |
| MOORHEAD | TOT | 2,692 | 1,883 | 647 | 452 | 4.16 | 1.43 |
| DISTRICT 4 | TOT | 29,165 | 13,888 | 8,383 | 3,992 | 3.48 | 2.10 |
| ANOKA | TOT | 20,160 | 34,759 | 12,000 | 20,690 | 1.68 | .58 |
| BLAINE | TOT | 4,179 | | 4,057 | | 1.03 | |
| BLOOMINGTON | TOT | 175,191 | 131,723 | 44,387 | 33,374 | 3.95 | 1.33 |
| BROOKLYN CENTER | TOT | 2,295 | 22,950 | 270 | 2,700 | 8.50 | .10 |
| COLUMBIA HEIGHTS | TOT | 3,804 | 6,340 | 634 | 1,057 | 6.00 | .60 |
| COON RAPIDS | TOT | 9,060 | 5,524 | 10,800 | 6,585 | .84 | 1.64 |
| EDINA | TOT | 51,134 | 106,529 | 12,696 | 26,450 | 4.03 | .48 |
| FRIDLEY | TOT | 105,533 | 114,710 | 39,550 | 42,989 | 2.67 | .92 |
| GOLDEN VALLEY | TOT | 42,552 | 30,394 | 12,118 | 8,656 | 3.51 | 1.40 |
| MINNEAPOLIS | TOT | 43,361 | 46,625 | 5,554 | 5,972 | 7.81 | .93 |
| MINNETONKA | TOT | 1,675 | 4,653 | 6,700 | 18,611 | .25 | .36 |
| PLYMOUTH | TOT | 3,400 | 6,071 | 34,000 | 60,714 | .10 | .56 |
| ST ANTHONY | TOT | 138 | | 23 | | 6.00 | |
| ST LOUIS PARK | TOT | 186,479 | 601,545 | 57,440 | 185,290 | 3.25 | .31 |
| NEW HOPE | TOT | 30,721 | 15,208 | 7,924 | 3,923 | 3.88 | 2.02 |
| MAPLE GROVE | TOT | 131,240 | 108,463 | 86,965 | 71,872 | 1.51 | 1.21 |
| CHASKA | TOT | 41,835 | 44,984 | 34,050 | 36,613 | 1.23 | .93 |
| HAM LAKE | TOT | 16,447 | 11,918 | 13,357 | 9,679 | 1.23 | 1.38 |
| ANDOVER | TOT | 56,918 | 14,520 | 38,389 | 9,793 | 1.48 | 3.92 |
| RAMSEY | TOT | 8,050 | 17,128 | 8,050 | 17,128 | 1.00 | .47 |
| PRIOR LAKE | TOT | 4,915 | 37,808 | 2,771 | 21,315 | 1.77 | .13 |
| EAST BETHEL | TOT | 22,160 | 19,103 | 14,773 | 12,735 | 1.50 | 1.16 |
| LINO LAKES | TOT | 550 | 2,200 | 550 | 2,200 | 1.00 | .25 |
| DISTRICT 5 | TOT | 961,797 | 46,509 | 447,058 | 21,618 | 2.15 | 20.68 |
| ALBERT LEA | TOT | 4,675 | 38,958 | 1,466 | 12,217 | 3.19 | .12 |
| AUSTIN | TOT | 12,766 | 31,137 | 5,106 | 12,454 | 2.50 | .41 |
| FARIBAULT | TOT | 64,212 | 67,592 | 21,404 | 22,531 | 3.00 | .95 |

EXCAVATION CU. YD.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| NORTHFIELD | TOT | 12,635 | 22,973 | 6,650 | 12,091 | 1.90 | .55 |
| OWATONNA | TOT | 3,194 | 10,647 | 597 | 1,990 | 5.35 | .30 |
| WINONA | TOT | 19,078 | 90,848 | 2,777 | 13,224 | 6.87 | .21 |
| DISTRICT 6 | TOT | 116,560 | 45,890 | 38,000 | 14,961 | 3.07 | 2.54 |
| FAIRMONT | TOT | 13,862 | 46,207 | 2,750 | 9,167 | 5.04 | .30 |
| MANKATO | TOT | 62,194 | 388,713 | 22,616 | 141,350 | 2.75 | .16 |
| ST PETER | TOT | 80,221 | 64,177 | 31,779 | 25,423 | 2.52 | 1.25 |
| WORTHINGTON | TOT | 16,160 | 47,529 | 4,617 | 13,579 | 3.50 | .34 |
| DISTRICT 7 | TOT | 172,437 | 84,116 | 61,762 | 30,128 | 2.79 | 2.05 |
| LITCHFIELD | TOT | 1,152 | 7,680 | 707 | 4,713 | 1.63 | .15 |
| MARSHALL | TOT | 31,916 | 34,318 | 14,998 | 16,127 | 2.13 | .93 |
| WILLMAR | TOT | 32,385 | 29,986 | 10,795 | 9,995 | 3.00 | 1.08 |
| DISTRICT 8 | TOT | 65,453 | 30,302 | 26,500 | 12,269 | 2.47 | 2.16 |
| MAPLEWOOD | TOT | 26,496 | 33,969 | 21,315 | 27,327 | 1.24 | .78 |
| NEW BRIGHTON | TOT | 27,604 | 8,626 | 8,823 | 2,757 | 3.13 | 3.20 |
| NORTH ST PAUL | TOT | 18,913 | 61,010 | 6,950 | 22,419 | 2.72 | .31 |
| ST PAUL | TOT | 235,318 | 42,553 | 71,547 | 12,938 | 3.29 | 5.53 |
| SHOREVIEW | TOT | 55,040 | 33,767 | 17,774 | 10,904 | 3.10 | 1.63 |
| WEST ST PAUL | TOT | 26,861 | 44,768 | 6,806 | 11,343 | 3.95 | .60 |
| BURNSVILLE | TOT | 25,851 | 11,592 | 14,289 | 6,408 | 1.81 | 2.23 |
| APPLE VALLEY | TOT | 96,048 | 63,189 | 95,898 | 63,091 | 1.00 | 1.52 |
| LAKEVILLE | TOT | 84,417 | 27,678 | 78,418 | 25,711 | 1.08 | 3.05 |
| EAGAN | TOT | 283,981 | 46,631 | 145,556 | 23,901 | 1.95 | 6.09 |
| LAKE ELMO | TOT | 15,948 | 18,544 | 12,268 | 14,265 | 1.30 | .86 |
| ROSEMOUNT | TOT | 27,165 | 27,165 | 27,234 | 27,234 | 1.00 | 1.00 |
| VADNAIS HEIGHTS | TOT | 9,184 | 12,935 | 2,570 | 3,620 | 3.57 | .71 |
| DISTRICT 9 | TOT | 932,826 | 33,909 | 509,448 | 18,519 | 1.83 | 27.51 |
| STATE TOTAL | | 2,733,063 | 41,068 | 1,263,652 | 18,988 | 2.16 | 66.55 |

EXCAVATION CU. YD.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 232,513 | 64,948 | 73,798 | 20,614 | 3.15 | 3.58 |
| DISTRICT 2 | TOT | 153,748 | 40,674 | 46,879 | 12,402 | 3.28 | 3.78 |
| DISTRICT 3 | TOT | 68,564 | 31,890 | 51,824 | 24,104 | 1.32 | 2.15 |
| DISTRICT 4 | TOT | 29,165 | 13,888 | 8,383 | 3,992 | 3.48 | 2.10 |
| DISTRICT 5 | TOT | 961,797 | 46,509 | 447,058 | 21,618 | 2.15 | 20.68 |
| DISTRICT 6 | TOT | 116,560 | 45,890 | 38,000 | 14,961 | 3.07 | 2.54 |
| DISTRICT 7 | TOT | 172,437 | 84,116 | 61,762 | 30,128 | 2.79 | 2.05 |
| DISTRICT 8 | TOT | 65,453 | 30,302 | 26,500 | 12,269 | 2.47 | 2.16 |
| DISTRICT 9 | TOT | 932,826 | 33,909 | 509,448 | 18,519 | 1.83 | 27.51 |
| STATE TOTAL | | 2,733,063 | 41,068 | 1,263,652 | 18,988 | 2.16 | 66.55 |

AGG. SHLD, 2221 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| HERMANTOWN | TOT | 7,272 | 7,272 | 1,372 | 1,372 | 5.30 | 1.00 |
| DISTRICT 1 | TOT | 7,272 | 7,272 | 1,372 | 1,372 | 5.30 | 1.00 |
| DETROIT LAKES | TOT | 171 | 684 | 31 | 124 | 5.52 | .25 |
| DISTRICT 4 | TOT | 171 | 684 | 31 | 124 | 5.52 | .25 |
| BLOOMINGTON | TOT | 430 | 443 | 81 | 84 | 5.31 | .97 |
| MINNETONKA | TOT | 781 | 2,169 | 110 | 306 | 7.10 | .36 |
| CHASKA | TOT | 5,932 | 8,239 | 1,050 | 1,458 | 5.65 | .72 |
| ANDOVER | TOT | 7,175 | 4,570 | 700 | 446 | 10.25 | 1.57 |
| DISTRICT 5 | TOT | 14,318 | 3,955 | 1,941 | 536 | 7.38 | 3.62 |
| EAGAN | TOT | 2,683 | 3,440 | 370 | 474 | 7.25 | .78 |
| DISTRICT 9 | TOT | 2,683 | 3,440 | 370 | 474 | 7.25 | .78 |
| STATE TOTAL | | 24,444 | 4,326 | 3,714 | 657 | 6.58 | 5.65 |

AGG. SHLD. 2221 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 7,272 | 7,272 | 1,372 | 1,372 | 5.30 | 1.00 |
| DISTRICT 4 | TOT | 171 | 684 | 31 | 124 | 5.52 | .25 |
| DISTRICT 5 | TOT | 14,318 | 3,955 | 1,941 | 536 | 7.38 | 3.62 |
| DISTRICT 9 | TOT | 2,683 | 3,440 | 370 | 474 | 7.25 | .78 |
| STATE TOTAL | | 24,444 | 4,326 | 3,714 | 657 | 6.58 | 5.65 |

CURB & GUTTER REM. LIN. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| CLOQUET | TOT | 123 | 647 | 123 | 647 | 1.00 | .19 |
| DULUTH | TOT | 1,400 | 4,828 | 700 | 2,414 | 2.00 | .29 |
| EVELETH | TOT | 2,423 | 7,342 | 2,423 | 7,342 | 1.00 | .33 |
| GRAND RAPIDS | TOT | 20,013 | 18,030 | 11,436 | 10,303 | 1.75 | 1.11 |
| HIBBING | TOT | 2,063 | 4,689 | 1,375 | 3,125 | 1.50 | .44 |
| VIRGINIA | TOT | 5,236 | 13,090 | 3,382 | 8,455 | 1.55 | .40 |
| DISTRICT 1 | TOT | 31,258 | 11,325 | 19,439 | 7,043 | 1.61 | 2.76 |
| CROOKSTON | TOT | 5,684 | 4,511 | 3,586 | 2,846 | 1.59 | 1.26 |
| EAST GRAND FORKS | TOT | 8,644 | 4,968 | 6,561 | 3,771 | 1.32 | 1.74 |
| THIEF RIVER FALLS | TOT | 480 | 3,200 | 200 | 1,333 | 2.40 | .15 |
| DISTRICT 2 | TOT | 14,808 | 4,701 | 10,347 | 3,285 | 1.43 | 3.15 |
| BRAINERD | TOT | 67 | 609 | 48 | 436 | 1.40 | .11 |
| DISTRICT 3 | TOT | 67 | 609 | 48 | 436 | 1.40 | .11 |
| ALEXANDRIA | TOT | 494 | 1,098 | 247 | 549 | 2.00 | .45 |
| DETROIT LAKES | TOT | 2,501 | 4,719 | 3,335 | 6,292 | .75 | .53 |
| FERGUS FALLS | TOT | 1,436 | 1,088 | 490 | 371 | 2.93 | 1.32 |
| MOORHEAD | TOT | 5,299 | 3,706 | 1,674 | 1,171 | 3.17 | 1.43 |
| DISTRICT 4 | TOT | 9,730 | 2,609 | 5,746 | 1,540 | 1.69 | 3.73 |
| ANOKA | TOT | 563 | 971 | 225 | 388 | 2.50 | .58 |
| BLOOMINGTON | TOT | 66,683 | 24,882 | 50,103 | 18,695 | 1.33 | 2.68 |
| BROOKLYN CENTER | TOT | 1,551 | 15,510 | 1,034 | 10,340 | 1.50 | .10 |
| COON RAPIDS | TOT | 3,129 | 2,251 | 2,500 | 1,799 | 1.25 | 1.39 |
| EDINA | TOT | 265 | 552 | 126 | 263 | 2.10 | .48 |
| FRIDLEY | TOT | 11,692 | 12,709 | 9,328 | 10,139 | 1.25 | .92 |
| GOLDEN VALLEY | TOT | 185 | 132 | 70 | 50 | 2.64 | 1.40 |
| MINNEAPOLIS | TOT | 15,649 | 16,827 | 8,942 | 9,615 | 1.75 | .93 |
| ST LOUIS PARK | TOT | 731 | 12,183 | 260 | 4,333 | 2.81 | .06 |
| NEW HOPE | TOT | 17,688 | 7,047 | 13,390 | 5,335 | 1.32 | 2.51 |
| MAPLE GROVE | TOT | 100 | 313 | 50 | 156 | 2.00 | .32 |
| ANDOVER | TOT | 113 | 72 | 30 | 19 | 3.77 | 1.57 |
| PRIOR LAKE | TOT | 877 | 6,746 | 231 | 1,777 | 3.80 | .13 |
| DISTRICT 5 | TOT | 119,226 | 9,122 | 86,289 | 6,602 | 1.38 | 13.07 |
| ALBERT LEA | TOT | 514 | 4,283 | 1,234 | 10,283 | .42 | .12 |
| FARIBAULT | TOT | 5,628 | 5,924 | 2,814 | 2,962 | 2.00 | .95 |
| NORTHFIELD | TOT | 1,626 | 2,956 | 980 | 1,782 | 1.66 | .55 |
| OWATONNA | TOT | 937 | 3,123 | 937 | 3,123 | 1.00 | .30 |
| RED WING | TOT | 2,438 | 24,380 | 1,060 | 10,600 | 2.30 | .10 |
| WINONA | TOT | 3,376 | 16,076 | 2,110 | 10,048 | 1.60 | .21 |
| DISTRICT 6 | TOT | 14,519 | 6,511 | 9,135 | 4,096 | 1.59 | 2.23 |
| FAIRMONT | TOT | 4,575 | 15,250 | 3,050 | 10,167 | 1.50 | .30 |
| MANKATO | TOT | 7,141 | 44,631 | 7,141 | 44,631 | 1.00 | .16 |
| NORTH MANKATO | TOT | 400 | | 400 | | 1.00 | |
| ST PETER | TOT | 654 | 523 | 436 | 349 | 1.50 | 1.25 |
| WORTHINGTON | TOT | 4,133 | 12,156 | 3,306 | 9,724 | 1.25 | .34 |
| DISTRICT 7 | TOT | 16,903 | 8,245 | 14,333 | 6,992 | 1.18 | 2.05 |
| LITCHFIELD | TOT | 1,159 | 1,104 | 828 | 789 | 1.40 | 1.05 |

CURB & GUTTER REM. LIN. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| MARSHALL | TOT | 6,419 | 4,337 | 4,388 | 2,965 | 1.46 | 1.48 |
| WILLMAR | TOT | 15,249 | 14,119 | 7,766 | 7,191 | 1.96 | 1.08 |
| DISTRICT 8 | TOT | 22,827 | 6,323 | 12,982 | 3,596 | 1.76 | 3.61 |
| MAPLEWOOD | TOT | 113 | 435 | 90 | 346 | 1.26 | .26 |
| NEW BRIGHTON | TOT | 4,347 | 1,035 | 3,855 | 918 | 1.13 | 4.20 |
| ST PAUL | TOT | 29,326 | 7,424 | 24,925 | 6,310 | 1.18 | 3.95 |
| SHOREVIEW | TOT | 280 | 217 | 140 | 109 | 2.00 | 1.29 |
| WEST ST PAUL | TOT | 4,561 | 7,602 | 6,270 | 10,450 | .73 | .60 |
| BURNSVILLE | TOT | 1,413 | 634 | 1,275 | 572 | 1.11 | 2.23 |
| APPLE VALLEY | TOT | 5,227 | 3,439 | 2,534 | 1,667 | 2.06 | 1.52 |
| LAKEVILLE | TOT | 712 | 352 | 314 | 155 | 2.27 | 2.02 |
| EAGAN | TOT | 25,982 | 7,060 | 18,183 | 4,941 | 1.43 | 3.68 |
| ROSEMOUNT | TOT | 90 | 191 | 30 | 64 | 3.00 | .47 |
| DISTRICT 9 | TOT | 72,051 | 3,563 | 57,616 | 2,849 | 1.25 | 20.22 |
| STATE TOTAL | | 301,389 | 5,918 | 215,935 | 4,240 | 1.40 | 50.93 |

CURB & GUTTER REM. LIN. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 31,258 | 11,325 | 19,439 | 7,043 | 1.61 | 2.76 |
| DISTRICT 2 | TOT | 14,808 | 4,701 | 10,347 | 3,285 | 1.43 | 3.15 |
| DISTRICT 3 | TOT | 67 | 609 | 48 | 436 | 1.40 | .11 |
| DISTRICT 4 | TOT | 9,730 | 2,609 | 5,746 | 1,540 | 1.69 | 3.73 |
| DISTRICT 5 | TOT | 119,226 | 9,122 | 86,289 | 6,602 | 1.38 | 13.07 |
| DISTRICT 6 | TOT | 14,519 | 6,511 | 9,135 | 4,096 | 1.59 | 2.23 |
| DISTRICT 7 | TOT | 16,903 | 8,245 | 14,333 | 6,992 | 1.18 | 2.05 |
| DISTRICT 8 | TOT | 22,827 | 6,323 | 12,982 | 3,596 | 1.76 | 3.61 |
| DISTRICT 9 | TOT | 72,051 | 3,563 | 57,616 | 2,849 | 1.25 | 20.22 |
| STATE TOTAL | | 301,389 | 5,918 | 215,935 | 4,240 | 1.40 | 50.93 |

SIDEWALK REMOVAL SQ. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| CLOQUET | TOT | 2,786 | 14,663 | 9,288 | 48,884 | .30 | .19 |
| DULUTH | TOT | 6,305 | 21,741 | 18,545 | 63,948 | .34 | .29 |
| EVELETH | TOT | 7,024 | 21,285 | 7,394 | 22,406 | .95 | .33 |
| GRAND RAPIDS | TOT | 12,941 | 11,659 | 35,874 | 32,319 | .36 | 1.11 |
| HIBBING | TOT | 3,402 | 7,732 | 11,340 | 25,773 | .30 | .44 |
| VIRGINIA | TOT | 4,776 | 11,940 | 9,480 | 23,700 | .50 | .40 |
| DISTRICT 1 | TOT | 37,234 | 13,491 | 91,921 | 33,305 | .41 | 2.76 |
| BEMIDJI | TOT | 10,750 | 34,677 | 21,500 | 69,355 | .50 | .31 |
| CROOKSTON | TOT | 12,907 | 13,170 | 20,787 | 21,211 | .62 | .98 |
| EAST GRAND FORKS | TOT | 5,707 | 5,334 | 14,267 | 13,334 | .40 | 1.07 |
| THIEF RIVER FALLS | TOT | 205 | 1,367 | 155 | 1,033 | 1.32 | .15 |
| DISIRICT 2 | TOT | 29,569 | 11,780 | 56,709 | 22,593 | .52 | 2.51 |
| ALEXANDRIA | TOT | 477 | 1,060 | 954 | 2,120 | .50 | .45 |
| DETROIT LAKES | TOT | 180 | 340 | 720 | 1,358 | .25 | .53 |
| FERGUS FALLS | TOT | 1,021 | 858 | 2,039 | 1,713 | .50 | 1.19 |
| MOORHEAD | TOT | 2,954 | 2,308 | 5,908 | 4,616 | .50 | 1.28 |
| DISTRICT 4 | TOT | 4,632 | 1,343 | 9,621 | 2,789 | .48 | 3.45 |
| BLOOMINGTON | TOT | 10,748 | 8,081 | 35,343 | 26,574 | .30 | 1.33 |
| BROOKLYN CENTER | TOT | 507 | 5,070 | 1,692 | 16,920 | .30 | .10 |
| COON RAPIDS | TOT | 88 | 119 | 400 | 541 | .22 | .74 |
| FRIDLEY | TOT | 576 | 1,340 | 1,440 | 3,349 | .40 | .43 |
| GOLDEN VALLEY | TOT | 1,167 | 834 | 1,715 | 1,225 | .68 | 1.40 |
| MINNEAPOLIS | TOT | 32,605 | 30,472 | 54,691 | 51,113 | .60 | 1.07 |
| ST LOUIS PARK | TOT | 840 | 5,600 | 3,500 | 23,333 | .24 | .15 |
| NEW HOPE | TOT | 1,815 | 1,243 | 3,025 | 2,072 | .60 | 1.46 |
| PRIOR LAKE | TOT | 835 | 6,423 | 795 | 6,115 | 1.05 | .13 |
| DISTRICT 5 | TOT | 49,181 | 7,222 | 102,601 | 15,066 | .48 | 6.81 |
| ALBERT LEA | TOT | 727 | 6,058 | 1,931 | 16,092 | .38 | .12 |
| AUSTIN | TOT | 2,029 | 4,949 | 6,766 | 16,502 | .30 | .41 |
| FARIBAULT | TOT | 1,752 | 1,844 | 5,841 | 6,148 | .30 | .95 |
| OWATONNA | TOT | 94 | 313 | 846 | 2,820 | .11 | .30 |
| RED WING | TOT | 4,700 | 47,000 | 9,400 | 94,000 | .50 | .10 |
| ROCHESTER | TOT | 120 | 194 | 108 | 174 | 1.11 | .62 |
| DISTRICT 6 | TOT | 9,422 | 3,769 | 24,892 | 9,957 | .38 | 2.50 |
| MANKATO | TOT | 5,727 | 35,794 | 11,454 | 71,588 | .50 | .16 |
| NORTH MANKATO | TOT | 1,790 | | 3,580 | | .50 | |
| WORTHINGTON | TOT | 80 | 235 | 146 | 429 | .55 | .34 |
| DISTRICT 7 | TOT | 7,597 | 15,194 | 15,180 | 30,360 | .50 | .50 |
| LITCHFIELD | TOT | 522 | 580 | 2,937 | 3,263 | .18 | .90 |
| MARSHALL | TOT | 2,891 | 2,558 | 18,558 | 16,423 | .16 | 1.13 |
| WILLMAR | TOT | 930 | 1,603 | 27,900 | 48,103 | .03 | .58 |
| DISTRICT 8 | TOT | 4,343 | 1,664 | 49,395 | 18,925 | .09 | 2.61 |
| NEW BRIGHTON | TOT | 1,032 | 279 | 6,637 | 1,794 | .16 | 3.70 |
| ST PAUL | TOT | 37,065 | 7,458 | 59,290 | 11,930 | .63 | 4.97 |
| WEST ST PAUL | TOT | 9,863 | 16,438 | 25,450 | 42,417 | .39 | .60 |

SIDEWALK REMOVAL SQ. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| BURNSVILLE | TOT | 328 | 184 | 2,949 | 1,657 | .11 | 1.78 |
| APPLE VALLEY | TOT | 410 | 1,025 | 2,052 | 5,130 | .20 | .40 |
| EAGAN | TOT | 1,345 | 494 | 3,452 | 1,269 | .39 | 2.72 |
| DISTRICT 9 | TOT | 50,043 | 3,532 | 99,830 | 7,045 | .50 | 14.17 |
| STATE TOTAL | | 192,021 | 5,438 | 450,149 | 12,748 | .43 | 35.31 |

$ 192,021 ÷ 450,149 X 9 = $ 3.84 per. sq. yd.

SIDEWALK REMOVAL SQ. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 37,234 | 13,491 | 91,921 | 33,305 | .41 | 2.76 |
| DISTRICT 2 | TOT | 29,569 | 11,780 | 56,709 | 22,593 | .52 | 2.51 |
| DISTRICT 4 | TOT | 4,632 | 1,343 | 9,621 | 2,789 | .48 | 3.45 |
| DISTRICT 5 | TOT | 49,181 | 7,222 | 102,601 | 15,066 | .48 | 6.81 |
| DISTRICT 6 | TOT | 9,422 | 3,769 | 24,892 | 9,957 | .38 | 2.50 |
| DISTRICT 7 | TOT | 7,597 | 15,194 | 15,180 | 30,360 | .50 | .50 |
| DISTRICT 8 | TOT | 4,343 | 1,664 | 49,395 | 18,925 | .09 | 2.61 |
| DISTRICT 9 | TOT | 50,043 | 3,532 | 99,830 | 7,045 | .50 | 14.17 |
| STATE TOTAL | | 192,021 | 5,438 | 450,149 | 12,748 | .43 | 35.31 |

$ 192,021 ÷ 450,149 X 9 = $ 3.84 per. sq. yd.

CONC. PAVEM. REM. SQ. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| CLOQUET | TOT | 18,234 | 95,968 | 54,702 | 287,905 | .33 | .19 |
| DULUTH | TOT | 10,351 | 9,858 | 28,026 | 26,691 | .37 | 1.05 |
| GRAND RAPIDS | TOT | 2,010 | 2,577 | 3,618 | 4,638 | .56 | .78 |
| VIRGINIA | TOT | 29,869 | 74,673 | 41,859 | 104,648 | .71 | .40 |
| DISTRICT 1 | TOT | 60,464 | 24,985 | 128,205 | 52,977 | .47 | 2.42 |
| CROOKSTON | TOT | 2,140 | 2,184 | 2,916 | 2,976 | .73 | .98 |
| EAST GRAND FORKS | TOT | 64,486 | 60,267 | 178,578 | 166,895 | .36 | 1.07 |
| THIEF RIVER FALLS | TOT | 30 | 1,500 | 135 | 6,750 | .22 | .02 |
| DISTRICT 2 | TOT | 66,656 | 32,201 | 181,629 | 87,743 | .37 | 2.07 |
| DETROIT LAKES | TOT | 531 | 1,002 | 1,593 | 3,006 | .33 | .53 |
| MOORHEAD | TOT | 2,984 | 7,853 | 5,967 | 15,703 | .50 | .38 |
| DISTRICT 4 | TOT | 3,515 | 3,863 | 7,560 | 8,308 | .46 | .91 |
| ANOKA | TOT | 252 | 434 | 630 | 1,086 | .40 | .58 |
| MINNEAPOLIS | TOT | 74,172 | 164,827 | 111,258 | 247,240 | .67 | .45 |
| ST LOUIS PARK | TOT | 525 | 3,500 | 135 | 900 | 3.89 | .15 |
| NEW HOPE | TOT | 1,200 | 594 | 2,700 | 1,337 | .44 | 2.02 |
| DISTRICT 5 | TOT | 76,149 | 23,797 | 114,723 | 35,851 | .66 | 3.20 |
| ALBERT LEA | TOT | 1,232 | 10,267 | 2,264 | 18,867 | .54 | .12 |
| AUSTIN | TOT | 25,546 | 62,307 | 95,796 | 233,649 | .27 | .41 |
| OWATONNA | TOT | 540 | 1,800 | 486 | 1,620 | 1.11 | .30 |
| RED WING | TOT | 11,616 | 116,160 | 31,680 | 316,800 | .37 | .10 |
| DISTRICT 6 | TOT | 38,934 | 41,865 | 130,226 | 140,028 | .30 | .93 |
| MANKATO | TOT | 31,893 | 199,331 | 95,679 | 597,994 | .33 | .16 |
| ST PETER | TOT | 999 | 799 | 2,997 | 2,398 | .33 | 1.25 |
| WORTHINGTON | TOT | 17,008 | 50,024 | 38,268 | 112,553 | .44 | .34 |
| DISTRICT 7 | TOT | 49,900 | 28,514 | 136,944 | 78,254 | .36 | 1.75 |
| LITCHFIELD | TOT | 4,197 | 4,663 | 16,072 | 17,858 | .26 | .90 |
| MARSHALL | TOT | 5,789 | 13,157 | 18,945 | 43,057 | .31 | .44 |
| WILLMAR | TOT | 8,800 | 97,778 | 19,800 | 220,000 | .44 | .09 |
| DISTRICT 8 | TOT | 18,786 | 13,137 | 54,817 | 38,334 | .34 | 1.43 |
| NEW BRIGHTON | TOT | 1,559 | 768 | 3,272 | 1,612 | .48 | 2.03 |
| ST PAUL | TOT | 22,612 | 26,293 | 30,735 | 35,738 | .74 | .86 |
| WEST ST PAUL | TOT | 385 | 1,132 | 4,950 | 14,559 | .08 | .34 |
| BURNSVILLE | TOT | 611 | 274 | 1,445 | 648 | .42 | 2.23 |
| DISTRICT 9 | TOT | 25,167 | 4,609 | 40,402 | 7,400 | .62 | 5.46 |
| STATE TOTAL | | 339,571 | 18,689 | 794,506 | 43,726 | .43 | 18.17 |

$ 339,571 ÷ 794,506 X 9 = $ 3.85 per. sq. yd.

CONC. PAVEM. REM. SQ. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 60,464 | 24,985 | 128,205 | 52,977 | .47 | 2.42 |
| DISTRICT 2 | TOT | 66,656 | 32,201 | 181,629 | 87,743 | .37 | 2.07 |
| DISTRICT 4 | TOT | 3,515 | 3,863 | 7,560 | 8,308 | .46 | .91 |
| DISTRICT 5 | TOT | 76,149 | 23,797 | 114,723 | 35,851 | .66 | 3.20 |
| DISTRICT 6 | TOT | 38,934 | 41,865 | 130,226 | 140,028 | .30 | .93 |
| DISTRICT 7 | TOT | 49,900 | 28,514 | 136,944 | 78,254 | .36 | 1.75 |
| DISTRICT 8 | TOT | 18,786 | 13,137 | 54,817 | 38,334 | .34 | 1.43 |
| DISTRICT 9 | TOT | 25,167 | 4,609 | 40,402 | 7,400 | .62 | 5.46 |
| STATE TOTAL | | 339,571 | 18,689 | 794,506 | 43,726 | .43 | 18.17 |

$ 339,571 ÷ 794,506 X 9 = $ 3.85 per. sq. yd.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DULUTH | TOT | 3,125 | 10,776 | 25 | 86 | 125.00 | .29 |
| EVELETH | TOT | 400 | 1,212 | 4 | 12 | 100.00 | .33 |
| GRAND RAPIDS | TOT | 1,200 | 1,081 | 14 | 13 | 85.71 | 1.11 |
| VIRGINIA | TOT | 300 | 4,286 | 4 | 57 | 75.00 | .07 |
| DISTRICT 1 | TOT | 5,025 | 2,792 | 47 | 26 | 106.91 | 1.80 |
| CROOKSTON | TOT | 6,600 | 8,800 | 12 | 16 | 550.00 | .75 |
| DISTRICT 2 | TOT | 6,600 | 8,800 | 12 | 16 | 550.00 | .75 |
| BRAINERD | TOT | 300 | 1,111 | 6 | 22 | 50.00 | .27 |
| ELK RIVER | TOT | 2,000 | 1,361 | 50 | 34 | 40.00 | 1.47 |
| DISTRICT 3 | TOT | 2,300 | 1,322 | 56 | 32 | 41.07 | 1.74 |
| DETROIT LAKES | TOT | 600 | 2,143 | 12 | 43 | 50.00 | .28 |
| FERGUS FALLS | TOT | 231 | 624 | 3 | 8 | 77.00 | .37 |
| DISTRICT 4 | TOT | 831 | 1,278 | 15 | 23 | 55.40 | .65 |
| BLAINE | TOT | 127 | | 4 | | 31.75 | |
| BLOOMINGTON | TOT | 1,160 | 1,966 | 145 | 246 | 8.00 | .59 |
| COON RAPIDS | TOT | 600 | 811 | 20 | 27 | 30.00 | .74 |
| EDINA | TOT | 371 | 773 | 2 | 4 | 185.50 | .48 |
| GOLDEN VALLEY | TOT | 5,325 | 3,804 | 47 | 34 | 113.30 | 1.40 |
| MINNEAPOLIS | TOT | 3,000 | 6,667 | 10 | 22 | 300.00 | .45 |
| ST LOUIS PARK | TOT | 454 | 7,567 | 15 | 250 | 30.27 | .06 |
| MAPLE GROVE | TOT | 150 | 349 | 9 | 21 | 16.67 | .43 |
| HAM LAKE | TOT | 3,150 | 3,750 | 90 | 107 | 35.00 | .84 |
| ANDOVER | TOT | 20,900 | 6,183 | 700 | 207 | 29.86 | 3.38 |
| PRIOR LAKE | TOT | 675 | 9,643 | 3 | 43 | 225.00 | .07 |
| DISTRICT 5 | TOT | 35,912 | 4,255 | 1,045 | 124 | 34.37 | 8.44 |
| ALBERT LEA | TOT | 1,400 | 11,667 | 14 | 117 | 100.00 | .12 |
| FARIBAULT | TOT | 1,470 | 1,547 | 49 | 52 | 30.00 | .95 |
| RED WING | TOT | 280 | 2,800 | 1 | 10 | 280.00 | .10 |
| WINONA | TOT | 70 | 333 | 1 | 5 | 70.00 | .21 |
| DISTRICT 6 | TOT | 3,220 | 2,333 | 65 | 47 | 49.54 | 1.38 |
| WORTHINGTON | TOT | 200 | 588 | 4 | 12 | 50.00 | .34 |
| DISTRICT 7 | TOT | 200 | 588 | 4 | 12 | 50.00 | .34 |
| LITCHFIELD | TOT | 869 | 5,793 | 9 | 60 | 96.56 | .15 |
| DISTRICT 8 | TOT | 869 | 5,793 | 9 | 60 | 96.56 | .15 |
| NEW BRIGHTON | TOT | 1,830 | 1,500 | 46 | 38 | 39.78 | 1.22 |
| NORTH ST PAUL | TOT | 640 | 2,065 | 8 | 26 | 80.00 | .31 |
| ST PAUL | TOT | 5,810 | 3,701 | 49 | 31 | 118.57 | 1.57 |
| SHOREVIEW | TOT | 1,000 | 775 | 10 | 8 | 100.00 | 1.29 |
| BURNSVILLE | TOT | 451 | 202 | 8 | 4 | 56.38 | 2.23 |
| APPLE VALLEY | TOT | 120 | 300 | 3 | 8 | 40.00 | .40 |
| LAKEVILLE | TOT | 2,210 | 789 | 50 | 18 | 44.20 | 2.80 |
| EAGAN | TOT | 1,866 | 643 | 66 | 23 | 28.27 | 2.90 |
| LAKE ELMO | TOT | 3,700 | 4,302 | 37 | 43 | 100.00 | .86 |
| ROSEMOUNT | TOT | 2,500 | 4,717 | 100 | 189 | 25.00 | .53 |

CLEARING 2101 NUMBER

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 9 | TOT | 20,127 | 1,426 | 377 | 27 | 53.39 | 14.11 |
| STATE TOTAL | | 75,084 | 2,557 | 1,630 | 56 | 46.06 | 29.36 |

Tree Removal

| | No. | Cost |
|---|---|---|
| Clearing | 1,630 | $ 75,084 |
| Grubbing | 1,688 | $ 60,297 |
| | 3,318 | $135,381 |

3,318 ÷ 2 = 1,659 trees

Average per tree $ 135,381 ÷ 1,659 = $ 81.60

Clearing and grubbing are combined to compute tree removal.

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CLEARING 2101 NUMBER

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 5,025 | 2,792 | 47 | 26 | 106.91 | 1.80 |
| DISTRICT 2 | TOT | 6,600 | 8,800 | 12 | 16 | 550.00 | .75 |
| DISTRICT 3 | TOT | 2,300 | 1,322 | 56 | 32 | 41.07 | 1.74 |
| DISTRICT 4 | TOT | 831 | 1,278 | 15 | 23 | 55.40 | .65 |
| DISTRICT 5 | TOT | 35,912 | 4,255 | 1,045 | 124 | 34.37 | 8.44 |
| DISTRICT 6 | TOT | 3,220 | 2,333 | 65 | 47 | 49.54 | 1.38 |
| DISTRICT 7 | TOT | 200 | 588 | 4 | 12 | 50.00 | .34 |
| DISTRICT 8 | TOT | 869 | 5,793 | 9 | 60 | 96.56 | .15 |
| DISTRICT 9 | TOT | 20,127 | 1,426 | 377 | 27 | 53.39 | 14.11 |
| STATE TOTAL | | 75,084 | 2,557 | 1,630 | 56 | 46.06 | 29.36 |

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Tree Removal

| | No. | Cost |
|---|---|---|
| **Clearing** | 1,630 | $ 75,084 |
| Grubbing | 1,688 | $ 60 297 |
| | 3,318 | $135,381 |

3,318 ÷ 2 = 1,659 trees

Average per tree $ 135,381 ÷ 1,659 = $ 81.60

Clearing and grubbing are combined to compute tree removal.

GRUBBING 2101

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DULUTH | TOT | 3,060 | 10,552 | 34 | 117 | 90.00 | .29 |
| EVELETH | TOT | 400 | 1,212 | 4 | 12 | 100.00 | .33 |
| GRAND RAPIDS | TOT | 1,200 | 1,081 | 14 | 13 | 85.71 | 1.11 |
| HIBBING | TOT | 1,250 | 5,208 | 25 | 104 | 50.00 | .24 |
| VIRGINIA | TOT | 375 | 5,357 | 5 | 71 | 75.00 | .07 |
| DISTRICT 1 | TOT | 6,285 | 3,081 | 82 | 40 | 76.65 | 2.04 |
| CROOKSTON | TOT | 6,600 | 8,800 | 12 | 16 | 550.00 | .75 |
| DISTRICT 2 | TOT | 6,600 | 8,800 | 12 | 16 | 550.00 | .75 |
| BRAINERD | TOT | 300 | 1,111 | 6 | 22 | 50.00 | .27 |
| ELK RIVER | TOT | 1,250 | 850 | 50 | 34 | 25.00 | 1.47 |
| DISTRICT 3 | TOT | 1,550 | 891 | 56 | 32 | 27.68 | 1.74 |
| DETROIT LAKES | TOT | 600 | 2,143 | 12 | 43 | 50.00 | .28 |
| FERGUS FALLS | TOT | 54 | 146 | 3 | 8 | 18.00 | .37 |
| DISTRICT 4 | TOT | 654 | 1,006 | 15 | 23 | 43.60 | .65 |
| BLAINE | TOT | 85 | | 4 | | 21.25 | |
| BLOOMINGTON | TOT | 676 | 1,146 | 169 | 286 | 4.00 | .59 |
| COON RAPIDS | TOT | 700 | 946 | 20 | 27 | 35.00 | .74 |
| EDINA | TOT | 1,113 | 2,319 | 6 | 13 | 185.50 | .48 |
| GOLDEN VALLEY | TOT | 2,563 | 1,831 | 40 | 29 | 64.08 | 1.40 |
| MINNEAPOLIS | TOT | 1,000 | 2,222 | 10 | 22 | 100.00 | .45 |
| ST LOUIS PARK | TOT | 578 | 9,633 | 15 | 250 | 38.53 | .06 |
| MAPLE GROVE | TOT | 150 | 349 | 9 | 21 | 16.67 | .43 |
| HAM LAKE | TOT | 3,150 | 3,750 | 90 | 107 | 35.00 | .84 |
| ANDOVER | TOT | 16,100 | 4,763 | 700 | 207 | 23.00 | 3.38 |
| PRIOR LAKE | TOT | 375 | 5,357 | 3 | 43 | 125.00 | .07 |
| DISTRICT 5 | TOT | 26,490 | 3,139 | 1,066 | 126 | 24.85 | 8.44 |
| ALBERT LEA | TOT | 700 | 5,833 | 14 | 117 | 50.00 | .12 |
| FARIBAULT | TOT | 1,470 | 1,547 | 49 | 52 | 30.00 | .95 |
| WINONA | TOT | 40 | 190 | 1 | 5 | 40.00 | .21 |
| DISTRICT 6 | TOT | 2,210 | 1,727 | 64 | 50 | 34.53 | 1.28 |
| WORTHINGTON | TOT | 200 | 588 | 4 | 12 | 50.00 | .34 |
| DISTRICT 7 | TOT | 200 | 588 | 4 | 12 | 50.00 | .34 |
| LITCHFIELD | TOT | 187 | 1,247 | 9 | 60 | 20.78 | .15 |
| DISTRICT 8 | TOT | 187 | 1,247 | 9 | 60 | 20.78 | .15 |
| NEW BRIGHTON | TOT | 1,650 | 1,352 | 41 | 34 | 40.24 | 1.22 |
| NORTH ST PAUL | TOT | 640 | 2,065 | 8 | 26 | 80.00 | .31 |
| ST PAUL | TOT | 3,735 | 1,858 | 53 | 26 | 70.47 | 2.01 |
| SHOREVIEW | TOT | 500 | 388 | 10 | 8 | 50.00 | 1.29 |
| WEST ST PAUL | TOT | 250 | 962 | 5 | 19 | 50.00 | .26 |
| BURNSVILLE | TOT | 451 | 202 | 8 | 4 | 56.38 | 2.23 |
| APPLE VALLEY | TOT | 60 | 150 | 3 | 8 | 20.00 | .40 |
| LAKEVILLE | TOT | 1,360 | 486 | 50 | 18 | 27.20 | 2.80 |
| EAGAN | TOT | 2,200 | 759 | 65 | 22 | 33.85 | 2.90 |
| LAKE ELMO | TOT | 2,775 | 3,227 | 37 | 43 | 75.00 | .86 |

GRUBBING 2101

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| ROSEMOUNT | TOT | 2,500 | 4,717 | 100 | 189 | 25.00 | .53 |
| DISTRICT 9 | TOT | 16,121 | 1,089 | 380 | 26 | 42.42 | 14.81 |
| STATE TOTAL | | 60,297 | 1,997 | 1,688 | 56 | 35.72 | 30.20 |

Tree Removal

| | No. | Cost |
|---|---|---|
| **Clearing** | 1,630 | $ 75,084 |
| Grubbing | 1,688 | $ 60,297 |
| | 3,318 | $135,381 |

3,318 ÷ 2 = 1,659 trees

Average per tree $ 135,381 ÷ 1,659 = $ 81.60

Clearing and grubbing are combined to **compute** tree removal.

GRUBBING 2101

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 6,285 | 3,081 | 82 | 40 | 76.65 | 2.04 |
| DISTRICT 2 | TOT | 6,600 | 8,800 | 12 | 16 | 550.00 | .75 |
| DISTRICT 3 | TOT | 1,550 | 891 | 56 | 32 | 27.68 | 1.74 |
| DISTRICT 4 | TOT | 654 | 1,006 | 15 | 23 | 43.60 | .65 |
| DISTRICT 5 | TOT | 26,490 | 3,139 | 1,066 | 126 | 24.85 | 8.44 |
| DISTRICT 6 | TOT | 2,210 | 1,727 | 64 | 50 | 34.53 | 1.28 |
| DISTRICT 7 | TOT | 200 | 588 | 4 | 12 | 50.00 | .34 |
| DISTRICT 8 | TOT | 187 | 1,247 | 9 | 60 | 20.78 | .15 |
| DISTRICT 9 | TOT | 16,121 | 1,089 | 380 | 26 | 42.42 | 14.81 |
| STATE TOTAL | | 60,297 | 1,997 | 1,688 | 56 | 35.72 | 30.20 |



Tree Removal

| | No. | Cost |
|---|---|---|
| Clearing | 1,630 | $ 75,084 |
| Grubbing | 1,688 | $ 60,297 |
| | 3,318 | $135,381 |

3,318 ÷ 2 = 1,659 trees

Average per tree $ 135,381 ÷ 1,659 = $ 81.60

Clearing and grubbing are combined to compute tree removal.

GRAVEL SUBBASE 2211 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| VIRGINIA | TOT | 17,073 | 89,858 | 3,777 | 19,879 | 4.52 | .19 |
| DISTRICT 1 | TOT | 17,073 | 89,858 | 3,777 | 19,879 | 4.52 | .19 |
| THIEF RIVER FALLS | TOT | 76,600 | 141,852 | 21,788 | 40,348 | 3.52 | .54 |
| DISTRICT 2 | TOT | 76,600 | 141,852 | 21,788 | 40,348 | 3.52 | .54 |
| CHASKA | TOT | 83,886 | 90,200 | 18,600 | 20,000 | 4.51 | .93 |
| DISTRICT 5 | TOT | 83,886 | 90,200 | 18,600 | 20,000 | 4.51 | .93 |
| ST PAUL | TOT | 46,590 | 60,506 | 8,425 | 10,942 | 5.53 | .77 |
| EAGAN | TOT | 16,800 | 29,474 | 4,000 | 7,018 | 4.20 | .57 |
| DISTRICT 9 | TOT | 63,390 | 47,306 | 12,425 | 9,272 | 5.10 | 1.34 |
| STATE TOTAL | | 240,949 | 80,316 | 56,590 | 18,863 | 4.26 | 3.00 |

GRAVEL SUBBASE 2211 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 17,073 | 89,858 | 3,777 | 19,879 | 4.52 | .19 |
| DISTRICT 2 | TOT | 76,600 | 141,852 | 21,788 | 40,348 | 3.52 | .54 |
| DISTRICT 5 | TOT | 83,886 | 90,200 | 18,600 | 20,000 | 4.51 | .93 |
| DISTRICT 9 | TOT | 63,390 | 47,306 | 12,425 | 9,272 | 5.10 | 1.34 |
| STATE TOTAL | | 240,949 | 80,316 | 56,590 | 18,863 | 4.26 | 3.00 |

GRAVEL BASE 2211 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 225,053 | 48,191 | 38,439 | 8,231 | 5.85 | 4.67 |
| DISTRICT 2 | TOT | 117,609 | 53,217 | 19,975 | 9,038 | 5.89 | 2.21 |
| DISTRICT 3 | TOT | 93,652 | 43,559 | 21,021 | 9,777 | 4.46 | 2.15 |
| DISTRICT 4 | TOT | 50,819 | 44,973 | 13,438 | 11,892 | 3.78 | 1.13 |
| DISTRICT 5 | TOT | 1,134,786 | 49,210 | 216,539 | 9,390 | 5.24 | 23.06 |
| DISTRICT 6 | TOT | 183,055 | 56,152 | 29,327 | 8,996 | 6.24 | 3.26 |
| DISTRICT 7 | TOT | 191,120 | 88,074 | 45,980 | 21,189 | 4.16 | 2.17 |
| DISTRICT 8 | TOT | 116,485 | 30,099 | 24,099 | 6,227 | 4.83 | 3.87 |
| DISTRICT 9 | TOT | 1,583,842 | 50,313 | 307,104 | 9,756 | 5.16 | 31.48 |
| STATE TOTAL | | 3,696,421 | 49,952 | 715,922 | 9,675 | 5.16 | 74.00 |

GRAVEL BASE 2211 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| CLOQUET | TOT | 13,760 | 72,421 | 3,251 | 17,111 | 4.23 | .19 |
| DULUTH | TOT | 12,295 | 11,710 | 2,137 | 2,035 | 5.75 | 1.05 |
| EVELETH | TOT | 3,500 | 10,606 | 473 | 1,433 | 7.40 | .33 |
| GRAND RAPIDS | TOT | 131,770 | 111,669 | 20,952 | 17,756 | 6.29 | 1.18 |
| HIBBING | TOT | 33,395 | 64,221 | 5,539 | 10,652 | 6.03 | .52 |
| VIRGINIA | TOT | 24,864 | 62,160 | 4,906 | 12,265 | 5.07 | .40 |
| HERMANTOWN | TOT | 5,469 | 5,469 | 1,181 | 1,181 | 4.63 | 1.00 |
| DISTRICT 1 | TOT | 225,053 | 48,191 | 38,439 | 8,231 | 5.85 | 4.67 |
| BEMIDJI | TOT | 20,550 | 66,290 | 4,064 | 13,110 | 5.06 | .31 |
| CROOKSTON | TOT | 82,959 | 60,999 | 12,971 | 9,538 | 6.40 | 1.36 |
| THIEF RIVER FALLS | TOT | 14,100 | 26,111 | 2,940 | 5,444 | 4.80 | .54 |
| DISTRICT 2 | TOT | 117,609 | 53,217 | 19,975 | 9,038 | 5.89 | 2.21 |
| BRAINERD | TOT | 2,600 | 23,636 | 614 | 5,582 | 4.23 | .11 |
| ST CLOUD | TOT | 28,052 | 49,214 | 6,407 | 11,240 | 4.38 | .57 |
| ELK RIVER | TOT | 63,000 | 42,857 | 14,000 | 9,524 | 4.50 | 1.47 |
| DISTRICT 3 | TOT | 93,652 | 43,559 | 21,021 | 9,777 | 4.46 | 2.15 |
| ALEXANDRIA | TOT | 30,852 | 67,070 | 9,493 | 20,637 | 3.25 | .46 |
| DETROIT LAKES | TOT | 11,024 | 20,800 | 2,120 | 4,000 | 5.20 | .53 |
| FERGUS FALLS | TOT | 8,943 | 63,879 | 1,825 | 13,036 | 4.90 | .14 |
| DISTRICT 4 | TOT | 50,819 | 44,973 | 13,438 | 11,892 | 3.78 | 1.13 |
| ANOKA | TOT | 26,460 | 45,621 | 5,250 | 9,052 | 5.06 | .58 |
| BLAINE | TOT | 1,140 | | 187 | | 6.10 | |
| BLOOMINGTON | TOT | 87,223 | 57,384 | 13,716 | 9,024 | 6.36 | 1.52 |
| BROOKLYN CENTER | TOT | 4,750 | 47,500 | 475 | 4,750 | 10.00 | .10 |
| COLUMBIA HEIGHTS | TOT | 6,650 | 11,083 | 665 | 1,108 | 10.00 | .60 |
| COON RAPIDS | TOT | 78,042 | 47,587 | 13,575 | 8,277 | 5.75 | 1.64 |
| EDINA | TOT | 70,943 | 147,798 | 9,992 | 20,817 | 7.10 | .48 |
| FRIDLEY | TOT | 102,400 | 111,304 | 14,600 | 15,870 | 7.01 | .92 |
| GOLDEN VALLEY | TOT | 36,970 | 26,407 | 4,984 | 3,560 | 7.42 | 1.40 |
| MINNEAPOLIS | TOT | 26,380 | 28,366 | 2,493 | 2,681 | 10.58 | .93 |
| MINNETONKA | TOT | 18,840 | 52,333 | 4,000 | 11,111 | 4.71 | .36 |
| PLYMOUTH | TOT | 72,206 | 128,939 | 14,980 | 26,750 | 4.82 | .56 |
| ST ANTHONY | TOT | 220 | | 22 | | 10.00 | |
| ST LOUIS PARK | TOT | 12,229 | 58,233 | 1,766 | 8,410 | 6.92 | .21 |
| NEW HOPE | TOT | 104,533 | 51,749 | 17,895 | 8,859 | 5.84 | 2.02 |
| MAPLE GROVE | TOT | 100,995 | 83,467 | 32,397 | 26,774 | 3.12 | 1.21 |
| CHASKA | TOT | 84,190 | 51,024 | 16,450 | 9,970 | 5.12 | 1.65 |
| HAM LAKE | TOT | 32,929 | 23,862 | 5,746 | 4,164 | 5.73 | 1.38 |
| ANDOVER | TOT | 169,564 | 30,886 | 39,030 | 7,109 | 4.34 | 5.49 |
| RAMSEY | TOT | 11,055 | 23,521 | 2,010 | 4,277 | 5.50 | .47 |
| PRIOR LAKE | TOT | 12,667 | 97,438 | 1,906 | 14,662 | 6.65 | .13 |
| EAST BETHEL | TOT | 60,000 | 51,724 | 12,000 | 10,345 | 5.00 | 1.16 |
| LINO LAKES | TOT | 14,400 | 57,600 | 2,400 | 9,600 | 6.00 | .25 |
| DISTRICT 5 | TOT | 1,134,786 | 49,210 | 216,539 | 9,390 | 5.24 | 23.06 |
| ALBERT LEA | TOT | 6,840 | 57,000 | 1,043 | 8,692 | 6.56 | .12 |
| AUSTIN | TOT | 16,544 | 40,351 | 2,558 | 6,239 | 6.47 | .41 |
| FARIBAULT | TOT | 93,256 | 98,164 | 14,530 | 15,295 | 6.42 | .95 |

GRAVEL BASE 2211 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| NORTHFIELD | TOT | 24,570 | 44,673 | 4,680 | 8,509 | 5.25 | .55 |
| OWATONNA | TOT | 5,243 | 17,477 | 1,018 | 3,393 | 5.15 | .30 |
| RED WING | TOT | 7,600 | 76,000 | 1,512 | 15,120 | 5.03 | .10 |
| ROCHESTER | TOT | 6,000 | 9,677 | 700 | 1,129 | 8.57 | .62 |
| WINONA | TOT | 23,002 | 109,533 | 3,286 | 15,648 | 7.00 | .21 |
| DISTRICT 6 | TOT | 183,055 | 56,152 | 29,327 | 8,996 | 6.24 | 3.26 |
| FAIRMONT | TOT | 12,478 | 41,593 | 2,492 | 8,307 | 5.01 | .30 |
| MANKATO | TOT | 87,748 | 548,425 | 19,981 | 124,881 | 4.39 | .16 |
| NORTH MANKATO | TOT | 1,565 | 13,042 | 215 | 1,792 | 7.28 | .12 |
| ST PETER | TOT | 74,974 | 59,979 | 20,826 | 16,661 | 3.60 | 1.25 |
| WORTHINGTON | TOT | 14,355 | 42,221 | 2,466 | 7,253 | 5.82 | .34 |
| DISTRICT 7 | TOT | 191,120 | 88,074 | 45,980 | 21,189 | 4.16 | 2.17 |
| LITCHFIELD | TOT | 10,493 | 9,993 | 2,874 | 2,737 | 3.65 | 1.05 |
| MARSHALL | TOT | 35,594 | 20,456 | 5,600 | 3,218 | 6.36 | 1.74 |
| WILLMAR | TOT | 70,398 | 65,183 | 15,625 | 14,468 | 4.51 | 1.08 |
| DISTRICT 8 | TOT | 116,485 | 30,099 | 24,099 | 6,227 | 4.83 | 3.87 |
| MAPLEWOOD | TOT | 71,500 | 91,667 | 10,400 | 13,333 | 6.88 | .78 |
| NEW BRIGHTON | TOT | 23,180 | 11,419 | 3,954 | 1,948 | 5.86 | 2.03 |
| NORTH ST PAUL | TOT | 16,616 | 53,600 | 2,480 | 8,000 | 6.70 | .31 |
| ST PAUL | TOT | 270,034 | 51,240 | 50,045 | 9,496 | 5.40 | 5.27 |
| SHOREVIEW | TOT | 84,180 | 51,644 | 12,200 | 7,485 | 6.90 | 1.63 |
| WEST ST PAUL | TOT | 48,972 | 81,620 | 8,544 | 14,240 | 5.73 | .60 |
| BURNSVILLE | TOT | 22,308 | 10,004 | 5,895 | 2,643 | 3.78 | 2.23 |
| APPLE VALLEY | TOT | 131,456 | 86,484 | 33,423 | 21,989 | 3.93 | 1.52 |
| LAKEVILLE | TOT | 166,728 | 54,665 | 25,523 | 8,368 | 6.53 | 3.05 |
| EAGAN | TOT | 676,852 | 58,908 | 138,523 | 12,056 | 4.89 | 11.49 |
| LAKE ELMO | TOT | 38,450 | 44,709 | 9,000 | 10,465 | 4.27 | .86 |
| ROSEMOUNT | TOT | 29,994 | 29,994 | 6,647 | 6,647 | 4.51 | 1.00 |
| VADNAIS HEIGHTS | TOT | 3,572 | 5,031 | 470 | 662 | 7.60 | .71 |
| DISTRICT 9 | TOT | 1,583,842 | 50,313 | 307,104 | 9,756 | 5.16 | 31.48 |
| STATE TOTAL | | 3,696,421 | 49,952 | 715,922 | 9,675 | 5.16 | 74.00 |

BIT. SURF, 2331 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| CLOQUET | TOT | 23,093 | 121,542 | 1,146 | 6,032 | 20.15 | .19 |
| DULUTH | TOT | 50,670 | 66,671 | 3,000 | 3,947 | 16.89 | .76 |
| EVELETH | TOT | 4,484 | 13,588 | 200 | 606 | 22.42 | .33 |
| GRAND RAPIDS | TOT | 192,783 | 163,375 | 8,232 | 6,976 | 23.42 | 1.18 |
| HIBBING | TOT | 31,152 | 111,257 | 1,524 | 5,443 | 20.44 | .28 |
| VIRGINIA | TOT | 43,461 | 108,653 | 2,123 | 5,308 | 20.47 | .40 |
| HERMANTOWN | TOT | 49,558 | 49,558 | 2,922 | 2,922 | 16.96 | 1.00 |
| DISTRICT 1 | TOT | 395,201 | 95,459 | 19,147 | 4,625 | 20.64 | 4.14 |
| BEMIDJI | TOT | 43,700 | 140,968 | 2,000 | 6,452 | 21.85 | .31 |
| CROOKSTON | TOT | 83,908 | 44,871 | 3,990 | 2,134 | 21.03 | 1.87 |
| THIEF RIVER FALLS | TOT | 61,072 | 109,057 | 3,025 | 5,402 | 20.19 | .56 |
| DISTRICT 2 | TOT | 188,680 | 68,861 | 9,015 | 3,290 | 20.93 | 2.74 |
| BRAINERD | TOT | 6,093 | 55,391 | 241 | 2,191 | 25.28 | .11 |
| ST CLOUD | TOT | 33,088 | 58,049 | 2,750 | 4,825 | 12.03 | .57 |
| ELK RIVER | TOT | 52,475 | 35,697 | 3,400 | 2,313 | 15.43 | 1.47 |
| DISTRICT 3 | TOT | 91,656 | 42,631 | 6,391 | 2,973 | 14.34 | 2.15 |
| ALEXANDRIA | TOT | 181,872 | 58,858 | 10,355 | 3,351 | 17.56 | 3.09 |
| DETROIT LAKES | TOT | 57,098 | 107,732 | 2,550 | 4,811 | 22.39 | .53 |
| FERGUS FALLS | TOT | 14,384 | 13,076 | 727 | 661 | 19.79 | 1.10 |
| MOORHEAD | TOT | 112,785 | 84,168 | 5,545 | 4,138 | 20.34 | 1.34 |
| DISTRICT 4 | TOT | 366,139 | 60,419 | 19,177 | 3,165 | 19.09 | 6.06 |
| ANOKA | TOT | 137,994 | 237,921 | 7,300 | 12,586 | 18.90 | .58 |
| BLAINE | TOT | 4,446 | | 230 | | 19.33 | |
| BLOOMINGTON | TOT | 288,595 | 189,865 | 16,381 | 10,777 | 17.62 | 1.52 |
| BROOKLYN CENTER | TOT | 9,732 | 97,320 | 463 | 4,630 | 21.02 | .10 |
| COON RAPIDS | TOT | 88,854 | 54,179 | 5,532 | 3,373 | 16.06 | 1.64 |
| EDINA | TOT | 45,843 | 95,506 | 2,230 | 4,646 | 20.56 | .48 |
| FRIDLEY | TOT | 76,523 | 177,960 | 3,725 | 8,663 | 20.54 | .43 |
| GOLDEN VALLEY | TOT | 126,918 | 90,656 | 6,990 | 4,993 | 18.16 | 1.40 |
| MINNEAPOLIS | TOT | 247,305 | 265,919 | 10,379 | 11,160 | 23.83 | .93 |
| MINNETONKA | TOT | 14,540 | 40,389 | 725 | 2,014 | 20.06 | .36 |
| ST LOUIS PARK | TOT | 3,366 | 56,100 | 125 | 2,083 | 26.93 | .06 |
| NEW HOPE | TOT | 90,654 | 44,878 | 5,380 | 2,663 | 16.85 | 2.02 |
| CHASKA | TOT | 50,625 | 54,435 | 3,000 | 3,226 | 16.88 | .93 |
| HAM LAKE | TOT | 22,493 | 16,299 | 1,220 | 884 | 18.44 | 1.38 |
| ANDOVER | TOT | 99,858 | 18,189 | 5,583 | 1,017 | 17.89 | 5.49 |
| RAMSEY | TOT | 17,200 | 36,596 | 1,005 | 2,138 | 17.11 | .47 |
| PRIOR LAKE | TOT | 12,125 | 93,269 | 540 | 4,154 | 22.45 | .13 |
| EAST BETHEL | TOT | 69,225 | 59,677 | 3,550 | 3,060 | 19.50 | 1.16 |
| LINO LAKES | TOT | 11,336 | 45,344 | 530 | 2,120 | 21.39 | .25 |
| DISTRICT 5 | TOT | 1,417,632 | 73,338 | 74,888 | 3,874 | 18.93 | 19.33 |
| ALBERT LEA | TOT | 1,627 | 13,558 | 33 | 275 | 49.30 | .12 |
| FARIBAULT | TOT | 64,695 | 68,100 | 3,408 | 3,587 | 18.98 | .95 |
| NORTHFIELD | TOT | 9,902 | 18,004 | 540 | 982 | 18.34 | .55 |
| OWATONNA | TOT | 1,968 | 6,560 | 52 | 173 | 37.85 | .30 |
| ROCHESTER | TOT | 77,660 | 125,258 | 3,400 | 5,484 | 22.84 | .62 |
| WINONA | TOT | 33,898 | 161,419 | 1,199 | 5,710 | 28.27 | .21 |

BIT. SURF. 2331 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 6 | TOT | 189,750 | 69,000 | 8,632 | 3,139 | 21.98 | 2.75 |
| FAIRMONT | TOT | 129,322 | 431,073 | 6,638 | 22,127 | 19.48 | .30 |
| NORTH MANKATO | TOT | 500 | 4,167 | 15 | 125 | 33.33 | .12 |
| ST PETER | TOT | 83,932 | 67,146 | 5,238 | 4,190 | 16.02 | 1.25 |
| WORTHINGTON | TOT | 16,730 | 49,206 | 448 | 1,318 | 37.34 | .34 |
| DISTRICT 7 | TOT | 230,484 | 114,669 | 12,339 | 6,139 | 18.68 | 2.01 |
| LITCHFIELD | TOT | 8,277 | 7,883 | 450 | 429 | 18.39 | 1.05 |
| MARSHALL | TOT | 166,466 | 178,996 | 10,127 | 10,889 | 16.44 | .93 |
| WILLMAR | TOT | 204,280 | 88,052 | 11,151 | 4,806 | 18.32 | 2.32 |
| DISTRICT 8 | TOT | 379,023 | 88,145 | 21,728 | 5,053 | 17.44 | 4.30 |
| MAPLEWOOD | TOT | 31,965 | 61,471 | 1,700 | 3,269 | 18.80 | .52 |
| NEW BRIGHTON | TOT | 36,530 | 10,776 | 2,121 | 626 | 17.22 | 3.39 |
| NORTH ST PAUL | TOT | 11,820 | 38,129 | 690 | 2,226 | 17.13 | .31 |
| ST PAUL | TOT | 867,974 | 116,820 | 55,086 | 7,414 | 15.76 | 7.43 |
| SHOREVIEW | TOT | 63,075 | 38,696 | 3,500 | 2,147 | 18.02 | 1.63 |
| WEST ST PAUL | TOT | 72,943 | 121,572 | 4,289 | 7,148 | 17.01 | .60 |
| BURNSVILLE | TOT | 75,353 | 33,791 | 2,921 | 1,310 | 25.80 | 2.23 |
| APPLE VALLEY | TOT | 216,630 | 142,520 | 15,442 | 10,159 | 14.03 | 1.52 |
| LAKEVILLE | TOT | 71,818 | 23,547 | 4,626 | 1,517 | 15.52 | 3.05 |
| EAGAN | TOT | 729,484 | 63,489 | 47,430 | 4,128 | 15.38 | 11.49 |
| LAKE ELMO | TOT | 37,727 | 43,869 | 2,100 | 2,442 | 17.97 | .86 |
| VADNAIS HEIGHTS | TOT | 43,150 | 60,775 | 1,800 | 2,535 | 23.97 | .71 |
| DISTRICT 9 | TOT | 2,258,469 | 66,937 | 141,705 | 4,200 | 15.94 | 33.74 |
| STATE TOTAL | | 5,517,034 | 71,446 | 313,022 | 4,054 | 17.63 | 77.22 |

BIT. SURF. 2331 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 395,201 | 95,459 | 19,147 | 4,625 | 20.64 | 4.14 |
| DISTRICT 2 | TOT | 188,680 | 68,861 | 9,015 | 3,290 | 20.93 | 2.74 |
| DISTRICT 3 | TOT | 91,656 | 42,631 | 6,391 | 2,973 | 14.34 | 2.15 |
| DISTRICT 4 | TOT | 366,139 | 60,419 | 19,177 | 3,165 | 19.09 | 6.06 |
| DISTRICT 5 | TOT | 1,417,632 | 73,338 | 74,888 | 3,874 | 18.93 | 19.33 |
| DISTRICT 6 | TOT | 189,750 | 69,000 | 8,632 | 3,139 | 21.98 | 2.75 |
| DISTRICT 7 | TOT | 230,484 | 114,669 | 12,339 | 6,139 | 18.68 | 2.01 |
| DISTRICT 8 | TOT | 379,023 | 88,145 | 21,728 | 5,053 | 17.44 | 4.30 |
| DISTRICT 9 | TOT | 2,258,469 | 66,937 | 141,705 | 4,200 | 15.94 | 33.74 |
| STATE TOTAL | | 5,517,034 | 71,446 | 313,022 | 4,054 | 17.63 | 77.22 |

BIT. SURF. 2341 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| CLOQUET | TOT | 13,673 | 71,963 | 573 | 3,016 | 23.86 | .19 |
| VIRGINIA | TOT | 7,008 | 58,400 | 264 | 2,200 | 26.55 | .12 |
| DISTRICT 1 | TOT | 20,681 | 66,713 | 837 | 2,700 | 24.71 | .31 |
| CROOKSTON | TOT | 72,768 | 57,752 | 2,913 | 2,312 | 24.98 | 1.26 |
| DISTRICT 2 | TOT | 72,768 | 57,752 | 2,913 | 2,312 | 24.98 | 1.26 |
| BRAINERD | TOT | 6,815 | 61,955 | 321 | 2,918 | 21.23 | .11 |
| ST CLOUD | TOT | 32,853 | 57,637 | 2,190 | 3,842 | 15.00 | .57 |
| ELK RIVER | TOT | 51,175 | 34,813 | 2,750 | 1,871 | 18.61 | 1.47 |
| DISTRICT 3 | TOT | 90,843 | 42,253 | 5,261 | 2,447 | 17.27 | 2.15 |
| FERGUS FALLS | TOT | 70,988 | 53,779 | 3,041 | 2,304 | 23.34 | 1.32 |
| DISTRICT 4 | TOT | 70,988 | 53,779 | 3,041 | 2,304 | 23.34 | 1.32 |
| BLOOMINGTON | TOT | 149,807 | 98,557 | 7,370 | 4,849 | 20.33 | 1.52 |
| BROOKLYN CENTER | TOT | 2,525 | 25,250 | 100 | 1,000 | 25.25 | .10 |
| COON RAPIDS | TOT | 77,756 | 47,412 | 3,919 | 2,390 | 19.84 | 1.64 |
| EDINA | TOT | 21,500 | 44,792 | 889 | 1,852 | 24.18 | .48 |
| FRIDLEY | TOT | 74,874 | 81,385 | 3,900 | 4,239 | 19.20 | .92 |
| GOLDEN VALLEY | TOT | 115,246 | 82,319 | 2,481 | 1,772 | 46.45 | 1.40 |
| MINNEAPOLIS | TOT | 204,376 | 219,759 | 7,311 | 7,861 | 27.95 | .93 |
| MINNETONKA | TOT | 17,420 | 48,389 | 750 | 2,083 | 23.23 | .36 |
| ST LOUIS PARK | TOT | 838 | 13,967 | 30 | 500 | 27.93 | .06 |
| NEW HOPE | TOT | 140,951 | 56,156 | 7,475 | 2,978 | 18.86 | 2.51 |
| CHASKA | TOT | 78,929 | 47,836 | 4,090 | 2,479 | 19.30 | 1.65 |
| HAM LAKE | TOT | 29,170 | 21,138 | 1,288 | 933 | 22.65 | 1.38 |
| ANDOVER | TOT | 208,253 | 37,933 | 8,982 | 1,636 | 23.19 | 5.49 |
| RAMSEY | TOT | 16,820 | 35,787 | 800 | 1,702 | 21.03 | .47 |
| PRIOR LAKE | TOT | 8,826 | 67,892 | 354 | 2,723 | 24.93 | .13 |
| LINO LAKES | TOT | 11,978 | 47,912 | 530 | 2,120 | 22.60 | .25 |
| DISTRICT 5 | TOT | 1,159,269 | 60,097 | 50,269 | 2,606 | 23.06 | 19.29 |
| FARIBAULT | TOT | 36,144 | 38,046 | 1,729 | 1,820 | 20.90 | .95 |
| NORTHFIELD | TOT | 8,794 | 15,989 | 421 | 765 | 20.89 | .55 |
| OWATONNA | TOT | 1,338 | 4,460 | 52 | 173 | 25.73 | .30 |
| DISTRICT 6 | TOT | 46,276 | 25,709 | 2,202 | 1,223 | 21.02 | 1.80 |
| NORTH MANKATO | TOT | 507 | 4,225 | 15 | 125 | 33.80 | .12 |
| ST PETER | TOT | 44,327 | 35,462 | 2,272 | 1,818 | 19.51 | 1.25 |
| DISTRICT 7 | TOT | 44,834 | 32,726 | 2,287 | 1,669 | 19.60 | 1.37 |
| LITCHFIELD | TOT | 6,706 | 6,387 | 313 | 298 | 21.42 | 1.05 |
| MARSHALL | TOT | 38,668 | 41,578 | 2,012 | 2,163 | 19.22 | .93 |
| DISTRICT 8 | TOT | 45,374 | 22,916 | 2,325 | 1,174 | 19.52 | 1.98 |
| MAPLEWOOD | TOT | 66,367 | 85,086 | 3,080 | 3,949 | 21.55 | .78 |
| NEW BRIGHTON | TOT | 139,007 | 46,647 | 6,640 | 2,228 | 20.93 | 2.98 |
| NORTH ST PAUL | TOT | 11,623 | 37,494 | 510 | 1,645 | 22.79 | .31 |
| ST PAUL | TOT | 75,501 | 29,961 | 3,198 | 1,269 | 23.61 | 2.52 |
| SHOREVIEW | TOT | 78,533 | 48,180 | 3,500 | 2,147 | 22.44 | 1.63 |
| SOUTH ST PAUL | TOT | 10,262 | 48,867 | 380 | 1,810 | 27.01 | .21 |

BIT. SURF. 2341 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| WEST ST PAUL | TOT | 33,891 | 56,485 | 1,744 | 2,907 | 19.43 | .60 |
| BURNSVILLE | TOT | 24,221 | 10,861 | 1,204 | 540 | 20.12 | 2.23 |
| APPLE VALLEY | TOT | 108,418 | 71,328 | 6,040 | 3,974 | 17.95 | 1.52 |
| LAKEVILLE | TOT | 68,682 | 22,519 | 3,610 | 1,184 | 19.03 | 3.05 |
| EAGAN | TOT | 431,293 | 40,195 | 22,496 | 2,097 | 19.17 | 10.73 |
| LAKE ELMO | TOT | 29,166 | 33,914 | 1,470 | 1,709 | 19.84 | .86 |
| ROSEMOUNT | TOT | 41,369 | 78,055 | 2,410 | 4,547 | 17.17 | .53 |
| VADNAIS HEIGHTS | TOT | 38,540 | 54,282 | 1,850 | 2,606 | 20.83 | .71 |
| DISTRICT 9 | TOT | 1,156,873 | 40,365 | 58,132 | 2,028 | 19.90 | 28.66 |
| STATE TOTAL | | 2,707,906 | 46,576 | 127,267 | 2,189 | 21.28 | 58.14 |

BIT. SURF. 2341 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 20,681 | 66,713 | 837 | 2,700 | 24.71 | .31 |
| DISTRICT 2 | TOT | 72,768 | 57,752 | 2,913 | 2,312 | 24.98 | 1.26 |
| DISTRICT 3 | TOT | 90,843 | 42,253 | 5,261 | 2,447 | 17.27 | 2.15 |
| DISTRICT 4 | TOT | 70,988 | 53,779 | 3,041 | 2,304 | 23.34 | 1.32 |
| DISTRICT 5 | TOT | 1,159,269 | 60,097 | 50,269 | 2,606 | 23.06 | 19.29 |
| DISTRICT 6 | TOT | 46,276 | 25,709 | 2,202 | 1,223 | 21.02 | 1.80 |
| DISTRICT 7 | TOT | 44,834 | 32,726 | 2,287 | 1,669 | 19.60 | 1.37 |
| DISTRICT 8 | TOT | 45,374 | 22,916 | 2,325 | 1,174 | 19.52 | 1.98 |
| DISTRICT 9 | TOT | 1,156,873 | 40,365 | 58,132 | 2,028 | 19.90 | 28.66 |
| STATE TOTAL | | 2,707,906 | 46,576 | 127,267 | 2,189 | 21.28 | 58.14 |

BIT. SURF, 2361 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DULUTH | TOT | 25,260 | 33,237 | 850 | 1,118 | 29.72 | .76 |
| EVELETH | TOT | 13,632 | 41,309 | 450 | 1,364 | 30.29 | .33 |
| GRAND RAPIDS | TOT | 87,447 | 74,108 | 2,786 | 2,361 | 31.39 | 1.18 |
| HIBBING | TOT | 23,410 | 45,019 | 855 | 1,644 | 27.38 | .52 |
| VIRGINIA | TOT | 17,232 | 43,080 | 584 | 1,460 | 29.51 | .40 |
| DISTRICT 1 | TOT | 166,981 | 52,345 | 5,525 | 1,732 | 30.22 | 3.19 |
| ST CLOUD | TOT | 20,009 | 35,104 | 1,025 | 1,798 | 19.52 | .57 |
| DISTRICT 3 | TOT | 20,009 | 35,104 | 1,025 | 1,798 | 19.52 | .57 |
| MOORHEAD | TOT | 22,829 | 60,076 | 628 | 1,653 | 36.35 | .38 |
| DISTRICT 4 | TOT | 22,829 | 60,076 | 628 | 1,653 | 36.35 | .38 |
| BLAINE | TOT | 944 | | 33 | | 28.61 | |
| BLOOMINGTON | TOT | 19,404 | 102,126 | 635 | 3,342 | 30.56 | .19 |
| ST LOUIS PARK | TOT | 644 | 10,733 | 12 | 200 | 53.67 | .06 |
| DISTRICT 5 | TOT | 20,992 | 83,968 | 680 | 2,720 | 30.87 | .25 |
| FAIRMONT | TOT | 21,418 | 71,393 | 486 | 1,620 | 44.07 | .30 |
| DISTRICT 7 | TOT | 21,418 | 71,393 | 486 | 1,620 | 44.07 | .30 |
| NEW BRIGHTON | TOT | 6,230 | 5,107 | 204 | 167 | 30.54 | 1.22 |
| ST PAUL | TOT | 241,137 | 39,401 | 8,303 | 1,357 | 29.04 | 6.12 |
| EAGAN | TOT | 388,774 | 42,911 | 14,676 | 1,620 | 26.49 | 9.06 |
| DISTRICT 9 | TOT | 636,141 | 38,789 | 23,183 | 1,414 | 27.44 | 16.40 |
| STATE TOTAL | | 888,370 | 42,123 | 31,527 | 1,495 | 28.18 | 21.09 |

BIT. SURF, 2361 TONS

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 166,981 | 52,345 | 5,525 | 1,732 | 30.22 | 3.19 |
| DISTRICT 3 | TOT | 20,009 | 35,104 | 1,025 | 1,798 | 19.52 | .57 |
| DISTRICT 4 | TOT | 22,829 | 60,076 | 628 | 1,653 | 36.35 | .38 |
| DISTRICT 5 | TOT | 20,992 | 83,968 | 680 | 2,720 | 30.87 | .25 |
| DISTRICT 7 | TOT | 21,418 | 71,393 | 486 | 1,620 | 44.07 | .30 |
| DISTRICT 9 | TOT | 636,141 | 38,789 | 23,183 | 1,414 | 27.44 | 16.40 |
| STATE TOTAL | | 888,370 | 42,123 | 31,527 | 1,495 | 28.18 | 21.09 |

CURB & GUTTER 2531 LIN. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| CLOQUET | TOT | 15,264 | 80,337 | 2,462 | 12,958 | 6.20 | .19 |
| DULUTH | TOT | 29,855 | 9,789 | 4,806 | 1,576 | 6.21 | 3.05 |
| EVELETH | TOT | 18,235 | 55,258 | 2,605 | 7,894 | 7.00 | .33 |
| GRAND RAPIDS | TOT | 66,732 | 56,553 | 11,783 | 9,986 | 5.66 | 1.18 |
| HIBBING | TOT | 32,593 | 62,679 | 5,257 | 10,110 | 6.20 | .52 |
| VIRGINIA | TOT | 29,503 | 73,758 | 3,739 | 9,348 | 7.89 | .40 |
| DISTRICT 1 | TOT | 192,182 | 33,895 | 30,652 | 5,406 | 6.27 | 5.67 |
| BEMIDJI | TOT | 20,088 | 64,800 | 3,100 | 10,000 | 6.48 | .31 |
| CROOKSTON | TOT | 41,164 | 22,013 | 8,912 | 4,766 | 4.62 | 1.87 |
| EAST GRAND FORKS | TOT | 92,155 | 52,963 | 13,165 | 7,566 | 7.00 | 1.74 |
| THIEF RIVER FALLS | TOT | 26,062 | 48,263 | 5,577 | 10,328 | 4.67 | .54 |
| DISTRICT 2 | TOT | 179,469 | 40,240 | 30,754 | 6,896 | 5.84 | 4.46 |
| BRAINERD | TOT | 7,955 | 72,318 | 1,075 | 9,773 | 7.40 | .11 |
| ST CLOUD | TOT | 26,800 | 47,018 | 6,700 | 11,754 | 4.00 | .57 |
| ELK RIVER | TOT | 67,500 | 45,918 | 15,000 | 10,204 | 4.50 | 1.47 |
| DISTRICT 3 | TOT | 102,255 | 47,560 | 22,775 | 10,593 | 4.49 | 2.15 |
| ALEXANDRIA | TOT | 21,038 | 23,119 | 5,357 | 5,887 | 3.93 | .91 |
| DETROIT LAKES | TOT | 23,025 | 43,443 | 4,605 | 8,689 | 5.00 | .53 |
| FERGUS FALLS | TOT | 11,940 | 9,868 | 1,756 | 1,451 | 6.80 | 1.21 |
| MOORHEAD | TOT | 14,511 | 10,829 | 1,563 | 1,166 | 9.28 | 1.34 |
| DISTRICT 4 | TOT | 70,514 | 17,673 | 13,281 | 3,329 | 5.31 | 3.99 |
| ANOKA | TOT | 41,448 | 71,462 | 8,050 | 13,879 | 5.15 | .58 |
| BLAINE | TOT | 18,368 | | 3,036 | | 6.05 | |
| BLOOMINGTON | TOT | 264,996 | 63,396 | 51,752 | 12,381 | 5.12 | 4.18 |
| BROOKLYN CENTER | TOT | 6,515 | 65,150 | 1,095 | 10,950 | 5.95 | .10 |
| COON RAPIDS | TOT | 60,908 | 37,139 | 15,466 | 9,430 | 3.94 | 1.64 |
| EDINA | TOT | 22,698 | 47,288 | 5,044 | 10,508 | 4.50 | .48 |
| FRIDLEY | TOT | 55,815 | 60,668 | 13,196 | 14,343 | 4.23 | .92 |
| GOLDEN VALLEY | TOT | 58,018 | 41,441 | 13,070 | 9,336 | 4.44 | 1.40 |
| MINNEAPOLIS | TOT | 60,742 | 65,314 | 8,664 | 9,316 | 7.01 | .93 |
| MINNETONKA | TOT | 11,570 | 32,139 | 2,600 | 7,222 | 4.45 | .36 |
| ORONO | TOT | 37,923 | 12,899 | 4,928 | 1,676 | 7.70 | 2.94 |
| PLYMOUTH | TOT | 29,234 | 52,204 | 5,930 | 10,589 | 4.93 | .56 |
| ST LOUIS PARK | TOT | 11,913 | 56,729 | 2,295 | 10,929 | 5.19 | .21 |
| NEW HOPE | TOT | 67,604 | 26,934 | 13,170 | 5,247 | 5.13 | 2.51 |
| MAPLE GROVE | TOT | 62,639 | 51,768 | 13,741 | 11,356 | 4.56 | 1.21 |
| CHASKA | TOT | 2,520 | 2,710 | 420 | 452 | 6.00 | .93 |
| HAM LAKE | TOT | 30,913 | 22,401 | 8,184 | 5,930 | 3.78 | 1.38 |
| ANDOVER | TOT | 131,383 | 23,931 | 33,586 | 6,118 | 3.91 | 5.49 |
| RAMSEY | TOT | 19,864 | 42,264 | 4,966 | 10,566 | 4.00 | .47 |
| PRIOR LAKE | TOT | 4,886 | 37,585 | 862 | 6,631 | 5.67 | .13 |
| LINO LAKES | TOT | 12,361 | 49,444 | 2,784 | 11,136 | 4.44 | .25 |
| DISTRICT 5 | TOT | 1,012,318 | 37,957 | 212,839 | 7,980 | 4.76 | 26.67 |
| ALBERT LEA | TOT | 6,050 | 50,417 | 1,363 | 11,358 | 4.44 | .12 |
| AUSTIN | TOT | 15,433 | 55,118 | 2,748 | 9,814 | 5.62 | .28 |
| FARIBAULT | TOT | 59,290 | 62,411 | 9,920 | 10,442 | 5.98 | .95 |
| NORTHFIELD | TOT | 7,849 | 14,271 | 1,834 | 3,335 | 4.28 | .55 |

CURB & GUTTER 2531 LIN. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| OWATONNA | TOT | 6,067 | 20,223 | 931 | 3,103 | 6.52 | .30 |
| RED WING | TOT | 7,280 | 72,800 | 1,040 | 10,400 | 7.00 | .10 |
| ROCHESTER | TOT | 35,797 | 57,737 | 6,763 | 10,908 | 5.29 | .62 |
| WINONA | TOT | 14,049 | 66,900 | 2,051 | 9,767 | 6.85 | .21 |
| DISTRICT 6 | TOT | 151,815 | 48,503 | 26,650 | 8,514 | 5.70 | 3.13 |
| FAIRMONT | TOT | 16,444 | 54,813 | 3,088 | 10,293 | 5.33 | .30 |
| MANKATO | TOT | 47,048 | 294,050 | 7,468 | 46,675 | 6.30 | .16 |
| NORTH MANKATO | TOT | 2,275 | | 350 | | 6.50 | |
| ST PETER | TOT | 50,187 | 40,150 | 9,745 | 7,796 | 5.15 | 1.25 |
| DISTRICT 7 | TOT | 115,954 | 67,809 | 20,651 | 12,077 | 5.61 | 1.71 |
| LITCHFIELD | TOT | 4,559 | 30,393 | 865 | 5,767 | 5.27 | .15 |
| MARSHALL | TOT | 37,169 | 21,361 | 6,802 | 3,909 | 5.46 | 1.74 |
| WILLMAR | TOT | 38,255 | 35,421 | 9,130 | 8,454 | 4.19 | 1.08 |
| DISTRICT 8 | TOT | 79,983 | 26,930 | 16,797 | 5,656 | 4.76 | 2.97 |
| MAPLEWOOD | TOT | 43,478 | 55,741 | 9,585 | 12,288 | 4.54 | .78 |
| NEW BRIGHTON | TOT | 22,032 | 7,393 | 3,620 | 1,215 | 6.09 | 2.98 |
| NORTH ST PAUL | TOT | 16,125 | 52,016 | 3,225 | 10,403 | 5.00 | .31 |
| ST PAUL | TOT | 240,894 | 47,702 | 46,296 | 9,168 | 5.20 | 5.05 |
| SHOREVIEW | TOT | 70,125 | 43,021 | 16,500 | 10,123 | 4.25 | 1.63 |
| WEST ST PAUL | TOT | 28,020 | 46,700 | 6,600 | 11,000 | 4.25 | .60 |
| BURNSVILLE | TOT | 20,433 | 9,163 | 4,415 | 1,980 | 4.63 | 2.23 |
| APPLE VALLEY | TOT | 93,232 | 61,337 | 21,358 | 14,051 | 4.37 | 1.52 |
| LAKEVILLE | TOT | 76,534 | 25,093 | 18,378 | 6,026 | 4.16 | 3.05 |
| EAGAN | TOT | 403,289 | 35,099 | 91,330 | 7,949 | 4.42 | 11.49 |
| LAKE ELMO | TOT | 2,800 | 3,256 | 350 | 407 | 8.00 | .86 |
| VADNAIS HEIGHTS | TOT | 32,957 | 46,418 | 7,300 | 10,282 | 4.51 | .71 |
| DISTRICT 9 | TOT | 1,049,919 | 33,640 | 228,957 | 7,336 | 4.59 | 31.21 |
| STATE TOTAL | | 2,954,409 | 36,047 | 603,356 | 7,362 | 4.90 | 81.96 |

CURB & GUTTER 2531 LIN. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 192,182 | 33,895 | 30,652 | 5,406 | 6.27 | 5.67 |
| DISTRICT 2 | TOT | 179,469 | 40,240 | 30,754 | 6,896 | 5.84 | 4.46 |
| DISTRICT 3 | TOT | 102,255 | 47,560 | 22,775 | 10,593 | 4.49 | 2.15 |
| DISTRICT 4 | TOT | 70,514 | 17,673 | 13,281 | 3,329 | 5.31 | 3.99 |
| DISTRICT 5 | TOT | 1,012,318 | 37,957 | 212,839 | 7,980 | 4.76 | 26.67 |
| DISTRICT 6 | TOT | 151,815 | 48,503 | 26,650 | 8,514 | 5.70 | 3.13 |
| DISTRICT 7 | TOT | 115,954 | 67,809 | 20,651 | 12,077 | 5.61 | 1.71 |
| DISTRICT 8 | TOT | 79,983 | 26,930 | 16,797 | 5,656 | 4.76 | 2.97 |
| DISTRICT 9 | TOT | 1,049,919 | 33,640 | 228,957 | 7,336 | 4.59 | 31.21 |
| STATE TOTAL | | 2,954,409 | 36,047 | 603,356 | 7,362 | 4.90 | 81.96 |

SIDEWALK CONSTR. SQ. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| CLOQUET | TOT | 16,007 | 84,247 | 9,416 | 49,558 | 1.70 | .19 |
| DULUTH | TOT | 25,915 | 89,362 | 14,008 | 48,303 | 1.85 | .29 |
| EVELETH | TOT | 9,641 | 29,215 | 5,843 | 17,706 | 1.65 | .33 |
| GRAND RAPIDS | TOT | 74,045 | 66,707 | 108,922 | 98,128 | .68 | 1.11 |
| HIBBING | TOT | 31,249 | 60,094 | 17,095 | 32,875 | 1.83 | .52 |
| VIRGINIA | TOT | 40,123 | 100,308 | 18,718 | 46,795 | 2.14 | .40 |
| DISTRICT 1 | TOT | 196,980 | 69,359 | 174,002 | 61,268 | 1.13 | 2.84 |
| BEMIDJI | TOT | 17,510 | 56,484 | 10,300 | 33,226 | 1.70 | .31 |
| CROOKSTON | TOT | 75,866 | 63,222 | 39,626 | 33,022 | 1.91 | 1.20 |
| EAST GRAND FORKS | TOT | 20,348 | 19,017 | 11,969 | 11,186 | 1.70 | 1.07 |
| THIEF RIVER FALLS | TOT | 303 | 2,020 | 155 | 1,033 | 1.95 | .15 |
| DISTRICT 2 | TOT | 114,027 | 41,768 | 62,050 | 22,729 | 1.84 | 2.73 |
| BRAINERD | TOT | 136 | 1,236 | 47 | 427 | 2.89 | .11 |
| ST CLOUD | TOT | 24,100 | 42,281 | 24,100 | 42,281 | 1.00 | .57 |
| DISTRICT 3 | TOT | 24,236 | 35,641 | 24,147 | 35,510 | 1.00 | .68 |
| ALEXANDRIA | TOT | 1,908 | 4,240 | 954 | 2,120 | 2.00 | .45 |
| DETROIT LAKES | TOT | 3,440 | 6,491 | 1,720 | 3,245 | 2.00 | .53 |
| FERGUS FALLS | TOT | 14,740 | 12,387 | 7,339 | 6,167 | 2.01 | 1.19 |
| MOORHEAD | TOT | 29,198 | 20,708 | 13,008 | 9,226 | 2.24 | 1.41 |
| DISTRICT 4 | TOT | 49,286 | 13,767 | 23,021 | 6,430 | 2.14 | 3.58 |
| ANOKA | TOT | 17,365 | 29,940 | 15,100 | 26,034 | 1.15 | .58 |
| BLOOMINGTON | TOT | 145,052 | 95,429 | 98,082 | 64,528 | 1.48 | 1.52 |
| BROOKLYN CENTER | TOT | 3,315 | 33,150 | 1,700 | 17,000 | 1.95 | .10 |
| COON RAPIDS | TOT | 21,132 | 21,345 | 19,150 | 19,343 | 1.10 | .99 |
| EDINA | TOT | 16,016 | 33,367 | 12,320 | 25,667 | 1.30 | .48 |
| FRIDLEY | TOT | 19,714 | 45,847 | 13,411 | 31,188 | 1.47 | .43 |
| GOLDEN VALLEY | TOT | 42,908 | 23,194 | 31,485 | 17,019 | 1.36 | 1.85 |
| MINNEAPOLIS | TOT | 89,714 | 96,467 | 46,954 | 50,488 | 1.91 | .93 |
| ORONO | TOT | 41,571 | 14,140 | 30,567 | 10,397 | 1.36 | 2.94 |
| ST LOUIS PARK | TOT | 6,481 | 43,207 | 4,985 | 33,233 | 1.30 | .15 |
| NEW HOPE | TOT | 13,254 | 9,078 | 9,200 | 6,301 | 1.44 | 1.46 |
| MAPLE GROVE | TOT | 15,863 | 36,891 | 11,799 | 27,440 | 1.34 | .43 |
| PRIOR LAKE | TOT | 6,263 | 48,177 | 4,450 | 34,231 | 1.41 | .13 |
| DISTRICT 5 | TOT | 438,648 | 36,584 | 299,203 | 24,954 | 1.47 | 11.99 |
| ALBERT LEA | TOT | 1,656 | 13,800 | 1,072 | 8,933 | 1.54 | .12 |
| AUSTIN | TOT | 12,013 | 29,300 | 7,281 | 17,759 | 1.65 | .41 |
| FARIBAULT | TOT | 12,047 | 12,681 | 6,374 | 6,709 | 1.89 | .95 |
| NORTHFIELD | TOT | 14,317 | 26,031 | 10,555 | 19,191 | 1.36 | .55 |
| OWATONNA | TOT | 9,818 | 32,727 | 6,942 | 23,140 | 1.41 | .30 |
| RED WING | TOT | 24,513 | 245,130 | 12,360 | 123,600 | 1.98 | .10 |
| ROCHESTER | TOT | 7,131 | 11,502 | 3,513 | 5,666 | 2.03 | .62 |
| WINONA | TOT | 40,108 | 190,990 | 23,257 | 110,748 | 1.72 | .21 |
| DISTRICT 6 | TOT | 121,603 | 37,302 | 71,354 | 21,888 | 1.70 | 3.26 |
| FAIRMONT | TOT | 40,140 | 133,800 | 22,583 | 75,277 | 1.78 | .30 |
| MANKATO | TOT | 62,110 | 388,188 | 44,364 | 277,275 | 1.40 | .16 |
| NORTH MANKATO | TOT | 936 | | 520 | | 1.80 | |

SIDEWALK CONSTR. SQ. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| ST PETER | TOT | 45,056 | 36,045 | 33,375 | 26,700 | 1.35 | 1.25 |
| WORTHINGTON | TOT | 31,491 | 34,229 | 15,033 | 16,340 | 2.09 | .92 |
| DISTRICT 7 | TOT | 179,733 | 68,340 | 115,875 | 44,059 | 1.55 | 2.63 |
| LITCHFIELD | TOT | 3,718 | 4,131 | 2,618 | 2,909 | 1.42 | .90 |
| MARSHALL | TOT | 75,485 | 43,382 | 48,186 | 27,693 | 1.57 | 1.74 |
| WILLMAR | TOT | 24,890 | 23,046 | 19,000 | 17,593 | 1.31 | 1.08 |
| DISTRICT 8 | TOT | 104,093 | 27,982 | 69,804 | 18,765 | 1.49 | 3.72 |
| MAPLEWOOD | TOT | 8,750 | 33,654 | 6,250 | 24,038 | 1.40 | .26 |
| NEW BRIGHTON | TOT | 65,342 | 17,660 | 46,888 | 12,672 | 1.39 | 3.70 |
| ST PAUL | TOT | 90,081 | 16,290 | 51,615 | 9,334 | 1.75 | 5.53 |
| SHOREVIEW | TOT | 52,313 | 32,094 | 38,750 | 23,773 | 1.35 | 1.63 |
| WEST ST PAUL | TOT | 6,130 | 10,217 | 3,900 | 6,500 | 1.57 | .60 |
| BURNSVILLE | TOT | 7,383 | 4,148 | 5,864 | 3,294 | 1.26 | 1.78 |
| APPLE VALLEY | TOT | 96,963 | 63,791 | 68,870 | 45,309 | 1.41 | 1.52 |
| LAKEVILLE | TOT | 8,057 | 6,446 | 6,093 | 4,874 | 1.32 | 1.25 |
| EAGAN | TOT | 76,110 | 16,333 | 64,050 | 13,745 | 1.19 | 4.66 |
| DISTRICT 9 | TOT | 411,129 | 19,643 | 292,280 | 13,965 | 1.41 | 20.93 |
| STATE TOTAL | | 1,639,735 | 31,317 | 1,131,736 | 21,615 | 1.45 | 52.36 |



$ 1,639,735 ÷ 1,131,736 X 9 = $13.04 per sq. yd.

SIDEWALK CONSTR. SQ. FT.

| TOTALS | | TOTAL COST | COST PER MILE | TOTAL QUANTITY | QUANTITY PER MILE | UNIT PRICE | LENGTH |
|---|---|---|---|---|---|---|---|
| DISTRICT 1 | TOT | 196,980 | 69,359 | 174,002 | 61,268 | 1.13 | 2.84 |
| DISTRICT 2 | TOT | 114,027 | 41,768 | 62,050 | 22,729 | 1.84 | 2.73 |
| DISTRICT 3 | TOT | 24,236 | 35,641 | 24,147 | 35,510 | 1.00 | .68 |
| DISTRICT 4 | TOT | 49,286 | 13,767 | 23,021 | 6,430 | 2.14 | 3.58 |
| DISTRICT 5 | TOT | 438,648 | 36,584 | 299,203 | 24,954 | 1.47 | 11.99 |
| DISTRICT 6 | TOT | 121,603 | 37,302 | 71,354 | 21,888 | 1.70 | 3.26 |
| DISTRICT 7 | TOT | 179,733 | 68,340 | 115,875 | 44,059 | 1.55 | 2.63 |
| DISTRICT 8 | TOT | 104,093 | 27,982 | 69,804 | 18,765 | 1.49 | 3.72 |
| DISTRICT 9 | TOT | 411,129 | 19,643 | 292,280 | 13,965 | 1.41 | 20.93 |
| STATE TOTAL | | 1,639,735 | 31,317 | 1,131,736 | 21,615 | 1.45 | 52.36 |



$1,639,735 ÷ 1,131,736 X 9 = $ 13.04 per sq. yd.

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

OCTOBER 1989

BE IT RESOLVED:

## ADMINISTRATION

### 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 Chairman and Vice Chairman - June 1987

That the Chairman and Vice Chairman, nominated annually at the annual meeting of the City Engineers association of Minnesota and subsequently appointed by the Commissioner of the Minnesota Department of Transportation shall not have a vote in matters before the Screening Board unless they are also the duly appointed Screening Board Representative of a construction District or of a City of the first class.

### 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.

### Appointment to the Needs Study Subcommittee - June 1987

The Screening Board Chairman shall annually appoint one city engineer, who has served on the Screening Board, to serve a three year term on the Needs Study Subcommittee. The appointment shall be made after the annual Spring meeting of the Municipal Screening Board. The appointed subcommittee person shall serve as chairman of the subcommittee in the third year of the appointment.

Appointment to Unemcumbered Construction Funds Subcommittee - 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 a program of accomplishments.

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.

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.

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.

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.

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.

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.

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. 1988)

When a Municipal State Aid Street is constructed to State Aid Standards, said street shall be considered adequate for a period of 20 years from the date of project letting or encumbrance of force account funds.

If, during the period that complete needs are being received the street is improved with a bituminous overlay or concrete joint repair the municipality will continue to receive complete needs but shall have the non-local cost of the bituminous resurfacing or concrete joint repair construction project deducted from its total needs for a period of ten (10) years.

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 will be permitted in subsequent needs for 20 years from the date of the letting or encumbrance of force account funds. At the end of the 20 year period, reinstatement for complete construction needs shall be initiated by the Municipality.

Needs for resurfacing, lighting, and traffic signals shall be allowed on all Municipal State Aid Streets at all times.

That any bridge construction project shall cause the needs of the affected bridge to be removed for a period of 35 years from the project letting date or date of force account agreement. At the end of the 35 year period, needs for complete reconstruction of the bridge will be reinstated in the needs study at the initiative of the Municipal Engineer. If, during the period that complete bridge needs are being received the bridge is improved with a bituminous overlay, the municipality will continue to receive complete needs but shall have the non-local cost of the overlay deducted from its total needs for a period of ten (10) years.

The adjustments above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the Municipal Engineer and justification to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

In the event that a M.S.A.S route earning "After the Fact" needs is removed from the M.S.A. system, then, the "After the Fact" needs shall be removed from the needs study, except if transferred to another state system. No adjustment will be required on needs earned prior to the revocation.

## 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 1986)

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.

### Greater Than Minimum Width

If a Municipal State Aid Street is constructed to a width wider than required, only the width required by rules will be allowed for future resurfacing needs.

### 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.

## 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.

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.

<u>One Way Street Mileage</u> - 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.

## St. Paul

| MSA ROUTE NO. | | TERMINI | APPROVAL DATE | MILEAGE | NEEDS WIDTH |
|---|---|---|---|---|---|
| 134 | EB Fifth St. | - Fort Rd. (W. 7th St.) | 6/89 | 0.85 Miles | 28' & 36' |
| 198 | WB Sixth St. | to Broadway St. | | 0.86 Miles | 36' |
| 235 | NB Wabasha St. | - Kellogg Blvd. | 6/89 | 0.61 Miles | 36' |
| 236 | SB St. Peter St. | to Twelfth St. | | 0.62 Miles | 36' |
| 165 | NB Minnesota St. | - Kellogg Blvd. | 6/89 | 0.47 Miles | 36' |
| 117 | SB Cedar St. | to Tenth St. | | 0.46 Miles | 36' |
| 196 | NB Sibley St. | - Shepard Road | 6/89 | 0.34 Miles | 36' |
| | SB Jackson St. | to Seventh St. | | CSAH | |
| | | | | 4.21 Miles | |

COST

Construction Item Unit Prices - (Revised Annually)

| | | | |
|---|---|---|---|
| Right of Way: | | $ 60,000.00 | Acre |
| Grading: | | $ 3.00 | Cu. Yd. |
| Base: | | | |
| Class 4 | Spec. #2211 | $ 4.75 | Ton |
| Class 5 | Spec. #2211 | $ 5.75 | Ton |
| Bituminous | Spec. #2331 | $ 21.00 | Ton |
| Surface: | | | |
| Bituminous | Spec. #2331 | $ 21.00 | Ton |
| Bituminous | Spec. #2341 | 24.00 | Ton |
| Bituminous | Spec. #2361 | 34.00 | Ton |
| Shoulders: | | | |
| Gravel | Spec. #2221 | $ 4.25 | Ton |
| Miscellaneous: | | | |
| Storm Sewer Construction | | $196,000.00 | Mile |
| Storm Sewer Adjustment | | 62,000.00 | Mile |
| Traffic Signals | | 15,000 to 45,000.00 | Mile |
| Street Lighting | | 16,000.00 | Mile |
| Curb & Gutter | | 5.50 | Lin. Ft. |
| Sidewalk | | 14.00 | Sq. Yd. |
| Engineering | | 18% | |
| Removal Items: | | | |
| Curb & Gutter | | $ 1.75 | Lin. Ft. |
| Sidewalk | | 4.00 | Sq. Yd. |
| Concrete Pavement | | 3.75 | Sq. Yd. |
| Tree Removal | | 140.00 | Unit |

## 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. | $ 55.00 Sq. Ft. |
| Bridges 150 to 499 Ft. | $ 60.00 Sq. Ft. |
| Bridges 500 & Over | $ 70.00 Sq. Ft. |
| Bridge Widening | $200.00 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) | $70,000 Unit |
| Signals and Gates(Multiple Track - high | $99,000 Unit |
| Signs Only & low speed) | $ 300 Unit |
| Rubberized Railroad Crossings | $ 700 Lin. Ft. |

## 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 1976, 1979)

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.

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.

"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."

### Unencumbered Construction Fund Balance Adjustment - Oct. 1961

(Revised June 1986)

That for the determination of Apportionment Needs, the amount of the unencumbered construction fund balance as of September 1st of the current year, not including the current year construction apportionment, shall be deducted from the 25-year total Needs of each individual municipality.

Projects that have been received before September 1st by the District State Aid Engineer for payment shall be considered as being encumbered and the construction balances shall be so adjusted.

### Excess Unencumbered Construction Fund Balance (Revised June 1989)

Whenever a municipality's construction fund balance available as of February 1, of the current year, not including the current years allotment, exceeds $300,000 or two times their annual construction allotment (whichever is greater), the State Aid Office shall notify the City in writing by March 1st

of this excess balance and outline the financial impact to the City if this unencumbered construction fund balance is not reduced to the stated amount by September 1, of that year. The State Aid Office shall review the balance as of June 30, and send a second notice to those cities still exceeding the allowable unencumbered construction fund balance based upon the criteria stated above and include further explanation of the financial impact to their city if the balance is not reduced within the guidelines by September 1, of that same year. The Unencumbered Construction Fund Subcommittee shall meet with those cities still having an excess unencumbered construction fund balance after September 1, of that year and inform them of the adjustment which will be made to their 25 year construction needs for the following year. It is understood that either the submittal of a report of State Aid Contract or report of final contract approved by the District State Aid Engineer by September 1, which reduces the fund balance within required limits shall be considered acceptable to meeting the intent of this particular resolution. In the event the city does not meet the requirements of this resolution to reduce their unencumbered construction fund balance as per the criteria stated above, an adjustment of twice the amount available (city's unencumbered construction fund balance less the current years construction allotment) will be deducted from the city's twenty-five year needs prior to the succeeding year apportionment. The initial adjustment, based on the last allocation, loss of apportionment shall not exceed the excess balance. 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 balance adjustment previously defined.

(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.

Storm Sewer - June 1986 (revised October 1989)

For the 1990 needs and the 1991 apportionment and thereafter, the money needs for municipal State Aid segments requiring complete storm sewer shall be included in the Needs Study at the unit rate annually set by the Municipal Screening Committee. Storm sewer adjustment needs shall be included in the Needs Study for street segments rated inadequate or deficient yet possess completed storm sewers.

For and through the 1990 apportionment, all complete Storm Sewer Construction projects let in 1984 through 1988 where State Aid Funds have participated in the cost, the complete Storm Sewer Needs will be determined by the Office of State Aid using the participating plan quantities, the participating percentage and the contract or force account prices.

In order to receive needs for qualifying Storm Sewer Construction projects funded with local funds let in 1984 through 1988, a plan and an Abstract of Bids or Construction Proceed Order must be submitted to the Office of State Aid by the City Engineers. The Hydraulics Section of the Office of Design Services will determine the eligible percentage of participating storm sewer and the Office of State Aid will determine the complete Storm Sewer Needs.

Right of Way - Oct. 1965 (Revised June 1986)

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. Right-of-way projects that are funded with State Aid Funds will be compiled by the State Aid Office. When "After the Fact" needs are requested for right-of-way projects that have been funded with local funds, but qualify for State Aid reimbursement, documentation (copies of warrants and description of acquisition) must be submitted to the State Aid Office.

Variance Granted - Reduction of Money Needs - Oct. 1982 (Revised Oct. 1984) (Revised Oct. 1987) (Revised Oct. 1989)

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 or the proportional difference between average past 15 years of base and surface needs received and the granted variance times fifteen (Documentation shall be furnished by the City to the State Aid Office at the same time as the "Hold Harmless" City Council resolution is submitted for final variance approval.) This would be a one-year adjustment to the 25-year needs.

Trunk Highway Turnback - Oct. 1967 (Revised June 1989)

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 $7,200 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 $7,200 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.

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 (Revised June 1987)

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 four years, or may elect to continue the present procedure of taking their own counts and preparing their own traffic maps at four year intervals.

3. Some deviations from the present four-year counting cycle shall be permitted during the interim period of conversion to counting by State forces in the outstate area.