1991 Municipal Screening Board Data

June 1991

(612) 296-1662

May 1991

TO : Municipal Engineers

SUBJECT : Municipal State Aid Screening Board Data

Enclosed is a copy of the June 1991 Municipal Screening Board Data.

The data included in this report will be used by the Municipal Screening Board at its June 17 and 18, 1991, meeting near Brainerd to establish unit prices for the 1991 Needs Study and the resulting 1992 apportionment. The Board will also review other recommendations of the Needs Study Subcommittee and the Unencumbered Construction Fund Subcommittee out lined in the minutes of each Subcommittee.

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:
1991 Municipal State Aid Screening Board Data.

1991 MUNICIPAL SCREENING BOARD DATA

TABLE OF CONTENTS

1991 MUNICIPAL SCREENING BOARD

OFFICERS

CHAIRMAN	JIM GRUBE	ST. LOUIS PARK	(612) 924-2551
VICE CHAIRMAN	DAN EDWARDS	FERGUS FALLS	(218) 739-2251
SECRETARY	ALAN GRAY	EDEN PRAIRIE	(612) 937-2262

MEMBERS

DISTRICT	SERVED	REPRESENTATIVE		
1	1	JIM PRUSAK	CLOQUET	(218) 879-6758
2	1	DAVID KILDAHL	CROOKSTON	(218) 281-6522
3	1	SIDNEY WILLIAMSON	SAUK RAPIDS	(612) 251-4553
4	3	ALVIN MOEN	ALEXANDRIA	(612) 762-8149
5	2	MICHAEL EASTLING	RICHFIELD	(612) 861-9700
6	3	TOM DRAKE	RED WING	(612) 227-6220
7	2	PETE MCCLURG	NEW ULM	(507) 359-8245
8	1	DALE SWANSON	WILLMAR	(612) 235-4202
9	2	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	OPEN		
2	DON BOELL	BEMIDJI	(218) 751-5610
3	CURT KREKLAU	BUFFALO	(612) 253-1000
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	RICH VICTOR	MARSHALL	(507) 537-6774
9	BRIAN BACHMEIER	OAKDALE	(612) 739-5086

1991 SUBCOMMITTEES

NEEDS STUDY SUBCOMMITTEE

CLYDE BUSBY - CHAIRMAN
HIBBING
(218) 262-3486
EXPIRES IN 1991

CHARLES SIGGERUD
BURNSVILLE
(612) 895-4400
EXPIRES IN 1992

JOE BETTENDORF
LITCHFIELD
(612) 252-4740
EXPIRES IN 1993

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

FRED MOORE - CHAIRMAN
PLYMOUTH
(612) 550-5000
EXPIRES IN 1991

RON RUDRUD
BLOOMINGTON
(612) 881-5811
EXPIRES IN 1992

BRUCE BULLERT
SAVAGE
(612) 890-1045
EXPIRES IN 1993

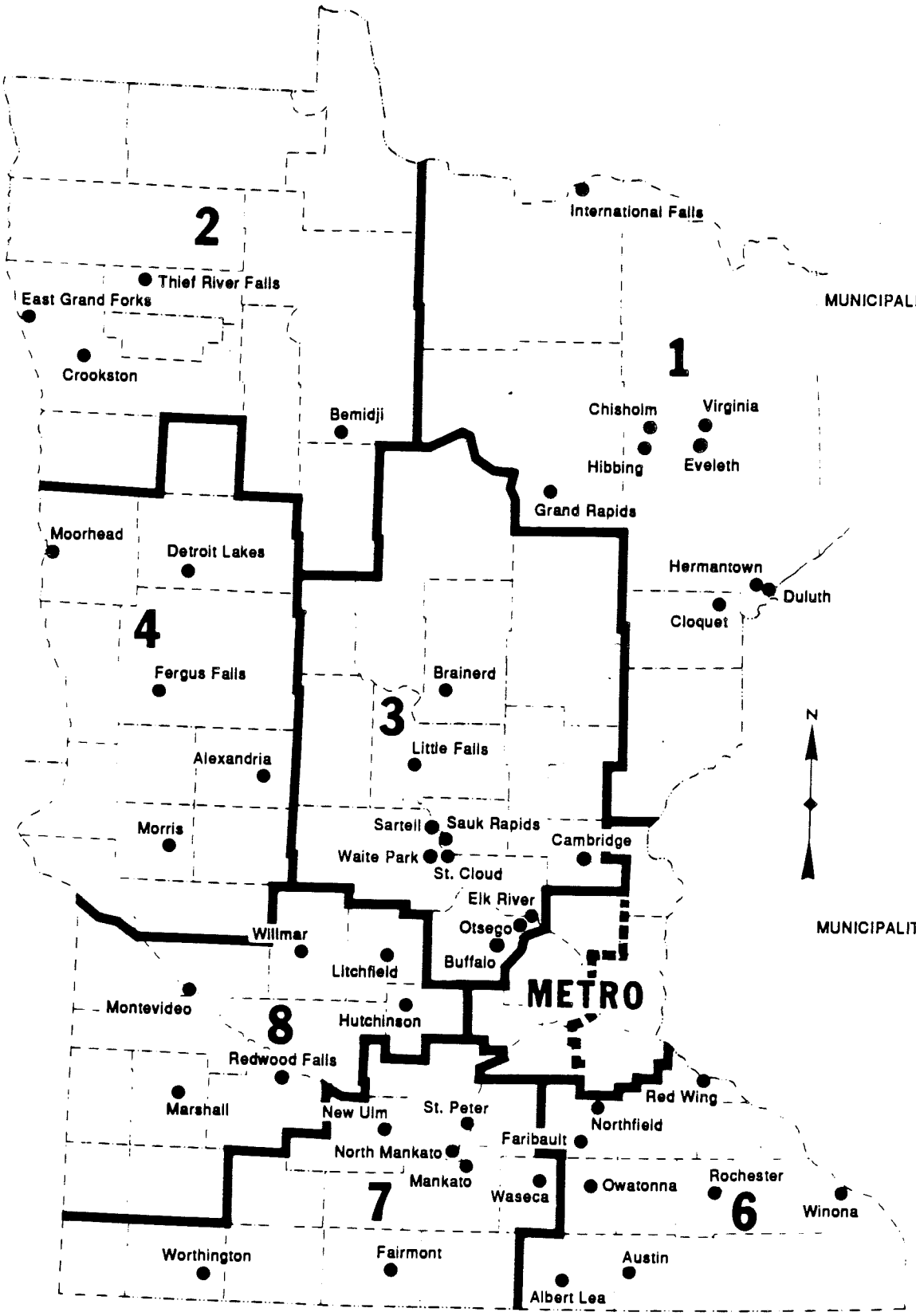
ALLOCATION STUDY SUBCOMMITTEE

(PRESENTLY NOT APPOINTED BY THE COMMISSIONER)

CHAIRMAN -	BRUCE BULLERT - SAVAGE	(612) 890-1045
	GERALD BUTCHER - MAPLE GROVE	(612) 420-4000
	TOM DRAKE - RED WING	(612) 227-6220
	JOHN FLORA - FRIDLEY	(612) 571-3450
	JIM GRUBE - ST. LOUIS PARK	(612) 924-2551
	RAMANKUTTY KANNAKUTTY - MINNEAPOLIS	(612) 673-2456
	KEN LARSON - DULUTH	(218) 723-3278
	LOWELL ODLAND - GOLDEN VALLEY	(612) 545-3781
	BILL OTTENSMANN - COON RAPIDS	(612) 755-2880
	CHUCK SIGGERUD - BURNSVILLE	(612) 895-4400

STATE OF MINNESOTA

HIGHWAY DISTRICTS AND MUNICIPALITIES AS ESTABLISHED FOR STATE AID PURPOSES



MUNICIPALITIES IN METRO-GOLDEN VA

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
Mahtomedi
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 29-30, 1990

The fall meeting of the Municipal Screening Committee was called to order by Chairman Bruce Bullert at 1:10 P.M., Monday, October 23, 1990. Roll call was taken by the Secretary.

Present were:

Officers and Municipal Screening Committee Members:

Chairman - Bruce Bullert, Savage
Vice Chairman - Jim Grube, St. Louis Park
Secretary - Dan Edwards, Fergus Falls

District 1 - Jim Prusak	Cloquet
District 2 - Jim Walker	Thief River Falls
District 3 - Terry Maurer	Elk River
District 4 - Alvin Moen	Alexandria
District - Mike Eastling	Richfield
Metro West	
District 6 - Tom Drake	Red Wing
District 7 - Pete McClurg	New Ulm
District 8 - Joe Bettendorf	Litchfield
District - Kenneth Haider	Maplewood
Metro East	
First Class City - Kenneth Larson	Duluth
First Class City - Marv Hoshaw	Minneapolis
First Class City - Thomas Kuhfeld	St. Paul
Chairman Needs Study Subcommittee - Dan Edwards	Fergus Falls
Chairman - Unencumbered Construction Funds Subcommittee - Kenneth Saffert	Mankato

Others:

District 3 (Alt) - Sidney Williamson	Sauk Rapids
District 8 (Alt) - Dale Swanson	Willmar
Emil "Mic" Dahlberg	Hermantown
Don Aluni	Minneapolis
Dan Sabin	Minneapolis
Ramankutty Kannakutty	Minneapolis
Glen Cook	Spring Lake Park
Dennis Carlson	Mn/Dot Director, Office of State Aid
Roy L. Hanson	Mn/Dot Assistant State Aid Engineer
Ken Straus	Mn/Dot MSA Needs Unit Manager
Ken Hoeschen	Mn/Dot CSA Needs Unit Manager
Bill Croke	Mn/Dot District 1 State Aid Engineer

Jack Isaacson	Mn/Dot District 2 State Aid Engineer
Dave Reed	Mn/Dot District 3 State Aid Engineer
Tallack Johnson	Mn/Dot District 4 State Aid Engineer
Chuck Weichselbaum	Mn/Dot Metro West State Aid Engineer
Earl Welshons	Mn/Dot District 6 State Aid Engineer
Douglas Haeder	Mn/Dot District 7 State Aid Engineer
John Hoeke	Mn/Dot District 8 State Aid Engineer

I. RECOGNITION OF THOSE PRESENT:

Chairman Bullert introduced Ken Saffert, Chairman of the Unencumbered Construction Funds Subcommittee and noted that Dan Edwards is the Chairman of the Needs Study Subcommittee. In addition Chairman Bullert recognized the Alternate Representative of District 3, Sid Williams; and the Alternate Representative of District 8, Dale Swanson; noting that each would assume the responsibilities of District Representative in 1991.

II. MINUTES CONSIDERATION:

Bullert called for the consideration and approval of the minutes of the June 12-13, 1990, Municipal Screening Committee meeting. The minutes are contained in pages 6 through 22 of the 1990 Municipal State Aid Needs Report, dated October 1990. Marv Hoshaw (Minneapolis) moved, seconded by Tom Drake (Red Wing), to approve the minutes. The motion carried.

III. 1990 MUNICIPAL STATE AID NEEDS REPORT REVIEW:

Ken Straus presented the 1990 Municipal State Aid Needs Report, dated October 1990. Straus directed the attendees' attention to pages 23 and 24 (M.S.A.S. Mileage, Needs, and Apportionments) and noted that Construction Needs had increased more than $300 million since last year (1990). He further noted that Ostego Township is scheduled to incorporate as a City on November 15, 1990 and thus will be included in the revised mileage and construction needs figures in the January 1991 book.

Attention was then directed to pages 27 through 29 which contained summaries of maximum mileage listings for

communities. Straus pointed out that we have a total of 124.87 miles on our system that could be designated and drawing needs. Straus referred to a revised page 31 which showed theoretical population apportionment. Reference was then made to pages 34 through 38 which contains the 1990 Needs Study Update data. Straus noted that storm sewer and special drainage items have been added, the unit prices adjusted as approved at the Spring meeting, and adjustments made for traffic counts conducted in 1989. The net result was an increase of $311,464,332 in M.S.A.S. Construction Needs from 1989 to 1990. Straus referred to the itemized figures for each community listed on page 41 and noted that average construction needs per mile of $520,000 was calculated with a high of $918,449 (Farmington) and a low of $148,280 (East Bethel). It was also noted that the addition of storm sewer needs amounted to $145,320,280 for 1990.

Straus directed our attention to page 41 which shows the comparison of needs between 1989 and 1990. The needs to apportionment ratio increased from 12.4625 to 16.1252 over this same time period. Page 47 shows the recommended negative needs adjustment for the four Cities that have exceeded their allowable construction fund balance as of September 1,1990. Straus pointed out the special problem that Maplewood has because of a previous year's negative adjustment. This earlier adjustment caused the City to lose its money needs which was reflected in a construction fund allotment that was approximately one-half of the amount that would normally be received. A literal interpretation of the Screening Board Resolution would require Maplewood to reduce its construction fund further than other Cities or receive continuing adjustments of increasing magnitude. Straus feels that the Resolution should consider the amount of money that a City has accumulated before any adjustment is applied when calculating future adjustments. If this were the case then Maplewood would be in compliance with the required unencumbered Construction Fund Balance rules and no adjustment would be needed for 1990. For example: If Maplewood's money needs were considered in calculating its 1990 construction allotment the amount would be approx. $625,000 and the allowable construction fund balance would be $1.25 million (2x Construction Allotment); but the money needs were not considered so the construction allotment was actually $411,837 and the allowable balance became $823,674. The available construction funds as of September 1, 1990 is $971,268. This amount requires a negative needs adjustment in the latter case but would be in compliance in the former case. This scenario will be discussed in depth during the evening session.

Straus referred next to pages 48 through 50 for the individual Cities Unencumbered Construction Fund Balances. He stressed that the total amount available ($119,384,013) should be reduced if we are to avoid problems an the area of

the perception of excess funding by the Legislature in their review of our Municipal State aid System. Straus also noted that pages 55 through 56 contain Bond Account data for the individual cities which now have been notified of the reporting requirements and adjustments associated with the bonding program. Pages 62 through 74 contain a summary of actions taken on variance requests.

Straus referred the attendees to page 92 which contains the New Maintenance Needs Resolution which was added in June 1990. Straus also noted that the Screening Board should take action to remove the Storm Sewer Resolution shown on page 94 due to the removal of after the fact storm sewer needs. The Resolution is no longer pertinent. This completed the review of the highlights of the book as reported by Ken Straus.

Jim Grube (St. Louis Park) asked Dennis Carlson if the computer purchase program offered the Cities by MnDot State Aid Office was successful. Carlson replied that all Counties and all but 10 of the eligible cities participated in the program.

IV. EXCESS UNENCUMBERED CONSTRUCTION BALANCE:

Chairman Bullert called upon Ken Saffert (Mankato),Chairman of the Unencumbered Construction Fund Subcommittee to present his report to the Screening Board. Saffert referred the attendees' attention to the minutes of the October 9, 1990 subcommittee meeting which had been handed out previously. He then noted the concern of the subcommittee members as to the purpose of their meeting as the Unencumbered Construction Fund Resolution (page 93) has no flexibility in dealing with the Cities. The subcommittee notified the four cities (Hermantown, St. Louis Park, Spring Lake Park, and Maplewood) of an opportunity to appear before the subcommittee and present their reasons for not complying with the excess unencumbered construction balance Resolution. The results of the meeting are the recommendations contained in the minutes which includes a proposed revision to the Rule which would allow the Screening Board to grant a variance upon the recommendation of the subcommittee. The subcommittee feels that a definite appeals process is needed.

Tom Drake (Red Wing) commented that he thought the Cities already had the right to come directly to the Screening Board to request a variance. Chairman Bullert stated that perhaps the Resolution was not clear in this area and that Cities were expected to go through the Subcommittee with requests even if the adjustment would be decided ultimately by the Screening board. Marv Hoshaw (Minneapolis) noted that is how it was handled in the past, but the Resolution was changed to narrow the range of items that were subject to

review. It was hoped that this would lessen the marginal requests and limit the need for the Screening Board to continually deal with minor issues in setting policy and granting variances. Drake then asked if there is variance procedure spelled out precisely for all items other than the unencumbered construction funds, and if not, why does this item alone have to have a special procedure. Bullert responded that there are other adjustments such as the Bond Account which have a definite procedure, but this item has always been considered separately because of the controversy that surrounds it. Mike Eastling (Richfield) injected that the purpose of the unencumbered construction fund balance adjustment is to maintain equity among all the cities and that granting a variance in this type of situation would not serve that purpose.

Ken Straus (State Aid Office) noted that this adjustment can be quite large and thus have a severe impact on the affected city. Drake stated that perhaps the deadline could be set back to December 15 to allow more time for the cities to make the required expenditures. Straus said that would have a negative impact on State Aid staff and their ability to properly run the program. Hoshaw explained that at one time their were thirteen cities on the non-compliance list and the past changes in the Resolution procedure have been effective in reducing this problem. Saffert noted that none of the four cities currently under discussion were on the original list of thirteen referred to by Hoshaw so we have definitely made progress in this area.

Saffert then discussed the final recommendation of the subcommittee that the Transportation Study Board make changes in the current rules which would allow borrowing of State Aid funds between individual cities, if both agree. This would allow excess funds to be used for immediate construction needs while potentially eliminating some excess unencumbered construction fund balance adjustments against non-compliance cities and reducing the overall balance of unencumbered State Aid funds. Hoshaw stated concern about the basis for doing this as it might be a detriment to the overall system. Dennis Carlson (State Aid Director) agreed that this could be a problem. He felt that city effort would be better expended in spending down their individual accounts on eligible projects rather than allowing the borrowing of funds which circumvents the rational of the distribution of funds within the system.

Jim Grube (St. Louis Park) presented the case for the City of St. Louis Park regarding the proposed excess unencumbered construction fund balance adjustment. The City's formal request to the Screening board is the same as the recommendations of the subcommittee (page 2 of subcommittee minutes). He further noted that closing out of prior projects might reduce the excess fund amount from $330,441

to approx. $100,000 but would put the city in compliance with the Resolution. Eastling questioned the amount of the adjustment and what impact the recommendation might have. Grube responded that the current adjustment would be reduced from $162,000 to $142,000 based on $42 per $1,000 of needs. Straus noted that because of the additional needs on the system this ratio would be reduced to $33 per $1,000 of needs so the adjustments would be less. Eastling expressed concern about the possibility that the adjustment under this Rule could be greater than the overage that caused the adjustment. Bullert noted that was an area that should be considered but that it was not a factor in this case. Further discussion was deferred until the evening session.

Emil Dahlberg (Hermantown) made the presentation for the City regarding its explanation for the compliance problem and its future plans to resolve this issue. The City had all its planned State aid expenditures tied up in one project that was delayed because of unresolved wetland issues. These have since been resolved but no action on a contract award can be taken before 1991 and thus the city will remain in non-compliance. There was also a delay in the appointment of a City Engineer and this may have impacted the schedule for the project. Saffert noted that the subcommittee did not perceive the City Engineer appointment delay to be a factor in this case and had recommended an extension until December 15, 1990 for the City to process a contract award to avoid the adjustment. Further discussion was deferred until the evening session.

Ken Haider (Maplewood) made the presentation for the City regarding its problems with the Rule. The City has a $600,000 project that was delayed by the death of the Mayor who was a strong backer of the project and the disagreement between the State and the County as to the traffic conditions at one of the intersections. The city also has seven open projects that when closed out may have a significant impact on the excess balance. There is also the problem with how the adjustment rule should be interpreted as was discussed earlier in the meeting. This might erase entirely the need for a further adjustment. Maplewood has made very significant progress in reducing their excess balance from previous years. As the Rule is unclear the subcommittee recommended that the negative needs adjustment be only two times the excess balance and that Maplewood have until December 15, 1990 to further reduce said excess balance. Again further discussion was deferred until the evening session.

Tom Kuhfeld (St. Paul) questioned the meaning of the phrase in the Resolution "unless the balance is reduced in future years, this deduction will be increased annually to 3,4,5 etc." as to the applicability of which multiplier should apply in this case. Saffert stated that the subcommittee

felt that since Maplewood had indeed reduced their excess balance in comparison with last year's amount that a multiplier of 2 was appropriate.

Saffert presented the case for Spring Lake Park in the absence of their representative at this time. The City was planning to use up its excess funds in a joint project with the City of Blaine. Due to a misunderstanding it was discovered too late that Blaine did not have any excess mileage to use in designating its share of the joint roadway until 1991. Thus the project was halted and Spring Lake Park's excess fund balance was not eliminated. The subcommittee's recommendation was that the City be given until December 15,1990 to award a contract and that the City of Blaine should submit a Resolution designating the street onto the MSA System subject only to the appropriate mileage being available. Glen Cook (Spring Lake Park) arrive at the meeting during this discussion and stated he would be available for the evening session to continue this discussion.

V. TRANSPORTATION STUDY BOARD ISSUES:

Chairman Bullert addressed the Screening board with some general comments as to the status of the Transportation Study Board (TSB) Recommendations and Report. The TSB is at the point of preparing its final recommendations which may ultimately determine the fate of the Municipal State Aid System. We are still getting information from them but it is clear that they want something other than population and needs as a basis for allocation of funds. The TSB has gone to motor vehicle registration numbers and lane miles for an allocation basis on the County State Aid system as a recommendation. In the case of the Cities they have determined that motor vehicle registration numbers are not available on an individual basis thus they are looking for actual traffic miles and/or lane miles. The Consultant will submit a list of all possible factors that might be included in an allocation formula to our subcommittee for comment. We will have less than a week to prepare our final proposal because the schedule calls for the consultant's report to be submitted to the TSB by November 19, 1990. Final draft of the TSB Report should be ready in late December or early January so there is a bare minimum of time available to us to give our input to the process.

In line with this Bullert presented a new CEAM position paper for review and eventual submittal to the TSB. This paper includes a request to increase the allowable system mileage from 2,500 to 3,000 miles. The Cities must decide if they would like to also increase the allowable mileage designation from 20% to 25 or 30% of their total miles. This would have an impact on the total system mileage required

and we might need to further increase our request. We are also requesting that population remain a part of the allocation formula and that it be adjusted annually. Other items in the paper that were discussed are Other Funding Mechanisms, Design Standards/Variances, Screening Committee, Traffic Management, Permit Process, Maintenance Agreements, Cooperative Agreements, Jurisdictional Changes - Functional Classifications, Municipal State Aid Fund Balances, and Funding Levels. The intent is to show that Cities do provide significant local funding of transportation in many areas and also have a large impact on transportation issues but we do not receive appropriate credit. This information is being provided to the TSB in the hopes they will better understand the overall transportation picture and the part the Cities play in it. It should also explain the Cities perception of the problems and the solutions. Chairman Bullert encouraged all attendee's to read the draft position paper and be prepared to discuss their opinions at the evening session.

Chairman Bullert noted that a joint meeting of the Municipal and County Screening Boards has been scheduled from 10:00 A.M. to Noon tomorrow. The evening session will be informal and will convene at 8:00 P.M. to continue with detailed discussions of the topics raised during today's afternoon session. All decisions will be reserved until tomorrow's morning session. The session was adjourned at 3:10 P.M.

EVENING SESSION

Chairman Bullert called the informal session to order at 8:00 P.M. He noted that no action will be taken tonight on the issues discussed. This session is for gathering facts, hearing ideas, and encouraging all members to express their opinions on the issues before the Screening Board.

Issues discussed during the session are summarized as follows:

Issue - Excess Unencumbered Construction Fund Balance

Discussion took place on the four cities proposed to receive negative adjustments under this Rule (Maplewood, St. Louis Park, Hermantown, and Spring Lake Park). Effects of moving deadline date from September 1 to December 15 were considered. Clarification is needed in the Resolution as to the procedure for calculating the adjustments as noted in the afternoon session. Also need further clarification on the interpretation of the "unless the balance is reduced" phrase.

Issue - Comparison of Construction Costs vs Needs

Intent of the study is to reveal other costs that are not reflected in our current needs items but could be included as part of some multiplier factor to adjust our overall needs. We still need more project cost data, at least one per District at a minimum. This should be submitted in a format similar to that used by Ken Straus to present data at this meeting. It is important that our needs reflect as closely as possible what is actually built. The Needs Subcommittee should review and analyze this data in time to report to the June meeting of the Screening Board.

Issue - Transportation Study Board

The Transportation Study Board (TSB) perceives the needs study as not being an equitable method to distribute funds and wants to see a change. They feel it is too complex and cumbersome for others to understand. The TSB thinks that the best managed city systems get reduced needs and thus reduced dollars instead of rewards for keeping construction current on the street system. The TSB doesn't believe that the local transportation systems will ever be complete in a 25 year span and so disagrees with that premise in the needs study.

The Cities need a unified approach as to what system changes will be acceptable to all affected groups (LMC & other City organizations). The draft position paper is a first response to that need and was discussed thoroughly by the group. Additional comments that were considered were as follows: New fund distribution system must be responsive to growing cities, perhaps keeping population as a component (45%) with

an annual adjustment by the State Demographer for growth. The inclusion of an areawide (District?) construction cost index to be used in calculating the apportionment of funds for cities. The new system must be responsive to change (automatically?) on an annual basis without major problems.

Need a method which can help lower the excess balance in the construction fund account. A larger allowable encumbrance of future allocations for the cities or larger allowable bond amounts could be useful in this area. Lane miles could be a workable substitute for the needs portion of the distribution formula. Need to consider traffic, soil conditions,non-existent roadway designations, City's completion of its system, etc..

The evening session adjourned at 11:10 P.M.

SECOND SESSION

Chairman Bullert called the Municipal Screening Committee back into session at 8:10 A.M., October 30, 1990. Roll call was taken and the list of attendees was the same as the October 29, session.

VI. NEEDS AND APPORTIONMENT DATA

Chairman Bullert directed the attendees' attention to the needs and apportionment data contained on pages 30 through 82 of the Report and called for its approval.

MOTION: By Drake, seconded by Bettendorf to approve the needs and apportionment data contained within the Report was passed.

VII. UNENCUMBERED CONSTRUCTION FUND BALANCES

Chairman Bullert summarized the previous discussions on the four communities that are affected by this item and asked how the group wished to proceed. Hoshaw (Minneapolis) stated that we should first discuss the application of the rules. Straus briefly explained the issues raised in the previous discussions on rule interpretation of negative needs adjustment calculations. Hoshaw gave some background information on how the rule originally was developed. He feels that the rule should be interpreted so that compliance with the rule is based on what the community would have received if the community would have received full needs. This would require the State Aid Office to estimate what a community would have received if it had not been subject to an adjustment.

MOTION: By Hoshaw, seconded by Eastling to direct the State Aid Office to use the appropriate allocation (as if there were no adjustment) in calculating whether or not a community is in compliance with the excess unencumbered construction fund balance rule and to apply that interpretation to the communities under discussion and in the future was passed.

Grube (St. Louis Park) raised the question on the proper interpretation of the phrase "Unless the balance is reduced" as contained in the rule on page 94. Hoshaw stated that the original intent was to apply a 2x annual construction allotment (or allowable) as the threshold not a lesser standard of requiring only an unspecified reduction in the amount of non-compliance. Grube remained concerned that the current language is unclear and thus subject to misinterpretation.

MOTION: By Hoshaw, seconded by Drake to refer this particular language back to the Unencumbered Construction Fund Balance Subcommittee for review and alteration as necessary with a recommendation to be submitted to the Screening Board at its spring meeting was passed.

Chairman Bullert noted and Straus concurred that with these motions the net result is that Maplewood is now in compliance with the rule and is no longer relevant to this adjustment issue. Discussion then continued in reference to the remaining three cities.

Hoshaw stated that we should not change the deadline date of September 1. Drake agreed saying such a change would not eliminate the problem of excess balances but would raise the issue of fairness with communities that were subject to adjustments prior to this time. Bettendorf also supports the current deadline but questioned whether we are effectively eliminating the appeal process by holding fast to the rule. Bullert noted that the issue of deadline dates and the appeal process were also discussed last year. Saffert noted that the subcommittee understand the need for this rule and further noted that substantial progress in the area of compliance has been made but stood by the subcommittee's recommendation that the deadline be extended to December 15.

MOTION: By Walker, seconded by Hoshaw that the adjustments be applied as per the current rule (September 1 deadline) for the three communities as shown in the Report. Discussion then followed.

Eastling pointed out that while the number of cities which are out of compliance with this rule has declined the actual amount of excess construction funds has increased. Larson said he is opposed to the motion and feels that the subcommittee recommendations are rational and workable and thus should be followed. Hoshaw cited the history of deadline changes (June 1, September 1, and proposed December 15) as applied to the rule and stated that if we are really trying to reduce the amount of excess construction funds we should look at a limit of 1 1/2x as an allowable threshold rather than 2x. He further stated that we should reserve any major changes until the results of the TSB Report are finalized and a new distribution system is inplace if necessary. Drake commented that there is adequate notice given to the cities regarding their balances and we all run into the same project problems on occasion as have been cited by the three communities under discussion.

Larson noted that we set parameters and then everyone works the system up to its limit without achieving the goal of reducing the construction fund balances. The cities should

spend more time planning for these expenditures including having alternate projects available if possible. Bullert agreed that we need to set our sights firmly on the goal of reducing excess construction fund balances. Dahlberg noted that smaller communities would have a very difficult time financing the preparation of "alternate" projects. Carlson stated that if a city understands the penalties for exceeding the allowable balance then it is easier to justify the expenditures necessary to prepare alternate projects. Bettendorf saw the problem as partially due to the inability to advance encumber sufficient project funds which means cities will maintain their balances as high as allowable to assure complete funding of as large a planned project as feasible.

MOTION VOTE: Chairman Bullert called the vote on the motion on the floor. A voice vote was taken but was too close to determine the majority. A vote by hands was then taken with the results of 7 in favor and 5 opposed to the motion so the motion passed.

Straus asked how future appeals should be handled regarding these issues. the consensus of attendees was to route all appeals through the appropriate subcommittee with a recommendation then forwarded to the Screening Board for final action. Grube noted that this would be the proper procedure as there may be instances where the Board would feel justified in granting some types of variances. Grube also felt that cities should work with the State Aid Office staff to research possible open projects which are eligible for expenditure of state aid funds and could further reduce the excess construction fund balances.

VIII. RESEARCH ACCOUNT

Chairman Bullert referred the attendees to page 83 of the Report which contains the proposed research account motion for their consideration. Carlson noted that he would like to get a senior engineer to work as liaison with the cities and counties on increasing the number of research projects and implementing the results of same. Hoshaw agreed that additional State Aid staff could be very useful but questioned whether adequate funds existed to support the positions. Carlson noted that by law the 1/4 of 1% is the limit of allowable research funds but he was hoping to use administrative funds to help cover any excess that might be incurred. Bullert stated that to increase the research fund to cover these cost would require a change in the law, but this might be desirable.

Hoshaw noted that this could be very difficult to achieve

until current allotments in this area are routinely spent down. Kuhfeld asked if the same procedure could be used to fund a cooperative agreements engineer position using administrative account funds. Hanson questioned whether the procedure could work as outlined here but would require the transfer of funds from other MnDot areas. Bullert noted that the Cooperative Agreements Subcommittee has been reactivated to again attempt to resolve the problems in this area and that further study on alternative financing sources for these positions should be conducted.

MOTION: By Hoshaw, seconded by Eastling that an amount of $203,793 (not to exceed 1/4 of 1% of the 1990 M.S.A.S. apportionment sum of $81,517,107) shall be set aside from the 1991 apportionment fund and be credited to the Research Account was passed.

IX. ADMINISTRATIVE ACCOUNT

Chairman Bullert entertained discussion and comments related to the administrative account and its use as a funding source for additional engineer positions in the State Aid Office. He noted that the area of cooperative agreements is discussed every meeting. Hoshaw would like to see cooperative agreements handled by the State Aid Office. Bullert suggested that all paperwork could be handled in State Aid with only the final approval to stay with the MnDot Cooperative Agreements Section. This change would also support the additional staff request that had been discussed previously. Carlson said depending on the TSB recommendations and any system changes the legislature might act upon this might provide the opportunity to make adjustments in the operation of the State Aid Office.

MOTION: By Drake, seconded by Walker to set aside 1 1/2 % of the total funds available for the administration of the State Aid Program was passed.

It was noted that any unexpended year end balance in the administrative account is transferred back to the state aid fund from which it is obtained. It was noted that the board supports further research expenditures and cooperative agreement processing speedup even if it involves additional staff. The Screening Board also stated that it supports the State Aid Engineer in using the research account to its fullest potential and using the administrative account to support research and cooperative agreement staffing needs.

X. STORM SEWER RESOLUTION

Chairman Bullert referred to the Storm Sewer Resolution on

page 94 and noted that due to other Screening Board Resolutions it was no longer applicable.

MOTION: By Drake, seconded by Eastling to delete the storm sewer resolution in its entirety was passed.

XI. COMPARISON OF CONSTRUCTION COSTS vs NEEDS

Chairman Bullert noted that this item had been discussed during the evening session. He asked if there were any additional comments regarding this attempt to correlate our actual eligible construction costs with the needs calculated for similar items if such existed. Straus stated that no official action is required as it has already been assigned to the Needs Subcommittee to work with the State Aid Office on a recommendation for the Screening board. Straus also requested additional project information be sent to his office for use in this study. Hoshaw said a good cross-section of project data could be obtained if each Screening board member were to submit one project.

Bullert emphasized that the study is active and that additional data is needed for evaluation before a recommendation can be determined. Straus stated that the State Aid Office will request the information be submitted on the form it has used too date and thus will make this spreadsheet available to all cities through the Municipal State Aid Computer Bulletin Board. The subcommittee is scheduled to review the projects and have any recommendations ready for the Spring Screening board meeting.

XII. DRAFT POSITION PAPER (TRANSPORTATION STUDY BOARD)

Chairman Bullert initiated discussion on this issue by noting it has been covered extensively at previous sessions and now is the time to determine its final form. Drake said the paper should contain a preamble that states that our current system is fair, is capable of modification, and we would prefer to work within the current system parameters to address any issues of concern. However, if there is no opportunity to work with the system because of TSB objections then we would work with them to review and analyze other methods to obtain fair management of the State Aid system. Hoshaw commented that we are willing to look at other systems as long as there standards of equality, etc. is at least as high as that exhibited by our current system. Larson would state that the M.S.A.System has been a reasonable approach in the past and has been a useful tool. We are willing to look at other systems that may better address current concerns and provide greater flexibility and/or responsiveness to changes or adjustments as they

occur. Eastling proposed an executive summary at the beginning of the position paper instead of after the preamble or introduction. This would include priority statements such as the street utility idea or advance encumbrance of State Aid Funds. The Screening Board decided to proceed with the discussion on an item by item basis in reference to the draft position paper. The summary of these discussions and actions taken are as follows:

1. Municipal State Aid Street Mileage:

Discussion centered around the maximum mileage we should request for the system and whether or not we should request a change in the percentage of the city street system that can be designated for the State Aid Street system (currently 20%).

MOTION: By Hoshaw, seconded by Maurer to request increase in State Aid System Mileage from current maximum of 2500 miles to a new maximum allowable mileage of 3000 miles and to retain the current 20% allowable designation of local mileage onto the State Aid System was passed.

2. MUNICIPAL STATE AID ALLOCATION FORMULA:

Discussion noted reasons for not using either vehicle registration numbers or vehicle miles travelled as part of the allocation formula. Also discussed and revised was TSB preliminary proposal to change the current 50/50 split in formula parameters (population/needs) into a 45/55 split using a population format and a lane miles format.

MOTION: By Hoshaw, seconded by Maurer that the Municipal State Aid Allocation Formula should use population (annual adjustment by State Demographer) as 45% of formula and even though the current needs system is a useful tool we would consider using a lane miles composite (including a construction index) as the other 55% of the basis for the allocation of funds was passed.

3. OTHER FUNDING MECHANISMS:

Discussion centered on a revised special assessment law that would lessen or eliminate the need to prove benefit under certain conditions and thus make this method more feasible as a funding source for infrastructure replacement projects. Another priority is the means to establish a transportation utility as a funding source. The difficulties in achieving these goals and the process that should be followed was a major topic for the group.

MOTION: By Hoshaw, seconded by Prusak to expand on the

proposals listed under this section of the position paper, clarify the language to insure maximum flexibility for negotiation in all options, and to mention the "Revised Special Assessment Law" and "Establishment of Transportation Utility" proposals as a priority in the introduction of the final position paper to the TSB was passed.

4. DESIGN STANDARDS/VARIANCES

Comments were made to the fact that the original standards were compiled by elected officials, general public, and engineers working as a group and that variance requests are subject to review by a similar group so a wide variety of input is maintained in these decisions. It was the consensus of the Screening board that the currently proposed "Revised Design Standards" be given a chance to be enacted, and once effective in their final form, they can be modified through the existing variance procedure on an as needed basis which will provide greater flexibility and responsiveness for the system operation as a whole. The Screening board did not feel that any official action was required for this item.

5. SCREENING COMMITTEE

The priority of the committee was to re-establish, through legislation, the two Screening Board Representatives' positions from the Metro area that were combined into one with the formation of the Metro District by MnDot. There was also considerable discussion as to the purpose and operation of the Screening Board under the different scenarios being considered by the TSB.

MOTION: By Hoshaw, seconded by Prusak, to recommend legislation to allow two representatives from the newly combined MnDot Metro District to be members on the Screening Board was passed.

6. TRAFFIC MANAGEMENT

This item is a general statement and as no discussion was forthcoming from the committee no further official action was required.

7. PERMIT PROCESS

This item is a general statement and as no discussion was forthcoming from the committee no further official action was required.

8. MAINTENANCE AGREEMENTS

Main purpose of this item is to show that cities do provide

a certain amount of dollars for maintenance. This item is a general statement and as no further discussion was forthcoming from the committee no official action was required.

9. COOPERATIVE AGREEMENTS

The group requested the removal of any references to a 50/50 or other definite ratio of cost sharing as it was felt that this is best left to the negotiation of the individual parties involved in a particular agreement due to the wide variation of circumstances that are encountered in different projects. This item is a general statement and as no further discussion was forthcoming from the committee no official action was required.

10. JURISDICTIONAL CHANGES - FUNCTIONAL CLASSIFICATION

The committee was in general agreement with this item as currently proposed.

MOTION: By Larson, seconded by Eastling that we are agreeable to the Jurisdictional Changes - Functional Classification program and to the establishment of a Board to resolve differences in same with the understanding that there will be some financial consideration also involved in the process was passed.

11. MUNICIPAL STATE AID FUND BALANCES

Discussion revolved around removing the borrowing of funds idea and instead concentrating on increasing the ability to advance encumber funds instead. There should be established a relationship between excess funds and the amount of advance encumbrances allowed. It was also suggested that it might be possible to set aside dollars from the funds before any allotments were made (flexible regulations). It was emphasized that all of the items being discussed are only general concepts that would require further definition. before they would be in a useable form.

MOTION: By Kuhfeld, seconded by Maurer to recommend that the advance encumbrance of State Aid funds process be revised to allow the encumbrance of larger amounts of funds for projects was passed.

12. FUNDING LEVELS

Discussion centered upon the basis for the calculation of the dollar figures used in this section. It was the consensus of the committee that conservative assumptions were used in the process and thus the final figures were

realistic and justifiable. There was concern expressed that the TSB and Legislature would not realize the reasons for the figure being different than numbers representing only the Municipal State Aid System (ie.. 80% of city streets are not on State Aid System, only cities over 5,000 population are on Municipal State Aid System while this figure covers all cities over 1,000 population).This item is a general statement and as no further discussion was forthcoming from the committee no official action was required.

XIII. REPORT OF STATE AID DIRECTOR

Chairman Bullert called upon Dennis Carlson for his comments.

Carlson noted that plans should be submitted to the State Aid Office in a more timely fashion so that there is adequate time allowed for review before the scheduled bid letting date.

The status of the rules is that bridge construction and reconstruction rules have been accepted as proposed and written. The statement of need and reasonableness (SONAR) for the bridge inspection and inventory rules had to be rewritten to satisfy objections from the Attorney General's office and have since been resubmitted. State Aid Rule hearings have been scheduled for two locations, St. Paul and Brainerd, for the month of December. These rules also had to have their SONAR rewritten and resubmitted. Roy Hanson then gave a brief summary of the areas of the rules that have been contested by the various groups that have requested that public hearings be held.

XIV. OLD BUSINESS

There was no old business to consider.

XV. NEW BUSINESS

A. Recognition of Service Rendered

Chairman Bullert acknowledged the service of Jim Walker, Joe Bettendorf, and Terry Maurer the Screening Board Members that have fulfilled their three year terms. Also recognized were Ken Saffert (Chair of Unencumbered Construction Fund Subcommittee) and Dan Edwards (Chair of the Needs Subcommittee).

Marv Hoshaw also noted that Earl Welshons (MnDot District 6 State Aid Engineer) was attending his last Screening Board Meeting. He then expressed the thanks of the group to Bruce

Bullert for his leadership this past year.

XVI. ADJOURNMENT

MOTION: By Hoshaw, seconded by Walker to adjourn the meeting was passed. The meeting adjourned at 11:05 A.M.

Respectfully Submitted,

Dan Edwards
Secretary

MUNICIPAL STATE AID NEEDS STUDY SUBCOMMITTEE

- MINUTES -

THURSDAY, APRIL 18, 1991

MEMBERS:

Clyde Busby - Chairman/Hibbing, Joe Bettendorf/Litchfield, Chuck Siggerud/Burnsville, Ken Straus and Barry Schladweiler/Mn/DOT Staff.

1991 UNIT PRICE RECOMMENDATIONS

	RECOMMENDED UNIT PRICES
GRADING (EXCAVATION) #2105:	**$3.00 Cu.Yd.**

This price is the same as in the previous several years. There appears to be no justification to make an adjustment.

GRAVEL SHOULDERS #2221:	**$7.00 Ton**

This price is adjusted up .50¢ per ton. Very little of this material is used. In 1990, District #5 placed 2,334 tons @ $7.98/ton. The Counties used a great deal more. Their average price is $4.02/ton, but they have much larger quantities, and therefore their work should result in lower prices.

CURB AND GUTTER REMOVAL #2104:	**$1.60 Lin.Ft.**

This is the same price as last year and is very close to the five year average.

SIDEWALK REMOVAL #2104:	**$4.00 Sq.Yd.**

This is the same price that was used in the past year. This is slightly higher than the five year average, but slightly less than the actual 1990 bid prices.

CONCRETE PAVEMENT REMOVAL #2104:	**$4.00 Sq.Yd.**

This price is identical to 1990 and is slightly higher than the five year average.

TREE REMOVAL #2101: **$140.00 Unit**

The prices for both clearing and grubbing are combined to determine the price for tree removal. The $140.00 unit price has been used the previous two years. Prices vary widely throughout the State, with the cities of Bloomington and Burnsville having some very low prices for big quantities while other State districts have prices of $200.00 per tree. Because of the wide variance, there is little support to make an adjustment to the previous years prices.

CLASS 4 SUBBASE #2211: **$4.75 Ton**

This price is the same as the previous three years, and is in line with the actual 1990 prices.

CLASS 5 BASE #2211: **$6.00 Ton**

This is an increase of .50¢ per ton over the previous year. There were large quantities of this item used, and the actual 1990 price was $6.08/ton.

BITUMINOUS BASE OR SURFACE (#2331): **$20.00 Ton**

This price is the same as the previous year. The actual experience and the five year average does not support a change.

BITUMINOUS SURFACE #2341: **$23.50 Ton**

Although this price is higher than actually experienced, and the five year average, it is the same as last years "Needs" prices. It appears that the unit prices are increasing each year.

BITUMINOUS SURFACE #2361: **$30.00 Ton**

This is a decrease of $3.00 per ton over last years "Needs" price. The price for this work has always been higher than the actual experience and $30.00/ton seems more in line with the actual prices paid.

CURB AND GUTTER CONSTRUCTION #2531: **$5.50 Lin.Ft.**

This is the same as the previous two years "Needs" prices. This is slightly higher than actually experienced; however, prices have been increasing.

SIDEWALK CONSTRUCTION #2521: **$14.00 Sq.Yd.**

This price is the same as the previous two years "Needs" prices and is very close to the price actually experienced.

STORM SEWER ADJUSTMENT: **$62,000 Mile**

This price is the same as previous years, and is based upon a memo dated April 2, 1991, from Dave Halvorson, Mn/DOT's Hydraulics Engineer.

STORM SEWER: **$196,000 Mile**

This price is the same as previous years and is based upon a memo dated April 2, 1991, from Dave Halvorson, Mn/DOT's Hydraulics Engineer.

SPECIAL DRAINAGE - RURAL: **$25,000 Mile**

Based upon an estimate of 1,000 lin. ft. of 18" Corrugated Metal Pipe Culvert per mile at $25.00 per lin. ft. The estimate considers both entrance culverts and cross roadway culverts. The price recommended is the same as the previous year.

STREET LIGHTING: **$16,000 Mile**

This is the same as the previous year and is based upon eight street lights per mile at $2,000 per street light.

TRAFFIC SIGNALS: **$75,000 Signal**

This price is the same as previous years; however, it is recommended that the number of signals per mile be adjusted for each projected traffic category. For project traffic of 0 - 4,999 it is estimated that there would be one-half signal per mile. For projected traffic 5,000 - 9,999 it is estimated that there would be one signal per mile. For traffic volume over 10,000 it is estimated that there would be two signals per mile. No change in the traffic signal construction cost is recommended. It is assumed that the Cities would only pay one-half of the signal cost, since the cross street would frequently be a County Road or a Trunk Highway. This would change the "Needs" cost per mile as shown below:

Traffic	Percentage	x	Unit Price	=	Needs Per Mile
0 - 4,999	0.25		$75,000		$18,750
5,000 - 9,999	0.50		75,000		37,500
10,000 +	1.0		75,000		75,000

RIGHT-OF-WAY (NEEDS ONLY): **$60,000 Acre**

This is the same as previous years and estimates that right-of-way would cost between $1.25 and $1.50 a square foot.

ENGINEERING: **18 Percent**

This is the same as previous years with no basis for any change.

RAILROAD GRADE CROSSING:

Slight increase in most items from the previous years. This is based upon a memo dated March 15, 1991 from Robert Swanson - Director of Railroad Administration.

Sign Only	unit	$500.
Signals (Single Track-Low Speed)	unit	$80,000.
Signals & Gate (Multiple Track - High and Low Speed)	unit	$110,000.
Rubberized Material (per track)	lin.ft.	$850.

BRIDGES:

The recommended prices are the same as previous years and correspond closely to the actual bid prices. There were no bridges built which were over 500' in length.

0 to 149	sq.ft.	$55.00
150 to 499	sq.ft.	60.00
500' and over		65.00

BRIDGE WIDENING: **$150.00 Sq.Ft.**

The prices for bridge widening vary considerably. They vary both by year and the wide variety of work. The typical work is widening plus sub-structure work, plus deck replacement which in 1990 averaged approximately $151.00/sq.ft. of the widened area.

RAILROAD BRIDGES OVER HIGHWAYS:

Number of Tacks - 1	lin.ft.	$4,000.00
Additional Track (each)	lin.ft.	$3,000.00

These prices are left the same as previous years as there is no new data available.

MAINTENANCE NEEDS:

There was a discussion about the price used for determining "Maintenance Needs" and whether it should be revised. In 1990 the average cost was $6,086/mile. It was decided to leave the price as is based upon the following:

- Lack of Data Available
- Possible Changing of Method of State Aid Allocation in the Future.

If the method of determining State Aid Allocation does change, then the price should be studied in the future.

COMBINATION ROUTES:

There was discussion regarding the expenditures that cities have made on "Combination Routes" which are subsequently removed from the MSA system. The City of Crystal is the most recent example.

The Screening Board should recommend that cities remove these dual or combination routes. To have the routes is of no advantage to the City and reduces overall MSA needs. Since it is to everyone's advantage, it is recommended that there be no adjustment for those routes already removed.

It is suggested that the Screening Board once again publicize the importance of removing combination routes. All combination routes should be removed by the end of 1993.

It is further recommended that for routes removed after the end of 1993, that there would be a ten year adjustment of "Needs" based on the remaining life of the roadway. These recommendations include after the fact "Needs" for right-of-way.

URBAN RURAL DESIGN STANDARD CHANGES:

There was a discussion about whether or not the design quantities for various volume roadways should be adjusted to reflect the anticipated new width standards. It was decided that the "Table of Quantities" should continue to be based on the standards in effect today since they are the more desirable construction standards rather than the minimum construction standards.

Respectfully submitted,

C. A. Siggerud

C. A. Siggerud
City of Burnsville
Director of Public Works and Planning

CAS/lmg

attachment - Table 1991 Unit Price Recommendations

1991 UNIT PRICE RECOMMENDATIONS

NEEDS ITEM			1990 NEED PRICES	SUB-COMMITTEE SUGGESTED PRICES FOR 1991	SCREENING BOARD RECOMMENDED PRICES FOR 1991
GRADING (EXCAVATION)		CU. YD.	$3.00	$3.00	
GRAVEL SHOULDERS	#2221	TON	6.50	7.00	
CURB AND GUTTER REMOVAL		LIN.FT.	1.60	1.60	
SIDEWALK REMOVAL		SQ. YD.	4.00	4.00	
CONCRETE PAVEMENT REMOVAL		SQ. YD.	4.00	4.00	
TREE REMOVAL		UNIT	140.00	140.00	
CLASS 4 SUBBASE	#2211	TON	4.75	4.75	
CLASS 5 BASE	#2211	TON	5.50	6.00	
BITUMINOUS BASE	#2331	TON	20.00	20.00	
BITUMINOUS SURFACE	#2331	TON	20.00	20.00	
BITUMINOUS SURFACE	#2341	TON	23.50	23.50	
BITUMINOUS SURFACE	#2361	TON	33.00	30.00	
CURB AND GUTTER CONSTRUCTION		LIN.FT.	5.50	5.50	
SIDEWALK CONSTRUCTION		SQ. YD.	14.00	14.00	
STORM SEWER ADJUSTMENT		MILE	62,000	62,000	
STORM SEWER		MILE	196,000	196,000	
SPECIAL DRAINAGE - RURAL		MILE	25,000	25,000	
STREET LIGHTING		MILE	16,000	16,000	
TRAFFIC SIGNALS		PER SIG	75,000	75,000	

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

(PROPOSED)

PROJECTED TRAFFIC	PERCENTAGE	X	UNIT PRICE	=	NEEDS PER MILE
0 - 4,999	.25		$75,000	=	$18,750
5,000 - 9,999	.50		75,000	=	37,500
10,000 & OVER	1.00		75,000	=	75,000

RIGHT OF WAY (NEEDS ONLY)	ACRE	60,000	60,000	
ENGINEERING	PERCENT	18	18	
RAILROAD GRADE CROSSING				
SIGNS ONLY	UNIT	400	500	
SIGNALS (SINGLE TRACK-LOW SPEED)	UNIT	75,000	80,000	
SIGNALS & GATE (MULTIPLE TRACK - HIGH & LOW SPEED)	UNIT	110,000	110,000	
RUBBERIZED MATERIAL(PER TRACK)	LIN.FT.	750	850	
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.	65.00	65.00	
BRIDGE WIDENING	SQ. FT.	150.00	150.00	
RAILROAD BRIDGES OVER HIGHWAYS				
NUMBER OF TRACKS - 1	LIN.FT.	4,000	4,000	
ADDITIONAL TRACK (EACH)	LIN.FT.	3,000	3,000	

Unit Price Study

The Unit Price Study is done by taking the quantity and unit price of each item from the 1990 cities abstract of bids and inputting them into the computer to get an overall average. The results can be found next to the graphs. These averages and past averages are used by the Needs Study Subcommittee to make recommendations to the June Screening Board.

The Board again reviews these costs and makes a final determination as to the prices to be used for the 1991 Needs Study. These prices will affect the 1992 apportionment.

Both State Aid and Mn/DOT bridges are used to get more bridges into the study. Generally, State Aid Contracts do not include many bridges over 150 feet.

In 1990, neither Mn/DOT or State Aid had contracts for railroad bridges or bridges 500 feet or longer.

Arriving at a reasonable bridge widening cost is difficult, due to the variation of work involved. Bridge widening can include removing the superstructure with the replacement of new beams or can involve leaving the existing deck inplace.

Based on last years construction costs Mn/DOT's Hydraulics Office furnished a recommendation of costs for storm sewer and Mn/DOTs' railroad office for railroad costs.

A study is not done for traffic signals, special drainage, maintenance, lighting and engineering.

EXCAVATION

NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER CU.YD.	PRICE USED IN NEEDS
1988	62	796,486	$2,113,700	$2.65	$3.00
1989	70	1,406,108	3,024,233	2.15	3.00
1990	65	1,263,652	2,733,063	2.16	3.00
1991	67	1,260,768	3,303,493	2.62	

SUBCOMMITTEE RECOMMENDED PRICE FOR 1991 NEEDS STUDY $3.00 PER CU.YD.

GRAVEL SHOULDERS

NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER CU.YD.	PRICE USED IN NEEDS	COUNTY NEEDS STUDY AVERAGE
1988	4	1,247	$8,437	$6.77	$4.25	$4.02
1989	7	3,485	21,554	6.18	4.25	4.11
1990	6	3,714	24,444	6.58	4.25	3.85
1991	3	2,334	18,624	7.98		

SUBCOMMITTEE RECOMMENDED PRICE FOR 1991 NEEDS STUDY $7.00 PER TON

M.S.A.S. UNIT PRICE STUDY

AGG. SHLD. 2221 TONS

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
MAPLE GROVE	6,160	784	7.86	.51
EAST BETHEL	8,400	1,200	7.00	1.47
CORCORAN	4,064	350	11.61	.51
DISTRICT 5	18,624	2,334	7.98	2.49
STATE TOTAL	18,624	2,334	7.98	2.49

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 5	18,624	2,334	7.98	2.49
STATE TOTAL	18,624	2,334	7.98	2.49

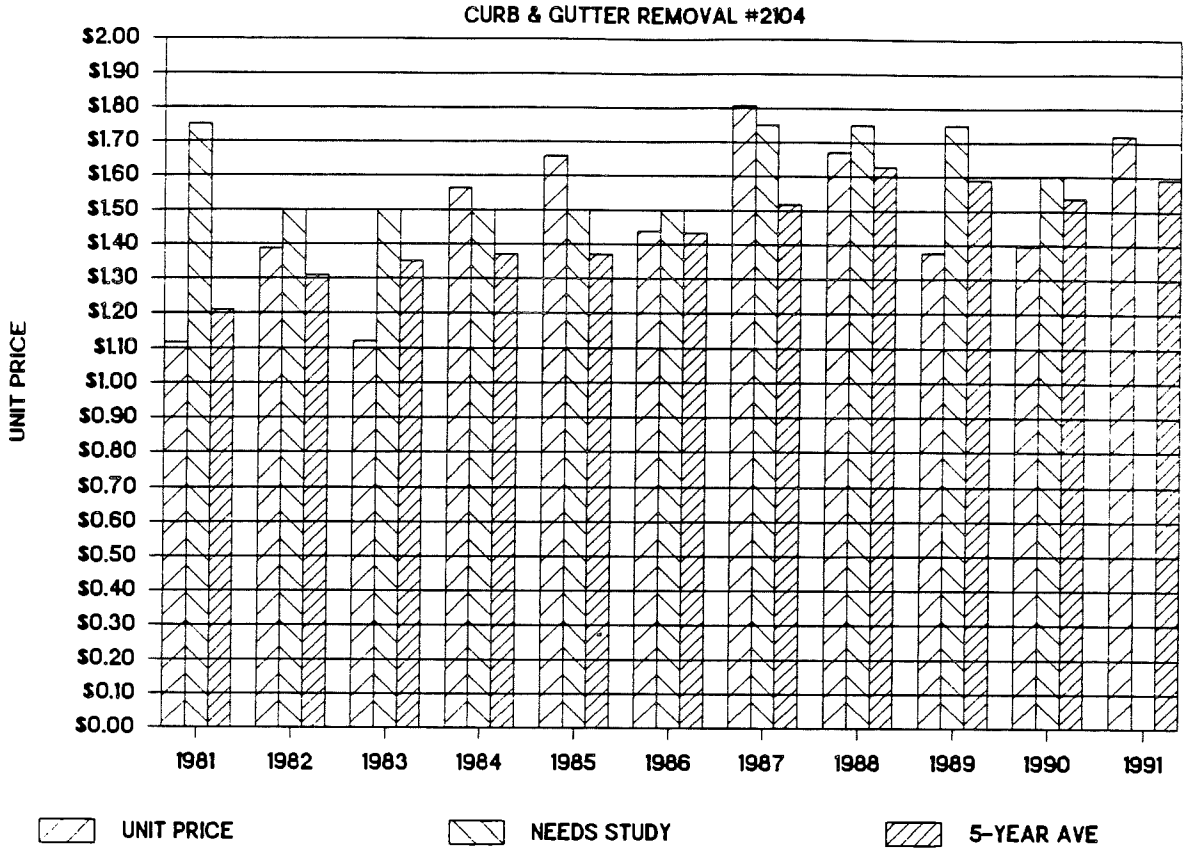
M.S.A.S. UNIT PRICE STUDY

EXCAVATION CU. YD.

	TOTAL QUANTITY	TOTAL COST	UNIT PRICE	LENGTH
CHISHOLM	3,709	16,691	4.50	.37
CLOQUET	11,880	25,616	2.16	.40
DULUTH	37,954	141,296	3.72	.96
GRAND RAPIDS	10,929	32,787	3.00	.23
HIBBING	13,234	49,767	3.76	.70
VIRGINIA	6,935	27,740	4.00	.24
DISTRICT 1	84,641	293,897	3.47	2.90
BEMIDJI	7,054	20,494	2.91	.35
THIEF RIVER FALLS	3,058	10,703	3.50	.37
DISTRICT 2	10,112	31,197	3.09	.72
BRAINERD	1,210	3,630	3.00	.56
LITTLE FALLS	53,472	88,596	1.66	.81
ST CLOUD	64,691	158,230	2.45	1.66
DISTRICT 3	119,373	250,456	2.10	3.03
ALEXANDRIA	4,078	18,351	4.50	.52
DISTRICT 4	4,078	18,351	4.50	.52
BLAINE	58,902	129,923	2.21	2.75
BLOOMINGTON	7,553	33,989	4.50	1.18
BROOKLYN CENTER	4,553	18,212	4.00	.93
COLUMBIA HEIGHTS	5,345	24,284	4.54	1.63
COON RAPIDS	32,690	50,836	1.56	1.22
CRYSTAL	3,043	8,977	2.95	.49
EDINA	6,491	23,692	3.65	.33
GOLDEN VALLEY	23,808	84,623	3.55	2.96
HOPKINS	3,879	43,719	11.27	.22
MINNEAPOLIS	47,053	314,869	6.69	6.18
SHAKOPEE	4,250	20,170	4.75	.21
NEW HOPE	22,631	50,576	2.23	4.18
MAPLE GROVE	68,217	96,294	1.41	1.28
CHASKA	1,916	6,706	3.50	.82
HAM LAKE	1,402	5,759	4.11	.70
RAMSEY	112,750	216,625	1.92	1.80
PRIOR LAKE	9,953	39,842	4.00	.82
EAST BETHEL	27,960	54,870	1.96	1.74
LINO LAKES	19,580	45,379	2.32	.62
CORCORAN	10,500	21,000	2.00	.51
DISTRICT 5	472,476	1,290,345	2.73	30.57
ALBERT LEA	5,685	15,572	2.74	.97
AUSTIN	5,581	21,135	3.79	1.01
FARIBAULT	10,418	32,477	3.12	.67
NORTHFIELD	60	1,200	20.00	.14
OWATONNA	8,003	28,649	3.58	1.34
RED WING	830	4,150	5.00	1.09
ROCHESTER	28,905	58,800	2.03	1.74
WINONA	4,393	16,913	3.85	.35
DISTRICT 6	63,875	178,896	2.80	7.31
MANKATO	42,155	143,247	3.40	1.78
NEW ULM	13,145	51,511	3.92	.77
NORTH MANKATO	1,095	2,628	2.40	.13
ST PETER	53,080	53,080	1.00	.50
DISTRICT 7	109,475	250,466	2.29	3.18
MARSHALL	3,832	8,239	2.15	.37
MONTEVIDEO	3,228	16,828	5.21	.30
WILLMAR	6,500	27,625	4.25	.57
REDWOOD FALLS	28,300	45,045	1.59	.50
DISTRICT 8	41,860	97,737	2.33	1.74
HASTINGS	3,201	6,402	2.00	
MAPLEWOOD	21,520	58,980	2.74	1.00
NEW BRIGHTON	7,250	34,350	4.74	4.64
NORTH ST PAUL	7,417	21,731	2.93	.94
ROSEVILLE	16,909	52,587	3.11	2.41
ST PAUL	28,800	91,727	3.18	1.40
SHOREVIEW	3,725	23,095	6.20	.52
SOUTH ST PAUL	8,350	39,794	4.77	.58
STILLWATER	6,120	33,415	5.46	.28
WHITE BEAR LAKE	800	1,370	1.71	.50
INVER GROVE HEIGHTS	24,608	22,621	.92	.56
BURNSVILLE	93,000	165,000	1.77	2.02
COTTAGE GROVE	11,330	28,625	2.53	.99
OAKDALE	11,100	38,850	3.50	.44
APPLE VALLEY	27,749	80,953	2.92	1.21
WOODBURY	46,250	116,625	2.52	1.29
EAGAN	5,907	11,814	2.00	.39
LAKE ELMO	16,302	29,996	1.84	.50
ROSEMOUNT	3,940	7,713	1.96	1.44
FARMINGTON	10,600	26,500	2.50	.34
DISTRICT 9	354,878	892,148	2.51	21.45
STATE TOTAL	1,260,768	3,303,493	2.62	71.42

	TOTAL QUANTITY	TOTAL COST	UNIT PRICE	LENGTH
DISTRICT 1	84,641	293,897	3.47	2.90
DISTRICT 2	10,112	31,197	3.09	.72
DISTRICT 3	119,373	250,456	2.10	3.03
DISTRICT 4	4,078	18,351	4.50	.52
DISTRICT 5	472,476	1,290,345	2.73	30.57
DISTRICT 6	63,875	178,896	2.80	7.31
DISTRICT 7	109,475	250,466	2.29	3.18
DISTRICT 8	41,860	97,737	2.33	1.74
DISTRICT 9	354,878	892,148	2.51	21.45
STATE TOTAL	1,260,768	3,303,493	2.62	71.42

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER LIN. FT.	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	26	83,672	$93,360	$1.12	$1.75	$1.21
1982	24	41,852	58,030	1.39	1.50	1.31
1983	45	77,339	86,596	1.12	1.50	1.35
1984	33	42,589	66,635	1.56	1.50	1.37
1985	43	106,678	176,974	1.66	1.50	1.37
1986	50	145,294	208,971	1.44	1.50	1.43
1987	46	119,913	216,648	1.81	1.75	1.52
1988	35	83,232	139,029	1.67	1.75	1.63
1989	64	211,446	290,721	1.37	1.75	1.59
1990	38	215,935	301,389	1.40	1.60	1.54
1991	59	207,105	355,996	1.72		1.59

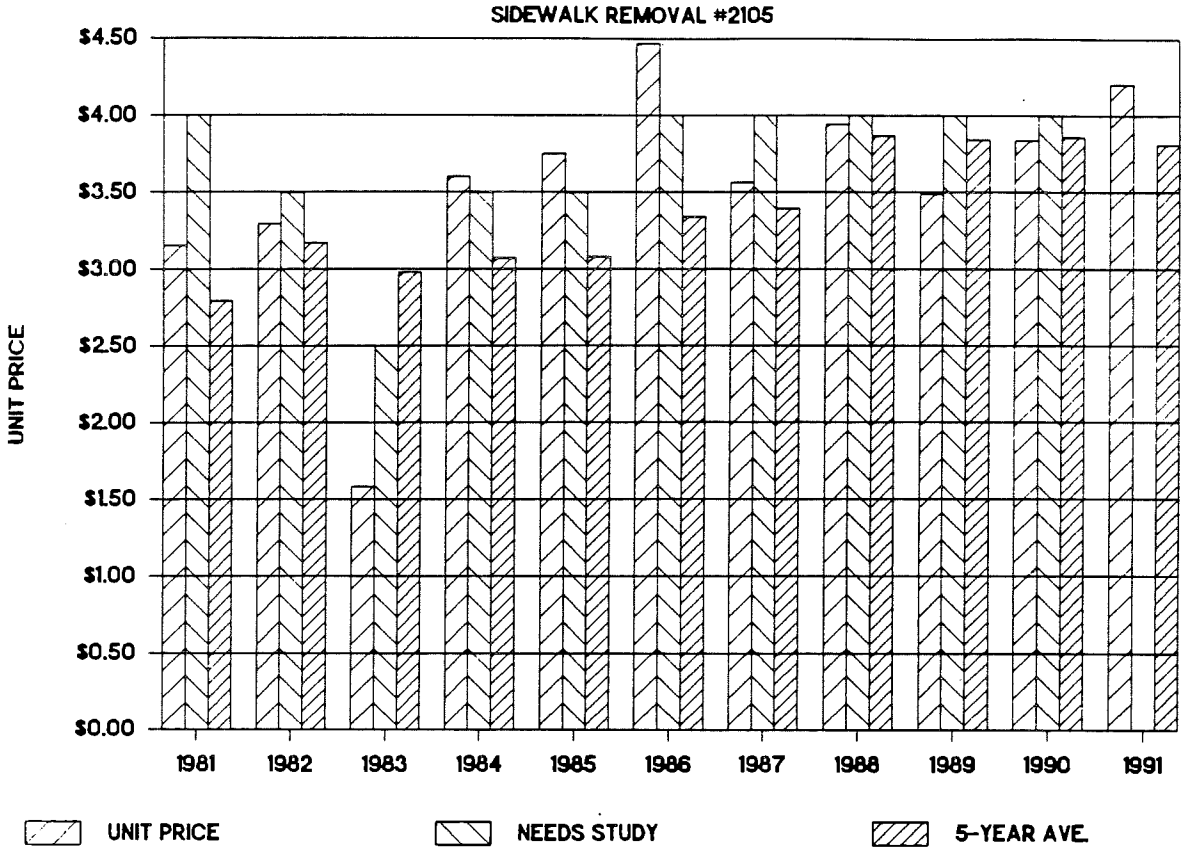
SUBCOMMITTEES RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 1.60 PER LIN. F
BASED UPON 1990 CONSTRUCTION COSTS.

CURB & GUTTER REM. LIN. FT.

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
CHISHOLM	2,446	1,630	1.50	.37
CLOQUET	5,698	2,999	1.90	.40
DULUTH	13,683	4,697	2.91	1.02
EVELETH	542	271	2.00	.38
GRAND RAPIDS	5,260	2,630	2.00	.23
HIBBING	3,380	1,690	2.00	.39
VIRGINIA	4,646	2,323	2.00	.24
DISTRICT 1	35,655	16,240	2.20	3.03
THIEF RIVER FALLS	2,811	1,729	1.63	.70
DISTRICT 2	2,811	1,729	1.63	.70
BRAINERD	5,093	2,996	1.70	.49
LITTLE FALLS	100	10	10.00	.81
DISTRICT 3	5,193	3,006	1.73	1.30
ALEXANDRIA	6,875	4,583	1.50	.52
MOORHEAD	1,304	395	3.30	.83
MORRIS	8,029	6,423	1.25	.80
DISTRICT 4	16,208	11,401	1.42	2.15
BLAINE	7,596	3,798	2.00	1.91
BLOOMINGTON	16,186	6,441	2.51	4.53
BROOKLYN CENTER	12,267	8,178	1.50	1.43
BROOKLYN PARK	2,623	1,049	2.50	.17
COLUMBIA HEIGHTS	12,879	5,618	2.29	1.04
COON RAPIDS	105	70	1.50	.41
CRYSTAL	309	154	2.01	.49
EDINA	1,658	1,508	1.10	.33
GOLDEN VALLEY	6,997	2,924	2.39	2.96
HOPKINS	1,895	2,026	.94	.17
MINNEAPOLIS	80,895	47,527	1.70	6.18
ROBBINSDALE	120	60	2.00	
ST LOUIS PARK	250	125	2.00	.18
SHAKOPEE	150	30	5.00	.21
NEW HOPE	11,072	4,409	2.51	4.18
PRIOR LAKE	11,458	3,646	3.14	.82
DISTRICT 5	166,460	87,563	1.90	25.01
ALBERT LEA	1,608	4,976	.32	.70
AUSTIN	2,407	2,135	1.13	1.01
FARIBAULT	1,051	718	1.46	.67
NORTHFIELD	150	10	15.00	.14
OWATONNA	6,113	9,366	.65	.96
RED WING	4,624	1,445	3.20	1.09
ROCHESTER	8,284	7,407	1.12	2.90
WINONA	2,419	3,721	.65	.35
DISTRICT 6	26,656	29,778	.90	7.82
MANKATO	11,884	10,317	1.15	.99
NEW ULM	8,339	2,489	3.35	.24
NORTH MANKATO	720	1,040	.69	.13
DISTRICT 7	20,943	13,846	1.51	1.36
MARSHALL	156	80	1.95	.37
MONTEVIDEO	9,096	3,566	2.55	.30
WILLMAR	4,125	1,650	2.50	
DISTRICT 8	13,377	5,296	2.53	.67
MAPLEWOOD	640	160	4.00	1.00
NEW BRIGHTON	7,390	3,620	2.04	4.64
NORTH ST PAUL	825	388	2.13	1.96
ROSEVILLE	5,074	2,066	2.46	2.14
ST PAUL	8,039	8,970	.90	1.40
SOUTH ST PAUL	1,620	1,620	1.00	.57
STILLWATER	12,989	5,806	2.24	.28
INVER GROVE HEIGHTS	508	406	1.25	.56
BURNSVILLE	1,220	730	1.67	1.30
COTTAGE GROVE	600	200	3.00	.99
OAKDALE	1,088	435	2.50	.44
APPLE VALLEY	17,600	8,800	2.00	.81
WOODBURY	120	60	2.00	1.29
EAGAN	2,330	1,165	2.00	.39
ROSEMOUNT	100	20	5.00	.60
FARMINGTON	8,550	3,800	2.25	.34
DISTRICT 9	68,693	38,246	1.80	18.71
STATE TOTAL	355,996	207,105	1.72	60.75

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	35,655	16,240	2.20	3.03
DISTRICT 2	2,811	1,729	1.63	.70
DISTRICT 3	5,193	3,006	1.73	1.30
DISTRICT 4	16,208	11,401	1.42	2.15
DISTRICT 5	166,460	87,563	1.90	25.01
DISTRICT 6	26,656	29,778	.90	7.82
DISTRICT 7	20,943	13,846	1.51	1.36
DISTRICT 8	13,377	5,296	2.53	.67
DISTRICT 9	68,693	38,246	1.80	18.71
STATE TOTAL	355,996	207,105	1.72	60.75

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER SQ. YD.	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	17	30,387	$95,782	$3.15	$4.00	$2.79
1982	19	20,627	68,003	3.30	3.50	3.17
1983	33	61,909	98,144	1.59	2.50	2.98
1984	21	27,288	98,276	3.60	3.50	3.07
1985	30	59,315	222,584	3.75	3.50	3.08
1986	38	56,873	254,161	4.47	4.00	3.34
1987	38	44,695	159,347	3.57	4.00	3.39
1988	25	35,889	141,549	3.94	4.00	3.87
1989	46	77,633	270,831	3.49	4.00	3.84
1990	41	50,017	192,021	3.84	4.00	3.86
1991	43	71,868	301,912	4.20		3.81

SUBCOMMITTEES RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 4.00 PER SQ. YD
BASED UPON 1990 CONSTRUCTION COSTS.

M.S.A.S. UNIT PRICE STUDY

SIDEWALK REMOVAL SQ. FT.

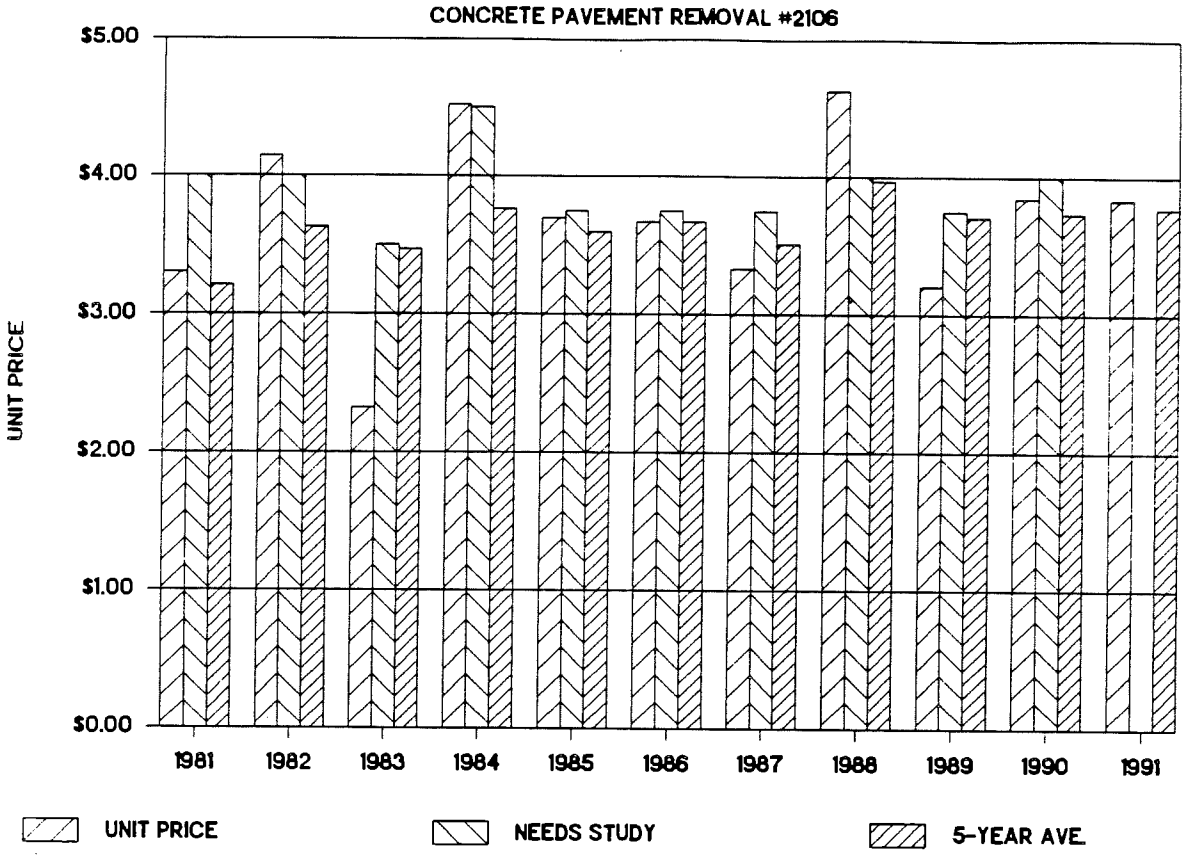
	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
CHISHOLM	4,280	10,700	.40	.37
CLOQUET	2,459	9,835	.25	.40
DULUTH	18,701	33,969	.55	1.02
EVELETH	576	1,440	.40	.38
GRAND RAPIDS	6,667	11,112	.60	.23
HIBBING	4,443	10,870	.41	.56
VIRGINIA	3,062	8,748	.35	.24
DISTRICT 1	40,188	86,674	.46	3.20
BEMIDJI	1,300	2,340	.56	.14
THIEF RIVER FALLS	18,371	33,248	.55	.70
DISTRICT 2	19,671	35,588	.55	.84
BRAINERD	2,150	2,866	.75	.49
DISTRICT 3	2,150	2,866	.75	.49
ALEXANDRIA	2,188	4,375	.50	.52
MOORHEAD	7,379	27,330	.27	.83
MORRIS	670	1,339	.50	.80
DISTRICT 4	10,237	33,044	.31	2.15
BROOKLYN CENTER	5,071	16,299	.31	.93
BROOKLYN PARK	643	1,285	.50	.17
COLUMBIA HEIGHTS	921	2,553	.36	1.48
CRYSTAL	128	256	.50	.49
EDINA	2,214	5,534	.40	.20
GOLDEN VALLEY	517	1,035	.50	1.98
HOPKINS	552	1,656	.33	.04
MINNEAPOLIS	120,093	197,011	.61	5.73
ST LOUIS PARK	160	200	.80	.18
NEW HOPE	1,389	3,278	.42	3.70
DISTRICT 5	131,688	229,107	.57	14.90
ALBERT LEA	9,901	31,680	.31	.97
AUSTIN	2,996	9,985	.30	1.01
OWATONNA	6,620	39,717	.17	.96
ROCHESTER	4,305	16,335	.26	2.48
WINONA	7,454	29,816	.25	.35
DISTRICT 6	31,276	127,533	.25	5.77
MANKATO	23,846	53,878	.44	1.78
NEW ULM	15,905	12,049	1.32	.24
NORTH MANKATO	1,800	5,400	.33	.13
DISTRICT 7	41,551	71,327	.58	2.15
MARSHALL	1,738	8,278	.21	.37
MONTEVIDEO	4,430	8,859	.50	.30
WILLMAR	1,200	2,400	.50	
DISTRICT 8	7,368	19,537	.38	.67
NORTH ST PAUL	1,851	5,006	.37	1.96
ROSEVILLE	2,208	4,437	.50	1.78
ST PAUL	1,096	3,054	.36	.59
SOUTH ST PAUL	1,150	3,150	.37	.58
STILLWATER	5,752	14,300	.40	.28
BURNSVILLE	56	80	.70	.59
APPLE VALLEY	300	300	1.00	.32
EAGAN	10	90	.11	.39
FARMINGTON	5,360	10,720	.50	.34
DISTRICT 9	17,783	41,137	.43	6.83
STATE TOTAL	301,912	646,813	.47	37.00

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	40,188	86,674	.46	3.20
DISTRICT 2	19,671	35,588	.55	.84
DISTRICT 3	2,150	2,866	.75	.49
DISTRICT 4	10,237	33,044	.31	2.15
DISTRICT 5	131,688	229,107	.57	14.90
DISTRICT 6	31,276	127,533	.25	5.77
DISTRICT 7	41,551	71,327	.58	2.15
DISTRICT 8	7,368	19,537	.38	.67
DISTRICT 9	17,783	41,137	.43	6.83
STATE TOTAL	301,912	646,813	.47	37.00

CONVERTING SQ. FT. TO SQ. YD.

$301,912 / 646,813 * 9 = $4.20 PER SQ. YD.

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER SQ. YD.	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	8	42,322	$139,785	$3.30	$4.00	$3.21
1982	16	83,263	345,180	4.15	4.00	3.63
1983	23	229,468	533,404	2.32	3.50	3.47
1984	18	119,864	541,569	4.52	4.50	3.76
1985	16	81,645	301,726	3.70	3.75	3.60
1986	28	134,698	494,572	3.67	3.75	3.67
1987	15	132,405	440,715	3.33	3.75	3.51
1988	25	106,550	493,029	4.63	4.00	3.97
1989	44	276,630	886,757	3.21	3.75	3.71
1990	27	88,278	339,571	3.85	4.00	3.74
1991	27	108,995	418,053	3.84		3.77

SUBCOMMITTEE RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 4.00 PER SQ. YD.
BASED UPON 1990 CONSTRUCTION COSTS.

M.S.A.S. UNIT PRICE STUDY

CONC. PAVEM. REM. SQ. FT.

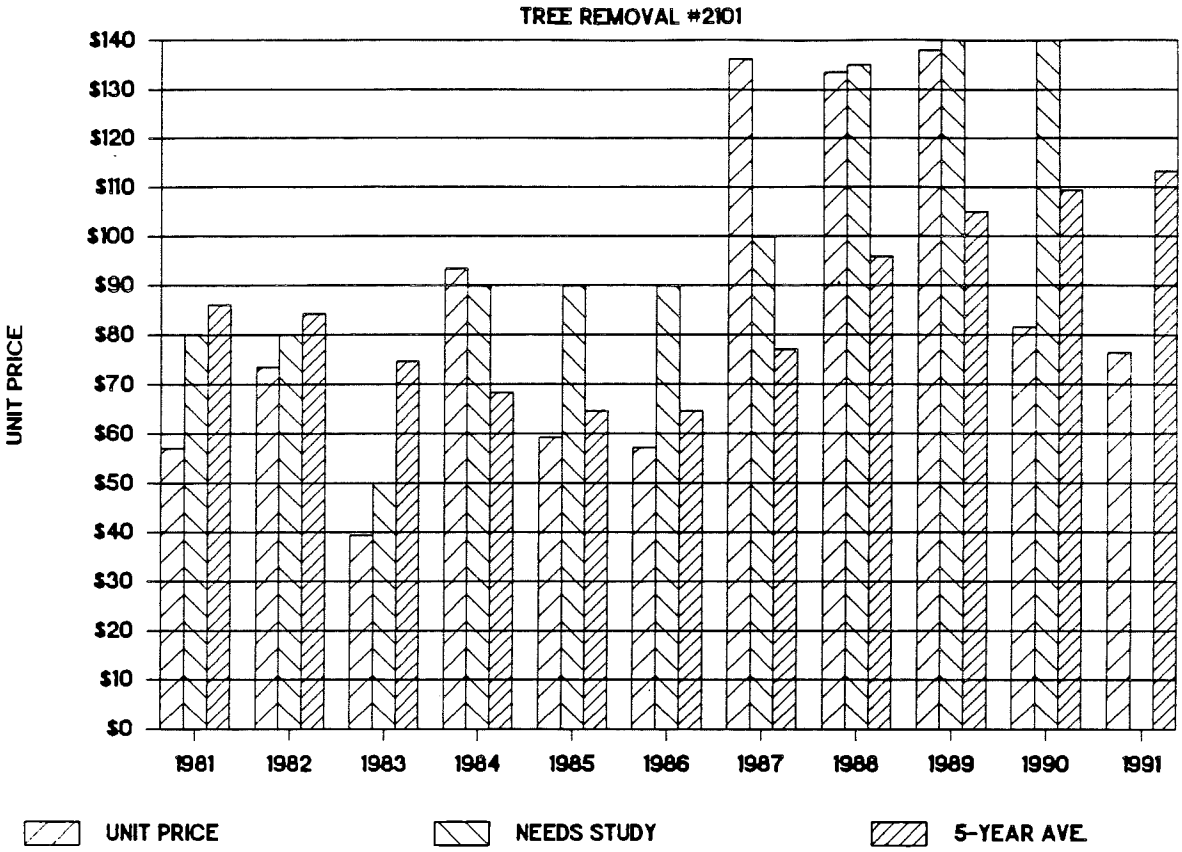
	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
CHISHOLM	25,736	57,906	.44	.37
DULUTH	82,928	215,289	.39	.94
EVELETH	1,855	3,339	.56	.38
GRAND RAPIDS	828	828	1.00	.23
DISTRICT 1	111,347	277,362	.40	1.92
BRAINERD	24,403	66,555	.37	.42
LITTLE FALLS	100	360	.28	.81
DISTRICT 3	24,503	66,915	.37	1.23
MOORHEAD	623	1,188	.52	.83
DISTRICT 4	623	1,188	.52	.83
BLAINE	993	993	1.00	1.91
BLOOMINGTON	1,356	9,756	.14	1.18
BROOKLYN PARK	3,200	2,133	1.50	.17
COLUMBIA HEIGHTS	511	1,260	.41	.69
CRYSTAL	56	68	.82	.49
EDINA	2,327	4,815	.48	.20
GOLDEN VALLEY	228	274	.83	1.98
MINNEAPOLIS	102,832	115,686	.89	.72
ST LOUIS PARK	96	72	1.33	.18
NEW HOPE	171	206	.83	1.48
DISTRICT 5	111,770	135,263	.83	9.00
ALBERT LEA	40,023	102,915	.39	.50
AUSTIN	58,252	230,202	.25	1.01
OWATONNA	30,028	72,018	.42	.96
ROCHESTER	1,800	3,240	.56	.82
DISTRICT 6	130,103	408,375	.32	3.29
MANKATO	21,621	57,753	.37	.99
DISTRICT 7	21,621	57,753	.37	.99
MARSHALL	416	936	.44	.37
MONTEVIDEO	14,700	26,460	.56	.08
DISTRICT 8	15,116	27,396	.55	.45
NORTH ST PAUL	578	1,485	.39	.94
ROSEVILLE	1,000	900	1.11	.44
SOUTH ST PAUL	1,392	4,320	.32	.14
DISTRICT 9	2,970	6,705	.44	1.52
STATE TOTAL	418,053	980,957	.43	19.23

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	111,347	277,362	.40	1.92
DISTRICT 3	24,503	66,915	.37	1.23
DISTRICT 4	623	1,188	.52	.83
DISTRICT 5	111,770	135,263	.83	9.00
DISTRICT 6	130,103	408,375	.32	3.29
DISTRICT 7	21,621	57,753	.37	.99
DISTRICT 8	15,116	27,396	.55	.45
DISTRICT 9	2,970	6,705	.44	1.52
STATE TOTAL	418,053	980,957	.43	19.23

CONVERTING SQ. FT. TO SQ. YD.

$418,053 / 980,957 * 9 = $ 3.84 SQ. YD.

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER TREE	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	23	2,338	$133,306	$57.02	$80.00	$86.11
1982	20	1,362	100,003	73.42	80.00	84.32
1983	31	3,122	123,015	39.40	50.00	74.67
1984	17	841	78,574	93.43	90.00	68.31
1985	34	3,743	221,765	59.25	90.00	64.50
1986	30	1,442	82,586	57.27	90.00	64.56
1987	18	311	42,365	136.22	100.00	77.11
1988	19	535	71,490	133.63	135.00	95.96
1989	40	884	122,030	138.04	140.00	104.88
1990	37	1,659	135,381	81.60	140.00	109.35
1991	35	1,869	142,888	76.45		113.19

SUBCOMMITTEES RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 140.00 PER TREE BASED UPON 1990 CONSTRUCTION COSTS.

	CLEARING 2101				GRUBBING 2101			
	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
CHISHOLM	1,820	26	70.00	.37	1,890	27	70.00	.37
CLOQUET	2,800	35	80.00	.27	1,400	35	40.00	.27
DULUTH	1,970	39	50.51	.96	2,320	39	59.49	.96
GRAND RAPIDS	900	6	150.00	.23	900	6	150.00	.23
DISTRICT 1	7,490	106	70.66	1.83	6,510	107	60.84	1.83
BRAINERD	100	1	100.00	.14	100	1	100.00	.14
DISTRICT 3	100	1	100.00	.14	100	1	100.00	.14
ALEXANDRIA	1,000	10	100.00	.52	1,000	10	100.00	.52
MORRIS	200	2	100.00	.57	200	2	100.00	.57
DISTRICT 4	1,200	12	100.00	1.09	1,200	12	100.00	1.09
BLAINE	4,487	61	73.56	2.43	2,382	114	20.89	2.43
BLOOMINGTON	4,794	799	6.00	1.41	5,754	959	6.00	1.41
BROOKLYN CENTER	400	4	100.00	.84	300	4	75.00	.84
COON RAPIDS	650	13	50.00	.41	650	13	50.00	.41
CRYSTAL	78	2	39.00	.49	73	2	36.50	.49
GOLDEN VALLEY	316	6	52.67	1.98	295	7	42.14	1.98
HOPKINS	600	3	200.00	.04	600	3	200.00	.04
MINNEAPOLIS	5,225	16	326.56	3.03	4,275	15	285.00	3.03
NEW HOPE	1,918	61	31.44	1.96	1,902	62	30.68	1.96
RAMSEY	19,500	195	100.00	1.80	19,500	195	100.00	1.80
PRIOR LAKE	2,360	23	102.61	.82	2,295	24	95.63	.82
DISTRICT 5	40,328	1,183	34.09	15.21	38,026	1,398	27.20	15.21
ALBERT LEA	500	10	50.00	.47	500	10	50.00	.47
AUSTIN	500	5	100.00	.16	100	5	20.00	.16
FARIBAULT	600	4	150.00	.40	1,050	7	150.00	.40
OWATONNA	1,125	15	75.00	.96	1,125	15	75.00	.96
RED WING	1,020	17	60.00	1.09	1,075	14	76.79	1.74
ROCHESTER	1,875	14	133.93	1.74	1,540	28	55.00	.35
WINONA	3,220	23	140.00	.35	5,390	79	68.23	4.08
DISTRICT 6	8,840	88	100.45	5.17				
MANKATO	500	10	50.00	.23	500	10	50.00	.23
NEW ULM	2,520	15	168.00	.24	840	15	56.00	.24
DISTRICT 7	3,020	25	120.80	.47	1,340	25	53.60	.47
NEW BRIGHTON	7,375	59	125.00	3.32	3,050	61	50.00	3.32
NORTH ST PAUL	1,470	42	35.00	.94	1,286	37	34.76	.94
ROSEVILLE	4,020	25	160.80	1.27	2,520	25	100.80	1.27
SHOREVIEW	2,720	17	160.00	.52	621	17	36.53	.52
INVER GROVE HEIGHTS	400	16	25.00	.56	200	2	100.00	.14
BURNSVILLE	1,050	150	7.00	.23	400	16	25.00	.56
OAKDALE	1,368	36	38.00	.44	1,050	150	7.00	.23
LAKE ELMO	280	7	40.00	.50	1,254	33	38.00	.44
DISTRICT 9	18,683	352	53.08	7.78	280	7	40.00	.50
					10,661	348	30.64	7.92
STATE TOTAL	79,661	1,767	45.08	31.69	63,227	1,970	32.09	30.74

	GRUBBING			
	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	6,510	107	60.84	1.83
DISTRICT 3	100	1	100.00	.14
DISTRICT 4	1,200	12	100.00	1.09
DISTRICT 5	38,026	1,398	27.20	15.21
DISTRICT 6	5,390	79	68.23	4.08
DISTRICT 7	1,340	25	53.60	.47
DISTRICT 9	10,661	348	30.64	7.92
STATE TOTAL	63,227	1,970	32.09	30.74

	CLEARING			
	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	7,490	106	70.66	1.83
DISTRICT 3	100	1	100.00	.14
DISTRICT 4	1,200	12	100.00	1.09
DISTRICT 5	40,328	1,183	34.09	15.21
DISTRICT 6	8,840	88	100.45	5.17
DISTRICT 7	3,020	25	120.80	.47
DISTRICT 9	18,683	352	53.08	7.78
STATE TOTAL	79,661	1,767	45.08	31.69

TREE REMOVAL

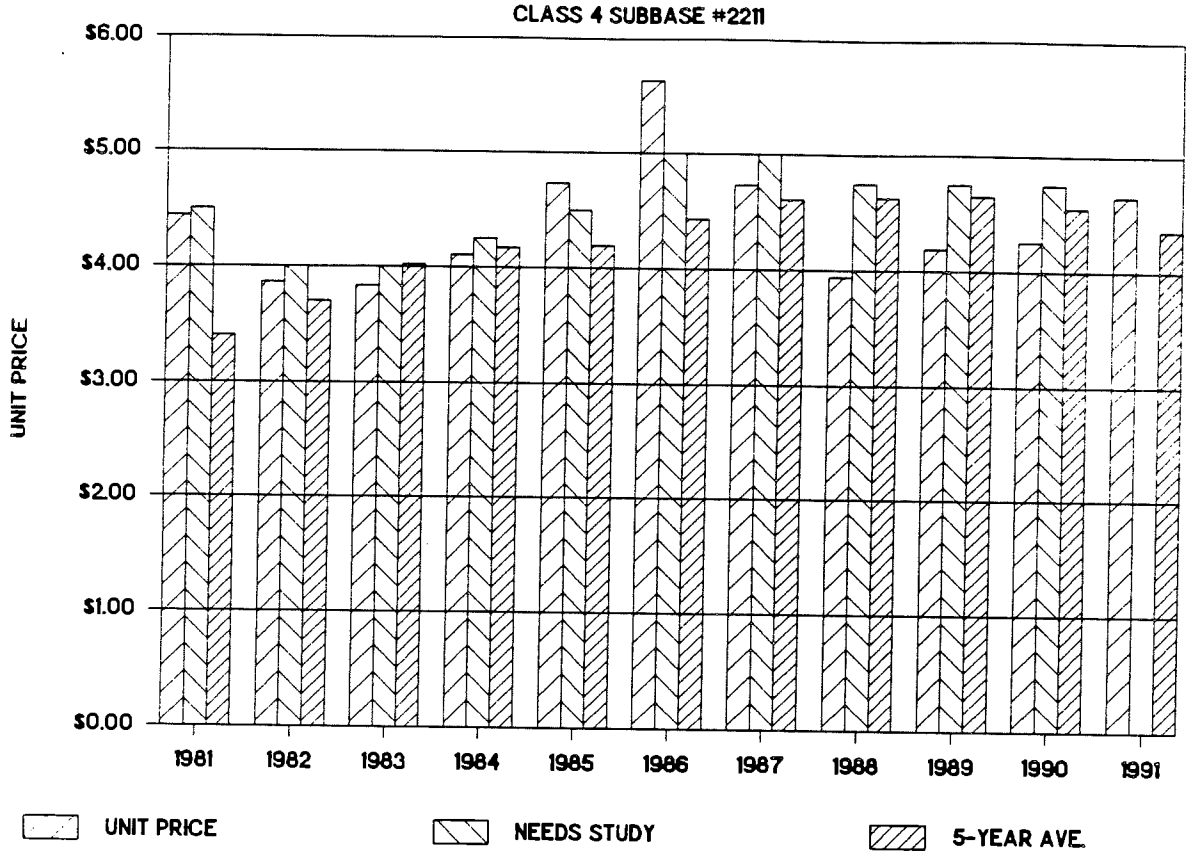
CLEARING AND GRUBBING ARE COMBINED TO COMPUTE TREE REMOVAL.

	NUMBER	COST
CLEARING	1767	$79,661
GRUBBING	1970	63,227
	3737	$142,888

3737 / 2 = 1869

AVERAGE PER TREE $142,888 / 1869 = $76.45

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER TON	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	4	15,662	$69,469	$4.44	$4.50	$3.40
1982	5	68,562	264,587	3.86	4.00	3.70
1983	7	29,887	114,531	3.83	4.00	4.02
1984	6	30,625	125,717	4.11	4.25	4.17
1985	13	146,141	691,052	4.73	4.50	4.19
1986	4	21,968	123,871	5.64	5.00	4.43
1987	6	52,643	248,938	4.73	5.00	4.61
1988	8	60,793	239,623	3.94	4.75	4.63
1989	10	68,406	286,398	4.19	4.75	4.64
1990	5	56,590	240,949	4.26	4.75	4.55
1991	7	30,594	142,157	4.65		4.35

SUBCOMMITTEE RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 4.75 PER TON.
BASED UPON 1990 CONSTRUCTION COSTS.

M.S.A.S. UNIT PRICE STUDY

GRAVEL SUBBASE 2211 TONS

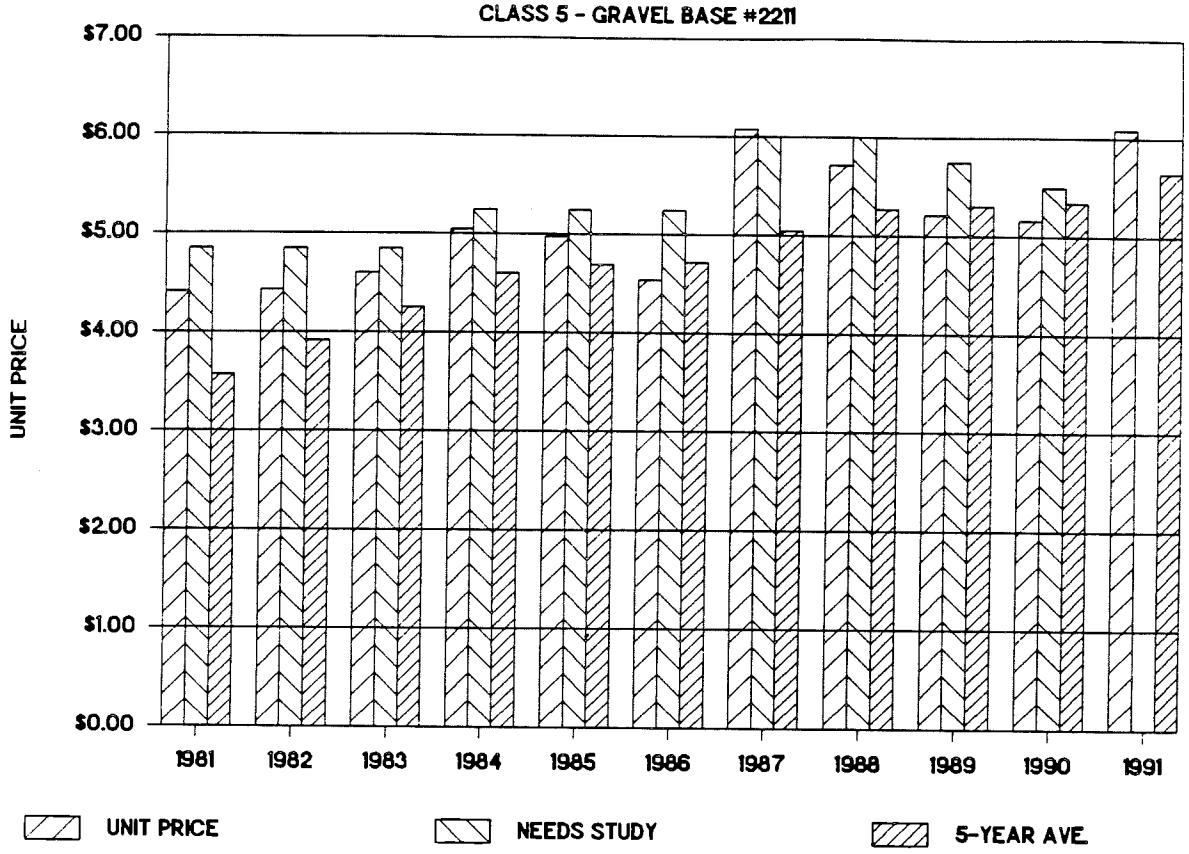
	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
LITTLE FALLS	19,173	4,168	4.60	.81
DISTRICT 3	19,173	4,168	4.60	.81
MINNEAPOLIS	8,300	784	10.59	.13
DISTRICT 5	8,300	784	10.59	.13
MANKATO	17,982	4,848	3.71	.23
NEW ULM	50,581	11,638	4.35	.77
DISTRICT 7	68,563	16,486	4.16	1.00
WILLMAR	4,279	815	5.25	.57
DISTRICT 8	4,279	815	5.25	.57
WHITE BEAR LAKE	1,480	269	5.50	.50
INVER GROVE HEIGHTS	40,362	8,072	5.00	.56
DISTRICT 9	41,842	8,341	5.02	1.06
STATE TOTAL	142,157	30,594	4.65	3.57

M.S.A.S. UNIT PRICE STUDY

GRAVEL SUBBASE 2211 TONS

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 3	19,173	4,168	4.60	.81
DISTRICT 5	8,300	784	10.59	.13
DISTRICT 7	68,563	16,486	4.16	1.00
DISTRICT 8	4,279	815	5.25	.57
DISTRICT 9	41,842	8,341	5.02	1.06
STATE TOTAL	142,157	30,594	4.65	3.57

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER TON	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	42	397,897	$1,753,637	$4.41	$4.85	$3.57
1982	43	307,088	1,360,272	4.43	4.85	3.92
1983	48	431,148	1,984,392	4.60	4.85	4.25
1984	46	335,849	1,694,167	5.04	5.25	4.60
1985	50	444,073	2,210,475	4.98	5.25	4.69
1986	63	584,097	2,651,362	4.54	5.25	4.72
1987	61	455,259	2,768,438	6.08	6.00	5.05
1988	51	381,898	2,185,112	5.72	6.00	5.27
1989	70	648,988	3,385,938	5.22	5.75	5.31
1990	68	715,922	3,696,421	5.16	5.50	5.34
1991	70	553,874	3,368,664	6.08		5.65

SUBCOMMITTEES RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 6.00 PER TON.
BASED UPON 1990 CONSTRUCTION COSTS.

M.S.A.S. UNIT PRICE STUDY

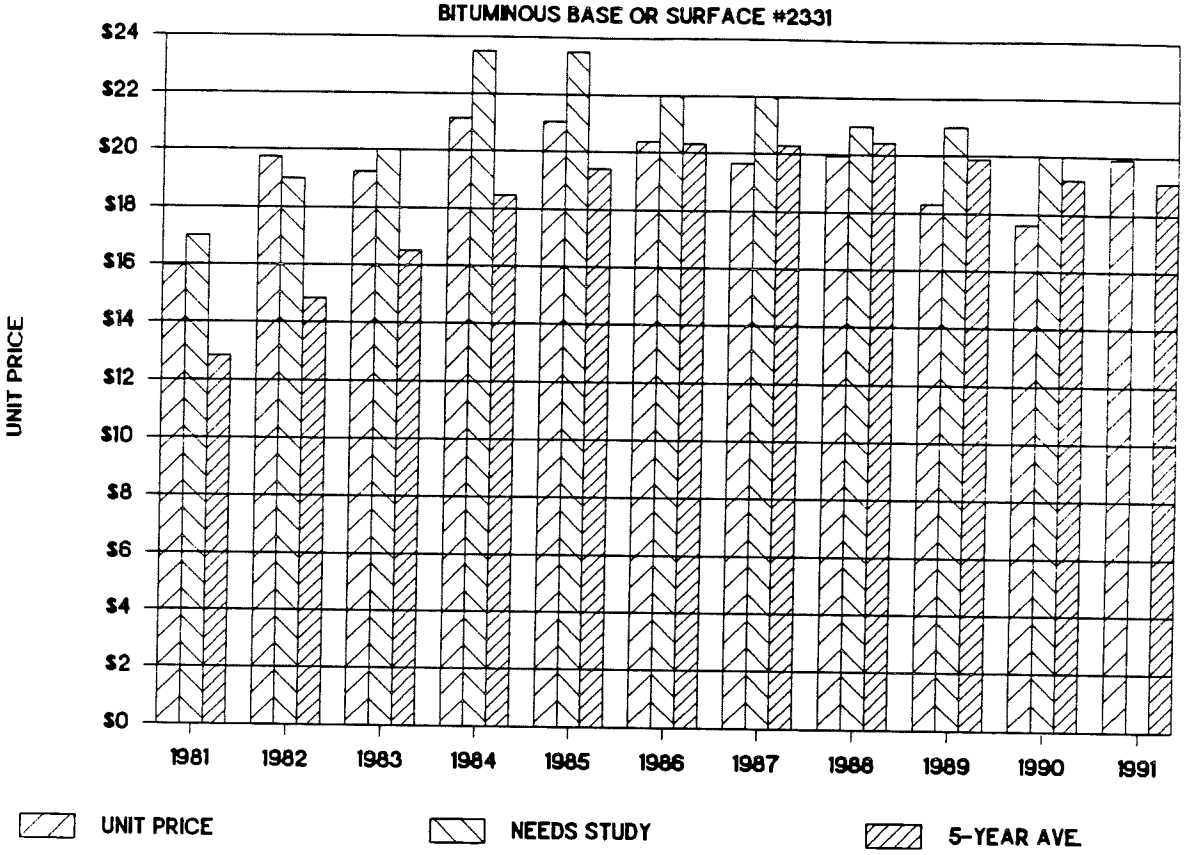
GRAVEL BASE 2211 TONS

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
CHISHOLM	29,700	3,300	9.00	.37
CLOQUET	25,263	2,807	9.00	.40
DULUTH	76,964	8,201	9.38	1.02
EVELETH	11,655	1,088	10.71	.38
GRAND RAPIDS	24,260	1,797	13.50	.23
HIBBING	74,310	9,909	7.50	.70
VIRGINIA	44,455	7,322	6.07	.24
DISTRICT 1	286,607	34,424	8.33	3.34
BEMIDJI	26,500	5,300	5.00	.35
THIEF RIVER FALLS	25,051	3,854	6.50	.21
DISTRICT 2	51,551	9,154	5.63	.56
BRAINERD	9,114	1,941	4.70	.56
LITTLE FALLS	38,922	7,485	5.20	.81
ST CLOUD	93,217	12,206	7.64	1.66
DISTRICT 3	141,253	21,632	6.53	3.03
ALEXANDRIA	16,829	3,013	5.59	.52
DISTRICT 4	16,829	3,013	5.59	.52
BLAINE	155,864	32,803	4.75	2.75
BLOOMINGTON	32,370	4,980	6.50	1.41
BROOKLYN CENTER	14,687	1,895	7.75	.93
BROOKLYN PARK	2,772	252	11.00	.17
COLUMBIA HEIGHTS	2,243	234	9.59	1.63
COON RAPIDS	114,365	11,889	9.62	1.22
CRYSTAL	318	40	7.95	.61
EDINA	3,528	515	6.85	.27
GOLDEN VALLEY	62,740	8,524	7.36	2.96
HOPKINS	13,741	4,978	2.76	.22
MINNEAPOLIS	351,310	32,697	10.74	6.00
ROBBINSDALE	608	52	11.69	
ST LOUIS PARK	56	4	14.00	.18
SHAKOPEE	12,400	1,550	8.00	.21
NEW HOPE	27,719	4,820	5.75	4.18
MAPLE GROVE	110,836	26,767	4.14	1.32
HAM LAKE	19,948	2,672	7.47	.70
RAMSEY	57,500	11,000	5.23	1.80
PRIOR LAKE	28,000	4,000	7.00	.28
EAST BETHEL	82,925	13,300	6.23	1.74
LINO LAKES	38,009	7,226	5.26	.62
CORCORAN	52,271	8,350	6.26	.51
DISTRICT 5	1,184,210	178,548	6.63	29.71
ALBERT LEA	19,502	3,980	4.90	.50
AUSTIN	49,672	8,712	5.70	1.01
FARIBAULT	46,745	7,214	6.48	.67
NORTHFIELD	3,348	360	9.30	.14
OWATONNA	57,291	10,313	5.56	1.34
RED WING	3,082	335	9.20	1.09
ROCHESTER	104,538	18,082	5.78	2.90
WINONA	33,928	6,005	5.65	.35
DISTRICT 6	318,106	55,001	5.78	8.00
MANKATO	130,279	21,239	6.13	1.78
NEW ULM	47,629	9,957	4.78	.77
NORTH MANKATO	5,985	1,050	5.70	.13
ST PETER	43,492	10,783	4.03	.50
DISTRICT 7	227,385	43,029	5.28	3.18
MARSHALL	20,723	3,228	6.42	.37
WILLMAR	30,750	5,850	5.26	.57
REDWOOD FALLS	66,600	7,400	9.00	.50
DISTRICT 8	118,073	16,478	7.17	1.44
MAPLEWOOD	186,000	31,000	6.00	1.00
MENDOTA HEIGHTS	56,819	7,837	7.25	1.26
NEW BRIGHTON	5,000	1,220	4.10	3.32
NORTH ST PAUL	15,731	5,569	2.82	1.96
ROSEVILLE	97,198	16,130	6.03	2.41
ST PAUL	73,020	11,538	6.33	1.40
SHOREVIEW	39,374	5,357	7.35	.52
SOUTH ST PAUL	17,701	3,150	5.62	1.01
STILLWATER	9,561	1,166	8.20	.28
WHITE BEAR LAKE	1,254	228	5.50	.50
INVER GROVE HEIGHTS	23,507	4,222	5.57	1.56
BURNSVILLE	200,768	39,378	5.10	2.02
COTTAGE GROVE	9,390	1,550	6.06	.99
OAKDALE	12,400	1,890	6.56	.44
APPLE VALLEY	37,900	7,580	5.00	1.21
WOODBURY	82,588	20,425	4.04	1.29
EAGAN	41,128	9,150	4.49	.39
LAKE ELMO	25,925	6,100	4.25	.50
ROSEMOUNT	51,988	12,205	4.26	.84
FARMINGTON	37,398	6,900	5.42	.34
DISTRICT 9	1,024,650	192,595	5.32	23.24
STATE TOTAL	3,368,664	553,874	6.08	73.02

GRAVEL BASE 2211

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	286,607	34,424	8.33	3.34
DISTRICT 2	51,551	9,154	5.63	.56
DISTRICT 3	141,253	21,632	6.53	3.03
DISTRICT 4	16,829	3,013	5.59	.52
DISTRICT 5	1,184,210	178,548	6.63	29.71
DISTRICT 6	318,106	55,001	5.78	8.00
DISTRICT 7	227,385	43,029	5.28	3.18
DISTRICT 8	118,073	16,478	7.17	1.44
DISTRICT 9	1,024,650	192,595	5.32	23.24
STATE TOTAL	3,368,664	553,874	6.08	73.02

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER TON	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	39	220,016	$3,513,820	$15.97	$17.00	$12.83
1982	44	211,045	4,164,825	19.73	19.00	14.83
1983	55	211,326	4,062,409	19.22	20.00	16.52
1984	44	159,242	3,363,455	21.12	23.50	18.46
1985	54	376,525	7,922,674	21.04	23.50	19.42
1986	62	294,318	6,000,326	20.39	22.00	20.30
1987	63	261,043	5,130,552	19.65	22.00	20.29
1988	50	176,177	3,515,861	19.96	21.00	20.43
1989	71	316,333	5,793,245	18.31	21.00	19.87
1990	61	313,022	5,517,034	17.63	20.00	19.19
1991	70	349,058	6,952,316	19.92		19.09

SUBCOMMITTEE RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 20.00 PER TON.
BASED UPON 1990 CONSTRUCTION COSTS.

M.S.A.S. UNIT PRICE STUDY

BIT. SURF. 2331 TONS

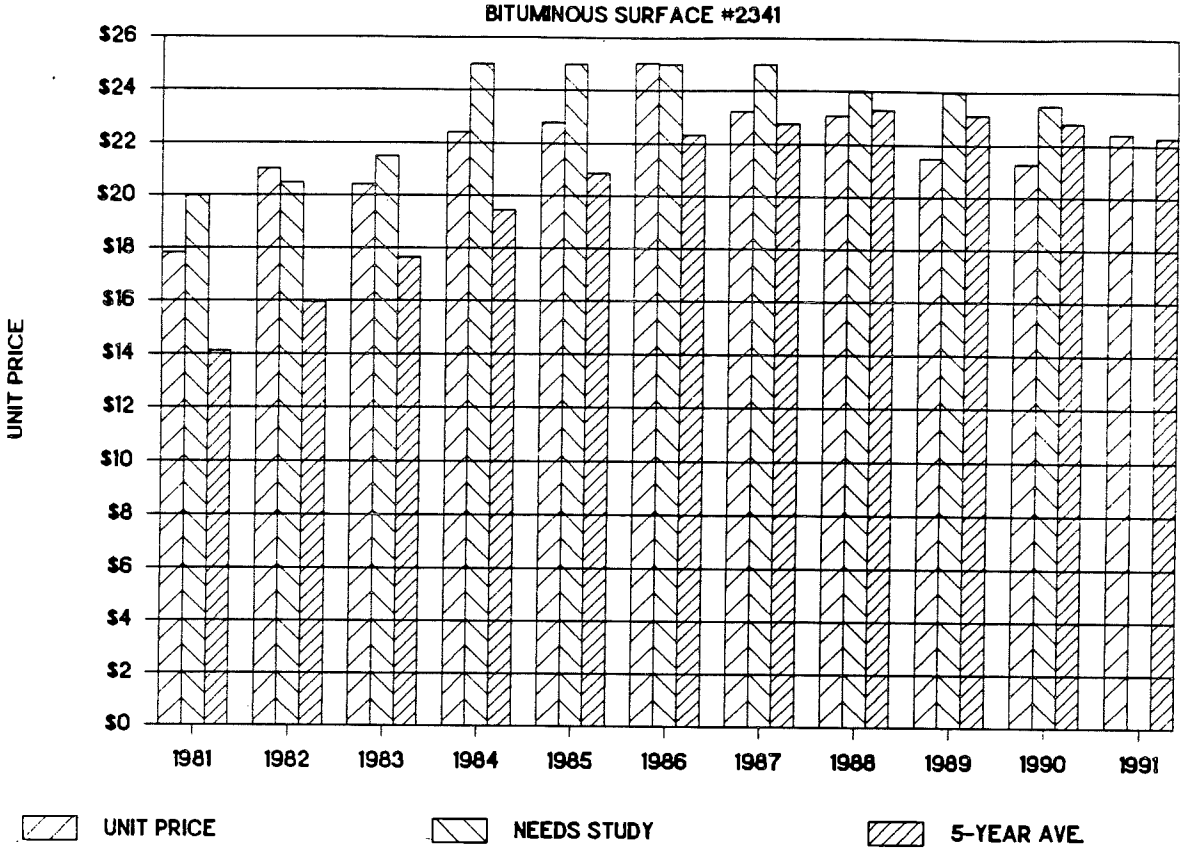
	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
CHISHOLM	73,641	3,101	23.75	.37
CLOQUET	22,580	1,239	18.22	.40
DULUTH	114,586	6,667	17.19	2.48
EVELETH	11,340	458	24.76	.38
GRAND RAPIDS	34,614	1,259	27.49	.23
HIBBING	81,605	3,141	25.98	.70
VIRGINIA	42,104	2,002	21.03	.24
DISTRICT 1	380,470	17,867	21.29	4.80
BEMIDJI	39,829	1,600	24.89	.35
THIEF RIVER FALLS	38,951	1,803	21.60	.21
DISTRICT 2	78,780	3,403	23.15	.56
BRAINERD	30,826	1,522	20.25	.56
LITTLE FALLS	40,322	2,131	18.92	.81
ST CLOUD	334,180	20,199	16.54	1.66
DISTRICT 3	405,328	23,852	16.99	3.03
ALEXANDRIA	38,473	2,293	16.78	.52
MOORHEAD	12,308	450	27.35	.07
DISTRICT 4	50,781	2,743	18.51	.59
BLAINE	426,402	20,707	20.59	2.75
BLOOMINGTON	89,737	4,197	21.38	1.41
BROOKLYN CENTER	65,542	3,555	18.44	.93
BROOKLYN PARK	7,184	105	68.42	.17
COLUMBIA HEIGHTS	108,003	4,673	23.11	1.73
COON RAPIDS	283,500	14,704	19.28	1.22
CRYSTAL	18,902	1,735	10.89	.49
EDINA	6,803	274	24.83	.33
GOLDEN VALLEY	337,851	17,499	19.31	2.96
HOPKINS	30,317	2,373	12.78	.22
MINNEAPOLIS	1,343,727	53,710	25.02	5.73
ROBBINSDALE	3,390	70	48.43	
SHAKOPEE	8,950	500	17.90	.21
NEW HOPE	83,950	4,351	19.29	4.18
MAPLE GROVE	114,038	5,962	19.13	1.32
CHASKA	14,653	680	21.55	.82
HAM LAKE	24,553	1,015	24.19	.70
RAMSEY	99,950	5,150	19.41	1.80
PRIOR LAKE	66,899	4,734	14.13	.51
EAST BETHEL	31,485	1,750	17.99	1.74
LINO LAKES	57,475	3,040	18.91	.62
CORCORAN	22,979	1,213	18.94	.51
DISTRICT 5	3,246,290	151,997	21.36	30.35
ALBERT LEA	105,537	5,609	18.82	.70
AUSTIN	118,002	6,648	17.75	.59
FARIBAULT	57,225	2,640	21.68	.67
NORTHFIELD	10,500	490	21.43	.14
OWATONNA	59,675	2,750	21.70	1.34
RED WING	6,137	323	19.00	1.09

TOTALS	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
ROCHESTER	372,533	16,380	22.74	2.90
WINONA	56,738	2,082	27.25	.35
DISTRICT 6	786,347	36,922	21.30	7.78
MANKATO	157,924	8,189	19.28	1.55
NEW ULM	76,227	3,613	21.10	.77
NORTH MANKATO	7,686	411	18.70	.13
ST PETER	51,528	3,222	15.99	.50
DISTRICT 7	293,365	15,435	19.01	2.95
MARSHALL	53,293	2,421	22.01	.37
MONTEVIDEO	92,521	4,245	21.80	.30
WILLMAR	96,385	4,250	22.68	.57
DISTRICT 8	242,199	10,916	22.19	1.24
MAPLEWOOD	146,975	7,548	19.47	1.00
NEW BRIGHTON	3,359	390	8.61	3.32
NORTH ST PAUL	25,442	4,993	5.10	.94
ROSEVILLE	153,672	8,930	17.21	2.41
ST PAUL	210,882	11,662	18.08	1.40
SHOREVIEW	64,776	3,242	19.98	.52
SOUTH ST PAUL	119,975	6,662	18.01	1.01
STILLWATER	34,797	1,240	28.06	.28
WHITE BEAR LAKE	2,593	157	16.52	.50
INVER GROVE HEIGHTS	20,550	2,700	7.61	1.00
BURNSVILLE	198,030	10,778	18.37	2.02
COTTAGE GROVE	143,800	8,740	16.45	.99
OAKDALE	44,640	1,924	23.20	.44
APPLE VALLEY	42,800	2,200	19.45	1.21
WOODBURY	87,010	4,740	18.36	1.29
EAGAN	35,160	2,400	14.65	.39
LAKE ELMO	45,829	2,297	19.95	.50
ROSEMOUNT	39,760	2,890	13.76	.84
FARMINGTON	48,706	2,430	20.04	.34
DISTRICT 9	1,468,756	85,923	17.09	20.40
STATE TOTAL	6,952,316	349,058	19.92	71.70

BIT. SURF. 2331 TONS

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	380,470	17,867	21.29	4.80
DISTRICT 2	78,780	3,403	23.15	.56
DISTRICT 3	405,328	23,852	16.99	3.03
DISTRICT 4	50,781	2,743	18.51	.59
DISTRICT 5	3,246,290	151,997	21.36	30.35
DISTRICT 6	786,347	36,922	21.30	7.78
DISTRICT 7	293,365	15,435	19.01	2.95
DISTRICT 8	242,199	10,916	22.19	1.24
DISTRICT 9	1,468,756	85,923	17.09	20.40
STATE TOTAL	6,952,316	349,058	19.92	71.70

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER TON	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	39	164,346	$2,928,915	$17.82	$20.00	$14.12
1982	38	123,479	2,595,032	21.02	20.50	15.98
1983	43	139,280	2,846,138	20.43	21.50	17.65
1984	42	113,894	2,551,729	22.40	25.00	19.47
1985	47	144,567	3,295,718	22.80	25.00	20.89
1986	50	154,773	3,876,447	25.05	25.00	22.34
1987	55	122,701	2,851,035	23.24	25.00	22.78
1988	47	101,894	2,352,539	23.09	24.00	23.31
1989	58	144,986	3,119,592	21.52	24.00	23.14
1990	44	127,267	2,707,906	21.28	23.50	22.83
1991	48	125,102	2,804,228	22.42		22.31

SUBCOMMITTEE RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 23.50 PER TON.
BASED UPON 1990 CONSTRUCTION COSTS.

BIT. SURF. 2341 TONS

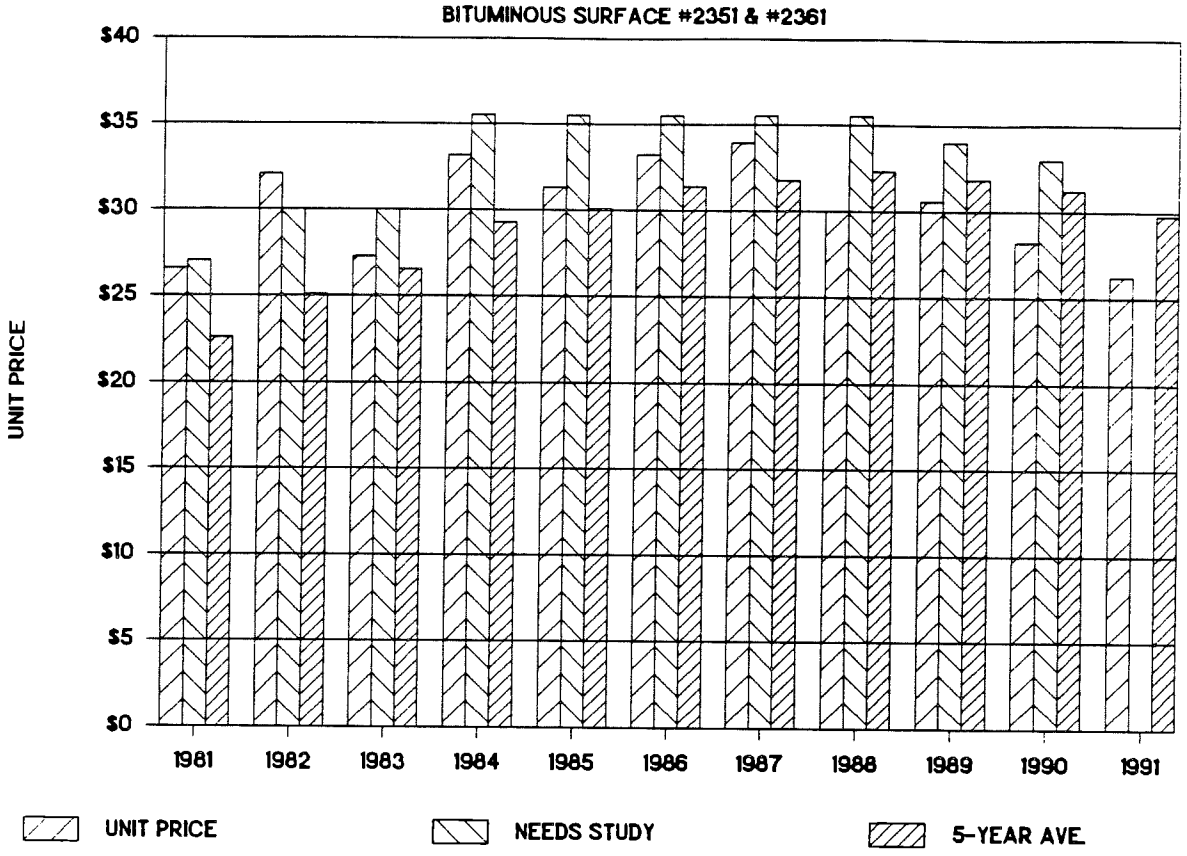
	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
CLOQUET	10,782	534	20.19	.40
DISTRICT 1	10,782	534	20.19	.40
BRAINERD	25,539	1,141	22.38	.56
LITTLE FALLS	39,009	1,866	20.91	.81
ST CLOUD	16,043	1,134	14.15	.25
DISTRICT 3	80,591	4,141	19.46	1.62
MOORHEAD	1,615	25	64.60	.83
DISTRICT 4	1,615	25	64.60	.83
BLAINE	30,598	1,450	21.10	.84
BLOOMINGTON	124,281	5,612	22.15	3.12
BROOKLYN CENTER	81,379	4,184	19.45	1.43
BROOKLYN PARK	7,747	105	73.78	.17
COLUMBIA HEIGHTS	68,103	3,171	21.48	1.63
COON RAPIDS	48,865	1,610	30.35	.81
CRYSTAL	10,822	389	27.82	.61
EDINA	2,367	81	29.22	.33
GOLDEN VALLEY	21,108	900	23.45	1.98
HOPKINS	11,995	1,755	6.83	.17
MINNEAPOLIS	1,065,731	34,786	30.64	6.18
ROBBINSDALE	1,743	30	58.10	
SHAKOPEE	12,178	532	22.89	.21
NEW HOPE	51,033	1,895	26.93	4.18
MAPLE GROVE	54,262	2,395	22.66	1.28
CHASKA	8,979	341	26.33	.82
HAM LAKE	16,520	990	16.69	.70
RAMSEY	94,965	4,006	23.71	2.34
PRIOR LAKE	8,810	752	11.72	.28
EAST BETHEL	73,903	3,942	18.75	1.74
CORCORAN	26,422	1,225	21.57	.51
DISTRICT 5	1,821,811	70,151	25.97	29.33
AUSTIN	33,501	1,662	20.16	.59
FARIBAULT	32,359	1,348	24.01	.67
NORTHFIELD	9,363	401	23.35	.14
OWATONNA	23,090	871	26.51	1.34
DISTRICT 6	98,313	4,282	22.96	2.74
MANKATO	54,754	3,306	16.56	1.78
NEW ULM	51,710	2,068	25.00	.77
NORTH MANKATO	7,249	351	20.65	.13
ST PETER	21,034	1,079	19.49	.50
DISTRICT 7	134,747	6,804	19.80	3.18
MARSHALL	16,314	668	24.42	.37
MONTEVIDEO	11,484	480	23.93	.22
DISTRICT 8	27,798	1,148	24.21	.59
NEW BRIGHTON	875	7	125.00	1.32
ROSEVILLE	105,006	4,492	23.38	1.78

TOTALS	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
ST PAUL	43,701	4,241	10.30	1.03
SOUTH ST PAUL	60,123	2,945	20.42	1.01
WHITE BEAR LAKE	1,066	57	18.70	.50
INVER GROVE HEIGHTS	85,588	5,698	15.02	1.56
BURNSVILLE	19,575	1,004	19.50	.71
COTTAGE GROVE	85,251	8,543	9.98	.99
APPLE VALLEY	88,353	3,535	24.99	1.21
WOODBURY	68,712	3,330	20.63	1.29
EAGAN	23,169	1,270	18.24	.39
ROSEMOUNT	47,152	2,895	16.29	.84
DISTRICT 9	628,571	38,017	16.53	12.63
STATE TOTAL	2,804,228	125,102	22.42	51.32

BIT. SURF. 2341 TONS

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	10,782	534	20.19	.40
DISTRICT 3	80,591	4,141	19.46	1.62
DISTRICT 4	1,615	25	64.60	.83
DISTRICT 5	1,821,811	70,151	25.97	29.33
DISTRICT 6	98,313	4,282	22.96	2.74
DISTRICT 7	134,747	6,804	19.80	3.18
DISTRICT 8	27,798	1,148	24.21	.59
DISTRICT 9	628,571	38,017	16.53	12.63
STATE TOTAL	2,804,228	125,102	22.42	51.32

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER TON	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	16	17,695	$469,842	$26.55	$27.00	$22.63
1982	17	24,336	780,247	32.06	30.00	25.09
1983	18	26,628	725,878	27.26	30.00	26.55
1984	17	21,339	707,320	33.15	35.50	29.24
1985	16	38,723	1,212,779	31.32	35.50	30.07
1986	18	36,507	1,213,006	33.23	35.50	31.40
1987	14	25,213	855,500	33.93	35.50	31.78
1988	11	23,776	713,311	30.00	35.50	32.33
1989	17	25,201	770,369	30.57	34.00	31.81
1990	14	31,527	888,370	28.18	33.00	31.18
1991	13	13,901	364,419	26.22		29.78

SUBCOMMITTEE RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 30.00 PER TON.
BASED UPON 1990 CONSTRUCTION COSTS.

M.S.A.S. UNIT PRICE STUDY

BIT. SURF. 2361 TONS

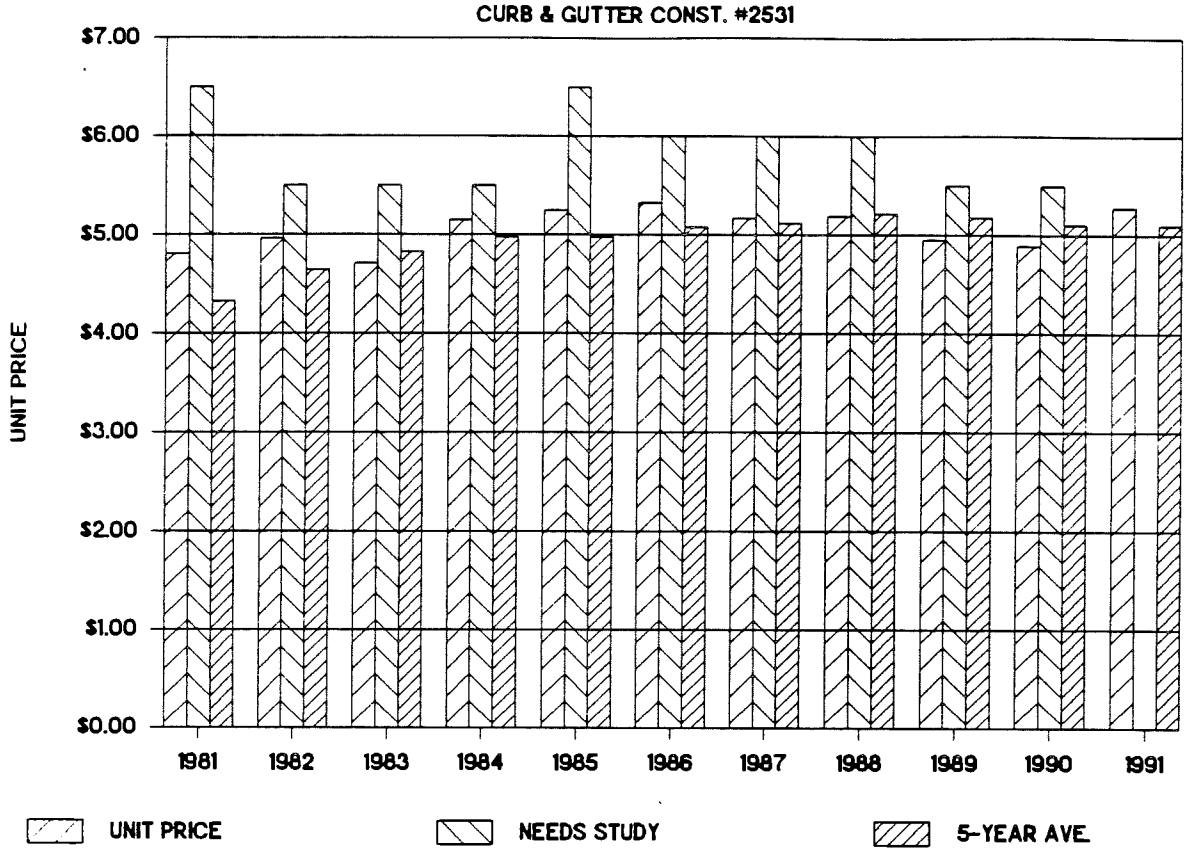
	TOTAL COST	TOTAL QUANTITY	LENGTH	UNIT PRICE
DULUTH	70,176	2,725	2.48	25.75
EVELETH	19,150	753	.38	25.43
GRAND RAPIDS	12,353	398	.23	31.04
HIBBING	18,590	698	.57	26.63
VIRGINIA	10,815	452	.24	23.93
DISTRICT 1	131,084	5,026	3.90	26.08
ST CLOUD	9,495	420	.25	22.61
DISTRICT 3	9,495	420	.25	22.61
COLUMBIA HEIGHTS	4,373	166	.10	26.34
MINNEAPOLIS	8,716	263	.12	33.14
NEW HOPE	121,800	4,494	2.22	27.10
DISTRICT 5	134,889	4,923	2.44	27.40
OWATONNA	1,136	10	.96	113.60
DISTRICT 6	1,136	10	.96	113.60
MANKATO	46,598	1,453	.76	32.07
DISTRICT 7	46,598	1,453	.76	32.07
NORTH ST PAUL	6,403	1,040	.94	6.16
ST PAUL	34,814	1,029	.59	33.83
DISTRICT 9	41,217	2,069	1.53	19.92
STATE TOTAL	364,419	13,901	9.84	26.22

M.S.A.S. UNIT PRICE STUDY

BIT. SURF. 2361 TONS

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	131,084	5,026	26.08	3.90
DISTRICT 3	9,495	420	22.61	.25
DISTRICT 5	134,889	4,923	27.40	2.44
DISTRICT 6	1,136	10	113.60	.96
DISTRICT 7	46,598	1,453	32.07	.76
DISTRICT 9	41,217	2,069	19.92	1.53
STATE TOTAL	364,419	13,901	26.22	9.84

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER LIN. FT.	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	41	433,513	$2,085,243	$4.81	$6.50	$4.33
1982	48	332,455	1,651,673	4.97	5.50	4.65
1983	58	450,590	2,124,634	4.72	5.50	4.83
1984	47	354,529	1,826,990	5.15	5.50	4.98
1985	58	554,327	2,907,985	5.25	6.50	4.98
1986	61	469,258	2,498,655	5.32	6.00	5.08
1987	67	434,124	2,243,498	5.17	6.00	5.12
1988	51	359,952	1,868,721	5.19	6.00	5.22
1989	73	606,413	3,002,995	4.95	5.50	5.18
1990	57	603,356	2,954,409	4.90	5.50	5.11
1991	67	559,342	2,952,849	5.28		5.10

SUBCOMMITTEE RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 5.50 PER LIN. FT.
BASED UPON 1990 CONSTRUCTION COSTS.

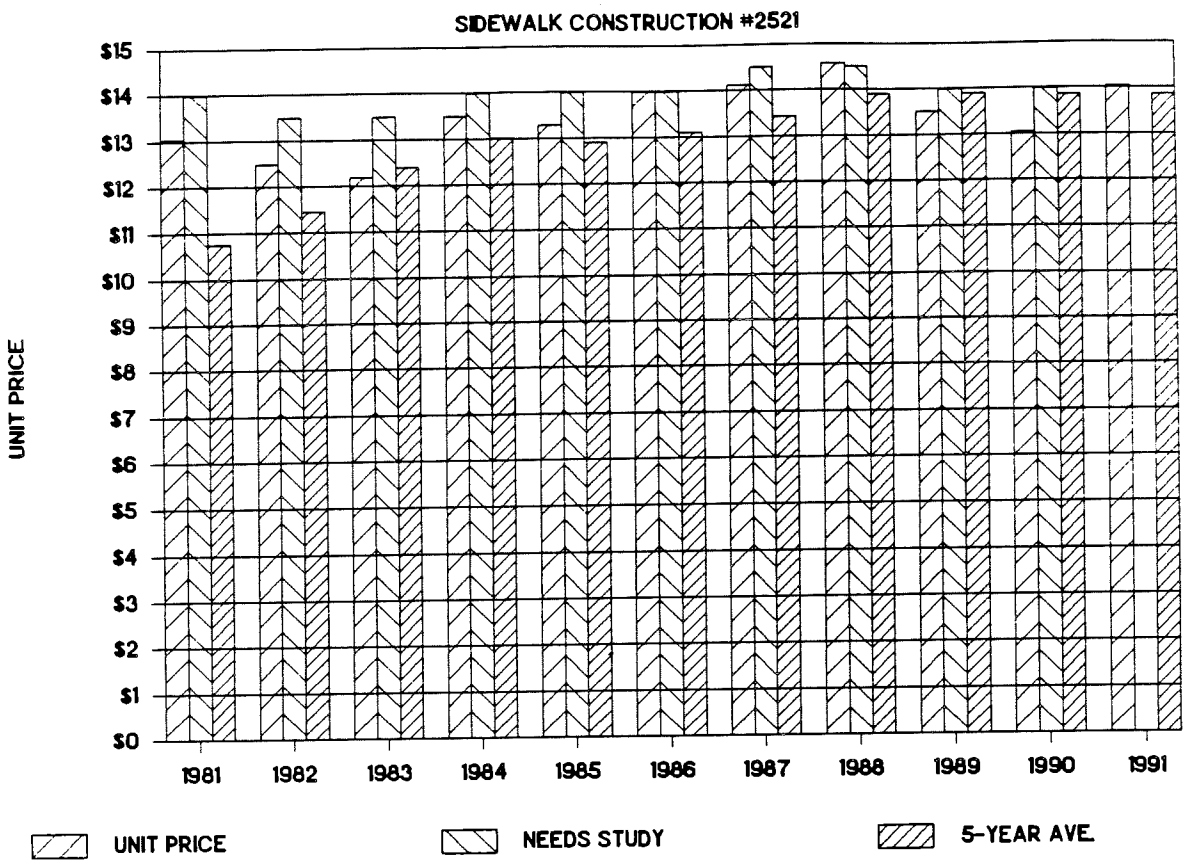
CURB & GUTTER 2531 LIN. FT.

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
CHISHOLM	24,738	4,120	6.00	.37
CLOQUET	33,608	4,885	6.88	.40
DULUTH	154,844	27,341	5.66	4.33
GRAND RAPIDS	16,991	2,614	6.50	.23
HIBBING	47,550	6,705	7.09	.70
VIRGINIA	17,438	2,325	7.50	.24
HERMANTOWN	36,883	6,168	5.98	2.00
DISTRICT 1	332,052	54,158	6.13	8.27
BEMIDJI	15,319	2,760	5.55	.35
THIEF RIVER FALLS	15,255	2,459	6.20	.77
DISTRICT 2	30,574	5,219	5.86	1.12
BRAINERD	33,506	5,679	5.90	.56
LITTLE FALLS	33,091	8,071	4.10	.81
ST CLOUD	77,409	18,882	4.10	1.66
DISTRICT 3	144,006	32,632	4.41	3.03
ALEXANDRIA	27,266	4,598	5.93	.52
MOORHEAD	3,437	509	6.75	.83
MORRIS	240	24	10.00	.23
DISTRICT 4	30,943	5,131	6.03	1.58
BLAINE	137,636	31,826	4.32	2.75
BLOOMINGTON	70,230	12,894	5.45	4.53
BROOKLYN CENTER	40,057	7,793	5.14	1.43
BROOKLYN PARK	11,916	636	18.74	.17
COLUMBIA HEIGHTS	35,805	5,730	6.25	1.73
COON RAPIDS	86,691	18,493	4.69	1.22
CRYSTAL	3,738	625	5.98	.49
EDINA	16,718	2,680	6.24	.33
GOLDEN VALLEY	25,892	4,825	5.37	2.96
HOPKINS	13,660	4,050	3.37	.22
MINNEAPOLIS	367,618	51,202	7.18	6.18
ROBBINSDALE	798	60	13.30	
ST LOUIS PARK	2,150	215	10.00	.18
SHAKOPEE	9,790	2,200	4.45	.21
NEW HOPE	41,154	7,463	5.51	4.18
MAPLE GROVE	41,868	8,939	4.68	1.32
RAMSEY	77,600	19,400	4.00	1.80
PRIOR LAKE	36,281	6,445	5.63	.82
LINO LAKES	29,759	6,953	4.28	.62
DISTRICT 5	1,049,361	192,429	5.45	31.14
ALBERT LEA	45,104	8,445	5.34	.97
AUSTIN	29,948	4,930	6.07	1.01
FARIBAULT	44,611	7,148	6.24	.67
NORTHFIELD	6,440	1,400	4.60	.14
OWATONNA	68,193	12,635	5.40	1.34
RED WING	25,025	1,820	13.75	1.09
ROCHESTER	113,413	17,919	6.33	2.90
WINONA	22,700	3,632	6.25	.35
DISTRICT 6	355,434	57,929	6.14	8.47
MANKATO	112,178	23,679	4.74	1.78
NEW ULM	50,472	7,449	6.78	.77
NORTH MANKATO	5,398	1,040	5.19	.13
ST PETER	29,268	5,420	5.40	.50
DISTRICT 7	197,316	37,588	5.25	3.18
MARSHALL	19,500	3,250	6.00	.37
MONTEVIDEO	17,244	3,035	5.68	.30
WILLMAR	36,860	7,600	4.85	.57
DISTRICT 8	73,604	13,885	5.30	1.24
HASTINGS	29,910	4,985	6.00	2.09
MAPLEWOOD	53,472	13,169	4.06	1.00
NEW BRIGHTON	19,965	3,580	5.58	4.64
NORTH ST PAUL	11,100	1,290	8.60	1.02
ROSEVILLE	105,268	22,707	4.64	2.41
ST PAUL	96,126	17,364	5.54	1.51
SHOREVIEW	29,595	6,470	4.57	.52
SOUTH ST PAUL	43,764	7,850	5.58	1.01
STILLWATER	18,538	2,850	6.50	.28
INVER GROVE HEIGHTS	35,180	6,741	5.22	.56
BURNSVILLE	50,941	11,725	4.34	1.53
COTTAGE GROVE	44,317	10,940	4.05	.99
OAKDALE	20,385	4,530	4.50	.44
APPLE VALLEY	55,290	13,150	4.20	1.21
WOODBURY	59,760	13,280	4.50	1.29
EAGAN	10,465	7,010	1.49	.39
ROSEMOUNT	37,108	8,770	4.23	1.44
FARMINGTON	18,375	3,960	4.64	.34
DISTRICT 9	739,559	160,371	4.61	22.67
STATE TOTAL	2,952,849	559,342	5.28	80.70

CURB & GUTTER 2531

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	332,052	54,158	6.13	8.27
DISTRICT 2	30,574	5,219	5.86	1.12
DISTRICT 3	144,006	32,632	4.41	3.03
DISTRICT 4	30,943	5,131	6.03	1.58
DISTRICT 5	1,049,361	192,429	5.45	31.14
DISTRICT 6	355,434	57,929	6.14	8.47
DISTRICT 7	197,316	37,588	5.25	3.18
DISTRICT 8	73,604	13,885	5.30	1.24
DISTRICT 9	739,559	160,371	4.61	22.67
STATE TOTAL	2,952,849	559,342	5.28	80.70

M.S.A.S. UNIT PRICE STUDY



NEEDS YEAR	NO. OF CITIES	QUANTITY	COST	UNIT PRICE STUDY PER SQ. YD.	PRICE USED IN NEEDS	5-YEAR AVERAGE OF STUDY
1981	32	71,946	$937,803	$13.03	$14.00	$10.76
1982	31	46,222	577,293	12.49	13.50	11.45
1983	44	91,266	1,112,414	12.19	13.50	12.40
1984	35	69,630	940,122	13.50	14.00	13.01
1985	44	96,059	1,277,135	13.30	14.00	12.90
1986	48	103,377	1,446,980	14.00	14.00	13.09
1987	51	79,756	1,126,616	14.13	14.50	13.42
1988	40	94,423	1,376,749	14.58	14.50	13.90
1989	62	159,205	2,150,360	13.51	14.00	13.90
1990	54	125,748	1,639,735	13.04	14.00	13.85
1991	60	179,115	2,514,996	14.04		13.86

SUBCOMMITTEE RECOMMENDED PRICE FOR 1991 NEEDS STUDY $ 14.00 PER SQ. YD. BASED UPON 1990 CONSTRUCTION COSTS.

SIDEWALK CONSTR. SQ. FT.

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
CHISHOLM	13,274	7,175	1.85	.37
CLOQUET	32,309	21,539	1.50	.40
DULUTH	93,496	47,778	1.96	1.02
EVELETH	74,289	27,022	2.75	.38
GRAND RAPIDS	22,494	12,159	1.85	.23
HIBBING	37,305	17,535	2.13	.56
VIRGINIA	20,314	10,157	2.00	.24
DISTRICT 1	293,481	143,365	2.05	3.20
BEMIDJI	2,605	1,560	1.67	.35
THIEF RIVER FALLS	76,500	43,834	1.75	.70
DISTRICT 2	79,105	45,394	1.74	1.05
BRAINERD	5,969	4,263	1.40	.49
LITTLE FALLS	10,460	10,460	1.00	.81
ST CLOUD	67,926	61,846	1.10	1.66
DISTRICT 3	84,355	76,569	1.10	2.96
ALEXANDRIA	24,666	14,095	1.75	.52
MOORHEAD	47,595	28,846	1.65	.83
DISTRICT 4	72,261	42,941	1.68	1.35
BLAINE	93,375	83,144	1.12	2.75
BLOOMINGTON	76,586	52,171	1.47	1.41
BROOKLYN CENTER	55,124	44,099	1.25	.93
BROOKLYN PARK	3,200	1,600	2.00	.17
COLUMBIA HEIGHTS	7,202	4,365	1.65	1.38
COON RAPIDS	22,167	18,823	1.18	.41
CRYSTAL	4,033	2,521	1.60	.49
EDINA	10,372	6,852	1.51	.33
GOLDEN VALLEY	16,299	10,187	1.60	1.98
HOPKINS	5,937	2,433	2.44	.09
MINNEAPOLIS	515,608	342,142	1.51	6.18
ROBBINSDALE	198	60	3.30	
ST LOUIS PARK	20,704	11,175	1.85	.18
SHAKOPEE	106	40	2.65	.21
NEW HOPE	22,615	11,677	1.94	4.18
MAPLE GROVE	8,731	4,989	1.75	.20
PRIOR LAKE	33,217	19,434	1.71	.82
DISTRICT 5	895,474	615,712	1.45	21.71
ALBERT LEA	51,524	34,130	1.51	.97
AUSTIN	14,681	8,304	1.77	.75
NORTHFIELD	5,328	3,700	1.44	.14
OWATONNA	56,441	38,453	1.47	.96
RED WING	76,305	40,556	1.88	1.09
ROCHESTER	69,786	40,601	1.72	2.90
WINONA	46,675	26,356	1.77	.35
DISTRICT 6	320,740	192,100	1.67	7.16
MANKATO	98,047	63,442	1.55	1.78
NEW ULM	56,300	21,079	2.67	.24
NORTH MANKATO	5,785	4,450	1.30	.13
ST PETER	23,814	17,640	1.35	.50
DISTRICT 7	183,946	106,611	1.73	2.65
MARSHALL	19,973	12,359	1.62	.37
MONTEVIDEO	20,693	13,250	1.56	.30
WILLMAR	31,350	19,000	1.65	.57
DISTRICT 8	72,016	44,609	1.61	1.24
HASTINGS	46,736	28,365	1.65	2.09
MAPLEWOOD	47,304	43,800	1.08	1.00
NEW BRIGHTON	159,523	88,900	1.79	4.64
NORTH ST PAUL	34,503	24,776	1.39	1.96
ROSEVILLE	29,369	19,678	1.49	1.78
ST PAUL	6,507	3,690	1.76	.59
SHOREVIEW	15,805	10,900	1.45	.52
SOUTH ST PAUL	10,248	5,930	1.73	.58
STILLWATER	19,256	12,035	1.60	.28
INVER GROVE HEIGHTS	24,524	18,166	1.35	.56
BURNSVILLE	45,473	37,800	1.20	1.53
APPLE VALLEY	24,600	20,000	1.23	.40
WOODBURY	3,938	1,750	2.25	1.29
EAGAN	12,325	11,245	1.10	.39
FARMINGTON	33,507	17,700	1.89	.34
DISTRICT 9	513,618	344,735	1.49	17.95
STATE TOTAL	2,514,996	1,612,036	1.56	59.27

SIDEWALK CONSTR. SQ. FT.

	TOTAL COST	TOTAL QUANTITY	UNIT PRICE	LENGTH
DISTRICT 1	293,481	143,365	2.05	3.20
DISTRICT 2	79,105	45,394	1.74	1.05
DISTRICT 3	84,355	76,569	1.10	2.96
DISTRICT 4	72,261	42,941	1.68	1.35
DISTRICT 5	895,474	615,712	1.45	21.71
DISTRICT 6	320,740	192,100	1.67	7.16
DISTRICT 7	183,946	106,611	1.73	2.65
DISTRICT 8	72,016	44,609	1.61	1.24
DISTRICT 9	513,618	344,735	1.49	17.95
STATE TOTAL	2,514,996	1,612,036	1.56	59.27

CONVERTING SQ. FT. TO SQ. YD.

$2,514,996 / 1,612,036 = 1.56 * 9 = $14.04 PER SQ. YD.

PREVIOUS STORM SEWER, LIGHTING AND SIGNAL NEEDS COSTS

(ALL UNIT PRICES ARE PER MILE)

* YEARS THAT "AFTER THE FACT NEEDS" WERE IN EFFECT. 1986 TO 1989 PRICE WAS USED ONLY FOR NEEDS PURPOSES.

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
1990	62,000	196,000		16,000	15,000-45,000
MN\DOT'S HYDRAULIC OFFICE RECOMMENDED PRICES FOR 1991					
1991	$62,000	$196,000			
SUBCOMMITTEE'S RECOMMENDED PRICES FOR 1991					
1991	$62,000	$196,000		$16,000	$18,750-$75,000

PREVIOUS RAILROAD CROSSINGS NEEDS 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
1990	400	75,000	110,000	750
MN\DOT'S RAILROAD OFFICE RECOMMENDED PRICES FOR 1991				
1991	$500	$80,000	$110,000	$850
SUBCOMMITTEE'S RECOMMENDED PRICES FOR 1991				
1991	$500	$80,000	$110,000	$850

THE AFFECT ON APPORTIONMENT BY INCREASING THE SIGNAL NEED PRICES

(SEE THE NEEDS STUDY SUBCOMMITTEE MINUTES)

Municipalities	(A) 0-4999 Projected Traffic Volume	(B) 5000-9999 Projected Traffic Volume	(C) 10,000 & Over Projected Traffic Volume	(D) (A+B+C) Total Miles	(E) 0.25 * (A) Times $75,000	(F) 0.50 * (B) Times $75,000	(G) 1.0 * (C) Times $75,000	(H) Actual 1990 Signal Needs	(I) (E+F+G) Proposed Signal Needs Total	(J) (I-H) Increase in Signal Needs	(K) (L-M) Difference in Apportionment With Proposed Signal Needs	(L) Increase In Appt. Due to New Prices & Increase In Needs	(M) Appt. Loss Due to the Reduced $ Value of Needs From .0321 to .0315
Albert Lea	11.22	4.59	1.70	17.51	$210,375	$172,125	$127,500	$382,500	$510,000	$127,500	($929)	$4,018	($4,948)
Alexandria	7.27	3.69	0.74	11.70	136,313	138,375	55,500	253,050	330,188	77,138	(872)	2,431	(3,303)
Andover	27.50	1.75	0.60	29.85	515,625	65,625	45,000	492,000	626,250	134,250	(3,332)	4,231	(7,563)
Anoka	10.16	1.32	0.41	11.89	190,500	49,500	30,750	210,450	270,750	60,300	(938)	1,901	(2,839)
Apple Valley	5.76	9.66	8.76	24.18	108,000	362,250	657,000	770,400	1,127,250	356,850	4,808	11,247	(6,439)
Arden Hills	3.44	0.74	1.00	5.18	64,500	27,750	75,000	118,800	167,250	48,450	342	1,527	(1,185)
Austin	13.21	6.59	2.67	22.47	247,688	247,125	200,250	516,000	695,063	179,063	(3,488)	5,644	(9,131)
Bemidji	7.93	4.62	1.86	14.41	148,688	173,250	139,500	341,250	461,438	120,188	(1,025)	3,788	(4,813)
Blaine	19.59	5.10	6.31	31.00	367,313	191,250	473,250	730,800	1,031,813	301,013	2,436	9,487	(7,052)
Bloomington	18.35	19.84	34.70	72.89	344,063	744,000	2,602,500	2,431,950	3,690,563	1,258,613	8,616	39,668	(31,053)
Brainerd	11.42	2.63	0.14	14.19	214,125	98,625	10,500	256,500	323,250	66,750	(1,054)	2,104	(3,158)
Brooklyn Center	7.96	4.70	8.64	21.30	149,250	176,250	648,000	649,200	973,500	324,300	3,331	10,221	(6,890)
Brooklyn Park	12.90	12.40	12.66	37.96	241,875	465,000	949,500	1,081,500	1,656,375	574,875	10,177	18,119	(7,942)
Buffalo	5.14	0.68	0.00	5.82	96,375	25,500	0	97,500	121,875	24,375	(1,668)	768	(2,437)
Burnsville	11.47	9.35	19.78	40.60	215,063	350,625	1,483,500	1,342,650	2,049,188	706,538	12,430	22,268	(9,838)
Champlin	11.65	1.74	0.00	13.39	218,438	65,250	0	210,750	283,688	72,938	(335)	2,299	(2,634)
Chanhassen	11.83	1.53	0.00	13.36	221,813	57,375	0	223,350	279,188	55,838	(1,455)	1,760	(3,215)
Chaska	6.96	1.63	0.00	8.59	130,500	61,125	0	153,300	191,625	38,325	(1,436)	1,208	(2,644)
Chisholm	6.93	0.00	0.00	6.93	129,938	0	0	103,950	129,938	25,988	(1,573)	819	(2,392)
Cloquet	16.67	1.08	0.00	17.75	312,563	40,500	0	282,450	353,063	70,613	(3,859)	2,226	(6,085)
Columbia Heights	7.20	1.78	2.43	11.41	135,000	66,750	182,250	270,750	384,000	113,250	(338)	3,569	(3,908)
Coon Rapids	18.10	15.03	5.41	38.54	339,375	563,625	405,750	965,850	1,308,750	342,900	2,837	10,807	(7,971)
Corcoran	13.11	0.00	0.00	13.11	245,813	0	0	196,650	245,813	49,163	(1,826)	1,549	(3,376)
Cottage Grove	12.93	3.22	7.11	23.26	242,438	120,750	533,250	610,500	896,438	285,938	1,834	9,012	(7,178)
Crookston	8.57	2.09	0.16	10.82	160,688	78,375	12,000	148,650	251,063	102,413	(85)	3,228	(3,313)

Municipalities	(A) 0-4999 Projected Traffic Volume	(B) 5000-9999 Projected Traffic Volume	(C) 10,000 & Over Projected Traffic Volume	(D) (A+B+C) Total Miles	(E) 0.25 * (A) Times $75,000	(F) 0.50 * (B) Times $75,000	(G) 1.0 * (C) Times $75,000	(H) Actual 1990 Signal Needs	(I) (E+F+G) Proposed Signal Needs Total	(J) (I-H) Increase in Signal Needs	(K) (L-M) Difference in Apportionment With Proposed Signal Needs	(L) Increase In Appt. Due to New Prices & Increase In Needs	(M) Appt. Loss Due to the Reduced $ Value of Needs From .0321 to .0315
Crystal	6.88	1.15	9.37	17.40	$129,000	$43,125	$702,750	$559,350	$874,875	$315,525	$4,037	$9,945	($5,907)
Detroit Lakes	7.03	1.14	0.84	9.01	131,813	42,750	63,000	177,450	237,563	60,113	(298)	1,895	(2,193)
Duluth	57.51	15.75	16.42	89.68	1,078,313	590,625	1,231,500	2,074,050	2,900,438	826,388	(9,295)	26,046	(35,341)
Eagan	15.00	12.70	10.16	37.86	281,250	476,250	762,000	1,063,200	1,519,500	456,300	5,241	14,381	(9,141)
East Bethel	21.76	0.00	0.00	21.76	408,000	0	0	326,400	408,000	81,600	665	2,572	(1,907)
East Grand Forks	8.32	2.24	0.26	10.82	156,000	84,000	19,500	203,700	259,500	55,800	(197)	1,759	(1,956)
Eden Prairie	11.71	13.96	11.69	37.36	219,563	523,500	876,750	1,120,500	1,619,813	499,313	3,044	15,737	(12,693)
Edina	12.42	13.01	13.52	38.95	232,875	487,875	1,014,000	1,185,000	1,734,750	549,750	6,539	17,327	(10,788)
Elk River	16.70	4.07	0.19	20.96	313,125	152,625	14,250	381,150	480,000	98,850	(1,813)	3,116	(4,928)
Eveleth	4.73	1.25	0.00	5.98	88,688	46,875	0	108,450	135,563	27,113	(1,101)	855	(1,955)
Fairmont	7.24	9.01	1.13	17.38	135,750	337,875	84,750	429,750	558,375	128,625	(2,981)	4,054	(7,035)
Falcon Heights	2.41	0.00	0.13	2.54	45,188	0	9,750	42,000	54,938	12,938	144	408	(264)
Faribault	10.19	4.49	3.39	18.07	191,063	168,375	254,250	440,100	613,688	173,588	(10)	5,471	(5,481)
Farmington	4.34	0.00	2.32	6.66	81,375	0	174,000	169,500	255,375	85,875	(773)	2,707	(3,480)
Fergus Falls	6.92	5.00	0.36	12.28	129,750	187,500	27,000	270,000	344,250	74,250	(1,680)	2,340	(4,020)
Forest Lake	3.32	0.37	0.00	3.69	62,250	13,875	0	60,900	76,125	15,225	(758)	480	(1,238)
Fridley	16.86	5.50	1.72	24.08	316,125	206,250	129,000	495,300	651,375	156,075	(119)	4,919	(5,038)
Golden Valley	12.23	8.47	2.75	23.45	229,313	317,625	206,250	561,300	753,188	191,888	(2,224)	6,048	(8,272)
Grand Rapids	6.82	2.42	1.26	10.50	127,875	90,750	94,500	231,600	313,125	81,525	(722)	2,569	(3,292)
Ham Lake	18.87	0.00	0.00	18.87	353,813	0	0	283,050	353,813	70,763	458	2,230	(1,772)
Hastings	10.12	1.94	0.38	12.44	189,750	72,750	28,500	227,100	291,000	63,900	(421)	2,014	(2,435)
Hermantown	10.88	2.11	0.00	12.99	204,000	79,125	0	226,500	283,125	56,625	914	1,785	(871)
Hibbing	44.93	3.16	0.00	48.09	842,438	118,500	0	768,750	960,938	192,188	(6,074)	6,057	(12,131)
Hopkins	1.26	4.42	3.73	9.41	23,625	165,750	279,750	319,350	469,125	149,775	1,788	4,721	(2,933)
Hutchinson	8.62	0.72	0.24	9.58	161,625	27,000	18,000	161,700	206,625	44,925	(1,226)	1,416	(2,642)
International Falls	7.68	0.21	0.00	7.89	144,000	7,875	0	121,500	151,875	30,375	(1,642)	957	(2,599)
Inver Grove Heights	14.23	1.99	1.16	17.38	266,813	74,625	87,000	325,350	428,438	103,088	(1,199)	3,249	(4,448)
Lake Elmo	9.53	0.00	0.00	9.53	178,688	0	0	142,950	178,688	35,738	(338)	1,126	(1,464)
Lakeville	23.78	8.27	0.67	32.72	445,875	310,125	50,250	634,950	806,250	171,300	(4,472)	5,399	(9,871)
Lino Lakes	15.12	0.00	0.00	15.12	283,500	0	0	226,800	283,500	56,700	(2,335)	1,787	(4,122)

Municipalities	(A) 0-4999 Projected Traffic Volume	(B) 5000-9999 Projected Traffic Volume	(C) 10,000 & Over Projected Traffic Volume	(D) (A+B+C) Total Miles	(E) 0.25 * (A) Times $75,000	(F) 0.50 * (B) Times $75,000	(G) 1.0 * (C) Times $75,000	(H) Actual 1990 Signal Needs	(I) (E+F+G) Proposed Signal Needs Total	(J) (I-H) Increase in Signal Needs	(K) (L-M) Difference in Apportionment With Proposed Signal Needs	(L) Increase In Appt. Due to New Prices & Increase In Needs	(M) Appt. Loss Due to the Reduced $ Value of Needs From .0321 to .0315
Litchfield	7.83	0.00	0.00	7.83	$146,813	$0	$0	$117,450	$146,813	$29,363	($1,013)	$925	($1,938)
Little Canada	3.96	0.83	0.31	5.10	74,250	31,125	23,250	98,250	128,625	30,375	246	957	(711)
Little Falls	11.64	0.74	1.40	13.78	218,250	27,750	105,000	259,800	351,000	91,200	(1,217)	2,874	(4,091)
Mankato	6.91	6.82	12.10	25.83	129,563	255,750	907,500	819,450	1,292,813	473,363	7,270	14,919	(7,650)
Maple Grove	21.45	10.15	3.86	35.46	402,188	380,625	289,500	777,450	1,072,313	294,863	(789)	9,293	(10,082)
Maplewood	8.62	4.24	2.92	15.78	161,625	159,000	219,000	387,900	539,625	151,725	(51)	4,782	(4,833)
Marshall	7.04	3.87	0.00	10.91	132,000	145,125	0	221,700	277,125	55,425	(297)	1,747	(2,044)
Mendota Heights	9.01	0.96	0.50	10.47	168,938	36,000	37,500	186,450	242,438	55,988	(376)	1,765	(2,141)
Minneapolis	68.14	49.59	69.92	187.65	1,277,625	1,859,625	5,244,000	5,656,200	8,381,250	2,725,050	(7,362)	85,887	(93,249)
Minnetonka	36.55	8.40	3.72	48.67	685,313	315,000	279,000	967,650	1,279,313	311,663	(1,603)	9,823	(11,426)
Montevideo	6.37	1.17	0.00	7.54	119,438	43,875	0	130,650	163,313	32,663	(678)	1,029	(1,708)
Moorhead	12.36	6.92	4.37	23.65	231,750	259,500	327,750	589,650	819,000	229,350	272	7,229	(6,957)
Morris	6.45	0.00	0.00	6.45	120,938	0	0	96,750	120,938	24,188	(621)	762	(1,383)
Mound	6.63	1.38	0.00	8.01	124,313	51,750	0	140,850	176,063	35,213	(367)	1,110	(1,477)
Mounds View	6.54	0.70	0.18	7.42	122,625	26,250	13,500	127,200	162,375	35,175	94	1,109	(1,015)
New Brighton	9.88	3.47	0.11	13.46	185,250	130,125	8,250	257,250	323,625	66,375	(844)	2,092	(2,936)
New Hope	3.99	2.46	5.93	12.38	74,813	92,250	444,750	400,500	611,813	211,313	2,262	6,660	(4,398)
New Ulm	10.08	1.92	0.39	12.39	189,000	72,000	29,250	226,350	290,250	63,900	(1,247)	2,014	(3,261)
Northfield	7.49	1.96	0.66	10.11	140,438	73,500	49,500	200,850	263,438	62,588	(1,551)	1,973	(3,524)
North Mankato	4.33	3.98	0.84	9.15	81,188	149,250	63,000	222,150	293,438	71,288	118	2,247	(2,129)
North St. Paul	7.30	0.08	0.54	7.92	136,875	3,000	40,500	136,200	180,375	44,175	(166)	1,392	(1,558)
Oakdale	9.48	4.87	0.30	14.65	177,750	182,625	22,500	301,800	382,875	81,075	(744)	2,555	(3,299)
Orono	10.01	0.93	0.00	10.94	187,688	34,875	0	178,050	222,563	44,513	(1,532)	1,403	(2,935)
Otsego	12.33	0.00	0.00	12.33	231,188	0	0	184,950	231,188	46,238	(3,243)	1,457	(4,700)
Owatonna	14.57	2.62	0.33	17.52	273,188	98,250	24,750	312,000	396,188	84,188	(3,386)	2,653	(6,039)
Plymouth	14.23	17.19	11.13	42.55	266,813	644,625	834,750	1,230,000	1,746,188	516,188	6,621	16,269	(9,648)
Prior Lake	12.08	0.48	0.00	12.56	226,500	18,000	0	195,600	244,500	48,900	(2,138)	1,541	(3,680)
Ramsey	24.75	0.28	0.00	25.03	464,063	10,500	0	379,650	474,563	94,913	(2,179)	2,991	(5,170)
Red Wing	14.94	4.95	0.37	20.26	280,125	185,625	27,750	389,250	493,500	104,250	(4,630)	3,286	(7,915)
Redwood Falls	5.01	0.00	0.00	5.01	93,938	0	0	75,150	93,938	18,788	(289)	592	(881)

Municipalities	(A) 0-4999 Projected Traffic Volume	(B) 5000-9999 Projected Traffic Volume	(C) 10,000 & Over Projected Traffic Volume	(D) (A+B+C) Total Miles	(E) 0.25 * (A) Times $75,000	(F) 0.50 * (B) Times $75,000	(G) 1.0 * (C) Times $75,000	(H) Actual 1990 Signal Needs	(I) (E+F+G) Proposed Signal Needs Total	(J) (I-H) Increase in Signal Needs	(K) (L-M) Difference in Apportionment With Proposed Signal Needs	(L) Increase In Appt. Due to New Prices & Increase In Needs	(M) Appt. Loss Due to the Reduced $ Value of Needs From .0321 to .0315
Richfield	12.97	6.69	6.51	26.17	$243,188	$250,875	$488,250	$688,200	$982,313	$294,113	$2,298	$9,270	($6,971)
Robbinsdale	3.44	2.23	4.66	10.33	64,500	83,625	349,500	328,200	497,625	169,425	2,987	5,340	(2,353)
Rochester	7.95	15.45	20.02	43.42	149,063	579,375	1,501,500	1,483,650	2,229,938	746,288	5,659	23,521	(17,863)
Rosemount	4.77	7.79	1.15	13.71	89,438	292,125	86,250	357,000	467,813	110,813	(950)	3,493	(4,443)
Roseville	16.47	4.22	1.69	22.38	308,813	158,250	126,750	449,700	593,813	144,113	(2,772)	4,542	(7,314)
St. Anthony	2.31	1.66	1.21	5.18	43,313	62,250	90,750	138,900	196,313	57,413	1,378	1,810	(431)
St. Cloud	7.64	8.35	17.02	33.01	143,250	313,125	1,276,500	1,103,100	1,732,875	629,775	9,265	19,849	(10,584)
St. Louis Park	9.90	9.24	6.13	25.27	185,625	346,500	459,750	701,550	991,875	290,325	4,911	9,150	(4,239)
St. Paul	34.96	53.23	68.92	157.11	655,500	1,996,125	5,169,000	5,222,700	7,820,625	2,597,925	6,491	81,880	(75,389)
St. Peter	8.05	0.26	0.00	8.31	150,938	9,750	0	128,550	160,688	32,138	(787)	1,013	(1,800)
Sauk Rapids	5.27	1.23	1.43	7.93	98,813	46,125	107,250	180,300	252,188	71,888	76	2,266	(2,189)
Savage	7.78	2.73	0.91	11.42	145,875	102,375	68,250	239,550	316,500	76,950	(2,824)	2,425	(5,249)
Shakopee	11.54	2.61	0.00	14.15	216,375	97,875	0	251,400	314,250	62,850	(2,393)	1,981	(4,374)
Shoreview	10.70	1.86	0.00	12.56	200,625	69,750	0	216,300	270,375	54,075	(359)	1,704	(2,064)
Shorewood	7.02	2.27	0.00	9.29	131,625	85,125	0	173,400	216,750	43,350	(1,893)	1,366	(3,259)
South St. Paul	10.36	3.29	0.68	14.33	194,250	123,375	51,000	284,700	368,625	83,925	(1,851)	2,645	(4,496)
Spring Lake Park	2.91	1.62	0.16	4.69	54,563	60,750	12,000	99,450	127,313	27,863	539	878	(339)
Stillwater	7.66	2.10	2.22	11.98	143,625	78,750	166,500	277,800	388,875	111,075	297	3,501	(3,204)
Thief River Falls	10.19	1.02	0.00	11.21	191,063	38,250	0	183,450	229,313	45,863	(2,541)	1,445	(3,986)
Vadnais Heights	5.59	0.00	0.00	5.59	104,813	0	0	83,850	104,813	20,963	(421)	661	(1,082)
Virginia	7.62	4.02	0.35	11.99	142,875	150,750	26,250	250,650	319,875	69,225	(879)	2,182	(3,061)
Waseca	6.18	0.13	0.00	6.31	115,875	4,875	0	96,600	120,750	24,150	(91)	761	(852)
West St. Paul	7.53	3.52	0.57	11.62	141,188	132,000	42,750	244,200	315,938	71,738	(418)	2,261	(2,679)
White Bear Lake	11.36	5.75	0.71	17.82	213,000	215,625	53,250	374,850	481,875	107,025	(1,071)	3,373	(4,445)
Willmar	16.14	3.00	0.42	19.56	302,625	112,500	31,500	351,000	446,625	95,625	(1,947)	3,014	(4,961)
Winona	6.02	6.40	7.24	19.66	112,875	240,000	543,000	608,100	895,875	287,775	3,945	9,070	(5,125)
Woodbury	4.61	15.37	4.15	24.13	86,438	576,375	311,250	717,000	974,063	257,063	(1,431)	8,102	(9,533)
Worthington	7.92	1.88	0.00	9.80	148,500	70,500	0	175,200	219,000	43,800	(1,522)	1,380	(2,903)
	1,319.51	547.99	462.80	2,330.30	$24,740,813	$20,549,625	$34,710,000	$56,854,950	$80,000,438	$23,145,488	$0	$729,490	($729,490)

STATE OF MINNESOTA

Office Memorandum

DEPARTMENT : TRANSPORTATION - Room 618
Office of Bridges & Structures

DATE : April 2, 1991

TO : K. G. Straus
State Aid Needs Unit

FROM : D. V. Halvorson
Hydraulics Engineer

PHONE : 296-0824

SUBJECT : State Aid Storm Sewer
Construction Costs for 1991

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 prices increases as per Mn/DOT Estimating Unit records.

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

STATE OF MINNESOTA
OFFICE MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Railroads and Waterways
925 Kelly Annex

TO: Kenneth Straus
Highway Needs Unit

Date: March 15, 1991

FROM: Robert G. Swanson, Director
Railroad Administration

PHONE: 296-2472

SUBJECT: Projected Railroad Grade Crossing Improvements - Cost for 1991

We have projected 1991 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	$80,000.00
Signals and Gates: (Multiple Track - High & Low Speed) ** (Average Price)	Unit	$110,000.00
Signs Only	Unit	$500.00
Crossing Surfaces: (Rubber Crossing Surface) Complete reconstruction of the crossing. Labor and Materials	per Track Ft	$850.00

* 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.

1990 BRIDGE CONSTRUCTION COSTS

BRIDGES 0-149 FEET

	BRIDGE NUMBER		PROJECT NUMBER	DECK AREA	BRIDGE COST	COST Sq. Ft.	LENGTH
	05002	*	0502-0073	5,315	$273,526	$51.46	120.33
	12542		12-599-29	2,475	116,831	47.20	82.50
	22588		22-602-19	2,604	112,343	43.14	72.33
	24531		24-605-03	2,362	100,053	42.36	65.62
	27677		93-141-08	4,635	381,158	82.23	101.00
	27678		93-141-08	4,838	427,771	88.42	106.00
	27708	*	2789-0086	4,631	537,114	115.98	94.00
	29517		29-613-06	4,120	163,520	39.69	103.00
	31527		31-599-04	2,352	117,473	49.95	84.00
	37537		37-599-23	4,370	173,845	39.78	115.00
	42543		42-598-09	2,703	124,848	46.19	83.58
	42547		42-598-09	4,546	189,375	41.66	128.67
	43015	*	4303-0018	3,601	169,430	47.05	78.00
	45545		45-599-42	2,813	144,411	51.34	87.00
	45545		45-599-42	2,813	144,411	51.34	87.00
	47003	*	4703-0024	3,641	152,207	41.80	72.58
	47004	*	4703-0024	4,394	162,407	36.96	87.58
	48031	*	4812-0022	4,350	207,031	47.59	98.48
	51003	*	5102-0017	3,201	175,686	54.88	71.00
	52510		52-599-09	2,880	130,202	45.21	96.00
	54005	*	5408-0022	2,277	151,348	66.47	54.00
	56002	*	5622-0012	3,439	174,791	50.83	81.56
	58526		58-611-04	2,925	112,031	38.30	68.83
	59522		59-601-15	5,335	224,940	42.16	122.17
	59523		59-630-01	3,800	166,750	43.88	76.00
**	62705	*	6280-0252	3,506	631,085	180.00	111.67
	64007	*	6401-0021	4,900	214,840	43.84	97.67
	64547		64-599-39	2,040	84,415	41.38	68.00
	69039	*	6920-0030	4,615	216,704	46.96	92.00
	69046	*	6932-0010	7,446	316,955	42.57	148.42
	69117	*	6911-0030	4,227	222,868	52.72	81.13
	69118	*	6911-0030	3,583	192,256	53.66	81.13
	69552		69-598-15	3,734	210,226	56.30	115.51
	72008	*	5205-0021	4,078	204,745	50.21	84.67
	72526		72-599-02	2,161	104,099	48.17	71.25
	80521		80-598-09	2,340	93,296	39.87	78.00
	83523		83-599-23	3,720	147,274	39.59	120.00
	TOTAL		37	136,770	$7,472,265	$54.09	AVERAGE
	STATE AID PROJECTS			69,566	3,469,272	48.48	AVERAGE
	* MN/DOT PROJECTS			67,204	4,002,993	61.44	AVERAGE

** HIGH AND LONG WINGWALLS IS THE REASON FOR THE HIGH SQ. FT. COST.

1990 BRIDGE CONSTRUCTION PROJECTS

BRIDGES BETWEEN 150 FT. - 499 FT.

BRIDGE NUMBER		PROJECT NUMBER	DECK AREA	BRIDGE COST	COST SQ. FT.	LENGTH
01004	*	0116-0041	14,867	$738,564	$49.68	322.02
09011	*	0915-0018	11,305	540,506	47.81	244.86
10010	*	1002-0058	10,950	728,735	66.55	206.57
19022	*	1928-0028	33,378	1,169,769	35.05	319.92
19083	*	1928-0028	22,017	879,270	39.94	401.52
27733	*	2789-0086	6,155	263,451	42.80	235.07
28002	*	2801-0054	12,821	447,122	34.87	194.25
43524		43-609-10	7,680	238,978	31.12	160.00
49026	*	1115-0017	26,130	927,682	35.50	394.92
53531		53-599-74	6,075	248,522	40.91	187.89
58818	*	5880-0138	8,694	457,743	52.65	183.67
60003	*	6002-0045	21,208	1,571,519	74.10	307.00
62551		97-100-03	11,979	669,851	55.92	245.33
62702	*	6280-0252	17,190	899,705	52.34	276.27
62704	*	6280-0252	19,063	1,950,250	102.31	271.25
62707	*	6280-0252	8,310	942,033	113.36	265.17
62831	*	6280-0252	5,979	590,245	98.72	228.50
62857	*	6280-0252	16,753	1,292,963	77.18	368.00
62884	*	6280-0252	6,857	807,911	117.82	175.26
62889	*	6280-0252	25,430	1,897,602	74.62	213.44
62891	*	6280-0271	11,195	1,028,122	91.84	203.85
62893	*	6280-0252	17,367	1,652,742	95.17	241.25
70004	*	7005-0051	12,187	762,614	62.58	273.08
73027	*	7321-0026	11,395	502,835	44.13	258.00
73028	*	7321-0026	11,395	502,222	44.07	258.00
79538		79-599-24	5,518	226,000	40.96	170.67
83531		83-598-10	6,811	230,615	33.86	157.17
TOTAL		27	368,709	$22,167,571	$61.33	AVERAGE
STATE AID PROJECTS			38,063	$1,613,966	$40.55	AVERAGE
* MN/DOT PROJECTS			330,646	$20,553,605	$66.05	AVERAGE

1990 BRIDGE CONSTRUCTION COSTS

BRIDGE WIDENING

	BRIDGE NUMBER		WIDENED DECK AREA	WIDENED WIDTH	BRIDGE COST	COST SQ. FT.	LENGTH
(3)	4422	*	237	7.17	$92,478	$390.20	33.06
(2)	6610	*	1,252	6.62	188,308	150.41	189.17
(2)	6611	*	2,016	10.62	271,227	134.54	189.83
(4)	9258	**	3,863	20.92	715,415	185.20	184.67
(4)	9318	**	1,670	8.27	572,874	343.04	201.92
(4)	9319	**	1,849	8.67	587,281	317.62	213.32
(2)	9601		2,682	12.83	407,242	151.84	209.02
(2)	9602		2,681	12.83	453,024	168.98	208.94
(2)	9786		2,655	14.67	371,847	140.06	181.00
(2)	09811		3,361	14.50	445,145	132.44	231.77
(2)	71003		1,599	10.50	291,248	182.14	152.33
(3)	89501	*	262	13.58	40,358	154.04	19.30
TOTAL	12		24,127	127.60	$4,396,089	$182.21	AVERAGE

* 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

USING TOTAL DECK AREA OF BRIDGES WHEN SUPERSTRUCTURE WAS REMOVED

	BRIDGE NUMBER		DECK AREA	WIDENED WIDTH	BRIDGE COST	COST SQ. FT.	LENGTH
(4)	9258	**	16,283	20.92	$715,415	$43.94	184.67
(4)	9318	**	8,998	8.27	572,874	63.67	201.92
(4)	9319	**	9,431	8.67	587,281	62.27	213.32

** A COMPARISON WAS MADE USING THE WIDENED DECK AREA AND TOTAL DECK AREA OF BRIDGES WHEN THE SUPERSTRUCTURE WAS REPLACED.

BRIDGE COSTS

PRICE PER SQ. FT.

BRIDGE & STRUCTURES PRICE AVERAGES					SCREENING BOARD 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	55.00	60.00	65.00	150.00	90
1990	54.09	61.33	--	182.21					

NEEDS ANNUAL MAINTENANCE COST
FOR MUNICIPAL STATE AID STREET NEEDS

These are the current maintenance prices used in the M.S.A.S. maintenance needs study. The total maintenance needs cost for 1990 is $13,041,621. The average cost per mile is $6,086.

	Existing Facilities Only					
	1990 Needs Prices		Subcommittee Suggested Prices		Screening Board Recommendation Prices	
	Under 1000 VPD	Over 1000 VPD	Under 1000 VPD	Over 1000 VPD	Under 1000 VPD	Over 1000 VPD
Traffic Lane Per Mile	$1,200	$2,000	$1,200	$2,000		
Parking Lane Per Mile	1,200	1,200	1,200	1,200		
Median Strip Per Mile	400	800	400	800		
Storm Sewer Per MIle	400	400	400	400		
Per Traffic Signal	400	400	400	400		
Minimum Allowance Per Mile Unlimited Segments: Normal M.S.A.S. Streets.	$4,000	$4,000	$4,000	$4,000		
Minimum Allowance Per Mile Limited Segments: Combination Routes.	$2,000	$2,000	$2,000	$2,000		

1991 COUNTY SCREENING BOARD DATA

JUNE, 1991

C.S.A.H. ROADWAY UNIT PRICE REPORT

CONSTRUCTION ITEM	1990 CSAH NEEDS STUDY AVERAGE	1986-1990 CSAH 5-YEAR CONSTRUCTION AVERAGE	1990 CSAH CONSTRUCTION AVERAGE	1991 CSAH NEEDS STUDY UNIT PRICE RECOMMENDED BY CSAH SUBCOMMITTEE
RURAL & URBAN DESIGN				
GRAV. BASE CL 5 & 6/TON	$3.87	$3.80	$3.89	*
RURAL DESIGN				
SUBBASE CL 3 & 4/TON	$3.73	$3.61	$3.64	G.B. - $ 0.2
BIT.BASE & SURF. 2331/TON	14.29	15.26	14.39	G.B. + 10.5
BIT.SURF. 2341/TON	15.82	16.72	16.23	G.B. + 12.3
CON.SURF. 2301/SQ.YD.	11.80	---	(11.80) (87-90,MN/DOT)	11.80
GRAVEL SURF. 2118/TON	3.70	3.83	4.22	G.B. + 0.3
GRAVEL SHLDR. 2221/TON	3.85	4.01	4.08	G.B. + 0.1
URBAN DESIGN				
SUBBASE CL 3 & 4/TON	$3.87	$5.24	$4.83	G.B.
BIT.BASE & SURF. 2331/TON	17.13	18.15	19.52	G.B. + 15.6
BIT.SURF. 2341/TON	18.41	21.17	19.66	G.B. + 15.7
CON.SURF. 2301/SQ.YD.	14.89	---	(14.89) (87-90,MN/DOT)	14.89

* 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	1989 APPORTIONMENT NEEDS COST	1990 APPORTIONMENT NEEDS COST	DIFFERENCE	1990 % OF THE TOTAL
GRADING	$86,051,741	$93,666,135	$7,614,394	7.26%
SPECIAL DRAINAGE	1,537,367	3,204,253	1,666,886	0.25%
STORM SEWER ADJUSTMENT	12,662,880	15,412,580	2,749,700	1.19%
STORM SEWER CONSTRUCTION	0	147,457,326	147,457,326	
CURB & GUTTER REMOVAL	11,293,322	11,944,133	650,811	0.93%
SIDEWALK REMOVAL	8,400,976	9,839,320	1,438,344	0.76%
PAVEMENT REMOVAL	25,871,629	29,912,595	4,040,966	2.32%
TREE REMOVAL	3,638,040	3,980,060	342,020	0.31%
SUBTOTAL GRADING	$149,455,955	$315,416,402	$165,960,447	24.45%
GRAVEL SUBBASE #2211	58,667,843	64,631,157	5,963,314	5.01%
GRAVEL BASE #2211	45,871,540	48,794,648	2,923,108	3.78%
BITUMINOUS BASE #2331	76,965,569	82,594,977	5,629,408	6.40%
SUBTOTAL BASE	$181,504,952	$196,020,782	$14,515,830	15.20%
BITUMINOUS SURFACE #2331	2,711,415	2,300,060	(411,355)	0.18%
BITUMINOUS SURFACE #2341	141,291,618	176,657,577	35,365,959	13.70%
BITUMINOUS SURFACE #2361	46,032,759	48,342,817	2,310,058	3.75%
SURFACE WIDENING	2,197,440	2,623,499	426,059	0.20%
SUBTOTAL SURFACE	$192,233,232	$229,923,953	$37,690,721	17.83%
GRAVEL SHOULDERS #2221	629,116	861,848	232,732	0.07%
SUBTOTAL SHOULDERS	$629,116	$861,848	$232,732	0.07%
CURB AND GUTTER	64,560,851	73,386,785	8,825,934	5.69%
SIDEWALK	28,800,254	69,349,462	40,549,208	5.38%
TRAFFIC SIGNALS	54,965,700	56,854,950	1,889,250	4.41%
STREET LIGHTING	36,053,920	37,191,520	1,137,600	2.88%
RETAINING WALLS	2,839,433	3,254,283	414,850	0.25%
SUBTOTAL MISCELLANEOUS	$187,220,158	$240,037,000	$52,816,842	18.61%
TOTAL ROADWAY	$711,043,413	$982,259,985	$271,216,572	76.16%
BRIDGE	56,546,506	75,378,327	18,831,821	5.84%
RAILROAD CROSSINGS	17,155,200	24,359,750	7,204,550	1.89%
MAINTENANCE	12,083,911	13,041,620	957,709	1.01%
ENGINEERING	171,969,881	194,761,749	22,791,868	15.10%
SUBTOTAL OTHERS	$257,755,498	$307,541,446	$49,785,948	23.84%
TOTAL	$968,798,911	$1,289,801,431	$321,002,520	100.00%

MINUTES
of the
UNENCUMBERED CONSTRUCTION FUND
SUBCOMMITTEE

The Unencumbered Construction Fund Subcommittee met at 10:00 a.m. on March 19, 1991, at the Bloomington Holiday Inn at 35W and W. 94th Street.

Attending the meeting were Fred Moore, Ron Rudrud, Bruce Bullert and Ken Straus.

A discussion was held regarding the need to reduce the amount of money that is unencumbered. The ability to borrow between communities was mentioned as a method of allowing projects to proceed in communities without adequate annual state aid fund allotments. Various printouts prepared by the state aid office were reviewed for consideration.

Bruce Bullert suggested that five options be considered, as follows:

1. Stay with the present system.
2. Use a .75 x 2 - 1.5 x factor, since some communities use 25% for maintenance. Remove the maintenance expenditures from the balance. Remove bonds from consideration to equalize and force cities to use their funds sooner. This could be adjusted over a three-year period. It would add to those communities that would end up having excesses and to the amounts of excess.
3. Not allow carrying more than the year's allocation after September 1st.
4. Change the allowable balance of 2 times the last construction allocation to a three-year average consideration as proposed by Ken Straus.
5. Stay with the present system, but remove all adjustments like bonds.

Additional items were discussed, as follows:

I. Bullert questioned whether the last construction allotment should be deducted from the Unencumbered Construction Fund balance.

The resolution currently states:

> 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's construction apportionment, shall be deducted from the 25-year total needs of each individual municipality.

The Subcommittee discussed the effect of moving the previous cutoff date from June 30 to September 1. The conclusion was that cities with small balances should receive a benefit for reducing the overall balance and spending their last construction allotment. A recommendation was made that the State Aid office provide to the Screening Board, in the booklet, a spread sheet showing the effect of not including the last construction allotment.

A motion was made by Bullert, seconded by Moore, that the Subcommittee recommend that the total city's Unencumbered balance as of

September 1, be deducted from the 25-year needs and that this be effective September 1, 1992.

The motion passed.

II. A question was asked whether the $300,000 figure should be changed since it has been in effect for many years. It should be determined whether the present allowable balance treats each city equally, and if the $300,000 limit should be raised.

Increasing the figure from $300,000 to $400,000 would increase the fund balance.

The Excess Unencumbered Construction Fund Balance Resolution states, in effect, that:

> whenever a municipality's construction balance 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), the community shall receive an adjustment to their money needs.

A. The allowable limit of $300,000 has not been raised since 1982 when 37 cities were affected by this amount. In February 1991, 10 cities were affected by this limitation.

B. The total construction increased 59% since 1984 and increased the limit proportionately affected by the 2 times construction allotment.

C. Raising the limit to $400,000 would increase the allowable by 33% and would affect 21 cities. This would not adversely affect the total available funds.

A motion was made by Bullert and seconded by Moore that the Subcommittee recommend that the limit be increased from $300,000 to $400,000, and that it be effective September 1, 1991.

The motion passed.

III. Whether the 2 times construction allotment treats cities equally was discussed.

A. Additional maintenance has an adverse effect on the construction allotment and the allowable amount. The new rules will create more flexibility in maintenance amounts.

B. Adjustments to the money needs can increase or decrease the allowable amount.

C. The 1990 census will have an effect on the allowable amount.

Straus suggested that consideration be given to using a 3-year average in determining the allowable instead of the 2 times construction allotment. He noted that balances in city's accounts

are accumulated from past construction allocations and one year's adjustments to maintenance and money needs would not affect the allowable as adversely as using the last construction allocation. The total of 2 times and 3-year average is virtually the same but the allowable amount would affect cities differently.

Bullert suggested that #2 above (change the 2 times factor to a 1.5 factor) of the 5 options given previously be adopted.

It was decided that state aid would put in new population figures and run various options for review by the subcommittee before a decision is made.

IV. It was stated that the Screening Board change in the resolution from June 30 to September 1, created a problem.

1. The Screening Committee apparently didn't take into account in the move from June 30th to September 1, that it would add to the excess in this year's allocation.

2. At present, if a contract is awarded after September 1, 1991, the street goes off the needs and there is no credit off the balance. The two dates should be the same because otherwise it creates a double whammy.

3. The date the needs come off for a street should be the same as the date the construction balance is determined.

Bullert moved, seconded by Moore, that the date for the needs segment reporting be changed from December 31 to the previous September 1 to coincide with the unencumbered construction balance adjustment date.

Motion passed.

Ken Straus will prepare a spread sheet to show the effect using last year's figures.

V. Discussion was held about the need to clarify the wording on how to compute the adjustment for a city that received an adjustment in a previous year.

Moore moved and Bullert seconded the following proposed resolution, which adds the <u>underlined wording</u> and deletes the [bracketed] wording.

Whenever a municipality's construction fund balance available as of February 1, of the current year, not including the current year's allotment, exceeds [$300,000] <u>$400,000</u> or [two] <u>1.5</u> times their annual construction allotment (whichever is greater), the State Aid Office shall notify the City in writing by March 1 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. When a city has received an adjustment in the previous year due to an excess balance, the allowable balance shall be computed without that adjustment. The loss in apportionment for that adjustment shall be computed by using the rate that its money needs bears to the total money needs of all other cities. [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 in 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 the 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 city's unencumbered construction fund balance less the current year's construction allotment will be deducted from the city's twenty-five year needs prior to the succeeding year apportionment. Unless the balance is reduced to the limits specified in future years, this deduction will be increased annually to 3, 4, 5, etc. times the amount until such time as the money needs are reduced to zero. This adjustment would be in addition to the unencumbered construction fund balance adjustment previously defined.

Motion passed.

VI. The committee discussed the need for the Subcommittee to meet with communities that have excess balances. Since the resolutions currently do not provide for variances for special problems, the subcommittee does not see a benefit to those meetings.

A motion was made by Moore, seconded by Rudrud, that the resolution be changed as noted by removing the [bracketed portion] of the above proposed resolution to remove that requirement, or that the following change be made to the current resolution.

made to their 25-year construction needs [in the following year.] "and make a recommendation to the screening board."

Motion passed.

Ken Straus will prepare proposed resolutions incorporating all of the above recommendations for consideration by the Screening Committee.

Respectfully submitted,

Ronald L. Rudrud

Ronald L. Rudrud

RLR/an

MINUTES
of the
UNENCUMBERED CONSTRUCTION FUND
SUBCOMMITTEE

The Unencumbered Construction Fund Subcommittee met at 1:00 p.m. on May 15, 1991, at the State Aid Office of the Minnesota Department of Transportation.

Present at the meeting were Fred Moore, Ron Rudrud, Bruce Bullert and Ken Straus.

The Subcommittee minutes from the March 19, 1991, were corrected.

There was a discussion on the need to reduce the large ($172 million) unencumbered fund balance.

Two methods of arriving at the figure that is allowed prior to adjustments were discussed. They were using a three-year average and changing the 2 times factor in the resolutions to 1.5 times. The reason for the 1.5 factor is to create uniformity in the method of handling each community. Many communities use the 25% for maintenance; therefore, the factor of one for each year for creating the 2 times factor for two years would be adjusted to .75 for each year or a 1.5 times factor. It was felt this would tend to reduce the unencumbered balances that most communities have, and therefore the total balances for all cities.

A motion was made by Bullert and seconded by Moore to recommend to the Screening Board that a 25% deduction be made from the city's total apportionment times 1.5 of the remaining amount instead of deducting the last construction allotment and multiplying by the 2 times factor.

Hermantown has expressed a concern about their being adjusted because they are being delayed by receipt of federal funds. The committee took no action concerning this matter because they have no authorization to make recommendations to the Screening Committee pending the recommended changes (in the March 19, 1991, Subcommittee meeting minutes) to the resolution regarding the Unencumbered Subcommittee meeting with communities that have excess balances.

The meeting was adjourned at 3:15 p.m.

Respectfully submitted,

Ronald L. Rudrud

Ronald L. Rudrud

UNENCUMBERED CONSTRUCTION BALANCE DEDUCTION

Comparison with and without deducting the last construction apportionment.

THE PRESENT RESOLUTION STATES THAT:
The amount of the unencumbered construction balance as of September 1st of the current year, not including the current year's construction apportionment, shall be deducted from the 25 year total needs of each individual municipality.

THE UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE RECOMMENDS THAT:
The current year construction apportionment be included as part of the needs deduction.

Municipality	Unencumbered Construction Fund Balance Deduction	Balance Available 9-1-90	Actual 1991 Money Needs Apportionment Deducting Last Const. Allot.	1991 Money Needs Apport. Without Deducting The Last Const. Allocation. Used Balance Available	+ Or - Increase Decrease In Apport.
Albert Lea	($463,963)	($1,071,782)	$270,035	$263,575	($6,460)
Alexandria	(41,533)	(294,024)	180,261	181,126	865
Andover	(34,615)	(348,332)	412,784	423,697	10,913
Anoka	(283,168)	(483,398)	154,934	156,244	1,310
Apple Valley	--	(21,580)	351,427	369,011	17,584
Arden Hills	(146,395)	(329,940)	64,668	61,838	(2,830)
Austin	(705,328)	(1,529,253)	498,384	496,523	(1,861)
Bemidji	(286,597)	(729,273)	262,716	261,454	(1,262)
Blaine	(1,068,135)	(1,852,351)	384,877	378,443	(6,434)
Bloomington	(533,182)	(2,791,470)	1,694,839	1,706,874	12,035
Brainerd	(211,254)	(610,231)	172,378	167,884	(4,494)
Brooklyn Center	(865,255)	(1,596,402)	376,055	370,954	(5,101)
Brooklyn Park	(1,890,568)	(2,908,006)	444,481	432,701	(11,780)
Buffalo	(282,892)	(520,078)	132,988	131,906	(1,082)
Burnsville	(101,753)	(1,046,895)	536,968	533,024	(3,944)
Champlin	(233,197)	(457,552)	147,641	147,554	(87)
Chanhassen	--	(173,654)	175,477	184,621	9,144
Chaska	(387,652)	(624,882)	144,308	143,814	(494)
Chisholm	--	(71,397)	130,546	134,937	4,391
Cloquet	(661,242)	(1,067,618)	332,118	335,698	3,580
Columbia Heights	(232,702)	(673,291)	213,277	209,508	(3,769)
Coon Rapids	--	(973,963)	435,046	424,816	(10,230)
Corcoran	--	(209,690)	184,249	193,851	9,602
Cottage Grove	--	(485,073)	391,757	395,787	4,030
Crookston	(295,858)	(653,832)	192,211	189,542	(2,669)
Crystal	(762,281)	(1,376,400)	322,425	318,482	(3,943)
Detroit Lakes	(99,983)	(314,805)	119,695	118,676	(1,019)
Duluth	--	(2,520,144)	1,928,874	1,944,260	15,386
Eagan	--	--	498,901	524,898	25,997
East Bethel	--	--	104,080	109,503	5,423

Municipality	Unencumbered Construction Fund Balance Deduction	Balance Available 9-1-90	Actual 1991 Money Needs Apportionment Deducting Last Const. Allot.	1991 Money Needs Apport. Without Deducting The Last Const. Allocation. Used Balance Available	+ Or - Increase Decrease In Apport.
East Grand Forks	--	--	106,746	112,308	5,562
Eden Prairie	(764,910)	(1,693,390)	692,803	697,542	4,739
Edina	(762,748)	(1,786,141)	588,813	584,927	(3,886)
Elk River	--	(32,817)	268,975	281,883	12,908
Eveleth	--	--	106,721	112,282	5,561
Fairmont	($421,995)	($940,184)	$383,972	$386,476	$2,504
Falcon Heights	(203,788)	(304,719)	14,414	11,756	(2,658)
Faribault	(33,751)	(469,631)	299,129	299,993	864
Farmington	(208,295)	(483,300)	189,929	190,537	608
Fergus Falls	(364,149)	(739,206)	219,417	218,182	(1,235)
Forest Lake	--	(150,366)	67,574	71,095	3,521
Fridley	(1,122,642)	(1,710,073)	274,979	269,466	(5,513)
Golden Valley	(391,217)	(1,221,515)	451,457	446,936	(4,521)
Grand Rapids	--	(236,704)	179,651	181,017	1,366
Ham Lake	(239,479)	(457,694)	96,706	94,374	(2,332)
Hastings	(376,742)	(685,462)	132,884	129,381	(3,503)
Hermantown	(799,309)	(1,041,162)	47,542	41,850	(5,692)
Hibbing	--	(41,423)	662,122	695,226	33,104
Hopkins	(211,209)	(631,538)	160,081	154,224	(5,857)
Hutchinson	(168,431)	(459,495)	144,176	141,858	(2,318)
International Falls	(479,815)	(760,595)	141,867	139,775	(2,092)
Inver Grove Heights	(127,821)	(601,561)	242,781	239,429	(3,352)
Lake Elmo	(206,289)	(333,270)	79,912	79,787	(125)
Lakeville	--	--	538,766	566,842	28,076
Lino Lakes	(335,154)	(613,870)	224,997	227,307	2,310
Litchfield	(372,374)	(584,720)	105,789	104,128	(1,661)
Little Canada	(173,748)	(265,881)	38,811	37,721	(1,090)
Little Falls	(48,510)	(360,685)	223,305	224,396	1,091
Mankato	(527,317)	(1,274,579)	422,849	419,364	(3,485)
Maple Grove	--	(131,988)	553,894	578,111	24,217
Maplewood	(971,268)	(1,383,105)	263,791	263,626	(165)
Marshall	(83,791)	(352,326)	111,552	108,294	(3,258)
Mendota Heights	(357,999)	(577,593)	116,837	115,508	(1,329)
Minneapolis	(8,934,255)	(17,656,740)	5,089,505	5,060,083	(29,422)
Minnetonka	(1,901,247)	(3,037,172)	623,631	617,758	(5,873)
Montevideo	(71,152)	(253,794)	93,201	91,888	(1,313)
Moorhead	(730,105)	(1,646,810)	379,688	368,508	(11,180)
Morris	--	(121,899)	75,502	75,318	(184)
Mound	(259,977)	(458,047)	80,629	78,140	(2,489)
Mounds View	(356,089)	(564,763)	55,377	51,214	(4,163)
New Brighton	(128,270)	(527,908)	160,266	155,118	(5,148)
New Hope	--	(69,270)	240,036	250,205	10,169
New Ulm	(75,025)	(488,124)	177,958	173,277	(4,681)
Northfield	(620,776)	(949,862)	192,344	191,251	(1,093)
North Mankato	(41,884)	(264,677)	116,211	114,741	(1,470)

Municipality	Unencumbered Construction Fund Balance Deduction	Balance Available 9-1-90	Actual 1991 Money Needs Apportionment Deducting Last Const. Allot.	1991 Money Needs Apport. Without Deducting The Last Const. Allocation. Used Balance Available	+ Or - Increase Decrease In Apport.
North St. Paul	--	($125,190)	$85,061	$85,265	$204
Oakdale	(22,092)	(308,366)	180,063	179,777	(286)
Orono	(427,019)	(657,406)	160,189	160,755	566
Otsego	--	--	256,535	269,903	13,368
Owatonna	(531,844)	(1,091,551)	329,629	327,899	(1,730)
Plymouth	(1,060,467)	(1,950,084)	526,575	523,965	(2,610)
Prior Lake	(50,418)	(349,742)	200,837	201,191	354
Ramsey	(321,732)	(724,066)	282,198	283,313	1,115
Red Wing	(490,543)	(1,014,217)	432,011	436,834	4,823
Redwood Falls	(29,755)	(154,618)	48,104	46,393	(1,711)
Richfield	(1,115,916)	(1,876,068)	380,492	374,643	(5,849)
Robbinsdale	(481,881)	(814,597)	128,410	123,863	(4,547)
Rochester	(2,858,989)	(4,591,935)	974,933	967,200	(7,733)
Rosemount	--	(56,952)	242,474	253,186	10,712
Roseville	(90,658)	(973,433)	399,218	390,202	(9,016)
St. Anthony	(254,856)	(401,558)	23,540	19,811	(3,729)
St. Cloud	(439,377)	(1,447,967)	587,068	583,101	(3,967)
St. Louis Park	(1,929,657)	(2,729,245)	231,382	216,431	(14,951)
St. Paul	(9,322,528)	(16,515,608)	4,114,712	4,086,156	(28,556)
St. Peter	(108,753)	(358,296)	98,259	94,950	(3,309)
Sauk Rapids	(254,616)	(474,817)	119,495	118,284	(1,211)
Savage	(180,974)	(404,634)	286,484	293,857	7,373
Shakopee	(390,001)	(748,394)	238,728	239,062	334
Shoreview	(433,669)	(801,988)	112,633	106,059	(6,574)
Shorewood	--	(134,199)	177,867	187,136	9,269
South St. Paul	(11,167)	(471,011)	245,388	242,642	(2,746)
Spring Lake Park	(373,331)	(506,428)	18,509	14,978	(3,531)
Stillwater	(604,936)	(967,199)	174,889	171,766	(3,123)
Thief River Falls	--	(82,468)	217,577	226,130	8,553
Vadnais Heights	(296,264)	(423,927)	59,044	57,809	(1,235)
Virginia	--	(136,436)	167,050	171,146	4,096
Waseca	(284,982)	(429,250)	46,522	44,073	(2,449)
West St. Paul	(353,857)	(804,464)	146,239	138,638	(7,601)
White Bear Lake	(686,885)	(1,180,218)	242,587	238,564	(4,023)
Willmar	(112,057)	(657,016)	297,675	293,377	(4,298)
Winona	(204,507)	(738,568)	279,745	276,282	(3,463)
Woodbury	(847,544)	(1,566,480)	520,313	523,141	2,828
Worthington	(263,460)	(616,242)	158,441	154,781	(3,660)
STATE TOTAL	($57,293,819)	($119,384,013)	$39,886,866	$39,886,866	$0

ALLOWABLE BALANCE

THE PRESENT RESOLUTION STATES THAT:

THE MUNICIPALITY'S AVAILABLE CONSTRUCTION FUND BALANCE AS OF SEPTEMBER 1, NOT INCLUDING THE CURRENT YEARS ALLOTMENT, CANNOT EXCEED $300,000 OR TWO TIMES THEIR ANNUAL CONSTRUCTION ALLOTMENT (WHICHEVER IS GREATER).

SINCE 1984, THE TOTAL CONSTRUCTION ALLOTMENT INCREASED 59%. THIS INCREASE ALLOWS A LARGER ALLOWABLE BALANCE FOR CITIES AFFECTED BY THE 2 TIMES CONSTRUCTION ALLOTMENT THAN CITIES AFFECTED BY THE $300,000 LIMITATION.

THE $300,000 AMOUNT DID NOT INCREASE SINCE 1982 WHEN 37 CITIES WERE AFFECTED BY THIS LIMITATION. IN 1991, 10 CITIES WERE AFFECTED BY THIS AMOUNT. RAISING THE ALLOWABLE AMOUNT FROM $300,000 TO $400,000 WOULD AFFECT 21 CITIES AND INCREASE THE ALLOWABLE 33%.

		TOTAL CONSTRUCTION FUNDS AVAILABLE	TOTAL CONSTRUCTION ALLOTMENT	RATIO OF FUNDS AVAILABLE TO CONSTRUCTION ALLOTMENT
1984	JUNE 30	$76,739,685	$41,962,145	1.83
1985	JUNE 30	78,890,767	49,151,218	1.61
1986	SEPTEMBER 1	78,311,767	50,809,002	1.54
1987	SEPTEMBER 1	83,633,170	46,716,190	1.79
1988	SEPTEMBER 1	85,635,991	49,093,724	1.74
1989	SEPTEMBER 1	104,567,031	65,374,509	1.60
1990	SEPTEMBER 1	119,384,013	68,906,407	1.73
* 1991	FEBRUARY 1	172,996,989	66,729,825	2.59

* BALANCE AFTER THE 1991 APPORTIONMENT WAS ALLOCATED.

THE UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE RECOMMENDS THAT:

THE $300,000 LIMIT BE INCREASED TO $400,000 AND BE EFFECTIVE SEPTEMBER 1, 1991.

PROPOSED EXCESS UNENCUMBERED BALANCE ADJUSTMENT

Proposed by the Unencumbered Subcommittee to change how the Excess Balance is Calculated. The Recomendation is to make a 25% deduction from the total Apportionment and multiplying the remainder by 1.5 instead of the present method. (See Screening Board Resolution)

Municipality	(A) Balance As Of 02-01-91	(B) 1991 Total Apportionment	(C) 75% of Column (B)	(D) 1.5 * (C) Proposed Allowable Balance	(E) Present Allowable Balance	(F) (A-D) Proposed Excess Balance	(G) Present Excess Balance	(H) Difference Between (F) & (G)
Albert Lea	$1,617,977	$572,460	$429,345	$644,018	$1,092,390	$973,960	($20,608)	$994,568
Alexandria	538,239	298,618	223,964	400,000	562,826	138,239	(306,000)	444,239
Andover	620,593	558,779	419,084	628,626	838,168	(8,033)	(636,659)	628,626
Anoka	715,197	398,087	298,565	447,848	683,598	267,349	(310,200)	577,549
Apple Valley	1,009,260	851,016	638,262	957,393	1,645,362	51,867	(1,458,783)	1,510,650
Arden Hills	238,550	189,278	141,959	400,000	369,016	(161,450)	(314,974)	153,524
Austin	2,349,351	857,328	642,996	964,494	1,647,636	1,384,857	(122,103)	1,506,960
Bemidji	1,117,041	432,942	324,707	487,060	822,654	629,981	(116,940)	746,921
Blaine	1,535,212	919,973	689,980	1,034,970	1,711,760	500,242	(1,032,428)	1,532,670
Bloomington	4,414,457	2,967,545	2,225,659	3,338,488	4,451,318	1,075,969	(2,262,520)	3,338,489
Brainerd	784,768	351,065	263,299	400,000	548,274	384,768	(37,643)	422,411
Brooklyn Center	2,368,335	861,771	646,328	969,492	1,659,642	1,398,843	(121,128)	1,519,971
Brooklyn Park	3,986,854	1,118,418	838,814	1,258,220	2,157,696	2,728,634	750,310	1,978,324
Buffalo	737,816	226,243	169,682	400,000	435,476	337,816	84,602	253,214
Burnsville	1,130,685	1,160,871	870,653	1,305,980	1,741,306	(175,295)	(1,481,274)	1,305,979
Champlin	728,357	287,710	215,783	400,000	541,610	328,357	(84,058)	412,415
Chanhassen	434,217	274,378	205,784	400,000	521,126	34,217	(347,472)	381,689
Chaska	886,109	274,112	205,584	400,000	522,454	486,109	102,428	383,681
Chisholm	283,776	222,774	167,081	400,000	424,758	(116,224)	(353,361)	237,137
Cloquet	1,449,951	505,408	379,056	568,584	758,112	881,367	312,783	568,584
Columbia Heights	1,067,648	524,785	393,589	590,383	787,178	477,265	(113,119)	590,384
Coon Rapids	1,517,073	1,101,408	826,056	1,239,084	1,854,770	277,989	(1,265,082)	1,543,071
Corcoran	197,840	263,786	197,840	400,000	395,678	(202,160)	(395,677)	193,517
Cottage Grove	760,285	687,168	515,376	773,064	1,304,976	(12,779)	(1,197,179)	1,184,400
Crookston	966,373	326,401	244,801	400,000	625,082	566,373	28,750	537,623
Crystal	1,909,960	719,692	539,769	809,654	1,079,538	1,100,307	290,653	809,654
Detroit Lakes	531,504	230,214	172,661	400,000	433,398	131,504	(118,593)	250,097
Duluth	3,262,136	3,372,351	2,529,263	3,793,895	5,058,526	(531,759)	(4,325,653)	3,793,894
Eagan	932,833	972,579	729,434	1,094,151	1,835,208	(161,318)	(1,819,979)	1,658,661
East Bethel	148,772	207,133	155,350	400,000	357,236	(251,228)	(387,082)	135,854
East Grand Forks	297,269	239,521	179,641	400,000	447,332	(102,731)	(373,729)	270,998
Eden Prairie	2,730,061	1,066,880	800,160	1,200,240	2,039,740	1,529,821	(329,549)	1,859,370
Edina	2,911,521	1,305,380	979,035	1,468,553	2,250,760	1,442,969	(464,619)	1,907,588
Elk River	379,074	374,501	280,876	421,314	693,412	(42,240)	(661,044)	618,804
Eveleth	0	185,139	138,854	400,000	352,338	(400,000)	(528,507)	128,507
Fairmont	1,477,382	562,923	422,192	633,288	1,074,396	844,094	(134,212)	978,306

Municipality	(A) Balance As Of 02-01-91	(B) 1991 Total Apportionment	(C) 75% of Column (B)	(D) 1.5 * (C) Proposed Allowable Balance	(E) Present Allowable Balance	(F) (A-D) Proposed Excess Balance	(G) Present Excess Balance	(H) Difference Between (F) & (G)
Falcon Heights	$375,959	$96,704	$72,528	$400,000	$300,000	($24,041)	($16,935)	($7,106)
Faribault	875,900	551,801	413,851	620,776	827,702	255,124	(365,653)	620,777
Farmington	297,067	269,871	202,403	400,000	526,722	(102,933)	(493,016)	390,083
Fergus Falls	1,135,842	415,056	311,292	466,938	793,272	668,904	(54,066)	722,970
Forest Lake	269,926	151,342	113,507	400,000	300,000	(130,074)	(149,634)	19,560
Fridley	2,270,303	745,111	558,833	838,250	1,117,666	1,432,053	593,804	838,249
Golden Valley	1,848,406	805,673	604,255	906,382	1,542,106	942,024	(464,753)	1,406,777
Grand Rapids	460,171	303,047	227,285	400,000	575,374	60,171	(402,890)	463,061
Ham Lake	616,669	218,516	163,887	400,000	386,272	216,669	37,261	179,408
Hastings	682,152	339,519	254,639	400,000	642,108	282,152	(281,010)	563,162
Hermantown	1,102,406	152,664	114,498	400,000	300,000	702,406	687,908	14,498
Hibbing	899,153	991,734	743,801	1,115,701	1,487,600	(216,548)	(1,332,247)	1,115,699
Hopkins	681,162	398,600	298,950	448,425	769,180	232,737	(472,608)	705,345
Hutchinson	734,487	289,362	217,022	400,000	549,984	334,487	(90,489)	424,976
International Falls	1,012,981	264,221	198,166	400,000	504,772	612,981	255,823	357,158
Inver Grove Heights	636,370	509,839	382,379	573,569	764,758	62,801	(510,767)	573,568
Lake Elmo	454,677	161,876	121,407	400,000	300,000	54,677	33,270	21,407
Lakeville	483,062	768,793	576,595	864,892	1,454,696	(381,830)	(1,698,982)	1,317,152
Lino Lakes	912,591	311,891	233,918	400,000	597,442	512,591	16,428	496,163
Litchfield	770,588	197,613	148,210	400,000	371,736	370,588	212,984	157,604
Little Canada	336,639	149,267	111,950	400,000	300,000	(63,361)	(39,119)	(24,242)
Little Falls	676,738	336,063	252,047	400,000	632,106	276,738	(271,421)	548,159
Mankato	983,000	885,547	664,160	996,240	1,697,864	(13,240)	(1,563,796)	1,550,556
Maple Grove	874,502	999,888	749,916	1,124,874	1,519,776	(250,372)	(1,405,162)	1,154,790
Maplewood	2,555,498	683,563	512,672	769,008	1,025,344	1,786,490	1,017,482	769,008
Marshall	623,252	285,200	213,900	400,000	538,390	223,252	(184,333)	407,585
Mendota Heights	730,709	230,186	172,640	400,000	428,962	330,709	87,266	243,443
Minneapolis	23,914,506	10,858,854	8,144,141	12,216,211	16,288,280	11,698,295	(517,914)	12,216,209
Minnetonka	4,228,257	1,225,262	918,947	1,378,420	2,330,494	2,849,837	732,516	2,117,321
Montevideo	429,149	184,683	138,512	400,000	346,746	29,149	(90,970)	120,119
Moorhead	2,280,826	846,243	634,682	952,023	1,572,486	1,328,803	(77,903)	1,406,706
Morris	271,478	159,254	119,441	400,000	300,000	(128,522)	(178,101)	49,579
Mound	650,007	224,960	168,720	400,000	383,920	250,007	74,127	175,880
Mounds View	805,587	251,234	188,426	400,000	481,648	405,587	83,115	322,472
New Brighton	919,532	522,166	391,625	587,437	783,248	332,095	(255,340)	587,435
New Hope	258,197	599,105	449,329	673,993	898,658	(415,796)	(1,089,790)	673,994
New Ulm	884,260	391,888	293,916	440,874	746,606	443,386	(235,649)	679,035
Northfield	1,324,145	387,719	290,789	436,184	747,148	887,961	203,423	684,538
North Mankato	479,357	268,893	201,670	400,000	467,976	79,357	(222,607)	301,964

Municipality	(A) Balance As Of 02-01-91	(B) 1991 Total Apportionment	(C) 75% of Column (B)	(D) 1.5 * (C) Proposed Allowable Balance	(E) Present Allowable Balance	(F) (A-D) Proposed Excess Balance	(G) Present Excess Balance	(H) Difference Between (F) & (G)
North St. Paul	$363,216	$270,467	$202,850	$400,000	$520,564	($36,784)	($417,630)	$380,846
Oakdale	485,126	369,015	276,761	415,142	553,522	69,984	(345,157)	415,141
Orono	857,167	266,648	199,986	400,000	399,972	457,167	257,209	199,958
Otsego	344,397	357,193	267,895	401,842	688,796	(57,445)	(688,796)	631,351
Owatonna	1,685,224	619,488	464,616	696,924	1,187,346	988,300	(95,795)	1,084,095
Plymouth	2,915,323	1,018,279	763,709	1,145,564	1,930,478	1,769,759	19,606	1,750,153
Prior Lake	674,007	355,215	266,411	400,000	650,430	274,007	(301,638)	575,645
Ramsey	551,516	439,173	329,380	494,070	834,876	57,446	(700,798)	758,244
Red Wing	1,283,998	645,676	484,257	726,386	968,514	557,613	(168,773)	726,386
Redwood Falls	286,757	129,134	96,851	400,000	300,000	(113,243)	(135,897)	22,654
Richfield	2,571,009	969,183	726,887	1,090,331	1,453,774	1,480,678	390,348	1,090,330
Robbinsdale	1,090,258	352,713	264,535	400,000	674,436	690,258	78,604	611,654
Rochester	5,265,940	1,876,595	1,407,446	2,111,169	3,634,270	3,154,771	(185,465)	3,340,236
Rosemount	311,355	321,529	241,147	400,000	611,408	(88,645)	(605,757)	517,112
Roseville	1,483,800	956,321	717,241	1,075,861	1,558,206	407,939	(853,509)	1,261,448
St. Anthony	541,678	147,667	110,750	400,000	300,000	141,678	101,781	39,897
St. Cloud	2,385,764	1,249,122	936,842	1,405,262	1,854,244	980,502	(395,602)	1,376,104
St. Louis Park	3,673,027	899,082	674,312	1,011,467	1,398,164	2,661,560	1,575,781	1,085,779
St. Paul	23,392,858	8,317,561	6,238,171	9,357,256	12,476,342	14,035,602	4,678,345	9,357,257
St. Peter	226,642	239,106	179,330	400,000	453,282	(173,358)	(453,281)	279,923
Sauk Rapids	673,757	210,370	157,778	400,000	397,880	273,757	76,937	196,820
Savage	580,584	367,934	275,951	413,926	551,900	166,658	(247,266)	413,924
Shakopee	1,123,568	393,339	295,004	442,506	750,348	681,062	(1,954)	683,016
Shoreview	856,042	381,697	286,273	429,409	735,884	426,633	(247,784)	674,417
Shorewood	385,594	265,150	198,863	400,000	502,790	(14,406)	(368,591)	354,185
South St. Paul	840,340	575,653	431,740	647,610	863,480	192,730	(454,880)	647,610
Spring Lake Park	604,128	119,245	89,434	400,000	300,000	204,128	214,694	(10,566)
Stillwater	1,425,843	366,625	274,969	412,453	699,410	1,013,390	376,728	636,662
Thief River Falls	390,101	359,186	269,390	404,084	686,572	(13,983)	(639,757)	625,774
Vadnais Heights	537,792	138,535	103,901	400,000	300,000	137,792	105,932	31,860
Virginia	288,422	339,002	254,252	400,000	508,502	(111,578)	(474,331)	362,753
Waseca	594,136	174,351	130,763	400,000	329,772	194,136	99,478	94,658
West St. Paul	1,146,430	434,387	325,790	488,685	833,914	657,745	(104,441)	762,186
White Bear Lake	1,588,788	593,117	444,838	667,257	889,676	921,531	254,274	667,257
Willmar	1,065,682	544,888	408,666	612,999	817,332	452,683	(160,316)	612,999
Winona	1,231,994	669,640	502,230	753,345	1,004,460	478,649	(274,696)	753,345
Woodbury	2,548,271	821,852	616,389	924,584	1,592,134	1,623,688	160,070	1,463,618
Worthington	944,468	317,749	238,312	400,000	606,098	544,468	35,321	509,147
	$172,996,989	$79,773,732	$59,830,299	$89,745,449	$134,144,568	$76,829,862	($27,877,403)	$104,707,265

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EXCESS UNENCUMBERED BALANCE ADJUSTMENT

(Using Average Balance Verses Two Times Construction Allotment)

Municipality	Balance As Of 02-01-91	(-)	1991 Construction Allotment	(=)	Amount Available 02-01-91	Allowable Balance 2 Times Three Year Average Construction Allotment	Allowable Balance 2 Times Construction Allotment	Excess Balance Using Three Year Average	Excess Balance Using 2 Times Construction Allotment	+ Or - Gain In Allowable Between Ave. & 2 Times Const. Allot.	Ratio Of Amount Avail To Const. Allotment
Albert Lea	$1,617,977		$546,195		$1,071,782	$1,095,641	$1,092,390	($23,859)	($20,608)	$3,251	1.96
Alexandria	538,239		281,413		256,826	504,875	562,826	(248,049)	(306,000)	(57,951)	0.91
Andover	620,593		419,084		201,509	732,249	838,168	(530,740)	(636,659)	(105,919)	0.48
Anoka	715,197		341,799		373,398	614,099	683,598	(240,701)	(310,200)	(69,499)	1.09
Apple Valley	1,009,260		822,681		186,579	1,530,928	1,645,362	(1,344,349)	(1,458,783)	(114,434)	0.23
Arden Hills	238,550		184,508		54,042	375,520	369,016	(321,478)	(314,974)	6,504	0.29
Austin	2,349,351		823,818		1,525,533	1,536,991	1,647,636	(11,458)	(122,103)	(110,645)	1.85
Bemidji	1,117,041		411,327		705,714	758,431	822,654	(52,717)	(116,940)	(64,223)	1.72
Blaine	1,535,212		855,880		679,332	1,633,297	1,711,760	(953,965)	(1,032,428)	(78,463)	0.79
Bloomington	4,414,457		2,225,659		2,188,798	4,108,517	4,451,318	(1,919,719)	(2,262,520)	(342,801)	0.98
Brainerd	784,768		274,137		510,631	705,963	548,274	(195,332)	(37,643)	157,689	1.86
Brooklyn Center	2,368,335		829,821		1,538,514	1,534,491	1,659,642	4,023	(121,128)	(125,151)	1.85
Brooklyn Park	3,986,854		1,078,848		2,908,006	2,104,757	2,157,696	803,249	750,310	(52,939)	2.70
Buffalo	737,816		217,738		520,078	491,878	435,476	28,200	84,602	56,402	2.39
Burnsville	1,130,685		870,653		260,032	1,966,117	1,741,306	(1,706,085)	(1,481,274)	224,811	0.30
Champlin	728,357		270,805		457,552	481,149	541,610	(23,597)	(84,058)	(60,461)	1.69
Chanhassen	434,217		260,563		173,654	578,724	521,126	(405,070)	(347,472)	57,598	0.67
Chaska	886,109		261,227		624,882	488,667	522,454	136,215	102,428	(33,787)	2.39
Chisholm	283,776		212,379		71,397	415,579	424,758	(344,182)	(353,361)	(9,179)	0.34
Cloquet	1,449,951		379,056		1,070,895	909,265	758,112	161,630	312,783	151,153	2.83
Columbia Heights	1,067,648		393,589		674,059	765,000	787,178	(90,941)	(113,119)	(22,178)	1.71
Coon Rapids	1,517,073		927,385		589,688	2,065,750	1,854,770	(1,476,062)	(1,265,082)	210,980	0.64
Corcoran	197,840		197,839		1	407,530	395,678	(407,529)	(395,677)	11,852	0.00
Cottage Grove	760,285		652,488		107,797	1,226,832	1,304,976	(1,119,035)	(1,197,179)	(78,144)	0.17
Crookston	966,373		312,541		653,832	704,131	625,082	(50,299)	28,750	79,049	2.09
Crystal	1,909,960		539,769		1,370,191	1,221,825	1,079,538	148,366	290,653	142,287	2.54
Detroit Lakes	531,504		216,699		314,805	409,860	433,398	(95,055)	(118,593)	(23,538)	1.45

Municipality	Balance As Of 02-01-91	(-)	1991 Construction Allotment	(=)	Amount Available 02-01-91	Allowable Balance 2 Times Three Year Average Construction Allotment	Allowable Balance 2 Times Construction Allotment	Excess Balance Using Three Year Averag	Excess Balance Using 2 Times Construction Allotment	+ Or - Gain In Allowable Between Ave. & 2 Times Const. Allot.	Ratio Of Amount Avail To Const. Allotment
Duluth	$3,262,136		$2,529,263		$732,873	$5,130,177	$5,058,526	($4,397,304)	($4,325,653)	$71,651	0.29
Eagan	932,833		917,604		15,229	1,827,704	1,835,208	(1,812,475)	(1,819,979)	(7,504)	0.02
East Bethel	148,772		178,618		(29,846)	441,185	357,236	(471,031)	(387,082)	83,949	-0.17
East Grand Forks	297,269		223,666		73,603	460,329	447,332	(386,726)	(373,729)	12,997	0.33
Eden Prairie	2,730,061		1,019,870		1,710,191	1,978,853	2,039,740	(268,662)	(329,549)	(60,887)	1.68
Edina	2,911,521		1,125,380		1,786,141	2,004,295	2,250,760	(218,154)	(464,619)	(246,465)	1.59
Elk River	379,074		346,706		32,368	742,587	693,412	(710,219)	(661,044)	49,175	0.09
Eveleth	1		176,169		(176,168)	325,867	352,338	(502,035)	(528,507)	(26,472)	-1.00
Fairmont	1,477,382		537,198		940,184	979,567	1,074,396	(39,383)	(134,212)	(94,829)	1.75
Falcon Heights	375,959		92,894		283,065	300,000 *	300,000 *	(16,935)	(16,935)	0	3.05
Faribault	875,900		413,851		462,049	840,058	827,702	(378,009)	(365,653)	12,356	1.12
Farmington	297,067		263,361		33,706	569,053	526,722	(535,347)	(493,016)	42,331	0.13
Fergus Falls	1,135,842		396,636		739,206	724,751	793,272	14,455	(54,066)	(68,521)	1.86
Forest Lake	269,926		119,560		150,366	300,000 *	300,000 *	(149,634)	(149,634)	0	1.26
Fridley	2,270,303		558,833		1,711,470	1,113,067	1,117,666	598,403	593,804	(4,599)	3.06
Golden Valley	1,848,406		771,053		1,077,353	1,541,155	1,542,106	(463,802)	(464,753)	(951)	1.40
Grand Rapids	460,171		287,687		172,484	580,227	575,374	(407,743)	(402,890)	4,853	0.60
Ham Lake	616,669		193,136		423,533	441,539	386,272	(18,006)	37,261	55,267	2.19
Hastings	682,152		321,054		361,098	641,459	642,108	(280,361)	(281,010)	(649)	1.12
Hermantown	1,102,406		114,498		987,908	438,525	228,996	549,383	687,908	138,525	8.63
Hibbing	899,153		743,800		155,353	1,408,556	1,487,600	(1,253,203)	(1,332,247)	(79,044)	0.21
Hopkins	681,162		384,590		296,572	809,452	769,180	(512,880)	(472,608)	40,272	0.77
Hutchinson	734,487		274,992		459,495	593,023	549,984	(133,528)	(90,489)	43,039	1.67
International Falls	1,012,981		252,386		760,595	484,001	504,772	276,594	255,823	(20,771)	3.01
Inver Grove Heights	636,370		382,379		253,991	912,256	764,758	(658,265)	(510,767)	147,498	0.66
Lake Elmo	454,677		121,407		333,270	300,000 *	300,000 *	33,270	33,270	0	2.75
Lakeville	483,062		727,348		(244,286)	1,333,617	1,454,696	(1,577,903)	(1,698,982)	(121,079)	-0.34
Lino Lakes	912,591		298,721		613,870	599,685	597,442	14,185	16,428	2,243	2.05
Litchfield	770,588		185,868		584,720	400,002	371,736	184,718	212,984	28,266	3.15
Little Canada	336,639		75,758		260,881	300,000 *	300,000 *	(39,119)	(39,119)	0	3.44

Municipality	Balance As Of 02-01-91	(-)	1991 Construction Allotment	(=)	Amount Available 02-01-91	Allowable Balance 2 Times Three Year Average Construction Allotment	Allowable Balance 2 Times Construction Allotment	Excess Balance Using Three Year Averag	Excess Balance Using 2 Times Construction Allotment	+ Or - Gain In Allowable Between Ave. & 2 Times Const. Allot.	Ratio Of Amount Avail To Const. Allotment
Little Falls	$676,738		$316,053		$360,685	$572,551	$632,106	($211,866)	($271,421)	($59,555)	1.14
Mankato	983,000		848,932		134,068	1,519,789	1,697,864	(1,385,721)	(1,563,796)	(178,075)	0.16
Maple Grove	874,502		759,888		114,614	1,779,415	1,519,776	(1,664,801)	(1,405,162)	259,639	0.15
Maplewood	2,555,498		512,672		2,042,826	875,696	1,025,344	1,167,130	1,017,482	(149,648)	3.98
Marshall	623,252		269,195		354,057	541,723	538,390	(187,666)	(184,333)	3,333	1.32
Mendota Heights	730,709		214,481		516,228	445,839	428,962	70,389	87,266	16,877	2.41
Minneapolis	23,914,506		8,144,140		15,770,366	16,678,167	16,288,280	(907,801)	(517,914)	389,887	1.94
Minnetonka	4,228,257		1,165,247		3,063,010	2,214,527	2,330,494	848,483	732,516	(115,967)	2.63
Montevideo	429,149		173,373		255,776	371,635	346,746	(115,859)	(90,970)	24,889	1.48
Moorhead	2,280,826		786,243		1,494,583	1,685,678	1,572,486	(191,095)	(77,903)	113,192	1.90
Morris	271,478		149,579		121,899	329,393	300,000 *	(207,494)	(178,101)	29,393	0.81
Mound	650,007		191,960		458,047	393,237	383,920	64,810	74,127	9,317	2.39
Mounds View	805,587		240,824		564,763	428,168	481,648	136,595	83,115	(53,480)	2.35
New Brighton	919,532		391,624		527,908	739,841	783,248	(211,933)	(255,340)	(43,407)	1.35
New Hope	258,197		449,329		(191,132)	837,268	898,658	(1,028,400)	(1,089,790)	(61,390)	-0.43
New Ulm	884,260		373,303		510,957	785,576	746,606	(274,619)	(235,649)	38,970	1.37
Northfield	1,324,145		373,574		950,571	680,418	747,148	270,153	203,423	(66,730)	2.54
North Mankato	479,357		233,988		245,369	436,225	467,976	(190,856)	(222,607)	(31,751)	1.05
North St. Paul	363,216		260,282		102,934	543,903	520,564	(440,969)	(417,630)	23,339	0.40
Oakdale	485,126		276,761		208,365	552,631	553,522	(344,266)	(345,157)	(891)	0.75
Orono	857,167		199,986		657,181	413,506	399,972	243,675	257,209	13,534	3.29
Otsego	344,397		344,398		0	688,796	688,796	(688,796)	(688,796)	0	0.00
Owatonna	1,685,224		593,673		1,091,551	1,131,153	1,187,346	(39,602)	(95,795)	(56,193)	1.84
Plymouth	2,915,323		965,239		1,950,084	1,876,424	1,930,478	73,660	19,606	(54,054)	2.02
Prior Lake	674,007		325,215		348,792	612,667	650,430	(263,875)	(301,638)	(37,763)	1.07
Ramsey	551,516		417,438		134,078	857,963	834,876	(723,885)	(700,798)	23,087	0.32
Red Wing	1,283,998		484,257		799,741	1,017,131	968,514	(217,390)	(168,773)	48,617	1.65
Redwood Falls	286,757		122,654		164,103	300,000 *	300,000 *	(135,897)	(135,897)	0	1.34
Richfield	2,571,009		726,887		1,844,122	1,394,034	1,453,774	450,088	390,348	(59,740)	2.54
Robbinsdale	1,090,258		337,218		753,040	621,197	674,436	131,843	78,604	(53,239)	2.23

Municipality	Balance As Of 02-01-91	(-)	1991 Construction Allotment	(=)	Amount Available 02-01-91	Allowable Balance 2 Times Three Year Average Construction Allotment	Allowable Balance 2 Times Construction Allotment	Excess Balance Using Three Year Averag	Excess Balance Using 2 Times Construction Allotment	+ Or - Gain In Allowable Between Ave. & 2 Times Const. Allot.	Ratio Of Amount Avail To Const. Allotment
Rochester	$5,265,940		$1,817,135		$3,448,805	$3,360,946	$3,634,270	$87,859	($185,465)	($273,324)	1.90
Rosemount	311,355		305,704		5,651	600,031	611,408	(594,380)	(605,757)	(11,377)	0.02
Roseville	1,483,800		779,103		704,697	1,811,980	1,558,206	(1,107,283)	(853,509)	253,774	0.90
St. Anthony	541,678		139,897		401,781	300,000 *	300,000 *	101,781	101,781	0	2.87
St. Cloud	2,385,764		927,122		1,458,642	2,036,736	1,854,244	(578,094)	(395,602)	182,492	1.57
St. Louis Park	3,673,027		699,082		2,973,945	1,806,275	1,398,164	1,167,670	1,575,781	408,111	4.25
St. Paul	23,392,858		6,238,171		17,154,687	13,207,867	12,476,342	3,946,820	4,678,345	731,525	2.75
St. Peter	226,642		226,641		1	442,195	453,282	(442,194)	(453,281)	(11,087)	0.00
Sauk Rapids	673,757		198,940		474,817	416,203	397,880	58,614	76,937	18,323	2.39
Savage	580,584		275,950		304,634	474,881	551,900	(170,247)	(247,266)	(77,019)	1.10
Shakopee	1,123,568		375,174		748,394	729,427	750,348	18,967	(1,954)	(20,921)	1.99
Shoreview	856,042		367,942		488,100	720,635	735,884	(232,535)	(247,784)	(15,249)	1.33
Shorewood	385,594		251,395		134,199	385,595	502,790	(251,396)	(368,591)	(117,195)	0.53
South St. Paul	840,340		431,740		408,600	841,027	863,480	(432,427)	(454,880)	(22,453)	0.95
Spring Lake Park	604,128		89,434		514,694	300,000 *	300,000 *	214,694	214,694	0	5.76
Stillwater	1,425,843		349,705		1,076,138	709,706	699,410	366,432	376,728	10,296	3.08
Thief River Falls	390,101		343,286		46,815	642,718	686,572	(595,903)	(639,757)	(43,854)	0.14
Vadnais Heights	537,792		131,860		405,932	300,000 *	300,000 *	105,932	105,932	0	3.08
Virginia	288,422		254,251		34,171	578,751	508,502	(544,580)	(474,331)	70,249	0.13
Waseca	594,136		164,886		429,250	323,663	329,772	105,587	99,478	(6,109)	2.60
West St. Paul	1,146,430		416,957		729,473	846,685	833,914	(117,212)	(104,441)	12,771	1.75
White Bear Lake	1,588,788		444,838		1,143,950	966,675	889,676	177,275	254,274	76,999	2.57
Willmar	1,065,682		408,666		657,016	887,705	817,332	(230,689)	(160,316)	70,373	1.61
Winona	1,231,994		502,230		729,764	1,005,289	1,004,460	(275,525)	(274,696)	829	1.45
Woodbury	2,548,271		796,067		1,752,204	1,514,410	1,592,134	237,794	160,070	(77,724)	2.20
Worthington	944,468		303,049		641,419	633,523	606,098	7,896	35,321	27,425	2.12
	$172,996,990		$66,729,825		$106,267,166	$135,056,533	$133,459,650	($28,789,367)	($27,877,403)	$911,964	1.59

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

Excess Unencumbered Construction Fund Balance (Revised Oct. 1988)

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~~ $400,000 or ~~two times their annual construction allotment~~ .75 times the city's total apportionment times 1.5 the remaining total (whichever is greater) shall be considered an excess balance. By March 1st, the State Aid Office shall notify the City in writing by March 1, 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. When a city had received an adjustment in a previous year due to an excess balance, in the following years the allowable balance shall be computed without that adjustment. The loss in apportionment for that adjustment shall be computed by using the rate that its money needs bears to the total money needs of all other cities. 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. ~~In the following year.~~ It is understood that either the submittal of the 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 the 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 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. Unless the balance is reduced to the limits specified 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.

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

May 13, 1991

(612) 296-1662

In reply refer to:
Notice of 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 July 1, 1991 you have a balance of $ $_____ available for construction, not including the 1991 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, 1991 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 1992 apportionment, based on the 1991 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,

Kenneth Straus
Municipal State Aid Needs Manager

CITIES WITH A TENTATIVE EXCESS UNENCUMBERED BALANCE ADJUSTMENT

As of February 1, 1991, these cities exceeded the guidelines setforth in the Excess Unencumbered Balance Adjustment Resolution. If the excess balance is not reduced by September 1, the adjustment will affect the city's apportionment the following year by approximately the amount in column (F). The balance must be reduced to the allowable in column (C).

THE SCREENING BOARD RESOLUTION STATES:
Whenever a municipality's construction fund balance available as of September 1, of the current year, not including the current years allotment, exceeds $300,000 or two times their annual construction allotment (whichever is greater),shall receive an adjustment of two times 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 suceeding year apportionment.
The adjustment is increased annually to 3,4,5, etc. until the city does not have an excess.

The Unencumbered Construction Fund Subcommittee is recommending to the June Screening Board that the $300,000 be increased to $400,000 effective September 1, 1991. The outcome of this recommendation will not be known until the Screening Board meets.

Municipality	Balance As Of 02-01-91	(-)	(A) 1991 Construction Allotment	(=)	(B) Amount Available 02-01-91	(-)	(C) * Allowable Balance	(=)	(D) (B-C) Excess Balance	(E) (2xB) (Negative) Adjustment Of Needs	(F) *** Estimated Loss Of 1992 Apportionment	(G) Column B Divided By Column A
Brooklyn Park	$3,986,854		$1,078,848		$2,908,006		$2,157,696		$750,310	$5,816,012	$186,752	2.70
Buffalo	737,816		217,738		520,078		435,476		84,602	1,040,156	33,399	2.39
Chaska	886,109		261,227		624,882		522,454		102,428	1,249,764	40,130	2.39
Cloquet	1,449,951		379,056		1,070,895		758,112		312,783	2,141,790	68,773	2.83
Crookston	966,373		312,541		653,832		625,082		28,750	1,307,664	41,989	2.09
Crystal	1,909,960		539,769		1,370,191		1,079,538		290,653	2,740,382	87,994	2.54
Fridley	2,270,303		558,833		1,711,470		1,117,666		593,804	3,422,940	109,911	3.06
Ham Lake	616,669		193,136		423,533		386,272		37,261	847,066	27,199	2.19
Hermantown	1,102,406		114,498		987,908		300,000		687,908	2,963,724	95,165	8.63
International Falls	1,012,981		252,386		760,595		504,772		255,823	1,521,190	48,845	3.01
Lake Elmo	454,677		121,407		333,270		300,000		33,270	666,540	21,403	2.75
Lino Lakes	912,591		298,721		613,870		597,442		16,428	1,227,740	16,428 **	2.05
Litchfield	770,588		185,868		584,720		371,736		212,984	1,169,440	37,551	3.15
Maplewood	2,555,498		512,672		2,042,826		1,025,344		1,017,482	4,085,652	131,190	3.98
Mendota Heights	730,709		214,481		516,228		428,962		87,266	1,032,456	33,152	2.41

Minnetonka	4,228,257	1,165,247	3,063,010	2,330,494	732,516	6,126,020	196,707	2.63
Mound	650,007	191,960	458,047	383,920	74,127	916,094	29,416	2.39
Mounds View	805,587	240,824	564,763	481,648	83,115	1,129,526	36,269	2.35
Northfield	1,324,145	373,574	950,571	747,148	203,423	1,901,142	61,046	2.54
Orono	857,167	199,986	657,181	399,972	257,209	1,314,362	42,204	3.29
Plymouth	2,915,323	965,239	1,950,084	1,930,478	19,606	3,900,168	19,606 **	2.02
Richfield	2,571,009	726,887	1,844,122	1,453,774	390,348	3,688,244	118,430	2.54
Robbinsdale	1,090,258	337,218	753,040	674,436	78,604	1,506,080	48,360	2.23
St. Anthony	541,678	139,897	401,781	300,000	101,781	803,562	25,802	2.87
St. Louis Park	3,673,027	699,082	2,973,945	1,398,164	1,575,781	8,921,835	286,480	4.25
St. Paul	23,392,858	6,238,171	17,154,687	12,476,342	4,678,345	34,309,374	1,101,674	2.75
Sauk Rapids	673,757	198,940	474,817	397,880	76,937	949,634	30,493	2.39
Spring Lake Park	604,128	89,434	514,694	300,000	214,694	1,544,082	49,580	5.76
Stillwater	1,425,843	349,705	1,076,138	699,410	376,728	2,152,276	69,110	3.08
Vadnais Heights	537,792	131,860	405,932	300,000	105,932	811,864	26,069	3.08
Waseca	594,136	164,886	429,250	329,772	99,478	858,500	27,566	2.60
White Bear Lake	1,588,788	444,838	1,143,950	889,676	254,274	2,287,900	73,464	2.57
Woodbury	2,548,271	796,067	1,752,204	1,592,134	160,070	3,504,408	112,527	2.20
Worthington	944,468	303,049	641,419	606,098	35,321	1,282,838	35,321 **	2.12
	$71,329,984	$18,998,045	$52,331,939	$38,301,898 **	$14,030,041	$109,140,425	$3,370,005	2.94
								34 Cities Average

* 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 1991 apportionment $1000 of money needs = $32.11

LHB ENGINEERS & ARCHITECTS
322 West Michigan Street • Duluth, Minnesota 55802 • 218/727-8446 • FAX 218/727-8456

May 16, 1991

Mr. Kenneth Straus
Municipal State Aid Needs Manager
Minnesota Department of Transportation
420 Transportation Building
395 John Ireland Boulevard
St. Paul, MN 55155

RE: S.P. 202-101-05
Ugstad Road Reconstruction
Hermantown, MN
LHB Proj. No. 90247

Dear Ken:

The City of Hermantown is in the final design of the Ugstad Road reconstruction project noted above with termini at Arrowhead Road and Trunk Highway 53. This project is a one mile roadway project which includes grading, base, curb and gutter, sidewalk, and pavement.

As City Engineer for Hermantown, we have been developing a roadway program which identifies expenditures and the associated MSAS balance. As you know, Hermantown exceeded their maximum allowable balance in their MSA account last year and received an allotment reduction. Since then, the City has actively been programming projects to reduce their balance below the maximum of $300,000.

Stebner Road Reconstruction (S.P. 202-103-01) was bid several weeks ago and is proceeding with an award anticipated in a couple of weeks. This project will use about $374,000 FAU and $550,000 MSA funds which brings the MSA balance to about $500,000.

Another project, Ugstad Road Reconstruction (S.P. 202-101-05) is currently in final design and will utilize about $312,000 FAU and $415,000 MSA. Once this project is let, the MSA balance will be reduced below the maximum MSA balance amount of $300,000.

The concern that we present today is caused by an over obligation of FAU funds by the Metropolitan Interstate Committee (MIC). The

Transportation Improvement Program (TIP) for the Duluth-Superior Urbanized Area programs the Ugstad Road project for FAU and MSA funds. Unfortunately, because of overruns on other projects in the area, the FAU funds under the current Federal Transportation Act have recently run out.

This places Hermantown in a "catch 22" position. In order to not receive a penalty in the 1992 MSA allotment, we must bring the MSA balance below the $300,000 maximum amount which the Ugstad Road project would do. However, because the FAU money that had previously been obligated is not available until after the new Federal Transportation Act is enacted, the City can not reduce its MSA balance enough by September 1.

One option that we considered was to utilize all MSA money with no FAU funds. This option, however, caused a deficit in the City's MSA account requiring Hermantown to borrow local money that they don't have available.

As described above, Hermantown is caught in a position of losing MSA allotment funds because of an over obligation of FAU funds by others. For these reasons, we request time on the agenda of the Screening Board meeting in June to more thoroughly discuss this situation. Because of these special circumstances, we ask the Screening Board to waive the penalty against the 1992 allotment or allow an extension with enough time to secure the FAU funds that we all anticipate to be available at the end of 1991.

Please call if you have any questions. Thank you for your consideration.

Sincerely,

William D. Bennett

William D. Bennett, P.E.
City Engineer, Hermantown

Copy: Lynn Lander, City Administrator
Wallace Loberg, Mayor
Bill Croke, MnDOT

CENSUS

Municipalities	Population Used for 1991 Apportion-ment	1980 Census	1990 Census	Difference Between 1980 and 1990 Census	Difference Between Population Used for 1991 Apportionment & 1990 Census	% Increase Decrease Between 1980 and 1990
Albert Lea	19,445	19,435	18,310	(1,125)	(1,135)	-5.7885%
Alexandria	7,610	7,608	7,838	230	228	3.0231%
Andover	9,387	9,387	15,216	5,829	5,829	62.0965%
Anoka	15,634	15,634	17,192	1,558	1,558	9.9655%
*Apple Valley	32,122	21,818	34,598	12,780	2,476	58.5755%
Arden Hills	8,012	8,012	9,199	1,187	1,187	14.8153%
Austin	23,079	23,020	21,907	(1,113)	(1,172)	-4.8349%
Bemidji	10,945	10,949	11,245	296	300	2.7034%
*Blaine	34,405	28,558	38,975	10,417	4,570	36.4766%
Bloomington	81,831	81,831	86,335	4,504	4,504	5.5040%
Brainerd	11,489	11,489	12,353	864	864	7.5202%
Brooklyn Center	31,230	31,230	28,887	(2,343)	(2,343)	-7.5024%
Brooklyn Park	43,332	43,332	56,381	13,049	13,049	30.1140%
*Buffalo	5,996	4,560	6,856	2,296	860	50.3509%
*Burnsville	40,115	35,674	51,288	15,614	11,173	43.7686%
Cambridge	--	3,170	5,094	1,924	--	60.6940%
Champlin	9,006	9,006	16,849	7,843	7,843	87.0864%
Chanhassen	6,359	6,359	11,732	5,373	5,373	84.4944%
Chaska	8,346	8,346	11,339	2,993	2,993	35.8615%
Chisholm	5,930	5,930	5,290	(640)	(640)	-10.7926%
Cloquet	11,142	11,142	10,885	(257)	(257)	-2.3066%
Columbia Heights	20,029	20,029	18,910	(1,119)	(1,119)	-5.5869%
*Coon Rapids	42,845	35,826	52,978	17,152	10,133	47.8758%
*Corcoran	5,114	4,252	5,199	947	85	22.2719%
Cottage Grove	18,994	18,994	22,935	3,941	3,941	20.7487%
Crookston	8,628	8,628	8,119	(509)	(509)	-5.8994%
Crystal	25,543	25,543	23,788	(1,755)	(1,755)	-6.8708%
Detroit Lakes	7,106	7,106	6,635	(471)	(471)	-6.6282%
Duluth	92,811	92,811	85,493	(7,318)	(7,318)	-7.8848%
*Eagan	30,456	20,532	47,409	26,877	16,953	130.9030%
East Bethel	6,626	6,626	8,050	1,424	1,424	21.4911%
East Grand Forks	8,537	8,537	8,658	121	121	1.4174%
*Eden Prairie	24,052	16,263	39,311	23,048	15,259	141.7205%
Edina	46,073	46,073	46,070	(3)	(3)	-0.0065%
Elk River	6,785	6,785	11,143	4,358	4,358	64.2299%
Eveleth	5,042	5,042	4,064	(978)	(978)	-19.3971%
Fairmont	11,506	11,506	11,265	(241)	(241)	-2.0946%
Falcon Heights	5,291	5,291	5,380	89	89	1.6821%
Faribault	16,246	16,241	17,085	844	839	5.1967%
*Farmington	5,140	4,370	5,940	1,570	800	35.9268%
Fergus Falls	12,579	12,519	12,362	(157)	(217)	-1.2541%
*Forest Lake	5,386	4,596	5,833	1,237	447	26.9147%

Municipalities	Population Used for 1991 Apportionment	1980 Census	1990 Census	Difference Between 1980 and 1990 Census	Difference Between Population Used for 1991 Apportionment & 1990 Census	% Increase Decrease Between 1980 and 1990
Fridley	30,228	30,228	28,335	(1,893)	(1,893)	-6.2624%
Golden Valley	22,775	22,775	20,971	(1,804)	(1,804)	-7.9210%
Grand Rapids	7,934	7,934	7,976	42	42	0.5294%
Ham Lake	7,832	7,832	8,924	1,092	1,092	13.9428%
Hastings	13,286	12,827	15,445	2,618	2,159	20.4101%
Hermantown	6,759	6,759	6,761	2	2	0.0296%
Hibbing	21,193	21,193	18,046	(3,147)	(3,147)	-14.8492%
Hopkins	15,336	15,336	16,534	1,198	1,198	7.8117%
Hutchinson	9,335	9,330	11,523	2,193	2,188	23.5048%
**International Falls	7,867	5,671	8,325	2,654	458	46.7995%
Inver Grove Heights	17,171	17,171	22,477	5,306	5,306	30.9009%
Lake Elmo	5,270	5,296	5,903	607	633	11.4615%
Lakeville	14,790	14,790	24,854	10,064	10,064	68.0460%
*Lino Lakes	5,587	4,966	8,807	3,841	3,220	77.3460%
Litchfield	5,904	5,904	6,041	137	137	2.3205%
Little Canada	7,102	7,102	8,971	1,869	1,869	26.3165%
Little Falls	7,250	7,250	7,232	(18)	(18)	-0.2483%
Mahtomedi	--	3,851	5,569	1,718	5,569	44.6118%
Mankato	29,750	28,651	31,477	2,826	1,727	9.8635%
*Maple Grove	28,676	20,525	38,736	18,211	10,060	88.7259%
Maplewood	26,990	26,990	30,954	3,964	3,964	14.6869%
Marshall	11,165	11,161	12,023	862	858	7.7233%
Mendota Heights	7,288	7,288	9,431	2,143	2,143	29.4045%
Minneapolis	370,951	370,951	368,383	(2,568)	(2,568)	-0.6923%
Minnetonka	38,683	38,683	48,370	9,687	9,687	25.0420%
Montevideo	5,882	5,845	5,499	(346)	(383)	-5.9196%
Moorhead	29,998	29,998	32,295	2,297	2,297	7.6572%
Morris	5,385	5,385	5,613	228	228	4.2340%
Mound	9,280	9,280	9,634	354	354	3.8147%
Mounds View	12,593	12,593	12,541	(52)	(52)	-0.4129%
New Brighton	23,269	23,269	22,207	(1,062)	(1,062)	-4.5640%
New Hope	23,087	23,087	21,853	(1,234)	(1,234)	-5.3450%
New Ulm	13,755	13,755	13,132	(623)	(623)	-4.5293%
Northfield	12,562	12,562	14,684	2,122	2,122	16.8922%
*North Mankato	9,817	9,145	10,164	1,019	347	11.1427%
North St. Paul	11,921	11,921	12,376	455	455	3.8168%
Oakdale	12,149	12,123	18,374	6,251	6,225	51.5631%
Orono	6,845	6,845	7,285	440	440	6.4280%
***Otsego	6,472	4,769	5,219	450	(1,253)	9.4359%
Owatonna	18,637	18,632	19,386	754	749	4.0468%
Plymouth	31,615	31,615	50,889	19,274	19,274	60.9647%
*Prior Lake	9,926	7,284	11,482	4,198	1,556	57.6332%
Ramsey	10,093	10,093	12,408	2,315	2,315	22.9367%
Red Wing	13,738	13,736	15,134	1,398	1,396	10.1776%
Redwood Falls	5,210	5,210	4,859	(351)	(351)	-6.7370%

Municipalities	Population Used for 1991 Apportion-ment	1980 Census	1990 Census	Difference Between 1980 and 1990 Census	Difference Between Population Used for 1991 Apportionment & 1990 Census	% Increase Decrease Between 1980 and 1990
Richfield	37,851	37,851	35,710	(2,141)	(2,141)	-5.6564%
Robbinsdale	14,422	14,422	14,396	(26)	(26)	-0.1803%
Rochester	57,974	57,855	70,745	12,890	12,771	22.2798%
Rosemount	5,083	5,083	8,622	3,539	3,539	69.6242%
Roseville	35,820	35,820	33,485	(2,335)	(2,335)	-6.5187%
St. Anthony	7,981	7,981	7,727	(254)	(254)	-3.1826%
St. Cloud	42,568	42,566	48,812	6,246	6,244	14.6737%
St. Louis Park	42,931	42,931	43,787	856	856	1.9939%
St. Paul	270,230	270,230	272,235	2,005	2,005	0.7420%
St. Peter	9,056	9,056	9,421	365	365	4.0305%
Sartell	--	3,427	5,393	1,966	--	57.3680%
Sauk Rapids	5,843	5,793	7,825	2,032	1,982	35.0768%
*Savage	5,237	3,954	9,906	5,952	4,669	150.5311%
Shakopee	9,941	9,941	11,739	1,798	1,798	18.0867%
Shoreview	17,300	17,300	24,587	7,287	7,287	42.1214%
*Shorewood	5,612	4,646	5,917	1,271	305	27.3569%
South St. Paul	21,235	21,235	20,197	(1,038)	(1,038)	-4.8882%
Spring Lake Park	6,477	6,477	6,532	55	55	0.8492%
Stillwater	12,328	12,322	13,882	1,560	1,554	12.6603%
Thief River Falls	9,105	9,105	8,010	(1,095)	(1,095)	-12.0264%
Vadnais Heights	5,111	5,111	11,041	5,930	5,930	116.0243%
Virginia	11,056	11,056	9,410	(1,646)	(1,646)	-14.8878%
Waite Park	--	3,496	5,020	1,524	--	43.5927%
Waseca	8,219	8,219	8,385	166	166	2.0197%
West St. Paul	18,527	18,527	19,248	721	721	3.8916%
White Bear Lake	22,538	22,538	24,704	2,166	2,166	9.6104%
Willmar	15,895	15,895	17,531	1,636	1,636	10.2925%
Winona	25,069	25,075	25,399	324	330	1.2921%
* Woodbury	19,388	10,297	20,075	9,778	687	94.9597%
Worthington	10,243	10,243	9,977	(266)	(266)	-2.5969%
TOTAL	2,564,600	2,500,123	2,811,216	311,093	246,616	12.4431%

* Took a special census between the 1980 and 1990 census.
** Incorporated with South International Falls
*** Otsego Township was Incorporated into a City.

The difference between the 1980 census and population used for the 1991 Apportionment was due to annexations and detachments.

If the 1990 Census would have been used to compute the 1991 Population Apportionment, the rate each person earns would decrease from $15.55 to $14.19.

popappt

AFFECT ON 1991 APPORTIONMENT BY USING THE 1990 CENSUS

This spread sheet is generated to show the approximate affect on the 1992 apportionment.
Note: The apportionment for each person is $1.36 less using the 1990 census.
This loss or gain affects the total population and not just the difference in population.

Municipalities	1990 Census	Population Used For 1991 Apport.	Difference Between Population Used For 1991 Apport. And 1990 Census	1991 Population Apportionment	Using The 1990 Census For 1991 Population Apport.	Difference In Apportionment
Albert Lea	18,310	19,445	(1,135)	$302,425	$259,791	($42,634)
Alexandria	7,838	7,610	228	118,357	111,209	(7,148)
Andover	15,216	9,387	5,829	145,995	215,892	69,897
Anoka	17,192	15,634	1,558	243,153	243,928	775
Apple Valley	34,598	32,122	2,476	499,589	490,893	(8,696)
Arden Hills	9,199	8,012	1,187	124,610	130,520	5,910
Austin	21,907	23,079	(1,172)	358,944	310,827	(48,117)
Bemidji	11,245	10,945	300	170,226	159,549	(10,677)
Blaine	38,975	34,405	4,570	535,096	552,996	17,900
Bloomington	86,335	81,831	4,504	1,272,706	1,224,962	(47,744)
Brainerd	12,353	11,489	864	178,687	175,270	(3,417)
Brooklyn Center	28,887	31,230	(2,343)	485,716	409,862	(75,854)
Brooklyn Park	56,381	43,332	13,049	673,937	799,960	126,023
Buffalo	6,856	5,996	860	93,255	97,276	4,021
Burnsville	51,288	40,115	11,173	623,903	727,698	103,795
Cambridge	5,094		5,094	0	72,276	72,276
Champlin	16,849	9,006	7,843	140,069	239,062	98,993
Chanhassen	11,732	6,359	5,373	98,901	166,459	67,558
Chaska	11,339	8,346	2,993	129,804	160,883	31,079
Chisholm	5,290	5,930	(640)	92,228	75,057	(17,171)
Cloquet	10,885	11,142	(257)	173,290	154,442	(18,848)
Columbia Heights	18,910	20,029	(1,119)	311,508	268,304	(43,204)
Coon Rapids	52,978	42,845	10,133	666,362	751,677	85,315
Corcoran	5,199	5,114	85	79,537	73,766	(5,771)
Cottage Grove	22,935	18,994	3,941	295,411	325,413	30,002
Crookston	8,119	8,628	(509)	134,190	115,196	(18,994)
Crystal	23,788	25,543	(1,755)	397,267	337,515	(59,752)
Detroit Lakes	6,635	7,106	(471)	110,519	94,141	(16,378)
Duluth	85,493	92,811	(7,318)	1,443,477	1,213,015	(230,462)
Eagan	47,409	30,456	16,953	473,678	672,661	198,983
East Bethel	8,050	6,626	1,424	103,053	114,217	11,164
East Grand Forks	8,658	8,537	121	132,775	122,844	(9,931)
Eden Prairie	39,311	24,052	15,259	374,077	557,763	183,686
Edina	46,070	46,073	(3)	716,567	653,663	(62,904)
Elk River	11,143	6,785	4,358	105,526	158,102	52,576
Eveleth	4,064	5,042	(978)	78,418	57,662	(20,756)
Fairmont	11,265	11,506	(241)	178,951	159,833	(19,118)
Falcon Heights	5,380	5,291	89	82,290	76,334	(5,956)
Faribault	17,085	16,246	839	252,672	242,410	(10,262)

Municipalities	1990 Census	Population Used For 1991 Apport.	Difference Between Population Used For 1991 Apport. And 1990 Census	1991 Population Apportionment	Using The 1990 Census For 1991 Population Apport.	Difference In Apportionment
Farmington	5,940	5,140	800	$79,942	$84,280	$4,338
Fergus Falls	12,362	12,579	(217)	195,639	175,398	(20,241)
Forest Lake	5,833	5,386	447	83,768	82,761	(1,007)
Fridley	28,335	30,228	(1,893)	470,132	402,030	(68,102)
Golden Valley	20,971	22,775	(1,804)	354,216	297,546	(56,670)
Grand Rapids	7,976	7,934	42	123,396	113,167	(10,229)
Ham Lake	8,924	7,832	1,092	121,810	126,618	4,808
Hastings	15,445	13,286	2,159	206,635	219,141	12,506
Hermantown	6,761	6,759	2	105,122	95,928	(9,194)
Hibbing	18,046	21,193	(3,147)	329,612	256,045	(73,567)
Hopkins	16,534	15,336	1,198	238,519	234,592	(3,927)
Hutchinson	11,523	9,335	2,188	145,186	163,494	18,308
International Falls	8,325	7,867	458	122,354	118,119	(4,235)
Inver Grove Heights	22,477	17,171	5,306	267,058	318,914	51,856
Lake Elmo	5,903	5,270	633	81,964	83,755	1,791
Lakeville	24,854	14,790	10,064	230,027	352,640	122,613
Lino Lakes	8,807	5,587	3,220	86,894	124,958	38,064
Litchfield	6,041	5,904	137	91,824	85,713	(6,111)
Little Canada	8,971	7,102	1,869	110,456	127,285	16,829
Little Falls	7,232	7,250	(18)	112,758	102,611	(10,147)
Mahtomedi	5,569	0	5,569	0	79,016	79,016
Mankato	31,477	29,750	1,727	462,698	446,611	(16,087)
Maple Grove	38,736	28,676	10,060	445,994	549,605	103,611
Maplewood	30,954	26,990	3,964	419,772	439,190	19,418
Marshall	12,023	11,165	858	173,648	170,588	(3,060)
Mendota Heights	9,431	7,288	2,143	113,349	133,812	20,463
Minneapolis	368,383	370,951	(2,568)	5,769,349	5,226,793	(542,556)
Minnetonka	48,370	38,683	9,687	601,631	686,297	84,666
Montevideo	5,499	5,882	(383)	91,482	78,022	(13,460)
Moorhead	32,295	29,998	2,297	466,555	458,217	(8,338)
Morris	5,613	5,385	228	83,752	79,640	(4,112)
Mound	9,634	9,280	354	144,331	136,692	(7,639)
Mounds View	12,541	12,593	(52)	195,857	177,938	(17,919)
New Brighton	22,207	23,269	(1,062)	361,900	315,083	(46,817)
New Hope	21,853	23,087	(1,234)	359,069	310,061	(49,008)
New Ulm	13,132	13,755	(623)	213,930	186,323	(27,607)
Northfield	14,684	12,562	2,122	195,375	208,344	12,969
North Mankato	10,164	9,817	347	152,682	144,212	(8,470)
North St. Paul	12,376	11,921	455	185,406	175,597	(9,809)
Oakdale	18,374	12,149	6,225	188,952	260,699	71,747
Orono	7,285	6,845	440	106,459	103,363	(3,096)
Otsego	5,219	6,472	(1,253)	100,658	74,050	(26,608)

Municipalities	1990 Census	Population Used For 1991 Apport.	Difference Between Population Used For 1991 Apport. And 1990 Census	1991 Population Apportionment	Using The 1990 Census For 1991 Population Apport.	Difference In Apportionment
Owatonna	19,386	18,637	749	$289,859	$275,058	($14,801)
Plymouth	50,889	31,615	19,274	491,704	722,037	230,333
Prior Lake	11,482	9,926	1,556	154,378	162,912	8,534
Ramsey	12,408	10,093	2,315	156,975	176,051	19,076
Red Wing	15,134	13,738	1,396	213,665	214,728	1,063
Redwood Falls	4,859	5,210	(351)	81,030	68,942	(12,088)
Richfield	35,710	37,851	(2,141)	588,691	506,670	(82,021)
Robbinsdale	14,396	14,422	(26)	224,303	204,257	(20,046)
Rochester	70,745	57,974	12,771	901,662	1,003,764	102,102
Rosemount	8,622	5,083	3,539	79,055	122,333	43,278
Roseville	33,485	35,820	(2,335)	557,103	475,101	(82,002)
St. Anthony	7,727	7,981	(254)	124,127	109,634	(14,493)
St. Cloud	48,812	42,568	6,244	662,054	692,568	30,514
St. Louis Park	43,787	42,931	856	667,700	621,271	(46,429)
St. Paul	272,235	270,230	2,005	4,202,849	3,862,599	(340,250)
St. Peter	9,421	9,056	365	140,847	133,670	(7,177)
Sartell	5,393	0	5,393	0	76,518	76,518
Sauk Rapids	7,825	5,843	1,982	90,875	111,025	20,150
Savage	9,906	5,237	4,669	81,450	140,551	59,101
Shakopee	11,739	9,941	1,798	154,611	166,558	11,947
Shoreview	24,587	17,300	7,287	269,064	348,852	79,788
Shorewood	5,917	5,612	305	87,283	83,953	(3,330)
South St. Paul	20,197	21,235	(1,038)	330,265	286,565	(43,700)
Spring Lake Park	6,532	6,477	55	100,736	92,679	(8,057)
Stillwater	13,882	12,328	1,554	191,736	196,964	5,228
Thief River Falls	8,010	9,105	(1,095)	141,609	113,650	(27,959)
Vadnais Heights	11,041	5,111	5,930	79,491	156,655	77,164
Virginia	9,410	11,056	(1,646)	171,952	133,514	(38,438)
Waite Park	5,020	0	5,020	0	71,226	71,226
Waseca	8,385	8,219	166	127,829	118,970	(8,859)
West St. Paul	19,248	18,527	721	288,148	273,100	(15,048)
White Bear Lake	24,704	22,538	2,166	350,530	350,512	(18)
Willmar	17,531	15,895	1,636	247,213	248,738	1,525
Winona	25,399	25,069	330	389,895	360,373	(29,522)
Woodbury	20,075	19,388	687	301,539	284,834	(16,705)
Worthington	9,977	10,243	(266)	159,308	141,558	(17,750)
	2,811,216	2,564,600	246,616	$39,886,866	$39,886,866	$0

The 1980 census includes population changes due to a special census or annexation.

$$\frac{\$39,886,866}{2,564,600} = \$15.552860 \text{ Per Person (1980 Census) Used for 1991 apport.}$$

$$\frac{\$39,886,866}{2,811,216} = \$14.188474 \text{ Per Person (1990 Census)}$$

STATUS OF MUNICIPAL TRAFFIC COUNTING

(MOST OUT-STATE TRAFFIC COUNTS ARE DONE BY STATE FORCES)

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 1991

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	

C. TRAFFIC TO BE COUNTED IN 1992

AUSTIN	DETROIT LAKES	MONTEVIDEO
BUFFALO	INTERNATIONAL FALLS	

D. TRAFFIC TO BE COUNTED IN 1993

ALBERT LEA	FARIBAULT	MOORHEAD
BRAINERD	GRAND RAPIDS	MORRIS
CROOKSTON	LITTLE FALLS	NEW ULM
EAST GRAND FORKS	MANKATO	NORTHFIELD
FAIRMONT	MARSHALL	

E. TRAFFIC TO BE COUNTED IN 1994

ALEXANDRIA	ROCHESTER	WORTHINGTON
CLOQUET	WILLMAR	

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

JUNE 1990

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 Unencumbered 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 (Needs only)			$ 60,000.00 Acre
Grading (Excavation)			$ 3.00 Cu. Yd.
Base:			
	Class 4	Spec. #2211	$ 4.75 Ton
	Class 5	Spec. #2211	$ 5.50 Ton
	Bituminous	Spec. #2331	$ 20.00 Ton
Surface:			
	Bituminous	Spec. #2331	$ 20.00 Ton
	Bituminous	Spec. #2341	23.50 Ton
	Bituminous	Spec. #2361	33.00 Ton
Shoulders:			
	Gravel	Spec. #2221	$ 6.50 Ton
Miscellaneous:			
	Storm Sewer Construction		$196,000.00 Mile
	Storm Sewer Adjustment		62,000.00 Mile
	Special Drainage-Rural		25,000.00 Mile
	Traffic Signals		15,000 to 45,000.00 Mile

Signal Needs Based On Projected Traffic

Projected Traffic	Percentage	X	Unit Price	=	Needs Per Mile
0 - 4,999	.20		$75,000	=	15,000.00 Mile
5,000 - 9,999	.40		75,000	=	30,000.00 Mile
10,000 & Over	.60		75,000	=	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	$ 1.60	Lin. Ft.
	Sidewalk	4.00	Sq. Yd.
	Concrete Pavement	4.00	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	$ 65.00 Sq. Ft.
Bridge Widening	$150.00 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	$4,000 Lin. Ft.
Each Additional Track	$3,000 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)	$ 75,000 Unit
Signals and Gates(Multiple Track - high	$110,000 Unit
Signs Only & low speed)	$ 400 Unit
Rubberized Railroad Crossings (Per Track)	$ 750 Lin. Ft.

Maintenance Needs Costs - June 1990

That for the study of needs on the Municipal State Aid Street System, the followin 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)

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. I the event the city does not meet the requirements of this resolution to reduc 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.

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 an 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 o 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 bas 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.