

1979
Municipal
Screening
Committee
Data

BUREAU OF POLICY AND PLANNING
MINNESOTA DEPARTMENT OF TRANSPORTATION

MAY 1979

1979 MUNICIPAL SCREENING COMMITTEE DATA
JUNE 1978

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1979 MUNICIPAL SCREENING COMMITTEE

OFFICERS

Chairman	Marlow V. Priebe	Hutchinson	(612)	879-2311
Vice Chairman	Duane D. Aden	Marshall	(507)	532-2612
Secretary	Paul Baker	Mankato	(507)	625-3161

MEMBERS

<u>District</u>	<u>Representative</u>			
1	Orris O. Pfutzenreuter	Virginia	(218)	741-2388
2	Steven Vencel	Bemidji	(218)	751-5610
3	G. Leroy Engstrom	Little Falls	(612)	632-2341
4	Donald E. Ronning	Fergus Falls	(218)	739-2251
5	Gerald E. Butcher	Maple Grove	(612)	425-4521
6	Robert L. Anderson	Red Wing	(612)	388-6734
7	Arnold A. Putnam	New Ulm	(507)	354-8558
8	Laverne E. Carlson	Willmar	(612)	235-4202
9	Charles Honchell	Roseville	(612)	484-3371
(Three Cities over 100,000 Population)	J. Paul Davidson	Duluth	(218)	723-3278
	Perry Smith	Minneapolis	(612)	348-2443
	Richard Wheeler	St. Paul	(612)	298-5221

District

Alternates

1	Joseph M. Madsen	Hibbing	(218)	262-3486
2	Douglas H. Stewart	Thief River Falls	(218)	681-2944
3	Mark Johnson	Sauk Rapids	(612)	253-6054
4	Herbert D. Reimer	Moorhead	(218)	233-1535
5	Carl Jullie	Eden Prairie	(612)	941-2262
6	Maynard Leuth	Owatonna	(507)	451-4541
7	Orlin Ortloff	Waseca	(507)	835-3840
8	Duane D. Aden	Marshall	(507)	532-2612
9	Robert G. Simon	South St. Paul	(612)	451-1738

SUBCOMMITTEES APPOINTED BY THE SCREENING COMMITTEE

NEEDS STUDY SUBCOMMITTEE

Chairman - Russel Langseth
Bloomington
(612-881-5811)
Expires in 1979

William Sherburne
Crystal
(612-537-8421)
Expires in 1980

Orris Pfutzenreuter
Virginia
(218-741-2388)
Expires in 1981

HYDRAULICS & SEWER SUBCOMMITTEE

Chairman - Bruce Boyer
Cloquet
(218-879-6758)
Expires in 1979

Arnold Putnam
New Ulm
(507-354-8558)
Expires in 1980

Reynold Eckstrom
Robbinsdale
(612-537-4534)
Expires in 1981

TRAFFIC SUBCOMMITTEE

Chairman - George Kriha
Brainerd
(218-829-1495)
Expires in 1979

George Brown
Columbia Heights
(612-788-9221)
Expires in 1980

Richard Koppy
St. Louis Park
(612-920-3000)
Expires in 1981

Replace at
Spring Meeting

STANDARDS SUBCOMMITTEE

Chairman - Martin Menk
St. Peter
(507-931-2340)
Expires in 1979

Marlow Priebe
Hutchinson
(612-879-2311)
Expires in 1980

Richard Wheeler
St. Paul
(612-298-5221)
Expires in 1981

BRIDGE SUBCOMMITTEE

Chairman - Roger Plumb
Rochester
(507-288-4316)
Expires in 1979

Carl Jullie
Eden Prairie
(612-941-2262)
Expires in 1980

Leroy Engstrom
Little Falls
(612-632-2341)
Expires in 1981

UNENCUMBERED CONSTRUCTION FUNDS COMMITTEE

Chairman - Herbert Reimer
Moorhead
(218-233-1535)
Expires in 1979

Robert Simon
South St. Paul
(612-451-1738)
Expires in 1980

Donald Asmus
Minnetonka
(612-933-2511)
Expires in 1981

MINUTES OF MEETING
of
MUNICIPAL STATE AID SCREENING COMMITTEE

The Screening Committee meeting was held at the Americana Inn, St. Cloud, Minnesota, and was called to order by Chairman Donald Asmus on Thursday, October 5, 1978, at 1:05 P.M. All members designated were present except Vice-Chairman, Robert Thene. Committee members present were:

Chairman	- Donald Asmus, Minnetonka
District 1	- Orris Pfitzenreuter, Virginia
District 2	- Richard Widseth, Crookston
District 3	- George Kriha, Brainerd
District 4	- Donald Ronning, Fergus Falls
District 5	- Gerald Butcher, Maple Grove
District 6	- Robert Anderson, Red Wing
District 7	- Arnold Putnam, New Ulm
District 8	- Duane Aden, Marshall
District 9	- Charles Honchell, Roseville
Duluth	- J. Paul Davidson
Minneapolis	- Perry Smith
St. Paul	- Richard Wheeler
Vice-President	- Robert Thene, White Bear Lake - Absent
Secretary	- Marlow V. Priebe, Hutchinson

Others present were:

David Reed, District 3, State Aid Engineer
Norris Ogard, Duluth
John Elwood, Minneapolis
Rick Dallman, Minneapolis
Mary Hoshaw, Minneapolis
Donald Tufte, St. Paul
Joe Madsen, Hibbing
George Quickstad, Mn/DOT
Roy Hanson, Mn/DOT
Bill Strand, Mn/DOT

Chairman Asmus welcomed all present and asked Secretary Priebe to call roll of members. Chairman Asmus then introduced others present.

Chairman Asmus then asked Secretary Priebe to read minutes of June meeting. Moved by Gerald Butcher to dispense with reading of minutes. Seconded by Richard Wheeler. Passed.

Moved by Richard Widseth to approve minutes as presented.

Seconded by George Kriha. Passed.

Chairman Asmus asked George Quickstad to proceed with review of needs report.

As each section was covered, all questions were answered. During the report review the only major question that arose was relative to the 2000 mile MSA Road System limitation. After a lengthy discussion, it was tabled for further action later in the meeting. The question then arose if it would be necessary to appoint a "subcommittee" to review the "Unencumbered Construction Funds Reports" or lack thereof. It was decided that all questions or reviews needed relative to the new requirements will be made by the "Unencumbered Construction Funds Committee."

Inasmuch as there were no meetings held since the last Screening Committee meeting, there were no reports from the subcommittees.

Dick Widseth stated he still does not agree with the 25 year needs for existing bridges. No decision was made for further study.

Chairman Asmus read a report submitted by Bob Thene relative to the progress of the "Local Road Research #651."

Roy Hanson reported that there are turnback funds available to cities, and encouraged submittal of plans for approval. The Minnesota State Transportation fund (Bridge Bonding) has authorized over 51 million for construction of bridges in townships, cities and counties.

Question was raised why traffic count data by State is slow. George Quickstad said he would check same.

A research account resolution was moved by Orris Pfutzenreuter and seconded by J. Paul Davidson.

That: An amount \$69,665 (¼ of 1%) of the 1978 Municipal State Aid Apportionment of \$27,865,892 be transferred to the Research Account. Passed.

Meeting adjourned at 3:30 P.M. until 9:00 A.M. on Friday.

Meeting was called to order by Chairman Asmus at 9:15 A.M., on Friday, October 6, 1978.

Motion by Gerald Butcher and seconded by Orris Pfutzenreuter that the State Aid Needs Unit send a listing of Traffic Projection Factors to all cities for their review. Passed.

Motion by Dick Widseth and seconded by Gerald Butcher to accept the Needs Study Report subject to possible changes due to change in traffic projection in last motion. Passed.

After a discussion on unencumbered construction Fund rules, it was recommended that the following rules would apply:

1. Central office notify City Clerk of requirements.
2. Subcommittee will monitor the program.
3. Subcommittee to submit report yearly to Screening Committee.

Joe Madsen of Hibbing announced the large annexation by the City of Hibbing and the additional roads. Question came up as to what kind of first year credit can Hibbing receive. It was decided that it should follow past policy.

Chairman Asmus recommended the following appointments for a three year term:

Orris Pfutzenreuter, Virginia - Needs Study Subcommittee
Richard Koppy, Traffic Subcommittee
Leroy Engstrom, Little Falls - Bridge Subcommittee
Reynold Eckstrom, Robbinsdale - Hydraulics & Sewer Subcommittee
Richard Wheeler, St. Paul - Standards Subcommittee
Donald Asmus, Minnetonka - Unencumbered Construction Funds
Subcommittee

Motion by Orris Pfutzenreuter to ratify said appointments.

Seconded by Duane Aden. Passed.

A questionnaire sheet was passed out by George Quickstad relative to the Construction Fund Balance. All members were asked to comment on same and return.

Mileage limitation was discussed at great lengths.

Motion by J. Paul Davidson and seconded by Duane Aden to instruct C.E.A.M. to proceed with program to have legislation change the limitation from 2000 miles to 2500 miles. Passed.

Roy Hanson reported that "Final Bridge Plans" are being processed rapidly. "Preliminary Plans," they have about 80 on backlog. They are being processed on a priority basis relative to the funding.

Motion by Dick Widseth and seconded by Robert Anderson to request Bridge subcommittee make further study on funding for Bridges. Chairman Asmus ruled motion out of order.

Motion by Dick Widseth and seconded by Robert Anderson to rescind action of June 1 tabeling Bridge Resolution. Passed.

Motion by Dick Widseth and seconded by Robert Anderson to send Bridge Resolution back to subcommittee for further study. Passed.

Norris Ogard of Duluth announced that he plans on retiring

Minutes - Municipal State Aid Screening Committee
October 6, 1978
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and this will probably be his last meeting. He complimented the Screening Committee on their efforts throughout the years he has been attending.

George Quickstad complimented Don Asmus for the fine work he had done as Chairman this year.

Motion by George Kriha and seconded by Charles Honchell to adjourn at 10:30 A.M. on Friday, October 6, 1978. Passed.

Respectfully submitted,

Marlow V. Priebe

Marlow V. Priebe, Secretary
1978 Municipal Screening Committee

MINUTES OF MUNICIPAL NEEDS STUDY SUBCOMMITTEE
Meeting of April 18, 1979
Room 817 State Transportation Building

Subcommittee members:

Russell Langseth - Bloomington - Chairman
William Sherburne - Crystal
Orris Pfutzenreuter - Virginia

Others in Attendance:

Marlow Priebe - Hutchinson - Chairman of the Municipal Screening Committee
George Quickstad of the Minnesota Department of Transportation

Meeting was called to order at 10:00 A.M. by Chairman, Russell Langseth.

The Committee began by reviewing the graphs and charts showing the annual averages from 1978 construction projects, 5-year averages and the needs study unit prices used in previous years. After analyzing the results, and injecting their construction experience, the Subcommittee recommended the following prices to the Screening Committee for use in the 1979 needs study:

<u>Grading</u>	<u>Pay Item</u>	<u>1978 Prices</u>	<u>Subcommittee Suggested 1979 Prices</u>
All Municipalities	Cu. Yd.	\$ 2.25	\$ 2.50
<u>Removal Items</u>			
Curb and Gutter	Lin. Ft.	1.50	1.50
Sidewalk	Sq. Yd.	2.50	3.00
Concrete Pavement	Sq. Yd.	3.00	3.25
Tree	Unit	80.00	100.00
<u>Base</u>			
Class 4 #2211	Ton	2.50	3.25
Class 5 #2212	Ton	3.30	3.50
Bituminous #2331	Ton	12.00	13.00
<u>Surface</u>			
Bituminous #2331	Ton	12.00	13.00
Bituminous #2341	Ton	13.50	14.50
Bituminous #2351	Ton	20.50	21.50
Concrete #2301	Sq. Yd.	12.50	14.00
<u>Shoulders</u>			
Gravel #2221	Ton	2.25	2.50

<u>Miscellaneous</u>	<u>Pay Item</u>	<u>1978 Prices</u>	<u>Subcommittee Suggested 1979 Prices</u>
Storm Sewer Construction	Mi.	\$140,000.00	\$154,000.00
Storm Sewer Adjustment	Mi.	43,000.00	48,000.00
Traffic Signals	Mi.	10,000.00	10,000.00
Street Lighting	Mi.	2,000.00	2,000.00
Curb and Gutter	Lin. Ft.	4.00	4.50
Sidewalk	Sq. Yd.	9.50	10.50

Structures

<u>Present</u>	<u>Proposed</u>			
0 to 399	0 to 79	Sq. Ft.	30.00	32.50
400 to 599	80 to 149	Sq. Ft.	35.00	33.25
600 to 899	150 to 499	Sq. Ft.	40.00	41.00
900 and Over	500 and Over	Sq. Ft.	55.00	46.00
Bridge Widening	-	-	70.00	75.00

Railroad over Highway

One Track Only	Lin. Ft.	2,250.00	2,250.00
Each Additional Track	Lin. Ft.	1,750.00	1,750.00

Railroad Grade Crossings

Signals (Single Low Speed)	Unit	50,000.00	50,000.00
Signals (Multiple High Speed)	Unit	75,000.00	80,000.00
Signals and Gates	Unit	75,000.00	90,000.00
Signs Only	Unit	200.00	200.00

The graphs, charts and letters from various Department of Transportation sections estimating unit prices are shown as an attachment to these minutes.

Right of Way acquisitions in 1978 which are utilized in the 1980 apportionment were reviewed. Only \$157,726 was used for Right of Way in 1978, making a three years total of \$2,511,252.

Considerable discussion resulted concerning the method of funding the construction of a non-existing bridge in Grand Rapids. The explanation of the circumstances involving this non-existent structure is shown in an attachment which explains the

15-year needs adjustment. After reviewing this attachment, the Subcommittee recommended the present resolution be revised to read that:

"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 ~~local cost (which is the total local costs less county or trunk highway participation) for a 15-year period.~~ total amount of the structure cost that is eligible for State Aid reimbursement for a 15-year period."

This would exclude all Federal or State grants but would include all other sources of funding.

Chairman, Langseth, appointed Orris Pfutzenreuter to represent the Subcommittee's recommendations to the Screening Committee at the Spring meeting.

The present maintenance and construction split of the total apportionment was discussed. Langseth proposed that the \$1500 per mile of improved roads or 25% of the allotment should be revised to \$3000 per mile because of the increased cost of maintenance. After considerable discussion, and realizing this would require a change in the rules by a public hearing process, the Committee by a 2 to 1 vote recommended the Screening Committee discuss this proposal.

The Committee also recommended that during the last session of each Screening Committee member's third year, their alternate be invited to attend with expenses reimbursed to become familiar with their activities.

Being no further business, the meeting adjourned at 1:25 P.M.

Respectfully submitted,



George Quickstad
State Aid Needs Unit

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

	<u>Percent</u>	
Grading	8.13	
Special Drainage	0.19	
Storm Sewer	17.42	
Storm Sewer Adjustment	1.53	
Curb Removal	1.12	
Sidewalk Removal	0.51	
Pavement Removal	1.86	
Tree Removal	0.57	
Total Grading		31.33
Gravel Base #2211	3.61	
Gravel Base #2212	4.66	
Bituminous Base	2.48	
Total Base		10.75
Bituminous Surface #2331	0.62	
Bituminous Surface #2341	6.45	
Bituminous Surface #2351	6.09	
Concrete Surface	19.42	
Surface Widening	1.38	
Total Surface		33.96
Gravel Shoulders	0.11	
Total Shoulders		0.11
Curb & Gutter	7.13	
Sidewalk	1.84	
Traffic Signals	3.42	
Street Lighting	0.68	
Retaining Walls	0.33	
Total Miscellaneous		13.40
Total Roadway		89.55
Bridge	8.32	
Railroad Crossings	1.16	
Maintenance	0.39	
Right of Way	0.58	<u>10.45</u>
TOTAL		100.00

1979 MUNICIPAL SCREENING COMMITTEE DATA

COMPARISON OF UNIT PRICES

The adjoining graphs illustrate the price trends of 2211 (subbase), 2212 (gravel base), 2331, 2341 and 2351 (bituminous surfaces), and 2301 (concrete surface).

All items in these graphs reflect the cost per ton with the exception of 2301 (concrete surface) which is reported in square yards.

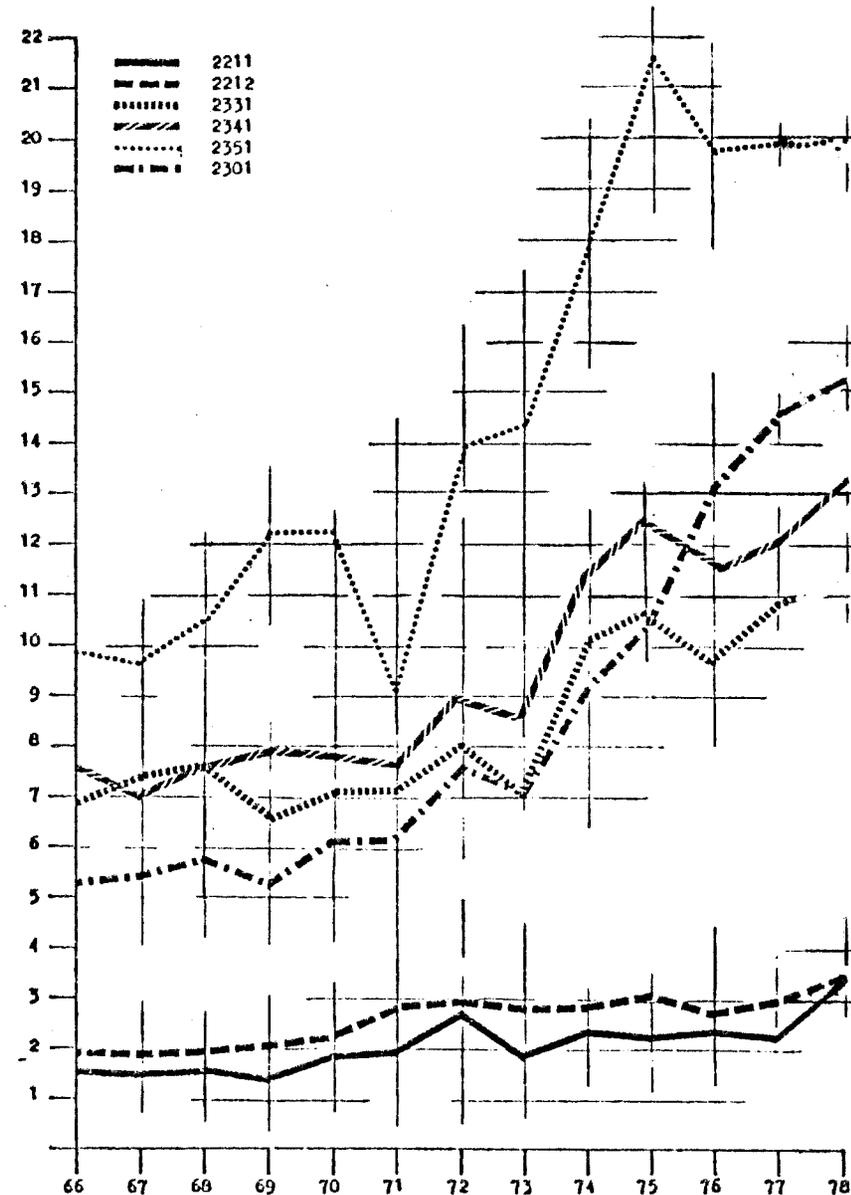
Graph 1 shows the actual yearly average prices of these items from 1966 - 1978.

Graph 2 illustrates the relationship of unit prices as set yearly by the MSAS Screening Committee for the years 1971 - 1978.

Graph 3 charts the 5-year average as computed yearly by the State Aid Needs Unit for the years 1970 - 1978.

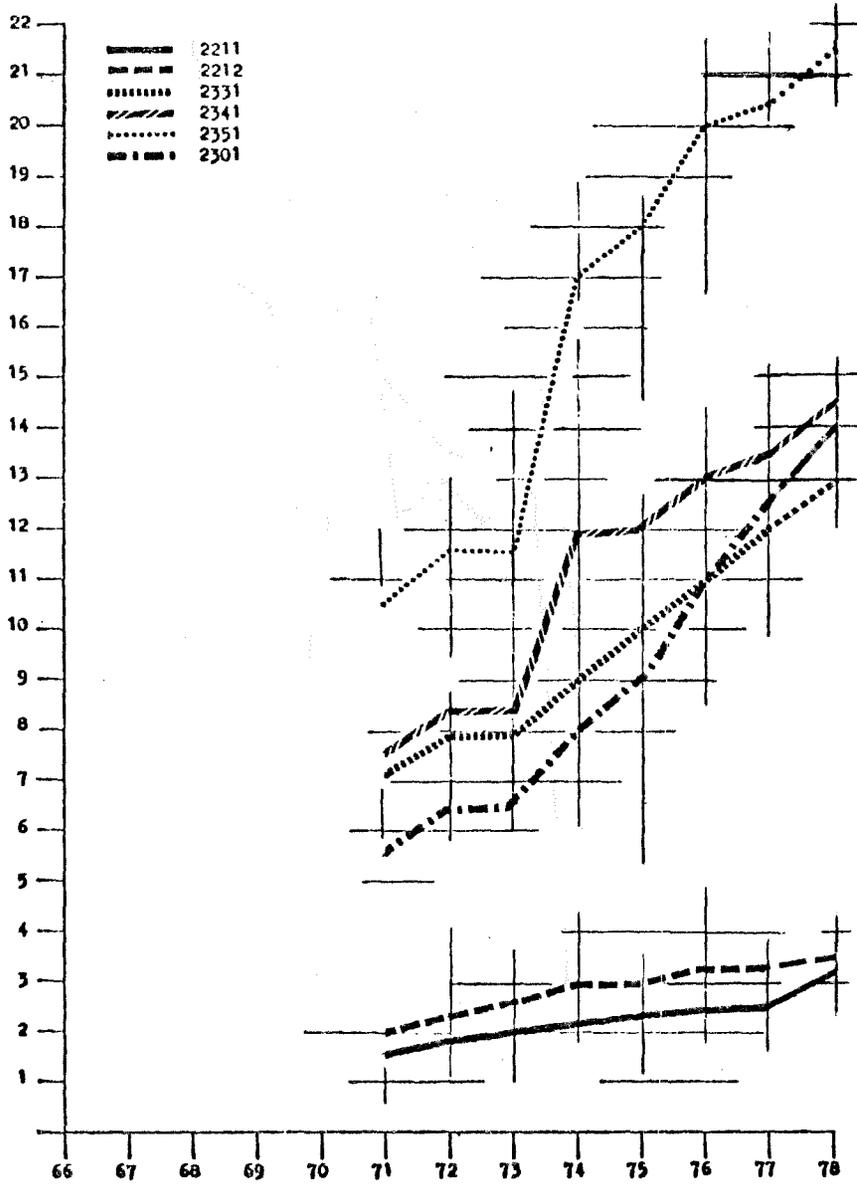
These charts are compiled to show the committee the trend that construction costs have followed during the past few years.

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
ANNUAL AVERAGES



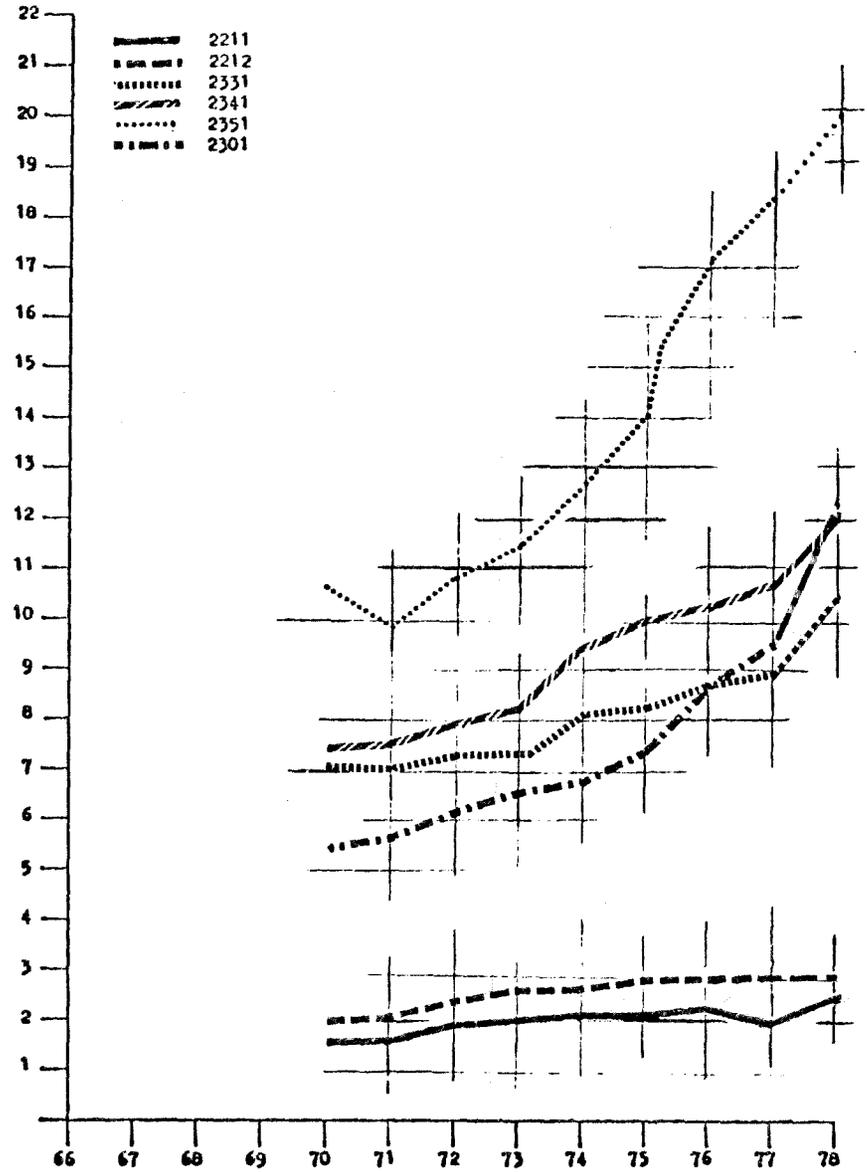
GRAPH 1

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
NEEDS STUDY UNIT PRICES



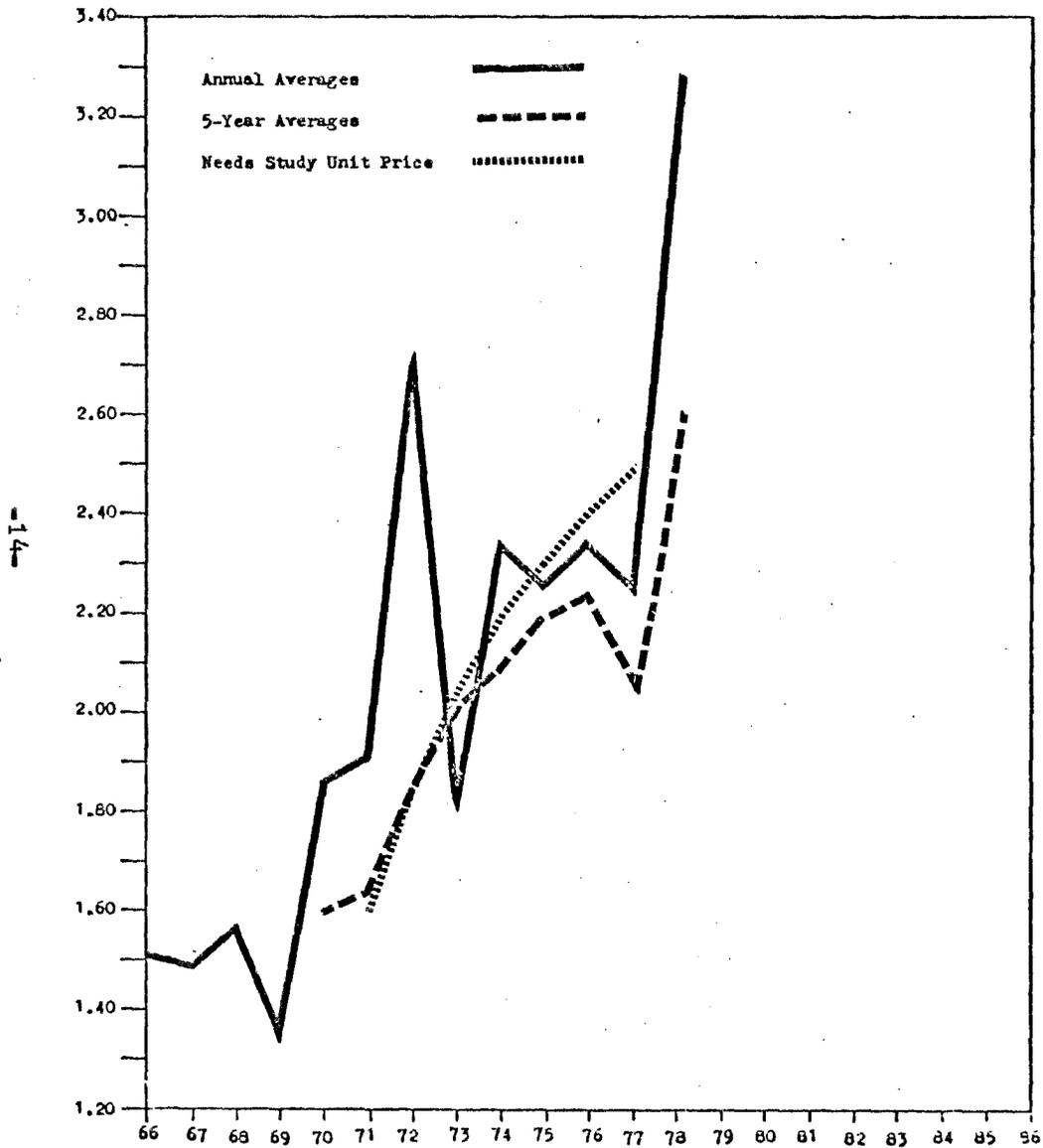
GRAPH 2

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
5 YEAR AVERAGES



GRAPH 3

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

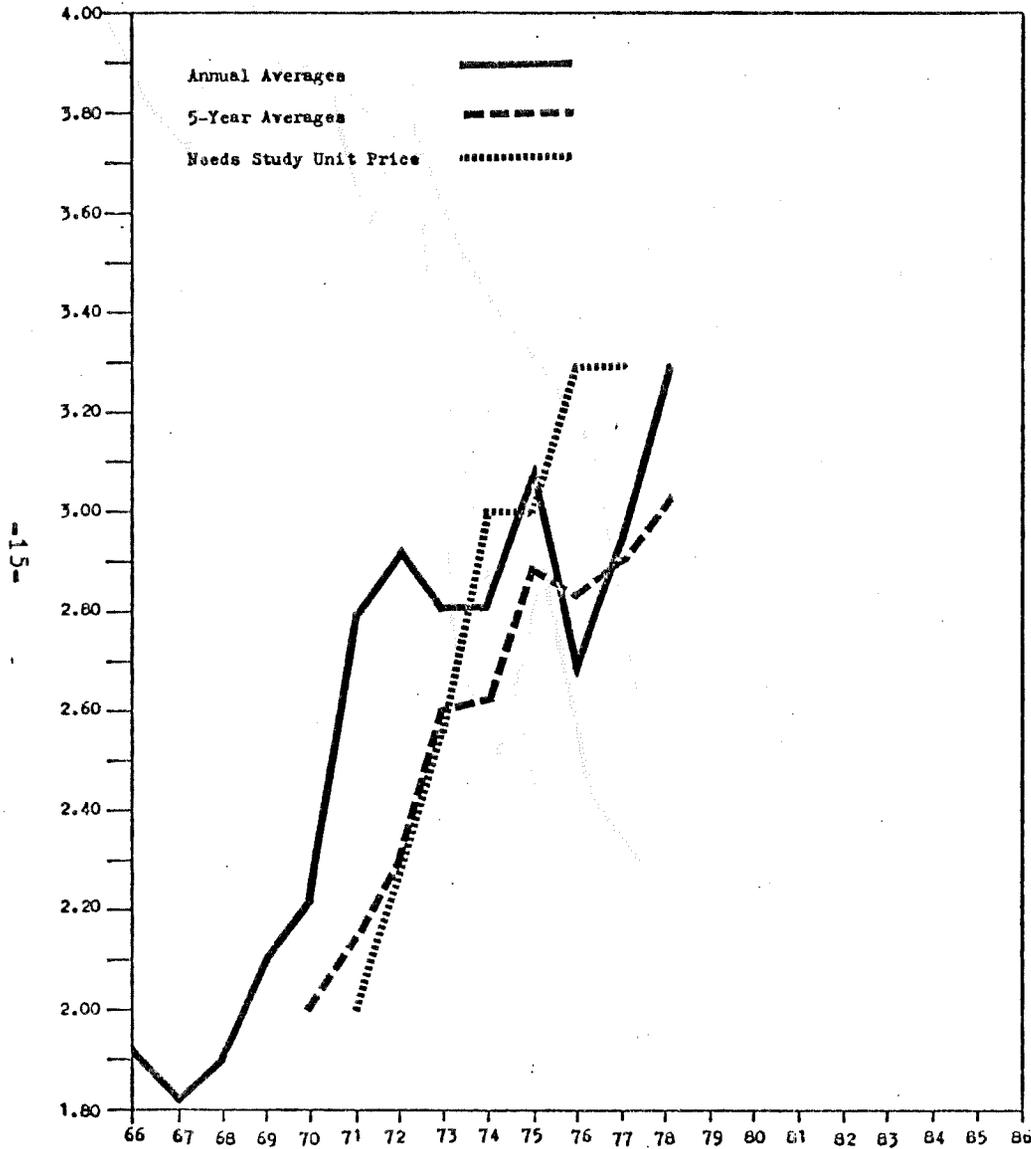


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CLASS 4 - SUBBASE #2211

YEAR	NO. OF CITIES	QUANTITIES	COST	COST PER TON	NEEDS STUDY UNIT PRICE
1966	19	162,227	\$ 244,388	\$1.51	\$ -
1967	20	146,505	217,241	1.48	-
1968	18	168,867	264,211	1.56	-
1969	6	118,431	160,615	1.35	-
1970	22	306,697	568,987	1.86	-
1971	13	64,690	123,445	1.91	1.60
1972	21	127,852	345,571	2.70	1.85
1973	12	170,461	308,583	1.81	2.05
1974	14	65,447	152,247	2.33	2.20
1975	8	34,597	78,175	2.26	2.30
1976	6	56,428	131,657	2.33	2.40
1977	6	48,481	109,817	2.25	2.50
1978	14	101,757	338,832	3.28	

Subcommittees recommended price for 1978 Needs Study \$ 3.25

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

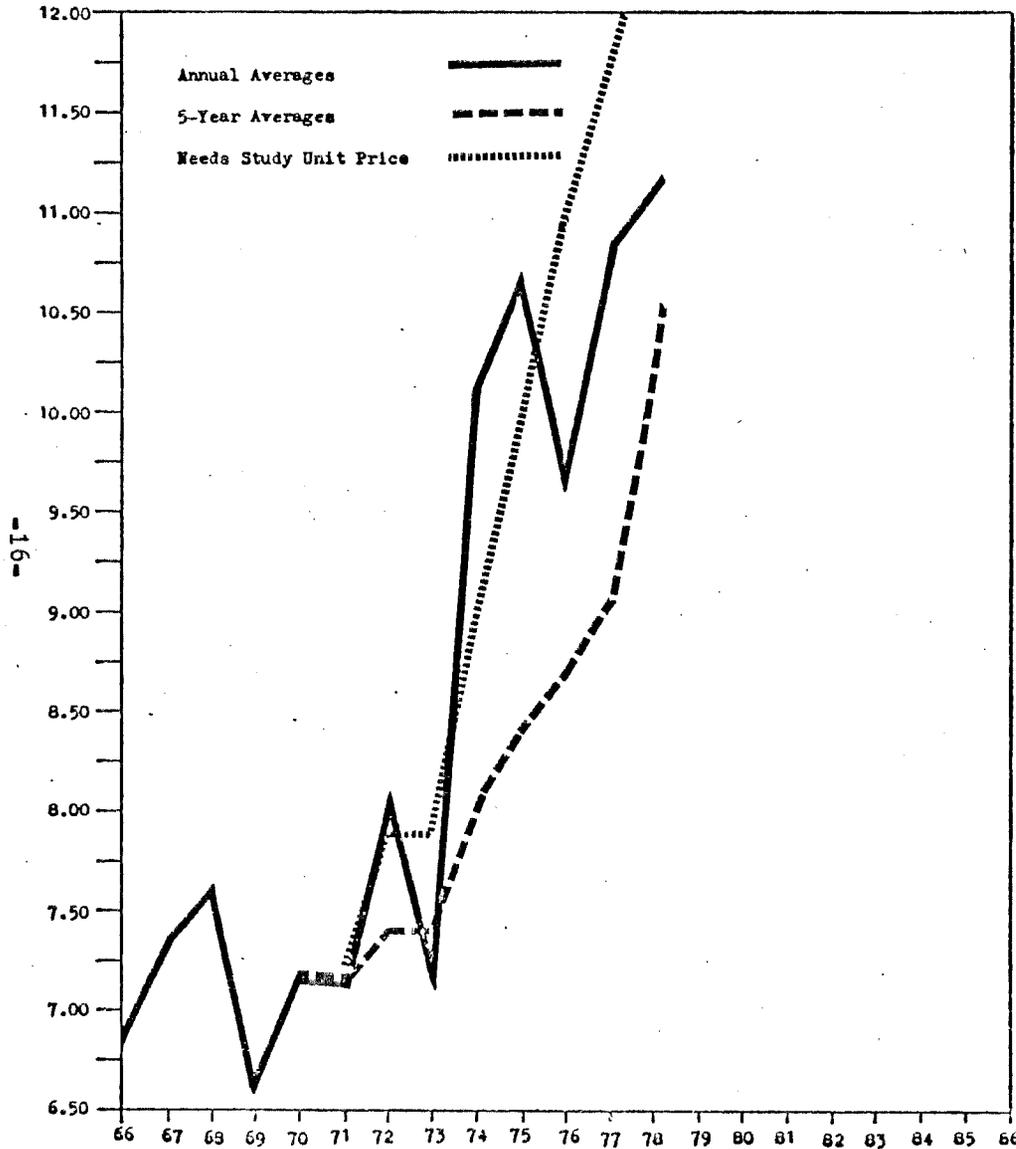


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CLASS 5 - GRAVEL BASE #2212

Year	No. of Cities	Quantities	Cost	Cost Per Ton	Needs Study Unit Price
1966	28	141,595	\$ 272,406	\$ 1.92	\$ -
1967	34	177,601	325,300	1.83	-
1968	36	220,664	419,319	1.90	-
1969	19	81,525	170,982	2.10	-
1970	47	335,261	749,335	2.24	-
1971	21	86,534	241,303	2.79	2.00
1972	31	155,513	457,010	2.93	2.30
1973	38	258,756	724,450	2.80	2.55
1974	38	163,212	459,956	2.82	3.00
1975	34	166,600	513,641	3.08	3.00
1976	32	237,857	641,603	2.69	3.30
1977	30	157,357	462,151	2.94	3.30
1978	37	294,730	975,587	3.31	

Subcommittees recommended price for 1978 Needs Study \$ 3.50

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

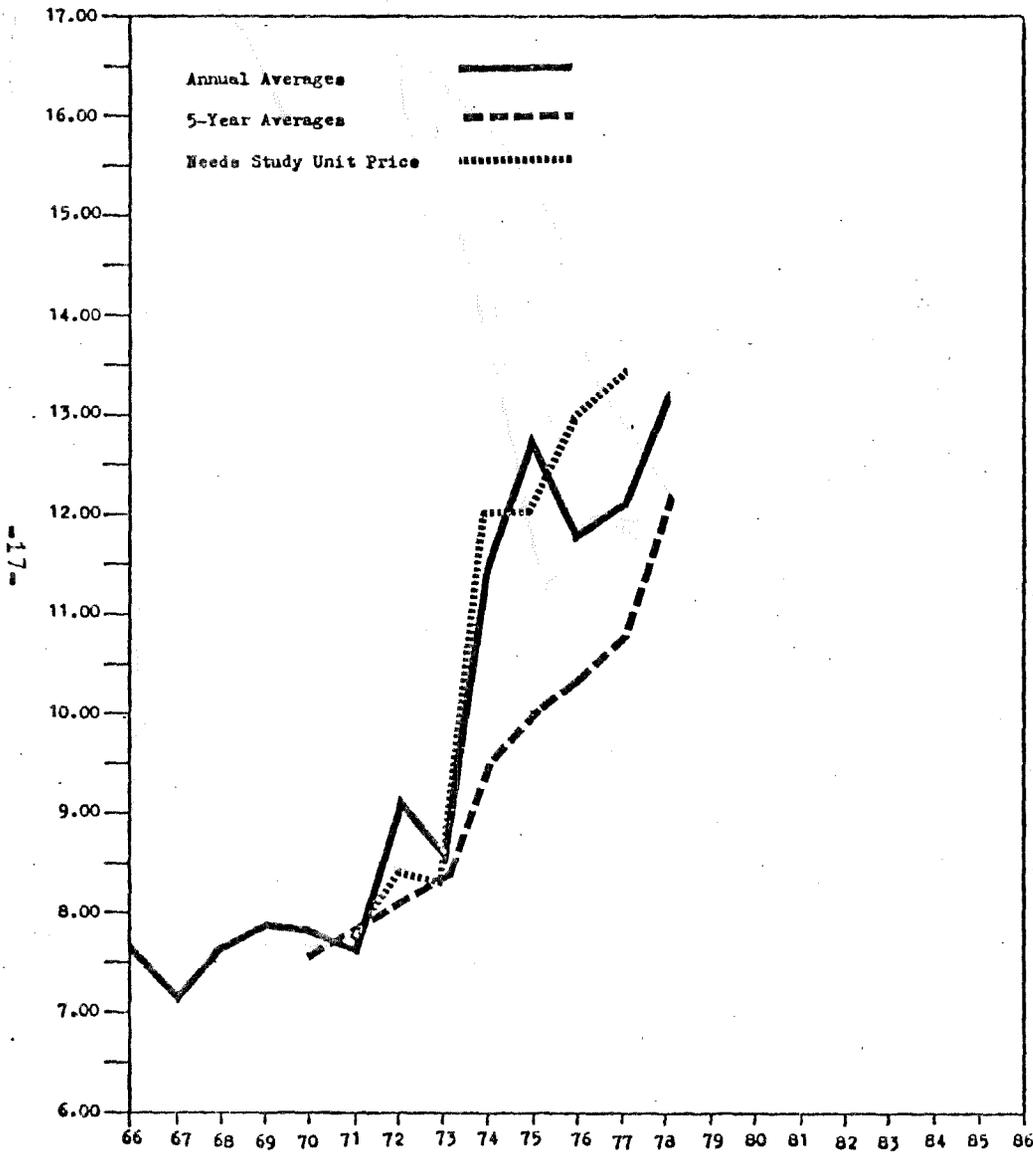


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS BASE OR SURFACE #2331

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Ton</u>	<u>Needs Study Unit Price</u>
1966	14	25,029	\$171,625	\$6.86	\$ -
1967	12	13,472	135,910	7.36	-
1968	21	63,156	479,784	7.60	-
1969	11	34,627	228,695	6.60	-
1970	29	138,590	991,585	7.15	-
1971	21	84,866	603,153	7.11	7.20
1972	33	246,781	1,979,516	8.02	7.87
1973	38	401,085	2,886,763	7.20	7.87
1974	40	257,613	2,606,149	10.12	9.00
1975	31	138,117	1,473,830	10.67	10.00
1976	28	158,260	1,533,606	9.69	11.00
1977	32	135,287	1,461,919	10.81	12.00
1978	38	164,748	1,881,493	11.20	

Subcommittee recommended price for 1978 Needs Study \$ 13.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2341

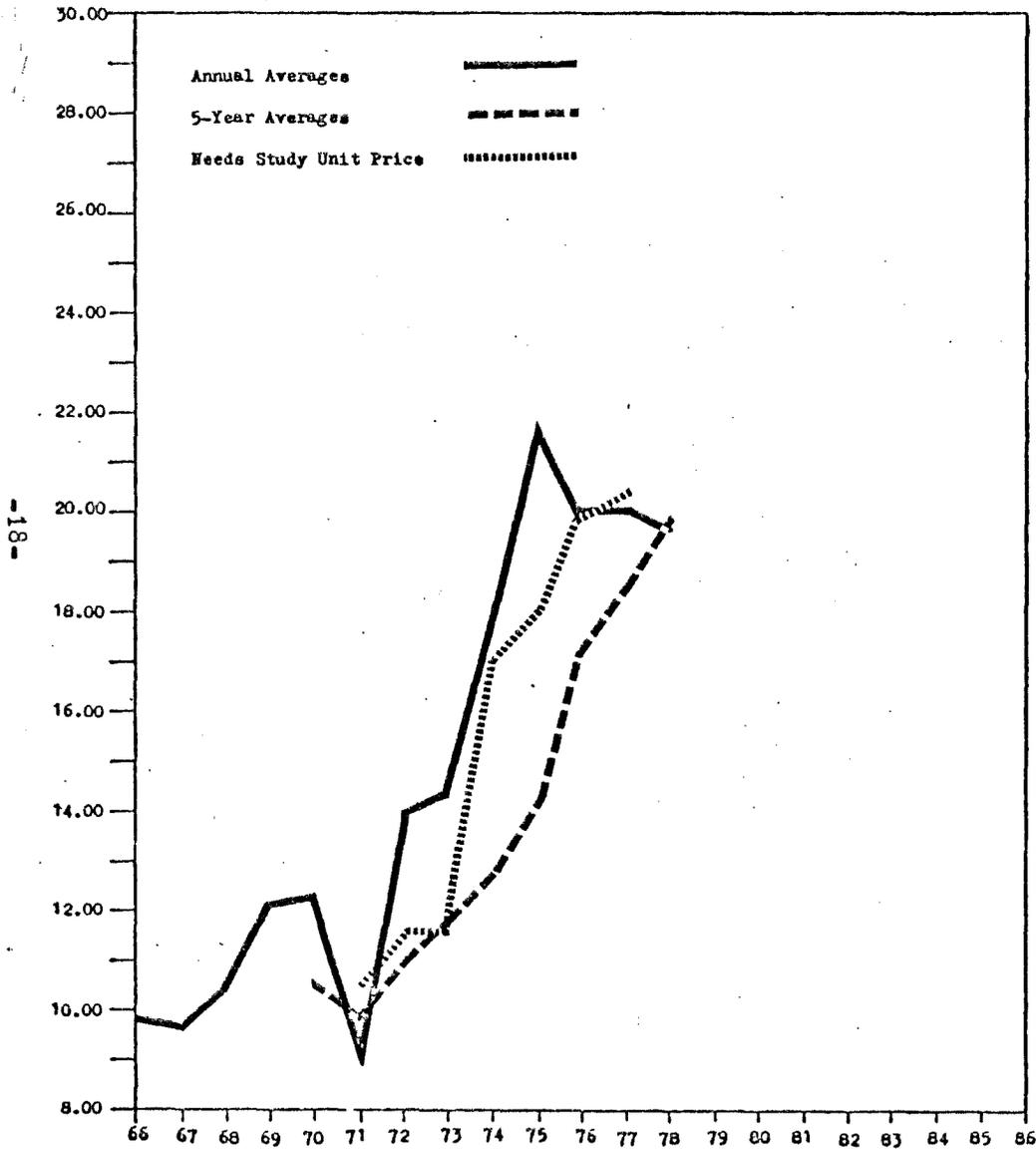


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2341

Year	No. of Cities	Quantities	Cost	Cost Per Ton	Needs Study Unit Price
1966	20	58,504	\$442,817	\$7.57	\$ -
1967	21	66,918	474,309	7.09	-
1968	21	62,920	480,045	7.62	-
1969	12	31,532	248,437	7.88	-
1970	36	162,736	1,274,195	7.82	-
1971	24	74,558	563,358	7.56	7.60
1972	38	143,523	1,294,668	9.02	8.40
1973	39	241,907	2,078,158	8.59	8.36
1974	37	148,666	1,705,930	11.47	12.00
1975	31	147,041	1,863,333	12.67	12.00
1976	31	72,803	854,492	11.74	13.00
1977	26	63,007	760,571	12.07	13.50
1978	32	102,935	1,368,723	13.29	

Subcommittee recommended price for 1978 Needs Study \$ 14.50

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2351

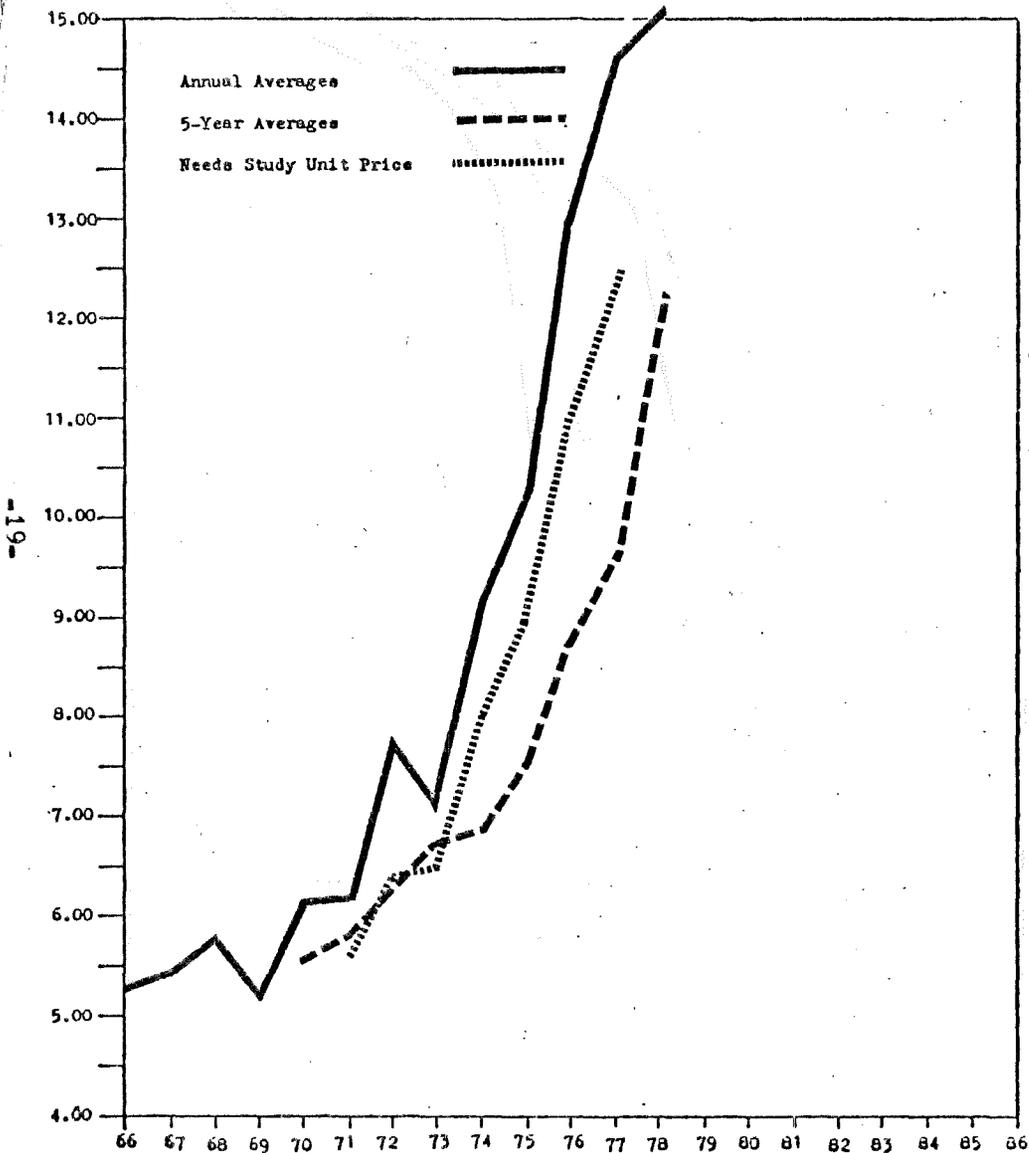


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
BITUMINOUS SURFACE #2351

Year	No. of Cities	Quantities	Cost	Cost Per Ton	Needs Study Unit Price
1966	4	13,958	\$136,537	\$9.78	\$-
1967	3	10,532	101,892	9.67	-
1968	6	15,890	165,736	10.43	-
1969	3	5,603	67,839	12.11	-
1970	5	7,500	91,604	12.21	-
1971	7	43,399	395,433	9.11	10.50
1972	11	25,950	361,721	13.94	11.55
1973	9	25,777	369,207	14.32	11.55
1974	9	18,308	327,581	17.89	17.00
1975	9	22,256	481,927	21.65	18.00
1976	10	18,759	371,123	19.78	20.00
1977	10	13,038	259,918	19.94	20.50
1978	14	14,080	277,452	19.70	

Subcommittees recommended price for 1978 Needs Study \$ 21.50

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE SURFACE #2301

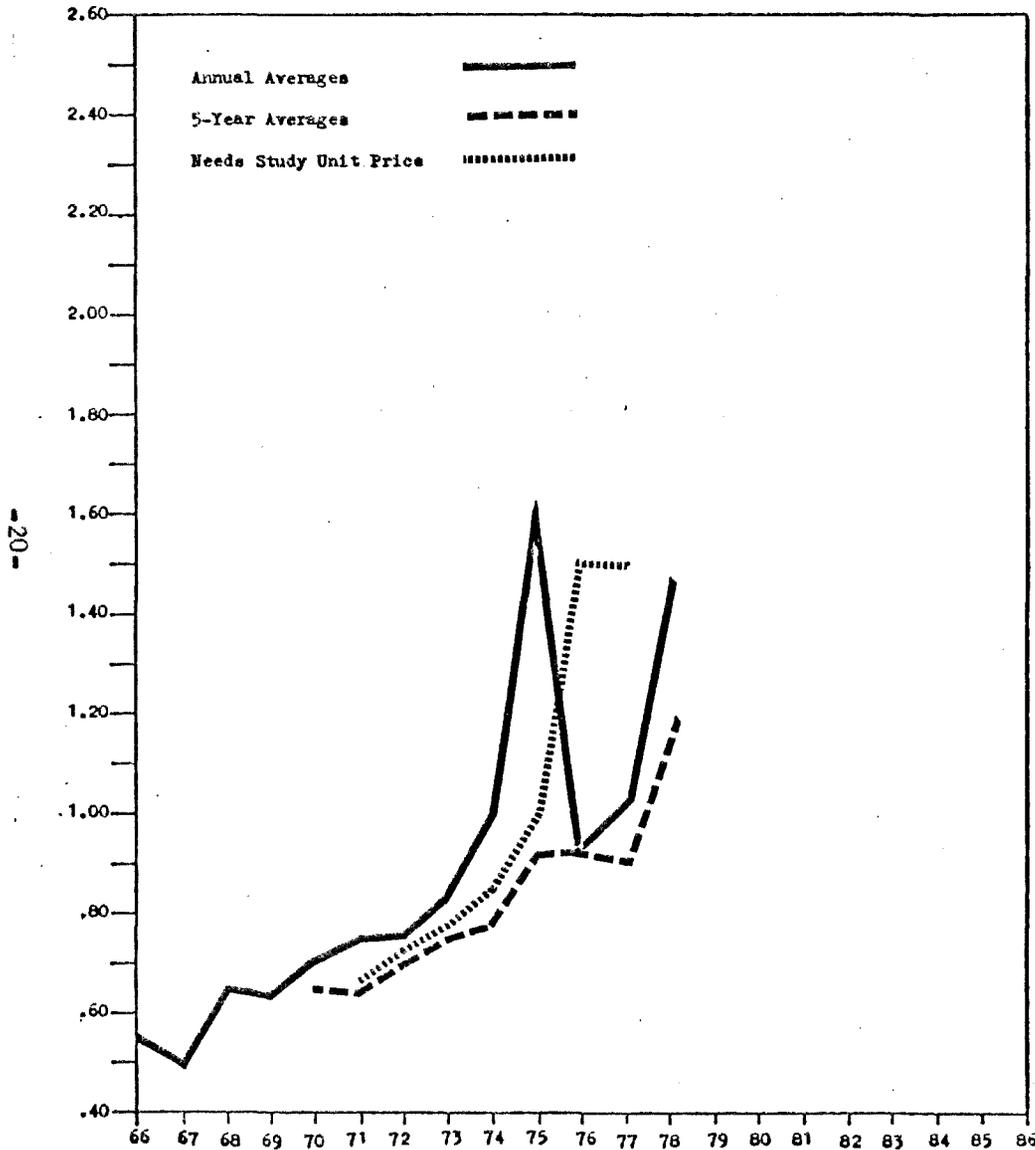


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE SURFACE #2301

Year	No. of Cities	Quantities	Cost	Cost Per Sq. Yd.	Needs Study Unit Price
1966	11	162,880	\$858,286	\$ 5.27	\$ -
1967	15	232,095	1,261,883	5.44	-
1968	15	201,190	1,156,386	5.75	-
1969	6	60,614	316,973	5.23	-
1970	18	226,612	1,387,986	6.12	-
1971	7	74,742	460,190	6.15	5.60
1972	9	128,316	983,609	7.67	6.40
1973	6	130,444	926,382	7.10	6.50
1974	6	27,081	247,893	9.15	8.00
1975	10	52,397	545,926	10.42	9.00
1976	5	62,073	816,630	13.16	11.00
1977	5	22,616	329,806	14.58	12.50
1978	5	49,029	741,384	15.12	

Subcommittees recommended price for 1978 Needs Study \$ 14.00

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

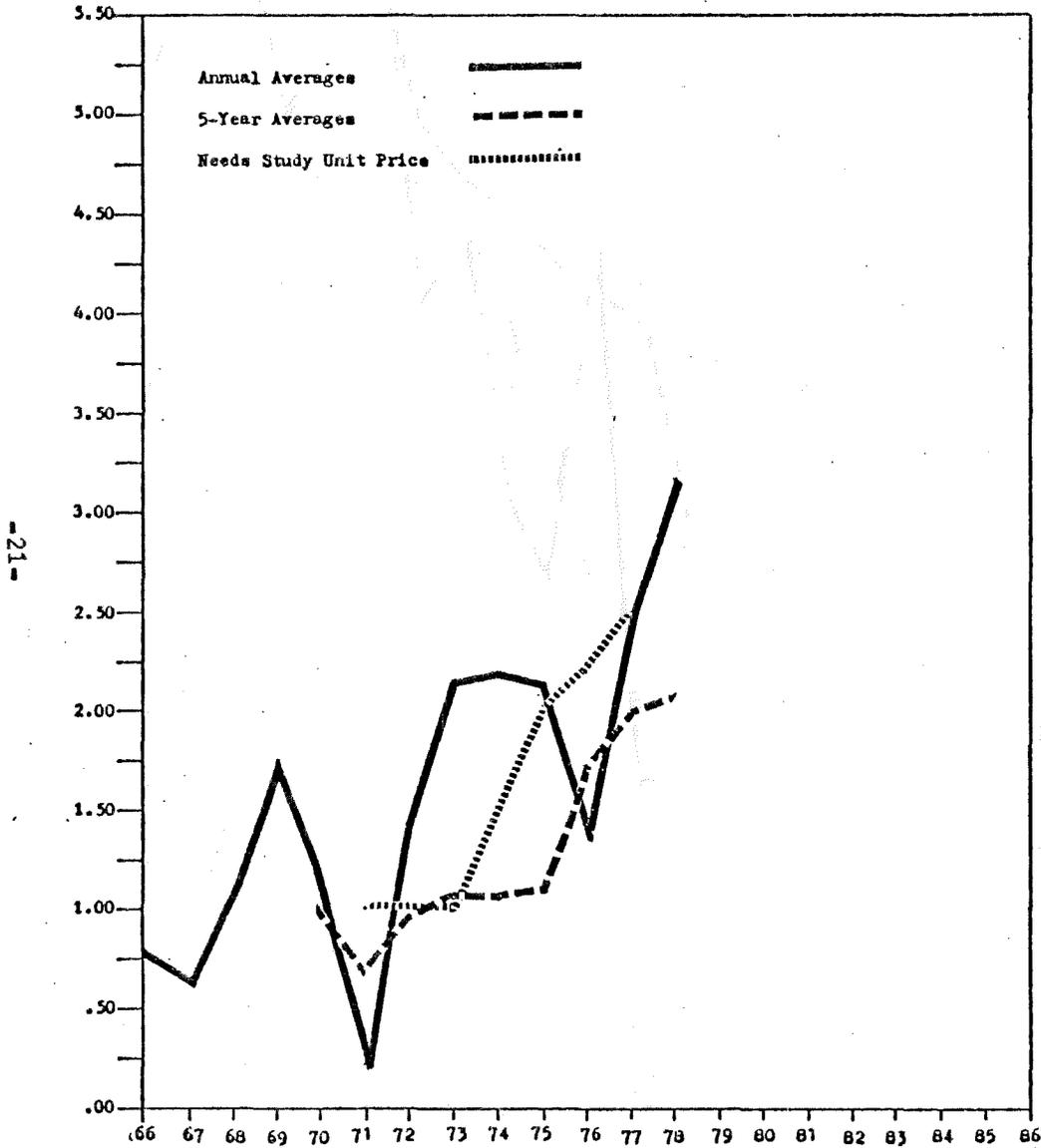


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CURB & GUTTER REMOVAL #2104

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Lin. Ft.</u>	<u>Needs Study Unit Price</u>
1966	24	59,532	\$ 32,332	\$.54	\$ -
1967	21	73,031	36,592	.50	-
1968	28	76,302	49,669	.65	-
1969	19	47,268	29,607	.63	-
1970	32	159,504	113,005	.71	-
1971	20	44,767	33,630	.75	.65
1972	23	88,188	67,387	.76	.73
1973	30	123,954	102,972	.83	.77
1974	27	39,256	39,140	1.00	.85
1975	26	49,508	78,796	1.59	1.00
1976	17	41,176	37,554	.91	1.50
1977	18	28,011	24,847	.89	1.50
1978	24	28,277	41,774	1.47	

Subcommittees recommended price for 1978 Needs Study \$ 1.50

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK REMOVAL #2105



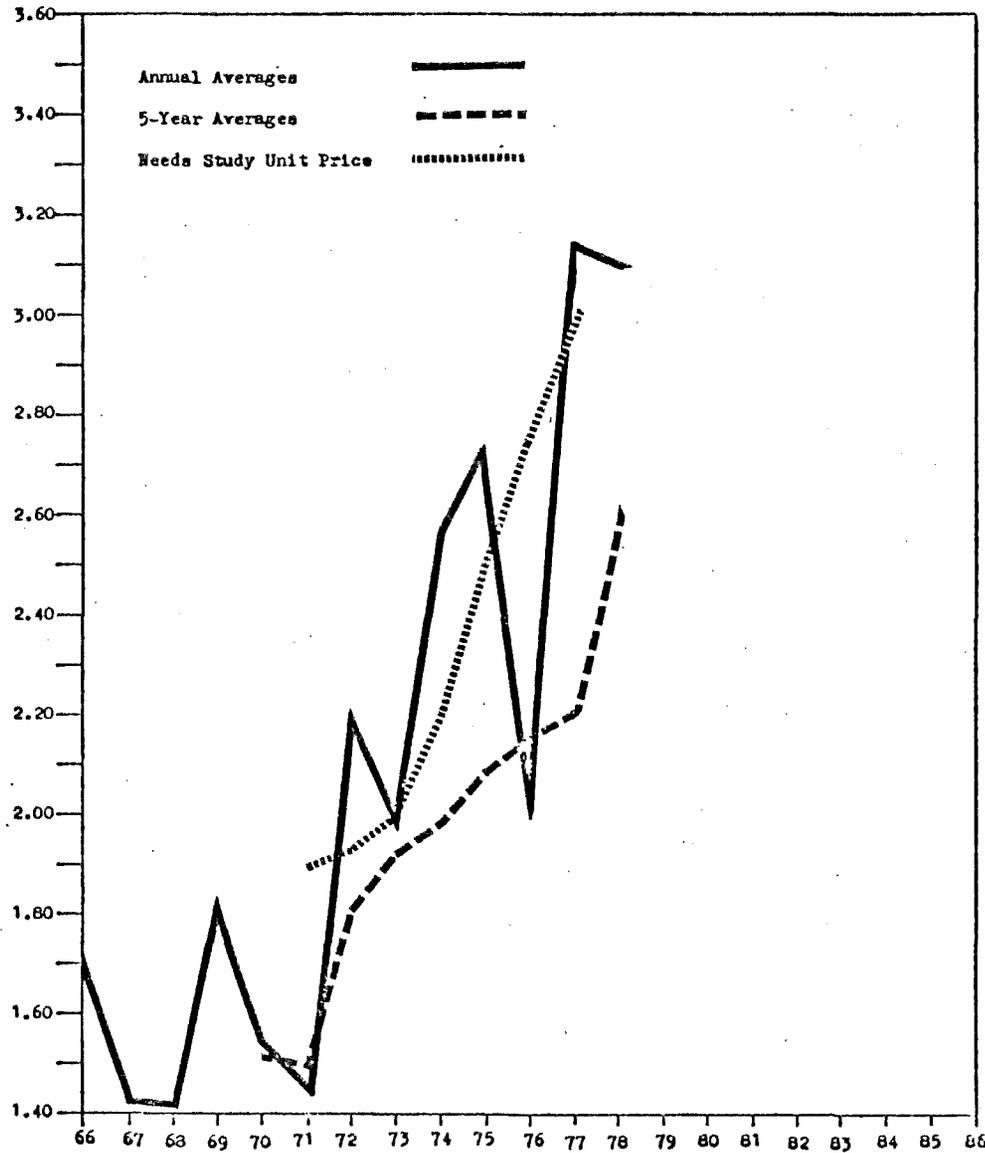
MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK REMOVAL #2105

Year	No. of Cities	Quantities	Cost	Cost Per Sq. Yd.	Needs Study Unit Price
1966	18	19,887	\$ 15,742	\$.79	\$ -
1967	21	21,607	14,570	.67	-
1968	24	36,820	41,060	1.12	-
1969	18	9,105	14,879	1.63	-
1970	28	44,882	55,188	1.23	-
1971	18	97,565	23,084	.24	1.00
1972	19	69,223	99,576	1.44	1.00
1973	20	46,628	101,998	2.18	1.00
1974	21	17,422	38,380	2.20	1.50
1975	19	18,465	40,094	2.17	2.00
1976	14	32,917	45,829	1.39	2.20
1977	14	13,237	33,250	2.51	2.50
1978	15	13,268	42,115	3.17	

Subcommittees recommended price for 1978 Needs Study \$ 3.00

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

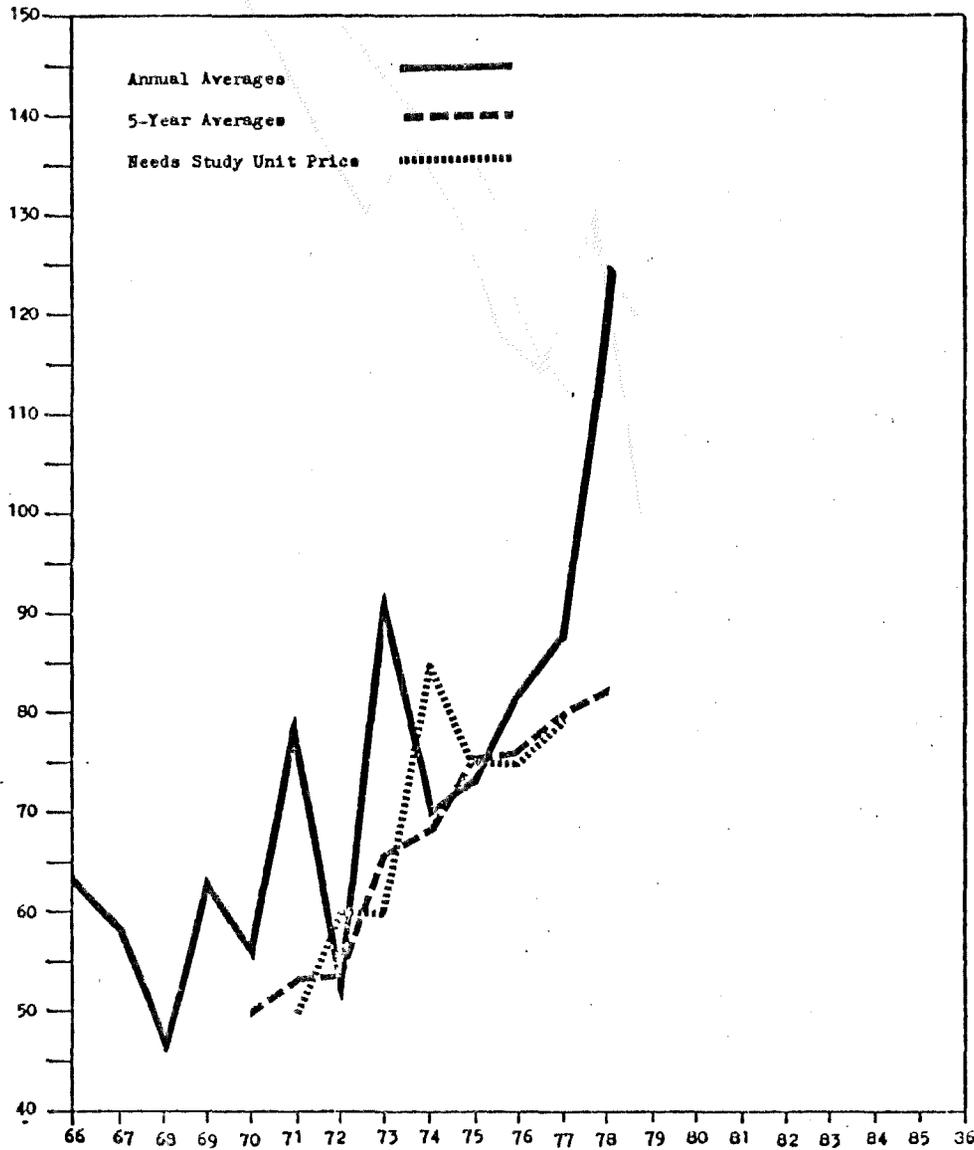
MUNICIPAL STATE AID STREET UNIT PRICE STUDY
CONCRETE PAVEMENT REMOVAL #2106



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

Subcommittees recommended price for 1978 Needs Study \$ 3.25

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
TREE REMOVAL #2101



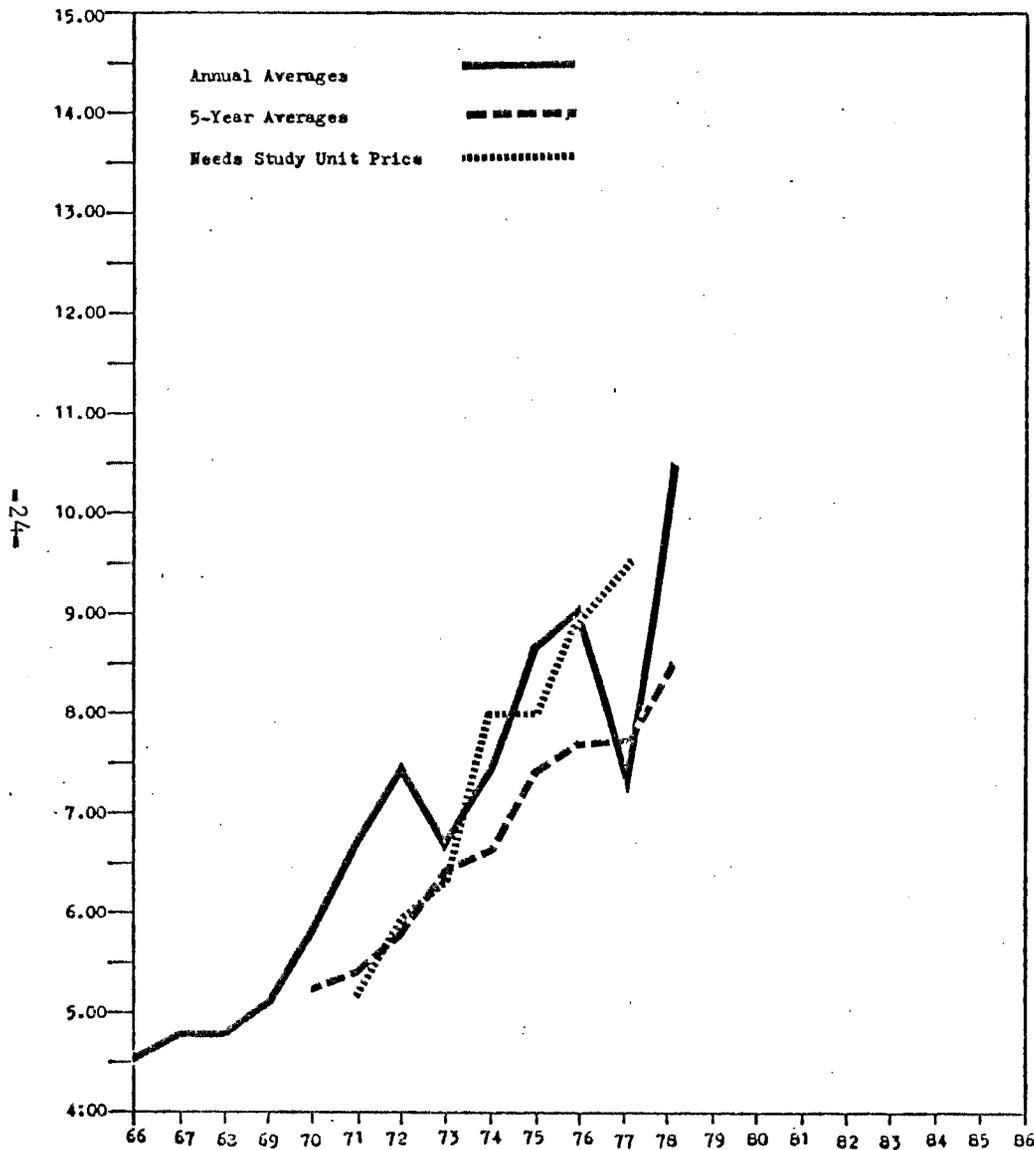
-23-

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
TREE REMOVAL #2101

Year	No. of Cities	Quantities	Cost	Cost Per Tree	Needs Study Unit Price
1966	23	811	\$ 51,020	\$ 62.90	\$ -
1967	16	600	34,743	57.90	-
1968	31	1,398	64,848	46.39	-
1969	13	308	19,502	63.31	-
1970	36	2,172	122,015	56.17	-
1971	10	245	19,184	78.30	50.00
1972	13	324	17,380	53.64	60.00
1973	29	925	84,043	90.85	60.00
1974	27	1,150	81,001	70.43	85.00
1975	24	802	58,836	73.36	75.00
1976	18	819	67,463	82.37	75.00
1977	16	492	43,110	87.62	80.00
1978	19	485	60,745	125.24	

Subcommittees recommended price for 1978 Needs Study \$ 100.00

MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK CONSTRUCTION #2521

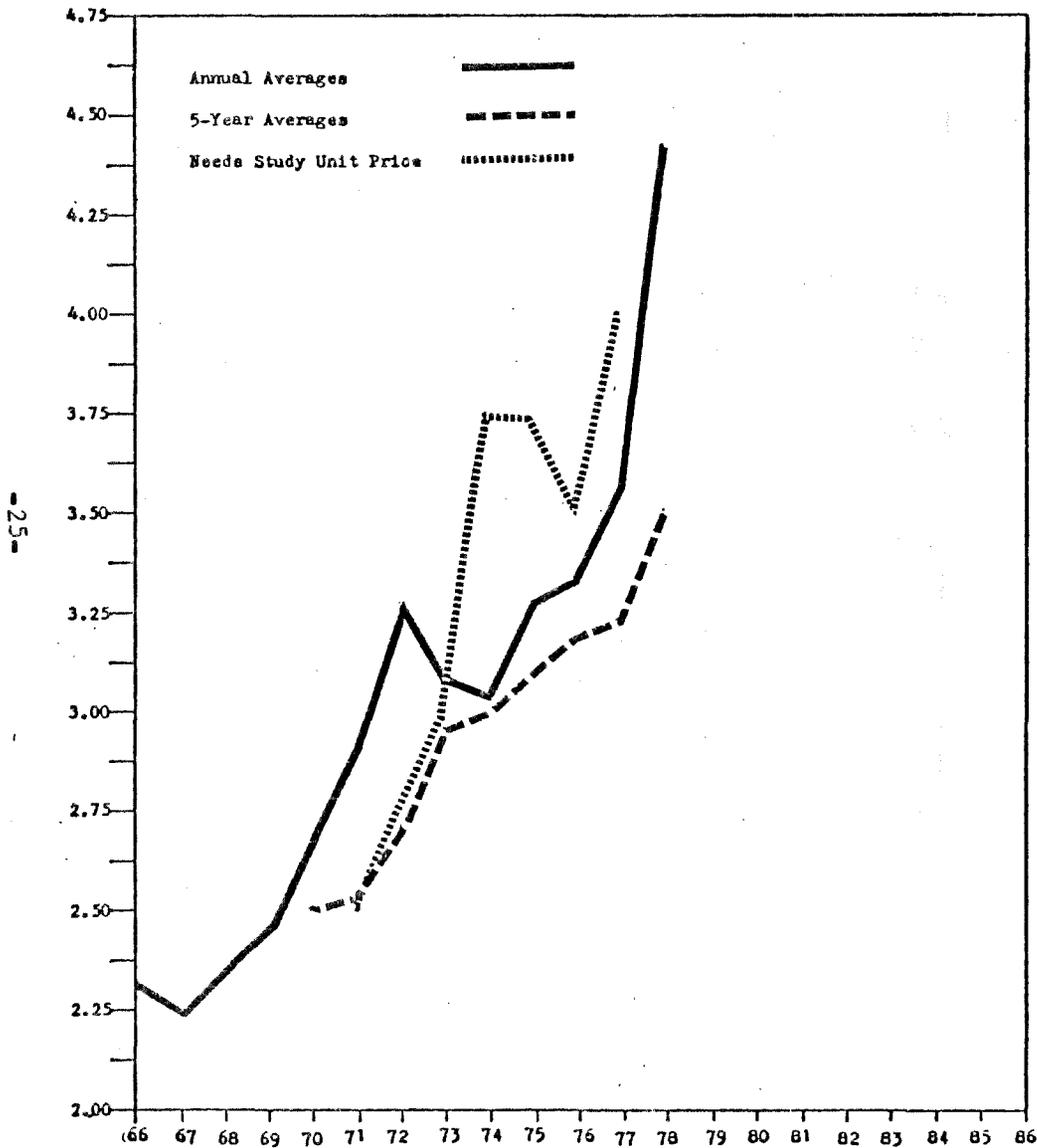


MUNICIPAL STATE AID STREET UNIT PRICE STUDY
SIDEWALK CONSTRUCTION #2521

<u>Year</u>	<u>No. of Cities</u>	<u>Quantities</u>	<u>Cost</u>	<u>Cost Per Sq. Yd.</u>	<u>Needs Study Unit Price</u>
1966	22	35,725	\$ 161,851	\$ 4.53	\$ -
1967	26	41,798	199,193	4.77	-
1968	38	58,058	278,247	4.79	-
1969	17	18,871	95,808	5.08	-
1970	38	113,416	662,759	5.84	-
1971	8	9,548	64,052	6.71	5.20
1972	27	43,194	321,089	7.43	5.90
1973	33	85,944	579,410	6.74	6.44
1974	29	46,901	350,067	7.46	8.00
1975	32	46,139	399,470	8.66	8.00
1976	27	48,343	436,681	9.03	9.00
1977	24	42,666	317,200	7.43	9.50
1978	23	37,875	395,539	10.44	

Subcommittees recommended price for 1978 Needs Study \$ 10.50

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



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

Year	No. of Cities	Quantities	Cost	Cost Per Lin. Ft.	Needs Study Unit Price
1966	32	193,479	\$ 449,022	\$ 2.32	\$ -
1967	32	257,915	580,506	2.25	-
1968	33	340,092	801,016	2.36	-
1969	22	137,210	338,159	2.46	-
1970	48	611,958	1,641,158	2.68	-
1971	21	156,083	454,436	2.91	2.50
1972	29	235,760	773,022	3.28	2.75
1973	42	605,809	1,866,455	3.08	2.98
1974	43	454,315	1,387,797	3.05	3.75
1975	40	328,669	1,078,802	3.28	3.75
1976	39	314,645	1,050,777	3.34	3.50
1977	33	178,206	681,953	3.83	4.00
1978	41	298,122	1,317,943	4.42	-

Subcommittees recommended price for 1978 Needs Study \$ 4.50



DEPARTMENT OF TRANSPORTATION
Room 610

Office Memorandum

TO : George Quickstad
Bureau of Policy & Planning - Room 810

DATE: March 26, 1979

FROM : Dick Hathaway
Programs & Estimates Engineer

PHONE: 6-0816

SUBJECT: 1978 Structures Costs

The structures costs for state projects in calendar year 1978 you requested are as follows:

<u>Length of Structure</u>	<u>Structures</u>	<u>1978 Avg Cost/S.F.</u>
0 - 80'	42	\$32.47
80 - 150'	78	33.26
150 - 500'	6	41.02
500 -1000'	2	46.62

I would recommend you change the "Needs Study" structures length classifications to the above listed length classifications. This would be more in line with the actual State Aid bridge lengths.



STATE OF MINNESOTA

Office MemorandumDEPARTMENT Mn/DOT - Railroad Operations
Room 419

TO : G. G. Quickstad

DATE: March 27, 1979

FROM : Gordon W. Boldt *GWB*
Chief, Railroad OperationsPHONE: 6-2452SUBJECT: Projected Railroad Grade Crossing
Improvements - Costs for 1979

We have projected 1979 costs for railroad-highway at grade crossing improvements. They are expected to be as follows:

Railroad Grade Crossings

Signals (Single low speed)	Unit	\$50,000.00
Signals (Multiple high speed)	Unit	\$80,000.00
Signals and Gates (Multiple High Speed)	Unit	\$90,000.00
Signs only	Unit	\$ 200.00

cc:
R. G. Swanson

GWB:pmt

Office Memorandum

DEPARTMENT Mn/DOT - Hydraulics
Room 718

TO : G. G. Quickstad
Room 810

DATE: March 26, 1979

FROM : D. V. Halvorson 
Hydraulics Engineer

PHONE: 296-0824

SUBJECT: State Aid Storm Sewer Construction Costs - 1979

We have analyzed the State Aid storm sewer construction costs for 1979 and find that, for planning purposes, a figure of \$154,000 per mile could be used. For storm sewer adjustments we suggest \$48,000 per mile.

If we can be of further assistance, please feel free to call.

cc:
G. M. Fay
D. V. Halvorson

1979 NEEDS STUDY SUBCOMMITTEE MEETING

Request For a Non - existent Bridge Construction Adjustment

Comments on Grand Rapid's 7th Ave. Bridge Over Mississippi River

Funding - City Bonds	\$ 331,839
Itasca County	100,000
Grand Rapids Township	100,000
Mn/DOT	170,000
Revenue Sharing	<u>300,000</u>
	\$1,001,839
Cost - Bridge Structure	<u>553,858</u>
Approaches	\$ 447,981

Grand Rapids Contention

The city engineer agrees that the Mn/DOT, Itasca County and Grand Rapids Township funding are not reimbursable needs apportionment items, but he believes that Revenue Sharing and City Bonding should be allowed. He contends that the entire bridge cost of \$553,858 should be allowed as a reimbursable item because, if the city had bonded for the entire amount instead of using revenue sharing monies, the total bridge cost would have qualified.

Policy Statement

The Office of State Aid has followed the Screening Committee directive which states that:

The money needs for all "non-existing" bridges and grade separations be removed from the Needs Study until such time that a construction projection is awarded. At that time a money needs adjustment shall be made by annually adding the local cost (which is the total local costs less county or trunk highway participation) for a 15-year period.

We have interpreted this directive to exclude all Federal or State grants, bridge bonding bill, Federal Aid Urban funds, topics programs, urban redevelopment, etc.

Under our present policy, only the city bonding would be considered as a possible eligible item; then, only if the city could itemize the actual amount of the structure cost that was paid from the city bond account.

The Screening Committee may want to expand on their directive to clarify any misunderstanding.

The directive could be revised to read: 4th line --

"adding the local cost (which is actual city monies spent which includes State Aid allotments, city taxes, bonding and assessments--but does not include State or Federal programs/grants, or county township participation) for a 15-year period."

We are submitting this Grand Rapids "test case" to the subcommittee for your interpretation and recommendation to the Spring Screening Committee.

Mr. Paul Vanderlinde of Grand Rapids has offered to attend the meeting to answer any questions if the subcommittee desires.

1979 NEEDS STUDY SUBCOMMITTEE

Needs Adjustment For Right Of Way Acquisition

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

The resolution states:

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

The Municipal Needs Study Subcommittee at its March 30, 1978 meeting further defined a Right of Way needs adjustment to be:

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

The following summary shows the Right of Way acquisition reported in 1977 through 1979.

	Adjustments For 1978 <u>Apportionment</u>	Adjustments For 1979 <u>Apportionment</u>	Adjustments For 1980 <u>Apportionment</u>	Total <u>Adjustment</u>
Duluth	\$ 49,401	\$ -	\$ -	\$ 49,401
Cloquet	-	-	51,268	51,268
Fridley	648	5,205	-	5,853
Inver Grove Heights	-	20,997	-	20,997
Minneapolis	52,000	310,285	-	362,285
Moorhead	21,000	-	-	21,000
Morris	-	13,097	-	13,097
Owatonna	79,517	34,121	-	113,638
Plymouth	25,208	-	-	25,208
Ramsey	7,884	-	-	7,884
Red Wing	14,000	-	-	14,000
Rochester	4,728	-	93,822	98,550
St. Louis Park	335,520	-	-	335,520
St. Paul	741,034	638,881	12,636	1,392,551
TOTALS	<u>\$1,330,940</u>	<u>\$1,022,586</u>	<u>\$ 157,726</u>	<u>\$2,511,252</u>

MINUTES OF THE UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE
Meeting of March 6, 1979
Room 406 State Transportation Building

Subcommittee members:

Herbert Reimer - Moorhead - Chairman - Absent
Robert Simon - South St. Paul - Acting Chairman
Donald Asmus - Minnetonka

Others in Attendance:

Marlow Priebe - Hutchinson - Chairman of Screening Committee
Roy Hanson, William Strand and George Quickstad of the Minnesota
Department of Transportation

Meeting called to order at 10:00 A.M. by acting chairman, Robert Simon.

The Committee reviewed the summary of 5-year construction programs submitted by each municipality. Some cities have reported their total improvement program, as they greatly exceed the State Aid funds available. Others have not substantially reduced their State Aid account by their proposed 5-year program. It was recommended that the State Aid Needs Unit more clearly define the reporting required and request each city to resubmit their 5-year program, with all cities reporting in a more consistent manner next year.

It was suggested that a 3-year program may be more realistic than a 5-year construction program. After discussion, it was determined that a 5-year program would be best as long as it remains flexible. That is, a city may substitute projects by updating their program with council approval.

Discussed the cutoff date for determining the construction fund amount and recommended retaining the June 30th date.

The Committee also recommended the Needs Unit annually review the construction accomplishments, compare with the proposed 5-year program and report back to this Committee.

Considerable discussion concerning what the minimum type of construction to avoid an adjustment would consist of. Several suggestions were made relating to a percentage of their annual allotment or the total funds available. The Committee decided to give the matter further study and submit their findings at the next meeting which will be held in April.

The present Screening Committee Directives dictate that Anoka and St. Paul Park would receive a minus adjustment of two times their construction fund balance prior to the 1980 apportionment. Mr. Robert Johnson, Anoka City Engineer, requested and received an opportunity to appear before the Subcommittee to explain his situation in Anoka.

After hearing Mr. Johnson, and further discussing the Screening Committee Directives, the Subcommittee voted unanimously to recommend the resolution affecting cities not having a construction project in the past five years be amended as follows:

To further encourage the use of these funds, those cities which have not used municipal State Aid funds for a construction project in the 5 years prior to January 1, ~~1979~~¹⁹⁸⁰, would have the preceding formula concerning implementation applied beginning prior to the ~~1980~~¹⁹⁸² apportionment.

There being no further discussion, the meeting adjourned at 2:30 P.M.

Respectfully submitted,

George Quickstad
George Quickstad

MINUTES OF THE UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE
Meeting of April 4, 1979
Room 817 State Transportation Building

Subcommittee members:

Herbert Reimer - Moorhead - Chairman - Absent
Robert Simon - South St. Paul - Acting Chairman
Donald Asmus - Minnetonka

Others in Attendance:

Marlow Priebe - Hutchinson - Chairman of the Municipal Screening Committee
Roy Hanson, William Strand and George Quickstad of the Minnesota Department
of Transportation

Meeting called to order at 10:00 A.M. by Acting Chairman, Robert Simon.

The Committee discussed and approved the minutes of the March 6, 1979 meeting.

The 5-year construction program reporting was reviewed. After discussion, the Committee directed the State Aid Needs Unit to prepare a standard form and request each municipality to resubmit their 5-year State Aid program in a uniform manner. This consistent reporting will allow the Committee to annually review and compare more easily each city's construction accomplishments to their estimated program.

The Committee further reviewed the Screening Committee Directive relating to construction projects during the past five years. The group felt that the cities were not allowed sufficient time since the resolution was passed in October, 1978 to award a contract and thereby avoid a Screening Committee needs adjustment. They voted unanimously to recommend the present Directive be amended as follows:

"To further encourage the use of these funds, those cities which have not used municipal State Aid funds for a construction project in the five years prior to January 1, ~~1978~~¹⁹⁸⁰, would have the preceding formula concerning implementation applied beginning prior to the ~~1980~~¹⁹⁸² apportionment."

Since the last meeting, the Subcommittee further studied what the minimum construction should consist of to avoid a Screening Committee adjustment. After several suggestions relating to a percentage of their allotment, or the total funds available, the Committee passed the following resolution for recommendation to the Screening Committee.

"That whenever a municipality exceeds \$200,000 or two times their annual construction allotment (whichever is greater) in the construction fund balance available as of June 30th of the current year, not including the current year's allotment, the Unencumbered Construction Fund Subcommittee will review and allow the city in question to explain the reason for the large balance. Each individual municipality will be evaluated by the Subcommittee and a recommendation shall be made to the Screening Committee prior to making any adjustment."

Acting Chairman, Robert Simon, appointed Mr. Don Asmus to present the Subcommittee's recommendations to the Municipal Screening Committee at their Spring meeting.

Motion by Robert Simon, seconded by Don Asmus, recommended that the Screening Committee past Chairman be appointed to serve a three-year term on the Unencumbered Construction Fund Subcommittee. This will continue to maintain an experienced group to follow progress of accomplishments.

There being no further business, the meeting adjourned at 12:20.

Respectfully submitted,

George Quicksstad
George Quicksstad
State Aid Needs Unit

1979 MUNICIPAL SCREENING COMMITTEE DATA

STATUS OF MUNICIPAL TRAFFIC COUNTING

TRAFFIC TO BE COUNTED IN 1979 BY STATE FORCES

Albert Lea	Fairmont	Montevideo
Brainerd	International Falls	Moorhead
Crookston	Little Falls	New Ulm
East Grand Forks	Luverne	Pipestone

Cities in 7-County Metro Area to Count Cooperatively with Mn/DOT

(Plans are to count in odd-numbered years)

District 5

District 9

Andover	Hopkins	Apple Valley	New Brighton
Anoka	Lake Elmo	Arden Hills	North St. Paul
Blaine	Maple Grove	Burnsville	Oakdale
Bloomington	Minneapolis	Cottage Grove	Roseville
Brooklyn Center	Minnetonka	Eagan	St. Paul
Brooklyn Park	Mound	Falcon Heights	St. Paul Park
Champlin	New Hope	Hastings	Shoreview
Chanhassen	Orono	Inver Grove Heights	Stillwater
Chaska	Plymouth	Lakeville	South St. Paul
Columbia Heights	Prior Lake	Little Canada	West St. Paul
Coon Rapids	Ramsey	Maplewood	White Bear Lake
Crystal	Richfield	Mendota Heights	Woodbury
East Bethel	Robbinsdale	Mounds View	
Eden Prairie	St. Anthony		
Edina	St. Louis Park		
Fridley	Shakopee		
Golden Valley	Spring Lake Park		
Ham Lake			

TRAFFIC TO BE COUNTED IN 1980 BY STATE FORCES

Elk River

Willmar

TRAFFIC TO BE COUNTED IN 1981 BY STATE FORCES

Chisholm
Detroit Lakes
Ely
Eveleth
Faribault

Hermantown
Hibbing
Hutchinson
Litchfield
Mankato

Morris
Northfield
St. Cloud
Virginia
Waseca

TRAFFIC TO BE COUNTED IN 1981 BY INDIVIDUAL MUNICIPALITIES

Rochester

TRAFFIC BEING COUNTED IN 1982 BY STATE FORCES

Alexandria
Bemidji

Marshall
Winona

Worthington

MUNICIPALITIES THAT ANNUALLY COUNT TRAFFIC INDIVIDUALLY

Duluth

TRAFFIC TO BE COUNTED IN 1983 BY STATE FORCES

Cloquet
Fergus Falls
Grand Rapids

Owatonna
North Mankato
Red Wing

St. Peter
Sauk Rapids
Thief River Falls

NO TRAFFIC WILL BE COUNTED IN 1984 IN CITIES OVER 5,000 POPULATION

WIDTH STANDARDS FOR STATE AID STREETS AND HIGHWAYS

This project was initiated in response to a request by the Municipal Screening Committee to review and document the background of present state aid streets width standards. The study was originally requested to help in resolving differences in opinion over present standards for low volume MSA streets and to provide municipal engineers factual background for supporting appropriate standards in the face of local pressures to compromise them. The study was expanded to cover county state aid highway width standards by the Board at the 1977 fall meeting. The study will provide a rational basis for retention or revision of current state aid street and highway width standards. It coincidentally dovetails with proposals in the draft State Transportation Plan to re-evaluate standards for state highways.

Phase I, a literature survey and historical review, was completed by Mr. Jon A. Bloom of Mn/DOT, Bureau of Policy and Planning at no cost to the State Aid funds. The report has not been published but has been forwarded to the consultant for Phase II.

Phase II, now nearing completion, consists of a review of the items which affect lane widths and roadway widths, and cross-sectional elements of all types of state aid streets and highways, and recommendations for retention or revision of current standards. At the request of the Board and the Screening Committee, a consultant, Jack E. Leisch and Associates, Inc., was retained to do Phase II. A draft report should be completed in May with a final report due in June, 1979. The anticipated report provides documentation of all available factual data and develops logic leading to rational decisions on appropriate width values to use for standards. The report will be distributed to appropriate county and municipal organizations for review and implementation. Phase II's anticipated total cost is \$65,000 to \$70,000.

Phase III, research to document unsupported items, will be commenced if and when deemed appropriate by the project panel. If appropriate, Phase III work could commence during 1979.

Study costs are being split equally between the County and Municipal Research Funds.

CURRENT RESOLUTIONS OF THE
MUNICIPAL SCREENING COMMITTEE

July, 1978

BE IT RESOLVED:

ADMINISTRATION

Improper Needs Report

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

Screening Committee Secretary

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

Appointments to Screening Committee

That annually the Commissioner of Mn/DOT will be requested to appoint three (3) new members, upon recommendation of the City Engineers Association of Minnesota, to serve three (3) year terms as voting members of the Municipal Screening Committee. These appointees are selected from the Nine Construction Districts together with one representative from each of the three (3) major cities over 100,000 population.

Research Account

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

Appearance Screening Committee

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

Construction Cut Off Date

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

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

Special Resurfacing Projects

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

MILEAGE

Mileage Limitation

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.

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

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.

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

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

Mileage Cut Off Date

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

COST

Construction Item Unit Prices

Right of Way:			\$ 10,000 Mile
Grading:			2.25 Cu. Yd.
Base:			
	Class 4	Spec. #2211	\$ 2.50 Ton
	Class 5	Spec. #2212	3.30 Ton
	Bituminous	Spec. #2331	12.00 Ton
Surface:			
	Bituminous	Spec. #2331	\$ 12.00 Ton
	Bituminous	Spec. #2341	13.50 Ton
	Bituminous	Spec. #2351	20.50 Ton
	Concrete	Spec. #2301	12.50 Sq. Yd.
Shoulders:			
	Gravel	Spec. #2221	\$ 2.25 Ton
Miscellaneous:			
	Storm Sewer Construction		\$140,000 Mile
	Storm Sewer Adjustment		43,000 Mile
	Traffic Signals		10,000 Mile
	Street Lighting		2,000 Mile
	Curb & Gutter		4.00 Lin. Ft.
	Sidewalk		9.50 Sq. Yd.
Removal Items:			
	Curb & Gutter		\$ 1.50 Lin Ft.
	Sidewalk		2.50 Sq. Yd.
	Concrete Pavement		3.00 Sq. Yd.
	Tree Removal		80.00 Unit

Right of Way

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

Miscellaneous Limitations

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

NEEDS ADJUSTMENTS

Expenditures Off State Aid System

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

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 bond 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, Capitol Approach Improvement Bonds, shall be considered in the same manner as those bonds sold and issued pursuant to Minnesota Statutes, Section 162.18.

Construction Fund Balance

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

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

That by January 1, 1979, each municipality shall submit a 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 and shall be updated periodically (not to exceed 3 years). Should a program not be submitted by January 1, 1979, twice the city's unencumbered construction fund balance shall be deducted from its needs prior to the 1980 apportionment, and if necessary, increase to 3 times the amount prior to the 1981 allotment and to 4, 5, 6, etc. times the amount until such time as a program is submitted or the needs are reduced to zero.

In 1983, each city will be reviewed to determine the progress of their five year program. Failure to implement the proposed program, or other acceptable projects would impose the same adjustment as for failure to submit a 5 year program.

To further encourage the use of these funds, those cities which have not used municipal State Aid funds for a construction project in the 5 years prior to January 1, 1978, would have the preceding formula concerning implementation applied beginning prior to the 1980 apportionment.

STRUCTURES

Bridge Costs

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

Bridges 0 to 399 Ft.	\$30.00 Sq. Ft.
Bridges 400 to 599 Ft.	\$35.00 Sq. Ft.
Bridges 600 to 899 Ft.	\$40.00 Sq. Ft.
Bridges 900 & Over	\$55.00 Sq. Ft.
Bridge Widening	\$70.00 Sq. Ft.

That the money needs for all "non-existing" bridges and grade separations be removed from the Needs Study until such time that a construction projection is awarded. At that time a money needs adjustment shall be made by annually adding the local cost (which is the total local costs less county or trunk highway participation) for a 15 year period.

Bridge Width & Costs

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

Railroad Over Highway	
Number of tracks - 1	\$2,250 Lin. Ft.
Each Additional Track	\$1,750 Lin. Ft.

RAILROAD CROSSINGS

Railroad Crossings Costs

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)	\$50,000 Unit
Signals (Multiple tracks-high speed)	\$75,000 Unit
Signals and Gates	\$75,000 Unit
Signs Only	\$200 Unit

SOILS

Soil Type

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

Trunk Highway Turnback

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 per cent construction payment from the Municipal Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation, of the municipality imposed by the turnback shall be computed on the basis of the current year's apportionment data and shall be accomplished in the following manner.

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

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

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

DESIGN

Design Limitation On Non-Existing Streets

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

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

TRAFFIC

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

Traffic Limitation on Non-Existing Streets

That non-existing streets 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

That for the 1965 and all future Municipal State Aid Street Needs Studies, the Needs Study procedure shall utilize traffic data developed according to the Traffic Estimating Manual - M.S.A.S. #5-892.700. This manual shall be prepared and kept current under the direction of the Screening Committee regarding methods of counting traffic and computing average daily traffic. The manner and scope of reporting is detailed in the above mentioned manual.

Traffic Counting

That future traffic data for State Aid Needs Studies be developed as follows:

1. The municipalities in the metropolitan area cooperate with the State by agreeing to participate in counting traffic every two years.
2. The cities in the outstate area may have their traffic counted for a nominal fee and maps prepared by State forces every six years, or may elect to continue the present procedure of taking their own counts and preparing their own traffic maps at five year intervals.
3. Some deviations from the present five year counting cycle shall be permitted during the interim period of conversion to counting by State forces in the outstate area.

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Minnesota. Municipal
Screening Committee.
Municipal Screening
Committee data