



District 6
2900 48th Street NW
Rochester, MN 55901-5848

March 9th, 2021

Tony Chladek
City Administrator
City of Rushford
PO Box 430
Rushford, MN 55971

Subject: Request for City Approval (Municipal Consent) of the Final Layout for SP 2503-30

Dear Mr. Chladek

MnDOT is proceeding with plans to complete State Project 2305-30, Trunk Highway 30 Street & Utility Improvements. In accordance with Minnesota Statute 161.164, we are submitting the project's Final Layout, identified as Layout No. 5, S.P. 2305-30, for City approval.

The City's approval is known as municipal consent and is required for this project because it requires acquisition of permanent rights of way. This permanent acquisition is located in the following locations:

- South side of TH 30, from point near Southview Court to western project limits to accommodate safety improvements and roadside embankment slope. This area will require the demolition of an existing rental house, as previously discussed.
- North side of TH 30, from a point approximately 250 feet to 410 feet east of Bluffview Road to accommodate replacement of sidewalk which current encroaches onto private property.

Municipal consent of MnDOT projects is described in Minnesota Statutes 161.162 through 161.167 (attached). Approval or disapproval of the final layout is by resolution of the City Council. A sample resolution is enclosed. However, if the City neither approves nor disapproves the final layout within 90 days of the public hearing, the layout is deemed approved (per MN Statute 161.164).

Based on the final layout submittal date of **March 9th, 2021** and statutory requirements for public notice, the City Engineer has recommended the following actions:

- Publish Notice for public hearing (publish date: **March 22nd, 2021**).
- Hold Public Hearing and Consideration of Approval (regular council mtg, **April 26th, 2021**)

If the proposed schedule does not work, please contact the City Engineer as soon as possible.

If the City chooses to deviate from this schedule, the deadlines (per MN Statute 161.164) for the City's responsibilities regarding municipal consent of the attached layout are as follows, based on a submittal date of the final layout to the City of **March 9th, 2021**:

- Within 15 days of receiving the final layout, schedule a public hearing (by **March 24th, 2021**).
- Within 60 days of receiving the final layout, conduct the public hearing (by **May 7th, 2021**).
- Provide at least 30-days' notice of the public hearing. (publish by **April 5th, 2021**)
- Within 90 days of the public hearing, approve or disapprove the layout by resolution (by **August 5th, 2021**).

The Project Manager with MnDOT will attend the public hearing to present the final layout and answer questions, as required by statute.

Project Purpose

The purpose of the project is to improve the roadway condition, implement ADA improvements to pedestrian facilities and replace existing city underground water and sanitary sewer utilities.

Project Description

The proposed project will reconstruct TH 30 from a point approximately 300-ft west of Southview Court to TH 43 in Rushford. It will include removal and reconstruction of the existing roadway surface, including aggregate base and subbase as required, curb and gutter, storm sewer, water main, sanitary sewer and lighting replacement. Construction of the new roadway will include ADA-compliant sidewalks and crosswalks.

Some permanent easements will be required for the project, as described on the first page of this letter. Several temporary easements will be required for minor grading and tie-ins to existing driveways and yards. Detours will be in place during the construction project. Local accesses will be maintained.

Planned Project Schedule

Construction plans will be submitted for review by August 2021. Bid letting for the project is planned for January 2022. Construction is expected to begin in Spring 2022. Once started, all or portions of the road will be closed to traffic for the majority of the construction season. A preliminary detour plan is attached. The project will be substantially completed and re-opened to traffic by fall 2022. The placement of the final lift of bituminous pavement and any remaining punch list items will be completed by early summer 2023. Additional details on construction staging will be available prior to completion of plans.

City's Estimated Project Costs

Some project costs are the City's responsibility, as detailed in MnDOT's cost participation policy.

(See the policy and the *Cost Participation and Maintenance with Local Units of Government Manual* at MnDOT's this website: <http://www.dot.state.mn.us/policy/financial/fm011.html>).

The table below provides a summary of estimated project costs and cost shares between the City and State.

Total Estimated Project Cost	\$5,320,000
State Share	\$2,988,000
City Share	\$2,332,000

The attached “Good Faith Cost Participation Estimate Summary” provides additional details regarding how costs are split and/or shared. A detailed breakdown of project costs is provided in the attached Preliminary Cost Estimate. Please note that all costs are preliminary and are subject to change. Additional details regarding City costs will be discussed during the public hearing.

Maintenance Responsibilities, & Future Agreements

Once the project is complete, MnDOT will be responsible for maintenance of Trunk Highway 30 pavement surfaces (travel lanes, parking lanes, shoulders, and curb & gutter). As we understand, the City currently has an unwritten/informal agreement for snow removal. At this time, MnDOT intends to draft a formal agreement for snow removal prior to final design.

The City will be responsible for minor maintenance of sidewalks and boulevard spaces outside of the roadway. In this case, minor maintenance includes snow removal, sweeping, crack repair and other minor items.

The City will also be responsible for the future maintenance of the following items:

- City Utilities (sanitary sewer, water, and associated services)
- Street Lighting
- Any landscaping or other aesthetic improvements within the state right-of-way
- Any pavement markings and signage for pedestrian crossings (additional detail below)

Other Discussion

As depicted on the attached final layout, there are several pedestrian sidewalk crossings shown at various locations. Please note that although these crossings have been discussed with MnDOT District 6 staff, these crosswalks are not considered “approved” until the City fulfills the “District Six Crosswalk Guidelines” (attached). The City engineer will prepare the required information for consideration of approval, but please be advised; crosswalk approval is not guaranteed, and the final project may not include all crossings depicted on the final layout.

On a related note, the City Should be aware that the geometric layout is used as a planning tool to communicate and understand major elements of design and right-of-way/easement needs to implement a project. The “final geometric layout” is not the “final design” of the project and the finished product may include minor design elements which differ from the layout included in this submittal. We will continue to utilize open lines of communication to keep the City informed on revisions that may be of interest through the final design process.

Please feel free to contact me if you have any questions about this submittal.

Sincerely,

Mark Trogstad-Isaacson, PE

Principal Project Manager

MnDOT District 6

Attachments: Final Layout for SP 2305-30, dated **December 17th, 2020**
MN Statutes 161.162 – 161.167
Good Faith Cost Participation Estimate Summary
Preliminary Cost Estimate
Sample City Resolution
District Six Crosswalk Guidelines

CC: Derek Olinger, City Engineer (Bolton & Menk)
Kathy Zacher, Clerk (City of Rushford)

Equal Opportunity Employer

Final Geometric Layout for 2305-30, dated 12/17/2021
is attached separately

Minnesota Statutes

161.162 – 161.167

161.162 DEFINITIONS.

Subdivision 1. **Applicability.** The terms in sections 161.162 to 161.167 have the meanings given them in this section and section 160.02.

Subd. 2. **Final layout.** (a) "Final layout" means geometric layouts and supplemental drawings that show the location, character, dimensions, access, and explanatory information about the highway construction or improvement work being proposed. "Final layout" includes, where applicable, traffic lanes, shoulders, trails, intersections, signals, bridges, approximate right-of-way limits, existing ground line and proposed grade line of the highway, turn lanes, access points and closures, sidewalks, proposed design speed, noise walls, transit considerations, auxiliary lanes, interchange locations, interchange types, sensitive areas, existing right-of-way, traffic volume and turning movements, location of storm water drainage, location of municipal utilities, project schedule and estimated cost, and the name of the project manager.

(b) "Final layout" does not include a cost participation agreement. For purposes of this subdivision "cost participation agreement" means a document signed by the commissioner and the governing body of a municipality that states the costs of a highway construction project that will be paid by the municipality.

Subd. 3. **Final construction plan.** "Final construction plan" means the set of technical drawings for the construction or improvement of a trunk highway provided to contractors for bids.

Subd. 4. **Governing body.** "Governing body" means the elected council of a municipality.

Subd. 5. **Municipality.** "Municipality" means a statutory or home rule charter city.

History: 2001 c 191 s 3; 2002 c 364 s 3

161.163 HIGHWAY PROJECT REVIEW.

Subdivision 1. **Projects requiring review.** Sections 161.162 to 161.167 apply only to projects that alter access, increase or reduce highway traffic capacity, or require acquisition of permanent rights-of-way.

Subd. 2. **Traffic safety measures.** Nothing contained in sections 161.162 to 161.167 limits the power of the commissioner to regulate traffic or install traffic-control devices or other safety measures on trunk highways located within municipalities regardless of their impact on access or traffic capacity or on the need for additional right-of-way.

Subd. 3. **Construction program.** Nothing contained in sections 161.162 to 161.167 limits the commissioner's discretion to determine priority and programming of trunk highway projects.

History: 2001 c 191 s 4

161.164 FINAL LAYOUT APPROVAL PROCESS.

Subdivision 1. **Submission of final layout.** Before proceeding with the construction, reconstruction, or improvement of any route on the trunk highway system lying within any municipality, the commissioner shall submit to its governing body a final layout and project report covering the purpose, route location, and proposed design of the highway. The final layout must be submitted as part of a report containing any supporting data that the commissioner deems helpful to the governing body in reviewing the final layout submitted. The supporting data must include a good-faith cost estimate of all the costs in which the governing body is expected to participate. The final layout must be submitted before final decisions are reached so that meaningful early input can be obtained from the municipality.

Subd. 2. **Governing body action.** (a) Within 15 days of receiving a final layout from the commissioner, the governing body shall schedule a public hearing on the final layout. The governing body shall, within 60 days of receiving a final layout from the commissioner, conduct a public hearing at which the Department of Transportation shall present the final layout for the project. The governing body shall give at least 30 days' notice of the public hearing.

(b) Within 90 days from the date of the public hearing, the governing body shall approve or disapprove the final layout in writing, as follows:

(1) If the governing body approves the final layout or does not disapprove the final layout in writing within 90 days, in which case the final layout is deemed to be approved, the commissioner may continue the project development.

(2) If the final construction plans contain changes in access, traffic capacity, or acquisition of permanent right-of-way from the final layout approved by the governing body, the commissioner shall resubmit the portion of the final construction plans where changes were made to the governing body. The governing body must approve or disapprove the changes, in writing, within 60 days from the date the commissioner submits them.

(3) If the governing body disapproves the final layout, the commissioner may make modifications requested by the municipality, decide not to proceed with the project, or refer the final layout to an appeal board. The appeal board shall consist of one member appointed by the commissioner, one member appointed by the governing body, and a third member agreed upon by both the commissioner and the governing body. If the commissioner and the governing body cannot agree upon the third member, the chief justice of the supreme court shall appoint a third member within 14 days of the request of the commissioner to appoint the third member.

Subd. 3. **Appeal board.** Within 30 days after referral of the final layout, the appeal board shall hold a hearing at which the commissioner and the governing body may present the case for or against approval of the final layout referred. Not later than 60 days after the hearing, the appeal board shall recommend approval, recommend approval with modifications, or recommend disapproval of the final layout, making additional recommendations consistent with state and federal requirements as it deems appropriate. It shall submit a written report containing its findings and recommendations to the commissioner and the governing body.

History: 2001 c 191 s 5

161.165 COMMISSIONER ACTION; INTERSTATE HIGHWAYS.

Subdivision 1. **Applicability.** This section applies to interstate highways.

Subd. 2. **Action on approved final layout.** (a) If the appeal board recommends approval of the final layout or does not submit its findings and recommendations within 60 days of the hearing, in which case the final layout is deemed approved, the commissioner may prepare substantially similar final construction plans and proceed with the project.

(b) If the final construction plans change access, traffic capacity, or acquisition of permanent right-of-way from the final layout approved by the appeal board, the commissioner shall submit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 3. **Action on final layout approved with changes.** (a) If, within 60 days, the appeal board recommends approval of the final layout with modifications, the commissioner may:

(1) prepare final construction plans with the recommended modifications, notify the governing body, and proceed with the project;

(2) decide not to proceed with the project; or

(3) prepare final construction plans substantially similar to the final layout referred to the appeal board, and proceed with the project. The commissioner shall, before proceeding with the project, file a written report with the governing body and the appeal board stating fully the reasons for doing so.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 4. **Action on disapproved final layout.** (a) If, within 60 days, the appeal board recommends disapproval of the final layout, the commissioner may either:

(1) decide not to proceed with the project; or

(2) prepare final construction plans substantially similar to the final layout referred to the appeal board, notify the governing body and the appeal board, and proceed with the project. Before proceeding with the project, the commissioner shall file a written report with the governing body and the appeal board stating fully the reasons for doing so.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 5. **Final construction plans issued.** The commissioner shall send a complete set of final construction plans to the municipality at least 45 days before the bid opening for informational purposes.

History: 2001 c 191 s 6

161.166 COMMISSIONER ACTION; OTHER HIGHWAYS.

Subdivision 1. **Applicability.** This section applies to trunk highways that are not interstate highways.

Subd. 2. **Action on approved final layout.** If the appeal board recommends approval of the final layout or does not submit its findings or recommendations within 60 days of the hearing, in which case the final layout is deemed approved, the commissioner may prepare substantially similar final construction plans and proceed with the project. If the final construction plans change access or traffic capacity or require additional acquisition of right-of-way from the final layout approved by the appeal board, the commissioner shall submit the portion of the final construction plan that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 3. **Action on final layout approved with changes.** (a) If the appeal board approves the final layout with modifications, the commissioner may:

(1) prepare final construction plans including the modifications, notify the governing body, and proceed with the project;

(2) decide not to proceed with the project; or

(3) prepare a new final layout and resubmit it to the governing body for approval or disapproval under section 161.164, subdivision 2.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 4. **Action on disapproved final layout.** If the appeal board disapproves the final layout, the commissioner may:

(1) decide not to proceed with the project; or

(2) prepare a new final layout and submit it to the governing body for approval or disapproval under section 161.164, subdivision 2.

Subd. 5. **Final construction plans issued.** The commissioner shall send a complete set of final construction plans to the municipality at least 45 days before the bid opening for informational purposes.

History: 2001 c 191 s 7; 2020 c 83 art 1 s 51

161.167 REIMBURSEMENT OF EXPENSES.

Members of the appeal board shall submit to the commissioner an itemized list of the expenses incurred in disposing of matters presented to them. The appeal board members shall be reimbursed for all reasonable expenses incurred by them in the performance of their duties. The commissioner shall pay these costs out of the trunk highway fund.

History: 2001 c 191 s 8

Good Faith Cost Participation Estimate Summary

S.P. 2305-30 (TH 30 in Rushford, MN)

The City of Rushford's share of construction costs was estimated using Mn/DOT's cost participation policy and the [Cost Participation and Maintenance with Local Units of Government Manual](#) (PDF). You can find both the policy and the manual at <http://www.dot.state.mn.us/policy/financial/fm011.html>. This policy is used statewide to calculate participation of local units of government on Mn/DOT construction projects. The City of Rushford's cost associated with the proposed construction as shown on the attached Final Geometric Layout is estimated to be \$2,330,000. This estimate could change if the layout changes or the city requests certain features. The City will be notified of any major changes in cost to the project. The major cost items and the cost splits are summarized below.

Travel Lanes, Curb & Gutter

Mn/DOT would be responsible for 100% of the costs associated with the reconstruction of TH 30 travel lanes (center 24' width) and curb & gutter through the City of Rushford as is shown on the submitted Final Geometric Layout.

Parking Lanes

Mn/DOT would be responsible for 90% of the costs associated with the reconstruction of TH 30 parking lanes through the City of Rushford as is shown on the submitted Final Geometric Layout. The remaining 10% is the responsibility of the City.

Intersecting City Streets

Mn/DOT is responsible for 100% of costs associated with restoring intersecting side streets to their current width. The City would be responsible for 100% of additional costs to widen side streets.

Sidewalk

Sidewalk is not currently estimated as a cost share component. As currently figured, public sidewalk within the TH 30 right-of-way is 100% the responsibility of the State. Private outwalks. Sidewalk for the local portion of W Steven's Avenue (outside of State R/W), and sidewalk within the downtown over 14' in width is 100% the responsibility of the City.

Lighting

All lighting for the project is 100% City cost. As currently proposed, lighting in the downtown area is decorative-style. MnDOT can share a portion of the increased lighting cost (as a result of using decorative elements), up to 2% of the total MnDOT project cost share (currently estimated at ~\$55,000).

City Utilities

The city will be responsible for 100% of municipal utility work.

Drainage Costs

Drainage (storm sewer) costs associated with this project are shared based on an estimated contributing flow. As currently estimated, storm sewer for TH 30 is 95% State and 5% City. Additional drainage improvements for local drainage systems, outside of TH 30, are 100% City costs.

A detailed cost estimate is included with this package for review by the City.

PRELIMINARY COST ESTIMATE (2022 DOLLARS)

Trunk Highway 30 Reconstruction (300' W of Southview Ct to TH 43)

City of Rushford, MN

Revised 2/10/2021

STREET IMPROVEMENTS (CENTER 24', C&G) - 100% STATE

ITEM NUMBER	ITEM DESCRIPTION	UNIT	2020 UNIT PRICE	QUANTITY	2020 Cost	2022 COST FACTOR 1.00
<i>Fixed Costs</i>						
1	MOBILIZATION	LUMP SUM	\$300,000.00	0.30	\$90,000.00	\$90,000.00
2	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	0.30	\$18,000.00	\$18,000.00
3	COMBINATION FIELD LABORATORY & OFFICE	LUMP SUM	\$18,000.00	0.30	\$5,400.00	\$5,400.00
4	CLEARING & GRUBBING	EACH	\$800.00	10	\$8,000.00	\$8,000.00
5	EROSION AND SEDIMENT CONTROL	LUMP SUM	\$25,000.00	1	\$25,000.00	\$25,000.00
6	EXCAVATE, HAUL & DISPOSE CONTAMINATED SOIL	CU YD	\$60.00	100	\$6,000.00	\$6,000.00
SUBTOTAL					\$152,400.00	\$152,400.00
<i>West of Southview (12' Lanes)</i>						
7	REMOVE CURB AND GUTTER	LIN FT	\$3.00	406	\$1,218.00	\$1,218.00
8	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.25	554	\$1,246.50	\$1,247.00
9	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.50	40	\$100.00	\$100.00
10	REMOVE RETAINING WALLS	LS	\$15,000.00	1	\$15,000.00	\$15,000.00
11	COMMON EXCAVATION	CU YD	\$12.00	721	\$8,652.00	\$8,652.00
12	SUBGRADE EXCAVATION	CU YD	\$12.00	72	\$864.00	\$864.00
13	STABILIZING AGGREGATE	CU YD	\$33.00	72	\$2,376.00	\$2,376.00
14	18" SELECT GRANULAR EMBANKMENT SUPER SAND	CU YD	\$25.00	371	\$9,275.00	\$9,275.00
15	6" AGGREGATE BASE CLASS 5	CU YD	\$33.00	124	\$4,092.00	\$4,092.00
16	AGGREGATE SURFACING CLASS 2	CU YD	\$36.00	65	\$2,334.67	\$2,335.00
17	4" BITUMINOUS WEARING MIX	TON	\$109.00	127	\$13,843.00	\$13,843.00
18	2" BITUMINOUS NON-WEARING MIX	TON	\$104.00	64	\$6,656.00	\$6,656.00
19	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$17.50	406	\$7,105.00	\$7,105.00
20	6" PERFORATED PVC PIPE DRAIN	LIN FT	\$12.50	406	\$5,075.00	\$5,075.00
21	TOPSOIL, SEED, FERTILIZE AND HYDROMULCH	SQ YD	\$8.50	1,541	\$13,098.50	\$13,099.00
22	4" DOUBLE SOLID LINE	LIN FT	\$0.75	406	\$304.50	\$305.00
23	REMOVE CABLE BARRIER	LIN FT	\$15.00	125	\$1,875.00	\$1,875.00
SUBTOTAL					\$93,115.17	\$93,117.00
<i>Residential Area (12' Lane x 2)</i>						
23	REMOVE CURB AND GUTTER	LIN FT	\$3.00	4,287	\$12,861.00	\$12,861.00
24	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.25	6,037	\$13,583.25	\$13,584.00
25	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.50	120	\$300.00	\$300.00
26	COMMON EXCAVATION	CU YD	\$12.00	5,750	\$69,000.00	\$69,000.00
27	SUBGRADE EXCAVATION	CU YD	\$12.00	575	\$6,900.00	\$6,900.00
28	STABILIZING AGGREGATE	CU YD	\$33.00	575	\$18,975.00	\$18,975.00
29	18" SELECT GRANULAR EMBANKMENT SUPER SAND	CU YD	\$25.00	4,012	\$100,300.00	\$100,300.00
30	6" AGGREGATE BASE CLASS 5	CU YD	\$33.00	1,337	\$44,121.00	\$44,121.00
31	4" BITUMINOUS WEARING MIX	TON	\$109.00	1,388	\$151,292.00	\$151,292.00
32	2" BITUMINOUS NON-WEARING MIX	TON	\$104.00	694	\$72,176.00	\$72,176.00
33	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$17.50	4,287	\$75,022.50	\$75,023.00
34	6" PERFORATED PVC PIPE DRAIN	LIN FT	\$12.50	4,287	\$53,587.50	\$53,588.00
35	TOPSOIL, SEED, FERTILIZE AND HYDROMULCH	SQ YD	\$8.50	5,716	\$48,586.00	\$48,586.00
36	4" DOUBLE SOLID LINE	LIN FT	\$0.75	3,978	\$2,983.50	\$2,984.00
SUBTOTAL					\$669,687.75	\$669,690.00
<i>Downtown Area (12' Lane x 2)</i>						
37	REMOVE CURB AND GUTTER	LIN FT	\$3.00	1,299	\$3,897.00	\$3,897.00
38	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.25	2,419	\$5,442.75	\$5,443.00
39	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.50	250	\$625.00	\$625.00
40	COMMON EXCAVATION	CU YD	\$12.00	2,307	\$27,684.00	\$27,684.00
41	SUBGRADE EXCAVATION	CU YD	\$12.00	231	\$2,772.00	\$2,772.00
42	STABILIZING AGGREGATE	CU YD	\$33.00	231	\$7,623.00	\$7,623.00
43	18" SELECT GRANULAR EMBANKMENT SUPER SAND	CU YD	\$25.00	1,510	\$37,750.00	\$37,750.00
44	6" AGGREGATE BASE CLASS 5	CU YD	\$33.00	503	\$16,599.00	\$16,599.00
45	4" BITUMINOUS WEARING MIX	TON	\$109.00	556	\$60,604.00	\$60,604.00
46	2" BITUMINOUS NON-WEARING MIX	TON	\$104.00	278	\$28,912.00	\$28,912.00
47	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$17.50	1,299	\$22,732.50	\$22,733.00
48	6" PERFORATED PVC PIPE DRAIN	LIN FT	\$12.50	1,299	\$16,237.50	\$16,238.00
49	TOPSOIL, SEED, FERTILIZE AND HYDROMULCH	SQ YD	\$8.50	264	\$2,244.00	\$2,244.00
50	24" SOLID LINE	LIN FT	\$15.00	22	\$330.00	\$330.00
51	4" DOUBLE SOLID LINE	LIN FT	\$0.75	1,404	\$1,053.00	\$1,053.00
SUBTOTAL					\$234,505.75	\$234,507.00
SUBTOTAL					\$1,149,708.67	\$1,149,714.00
CONTINGENCY 10%					\$115,000.00	\$115,000.00
TOTAL					\$1,264,708.67	\$1,264,714.00
STATE 100%					\$1,264,708.67	\$1,264,714.00
CITY 0%					\$0.00	\$0.00

PRELIMINARY COST ESTIMATE (2022 DOLLARS)

Trunk Highway 30 Reconstruction (300' W of Southview Ct to TH 43)

City of Rushford, MN

Revised 2/10/2021

**STREET IMPROVEMENTS (PARKING LANES) - 90% STATE, 10% CITY**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	2020 UNIT PRICE	QUANTITY	2020 Cost	2022 COST FACTOR 1.00
<i>Fixed Costs</i>						
1	MOBILIZATION	LUMP SUM	\$300,000.00	0.08	\$24,000.00	\$24,000.00
2	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	0.08	\$4,800.00	\$4,800.00
3	COMBINATION FIELD LABORATORY & OFFICE	LUMP SUM	\$18,000.00	0.08	\$1,440.00	\$1,440.00
4	CLEARING	EACH	\$800.00	2	\$1,600.00	\$1,600.00
5	EXCAVATE, HAUL & DISPOSE CONTAMINATED SOIL	CU YD	\$60.00	50	\$3,000.00	\$3,000.00
			SUBTOTAL		\$34,840.00	\$34,840.00
<i>West of Southview (8' Lane x 1)</i>						
6	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.25	149	\$335.25	\$336.00
7	COMMON EXCAVATION	CU YD	\$12.00	103	\$1,236.00	\$1,236.00
8	SUBGRADE EXCAVATION	CU YD	\$12.00	10	\$120.00	\$120.00
9	STABILIZING AGGREGATE	CU YD	\$33.00	10	\$330.00	\$330.00
10	18" SELECT GRANULAR EMBANKMENT SUPER SAND	CU YD	\$25.00	68	\$1,700.00	\$1,700.00
11	6" AGGREGATE BASE CLASS 5	CU YD	\$33.00	23	\$759.00	\$759.00
12	4" BITUMINOUS WEARING MIX	TON	\$109.00	31	\$3,379.00	\$3,379.00
13	2" BITUMINOUS NON-WEARING MIX	TON	\$104.00	16	\$1,664.00	\$1,664.00
			SUBTOTAL		\$9,523.25	\$9,524.00
<i>Residential Area (8' Lane x 2)</i>						
14	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.25	2,814	\$6,331.50	\$6,332.00
15	COMMON EXCAVATION	CU YD	\$12.00	1,954	\$23,448.00	\$23,448.00
16	SUBGRADE EXCAVATION	CU YD	\$12.00	195	\$2,340.00	\$2,340.00
17	STABILIZING AGGREGATE	CU YD	\$33.00	195	\$6,435.00	\$6,435.00
18	18" SELECT GRANULAR EMBANKMENT SUPER SAND	CU YD	\$25.00	1,279	\$31,975.00	\$31,975.00
19	6" AGGREGATE BASE CLASS 5	CU YD	\$33.00	426	\$14,058.00	\$14,058.00
20	4" BITUMINOUS WEARING MIX	TON	\$109.00	588	\$64,092.00	\$64,092.00
21	2" BITUMINOUS NON-WEARING MIX	TON	\$104.00	294	\$30,576.00	\$30,576.00
			SUBTOTAL		\$179,255.50	\$179,256.00
<i>Downtown Area (12' Lane x 2)</i>						
22	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.25	2,043	\$4,596.75	\$4,597.00
23	COMMON EXCAVATION	CU YD	\$12.00	867	\$10,404.00	\$10,404.00
24	SUBGRADE EXCAVATION	CU YD	\$12.00	87	\$1,044.00	\$1,044.00
25	STABILIZING AGGREGATE	CU YD	\$33.00	87	\$2,871.00	\$2,871.00
26	18" SELECT GRANULAR EMBANKMENT SUPER SAND	CU YD	\$25.00	568	\$14,200.00	\$14,200.00
27	6" AGGREGATE BASE CLASS 5	CU YD	\$33.00	189	\$6,237.00	\$6,237.00
28	4" BITUMINOUS WEARING MIX	TON	\$109.00	261	\$28,449.00	\$28,449.00
29	2" BITUMINOUS NON-WEARING MIX	TON	\$104.00	131	\$13,624.00	\$13,624.00
			SUBTOTAL		\$81,425.75	\$81,426.00
			SUBTOTAL		\$305,044.50	\$305,046.00
			CONTINGENCY	10%	\$30,600.00	\$30,600.00
			TOTAL		\$335,644.50	\$335,646.00
			STATE	90%	\$302,080.05	\$302,081.40
			CITY	10%	\$33,564.45	\$33,564.60

PRELIMINARY COST ESTIMATE (2022 DOLLARS)

Trunk Highway 30 Reconstruction (300' W of Southview Ct to TH 43)

City of Rushford, MN

Revised 2/10/2021

**SIDEWALK IMPROVEMENTS - 100% STATE**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	2020 UNIT PRICE	QUANTITY	2020 Cost	2022 COST FACTOR 1.00
<i>Fixed Costs</i>						
1	MOBILIZATION	LUMP SUM	\$300,000.00	0.17	\$51,000.00	\$51,000.00
2	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	0.17	\$10,200.00	\$10,200.00
3	COMBINATION FIELD LABORATORY & OFFICE	LUMP SUM	\$18,000.00	0.17	\$3,060.00	\$3,060.00
			SUBTOTAL		\$64,260.00	\$64,260.00
<i>Downtown Area (Primarily full width/paved boulevards)</i>						
4	REMOVE CONCRETE WALK/DRIVE	SQ FT	\$0.90	17,429	\$15,686.10	\$15,687.00
5	4" CONCRETE WALK (INCLUDES AGGREGATE)	SQ FT	\$7.50	0	\$0.00	\$0.00
6	4-6" CONCRETE WALK (INCLUDES AGGREGATE)	SQ FT	\$13.50	14,133	\$190,795.50	\$190,796.00
7	6" CONCRETE DRIVE (INCLUDES AGGREGATE)	SQ YD	\$63.00	0	\$0.00	\$0.00
8	7" CONCRETE DRIVE (INCLUDES AGGREGATE)	SQ YD	\$71.00	453	\$32,163.00	\$32,163.00
9	TRUNCATED DOMES	SQ FT	\$57.00	192	\$10,944.00	\$10,944.00
			SUBTOTAL		\$249,588.60	\$249,590.00
<i>Residential Area (Replacement of existing with 5' walk and North Walk Extension)</i>						
10	REMOVE CONCRETE WALK/DRIVE	SQ FT	\$0.90	21,966	\$19,769.40	\$19,770.00
11	MODULAR BLOCK RETAINING WALL	SQ FT	\$50.00	1,554	\$77,675.00	\$77,675.00
12	4" CONCRETE WALK (INCLUDES AGGREGATE)	SQ FT	\$7.50	10,558	\$79,185.00	\$79,185.00
13	6" CONCRETE WALK (INCLUDES AGGREGATE)	SQ FT	\$13.50	275	\$3,712.50	\$3,713.00
14	6" CONCRETE DRIVE (INCLUDES AGGREGATE)	SQ YD	\$63.00	1,527	\$96,201.00	\$96,201.00
15	TRUNCATED DOMES	SQ FT	\$57.00	80	\$4,560.00	\$4,560.00
16	REMOVE & REPLACE DECORATIVE FENCE	EACH	\$2,000.00	2	\$4,000.00	\$4,000.00
			SUBTOTAL		\$285,102.90	\$285,104.00
<i>Residential Area (New Walk Extension - To Bluffview & Southview Ct)</i>						
17	4" CONCRETE WALK (INCLUDES AGGREGATE)	SQ FT	\$7.50	4,478	\$33,585.00	\$33,585.00
18	6" CONCRETE WALK (INCLUDES AGGREGATE)	SQ FT	\$13.50	126	\$1,701.00	\$1,701.00
19	TRUNCATED DOMES	SQ FT	\$57.00	40	\$2,280.00	\$2,280.00
			SUBTOTAL		\$37,566.00	\$37,566.00
			SUBTOTAL		\$636,517.50	\$636,520.00
			CONTINGENCY	10%	\$63,700.00	\$63,700.00
			TOTAL		\$700,217.50	\$700,220.00
			STATE	100%	\$700,217.50	\$700,220.00
			CITY	0%	\$0.00	\$0.00

SIDEWALK IMPROVEMENTS - 100% CITY

ITEM NUMBER	ITEM DESCRIPTION	UNIT	2020 UNIT PRICE	QUANTITY	2020 Cost	2022 COST FACTOR 1.00
<i>Fixed Costs</i>						
1	MOBILIZATION	LUMP SUM	\$300,000.00	0.02	\$6,000.00	\$6,000.00
2	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	0.02	\$1,200.00	\$1,200.00
3	COMBINATION FIELD LABORATORY & OFFICE	LUMP SUM	\$18,000.00	0.02	\$360.00	\$360.00
			SUBTOTAL		\$7,560.00	\$7,560.00
<i>Downtown Walk Oversizing (for Widths >14')</i>						
4	6" CONCRETE WALK (INCLUDES AGGREGATE)	SQ FT	\$13.50	740	\$9,990.00	\$9,990.00
			SUBTOTAL		\$9,990.00	\$9,990.00
<i>Residential Outwalks</i>						
5	REMOVE CONCRETE WALK/DRIVE	SQ FT	\$0.90	1,785	\$1,606.50	\$1,607.00
6	4" CONCRETE WALK (INCLUDES AGGREGATE)	SQ FT	\$7.50	1,785	\$13,387.50	\$13,388.00
7	REMOVE & REPLACE DECORATIVE RAILING	EACH	\$1,500.00	2	\$3,000.00	\$3,000.00
8	CONCRETE STEPS	EACH	\$3,000.00	5	\$15,000.00	\$15,000.00
			SUBTOTAL		\$32,994.00	\$32,995.00
<i>Stevens Ave Sidewalk Extension & Pavement Markings</i>						
9	REMOVE CONCRETE WALK/DRIVE	SQ FT	\$0.90	840	\$756.00	\$756.00
10	4" CONCRETE WALK (INCLUDES AGGREGATE)	SQ FT	\$7.50	571	\$4,284.00	\$4,284.00
11	6" CONCRETE DRIVE (INCLUDES AGGREGATE)	SQ YD	\$63.00	56	\$3,528.00	\$3,528.00
12	4" SOLID LINE	LIN FT	\$1.00	321	\$321.00	\$321.00
13	CROSSWALK MARKING	SF	\$15.00	630	\$9,450.00	\$9,450.00
			SUBTOTAL		\$18,339.00	\$18,339.00
			SUBTOTAL		\$68,883.00	\$68,884.00
			CONTINGENCY	10%	\$6,900.00	\$6,900.00
			TOTAL		\$75,783.00	\$75,784.00
			STATE	0%	\$0.00	\$0.00
			CITY	100%	\$75,783.00	\$75,784.00

PRELIMINARY COST ESTIMATE (2022 DOLLARS)

Trunk Highway 30 Reconstruction (300' W of Southview Ct to TH 43)

City of Rushford, MN

Revised 2/10/2021

**STREET LIGHTING - 0% STATE, 100% CITY**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	2020 UNIT PRICE	QUANTITY	2020 Cost	2022 COST FACTOR 1.00
<i>Fixed Costs</i>						
1	MOBILIZATION	LUMP SUM	\$300,000.00	0.04	\$12,000.00	\$12,000.00
2	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	0.04	\$2,400.00	\$2,400.00
3	COMBINATION FIELD LABORATORY & OFFICE	LUMP SUM	\$18,000.00	0.04	\$720.00	\$720.00
			SUBTOTAL		\$15,120.00	\$15,120.00
<i>Downtown Lighting</i>						
4	REMOVE LIGHTING UNIT	EACH	\$400.00	7	\$2,800.00	\$2,800.00
5	LIGHT FOUNDATION	EACH	\$1,000.00	11	\$11,000.00	\$11,000.00
6	LIGHTING UNIT SPECIAL 1	EACH	\$4,200.00	8	\$33,600.00	\$33,600.00
7	LIGHTING UNIT SPECIAL 2	EACH	\$7,400.00	2	\$14,800.00	\$14,800.00
8	RELOCATE EXISTING LIGHT POLE	EACH	\$1,000.00	1	\$1,000.00	\$1,000.00
9	HANDHOLE	EACH	\$675.00	4	\$2,700.00	\$2,700.00
10	2" NON-METALLIC CONDUIT	LIN FT	\$6.50	2,125	\$13,812.50	\$13,813.00
11	UNDERGROUND WIRE 1/C (BARE) 6 AWG	LIN FT	\$2.40	2,315	\$5,556.00	\$5,556.00
12	UNDERGROUND WIRE 1/C 6 AWG	LIN FT	\$2.40	6,945	\$16,668.00	\$16,668.00
13	SERVICE CABINET & EQUIPMENT PAD	EACH	\$7,000.00	2	\$14,000.00	\$14,000.00
			SUBTOTAL		\$115,936.50	\$115,937.00
<i>Residential Lighting</i>						
14	RELOCATE EXISTING LIGHT POLE	EACH	\$2,000.00	10	\$20,000.00	\$20,000.00
			SUBTOTAL		\$20,000.00	\$20,000.00
			SUBTOTAL		\$151,056.50	\$151,057.00
* ADDITIONAL COST FOR DECORATIVE LIGHTING PROVIDED BELOW			CONTINGENCY	10%	\$15,200.00	\$15,200.00
			TOTAL		\$166,256.50	\$166,257.00
			STATE	0%	\$0.00	\$0.00
			CITY	100%	\$166,256.50	\$166,257.00

LANDSCAPING & ASTHETIC IMPROVEMENTS - UP TO 2% OF STATE SHARE, REMAINDER CITY COST

ITEM NUMBER	ITEM DESCRIPTION	UNIT	2020 UNIT PRICE	QUANTITY	2020 Cost	2022 COST FACTOR 1.00
<i>Fixed Costs</i>						
1	MOBILIZATION	LUMP SUM	\$300,000.00	0.02	\$6,000.00	\$6,000.00
2	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	0.02	\$1,200.00	\$1,200.00
3	COMBINATION FIELD LABORATORY & OFFICE	LUMP SUM	\$18,000.00	0.02	\$360.00	\$360.00
			SUBTOTAL		\$7,560.00	\$7,560.00
<i>Construction Costs</i>						
4	DOWNTOWN DECORATIVE LIGHTING UPCHARGE	EACH	\$3,000.00	10	\$30,000.00	\$30,000.00
5	TREE GRATE	EACH	\$2,000.00	8	\$16,000.00	\$16,000.00
6	TREE PLANTING	EACH	\$550.00	8	\$4,400.00	\$4,400.00
			SUBTOTAL		\$50,400.00	\$50,400.00
			SUBTOTAL		\$57,960.00	\$57,960.00
			CONTINGENCY	10%	\$5,800.00	\$5,800.00
			TOTAL		\$63,760.00	\$63,760.00
			STATE	NA	\$58,000.00	\$58,000.00
			CITY	NA	\$5,760.00	\$5,760.00

PRELIMINARY COST ESTIMATE (2022 DOLLARS)

Trunk Highway 30 Reconstruction (300' W of Southview Ct to TH 43)

City of Rushford, MN

Revised 2/10/2021

**STORM SEWER IMPROVEMENTS - 95% STATE, 5% CITY**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	2020 UNIT PRICE	QUANTITY	2020 Cost	2022 COST FACTOR 1.00
<i>Fixed Costs</i>						
1	MOBILIZATION	LUMP SUM	\$300,000.00	0.17	\$51,000.00	\$51,000.00
2	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	0.17	\$10,200.00	\$10,200.00
3	COMBINATION FIELD LABORATORY & OFFICE	LUMP SUM	\$18,000.00	0.17	\$3,060.00	\$3,060.00
SUBTOTAL					\$64,260.00	\$64,260.00
<i>Construction Costs</i>						
4	REMOVE STORM SEWER PIPE	LIN FT	\$15.00	2,990	\$44,850.00	\$44,850.00
5	REMOVE MANHOLE/CATCH BASIN	EACH	\$415.00	34	\$14,110.00	\$14,110.00
6	12" PIPE SEWER	LIN FT	\$42.00	1,165	\$48,930.00	\$48,930.00
7	15" PIPE SEWER	LIN FT	\$45.00	237	\$10,665.00	\$10,665.00
8	18" PIPE SEWER	LIN FT	\$50.00	511	\$25,550.00	\$25,550.00
9	21" PIPE SEWER	LIN FT	\$50.00	400	\$20,000.00	\$20,000.00
10	24" PIPE SEWER	LIN FT	\$60.00	326	\$19,560.00	\$19,560.00
11	44" SPAN RC PIPE-ARCH SEWER CLASS IIA	LIN FT	\$200.00	388	\$77,600.00	\$77,600.00
12	36" RC PIPE SEWER	LIN FT	\$110.00	702	\$77,220.00	\$77,220.00
13	CASTING ASSEMBLY	EACH	\$750.00	67	\$50,250.00	\$50,250.00
14	CONSTRUCT DRAINAGE STRUCTURE, 2'X3'	LIN FT	\$350.00	216	\$75,600.00	\$75,600.00
15	CONSTRUCT DRAINAGE STRUCTURE, 60" DIA	LIN FT	\$670.00	70	\$46,900.00	\$46,900.00
16	CONSTRUCT DRAINAGE STRUCTURE, 72" DIA	LIN FT	\$950.00	33	\$31,350.00	\$31,350.00
17	CONSTRUCT DRAINAGE STRUCTURE, 84" DIA	LIN FT	\$1,500.00	14	\$21,000.00	\$21,000.00
18	EXCAVATE, HAUL & DISPOSE CONTAMINATED SOIL	CU YD	\$60.00	100	\$6,000.00	\$6,000.00
SUBTOTAL					\$569,585.00	\$569,585.00
SUBTOTAL					\$633,845.00	\$633,845.00
CONTINGENCY 10%					\$63,400.00	\$63,400.00
TOTAL					\$697,245.00	\$697,245.00
STATE 95%					\$662,382.75	\$662,382.75
CITY 5%					\$34,862.25	\$34,862.25

STORM SEWER IMPROVEMENTS - 100% CITY (ELM STREET CROSSING)

ITEM NUMBER	ITEM DESCRIPTION	UNIT	2020 UNIT PRICE	QUANTITY	2020 Cost	2022 COST FACTOR 1.00
<i>Fixed Costs</i>						
1	MOBILIZATION	LUMP SUM	\$300,000.00	0.01	\$3,000.00	\$3,000.00
2	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	0.01	\$600.00	\$600.00
3	COMBINATION FIELD LABORATORY & OFFICE	LUMP SUM	\$18,000.00	0.01	\$180.00	\$180.00
SUBTOTAL					\$3,780.00	\$3,780.00
<i>Construction Costs</i>						
4	REMOVE STORM SEWER PIPE	LIN FT	\$15.00	145	\$2,175.00	\$2,175.00
5	REMOVE MANHOLE/CATCH BASIN	EACH	\$415.00	4	\$1,660.00	\$1,660.00
6	15" RC PIPE SEWER	LIN FT	\$45.00	25	\$1,125.00	\$1,125.00
7	18" RC PIPE SEWER	LIN FT	\$50.00	120	\$6,000.00	\$6,000.00
8	CONSTRUCT DRAINAGE STRUCTURE, 48" DIA	LIN FT	\$375.00	10	\$3,750.00	\$3,750.00
9	CONSTRUCT DRAINAGE STRUCTURE, 60" DIA	LIN FT	\$670.00	7	\$4,690.00	\$4,690.00
10	CONSTRUCT DRAINAGE STRUCTURE, 72" DIA	LIN FT	\$950.00	7	\$6,650.00	\$6,650.00
11	CASTING ASSEMBLY	EACH	\$750.00	4	\$3,000.00	\$3,000.00
SUBTOTAL					\$29,050.00	\$29,050.00
SUBTOTAL					\$32,830.00	\$32,830.00
CONTINGENCY 10%					\$3,300.00	\$3,300.00
TOTAL					\$36,130.00	\$36,130.00
STATE 0%					\$0.00	\$0.00
CITY 100%					\$36,130.00	\$36,130.00

PRELIMINARY COST ESTIMATE (2022 DOLLARS)

Trunk Highway 30 Reconstruction (300' W of Southview Ct to TH 43)

City of Rushford, MN

Revised 2/10/2021

**SANITARY SEWER IMPROVEMENTS - 100% CITY**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	2020 UNIT PRICE	QUANTITY	2020 Cost	2022 COST FACTOR 1.00
<i>Fixed Costs</i>						
1	MOBILIZATION	LUMP SUM	\$300,000.00	0.09	\$27,000.00	\$27,000.00
2	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	0.09	\$5,400.00	\$5,400.00
3	COMBINATION FIELD LABORATORY & OFFICE	LUMP SUM	\$18,000.00	0.09	\$1,620.00	\$1,620.00
4	ROCK EXCAVATION IN TRENCH	CU YD	\$50.00	200	\$10,000.00	\$10,000.00
5	DEWATERING	LUMP SUM	\$25,000.00	0.5	\$12,500.00	\$12,500.00
6	EXCAVATE, HAUL & DISPOSE CONTAMINATED SOIL	CU YD	\$60.00	50	\$3,000.00	\$3,000.00
SUBTOTAL					\$59,520.00	\$59,520.00
<i>Sanitary Main & Service Line Replacement</i>						
4	REMOVE MANHOLE	EACH	\$400.00	10	\$4,000.00	\$4,000.00
5	REMOVE SANITARY SEWER PIPE	LIN FT	\$3.00	2,340	\$7,020.00	\$7,020.00
6	SUMP PUMP SERVICE	EACH	\$700.00	41	\$28,700.00	\$28,700.00
7	SANITARY SEWER SERVICE	LIN FT	\$32.00	1,440	\$46,080.00	\$46,080.00
8	CONNECT TO EXISTING SANITARY SEWER	EACH	\$750.00	5	\$3,750.00	\$3,750.00
9	8" PVC PIPE SEWER	LIN FT	\$41.00	2,340	\$95,940.00	\$95,940.00
10	CASTING ASSEMBLY	EACH	\$1,300.00	10	\$13,000.00	\$13,000.00
11	ADJUST EXISTING CASTING	EACH	\$850.00	1	\$850.00	\$850.00
12	CONSTRUCT MANHOLE (SANITARY)	LIN FT	\$310.00	110	\$34,100.00	\$34,100.00
13	SANITARY WYE (8x4)	EACH	\$310.00	52	\$16,120.00	\$16,120.00
SUBTOTAL					\$249,560.00	\$249,560.00
<i>Sanitary Service Line Replacement (Mill St to Elm St)</i>						
14	SANITARY SEWER SERVICE	LIN FT	\$32.00	385	\$12,320.00	\$12,320.00
15	CONNECT TO EXISTING SANITARY WYE	EACH	\$250.00	10	\$2,500.00	\$2,500.00
SUBTOTAL					\$14,820.00	\$14,820.00
SUBTOTAL					\$323,900.00	\$323,900.00
CONTINGENCY 10%					\$32,400.00	\$32,400.00
TOTAL					\$356,300.00	\$356,300.00
STATE 0%					\$0.00	\$0.00
CITY 100%					\$356,300.00	\$356,300.00

PRELIMINARY COST ESTIMATE (2022 DOLLARS)

Trunk Highway 30 Reconstruction (300' W of Southview Ct to TH 43)

City of Rushford, MN

Revised 2/10/2021

**WATERMAIN IMPROVEMENTS - 100% CITY**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	2020 UNIT PRICE	QUANTITY	2020 Cost	2022 COST FACTOR 1.00
<i>Fixed Costs</i>						
1	MOBILIZATION	LUMP SUM	\$300,000.00	0.11	\$33,000.00	\$33,000.00
2	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	0.11	\$6,600.00	\$6,600.00
3	COMBINATION FIELD LABORATORY & OFFICE	LUMP SUM	\$18,000.00	0.11	\$1,980.00	\$1,980.00
			SUBTOTAL		\$41,580.00	\$41,580.00
<i>Watermain & Service Line Replacement (Standard Sizing)</i>						
4	REMOVE HYDRANT	EACH	\$500.00	4	\$2,000.00	\$2,000.00
5	REMOVE WATER MAIN	LIN FT	\$8.00	2,815	\$22,520.00	\$22,520.00
6	TEMPORARY WATER SYSTEM	LUMP SUM	\$25,000.00	1	\$25,000.00	\$25,000.00
7	ROCK EXCAVATION IN TRENCH	CU YD	\$50.00	150	\$7,500.00	\$7,500.00
8	DEWATERING	LUMP SUM	\$25,000.00	0.5	\$12,500.00	\$12,500.00
8	CONNECT TO EXISTING WATER MAIN	EACH	\$1,000.00	6	\$6,000.00	\$6,000.00
9	1" CORPORATION STOP	EACH	\$375.00	58	\$21,750.00	\$21,750.00
10	1" CURB STOP AND BOX	EACH	\$375.00	58	\$21,750.00	\$21,750.00
11	1" WATER SERVICE	LIN FT	\$29.00	2,000	\$58,000.00	\$58,000.00
12	HYDRANT	EACH	\$4,100.00	5	\$20,500.00	\$20,500.00
13	6" GATE VALVE AND BOX	EACH	\$1,500.00	5	\$7,500.00	\$7,500.00
14	8" GATE VALVE AND BOX (CROSS STREETS)	EACH	\$2,100.00	5	\$10,500.00	\$10,500.00
15	8" GATE VALVE AND BOX (TH 30)	EACH	\$2,100.00	4	\$8,400.00	\$8,400.00
16	6" WATER MAIN	LIN FT	\$40.00	155	\$6,200.00	\$6,200.00
17	8" WATER MAIN (CROSS STREETS)	LIN FT	\$45.00	60	\$2,700.00	\$2,700.00
18	8" WATER MAIN (TH 30)	LIN FT	\$45.00	2,600	\$117,000.00	\$117,000.00
19	WATER MAIN FITTINGS	POUND	\$10.25	1,650	\$16,912.50	\$16,913.00
20	EXCAVATE, HAUL & DISPOSE CONTAMINATED SOIL	CU YD	\$60.00	50	\$3,000.00	\$3,000.00
			SUBTOTAL		\$369,732.50	\$369,733.00
<i>10" Watermain Oversizing</i>						
21	10" WATER MAIN (UPSIZING COST)	LIN FT	\$3.00	2,600	\$7,800.00	\$7,800.00
22	10" GATE VALVE AND BOX (UPSIZING COST)	EACH	\$600.00	4	\$2,400.00	\$2,400.00
23	ADDITIONAL WATERMAIN FITTINGS	POUND	\$10.25	350	\$3,587.50	\$3,588.00
			SUBTOTAL		\$13,787.50	\$13,788.00
			SUBTOTAL		\$425,100.00	\$425,101.00
			CONTINGENCY	10%	\$42,600.00	\$42,600.00
			TOTAL		\$467,700.00	\$467,701.00
			STATE	0%	\$0.00	\$0.00
			CITY	100%	\$467,700.00	\$467,701.00

PRELIMINARY COST ESTIMATE (2022 DOLLARS)

Trunk Highway 30 Reconstruction (300' W of Southview Ct to TH 43)

City of Rushford, MN

Revised 2/10/2021



TOTAL PROJECT COST SUMMARY	2020 Cost	2022 COST FACTOR 1.00
SUBTOTAL		\$3,784,857.00
CONTINGENCY		\$378,900.00
TOTAL ESTIMATED CONSTRUCTION COSTS		\$4,163,757.00
CITY DESIGN & CONSTRUCTION ENGINEERING, FEES		\$740,000.00
MnDOT CONSTRUCTION ENGINEERING (8% OF MNDOT CONSTRUCTION SHARE)		\$240,000.00
RIGHT-OF-WAY		\$176,000.00
TOTAL ESTIMATED PROJECT COSTS		\$5,319,757.00

ESTIMATED STATE COST SHARE	2020 Cost	2022 COST FACTOR 1.00
CONSTRUCTION		\$2,987,398.15
TOTAL STATE SHARE		\$2,987,398.15

ESTIMATED CITY COST SHARE	2020 Cost	2022 COST FACTOR 1.00
CONSTRUCTION		\$1,176,358.85
ENGINEERING, ADMINISTRATION & FEES		\$740,000.00
MnDOT CONSTRUCTION ENGINEERING (8% OF MNDOT CONSTRUCTION SHARE)		\$240,000.00
RIGHT-OF-WAY		\$176,000.00
TOTAL CITY SHARE		\$2,332,358.85

**RESOLUTION 2021-
RESOLUTION FOR LAYOUT APPROVAL
TRUNK HIGHWAY 30 STREET & UTILITY IMPROVEMENTS**

WHEREAS, the Commissioner of Transportation has prepared a final layout for State Project 2503-30 on Trunk Highway 30, from Trunk Highway 43/Mill Street to a point approximately 300 feet west of Southview Court within the City of Rushford for street, sidewalk, storm sewer, municipal utilities, street lighting and other minor related improvements; and seeks the approval thereof, as described in Minnesota Statutes 161.162 to 161.167: and

WHEREAS, said final layout is on file in the District 6 Minnesota Department of Transportation office, Rochester, Minnesota, being marked as Layout No. 5, S.P. 2503-30, from R.P. 0+56 to 29+50.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RUSHFORD, FILLMORE COUNTY, MINNESOTA: that said final layout for the improvement of said Trunk Highway within the corporate limits be and is hereby approved.

Adopted by the Rushford City Council this ____ day of _____, 2021.

Terri Benson, Mayor

Attest:

Kathy Zacher, City Clerk/Treasurer

District Six Crosswalk Guidelines

For community requests to add a crosswalk and for reviewing existing crosswalk locations on a state highway:

Must have:

- ADA compliant ramps and landings
- Sidewalk or paved trail
- Good motorist sight distance (stopping sight distance)
- No parking 20 ft from crosswalk (30 ft if at signal)
- Resolution from City Council requesting crosswalk (for new locations only)

Consider:

- Speed limit should be 40 mph or lower
- Daily pedestrian volume
- ADT ($\leq 12,000$) on multi-lane roadways
- Geometrics i.e. number of lanes, curve, etc.
- Truck traffic
- Turning traffic volumes
- Driver distractions
- Crash history
- Location of other crosswalks, i.e. distance to next crosswalk, number of crosswalks marked at unsignalized intersection (prefer one across the state roadway)
- Trail connection
- See Tech Memo No. 15-01-T-01 for additional guidance:
<http://dotapp7.dot.state.mn.us/edms/download?docId=1552495>

District Six will:

- Install and maintain zebra crosswalks and stop bars on state roadways at signalized intersections
- Install and maintain zebra crosswalks and stop bars on state roadways at roundabouts
- Install and maintain zebra crosswalks, stop bars, pavement messages and appropriate signage on state roadways at school crossing locations
- Repaint approved crosswalks on local legs with construction/maintenance projects at city cost
- If requested by community, install parallel line cross walks versus zebra at approved locations (other than school, roundabout or signalized intersections)

Community will be responsible for:

- Installing crosswalk markings on side street (non-state roadways)
- Maintaining crosswalks and stop bars to the same standard as installed by District Six (other than school or signalized intersections)
- Maintaining/providing no parking “yellow curb” for 20 ft either side of crossing

In-street Portable Pedestrian Crossing Signs:

- No permit required in District Six
- Only allowed where speed limit is 35 mph or lower
- Only one sign per approach at marked crosswalks