

Sherburne County Local Option Sales Tax

EXHIBIT A - Higher Priority Projects

Roadway	Termini	Type of Improvement (current condition/status)	Notes/Other Proposed Changes	Length (mi. for roadways, ft. for bridges)	Construction Cost Estimate	Right of Way Cost Estimate ⁷	Project Cost Estimate
Higher Priority Projects							
NorthStar and Link Transit							
Rail, Bus and Stations	West Co. Line to East Co. Line	Capital, Maintenance and Operations	2019 - 2038 (at 4% growth)	NA		NA	\$42,000,000
Pavement Projects^{1, 2, 7}							
CSAH 13	Tyler Street to Lincoln Street	Pavement Condition (poor)	Trail project, additional 0.9 mi. covered by capacity project (#87)	1.2	\$936,000	\$421,200	\$1,357,200
CSAH 24	CSAH 23 to Elk River Bridge	Pavement Condition (fair/poor)		0.9	\$480,250	\$216,113	\$696,363
CSAH 4	CSAH 5 to CSAH 15	Pavement Condition (fair)		2.9	\$1,615,900	\$363,578	\$1,979,478
CSAH 5	TH 10 to CR 75	Pavement Condition (fair)	Future capacity project (#84), trail project (partial)	3.0	[covered by capacity project]		
CSAH 7	TH 10 to St. Cloud W. City Limits	Pavement Condition (fair)		2.1	\$1,158,250	\$260,606	\$1,418,856
CSAH 8	CSAH 8 (15th Avenue) to Minnesota Boulevard	Pavement Condition (fair)	Potential turnback	0.4	\$273,000	\$61,425	\$334,425
CSAH 8	37th Street to CSAH 16	Pavement Condition (fair)	Trail project	2.2	\$1,700,400	\$382,590	\$2,082,990
CSAH 9	TH 169 to CSAH 19	Pavement Condition (fair)		2.0	\$1,536,600	\$345,735	\$1,882,335
CSAH 13	CSAH 12 to Twin Lakes Road	Pavement Condition (fair)	Trail project	0.6	\$655,200	\$294,840	\$950,040
CSAH 18	104th Street to E. County Boundary	Pavement Condition (fair)		1.0	\$787,800	\$177,255	\$965,055
CSAH 19	CSAH 4 to CSAH 9	Pavement Condition (fair)		4.4	\$2,469,050	\$555,536	\$3,024,586
CSAH 29	TH 169 to N. County Boundary	Pavement Condition (fair)	Existing capacity project (#40)	0.4	[covered by capacity project]		
CSAH 33	CSAH 13 (S. Junction) to E. County Boundary	Pavement Condition (fair)		0.5	\$390,000	\$175,500	\$565,500
CR 37	N. County Boundary to E. County Boundary	Pavement Condition (fair)	Potential turnback	2.4	\$1,903,200	\$428,220	\$2,331,420
CR 43	TH 10 to Elk River Bridge	Pavement Condition (fair)	Proposed urban collector (from minor arterial), additional 3.8 mi. covered by future capacity project (#89)	1.1	\$1,287,000	\$579,150	\$1,866,150
CR 44	TH 10 to CSAH 1	Pavement Condition (fair)	Potential turnback (partial)	1.4	\$1,107,600	\$498,420	\$1,606,020
CR 45	6th Avenue to CSAH 4	Pavement Condition (fair)		0.4	\$339,000	\$152,550	\$491,550
CR 45	14th Avenue to TH 169	Pavement Condition (fair)		0.5	\$265,550	\$59,749	\$325,299
CR 53	Becker N. City Limits to CSAH 16	Pavement Condition (fair)	County system dead end, proposed minor collector (partial)	7.4	\$5,779,800	\$1,300,455	\$7,080,255
CR 54	TH 10 to CR 53	Pavement Condition (fair)	Proposed minor collector	3.9	\$3,057,600	\$687,960	\$3,745,560
CR 80	CSAH 5 to CSAH 3	Pavement Condition (fair)	Potential turnback	2.9	\$2,262,000	\$508,950	\$2,770,950
CR 83	CR 43 to CSAH 15	Pavement Condition (fair)	Potential turnback	2.3	\$1,809,600	\$814,320	\$2,623,920
CR 127	CSAH 23 to CSAH 16	Pavement Condition (fair)	Potential turnback	3.0	\$2,340,000	\$526,500	\$2,866,500
Bridge Projects³							
CSAH 4	Bridge 71505 over St. Francis River	Bridge Replacement (fair/load posted)	0-10 yr priority, TIMB Beam Span, trail project	120	\$1,060,000	NA	\$1,060,000
CSAH 11	Bridge 71506 over Elk River	Bridge Replacement (fair/load posted)	0-10 yr priority, TIMB Beam Span, proposed minor arterial	136	\$1,305,000	NA	\$1,305,000
CSAH 15	Bridge 71504 over Elk River	Bridge Replacement (fair/load posted)	0-10 yr priority, TIMB Beam Span	160	\$1,430,000	NA	\$1,430,000
CSAH 15	Bridge 71509 over St. Francis River	Bridge Replacement (load posted)	10-20 yr priority, TIMB Beam Span	138	\$1,215,000	NA	\$1,215,000
CSAH 16	Bridge 71511 over Elk River	Bridge Replacement (fair/load posted)	10-20 yr priority, TIMB Beam Span	105	\$1,000,000	NA	\$1,000,000
CSAH 16	Bridge 71510 over Rice Creek	Bridge Replacement (load posted)	10-20 yr priority, TIMB Slab Span	78	\$905,000	NA	\$905,000
CSAH 16	Bridge 71507 over Stream	Bridge Replacement (load posted)	10-20 yr priority, TIMB Slab Span	78	\$815,000	NA	\$815,000
CSAH 16	Bridge 71508 over Lily Creek	Bridge Replacement (load posted)	10-20 yr priority, TIMB Slab Span	78	\$805,000	NA	\$805,000
CR 62	Bridge 71513 over Elk River	Bridge Replacement (load posted)	10-20 yr priority, TIMB Slab Span	114	\$692,550	NA	\$692,550
Freight Projects^{1, 2, 7}							
CSAH 6	CSAH 16 to CSAH 3	Upgrade to 10 ton (7 ton)	Pavement resurfacing programmed, trail project (partial)	3.1	\$2,418,000	\$544,050	\$2,962,050
CSAH 16	CR 93 to CSAH 5	Upgrade to 10 ton (7 ton)		2.1	\$1,638,000	\$368,550	\$2,006,550

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CSAH 22	CSAH 3 to N. County Boundary	Upgrade to 10 ton (7 ton)	Pavement resurfacing programmed	1.0	\$780,000	\$175,500	\$955,500
Volume/Capacity Projects (Existing and Connected Future Segments based on 3% Growth Projection)^{1, 4, 7}							
CSAH 4	CR 46 to US 169	Capacity	Trail project	1.4	\$6,750,000	\$3,037,500	\$9,787,500
CSAH 4	TH 169 to 0.3 mi W CR 39	Capacity	Trail project	1.3	\$3,825,000	\$1,721,250	\$5,546,250
CSAH 8	US 10 to University Drive	Capacity		0.8	\$2,550,000	\$1,147,500	\$3,697,500
CSAH 11	US 10 to TH 25	Capacity	Trail project	3.8	\$7,600,000	\$3,420,000	\$11,020,000
CSAH 29	TH 169 to N. County Boundary	Capacity	Pavement project	0.4	\$1,500,000	\$375,000	\$1,875,000
New County Connections^{5, 7}							
TH 25 New River Crossing, and associated projects from the TH 25 River Crossing Study		Connectivity	Proposed new river crossing, and all associated projects				
CSAH 8 realignment ¹⁰	CR 53 to TH 10	Connectivity	Proposed grade separation at TH 25/TH 10, proposed minor arterial, trail project	1.4	\$19,025,000	\$19,025,000	\$38,050,000
CSAH 33 realignment	Smith Street to CSAH 13	Connectivity	Proposed minor arterial, trail project	0.8	\$2,865,000	\$1,289,250	\$4,154,250
County Trail Projects^{6, 7}							
Great Northern Trail	CSAH 9 to TH 169 near Rum River Dr	Proposed county trail		3.8	\$1,805,760	NA	\$1,805,760
Great Northern Trail	CSAH 9 to CSAH 4	Proposed county trail		4.0	\$1,900,800	NA	\$1,900,800
CSAH 5	237th Ave NW to CSAH 4	Proposed county trail		1.9	\$902,880	\$225,720	\$1,128,600
CSAH 5	CSAH 4 to CSAH 9	Proposed county trail		4.5	\$2,138,400	\$534,600	\$2,673,000
CSAH 5/CR 75	Alliance Park to CSAH 5 near 237th Ave NW	Proposed county trail	Pavement project (partial), future capacity project (partial, #84)	3.3	\$1,568,160	\$392,040	\$1,960,200
CSAH 9	CSAH 5 to Great Northern Trail	Proposed county trail		7.1	\$3,373,920	\$843,480	\$4,217,400
CSAH 4/120th St	Great Northern Trail to Grams Regional Park	Proposed county trail	Non-county ROW; partially covered by urban capacity projects (#36 and #37)	1.1	\$522,720	\$235,224	\$757,944
Traffic Control Modification Projects^{7, 11}							
TH 10	CSAH 16	Traffic control modification project		NA	\$500,000	\$125,000	\$625,000
TH 25	CSAH 17	Traffic control modification project		NA	\$500,000	\$125,000	\$625,000
CSAH 1	CSAH 4	Traffic control modification project		NA	\$500,000	\$125,000	\$625,000
TH 169	CSAH 25/CSAH 19	Traffic control modification project	Potential temporary signal, new county connection project	NA	\$500,000	\$125,000	\$625,000
CSAH 4	CSAH 19	Traffic control modification project	Pavement project	NA	\$500,000	\$125,000	\$625,000
TH 10	CR 50	Traffic control modification project		NA	\$500,000	\$125,000	\$625,000
TH 10	CSAH 7	Traffic control modification project	Pavement project	NA	\$500,000	\$250,000	\$750,000
Jurisdictional Transfer Projects^{1, 2, 12}							
Various (see separate tab)	Various (see separate tab)	Pavement project prior to turnback		20.5	\$20,631,000	NA	\$20,631,000
Safety Projects¹³							
Various	Various	Intersection improvements, signing, shoulders, rumble strips, striping, etc.		Unknown	\$7,311,780	NA	\$7,311,780

Higher Priority Project Cost, 2023-2040 (2018 Dollars):	\$133,987,770	\$43,145,315	\$219,133,085
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NOTES/ASSUMPTIONS:

1. All project costs/limits have been adjusted to avoid double counting. For example, urban capacity projects are assumed to include trails, so any additional costs associated with trail projects for these segments have been excluded.
2. For pavement projects on <10 ton roadways, a per mile reconstruction cost of \$780,000 was used based on county data. For pavement projects on 10 ton roadways, a per mile reconconditioning costs of \$565,000 was used based on county data.

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3. For bridge projects where a specific cost estimate was not available, \$175/sq. ft. was used for beam span bridges and \$135/sq. ft. was used for slap span bridges, based on MnDOT cost reports. A 25% multiplier was added for approach work.
4. For capacity projects, a conversion to a 4-lane divided roadway was assumed. A per mile cost estimate of \$1.5-2 million was used for rural projects and \$4 million was used for urban projects (which assume addition of sidewalk and/or trail).
5. For new county connection projects, a per mile cost estimate of \$1.5 million was used for rural projects and \$1.75 million was used for urban projects.
6. For trail projects, a per linear foot cost estimate of \$90 was used, assuming that some of the projects would be completed in conjunction with a roadway project.
7. For reconstruction, capacity, and traffic control projects, ROW costs were estimated at 40-50% of construction costs in urban areas and 20-25% of construction costs in rural areas. For new county connection projects, ROW costs were estimated to be equal to construction costs. For trail projects along county highways, ROW costs were estimated at 25% of construction costs. Trail projects along MnDOT highways and county-owned corridors (i.e. the abandoned railroad corridor for the Great Northern Trail) were assumed not to require additional ROW. For other trail projects, ROW costs were estimated at 45% of construction costs.
8. Limits extended and costs included to upgrade existing township roads to CSAH standards.
9. Cost premium added based on difficulty crossing Elk River in this location.
10. Assumes construction of an interchange at TH 10/TH25.
11. For traffic control modification projects, \$500,000 was used as an estimated cost based on the cost for installing a signal system (\$250,000) and constructing associated turn lanes (\$250,000). Costs will vary based on location and type of modification.
12. Assumes one pavement project per year with an average annual cost of \$842,203 (see separate tab).
13. Assumes \$300,000 per year (in 2018 dollars) for safety projects, matching trend in HSIP funding.
14. Assumes \$150,000 per year (in 2018 dollars); cost assumed to double by 2023 due to contracting this work out. Future costs assumed to increase with inflation.
15. Cost estimate for this project based on EA/EAW for TH 169 from Elk River to Zimmerman, Appendix B, Technical Memorandum 5: Alternatives Development, Evaluation and Selection of Preferred Alternative.