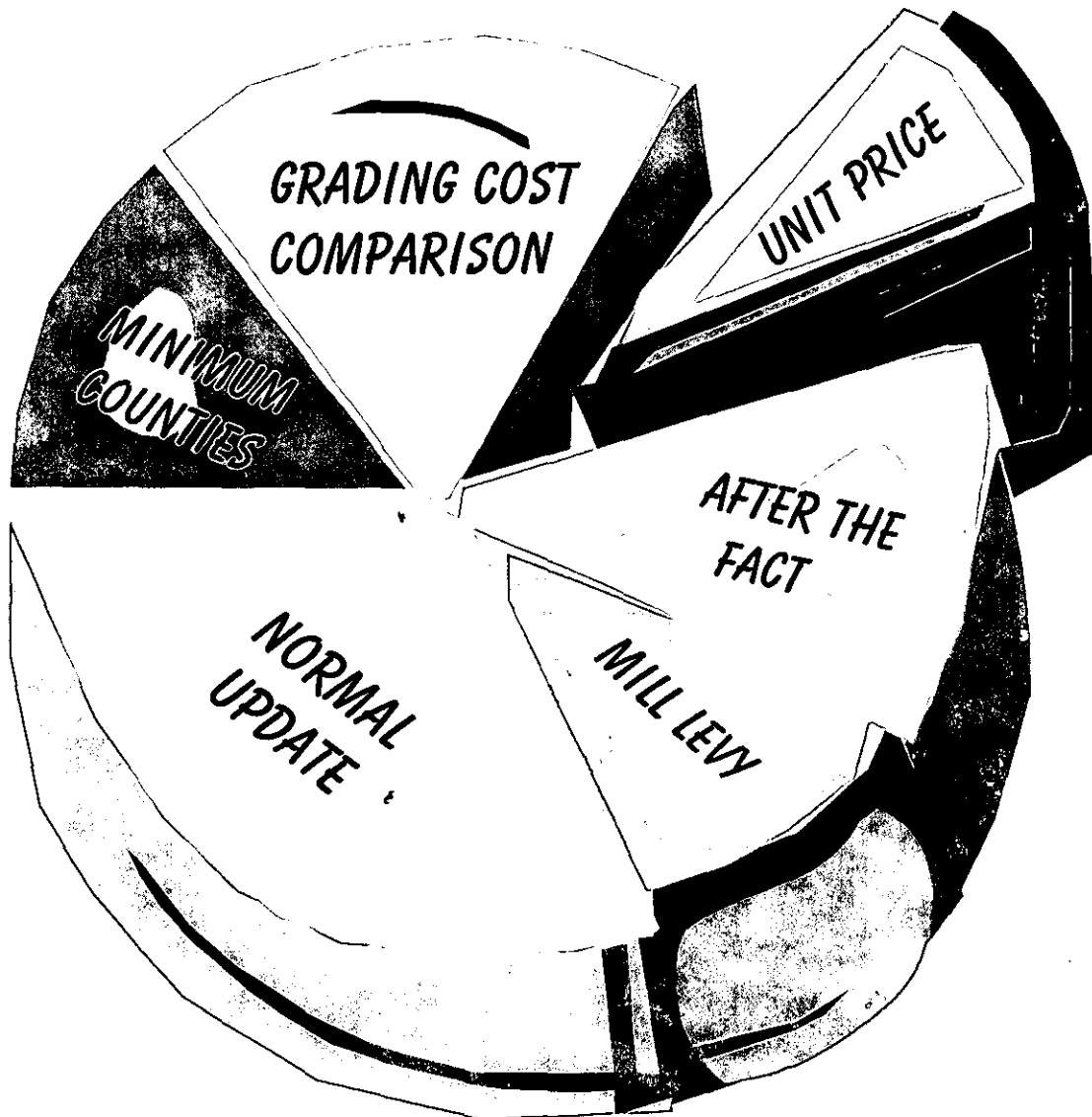


2004

04 - 0290

COUNTY SCREENING BOARD DATA



JUNE, 2004



Minnesota Department of Transportation

MEMO

State Aid for Local Transportation Division

Mail Stop 500, 4th Floor
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Fax: 651 282-2727

May 5, 2004

To: County Engineers
District State Aid Engineers

From: Diane Gould, Manager *Diane Gould*
County State Aid Highway Needs Unit

Subject: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 2004 Spring County Engineers' Screening Board Report. This report has been prepared by the County State Aid Needs Unit, State Aid Division, Minnesota Department of Transportation.

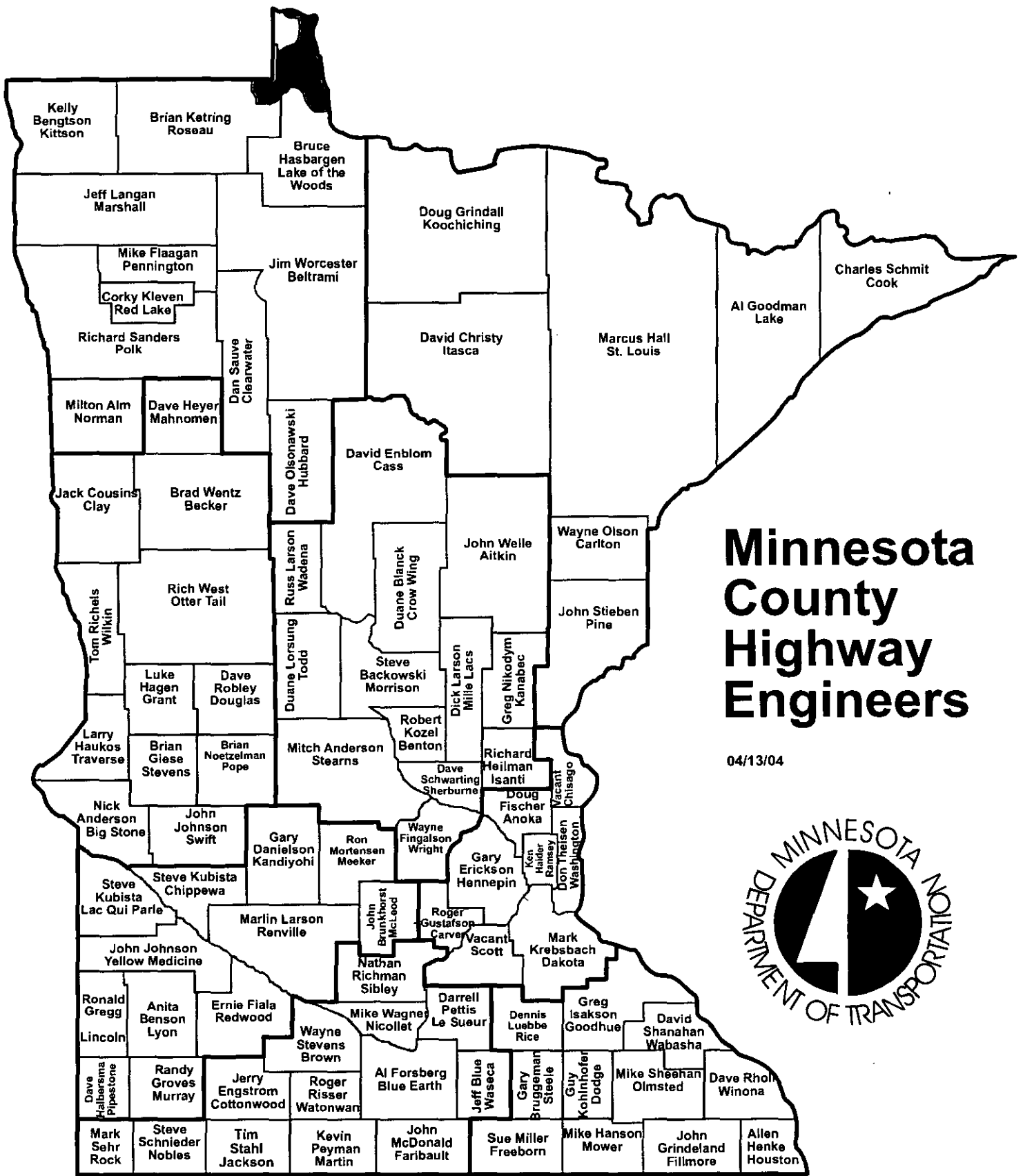
The unit price data included in this booklet has been analyzed by the County State Aid Highway General Subcommittee and will be recommended to the Screening Board to be used in the 2004 C.S.A.H. Needs Study.

If you have any comments, questions, or recommendations regarding this report, please forward them to your District Representative with a copy to this office prior to the meeting, which is scheduled for June 2-3, 2004.

This report is also available for either printing or reviewing on the State Aid Web Site. Go to www.dot.state.mn.us/stateaid/ and follow the links to the report.

If you have a scenic picture or photo that represents your county which could be used for a future book cover, please send it to our office. We would appreciate your ideas.

N\CSAH\Book\Spring 2004\Memo



Kelly
Bengtson
Kittson

Brian Katring
Roseau

Bruce
Hasbargen
Lake of the
Woods

Jeff Langan
Marshall

Doug Grindall
Koochiching

Mike Flaagan
Pennington

Jim Worchester
Beltrami

Corky Kleven
Red Lake

Richard Sanders
Polk

David Christy
Itasca

Marcus Hall
St. Louis

Al Goodman
Lake

Charles Schmit
Cook

Milton Alm
Norman

Dave Heyer
Mahnommen

Dan Sauve
Clearwater

Dave Olsonawski
Hubbard

David Enblom
Cass

Jack Cousins
Clay

Brad Wentz
Becker

John Welle
Aitkin

Wayne Olson
Carlton

Tom Richels
Wilkin

Rich West
Otter Tail

Duane Black
Crow Wing

John Stieben
Pine

Luke Hagen
Grant

Dave Robley
Douglas

Russ Larson
Wadena

Duane Loring
Todd

Steve Backowski
Morrison

Dick Larson
Mille Lacs

Greg Nikodym
Kanabec

Larry Haukos
Traverse

Brian Giese
Stevens

Brian Noetzelman
Pope

Mitch Anderson
Stearns

Robert Kozel
Benton

Dave Schwaning
Sherburne

Richard Heilman
Isanti

Doug Fischer
Anoka

Vacant
Chisago

Nick Anderson
Big Stone

John Johnson
Swift

Gary Danielson
Kandiyohi

Ron Mortensen
Meeker

Wayne Fingelson
Wright

Ken Haider
Ramsey

Don Thelsen
Washington

Steve Kubista
Lac Qui Parle

Steve Kubista
Chippewa

Marlin Larson
Renville

John Brunkhorst
McLeod

Roger Gustafson
Carver

Vacant
Scott

Mark Krebsbach
Dakota

John Johnson
Yellow Medicine

Ronald Gregg
Lincoln

Anita Benson
Lyon

Ernie Fiala
Redwood

Wayne Stevens
Brown

Mike Wagner
Nicollet

Darrell Pettis
Le Sueur

Dennis Luebke
Rice

Greg Isakson
Goodhue

David Shanahan
Wabasha

Dave Halberstam
Pipestone

Randy Groves
Murray

Jerry Engstrom
Cottonwood

Roger Risser
Watsonwan

Al Forsberg
Blue Earth

Jeff Blue
Waseca

Gary Bruggeman
Steele

Guy Kohlhof
Dodge

Mike Sheehan
Olmsted

Dave Rhol
Winona

Mark Sehr
Rock

Steve Schnieder
Nobles

Tim Stahl
Jackson

Kevin Peyman
Martin

John McDonald
Faribault

Sue Miller
Freeborn

Mike Hanson
Mower

John Grindeland
Fillmore

Allen Henke
Houston

2004 COUNTY SCREENING BOARD

Al Goodman	(03-04)	- Lake County	- District 1
Kelly Bengtson	(04-05)	- Kittson County	- District 2
Russ Larson	(03-04)	- Wadena County	- District 3
Larry Haukos	(04-05)	- Traverse County	- District 4
Bill Malin	(02-05)	- Acting Chisago County	- Metro East
Roger Gustafson	(04-07)	- Carver County	- Metro West
Allen Henke	(04-05)	- Houston County	- District 6
Nathan Richman	(03-04)	- Sibley County	- District 7
Steve Kubista	(04-05)	- Chippewa County	- District 8
Doug Fischer	Permanent	- Anoka County	- Urban
Mark Krebsbach	Permanent	- Dakota County	- Urban
Gary Erickson	Permanent	- Hennepin County	- Urban
Ken Haider	Permanent	- Ramsey County	- Urban
Marcus Hall	Permanent	- St. Louis County	- Urban
Don Theisen	Permanent	- Washington County	- Urban
Dave Olsonawski, Secretary		- Hubbard County	

2004 SCREENING BOARD ALTERNATES

Chuck Schmidt	- Cook County	District 1
Dan Sauve	- Clearwater County	District 2
Mitch Anderson	- Stearns County	District 3
Brad Wentz	- Becker County	District 4
Greg Ilkka	- Acting Scott County	Metro
Dennis Luebbe	- Rice County	District 6
Wayne Stevens	- Brown County	District 7
Randy Groves	- Murray County	District 8

2004 CSAH GENERAL SUBCOMMITTEE

Rich Heilman, Chairman	(June, 05)	- Isanti County
Dave Rholl	(June, 06)	- Winona County
Douglas Fischer	(June, 07)	- Anoka County

2004 CSAH MILEAGE SUBCOMMITTEE

Ken Haider, Chairman	(Oct., 04)	- Ramsey county
Rick West	(Oct., 05)	- Otter Tail County
John Brunkhorst	(Oct., 06)	- McLeod County

CSAH VARIANCE SUBCOMMITTEE

Mike Wagner	- Nicollet County
Don Theisen	- Washington County
Dave Schwarting	- Sherburne County

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2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Introduction

The primary task of the Screening Board at this meeting is to establish unit prices to be used for the 2004 County State Aid Highway Needs Study.

As in other years, in order to keep the five-year average unit price study current, we have removed the 1998 construction projects and added the 2003 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1999 through 2003, are the basic source of information for compiling the data used for computing the recommended 2004 unit prices. As directed by the 1986 Screening Board, urban design projects have been included in the five-year average unit price study. The gravel base unit price data obtained from the 2003 projects was transmitted to each county engineer for their approval. Any necessary corrections or changes received from the county engineers were made prior to the Subcommittee's review and recommendation.

Minutes of the General Subcommittee meeting held April 15, 2004 are included in the "Reference Material" section of this report. Nathan Richman, Sibley County, Substitute Chairman of the General Subcommittee along with the other members of the Subcommittee, Richard Heilman, Isanti County, Dave Rholl, Winona County, and Doug Fischer, Anoka County will attend the Screening Board meeting to review and explain the recommendations of the group.

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Trend of C.S.A.H. Unit Prices **(Based on State Averages from 1990-2003)**

The following graphs and tabulations indicate the unit price trends of the various construction items. As mentioned earlier, all unit price data was retrieved from the abstracts of bids on State Aid and Federal Aid Projects. Three trends are shown for each construction item: annual average, five-year average, and needs study average.

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

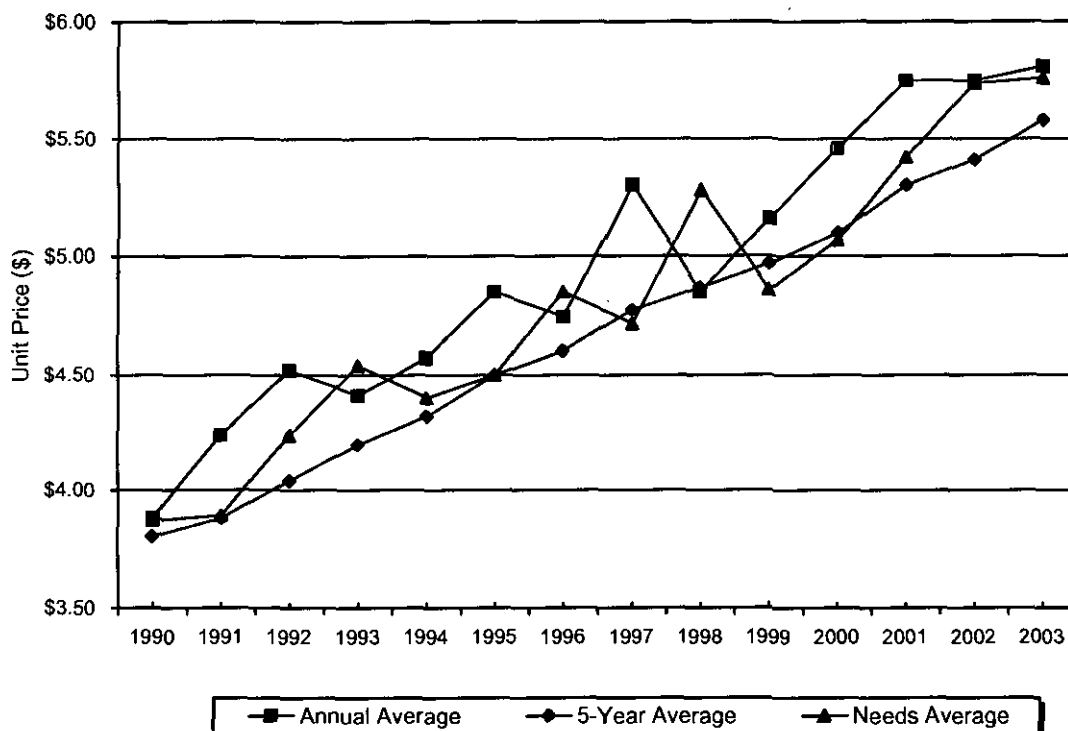
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	Needs Study Average
1990	3,712,962	\$14,400,029	\$3.88	\$3.80	\$3.87
1991	3,461,225	\$14,666,244	\$4.24	\$3.88	\$3.89
1992	4,660,355	\$21,080,095	\$4.52	\$4.04	\$4.24
1993	3,818,839	\$16,847,613	\$4.41	\$4.20	\$4.54
1994	3,004,088	\$13,716,749	\$4.57	\$4.32	\$4.40
1995	3,004,556	\$14,567,960	\$4.85	\$4.50	\$4.50
1996	4,528,901	\$21,480,625	\$4.74	\$4.60	\$4.85
1997	3,638,274	\$19,277,621	\$5.30	\$4.77	\$4.71
1998	3,552,980	\$17,242,125	\$4.85	\$4.87	\$5.28
1999	3,515,739	\$18,123,703	\$5.16	\$4.97	\$4.86
2000	4,396,204	\$24,000,864	\$5.46	\$5.10	\$5.07
2001	3,986,366	\$22,937,093	\$5.75	\$5.30	\$5.42
2002	3,977,867	\$22,872,578	\$5.75	\$5.41	\$5.74
2003	2,835,907	\$16,479,895	\$5.81	\$5.58	\$5.76

Trend of CSAH Unit Prices-Base 5 & 6

Includes Rural & Urban Projects



2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

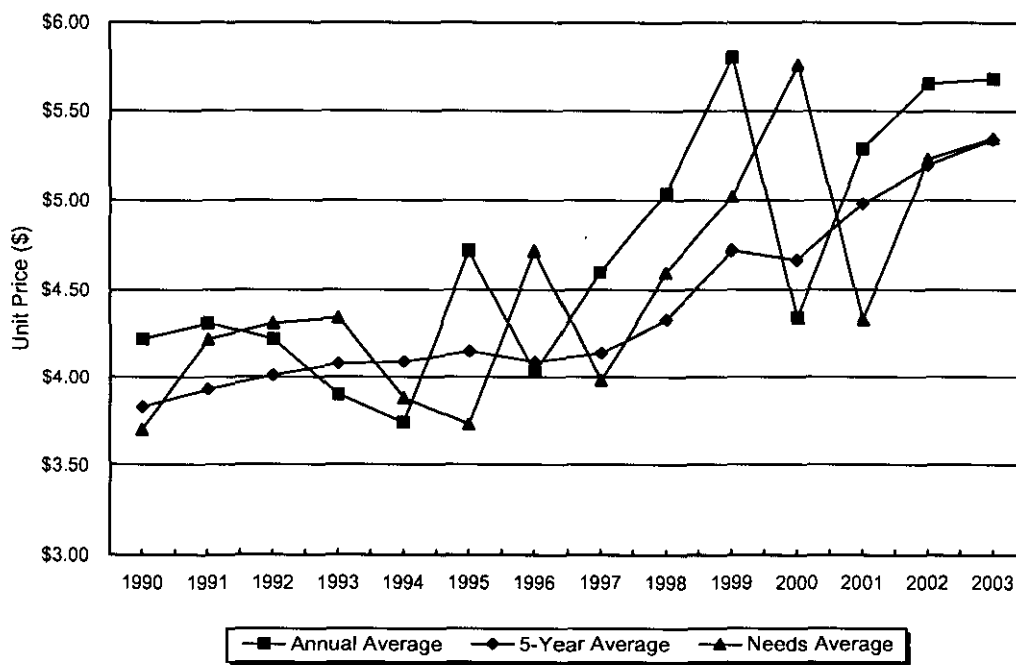
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1990	531,937	\$2,244,411	\$4.22	\$3.83	\$3.70
1991	332,482	\$1,431,490	\$4.31	\$3.93	\$4.22
1992	368,606	\$1,555,978	\$4.22	\$4.01	\$4.31
1993	310,653	\$1,212,579	\$3.90	\$4.08	\$4.34
1994	351,774	\$1,341,281	\$3.74	\$4.09	\$3.88
1995	247,659	\$1,168,838	\$4.72	\$4.15	\$3.73
1996	253,345	\$1,020,275	\$4.03	\$4.09	\$4.72
1997	227,024	\$1,044,112	\$4.60	\$4.14	\$3.98
1998	184,747	\$931,545	\$5.04	\$4.33	\$4.60
1999	128,625	\$746,191	\$5.80	\$4.72	\$5.02
2000	118,764	\$515,119	\$4.34	\$4.67	\$5.76
2001	161,906	\$856,115	\$5.29	\$4.98	\$4.33
2002	78,241	\$441,746	\$5.65	\$5.20	\$5.23
2003	125,210	\$710,802	\$5.68	\$5.34	\$5.35

Trend of CSAH Unit Prices Gr. Surface 2118

Includes Rural & Urban Projects



NICSAH\BOOKS\SPRING 2004\Unit Price Trends

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

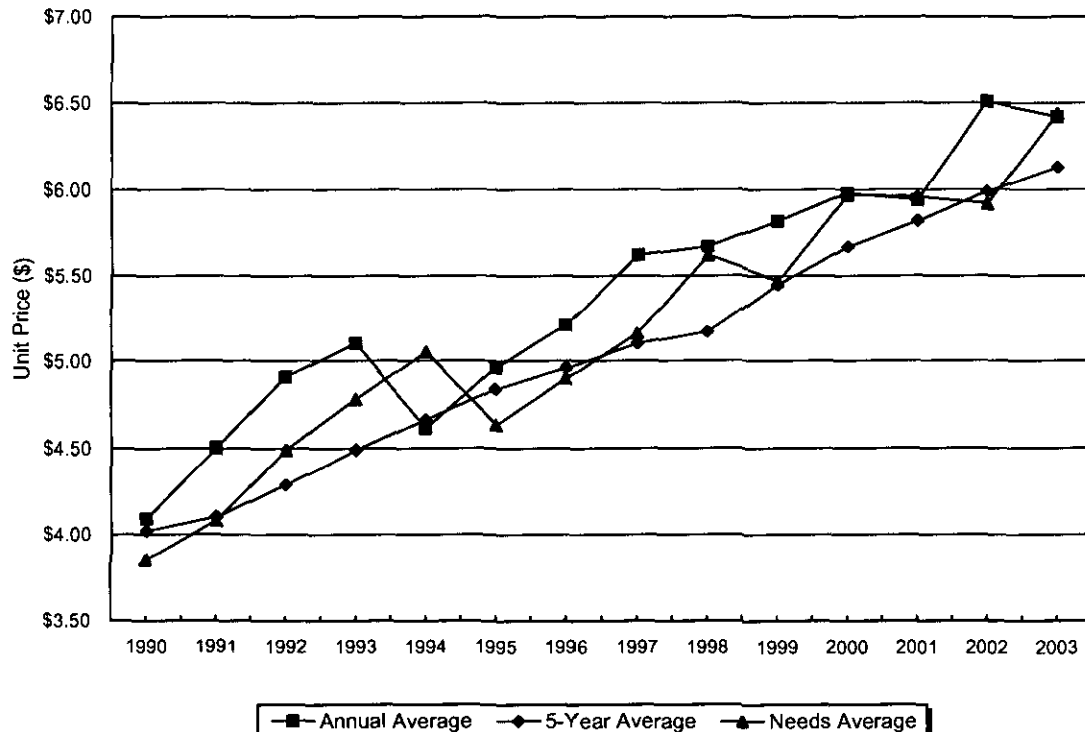
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1990	1,089,251	\$4,452,591	\$4.09	\$4.02	\$3.85
1991	937,460	\$4,217,785	\$4.50	\$4.10	\$4.08
1992	1,264,986	\$6,210,827	\$4.91	\$4.29	\$4.49
1993	1,118,334	\$5,707,149	\$5.10	\$4.49	\$4.78
1994	1,017,982	\$4,691,994	\$4.61	\$4.66	\$5.05
1995	1,068,078	\$5,301,656	\$4.96	\$4.84	\$4.63
1996	1,142,751	\$5,955,808	\$5.21	\$4.96	\$4.90
1997	974,111	\$5,477,646	\$5.62	\$5.10	\$5.16
1998	861,018	\$4,886,241	\$5.67	\$5.17	\$5.62
1999	1,162,291	\$6,762,983	\$5.82	\$5.45	\$5.47
2000	1,211,498	\$7,248,847	\$5.98	\$5.67	\$5.97
2001	1,118,348	\$6,645,813	\$5.94	\$5.82	\$5.96
2002	1,152,207	\$7,498,988	\$6.51	\$5.99	\$5.92
2003	1,146,890	\$7,367,520	\$6.42	\$6.13	\$6.44

Trend of CSAH Unit Prices Gravel Shld. 2221

Includes Rural & Urban Projects



NCSAH\BOOKS\SPRING 2004\Unit Price Trends

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

TREND OF C.S.A.H. UNIT PRICES FOR COMBINED BITUMINOUS

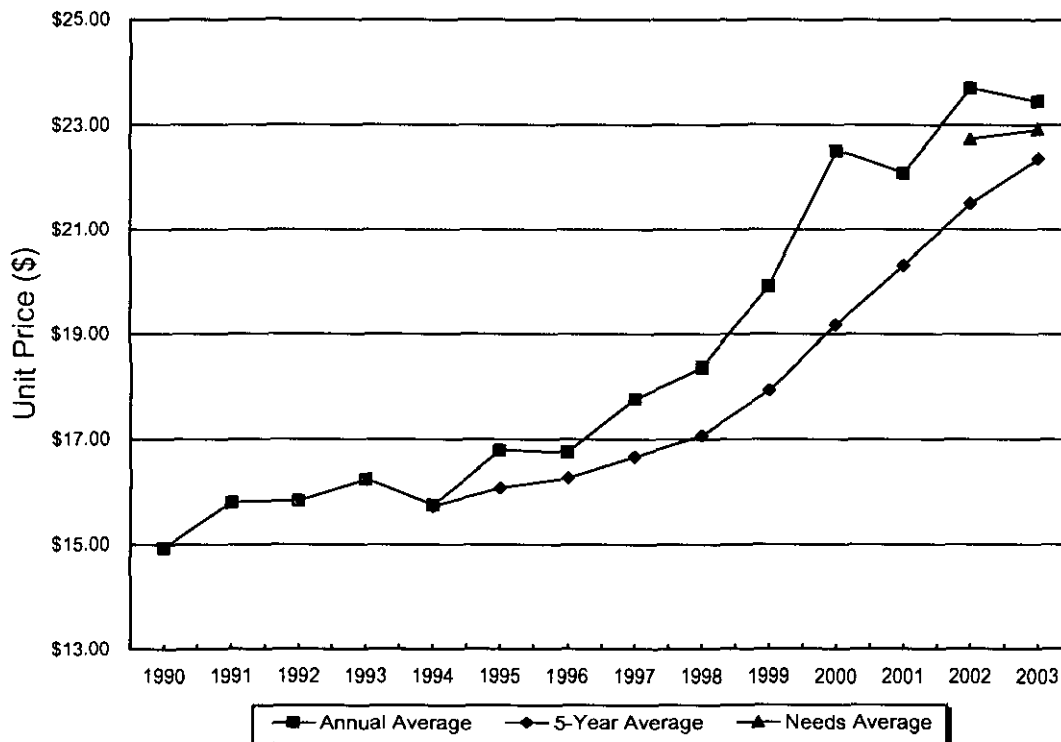
(2331, 2341, 2350, & 2361)

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1990	2,794,712	\$41,717,983	\$14.93		
1991	2,647,673	\$41,800,961	\$15.79		
1992	3,399,162	\$53,748,081	\$15.81		
1993	3,081,882	\$50,021,047	\$16.23		
1994	2,832,165	\$44,562,834	\$15.73	\$15.71	
1995	2,603,491	\$43,717,217	\$16.79	\$16.06	
1996	3,552,133	\$59,486,700	\$16.75	\$16.26	
1997	3,094,146	\$54,973,321	\$17.77	\$16.67	
1998	2,719,741	\$49,953,079	\$18.37	\$17.07	
1999	3,412,964	\$67,888,679	\$19.89	\$17.94	
2000	3,820,968	\$85,993,780	\$22.51	\$19.17	
2001	3,283,478	\$72,510,391	\$22.08	\$20.29	
2002	3,779,651	\$89,531,961	\$23.69	\$21.50	\$22.74
2003	3,340,503	\$78,291,373	\$23.44	\$22.35	\$22.91

Trend of CSAH Unit Prices - Bituminous

Includes Rural & Urban Projects



NICSAH\BOOKS\SPRING 2004\Unit Price Trends



NOTES and COMMENTS

A series of horizontal lines for writing notes and comments.

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

2004 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 2003 CSAH needs study gravel base unit price, the gravel base data in the 1999-2003 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 2004. As directed by the 1986 Screening Board, all urban design projects were also included in the five-year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was modified by the June 2003 Screening Board to determine the 2004 gravel base unit prices.

If a county has at least 50,000 tons of gravel base in its current five-year average unit price study, that five-year average unit price, inflated by the factors shown in the inflation factor report, is used.

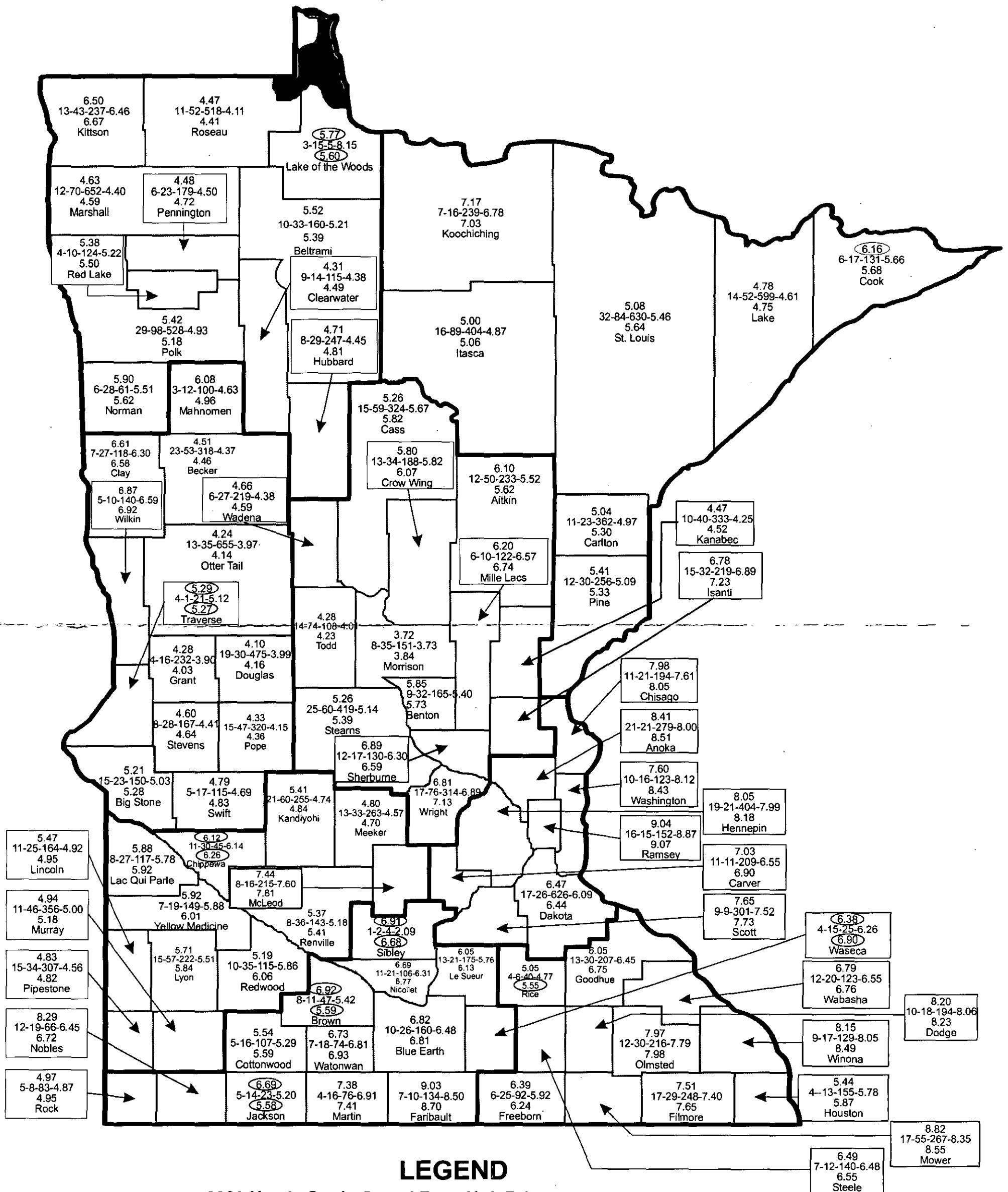
If a county has less than 50,000 tons of gravel base material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the gravel base material to equal 50,000 tons, and a weighted average unit price inflated by the proper factors is determined.

As you can see, the counties whose recommended unit prices have a circle around them have less than 50,000 tons of gravel base material in their current five-year average unit price study. Therefore, these prices were determined using the procedure above and the calculation of these is shown in a special section of the "Reference Material" area of this booklet. Rich Heilman, Chairman, Dave Rholl, and Doug Fischer of the General Subcommittee, will attend the Screening Board meeting to discuss their recommendations.

FIG. A



2004 County Screening Board Data June, 2004 1999-2003 C.S.A.H. Gravel Base Unit Price Data (Rural and Urban Projects Included)



2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Unit Price Inflation Factor Study

Because of the drastic fluctuation in unit prices in recent years, the Subcommittee is recommending continuing the inflation of the cost, in the five-year average unit price study for the determination of needs study prices.

Since the gravel base price is the basis for the other needs study construction item unit prices, the needs unit concentrated on this item to generate inflation factors.

The inflation factors arrived at were computed by dividing the average unit price of the latest year in the five-year average by the average unit price of the year involved. These calculations are shown in the charts below.

<u>Gravel Base - #2215 Class 5 - 6</u>					
Year	Quantity	Cost	Annual Average	Inflation Factor	
1999	3,515,739	\$18,123,703	\$5.16	\$5.81/\$5.16=	1.13
2000	4,396,204	\$24,000,864	\$5.46	\$5.81/\$5.46=	1.06
2001	3,986,366	\$22,937,093	\$5.75	\$5.81/\$5.75=	1.01
2002	3,977,867	\$22,872,578	\$5.75	\$5.81/\$5.75=	1.01
2003	2,835,907	\$16,479,895	\$5.81		

In order to reflect current prices in the 1999-2003 five-year average unit price study, each county's gravel base cost was multiplied by the appropriate factor. This is shown in the Reference Material section of the report on pages 36 & 37.

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

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

The following tabulation of roadway construction prices shows the average unit prices in the 2003 C.S.A.H. needs study, the 1999-2003 C.S.A.H. five-year average unit prices, the 2003 average and the Subcommittee's recommended unit prices for use in the 2004 needs study.

The Subcommittee's recommended prices were determined at their meeting on April 15, 2004. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

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

Construction Item	2003 CSAH Needs Study Average	1999-2003 CSAH 5-Year Const. Average	2003 CSAH Const. Average	2004 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
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Rural & Urban Design

Gravel Base CI 5 & 6/Ton	\$5.76	\$5.58	\$5.81	*
Outstate(Gravel Base CI 5 & 6/Ton)	5.47	5.34	5.57	*
Metro (Gravel Base CI 5 & 6/Ton)	7.79	7.31	8.84	*

Rural Design

Combine Bit. Base & Surface (2331, 2341, 2350, & 2361)/Ton	\$22.74	\$21.59	\$22.91	
Outstate(2331,2341,2350,& 2361)/Ton)	22.48	21.41	22.78	\$22.78-\$5.57= G.B. +17.21
Gravel Surf. 2118/Ton	5.35	5.27	5.67	\$5.67-\$5.81 = G.B. -0.14
Gravel Shldr. 2221/Ton	6.44	6.12	6.41	\$6.41-\$5.81 = G.B. +0.60

Urban Design

Combine Bit. Base & Surface (2331, 2341, 2350, & 2361)/Ton	\$29.92	\$28.68	\$32.73	
Outstate(2331,2341,2350,& 2361)/Ton)	27.18	28.05	32.16	\$32.16-\$5.57= G.B. +26.59
Metro (Rural & Urban) (2331, 2341, 2350, & 2361)	31.81	28.91	33.47	\$33.47-\$8.84= G.B. +24.63

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

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

GRAVEL BASE SPEC 2215

Rural & Urban Projects let during 2003

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	24 (6 Urban) (18 Rural)	\$2,551,268	479,519	\$5.32	64.76
2	15 (2 Urban) (13 Rural)	1,291,631	286,152	4.51	36.42
3	27 (7 Urban) (20 Rural)	2,981,211	474,066	6.29	96.44
4	21 (2 Urban) (19 Rural)	2,379,591	562,727	4.23	63.54
6	17 (3 Urban) (14 Rural)	2,986,454	393,642	7.59	60.59
7	16 (6 Urban) (10 Rural)	704,725	123,356	5.71	33.82
8	25 (3 Urban) (22 Rural)	1,715,776	304,997	5.63	59.48
Metro	16 (9 Urban) (7 Rural)	1,869,239	211,448	8.84	11.34
State Total	161 (38 Urban) (123 Rural)	\$16,479,895	2,835,907	\$5.81	426.39
Outstate	145 (29 Urban) (116 Rural)	14,610,656	2,624,459	5.57	415.05

Urban Projects let during 2003

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	6	\$507,032	78,338	\$6.47	4.76
2	2	133,016	21,806	6.10	1.54
3	7	594,114	72,431	8.20	5.43
4	2	38,401	4,622	8.31	0.25
6	3	413,472	47,803	8.65	1.47
7	6	113,846	13,700	8.31	2.86
8	3	392,711	54,152	7.25	1.35
Metro	9	1,121,112	122,031	9.19	7.10
State Total	38	\$3,313,704	414,883	\$7.99	24.76
Outstate	29	2,192,592	292,852	7.49	17.66

Rural Projects let during 2003

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	18	\$2,044,236	401,181	\$5.10	60.00
2	13	1,158,615	264,346	4.38	34.88
3	20	2,387,097	401,635	5.94	91.02
4	19	2,341,190	558,105	4.19	63.29
6	14	2,572,982	345,839	7.44	59.12
7	10	590,879	109,656	5.39	30.95
8	22	1,323,065	250,845	5.27	58.13
Metro	7	748,127	89,417	8.37	4.23
State Total	123	\$13,166,191	2,421,024	\$5.44	401.62
Outstate	116	12,418,064	2,331,607	5.33	397.39

BITUMINOUS SURFACE SPEC 2331, 2341, 2350, 2361

Rural & Urban Projects let during 2003

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	43 (6 Urban) (37 Rural)	\$11,952,851	520,301	\$22.97	141.96
2	38 (2 Urban) (36 Rural)	12,001,716	563,599	21.29	195.94
3	37 (6 Urban) (31 Rural)	10,234,624	465,208	22.00	125.11
4	37 (2 Urban) (35 Rural)	8,317,844	390,398	21.31	137.92
6	34 (4 Urban) (30 Rural)	11,759,068	437,746	26.86	114.22
7	52 (7 Urban) (45 Rural)	12,797,188	505,244	25.33	176.94
8	37 (2 Urban) (35 Rural)	7,830,995	356,519	21.97	122.88
Metro	16 (8 Urban) (8 Rural)	3,397,087	101,488	33.47	11.29
State Total	294 (37 Urban) (257 Rural)	\$78,291,373	3,340,503	\$23.44	1,026.26
Outstate	278 (29 Urban) (249 Rural)	74,894,286	3,239,015	23.12	1,014.97

Urban Projects let during 2003

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	6	\$1,108,580	38,107	\$29.09	4.76
2	2	195,695	6,645	29.45	1.54
3	6	952,765	28,562	33.36	3.73
4	2	97,765	3,130	31.23	0.25
6	4	540,337	13,475	40.10	1.88
7	7	585,230	18,823	31.09	3.02
8	2	275,911	8,070	34.19	0.42
Metro	8	2,162,943	64,026	33.78	6.84
State Total	37	\$5,919,226	180,838	\$32.73	22.44
Outstate	29	3,756,283	116,812	32.16	15.60

Rural Projects let during 2003

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	37	\$10,844,271	482,194	\$22.49	137.20
2	36	11,806,021	556,954	21.20	194.40
3	31	9,281,859	436,646	21.26	121.38
4	35	8,220,079	387,268	21.23	137.67
6	30	11,218,731	424,271	26.44	112.34
7	45	12,211,958	486,421	25.11	173.92
8	35	7,555,084	348,449	21.68	122.46
Metro	8	1,234,144	37,462	32.94	4.45
State Total	257	\$72,372,147	3,159,665	\$22.91	1,003.82
Outstate	249	71,138,003	3,122,203	22.78	999.37

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

C.S.A.H. Miscellaneous Unit Price Report

The following report lists the miscellaneous unit prices used in the 2003 C.S.A.H. needs study, those recommended by Mn/DOT or average 2003 construction prices, and the unit prices recommended by the C.S.A.H. Subcommittee for use in the 2004 CSAH needs study.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meeting on April 15, 2004 that are printed in the "Reference Material" section of this booklet.

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

C.S.A.H. Miscellaneous Unit Price Report

Construction Item	2003 CSAH Needs Study Average	Prices Recommended For 2004 By Mn\DOT or Average 2003 Construction Prices	2004 CSAH Unit Price Recommended by CSAH Subcommittee
-------------------	---	--	--

Other Urban Design			
Storm Sewer - Complete/Mi.	\$257,375	\$262,780	\$262,780
Storm Sewer - Partial/Mi.	82,700	83,775	83,775
Curb & Gutter Const./Lin.Ft.	8.00	8.76	8.76

Bridges			
0-149 Ft.Long/Sq.Ft.	\$81.00	\$84.00	\$84.00
150-499 Ft.Long/Sq.Ft.	86.00	79.00	79.00
500 Ft. & Longer/Sq.Ft.	72.00	80.00	79.00
Widening/Sq.Ft.	150.00	**	150.00
RR over Hwy - 1 Track/Lin.ft.	14,000	--	14,000
Each Add.Track/Lin.ft.	4,000	--	4,000

Railroad Protection			
Signs	\$1,400	\$1,400 *	\$1,400
Signals	120,000	150,000	150,000
Signals & Gates	160,000	150,000 - 225,000	187,500

** WILL USE RECONDITIONING COST AS REPORTED

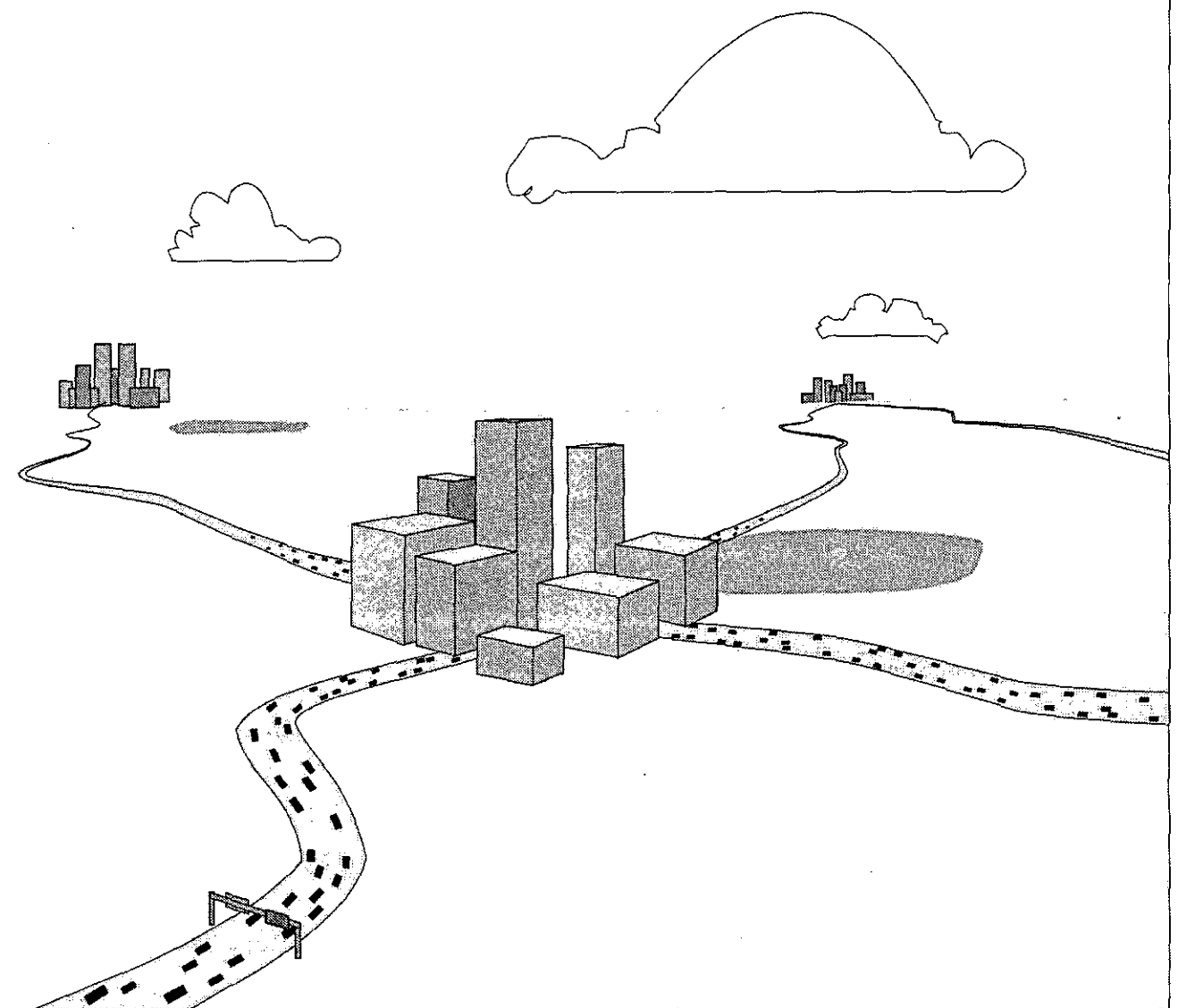
* \$1,000 Per Signs & 1/2 Paint Cost



OTES and COMMENTS

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MILEAGE REQUESTS



2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Criteria Necessary For County State Aid Highway Designation

In the past, there has been considerable speculation as to which requirements a road must meet in order to qualify for designation as a County State Aid Highway. The following section of the Minnesota Department of Transportation Rules which was updated in July, 1991, definitely sets forth what criteria are necessary.

Portion of Minnesota Rules For State Aid Operations

State Aid Routes shall be selected on the basis of the following criteria:

Subp. 2. A county state-aid highway may be selected if it:

- (A) *is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;*
- (B) *connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and*
- (C) *provides an integrated and coordinated highway system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.*

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

History of C.S.A.H. Additional Mileage Requests

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983- 1987	1988- 1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total Miles To Date	County
Carlton	3.62																	3.62	Carlton
Cook	3.60																	3.60	Cook
Itasca																		0.00	Itasca
Koochiching	9.27 *			0.12														9.39	Koochiching
Lake	4.82 *	0.56				10.31							7.30					22.99	Lake
Pine	9.25																	9.25	Pine
St. Louis	19.14 *												7.60					26.74	St. Louis
District 1 Totals	49.70	0.56	0.00	0.12	0.00	10.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.90	0.00	0.00	0.00	75.59	District 1 Totals
Beltrami	7.53 *	0.16					2.10 **											9.79	Beltrami
Clearwater	0.30 *	1.00																1.30	Clearwater
Hubbard	1.85	0.26	0.06															2.17	Hubbard
Kittson	6.60 *																	6.60	Kittson
Lake of 'Woods	0.89					7.65												8.54	Lake of 'Woods
Marshall	15.00 *	1.00																16.00	Marshall
Norman	1.31																	1.31	Norman
Pennington	0.84																	0.84	Pennington
Polk	4.00	1.55	0.67															6.22	Polk
Red Lake		0.50																0.50	Red Lake
Roseau	6.80																	6.80	Roseau
District 2 Totals	45.12	4.47	0.73	0.00	0.00	7.65	2.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.07	District 2 Totals
Aitkin	6.10		0.60				7.12 **											13.82	Aitkin
Benton	3.18 *																	3.18	Benton
Cass	7.90						2.80 **											10.70	Cass
Crow Wing	13.00 *																	13.00	Crow Wing
Isanti	1.80																	1.80	Isanti
Kanabec																		0.00	Kanabec
Mille Lacs		0.74																0.74	Mille Lacs
Morrison							9.70 **											9.70	Morrison
Sherburne	5.42																	5.42	Sherburne
Stearns	0.78		3.90		0.25										29.24			34.17	Stearns
Todd	1.90 *																	1.90	Todd
Wadena																		0.00	Wadena
Wright	0.45		1.38															1.83	Wright
District 3 Totals	40.53	0.74	5.88	0.00	0.25	0.00	19.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	29.24	0.00	0.00	96.26	District 3 Totals

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

History of C.S.A.H. Additional Mileage Requests

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983- 1987	1988- 1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total Miles To Date	County
Becker	10.07																	10.07	Becker
Big Stone	1.40	0.16																1.56	Big Stone
Clay	2.00	0.10																2.10	Clay
Douglas	10.65 *																	10.65	Douglas
Grant	5.42																	5.42	Grant
Mahnomen	1.42																	1.42	Mahnomen
Otter Tail			0.36															0.36	Otter Tail
Pope	3.63	1.20																4.83	Pope
Stevens	1.00																	1.00	Stevens
Swift	0.78		0.24															1.02	Swift
Traverse	0.20	0.56		1.60														2.36	Traverse
Wilkin							0.11											0.11	Wilkin
District 4 Totals	36.57	2.02	0.60	1.60	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.90	District 4 Totals
Anoka	2.04				10.42			16.74		8.25								37.45	Anoka
Carver	2.49	0.48		0.08										11.70				14.75	Carver
Hennepin	4.50	0.24	0.85															5.59	Hennepin
Scott	12.09 *	5.15	0.12		3.50				38.12									58.98	Scott
District 5 Totals	21.12	5.87	0.97	0.08	13.92	0.00	0.00	16.74	38.12	8.25	0.00	0.00	0.00	11.70	0.00	0.00	0.00	116.77	District 5 Totals
Dodge				0.11														0.11	Dodge
Fillmore	1.12		1.10															2.22	Fillmore
Freeborn	0.95	0.65																1.60	Freeborn
Goodhue		0.08																0.08	Goodhue
Houston		0.12																0.12	Houston
Mower	13.11 *		0.09															13.20	Mower
Olmsted	15.32 *																	15.32	Olmsted
Rice	1.70																	1.70	Rice
Steele	1.55																	1.55	Steele
Wabasha	0.43 *	0.30																0.73	Wabasha
Winona	7.40 *																	7.40	Winona
District 6 Totals	41.58	1.15	1.19	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.03	District 6 Totals

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

History of C.S.A.H. Additional Mileage Requests

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total Miles To Date	County
Blue Earth	15.29 *		0.25								3.46							19.00	Blue Earth
Brown	7.44	0.13																7.57	Brown
Cottonwood	5.17	1.30																6.47	Cottonwood
Faribault	0.37	1.20	0.09															1.66	Faribault
Jackson	0.10																	0.10	Jackson
Le Sueur	2.70	0.83		0.02														3.55	Le Sueur
Martin	1.52																	1.52	Martin
Nicollet				0.60														0.60	Nicollet
Nobles	13.71	0.23			0.12													14.06	Nobles
Rock	0.50		0.54															1.04	Rock
Sibley	1.50																	1.50	Sibley
Waseca	4.53	0.14		0.05														4.72	Waseca
Watonwan		0.04	0.68	0.19														0.91	Watonwan
District 7 Totals	52.83	3.87	1.56	0.86	0.12	0.00	0.00	0.00	0.00	0.00	3.46	0.00	0.00	0.00	0.00	0.00	0.00	62.70	District 7 Totals
Chippewa	15.00				0.05													15.05	Chippewa
Kandiyohi	0.44																	0.44	Kandiyohi
Lac Qui Parle	1.93																	1.93	Lac Qui Parle
Lincoln	6.55 *																	6.55	Lincoln
Lyon	2.00				1.50													3.50	Lyon
Mc Leod	0.09	0.50			0.32													0.91	Mc Leod
Meeker	0.80	0.50																1.30	Meeker
Murray	3.52	1.10																4.62	Murray
Pipestone	0.50																	0.50	Pipestone
Redwood	3.41		0.13															3.54	Redwood
Renville																		0.00	Renville
Yellow Medicine		1.39																1.39	Yellow Medicine
District 8 Totals	34.24	3.49	0.13	0.00	1.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.73	District 8 Totals
Chisago	3.24				2.20													5.44	Chisago
Dakota	1.65 *	2.47		2.26							35.63							42.01	Dakota
Ramsey	10.12 *	0.61		1.13														11.86	Ramsey
Washington	2.33 *	0.40	0.33	1.33	8.05				18.52									30.96	Washington
District 9 Totals	17.34	3.48	0.33	4.72	10.25	0.00	0.00	0.00	18.52	0.00	35.63	0.00	0.00	0.00	0.00	0.00	0.00	90.27	District 9 Totals
Totals	339.03	25.65	11.39	7.49	26.41	17.96	21.83	16.74	56.64	8.25	39.09	0.00	0.00	26.60	29.24	0.00	0.00	626.32	Totals

NCSA-HBOOK/SPRING 2004 Mileage History 2003

* Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

** Great River Road Mileage Added to system by Administrative Decision of the State Aid Division Director.

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

"BANKED" CSAH MILEAGE

The Screening Board, at its June, 1990 meeting, revised the mileage resolution to read as follows:

Mileage made available by an internal revision after July 1, 1990 will be held in abeyance (banked) for future designation.

The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before May 1, 2004 is included.

County	Banked Mileage	Year Made Available	County	Banked Mileage	Year Made Available
Anoka	1.04	2000	Nicollet	0.02	1999
Beltrami	1.71	2002 & 2004	Nobles	0.07	1997
Blue Earth	0.55	2000 & 2003	Norman	0.91	1997 & 2002
Brown	0.56	1999	Olmsted	0.92	1997, 1998 & 2004
Carlton	0.88	92, 94 & 2001	Otter Tail	0.06	1998
Carver	0.40	2001	Pennington	1.65	1995 & 1999
Cass	1.45	2002	Pine	1.00	2001
Chippewa	0.71	1999	Pipestone	0.10	1996
Clay	5.00	1993 & 1997	Pope	0.42	2002
Clearwater	0.60	1997	Ramsey	1.74	1999 & 2004
Crow Wing	0.50	2003	Red Lake	0.50	1994
Dakota	0.34	2000	Redwood	0.20	1995
Dodge	0.71	1994 & 2000	Renville	2.47	1992, 96, 97 & 99
Douglas	3.06	1992 & 2002	Rice	0.65	2000
Faribault	2.54	1993	Rock	1.10	1993
Goodhue	1.68	2003	Roseau	0.30	1991
Hennepin	5.55	94, 96, 97, 99, 02 & 04	St. Louis	0.76	1996
Hubbard	0.40	2002	Scott	0.77	2001
Isanti	0.22	1992	Sibley	0.01	1995
Itasca	0.15	1997	Stearns	0.52	1997 & 2001
Kandiyohi	1.20	1993, 2003 & 2004	Steele	0.24	1999
Kittson	0.26	1999	Stevens	1.78	1998 & 2001
Koochiching	1.13	1994, 95, 98 & 03	Todd	0.48	2000
Le Sueur	0.80	2003 & 2004	Wabasha	1.51	93,98,2002 & 2003
Lincoln	1.70	1996, 2002 & 2003	Wadena	0.67	1991, 94 & 98
Marshall	1.00	2004	Waseca	0.01	1995
McLeod	0.40	1997 & 2003	Watsonwan	1.50	2003
Meeker	0.81	2001 & 2003	Wright	0.30	1997, 2001 & 2002
Mille Lacs	1.10	1992	Yellow Medicine	0.78	1993, 1995 & 2001
Morrison	1.90	2001			
			Total Banked Mileage	59.79	

An updated report showing the available mileages will be included in each Screening Board booklet.

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2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

HISTORICAL DOCUMENTATION FOR THE CARVER COUNTY CSAH MILEAGE REQUEST

Carver County CSAH Mileage (1/01)	207.94
Requested Additions (7/01)	12.10
Banked Mileage (12/01)	(0.40)
TOTAL	219.64

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/2001	Beginning Balance	0.00	207.94	207.94
12/2001	Banked Mileage	(0.40)	207.94	207.54
6/2002	Designate CSAH 11, 15, 30 & 34	7.76	207.54	215.30

These designation are left to be completed:

Pioneer Trail (CSAH 11 to TH 41) (+2.65 Miles) as CSAH 14
Pioneer Trail (TH 41 to CSAH 15) (+1.56 Miles) as CSAH 14

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

HISTORICAL DOCUMENTATION FOR THE DAKOTA COUNTY CSAH MILEAGE REQUEST

Dakota County CSAH Mileage (1/98)	283.78
Requested Revocations (6/98)	(2.58)
Requested Additions (6/98)	66.58
Screening Board Denial of CSAH 81, 79, 96 & Part 28 addition (6/98)	(18.75)
Banked Mileage (6/98)	(8.19)
Revocation of CSAH 9	(1.31)
TOTAL	319.53

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1998	Beginning Balance	0.00	283.78	283.78
06/1998	Banked Mileage	(8.19)	283.78	275.59
08/1999	Revoked CSAH 9	(1.31)	275.59	274.28
09/1999	Designate CSAH 38, 46, 62, 85, & 91	31.00	274.28	305.28
03/2000	Designate CSAH 11	3.40	305.28	308.68
06/2002	Designate CSAH 28 - Eagan Portion, 30 & 43	9.07	308.68	317.75

The only portions of this request left to be accomplished are the revocation of CSAH 45 (-1.45) and part of CSAH 48 (-1.13)

AND

The CSAH designation of Co. Rd. 8 (+2.54), Portion left Co. Rd. 28 (+1.82)

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

HISTORICAL DOCUMENTATION FOR THE LAKE COUNTY CSAH MILEAGE REQUEST

Lake County CSAH mileage (1/01)	222.94
Requested Additions (10/01)	7.30
TOTAL	230.24

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-02	Beginning Balance	0.00	222.94	222.94

This designation is left to be completed:

Best Service Road 424 - from St. Louis Co. Line to TH 1 (7.3 miles)

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

HISTORICAL DOCUMENTATION FOR THE ST. LOUIS COUNTY CSAH MILEAGE REQUEST

St. Louis County CSAH mileage (1/01)	1,378.88
Requested Additions (10/01)	7.60
TOTAL	1,386.48

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-02	Beginning Balance	0.00	1,378.88	1,378.88

These designations are left to be completed:

West Service Road 424	2.9 miles
West Service Road 623	4.7 miles

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

HISTORICAL DOCUMENTATION FOR THE WASHINGTON COUNTY CSAH MILEAGE REQUEST

Washington County CSAH Mileage (1/96)	201.54
Requested Revocations (6/96)	(12.34)
Requested Additions (6/96)	36.30
Screening Board Denial of CSAH 15 addition (6/96)	(3.00)
Screening Board Recommendation to Revoke CSAH 34 (6/96)	(1.23)
Banked Mileage (6/96)	(1.21)
TOTAL	220.06

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	201.54	201.54
06/1996	Banked Mileage	(1.21)	201.54	200.33
01/08/97	Rev. 33, Ext. 5, 8, 13, 17, 19 & 24	17.35	200.33	217.68
09/15/97	Revoke Portion 36	(1.17)	217.68	216.51
12/16/98	Revoke 30, 31 & 32	(3.02)	216.51	213.49
03/09/00	Revoke Portion 7	(0.78)	213.49	212.71
11/12/02	Designate CSAH 13 - Extension	1.64	212.71	214.35

The portion of this request left to be accomplished are the revocations of part of CSAH 21 (-0.20), CSAH 22 (-4.41), CSAH 23 (-1.04), CSAH 28 (-0.62), and CSAH 34 (-1.23).

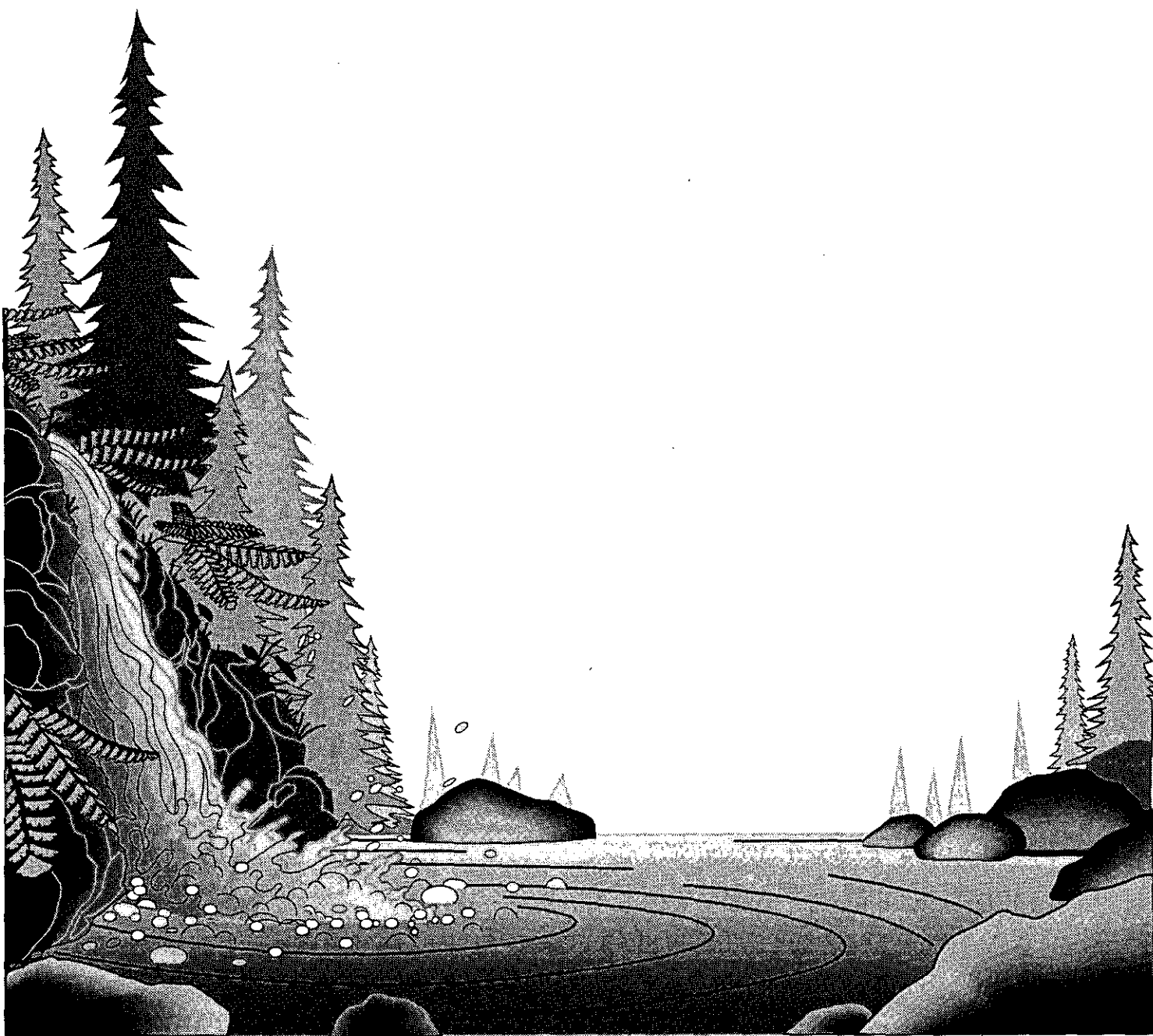
AND

The designation of parts of Stonebridge Trail (+1.50), Greeley Ave. (+1.20), Hinton Ave. (+0.86), Jamaica Ave. (+1.50), Manning Ave. (+0.80), Northbrook Blvd. (+2.10), Pickett Ave. (+0.20), Valley Creek Road (+2.00), and 80th St. (+3.10).



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STATE PARK ROAD ACCOUNT



2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

State Park Road Account

Legislation passed in 1989 amended Minnesota Statutes 1986, section 162.06, subdivision 5, to read as follows:

Subd. 5. (STATE PARK ROAD ACCOUNT.) After deducting for administrative costs and for the disaster account and research account as heretofore provided from the remainder of the total sum provided for in subdivision 1, there shall be deducted a sum equal to the three-quarters of one percent of the remainder. The sum so deducted shall be set aside in a separate account and shall be used for (1) the establishment, location, relocation, construction, reconstruction, and improvement of those roads included in the county state-aid highway system under Minnesota Statutes 1961, section 162.02, subdivision 6 which border and provide substantial access to an outdoor recreation unit as defined in section 86A.04 or which provide access to the headquarters of or the principal parking lot located within such a unit, and (2) the reconstruction, improvement, repair, and maintenance of county roads, city streets, and town roads that provide access to public lakes, rivers, state parks, and state campgrounds. Roads described in clause (2) are not required to meet county state-aid highway standards. At the request of the commissioner of natural resources the counties wherein such roads are located shall do such work as requested in the same manner as on any county state-aid highway and shall be reimbursed for such construction, reconstruction or improvements from the amount set aside by this subdivision. Before requesting a county to do work on a county state-aid highway as provided in this subdivision, the commissioner of natural resources must obtain approval for the project from the county state-aid screening board. The screening board, before giving its approval, must obtain a written comment on the project from the county engineer of the county requested to undertake the project. Before requesting a county to do work on a county road, city street, or a town road that provides access to a public lake, a river, a state park, or a state campground, the commissioner of natural resources shall obtain a written comment on the project from the county engineer of the county requested to undertake the project. Any sums paid to counties or cities in accordance with this subdivision shall reduce the money needs of said counties or cities in the amounts necessary to equalize their status with those counties or cities not receiving such payments. Any balance of the amount so set aside, at the end of each year shall be transferred to the county state-aid highway fund.

Pursuant to this legislation, the following information has been submitted by the Department of Natural Resources and the county involved.

N:\CSAH\BOOK\Spring 2004\Parkroad04

2004 County Screening Board Data

JUNE, 2004

Historical Review of 2002 State Park Road Account

2002 Allotment \$2,691,954

2002 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Becker		03-600-09	Twp	Wolf Lake Twp Road 0.7 mi access to Wolf Lake	road improve	\$45,000
Fillmore		23-600-04	Twp	Twp Rd 454; access to Brighsdale Forestry Unit	road improve	\$50,000
Fillmore	06/02	23-621-19	CSAH-Twp	CSAH 21; access to Brighsdale Forestry Unit	road improve	100,000
Goodhue	06/02	25-628-03	CSAH	CSAH 28; Access to Frontenac State Park	road Improve	80,000
Houston	06/02	28-601-09	CSAH	CSAH 1; Entrance to Beaver Creek Valley SP	road improve	60,000
Kooch		36-600-09	Twp	UT 392; access to Rainey River	Bit Surf	75,000
Kooch	06/02	36-718-02	CSAH	CSAH 118; access to Rainey River	Bit Surf	135,000
Meeker		47-600-05	Twp	Kingston Twp Road 0.5 mi access to Lake Francis landing	Bit surf	42,000
Meeker		47-600-04	Twp	670th Ave in Ellsworth Township; access to Lake Erie	Bit surf	75,000
Morrison		49-600-25	Co Rd	County Road 273; access to Round Lake	Bit Surf	50,000
Olmsted		55-600-05	city	2 bridges on Douglas Trail crossing 50th Ave NW & 55th St NW	bridge	200,000
Pine		58-600-09	Co Rd	Co Rd 118; access to Chengwatana State Forest campground	road improve	350,000
Rice		66-600-03	Twp	Wells Twp Rd; access to Dudley Lake	road improve	16,000 *
Rock		67-090-04	Co Rd	Trail along Co Rd 18; access to Blue Mound State Park	bike trail	99,000 *
Scott		70-600-05	Twp	Twp Rd 57; access to Minnesota Valley State Rec Area	bit upgrade	100,000 *
						June Total = \$1,477,000
<u>PROJECTS ADDED AFTER JUNE 2002</u>						
Aitkin		01-600-12	City	435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake	street improve	53,500
Aitkin		01-600-13	Co Rd	Co Rd 78; access to Gun and French Lakes	road improve	30,000
Big Stone		06-600-01	Twp	Louisburg Rd in Akron Twp access to Lac Qui Parle Wildlife Management Area.	road improve	45,000
Crow Wing	01/03	18-627-04	CSAH	CSAH 27; access to Crow Wing State Park	road improve	450,000
Hubbard		29-600-08	Co Rd	Co Rd 109; access to Second Crow Wing Lake	road improve	6,250
Hubbard	06/03	29-626-02	CSAH	CSAH 26; access to the Heartland Trail	road improve	175,000
Lac Qui Parle		37-600-01	Co Rd	County Road 68; access to Lac Qui Parle Lake	road improve	150,000
Lake of the Woods		39-600-03	City	Tourist Park Ave; access to Rainy River	Street Improve	20,000 *
Meeker		47-600-06	City	746th Ave in Collinwood access to Collinwood Lake	street improve	45,000
Otter Tail		56-600-20	TWP	West Lida Lake Rd, access to Maplewood State Park	road improve	100,500 *
St Louis		69-600-18	Co Rd	Co Rd 284; access to Canosia Wildlife Management Area	road improve	166,228 *
St Louis	06/03	69-728-09	CSAH	CSAH 128; access to Bear Head Lake State Park	road improve	154,572
E Grand Forks		119-600-01	City	city street access to Red River State Recreation Area Camp	street improve	235,000
						TOTAL: 3,108,050

* Supplement to a previous allocation

2004 County Screening Board Data

JUNE, 2004

Historical Review of 2003 State Park Road Account

2003 Allotment \$2,536,372

2003 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Becker	06/03	03-646-05	CSAH	CSAH 46; access to Boot Lake	road improve	\$225,000
Isanti		30-600-04	City	277th Ave; access to Blue Lake	street improve	28,000 *
Koochiching	06/02	36-685-02	CSAH	CSAH 85; access to Franz Jevne State Park & Rainy River	road improve	118,811
St Louis	06/02	69-661-14	CSAH	CSAH 61 & 33; construction of McQuade Road Small Craft Harbor	road improve	1,000,000
St Louis	06/03	69-728-09	CSAH	CSAH 128; access to Bear Head Lake State Park	road improve	345,428 *
June Total =						\$1,717,239
<u>PROJECTS ADDED AFTER JUNE 2003</u>						
Aitkin		01-600-12	City	435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake	street improve	28,500 *
Big Stone		06-600-02	Twp	Mallard Point Township Road; access to Big Stone Lake	road improve	180,000
Crow Wing		18-600-24	Co Rd	Co Rd 114, Fairfield twp Rd, City of Cross Lake Street; access to Greer Lake Forestry Campground.	road & street improve	200,000
Crow Wing		18-600-25	City	Mill Road in the City of Emily; access to Ruth Lake	road improve	60,000
Douglas		21-600-11	Twp	South Park Drive; access to Lake Carlos State Park	road improve	50,000
Douglas		21-600-12	Co Rd	Co Rd 86; access to Lake Union	road improve	60,000
Douglas		21-600-13	Twp	Sunset Strip Road; access to Lake Ida	road improve	23,000
Douglas		21-600-14	Twp	Sandy Beach Road; access to Lake Miliona	road improve	30,000
Douglas		21-600-15	Twp	South Park Drive; access to Lake Carlos State Park	road improve	50,000
Hubbard	06/03	29-626-03	CSAH	CSAH 26; access to the Heartland and Paul Bunyan State Trails	road improve	200,000 *
St Louis		69-600-30	Co Rd	Cedar Island Dr, Co Rd 629; access to Ely Lake	road improve	45,000
St Louis		69-600-31	City	Cedar Island Dr in City of Gilbert; access to Lake Ore-Be-Gone	street improve	109,562
St Louis		69-600-33	City	Clyde Ave in City of Duluth; access to the St Louis River at the Willard Munger Landing	street improve	46,885
TOTAL:						\$2,800,186

* Supplement to a previous allocation

MCSAH\BOOKS\SPRING 2004\2004 History State Park Rd Acct

2004 County Screening Board Data

JUNE, 2004

Historical Review of 2004 State Park Road Account

2004 Allotment \$2,825,606

2004 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Beltrami	10/03	04-619-05	CSAH	CSAH 19; access to Lake Bemidji State Park	road improve	\$305,500
Douglas		21-600-15	Twp	South Park Drive; access to Lake Carlos State Park	road improve	150,000 *
Douglas		21-600-16	Twp	Little Mary Circle; access to Lake Mary	road improve	16,000
Houston	06/02	28-601-09	CSAH	CSAH 1; access to Beaver Creek Valley State Park	road improve	50,000 *
Koochiching		36-600-08	Twp	Unorganized Twp Rd 392 (Vidas Access); access to Rainey River	road improve	23,915 *
Meeker		47-600-05	Twp	Kingston Twp Road 0.5 mi. access to Lake Francis Landing	bit surf	14,144 *
Meeker		47-600-06	City	746th Ave in Collinwood; access to Collinwood Lake	street improve	1,460 *
Otter Tail		56-600-21	Twp	Maplewood Towndhip Roads; access to Maplewood State Park	road improve	520,000
Otter Tail		56-600-22	Twp	Little McDonald Drive; access to Little McDonald Lake	road Improve	77,230
Pine		58-600-08	Twp	Dago Lake Road; access to General Andrews State Forest	road improve	450,000
St Louis		69-600-29	Co Rd	Co Rd 238 (Abbott Rd); access to Island Lake	road improve	28,000
St Louis		69-600-34	City	St Louis Ave in Duluth; access to the St. Louis River	street improve	33,530
St Louis	06/02	69-661-14	CSAH	CSAH 61; construct bridge over McQuade Rd, access to Lake Superior	road improve	281,751 *
Scott		70-600-07	Twp	St Lawrence Twp Rd 57; access to Minnesota Valley State Recreation Area	road improve	200,000 *
Watonwan		83-600-01	City	Kansas Lake Park Access Road in St James; access to St. James Lake	road improve	22,000
June Total =						<u>\$2,173,530</u>

* Supplement to a previous allocation

NCSAH\BOOKS\SPRING 2004\2004 History State Park Rd Acct

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2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

27-Apr-04

Procedure For Inflating Gravel Base Unit Prices

NO.	COUNTY	1999 COSTS	INFLATED 1999 COSTS (X 1.13)	2000 COSTS	INFLATED 2000 COSTS (X 1.06)	2001 COSTS	INFLATED 2001 COSTS (X 1.01)	2002 COSTS	INFLATED 2002 COSTS (X 1.01)	2003 COSTS	TOTAL 1999-2003 INFLATED COSTS	TOTAL 1999-2003 QUANTITY	1999-2003 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
9	Carlton	\$776,875	\$877,869	\$186,340	\$197,520	\$148,324	\$149,807	\$424,389	\$428,633	\$264,962	\$1,918,791	362,209	\$5.30	Carlton
16	Cook	0	0	41,785	44,292	110,358	111,462	0	0	588,285	744,039	130,884	5.68	Cook
31	Itasca	357,894	404,420	357,258	378,693	32,280	32,603	746,061	753,522	473,951	2,043,189	403,638	5.06	Itasca
36	Koochiching	0	0	937,448	993,695	202,241	204,263	298,872	301,861	180,213	1,680,032	238,903	7.03	Koochiching
38	Lake	110,880	125,294	928,151	983,840	1,348,202	1,361,684	0	0	372,762	2,843,580	599,009	4.75	Lake
58	Pine	268,127	302,984	288,624	305,941	240,163	242,565	508,501	513,586	0	1,365,076	256,253	5.33	Pine
69	St. Louis	350,091	395,603	833,534	883,546	305,563	308,619	1,281,473	1,294,288	671,095	3,553,151	629,827	5.64	St. Louis
	District 1 Totals	1,863,867	2,106,170	3,573,140	3,787,527	2,387,131	2,411,003	3,259,296	3,291,890	2,551,268	14,147,858	2,620,723	5.40	District 1 Totals
4	Beltrami	198,748	224,585	7,350	7,791	40,185	40,587	279,117	281,908	308,015	862,886	160,019	5.39	Beltrami
15	Clearwater	86,496	97,740	0	0	14,400	14,544	184,634	186,480	218,111	516,875	115,075	4.49	Clearwater
29	Hubbard	599,608	677,557	128,910	136,645	125,132	126,383	245,385	247,839	0	1,188,424	247,134	4.81	Hubbard
35	Kittson	193,260	218,384	225,189	238,700	392,974	396,904	667,994	674,674	51,336	1,579,998	236,870	6.67	Kittson
39	Lake of the Woods	18,188	20,552	0	0	11,520	11,635	12,488	12,613	0	44,800	5,175	8.66	Lake of the Woods
45	Marshall	700,986	792,114	132,405	140,349	524,010	529,250	1,481,874	1,496,693	32,052	2,990,458	652,134	4.59	Marshall
54	Norman	22,800	25,764	15,445	16,372	118,321	119,504	179,023	180,813	0	342,453	60,957	5.62	Norman
57	Pennington	227,100	256,623	105,105	111,411	161,333	162,946	296,690	299,657	17,405	848,042	179,480	4.72	Pennington
60	Polk	623,615	704,685	732,393	776,337	459,445	464,039	505,665	510,722	283,018	2,738,801	528,230	5.18	Polk
63	Red Lake	229,343	259,158	0	0	66,228	66,890	350,900	354,409	0	680,457	123,729	5.50	Red Lake
68	Roseau	906,987	1,024,895	544,474	577,142	98,943	99,932	195,889	197,848	381,694	2,281,511	517,906	4.41	Roseau
	District 2 Totals	3,807,131	4,302,057	1,891,271	2,004,747	2,012,491	2,032,614	4,399,659	4,443,656	1,291,631	14,074,705	2,826,709	4.98	District 2 Totals
1	Aitkin	24,079	27,209	145,828	154,578	731,227	738,539	321,410	324,624	64,783	1,309,733	233,039	5.62	Aitkin
5	Benton	247,590	279,777	300,717	318,760	104,900	105,949	327,120	329,491	0	943,977	164,799	5.73	Benton
11	Cass	158,195	178,760	360,414	382,039	420,333	424,536	409,612	413,708	491,293	1,890,336	324,773	5.82	Cass
18	Crow Wing	152,581	172,417	412,159	436,889	182,235	184,057	205,036	207,086	141,935	1,142,384	188,069	6.07	Crow Wing
30	Isanti	409,817	463,093	244,276	258,933	373,428	377,162	229,436	231,730	250,059	1,580,977	218,608	7.23	Isanti
33	Kanabec	505,444	571,152	348,080	368,965	105,715	106,772	160,347	161,950	297,366	1,506,205	333,081	4.52	Kanabec
48	Mille Lacs	0	0	290,772	308,218	132,693	134,020	212,106	214,227	162,809	819,274	121,577	6.74	Mille Lacs
49	Morrison	3,852	4,353	256,500	271,890	73,645	74,381	11,070	11,181	218,555	580,360	151,305	3.84	Morrison
71	Sherburne	102,416	115,730	363,540	385,352	109,066	110,157	132,100	133,421	108,927	853,587	129,511	6.59	Sherburne
73	Stearns	385,572	435,696	787,200	834,432	515,689	520,846	244,960	247,410	219,841	2,258,225	419,198	5.39	Stearns
77	Todd	157,855	178,376	10,250	10,864	48,447	48,931	173,500	175,235	44,712	458,118	108,419	4.23	Todd
80	Wadena	107,818	121,834	457,789	485,256	231,660	233,977	164,499	166,144	0	1,007,211	219,380	4.59	Wadena
86	Wright	316,481	357,624	529,812	561,601	243,532	245,967	91,570	92,486	980,931	2,238,609	313,924	7.13	Wright
	District 3 Totals	2,571,700	2,906,021	4,507,337	4,777,777	3,272,570	3,305,294	2,592,766	2,618,693	2,981,211	16,588,996	2,925,683	5.67	District 3 Totals
3	Becker	72,516	81,943	208,034	220,516	798,603	806,589	63,146	63,777	248,084	1,420,909	318,368	4.46	Becker
6	Big Stone	175,756	198,604	173,254	183,649	131,543	132,858	222,837	225,065	49,014	789,190	149,557	5.28	Big Stone
14	Clay	134,483	151,966	186,161	197,331	178,797	180,585	245,178	247,630	0	777,512	118,196	6.58	Clay
21	Douglas	413,485	467,238	276,226	292,800	473,323	478,056	289,721	292,618	444,000	1,974,712	475,056	4.16	Douglas
26	Grant	179,680	203,038	0	0	494,500	499,445	0	0	232,130	934,613	232,112	4.03	Grant
44	Mahnomen	249,251	281,654	0	0	39,900	40,299	0	0	172,220	494,173	99,602	4.96	Mahnomen
56	Otter Tail	525,855	594,216	516,433	547,419	628,676	634,963	293,322	296,255	638,159	2,711,012	655,317	4.14	Otter Tail
61	Pope	297,693	336,393	394,026	417,668	263,132	265,763	115,905	117,064	258,962	1,395,850	320,309	4.36	Pope
75	Stevens	249,140	281,528	44,598	47,274	309,950	313,050	134,044	135,384	0	777,236	167,401	4.64	Stevens
76	Swift	104,978	118,625	0	0	36,770	37,138	223,022	225,252	172,222	553,237	114,603	4.83	Swift
78	Traverse	68,088	76,939	9,304	9,862	0	0	30,685	30,992	0	117,793	21,091	5.58	Traverse
84	Wilkin	74,526	84,214	593,340	628,940	0	0	88,800	89,688	164,800	967,642	139,766	6.92	Wilkin
	District 4 Totals	2,545,451	2,876,358	2,401,376	2,545,459	3,355,194	3,388,746	1,706,660	1,723,725	2,379,591	12,913,879	2,811,378	4.59	District 4 Totals
2	Anoka	838,850	947,901	394,011	417,652	424,891	429,140	474,575	479,321	99,169	2,373,183	278,972	8.51	Anoka
10	Carver	421,971	476,827	230,178	243,989	58,275	58,858	470,421	475,125	187,720	1,442,519	208,922	6.90	Carver
27	Hennepin	79,686	90,045	831,486	881,375	1,226,726	1,238,993	269,932	272,631	819,156	3,302,200	403,627	8.18	Hennepin
70	Scott	275,907	311,775	161,420	171,105	348,206	351,688	1,480,290	1,495,093	0	2,329,661	301,372	7.73	Scott
	District 5 Totals	1,616,414	1,826,548	1,617,095	1,714,121	2,058,098	2,078,679	2,695,218	2,722,170	1,106,045	9,447,563	1,192,893	7.92	District 5 Totals

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

27-Apr-04

Procedure For Inflating Gravel Base Unit Prices

NO.	COUNTY	1999 COSTS	INFLATED 1999 COSTS (X 1.13)	2000 COSTS	INFLATED 2000 COSTS (X 1.06)	2001 COSTS	INFLATED 2001 COSTS (X 1.01)	2002 COSTS	INFLATED 2002 COSTS (X 1.01)	2003 COSTS	TOTAL 1999-2003 INFLATED COSTS	TOTAL 1999-2003 QUANTITY	1999-2003 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
20	Dodge	\$94,039	\$106,264	\$300,757	\$318,802	\$251,797	\$254,315	\$187,248	\$189,120	\$728,208	\$1,596,709	193,913	\$8.23	Dodge
23	Fillmore	238,796	269,839	415,082	439,987	628,304	634,587	178,887	180,676	378,093	1,903,182	248,676	7.65	Fillmore
24	Freeborn	137,710	155,612	181,007	191,867	104,288	105,331	0	0	120,687	573,497	91,870	6.24	Freeborn
25	Goodhue	161,911	182,959	624,505	661,975	182,422	184,246	165,060	166,711	202,288	1,398,179	207,266	6.75	Goodhue
28	Houston	67,927	76,758	0	0	390,025	393,925	0	0	436,768	907,451	154,680	5.87	Houston
50	Mower	51,774	58,505	511,020	541,681	904,920	913,969	525,820	531,078	239,729	2,284,962	267,346	8.55	Mower
55	Olmsted	242,551	274,083	47,001	49,821	292,042	294,962	360,794	364,402	739,887	1,723,155	215,839	7.98	Olmsted
66	Rice	123,174	139,187	13,095	13,881	0	0	53,445	53,979	0	207,047	39,751	5.21	Rice
74	Steele	1,037	1,172	0	0	95,341	96,294	807,901	815,980	0	913,446	139,551	6.55	Steele
79	Wabasha	78,667	88,894	169,924	180,119	210,776	212,884	322,530	325,755	24,439	832,091	123,138	6.76	Wabasha
85	Winona	293,342	331,476	266,441	282,427	286,876	289,745	74,545	75,290	116,355	1,095,293	128,939	8.49	Winona
District 6 Totals		1,490,928	1,684,749	2,528,832	2,680,560	3,346,791	3,380,258	2,676,230	2,702,991	2,986,454	13,435,012	1,810,969	7.42	District 6 Totals
7	Blue Earth	175,751	198,599	441,110	467,577	138,553	139,939	231,649	233,965	50,227	1,090,307	160,166	6.81	Blue Earth
8	Brown	4,413	4,987	92,792	98,360	27,048	27,318	11,789	11,907	119,087	261,659	47,112	5.55	Brown
27	Cottonwood	134,700	152,211	204,558	216,831	0	0	224,541	226,786	0	595,828	106,561	5.59	Cottonwood
12	Faribault	19,950	22,544	251,981	267,100	828,113	836,394	28,188	28,470	6,965	1,161,473	133,563	8.70	Faribault
32	Jackson	0	0	17,719	18,782	26,042	26,302	0	0	72,695	117,779	22,413	5.25	Jackson
40	Le Sueur	308,434	348,530	341,260	361,736	211,300	213,413	106,145	107,206	39,780	1,070,665	174,719	6.13	Le Sueur
46	Martin	255,732	288,977	34,837	36,927	0	0	236,005	238,365	0	564,269	76,150	7.41	Martin
52	Nicollet	269,280	304,286	202,343	214,484	79,400	80,194	93,015	93,945	25,959	718,868	106,182	6.77	Nicollet
53	Nobles	70,406	79,559	131,397	139,281	82,440	83,264	0	0	144,279	446,383	66,415	6.72	Nobles
67	Rock	28,440	32,137	0	0	212,003	214,123	35,250	35,603	128,237	410,100	82,885	4.95	Rock
72	Sibley	0	0	0	0	0	0	0	0	7,296	7,296	3,491	2.09	Sibley
81	Waseca	101,312	114,483	52,187	55,318	0	0	0	0	0	169,801	24,508	6.93	Waseca
83	Watsonwan	3,588	4,054	79,360	84,122	309,978	313,078	0	0	110,200	511,454	73,855	6.93	Watsonwan
District 7 Totals		1,372,006	1,550,367	1,849,544	1,960,518	1,914,877	1,934,025	966,582	976,247	704,725	7,125,882	1,078,020	6.61	District 7 Totals
12	Chippewa	28,339	32,023	91,035	96,497	21,250	21,463	42,340	42,763	92,486	285,232	44,854	6.36	Chippewa
34	Kandiyohi	123,390	139,431	32,725	34,689	252,712	255,239	564,321	569,964	236,032	1,235,355	255,100	4.84	Kandiyohi
37	Lac Qui Parle	97,502	110,177	0	0	225,057	227,308	241,760	244,178	113,271	694,934	117,292	5.92	Lac Qui Parle
41	Lincoln	0	0	1,680	1,781	274,785	277,533	233,800	236,138	296,665	812,117	164,119	4.95	Lincoln
42	Lyon	445,024	502,877	173,931	184,367	0	0	590,552	596,458	15,263	1,298,965	222,333	5.84	Lyon
43	Mc Leod	246,023	278,006	48,990	51,929	1,004,908	1,014,957	74,620	75,366	261,369	1,681,627	215,321	7.81	Mc Leod
47	Meeker	47,433	53,599	333,138	353,126	512,608	517,734	223,166	225,398	85,650	1,235,507	262,842	4.70	Meeker
51	Murray	327,432	369,998	204,250	216,504	464,300	468,943	440,360	444,764	345,260	1,845,469	356,060	5.18	Murray
59	Pipestone	392,219	443,207	346,315	367,094	282,034	284,854	378,204	381,986	0	1,477,141	306,773	4.82	Pipestone
64	Redwood	113,622	128,393	93,522	99,133	184,479	186,324	41,370	41,784	239,372	695,006	114,736	6.06	Redwood
65	Renville	138,584	156,600	161,639	171,337	74,822	75,570	333,344	336,677	30,408	770,592	142,524	5.41	Renville
87	Yellow Medicine	0	0	184,198	195,250	372,398	376,122	317,355	320,529	0	891,901	148,522	6.01	Yellow Medicine
District 8 Totals		1,959,568	2,214,311	1,671,423	1,771,707	3,669,353	3,706,047	3,481,192	3,516,005	1,715,776	12,923,846	2,350,476	5.50	District 8 Totals
13	Chisago	370,278	418,414	527,591	559,246	322,898	326,127	253,326	255,859	0	1,559,646	193,627	8.05	Chisago
19	Dakota	323,386	365,426	2,856,438	3,027,824	454,888	459,437	146,753	148,221	32,683	4,033,591	626,471	6.44	Dakota
62	Ramsey	65,003	73,453	251,534	266,626	102,225	103,247	629,542	635,837	301,503	1,380,666	152,163	9.07	Ramsey
82	Washington	137,971	155,907	325,283	344,800	40,577	40,983	65,354	66,008	429,008	1,036,706	122,971	8.43	Washington
District 9 Totals		896,638	1,013,200	3,960,846	4,198,496	920,588	929,794	1,094,975	1,105,925	763,194	8,010,609	1,095,232	7.31	District 9 Totals
STATE TOTALS		\$18,123,703	\$20,479,781	\$24,000,864	\$25,440,912	\$22,937,093	\$23,166,460	\$22,872,578	\$23,101,302	\$16,479,895	\$108,668,350	18,712,083	\$5.81	STATE TOTALS

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Calculation of Gravel Base Unit Prices
For Counties without 50,000 Tons

District 2	TONS (1,000)		INFLATED UNIT PRICE		
LAKE OF THE WOODS	5	X	8.66	=	43.30
Surrounding	<u>45</u>	X	<u>5.26</u>	=	<u>236.70</u>
	50				280.00 = \$5.60

<u>Surrounding Counties -</u>	Inflated <u>Cost</u>		<u>Quantity</u>		
Roseau	\$2,281,511	-	517,906		
Beltrami	862,886	-	160,019		
Koochiching	<u>1,680,032</u>	-	<u>238,903</u>		
	<u>\$4,824,429</u>		<u>916,828</u>	=	\$5.26

District 4	TONS (1,000)		INFLATED UNIT PRICE		
TRAVERSE	21	X	5.58	=	117.18
Surrounding	<u>29</u>	X	<u>5.04</u>	=	<u>146.16</u>
	50				263.34 = \$5.27

<u>Surrounding Counties -</u>	Inflated <u>Cost</u>		<u>Quantity</u>		
Wilkin	\$967,642	-	139,766		
Grant	934,613	-	232,112		
Stevens	777,236	-	167,401		
Big Stone	<u>789,190</u>	-	<u>149,557</u>		
	<u>\$3,468,681</u>		<u>688,836</u>	=	\$5.04

District 6	TONS (1,000)		INFLATED UNIT PRICE		
RICE	40	X	5.21	=	208.40
Surrounding	<u>10</u>	X	<u>6.90</u>	=	<u>69.00</u>
	50				277.40 = \$5.55

<u>Surrounding Counties -</u>	Inflated <u>Cost</u>		<u>Quantity</u>		
Dakota	\$4,033,591	-	626,471		
Scott	2,329,661	-	301,372		
LeSueur	1,070,665	-	174,719		
Steele	913,446	-	139,551		
Goodhue	1,398,179	-	207,266		
Dodge	<u>1,596,709</u>	-	<u>193,913</u>		
	<u>\$11,342,251</u>		<u>1,643,292</u>	=	\$6.90

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Calculation of Gravel Base Unit Prices

For Counties without 50,000 Tons

District 7	TONS (1,000)		INFLATED UNIT PRICE		
BROWN	47	X	5.55	=	260.85
Surrounding	<u>3</u>	X	<u>6.22</u>	=	<u>18.66</u>
	50				279.51 = \$5.59

Surrounding Counties -	Inflated Cost	Quantity		
Cottonwood	\$595,828	-	106,561	
Watowan	511,454	-	73,855	
Blue Earth	1,090,307	-	160,166	
Nicollet	718,868	-	106,182	
Renville	770,592	-	142,524	
Redwood	695,006	-	114,736	
	<u>\$4,382,055</u>		<u>704,024</u>	= \$6.22

District 7	TONS (1,000)		INFLATED UNIT PRICE		
JACKSON	22	X	5.25	=	115.50
Surrounding	<u>28</u>	X	<u>5.84</u>	=	<u>163.52</u>
	50				279.02 = \$5.58

Surrounding Counties -	Inflated Cost	Quantity		
Nobles	\$446,383	-	66,415	
Murray	1,845,469	-	356,060	
Cottonwood	595,828	-	106,561	
Watowan	511,454	-	73,855	
Martin	564,269	-	76,150	
	<u>\$3,963,403</u>		<u>679,041</u>	= \$5.84

District 7	TONS (1,000)		INFLATED UNIT PRICE		
SIBLEY	3	X	2.09	=	6.27
Surrounding	<u>47</u>	X	<u>6.97</u>	=	<u>327.59</u>
	50				333.86 = \$6.68

Surrounding Counties -	Inflated Cost	Quantity		
LeSueur	\$1,070,665	-	174,719	
Nicollet	718,868	-	106,182	
McLeod	1,681,627	-	215,321	
Carver	1,442,519	-	208,922	
Scott	2,329,661	-	301,372	
Renville	770,592	-	142,524	
	<u>\$8,013,932</u>		<u>1,149,040</u>	= \$6.97

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Calculation of Gravel Base Unit Prices
For Counties without 50,000 Tons

District 7	TONS (1,000)		INFLATED UNIT PRICE		
WASECA	25	X	6.93	=	173.25
Surrounding	<u>25</u>	X	<u>6.87</u>	=	<u>171.75</u>
	50				345.00 = \$6.90

<u>Surrounding Counties -</u>	Inflated <u>Cost</u>		<u>Quantity</u>		
Faribault	\$1,161,473	-	133,563		
Freeborn	573,497	-	91,870		
Steele	913,446	-	139,551		
Le Sueur	1,070,665	-	174,719		
Blue Earth	1,090,307	-	160,166		
	<u>\$4,809,388</u>		<u>699,869</u>	=	\$6.87

District 8	TONS (1,000)		INFLATED UNIT PRICE		
CHIPPEWA	45	X	6.36	=	286.20
Surrounding	<u>5</u>	X	<u>5.32</u>	=	<u>26.60</u>
	50				312.80 = \$6.26

<u>Surrounding Counties -</u>	Inflated <u>Cost</u>		<u>Quantity</u>		
Renville	\$770,592	-	142,524		
Kandiyohi	1,235,355	-	255,100		
Swift	553,237	-	114,603		
Big Stone	789,190	-	149,557		
Lac Qui Parle	694,934	-	117,292		
Yellow Medicine	891,901	-	148,522		
	<u>\$4,935,209</u>		<u>927,598</u>	=	\$5.32



Minnesota Department of Transportation

Memo

Bridge Office
3485 Hadley Avenue North
Oakdale, MN 55128-3307

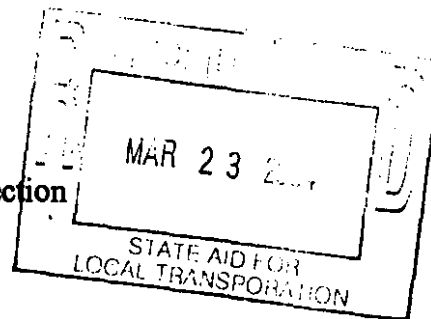
Date: March 22, 2004

To: Marshall Johnston
Manager, Municipal State Aid Street Needs Section

From: Mike Leuer *ML*
State Aid Hydraulic Specialist

Phone: (651) 747-2167

Subject: State Aid Storm Sewer
Construction Costs for 2003



We have completed our analysis of storm sewer construction costs incurred for 2003 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately \$262,780 for new construction, and
- Approximately \$83,775 for adjustment of existing systems

The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices from approximately 142 plans for 2003.

CC: Andrea Hendrickson



Minnesota Department of Transportation

Memo

Office of Freight & Commercial Vehicle Operations
Railroad Administration Section
Mail Stop 420
1110 Centre Pointe Curve
Mendota Heights, MN 55120-4798

Office Tel: 651/406-4798
Fax: 651/406-4811

March 18, 2004

To: Marshall Johnson
Needs Unit – State Aid

From: Susan H. Aylesworth
Director, Rail Administration Section

Subject: Projected Railroad Grade Crossing
Improvements – Cost for 2004

We have projected 2004 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals (single track, low speed, average price)*	\$150,000.00
Signals & Gates (multiple track, high/low speed, average price)*	\$150,000 - \$225,000.00
Signs (advance warning signs and crossbucks)	\$1,000 per crossing
Pavement Markings (tape)	\$5,500 per crossing
Pavement Markings (paint)	\$ 750 per crossing
Crossing Surface (concrete, complete reconstruction)	\$1,000 per track ft.

*Signal costs include sensors to predict the motion of train or predictors which can also gauge the speed of the approaching train and adjust the timing of the activation of signals.

Our recommendation is that roadway projects be designed to carry any improvements through the crossing area – thereby avoiding the crossing acting as a transition zone between two different roadway sections or widths. We also recommend a review of all passive warning devices including advance warning signs and pavement markings – to ensure compliance with the MUTCD and OFCVO procedures.

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

2003 Bridge Construction Projects

After compiling the information received from the Mn/DOT Bridge Office and the State Aid Bridge Office at Oakdale, these are the average costs arrived at for 2003. In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

BRIDGES LET IN CALENDAR YEAR 2003

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
1522	SAP 1-599-022	132.88	3,990	393,996	99
4522	SAP 4-611-010	98.10	4,214	452,584	107
8543	SAP 8-599-039	100.58	3,535	250,025	71
8545	SAP 8-599-040	124.50	3,901	263,686	68
10537	SAP 10-640-003	116.08	7,081	582,409	82
11523	SAP 11-599-012	55.50	1,960	180,251	92
11518	SAP 11-613-003	90.50	3,510	300,706	86
12547	SAP 12-599-049	95.30	3,325	238,260	72
12548	SAP 12-599-068	92.50	3,268	232,630	71
14540	SAP 14-602-020	142.50	6,175	435,828	71
17525	SAP 17-599-027	77.50	2,418	179,266	74
19542	SAP 19-647-015	104.50	4,929	323,982	66
19541	SAP 19-666-009	87.67	4,135	305,973	74
22598	SAP 22-613-019	125.67	5,418	321,585	59
23565	SAP 23-599-154	94.67	3,325	316,664	95
23567	SAP 23-638-004	129.46	4,515	466,669	103
25593	SAP 25-598-009	82.58	2,918	205,765	71
27A76	SAP 27-597-005	37.00	1,159	201,102	174
28532	SAP 28-599-058	73.67	2,294	203,000	88
28524	SAP 28-605-010	37.01	4,446	256,280	58
31548	SAP 31-598-016	89.69	3,510	237,439	68
31541	SP 31-629-013	53.67	2,106	217,830	103
31547	SP 31-672-002	101.50	3,570	272,150	76
32545	SP 32-599-078	68.00	2,040	166,324	82
33534	SAP 33-599-009	86.25	3,010	200,071	66
36529	SAP 36-629-011	112.50	4,368	353,576	81
37548	SAP 37-598-015	119.50	4,222	253,222	60
38J04	SAP 38-602-020	24.00	2,016	253,592	126
39521	SAP 39-598-023	71.25	2,232	226,065	101
40522	SAP 40-599-016	83.25	2,905	227,375	78
40521	SAP 40-602-017	51.58	2,028	176,189	87
42559	SAP 42-599-125	83.50	2,604	185,140	71
42560	SAP 42-599-128	86.54	2,712	186,828	69
43544	SAP 43-599-025	129.76	4,030	281,673	70
43547	SAP 43-603-026	122.60	5,781	491,634	85
45552	SAP 45-599-108	77.50	2,730	240,824	88
45565	SP 45-599-134	117.58	3,658	312,110	85
46550	SP 46-599-053	106.58	3,766	299,989	80
48527	SAP 48-599-041	122.67	4,305	261,761	61
55574	SAP 55-599-062	120.06	3,720	292,961	79
55573	SAP 55-606-004	109.92	4,730	433,354	92
91932	SP 56-696-002	61.67	3,608	374,898	104
58544	SAP 58-598-018	77.70	3,042	324,116	107
58543	SAP 58-598-021	45.70	1,794	224,036	125
58546	SAP 58-599-029	56.25	1,736	179,361	103
58546	SAP 58-599-029	56.25	1,736	179,361	103
59535	SAP 59-599-041	99.50	3,500	229,985	66
60545	SAP 60-599-166	80.50	2,844	289,884	102
60550	SAP 60-599-188	115.83	4,093	348,631	85
60549	SAP 60-599-190	84.17	2,974	287,703	97
62570	SP 62-597-002	45.94	2,301	280,770	122
64573	SAP 64-599-066	77.25	2,730	181,708	67
64572	SAP 64-599-079	132.94	4,655	327,735	70
64570	SAP 64-599-082	120.87	4,235	258,071	61
64571	SAP 64-599-083	117.50	4,130	248,496	60
66540	SAP 66-599-033	49.00	1,666	171,010	103
67548	SP 67-599-062	77.50	2,428	183,183	75
67547	SP 67-599-066	140.50	4,900	316,766	65
68535	SP 68-599-076	83.50	2,940	257,390	88
69653	SP 69-609-034	27.26	1,404	406,570	290

BRIDGES LET IN CALENDAR YEAR 2003

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
69642	SP 69-703-011	24.00	1,568	166,686	106
76538	SAP 76-631-022	74.60	2,925	208,797	71
78511	SP 78-598-022	74.00	2,318	147,779	64
78512	SAP 78-598-024	54.00	1,674	160,507	96
78513	SAP 78-613-006	47.00	1,473	145,416	99
81528	SP 81-598-009	126.83	4,988	391,310	78
83543	SP 83-599-057	86.00	2,580	192,270	75
84531	SAP 84-598-040	146.00	5,110	285,804	56
85547	SAP 85-598-005	90.50	3,560	298,676	84
85547	SAP 85-598-005	90.50	3,560	298,676	84
86520	SP 86-614-008	43.17	2,020	414,555	205
87579	SAP 87-599-040	80.50	2,800	262,000	94
27A77	SAP 98-080-027	113.17	3,131	923,404	295
10044	TH	73.75	2,630	241,013	92
19094	TH	126.17	8,874	587,301	66
19095	TH	63.00	3,234	284,055	88
23023	TH	87.00	4,466	321,318	72
55073	TH	119.83	8,751	609,029	70
55074	TH	118.50	6,794	486,400	72
55075	TH	118.50	6,735	516,863	77
60023	TH	98.42	4,658	348,782	75
69127	TH	149.92	6,801	663,067	97
State Aid Projects			240,982	20,646,322	\$86
Trunk Hwy Projects			52,943	4,057,828	\$77
TOTALS			293,925	24,704,150	\$84

BRIDGE LENGTH 150-499 FEET

NEW BRIDGE		PROJECT	BRIDGE LENGTH 135-455 FEET			COST PER
NUMBER		NUMBER	LENGTH	DECK AREA	BRIDGE COST	SQ. FT.
7577	SP	7-603-008	443.50	40069	\$3,075,219.00	77
18524	SAP	18-611-020	200.33	8600	\$498,538.00	58
19540	SAP	19-598-010	152.67	7191	\$467,242.00	65
23575	SAP	23-640-002	216.67	4515	\$288,893.00	64
37547	SP	37-631-008	189.58	6670	\$460,523.00	69
43545	SAP	43-599-027	186.25	7254	\$562,499.00	78
45547	SP	45-598-011	163.81	6396	\$413,772.00	65
53535	SP	53-635-014	181.00	8567	\$455,228.00	53
55569	SP	55-598-050	171.63	6064	\$431,792.00	71
69644	SP	69-598-028	168.58	5239	\$436,860.00	83
86528	SAP	86-599-024	165.25	6499	\$477,155.00	73
86528	SAP	86-599-024	165.25	6499	\$494,746.00	76
69578	SP	98-080-001	348.00	16472	\$1,038,167.00	63
62598	SP	164-288-003	767.00	64770	\$5,119,888.00	79
82027	SP	184-080-002	394.23	23390	\$2,926,013.00	125
19R01	TH		233.58	23,200	1,646,037	71
19R02	TH		198.35	10,570	848,208	80
19R03	TH		198.35	10,570	831,920	79
19R04	TH		240.25	25,546	1,484,658	58
27V33	TH		319.09	34,670	3,119,072	90
27V38	TH		205.85	37,380	3,652,312	98
18007	TH		179.93	10,366	730,027	70
18008	TH		179.93	8,030	553,701	69
27273	TH		492.33	23,585	1,929,564	82
27274	TH		223.69	14,018	1,078,368	77
27275	TH		245.17	15,446	1,082,295	70
27280	TH		206.77	19,843	1,392,453	70
36024	TH		420.25	16,530	1,587,005	96
54006	TH		326.17	14,134	1,433,148	101
55068	TH		235.65	27,255	1,817,556	67
63002	TH		321.08	13,914	1,300,227	93
69125	TH		223.23	10,127	716,059	71
69126	TH		223.10	12,597	872,022	69
69128	TH		150.20	7,375	723,319	98
73022	TH		213.26	19,763	1,461,542	74
73566	TH		277.69	27,912	1,807,749	65
State Aid Projects				218,195	\$17,146,535	\$79
Trunk Hwy Projects				382,831	\$30,067,242	\$79
TOTALS				601,026	\$47,213,777	\$79

BRIDGE LENGTH 500 FEET AND OVER

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
62545	SP	164-128-006	654.88	36025	\$3,997,953.00	111
27A74	TH		721.46	24,730	1,423,804	58
27R08	TH		667.71	21,694	1,188,456	55
State Aid Projects				36,025	3,997,953	111
Truck Hwy Projects				46,424	\$2,612,260	\$56
TOTALS				82,449	\$6,610,213	\$80

Railroad Bridges

NEW BRIDGE NUMBER	PROJECT NUMBER	Number of Tracks	Bridge Cost	Cost Per Lin. Ft.	Bridge Length
TOTALS			\$0	\$0	0

2004 CSAH DATA

MINOR STRUCTURE UNIT PRICES

The prices below have been revised as of March, 2004 for the CSAH Needs Study from the Mn/DOT Estimating Section. The previous prices were from June, 1997. Three wingwalls were used on the doubles and four for the triple culverts. The CSAH system currently has 1,590 box culverts, 760 are deficient and 830 are adequate.

CULVERTS	COST/LINEAL FOOT	
	CURRENT COST	Recommended Price
C 8 x 4 D		
C 8 x 6 D		\$756
C 8 x 8 D		786
C 10 x 4 D	\$655	800
C 10 x 5D	681	830
C 10 x 6 D	713	840
C 10 x 7 D		850
C 10 x 8 D	843	860
C 10 x 9 D		870
C 10 x 10 D	978	890
C 12 x 6 D	922	846
C 12 x 8 D	989	980
C 12 x 10 D	1,177	1,350
C 12 x 12 D	1,313	1,750
C 12 x 14 D	997	2,000
C 10 x 5 T	936	1,245
C 10 x 6 T	982	1,260
C 10 x 8 T	1,144	1,290
C 10 x 10 T	1,366	1,335
C 12 x 6 T	1,270	1,269
C 12 x 8 T	1,368	1,470
C 12 x 10 T	1,693	1,550
C 12 x 12 T	1,836	1,659

+WINGWALLS	
CURRENT COST	Recommended Price
	\$15,500
	16,000
\$6,233	16,500
7,886	17,000
9,694	18,000
	19,000
13,709	19,467
	20,469
18,185	24,000
11,729	20,000
15,691	25,000
20,671	30,000
26,198	35,000
24,699	40,000
10,515	22,666
12,925	24,000
18,278	26,000
24,246	32,000
15,638	26,666
20,922	33,333
27,562	40,000
34,931	46,666

CSAH MINOR DRAINAGE COSTS

LESS THAN 10 FOOT SPAN - \$342 Cost/LINEAL FOOT - \$400 New Cost/LINEAL FOOT
 10 FOOT - 20 FOOT SPAN - \$655 Cost /LINEAL FOOT - \$800 New Cost/LINEAL FOOT

N:CSAH/BOOKS/SPRING 2004/box culvert prices

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Needs Adjustments for Variances Granted on CSAHs

The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 2004 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee. The guidelines are a part of the Screening Board resolutions.

County	Project	Variance From	Recommended 2004 Needs Adjustments	Approx. 2005 Apport. Loss*
Faribault	22-651-06	Design Speed	\$47,620	\$981
Fillmore	23-638-04	Design Speed	\$39,122	\$807
Morrison	49-652-04	Design Speed	\$140,644	\$2,900
Total			\$227,386	\$ 4,688

If the counties involved have any questions regarding these adjustments, the State Aid Office can be contacted directly. Also the calculation of the adjustments will be available at the various district meetings and the Screening Board meeting.

* Based on \$20.62 earning factor for each \$1,000 of 25 year money needs.

2004 County Screening Board Data

JUNE, 2004

Advancement of CSAH Construction Funds from the General CSAH Construction Account

Resolutions adopted at the October, 1995 County Screening Board meeting indicate the guidelines to be used to advance CSAH construction funds to individual counties.

Actual Expenditures as of 5/03/04	
Maximim \$'s Allowable to Advance:	\$40,000,000
Less \$'s Actual Advances:	\$1,909,109
Less Outstanding Reserve \$ Amount:	\$15,738,516
Remaining Available to Advance:	\$22,352,375

2004 SUMMARY TO DATE

County	\$'s Approved for Advancing	\$'s Actually Advanced
Anoka	\$4,474,620	\$48,704
Becker	2,075,240	706,787
Brown	800,000	120,534
Cass	2,653,560	86,951
Chippewa	300,000	0
Clearwater	1,300,000	0
Dodge	1,441,006	0
Faribault	2,117,148	0
Lac Qui Parle	1,000,000	0
LeSueur	1,842,217	0
Lincoln	1,205,414	0
Lyon	1,495,000	0
Mower	400,000	0
Murray	700,000	389,585
Olmsted	2,974,342	0
Sibley	1,210,369	0
Wabasha	1,600,000	0
Waseca	800,000	0
Wilkin	1,680,846	556,548
Wright	280,730	0
TOTAL	\$30,350,492	\$1,909,109

If the counties were to advance the total amount on the county resolutions submitted, they would have a balance available to advance of \$9,649,508. History data shows us counties submit approximately 2 3/4 times as much in resolution requests than we actually advance throughout the year.

COUNTY
STATE AID HIGHWAY FUNDS ADVANCE RESOLUTION

WHEREAS, the County of _____ is planning to implement County State Aid Street Project(s) in 20____ which will require State Aid funds in excess of those available in its State Aid Regular/Municipal Construction Account, and

WHEREAS, said County is prepared to proceed with the construction of said project(s) through the use of an advance from the County State Aid Construction Fund to supplement the available funds in their State Aid Regular/Municipal Construction Account, and

WHEREAS, the advance is based on the following determination of estimated expenditures:

Account Balance as of date _____	\$ _____
Less estimated disbursements:	
Project # _____	\$ _____
Project # _____	\$ _____
Project # _____	\$ _____
Project # _____	\$ _____
Bond Principle (if any)	\$ _____
Project Finals (overruns-if any)	\$ _____
Other _____	\$ _____
Total Estimated Disbursements	\$ _____
Advance Amount (amount in excess of acct balance)	\$ _____

WHEREAS, repayment of the funds so advanced will be made in accordance with the provisions of Minnesota Statutes 162.08, Subd. 5 & 7 and Minnesota Rules, Chapter 8820, and

WHEREAS, the County acknowledges advance funds are released on a first-come-first-serve basis and this resolution does not guarantee the availability of funds.

NOW, THEREFORE, Be It Resolved: That the Commissioner of Transportation be and is hereby requested to approve this advance for financing approved County State Aid Highway Project(s) of the County of _____ in an amount up to \$ _____ in accordance with Minnesota Rules 8820.1500, Subp. 9. I hereby authorize repayments from subsequent accruals to the Regular/Municipal Construction Account of said County in accordance with the schedule herein indicated: (initial one)

- ☐ Repayment from entire future year allocations until fully repaid.
☐ Repayment in _____ equal annual installments
☐ Repayment from future year allocations in amounts listed below until fully repaid (maximum 3 year repayment).

\$ _____ CY _____ \$ _____ CY _____ \$ _____ CY _____

I, _____, duly appointed and qualified Auditor in and for the County of _____, do hereby certify that the above is a true and full copy of a resolution duly adopted by the County Board of _____ County, State of Minnesota, assembled in regular/special session on the _____ day of _____, 20____.

County of _____

County Auditor

COUNTY
REQUEST TO RESERVE ADVANCE FUNDING

The County of _____ requests that the amount of \$_____ be reserved from the County State Aid Highway Construction Fund for the State Aid Project(s) listed below.

Project # _____

Project # _____

Project # _____

Project # _____

COUNTY APPROVAL

The County agrees that a "State Aid Payment Request" form will be submitted within 12 weeks of the signing of this document. A County Board Resolution authorizing this advance funding is attached or has been previously submitted.

County Engineer

Date

STATE AID APPROVAL

Construction funds in the amount of \$_____ has been approved and reserved from the County State Aid Highway Construction Fund for a period of 12 weeks from the date the County Engineer signed this form.

State Aid Finance

Date

Original retained in SAF Finance file, one copy to County Engineer



M I N N E S O T A

1700 Sunrise Dr., P. O. Box 518, St. Peter, MN 56082

PUBLIC WORKS DEPARTMENT

Highway Department
Park Department
Drainage System Inspection
Agricultural Inspection

Michael C. Wagner, P. E.
Public Works Director/Highway Engineer

Date: March 24, 2004

To: Ms. Diane Gould

From: Mike Wagner 

Re: Credit for Local Effort; Please Increase It

District Seven County Engineers are supportive to increasing the current "credit for local effort". I presented the District's position at the '03 Fall Screening Board meeting and no direct action was taken.

This memo is to assure the Screening Board members that the recommendation is still supported by the District Seven County Engineers. One suggestion for a change might be to simply double the dollar-value of the credit for local effort, for the currently specified time duration.

The purpose for requesting such is two-fold. Continued CSAH "reconstruction" is needed to defer and current course towards.... (#1) the entire CSAH system drawing complete reconstruction needs. The CSAH funding is not keeping up with the construction cost index and is, therefore, insufficient to support the annual amount of CSAH-funded reconstruction the system has experienced in the past. The growing trend is moving towards local general obligation bonding for major reconstruction work; that is, local effort.

It is a difficult decision for County Boards to shift their GO bonding goals from either "nothing" or the traditional projects, which have mostly been County buildings construction. A more substantial credit for local effort.... (#2) is necessary for at least showing the County Board members and interested County citizens, that there is a recognizable return to the County for funding highway reconstruction by this method.

Thank you.



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2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Local Road Research Board Projects for Calendar Year 2002

INV	TITLE	TOTAL	2001	2002	2003
645	Implementation of Research	Ongoing	\$ 150,000	\$ 150,000	150,000
668	Technology Transfer Center, U of M - Base	Ongoing	150,000	140,000	140,000
	Technology Transfer Center, U of M - Cont. Projects:				
	Circuit Training and Assist. Program (CTAP), Instructor-\$50,000, T ² Center-\$77,500	Ongoing	77,500	127,500	127,500
	Minnesota Maintenance Research Expos	Ongoing	20,000	20,000	20,000
	Transportation Student Development	Ongoing	4,000	4,000	4,000
676	Materials & Road Research -- Mn/ROAD Facility Support- \$500,000, Staff Support-\$60,000	Ongoing	500,000	560,000	560,000
700	Field Performance of Integral Abutments	228,000	33,325	34,150	0
739	Low Temperature Cracking of Asphalt Concrete Pavements	290,000	76,000	70,000	70,000
745	Library Services for Local Governments	Ongoing	50,000	60,000	60,000
752	Response of Corrugated Polyethylene Pipe with Shallow Cover to Known Truck Loadings	565,000	30,000	10,000	0
759	Impact of Roughness Elements on Reducing Shear Stress Acting on Soil Particles	34,000	27,000	7,000	0
766	Evaluation of Cold Inplace Recycling	66,000	15,000	5,000	21,000
768	Geosynthetics in Roadway Design	30,000	3,000	3,000	3,000
769	Cost Comparison of Treatments Used to Maintain or Upgrade Aggregate Roads	100,000	50,000	50,000	0
770	Repair of Rubberized Crack Filler/Joint Filler	90,000	40,000	25,000	25,000
771	Use of Ground Penetrating Radar to Review Cross Section of Road	75,000	50,000	25,000	0
772*	Best Practices for Local Pavement Subgrades in Minnesota	117,455	0	0	0
773	Environmental Effect of the Use of Shredded Tires As Use for Light-Weight Fills	100,000	60,000	20,000	20,000
774	Driver Assistive Systems for Rural Applications: A Path to Deployment	141,860	141,860	0	0
775	Accident Analysis for Low-Volume Roads	46,409	41,409	5,000	0
776	Improving the Design of Roadside Ditches to Decrease Transportation-Related Surface Water Pollution	82,770	50,000	32,770	0
777	Statewide Implications of Transportation Financing Reform: Impacts on Rural and Other Low-Traffic Roads	199,996	138,000	100,000	38,000
778	How to Safely Accommodate Pedestrians Through an Intersection with Free Flow Legs	71,356	35,678	35,678	0
779	Evaluation of Asphalt Binders Used for Cold In-Place Recycling	40,487	13,500	26,987	0
780	Integration of Transportation Regional Growth Studies	30,000	0	30,000	0
781	In-Lane Rumble Strips - Impaired Drivers	25,000	0	25,000	0
782	Galvanized Metal Paint Testing	7,000	0	7,000	0
783	Dev. Of Simple Asphalt Test for Determination of RAP Blending Chart	54,000	0	54,000	0
784	Guidelines for Using Rumble Strips	149,659	0	59,000	90,659
785	Cost/Benefit Study of Increased Winter and Spring Load Restrictions	200,000	0	100,000	100,000
786	Field Evaluation of Driver Interaction with Low-Cost Highway Rail Intersection Warning System	40,000	0	40,000	0
787	Risk Assessment Tool for Selection of Erosion Control Practices	50,000	0	25,000	25,000
788	Traffic Calming -Implementation Procedures and Tools	40,000	0	20,000	20,000
789	Recycled Asphalt Pavement (RAP) Effects on Binder and Mixture Quality	53,172	0	25,000	28,172
790	Online Monitoring/Management of Summer/Winter Maintenance Programs	25,000	0	25,000	25,000
999	Project Administration	Ongoing	280,000	245,000	290,000
	TOTALS		\$2,036,272	\$2,166,085	\$1,792,331

Italicized = Anticipated

Bold = Funding Approved or New Project in C.Y. 2002 Program

Budget Summary CY 2002

Funds Allotted for 2002	\$2,253,182
Unprogrammed Funds Carried over from 2001	476
Total Funds available for 2002	\$2,253,580
2002 Program Commitment	\$2,166,085
Reserved Funds: Guardrail Abutment	10,000
Total	\$2,176,085
CY 2002 Funds Available for Programming	\$77,495

City	\$542,790
County	1,710,392
Total	\$2,253,182

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Local Road Research Board Projects for Calendar Year 2003

INV	TITLE	TOTAL	2002	2003	2004
645	Implementation of Research	Ongoing	\$ 150,000	\$150,000	\$150,000
668	Technology Transfer Center, U of M - Base	Ongoing	150,000	150,000	150,000
	Technology Transfer Center, U of M - Cont. Projects:				
	Circuit Training and Assist. Program (CTAP), Instructor-\$50,000, T ² Center-\$77,500	Ongoing	127,500	127,500	127,500
	Minnesota Maintenance Research Expos	Ongoing	20,000	20,000	20,000
	Transportation Student Development	Ongoing	4,000	4,000	4,000
676	Materials & Road Research -- Mn/ROAd Facility Support- \$500,000. Staff Support-\$60,000	Ongoing	560,000	560,000	560,000
745	Library Services for Local Governments	Ongoing	60,000	60,000	60,000
768	Geosynthetics in Roadway Design	30,000	3,000	3,000	3,000
770	Repair of Rubberized Crack Filler/Joint Filler	90,000	25,000	25,000	0
773	Environmental Effect of the Use of Shredded Tires As Use for Light-Weight Fills	100,000	20,000	20,000	0
777	Statewide Implications of Transportation Financing Reform: Impacts on Rural and Other Low-Traffic Roads	199,996	100,000	38,000	0
784	Guidelines for Using Rumble Strips	149,659	59,000	90,659	0
785	Cost/Benefit Study of Increased Winter and Spring Load Restrictions	200,000	100,000	100,000	0
786	ADT for 10 Ton Pavement and Guardrails	20,000	10,000	10,000	0
787	Risk Assessment Tool for Selection of Erosion Control Practices	50,000	25,000	25,000	0
789	Traffic Calming - Implementation Procedures and Tools-	40,000	20,000	20,000	0
791	Safety & Operational Characteristics of Two-Way Left Turn Lanes	25,732	0	25,732	0
792	Pavement Research Institute Director	300,000	0	60,000	60,000
793	Design & Construction of Low Volume Roads Training	56,000	0	37,000	19,000
794	Imprvmt. & Dev. Of Mn/DOT DCP Specs for Aggregate Base & Sub-base Containing Recycled Bit. & Concrete for Mn/PAVE	46,200		46,200	0
795	Environmental Considerations for Using Fly Ash in Unbound Paving Materials	56,000	0	56,000	0
796	Effectivness of All Red Clearance Time on Intersection Accidents and Violation Trends	49,978	0	49,978	0
797	Urbanization of MN's Countryside: 2000-2005 - Future Geographics & Trans. Impacts	40,000	0	10,000	20,000
798	Prelim. Lab Investigation of a Commerical Enzyme Solution As a Soil Stabilizer	59,000	0	59,000	0
799	Impact of Alternative Storm Water Management Approaches on Highway Infrastructure	121,896	0	63,375	58,521
800	Cost Effectiveness Analysis of Storm Water Runoff Best Management Practices	98,000	0	49,000	49,000
801	Adaptation of Mechanistic-Empirical 2003 Guide for Design of MN Low-Volume PCC	25,000	0	12,500	12,500
802	Perf. Of Pvm. Crack Sealants Beneath Bituminous Overlays	60,000	0	48,000	12,000
803	Determ. of Optimum Time for Applic. Of Surface Treatments to Asphalt Concrete	28,400	0	28,400	0
804	Determ. of Low-Temp. Fracture Toughness & Fracture Energy of Plain & Polymer Modified Asphalt Mixtures	59,800	0	59,800	0
805	Safety Impacts of Street Lighting at Isolated Rural Intersections - Phase II	51,180	0	17,060	34,120
806	Snow & Ice Maint Operation Field Guide & Accompanying Training Course	24,000	0	24,000	0
998	Applied Research Program	Ongoing	0	70,000	70,000
999	Program Administration	Ongoing	245,000	225,000	225,000
	TOTALS		\$1,678,500	\$2,344,204	\$1,634,641

Italicized = Anticipated

Bold = Funding Approved or New Project in C.Y. 2003 Program
Budget Summary C.Y. 2003

Funds Allotted for 2003	\$2,363,346
Unprogrammed Funds Carried over from 2002	78,573
Total Funds available for 2003	\$2,441,919
Total 2003 Commitments, Carryover & Continuation Projects *	\$2,346,207
CY 2003 Funds Available for Programming	\$95,712

City	\$582,170
County	1,781,176
Total	\$2,363,346

NCSAH/Book/Spring 2004/LLRB 2003

2004 COUNTY SCREENING BOARD DATA

JUNE, 2004

Local Road Research Board Projects for Calendar Year 2004

INV	TITLE	PROJECT TOTAL	2003	2004	2005
645	Implementation of Research	Ongoing	\$ 150,000	\$150,000	<i>\$150,000</i>
668	Technology Transfer Center, U of M - Base	Ongoing	150,000	150,000	150,000
	Technology Transfer Center, U of M - Cont. Projects:				
	Circuit Training and Assist. Program (CTAP), Instructor- \$50,000, T ² Center-\$77,500	Ongoing	127,500	127,500	127,500
	Minnesota Maintenance Research Expos	Ongoing	20,000	20,000	20,000
	Transportation Student Development	Ongoing	4,000	4,000	4,000
676	Materials & Road Research - Mn/ROAd Facility Support-\$500,000, Staff Support-\$60,000	Ongoing	560,000	560,000	560,000
745	Library Services for Local Governments	Ongoing	60,000	60,000	60,000
768	Geosynthetics in Roadway Design	30,000	3,000	3,000	3,000
792	Pavement Research Institute Director	300,000	60,000	60,000	60,000
793	Design & Construction of Low Volume Roads Training	56,000	37,000	19,000	0
797	Urbanization of MN's Countryside: 2000-2005 - Future Geographics & Trans. Impacts	40,000	10,000	20,000	10,000
799	Impact of Alternative Storm Water Management Approaches on Highway Infrastructure	121,896	63,375	58,521	0
800	Cost Effectiveness Analysis of Storm Water Runoff Best Management Practices	98,000	49,000	49,000	0
801	Adaptation of Mechanistic-Empirical 2003 Guide for Design of MN Low- Volume PCC	25,000	12,500	12,500	0
802	Perf. Of Pymt. Crack Sealants Beneath Bituminous Overlays	60,000	48,000	12,000	0
803	Determination of Optimum Time for Application of Surface Treatments to Asphalt Concrete Pavements	28,400	28,400	0	0
804	Investigation of the Low-Temperature Fracture Properties of Three MnRoad Asphalt Mixtures	59,800	29,900	29,900	0
805	Safety Impacts of Street Lighting at Isolated Rural Intersections - Phase II	51,180	17,060	17,060	17,060
806	Snow and Ice Maintenance Operation Field Guide	24,000	24,000	0	0
807	Evaluating Completed Research Projects for Implementation	25,000	0	25,000	0
808	Pavement Rehabilitation Selection	101,000	0	50,500	50,500
809	Research Tracking LRRB	60,000	0	12,000	12,000
810	Coal Ash Utilization in Gravel Roads	149,280	0	73,445	75,835
811	Match for Snow Plow Routing Study	30,000	0	30,000	0
812	Resilient Modulus & Strength of Base Course with Recycled Asphalt Pavements	94,000	0	47,000	47,000
813	Human-Centered Interventions Toward Zero Deaths in Rural Minnesota: Psychological Factors, Driver Risk Tasking, and Acceptable Interventions	188,961	0	188,961	0
814	Implications of State Aid Cuts for Local Road Funding	45,000	0	45,000	0
815	Calibration of the 2002 AASHTO Pavement Design Guide for Minnesota Portland Cement Concrete Pavements and Hot Mix Asphalt Pavements	126,600	0	63,300	63,300
816	Low Temperature Cracking of Flexible Pavements Due to Thermal Fatigue and Combined Effects of Loading and Temperature	155,000	0	95,000	60,000
817	Determination of Optimum Time for the Application of Surface Treatments to Asphalt Concrete Pavements	226,000	0	113,000	
818	Synthesis of Benefit/Cost Spring Load Restrictions	20,000	0	20,000	
819	Cell 26 Reconstruction at Mn/ROAD	30,000	0	30,000	
998	Operational Research Program	140,000	0	70,000	70,000
999	Program Administration	Ongoing	150,000	225,000	225,000
	TOTALS		\$1,603,735	\$2,440,687	\$1,765,195

Italicized = Anticipated

Bold = Funding Previously Approved

C.Y. 2004 SUMMARY:

Funds Allotted for 2004	\$ 2,223,195
Unprogrammed Funds Carried over from 2003	63,595
Funds from Cancelled Projects*	165,000
Inv. 999 Carry Forward from C.Y. 03**	75,000
Total Funds Available for 2004	\$2,526,790
Total 2004 Commitments, Carryover & Continuation Projects	\$2,277,687
CY 2004 Funds Available for Programming	\$249,103

City	\$544,962
County	1,678,233
Total	\$2,223,195

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 22 & 23, 2003
RUTTGER'S BAY LODGE, IN DEERWOOD

Chairman Gary Erickson, Hennepin County Engineer called the meeting to order at 1:10 p.m., October 22, 2003.

ATTENDANCE

Roll call of members:

Al Goodman, Lake	District 1
Jeff Langan, Marshall	District 2
Russ Larson, Wadena	District 3
Nick Anderson, Big Stone	District 4
Roger Gustafson, Carver	Metro East
Brad Larson, Scott	Metro West
Greg Isakson, Goodhue	District 6
Nathan Richman, Sibley	District 7
Dave Halbersma, Pipestone	District 8
Don Theisen, Washington	Urban
Doug Fischer, Anoka	Urban
Mark Krebsbach, Dakota	Urban
Gary Erickson, Hennepin	Urban
Ken Haider, Ramsey	Urban
Marcus Hall, St. Louis	Urban

Chairman Gary Erickson asked for a motion to approve the June 4 & 5, 2003 Screening Board Minutes held at Sugar Lake Resort near Grand Rapids. Motion by Al Goodman and seconded by Russ Larson, motion passed unanimously.

Roll call of MnDOT personnel:

Julie Skallman	Director, Salt Group
Rick Kjonaas	Assistant State Aid Engineer, Salt Group
Mark Gieseke	Program Delivery Engineer
Diane Gould	Manager, County State Aid Needs Unit
Norman Cordes	Assistant Manager, County State Aid Needs Unit
Marshall Johnston	Manager, Municipal State Aid Needs Unit
Walter Leu	District 1 State Aid Engineer (not present)
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Steven Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Bob Brown	Metro Division State Aid Engineer
Dan Erickson	Metro Division Aid

Chairman Gary Erickson recognized, General Subcommittee Chair, Mic Dahlberg, Chisago County (who was not present and plans to retire on January 30, 2004), Rich Heilman, Isanti County and Dave Rholl, Winona County as members of the General Subcommittee; and Mileage Subcommittee Chair, John McDonald, Fairbault County, Ken Haider, Ramsey County, and Richard West, Otter Tail County as members of the Mileage Subcommittee.

Chairman Gary Erickson recognized the following alternates and other engineers in attendance:

Chuck Schmidt, Cook	District 1
Kelly Bengston, Kittson	District 2
Mitch Anderson, Stearns	District 3
Larry Haukos, Traverse	District 4
Roger Gustafson, Carver	Metro
Allen Henke, Houston	District 6
Wayne Stevens, Brown	District 7
Steve Kubista, Chippewa	District 8

Others in attendance were:

Mitch Anderson, Stearns
John Welle, Aitkin
Lyndon Robjent, Anoka
Duane Lorsung, Todd
Anita Benson, Lyon
Tim Loose, City of St. Peter
Dave Robley, Douglas
Dave Rholl, Winona
Mike Wagner, Nicollet
Bill Malin, Chisago
Jeff Blue, Waseca
Bob Tomazac

REVIEW OF SCREENING BOARD REPORT

Chairman Gary Erickson asked Diane Gould to review the Screening Board book. Diane reviewed the report which she has previously done in all the Districts. Chairman Gary Erickson suggested that any action taken on the report should wait until Thursday, October 23, 2003.

- A) General Information and Basic Needs Data - Pages 1-6, is general information and a comparison of the Basic 2002 to the Basic 2003 25-Year Construction Needs which is broken down into four sections: 1) Normal Update which reflects the changes in needs because of construction accomplishments, system revisions, needs reinstatement; anything that happened on your system in calendar year 2002; 2) effect of the Traffic updates counted in 2002, 3) effect of the 2003 Bridge updates on bridges 500 feet and longer, 4) effect of the Unit Prices & Design Chart Tables.
- B) Needs Adjustment - Pages 7-11, the resolution states that the CSAH construction needs change in anyone county from the previous year's restricted CSAH needs to the current year's basic 25 year CSAH construction needs shall be restricted to 20 percentage points greater than or 5 percentage points lesser than the statewide average, which was 6.8%. There were no comments or questions.
- B1) Construction Fund Balance "Needs" Deductions - Pages 12-15, this is based on your construction fund balance, the adjustments shown are as of September 1, 2003. The resolution was changed a number of years ago to use the balance as of December 31 each year.
- B2) Special Resurfacing Projects - Pages 16-18, this is where a county uses construction money to overlay or recondition segments of road still drawing complete construction needs and/or reconditioning projects. This is a ten-year adjustment. There were no questions or comments.

- B3) Grading Cost Comparisons - Pages 20-30, Rural Design Grading Construction costs; Pages 32-42, Urban Design Grading Construction Cost. This compares grading construction costs on projects that were let from 1984 to 2002 for rural projects and 1987 to 2002 for urban projects to the needs cost on those same sections of road that are in the needs study. The second part uses that comparison to adjust the remaining complete grading needs in your needs study, so the results in the last column of all the charts is actually what your county is receiving in needs for complete rural design and for complete urban design grading.
- B4) Needs Adjustments for Variances Granted on CSAHs - Page 43, this is where a county asks for a variance to the rules and the adjustment is the difference between what you've been drawing in needs and what the variance allows you to build. These adjustments for Carver, Houston, Steele and Yellow Medicine County were approved at the Spring Meeting. No comments or questions.
- B5) Bond Account Adjustments and Transportation Revolving Loan Fund- Pages 44-45, no comments or questions.
- B6) After the Fact Needs - Pages 46-51, these are items that are not in your basic needs study. They are for items that you get needs for after the fact; after the right of way is purchased, after the signals are installed, etc. To get these needs you have to report these items to your DSAE by July 1 each year. If you miss a year or forget just send it in and it will be included based on the year it was submitted. The group felt that the General Subcommittee should review changes to this resolution to possibly include more eligible items.

Credit for Local Effort Needs Adjustment - Page 52, this is similar to After the Fact Needs but quite different. It's an adjustment for local dollars that are used on State Aid projects that reduce needs and has to be reported to your DSAE by July 1. No comments or questions.
- B7) Non Existing CSAH Needs Adjustment - Pages 54-55, this is where there are designated CSAH'S that do not exist and have been on the system longer than the resolution allows and not part of a Transportation Plan. The needs are subtracted but mileage is still counted. No comments or questions.
- B8) Mill Levy Deductions - Pages 56-58, Minnesota Statutes, Chapter 162.07, Subdivision 3 and 4 requires that a two-mill levy on each rural county, and a one and two-tenths mill levy on each urban county be computed and subtracted from such county's total estimated construction cost. No comments or questions.
- C) Tentative 2004 CSAH Money Needs Apportionment - Page 60 and Figure A, this is a development of a tentative 2004 CSAH Money Needs Apportionment. (All the information is based on last year's dollars so we can make a comparison.) No comments.

Diane commented page 61 through 63 is a copy of the letter to the commissioner that should be signed tomorrow recommending the mileage, lane miles and money needs to be used for apportioning to the counties the 2004 Apportionment Sum. (The letter states that any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2004.) Pages 64 through 70 shows a comparison of the Actual 2003 to a tentative 2004 CSAH Apportionment by the four factors, equalization, motor vehicle registration, lane miles and money needs, based on all the figures in this book.

- D) CSAH Mileage Requests pages 72 through 75, a list of the criteria necessary for state aid designation is included. Also shown is a history of mileage requests approved by the Screening Boards. Banked mileage is shown on page 76. This is where a county has a system change and they end up with less mileage then they started with, so this becomes banked mileage they can use sometime in the future. Diane advised not to leave it there too long because it does not draw needs or mileage apportionment.

Mileage request from Nicollet County is on pages 77 to 79.

Mike Wagner presented a review of his mileage exchange request. It was revoking 0.91 mile of CSAH 36 which is a Trunk Highway turnback within the city of St. Peter. The county would like to designate an additional 0.54 miles on CSAH 20 and the remaining mileage would be lost. They currently have a special resurfacing adjustment from 1997 for \$88,962 which goes until 2008. Tim Loose, City Engineer for St. Peter was on hand to support Mike's request on behalf of the City of St. Peter.

Pages 80 through 85 shows a recap of Carver, Dakota, Lake, St. Louis, Stearns, and Washington County's previous mileage requests that has been approved yet not totally implemented into the needs system.

- E) State Park Road Account, pages 87 to 91, shows a historical review of projects from 2001 to 2003. Diane explained the request from Beltrami County was not in the book, but was presented at the District 2 meeting. Their request is for CSAH 19, which goes into Lake Bemidji State Park for the amount of \$1,505,500. It will include grading and paving for 2.8 miles which will be done as a 2 phase project over a two year span.
- F) Traffic Project Factors, pages 94 & 95, No comments or questions.
- F1) Advancement of CSAH Construction Funds from the General CSAH Construction Account page 96. This is a report on the advancing process that has been on going since 1995.
- G) Minutes of the June 4 & 5, 2003 Screening Board, pages 97 through 102.
- H) Current list of the resolutions of the Screening Board, pages 103 through 114.
- I) List of the County Engineers and their addresses, pages 115 through 121.

Chairman Gary Erickson asked if any one had questions or comments. Duane Lorsung, Todd County asked for a clarification on the language on page 108 stating "Mileage made available by reason of shortening a route by construction shall not be considered as designatable mileage elsewhere." Kelvin Howieson, DSAE explained Duane had a construction project that changed his alignment by 0.5 mile. Diane stated that's been the process for a long time, she said that was how Ken H. got his nick name. The Screening Board felt the process is in place to handle these types of requests and have State Aid make administrative decisions.

Mike Wagner asked if the resolution on page 52, Needs Adjustment for "Credit For Local Effort" could be reviewed and possibly increase the years from 20 to 40 years, which would allow more of a return on the local dollars spent on the CSAH system. Roger Gustafson stated since the beginning of the state aid system, the dollars received were never intended to pay for all the CSAH construction and maintenance, it was considered a supplement to local highway funds. Gary Erickson felt the discussion was very good and feels that the General Subcommittee should spend some time looking at this because there is such diversity among counties, they could gather some data pertinent to this matter and share it with the Board at a later time.

Mark Gieseke, State Aid gave a presentation on the results of the rules committee and the impacts of those rules had on counties, with comments from Rick Kjonaas and Julie Skallman. Julie also commented that this presentation is only the beginning of more to come, she feels that it is a good time to get some of this information out while we were all together and it can be brought back and shared with the Districts. If anyone has topics that would be of interest to everyone please let State Aid know. Julie brought up the issue about the ½ percent for the administration account that she discussed out at the Districts meetings and the Association says they will support increasing the administration account. She would like everyone to come up with ideas of some specific things that they could spend the money for and would benefit the organization. She mentioned the discussion with the City Engineers suggested using some for educational needs, maybe pay for all technical certification classes,

maybe set aside a certain amount to use for their professional continuing educational classes and possibly supporting our annual meeting by helping out with the registration fee by contracting with the University a certain amount of money. So there are lots of possibilities that they can do, if the money happens, but they don't want to do anything that the Association does not think is worth while. Julie mentioned that the scanning of all microfilmed county state aid plans will be on the State web site and available to all counties. Don Theisen suggested that State Aid provide training and a list of items for doing our needs study so that every county will be on the same playing field. Rick Kjonaas informed the group that more information will be on the web as time goes on, right now the screening board book is available with other items.

Chairman Gary Erickson mentioned that formal action should be taken on Thursday on the resolution for research projects. He thanked John McDonald for his excellent work on the Mileage Subcommittee and asked Dave Halbersma to ask District 8 for a recommended replacement. Gary also wanted to thank the out going District representatives District 2, Jeff Langan; District 4, Nick Anderson; District 6, Greg Isakson; District 8, Dave Halbersma and Metro East, Mic Dahlberg.

Chairman Gary Erickson asked for a motion to adjourn the meeting until 8:30 a.m. on Thursday morning, motion by Nathan Richman second by Macus Hall, motion carried.

Chairman, Gary Erickson reconvened the meeting at 8:30 a.m. Thursday, October 23, 2003.

Announcement from Diane, the blankets are a thank you from State Aid for all your efforts as Screening Board members. Julie commented Trunk Highway funds paid for them. The June meeting will be at Craguns, June 2 & 3, 2004.

ACTION ON SCREENING BOOK

Doug Fischer made a motion to accept the book with changes as discussed, Macus Hall seconded the motion. Motion passed unanimously.

Chairman Gary Erickson asked if there were any questions concerning the State Park Road Account request from Beltrami County for 2.8 miles of grading and paving for \$ 1,505,500 over two years. Motion to accept request by Al Goodman, seconded by Marcus Hall. Motion passed unanimously.

Chairman Gary Erickson asked for discussion on the Nicollet County mileage request. Mike Wagner reviewed his request for the Board and discussed the City of St. Peters reasoning for wanting the county to pursue this matter. Gary suggested the Board has two avenues, one, send it back to the Mileage Subcommittee and wait for their recommendation or second, vote on the request for them. Mike Wagner indicated that if this goes back to the Mileage Subcommittee it will not be coming back to this Board. Motion by Russ Larson to accept the request from Nicollet County, seconded by Brad Larson with a friendly amendment to say that his mileage will be reduced from 0.91 miles to 0.54 miles and mileage will not be banked and the City of St. Peter can not put the mileage on to their MSAS system, Russ accepted the amendment. Jeff Langan commented that District 2 felt the resolution stated that THTB's were not to be reassigned or changed to another route in the county. Diane explained the resolution on page 78 came about in July of 1965 stating that THTB's shall not create eligible mileage for state aid designation on other roads in the county, unless approved by the Screening Board. Julie commented on the understanding of this resolution and there maybe a rare exception to this and that's why it can be approved by the Screening Board. Greg Isakson commented that this resolution is 40 years old and Rick Kjonaas commented that the size of the system was set for years, so THTB's would increase the system. Chairman Gary Erickson asked for the vote, motion carried.

Diane brought up the resolution for the research account, Chairman Gary Erickson stated the resolution: "Be it resolved that an amount of \$1,678,233 (not to exceed ½ of 1% of the 2003 CSAH Apportionment sum of \$335,646,516) shall be set aside from the 2004 Apportionment Fund and be credited to the research account." Motion by Roger Gustafson and second by Jeff Langan the motion passed unanimously.

Diane asked the group to give them direction on changes to the resolution on page 52 (Credit for Local Effort), Russ felt it should go through a formal process, Doug F. agreed and felt that maybe more than just this item should be looked at, that a more in-depth study be done to analyze the book's criteria. Greg Isakson made a motion to have the General Subcommittee review the history of the past action of the Screening Board and why the components are in place to make the process work. Also work with State Aid to review the larger picture of the entire process. Motion seconded by Al Goodman. Rick Kjonaas commented there is a need to redefine what County State Aid is; our purpose, our role and the reasons that State Aid dollars are given to the Local Units of Government. This would be good information for the standards committee and the Screening Boards to use. Considerable discussion followed about who would be involved in this history review of the CSAH system. Motion passed unanimously.

Chairman Gary Erickson thanked those going off committees and leaving the Screening Board again but formally did it yesterday.

Julie commented that this was a valuable Screening Board, the last year or so has shown her that there can be disparity and still work together and come to a resolution that might not be perfect for everyone, but it is at least acceptable. This next effort of review should help us focus on where the future will take us. She continues to say that the Screening Board, the Rules Committee, the Variance Committee is exactly the reason the State Aid system works, because you have self governance and you work together to do a state wide view and hopefully it continues.

Chairman Gary Erickson asked for any other discussion to come before the Screening Board, hearing no comments, the meeting was adjourned by a motion by Marcus Hall, seconded by Nick Anderson, motion carried unanimously.

Respectively Submitted,



David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

April 15, 2004

The meeting was called to order by Substitute Chairman Nathan Richman, at 10:12 A.M., April 15, 2004 at the Transportation Building, Room 421, St. Paul, Minnesota.

Members present:	Nathan Richman, Substitute Chairman	Sibley County
	Doug Fischer	Anoka County
	Dave Rholl	Winona County

Members absent:	Rich Heilman	Isanti County
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Others in attendance:	Julie Skallman	State Aid Mn/DOT
	Jim Koivisto	State Aid Mn/DOT
	Rick Kjonaas	State Aid Mn/DOT
	Diane Gould	State Aid Mn/DOT
	Norman Cordes	State Aid Mn/DOT
	Kim DeLaRosa	State Aid Mn/DOT

The General Subcommittee met to recommend unit prices for the Spring Screening Board meeting, discuss how bituminous pavement reclamation should be handled in terms of the needs and update culvert prices.

Prior to the meeting, Subcommittee members received information regarding the procedure used to determine gravel base prices including those counties with less than 50,000 tons, other roadway and bridge costs and State Aid's issues involving bituminous pavement reclamation.

Unit Prices

Diane explained the procedure for inflating gravel base unit prices. The inflated gravel base unit price is calculated by taking four years of inflated cost plus the current years cost and the total is divided by the total quantity for the those five years.

Diane talked about the counties that had less than 50,000 tons of gravel base. These counties were Lake of the Woods, Traverse, Rice, Brown, Jackson, Waseca, Sibley, and Chippewa. The inflated gravel base unit price for these counties was determined by taking the tonnage used in their county, adding enough gravel base quantity from surrounding counties which do have 50,000 tons to equal 50,000 tons and dividing by the total inflated price.

The gravel base unit price map was reviewed. The map shows the 2003 Needs Study gravel base unit price on the top, number of 1999 – 2003 gravel base projects, miles, tons (in 1,000's), the five year average unit price, and the 2004 inflated gravel base unit price on the bottom for each county. Nathan asked for an explanation for the large changes in prices. Diane explained the effect of dropping 1998 projects and adding 2003 projects to the five year study and how the quantity of gravel base has a greater effect on the price than the individual unit prices. In 2003 there were 161 gravel base projects.

The Subcommittee has agreed to separate the metro and outstate increments for bituminous base and surfacing for the second year. Doug mentioned that was part of the Screening Boards compromise last year for accepting the design charts. Outstate counties will have a rural and urban increment for bituminous pavement and metro counties will have one increment for both rural and urban design. The 2003 average outstate gravel base price is \$5.57, the average metro gravel base is \$8.84 and the average state combined gravel base price is \$5.81

CSAH Construction Averages	
For Rural Design	
Outstate Combined Bit. Base & Surf (2331, 2341, 2350 & 2361)/Ton	\$22.78-\$5.57(GB) = GB+\$17.21
Gravel Surf 2118/Ton	\$5.67-\$5.81(GB) = GB -\$ 0.14
Gravel Shldr 2221/Ton	\$6.41-\$5.81(GB) = GB+\$ 0.60

For Urban Design:

Outstate Combined Bit. Base & Surf (2331, 2341, 2350 & 2361)/Ton	\$32.16-\$5.57(GB) = GB+\$26.59
Metro (Rural & Urban) Bit. Base & Surf	\$33.47-\$8.84(GB) = GB+\$24.63

The recommended storm sewer prices were again obtained from the Mn/DOT Hydraulics section. Mn/DOT recommends \$262,780/mile for complete storm sewer construction and \$83,775/mile for partial storm sewer systems. The Subcommittee recommends using these prices for the 2004 CSAH Needs Study.

The Municipal Needs biannual unit price study this year suggests a price of \$8.76 per linear foot for curb and gutter construction. The subcommittee felt this was a reasonable price.

The 2003 average bridge costs were compiled based on 2003 project information received from the State Aid Bridge Office and the Mn/DOT Bridge Office on TH, SAP, and SP bridges. In addition to the normal bridge materials and construction costs; prorated mobilization, bridge removal and riprap costs are included if these items are part of the contract. Traffic control, field office, and field lab costs **are not included**. The average unit prices for 2003 bridge construction were:

\$84/sq. ft. for 0-149 ft. long bridges
 \$79/sq. ft. for 150-499 ft. long bridges
 \$80/sq. ft. for 500 ft and over

After a lengthy discussion the General Subcommittee suggested using \$84 for 0-149 feet and \$79 for 150 feet and over bridges. The subcommittee felt three projects for the 500 and over bridges was insufficient data to warrant a separate cost. They suggest only two prices for 0-149 and 150 and over until more study can be done on the number of bridge projects at various lengths.

Bridge widening will remain at the \$150 sq/ft because there is no data to change it. The subcommittee would like to see how many bridges are receiving widening needs. Diane said we have very few bridges with widening needs. Julie said there will still be some cases when widening will have to be used. Nathan suggested after-the-fact for bridge widening.

There were no RR/Hwy bridges constructed in 2003. Thus the subcommittee recommends keeping the \$14,000/lineal foot price for a 1 track bridge and \$4,000/lineal foot for each additional track. Doug was under the impression that RR over highway bridges was not earning needs. Rick explained that there are instances where local governments have made an agreement with the railroad to obtain jurisdiction over the bridge and maintain it. The subcommittee would like to know how many of these bridges are in the system and how many are drawing needs.

Diane presented updated box culvert prices from the estimating office. The subcommittee recommends acceptance of the average four-year bid price of installed box culvert prices. The last update to box culverts was made in 1997. Currently there is no timetable for changing culvert prices. The subcommittee made no motion to establish a set period of time to change, but encourages the Needs Unit to present this information when there is enough data to support a change.

Mn/DOT's Railroad Administration section projected a cost of \$1000 per crossing for signs and \$750 per crossing for pavement markings. The General Subcommittee recommended continuing using a unit price of \$1400 for signs. Railroad Administration recommended \$150,000 per signal system and \$150,000 to \$225,000 per signal and gate system. The General Subcommittee recommends \$150,000 per signal and an average price of \$187,500 per signal and gate system.

Bituminous Pavement Reclamation

During this year's unit price study the Needs Unit was unsure of how to handle bituminous pavement reclamation and Class 7 base. After many discussions and research State Aid is asking for guidance from the Screening Board on the best practice for including bituminous pavement reclamation and Class 7 in the needs.

Jim Koivisto presented the Special Provision that calls bituminous pavement reclamation a base item. The Abstract of Bids lists it in square yards and the unit price study is calculated in tons. Because of the uncertainty on how to convert the quantity and the procedure of reclamation, it was left out of the unit price study. Doug said his county allows a lot of latitude on the part of the contractor bidding the job to do what is needed to get the best possible cost. It was mentioned that each county may have to provide a cost for their gravel base when reclamation is used or other items are used to "sweeten" the mix, as is already done with stockpiles.

Nathan stated that this is a topic that will become more common as time goes on and the resource for virgin aggregate becomes scarce. At this time the subcommittee recommends including reclamation with the grading cost comparison as is milling.

Class 7 will also be used more often and the cost per ton is much less than the average Class 5 cost. The concern is should Class 7 be allowed to lower the average cost of gravel base. Doug said, "What it is, it is." Over time it will self correct. As the average price of gravel base goes down the money needs per \$1000 will go up. The State Aid Office will provide more detailed information on projects using Class 7.

State Aid asked that the Screening Board take a look at the items included in the grading cost comparison and make changes where needed.

Mike Wagner has made a request to double the dollar value of the credit for local effort for the specified time duration. Doug made the suggestion they defer from tinkering with the CSAH system any more until they hear Mark Gieseke's presentation on the history and have a better understanding of how and why the system was set up the way it is now.

The meeting adjourned at 1:15 p.m.

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

June, 2004

BE IT RESOLVED:

ADMINISTRATIVE

Improper Needs Report - Oct. 1961 (Rev. Jan. 1969)

That the Office of State Aid and the District State Aid Engineer be requested to recommend an adjustment in the needs reporting whenever there is reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Board with a copy to the county engineer involved.

Type of Needs Study - Oct. 1961 (Rev. June 1965)

That the Screening Board shall, from time to time, make recommendations to the Commissioner of Transportation as to the extent and type of needs study to be subsequently made on the County State Aid Highway System consistent with the requirements of law.

Appearance at Screening Board - Oct. 1962

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 of Transportation through proper channels. The Commissioner shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons to appear before the Screening Board for discussion purposes.

Construction Cut Off Date - Oct. 1962 (Rev. June 1983)

That for the purpose of measuring the needs of the County State Aid Highway System, the annual cut off date for recording construction accomplishments based upon the project letting date shall be December 31.

Screening Board Vice-chairman - June 1968

That at the first County Screening Board meeting held each year, a Vice-chairman shall be elected and he shall serve in that capacity until the following year when he shall succeed to the chairmanship.

Screening Board Meeting Dates and Locations - June, 1996

That the Screening Board Chairman, with the assistance of State Aid personnel, determines the dates and the locations for that year's Screening Board meetings.

Screening Board Secretary - Oct. 1961

That, annually, the Commissioner of Transportation may be requested to appoint a secretary, upon recommendation of the County Highway Engineers' Association, as a non-voting member of the County Screening Board for the purpose of recording all Screening Board actions.

Research Account - Oct. 1961

That the Screening Board annually consider setting aside a reasonable amount of County State Aid Highway Funds for the Research Account to continue local road research activity.

Annual District Meeting - Oct. 1963 (Rev. June 1985)

That the District State Aid Engineer call a minimum of one district meeting annually at the request of the District Screening Board Representative to review needs for consistency of reporting.

General Subcommittee - Oct. 1986 (Rev. June, 1996)

That the Screening Board Chairman appoints a Subcommittee to annually study all unit prices and variations thereof, and to make recommendations to the Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years, and representing the north (Districts 1, 2, 3 and 4), the south (Districts 6, 7 and 8) and the metro area of the state. Subsequent terms will be for three years.

Mileage Subcommittee - Jan. 1989(Rev. June, 1996)

That the Screening Board Chairman appoint a Subcommittee to review all additional mileage requests submitted and to make recommendations on these requests to the County Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years and representing the metro, the north (Districts 1, 2, 3 and 4) and the south area (Districts 6, 7 and 8) of the state respectively. Subsequent terms will be for three years and appointments will be made after each year's Fall Screening Board Meeting. Mileage requests must be in the District State Aid Engineer's Office by April 1 to be considered at the spring meeting and by August 1 to be considered at the fall meeting.

Guidelines For Advancement of County State Aid Construction Funds From The General CSAH Construction Account - October, 1995 (Latest Rev. October, 2002)

- 1) The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year plus any repayment due from the previous years advancing and \$40 million. Advanced funding will be granted on a first come-first served basis.
- 1a) In order to allow for some flexibility in the advancement limits previously stated, the \$40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.
- 2) Total advances to the Regular Account shall be limited to the counties last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.
- 3) Total advances to the Municipal Account shall be limited to the counties last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.

- 4) In addition to the total advances allowed under 2) and 3) above, a county may request an advance in an amount equal to the Federal Funds formally programmed by an Area Transportation Partnership (ATP) in any future programmed year for a State Aid Project and for items that are State Aid eligible. Should Federal Funds fail to be programmed or the project or a portion of the project be declared federally ineligible, the local agency shall be required to pay back the advance under a payment plan agreed to between State Aid and the County.
- 5) Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that Counties construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come - first served" basis. First come - first served is established by payment requests and/or by the process describe in (5).
- 6) Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:
 - a) the amount requested is within the amount authorized by the County Board Resolution,
 - b) the amount requested is consistent with the other provisions of this guideline, and
 - c) the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State Aid approval.

Upon receiving the approved Request to Reserve Advanced Funding, the County Engineer knows that funds have been reserved for the project.

NEEDS ADJUSTMENTS

Deficiency Adjustment - Oct. 1961 (Rev. June 1965)

That any money needs adjustment made to any county within the deficiency classification pursuant to Minnesota Statutes Chapter 162.07, Subdivision 4, shall be deemed to have such money needs adjustment confined to the rural needs only, and that such adjustment shall be made prior to computing the Municipal Account allocation.

Minimum Apportionment - Oct. 1961 (Latest Rev. Dec. 1966)

That any county whose total apportionment percentage falls below .586782, which is the minimum percentage permitted for Red Lake, Mahnomen and Big Stone Counties, shall have its money needs adjusted so that its total apportionment factor shall at least equal the minimum percentage factor.

Fund to Townships - April 1964 (Rev. June 1965)

That this Screening Board recommend to the Commissioner of Transportation, that he equalize the status of any county allocating County State Aid Highway Funds to the township by deducting the township's total annual allocation from the gross money needs of the county for a period of twenty-five years.

Bond Adjustment & Transportation Revolving Loan Fund - Oct. 1962 (Latest Rev. June, 2002)

That a separate annual adjustment shall be made in total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.181, or has accepted a TRLF loan Pursuant to Minnesota Statutes, Section 162.06 for use on State Aid projects, except bituminous or concrete resurfacing projects, concrete joint repair projects, reconditioning projects or maintenance facility construction projects. That this adjustment, which covers the amortization period, 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 county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

County State Aid Construction Fund Balances - May 1975 (Latest Rev. October 1996)

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as December 31 of the current year; not including the current year's regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000, whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisition which is being actively engaged in or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.

Needs Credit for Local Effort - Oct. 1989 (Latest Rev. October, 1997)

That annually a needs adjustment for local effort for construction items which reduce State Aid needs shall be made to the CSAH 25 year construction needs.

The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation. This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of twenty years beginning with the first apportionment year after the documentation has been submitted.

It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

Grading Cost Adjustment - Oct. 1968 (Latest Rev. June, 1988)

That, annually, a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustments shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. June 2003)

The CSAH construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs shall be restricted to 20 percentage points greater than or 5 percentage points less than the statewide average percent change from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs. Any needs restriction determined by this Resolution shall be made to the regular account of the county involved.

Trunk Highway Turnback - June 1965 (Latest Rev. June 1996)

That any Trunk Highway Turnback which reverts directly to the county and becomes part of the State Aid Highway System shall not have its construction needs considered in the money needs apportionment determination as long as the former Trunk Highway is fully eligible for 100 percent construction payment from the County Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation of the county imposed by the Turnback shall be computed on the basis of the current year's apportionment data and the existing traffic, and shall be accomplished in the following manner:

<u>Existing ADT</u>	<u>Turnback Maintenance/Lane Mile/Lane</u>
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0 - 999 VPD	Current lane mileage apportionment/lane
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1,000 - 4,999 VPD	2 X current lane mileage apportionment/lane
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For every additional 5,000 VPD Add current lane mileage apportionment/lane

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 the Turnback maintenance per lane mile in apportionment funds for each month, or part of a month, that the county had maintenance responsibility during the initial year.

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per lane mile shall be added to the annual money needs. This needs adjustment per lane mile shall produce sufficient needs apportionment funds so that when added to the lane mileage apportionment per lane mile, the Turnback maintenance per lane mile prescribed shall be earned for each lane mile of Trunk Highway Turnback on the County State Aid Highway System. Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the County Turnback Account payment provisions, or at the end of the calendar year during which the period of eligibility for 100 percent construction payment from the County Turnback Account expires. The needs for these roadways shall be included in the needs study for the next apportionment.

That Trunk Highway Turnback maintenance adjustments shall be made prior to the computation of the minimum apportionment county adjustment.

Those Turnbacks not fully eligible for 100 percent reimbursement for reconstruction with County Turnback Account funds are not eligible for maintenance adjustments and shall be included in the needs study in the same manner as normal County State Aid Highways.

MILEAGE

Mileage Limitation - Oct. 1961 (Latest Rev. Oct. 1997)

Mileage made available by an internal revision after July 1, 1990, will be held in abeyance (banked) for future designation.

That any request, after July 1, 1990, by any county for County State Aid Highway designation, other than Trunk Highway Turnbacks, or minor increases due to construction proposed on new alignment, that results in a net increase greater than the total of the county's approved apportionment mileage for the preceding year plus any "banked" mileage shall be submitted to the Screening Board for consideration. Such request should be accompanied by supporting data and be concurred on by the District State Aid Engineer.

Any requested CSAH mileage increase must be reduced by the amount of CSAH mileage being held in abeyance from previous internal revisions (banked mileage).

All mileage requests submitted to the County State Aid Highway Screening Board will be considered as proposed, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted prior to publication of the Screening Board Report by the Office of State Aid. The Screening Board shall review such requests and make its recommendation to the Commissioner of Transportation. If approved, the needs on mileage additions shall be submitted to the Office of State Aid for inclusion in the subsequent year's study of needs.

Revisions in the County State Aid Highway System not resulting in an increase in mileage do not require Screening Board review.

Mileage made available by reason of shortening a route by construction shall not be considered as design table mileage elsewhere.

That any additions to a county's State Aid System, required by State Highway construction, shall not be approved unless all mileage made available by revocation of State Aid roads which results from the aforesaid construction has been used in reducing the requested additions.

That in the event a County State Aid Highway designation is revoked because of the proposed designation of a Trunk Highway over the County State Aid Highway alignment, the mileage revoked shall not be considered as eligible for a new County State Aid Highway designation.

That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, unless approved by the Screening Board.

That, whereas, former Municipal State Aid street mileage located in municipalities which fell below 5,000 population under the 1980 and 1990 Federal census, is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said former M.S.A.S.'s shall not create eligible mileage for State Aid Designation on other roads in the county, but may be considered for State Aid designation within that municipality.

That, whereas, the county engineers are sending in many requests for additional mileage to the C.S.A.H. system up to the date of the Screening Board meetings, and whereas this creates a burden on the State Aid Staff to prepare the proper data for the Screening Board, be it resolved that the requests for the spring meeting must be in the State Aid Office by April 1 of each year, and the requests for the fall meeting must be in the State Aid Office by August 1 of each year. Requests received after these dates shall carry over to the next meeting.

Non-existing County State Aid Highway Designations - Oct. 1990 - (Latest Rev. Oct. 1992)

That all counties which have non-existing CSAH designations, that have drawn needs for 10 years or more, have until December 1, 1992 to either remove them from their CSAH system or to let a contract for the construction of the roadway, or incorporate the route in a transportation plan adopted by the County and approved by the District State Aid Engineer. After that date, any non-existing CSAH designation not a part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years or until constructed.

TRAFFIC

Traffic Projection Factors - Oct. 1961 - (Latest Rev. Oct. 1992)

That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles from the last four traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any specific segments where conditions warrant, with the approval of the District State Aid Engineer.

Because of the limited number of CSAH's counted in the metro area under a "System 70" procedure used in the mid-1970's, those "System 70" count years shall not be used in the least squares traffic projection. Count years which show representative traffic figures for the majority of their CSAH system will be used until the "System 70" count years drop off the twelve year minimum period mentioned previously.

Also, due to the major mileage swap between Hennepin County and Mn/DOT which occurred in 1988, the traffic projection factor for Hennepin County shall be based on the current highway system, using the traffic volumes of that system for the entire formula period.

Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.

Minimum Requirements - Oct. 1963 (Rev. June 2003)

That the minimum requirements for 4 - 12 foot traffic lanes be established as 7,000 projected vehicles per day for rural design and 7,000 for urban design. Traffic projections of over 20,000 vehicles per day for urban design will be the minimum requirements for 6 - 12 foot lanes. The use of these multiple-lane designs in the needs study, however, must be requested by the county engineer and approved by the District State Aid Engineer.

ROAD NEEDS

Method of Study - Oct. 1961 (Rev. Nov. 1965)

That, except as otherwise specifically provided, the Manual of Instruction for Completion of Data Sheets shall provide the format for estimating needs on the County State Aid Highway System.

Soil - Oct. 1961 (Latest Rev. June 1985)

Soil classifications established using a U.S. Soil Conservation Service Soil Map must have supporting verification using standard testing procedures; such as soil borings or other approved testing methods. A minimum of ten percent of the mileage requested to be changed must be tested at the rate of ten tests per mile. The mileage to be tested and the method to be used shall be approved by the District State Aid Engineer. Soil classifications established by using standard testing procedures, such as soil borings or other approved testing methods shall have one hundred percent of the mileage requested to be changed tested at the rate of ten tests per mile.

All soil classification determinations must be approved by the District State Aid Engineer.

Unit Costs - Oct. 1961 (Rev. Nov. 1965)

That the unit costs for base, surface and shouldering quantities obtained from the 5-Year Average Construction Cost Study and approved by the Screening Board shall be used for estimating needs.

Design - Oct. 1961 (Latest Rev. June 1982)

That all roads be divided into proper segments and the highest estimated ADT, consistent with adjoining segments, be used in determining the design geometrics for needs study purposes. Also, that for all roads which qualify for needs in excess of additional surfacing, the proposed needs shall be based solely on projected traffic, regardless of existing surface types or geometrics.

And, that for all roads which are considered adequate in the needs study, additional surfacing and shouldering needs shall be based on existing geometrics but not greater than the widths allowed by the State Aid Design Standards currently in force.

Grading - Oct. 1961 (Rev. June, 1988)

That all grading costs shall be determined by the county engineer's estimated cost per mile.

Rural Design Grade Widening - June 1980

That rural design grade widening needs be limited to the following widths and costs:

Feet of Widening

Needs Cost/Mile

4 - 8 Feet 50% of Average Complete Grading Cost/Mile

9 - 12 Feet 75% of Average Complete Grading Cost/Mile

Any segments which are less than 4 feet deficient in width shall be considered adequate. Any segments which are more than 12 feet deficient in width shall have needs for complete grading.

Storm Sewer - Oct. 1961 (Rev. Nov. 1965)

That storm sewer mains may be located off the County State Aid Highway if, in so doing, it will satisfactorily accommodate the drainage problem of the County State Aid Highway.

Base and Surface - June 1965 (Rev. June 2003)

That base and surface quantities shall be determined by reference to traffic volumes, soil factors, and State Aid standards. Rigid base is not to be used as the basis for estimating needs on County State Aid Highways. Replacement mats shall be 2" bituminous surface over existing bituminous.

Construction Accomplishments - June 1965 (Latest Rev. Oct. 1983)

That any complete grading accomplishments be considered as complete grading construction of the affected roadway and grading needs shall be excluded for a period of 25 years from the project letting date or date of force account agreement. At the end of the 25-year period, needs for complete reconstruction of the roadway will be reinstated in the needs study at the initiative of the County Engineer with costs established and justified by the County Engineer and approved by the State Aid Engineer.

Needs for resurfacing shall be allowed on all county state aid highways at all times.

That any bridge construction project shall cause the needs on the affected bridge to be removed for a period of 35 years from the project letting date or date of force account agreement. At the end of the 35-year period, needs for complete reconstruction of the bridge will be reinstated in the needs study at the initiative of the County Engineer and with approval of the State Aid Engineer.

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

Special Resurfacing and Reconditioning Projects - May 1967 (Latest Rev. June 1999)

That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules Chapter 8820.0100 Subp. 13b shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.

For needs purposes, projects covered by this resolution shall be defined as those projects which have been funded at least partially with money from the CSAH Construction Account and are considered deficient (i.e. segments drawing needs for more than additional surfacing) in the CSAH Needs Study in the year after the project is let.

Items Not Eligible For Apportionment Needs - Oct. 1961 (Latest Rev. June 1985)

That Adjustment of Utilities, Miscellaneous Construction, or Maintenance Costs shall not be considered a part of the Study of Apportionment Needs of the County State Aid Highway System.

Loops and Ramps - May 1966

That any county may include the cost of loops and ramps in the needs study with the approval of the District State Aid Engineer.

BRIDGE NEEDS

Bridge Widening - April 1964 (Latest Rev. June 1985)

That the minimum bridge widening be 4 feet.

Bridge Cost Limitations - July 1976 (Rev. Oct. 1986)

That the total needs of the Minnesota River bridge between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference shall be added to the 25-year needs of the respective counties for a period of 15 years.

AFTER THE FACT NEEDS

Bridge Deck Rehabilitation - Dec. 1982 (Latest Rev. Oct. 1992)

That needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

Right of Way - June 1984 (Latest Rev. June 2000)

That needs for Right-of-Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made and the documentation has been submitted and shall be comprised of actual monies paid to property owners with local or State Aid funds. Only those Right of Way costs actually incurred by the County will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation and Concrete Paving - June 1984 (Latest Rev. June 2003)

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation and Concrete paving (as eligible for State Aid participation) on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Mn/DOT Bridges - June 1997 (Latest Rev. June 2000)

That, Needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement costs actually incurred by the County will be eligible. It shall be the County Engineers responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

VARIANCES

Variance Subcommittee - June 1984

That a Variance Subcommittee be appointed to develop guidelines for use in making needs adjustments for variances granted on County State Aid Highways.

Guidelines for Needs Adjustments on Variances Granted - June 1985 (Latest Rev. June 1989)

That the following guidelines be used to determine needs adjustments due to variances granted on County State Aid Highways:

- 1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.
- 2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.

Examples:

- a) Segments whose needs are limited to the center 24 feet.
- b) Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).

- 3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.
 - a) The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.
 - b) The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.
 - c) In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.

- 4) Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.
- 5) On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical need calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.

Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.

- 6) On resurfacing projects, the needs deduction for bridge width variances shall be the difference between theoretical needs based on the width of the bridge which could be left in place and the width of the bridge actually left in place. This difference shall be computed to cover a ten year period and will be applied cumulatively in a one year deduction.

Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.

- 7) There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.
- 8) No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.
- 9) Those variances requesting acceptance of pavement strength less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.

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