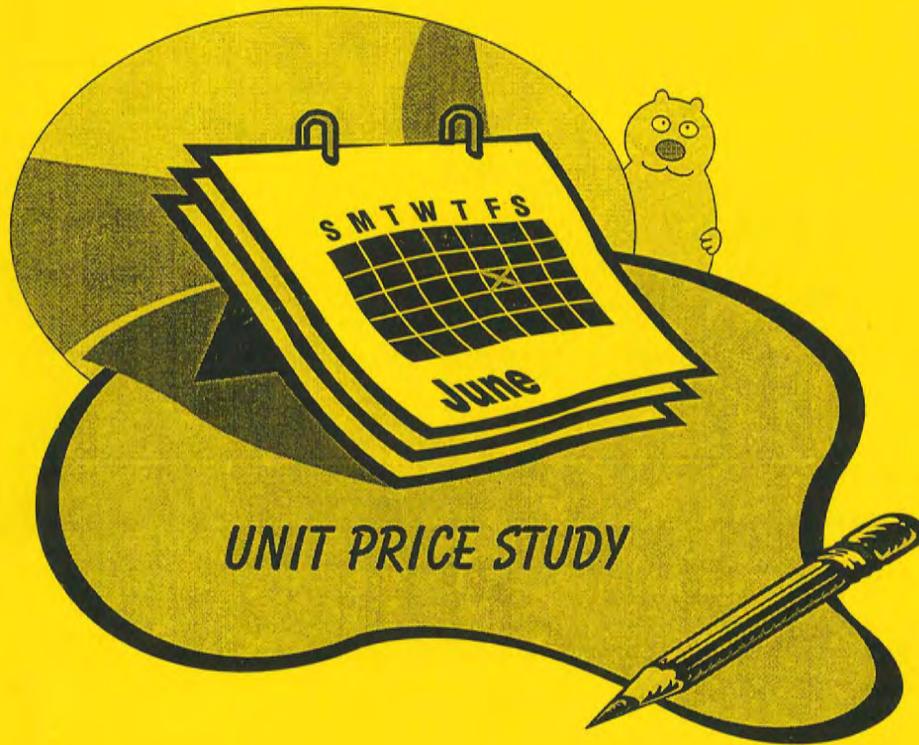


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2000 COUNTY SCREENING BOARD DATA



JUNE, 2000

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- 138 - Dave Zech - 14955 Galaxie Avenue, 3rd Floor, Apple Valley, MN 55124-8579
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Minnesota Department of Transportation

MEMO

State Aid for Local Transportation Group

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

Office Tel.: 651 296-3011
Fax: 651 282-2727

May 10, 2000

To: County Engineers
District State Aid Engineers

From: Ken Hoeschen, Manager 
County State Aid Highway Needs Unit

Subject: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 2000 Spring County Engineers' Screening Board Report. This report has been prepared by the County State Aid Needs Unit, State Aid Group, Minnesota Department of Transportation.

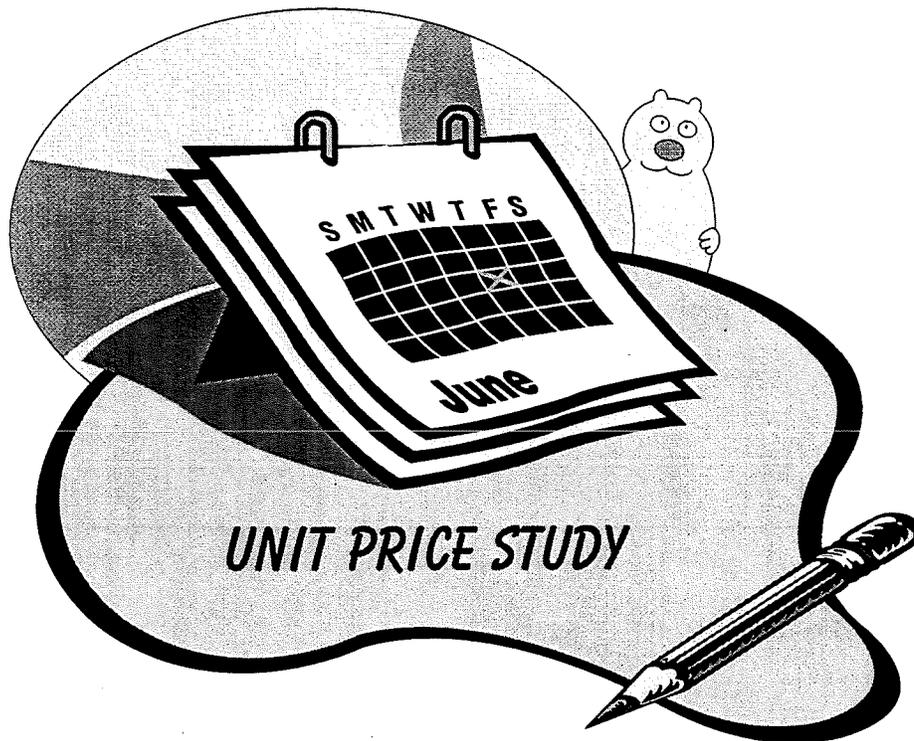
The unit price data included in this booklet has been analyzed by the County State Aid Highway General Subcommittee and will be recommended to the Screening Board to be used in the 2000 C.S.A.H. Needs Study.

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 8-9, 2000.

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.

Gou1dia\word\memo\MEMO Spring Book 2000

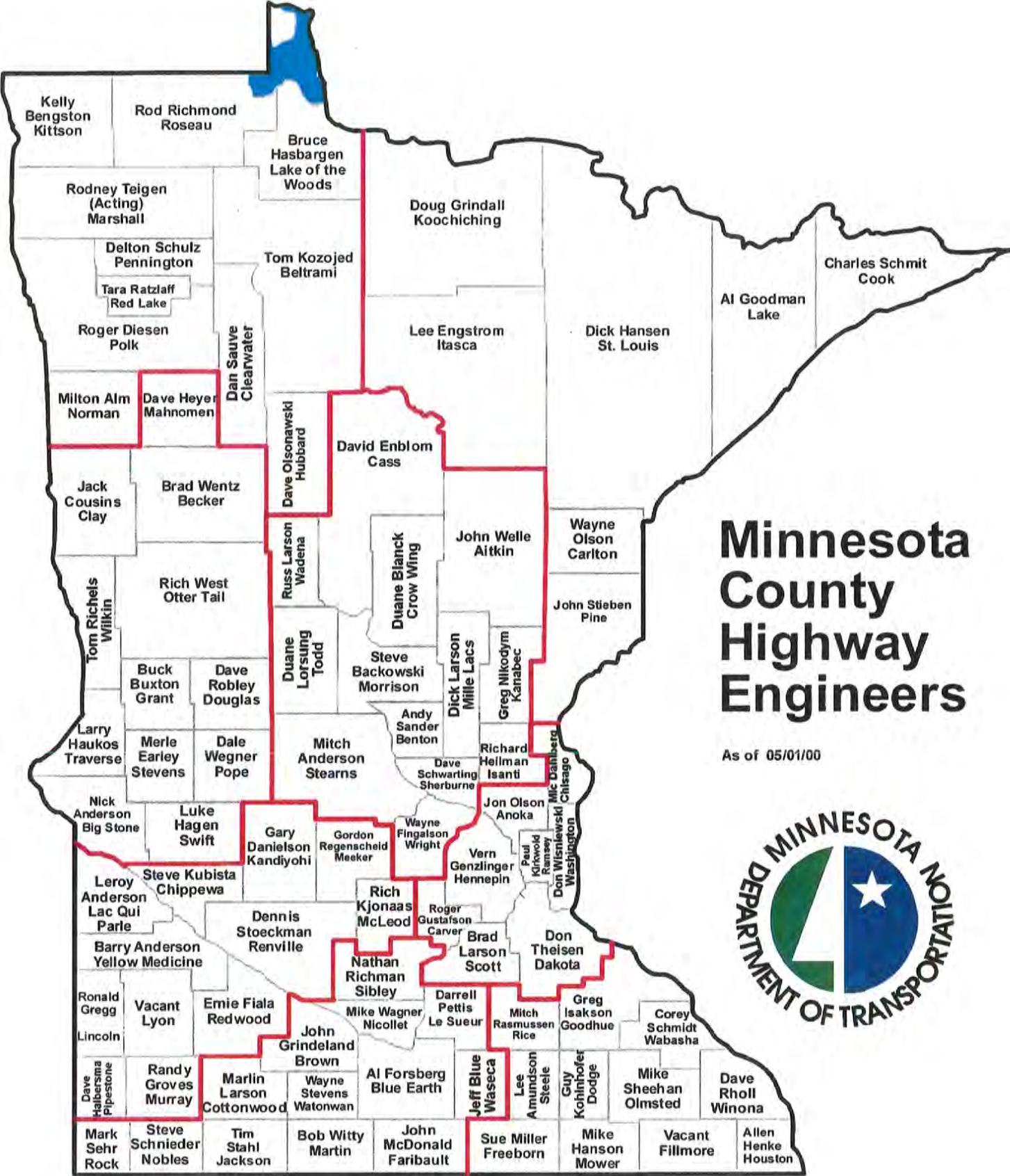
2000 COUNTY SCREENING BOARD DATA



JUNE, 2000



Minnesota Department of Transportation



Minnesota County Highway Engineers

As of 05/01/00



2000 COUNTY SCREENING BOARD

Lee Engstrom	(99-00)	- Itasca County	- District 1
Tara Ratzlaff	(00-01)	- Red Lake County	- District 2
Rich Heilman	(99-00)	- Isanti County	- District 3
Dave Robley	(00-01)	- Douglas County	- District 4
Mic Dahlberg	(99-03)	- Chisago County	- Metro East
Roger Gustafson	(98-01)	- Carver County	- Metro West
Dave Rholl	(00-01)	- Winona County	- District 6
Jeff Blue	(99-00)	- Waseca County	- District 7
Barry Anderson	(00-01)	- Yellow Medicine County	- District 8
Jon Olson	Permanent	- Anoka County	- Urban
Don Theisen	Permanent	- Dakota County	- Urban
Vern Genzlinger	Permanent	- Hennepin County	- Urban
Paul Kirkwold	Permanent	- Ramsey County	- Urban
Dick Hansen	Permanent	- St. Louis County	- Urban
Don Wisniewski	Permanent	- Washington County	- Urban
Dave Olsonawski, Secretary		- Hubbard County	

2000 SCREENING BOARD ALTERNATES

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Tom Kozojed	- Beltrami County	District 2
Andy Sander	- Benton County	District 3
Nick Anderson	- Big Stone County	District 4
Brad Larson	- Scott County	Metro
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2000 CSAH GENERAL SUBCOMMITTEE

Rick Kjonaas, Chairman	(June, 00)	- McLeod County
Roger Gustafson	(June, 01)	- Carver County
Wayne Fingalson	(June, 02)	- Wright County

2000 CSAH MILEAGE SUBCOMMITTEE

Steve Voigt, Chairman	(Oct., 03)	- Lyon County
Don Theisen	(Oct., 01)	- Dakota County
Steve Backowski	(Oct., 02)	- Morrison County

CSAH VARIANCE SUBCOMMITTEE

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

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2000 COUNTY SCREENING BOARD DATA
JUNE, 2000

Introduction

The primary task of the Screening Board at this meeting are to establish unit prices to be used for the 2000 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 1994 construction projects and added the 1999 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1995 through 1999, are the basic source of information for compiling the data used for computing the recommended 2000 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 1999 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 6, 2000 are included in the "Reference Material" section of this report. Rick Kjonaas, McLeod County, Chairman of the General Subcommittee along with the other members of the Subcommittee will attend the Screening Board meeting to review and explain the recommendations of the group.

There is one mileage request included in this report. The Mileage Subcommittee will also be in attendance to review and explain their recommendation.

**2000 COUNTY SCREENING BOARD DATA
JUNE, 2000**

**Trend of C.S.A.H. Unit Prices
(Based on State Averages from 1982-1999)**

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.

Please note that urban design projects were included in the study beginning with the 1982 projects.

2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

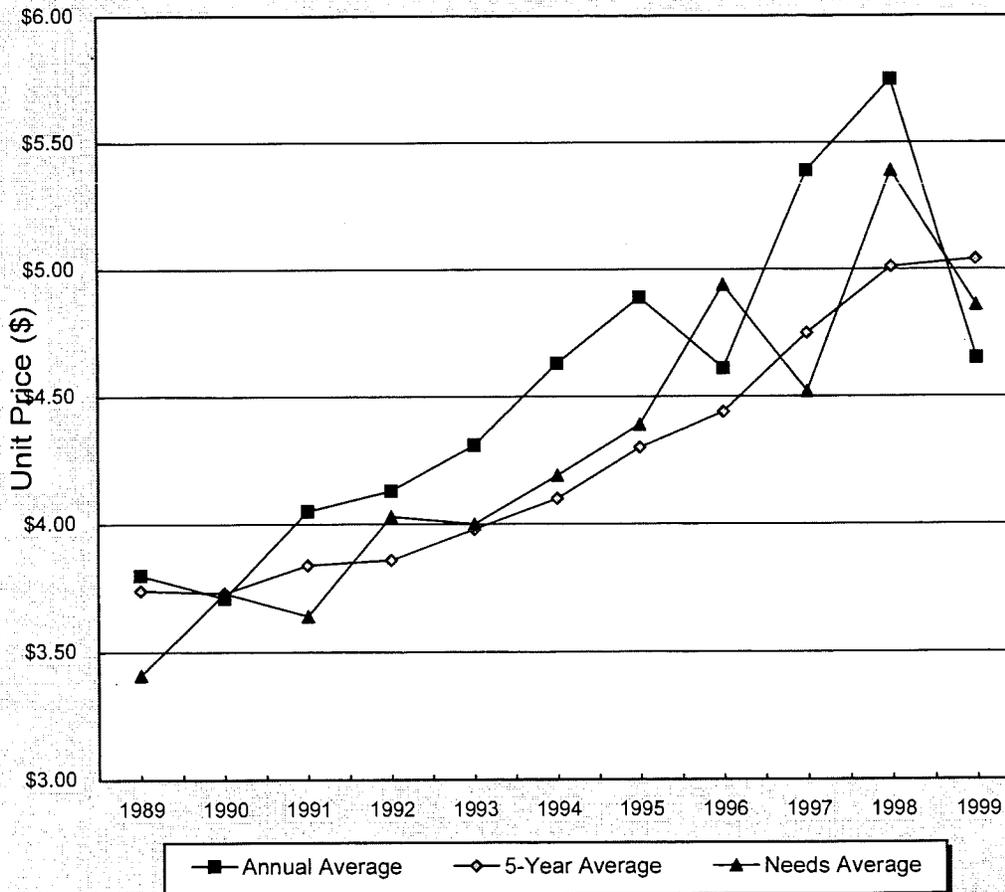
TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only)
					Needs Study Average
1989	1,584,966	\$6,024,671	\$3.80	\$3.74	\$3.41
1990	850,693	\$3,154,601	\$3.71	\$3.73	\$3.73
1991	1,770,188	\$7,167,715	\$4.05	\$3.84	\$3.64
1992	1,285,948	\$5,309,585	\$4.13	\$3.86	\$4.03
1993	654,741	\$2,823,272	\$4.31	\$3.98	\$4.00
1994	802,119	\$3,717,669	\$4.63	\$4.10	\$4.19
1995	944,079	\$4,619,762	\$4.89	\$4.30	\$4.39
1996	327,780	\$1,512,522	\$4.61	\$4.44	\$4.94
1997	604,533	\$3,256,041	\$5.39	\$4.75	\$4.52
1998	432,195	\$2,484,336	\$5.75	\$5.01	\$5.39
1999	582,987	\$2,709,555	\$4.65	\$5.04	\$4.86

Trend of CSAH Unit Prices-Subbase 3-4

Includes Rural & Urban Projects



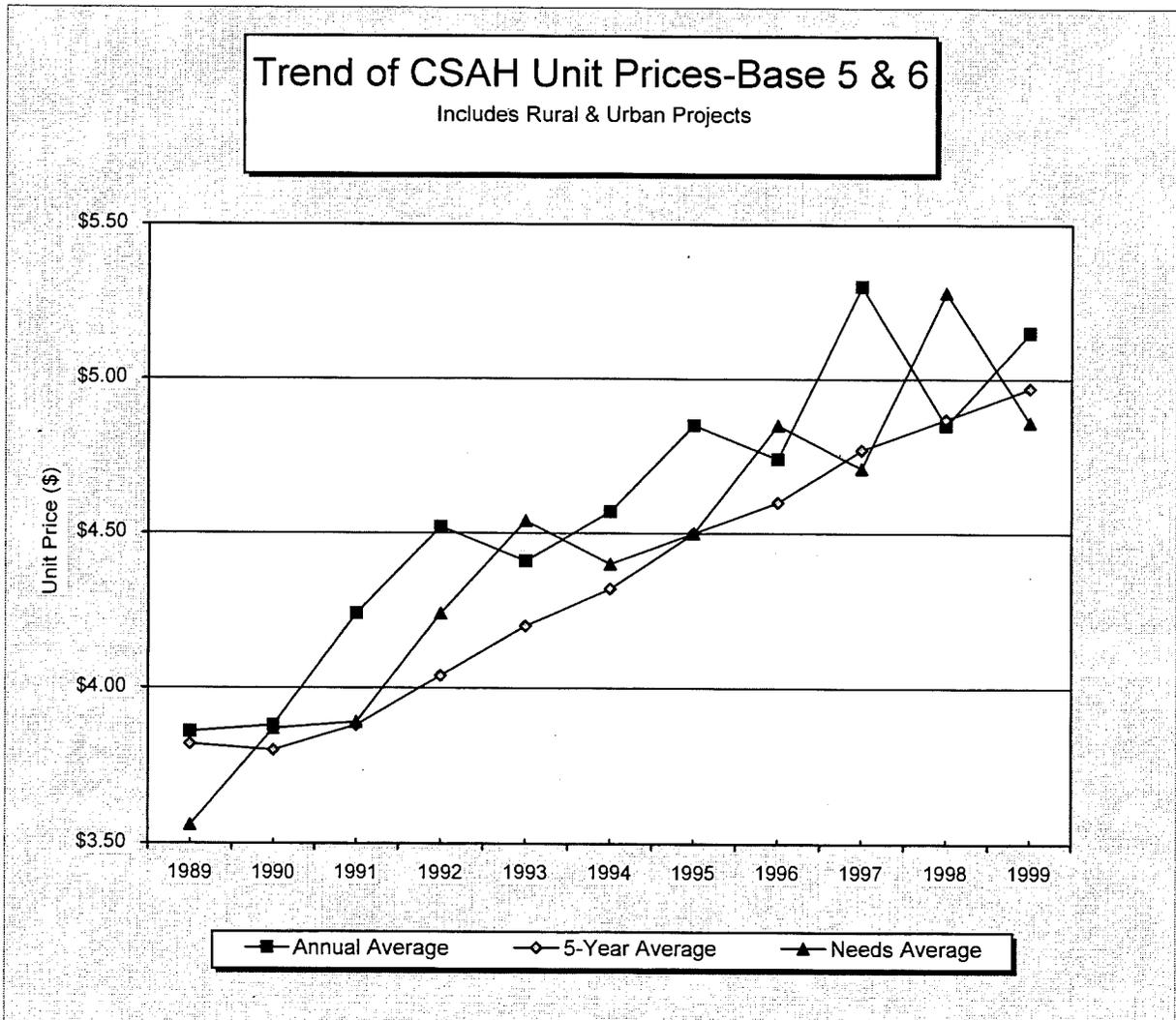
2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

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
1989	3,290,437	\$12,704,852	\$3.86	\$3.82	\$3.56
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	3,539,638	\$17,158,513	\$4.85	\$4.87	\$5.28
1999	3,515,739	\$18,123,703	\$5.15	\$4.97	\$4.86



2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

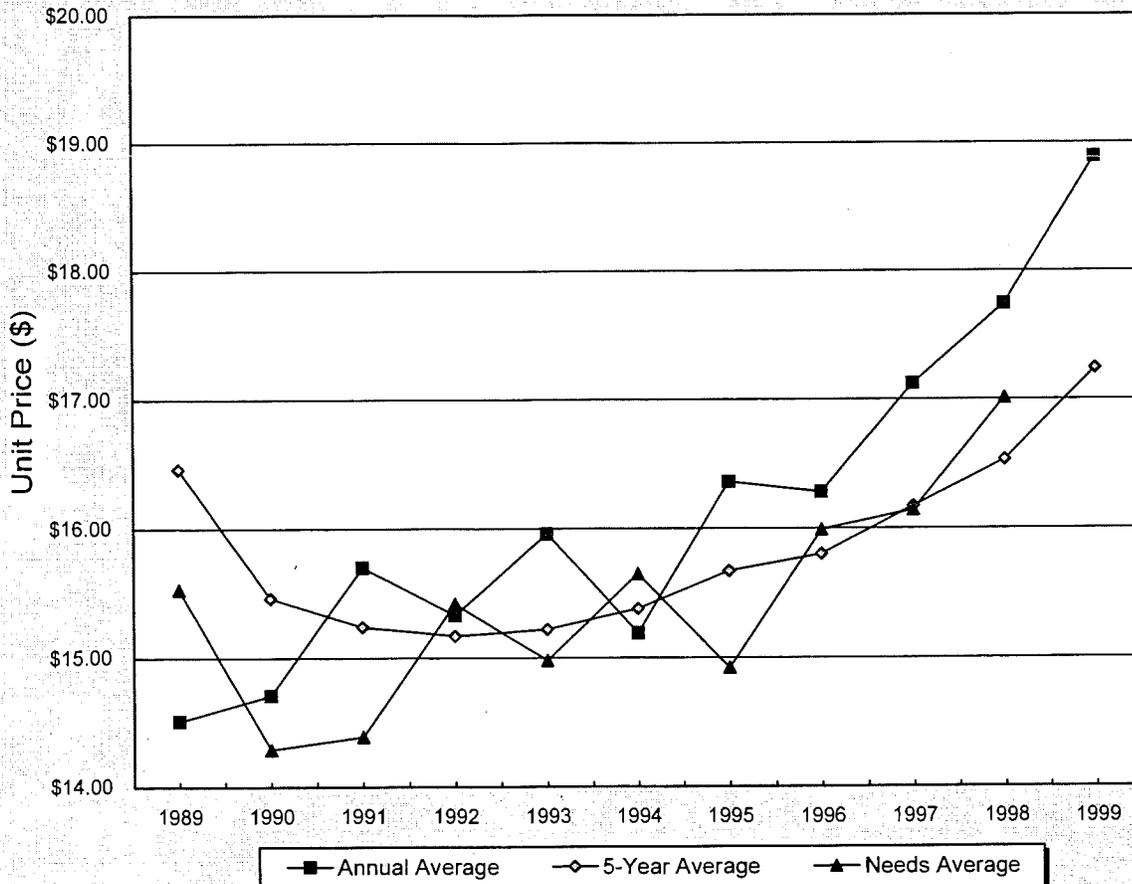
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only)
					Needs Study Average
1989	2,962,563	\$42,987,747	\$14.51	\$16.46	\$15.53
1990	2,524,687	\$37,142,266	\$14.71	\$15.46	\$14.29
1991	2,391,952	\$37,557,020	\$15.70	\$15.24	\$14.39
1992	2,930,927	\$44,944,076	\$15.33	\$15.17	\$15.42
1993	2,620,040	\$41,816,913	\$15.96	\$15.22	\$14.98
1994	2,218,402	\$33,702,397	\$15.19	\$15.38	\$15.65
1995	2,175,113	\$35,576,062	\$16.36	\$15.67	\$14.92
1996	2,860,423	\$46,554,943	\$16.28	\$15.80	\$15.99
1997	2,366,043	\$40,515,855	\$17.12	\$16.17	\$16.14
1998	2,245,352	\$39,816,333	\$17.74	\$16.53	\$17.01
1999	2,302,004	\$43,492,452	\$18.89	\$17.24	\$17.25

Trend of CSAH Unit Prices - Bit. 2331

Includes Rural & Urban Projects



2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

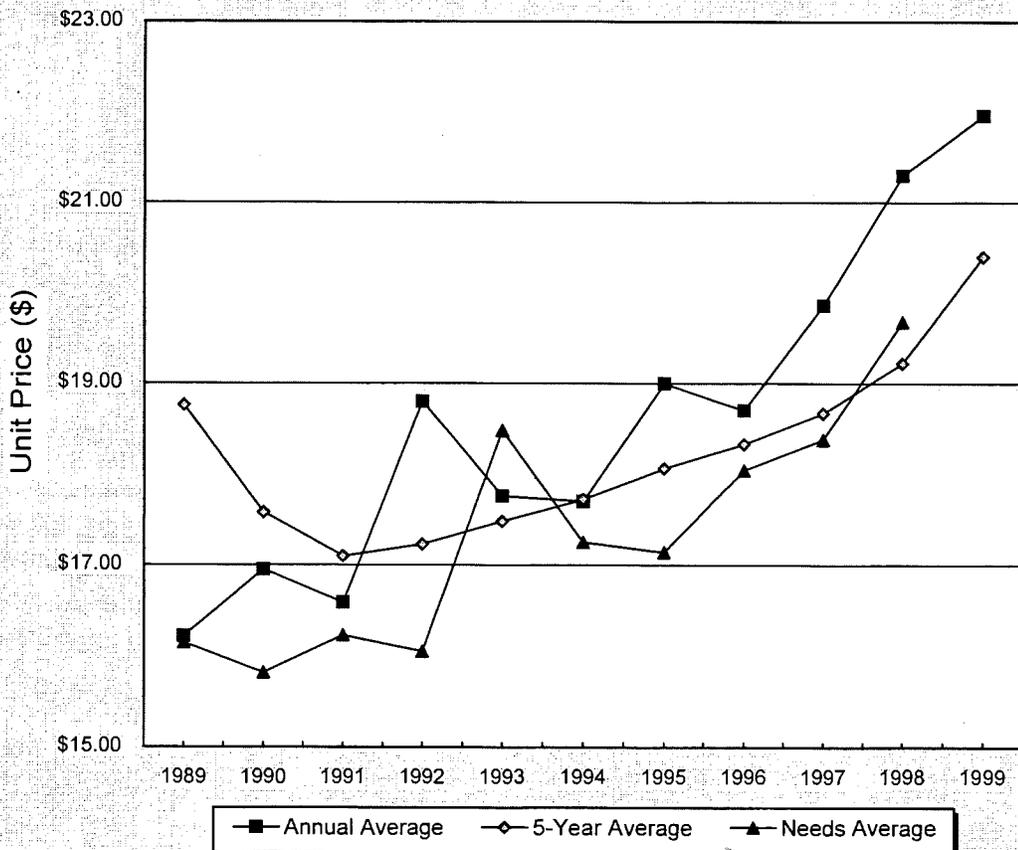
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only)
					Needs Study Average
1989	307,106	\$4,980,376	\$16.22	\$18.76	\$16.15
1990	270,025	\$4,575,717	\$16.95	\$17.58	\$15.82
1991	255,721	\$4,243,941	\$16.59	\$17.10	\$16.23
1992	468,235	\$8,804,005	\$18.80	\$17.23	\$16.05
1993	461,842	\$8,204,134	\$17.76	\$17.48	\$18.48
1994	613,763	\$10,860,437	\$17.70	\$17.72	\$17.25
1995	428,378	\$8,141,155	\$19.00	\$18.06	\$17.14
1996	691,710	\$12,931,757	\$18.70	\$18.33	\$18.04
1997	728,103	\$14,457,466	\$19.86	\$18.67	\$18.38
1998	489,088	\$10,415,134	\$21.30	\$19.22	\$19.68
1999	1,110,960	\$24,396,227	\$21.96	\$20.40	\$20.69

Trend of CSAH Unit Prices - Bit. 2341

Includes Rural & Urban Projects



2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

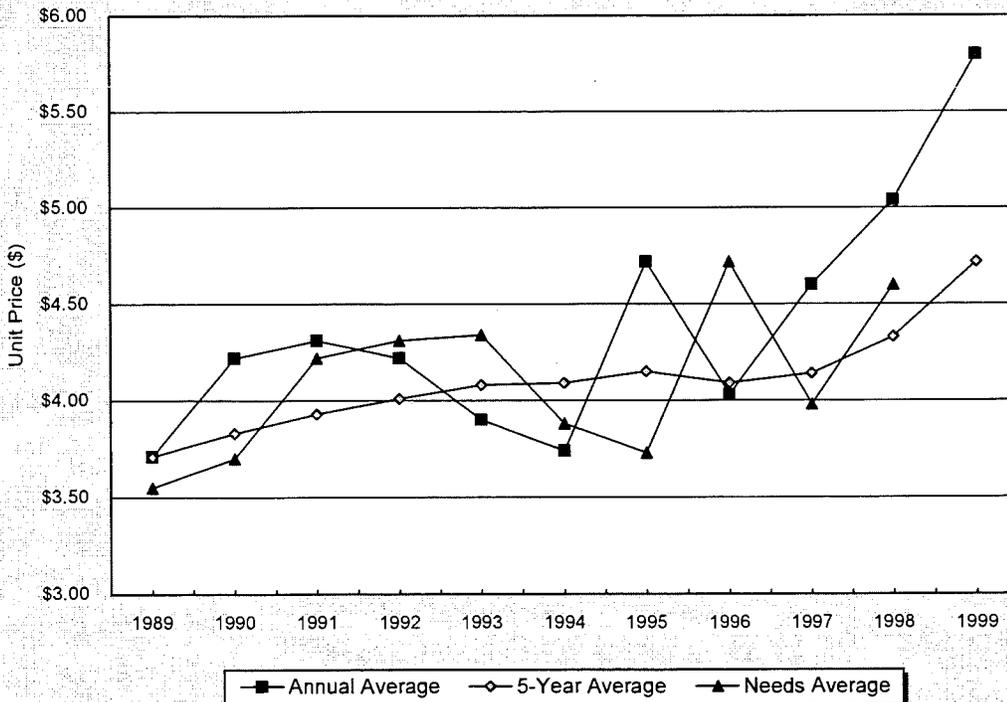
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1989	417,908	\$1,548,428	\$3.71	\$3.71	\$3.55
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

Trend of CSAH Unit Prices Gr. Surface 2118

Includes Rural & Urban Projects



2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

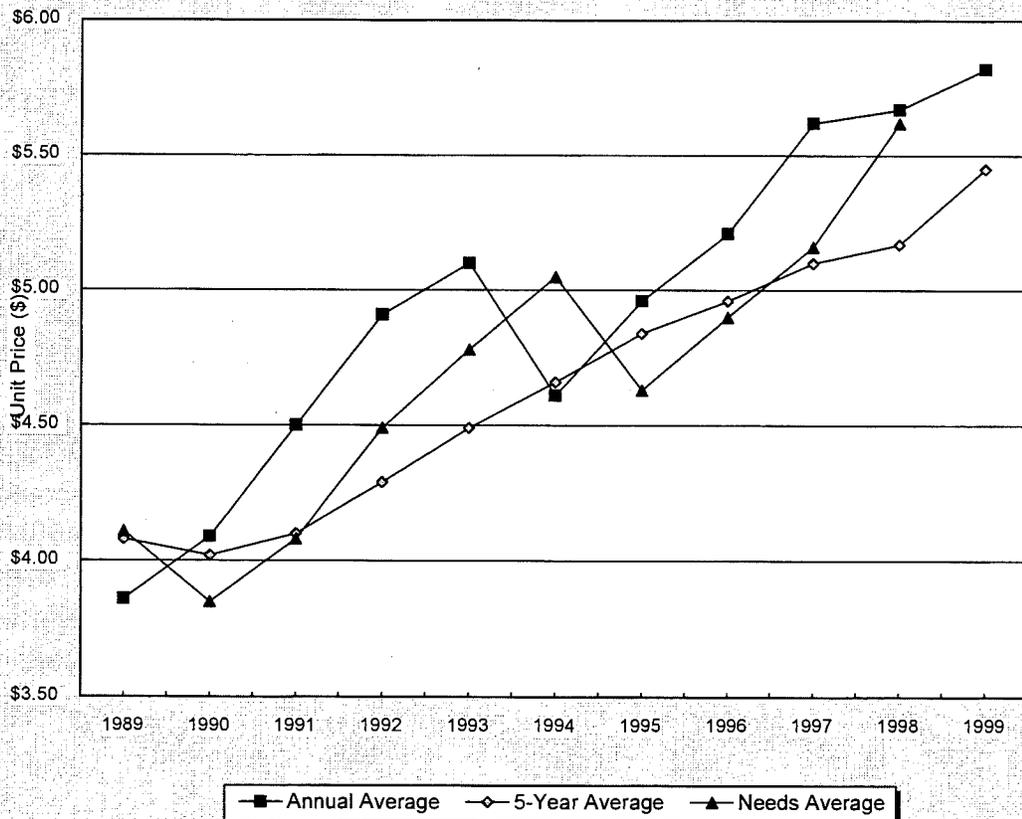
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1989	1,174,522	\$4,531,872	\$3.86	\$4.08	\$4.11
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	871,045	\$4,937,934	\$5.67	\$5.17	\$5.62
1999	1,162,291	\$6,762,983	\$5.82	\$5.45	\$5.47

Trend of CSAH Unit Prices Gravel Shld. 2221

Includes Rural & Urban Projects



2000 COUNTY SCREENING BOARD DATA JUNE, 2000

2000 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1999 CSAH needs study gravel base unit price, the gravel base data in the 1995-1999 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 2000. 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 implemented by the Subcommittee at their April 6, 2000 meeting to determine the 2000 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 subbase material from that county's five-year average unit price study 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.

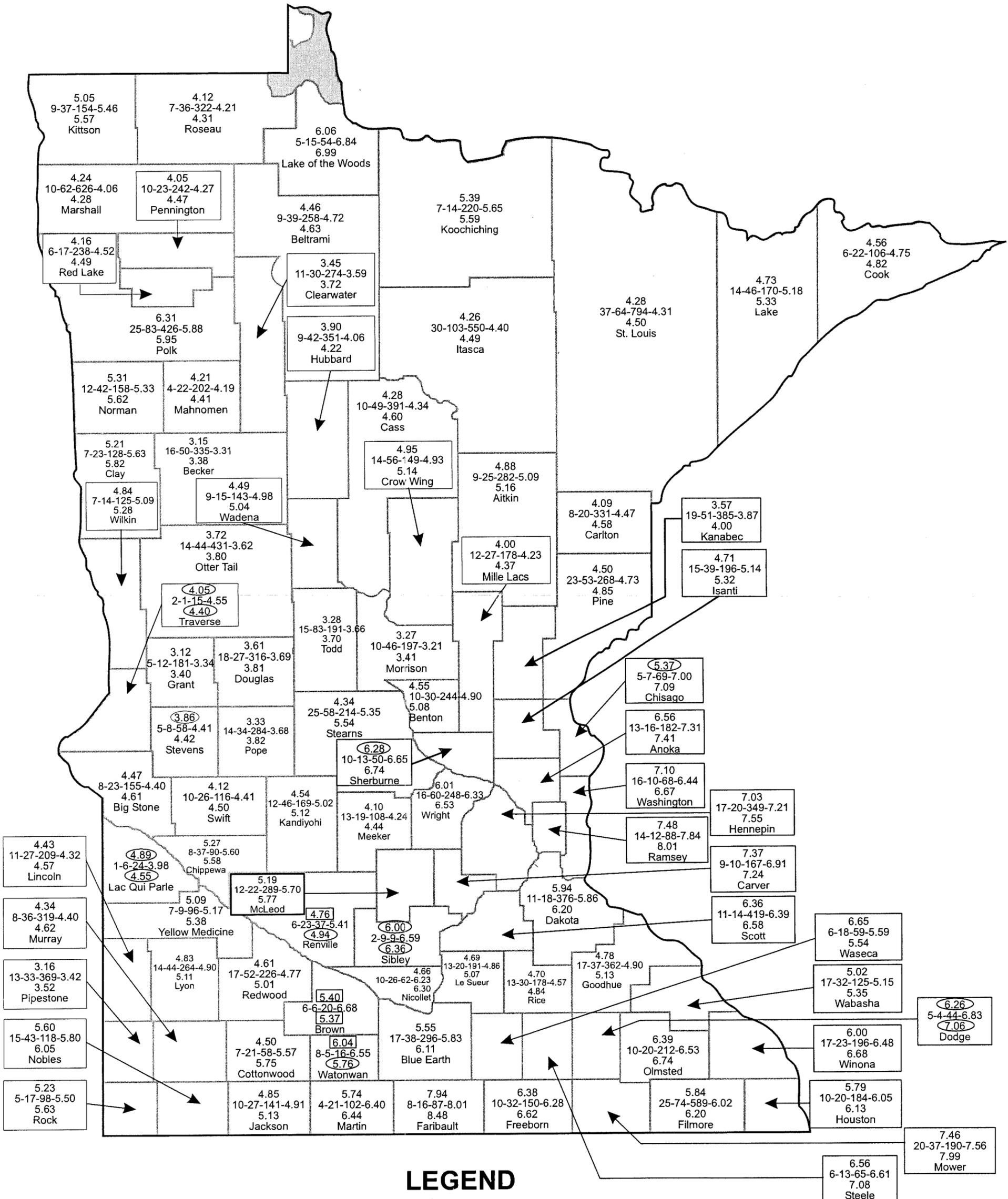
If a county has less than 50,000 tons of combined gravel base and subbase material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the combined gravel base and subbase material 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 either a square or 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 either the second or third part of the procedure above and the calculation of these is shown in a special section of the "Reference Material" area of this booklet. Rick Kjonaas, Chairman of the General Subcommittee, will attend the Screening Board meeting to discuss their recommendations.



2000 County Screening Board Data June, 2000

1995-1999 C.S.A.H. Gravel Base Unit Price Data (Rural and Urban Projects Included)



LEGEND

4.26
10-34-212-4.01
4.26

1999 Needs Study Gravel Base Unit Price
'95 to '99 Gravel Base Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price
2000 Inflated Gravel Base Unit Price

(As Recommended by General Subcommittee)



Not enough gravel base material in the 5 year average, so some subbase was used to reach the 50,000 ton minimum.



Not enough gravel base and subbase material in the 5 year average, so some surrounding counties' gravel base data was used to reach the 50,000 ton minimum.

2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

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 and subbase prices are the basis for the other needs study construction item unit prices, the needs unit concentrated on these two items 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.

Gravel Base - #2211 Class 5 - 6

Year	Quantity	Cost	Annual Average	Inflation Factor	
1995	3,004,556	\$14,567,960	\$4.85	\$5.15/\$4.85 =	1.06
1996	4,528,901	\$21,480,625	\$4.74	\$5.15/\$4.75 =	1.08
1997	3,638,274	\$19,277,621	\$5.30	\$5.15/\$5.30 =	0.97
1998	3,539,638	\$17,158,513	\$4.85	\$5.15/\$4.85 =	1.06
1999	3,515,739	\$18,123,703	\$5.15		

Subbase - #2211 Class 3 - 4

Year	Quantity	Cost	Annual Average	Inflation Factor	
1995	944,079	\$4,619,762	\$4.89	\$4.65/\$4.89 =	0.95
1996	327,780	\$1,512,522	\$4.61	\$4.65/\$4.61 =	1.01
1997	604,533	\$3,256,041	\$5.39	\$4.65/\$5.39 =	0.86
1998	432,195	\$2,484,336	\$5.75	\$4.65/\$5.75 =	0.81
1999	582,987	\$2,709,555	\$4.65		

In order to reflect current prices in the 1995-1999 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate factor. This is shown in two tabulations (Subbase and Gravel Base) in the "Reference Material" section of the report.

**2000 COUNTY SCREENING BOARD DATA
JUNE, 2000**

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

The following tabulation of roadway construction prices shows the average unit prices in the 1999 C.S.A.H. needs study, the 1995-1999 C.S.A.H. five-year average unit prices, the 1999 average and the Subcommittee's recommended unit prices for use in the 2000 needs study.

The Subcommittee's recommended prices were determined at their meeting on April 6, 2000. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

Gou11dia\word\roadway unit price

2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

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

<u>Construction Item</u>	<u>1999 CSAH Needs Study Average</u>	<u>1995-1999 CSAH 5-Year Construction Average</u>	<u>1999 CSAH Construction Average</u>	<u>2000 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee</u>
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Rural & Urban Design

Grav. Base CI 5 & 6/Ton	\$4.86	\$4.97	\$5.15	*
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Rural Design

Subbase CI 3 & 4/Ton	\$4.86	\$5.02	\$4.59	G.B. - 0.56
Bit.Base & Surf. 2331/Ton	17.25	17.01	18.66	G.B. + 13.51
Bit.Surf. 2341/Ton (includes 2350)	20.69	19.67	20.70	G.B. + 15.55
Con.Surf. 2301/Sq.Yd.	16.99	---	17.04	17.04
			(1999 Mn/DOT)	
Gravel Surf. 2118/Ton	5.02	4.70	5.76	G.B. + 0.61
Gravel Shldr. 2221/Ton	5.47	5.43	5.81	G.B. + 0.66

Urban Design

Subbase CI 3 & 4/Ton	\$4.86	\$5.66	\$7.36	G.B.
Bit.Base & Surf. 2331/Ton	22.98	21.61	22.48	G.B. + 17.33
Bit.Surf. 2341/Ton (includes 2350)	21.98	23.53	26.60	G.B. + 21.45
Con.Surf. 2301/Sq.Yd.	21.74	---	22.77	22.77
			(1999 Mn/DOT)	

* 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.

**2000 COUNTY SCREENING BOARD DATA
JUNE, 2000**

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

The following report lists the miscellaneous unit prices used in the 1999 C.S.A.H. needs study, those recommended by Mn/DOT or average 1999 construction prices, and the unit prices recommended by the C.S.A.H. Subcommittee for use in the 2000 CSAH needs study.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meeting on April 6, 2000 which are printed in the "Reference Material" section of this booklet.

2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

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

<u>Construction Item</u>	<u>1999 CSAH Needs Study Average</u>	<u>Prices Recommended For 2000 By Mn\DOT or Average 1999 Construction Prices</u>	<u>2000 CSAH Unit Price Recommended by CSAH Subcommittee</u>
--------------------------	--	--	--

<u>Other Urban Design</u>			
Storm Sewer - Complete/Mi.	\$246,000	\$248,500	\$248,500
Storm Sewer - Partial/Mi.	79,000	80,200	80,200
Curb & Gutter Const./Lin.Ft.	7.70	7.70	7.70

<u>Bridges</u>			
0-149 Ft.Long/Sq.Ft.	\$65.00	\$68.00	\$65.00
150-499 Ft.Long/Sq.Ft.	60.00	63.00	60.00
500 Ft. & Longer/Sq.Ft.	60.00	55.00	60.00
Widening/Sq.Ft.	150.00	**	150.00
RR over Hwy - 1 Track/Lin.ft.	6,000	11,271	7,000
Each Add.Track/Lin.ft.	4,000		4,000

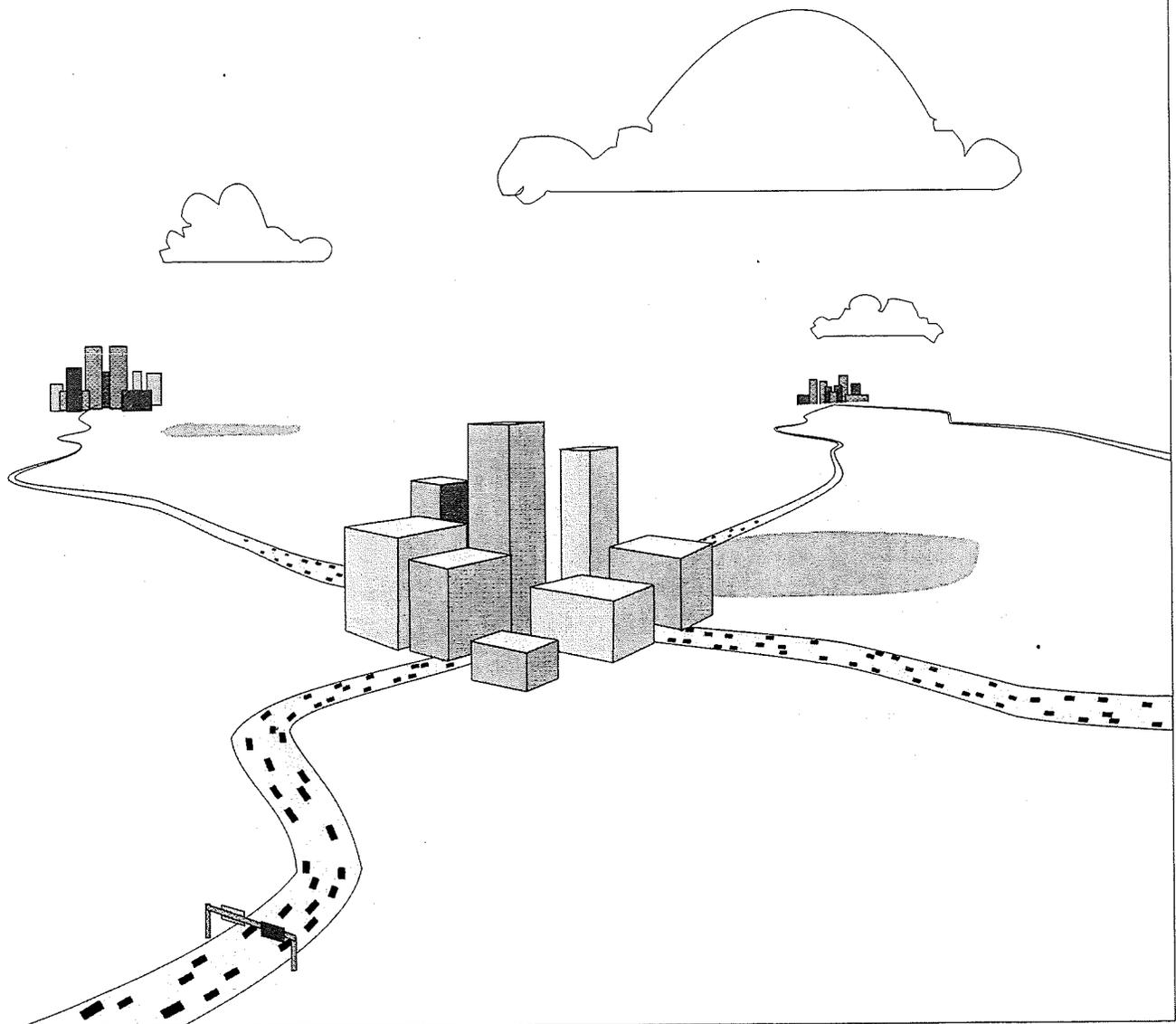
<u>Railroad Protection</u>			
Signs	\$1,400	\$1,400	\$1,400
Signals	90,000	110,000	110,000
Signals & Gates	150,000	\$125,000-\$175,000	150,000

** WILL USE RECONDITIONING COST AS REPORTED

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

excel\file_123\2000 Misc UNIT PRIC

MILEAGE REQUESTS



2000 COUNTY SCREENING BOARD DATA

June, 2000

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.*

2000 COUNTY SCREENING BOARD

JUNE, 2000

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

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	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							15.69	Lake
Pine	9.25																				9.25	Pine
St. Louis	19.14 *																				19.14	St. Louis
District 1 Totals	49.70	0.56	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	10.31	0.00	0.00	0.00	0.00	0.00	0.00	60.69	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	7.65	2.10	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											4.93	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	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	19.62	0.00	0.00	0.00	0.00	0.00	67.02	District 3 Totals

2000 COUNTY SCREENING BOARD

JUNE, 2000

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

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	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	0.00	1.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	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													3.05	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	0.00	0.00	0.00	0.00	0.08	13.92	0.00	0.00	0.00	0.00	0.00	0.00	16.74	38.12	8.25	0.00	0.00	105.07	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	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.03	District 6 Totals

2000 COUNTY SCREENING BOARD

JUNE, 2000

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

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	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	0.60	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	3.46	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	0.00	0.00	0.00	0.00	1.50	0.05	0.32	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		0.21		0.92															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	0.21	1.33	3.18	0.00	0.00	8.05	0.00	0.00	0.00	2.20	0.00	0.00	0.00	18.52	0.00	35.63	0.00	90.27	District 9 Totals
Totals	339.03	25.65	11.39	0.81	2.93	3.55	0.12	0.08	23.47	0.30	0.32	0.12	2.20	17.96	21.83	16.74	56.64	8.25	39.09	0.00	570.48	Totals

* 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.

2000 COUNTY SCREENING BOARD DATA

October, 2000
 "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, 2000 is included.

County	Banked Mileage	Year Made Available
Anoka	1.09	2000
Becker	0.40	1991
Big Stone	0.70	1993 & 1999
Blue Earth	0.16	2000
Brown	0.56	1999
Carlton	0.26	1992 & 1994
Chippewa	0.71	1999
Clay	5.00	1993 & 1997
Clearwater	0.60	1997
Dodge	0.07	1994
Douglas	1.90	1992
Faribault	2.54	1993
Hennepin	5.16	1994, 96, 97 & 99
Hubbard	0.52	1996 & 1997
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.20	1993
Kittson	1.33	1998 & 1999
Koochiching	0.45	1994, 95 & 98
Lake	1.10	1998
Lincoln	0.70	1996
McLeod	0.30	1997
Mille Lacs	1.10	1992
Nicollet	1.23	1997 & 1999
Nobles	0.07	1997
Norman	1.00	1997
Olmsted	0.73	1997 & 1998
Otter Tail	0.06	1998
Pennington	1.81	1995 & 1999
Pipestone	0.10	1996
Polk	1.50	1997
Ramsey	3.97	1995, 96, 98 & 99
Red Lake	0.50	1994
Redwood	0.20	1995
Renville	2.47	1992, 96, 97 & 99
Rice	0.90	1994
Rock	1.60	1993
Roseau	0.80	1991
St. Louis	0.76	1996
Sibley	0.01	1995
Stearns	1.07	1992 & 1997
Steele	0.24	1999
Stevens	1.08	1998
Todd	5.28	1999 & 2000
Wabasha	0.42	1993 & 1998
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Wright	0.04	1997
Yellow Medicine	0.68	1993 & 1995
Total	52.42	

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

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 3/30/00

TO: Manager, State Aid Needs Unit

FROM: D. E. HAEDER, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(Municipality) ~~(County)~~ of BLUE EARTH

Attached is a request and supporting data for a revision to the State Aid System. The proposed route meets the following criteria (indicated by an 'X') necessary for designation:

C.S.A.H. CRITERIA

- Projected to carry a relatively heavier traffic volume,
- or is functionally classified as collector or arterial
- Connects towns, communities, shipping points, and markets within a county or in adjacent counties,
- or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,
- or serves as a principal rural mail route and school bus route.
- Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands.

M.S.A.S. CRITERIA

- Projected to carry a relatively heavier traffic volume,
- or is functionally classified as collector or arterial
- Connects the points of major traffic interest within an urban municipality.
- Provides an integrated street system affording, within practical limits, a State Aid street network consistent with projected traffic demands.

M.S.A.S. Miles Available _____
 + Revoked _____
 - Requested _____
 = Balance _____

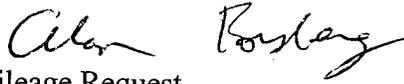
Comments: this mileage request is the result of a lengthy study of the County's system. Functional classification revisions have been approved and are being mapped consistent within this request.

RECOMMENDED APPROVAL OR DENIAL: D. E. Haeder 3/30/00
 District State Aid Engineer Date

RECOMMENDED APPROVAL OR DENIAL: _____
 Manager, State Aid Needs Unit Date

APPROVAL OR DENIAL: _____
 State Aid Engineer Date

TO: Screening Board Mileage Subcommittee
FROM: Alan Forsberg
SUBJECT: Blue Earth County Mileage Request



21 April 00

This memo summarizes the differences between the current Blue Earth County State Aid Mileage Modification Request and the request put forward by Blue Earth County in 1998.

- 1.) Approval of functional classification changes. The 1998 request was based on the assumption that our requested functional classification changes would be approved by MN/DOT. Our revised functional classification system has now been approved by the Region Nine Development Commission and MN/DOT. As our goal is to align our State Aid Mileage with our Functional Classification System, we have revised our Mileage Request to reflect the new Functional Classification of our roads.
- 2.) Jurisdictional transfers and turnbacks. The 1998 request included several jurisdictional transfers between Blue Earth County and the City of Mankato and MN/DOT. These changes were recommended by the MATAPS study. In our current request we have left these transfers to be accomplished on a mile-for-mile trading process between the City or MN/DOT and Blue Earth County. We have also not included any Trunk Highway turnback changes as these do not require approval by the Screening Board.
- 3.) Border roads and small cities. In developing our current request we adopted a policy of not requiring alignment to functional classification for roads that fall into two groups:
 - A.) Roads that are either on or cross our borders with other counties where changes would affect the other county.
 - B.) Roads that are in the small cities in Blue Earth County. These roads provide State Aid assistance to those small cities.

These differences have allowed us to focus our request on changes that align our rural County Roads with collector classifications to the State Aid system and County State Aid Highways designated as local roads to our County Road system. Our request for 30.3 additional State Aid miles in 1998 has been reduced to 13.29 miles for 2000.

Commissioners
 District 1 - Colleen Landkamer
 District 2 - Tom McLaughlin
 District 3 - Linley Barnes
 District 4 - Al Bennett
 District 5 - Alvis More

BLUE EARTH COUNTY

Offices in Mankato, Minnesota



March 28, 2000

Mr. Douglas Haeder
 District State Aid Engineer
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 P.O. Box 4039
 Mankato, Minnesota 56001

RE: REQUEST FOR STATE AID MILEAGE CHANGES

Dear Mr. Haeder:

Blue Earth County recently completed a comprehensive transportation study. One of the key elements of the study was the review of the functional classification of our system. Based on the changes to the functional classification of some roads, the study is recommending changes to the County State Aid system. These changes require review and approval by the Minnesota Department of Transportation Office of State Aid and the State Aid Screening Board. The purpose of this letter is to provide background information on the proposed system changes and to formally request that these changes be approved by Mn/DOT and the Screening Board.

The Blue Earth County Transportation Plan was developed with significant participation by transportation users including:

- Small-group meetings with local government agencies and transportation interests.
- Public open-house meetings.
- Survey of 1,000 residents on transportation issues and services.
- Coordination with adjacent counties, Mn/DOT and Region Nine Development Commission.
- Informal work sessions with County staff and elected officials.

COURTHOUSE

204 South Fifth Street
 P.O. Box 8608
 Mankato, MN 56002-8608
 Phone (507) 389-8100
 D (Hearing Impaired) 389-8399
 FAX (507) 389-8344

COUNTY GOVERNMENT CENTER

410 South Fifth Street
 P.O. Box 3526
 Mankato, MN 56002-3526
 Phone (507) 389-8100
 TDD (Hearing Impaired) 389-8399
 FAX (507) 389-8379 Human Services Admin.
 FAX (507) 389-8387 Human Services

NICHOLS BUILDING

410 Jackson Street
 P.O. Box 8608
 Mankato, MN 56002-8608
 Phone (507) 389-8100
 FAX (507) 344-3737 - Corrections
 FAX (507) 389-8808 - Land Records

**PUBLIC WORKS AND
 PARKS DEPARTMENTS**

35 Map Drive
 P.O. Box 3083
 Mankato, MN 56002-3083
 Phone (507) 625-3281
 FAX (507) 625-5271

LAW ENFORCEMENT CENTER

710 South Front Street
 P.O. Box 228
 Mankato, MN 56002-0228
 Phone (507) 387-8710
 TDD (Hearing Impaired) 387-5601
 Law Enforcement Services 911
 FAX (507) 387-4929

Blue Earth County does not discriminate on the basis of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, membership or activity in a local commission, disability, sexual orientation or age in employment or the provision of services.

Printed on Recycled Paper



As a result of these public participation efforts, the final plan has received a wide level of support including:

- Adoption by Blue Earth County Board of Commissioners.
- Functional classification approval by Region-Nine Development Commission.

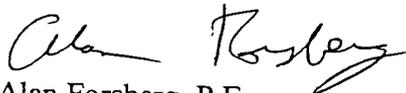
The changes to the functional classification system have been submitted to Mn/DOT by Region-Nine and it is anticipated that the functional classification changes will be approved by Mn/DOT prior to the Screening Board meeting in June. We have enclosed a table (Table A), that specifically assesses each roadway designation change.

All of the changes requested here are external to the Mankato Area Transportation Plan, MATAPS, area. The MATAPS recommended changes are being implemented in a separate jurisdictional "trading" process with the city.

If you have any questions or comments on this request, please contact us.

Sincerely,

BLUE EARTH COUNTY



Alan Forsberg, P.E.
Blue Earth County Engineer

Functional Classification

A major component of the Transportation Plan involved a review of the functional classification system (Figure 1). A formal process for determining urban and rural functional classification is outlined in FHWA's manual, Highway Functional Classification – Concepts, Criteria and Practices, March 1989. The concepts and guidelines in this manual were used in developing an updated functional classification plan for Blue Earth County. Changes to the functional classification system that were identified by the MATAPS'96 study were incorporated into the recommendations for the overall Blue Earth County Plan.

Municipalities that have a population greater than 5,000 (City of Mankato) are considered "urban areas" by the U.S. Census Bureau. Areas that meet this definition have the ability to define an urban roadway system and obtain State Aid funds to maintain and construct the system. The established urban limits do not have any real impact on a route's function, but they trigger a change in functional classification terminology. It is common practice that major collector and minor arterial routes be "bumped" upward one classification when entering an urban area. This practice is evident in the City of Mankato, where TH 22 is bumped up from a minor arterial classification to a principal urban arterial classification.

The functional classification changes were developed using the above guidelines and Blue Earth County's GIS system. The GIS system was used to display and analyze traffic volumes, route spacing and route continuity. In addition, it was used to check the mileage impacts of the proposed system changes. The changes to the functional classification system in the rural area should substantially conform to the FHWA's mileage guidelines. Due to the fact that Mankato has historically been a regional center for southern and southwestern Minnesota, the FHWA mileage guidelines may be exceeded somewhat due to the regional center, radial roadway network, trip generators and topographical complications. Enclosed is a letter confirming that these functional classification changes have been approved by MN/DOT.

After making changes to the functional classification system it was necessary to review the existing County State Aid Highway Designations and identify potential County State Aid Highway designation changes.

System Designation

The County highway system is divided into two categories, County State Aid Highways (CSAH) and County Roads. The primary difference in the designation relates to the route's function. The CSAH system originated in the mid 1950s to provide an integrated network of secondary roads to service the state's transportation needs. Routes designated as a CSAH route are eligible to receive state funding for maintenance and construction activities, while County roads are funded through local property tax dollars. Administration of the CSAH system is based on a detailed set of rules administered by the Minnesota Department of Transportation Office of State Aid. These rules outline requirements and responsibilities including designation, maintenance, and reconstruction.

The primary purpose of reviewing the system designation is to make sure that demographic and transportation changes that have occurred in the County since the late 1950s have been adequately addressed through system designation changes. Route designation as outlined in Chapter 8820.07 of the State Aid Rules "Selection Criteria" closely parallel the functional classification criteria for designating collector and arterial routes. These criteria are summarized as follows:

- State Aid routes carry a relatively heavier traffic volume or are functionally classified as a collector or arterial route on the County's functional classification system.
- State aid routes connect towns, communities, shipping points, and markets with a county or in adjacent counties; provide access to churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serve as a principal rural mail route and school bus route.
- State aid routes provide an integrated and coordinated highway system consistent with projected traffic demands.

The State Aid route designation criteria described above identifies the most important secondary highways as does the functional classification of arterial and collector routes. As a result, there should be a close correspondence between these two systems. A comparison was made between the functional classification system and the current state aid system to identify potential inconsistencies.

To correct this inconsistency, Blue Earth County is proposing that rural collector and urban arterial routes be placed on the CSAH system; urban routes would be limited to arterial routes that maintain mobility, continuity, and provide linkages to rural areas or high traffic generators, and local roads would be removed from the CSAH system. This would make the CSAH system consistent with the functional classification and would insure a well spaced and balanced State Aid system throughout the County. The exception to this would be that Blue Earth County would allow some local road mileage to stay on the State Aid System if it meets one of two requirements:

- The road is located on the current CSAH system in one of the small cities in Blue Earth County. These routes provide access to churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas in accordance with the second State Aid criteria.
- The road is either on the border with another county or intersects with the county line where a change in functional classification would impact a neighboring county. These routes provide "an integrated and coordinated highway system" in accordance with the third State Aid criteria.

Designating CSAH routes in accordance with this will result in approximately 14 miles of additional CSAH highways being designated in the County. These proposed changes are shown in Figure 2 and are discussed in the following sections.

Proposed Designation Change from County Road to County State Aid Highway

- County Road 114 - County Road 114 extends north of TH 60 to CSAH 11 and is a minor collector. This route is used as one of the connecting routes between the CSAH 42 Minnesota River Bridge crossing and TH 60. It also serves an industrial park adjacent to TH 60.
- County Road 126 - The North-South piece of County Road 126 along with CSAH 35 connects Good Thunder and Rapidan and is a minor collector. This route is part of a North – South corridor that carries traffic from the central part of the County to Mankato.
- County Road 126 - The East-West piece of County Road 126 is a minor collector that provides an east-west extension to CSAH 35. CSAH 35 is one of the only routes that cross the Maple/LeSueur River system within a 3-mile area south of CSAH 90.
- County Road 138 - County Road 138 is an east-west minor collector route that carries traffic from the county line to CR 146 and CSAH 20, a major route to Lake Crystal and Mankato for the southern part of the county.
- County Road 146 - County Road 146 is a minor collector that carries traffic from CSAH 25 to CSAH 20, a major route to Lake Crystal and Mankato for the southern part of the county.
- County Road 163 - County Road 163 is an east-west collector route (extension of CSAH 4) that connects TH 22 and CSAH 39.
- County Road 174 - County Road 174 provides an east-west connection of CSAH 16 to CSAH 10. The connection of CSAH 16 to south would be changed to County Road.
- County Road 185 - County Road 185 is a north-south minor collector that provides access from the St. Clair area to the Madison Lake area of Blue Earth County. This route along with CSAH 48 and CSAH 49 is part of a planned north-south route connecting St. Clair and the major highways and recreation areas to the north.
- County Road 186 - County Road 186 is a north-south minor collector route extending from CSAH 12 to TH 83. It is located in one of the fastest growing areas of Mankato.

Proposed Designation Changes from CSAH to County Roads

- CSAH 16 East of TH 22, CSAH 16 is primarily an east-west route. It was recommended that the CSAH designation extend to the east over CR 174 and connecting to CSAH 10. The piece of CSAH 16 that is not paved would become County Road.
- CSAH 19 CSAH 19 runs from TH 30 to CSAH 18 to the North. Due to the spacing of other collectors in the vicinity there is no justification for keeping this section on the State Aid System.

TABLE A

**BLUE EARTH COUNTY
SUMMARY OF STATE AID MILEAGE CHANGES**

CSAH ADDITIONS FOR FUNCTIONAL CLASS ALIGNMENT

ROUTE	FROM	TO	LENGTH	FUNCTIONAL CLASS	CURRENT ADT	TRANSFER SCHEDULE
CR 114	TH 60	CSAH 11	1.9	minor collector	140	2000
CR 126	CSAH 34	CSAH 35	1.8	minor collector	85	2000
CR 126	CSAH 35	CSAH 9	2	minor collector	130	2000
CR 138	CSAH 32	CR 146	1	minor collector	65	2000
CR 146	CR 138	CSAH 20	2.3	minor collector	155	2000
CR 163	CSAH 39	TH 22	2.5	minor collector	105	2000
CR 174	CSAH 16	CSAH 10	1.25	minor collector	170	2000
CR 185	CSAH 23	TH 14	1.8	minor collector	90	2000
CR 186	TH 83	CSAH 17	1.8	minor collector	450	2000
CR 186	CSAH 3	CSAH 26	1.4	minor collector	490	2000

TOTAL ADDITIONS	17.75
------------------------	--------------

CSAH SUBTRACTIONS FOR FUNCTIONAL CLASS ALIGNMENT

CSAH 16	CR 174	CSAH 10	1	local	6	2000
CSAH 19	TH 30	CSAH 18	3.3	local	125	2000

TOTAL SUBTRACTIONS	4.3
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BANKED MILEAGE	0.16
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NET CHANGE	13.29
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3/28/00



Minnesota Department of Transportation

Transportation District 7
501 S. Victory Dr.
P.O. Box 4039
Mankato, MN 56002-4039

Office Tel: 507/389-6351
Fax: 507/389-6281

March 27, 2000

Mr. Wesley Judkins
Region Nine Development Commission
P.O. Box 3367
Mankato, MN 56002-3367

Dear Mr. Judkins:

This letter is Mn/DOT's concurrence with the functional classification changes to roadways in Blue Earth, Brown, Le Sueur, Martin, Sibley, Watonwan described in your March 1, 2000 letter to Ed Idzorek.

Revised functional classification maps will be prepared by Teresa Chapman of the Mn/DOT Office of Investment Management and sent to you and the affected county engineers in the near future.

Sincerely,

A handwritten signature in cursive script, appearing to read 'D.E. Haeder'.

Douglas E. Haeder, P.E.
Assistant District Engineer-State Aid

cc: Alan Forsberg, P.E., Blue Earth County Engineer
John Grindeland, P.E., Brown County Engineer
Darrell Pettis, P.E., Le Sueur County Engineer
Robert Witty, P.E., Martin County Engineer
Nathan Richman, P.E., Sibley County Engineer
Wayne Stevens, P.E., Watonwan County Engineer
Teresa Chapman, Mn/DOT Investment Mgmt, MS 440

**MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE-AID HIGHWAY SCREENING BOARD**

Date: May, 2000

Subcommittee: Steven Voigt, Lyon County - Chair
Don Theisen, Dakota County
Steve Backowski, Morrison County

Request: Blue Earth County - 13.29 miles

The Mileage Subcommittee reviewed the Blue Earth County mileage request on April 21, 2000. Others in attendance were Alan Forsberg, Blue Earth County Engineer; Darren Haider, Blue Earth County; Doug Haeder, District #7 State-Aid Engineer and Ken Hoeschen, CSAH Needs Unit Manager.

The Subcommittee wishes to commend Alan Forsberg for the fine work he did in both the completion and adoption of a functional classification study as well as the completion of his transportation study. This information was extremely useful in our review of his system. We take no exception to the recently approved Blue Earth County functional classification map.

The Subcommittee makes the following recommendation:

- addition of CR 174 from CSAH 16 to CSAH 10 - 1.25 miles
- addition of CR 186 from TH 83 to CSAH 17 - 1.80 miles
- addition of CR 186 from CSAH 3 to CSAH 26 - 1.40 miles
- deletion of CSAH 19 from TH 30 to CSAH 18 - 3.30 miles
- deletion of CSAH 16 from CR 174 to CSAH 10 - 1.00 miles

These CSAH designation changes can be accomplished internally without involvement of the Screening Board if Blue Earth County banked mileage is used. Total additions recommended are 4.45 miles and total deletions are 4.3 miles with 0.16 miles banked.

One theme contained in this mileage request is that all routes classified as minor collector or higher in functional class should be part of the CSAH or TH systems. As part of a previous mileage request by Blue Earth County, the Screening Board was urged to review or study the relationship between functional classification and CSAH designation. Lacking any further guidance on this issue, the Subcommittee refutes the notion that all collectors should unilaterally be made a part of the CSAH system.

With the above in mind, the following are additional comments relative to our recommendation:

- 1) In reviewing the Blue Earth County system, we noted that both the CSAH mileage (25.2%) and CR mileage (18.6) percentages are significantly above the State-wide averages (22.5% and 11.1% respectively).

- 1) Aside from functional class, some of the CSAH designation requests were for better spacing of the CSAH system. We do not believe the spacing argument was strong enough to justify designation of many of the requested routes especially when considering traffic volumes, usage, destinations, route length and termini (specifically applicable to CR 185 - 1.8 miles, CR 163 - 2.5 miles, CR 138 - 1 mile, CR 146 - 2.3 miles and CR 114 - 1.9 miles).
- 1) TH 66 is planned to be turned back to the County sometime in the future and that CSAH 35 and part of CR 126 run approximately parallel just 1 mile to the West. We feel that the designation of CR 126 is justified but not until the turnback of TH 66 to the County as a non-CSAH route. We believe it would be appropriate to address this designation as part of the turnback process.
- 1) We were told that the border routes were not considered for designation change because of the difficulty in coordinating any changes with neighboring jurisdictions, i.e., current CSAH routes classified as local roads will remain a CSAH. These routes need to be considered when looking at a comprehensive system adjustment.
- 1) As a final note, we were told that the State may take over CSAH 90 between TH 60 and TH 22 (approximately 7.0 miles).

We appreciate the hard work and time of Blue Earth County in preparing and reviewing this request with our Committee; especially in their use of GIS to help analyze their system.

2000 COUNTY SCREENING BOARD DATA

June, 2000

HISTORICAL DOCUMENTATION FOR THE DAKOTA COUNTY C.S.A.H. 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 (in Progress)	(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

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), Co.Rd. 28 (+5.48), Co Rd. 30 (+0.49), and Co.Rd. 43 (+4.92).

2000 COUNTY SCREENING BOARD DATA

June, 2000

SUMMARY OF ACTIVITY RESULTING FROM THE APPROVAL OF THE SCOTT COUNTY CSAH MILEAGE REQUEST

Scott County CSAH mileage 1/96	189.44
Requested Revocations (10/96)	(19.09)
Requested Additions (10/96)	59.92
Screening Board Denial of CSAH 31 & 74 additions (10/96)	(2.71)
TOTAL	227.56

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	189.44	189.44
03/11/98	Revoke 7,15,16,29,33,56,80 & 103	(17.57)	189.44	171.87
03/11/98	Designate 2,5,15,18,21,42,59,68,78,82 86 & (Rice County) CSAH 86	49.20	171.87	221.07
	(Mileage varies somewhat from request due to rounding to 0.1 in rural areas and designation of existing roadway instead of realigned route after construction.)			

The only portions of the request left to be accomplished are the revocation of CSAH 39 and CSAH 106 (Approximately 1.52 miles) and the extension of CSAH 91 (Approximately 7.66 miles).

2000 COUNTY SCREENING BOARD DATA

June, 2000

HISTORICAL DOCUMENTATION FOR THE WASHINGTON COUNTY C.S.A.H. 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
3/9/00	Revoke Portion 7	(0.78)	213.49	212.71

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. (+2.50), 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).

STATE PARK ROAD ACCOUNT



2000 COUNTY SCREENING BOARD DATA

June, 2000

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.

2000 County Screening Board Data
June, 2000
Historical Review of 1998 State Park Road Account

1998 Allotment \$2,217,965

1998 Projects

County	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Becker	03-600-05	TWP	T-122; Access to Little Toad Lake	Subgr. Prep Grade Agg Base Bit Surf Agg Shld	\$80,000
Benton	05-600-01	DNR	0.75 MI S OF CSAH 2 TO CSAH 2 IN Rice	R/W	4,840
Cass	11-600-12	Co Rd	Co Rd 139 to Mud Goose	Preapproved Grade Agg Base Bit Base	71,620
Cook	16-600-23	Park	Schroeder Tote & Father Baragas Cross Roads	Bit Overlay Agg Shld Widening	30,000
Crow Wing	18-600-23	TWP	Twp Rd; Platte Lake Access Road	Bit Surfaceing Agg Shld	15,000
Dakota	19-600-18	CITY	195th Street in Lakeville	Agg Base Bit Base Bit Surf Agg Shld & Trail	37,000
Douglas	21-638-06	CSAH	CSAH 36	Road Improvements	110,000
Douglas	21-600-08	Co Rd	Co Rd 62; between CSAH 11 and CSAH 38	Agg Base Bit Base & Surf Agg Shld	220,000
Grant	26-600-01	TWP	Erdahl Twp Road	Agg Base Bit Base Bit Surf Grade	40,000
Itasca	31-600-07	Co. Rd.	Co Rd 335, access to Blue Water Lake	Grade Agg Surf	55,000
Koochiching	36-600-07	Co Rd	Co Rd 85; access to Franz Jevne State Park	Improvements	50,000
Koochiching	36-600-08	U.T.	U.T. 392	Improvements	75,000
Lyon	42-600-02	Co Rd	Co Rd 59	Grade Widening Agg Base	58,000
McLeod	43-600-01	TWP	120th St. access to Lake Marion TH 15	Bit Overlay Agg Shld	20,759
Otter Tail	56-600-18	TWP	Sverdrup Twp Road, access to Norway Lake	Grade Agg Base Bit Base Bit Surf Culv	10,000
Pine	58-622-14	CSAH	CSAH 22, access to St.Croix State Park	Agg Base Bit Base Bit Surf Culv St. Sew. BR	597,000
Pope	61-641-06	CSAH	CSAH 41, to Glacial Lake State Park	Preapproved Bit Base Bit Surf Agg Shld	35,000
St. Louis	69-600-17	Co. Rd.	Co Rd 405; access to Big Aspen Rec. Area	Preappr. Grade Agg Base Bit Surf Agg Shld	25,000
St. Louis	69-600-18	Co. Rd.	Co Rd 284; access to Canosia Wildlife Mang. Area	Preappr. Grade Agg Base Bit Surf	400,000
St. Louis	69-600-19	Co. Rd.	Co Rd 285; access to Fish Lake	Preappr. Grade Agg Base Bit Surf Agg Shld	70,000
St. Louis	69-600-20	Co. Rd.	Co Rd 540; access to Lake Vermillion	Preapproved Agg Base Bit Base Bit Surf	250,000
St. Louis	69-728-08	CSAH	CSAH 128; access to Bearhead Lake State Park	Grade Agg Base Bit Base Bit Surf C&G	49,536
Sherburne	71-600-01	TWP	Orrock Twp Road to Bob Dunn Rec. Area	Grade Agg Base Bit Surf	213,707
Lakeville	188-600-01	CITY	195th Street in Lakeville	Grade Agg Base Bit Base Bit Surf Agg Shld	4,321
					<u>\$2,521,783</u>

2000 County Screening Board Data
June, 2000
Historical Review of 1999 State Park Road Account

1999 Allotment \$2,349,025

1999 Projects

County	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Aitkin	01-614-10	CSAH	Access to Savanna State Park	Road Improvements	\$ 95,000
Becker	03-600-06	TWP	Two inlets Twp Rd T-22	Grade Agg Base Bit	100,000
Cass	11-600-13	Co Rd	Grade CR 130 to Mud Goose Wildlife	Bit Surf	278,300
Douglas	21-600-09	TWP	Springs Dr., Hudson Twp to Maple Lake	Agg Base Bit Base & Surf Agg Shld	10,000
Fillmore	23-599-137	TWP	Forestville Twp Road Br; S Branch Root River	Replace Old BR L4906 with new BR 23564	10,000
Goodhue	25-599-68	TWP	Featherstone Twp Br #9464 Over Hay Creek	Replace Old BR 9464	40,000
Hubbard	29-600-06	Co Rd	Co Rd 122 and Co Rd 123 to Itasca State Park	Complete Reconstruction	370,000
Kittson	35-628-06	CSAH	CSAH 28 to Lake Bronson State Park	Grade Agg Base Bit Surf	300,000
Lake	38-600-12	TWP	Fall Lake Twp Road No 60; access to Iron Lake	Preappr. Grade Agg Base Bit Base & Surf Shld	55,000
Lincoln	41-600-01	Co Rd	Co Rd 32; access to Lake Hendricks	Agg Base Bit Surf Agg Shld some Subg Correct	30,000
McLeod	43-600-01	TWP	120th St; access to Lake Marion	Bit Overlay Agg Shld	1,400
Pine	58-600-04	Co Rd	Co Rd 118; access to Munger St Park, Snake R Camp	Grade Agg Base Culv	400,000
Rice	66-600-02	TWP	165th St. Wells Twp; access to Kelly & Dudley Lake	Complete Reconstruction	150,000
St. Louis	69-665-05	Co Rd/CSAH	Co Rd 65/915 to McCarthy Beech State Park	Reconstruction of Road/Office Area	120,000
St. Louis	69-600-20	Co. Rd.	Co Rd 540; access to Lake Vermillion	Road Improvements	250,000
St. Louis	69-600-25	CITY	Gilbert City Street	Road Improvements	187,000
					\$2,301,780

**2000 County Screening Board Data
June, 2000
Historical Review of 2000 State Park Road Account**

2000 Allotment \$2,477,129

2000 Projects

County	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Anoka	02-600-12	TWP	Jordrell Ave.; access to Carlos Avery Wildlife Mgmt. Area	Road Improvements	\$215,000
Becker	03-600-06	TWP	Two Inlets Twp. Rd. T-22; access to Two Inlets Lake	Road Improvements	53,368 *
Becker	03-600-07	TWP	Erie Twp. Rd. T-22; access to Pickerel Lake	Road Improvements	175,000
Cass	11-600-14	TWP	Birch Lake Twp. Rd. # 65; access to Stoney Lake	Road Improvements	190,000
Chisago	13-600-06	TWP	Lent Twp. Rd.; access to Carlos Avery Wildlife Mgmt. Area	Road Improvements	108,000
Chisago	13-600-07	TWP	Little Lake Road; access to Little Lake	Road Improvements	105,665
Lake	38-600-12	TWP	Fall Lake T-60 access to White Iron Lake	Road Improvements	10,000
Lincoln	41-600-01	TWP	Hendricks Lake Access Road	Road Improvements	10,000 *
Lincoln	41-600-02	Co. Rd.	Co. Rd. 111; access to Lake Benton	Road Improvements	80,000
Morrison	49-600-21	TWP	Stanchfield Lake Access Road	Road Improvements	5,000
Ottertail	56-600-19	Co. Rd.	Edna Co. Rd.; access to Big McDonald Lake	Road Improvements	32,000
Pine	58-600-05	Co. Rd.	Co. Rd. 18; access to St. Croix River & Chengwatana State Forest Campground	Road Improvements	350,000 *
St. Louis	69-600-24	PARK	McCarthy Beach State Park Entrance Road	Road Improvements	11,000 *
St. Louis	69-600-25	CITY	City of Gilbert Street; access to Off-Highway Vehicle Park	Street Improvements	384,000 *
Todd	77-600-05	TWP	Villard Twp. Rd.; access to Crow Wing River	Road Improvements	50,000
Wabasha	79-600-07	TWP	Glaskow Twp. Rd. 70; access to Zumbro Bottoms Forestry Unit	Road Improvements	50,000
Washington	82-600-14	Co. Rd.	Co. Rd. 33A Access to William O'Brien State Park	Road Improvements	91,200
					<u><u>\$1,920,233</u></u>

* Supplement to a previous allocation

gou1dial\excel\2000 history state park rd acc june

REFERENCE MATERIAL



**2000 COUNTY SCREENING BOARD DATA
JUNE, 2000**

**1995-1999 Five-Year Average Subbase (Class 3 & 4)
Unit Price Data**

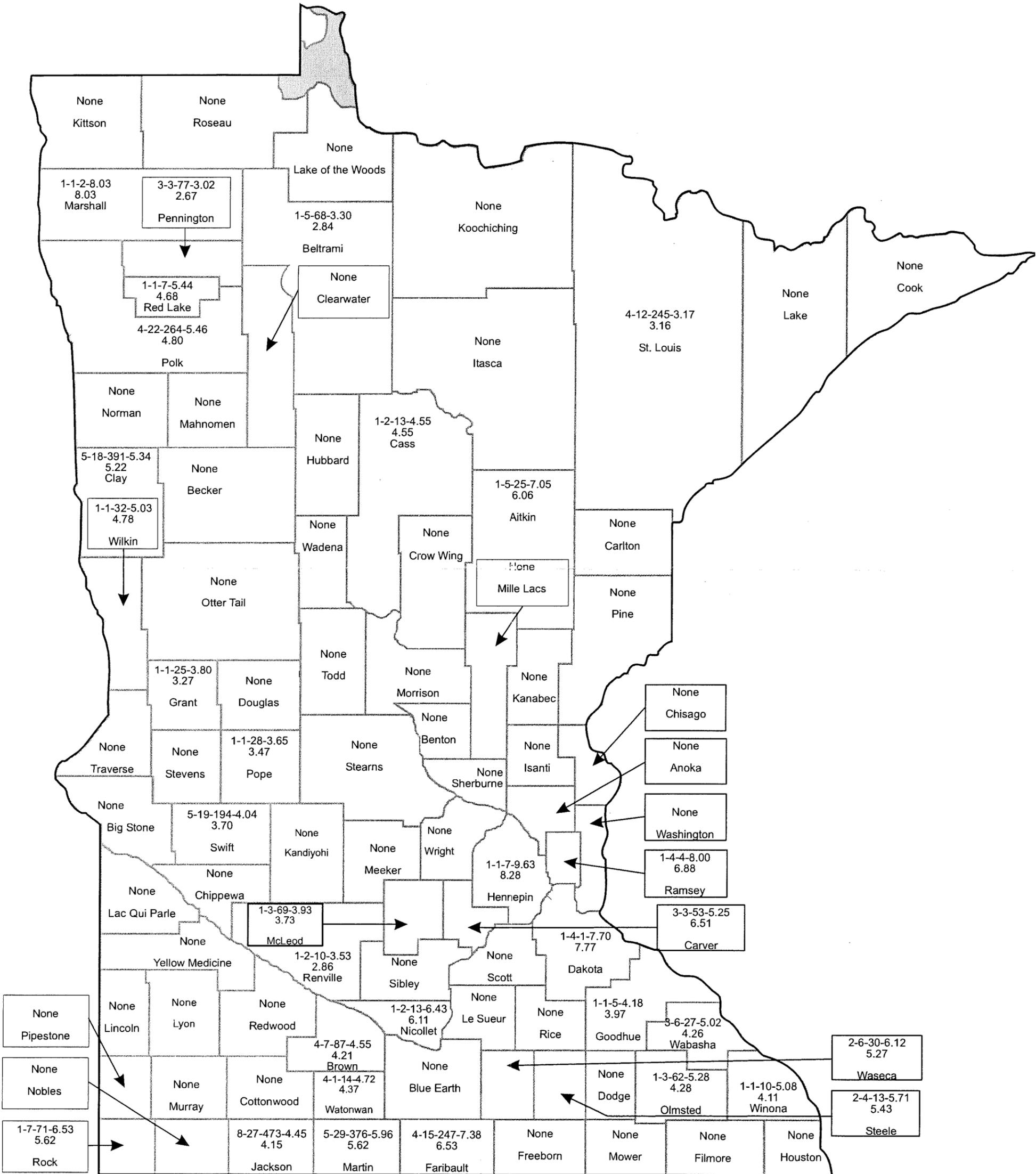
The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1995-1999 five-year average unit price study and the inflated subbase unit price, the determination of which is explained in another write-up in this booklet. This data is being included in the report because in some cases the gravel base unit prices recommended by the Subcommittee, as shown on Fig. A, were determined using this subbase information.

Goullida\word\subbase price



2000 County Screening Board Data June, 2000

1995-1999 Five Year Average Subbase (Class 3&4) Unit Price Data (Rural and Urban Projects Included)



LEGEND

7-17-152-3.88 # '95 to '99 Subbase Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price
4.26 2000 Inflated Subbase Unit Price

2000 COUNTY SCREENING BOARD DATA JUNE, 2000

Inflated Subbase and Gravel Base Unit Prices

The next four pages indicate how the inflation factors are used on the first four years of projects in each county's five year average unit price study for both subbase and gravel base.

**2000 COUNTY SCREENING BOARD DATA
JUNE, 2000**

excelfile_4562000 Inflated Subbase Costs & Quantity

05-May-00

Procedure for Inflating Subbase Unit Prices

48

NO.	COUNTY	INFLATED 1995 COSTS		INFLATED 1996 COSTS		INFLATED 1997 COSTS		INFLATED 1998 COSTS		1999 COSTS	TOTAL 1995-1999 INFLATED COSTS	TOTAL 1995-1999 QUANTITY	1995-1999 INFLATED SUBBASE UNIT PR.	COUNTY
		1995 COSTS	(X 0.95)	1996 COSTS	(X 1.01)	1997 COSTS	(X 0.86)	1998 COSTS	(X 0.81)					
9	Carlton	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	0	\$0.00	Carlton
16	Cook	0	0	0	0	0	0	0	0	0	0	0	0.00	Cook
31	Itasca	0	0	0	0	0	0	0	0	0	0	0	0.00	Itasca
36	Koochiching	0	0	0	0	0	0	0	0	0	0	0	0.00	Koochiching
38	Lake	0	0	0	0	0	0	0	0	0	0	0	0.00	Lake
58	Pine	0	0	0	0	0	0	0	0	0	0	0	0.00	Pine
69	St. Louis	39,193	37,233	0	0	0	0	0	0	736,587	773,820	244,845	3.16	St. Louis
	District 1 Totals	39,193	37,233	0	0	0	0	0	0	736,587	773,820	244,845	3.16	District 1 Totals
4	Beltrami	0	0	0	0	225,654	194,062	0	0	0	194,062	68,380	2.84	Beltrami
15	Clearwater	0	0	0	0	0	0	0	0	0	0	0	0.00	Clearwater
29	Hubbard	0	0	0	0	0	0	0	0	0	0	0	0.00	Hubbard
35	Kittson	0	0	0	0	0	0	0	0	0	0	0	0.00	Kittson
39	Lake of the Woods	0	0	0	0	0	0	0	0	0	0	0	0.00	Lake of the Woods
45	Marshall	0	0	0	0	0	0	0	0	17,957	17,957	2,237	8.03	Marshall
54	Norman	0	0	0	0	0	0	0	0	0	0	0	0.00	Norman
57	Pennington	36,000	34,200	60,450	61,055	0	0	136,724	110,746	0	206,001	77,096	2.67	Pennington
60	Polk	0	0	0	0	487,904	419,597	566,828	459,131	388,985	1,267,713	264,251	4.80	Polk
63	Red Lake	0	0	0	0	37,416	32,178	0	0	0	32,178	6,878	4.68	Red Lake
68	Roseau	0	0	0	0	0	0	0	0	0	0	0	0.00	Roseau
	District 2 Totals	36,000	34,200	60,450	61,055	750,974	645,837	703,552	569,877	406,942	1,717,911	418,842	4.10	District 2 Totals
1	Aitkin	0	0	0	0	177,065	152,276	0	0	0	152,276	25,134	6.06	Aitkin
5	Benton	0	0	0	0	0	0	0	0	0	0	0	0.00	Benton
11	Cass	0	0	0	0	0	0	0	0	58,241	58,241	12,814	4.55	Cass
18	Crow Wing	0	0	0	0	0	0	0	0	0	0	0	0.00	Crow Wing
30	Isanti	0	0	0	0	0	0	0	0	0	0	0	0.00	Isanti
33	Kanabec	0	0	0	0	0	0	0	0	0	0	0	0.00	Kanabec
48	Mille Lacs	0	0	0	0	0	0	0	0	0	0	0	0.00	Mille Lacs
49	Morrison	0	0	0	0	0	0	0	0	0	0	0	0.00	Morrison
71	Sherburne	0	0	0	0	0	0	0	0	0	0	0	0.00	Sherburne
73	Stearns	0	0	0	0	0	0	0	0	0	0	0	0.00	Stearns
77	Todd	0	0	0	0	0	0	0	0	0	0	0	0.00	Todd
80	Wadena	0	0	0	0	0	0	0	0	0	0	0	0.00	Wadena
86	Wright	0	0	0	0	0	0	0	0	0	0	0	0.00	Wright
	District 3 Totals	0	0	0	0	177,065	152,276	0	0	58,241	210,517	37,948	5.55	District 3 Totals
3	Becker	0	0	0	0	0	0	0	0	0	0	0	0.00	Becker
6	Big Stone	0	0	0	0	0	0	0	0	0	0	0	0.00	Big Stone
14	Clay	872,678	829,044	641,198	647,610	0	0	58,551	47,426	517,348	2,041,428	391,441	5.22	Clay
21	Douglas	0	0	0	0	0	0	0	0	0	0	0	0.00	Douglas
26	Grant	0	0	0	0	95,684	82,288	0	0	0	82,288	25,180	3.27	Grant
44	Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0.00	Mahnomen
56	Otter Tail	0	0	0	0	0	0	0	0	0	0	0	0.00	Otter Tail
61	Pope	101,160	96,102	0	0	0	0	0	0	0	96,102	27,715	3.47	Pope
75	Stevens	0	0	0	0	0	0	0	0	0	0	0	0.00	Stevens
76	Swift	504,898	479,653	0	0	279,757	240,591	0	0	0	720,244	194,440	3.70	Swift
78	Traverse	0	0	0	0	0	0	0	0	0	0	0	0.00	Traverse
84	Wilkin	161,076	153,022	0	0	0	0	0	0	0	153,022	32,023	4.78	Wilkin
	District 4 Totals	1,639,812	1,557,821	641,198	647,610	375,441	322,879	58,551	47,426	517,348	3,093,084	670,799	4.61	District 4 Totals
2	Anoka	0	0	0	0	0	0	0	0	0	0	0	0.00	Anoka
10	Carver	0	0	0	0	0	0	0	0	0	0	0	0.00	Carver
27	Hennepin	0	0	0	0	68,412	58,834	0	0	0	58,834	7,104	8.28	Hennepin
70	Scott	0	0	0	0	0	0	0	0	0	0	0	0.00	Scott
	District 5 Totals	0	0	0	0	68,412	58,834	0	0	0	58,834	7,104	8.28	District 5 Totals

2000 COUNTY SCREENING BOARD DATA

excelfile_4562000 Inflated Subbase Costs & Quantity

JUNE, 2000

Procedure for Inflating Subbase Unit Prices

05-May-00

NO.	COUNTY	INFLATED 1995 COSTS		INFLATED 1996 COSTS		INFLATED 1997 COSTS		INFLATED 1998 COSTS		1999 COSTS	TOTAL 1995-1999 INFLATED COSTS		1995-1999 TOTAL QUANTITY	1995-1999 INFLATED SUBBASE UNIT PR.	COUNTY
		1995 COSTS	1995 COSTS (X 0.95)	1996 COSTS	1996 COSTS (X 1.01)	1997 COSTS	1997 COSTS (X 0.86)	1998 COSTS	1998 COSTS (X 0.81)		1995-1999 INFLATED COSTS	1995-1999 TOTAL QUANTITY			
20	Dodge	0	0	0	0	0	0	0	0	0	0	0	0	0.00	Dodge
23	Fillmore	0	0	0	0	0	0	0	0	0	0	0	0	0.00	Fillmore
24	Freeborn	0	0	0	0	0	0	0	0	0	0	0	0	0.00	Freeborn
25	Goodhue	20,563	19,535	0	0	0	0	0	0	0	19,535	4,921	3.97	Goodhue	
28	Houston	0	0	0	0	0	0	0	0	0	0	0	0.00	Houston	
50	Mower	0	0	0	0	0	0	0	0	0	0	0	0.00	Mower	
55	Olmsted	0	0	0	0	0	0	325,053	263,293	0	263,293	61,563	4.28	Olmsted	
66	Rice	0	0	0	0	0	0	0	0	0	0	0	0.00	Rice	
74	Steele	75,480	71,706	0	0	0	0	0	0	0	71,706	13,211	5.43	Steele	
79	Wabasha	0	0	25,419	25,673	2,180	1,875	108,413	87,815	0	115,363	27,096	4.26	Wabasha	
85	Winona	0	0	0	0	0	0	52,126	42,222	0	42,222	10,261	4.11	Winona	
	District 6 Totals	96,043	91,241	25,419	25,673	2,180	1,875	485,592	393,330	0	512,119	117,052	4.38	District 6 Totals	
7	Blue Earth	0	0	0	0	0	0	0	0	0	0	0	0.00	Blue Earth	
8	Brown	139,741	132,754	115,676	116,833	57,009	49,028	83,584	67,703	0	366,318	87,047	4.21	Brown	
17	Cottonwood	0	0	0	0	0	0	0	0	0	0	0	0.00	Cottonwood	
22	Faribault	971,344	922,777	0	0	0	0	848,777	687,509	0	1,610,286	246,745	6.53	Faribault	
32	Jackson	724,408	688,188	645,764	652,222	609,296	523,995	122,136	98,930	0	1,963,335	472,689	4.15	Jackson	
40	Le Sueur	0	0	0	0	0	0	0	0	0	0	0	0.00	Le Sueur	
46	Martin	609,581	579,102	0	0	502,225	431,914	145,400	117,774	983,781	2,112,571	376,133	5.62	Martin	
52	Nicollet	81,630	77,549	0	0	0	0	0	0	0	77,549	12,698	6.11	Nicollet	
53	Nobles	0	0	0	0	0	0	0	0	0	0	0	0.00	Nobles	
67	Rock	0	0	0	0	463,382	398,509	0	0	0	398,509	70,962	5.62	Rock	
72	Sibley	0	0	0	0	0	0	0	0	0	0	0	0.00	Sibley	
81	Waseca	0	0	0	0	184,603	158,759	0	0	0	158,759	30,139	5.27	Waseca	
83	Watsonwan	9,409	8,939	16,287	16,450	31,654	27,222	0	0	6,656	59,267	13,562	4.37	Watsonwan	
	District 7 Totals	2,536,113	2,409,309	777,727	785,505	1,848,169	1,589,427	1,199,897	971,916	990,437	6,746,594	1,309,975	5.15	District 7 Totals	
12	Chippewa	0	0	0	0	0	0	0	0	0	0	0	0.00	Chippewa	
34	Kandiyohi	0	0	0	0	0	0	0	0	0	0	0	0.00	Kandiyohi	
37	Lac Qui Parle	0	0	0	0	0	0	0	0	0	0	0	0.00	Lac Qui Parle	
41	Lincoln	0	0	0	0	0	0	0	0	0	0	0	0.00	Lincoln	
42	Lyon	0	0	0	0	0	0	0	0	0	0	0	0.00	Lyon	
43	Mc Leod	272,601	258,971	0	0	0	0	0	0	0	258,971	69,364	3.73	Mc Leod	
47	Meeker	0	0	0	0	0	0	0	0	0	0	0	0.00	Meeker	
51	Murray	0	0	0	0	0	0	0	0	0	0	0	0.00	Murray	
59	Pipestone	0	0	0	0	0	0	0	0	0	0	0	0.00	Pipestone	
64	Redwood	0	0	0	0	0	0	0	0	0	0	0	0.00	Redwood	
65	Renville	0	0	0	0	0	0	36,744	29,763	0	29,763	10,415	2.86	Renville	
87	Yellow Medicine	0	0	0	0	0	0	0	0	0	0	0	0.00	Yellow Medicine	
	District 8 Totals	272,601	258,971	0	0	0	0	36,744	29,763	0	288,734	79,779	3.62	District 8 Totals	
13	Chisago	0	0	0	0	0	0	0	0	0	0	0	0.00	Chisago	
19	Dakota	0	0	7,728	7,805	0	0	0	0	0	7,805	1,005	7.77	Dakota	
62	Ramsey	0	0	0	0	33,800	29,068	0	0	0	29,068	4,225	6.88	Ramsey	
82	Washington	0	0	0	0	0	0	0	0	0	0	0	0.00	Washington	
	District 9 Totals	0	0	7,728	7,805	33,800	29,068	0	0	0	36,873	5,230	7.05	District 9 Totals	
	STATE TOTALS	\$4,619,762	\$4,388,775	\$1,512,522	\$1,527,648	\$3,256,041	\$2,800,196	\$2,484,336	\$2,012,312	\$2,709,555	\$13,438,486	2,891,574	\$4.65	STATE TOTALS	

**2000 COUNTY SCREENING BOARD DATA
JUNE, 2000**

excelFile_4562000 Inflated Gravel Base Costs & Quantity

05-May-00

Procedure For Inflating Gravel Base Unit Prices

NO.	COUNTY	INFLATED 1995		INFLATED 1996		INFLATED 1997		INFLATED 1998		1999 COSTS	TOTAL	TOTAL	1995-1999	COUNTY
		1995 COSTS	COSTS (X 1.06)	1996 COSTS	COSTS (X 1.08)	1997 COSTS	COSTS (X 0.97)	1998 COSTS	COSTS (X 1.06)		INFLATED COSTS	1995-1999 INFLATED COSTS	INFLATED QUANTITY	
9	Carlton	\$0	\$0	\$406,279	\$438,781	\$153,967	\$149,348	\$140,974	\$149,432	\$776,875	\$1,514,436	330,887	\$4.58	Carlton
16	Cook	139,037	147,379	63,342	68,409	271,910	263,753	31,344	33,225	0	512,766	106,415	4.82	Cook
31	Itasca	377,619	400,276	386,120	417,010	890,728	864,006	408,350	432,851	357,894	2,472,037	550,256	4.49	Itasca
36	Koochiching	61,540	65,232	3,000	3,240	982,342	952,872	196,101	207,867	0	1,229,211	219,950	5.59	Koochiching
38	Lake	139,361	147,723	154,124	166,454	262,738	254,856	213,525	226,337	110,880	906,250	169,949	5.33	Lake
58	Pine	136,878	145,091	192,434	207,829	364,513	353,578	304,154	322,403	268,127	1,297,028	267,549	4.85	Pine
69	St. Louis	495,201	524,913	762,166	823,139	503,437	488,334	1,309,622	1,388,199	350,091	3,574,676	794,102	4.50	St. Louis
	District 1 Totals	1,349,636	1,430,614	1,967,465	2,124,862	3,429,635	3,326,747	2,604,070	2,760,314	1,863,867	11,506,404	2,439,108	4.72	District 1 Totals
4	Beltrami	4,930	5,226	63,618	68,707	951,172	922,637	0	0	198,748	1,195,318	258,101	4.63	Beltrami
15	Clearwater	164,073	173,917	120,044	129,648	231,142	224,208	381,164	404,034	86,496	1,018,303	273,853	3.72	Clearwater
29	Hubbard	219,371	232,533	455,344	491,772	25,445	24,682	126,200	133,772	599,608	1,482,367	350,885	4.22	Hubbard
35	Kittson	153,992	163,232	10,670	11,524	242,539	235,263	239,289	253,646	193,260	856,925	153,786	5.57	Kittson
39	Lake of the Woods	206,952	219,369	0	0	147,003	142,593	0	0	18,188	380,150	54,399	6.99	Lake of the Woods
45	Marshall	347,018	367,839	1,391,444	1,502,760	0	0	104,625	110,903	700,986	2,682,488	626,421	4.28	Marshall
54	Norman	161,248	170,923	392,963	424,400	122,872	119,186	142,158	150,687	22,800	887,996	157,986	5.62	Norman
57	Pennington	255,635	270,973	149,868	161,857	26,641	25,842	375,051	397,554	227,100	1,083,326	242,414	4.47	Pennington
60	Polk	3,200	3,392	332,601	359,209	986,168	956,583	560,086	593,691	623,615	2,536,490	426,426	5.95	Polk
63	Red Lake	0	0	0	0	657,427	637,704	189,120	200,467	229,343	1,067,514	237,984	4.49	Red Lake
68	Roseau	239,424	253,789	209,561	226,326	0	0	0	0	906,987	1,387,102	321,810	4.31	Roseau
	District 2 Totals	1,755,843	1,861,193	3,126,113	3,376,203	3,390,409	3,288,698	2,117,693	2,244,754	3,807,131	14,577,979	3,104,065	4.70	District 2 Totals
1	Aitkin	0	0	220,119	237,729	761,012	738,182	429,382	455,145	24,079	1,455,135	281,979	5.16	Aitkin
5	Benton	0	0	484,708	523,485	261,122	253,288	201,106	213,172	247,590	1,237,535	243,688	5.08	Benton
11	Cass	358,312	379,811	460,109	496,918	0	0	720,358	763,579	158,195	1,798,503	390,751	4.60	Cass
18	Crow Wing	0	0	338,510	365,591	122,104	118,441	121,280	128,557	152,581	765,170	148,867	5.14	Crow Wing
30	Isanti	107,092	113,518	273,715	295,612	66,656	64,656	149,902	158,896	409,817	1,042,499	196,094	5.32	Isanti
33	Kanabec	176,829	187,439	309,855	334,643	174,127	168,903	323,730	343,154	505,444	1,539,583	384,931	4.00	Kanabec
48	Mille Lacs	0	0	240,712	259,969	280,810	272,386	231,196	245,068	0	777,423	178,065	4.37	Mille Lacs
49	Morrison	153,085	162,270	133,160	143,813	20,558	19,941	322,669	342,029	3,852	671,905	197,296	3.41	Morrison
71	Sherburne	0	0	6,360	6,869	103,800	100,686	116,914	123,929	102,416	333,900	49,529	6.74	Sherburne
73	Stearns	67,751	71,816	441,848	477,196	137,571	133,444	109,458	116,025	385,572	1,184,053	213,682	5.54	Stearns
77	Todd	151,318	160,397	64,940	70,135	297,616	288,688	27,888	29,561	157,855	706,636	191,159	3.70	Todd
80	Wadena	0	0	162,437	175,432	355,144	344,490	89,849	95,240	107,818	722,980	143,477	5.04	Wadena
86	Wright	246,894	261,708	380,700	411,156	362,066	351,204	262,366	278,108	316,481	1,618,657	247,930	6.53	Wright
	District 3 Totals	1,261,281	1,336,959	3,517,173	3,798,548	2,942,586	2,854,309	3,106,098	3,292,463	2,571,700	13,853,979	2,867,448	4.83	District 3 Totals
3	Becker	449,698	476,680	0	0	418,406	405,854	167,563	177,617	72,516	1,132,667	335,138	3.38	Becker
6	Big Stone	14,370	15,232	380,731	411,189	69,906	67,809	40,086	42,491	175,756	712,477	154,697	4.61	Big Stone
14	Clay	230,724	244,567	164,130	177,260	157,650	152,921	34,333	36,393	134,483	745,624	128,165	5.82	Clay
21	Douglas	166,561	176,555	286,039	308,922	116,660	113,160	184,764	195,850	413,485	1,207,972	316,773	3.81	Douglas
26	Grant	0	0	216,000	233,280	210,830	204,505	0	0	179,680	617,465	181,462	3.40	Grant
44	Mahnomen	0	0	462,858	499,887	21,960	21,301	111,224	117,897	249,251	888,336	201,643	4.41	Mahnomen
56	Otter Tail	48,470	51,378	656,781	709,323	5,550	5,384	325,782	345,329	525,855	1,637,269	431,238	3.80	Otter Tail
61	Pope	210,774	223,420	122,181	131,955	96,668	93,768	320,146	339,355	297,693	1,086,191	284,447	3.82	Pope
75	Stevens	0	0	0	0	0	0	6,028	6,390	249,140	255,530	57,837	4.42	Stevens
76	Swift	151,493	160,583	74,829	80,815	180,710	175,289	0	0	104,978	521,665	116,007	4.50	Swift
78	Traverse	0	0	0	0	0	0	0	0	68,088	68,088	14,961	4.55	Traverse
84	Wilkin	273,689	290,110	140,385	151,616	139,860	135,664	5,957	6,314	74,526	658,230	124,698	5.28	Wilkin
	District 4 Totals	1,545,779	1,638,525	2,503,934	2,704,247	1,418,200	1,375,655	1,195,883	1,267,636	2,545,451	9,531,514	2,347,066	4.06	District 4 Totals
2	Anoka	125,545	133,078	41,762	45,103	135,941	131,863	184,834	195,924	838,850	1,344,818	181,526	7.41	Anoka
10	Carver	0	0	561,206	606,102	0	0	170,142	180,351	421,971	1,208,424	166,935	7.24	Carver
27	Hennepin	931,457	987,344	822,464	888,261	477,638	463,309	208,589	221,104	79,686	2,639,704	349,451	7.55	Hennepin
70	Scott	291,593	309,089	749,989	809,988	860,945	835,117	495,009	524,710	275,907	2,754,811	418,624	6.58	Scott
	District 5 Totals	1,348,595	1,429,511	2,175,421	2,349,454	1,474,524	1,430,289	1,058,574	1,122,089	1,616,414	7,947,757	1,116,536	7.12	District 5 Totals

2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

Procedure For Inflating Gravel Base Unit Prices

NO.	COUNTY	INFLATED 1995		INFLATED 1996		INFLATED 1997		INFLATED 1998		1999 COSTS	TOTAL	TOTAL	1995-1999	COUNTY
		1995 COSTS	COSTS (X 1.06)	1996 COSTS	COSTS (X 1.08)	1997 COSTS	COSTS (X 0.97)	1998 COSTS	COSTS (X 1.06)		INFLATED 1995-1999 COSTS	1995-1999 TOTAL QUANTITY	INFLATED GRAVEL BASE UNIT PRICE	
20	Dodge	0	0	131,849	142,397	0	0	74,562	79,036	94,039	315,472	43,962	7.18	Dodge
23	Fillmore	892,603	946,159	789,436	852,591	1,189,575	1,153,888	433,256	459,251	238,796	3,650,685	588,754	6.20	Fillmore
24	Freeborn	185,735	196,879	399,207	431,144	70,532	68,416	148,663	157,583	137,710	991,732	149,903	6.62	Freeborn
25	Goodhue	402,516	426,667	343,347	370,815	205,534	200,338	660,801	700,449	161,911	1,860,180	362,396	5.13	Goodhue
28	Houston	314,063	332,907	89,866	97,055	541,445	525,202	99,378	105,341	67,927	1,128,432	184,035	6.13	Houston
50	Mower	180,769	191,615	567,292	612,675	144,696	140,355	490,589	520,024	51,774	1,516,443	189,827	7.99	Mower
55	Olmsted	456,143	483,512	240,300	259,524	332,367	322,396	115,534	122,466	242,551	1,430,449	212,357	6.74	Olmsted
66	Rice	0	0	387,890	418,921	17,294	16,775	286,631	303,829	123,174	862,699	178,281	4.84	Rice
74	Steele	50,350	53,371	235,816	254,681	0	0	144,623	153,300	1,037	462,389	65,344	7.08	Steele
79	Wabasha	114,955	121,852	144,905	156,497	136,188	132,102	171,537	181,829	78,667	670,947	125,427	5.35	Wabasha
85	Winona	159,425	168,991	271,431	293,145	266,660	258,660	278,646	295,365	293,342	1,309,503	195,904	6.68	Winona
	District 6 Totals	2,756,559	2,921,953	3,601,339	3,889,445	2,905,291	2,818,132	2,904,220	3,078,473	1,490,928	14,198,931	2,296,190	6.18	District 6 Totals
7	Blue Earth	572,825	607,195	571,603	617,331	212,613	206,235	193,718	205,341	175,751	1,811,853	296,330	6.11	Blue Earth
8	Brown	19,180	20,331	28,819	31,125	0	0	79,450	84,217	4,413	140,086	19,735	7.10	Brown
17	Cottonwood	70,530	74,762	51,387	55,498	16,183	15,698	48,621	51,538	134,700	332,196	57,747	5.75	Cottonwood
22	Faribault	275,919	292,474	18,051	19,495	2,755	2,672	379,686	402,467	19,950	737,058	86,920	8.48	Faribault
32	Jackson	193,919	205,554	204,234	220,573	173,064	167,872	121,254	128,529	0	722,528	140,952	5.13	Jackson
40	Le Sueur	225,059	238,563	203,093	219,340	0	0	191,830	203,340	308,434	969,677	191,099	5.07	Le Sueur
46	Martin	161,901	171,615	0	0	223,419	216,716	11,125	11,793	255,732	655,856	101,862	6.44	Martin
52	Nicollet	83,540	88,552	0	0	26,120	25,336	6,440	6,826	269,280	389,994	61,859	6.30	Nicollet
53	Nobles	130,080	137,885	158,032	170,675	167,998	104,758	219,225	232,379	70,406	716,103	118,315	6.05	Nobles
67	Rock	231,316	245,195	0	0	265,437	199,274	76,451	81,038	28,440	553,947	98,410	5.63	Rock
72	Sibley	9,324	9,883	47,838	51,665	0	0	0	0	0	61,548	8,665	7.10	Sibley
81	Waseca	0	0	0	0	164,493	178,958	43,275	45,872	101,312	326,142	58,844	5.54	Waseca
83	Watsonwan	11,087	11,752	32,829	35,455	28,750	27,888	25,774	27,320	3,588	106,003	15,588	6.80	Watsonwan
	District 7 Totals	1,984,680	2,103,761	1,315,886	1,421,157	1,160,832	1,145,407	1,396,849	1,480,660	1,372,006	7,522,991	1,256,326	5.99	District 7 Totals
12	Chippewa	0	0	102,371	110,561	368,452	357,398	5,550	5,883	28,339	502,181	90,065	5.58	Chippewa
34	Kandiyohi	110,551	117,184	14,375	15,525	291,167	282,432	308,339	326,839	123,390	865,370	168,962	5.12	Kandiyohi
37	Lac Qui Parle	0	0	0	0	0	0	0	0	97,502	97,502	24,482	3.98	Lac Qui Parle
41	Lincoln	206,836	219,246	133,606	144,294	61,225	59,388	501,580	531,675	0	954,603	208,950	4.57	Lincoln
42	Lyon	345,593	366,329	357,299	385,883	28,903	28,036	114,202	121,054	445,024	1,346,326	263,696	5.11	Lyon
43	Mc Leod	489,048	518,391	85,073	91,879	744,164	721,839	85,084	90,189	246,023	1,668,321	289,243	5.77	Mc Leod
47	Meeker	23,519	24,930	167,312	180,697	74,808	72,564	145,779	154,526	47,433	480,150	108,148	4.44	Meeker
51	Murray	0	0	399,127	431,057	32,844	31,859	644,865	683,557	327,432	1,473,905	318,958	4.62	Murray
59	Pipestone	590,623	626,060	0	0	201,741	195,689	76,827	81,437	392,219	1,295,405	368,517	3.52	Pipestone
64	Redwood	307,032	325,454	322,923	348,757	126,866	123,060	206,662	219,062	113,622	1,129,955	225,694	5.01	Redwood
65	Renville	16,653	17,652	0	0	2,000	11,640	30,599	32,435	138,584	200,311	36,574	5.48	Renville
87	Yellow Medicine	0	0	93,507	100,988	124,696	120,955	278,349	295,500	0	516,993	96,026	5.38	Yellow Medicine
	District 8 Totals	2,089,855	2,215,246	1,675,593	1,809,641	2,066,866	2,004,860	2,397,836	2,541,707	1,959,568	10,531,022	2,199,315	4.79	District 8 Totals
13	Chisago	114,069	120,913	0	0	0	0	0	0	370,278	491,191	69,236	7.09	Chisago
19	Dakota	173,722	184,145	1,389,140	1,500,271	146,573	142,176	169,625	179,803	323,386	2,329,781	375,548	6.20	Dakota
62	Ramsey	118,072	125,156	106,600	115,128	276,477	268,183	125,466	132,994	65,003	706,464	88,206	8.01	Ramsey
82	Washington	69,869	74,061	101,961	110,118	46,228	44,841	82,199	87,131	137,971	454,122	68,064	6.67	Washington
	District 9 Totals	475,732	504,275	1,597,701	1,725,517	469,278	455,200	377,290	399,928	896,638	3,981,558	601,054	6.62	District 9 Totals
	STATE TOTALS	\$14,567,960	\$15,442,037	\$21,480,625	\$23,199,074	\$19,277,621	18,699,297	17,158,513	18,188,024	18,123,703	\$93,652,135	18,227,108	\$5.13	STATE TOTALS

2000 COUNTY SCREENING BOARD DATA

June, 2000

Calculation of Gravel Base Unit Prices for Counties Without 50,000 Tons

The following three pages indicate the procedures used to calculate the 2000 CSAH Needs Study Gravel Base Unit Prices for those ten counties who do not have at least 50,000 tons of gravel base material in their 5-year average Unit Price Study.

2000 COUNTY SCREENING BOARD DATA

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

District 4	TONS		INFLATED UNIT PRICE		
TRAVERSE	15	X	4.55	=	68.25
Subbase	0	X	0.00	=	0.00
Surrounding	<u>35</u>	<u>X</u>	<u>4.33</u>	=	<u>151.55</u>
	50			=	219.80 = \$4.40

<u>Surrounding Counties -</u>	<u>Inflated Cost</u>	-	<u>Quantity</u>		
Wilkin	\$658,230	-	124,698		
Grant	617,465	-	181,462		
Stevens	255,530	-	57,837		
Big Stone	<u>712,477</u>	-	<u>154,697</u>		
	<u>\$2,243,702</u>		518,694	=	\$4.33

District 6	TONS		INFLATED UNIT PRICE		
DODGE	44	X	7.18	=	315.92
Subbase	0	X	0.00	=	0.00
Surrounding	<u>6</u>	<u>X</u>	<u>6.15</u>	=	<u>36.90</u>
	50			=	352.82 = \$7.06

<u>Surrounding Counties -</u>	<u>Inflated Cost</u>	-	<u>Quantity</u>		
Goodhue	\$1,860,180	-	362,396		
Olmsted	1,430,449	-	212,357		
Mower	1,516,443	-	189,827		
Freeborn	991,732	-	149,903		
Steele	462,389	-	65,344		
Rice	<u>862,699</u>	-	<u>178,281</u>		
	\$7,123,892		\$1,158,108	=	\$6.15

District 7	TONS		INFLATED UNIT PRICE		
BROWN	20	X	7.10	=	142.00
Subbase	<u>30</u>	<u>X</u>	<u>4.21</u>	=	<u>126.30</u>
	50			=	268.30 = \$5.37

District 7	TONS		INFLATED UNIT PRICE	
SIBLEY	9	X	7.10 =	63.9
Subbase	0	X	0.00 =	0.00
Surrounding	<u>41</u>	<u>X</u>	<u>6.20 =</u>	<u>254.20</u>
	50			318.10 = \$6.36

Surrounding Counties -	Inflated Cost		Quantity	
LeSueur	\$969,677	-	191,099	
Nicollet	389,994	-	61,859	
McLeod	1,668,321	-	289,243	
Carver	1,208,424	-	166,935	
Scott	<u>2,754,811</u>	-	<u>418,624</u>	
	\$6,991,227		1,127,760 =	\$6.20

District 7	TONS		INFLATED UNIT PRICE	
WATONWAN	16	X	6.80 =	108.80
Subbase	14	<u>X</u>	4.37 =	61.18
	<u>20</u>	<u>X</u>	<u>5.90 =</u>	<u>118.00</u>
	50			287.98 = \$5.76

Surrounding Counties -	Inflated Cost		Quantity	
Martin	655,856	-	101,862	
Jackson	722,528	-	140,952	
Cottonwood	332,196	-	57,747	
Blue Earth	<u>1,811,853</u>	-	<u>296,330</u>	
	3,522,433		596,891 =	5.90

District 8	TONS		INFLATED UNIT PRICE	
LAC QUI PARLE	24	X	3.98 =	95.52
Subbase	0	X	0.00 =	0.00
Surrounding	<u>26</u>	<u>X</u>	<u>5.08 =</u>	<u>132.08</u>
	50			227.60 = \$4.55

Surrounding Counties -	Inflated Cost		Quantity	
Big Stone	\$712,477	-	154,697	
Chippewa	502,181	-	90,065	
Yellow Medicine	<u>516,993</u>	-	<u>96,026</u>	
	\$1,731,651		340,788 =	\$5.08

District 8	TONS		INFLATED UNIT PRICE		
RENVILLE	37	X	5.48	=	202.76
Subbase	10	X	2.86	=	28.60
	<u>3</u>	X	<u>5.28</u>	=	<u>15.84</u>
	50				247.20 = \$4.94

<u>Surrounding Counties -</u>	<u>Inflated Cost</u>	-	<u>Quantity</u>	
Redwood	\$1,129,955	-	225,694	
Yellow Medicine	516,993	-	96,026	
Chippewa	502,181	-	90,065	
Kandiyohi	865,370	-	168,962	
Meeker	480,150	-	108,148	
McLeod	<u>1,668,321</u>	-	<u>289,243</u>	
	5,162,970		978,138	\$5.28



Minnesota Department of Transportation

Memo

Office of Bridges and Structures
Waters Edge Building
1500 West County Road B2, Suite 200
Roseville, MN 55113-3105

Date: March 20, 2000

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

From: Mike Leuer *ML*
State Aid Hydraulic Technician

Phone: (651) 582-1184

Subject: State Aid Storm Sewer
Construction Costs for 1999

We have completed our analysis of storm sewer construction costs incurred for 1999 and the following assumptions can be utilized for planning purposes per roadway mile:

- approximately \$248,500 for new construction, and
- approximately \$80,200 for adjustment of existing systems

CC: J. L. Boynton (file)

STATE OF MINNESOTA

DEPARTMENT OF TRANSPORTATION

MS 470, Transportation Building

Office Memorandum

TO: Marshall Johnston
Needs Unit - State Aid

DATE: March 31, 2000

FROM: Robert G. Swanson, Director
Railroad Administration

PHONE: 651-296-2472

SUBJECT: Projected Railroad Grade Crossing
Improvements - Cost for 2000

We have projected 2000 costs for railroad-highway work at grade crossing improvements. For planning purposes, we recommend using the following figures:

Railroad Grade Crossings:		
Signals (Single Track - Low Speed)*		
(Average Price)	per system	\$110,000.00
Signals and Gates:		
(Multiple Track - High & Low Speed)** (Average Price)	per System	\$125-175,000.00
Signs (Advance warning signs & crossbucks Pavement Markings)	per Crossing	\$1000.00
(Tape)	per Crossing	\$5,500.00
(Paint)	per Crossing	\$750.00
Crossing Surfaces: (Concrete Crossing Surface) Complete reconstruction of the crossing. Labor and Materials	per track ft	\$900.00

* Modern signals with motion sensors - signals are activated when train enters electrical circuit - deactivated if train stops before reaching crossing.

** Modern signals with grade crossing predictors - has capabilities in (*) above, plus ability to gauge speed and distance of train from crossing to give constant 20-25 second warning of approaching trains traveling from 5 to 80 MPH.

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As part of any project in the vicinity of railroad crossings, a review of advance warning signs should be conducted. In addition, pavement markings (RxR, STOP BAR, and NO PASSING STRIPE), if required, should be installed.

We also recommend that projects are not designed so that they start or end at railroad crossings. A project should be carried through the crossing area so that the crossing does not become the transition zone between two different roadway sections or widths.

Please let me know if you have any questions, comments, or concerns.

cc: Rashmi Brewer
Jerry Dempsey
Tim Spencer

2000 COUNY SCREENING BOARD DATA

JUNE, 2000

1999 Bridge Construction Projects

After compiling the information received from the Mn/DOT Bridge Office and the State Aid Bridge Office at Waters Edge, these are the average costs arrived at for 1999. 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 1999

Bridge Length 0-149 Feet

Bridge No.	Project Number	Deck Area	Bridge Cost	Cost Per Sq. Ft.	Bridge Length
2564	SAP 02-716-04	7,773	\$517,279	\$67	73.33
8539	SAP 08-599-33	3,423	\$207,110	\$61	111.50
20552	SAP 20-615-11	4,828	\$237,812	\$49	104.00
20553	SAP 20-599-79	1,561	\$154,359	\$99	50.85
22595	SAP 22-599-70	1,980	\$124,679	\$63	66.00
23563	SAP 23-599-87	2,085	\$138,132	\$66	60.24
23564	SAP 23-599-137	3,436	\$196,436	\$57	99.30
24533	SAP 24-599-15	2,623	\$241,014	\$92	75.80
25584	SAP 25-599-64	3,266	\$198,953	\$61	94.40
25585	SAP 25-599-66	4,174	\$250,168	\$60	120.60
25586	SAP 25-599-65	2,797	\$218,520	\$78	91.20
28522	SAP 28-625-15	5,048	\$263,615	\$52	116.50
28527	SAP 28-599-51	4,294	\$330,188	\$77	139.40
35532	SAP 35-599-61	2,563	\$165,191	\$64	83.50
37540	SP 37-640-05	4,404	\$229,657	\$52	114.40
37544	SP 37-999-02	3,959	\$215,422	\$54	102.70
38519	SP 38-661-04	6,323	\$670,566	\$106	129.30
43535	SAP 43-598-08	4,312	\$210,361	\$49	112.00
43538	SAP 43-599-20	3,225	\$164,343	\$51	93.20
45541	SAP 45-630-03	4,475	\$253,570	\$57	124.30
45560	SAP 45-599-118	2,643	\$161,105	\$61	75.98
50579	SAP 50-599-63	2,992	\$175,805	\$59	95.50
50580	SAP 50-599-73	3,924	\$219,946	\$56	127.90
57522	SAP 57-599-17	1,335	\$116,092	\$87	43.50
57523	SAP 57-599-18	1,335	\$117,951	\$88	43.50
63514	SAP 63-598-27	4,072	\$214,725	\$53	115.25
64561	SAP 64-599-52	1,507	\$100,813	\$67	49.10
64563	SAP 64-599-64	2,357	\$145,811	\$62	68.11
64564	SAP 64-599-63	2,451	\$155,671	\$64	79.90
64565	SAP 64-598-13	4,212	\$173,768	\$41	109.25
66537	SAP 66-599-27	1,694	\$125,004	\$74	43.25
67538	SP 67-603-15	3,328	\$166,390	\$50	78.30
67539	SAP 67-599-64	2,232	\$151,427	\$68	71.25
68529	SP 68-598-31	3,519	\$213,439	\$61	101.70
74538	SAP 74-617-09	3,510	\$244,974	\$70	91.06
76519	SP 76-622-20	4,567	\$229,425	\$50	118.48
76529	SP 76-598-09	3,177	\$180,882	\$57	82.41
76530	SAP 76-599-35	3,495	\$197,027	\$56	101.00
84523	SP 84-611-02	3,883	\$198,801	\$51	110.00
84524	SP 84-632-06	4,360	\$271,790	\$62	123.50
85540	SAP 85-599-44	2,846	\$184,937	\$65	82.22
86521	SAP 86-599-21	3,776	\$223,813	\$59	104.90
27A49	SAP 189-135-01	6,857	\$527,155	\$77	105.00
16003	TH	6,523	\$897,501	\$138	97.68
27255	TH	8,310	\$584,303	\$70	149.27
32005	TH	3,800	\$276,280	\$73	85.45
32006	TH	5,759	\$330,488	\$57	129.46
54007	TH	4,241	\$352,415	\$83	99.90
59006	TH	4,343	\$279,782	\$64	92.17
60020	TH	5,060	\$250,227	\$49	110.00
62073	TH	7,244	\$676,876	\$93	112.86
62074	TH	7,244	\$736,656	\$102	112.86
70042	TH	3,498	\$228,622	\$65	69.55
87016	TH	4,252	\$244,316	\$57	75.46

State Aid Projects	150,621	\$9,484,126	\$63	Average
Trunk Highway Projects	60,274	\$4,857,466	\$81	Average
Total	210,895	\$14,341,592	\$68	Average

Bridges Let in Calendar Year 1999

Bridge Length 150-499 Feet

Bridge No.	Project Number	Deck Area	Bridge Cost	Cost Per Sq. Ft.	Bridge Length
28526	SP 28-612-06	6,465	\$291,057	\$45	167.00
42555	SP 42-607-17	7,809	\$364,739	\$47	155.06
54544	SP 54-598-23	6,448	\$435,202	\$67	182.50
55546	SP 55-598-24	14,453	\$701,093	\$49	294.06
57521	SAP 57-627-08	5,763	\$280,235	\$49	149.50
62590	SP 62-696-09	29,620	\$1,123,907	\$38	434.70
69618	SAP 69-714-01	10,103	\$600,426	\$59	292.00
69624	SAP 69-629-04	13,400	\$1,020,232	\$76	315.30
71521	SAP 71-620-01	6,599	\$388,829	\$59	171.40
73561	SAP 73-598-13	9,612	\$394,502	\$41	181.63
85541	SP 176-090-01	4,265	\$455,549	\$107	355.40
27V26	SP 155-020-07	2,574	\$318,923	\$124	212.00
20007	TH	9,978	\$631,631	\$63	195.00
20011	TH	9,239	\$559,628	\$61	176.81
27138	TH	27,889	\$1,621,392	\$58	269.90
27223	TH	25,802	\$1,215,134	\$47	219.98
27224	TH	12,270	\$714,298	\$58	219.33
31014	TH	14,068	\$998,313	\$71	258.71
78005	TH	6,620	\$409,439	\$62	171.72
27V09	TH	16,027	\$1,030,026	\$64	227.68
27V10	TH	16,189	\$1,049,365	\$65	230.10
27V11	TH	19,881	\$2,692,486	\$135	154.80

State Aid Projects		117,111	\$6,374,694	\$54	Average
Trunk Highway Projects		157,963	\$10,921,712	\$69	Average
Total		275,074	\$17,296,406	\$63	Average

Bridges Let in Calendar Year 1999

Bridge Length 500 Feet and Over

Bridge No.	Project Number	Deck Area	Bridge Cost	Cost Per Sq. Ft.	Bridge Length
20009	TH	52,085	\$2,484,868	\$48	580.33
27252	TH	110,567	\$6,437,675	\$58	1,295.50

Trunk Highway Projects		162,652	\$8,922,542	\$55	Average
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Railroad Bridge

Bridge No.	Project Number	Number of Tracks	Bridge Cost	Cost Per Lin. Ft.	Bridge Length
40004	TH	1	\$1,315,150	\$12,112	108.58
86010	TH	1	\$1,374,770	\$10,569	130.08
Total			\$2,689,920	\$11,271	238.66

2000 County Screening Board Data

June, 2000

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, 2000 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 2000 Needs Adjustments	Approx. 2001 Apport. Loss*
Lyon	42-625-05	Shoulder Width	\$3,090	\$72
Wilkin	84-605-11	Design Speed	\$62,540	\$1,453
Total			\$65,630	\$1,525

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 \$23.23 earning factor for each \$1,000 of 25 year money needs.

2000 County Screening Board Data

June, 2000

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. Below is a summary of action taken since these resolutions were adopted.

HISTORY OF CSAH CONSTRUCTION FUND BALANCES

Total 1995 Advance/Repaid in 1996 - \$ 3,151,414
Total 1996 Advance/Repaid in 1997 - \$13,526,279
Total 1997 Advance/Repaid in 1998 - \$17,976,381
Total 1998 Advance/Repaid in 1999 - \$22,849,960
Total 1999 Advance/Repaid in 2000 - \$42,926,910

2000 SUMMARY TO DATE

County	\$'s Reserved by Resolution	\$'s Actually Advanced
Anoka	\$2,928,836	\$2,928,836
Becker	1,350,000	1,350,000
Fillmore	2,000,000	2,000,000
McLeod	1,400,000	0
Martin	120,347	120,347
Pipestone	928,258	928,258
Pope	302,029	302,029
Red Lake	800,000	0
Renville	2,330,000	2,330,000
Roseau	1,500,000	0
Sherburne	800,000	0
Sibley	1,000,000	0
Watonwan	149,488	149,488
Watonwan	200,000	0
Wilkin	1,253,230	1,253,230
TOTAL	\$17,062,188	\$11,362,188

Note: The maximum dollar amount of State Aid advances which can be made in 2000 is \$72,105,430

2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

Local Road Research Board Projects for Calendar Year 1999

INV	TITLE	TOTAL	1998	1999	2000
645	Implementation of Research	Ongoing	\$150,000	\$150,000	\$150,000
668	Technology Transfer Center, U of M - Base	Ongoing	\$105,000	\$150,000	\$150,000
	Technology Transfer Center, U of M - Continuing Projects				
	Circuit Training and Assistance Program (CTAP)	Ongoing	\$127,500	\$127,500	\$127,500
	Minnesota Maintenance Research Expos	Ongoing	\$14,000	\$14,000	\$14,000
	Transportation Student Development	Ongoing	\$4,000	\$4,000	\$4,000
	Preventive Bridge Maintenance Course Training			\$25,000	
676	Mn/ROAD	Ongoing	\$500,000	\$500,000	\$500,000
	MnROAD Supplement, Reconstruction of Mn/ROAD Low Volume Road	\$160,000		\$160,000	
	MnROAD Supplement, Reconstruction of Mn/ROAD Concrete Sections			\$100,000	
721	Implications of New ...Traffic Calming...Safety & Geom. Dsgn Stds	\$105,000	\$50,000	\$30,000	
726	Tire Pressure on Low Volume Roads, CRREL	\$30,000	\$15,000	\$30,000	
733	Development of a Vehicle/Pedestrian Collision... Traffic Control	\$50,000	\$46,000	\$4,000	
734	Field Measurement of Granular Base Drainage Characteristics	\$131,000	\$66,000	\$65,000	
738	Impact of Inc Winter Load Limits to 100,000 lbs. GVW	\$85,000	\$50,000	\$35,000	
739	Low Temperature Cracking of Asphalt Concrete Pavements	\$220,000	\$70,000	\$74,000	\$76,000
740	Subgrade Stabilization Techniq... Low Volume Roads Minnesota	\$130,000	\$75,000	\$40,000	\$15,000
742	Cold Inplace Recycle	\$120,000	\$60,000	\$60,000	
745	Library Services for Local Governments	Ongoing	\$50,000	\$50,000	\$50,000
747	Improvement of Minnesota Low-Volume ... Design and Construction Practice	\$150,000		\$75,000	\$75,000
748	Cost and Performance Evaluation of Ultrathin ... on High Volume Intersections	\$30,000		\$30,000	
749	Surface Treatment Proposal	\$25,000		\$20,000	\$2,500
750	Algorithms for Vehicle Classification, Phase II	\$62,000		\$10,000	\$52,000
751	Evaluation of Micro-Surfacing on County Roads as a Preventive Maintenance Treatment			\$25,000	
999	Project Administration	Ongoing	\$160,000	\$160,000	\$160,000
	TOTALS			\$1,938,500	\$1,226,000

LRRB - Budget Summary

Funds allotted for 1999	\$1,936,695
Funds Carried over from 1998	\$189,242
Funds available for 1999	\$2,125,937
Present 1999 Commitment	\$1,938,500
Carryover Funds to 2000	\$187,437
Funds allotted for 2000	\$2,041,557
Total funds available for 2000	\$2,228,994
Carryover commitments -Current Projects	\$0
Approved Continuation Funding	\$0
CY 2000 funds available for new projects	\$2,228,994

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2000 COUNTY SCREENING BOARD DATA

JUNE, 2000

Local Road Research Board Projects for Calendar Year 2000

INV	TITLE	TOTAL	1999	2000	2001
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 - Continuing Projects				
	Circuit Training and Assistance Program (CTAP)	Ongoing	\$127,500	\$77,500	\$77,500*
	Minnesota Maintenance Research Expos	Ongoing	\$14,000	\$14,000	\$14,000*
	Transportation Student Development	Ongoing	\$4,000	\$4,000	\$4,000*
	Preventive Bridge Maintenance Course Training			\$25,000	
676	Mn/ROAD	Ongoing	\$500,000	\$500,000	\$500,000*
711	Surface Stabilization on Low-Volume Roads			\$8,000	
739	Low Temperature Cracking of Asphalt Concrete Pavements	\$290,000	\$70,000	\$74,000	\$76,000
740	Subgrade Stabilization Techniq... Low Volume Roads Minnesota	\$130,000	\$40,000	\$15,000	
745	Library Services for Local Governments	Ongoing	\$50,000	\$50,000	\$50,000*
747	Improvement of Minnesota Low-Volume ... Design and Construction Practice	\$150,000	\$75,000	\$75,000	
749	Surface Treatment Proposal	\$25,000	\$20,000	\$2,500	\$2,500
750	Algorithms for Vehicle Classification, Phase II	\$62,000	\$10,000	\$52,000	
752	Response of Corrugated Polyethylene pipe with shallow cover to known truck loadings	\$565,000		\$60,000	\$30,000
753	Duration of Springload Limits on Gravel Roads	\$35,000		\$35,000	
754	Supplement to Low Volume Road Best Practices Project	\$25,000		\$25,000	
755	Pavement Preventative Maintenance Methods	\$50,000		\$22,500	\$22,500
756	Methods to reduce Traffic speeds in High Pedestrian areas	\$61,271		\$61,271	
757	Designing Pavement drainage Systems	\$75,000		\$38,000	\$37,000
758	Study of Physical, Geological, Minerological & chemical properties of Coarse Taconite Tailings	\$126,000		\$63,000	\$63,000
759	Impact of Roughness elementson reducing Shear stress acting on soil Particles	\$27,000		\$27,000	
760	Reducing Crashes at Controlled Rural intersections	\$67,203		\$67,203	
761	Eliminating driver "Blind Spots" at Rural intersections: Effects of Signage & Vehicle velociy	\$41,750		\$41,750	
762	Twin Cities Regional Dynamics: Phase IV	\$80,000		\$40,000	
763	Effeciveness of In-Lane Rumble Strips	\$15,000		\$15,000	
764	Effect of Transverse Cracks on Stresses & Strains in Flexible Pavements	\$123,957		\$82,638	\$41,319
999	Project Administration	Ongoing	\$160,000	\$220,000	\$220,000*
	TOTALS		NA	\$1,995,362	\$1,437,819

* Anticipated

Budget Summary for Calendar Year 2000

Funds allotted for 2000	\$2,041,557
Funds Carried over from 1999.	\$187,437
Funds available for 2000	\$2,228,994
Present 2000 Commitment	\$1,995,362
CY 2000 Funds not Committed to Date	\$233,632

**MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 27 AND 28, 1999
IZATY'S RESORT, ONAMIA**

Chairman, Mitch Rasmussen, Rice County Engineer called the meeting to order at 1:00 p.m., October 27, 1999.

ATTENDANCE

Roll call of members:

Lee Engstrom, Itasca	District 1
Mick Alm, Norman	District 2
Rich Heilman, Isanti	District 3
Merle Earley, Stevens	District 4
Mic Dahlberg, Chisago	Metro East
Mitch Rasmussen, Rice	District 6
Jeff Blue, Waseca	District 7
Rick Kjonaas, McLeod	District 8
Roger Gustafson, Carver	Metro West
Jon Olson, Anoka	Urban
Don Theisen, Dakota	Urban
Jim Grube, Hennepin	Urban
Dan Solar, Ramsey	Urban
Dick Hansen, St. Louis	Urban
Doug Fischer, Washington	Urban

Chairman Mitch Rasmussen asked for a motion to approve the June 3 and June 4, 1999 Screening Board Minutes held at Maddens Resort near Brainerd. Motion by Mic Dahlberg, seconded by Mick Alm, motion passed unanimously.

Roll call of MnDOT personnel:

Julie Skallman	Director, Division of State Aid
Mike Pinsonneault	Assistant State Aid Engineer
Khani Sahebjam	Pre-letting Engineer, SALT Division
Ken Hoeschen	Manager, County State Aid Needs Unit
Diane Gould	Assistant Manager, County State Aid Needs Unit
Marshall Johnston	Manager, Municipal State Aid Needs Unit
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Tallack Johnson	District 4 State Aid Engineer
Greg Paulson	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
Patti Loken	Metro Division Assistant
Greg Felt	Metro Division Assistant

Chairman Mitch Rasmussen recognized Rick Kjonaas, McLeod County, the chairman of the General Subcommittee and the other representatives, Roger Gustafson, Carver County and Wayne Fingalson Wright County, of the General Subcommittee

Chairman Mitch Rasmussen recognized the following alternates and other engineers in attendance:

John Stieben, Pine	District 1
Tara Ratzlaff, Red Lake	District 2
Andy Sander, Benton	District 3
Dave Robley, Douglas	District 4
Brad Larson, Scott	Metro
Dave Rholl, Winona	District 6
Mark Sehr, Rock	District 7
Barry Anderson, Yellow Medicine	District 8

Others in attendance were:

Doug Grindall, Koochiching	District 1
Rick West, Otter Tail	District 4
Mike Sheehan, Olmsted	District 6
Gordon Regenscheid, Meeker	District 8
Eric Rustad, Grad. Engineer	Mn/Dot
Pat Murphy, former State Aid Division Director	

REVIEW OF SCREENING BOARD REPORT

Chairman Mitch Rasmussen asked Ken Hoeschen to review the Screening Board book. Ken reviewed the report which he has previously done out in all the Districts. Chairman Mitch Rasmussen suggested that any action taken on the report should wait until Thursday, October 28, 1999.

- A) General Information and Basic Needs Data - Pages 1-6, is general information and a comparison of the Basic 1998 to the Basic 1999 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 1998; 2) effect of the Unit Prices that were approved at the June Screening Board meeting; 3) effect of the Bridge and Railroad Crossing costs, that were updated based on the June meeting, and 4) effect of the Traffic update for those counties counted in 1998; the traffic was changed in the needs study and sent out to the County Engineers for their approval. The new traffic projection factors are calculated and also included in this report. Ken mentioned there were 10 rural and 7 metro counties counted in 1998; but as of yet they do not have the metro county traffic maps. Ken's hope is to get the numbers before the end of the year. There was some discussion on what if the numbers are not ready before the end of the year.
- B) Needs Adjustment - Pages 8-11, the resolution states that no county can increase or decrease more than 20 percentage points greater than or less than the statewide average and there were no counties in that range this year, therefore there was no restriction adjustments. There were no comments or questions.

- C) Construction Fund Balance "Needs" Deductions - Pages 12-15, this is based on your construction fund balance, the adjustments shown are as of September 1, 1999. The resolution was changed a number of years ago to use the balance as of December 31 each year. There were no comments or questions.
 - D) Special Resurfacing Projects - Pages 16-18, this is where a county uses construction money to overlay or recondition segments of road still drawing complete needs. This is a ten year adjustment. There were no questions or comments.
 - E) 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 1998 for rural projects and 1987 to 1998 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. Don Theisen commented that some roads are rebuilt before they draw complete grading needs and they are not reflected in this adjustment. Don suggested that the General Subcommittee probably should review this matter and report back to the board. There were no further comments. Ken suggested that it could be discussed tomorrow.
 - F) 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 were approved at the Spring meeting. No comments or questions.
 - G) Bond Account Adjustments - Pages 44-45, no comments or questions.
 - H) After the Fact Needs - Pages 46-50, these are items that are not in your 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 taken care of the year it was submitted. Rick Kjonaas asked about rubberized railroad crossings being included in after the fact needs similar to the MSAS. Jon Olson asked if it would be any railroad crossing not just rubberized, because concrete is more expensive. Don Theisen asked if all the after the fact needs adjustments should be looked at by the General Subcommittee to review the effects of the different years that each one is earning needs.
- Credit for Local Effort Needs Adjustment - Page 51, 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.
- D) Non Existing CSAH Needs Adjustment - Pages 52-53, this is where there are designated CSAH'S that do not exist and have been on the system for a number of years. The needs are subtracted but mileage is still counted. No comments or questions.

Ken stated that all the above adjustments are made to the 25 year needs. The Mill Levy Deductions are made to your annual needs, so this adjustment carries a much larger impact on the money needs apportionment.

- J) Mill Levy Deductions - Pages 54-56, no comments or questions.
- K) Tentative 2000 CSAH Money Needs Apportionment - Page 58 and Figure A, this a development of a tentative 2000 CSAH Money Needs Apportionment. All the information is based on 1999 dollars so we can make a comparison. No comments.

Ken commented page 59 through 61 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 2000 Apportionment Sum. Pages 62 through 64 shows a break down of the tentative 2000 CSAH Apportionment by the four factors, equalization, motor vehicle registration, lane miles and money needs. Pages 67 and 68 is a comparison of the actual 1999 apportionment versus a tentative 2000 apportionment. Hopefully we'll have an increase from last years dollars. The Highway User Tax Distribution Funds are based on only 5 months of actual receipts and 7 months of estimated receipts.

- L) CSAH Mileage requests pages 69 through 77, no mileage requests were received. A list of criteria for State Aid Designation is included. Also shown is a history of mileage requests. Banked mileage is shown on page 74. This is where a county has made a change in their system and they end up with less mileage then when they started with, so this becomes banked mileage until they want to use it sometime in the future. Ken advised not to leave it there too long because it does not draw needs or mileage apportionment. Pages 75 through 77 shows a recap of Dakota, Scott and Washington County's recent requests. These have not been totally completed.
- M) State Park Road Account, page 80, there were no State Aid projects to review. Rick Kjonaas asked if it was possible to get a report to see on what and where the monies were being spent on rather than State Aid projects. Julie Skallman thought it would be no problem to get a list of projects.
- N) Traffic Project Factors, pages 82 & 83, no comments or questions.
- O) Advancement of CSAH Construction Funds from the General CSAH Construction Account, pages 84 & 85. This is a report on the advancing process that has been on going since 1995 and indicates what has happened the first 4 years and what has taken place this year as far as advancing dollars.
- P) Pages 86 through 90 is a copy of the minutes of the June Screening Board Meeting.
- Q) Pages 91 and 92 are minutes of the September 23, 1999 CSAH General Subcommittee meeting. Members of the Subcommittee are Rick Kjonaas, Chairman, Wayne Fingalson, and Roger Gustafson. The General Subcommittee was directed to review two issues. The first item they looked at was the statute which allows State Aid Bonds to be used by counties to construct maintenance facilities and how this could affect needs. The second item reviewed was when MnDOT asks a County to take over a Trunk Highway and simply gives the county a lump sum amount of MnDOT dollars and how this might effect the needs process. Could this money be used as local dollars and be used as Credit for Local Effort on a state aid project?

Mick Alm asked if this lump sum payment of MnDOT funds to Counties for the Turnback should be put into the County's State Aid Construction Account. Mitch Rasmussen stated that the intent of the money should be for the turnback and possibly reduce the needs. Jon Olson felt that the road might already be up to adequate standards, then the money could be used for other reasons, like lighting, signals, etc. Lee Engstrom wondered if the Screening Board had any authorization to say how this money should be spent, because it should be an agreement between MnDOT and the County. However, District 1 felt there should still be some needs adjustment. Mick Alm felt if the turnback is put on the State Aid system, there should be some control of needs or payment from Mn/Dot. Rich Heilman asked if this is presently going on but Ken was not sure if any county was in the process of an agreement at this time. Rick Kjonaas stated the General Subcommittee only studied the area of counties using this money then applying for Credit for Local effort. Don Theisen suggested that however the agreement is written up, there should never be an opportunity to double up on needs. Lee Engstrom stated that District 1 felt there should be some needs reduction if a county uses construction money for building maintenance facilities. Merle Earley and Mick Alm agreed with District 1.

Mitch Rasmussen mentioned the research account and the resolution that should be considered tomorrow. Jon Olson asked where does the money go, Mike Sheehan explained that this funds LRRB, IRC, and MnRoad. Lee Engstrom stated that there is a Web site that anyone can get on to see what is going on involving the LRRB. Jim Grube asked if the Cities approved a resolution similar to this. Mike Pinsonneault said the Cities were considering lowering the %, but only to acquire additional money for advancing construction dollars.

Mitch Rasmussen asked State Aid for comments. Julie Skallman asked if we would be interested in some cost participation with MnDOT on task forces discussing items for the future. Rick Kjonaas asked if they had seen the legislation that would allow Townships to use the Town Bridge Account for engineering costs. Khani Sahebjam stated that they were working on the correct wording. Mike Sheehan said there would be a memo coming out concerning the T2 Center and their up coming programs. Gordon Regenscheid reminded the group about John Walkup's retirement party. Khani Sahebjam reviewed the possible new Town Bridge apportionment procedure and other bridge related items such as erosion protection, water retention projects, and road realignment in lieu of bridge replacement. BRW will be sending out a survey dealing with some of these items.

Motion by Mick Alm and seconded by Merle Earley to adjourn until tomorrow at 8:30, motion passed.

Mitch Rasmussen reconvened the meeting at 8:30 a.m. Thursday, October 28, 1999.

ACTION ON SCREENING BOOK

Mitch Rasmussen asked if anyone wanted to discuss the issue of the comparison procedure presently being used on Rural and Urban Grading Construction costs to Needs Study costs. Don Theisen made a motion to direct the General Subcommittee to review the Urban and Rural Grading Construction Cost comparison procedure relating to those segments of road not currently drawing 25 year construction needs, seconded by Mick Alm. Jim Grube asked if he was going to limit it to just those roads or look at all the costs associated with the study. Don Theisen stated he would open it up for review of the whole thing. Ken stated that if you start over and have everyone estimate their grading costs you would start from scratch again without any history of projects. This would not address those roads not drawing needs that are not included in this study. Ken said he's not sure how you could include these project costs in the grading cost comparison because there is nothing to compare it to. Jon Olson asked if Ken could go through the columns in the book and explain how the calculations are done. Ken went through Hubbard County's calculations. Don Theisen thought maybe he could simplify his motion by a friendly amendment of just having the General Subcommittee review the grading cost summary and determine if it needs to be updated. Mick Alm seconded the motion. After considerable discussion took place regarding a possible new grading cost study, the motion carried.

Mitch Rasmussen brought up the issue involving railroad crossing surfacing improvements to be included in After the Fact Needs. Rick Kjonaas made a motion with a second by Mic Dahlberg, to include RR crossing surfacing improvements in the After the Fact Needs. Jon Olson asked if it would be the total cost or the local cost of the improvement. Ken stated that for the other After the Fact Needs items, the eligible costs are only those incurred by the county and he would assume that this would apply to RR Crossing surfacing also. The motion carried.

In a related issue, Don Theisen made a motion to have the General Subcommittee study the different number of years eligible for After the Fact Needs for the various types of After the Fact items, seconded by Jon Olson, motion carried.

Mitch Rasmussen asked for a motion to approve the book and sign the letter to the Commissioner of Transportation. Rick Kjonaas asked if the DNR projects will be presented at the next meeting. State Aid stated they should be able to get a list. Doug Fischer asked what effect the unknown metro traffic maps and counts would have on the letter. Ken said they have the draft maps with the new counts and the old counts and the adjustment factors on them but to send them out to the counties would probably be confusing. Traffic Forecasting said the first draft maps would not be done until after the first of the year, so you would have to wait until next year. A lot of discussion followed by all the board members wondering what can be done about traffic counting and how to improve the whole situation. In general terms, the consensus was to turn up the heat a little and make some changes because everyone is quite frustrated. Jon Olson made a motion to approve the book. Mick Alm seconded the motion. Ken reported that the new design changes have not been made yet, but will be accomplished before the 2000 apportionment. Mitch Rasmussen asked for a friendly amendment to include the new design changes, motion by Roger Gustafson, seconded by Dick Hansen, motion carried. Mitch Rasmussen asked for more discussion on the book and the original motion to approve the book. Hearing none the motion carried. Ken passed around the letter to the Commissioner for everyone's signature.

Motion by Mic Dahlberg to have State Aid look into alternatives to try and speed up the traffic counting process, seconded by Jeff Blue. After some discussion the motion passed.

Mick Alm asked what do we do with MnDOT's lump sum payment for Trunk Highway turnback to Counties. The discussion centered on various scenarios of different agreements between MnDOT and the Counties. Don Theisen made a motion for State Aid to provide guidance to the County Engineers to not take advantage of the money they receive and the User Trust Fund, seconded by Jeff Blue. Considerable discussion followed before the motion was approved.

Rick Kjonaas felt that the DSAE should be a part of any review process dealing with T.H. Turnback agreements.

Mitch Rasmussen asked for a motion to approve the Research Account resolution: *Be it resolved that an amount of \$ 1,554,271 (not to exceed 1/2 of 1% of the 1999 C.S.A.H. Apportionment sum of \$ 310,854,283) shall be set aside from the 2000 Apportionment Fund and be credited to the research account.* Motion by Jim Grube, seconded by Dick Hansen, motion carried unanimously.

Mitch Rasmussen asked for other items. Lee Engstrom made a motion to have a 10 year needs deduction if State Aid construction money is used to build maintenance facilities, seconded by Merle Earley. Jeff Blue stated that this was discussed in June and voted down. Rick Kjonaas discussed what the General Subcommittee was directed to review. Mitch Rasmussen stated he had directed them to look at some possible deduction, not necessarily ten years. Don Theisen commented that nothing has happened or new information has been provided to change what was done last June, so he spoke against the motion. Lee Engstrom stated he would be open to an amendment. Jeff Blue asked if there were a deduction, to have it start from today. Merle Earley accepted the amendment, the motion failed by hand count.

State Aid had no further comments.

Pat Murphy was present to ask everyone if they could help with the make up of a new County Engineering book. He suggested if any one has pictures of interest which might encourage young engineers to take an interest in our business, please send them to State Aid and Pat would pick them up.

The secretary thanked the outgoing Districts: 2 – Mick Alm; 4 – Merle Earley, 6 – Mitch Rasmussen; 8 – Rick Kjonaas for their time and fine work. He also thanked the outgoing Mileage Subcommittee Chairman, Al Goodman for his outstanding work on the Subcommittee. Mitch Rasmussen as Chairman of the Screening Board is responsible for recommending a new member from the Northern counties for the Mileage Subcommittee.

Mitch Rasmussen asked for any other discussion to come before the Screening Board, hearing no comments, the meeting was adjourned by a motion by Dick Hansen, seconded by Mick Alm, motion carried unanimously.

Respectively Submitted,



David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

November 19, 1999

The meeting was called to order by Chairman Rick Kjonaas at 10:00 A.M., November 19, 1999 at the Transportation Building, Room 464, St. Paul, Minnesota

Members Present:	Rick Kjonaas, Chairman	McLeod County
	Roger Gustafson	Carver County
	Wayne Fingalson	Wright County

Others in Attendance:

Mike Pinnesonault	State Aid Mn/DOT
Ken Hoeschen	State Aid Mn/DOT
Diane Gould	State Aid Mn/DOT

The General Subcommittee was directed by the Screening Board to review two issues.

The first issue was the Urban and Rural Grading Construction Cost Comparison and Adjustment procedure. The major concern expressed at the Screening Board meeting was that segments which were regraded, but had not been drawing complete grading needs were not included in this comparison. They were not drawing needs because of the 25 year needs reinstatement resolution.

The Subcommittee reviewed the 25 year needs reinstatement resolution; paying special attention to the following portion.

"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)."

The Subcommittee felt that, based on the exception allowed in the resolution, counties could request complete grading needs before the 25 year needs restriction period has passed; if justification is provided to and approved by the District State Aid Engineer. Then, if complete grading needs are granted, any complete grading construction projects awarded on those segments would be included in the grading cost comparison.

The Subcommittee then asked for an explanation of the procedure that was used the last time a complete grading cost restudy was done. Ken went over how the last restudies in 1983 and 1986 were accomplished. He reviewed the process used by each county engineer which involved estimating quantities and costs for all grading items for each segment that was drawing complete grading needs. The resulting average grading costs per mile for each county were computed and the District State Aid Engineers met several times, toured various parts of the state, and even interviewed a number of individual county engineers to satisfy their questions regarding unusually high and low costs. They went back to their districts and fine tuned any problem areas. The revised grading costs were presented to the Screening Board and final approval was recommended. This process probably took approximately 8-9 months.

Shortly after the restudy, the procedure that is presently being used was established in order to adjust complete grading costs in the needs study based on the construction costs on actual projects. An in depth explanation and review of the rural and urban grading cost comparison and adjustment procedure was presented.

A question to ask everyone "Are the adjusted grading costs that the counties are really receiving in the ballpark?"

The Subcommittee felt it would be beneficial to re-educate DSAE's, County Engineers, and the State Aid Office with a very detailed explanation of the current procedure. The Subcommittee felt the long term formula that is being used is on track and does what it was intended to do. The Subcommittee is open to investigate any individual county if needed. The Subcommittee recommends no restudy at this time. The Subcommittee asked State Aid to check previous minutes for prior questioning of the grading cost comparison.

The second issue was the After the Fact Needs for the different number of earning years for each item. Based on the 25 years need reinstatement for roads, and the 35 year bridge needs reinstatement, it was felt that the years After the Fact Needs are being earned are consistent with the needs study concept.

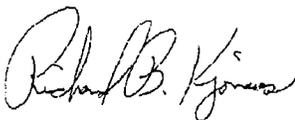
The Subcommittee will also ask John Strohkrich to attend the 2000 Spring Screening Board Meeting to explain the procedure, prioritizing, etc. of the projects funded by the State Park Road account.

Discussion took place regarding the procedure whereby Mn/DOT dollars are given to counties to take over the jurisdiction of former Trunk Highways. It was felt that this process would take the place of allowing THTB Funding on these former Trunk Highways. Agreements between Mn/DOT and the county involved should address the needs issues related to the Turnback and should have involvement of the respective District State Aid Engineer. State Aid Staff will attempt to develop some standard guidelines for these type situations.

Next meeting will be at the Annual meeting in January, 2000.

Meeting adjourned at 1:30 P.M.

Respectfully submitted,



Richard B. Kjonas, Chairman

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

April 6, 2000

The meeting was called to order by Chairman Rick Kjonaas at 10:40 A.M., April 6, 2000 at the Transportation Building, Room 360, St. Paul, Minnesota.

Members present: Rick Kjonaas, Chairman
Roger Gustafson
Wayne Fingalson

McLeod County
Carver County
Wright County

Others in attendance:

Ken Hoeschen
Diane Gould

State Aid MN/DOT
State Aid MN/DOT

The General Subcommittee met to recommend Unit Prices for the spring Screening Board meeting.

As a result of the discussion at Craguns', Rick will write a letter to the Screening Board regarding the Grading Cost Comparison, to inform the engineers of the history that exists in the study, and to reinforce the Subcommittee's intent to continue the re-education of the Grading Cost Comparison process.

Prior to the meeting, maps showing each county's 1995-1999 five year average gravel base and subbase unit price data were sent to the Subcommittee members. The procedure used to determine gravel base prices for those counties with less than 50,000 tons was also sent to the members. The increase in the 1999 average unit price for gravel base resulted in overall higher inflated gravel base price than for the 1999 needs study. After a thorough discussion on past procedures, etc, Roger recommended continuing the procedure for the gravel base unit prices for the 2000 CSAH Needs Study. The other members agreed.

The Subcommittee then reviewed the unit price data regarding the other **roadway** items. It was the consensus of the members to continue using the "increment method" to determine each county's bituminous base, bituminous surface, gravel surface, gravel shoulder and rural design subbase unit prices. This is the first time in 3-4 years where the annual subbase price is less than gravel base, mainly because of the minor influence of Deep Strength Projects in 1999. It was decided to continue to keep the urban subbase unit price the same as gravel base because there were only 2 urban subbase projects for 1 mile in 1999. The "increment method" simply involves applying the difference between the 1999 state average CSAH construction unit price of Gravel Base (\$5.15) and the 1999 state average CSAH construction unit price of the other roadway items to each county's previously determined gravel base unit price.

A lengthy discussion was held concerning bit. base & surface 2331 and bit. surface 2341 unit prices for 1999. Bituminous 2350 is being used on a number of projects and there is concern about being able to reflect 2350 in the unit price study. The Subcommittee felt it was best to continue to include 2350 projects with 2341.

The Subcommittee will request the Screening Board for further direction because of additional changes that will need to be made to the quantity table to reflect 2350 base and surface.

The Subcommittee recommended using the updated prices for concrete surface as received from Mn/DOT's Estimating Section in the following formulas to develop the rural and urban design concrete prices.

$$\begin{aligned} \text{Rural Des: } & 90\%(\text{Reg.8"Conc.}@\$16.51) + 10\% (\text{Irr.8"Conc.}@ \$21.83) = \$17.04 \\ \text{Urban Des: } & 30\%(\text{Reg.9"Conc.}@\$18.58) + 70\% (\text{Irr.9"Conc.}@ \$24.56) = \$22.77 \end{aligned}$$

The Needs Unit received information from various sources for the CSAH **miscellaneous** unit prices.

The recommended storm sewer prices are up from last year but the Subcommittee recommended using the prices provided by Mn/DOT. Complete storm sewer at \$248,500 and partial storm sewer at \$80,200.

The unit price for curb and gutter is generally taken from the MSAS Subcommittee's recommendation. They have not met yet but the average MSAS price for 1999 was \$7.49 per linear foot. Last year's Needs Study price was \$7.70. The Subcommittee recommends retaining the \$7.70 for the 2000 CSAH Needs Study.

The 1999 average bridge costs were compiled based on 1999 project information received from the State Aid Bridge Office and the Mn/DOT Bridge Office from Waters Edge 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 1999 bridge construction were:

$$\begin{aligned} & \$68/\text{sq. ft. for 0-149 ft. long bridges} \\ & \$63/\text{sq. ft. for 150-499 ft. long bridges} \\ & \$55/\text{sq. ft. for bridges over 500 ft. long} \end{aligned}$$

The Subcommittee was concerned about including TH bridges as long as there appears to be enough State Aid bridges to arrive at representative unit prices. After a lengthy discussion the General Subcommittee is suggesting to continue using \$65/sq. ft. on bridges less than 150 foot long, \$60/sq. ft. on all bridges 150 feet and longer, and \$150/sq. ft for any bridge widening needs.

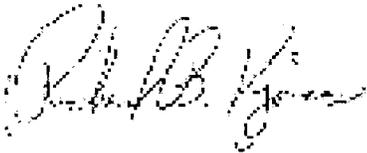
Only two TH RR/Hwy bridges were included from 1999 construction at a average cost of \$11,271/lin ft.. There was only one RR/Hwy bridge in 1998 at \$8,139. The Subcommittee is recommending raising the lineal foot price for a 1 track bridge to \$7,000 and leaving the \$4,000/lin. ft price for each additional track .

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 to continue using a unit price of \$1,400. Railroad Administration recommended \$110,000 per signal system and \$125,000 to \$175,000 per signal and gate system. The General Subcommittee recommended using \$110,000 per signal and \$150,000 per signal and gate system.

Ken presented a portion of the Screening Board Resolutions on After the Fact Needs. It was brought to their attention that not all the resolutions for After the Fact Needs state "**costs actually incurred by the county**". The Subcommittee would like the Screening Board to review the wording in the four After The Fact resolutions and decide if they should be consistent for all items. Ken will present this to the Screening Board.

The meeting was adjourned at 2:00 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Rick Kjonaas". The signature is fluid and cursive, with a large initial "R" and "K".

Rick Kjonaas, Chairman

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HIGHWAY DEPARTMENT

April 28, 2000

Mr. Mitch Rasmussen
Chairman, Screening Board
Rice County Highway Department
PO Box 40
610 NW 20th Street
Fairbault, MN 55021

Dear Mr. Rasmussen:

While reviewing the question about the effect of regrading roads not drawing complete grading needs the updating of the 1983 and 1986 rural and urban grading construction cost estimates was discussed. These studies are subject to an adjustment procedure which uses the actual construction cost experiences of each county, factored against the estimates for the corresponding highway segments, to develop an adjustment factor.

Discussion was held about the current validity of the 1983 & 1986 studies and specifically whether or not the adjustment factor was working after this number of years. We knew intuitively that the adjustment factor was intended to equalize differences between counties who may have estimated low grading costs and those that estimated high grading costs and also for inflation. Our working thought was that except for counties that had done nothing, it should be working.

The complete grading studies of 1983 and 1986 were a major undertaking. All County Engineers prepared worksheets with cost estimates for each state-aid segment within their county, using estimated quantities and the current unit costs for each grading item. The worksheets showing the grading cost per mile were given to the District State Aid Engineers for review. The District State Aid Engineers reviewed them, met several times as a group to discuss their thoughts, toured various areas of the state and questioned estimates which seemed to them to be unusual or inconsistent with other counties. These revised grading costs were given to the Screening Board who reviewed them and recommended their adoption. There seems to be general agreement by those who worked on these studies, that these studies were a time intensive endeavor and that it should not be redone unless it is obvious that the study is so out-of-date that even with the yearly adjustments it is determined that counties are not receiving needs that are in the ballpark or their proportionate share of the "needs" appropriation.

We all know that changes have occurred over the past 15-20 years including costs, standards, system size and designations, but it could be that the adjustment factor works better over time and that a new study may not be fairer. Absence proof that a new study is needed, and the costly pursuit of a new study does not seem necessary.

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard B. Kjonaas".

Richard B. Kjonaas, P.E.

McLeod County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

June, 2000

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, determine 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 appoint 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, 1998)

- 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 county=s 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 county=s 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) *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 County=s construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the Afirst come - first served≅ basis. First come - first served is established by payment requests and/or by the process describe in (5).*

- 5) *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 - Oct. 1962 (Latest Rev. June, 1999)

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 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. Oct. 1985)

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 lesser 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:

Existing ADT Turnback Maintenance/Lane Mile/Lane

0 - 999 VPD Current lane mileage apportionment/lane

1,000 - 4,999 VPD 2 X current lane mileage apportionment/lane

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 designatable 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 1985)

That the minimum requirements for 4 - 12 foot traffic lanes be established as 5,000 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:

<u>Feet of Widening</u>	<u>Needs Cost/Mile</u>
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 1985)

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 3" bituminous surface over existing concrete or 2" bituminous surface over existing bituminous. To be eligible for concrete pavement in the needs study, 2,500 VPD or more per lane projected traffic is necessary.

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 1994)

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 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 years apportionment determination.

Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, and Wetland Mitigation - June 1984 (Latest Rev. Oct. 1999)

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, and Wetland Mitigation (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 years apportionment determination.

Mn/DOT Bridges - June, 1997

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 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 years 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 needs 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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