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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

May 14, 2001

To:

**County Engineers** 

District State Aid Engineers

From:

Ken Hoeschen, Manager

County State Aid Highway Needs Unit

Subject:

County Engineers' Screening Board Report

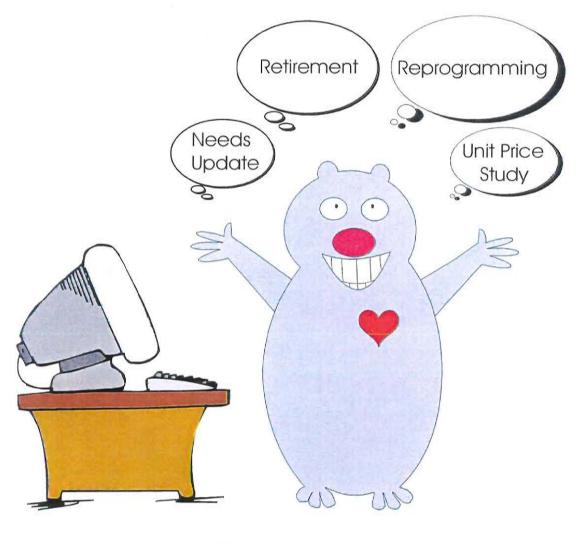
Enclosed herewith is a copy of the 2001 Spring County Engineers' Screening Board Report. This report has been prepared by the County State Aid Needs Unit, State Aid Group, Minnesota Department of Transportation.

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 2001 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 6-7, 2001.

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.

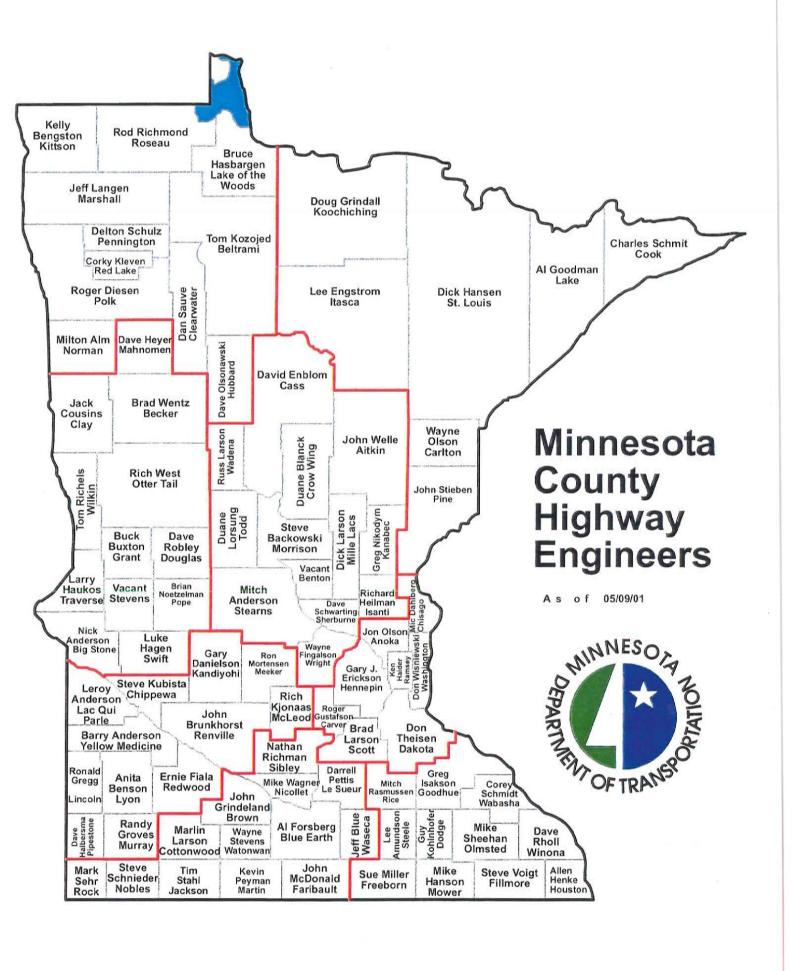
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JUNE, 2001



Minnesota Department of Transportation



## **2001 COUNTY SCREENING BOARD**

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Ken Haider	Permanent	_	Ramsey County	-	Urban
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Mike Wagner	- Nicollet County
Don Wisniewski	- Washington County
Dave Schwarting	- Sherburne County

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#### Introduction

The primary task of the Screening Board at this meeting are to establish unit prices to be used for the 2001 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 construction projects and added construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1996 through 2000, are the basic source of information for compiling the data used for computing the recommended 2001 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 2000 projects was transmitted to each county engineer for Any necessary corrections or changes approval. received from the county engineers were made prior to the Subcommittee's review and recommendation.

Minutes of the General Subcommittee meeting held April 19, 2001 are included in the "Reference Material" section of this report. Roger Gustafson, Carver 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.

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# <u>Trend of C.S.A.H. Unit Prices</u> (Based on State Averages from 1982-2000)

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.

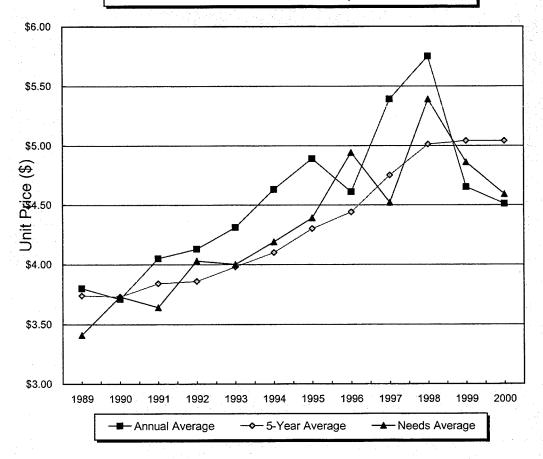
Please note that urban design projects were included in the study beginning with the 1982 projects.

JUNE, 2001
TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4

**Includes Rural & Urban Design Projects** 

		Naia Goil			(Rural Design Only)
			Annual	5-Year	Needs Study
Year	Quantities	Cost	Average	Average	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
2000	278,711	\$1,256,416	\$4.51	\$5.04	\$4.59

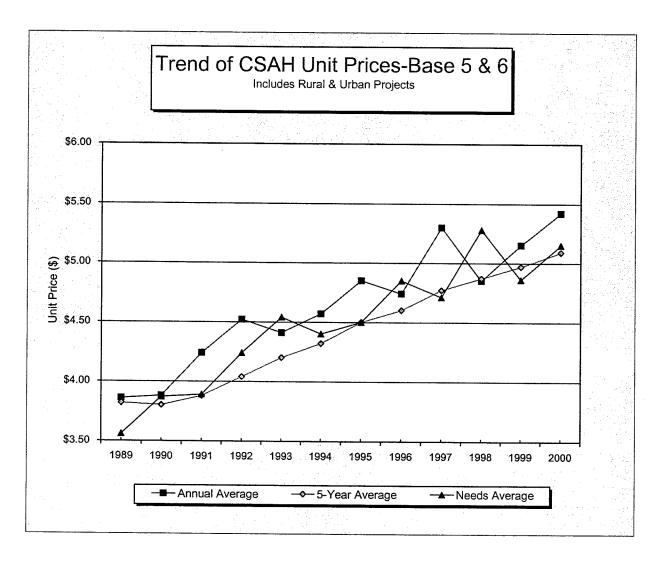




JUNE, 2001 TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6

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	4,267,817	\$23,136,371	\$5.42	\$5.09	\$5.15



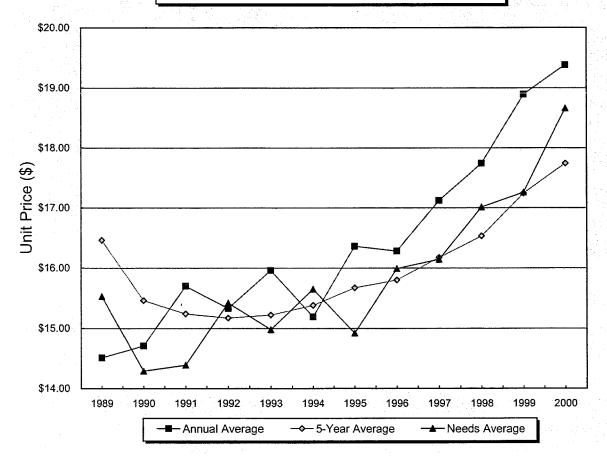
JUNE, 2001 TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331

**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
2000	1,821,908	\$35,302,494	\$19.38	\$17.74	\$18.66

#### Trend of CSAH Unit Prices - Bit. 2331

Includes Rural & Urban Projects

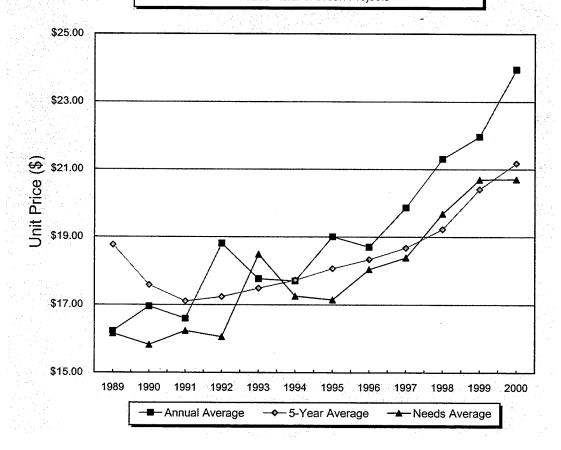


JUNE, 2001 TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341

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
2000	622,588	\$14,910,044	\$23.95	\$21.17	\$20.70





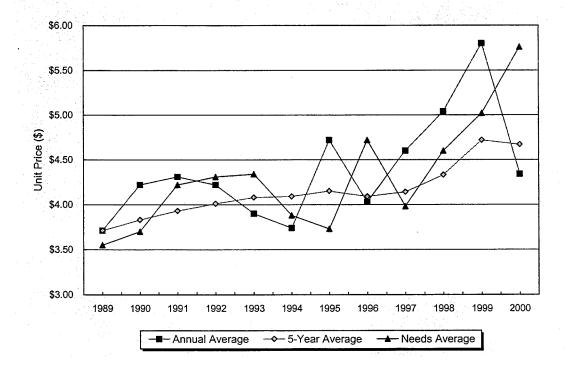
JUNE, 2001 TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

**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
2000	118,764	\$515,119	\$4.34	\$4.67	\$5.76

Trend of CSAH Unit Prices Gr. Surface 2118

Includes Rural & Urban Projects



**JUNE, 2001** 

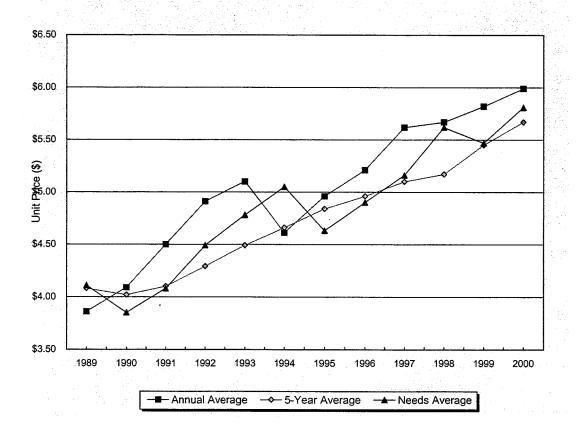
#### TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

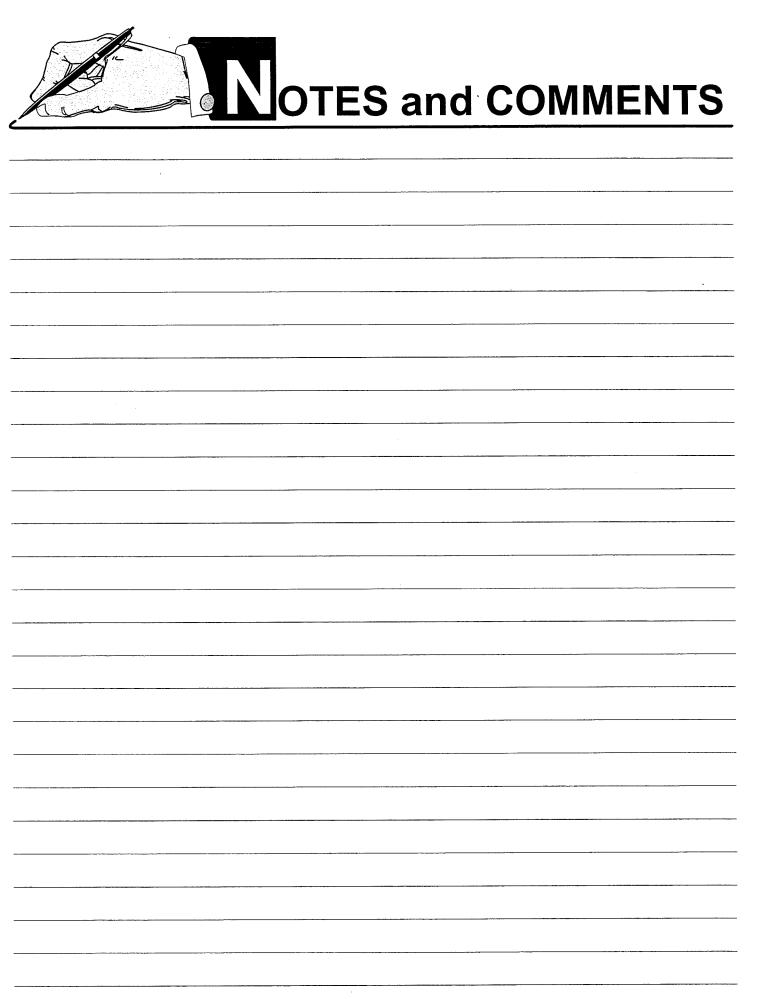
**Includes Rural & Urban Design Projects** 

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
2000	1,204,012	\$7,204,437	\$5.99	\$5.67	. \$5.81

#### Trend of CSAH Unit Prices Gravel Shld. 2221

Includes Rural & Urban Projects





#### 2001 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 2000 CSAH needs study gravel base unit price, the gravel base data in the 1996-2000 five-year average unit price study for each county, and an <u>inflated</u> gravel base unit price which is the Subcommittee's recommendation for 2001. 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 19, 2001 meeting to determine the 2001 gravel base unit prices:

If a county has at least 50,000 tons of gravel base in its current fiveyear average unit price study, that five-year average unit price, <u>inflated</u> 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.

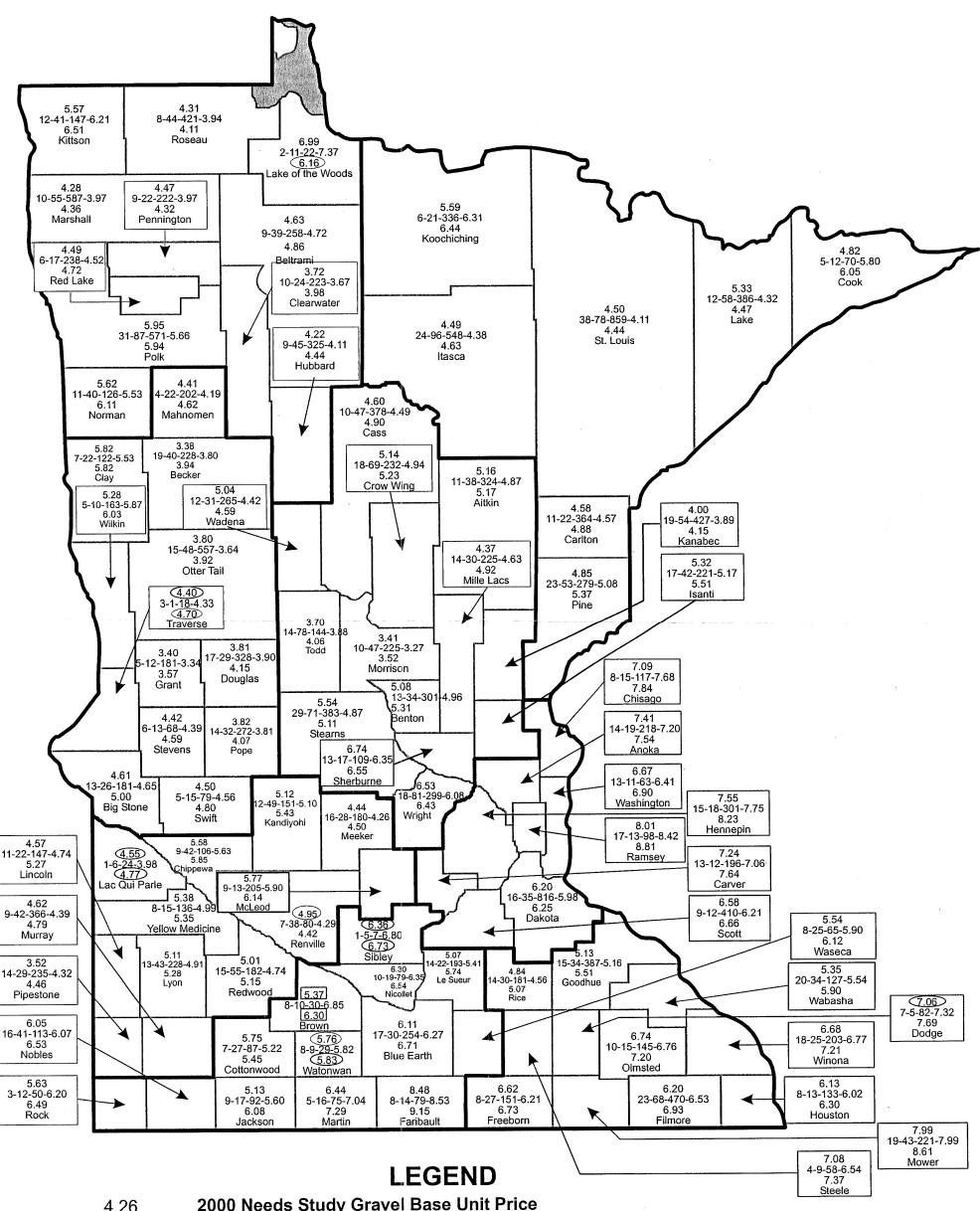
If a county has less than 50,000 tons of combined gravel base and subbase material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the combined gravel base and subbase material to equal 50,000 tons, and a weighted average unit price <u>inflated</u> 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. Roger Gustafson, Chairman, Wayne Fingalson and Jeff Blue of the General Subcommittee, will attend the Screening Board meeting to discuss their recommendations.

MCSAH\Word\Spring Book 2001\gravel base



## 2001 County Screening Board Data June, 2001 1996-2000 C.S.A.H. Gravel Base Unit Price Data (Rural and Urban Projects Included)



4.26 2000 Needs Study Gravel Base Unit Price
10-34-212-4.01 # '96 to '00 Gravel Base Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price
4.26 2001 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

# JUNE, 2001 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.

TO CHECK CONTROL	<u>Gravel Base - #2211 Class 5 - 6</u>									
Year	Quantity	Cost	Annual Average	Inflation Factor		enside en				
1996	4,528,901	\$21,480,625	\$4.74	\$5.42/\$4.74 =		1.13				
1997	3,638,274	\$19,277,621	\$5.30	\$5.42/\$5.30 =		1.02				
1998	3,539,638	\$17,158,513	\$4.85	\$5.42/\$4.85 =		1.12				
1999	3,515,739	\$18,123,703	\$5.15	\$5.42/\$5.15 =		1.05				
2000	4,267,817	\$23,136,371	\$5.42			A STANDARD CONTRACTOR				

	<u>Subbase - #2211 Class 3 - 4</u>												
Year	Quantity	Inflation Factor											
1996	327,780	\$1,512,522	\$4.61	\$4.51/\$4.61 =	0.98								
1997	604,533	\$3,256,041	\$5.39	\$4.51/\$5.39 =	0.84								
1998	432,195	\$2,484,336	\$5.75	\$4.51/\$5.75 =	0.78								
1999	582,987	\$2,709,555	\$4.65	\$4.51/\$4.65 =	0.97								
2000	278,711 <sup>°</sup>	\$1,256,416	\$4.51										

In order to reflect current prices in the 1996-2000 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.

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

The following tabulation of roadway construction prices shows the average unit prices in the 2000 C.S.A.H. needs study, the 1996-2000 C.S.A.H. five-year average unit prices, the 2000 average and the Subcommittee's recommended unit prices for use in the 2001 needs study.

The Subcommittee's recommended prices were determined at their meeting on April 19, 2001. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

N\CSAH\Word\Spring Book 2001\roadway unit price

**JUNE, 2001** 

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

				2001 CSAH
	2000	1996-2000		Needs Study
	CSAH	CSAH	2000	Unit Price
	Needs	5-Year	CSAH	Recommended
	Study	Construction	Construction	by CSAH
Construction Item	<u>Average</u>	<u>Average</u>	<u>Average</u>	<u>Subcommittee</u>
Construction item	Average	Average	Average	<u> </u>

Rural & Urban Design				
Grav. Base Cl 5 & 6/Ton	\$5.15	\$5.09	\$5.42	

Rural Design		•		
Subbase CI 3 & 4/Ton	\$4.59	\$4.99	\$4.49	G.B 0.93
Bit.Base & Surf. 2331/Ton	18.66	17.48	18.94	G.B. + 13.52
Bit.Surf. 2341/Ton	20.70	20.50	23.33	G.B. + 17.91
Con.Surf. 2301/Sq.Yd.	17.04	550	19.99	19.99
•		(20	000 Mn/DOT)	
Gravel Surf. 2118/Ton	5.76	4.65	4.33	G.B 1.09
Gravel Shidr. 2221/Ton	5.81	5.66	5.96	G.B. + 0.54

Urban Design					
Subbase CI 3 & 4/Ton	\$5.15	\$6.14	\$4.71	G.B 0.71	
Bit.Base & Surf. 2331/Ton	22.48	22.73	26.63	G.B. + 21.21	
Bit.Surf. 2341/Ton	26.60	24.70	28.84	G.B. + 23.42	
Con.Surf. 2301/Sq.Yd.	22.77	22.77 24.5			
•		(20	000 Mn/DOT)		

<sup>\*</sup> 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.

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

The following report lists the miscellaneous unit prices used in the 2000 C.S.A.H. needs study, those recommended by Mn/DOT or average 2000 construction prices, and the unit prices recommended by the C.S.A.H. Subcommittee for use in the 2001 CSAH needs study.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meeting on April 19, 2001 that are printed in the "Reference Material" section of this booklet.

N\CSAH\Word\SpjringBook 2001\misc unit price

**JUNE, 2001** 

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

		Prices	2001
	2001	Recommended	CSAH
	CSAH	For 2001 By	Unit Price
	Needs	Mn\DOT	Recommended
	Study	or Average 2000	by CSAH
Construction Item	<u>Average</u>	Construction Prices	<u>Subcommittee</u>

Other Urban Design			
Storm Sewer - Complete/Mi.	\$248,500	\$248,000	\$248,000
Storm Sewer - Partial/Mi.	80,200	80,400	80,400
Curb & Gutter Const./Lin.Ft.	7.70	7.70	7.70

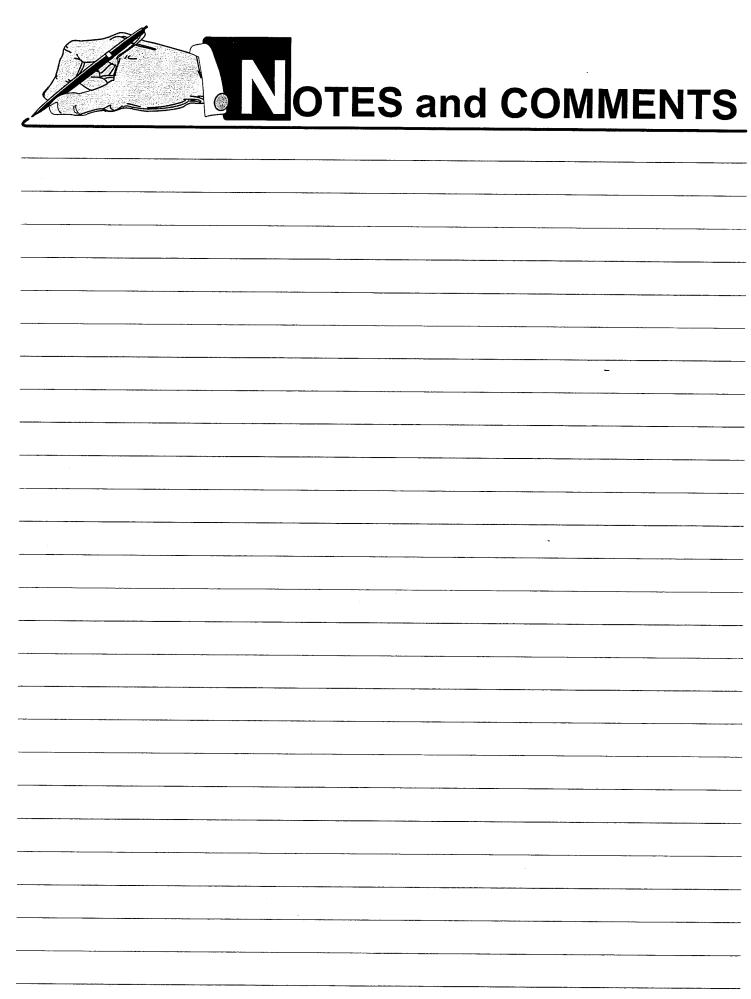
Bridges			
0-149 Ft.Long/Sq.Ft.	\$65.00	\$73.00	\$73.00
150-499 Ft.Long/Sq.Ft.	60.00	74.00	74.00
500 Ft. & Longer/Sq.Ft.	60.00	70.00 (1999 Prices)	70.00
Widening/Sq.Ft.	150.00	**	150.00
RR over Hwy - 1 Track/Lin.ft.	7,000	11,271 (1999 Prices)	7,000
Each Add.Track/Lin.ft.	4,000		4,000

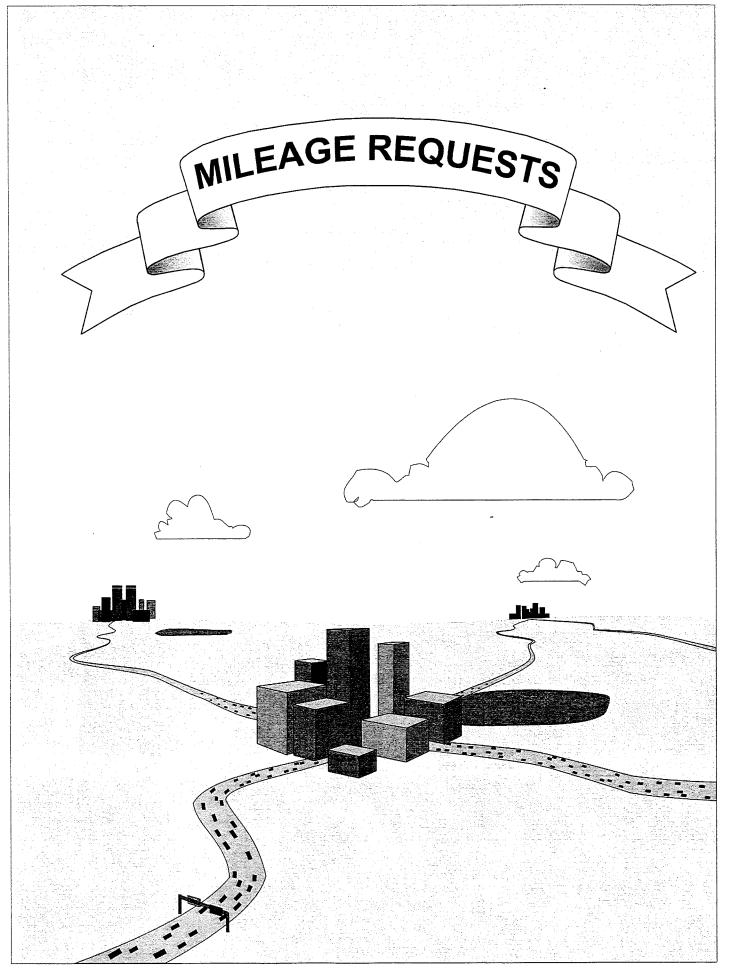
Railroad Protection			
Signs	\$1,400	\$1,400	\$1,400
Signals	110,000	120,000	120,000
Signals & Gates	150,000	\$135,000-\$185,000	160,000

<sup>\*\*</sup> WILL USE RECONDITIONING COST AS REPORTED

N\CSAH\Excel\Spring Book 2001\2001 Misc Unit Price

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





June, 2001

#### 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.

# 2001 COUNTY SCREENING BOARD June, 2001

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

Approved by the County Engineers' Screening Board

	seesee oo oo oo		Na series			- '- '- '-	DESCRIPTION OF	10000000			0.0000000000000000000000000000000000000		1011011111111		name and	333							Total Miles	
	1958-	1971-	1977-							annn	4nnn	anna	annn	anna	anna		*005	*00C	4007	*000	4000	2000	To Date	County
County	1970	. 1976	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1885	1993	1994		1995	1330	1997	1339	1999	:::Annn:::	3.62	Carlton
Carlton	3.62				ļ	ļ																	3.60	Cook
Cook	3.60				<u> </u>		<b></b>																0.00	Itasca
Itasca	ļ														ļ								9.39	Koochiching
Koochiching	9.27 *					<u> </u>	0.12							40.04	<del>  </del>								15.69	Lake
Lake	4.82 *	0.56												10.31		$\vdash$							9.25	Pine
Pine	9.25															$\vdash$						<u> </u>	19.14	St. Louis
St. Louis	19.14 *															-		0.00	0.00	0.00		0.00		District 1 Totals
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	$\sqcup$	0.00	0.00	0.00	0.00	0.00	0.00	60.69	District 1 Totals
					ļ											$\vdash$								
Beltrami	7.53 *	0.16													2.10	**							9.79	Beltrami
Clearwater	0.30 *	1.00						<u> </u>								Ш							1.30	Clearwater
Hubbard	1.85	0.26	0.06	Ĺ	<u> </u>																		2.17	Hubbard
Kittson	6.60 *			L																			6.60	Kittson
Lake of 'Woods	0.89													7.65									8.54	Lake of 'Woods
Marshall	15.00 *	1.00																					16.00	Marshall
Norman	1.31																						1.31	Norman
Pennington	0.84																						0.84	Pennington
Polk	4.00	1.55	0.67																				6.22	Polk
Red Lake		0.50																					0.50	Red Lake
Roseau	6.80																						6.80	Roseau
District 2 Totals	45.12	4.47	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.65	2.10		0.00	0.00	0.00	0.00	0.00	0.00	60.07	District 2 Totals
	1																							
,	1																							
Aitkin	6.10		0.60												7.12	**							13.82	Aitkin
Benton	3.18 *															П							3.18	Benton
Cass	7.90						<b></b>								2.80	**							10.70	Cass
Crow Wing	13.00 *			<u> </u>																			13.00	Crow Wing
Isanti	1.80					<u> </u>													-				1.80	Isanti
Kanabec				<b></b>																			0.00	Kanabec
Mille Lacs	<b></b>	0.74				<del> </del>										П							0.74	Mille Lacs
Morrison		0	<b></b>		<del> </del>	<del> </del>	<b> </b>	<del> </del>							9.70	**				-			9.70	Morrison
Sherburne	5.42					<del> </del>	· · · · · ·	<del> </del>															5.42	Sherburne
Stearns	0.78		3.90		<del></del>	<del> </del>		<del>                                     </del>		0.25						H				· · · · · · · · · · · · · · · · · · ·			4.93	Stearns
Todd	1.90 *		0.00		<del> </del>	<u> </u>	<b></b>	<del>                                     </del>		3.20	-				<b> </b>	H				<u> </u>			1.90	Todd
Wadena	1.30	<b></b>		$\vdash$	<del> </del>	<del> </del>		<del> </del>	<del> </del>						<b> </b>	$\vdash$		<b></b>	· · · · · · · · · · · · · · · · · · ·	<del>                                     </del>		<b></b>	0.00	Wadena
Wright	0.45	<b>-</b>	1.38	<del> </del>	<del> </del>	<del> </del>	<u> </u>	<del> </del>	<del> </del>		<b></b>					H	<del></del>	<b></b>	-				1.83	Wright
District 3 Totals		0.74	5.88		0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	19.62	$\vdash$	0.00	0.00	0.00	0.00	0.00	0.00		District 3 Totals
DISTRICT 3 TOTAIS	40.53	0.74	3.00	0.00	1 0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.00	10.02		0.00	0.00	0.50	1 0.00	1 0.00	1 0.50		

#### 2001 COUNTY SCREENING BOARD June, 2001

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

Approved by the County Engineers' Screening Board

	*****************					14,					11 1 C y		11001			*****	<u>.9 -</u>	oui c	4 		<del></del>	<del> </del>		
County	1958- 1970	1971- 1976	1977- 1982	2 * 2 * 2 * 2 * 2 * 2 * 2 * 2	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994		1995	1996	1997	1998	1999	2000	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			<u> </u>																		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												i i								1.02	Swift
Traverse	0.20	0.56			1.60							***************************************											2.36	Traverse
Wilkin															0.11								0.11	Wilkin
<b>District 4 Totals</b>	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	0.00	40.90	District 4 Totals
																						<u> </u>		
																						<u> </u>		
Anoka	2.04								10.42								16.74		8.25			1	37.45	Anoka
Carver	2.49	0.48						0.08														·	3.05	Carver
Hennepin	4.50	0.24	0.85																			<del> </del>	5.59	Hennepin
Scott	12.09 *	5.15	0.12						3.50									38.12					58.98	Scott
<b>District 5 Totals</b>	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	$\neg$	16.74	38.12	8.25	0.00	0.00	0.00	105.07	District 5 Totals
																						<u> </u>		
																_						<b>†</b>		
Dodge	i			4		0.11										$\neg$						<del> </del>	0.11	Dodge
Fillmore	1.12		1.10													$\dashv$						<del>                                     </del>	2.22	Fillmore
Freeborn	0.95	0.65			····	<del></del>	l									$\dashv$						<b> </b>	1.60	Freeborn
Goodhue		0.08														-						·	0.08	Goodhue
Houston		0.12				<del></del>	<del> </del>	· · · · · · · · · · · · · · · · · · ·							l	$\dashv$						<b>-</b>	0.12	Houston
Mower	13.11 *	T	0.09													$\dashv$						<del> </del>	13.20	Mower
Olmsted	15.32 *														-	+						<del> </del>	15.32	Olmsted
Rice	1.70														l	$\dashv$						<del> </del>	1.70	Rice
Steele	1.55													-		$\dashv$						<del> </del>	1.55	Steele
Wabasha	0.43 *	0.30	<b></b>												<del>  </del>	-+-						<del> </del>	0.73	Wabasha
Winona	7.40 *	- 0.00				<b></b>	<b></b>								<del>  </del>	-+						<del> </del>	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	$\dashv$	0.00	0.00	0.00	0.00	0.00	0.00	44.03	District 6 Totals
D.C.L.C. V TOTALIO	1	,		3100	, 3.00		1 3.00		3.001	3.00	3.00	3.00	3.00	3.00	3.00		5.00	3.00	3.00	3.00	0.00	1 0.00	44.00	District 5 Totals

# 2001 COUNTY SCREENING BOARD June, 2001

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

Approved by the County Engineers' Screening Board

						7 7 7	/1 O V C	· · · · J	,								· •	E*********	Enclosed and the last	0.50404040404040				
	1958- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994		1995	.1996	1997		1999	2000	Total Miles To Date	County
Blue Earth	15.29 *		0.25				,									$oxed{oxed}$				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													Ш							1.66	Faribault
Jackson	0.10														:								0.10	Jackson
Le Sueur	2.70	0.83				0.02												<u> </u>					3.55	Le Sueur
Martin	1.52																						1.52	Martin
Nicollet				0.60												Ш							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	0.00	62.70	District 7 Totals
		-			·																	<u> </u>		
Chippewa	15.00									0.05													15.05	Chippewa
Kandiyohl	0.44																						0.44	Kandiyohi
Lac Qui Parle	1.93	T							T														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																	<u></u>	,			1.30	Meeker
Murray	3.52	1.10																					4.62	Murray
Pipestone	0.50						1												<u> </u>				0.50	Pipestone
Redwood	3.41	<del></del>	0.13				1	1															3.54	Redwood
Renville		<del> </del>																					0.00	Renville
Yellow Medicine		1.39				<u> </u>			<b></b>														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	0.00	39.73	District 8 Totals
Diotrioto Fotolo		1									110000													
		<b>†</b>							<b></b>															
Chisago	3.24	<b> </b>		-									2.20										5.44	Chisago
Dakota	1.65 *	2.47	<b></b>			2.26			İ											35.63			42.01	Dakota
Ramsey	10.12 *	0.61		0.21	1	0.92			<b>1</b>	l		1				П							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			1.33		0.00	0.00			0.00	0.00	2.20	0.00	0.00	Π	0.00	18.52	0.00	35.63	0.00	0.00	90.27	District 9 Totals
									23.47	0.30	0.32	0.12	2.20	17.96	21.83		16.74	56.64	8.25	39.09	0.00	0.00	570.48	Totals
Totals	339.03	25.65	11.39	0.81	2.93	3.33	0.12	0.00	23.41	0.50	0.52	U.12						, 55.6					<u> </u>	

<sup>\*</sup> Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

<sup>\*\*</sup> Great River Road Mileage Added to system by Administrative Decision of the State Ald Division Director.

# June, 2001 "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, 2001 is included.

	Banked	Year Made
County	Mileage	Available
Anoka	1.04	2000
Becker	0.40	1991
Big Stone	0.70	1993 & 1999
Blue Earth	0.08	2000
Brown	0.56	1999
Carlton	0.26	1992 & 1994
Chippewa	0.71	1999
Clay	5.00	1993 & 1997
Clearwater	0.60	1997
Dakota	0.34	2000
Dodge	0.71	1994 & 2000
Douglas	1.90	1992
Faribault	2.54	1993
Hennepin	3.30	1994, 96, 97 & 99
Hubbard	0.52	1996 & 1997
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.20	1993
Kittson	1.03	1998 & 1999
Koochiching	0.45	1994, 95 & 98
Lincoln	0.70	1996
McLeod	0.30	1997
Mille Lacs	1.10	1992
Morrison	1.90	2001
Nicollet	0.02	1999
Nobles	0.07	1997
Norman	1.00	1997
Olmsted	0.73	1997 & 1998
Otter Tail	0.06	1998
Pennington	1.82	1995 & 1999
Pipestone	0.10	1996
Polk	1.50	1997
Ramsey	0.79	1999
Red Lake	0.50	1994
Redwood	0.20	1995
Renville	2.47	1992, 96, 97 & 99
Rice	2.19	1994 & 2000
Rock	1.60	1993
Roseau	0.30	1991
St. Louis	0.76	1996
Scott	0.77	2001
Sibley	0.01	1995
Stearns		1992 & 1997 & 2001
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	0.78	1993 & 1995 & 2001
Total	49.29	

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

NVCSAH\excel\Spring Book 2001\BANKEDOCT01.xds

June, 2001

# 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 (6/9	(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).

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June, 2001

# 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
08/29/00	Revoke CSAH 106	(0.32)	221.07	220.75
	(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 (Approximately 1.20 miles) and the extension of CSAH 91 (Approximately 7.66 miles).

June, 2001

# 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

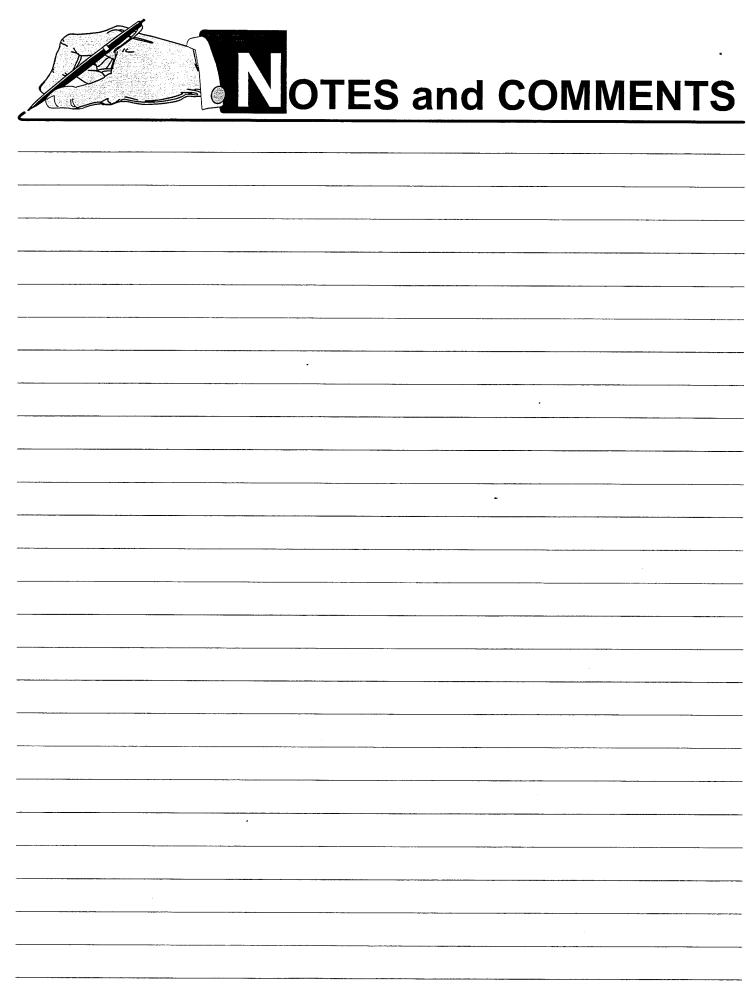
Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	201.54	201.54
06/1996	Banked Mileage	(1.21)	201.54	200.33
01/08/97	Rev. 33, Ext. 5, 8, 13, 17, 19 & 24	17.35	200.33	217.68
09/15/97	Revoke Portion 36	(1.17)	217.68	216.51
12/16/98	Revoke 30, 31 & 32	(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).

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June, 2001

#### **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 stateaid 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.

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# 2001 County Screening Board Data June, 2001 Historical Review of 1999 State Park Road Account

### 1999 Allotment \$2,349,025

### 1999 Projects

0	Dunings #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Aitkin	Project # 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	278,379
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	1,405
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

\$2,301,784

# 2001 County Screening Board Data June, 2001 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 Mgment. Area	Road Improvements	\$215,00
Becker	03-600-06	TWP	Two Inlets Twp. Rd. T-22; access to Two Inlets Lake	Road Improvements	53,36
Becker	03-600-07	TWP	Erie Twp. Rd. T-22; access to Pickerel Lake	Road Improvements	175,00
Cass	11-600-14	TWP	Birch Lake Twp. Rd. # 65; access to Stoney Lake	Road Improvements	190,00
Chisago	13-600-06	TWP	Lent Twp. Rd.; access to Carlos Avery Wildlife Mgment. Area	Road Improvements	108,00
Chisago	13-600-07	TWP	Little Lake Road; access to Little Lake	Road Improvements	105,66
Lake	38-600-12	TWP	Fall Lake T-60 access to White Iron Lake	Road Improvements	10,00
Lincoln	41-600-01	TWP	Hendricks Lake Access Road	Road Improvements	10,00
Lincoln	41-600-02	Co. Rd.	Co. Rd. 111; access to Lake Benton	Road Improvements	80,00
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
			PROJECTS ADDED AFTER JUNE 2000	SUBTOTAL =	1,920,233
Aitkin	01-600-09	TWP	Milward Twp Rd; access to Solana State Forest	Road Improvements	10,000
Chisago	13-600-08	PARK	Kable Ave, Lent Twp Rd; access to Carlos Avery WMA	Road Improvements	108,000
Clearwater	15-600-007	Co. Rd.	Co. Rd. 122 in Itasca State Park	Road Improvements	50,000
Otter Tail	56-600-20	TWP	West Lida Lake Rd; access to Maplewood State Park	Road Improvements	120,000
Sherburne	71-600-02	TWP	Orrock Twp Rd 233rd Ave NW; access to Sands Dunes State Forest	Road Improvements	20,000
Year end remaining funds to Clearwater	15-600-06 15-600-07	Co. Rd.	Co. Rd. 122 in Itasca State Park	Road Improvements Approx.	445,573
* Supplement	to o province	allocation	NICEAN AND POLICE DE L'ACCOUNT	TOTAL =	\$2,673,806

\* Supplement to a previous allocation

# 2001 County Screening Board Data June, 2001 Historical Review of 2001 State Park Road Account

### 2001 Allotment \$2,584,984

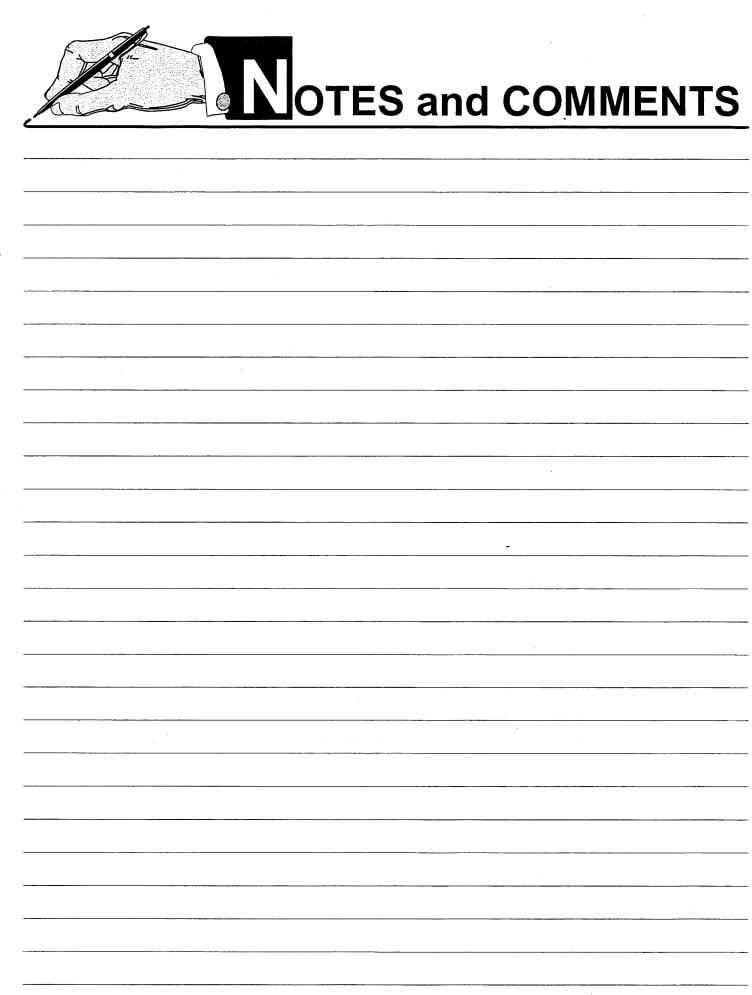
### 2001 Projects

2001 Projects					SPR \$
County	Project #	Jurisdiction	Location	Type of Work	Allocated
Aitkin	01-600-10	TWP	Ball Bluff Rd.; access to Hay Lake Forestry Campground	Road Improvements	\$25,000
Becker	03-600-07	TWP	Erie Town Rd T-22; access to West Peckerel Lake	Road Improvements	33,000 *
Becker	03-600-08	TWP	Lake Eunice Rd; access to Pearl Lake	Road Improvements	159,000
Benton	05-600-03	Co. Rd.	Co. Rd. 55; access to the Mississippi River	Road Improvements	150,000
Chisago	13-600-07	PARK	Little Lake Rd.; access to Little Lake	Road Improvements	34,656 *
Clearwater	15-600-07 15-600-08	Co. Rd.	Co. Rd. 122 in Itasca State Park	Road Improvements	676,989 *
Hubbard	29-600-06	Co. Rd.	Co. Rd. 122 & Co. Rd. 123; access to Itasca State Park	Road Improvements	57,000 *
Kittson	35-628-06 35-628-07		CSAH28; access to Lake Bronson State Park	Road Improvements	15,635 *
Lake	38-600-12	TWP	Fall Lake Twp Rd 60; access to White Iron Lake	Road Improvements	33,529 *
Lake of the Woods	39-600-03	City	Tourist Park Ave.; access to Rainy River	Street Improvements	60,000
Morrison	49-600-21	TWP	Stanchfield Lake Rd.; access to Stanchfield Lake	Road Improvements	75,000 *
Morrison	49-600-22	TWP	Bellevue Twp Rd T-33; access to Crane Meadows WMA and the Mississippi River	Road Improvements	21,000
Morrison	49-600-23	TWP	Bellevue Twp Rd T-304 & T-306; access to the Mississippi River	Road Improvements	10,349
Morrison	49-600-24	TWP	Birch Rd in Scandia Valley Twp; access to Round Lake	Road Improvements	100,000
Pine	58-600-07	City	Doc Street, city of Willow River; access to Willow River Forestry Campground	Street Improvements	90,000
St. Louis	69-600-27	TWP	Cedar Lake Rd.; acess to Cedar Lake	Road Improvements	106,000
St. Louis	69-600-28	TWP	Canosia Twp Rd 5529; access to Pike Lake	Road Improvements	75,000
Scott	70-600-04	TWP	St. Lawrence Twp Rd. 57; access to Minnesota Valley State Recreation Area	Road Improvements	100,000
Wabasha	79-600-09	Co. Rd.	County Rd 84; access to the Half Moon Lake Boat Landing	Road Improvements	100,000

\$1,922,158

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<sup>\*</sup> Supplement to a previous allocation





### 2001 COUNTY SCREENING BOARD DATA JUNE, 2001

## 1996-2000 Five-Year Average Subbase (Class 3 & 4) <u>Unit Price Data</u>

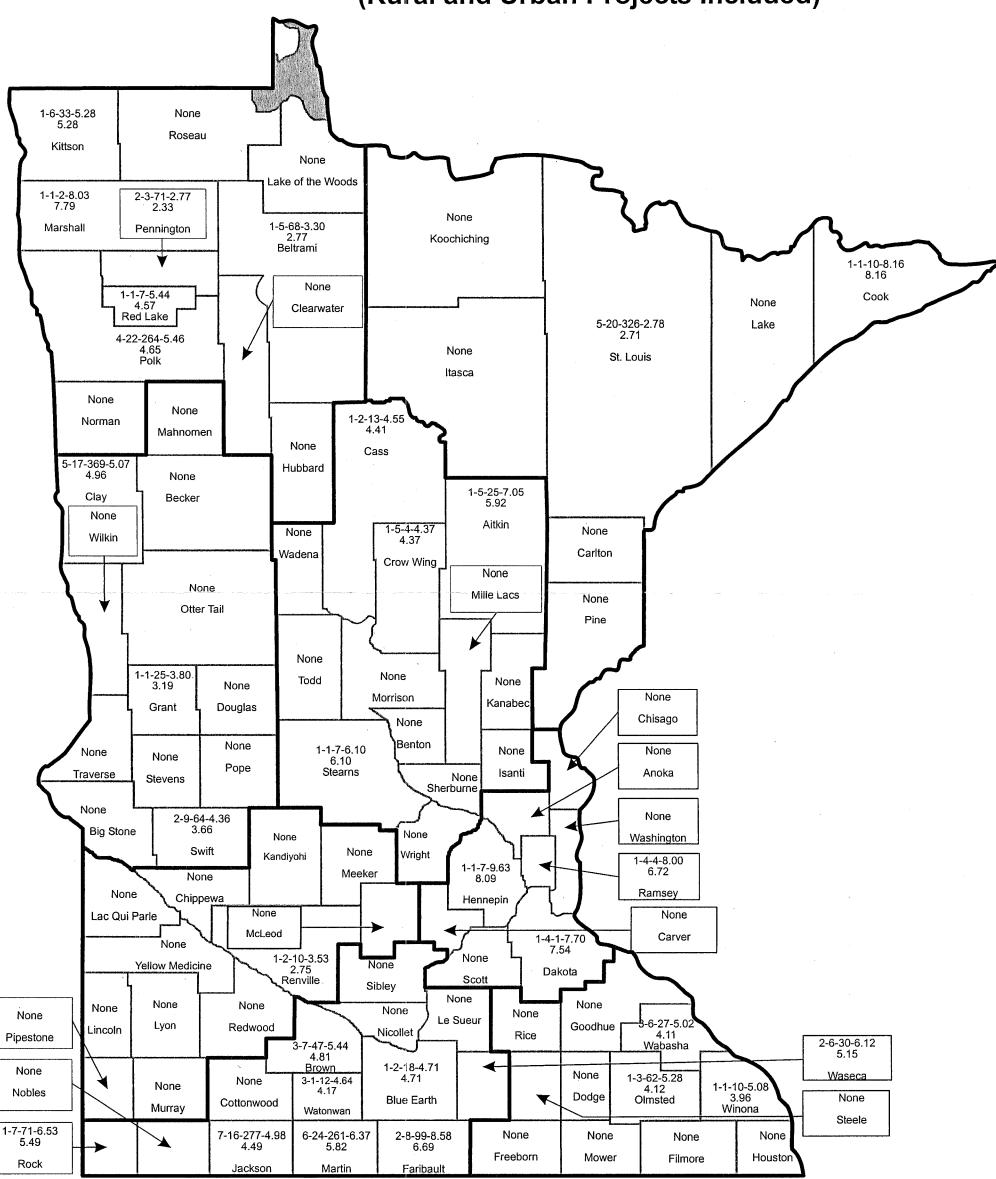
The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1996-2000 five-year average unit price study and the inflated subbase unit price, the determination of which is explained in another write-up in this booklet. This data is being included in the report because in some cases the gravel base unit prices recommended by the Subcommittee, as shown on Fig. A, were determined using this subbase information.

N\CSAH\Word\Spring Book 2001\subbase price



# 2001 County Screening Board Data June, 2001 1996-2000 Five Year Average Subbase (Class 3&4) Unit Price Data

(Rural and Urban Projects Included)



### **LEGEND**

### 2001 COUNTY SCREENING BOARD DATA JUNE, 2001

### 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.

### 09-May-01

### 2001 COUNTY SCREENING BOARD DATA JUNE, 2001 Procedure For Inflating Gravel Base Unit Prices

	Procedure For Inflating Gravel Base Unit Prices													
			INFLATED		INFLATED		INFLATED		INFLATED		TOTAL		1996-2000	
			1996		1997		1998		1999		1996-2000	TOTAL	INFLATED	
		1996	COSTS	1997	COSTS	1998	COSTS	1999	COSTS	2000	INFLATED	1996-2000	<b>GRAVEL BASE</b>	
NO.	COUNTY	COSTS	(X 1.13)	COSTS	(X 1.02)	COSTS	(X 1.12)	COSTS	(X 1.05)	COSTS	COSTS	QUANTITY	UNIT PRICE	COUNTY
9	Carlton	\$406,279	\$459,095	\$153,967	\$157,046	\$140,974	\$157,891	\$776,875	\$815,719	\$186,340	\$1,776,091	363,919	\$4.88	Carlton
16	Cook	63,342	71,576	271,910	277,348	31,344	35,105	0	0	41,785	425,814	70,361	6.05	Cook
31	Itasca	386,120	436,316	890,728	908,543	408,350	457,352	357,894	375,789	357,258	2,535,258	547,788	4.63	Itasca
36	Koochiching	3,000	3,390	982,342	1,001,989	196,101	219,633	0	0	937,448	2,162,460	335,906	6.44	Koochiching
38	Lake	154,124	174,160	262,738	267,993	213,525	239,148	110,880	116,424	928,151	1,725,876	386,055	4.47	Lake
58	Pine	192,434	217,450	364,513	371,803	304,154	340,652	268,127	281,533	288,624	1,500,062	279,107	5.37	
69	St. Louis	762,166	861,248	503,437	513,506	1,309,622	1,466,777	350,091	367,596	606,423	3,815,550	859,300		St. Louis
	District 1 Totals	1,967,465	2,223,235	3,429,635	3,498,228	2,604,070	2,916,558	1,863,867	1,957,061	3,346,029	13,941,111	2,842,436	4.90	District 1 Totals
4	Beltrami	63,618	71,888	054 470	070 405		0	400 740	000 005	7.050				
15	Clearwater	120,044	135,650	951,172 231,142	970,195 235,765	0	426,904	198,748	208,685	7,350	1,258,118	258,608		Beltrami
29	Hubbard	455,344	514,539	25,445	25,765	381,164 126,200	141,344	86,496 599,608	90,821 629,588	420.040	889,140	223,369		Clearwater
35	Kittson	10,670	12,057	242,539	247,390	239,289	268,004	193,260	202,923	128,910 225,189	1,440,335 955,563	324,615		Hubbard
39	Lake of the Woods	0,0,0	12,007	147,003	149,943	259,269	200,004	18,188	19,097	225,169	169,040	146,682 22,405		Killson
45	Marshall	1,391,444	1,572,332	147,000	0	104,625	117,180	700,986	736,035	132,405	2,557,952	586,948	1.04	Lake of the Woods Marshall
54	Norman	392,963	444,048	122,872	125,329	142,158	159,217	22,800	23,940	15,445	767,979	125,788		Norman
57	Pennington	149,868	169,351	26,641	27,174	375,051	420,057	227,100	238,455	105,105	960,142	222,414		Pennington
60	Polk	332,601	375,839	986,168	1,005,891	560,086	627,296	623,615	654,796	732,393	3,396,215	571,392	5.94	
63	Red Lake	0	0	657,427	670,576	189,120	211,814	229,343	240,810	0	1,123,200	237,984		Red Lake
68	Roseau	209,561	236,804	0	. 0	. 0	. 0	906,987	952,336	544,474	1,733,614	421,477		Roseau
	District 2 Totals	3,126,113	3,532,508	3,390,409	3,458,217	2,117,693	2,371,816	3,807,131	3,997,486	1,891,271	15,251,298	3,141,682		District 2 Totals
						:	,							
1	Aitkin	220,119	248,734	761,012	776,232	429,382	480,908	24,079	25,283	145,828	1,676,985	324,249	5.17	Aitkin
. 5	Benton	484,708	547,720	261,122	266,344	201,106	225,239	247,590	259,970	299,317	1,598,590	300,926		Benton
11	Cass	460,109	519,923	0	0	720,358	806,801	158,195	166,105	360,414	1,853,243	378,450	4.90	
18	Crow Wing	338,510	382,516	122,104	124,546	121,280	135,834	152,581	160,210	412,159	1,215,265	232,217		Crow Wing
30	Isanti	273,715	309,298	66,656	67,989	149,902	167,890	409,817	430,308	244,276	1,219,761	221,240		Isanti
33	Kanabec	309,855	350,136	174,127	177,610	323,730	362,578	505,444	530,716	348,080	1,769,120	426,759		Kanabec
48 49	Mille Lacs	240,712	272,005	280,810	286,426	231,196	258,940	0	0	290,772	1,108,143	225,435		Mille Lacs
71	Morrison Sherburne	133,160 6,360	150,471	20,558	20,969	322,669	361,389	3,852	4,045	256,500	793,374	225,210		Morrison -
73	Stearns	441,848	7,187 499,288	103,800	105,876	116,914	130,944	102,416	107,537	363,540	715,084	109,115		Sherburne
77	Todd	64,940	73,382	137,571 297,616	140,322 303,568	109,458	122,593	385,572	404,851	787,200	1,954,254	382,636		Stearns
80	Wadena	162,437	183,554	355,144	362,247	27,888 89,849	31,235 100,631	157,855 107,818	165,748 113,209	10,250	584,183	143,987	4.06	
86	Wright	380,700	430,191	362,066	369,307	262,366	293,850	316,481	332,305	457,789	1,217,430 1,922,840	265,194		Wadena
	District 3 Totals	3,517,173	3,974,405	2,942,586	3,001,436	3,106,098	3,478,832	2,571,700	2,700,287	497,187 <b>4,473,312</b>	17,628,272	299,214 <b>3,534,632</b>		Wright District 3 Totals
		5,511,110	9,01 1,100		0,001,100	0,100,000	0,410,002	2,071,700	2,100,201	4,410,012	17,020,212	3,334,032	4.33	DISTRICT S TOTALS
3	Becker	0	0	418,406	426,774	167,563	187,671	72,516	76,142	208,034	898,621	228,243	3.94	Becker
6	Big Stone	380,731	430,226	69,906	71,304	40,086	44,896	175,756	184,544	173,254	904,224	180,722		Big Stone
14	Clay	164,130	185,467	157,650	160,803	34,333	38,453	134,483	141,207	186,161	712,091	122,303	5.82	
21	Douglas	286,039	323,224	116,660	118,993	184,764	206,936	413,485	434,159	276,226	1,359,538	327,621	4.15	Douglas
26	Grant	216,000	244,080	210,830	215,047	0	0	179,680	188,664	0	647,791	181,462	3.57	Grant
44	Mahnomen	462,858	523,030	21,960	22,399	111,224	124,571	249,251	261,714	0	931,714	201,643		Mahnomen
56	Otter Tail	656,781	742,163	5,550	5,661	325,782	364,876	525,855	552,148	516,433	2,181,281	557,146	3.92	Otter Tail
61	Pope	122,181	138,065	96,668	98,601	320,146	358,564	297,693	312,578	199,166	1,106,974	272,133	4.07	
75	Stevens	0	0	0	0	6,028	6,751	249,140	261,597	44,598	312,946	68,243		Stevens
76	Swift	74,829	84,557	180,710	184,324	0	0	104,978	110,227	0	379,108	78,989	4.80	
78 84	Traverse Wilkin	0	150 625	0	0	0	0	68,088	71,492	9,304	80,796	17,861		Traverse
04		140,385	158,635	139,860	142,657	5,957	6,672	74,526	78,252	593,340	979,556	162,526		Wilkin
	District 4 Totals	2,503,934	2,829,447	1,418,200	1,446,563	1,195,883	1,339,390	2,545,451	2,672,724	2,206,516	10,494,640	2,398,892	4.37	District 4 Totals
2	Anoka	41,762	47,191	135,941	138,660	184,834	207,014	838,850	880,793	365,321	1,638,979	217,506	7 54	Anoka
10	Carver	561,206	634,163	0	0	170,142	190,559	421,971	443,070	230,178	1,497,970	195,999		Carver
27	Hennepin	822,464	929,384	477,638	487,191	208,589	233,620	79,686	83,670	742,302	2,476,167	300,931		Hennepin
70	Scott	749,989	847,488	860,945	878,164	495,009	554,410	275,907	289,702	161,420	2,731,184	409,792	6.66	
	District 5 Totals	2,175,421	2,458,226	1,474,524	1,504,015	1,058,574	1,185,603	1,616,414	1,697,235	1,499,221	8,344,300	1,124,228		District 5 Totals
											· · · · · · · · · · · · · · · · · · ·			

### 2001 COUNTY SCREENING BOARD DATA JUNE, 2001 Procedure For Inflating Gravel Base Unit Prices

			110	ceuule i		ng Olav		Jille I III				<u> </u>		•
			INFLATED		INFLATED	•	INFLATED		INFLATED		TOTAL		1996-2000	ļ
			1996		1997		1998		1999	l .	1996-2000	TOTAL	INFLATED	
		1996	COSTS	1997	COSTS	1998	COSTS	1999	COSTS	2000	INFLATED	1996-2000	<b>GRAVEL BASE</b>	
NO	COUNTY	COSTS	(X 1.13)	COSTS	(X 1.02)	COSTS	(X 1.12)	COSTS	(X 1.05)	COSTS	COSTS	QUANTITY	UNIT PRICE	COUNTY
NO.	COUNTY	CO313	(8 1.13)	00313	(\$ 1.02)	003/3	1/ 1.12/	00313	(X 1.00)	00313	00310	QUAITITY	OMIT THOSE	1 0001111
20	Dodge	131,849	148,989	0	0	74,562	83,509	94,039	98,741	300,757	631,996	82,186		Dodge
23	Fillmore	789,436	892,063	1,189,575	1,213,367	433,256	485,247	238,796	250,736	415,082	3,256,495	469,629	6.93	Fillmore
24	Freeborn	399,207	451,104	70,532	71,943	148,663	166,503	137,710	144,596	181,007	1,015,153	150,884	6.73	Freeborn
25	Goodhue	343,347	387,982	206,534	210,665	660,801	740,097	161,911	170,007	624,505	2,133,256	387,063	5.51	Goodhue
28	Houston	89,866	101,549	541,445	552,274	99,378	111,303	67,927	71,323	0	836,449	132,734		Houston
50	Mower	567,292	641,040	144,696	147,590	490,589	549,460	51,774	54,363	511,020	1,903,473	220,998		Mower
			271,539		339,014	115,534	129,398	242,551	254,679	47,001	1,041,631	144,651		Olmsted
55	Olmsted	240,300		332,367				123,174			919,411	181,488		Rice
66	Rice	387,890	438,316	17,294	17,640	286,631	321,027		129,333	13,095				
74	Steele	235,816	266,472	0	0	144,623	161,978	1,037	1,089	0	429,539	58,295		Steele
79	Wabasha	144,905	163,743	136,188	138,912	171,537	192,121	78,667	82,600	169,924	747,300	126,639		Wabasha
85	Winona	271,431	306,717	266,660	271,993	278,646	312,084	293,342	308,009	266,441	1,465,244	203,199		Winona
	District 6 Totals	3,601,339	4,069,514	2,905,291	2,963,398	2,904,220	3,252,727	1,490,928	1,565,476	2,528,832	14,379,947	2,157,766	6.66	District 6 Totals
		<u></u>												
7	Blue Earth	571,603	645,911	212,613	216,865	193,718	216,964	175,751	184,539	441,110	1,705,389	254,319	6.71	Blue Earth
8	Brown	28,819	32,565	0	0	79,450	88,984	4,413	4,634	92,792	218,975	29,981		Brown
•			58,067	16,183	16,507	48,621	54,456	134,700	141,435	204,558	475,023	87,211		Cottonwood
17	Cottonwood	51,387						19,950		251,981	721,385	78,854		Faribault
22	Faribault	18,051	20,398	2,755	2,810	379,686	425,248		20,948					
32	Jackson	204,234	230,784	173,064	176,525	121,254	135,804	0	0	17,719	560,832	92,214		Jackson
40	Le Sueur	203,093	229,495	0	0	191,830	214,850	308,434	323,856	341,260	1,109,461	193,211		Le Sueur
46	Martin	0	0	223,419	227,887	11,125	12,460	255,732	268,519	34,837	543,703	74,586		Martin
52	Nicollet	0	0	26,120	26,642	6,440	7,213	269,280	282,744	202,343	518,942	79,409		Nicollet
53	Nobles	158,032	178,576	107,998	110,158	219,225	245,532	70,406	73,926	131,397	739,589	113,200		Nobles
67	Rock	. 0		205,437	209,546	76,451	85,625	28,440	29,862	l 0	325,033	50,048	6.49	Rock
72	Sibley	47,838	54,057	0	0	. 0	. 0	. 0	. 0	1 0	54,057	7,035	7.68	Sibley
81	Waseca	0.00	01,007	184,493	188,183	43,275	48,468	101,312	106,378	52,187	395,216	64,614		Waseca
83		32,829	37,097	28,750	29,325	25,774	28,867	3,588	3,767	79,360	178,416	29,281		Watonwan
03	Watonwan		1,486,950	1,180,832	1,204,448	1,396,849	1,564,471	1,372,006	1,440,608	1,849,544	7,546,021	1,153,963		District 7 Totals
	District 7 Totals	1,315,886	1,400,530	1,100,032	1,204,446	1,330,043	1,304,471	1,312,000	1,440,000	1,043,344	7,040,021	1,100,000	0.0-7	District Fotois
		400.074	445.070	000 450	075 004	5,550	6,216	28,339	29,756	91,035	618,507	105,815	5.05	Chippewa
12	Chippewa	102,371	115,679	368,452	375,821									
34	Kandiyohi	14,375	16,244	291,167	296,990	308,339	345,340	123,390	129,560	32,725	820,859	151,056	5.43	Kandiyohi
37	Lac Qui Parle	0	0	0	0	0	0	97,502	102,377	0	102,377	24,482		Lac Qui Parle
41	Lincoln	133,606	150,975	61,225	62,450	501,580	561,770	0	0	1,680	776,875	147,418	5.27	Lincoln
42	Lyon	357,299	403,748	28,903	29,481	114,202	127,906	445,024	467,275	173,931	1,202,341	227,836		Lyon
43	Mc Leod	85,073	96,132	744,164	759,047	85,084	95,294	246,023	258,324	48,990	1,257,787	205,007	6.14	Mc Leod
47	Meeker	167,312	189,063	74,808	76,304	145,779	163,272	47,433	49,805	333,138	811,582	180,343	4.50	Meeker
51	Murray	399,127	451,014	32,844	33,501	644,865	722,249	327,432	343,804	204,250	1,754,818	366,458		Murray
59	Pipestone	0	0	201,741	205,776	76,827	86,046	392,219	411,830	346,315	1,049,967	235,385	4.46	Pipestone
						206,662		113,622	119,303	93,522	938,592	182,167	F 15	Redwood
64	Redwood	322,923	364,903	126,866	129,403		231,461							
65	Renville	0	0	12,000	12,240	30,599	34,271	138,584	145,513	161,639	353,663	79,955		Renville
87	Yellow Medicine	93,507	105,663	124,696	127,190	278,349	311,751	0	0	184,198	728,802	136,319		Yellow Medicine
	District 8 Totals	1,675,593	1,893,421	2,066,866	2,108,203	2,397,836	2,685,576	1,959,568	2,057,547	1,671,423	10,416,170	2,042,241	5,10	District 8 Totals
						ĺ				1				
13	Chisago	0	0	0	0	0	0	370,278	388,792	527,591	916,383	116,830		Chisago
19	Dakota	1,389,140	1,569,728	146,573	149,504	169,625	189,980	323,386	339,555	2,853,898	5,102,665	816,463		Dakota
62	Ramsey	106,600	120,458	276,477	282,007	125,466	140,522	65,003	68,253	251,534	862,774	97,971	8.81	Ramsey
82	Washington	101,961	115,216	46,228	47,153	82,199	92,063	137,971	144,870	37,200	436,502	63,265		Washington
02	District 9 Totals	1,597,701	1,805,402	469,278	478,664	377,290	422,565	896,638	941,470	3,670,223	7,318,324	1,094,529		District 9 Totals
	District 3 Totals	1,007,701	1,000,402	400,270	410,004	<del></del>	722,000		0,0	,-,-,-		.,,	2.00	
	OTATE TOTAL O	604 400 00-	£04 070 400	£40 077 004	40 662 470	17 150 542	10 247 520	49 422 702	10 020 004	23 126 274	\$105,320,083	19,490,369	<b>6</b> 5 20	STATE TOTALS
	STATE TOTALS	\$21,480,625	\$24,273,108	\$19,277,621	19,003,7/2	17,158,513	19,217,538	18,123,703	19,029,894	23,136,371	\$103,320,083	13,430,309	<b>\$3.35</b>	SIAIE IOIMES

### 2001 COUNTY SCREENING BOARD DATA JUNE, 2001

Procedure for Inflating Subbase Unit Prices

09-May-01

				oceuui e		ating ou		OHIL PH	LE3	<u>. 19</u>		110000		09-May-01
			INFLATED		INFLATED		INFLATED	1	INFLATED		TOTAL		1996-2000	1
			1996	i	1997	l	1998	1	1999		1996-2000	TOTAL	INFLATED	i
		1996	COSTS	1997	COSTS	1998	COSTS	1999	COSTS	2000	INFLATED	1996-2000	SUBBASE	
NO.	COUNTY	COSTS	(X 0.98)	COSTS	(X 0.84)	COSTS	(X 0.78)	COSTS	(X0.97)	ĺ	COSTS	QUANTITY	UNIT PR.	COUNTY
, 9	Carlton	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0.00	
16	Cook	0	0	0	0	0	0	0	0	78,577	78,577	9,624	8.16	
31	Itasca	0	0	0	0	0	0	0	0	0	0	0		Itasca
36	Koochiching	0	0	0	0	0	0	Ō	ō	ő	Ĭ	Ö		Koochiching
38	Lake	0	0	0	Ō	ő	ō	ő	o.	ŏ	ŏ	0		Lake
58	Pine	0	0	ő	ŏ	Ŏ	ō	ŏ	o	Ö	0	0		Pine
69	St. Louis	0	o	ŏ	ŏ	ŏ	ő	736,587	714,489	169,786	_	_		
	District 1 Totals	ŏ	ŏ	ŏ	ŏ	ŏ	0	736,587	714,489	248,363	884,275	326,223		St. Louis
	Diotriot / Totals		<u>_</u>	<u> </u>		<u>`</u>		730,307	/ 14,409	240,303	962,852	335,847	2.87	District 1 Totals
4	Beltrami	o	0	225,654	189,549	0	. 0	0	0	ا م	400 540			L
15	Clearwater	٥	0	223,634	109,549	0	0			0	189,549	68,380		Beltrami
29	Hubbard	Ö	0	0	0	_	•	0	0	. 0	0	0		Clearwater
35	Kittson	0	0	, o		0	0	0	0	0	0	0		Hubbard
39	Lake of the Woods	-0	0		0	0	0	0	0	175,038	175,038	33,122		Kittson
45	Marshall	0	0	0	0	0	0	0	0	0	0	0		Lake of the Woods
54		_	-	0		0	0	17,957	17,418	0	17,418	2,237		Marshall
	Norman	0	0	0	0	0	0	0	0	0	0	0		Norman
57	Pennington	60,450	59,241	0	0	136,724	106,645	0	0	0	165,886	71,096		Pennington
60	Polk	0	0	487,904	409,839	566,828	442,126	388,985	377,315	0	1,229,280	264,251		Polk
63	Red Lake	0	0	37,416	31,429	0	0	0	0	0	31,429	6,878	4.57	Red Lake
68	Roseau	0	0	0	0	0	0	0	0	0	0	0	0.00	Roseau
-	District 2 Totals	60,450	59,241	750,974	630,817	703,552	548,771	406,942	394,733	175,038	1,808,600	445,964	4.06	District 2 Totals
1	Aitkin	0	0	177,065	148,735	0	0	0	0	0	148,735	25,134	5.92	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	58,241	56,494	0	56,494	12,814		Cass
18	Crow Wing	0	0	0	0	0	0	0	0	19,408	19,408	4,442		Crow Wing
30	Isanti	0	. 0	0	0	0	0	0	0	0	. 0	0		Isanti
33	Kanabec	0	0	0	0	0	0	0	0	0	0	Ō		Kanabec
48	Mille Lacs	0	0	0	0	0	0	0	0	0	0	0		Mille Lacs
49	Morrison	0	0	0	0	0	0	0	0	ó	0	Ō		Morrison
71	Sherburne	0	0	0	0	0	0	0	o	a	0	0		Sherburne
73	Stearns	0	0	0	. 0	0	0	0	ō	43,173	43,173	7,073		Stearns
77	Todd	0	0	0	0	0	0	0	0	0	0	0		Todd
80	Wadena	0	0	0	0	0	0	0	ō	ő	ő	Ö		Wadena
86	Wright	0	0	0	0	0	0	0	ō	o l	ő	Ö		Wright
_	District 3 Totals	0	0	177,065	148,735	0	o	58,241	56,494	62,581	267,810	49,463	5.41	District 3 Totals
						-	****		1			10,100	0.41	District o Totals
3	Becker	0	0	0	0	0	0	0	o	o	0	0	0.00	Becker
6	Big Stone	0	0	0	ō	0	ő	ŏ	ő	ŏ	Ö	Ö	0.00	Big Stone
14	Clay	641,198	628,374	0	ŏ	58,551	45,670	517,348	501,828	652,897	1,828,769	368,829	4.00	Class
. 21	Douglas	0	0	ő	ŏ	00,001	40,0,0	011,540	0 1,020	032,037	1,020,709	300,029		Clay
26	Grant	ő	ő	95,684	80,375	Ö	ŏ	0	ő	ő		-		Douglas
44	Mahnomen	Ö	ŏ	95,004	00,373	0	o	0	0	ĭ	80,375	25,180		Grant
56	Otter Tail	ň	ő	0	ŏl	0	ő	-	-	0	0	0		Mahnomen
61	Pope	0	ő	0	, i	0	ő	0	0	0	0	0		Otter Tail
75	Stevens	0			٠	-	٠	0	0	0	0	0		Pope
76	Swift	0	0	0	0	0	0	0	0	0	0	0		Stevens
		•	0	279,757	234,996	0	0	0	0	0]	234,996	64,204		Swift
78	Traverse	0	0	0	0	0	0	0	0	0	0	0	0.00	Traverse
84	Wilkin	0	0	0	0	0	0	0	0	0	0	0	0.00	Wilkin
-	District 4 Totals	641,198	628,374	375,441	315,371	58,551	45,670	517,348	501,828	652,897	2,144,140	458,213	4.68	District 4 Totals
_		_					Ì							
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	68,412	57,466	0	0	0	0	0	57,466	7,104		Hennepin
70	Scott	0	0	0	0	0	0	0	0	0	0	0		Scott
_	District 5 Totals	0	0	68,412	57,466	0	0	0	0	0	57,466	7,104		District 5 Totals

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### 2001 COUNTY SCREENING BOARD DATA JUNE, 2001 Procedure for Inflating Subbase Unit Prices

09-May-01

														•
			INFLATED		INFLATED		INFLATED		INFLATED		TOTAL		1996-2000	
			1996	l	1997		1998		1999		1996-2000	TOTAL	INFLATED	
		1996	COSTS	1997	COSTS	1998	COSTS	1999	COSTS	2000	INFLATED	1996-2000	SUBBASE	
NO.	COUNTY	COSTS	(X 0.98)	COSTS	(X 0.84)	COSTS	(X 0.78)	COSTS	(X0.97)		COSTS	QUANTITY	UNIT PR.	COUNTY
NO.	COUNTY	C0313	(A 0.96)	00313	(7 0.04)	00313	(7 0.70)	60313	(50.57)		00313	QUARTITI	ONIT FIX.	000111
								İ						
20	Dodge	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	0.00	Fillmore
24	Freeborn	0	0	0	0	0	0	0	0	0	0	0	0.00	Freeborn
25	Goodhue	Ö	ñ	ō	o	ō	ō	Ó	0	0	0	0		Goodhue
28	Houston	ő	o o	ŏ	ŏ	ő	ŏ	ň	Ô	ő	0	ō		Houston
50	Mower	ŏ	0	ŏ	0	Ĭ	ő	Ö	0	ŏ	ő	ő		Mower
		lő	0	Ĭ	0		- 1	0	0	ő	253,541	61,563		Olmsted
55	Olmsted		•			325,053	253,541	0	•					
66	Rice	0	0	0	0	0	0	ľ	0	0	0	0		Rice
74	Steele	0	0	0	0	0	0	0	0	0	0	0		Steele
79	Wabasha	25,419	24,911	2,180	1,831	108,413	84,562	0	0	0	111,304	27,096		Wabasha
85	Winona	0	0	0	0	52,126	40,658	0	0	0	40,658	10,261		Winona
	District 6 Totals	25,419	24,911	2,180	1,831	485,592	378,761	0	0	0	405,503	98,920	4.10	District 6 Totals
-														
7	Blue Earth	0	0	0	0	0	o	0	0	86,674	86,674	18,420	4.71	Blue Earth
8	Brown	115,676	113,362	57,009	47,888	83,584	65,196	ه ا	0	0	226,446	47,121		Brown
17	Cottonwood	0 (10,010	110,002	07,000	0	00,004	00,100	ľ	ő	ŏ	0	0		Cottonwood
		-	ñ		0	-	- 1	lŏ	0	Ö	662,046	98,934		Faribault
22	Faribault	0	•	0		848,777	662,046	0						
32	Jackson	645,764	632,849	609,296	511,809	122,136	95,266		0	3,375	1,243,299	277,084		Jackson
40	Le Sueur	0	0	0	0	0	0	0	0	0	0	0		Le Sueur
46	Martin	0	0	502,225	421,869	145,400	113,412	983,781	954,268	27,488	1,517,037	260,634		Martin
52	Nicollet	0	0	0	0	0	0	0	0	0	0	0		Nicollet
53	Nobles	0	0	0	0	0	0	0	0	0	0	0		Nobles
67	Rock	0	0	463,382	389,241	0	0	0	0	0	389,241	70,962	5.49	Rock
72	Sibley	0	0	0	Ö	0	0	0	0	0	0	0	0.00	Sibley
81	Waseca	0	0	184,603	155,067	. 0	0	0	0	0	155,067	30,139	5.15	Waseca
83	Watonwan	16,287	15,961	31,654	26,589	0	. 0	6,656	6,456	0	49,006	11,756	4.17	Watonwan
	District 7 Totals	777,727	762,172	1,848,169	1,552,463	1,199,897	935,920	990,437	960,724	117,537	4,328,816	815,050	5.31	District 7 Totals
-				<del>-                                    </del>										
12	Chippewa	0	0	0	0	0	0	0	0	0	0	0	0.00	Chippewa
34	Kandiyohi	ő	ő	ŏ	ő	ő	ŏ	٥	0	ő	0	ŏ		Kandiyohi
37	Lac Qui Parle	ŏ	ő	ő	0	0	ő	Ĭ	Ö	ő	ő	ő		Lac Qui Parle
		_	-			-	- 1	0	-		0			
41	Lincoln	0	0	0	0	0	0		0	0		0		Lincoln
42	Lyon	0	0	0	0	0	0	0	0	0	0	0	0.00	
43	Mc Leod	0	0	0	0	0	0	0	0	0	0	0		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	ō	o	Ó	Ō	0	n	0	0	0	0	0	0.00	Redwood
65	Renville	ő	ő	ا آ	ŏ	36,744	28,660	ō	ō	ő	28,660	10,415		Renville
87	Yellow Medicine	ŏ	ő	Ĭŏ	Ö	30,744	20,000	ŏ	ő	ŏ	20,000	0		Yellow Medicine
01		Ĭ	0	l ő	0		• 1	Ö	0	ő	28,660			District 8 Totals
-	District 8 Totals	U	U	, v	<u> </u>	36,744	28,660			U	20,000	10,415	2.13	District 6 Totals
		l		I							_			
13	Chisago	0	0	0	0	0	0	0	0	0	0	0		Chisago
19	Dakota	7,728	7,573	0	0	0	0	0	0	0	7,573	1,005		Dakota
62	Ramsey	0	0	33,800	28,392	0	0	0	0	0	28,392	4,225	6.72	Ramsey
82	Washington	0	0	0	. 0	0	0	0	0	0	0	0	0.00	Washington
	District 9 Totals	7,728	7,573	33,800	28,392	Ō	0	0	0	0	35,965	5,230		District 9 Totals
-		<del></del>	.,	l	,	· · · · · · · · · · · · · · · · · · ·	<u>-</u>			l				
	STATE TOTALS	\$1.512.522	\$1,482,271	\$3,256,041	\$2,735,075	\$2,484.336	\$1,937,782	\$2,709.555	\$2,628.268	\$1,256,416	\$10,039,812	2,226,206	\$4.51	STATE TOTALS
	J.ML IVIALU	+ 1,0 1 -, 0 h.h.	+ ·,, · ·	+-11-41		+-,,	,,				, ,	_,	<b>,</b> ,, <b>,</b> ,,	

### 2001 COUNTY SCREENING BOARD DATA

June, 2001

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

The following three pages indicate the procedures used to calculate the 2001 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.

N\CSAH\Word\Spring Book 2001\SBCVRLTR

### 2001 COUNTY SCREENING BOARD DATA

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

District 1	TONS		INFLATED UNIT PRICE		·
LAKE OF THE WOODS	22	Х	7.54	=	165.88
Subbase	0	X	0.00	=	0.00
Surrounding	<u>28</u>	<u>X</u>	<u>5.07</u>	=	<u>141,96</u>
	50				307.84 = (\$6.16)
	Inflated				
Surrounding Counties -	<u>Cost</u>	-	Quantity		
Roseau	\$1,733,614	-	421,477		
Beltrami	1,258,118	-	258,608		
Koochiching	2,162,460	-	335,906		
	\$5,154,192		1,015,991	=	\$5.07

District 4	TONS		INFLATED UNIT PRICE		
TRAVERSE	18	Х	4.52	=	81.36
Subbase	0	Χ	0.00	=	0.00
Surrounding	<u>32</u>	X	<u>4.80</u>	=	<u>153.60</u>
	50				234.96 = (\$4.70)
	Inflated				
Surrounding Counties -	<u>Cost</u>	-	<b>Quantity</b>		
Wilkin	\$979,556	-	162,526		
Grant	647,791	-	181,462		
Stevens	312,946	-	68,243		
Big Stone	904,224	-	180,722		
	\$2,844,517		592,953	=	\$4.80

District 7	TONS	INF	ATED UNIT PRICE			
BROWN	30	Х	7.30	=	219.00	
Subbase	<u>20</u>	<u>X</u>	<u>4.81</u>	=	<u>96.20</u>	
	50				315.20 =	\$6.30

### 2001 COUNTY SCREENING BOARD DATA

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

District 7	TONS		<b>INFLATED UNIT PRICE</b>		
SIBLEY	7	Х	7.68	=	53.76
Subbase	0	X	0.00	=	0.00
Surrounding	<u>43</u>	<u>X</u>	<u>6.57</u>	=	<u>282.51</u>
	50				336.27 = (\$6.73)
	Inflated				
Surrounding Counties -	<u>Cost</u>	-	<b>Quantity</b>		
LeSueur	\$1,109,461	-	193,211		
Nicollet	518,942	-	79,409		•
McLeod	1,257,787	-	205,007		
Carver	1,497,970	-	195,999		
Scott	2,731,184	-	409,792		
	\$7,115,344		1,083,418	=	\$6.57

District 7	TONS		INFLATED U	NIT PRICE		
WATONWAN	29	Х		6.12	=	177.48
Subbase	12	X		4.67	=	56.04
	<u>9</u>	<u>X</u>		<u>6.46</u>	=	<u>58.14</u>
	50					291.66 = \$5.83
	Inflated					
<b>Surrounding Counties -</b>	<u>Cost</u>	-	<b>Quantity</b>			
Martin	543,703	-		74,586		
Jackson	560,832	-		92,214		
Cottonwood	475,023	-		87,211		
Blue Earth	1,705,389	-		254,319		
	3,284,947			508,330	=	6.46

District 8	TONS		INFLATED UNIT PRICE		
LAC QUI PARLE	24	Х	4.18	=	100.32
Subbase	0	Χ	0.00	=	0.00
Surrounding	<u>26</u>	<u>X</u>	<u>5.32</u>	=	138.32
	50				238.64 = \$4.77
	Inflated				
Surrounding Counties -	<u>Cost</u>	-	Quantity		
Big Stone	\$904,224	-	180,722		
Chippewa	618,507	-	105,815		
Yellow Medicine	728,802	-	136,319		
	\$2,251,533		422,856	=	\$5.32



Office of Bridges and Structures 3485 Hadley Avenue North Oakdale, MN 55128-3307

Date:

March 23, 2001

To:

Marshall Johnston

Manager, Municipal State Aid Street Needs Section

From:

Mike Leuer M

State Aid Hydraulic Technician

Phone:

(651) 747-2167

Subject:

State Aid Storm Sewer

Construction Costs for 2000

We have completed our analysis of storm sewer construction costs incurred for 2000 and the following assumptions can be utilized for planning purposes per roadway mile:

- approximately \$248,000 for new construction, and
- approximately \$80,400 for adjustment of existing systems

The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices from approximately 153 plans for 2000.

CC: J. L. Boynton (file)

### Office Memorandum

### STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION

MS 470, Transportation Building

TO: Marshall Johnston

Needs Unit - State Aid

Robert G. Swanson, Director Railroad Administration FROM:

SUBJECT: Projected Railroad Grade Crossing

Improvements - Cost for 2001

DATE: April 9, 2001

PHONE: 651-296-2472

We have projected 2001 costs for railroad-highway work at grade crossing improvements. For planni purposes, we recommend using the following figures:

Railroad Grade Crossings:		
Signals (Single Track - Low Speed)*		·
(Average Price)	per system	\$120,000.00
Signals and Gates:		
(Multiple Track - High & Low Speed)** (Average Price)	per System	\$135-185,000.00
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.

### Page 2

\*\* 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.

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 Gene Dahlke Paul Delarosa Tim Spencer

# 2001 COUNY SCREENING BOARD DATA JUNE, 2001

### **2000 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 2000. 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

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### BRIDGES LET IN CALENDAR YEAR 2000

W BRIDGE NUMBER	PROJECT NUMBER		DECK AREA	BRIDGE COST	COST PE
L2949	SAP 001-599-019	61	1,099	\$94,019	\$86
8540	SAP 008-599-036	88	2,728	187,436	69
9524	SP 009-590-001	115	1,380	187,176	136
9522	SP 009-661-013	71	3,728	280,602	75
9523	SP 009-661-014	115	9,646	510,582	53
14527	SP 014-627-005	120	4,331	230,948	53
14535	SAP 014-627-006	45	1,530	129,425	85
16519	SP 016-598-004	47	1,692	204,507	121
17530	SP 017-601-017	75	3,171	220,517	70
17529	SP 017-602-017	84	3,528	229,742	65
20550	SP 020-598-007	101	3,535	230,237	65
25588	SP 025-598-008	59	2,055	134,247	65
25589	SAP 025-598-012	57	1,971	125,651	64
25591	SAP 025-599-067	66	2,297	211,138	92
25587	SAP 025-599-068	81	2,814	222,620	79
25594	SAP 025-599-070	111	3,418	308,716	90
25590	SAP 025-599-073	70	2,152	172,106	80
43533	SP 027-601-027	149	6,956	357,268	51
31544	SAP 031-598-010	97	3,013	188,498	63
31542	SAP 031-631-002	28	840	113,728	135
35525	SP 035-599-023	81	2,835	186,086	66
40519	SAP 040-597-003	74	2,509	198,673	79 54
43537	SAP 043-599-019	127	4,452	239,904 216,276	59
45550	SP 045-599-119	104	3,661 3,676	252,106	69
45561	SP 045-599-132 SAP 046-599-058	105 82	2,952	195,908	66
46571		80	3,417	251,777	74
46556	SP 046-626-019 SAP 046-644-011	36	1,396	166,603	119
46569		74	2,886	183,377	64
47534	SAP 047-625-012	110	3,413	209,416	61
50581 52519	SAP 050-599-079 SAP 052-599-018	87	2,663	184,164	69
55540	SAP 052-599-018 SAP 055-599-069	53	1,820	161,910	89
58540	SP 058-598-014	105	4,030	303,248	75
60542	SP 060-622-005	123	5,412	310,266	57
61512	SP 061-618-027	111	4,662	261,666	56
62539	SAP 062-603-004	52	3,764	290,880	77
62588	SP 062-644-016	140	12,022	927,895	77
62569	SP 062-646-012	143	7,007	784,639	112
64562	SAP 064-615-012	126	4,855	394,086	81
65543	SAP 065-601-012	101	4,287	305,997	71
66531	SAP 066-616-009	109	5,824	435,877	75
67540	SP 067-603-016	143	5,582	358,416	64
69543	SP 069-598-024	103	3,552	182,870	51
78510	SP 078-604-015	49	1,900	132,998	70
82508	SP 082-621-021	76	2,964	210,000	71
83538	SP 083-598-014	72	2,448	142,134	58
83540	SP 083-599-055	108	3,322	183,755	55
86519	SAP 086-614-007	131	6,196	457,510	74
87554	SP 087-602-011	90	3,510	191,098	54
27A55	SP 091-090-001	40	1,327	180,495	136
27A56	SP 091-090-001	40	1,327	181,560	137
27A66	SP 091-090-001	47	2,540	242,580	96 109
27A57	SAP 132-080-001	47	2,372	259,478	93
27A48	SP 163-090-001	129	1,548	143,864	33
01014	TU	62	3,173	\$208,776	\$66
01014	TH TH	62 68	3,173	309,964	98
02038		90	4,532	265,027	58
05014 12012	TH TH	101	4,532 5,089	292,788	58
24006	TH	94	7,387	652,969	88
58007	TH	72	3,638	232,051	64
69119	TH	87	3,358	197,494	59
73032	TH	140	7,072	541,096	77
		1.10	.,,,,	.,,	
te Aid Projec		vej kej vej jer.	188,014	\$13,666,674	\$73
					72
nk Hightway	Projects		37,403	2,700,165	12

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### **BRIDGES LET IN CALENDAR YEAR 2000**

BRIDGE LENGTH 150-499 FEET

NEW BRIDGE		PROJECT				COST PER SQ
NUMBER		NUMBER	LENGTH	DECK AREA	BRIDGE COST	OFT.
4520	SP	004-599-042	174.28	6,718	\$383,660	\$57
27A58	SP	027-701-005	260.40	11,536	1,590,250	138
60540	SP	060-599-124	153.73	5,319	316,670	60
66532	SP	066-599-023	173.82	6,016	484,194	80
68531	SAP	068-599-070	152.50	5,363	313,575	58
73562	SAP	073-630-013	155.34	5,988	304,840	51
76528	SP	076-636-003	152.58	5,967	321,077	54
01012		TH	288.58	11,303	\$831,173	\$74
14813		. TH	184.00	9,783	737,251	75
14814		TH	184.00	11,807	903,627	77
24007		TH	203.33	16,013	1,414,468	88
27121		TH	219.08	26,727	1,569,461	59
27168		TH	199.48	22,970	1,430,860	62
27254		TH	177.59	25,467	1,612,650	63
27258		TH	187.75	27,534	1,963,087	71
27259		TH	186.18	6,361	536,365	84
27265		TH	192.25	5,231	602,233	115
27R02		TH	257.79	26,684	2,667,832	100
27V28		TH	415.42	11,108	604,902	54
34012		TH	277.18	13,475	833,644	62
69120		TH	238.92	10,792	688,850	64

State Aid Projects	46,907	\$3,714,266.40 \$79
Trunk Hightway Projects	225,255	16,396,403.22 73
TOTALS	272,162	\$20,110,669.62 \$74

### **BRIDGES LET IN CALENDAR YEAR 2000**

**BRIDGE LENGTH 500 FEET AND OVER** 

NEW BRIDGE NUMBER	PROJECT NUMBER LENGTH DECK AREA BRIDGE COST	COSTPERSO. FT.
TOTALS	0 \$0.00	\$0

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\$0

### 2001 County Screening Board Data

June, 2001

### 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, 2001 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*
Redwood	64-701-14	Design Speed	\$56,950	\$1,321
Total			- \$56,950	\$1,321

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.

<sup>\*</sup> Based on \$23.19 earning factor for each \$1,000 of 25 year money needs.

### 2001 County Screening Board Data

June, 2001

### 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	l 1995 Advance/Repaid in 1996 - \$ 3,151,414
Total	l 1996 Advance/Repaid in 1997 - \$13,526,279
Total	l 1997 Advance/Repaid in 1998 - \$17,976,381
Total	1998 Advance/Repaid in 1999 - \$22,849,960
Total	l 1999 Advance/Repaid in 2000 - \$42,926,910
Total	I 2000 Advance/Repaid in 2001 - \$31,156,013

#### **2001 SUMMARY TO DATE**

County	\$'s Reserved by Resolution	\$'s Actually Advanced
Anoka	\$3,422,889	\$3,422,889
Becker	1,425,460	1,425,460
Becker	58,765	58,765
Pine	1,050,000	1,050,000
Pope	966,076	966,076
Wabasha	300,000	300,000
Waseca	1,100,000	680,251
Watonwan	200,000	184,755
TOTAL	\$8,523,190	\$8,088,196

Note: The maximum dollar amount of State Aid advances which can be made in 2001 is \$71,164,759

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### **2001 COUNTY SCREENING BOARD DATA**

**JUNE**, 2001

### 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	
	Implications of NewTraffic CalmingSafety &				
721	Geom. Dsgn Stds	\$105,000	\$50,000	\$30,000	
726	Tire Pressure on Low Volume Roads, CRREL	\$30,000	\$15,000	\$30,000	
	Development of a Vehicle/Pedestrian Collision				
733	Traffic Control	\$50,000	\$46,000	\$4,000	
	Field Measurement of Granular Base Drainage				
734	Characteristics	\$131,000	\$66,000	\$65,000	
	Impact of Inc Winter Load Limits to 100,000 lbs.				
738	GVW	\$85,000	\$50,000	\$35,000	
	Low Temperature Cracking of Asphalt Concrete				
739	Pavements	\$220,000	\$70,000	\$74,000	\$76,000
	Subgrade Stabilization Techniq Low Volume				
740	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
	Improvement of Minnesota Low-Volume				
· 747	Design and Construction Practice	\$150,000		\$75,000	\$75,000
	Cost and Performance Evaluation of Ultrathin				
748	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
	Evaluation of Micro-Surfacing on County Roads			00-00-	
751	as a Preventive Maintenance Treatment		0.000.000	\$25,000	M400 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

#### **Budget Approved for 2000**

\$1,554,271	County
\$487,286	City
\$2,041,557	Total

### 2001 COUNTY SCREENING BOARD DATA JUNE, 2001

### 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	\$96,000		\$8,000	
	Low Temperature Cracking of Asphalt Concrete				
739	Pavements	\$290,000	\$70,000	\$74,000	\$76,000
	Subgrade Stabilization Techniq Low Volume				_
740	Roads Minnesota	\$130,000	\$40,000	\$15,000	
745	Library Services for Local Governments	Ongoing	\$50,000	\$50,000	\$50,000*
	Improvement of Minnesota Low-Volume			4	
747	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	
	Response of Corrugated Polyethylene pipe with				
752	shallow cover to known truck loadings	\$565,000		\$60,000	\$30,000
750	Duration of Springland Limits on Croyal Boards	\$35,000		\$35,000	
753	Duration of Springload Limits on Gravel Roads Supplement to Low Volume Road Best Practices	<b>\$35,000</b>		<b>\$35,000</b>	
754	Project	\$25,000		\$25,000	
755	Pavement Preventative Maintenance Methods	\$50,000		\$23,000	\$22,500
700	Methods to reduse Traffic speeds in High	\$50,000		Ψ22,300	Ψ22,300
756	Pedestrian areas	\$61,271		\$61,271	
757	Designing Pavement drainage Systems	\$75,000		\$38,000	\$37,000
, 0,	Designing Favernerit drainage Gysterns	ψη 0,000		Ψ00,000	Ψ07,000
	Study of Physical, Geological, Minerological &				İ
758	chemical properties of Coarse Taconite Tailings	\$126,000		\$63,000	\$63,000
	Impact of Roughness elementson reducing	<u> </u>		<b>V</b> 00,000	<del>+ + + + + + + + + + + + + + + + + + + </del>
759	Shear stress acting on soil Particles	\$27,000		\$27,000	
	Reducing Crashes at Controlled Rural	72.,000		<b>V</b> =., 1000	
760	intersections	\$67,203		\$67,203	
	Eliminating driver Blind Spots at Rural	<u> </u>		, - · <b>, - · ·</b>	
	intersections:Effects of Signage & Vehicle				
761	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	
<del>/</del>	Effect of Transverse Cracks on Stresses &				
764	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

<sup>\*</sup> 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

### 2001 County Screening Board Data June. 2001

#### Local Road Research Board Projects for Calendar Year 2001

INV	TITLE	TOTAL	2000	2001	2002
645	Implementation of Research	Ongoing	\$ 150,000	\$ 150,000	\$ 150,000
668	Technology Transfer Center, U of M - Base	Ongoing	150,000	150,000	150,000
	Technology Transfer Center, U of M - Cont. Projects:				
	Circuit Training and Assistance Program (CTAP)	Ongoing	77,500	70,000	70,000
	Minnesota Maintenance Research Expos	Ongoing	14,000	20,000	20,000
	Transportation Student Development	Ongoing	4,000	4,000	4,000
	Preventive Bridge Maintenance Course Training		25,000	0	0
676	Mn/ROAD	Ongoing	500,000	500,000	500,000
700	Field Performance of Integral Abutments	228,000	35,525	33,325	34,150
739	Low Temperature Cracking of Asphalt Concrete	290,000		76,000	70,000
	Pavements				
745	Library Services for Local Governments	Ongoing	50,000	50,000	50,000
	Surface Treatment Proposal	25,000	15,000	2,500	0
752	Response of Corrugated Polyethylene Pipe with Shallow	565,000	60,000	30,000	0
	Cover to Known Truck Loadings	·			
755	Pavement Preventative Maintenance Methods: Phase II	50,000	22,500	22,500	0
756	Methods to Reduce Traffic Speeds in High Pedestrian	107,506	61,271	46,235	0
	Areas				
757	Designing Pavement Drainage Systems	75,000	38,000	37,000	0
758	Study of Physical, Geological, Minerological & Chemical	126,000	63,000	63,000	0
	Properties of Coarse Taconite Tailings				
764	Effect of Transverse Cracks on Stresses & Strains in	123,957	82,638	41,319	0
	Flexible Pavements				
766	Evaluation of Cold Inplace Recycling	66,000	25,000	15,000	5,000
767	Flexible Pavement Performance in Relation to Aggregate	75,500	65,500	10,000	0
	Base and Asphalt Mixture at Low-Temperature				
l	Characteristics				•
768	Geosynthetics in Roadway Design	30,000	0	3,000	3,000
769	Cost Comparison of Treatments Used to Maintain or	100,000	0	50,000	50,000
	Upgrade Aggregate Roads				
770	Repair of Rubberized Crack Filler/Joint Filler	90,000			25,000
771	Use of Ground Penetrating Radar to Review Cross	75,000	0	50,000	25,000
	Cross Section of Road				
772*	Best Practices for Local Pavement Subgrades in	117,455	0	0	0
Carrier Commence	Minnesota				
773	Environmental Effect of the Use of Shredded Tires As	100,000	0	60,000	20,000
	Use for Light-Weight Fills				
774	Driver Assistive Systems for Rural Applications: A	141,860	0	141,860	0
<u></u>	Path to Deployment			44.400	
775		41,409		41,409	
776	Improving the Design of Roadside Ditches to	82,770	0	50,000	32,770
	Decrease Transportation-Related Surface Water				
	Pollution	070.000	1	400.000	400,000
777	Statewide Implications of Transportation Financing	276,000	) 0	138,000	100,000
	Reform: Impacts on Rural and Other Low-Traffic				
<b></b>	Roads	74.050	<del> </del>	25.670	25 679
778	How to Safely Accommodate Pedestrians Through an	71,356	0	35,678	35,678
<b></b>	Intersection with Free Flow Legs	40.40-	,—	40.500	20.007
779	Evaluation of Asphalt Binders Used for Cold In-Place	40,487	'  0	13,500	26,987
600	Recycling	0:-	200 000	200,000	200 000
999	Project Administration	Ongoing			
L	TOTALS		N/A	\$2,224,326	\$1,401,420

Italicized = Anticipated

**Budget Summary CY 2001** 

Dauget Summary ST 2001	
Funds allotted for 2001	\$2,155,046
Unprogrammed Funds Carried over from 2000	57,211
Funds available from Inv. 740	12,545
Funds available for 2001	\$2,224,802
Present 2001Commitment	\$2,224,326
CY 2001 Funds not Committed to Date	\$476

City	\$516,013
County	1,639,033
Total	\$2,155,046

<sup>\*</sup>Revised Workplan of Inv. No. 740, budgeted @ \$130,000, (CY '98 - \$75,000; CY '99 - \$40,000 & C.Y. '00 - \$15,000).

### MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING OCTOBER 25 & 26, 2000 ARROWWOOD RESORT

Chairman, Don Theisen, Dakota County Engineer called the meeting to order at 1:05 p.m., October 25, 2000.

### **ATTENDANCE**

#### Roll call of members:

Lee Engstrom, Itasca	District 1
Tara Ratzlaff, Red Lake	District 2
Rich Heilman, Isanti	District 3
Dave Robley, Douglas	District 4
Mic Dahlberg, Chisago	Metro East
Dave Rholl, Winona	District 6
Jeff Blue, Waseca	District 7
Barry Anderson, Yellow Medicine	District 8
Roger Gustafson, Carver	Metro West
Lyndon Robjent, Anoka	Urban (for Jon Olson)
Don Theisen, Dakota	Urban
Vern Genzlinger, Hennepin	Urban
Ken Haider, Ramsey	Urban
Marcus Hall, St. Louis	Urban (for Dick Hansen)

Chairman Don Theisen asked for a motion to approve the June 8 & 9, 2000 Screening Board Minutes for the meeting held at Breezy Point Resort. Motion was made by Roger Gustafson and seconded by Vern Genzlinger and passed unanimously.

Urban (for Don Wisniewski)

### Roll call of MnDOT personnel:

Doug Fischer, Washington

Chairman Don Theisen recognized Steve Voigt, Fillmore County, the chairman of the Mileage Subcommittee and Roger Gustafson, Carver County the chairman of the General Subcommittee

Chairman Don Theisen recognized the following alternates and other engineers in attendance by asking them to introduce themselves.

John Stieben, Pine District 1 Tom Kozojed, Beltrami District 2 (not present) Andy Sander, Benton District 3 Nick Anderson, Big Stone District 4 Brad Larson, Scott Metro West Greg Isakson, Goodhue District 6 Mark Sehr, Rock District 7 Dave Halbersma, Pipestone District 8

#### Others in attendance were:

Emic Fiele Dedwood	District 0
Ernie Fiala, Redwood	District 8
Luke Hagen, Swift	District 4
Larry Haukos, Traverse	District 4
Mike Sheehan, Olmsted	District 6
Dale Wegner, Pope	District 4
Mick Alm, Norman	District 2
Doug Grindall, Koochiching	District 1
Ron Gregg, Lincoln	District 8
Rick Kjonaas, McLeod	District 8
Dave Heyer, Mahnomen	District 4
Dick Larson, Mille Lacs	District 3
Joel Ulring, St. Louis Asst.	District 1
Dan Sauve, Clearwater	District 2
Duane Lorsung, Todd	District 3
Wayne Fingalson, Wright	District 3
Gordon Regenscheid, Meeker	District 8 (Congratulations on your new position)
Ron Bray, WSB & Assoc.	· -

#### REVIEW OF SCREENING BOARD REPORT

Chairman Don Theisen asked Ken Hoeschen to review the Screening Board book. Ken reviewed the report which he has previously done out in all the Districts. Chairman Don Theisen suggested that any action taken on the report should wait until Thursday, October 26, 2000.

A) General Information and Basic Needs Data - Pages 1-6, is general information and a comparison of the Basic 1999 to the Basic 2000 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 1999; 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 Metro counties counted in 1998 is finally in the report and updated. Those counties counted in 1999 were not done in time to allow the needs unit to complete the update in the needs study. It will be up to the Screening Board to decide to have them update the needs study if possible by the end to 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. There was one county in that range this year, Dakota County was restricted to a 24.1% needs increase. 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, 2000. The resolution was changed a number of years ago to use the balance as of December 31 each year. Roger Gustafson, Carver asked if there is any leeway when saving money for a joint project and the adjoining county is unable to get the project to a letting date. Would it be possible to change the resolution to read differently? This caused some discussion. Ken stated the Board could make some changes to the resolution or possibly do something just one time.
- 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 construction 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 Costs. This compares grading construction costs on projects that were let from 1984 to 1999 for rural projects and 1987 to 1999 for urban projects to the needs cost on those same sections of road. The second part uses that comparison to adjust the remaining complete grading needs in your needs study. 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. Ken said there is a correction on page 27 the 5<sup>th</sup> column of Sibley County should be 82,247 and on page 41 the last column of Chisago County should be 144,583.
- 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 46-51, 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 must 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.

Credit for Local Effort Needs Adjustment - Page 52, this is similar to After the Fact Needs but quite different. It's an adjustment for local dollars that are used on State Aid projects that reduce needs and has to be reported to your DSAE by July 1. No comments or questions.

Non Existing CSAH Needs Adjustment - Pages 54-55, this is where there are designated CSAH'S that do not exist and have been on the system for a number of years. The needs are subtracted but mileage is still counted. No comments or questions.

Ken discussed the combination routes that are still on the CSAH system. At one time it was thought to be a good idea in a city over 5000 to have the CSAH and the MSAS routes have the same designation but in reality it only gives half of the needs. With the new needs program being written, State Aid is asking for them to be taken off by the end of this year. There are still some in the cities of Robinsdale and Edina. Don Theisen asked about those county roads which have been designated MSAS without the counties knowledge. If a county wants to designate these CSAH, their hands are really tied. Julie Skallman said they could look into it.

- J) Mill Levy Deductions Pages 56-58, no comments or questions.
- K) Tentative 2001 CSAH Money Needs Apportionment Page 60 and Figure A, this is the development of a tentative 2001 CSAH Money Needs Apportionment. All the information is based on last year's dollars so we can make a comparison. No comments.

Ken commented page 61 through 63 is a copy of the letter to the commissioner that should be signed tomorrow recommending the mileage, lane miles and money needs to be used for apportioning to the counties the 2001 Apportionment Sum. Pages 68 through 70 shows a comparison of the Actual 2000 to a tentative 2001 CSAH Apportionment based on all the figures in this book. It does not include the traffic updates for those counties counted in 1999, so it will change some if the board elects to include them this year.

- CSAH Mileage requests pages 72 through 75, 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 76. 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 77 through 79 show a recap of Dakota, Scott and Washington County's recent requests. These have not been totally completed.
- M) State Park Road Account, page 82, there were no State Aid projects to review.
- N) Traffic Projection Factors, pages 84 & 85, no comments or questions.
- O) Advancement of CSAH Construction Funds from the General CSAH Construction Account, pages 86. This is a report on the advancing process that has been on going since 1995 and indicates what has happened the first 5 years and what has taken place this year as far as advancing dollars.

- P) Pages 87 through 91 are a copy of the minutes of the June Screening Board Meeting.
- Q) Pages 92 through 104 are a current list of the resolutions of the Screening Board.
- R) Pages 105 through 113 is a list of the County Engineers and their addresses, on page 109 you can add Anita Benson. She is the new Lyon County Engineer.

Rich Heilman, Isanti County asked Don Theisen to explain how Dakota County's needs could change by such a large portion. Don explained it is mostly due to traffic increases.

Don Theisen discussed the research account resolution. Don asked Lee Engstrom if he wanted to comment about increasing the Disaster Account. He stated that District 1 would like to have it increased, because the account has been depleted and those waiting for money will not get it until next year when the account is replenished. Julie suggested sending it to the Executive committee or Legislative committee.

Motion by Doug Fischer and seconded by Lee Engstrom to adjourn until tomorrow at 8:00, motion passed.

Vice Chairman, Tara Ratzlaff reconvened the meeting at 8:10 a.m. Thursday, October 26, 2000, in Chairman, Don Theisen's absence.

#### **ACTION ON SCREENING BOOK**

Tara Ratzlaff asked if the Board had questions concerning the research account. Hearing none, Lee Engstrom made the motion to accept the resolution: "Be it resolved that an amount of \$1,639,033 (not to exceed ½ of 1% of the 2000 CSAH Apportionment sum of \$327,806,772) shall be set aside from the 2001 Apportionment Fund and be credited to the research account." Barry Anderson seconded the motion, it passed unanimously.

Tara Ratzlaff asked if the Board wanted to do something with the Disaster account. With some discussion, the Board felt it should remain as is and watch it for another year or two because this is the first time the money has run out.

Tara Ratzlaff asked for comments on adding the traffic counts for those counties counted this year, she felt they should be done now rather than waiting. Motion by Jeff Blue, seconded by Dave Rholl to have the counts added to the needs this calendar year if time allows. Motion passed.

Vern Genzlinger asked if they could get a list of what road segments in their cities over 5000 have designation of MSA routes on the county's CSAH or CR highways. Ken Hoeschen said he would research this and get a list out.

Tara Ratzlaff asked Julie Skallman if State Aid had any comments for the Board. She had no further comments nor did Khani Sahebjam. The last item to take care of was a motion to approve the book and sign the letter to the Commissioner of Transportation. Motion by Vern Genzlinger, seconded by Doug Fischer, motion passed unanimously. Ken passed around the letter to the Commissioner for everyone's signature.

The secretary thanked the outgoing Districts: 1 – Lee Engstrom; 3 – Rich Heilman; 7 – Jeff Blue for their time and fine work.

Tara Ratzlaff asked for any other discussion to come before the Screening Board. Hearing no comments, the meeting was adjourned by a motion by Doug Fischer, seconded by Ken Haider. Motion carried unanimously.

Respectively Submitted,

David A. Olsonawski

David A. Olsonawski

Screening Board Secretary

**Hubbard County Engineer** 

### MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

April 19, 2001

The meeting was called to order by Chairman Roger Gustafson, at 1:00 P.M., April 19, 2001 at the Transportation Building, Room 464, St. Paul, Minnesota.

Members present: Roger Gustafson, Chairman

Wayne Fingalson

Jeff Blue

Carver County

Wright County
Waseca County

Others in attendance:

Ken Hoeschen Diane Gould Norman Cordes State Aid MN/DOT State Aid MN/DOT State Aid MN/DOT

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

Prior to the meeting, maps showing each county's 1996-2000 five-year average gravel base and subbase unit price data was 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 2000 average unit price for gravel base resulted in a higher inflated gravel base price than for the 2000 needs study. After a thorough discussion on past procedures, etc, Wayne recommended continuing the procedure for the gravel base unit prices for the 2001 CSAH Needs Study. Jeff and Roger 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 subbase, bituminous base, bituminous surface, gravel surface and gravel shoulder unit prices. The "increment method" simply involves applying the difference between the 2000 state average CSAH construction unit price of Gravel Base (\$5.42) and the 2000 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 the gravel surface 2118 unit prices for 2000. There was concern over the small tonnage of Gravel Surfacing in the 2000 study (73,244 tons at \$3.69/ton). The needs unit will review the gravel surface info and hold a conference call with the Subcommittee within the next week. After reviewing the 2000 construction projects, the Needs Unit found four additional projects that used 2118 (Gravel Surfacing). When these were added to the 2000 Unit Price Study, the tonnage increased to 118,764 tons at an average unit price of \$4.33/ton. The Subcommittee was contacted and agreed the new price was more representative and it should be used in the recommendation to the Screening Board.

There was concern about being able to reflect 2350 in the unit price study. The Subcommittee directed the needs unit to track the number of projects using 2350 during 2000. There was 109 projects that used bituminous surface 2350, 83 rural and 26 urban projects with a quantity of 1,381,854 tons for \$32,649,207.

The Subcommittee asked when the 2350 spec would be considered for needs purposes. They were informed that new design tables for the Needs Study reflecting narrower shoulders, revised traffic groupings, and increased 9-ton standards that were adopted in 1999 have not been created yet. The Needs Unit assumes the 2350 spec will be addressed when these new design tables are prepared.

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. These are the same for all counties.

```
Rural Des: 90%(Reg.8"Conc.@$19.69) +10% (Irr.8"Conc.@ $22.71) = $19.99
Urban Des: 30%(Reg.9"Conc.@$22.15) +70% (Irr.9"Conc.@ $25.55) = $24.54
```

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

The recommended storm sewer prices were again obtained from the Mn/DOT Hydraulics section. Minor changes in construction costs were reported. Using approximately 153 construction projects from 2000. Mn/DOT recommends \$248,000/mile for complete storm sewer construction and 80,400/mile for adjusting existing storm sewer systems.

The unit price for curb and gutter is generally taken from the MSAS Subcommittee's recommendation. They did not have a unit price study this year but the average MSAS price for 2000 was \$7.70 per linear foot. Last year's Needs Study price was \$7.70. The Subcommittee recommends retaining the \$7.70 for the 2001 CSAH Needs Study.

The 2000 average bridge costs were compiled based on 2000 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 2000 bridge construction were:

```
$73/sq. ft. for 0-149 ft. long bridges
$74/sq. ft. for 150-499 ft. long bridges
```

Because there were no bridges in 2000 constructed over 500 feet long, the Subcommittee looked back at 1999 construction and suggested \$70/sq. ft. for bridges over 500 feet long.

After a lengthy discussion the General Subcommittee is suggesting to use \$73/sq. ft. on bridges less than 150 foot long, \$74/sq. ft. on all bridges 150-499, \$70/sq. ft. on bridges over 500 feet and \$150/sq. ft for any bridge widening needs.

Because there were no RR/Hwy bridges constructed in 2000 the Subcommittee looked back to 1999 construction. There were only two RR/Hwy bridges constructed in 1999 at an average cost of 11,271/lin ft. The Subcommittee is recommending keeping 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 \$120,000 per signal system and \$135,000 to \$185,000 per signal and gate system. The General Subcommittee recommended using \$120,000 per signal and \$160,000 per signal and gate system.

The meeting was adjourned at 3:15 p.m.

Respectfully submitted,

Diane Hould

Diane Gould

### CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

June, 2001

#### 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.

# <u>Guidelines For Advancement of County State Aid Construction Funds From The General</u> CSAH Construction Account - October, 1995 (Latest Rev. October, 1998)

- 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.
- 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.

- 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 "first 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 3165f 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 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:

## Feet of Widening Needs Cost/Mile

- 4 8 Feet 50% of Average Complete Grading Cost/Mile
- 9 12 Feet 75% of Average Complete Grading Cost/Mile

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

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

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

#### Base and Surface - June 1965 (Rev. June 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.

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.

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

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

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 (Latest Rev. June 2000)

That, Needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement costs actually incurred by the County will be eligible. It shall be the County 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.
- 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).
- 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.

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.

# County Engineers

1 John Welle

D 3 Aitkin County Engineer 1211 Airpark Lane Aitkin, MN 56431

> Main: (218) 927-3741, 3741 E-mail: jwelle@co.aitkin.mn.us

FAX: (218) 927-2356

3 Brad C Wentz

D 4 Becker County Engineer 200 East State St

Detroit Lakes, MN 56501

Main: (218) 847-4463

E-mail: bcwentz@co.becker.mn.us

FAX: (218) 846-2360

5 Vacant

D 3 Benton County Engineer

PO Box 247 321 6th Ave Foley, MN 56329

Main: 8(320) 968-5051

E-mail: FAX:

7 Alan Forsberg

D 7 Blue Earth County Engineer

Box 3083 35 Map Dr Mankato, MN 56001 Main: (507) 625-3281

E-mail: Alan.Forsberg@co.Blue-Earth.mn.us

FAX: (507)625-5271

9 Wayne Olson

D1 Carlton County Engineer

PO Box 120

Carlton, MN 55718

Main: (218) 384-4281

E-mail: wayne.olson@co.carlton.mn.us

FAX: (218) 384-9123

2 Jon Olson

D 5 Anoka County Engineer Anoka Co Highway Dept

1440 Bunker Lake Blvd Nw

Andover, MN 55304

Main: (763)862-4200

E-mail: jon.olson@co.anoka.mn.us

FAX: (763) 862-4201

4 Thomas Kozojed

D 2 Beltrami County Engineer 2493 Adams Avenue Nw

Bemidji, MN 56601

Main: (218)759-8173

E-mail: tom.kozojed@dot.state.mn.us

FAX: (218)759-1214

6 Nicholas Anderson

D 4 Big Stone County Engineer

437 North Minnesota Ortonville, MN 56278 Main: (320) 839-2594

E-mail: nanderson@co.big-stone.mn.us

FAX: (320) 839-3747

8 John Grindeland

D7 Brown County Engineer

1901 No Jefferson St New Ulm, MN 56073

Main: (507) 354-2313

E-mail: john.grindeland@co.brown.mn.us

FAX: (507) 354-6857

10 Roger M Gustafson

D 5 Carver County Engineer

600 East 4Th Street

Chaska, Mn 55318

Main: (952) 361-1010

E-mail: rgustafs@co.carver.mn.us

FAX: (952) 361-1025

Wednesday, May 09, 2001

Page 1 of 9

David E Enblom 11

D 3 Cass County Engineer **Dept Of Public Works** 

PO Box 579

Walker, MN 56484

Main: (218) 547-1211

E-mail: dave.enblom@co.cass.mn.us

FAX:

(218) 547-1099

Mic Dahlberg 13

D 5 Chisago County Engineer 400 Government Center

313 North Main

Center City, MN 55012

Main:

(651) 213-0769

E-mail: emdahlb@co.chisago.mn.us

FAX: (651) 213-0772

**Dan Sauve** 15

D 2 Clearwater County Engineer

113 - 7th St NE Box A

**Bagley, MN 56621** 

Main:

(218) 694-6132

E-mail: dan.sauve@state.mn.us

FAX:

(218)694-3169

Marlin Larson 17

D 7 Cottonwood County Engineer

PO Box 247

Windom, MN 56101

Main:

(507) 831-1389

E-mail: cottco@rconnect.com

FAX:

(507) 831-2367

19 Don J Theisen

D 5 Dakota County Engineer

14955 Galaxie Avenue

3rd Floor

Apple Valley, MN 55124-8579

Main:

(952) 891-7101

E-mail: donald.theisen@co.dakota.mn.us

FAX:

(952) 891-7127

Steve Kubista 12

D 8 Chippewa County Engineer

902 N 17Th Street

Montevideo, MN 56265

Main:

(320) 269-2151

E-mail: skubista@co.chippewa.mn.us

FAX:

(320) 269-2153

14 John A Cousins

D 4 Clay County Engineer

1300 15Th Avenue North

Moorhead, MN 56560

Main:

(218)299-5099

E-mail: shirley.dukart@co.clay.mn.us -

FAX:

(218)299-7304

**Charles P Schmit** 16

D 1 Cook County Engineer

**County Highway Building** 

E County Rd 7 Po Box 1150

Grand Marais, MN 55604-1150

(218) 387-3014 Main:

E-mail: chuck.schmit@co.cook.mn.us

FAX: (218) 387-3012

18 Duane A Blanck

D 3 Crow Wing County Engineer

202 Laurel Street

Brainerd, MN 56401

Main:

(218) 824-1110

E-mail: dab@co.crow-wing.mn.us

FAX:

(218) 824-1111

Guy W Kohlnhofer 20

D 6 Dodge County Engineer

PO Box 370

16 So Airport Rd

Dodge Center, MN 55927

Main:

(507) 374-6694

E-mail: guy.kohlnhofer@co.dodge.mn.us

FAX:

(507) 374-2552

21 **Dave Robley** 

D 4 Douglas County Engineer

509 3rd Ave West

PO Box 398

Alexandria, MN 56308

(320) 763-6001 Main:

E-mail: dave.robley@mail.co.douglas.mn.us

FAX: (320) 763-7955

23 Steve Voigt

D 6 Fillmore County Engineer

909 Houston Street

Preston, MN 55965

Main:

(507) 765-3854

E-mail: svoigt@co.fillmore.mn.us

FAX: (507) 765-4476

Gregory Isakson

D 6 Goodhue County Engineer

Po Box 404

Red Wing, MN 55066

Main: (651) 388-2812

E-mail: greg.isakson@co.goodhue.mn.us

FAX: (651) 388-8437

27 Gary J Erickson

D 5 County Engineer

A2303 Admin Tower

300 S 6th St

Minneapolis, MN 55487

Main: (612)348-4306

E-mail: gary.erickson@co.hennepin.mn.us

FAX: (612) 348-9777

29 David A Olsonawski

D 2 Hubbard County Engineer

101 Crocus Hill St.

Park Rapids, MN 56470

Main: (877) 439-0591

E-mail: dolsonawski@co.hubbard.mn.us

FAX: (218) 732-7640 22 John P McDonald

D7 Faribault County Engineer

Box 325

Blue Earth, MN 56013

Main: (507) 526-3291

E-mail: john.mcdonald@co.faribault.mn.us

FAX: (507) 526-5159

24 Sue G Miller

D 6 Freeborn County Engineer

PO Box 1147

411 S Broadway

Albert Lea, MN 56007

(507) 377-5188 or 5190 Main:

E-mail: sue.miller@co.freeborn.mn.us

FAX: (507)377-5189

26 Otho Buxton

D 4 Grant County Engineer

Box 1005

Elbow Lake, MN 56531

Main:

(218) 685-4481

E-mail: carol.ferguson@co.grant.mn.us

FAX: (218)685-5347

28 Allen Henke

D 6 Houston County Engineer

1124 E Washington St

Caledonia, MN 55921

Main:

(507) 724-3925

E-mail: houstalh@acegroup.cc

FAX:

(507)724-5417

30 Richard Heilman

D 3 Isanti County Engineer

232 North Emerson

Cambridge, MN 55008

Main:

(763) 689-1870

E-mail: rheilman@highway.co.isanti.mn.us

FAX:

(763) 689-9823

Wednesday, May 09, 2001

31 George L Engstrom

D 1 Itasca County Engineer

**County Courthouse** 

123 4th Street NE

Grand Rapids, MN 55744-2600

Main:

(218) 327-2853

E-mail: lee.engstrom@co.itasca.mn.us

FAX:

(218)327-0688

Gregory A. Nikodym 33

D 3 Kanabec County Engineer

903 East Forest Ave

Mora, MN 55051

Main:

(320) 679-6300

E-mail: greg.nikodym@co.kanabec.mn.us

FAX:

(320) 679-6304

35 Kelly D Bengtson

D 2 Kittson County Engineer

PO Box 159

401 2nd St SW

Hallock, MN 56728

Main: (218) 843-2686

E-mail: kellybengtson@yahoo.com

FAX:

(218) 843-2488

37 **Leroy Anderson** 

D 8 Lac Qui Parle County Engr

RR 3 Box 1AA

Madison, MN 56256

Main:

(320) 598-3878

E-mail: laanderson@mail.co.lac-qui-

parle.mn.us

FAX:

(320) 598-3020

Bruce Hasbargen

D 2 Lake of the Woods County Engineer

**County Highway Dept** 

Po Box 808

Baudette, MN 56623

Main:

(218) 634-1767

E-mail: bruce.hasbargen@state.mn.us

FAX:

(218) 634-1768

Tim Stahl 32

D 7 Jackson County Engineer

Box 64

West Hwy 16

Jackson, MN 56143

Main:

(507) 847-2525

E-mail: highway1@rconnect.com

FAX:

(507) 847-2539

34 Gary D Danielson

D 8 Kandiyohi County Engineer

Box 976

1801 East Hwy 12

Willmar, MN 56201

Main:

(320) 235-3266

E-mail: gary\_d@co.kandiyohi.mn.us

FAX:

(320) 235-0055

Douglas L Grindali 36

D 1 Koochiching County Engr

**Courthouse Annex** 

715 4Th St

Intl Falls, MN 56649

Main:

(218) 283-1184

E-mail: doug.grindall@state.mn.us

FAX:

(218) 283-1188

38 Alan D Goodman

D1 Lake County Engineer

1513 Hwy 2

Two Harbors, MN 55616

Main:

(218) 834-8380

E-mail: al.goodman@co.lake.mn.us

FAX:

(218)834-8384

40 **Darrell Pettis** 

D7 Lesueur County Engineer

Box 205

88 So Park Ave

Lecenter, MN 56057

Main:

(507)357-2251

E-mail: dpettis@co.le-sueur.mn.us

FAX:

(507) 357-4812

41 **Ronald Gregg** 

D 8 Lincoln County Engineer

**County Courthouse** 

P O Box 97

Ivanhoe, MN 56142

Main:

(507) 694-1464

E-mail: rgregg@co.lincoln.mn.us

FAX:

(507) 694-1101

43 Richard B Kjonaas

D 8 Mcleod County Engineer

Po Box 236

Glencoe, MN 55336

Main:

(320) 864-3156

E-mail: rick.kjonaas@co.mcleod.mn.us

FAX:

(320) 864-1302

45 Jeffrey John Langan

D 2 Marshall County Engineer

447 S Main St

Warren, MN 56762-1423

Main:

(218) 745-4381

E-mail: jlangan@hotmail.com

FAX:

(218)745-4570

47 Ron Mortensen

D 8 Meeker County Engineer

325 North Sibley

Litchfield, MN 55355

Main:

(320)693-5360 or 5362

E-mail: ronmortensen@co.meeker.mn.us

FAX:

(320) 693-5369

49 Steve Backowski

D 3 Morrison County Engineer

213 First Ave SE

Little Falls, MN 56345-3196

Main:

(320) 632-0121

E-mail: steveb@co.morrison.mn.us

FAX:

(320) 632-9510

42 Anita Benson

D 8 Lyon County Engineer

**County Courthouse** 

607 West Main Street

Marshall, MN 56258

Main:

(507)537-6720

E-mail: anitabenson@co.lyon.mn.us

FAX:

(507) 537-6087

**David S Heyer** 44

D 4 Mahnomen County Engineer

**County Courthouse** 

PO Box 399

Mahnomen, MN 56557

Main:

(218) 935-2296

E-mail: dave.heyer@co.mahnomen.mn.us

FAX:

(218) 935-2920

46 **Kevin Peyman** 

D 7 Martin County Engineer

1200 Marcus Street

Fairmont, MN 56031

Main:

(507) 235-3347

E-mail: kevin.peyman@co.martin.mn.us

FAX:

(507) 235-3689

Richard C Larson 48

D 3 Mille Lacs County Engr

565 8th Street NE

Milaca, MN 56353

Main:

(320) 983-8201

E-mail: dick.larson@co.mille-lacs.mn.us

(320) 983-8383

FAX: 50 Mike Hanson

**Mower County Engineer** 

1105 8th Ave NE

**Austin, MN 55912** 

Main:

(507) 437-7718

E-mail: michal@co.mower.mn.us

FAX:

(507) 437-7609

Randy Groves 51

D 8 Murray County Engineer

3051 20Th Street

Slayton, MN 56172-9212

Main:

(507) 836-6327

E-mail: rgroves@co.murray.mn.us

FAX:

(507) 836-8891

Stephen P Schnieder

D 7 Nobles County Engineer

PO Box 187

Worthington, MN 56187-0187

Main:

(507) 376-3109

E-mail: sschnieder@co.nobles.mn.us

FAX: (507) 372-8348

Michael Sheehan 55

D 6 Olmsted County Engineer

2122 Campus Drive SE

Rochester, MN 55904-4744

Main:

(507) 285-8240

E-mail: sheehan.michael@co.olmsted.mn.us

FAX:

(507)287-2320

**Delton Schulz** 57

D 2 Pennington County Engr

250 CSAH 16

Thief Rvr Falls, MN 56701

Main:

(218) 683-7017

E-mail: ddschulz@co.pennington.mn.us

FAX: (218)683-7016

59 David Halbersma

D 8 Pipestone County Engineer

Box 276

Pipestone, MN 56164

Main:

(507) 825-6710

E-mail: pipehwy@rconnect.com

FAX:

(507) 825-6712

52 Michael C Wagner

D 7 Nicollet County Engineer

Box 518

1700 Sunrise Dr

St Peter, MN 56082

Main:

(507) 931-1760

E-mail: mwagner@co.nicollet.mn.us

FAX:

(507)931-6978

54 Milton Alm

D 2 Norman County Engineer

814 E Main St

Ada, MN 56510-1318

Main:

(218) 784-7126

E-mail: mickalm@rrv.net

FAX:

(218) 784-3430

Richard K West 56

D 4 Otter Tail County Engineer

**County Courthouse** 

419 S Court St

Fergus Falls, MN 56537

Main:

(218) 739-2271

E-mail: rwest@co.ottertail.mn.us FAX:

(218) 739-1070

John Steiben 58

D 1 Pine County Engineer

Route 3 Box 69

Pine City, MN 55063

Main:

(320) 629-6727

E-mail: jstieben@ecenet.com

FAX:

(320) 629-1047

60 Roger N Diesen

D 2 Polk County Engineer

**Box 27** 

Crookston, MN 56716

Main:

(218) 281-3952

E-mail: roger.diesen@co.polk.mn.us

FAX:

(218)281-3976

61 Brian Noetzelman

D 4 Pope County Engineer 114 West Minnesota Ave Glenwood, MN 56334

Main: (320) 634-4561

E-mail: brian.noetzelman@co.pope.mn.us

FAX: (218) 281-3976

63 Courtney Kleven

D 2 Red Lake County Engineer 204 7th St SE

Red Lake Falls, MN 56750

Main: (218) 253-2697 E-mail: ckleven@aol.com

FAX: (218) 253-2954

65 John Brunkhorst

D 8 Renville County Engineer
Renville County Office Building
410 E Depue Room 319
Olivia, MN 56277

Main: (320) 523-3759

E-mail: john\_b@co.renville.mn.us

FAX: (320) 523-3755

67 Mark Sehr

D 7 Rock County Engr

**Box 808** 

1120 N Blue Mound Ave Luverne, MN 56156-0808

Main: (507) 283-5010

E-mail: mark.sehr@co.rock.mn.us

FAX: (507) 283-5012

69 Richard Hansen

D 1 St Louis County Engineer

227 West 1St St 555 Missabe Bldg Duluth, MN 55802-1913

Main: (218) 726-2585

E-mail: hansend@co.st-louis.mn.us

FAX: (218)726-2578

62 Ken Haider

D 5 Ramsey County Engineer 50 Kellogg Blvd W Suite 910

St Paul, MN 55102-1657

Main: (651) 266-2600

E-mail: ken.haider@co.ramsey.mn.us

FAX: (651) 266-2615

64 Ernest G. Fiala

D 8 Redwood County Engr

Box 6

635 W Bridge St

Redwood Falls, MN 56283

Main: (507) 637-4056
E-mail: rchd@rconnect.com
FAX: (507) 637-4068

66 Mitch Rasmussen

D 6 Rice County Engineer

PO Box 40 610 NW 20th St Faribault, MN 55021

Main: (507) 332-6110

E-mail: mrasmussen@co.rice.mn.us

FAX: (507) 332-8335

68 Rod Richmond

D 2 Roseau County Engineer

407 5th Ave NW Roseau, MN 56751

Main: (218) 463-2063

E-mail: RRichmond@co.roseau.mn.us

FAX: (218) 463-2064

70 Bradley Larson

D 5 Scott County Engineer

600 Country Trail East Jordan, MN 55352-9339

Main: (952) 496-8346

E-mail: blarson@co.scott.mn.us

FAX: (952) 496-8365

Wednesday, May 09, 2001

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71 **David Schwarting** 

D 3 Sherburne County Public Works Director

Sherburne County Govt Ctr

13880 Hwy 10

Elk River, MN 55330

Main:

(763) 241-7000

E-mail: 11SCHW@co.sherburne.mn.us

FAX:

(763) 241-7001

Mitch Anderson 73

D 3 Steams County Engineer

455 28th Ave So

Waite Park, MN 56387

Main:

(320) 255-6180

E-mail: mitch.anderson@co.stearns.mn.us

FAX:

(320) 255-6186

75 Vacant

D 4 **Stevens County Engineer** 

Box 191

Morris, MN 562670191

Main:

(320) 589-7430

E-mail:

FAX:

(000) 000-0000

Duane G Lorsung 77

D 3 Todd County Engineer

**County Dept Of Highways** 

Rt 4 Box 5

Long Prairie, MN 56347

Main:

(320) 732-2722

E-mail: todd.engineer@co.todd.mn.us

FAX:

(320) 732-4525

Corey C Schmidt

D 6 Wabasha County Engineer

821 Hiawatha Drive W

Wabasha, MN 55981

Main:

(651)565-3366 & 3367

E-mail: cschmidt@co.wabasha.mn.us

FAX:

(651) 565-4696

72 Nathan Richman

D 7 Sibley County Engineer

**County Courthouse** 

PO Box 82

Gaylord, MN 55334

Main:

(507) 237-4091

E-mail: nathan@co.sibley.mn.us

FAX:

(507) 237-4301

74 Lee Amundson

D 6 Steele County Engineer

635 Florence Avenue

Po Box 890

Owatonna, MN 55060

(507) 444-7671 Main:

E-mail: lee.amundson@co.steele.mn.us

(507) 444-7684 FAX:

76 Luthard Hagen

D 4 Swift County Engineer

Box 241

1000 15Th St So

Benson, MN 56215

Main: (320) 842-5251

E-mail: swift.eng@morris.state.mn.us

FAX: (320) 843-3543

78 Larry Haukos

D 4 Traverse County Engineer

**County Courthouse** 

PO Box 485

Wheaton, MN 56296

Main:

(320) 563-4848

E-mail: Larry.Haukos@co.traverse.mn.us

FAX:

(320) 563-8734

Russ Larson

D 3 Wadena County Engineer

221 Harry And Rich Drive

Wadena, MN 56482-2411

Main:

(218) 631-7636

E-mail: wadhwy@co.wadena.mn.us

FAX:

(218) 631-7638

81 Jeff Blue

D 7 Waseca County Engineer

900 3Rd Street Ne

Box 487

Waseca, MN 56093

Main: (507) 835-0660

E-mail: jeff.blue@co.waseca.mn.us

FAX: (507) 835-0669

83 Wayne Stevens

D 7 Watonwan County Engineer

Box 467

St James, MN 56081

Main: (507) 375-3393

E-mail: watcohwy@rconnect.com

FAX: (507) 375-1301

85 Dave Rholl

D 6 Winona County Engineer

5300 Highway 61 West

Winona, MN 55987-1398

Main:

(507) 454-3673

E-mail: drholl@nt1.co.winona.mn.us

FAX: (507) 454-3699

87 Barry Anderson

D 8 Yellow Medicine Engineer

**County Highway Dept** 

1320 13Th Street

Granite Falls, MN 56241-1286

Main:

(320) 564-3331

E-mail: barrya@co.yellow-medicine.mn.us

FAX: (320) 564-2140 82 Donald C Wisniewski

D 5 Washington County Engineer

11660 Myeron Road North

Stillwater, MN 55082

Main:

(651) 430-4300

E-mail: don.wisniewski@co.washington.mn.u

FAX:

(651) 430-4350

**Tom Richels** 84

D 4 Wilkin County Engineer

515 So 8Th Street

Breckenridge, MN 56520

Main:

(218) 643-4772

E-mail: trichels@co.wilkin.mn.us

FAX: (218) 643-5251

Wayne A Fingalson

D 3 Wright County Engineer

1901 Hwy 25 N

Buffalo, MN 55313

Main:

(763) 682-7388

E-mail: wayne.fingalson@co.wright.mn.us

FAX:

(763) 682-7313