



2002 COUNTY SCREENING BOARD DATA



MNDOT
HE
356
.M6
M54a
2002

JUNE, 2002



12688339

Minnesota Department of Transportation**MEMO****State Aid for Local Transportation Group**

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

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

May 10, 2001

To: County Engineers
District State Aid Engineers

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

Subject: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 2002 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 2002 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, 2002.

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

N:\CSAH\Book\Spring Book 2002\Memo

2002

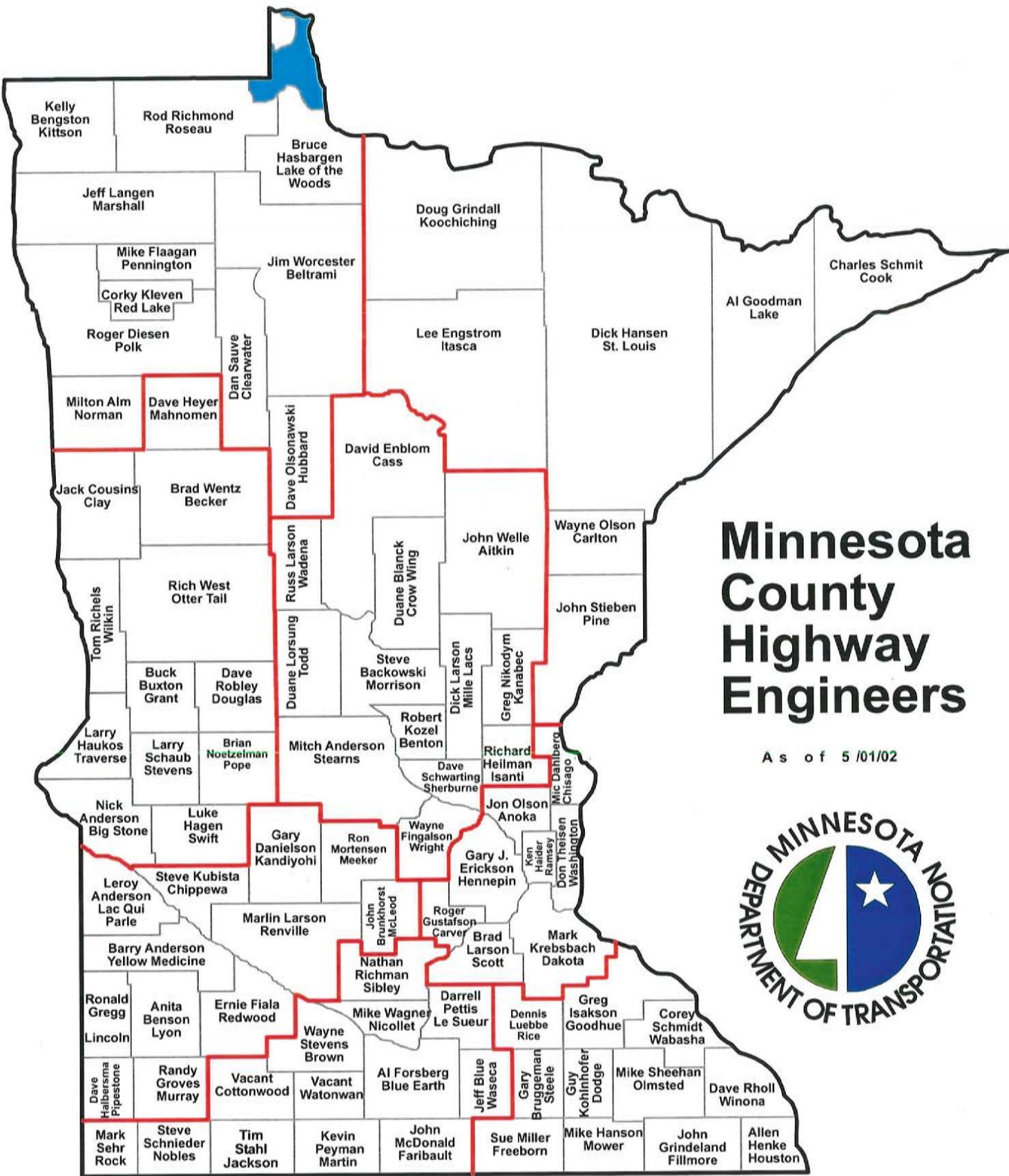
COUNTY SCREENING BOARD DATA



JUNE, 2002



Minnesota Department of Transportation



Minnesota County Highway Engineers

As of 5/01/02



2002 COUNTY SCREENING BOARD

John Stieben	(01-02)	- Pine County	- District 1
Jeff Langen	(01-03)	- Marshall County	- District 2
Dave Enblom	(01-02)	- Cass County	- District 3
Nick Anderson	(02-03)	- Big Stone County	- District 4
Mic Dahlberg	(99-03)	- Chisago County	- Metro East
Brad Larson	(02-03)	- Scott County	- Metro West
Greg Isakson	(02-03)	- Goodhue County	- District 6
Mark Sehr	(01-02)	- Rock County	- District 7
Dave Halbersma	(02-03)	- Pipestone County	- District 8
Doug Fisher	Permanent	- Anoka County	- Urban
Mark Krebsbach	Permanent	- Dakota County	- Urban
Gary Erickson	Permanent	- Hennepin County	- Urban
Ken Haider	Permanent	- Ramsey County	- Urban
Dick Hansen	Permanent	- St. Louis County	- Urban
Don Theisen	Permanent	- Washington County	- Urban
Dave Olsonawski, Secretary		- Hubbard County	

2002 SCREENING BOARD ALTERNATES

Al Goodman	- Lake County	District 1
Kelly Bengston	- Kittson County	District 2
Russ Larson	- Wadena County	District 3
Larry Haukos	- Traverse County	District 4
Roger Gustafson	- Carver County	Metro
Alan Henke	- Houston County	District 6
Nathan Richman	- Sibley County	District 7
Steve Kubista	- Chippewa County	District 8

2002 CSAH GENERAL SUBCOMMITTEE

Wayne Fingalson, Chairman	(June, 02)	- Wright County
Jeff Blue	(June, 03)	- Waseca County
Mic Dahlberg	(June, 04)	- Chisago County

2002 CSAH MILEAGE SUBCOMMITTEE

Steve Backowski, Chairman	(Oct., 02)	- Morrison County
John McDonald	(Oct., 03)	- Faribault County
Ken Haider	(Oct., 04)	- Ramsey County

CSAH VARIANCE SUBCOMMITTEE

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

TABLE OF CONTENTS

FOR THE COUNTY SCREENING BOARD DATA TO BE PRESENTED AT THE JUNE 6-7, 2002 MEETING

I. GENERAL INFORMATION AND UNIT PRICE RECOMMENDATIONS	Pages 1-16
A. Introduction.....	1
B. Trend of C.S.A.H. Unit Prices.....	2-8
C. 2002 C.S.A.H. Gravel Base Unit Price Data.....	10 & Fig.A
D. Unit Price Inflation Factor Study.....	11
E. C.S.A.H. Roadway Unit Price Report.....	12-13
F. C.S.A.H. Miscellaneous Unit Price Report.....	14-15
II. MILEAGE REQUESTS	Pages 17-28
A. Criteria Necessary for County State Aid Highway Designation.....	18
B. History of the C.S.A.H. Additional Mileage Requests.....	19-21
C. Banked CSAH Mileage.....	22
D. Minutes of the April 19, 2002 Mileage Sub-Committee Meet.....	23
E. Carver County Historical Documentation.....	25
F. Dakota County Historical Documentation.....	26
G. Scott County Historical Documentation.....	27
H. Washington County Historical Documentation.....	28
III. STATE PARK ROAD ACCOUNT	Pages 29-52
A. State Park Road Account Statutes	30
B. Fillmore County Request	31-37
C. Goodhue County Request.....	38-40
D. Houston County Request.....	41-42
E. Koochiching County Request	43-49
F. History of 2000 State Park Road Account.....	50
G. History of 2001 State Park Road Account.....	51
H. History of 2002 State Park Road Account.....	52
IV. REFERENCE MATERIAL	Pages 53-72
A. 1997-2001 Five-Year Average Subbase (Class 3 & 4) Unit Price Data.....	54 & Fig.B
B. Inflated Gravel Base and Subbase Unit Prices.....	55-59
C. Calculation of Gravel Base Unit Prices for Counties With less than 50,000 Tons.....	60-62
D. Storm Sewer Construction Costs for 2001.....	63
E. Railroad Grade Crossing Costs for 2001.....	64
F. Bridge Construction Costs for 2001.....	65-67
G. Needs Adjustments For Variances Granted on C.S.A.H.'s.....	68
H. Advancement of CSAH Construction Funds from the General CSAH Construction Account.....	69
I. Local Road Reasearch Research Projects 2000.....	70
J. Local Road Reasearch Research Projects 2001.....	71
K. Local Road Reasearch Research Projects 2002.....	72
L. Proposed Comparison Of Special Resurfacing Projects	73-76
V. PROPOSED DESIGN CHART CHANGES	Pages 77-84
A. Proposed Resolution Changes	78
B. History of previous mtg on design chart changes.....	79
B. Proposed Rural Design Quantity Tables	80-81
C. Proposed Urban Design Quantity Tables	82-83
VI. TRANSPORTATION REVOLVING LOAN FUND REQUEST	Pages 85-90
A. Pennington County's Request	86
B. County Screening Board Resolution	87-89
C. Example of Current Bond Account Adjustment	90
VII. MEETING MINUTES, RESOLUTIONS, & COUNTY ENGINEERS	Pages 91-125
A. Minutes of the October 25-26, 2001 County Engineers Screening Board Meeting	91-97
B. Minutes of the April 5, 2002 General Sub-Committee Meeting	98-103
C. Minutes of the April 25, 2002 General Sub-Committee Meeting.....	104-105
D. Current Resolutions of the County Screening Board	106-116
E. County Engineers List	117-125



2002 COUNTY SCREENING BOARD DATA JUNE, 2002

Introduction

The primary task of the Screening Board at this meeting are to establish unit prices to be used for the 2002 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 1996 construction projects and added the 2001 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1997 through 2001, are the basic source of information for compiling the data used for computing the recommended 2002 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 2001 projects was transmitted to each county engineer for their approval. Any necessary corrections or changes received from the county engineers were made prior to the Subcommittee's review and recommendation.

Minutes of the General Subcommittee meeting held April 5, and April 25, 2002 are included in the "Reference Material" section of this report. Wayne Fingalson, Wright County, Chairman of the General Subcommittee along with the other members of the Subcommittee, Jeff Blue, Waseca County and Mic Dahlberg, Chisago County will attend the Screening Board meeting to review and explain the recommendations of the group.

2002 COUNTY SCREENING BOARD DATA
JUNE, 2002

Trend of C.S.A.H. Unit Prices
(Based on State Averages from 1982-2001)

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.

2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

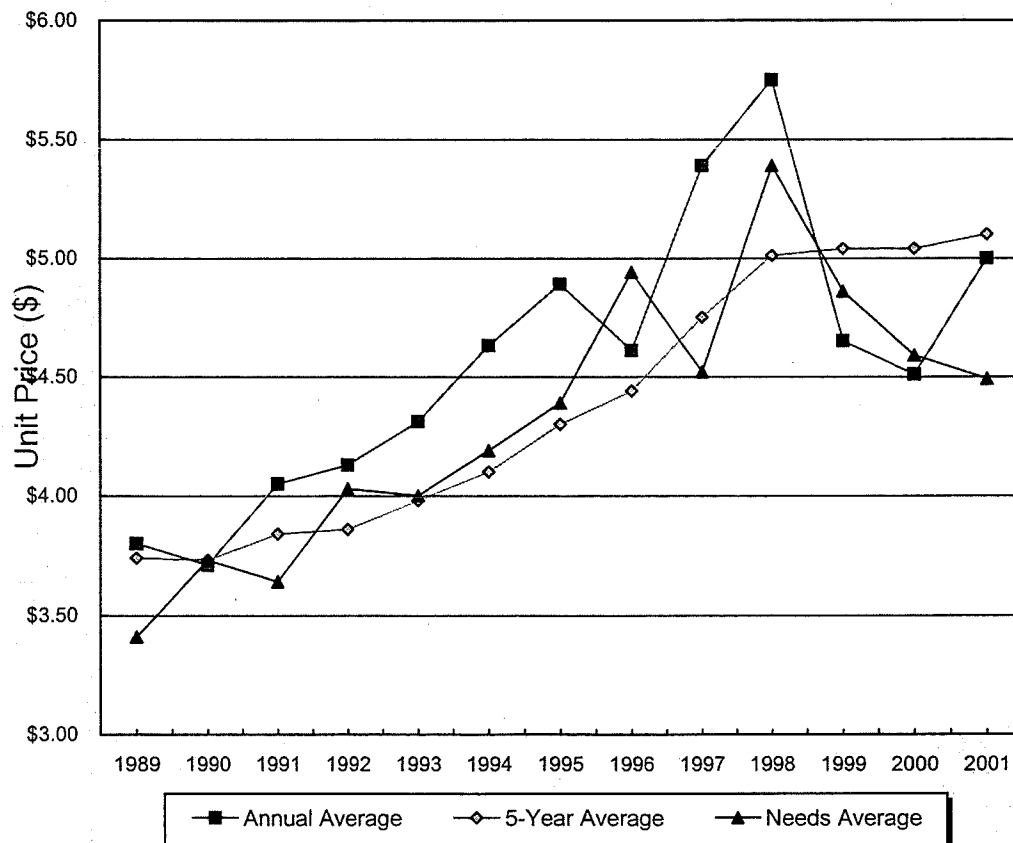
TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1989	1,584,966	\$6,024,671	\$3.80	\$3.74	\$3.41
1990	850,693	\$3,154,601	\$3.71	\$3.73	\$3.73
1991	1,770,188	\$7,167,715	\$4.05	\$3.84	\$3.64
1992	1,285,948	\$5,309,585	\$4.13	\$3.86	\$4.03
1993	654,741	\$2,823,272	\$4.31	\$3.98	\$4.00
1994	802,119	\$3,717,669	\$4.63	\$4.10	\$4.19
1995	944,079	\$4,619,762	\$4.89	\$4.30	\$4.39
1996	327,780	\$1,512,522	\$4.61	\$4.44	\$4.94
1997	604,533	\$3,256,041	\$5.39	\$4.75	\$4.52
1998	432,195	\$2,484,336	\$5.75	\$5.01	\$5.39
1999	582,987	\$2,709,555	\$4.65	\$5.04	\$4.86
2000	278,711	\$1,256,416	\$4.51	\$5.04	\$4.59
2001	222,318	\$1,111,952	\$5.00	\$5.10	\$4.49

Trend of CSAH Unit Prices-Subbase 3-4

Includes Rural & Urban Projects



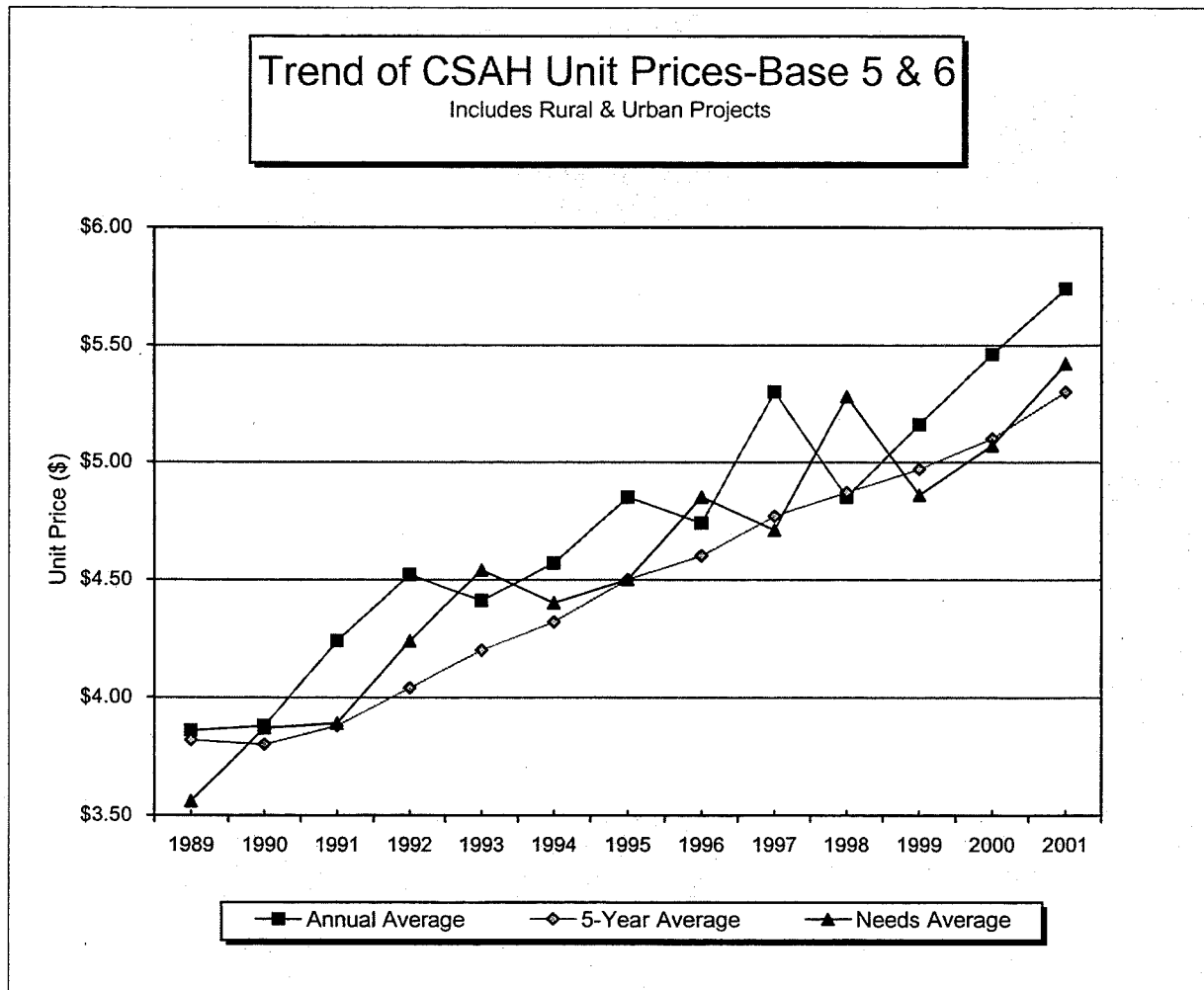
2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

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	3,558,627	\$17,267,021	\$4.85	\$4.87	\$5.28
1999	3,515,739	\$18,123,703	\$5.16	\$4.97	\$4.86
2000	4,396,204	\$24,000,864	\$5.46	\$5.10	\$5.07
2001	3,908,955	\$22,452,794	\$5.74	\$5.30	\$5.42



2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

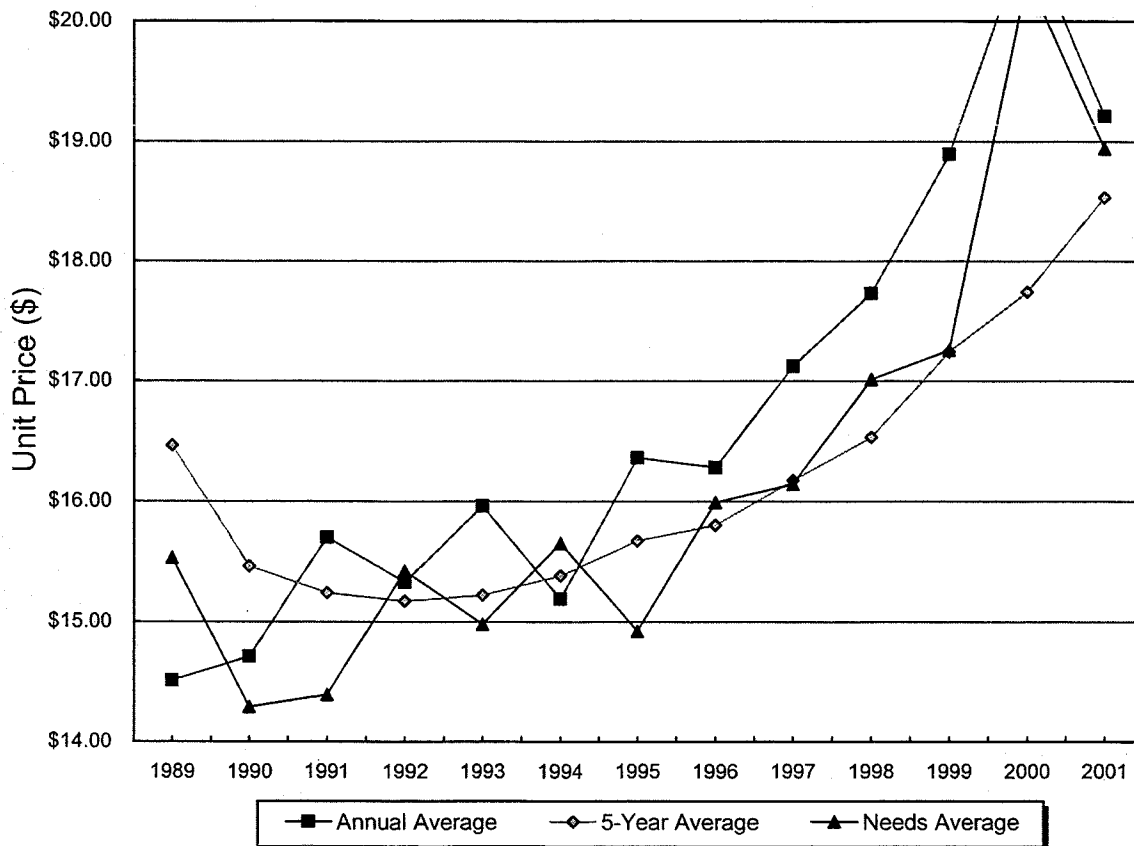
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331

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	\$17.73	\$16.53	\$17.01
1999	2,302,004	\$43,492,452	\$18.89	\$17.24	\$17.25
2000	1,709,543	\$35,462,644	\$20.74	\$17.74	\$20.36
2001	741,080	\$14,238,269	\$19.21	\$18.53	\$18.94

Trend of CSAH Unit Prices - Bit. 2331

Includes Rural & Urban Projects



2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

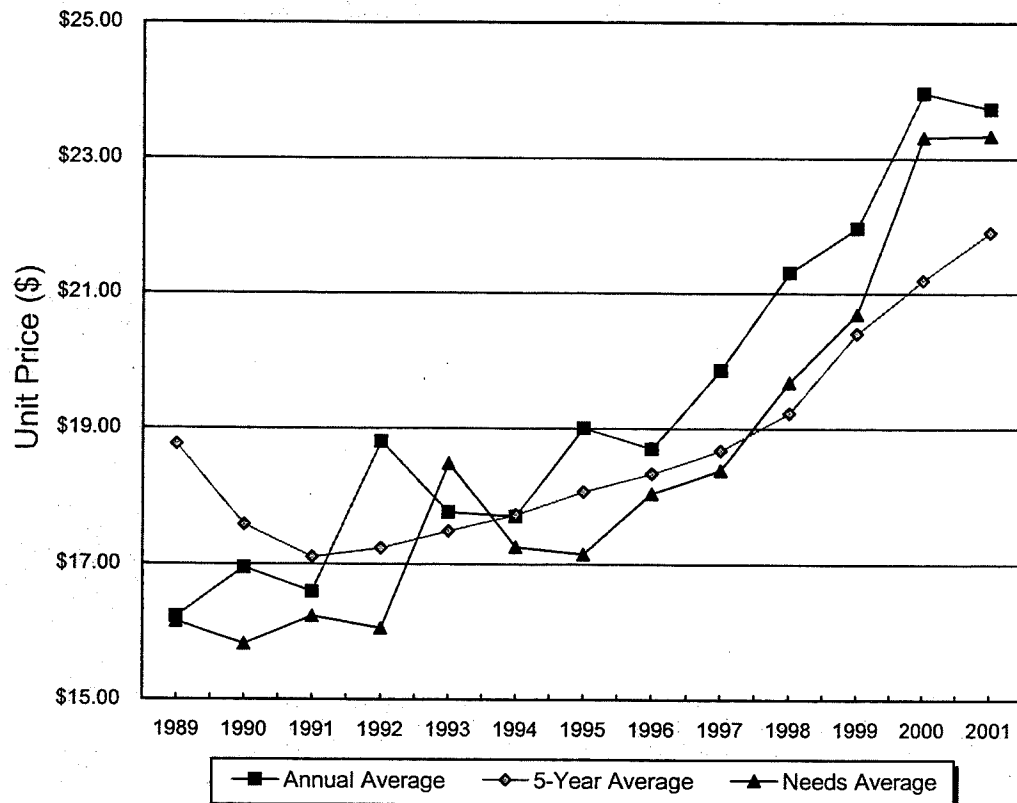
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341

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	640,534	\$15,345,031	\$23.96	\$21.19	\$23.31
2001	223,460	\$5,303,752	\$23.73	\$21.90	\$23.33

Trend of CSAH Unit Prices - Bit. 2341

Includes Rural & Urban Projects



2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

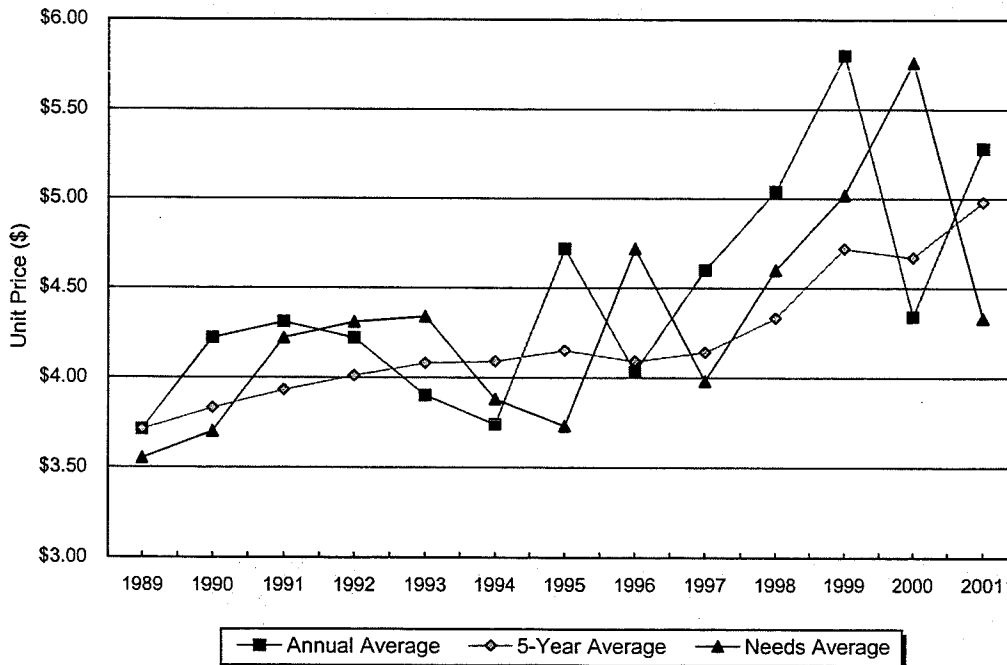
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

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
2001	161,848	\$855,303	\$5.28	\$4.98	\$4.33

Trend of CSAH Unit Prices Gr. Surface 2118

Includes Rural & Urban Projects



2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

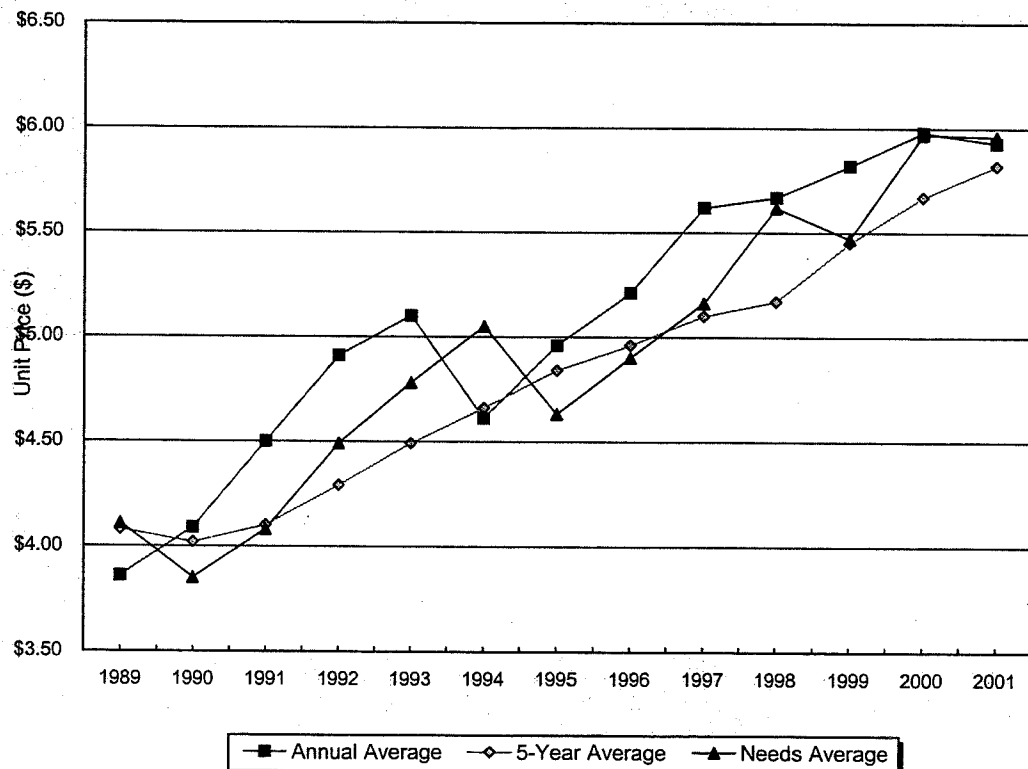
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

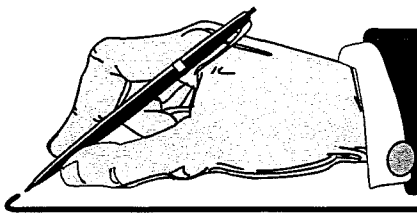
Includes Rural & Urban Design Projects

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	1,211,498	\$7,248,847	\$5.98	\$5.67	\$5.97
2001	1,104,221	\$6,546,805	\$5.93	\$5.82	\$5.96

Trend of CSAH Unit Prices Gravel Shld. 2221

Includes Rural & Urban Projects





NOTES and COMMENTS

2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

2002 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 2001 CSAH needs study gravel base unit price, the gravel base data in the 1997-2001 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 2002. As directed by the 1986 Screening Board, all urban design projects were also included in the five year average unit price study for all counties.

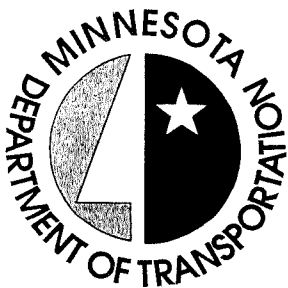
The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was modified by the Subcommittee at their April 5, & 25 2002 meeting to determine the 2002 gravel base unit prices. During 2001 only 5 rural and 3 urban subbase projects were constructed. When the design charts are redone, subbase would be eliminated which would reflect what is being built. Therefore, the Subcommittee's recommendation would be to eliminate subbase when determining the gravel base unit price.

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

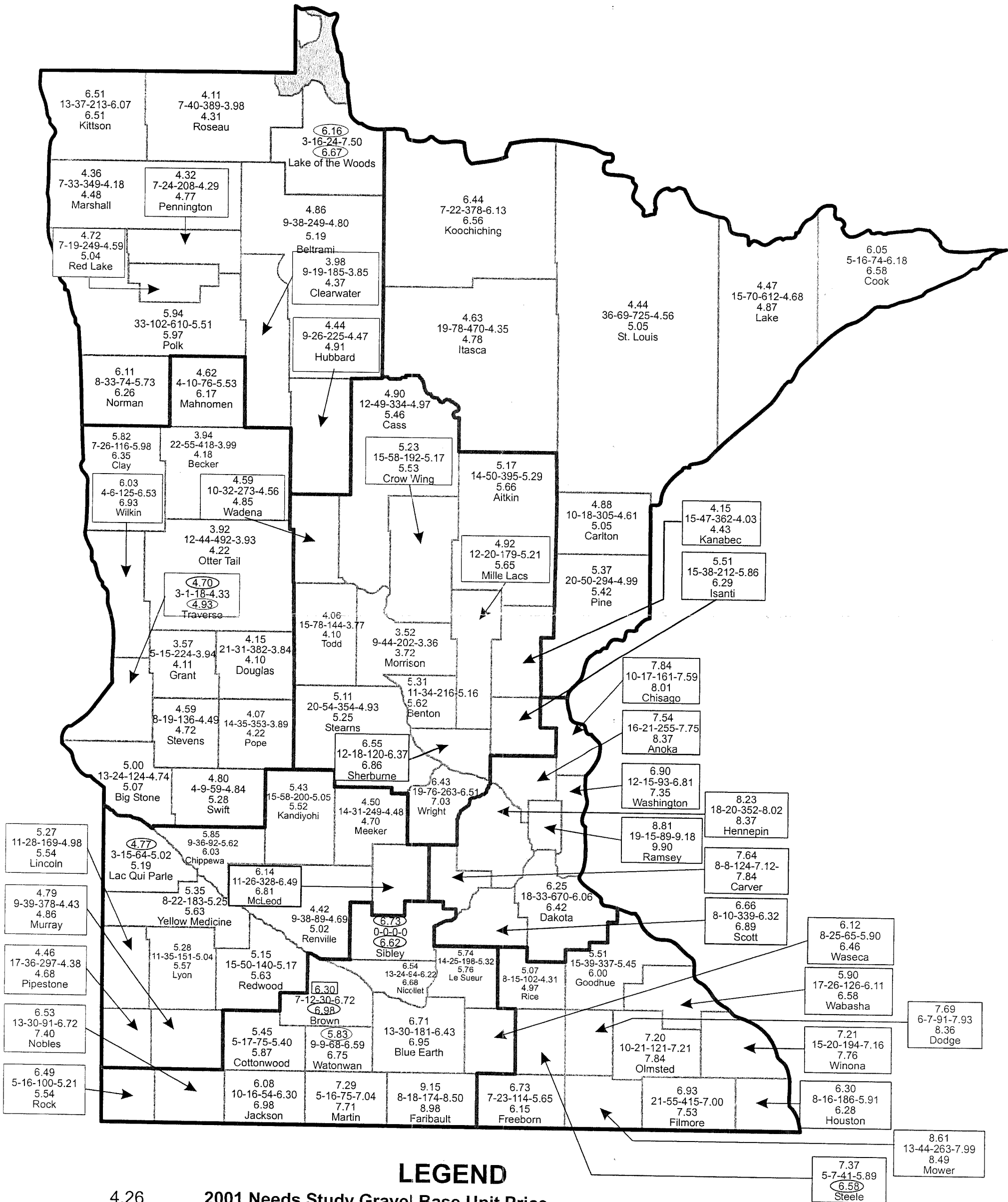
~~If a county has less than 50,000 tons of gravel base material in its five-year average unit price study, then enough subbase material from that county's five-year average unit price study is added to the gravel base material to equal 50,000 tons, and a weighted average unit price inflated by the proper factors is determined.~~

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

As you can see, the counties whose recommended unit prices have 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 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. Wayne Fingalson, Chairman, Jeff Blue and Mic Dahlberg of the General Subcommittee, will attend the Screening Board meeting to discuss their recommendations.



2002 County Screening Board Data
June, 2002
1997-2001 C.S.A.H. Gravel Base Unit Price Data
(Rural and Urban Projects Included)



LEGEND

4.26
10-34-212-4.01
4.26
2001 Needs Study Gravel Base Unit Price
'97 to '01 Gravel Base Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price
2002 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

2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

Unit Price Inflation Factor Study

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

Since the gravel base and subbase prices are the basis for the other needs study construction item unit prices, the needs unit concentrated on these two items to generate inflation factors.

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

Gravel Base - #2215 Class 5 - 6

Year	Quantity	Cost	Annual Average	Inflation Factor	
1997	3,638,274	\$19,277,621	\$5.30	\$5.74/\$5.30=	1.08
1998	3,558,627	\$17,267,021	\$4.85	\$5.74/\$4.85=	1.18
1999	3,515,739	\$18,123,703	\$5.16	\$5.74/\$5.16=	1.11
2000	4,396,204	\$24,000,864	\$5.46	\$5.74/\$5.46=	1.05
2001	3,908,955	\$22,452,794	\$5.74		

Subbase - #2214 Class 3 - 4

Year	Quantity	Cost	Annual Average	Inflation Factor	
1997	604,533	\$3,256,041	\$5.39	\$5.00/\$5.39=	0.93
1998	432,195	\$2,484,336	\$5.75	\$5.00/\$5.75=	0.87
1999	582,987	\$2,709,555	\$4.65	\$5.00/\$4.65=	1.08
2000	278,711	\$1,256,416	\$4.51	\$5.00/\$4.51=	1.11
2001	222,318	\$1,111,952	\$5.00		

In order to reflect current prices in the 1997-2001 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.

2002 COUNTY SCREENING BOARD DATA JUNE, 2002

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

The following tabulation of roadway construction prices shows the average unit prices in the 2001 C.S.A.H. needs study, the 1997-2001 C.S.A.H. five-year average unit prices, the 2001 average and the Subcommittee's recommended unit prices for use in the 2002 needs study.

The Subcommittee's recommended prices were determined at their meetings on April 5, 2002, and April 25, 2002. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

N:\CSAH\Word\Spring Book 2002\roadway unit price

2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

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

<u>Construction Item</u>	<u>2001 CSAH Needs Study Average</u>	<u>1997-2001 CSAH 5-Year Construction Average</u>	<u>2001 CSAH Construction Average</u>	<u>2002 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee</u>
--------------------------	--	---	---	--

Rural & Urban Design

Grav. Base CI 5 & 6/Ton	\$5.42	\$5.32	\$5.74	*
-------------------------	--------	--------	--------	---

Rural Design

Subbase CI 3 & 4/Ton	\$4.49	\$5.07	\$5.07	\$5.07-\$5.74 = G.B. -0.67	
Bit.Base & Surf. 2331/Ton	18.94	18.26	19.15	\$19.15-\$5.74 = G.B. +13.41	
Bit.Surf. 2341/Ton	23.33	21.15	22.97	\$22.97-\$5.74 = G.B. +17.23	
Con.Surf. 2301/Sq.Yd.	19.99	---	23.68		
			(2001 Mn/DOT)		
Gravel Surf. 2118/Ton	4.33	4.96	5.23	\$5.23-\$5.74 = G.B. -0.51	**
Gravel Shldr. 2221/Ton	5.96	5.81	5.92	\$5.92-\$5.74 = G.B. +0.18	**
Combine Bit.Base & Surf. (2331, 2341, & 2350)/Ton		19.54	21.25	\$21.25-\$5.74 = G.B. +15.51	**

Urban Design

Subbase CI 3 & 4/Ton	\$4.71	\$5.90	\$4.55	\$4.55-\$5.74 = G.B. -1.19	
Bit.Base & Surf. 2331/Ton	26.63	23.44	21.81	\$21.81-\$5.74 = G.B. +16.07	
Bit.Surf. 2341/Ton	28.84	25.40	30.07	\$30.07-\$5.74 = G.B. +24.33	
Con.Surf. 2301/Sq.Yd.	24.54	---	26.20		
			(2001 Mn/DOT)		
Combine Bit.Base & Surf. (2331, 2341, & 2350)/Ton		26.34	28.49	\$28.49-\$5.74 = G.B. +22.75	**

* 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

** Recommendation "ONLY" by the General Sub-committee

n:\csah\Books\Spring Book 2002\2002 Roadway Unit Price

2002 COUNTY SCREENING BOARD DATA JUNE, 2002

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

The following report lists the miscellaneous unit prices used in the 2001 C.S.A.H. needs study, those recommended by Mn/DOT or average 2001 construction prices, and the unit prices recommended by the C.S.A.H. Subcommittee for use in the 2002 CSAH needs study.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meetings on April 5, 2002, and April 25, 2002 that are printed in the "Reference Material" section of this booklet.

2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

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

<u>Construction Item</u>	<u>2001 CSAH Needs Study Average</u>	<u>Prices Recommended For 2002 By Mn\DOT or Average 2001 Construction Prices</u>	<u>2002 CSAH Unit Price Recommended by CSAH Subcommittee</u>
--------------------------	--	--	--

<u>Other Urban Design</u>			
Storm Sewer - Complete/Mi.	\$248,000	\$254,200	\$254,200
Storm Sewer - Partial/Mi.	80,400	81,600	81,600
Curb & Gutter Const./Lin.Ft.	7.70	7.70	7.70

<u>Bridges</u>			
0-149 Ft.Long/Sq.Ft.	\$73.00	\$85.00	\$81.00
150-499 Ft.Long/Sq.Ft.	74.00	78.00	86.00
500 Ft. & Longer/Sq.Ft.	70.00	98.00	70.00
Widening/Sq.Ft.	150.00	**	
RR over Hwy - 1 Track/Lin.ft.	7,000	14,182	14,000
Each Add.Track/Lin.ft.	4,000		4,000

<u>Railroad Protection</u>			
Signs	\$1,400	\$1,375	\$1,400
Signals	120,000	120,000	120,000
Signals & Gates	160,000	\$135,000-\$185,000	160,000

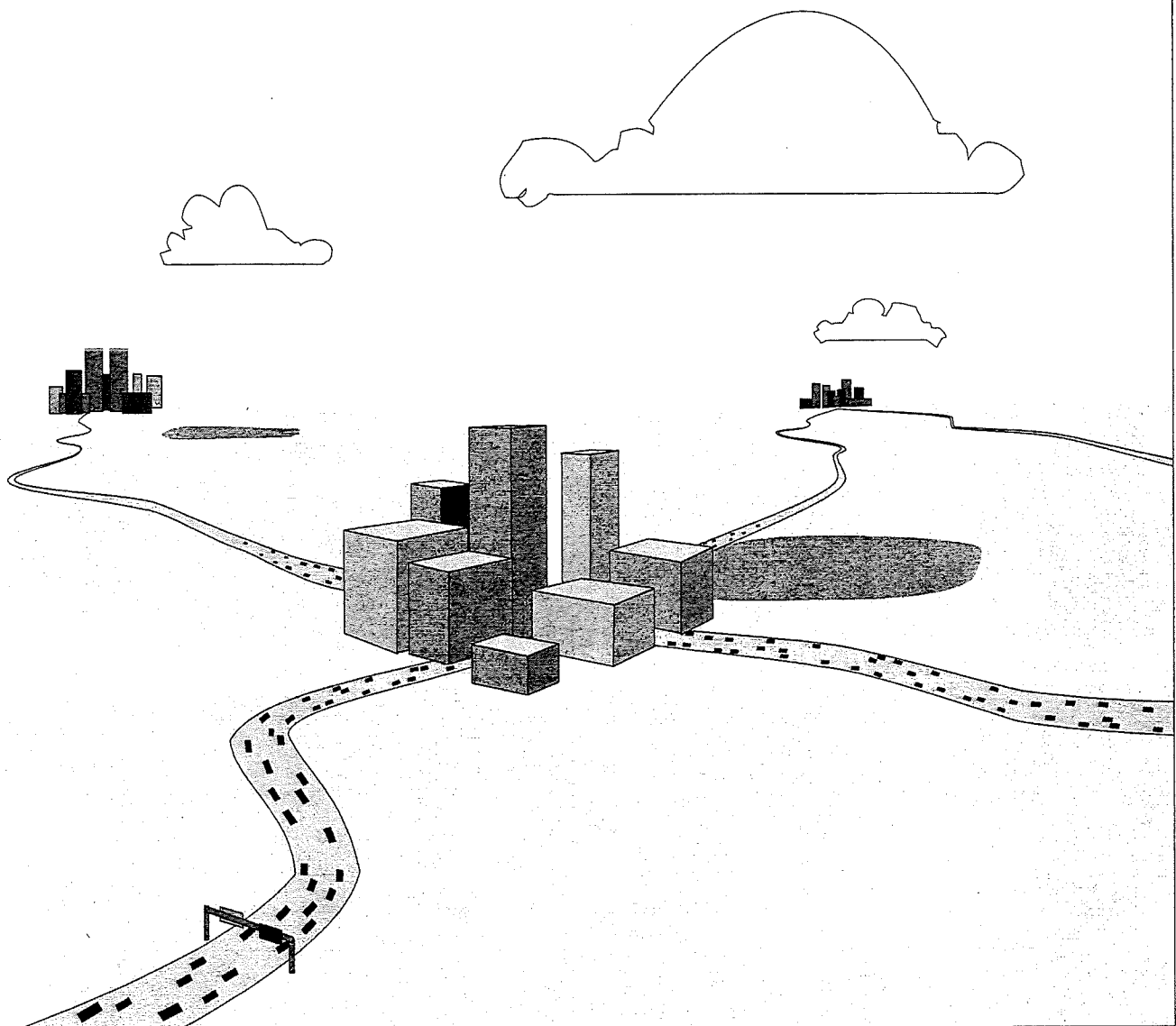
** WILL USE RECONDITIONING COST AS REPORTED

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



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

MILEAGE REQUESTS



2002 COUNTY SCREENING BOARD DATA

June, 2002

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.*

2002 COUNTY SCREENING BOARD

June, 2002

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

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983- 1987	1988	1989	1990	1991	1992	1993	1994		1995	1996	1997	1998	1999	2000	2001	Total Miles To Date	County
Carlton	3.62																			3.62	Carlton
Cook	3.60																			3.60	Cook
Itasca																				0.00	Itasca
Koochiching	9.27 *			0.12																9.39	Koochiching
Lake	4.82 *	0.56								10.31								7.30		22.99	Lake
Pine	9.25																			9.25	Pine
St. Louis	19.14 *																		7.60	26.74	St. Louis
District 1 Totals	49.70	0.56	0.00	0.12	0.00	0.00	0.00	0.00	0.00	10.31	0.00		0.00	0.00	0.00	0.00	0.00	0.00	14.90	75.59	District 1 Totals
Beltrami	7.53 *	0.16									2.10 **									9.79	Beltrami
Clearwater	0.30 *	1.00																		1.30	Clearwater
Hubbard	1.85	0.26	0.06																	2.17	Hubbard
Kittson	6.60 *																			6.60	Kittson
Lake of 'Woods	0.89									7.65										8.54	Lake of 'Woods
Marshall	15.00 *	1.00																		16.00	Marshall
Norman	1.31																			1.31	Norman
Pennington	0.84																			0.84	Pennington
Polk	4.00	1.55	0.67																	6.22	Polk
Red Lake		0.50																		0.50	Red Lake
Roseau	6.80																			6.80	Roseau
District 2 Totals	45.12	4.47	0.73	0.00	0.00	0.00	0.00	0.00	0.00	7.65	2.10		0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.07	District 2 Totals
Aitkin	6.10		0.60								7.12 **									13.82	Aitkin
Benton	3.18 *																			3.18	Benton
Cass	7.90										2.80 **									10.70	Cass
Crow Wing	13.00 *																			13.00	Crow Wing
Isanti	1.80																			1.80	Isanti
Kanabec																				0.00	Kanabec
Mille Lacs		0.74																		0.74	Mille Lacs
Morrison											9.70 **									9.70	Morrison
Sherburne	5.42																			5.42	Sherburne
Stearns	0.78		3.90			0.25														4.93	Stearns
Todd	1.90 *																			1.90	Todd
Wadena																				0.00	Wadena
Wright	0.45		1.38																	1.83	Wright
District 3 Totals	40.53	0.74	5.88	0.00	0.00	0.25	0.00	0.00	0.00	0.00	19.62		0.00	0.00	0.00	0.00	0.00	0.00	0.00	67.02	District 3 Totals

2002 COUNTY SCREENING BOARD

June, 2002

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

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983- 1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Total Miles To Date	County
Becker	10.07																		10.07	Becker
Big Stone	1.40	0.16																	1.56	Big Stone
Clay	2.00	0.10																	2.10	Clay
Douglas	10.65 *																		10.65	Douglas
Grant	5.42																		5.42	Grant
Mahnomen	1.42																		1.42	Mahnomen
Otter Tail			0.36																0.36	Otter Tail
Pope	3.63	1.20																	4.83	Pope
Stevens	1.00																		1.00	Stevens
Swift	0.78		0.24																1.02	Swift
Traverse	0.20	0.56		1.60															2.36	Traverse
Wilkin											0.11								0.11	Wilkin
District 4 Totals	36.57	2.02	0.60	1.60	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.90	District 4 Totals
Anoka	2.04				10.42							16.74		8.25					37.45	Anoka
Carver	2.49	0.48		0.08													11.70		14.75	Carver
Hennepin	4.50	0.24	0.85																5.59	Hennepin
Scott	12.09 *	5.15	0.12		3.50								38.12						58.98	Scott
District 5 Totals	21.12	5.87	0.97	0.08	13.92	0.00	0.00	0.00	0.00	0.00	0.00	16.74	38.12	8.25	0.00	0.00	0.00	11.70	116.77	District 5 Totals
Dodge				0.11															0.11	Dodge
Fillmore	1.12		1.10																2.22	Fillmore
Freeborn	0.95	0.65																	1.60	Freeborn
Goodhue		0.08																	0.08	Goodhue
Houston		0.12																	0.12	Houston
Mower	13.11 *		0.09																13.20	Mower
Olmsted	15.32 *																		15.32	Olmsted
Rice	1.70																		1.70	Rice
Steele	1.55																		1.55	Steele
Wabasha	0.43 *	0.30																	0.73	Wabasha
Winona	7.40 *																		7.40	Winona
District 6 Totals	41.58	1.15	1.19	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.03	District 6 Totals

2002 COUNTY SCREENING BOARD

June, 2002

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

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983- 1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Total Miles To Date	County
Blue Earth	15.29 *		0.25												3.46				19.00	Blue Earth
Brown	7.44	0.13																	7.57	Brown
Cottonwood	5.17	1.30																	6.47	Cottonwood
Faribault	0.37	1.20	0.09																1.66	Faribault
Jackson	0.10																		0.10	Jackson
Le Sueur	2.70	0.83		0.02															3.55	Le Sueur
Martin	1.52																		1.52	Martin
Nicollet				0.60															0.60	Nicollet
Nobles	13.71	0.23						0.12											14.06	Nobles
Rock	0.50		0.54																1.04	Rock
Sibley	1.50																		1.50	Sibley
Waseca	4.53	0.14		0.05															4.72	Waseca
Watonwan		0.04	0.68	0.19															0.91	Watonwan
District 7 Totals	52.83	3.87	1.56	0.86	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	3.46	0.00	0.00	0.00	62.70	District 7 Totals
Chippewa	15.00					0.05													15.05	Chippewa
Kandiyohi	0.44																		0.44	Kandiyohi
Lac Qui Parle	1.93																		1.93	Lac Qui Parle
Lincoln	6.55 *																		6.55	Lincoln
Lyon	2.00				1.50														3.50	Lyon
Mc Leod	0.09	0.50					0.32												0.91	Mc Leod
Meeker	0.80	0.50																	1.30	Meeker
Murray	3.52	1.10																	4.62	Murray
Pipestone	0.50																		0.50	Pipestone
Redwood	3.41		0.13																3.54	Redwood
Renville																			0.00	Renville
Yellow Medicine		1.39																	1.39	Yellow Medicine
District 8 Totals	34.24	3.49	0.13	0.00	1.50	0.05	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.73	District 8 Totals
Chisago	3.24								2.20										5.44	Chisago
Dakota	1.65 *	2.47		2.26											35.63				42.01	Dakota
Ramsey	10.12 *	0.61		1.13															11.86	Ramsey
Washington	2.33 *	0.40	0.33	1.33	8.05								18.52						30.96	Washington
District 9 Totals	17.34	3.48	0.33	4.72	8.05	0.00	0.00	0.00	2.20	0.00	0.00	0.00	18.52	0.00	35.63	0.00	0.00	0.00	90.27	District 9 Totals
Totals	339.03	25.65	11.39	7.49	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	26.60	597.08	Totals

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

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

N:\CSAH\Books\SPRING BOOK 2002\HISTORY2002.XLS

2002 COUNTY SCREENING BOARD DATA

June, 2002

"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, 2002 is included.

County	Banked Mileage	Year Made Available
Anoka	1.04	2000
Becker	0.40	1991
Blue Earth	0.08	2000
Brown	0.56	1999
Carlton	0.88	92, 94 & 2001
Carver	0.40	2001
Cass	1.45	2002
Chippewa	0.71	1999
Clay	5.00	1993 & 1997
Clearwater	0.60	1997
Dakota	0.34	2000
Dodge	0.71	1994 & 2000
Douglas	3.06	1992 & 2002
Faribault	2.54	1993
Hennepin	5.29	1994, 96, 97, 99 & 02
Hubbard	0.52	1996 & 1997
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.20	1993
Kittson	0.26	1999
Koochiching	0.45	1994, 95 & 98
Lincoln	0.70	1996
McLeod	0.30	1997
Meeker	0.31	2001
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	1.65	1995 & 1999
Pine	1.00	2001
Pipestone	0.10	1996
Polk	2.00	1997 & 2002
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	1.17	1992 & 1997 & 2001
Steele	0.24	1999
Stevens	1.78	1998 & 2001
Todd	0.48	2000
Wabasha	0.42	1993 & 1998
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Wright	0.24	1997 & 2001
Yellow Medicine	0.78	1993 & 1995 & 2001
Total	51.18	


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

April 22, 2002

TO: County State Aid Screening Board

FROM: Mileage Sub-Committee

Steven Backowski, Morrison County/Chair
John McDonald, Faribault County
Ken Haider, Ramsey County



On April 19, 2002 the Mileage Sub-Committee met with Mitch Anderson of Stearns County, Jodi Teich of Stearns County, Diane Gould the CSAH Needs Manager, Norm Cordes of the CSAH Needs Unit and Kelvin Howieson the District 3 State Aid Engineer.

The meeting was the beginning of the Mileage Sub-committee process of review in order to make a recommendation to the Screening Board on Stearns County's 44.21 mile request of additional mileage.

The request is based on the Stearns County Comprehensive Plan which had proposed that all collector and arterial routes become eligible for state aid designation. This proposal was substantially modified down to come up with the proposed request. The request includes a number of system removals, system trades and system additions.

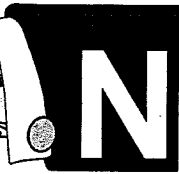
As the sub-committee debated the merits of the request it became apparent that we were going to have difficulty coming to a recommendation with the proposal being so broad. The sub-committee was specifically wanting to reduce the list of routes requested to be added as County State Aid Highways by as much as possible through the administrative process. The sub-committee also requested council resolutions acknowledging that the municipal revocations would take place.

The Sub-committee discussed these issues with Mitch. He agreed to move forward with making as many system revisions as he could administratively. He will then focus the request on what additional mileage is needed and make application for the Fall Screening Board Meeting.

With the continued growth and development taking place across the State of Minnesota it can be anticipated that substantial mileage requests will be coming forward to the Screening Board in the future.

For the twenty year period between 1971 to 1990 a total of 68.62 additional miles were added to the CSAH system. For the ten year period between 1991 to 2000 a total of 162.83 additional miles were added to the CSAH system.

Recognizing the need to provide a fair and consistent method of handling mileage requests, the Sub-committee is requesting the Screening Board discuss the development of a set of guidelines that would be followed by a county in preparing a mileage request along with criteria that the sub-committee would consider and address when making a recommendation.



This image shows a single page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or printed text on the page.

2002 COUNTY SCREENING BOARD DATA

June, 2002

HISTORICAL DOCUMENTATION FOR THE CARVER COUNTY C.S.A.H. MILEAGE REQUEST

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/2001	Beginning Balance	0.00	207.94	207.94
12/2001	Banked Mileage	(0.40)	207.94	207.54

These designation are left to be completed:

Co. Rd. 17	(+1.26 Miles) as CSAH 15
Co. Rd 134	(+1.13 Miles) as CSAH 34
Co. Rd 147	(+4.76 Miles) as CSAH 11
Pioneer Trail	(+2.65 Miles) as CSAH 14
Pioneer Trail	(+1.56 Miles) as CSAH 14
Waconia East NS Loop Connection	(+0.74 Miles) as CSAH 30

n:\csah\Books\Spring Book 2002\Carver Co. mileage request.xls

2002 COUNTY SCREENING BOARD DATA

June, 2002

HISTORICAL DOCUMENTATION FOR THE DAKOTA COUNTY C.S.A.H. MILEAGE REQUEST

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

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

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

AND

The CSAH designation of Co. Rd. 8 (+2.54), Co.Rd. 28 (+5.48), Co Rd. 30 (+0.49), and Co.Rd. 43 (+4.92).

2002 COUNTY SCREENING BOARD DATA

June, 2002

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).

2002 COUNTY SCREENING BOARD DATA

June, 2002

HISTORICAL DOCUMENTATION FOR THE WASHINGTON COUNTY C.S.A.H. MILEAGE REQUEST

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	201.54	201.54
06/1996	Banked Mileage	(1.21)	201.54	200.33
01/08/97	Rev. 33, Ext. 5, 8, 13, 17, 19 & 24	17.35	200.33	217.68
09/15/97	Revoke Portion 36	(1.17)	217.68	216.51
12/16/98	Revoke 30, 31 & 32	(3.02)	216.51	213.49
3/9/00	Revoke Portion 7	(0.78)	213.49	212.71

The portion of this request left to be accomplished are the revocations of part of CSAH 21 (-0..20), CSAH 22 (-4.41), CSAH 23 (-1.04), CSAH 28 (-0.62), and CSAH 34 (-1.23).

AND

The designation of parts of Stonebridge Trail (+1.50), Greeley Ave. (+1.20), Hinton Ave. (+2.50), Jamaica Ave. (+1.50), Manning Ave. (+0.80), Northbrook Blvd. (+2.10), Pickett Ave. (+0.20), Valley Creek Road (+2.00), and 80th St. (+3.10).

STATE PARK ROAD ACCOUNT



2001 COUNTY SCREENING BOARD DATA

June, 2002

State Park Road Account

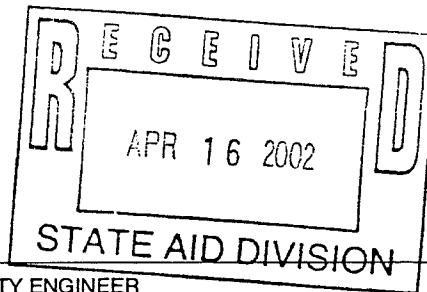
Legislation passed in 1989 amended Minnesota Statutes 1986, section 162.06, subdivision 5, to read as follows:

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

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



Fillmore County Highway Department



JOHN M. GRINDELAND, P.E. COUNTY ENGINEER
THOMAS MILES, E.I.T. ASSISTANT COUNTY ENGINEER
DAVID NELSON, MAINTENANCE SUPERINTENDENT

April 15, 2002

909 Houston Street
Preston, Minnesota 55965
(P) (507) 765-3854
(F) (507) 765-4476

MCEA Screening Board
C/o Diane Gould, CSAH Needs Unit
Office of State Aid, MS 500
395 John Ireland Blvd
St. Paul, MN 55155

Re: State Park Road Account
Brightsdale Forest Management Unit
Fillmore County CSAH 21

Fillmore County has been contacted by representatives of the DNR Brightsdale Forest Management Unit, Carrolton Township and other concerned individuals, concerning maintenance and dust issues on a 1.2 mile portion of County State Aid Highway #21 and the remaining 1.8 mile portion of township roadway into the referenced area.

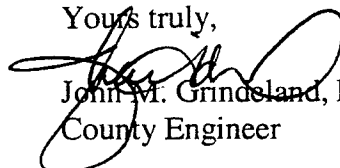
The existing roadway is frequently travelled by tour buses, private and public, to use the facilities located in this 'Unit', which includes access to the Root River, Eagle Bluff Environmental Education facility and Brightsdale Forest Management facilities.

Options have been discussed with all parties. A 'do-nothing' option was quickly eliminated. And a hard pavement surface has been considered, but eliminated because of existing structure, cross-section and construction costs (\$300,000.00).

An agreed upon option, was an 'Otta Seal' application. This application consists of two (2) applications of an emulsion oil w/ CI-2/5 aggregate, approximately 0.50 gals/s.y. emulsion and 50# aggregate respectfully. This process was discussed at the recent 'Annual MN Pavement Conference', and has recently been done in Itasca County, and in District 6 on a portion T.H. 76 north of Whitewater State Park.

All parties feel that this is an acceptable process for eliminating existing problems, and could be an answer for low-volume roadway in the future. John Strohkirch, with the Department of Natural Resources has approved \$100,000.00 for this project, and we request MCEA concurrence to proceed.

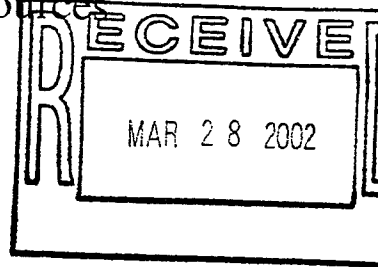
Yours truly,


John M. Grindeland, P.E.
County Engineer



Minnesota Department of Natural Resources

500 Lafayette Road
St. Paul, Minnesota 55155-40__



March 12, 2002

Mr. Elwyn Tinklenberg, Commissioner
Department of Transportation
395 John Ireland Blvd.
St. Paul, MN 55155

Dear Commissioner Tinklenberg:

Minnesota Statutes Chapter 162.06 Subdivision 5 as amended by the laws of 1989 Ch. 268 authorizes funds for "the reconstruction, improvement, repair and maintenance of county roads, city streets and town roads that provide 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".

This letter serves as notice that \$100,000 of the 2002 State Park Fund are hereby authorized to Fillmore County for improvements to CSAH #21 and Carrolton township road #454 which provides access to the Brighdsale Forestry Unit. As per state statute, funds used to improve County State Aid Highways, must be reviewed by the State Aid Screening Board.

The following criteria must be met before authorization to proceed to letting and award of contract can be issued:

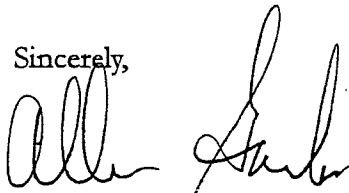
1. The unit of government (county, township, city) initiating this project must review the project with the area DNR Area Hydrologist and Wildlife Manager to determine if the project has any adverse effect on protected waters or lands currently enrolled in the Reinvest in Minnesota (RIM) program.
2. A plan must be developed, signed by a registered engineer and submitted to the MN/DOT District State Aid Engineer through the County Engineer.
3. The Department of Transportation, Office of State Aid, will review the plan and if acceptable will notify the county engineer and the local unit of government to proceed with a letting, force account or negotiated agreement.



March 22, 2002

- A. The County shall administer the contract, force account or negotiated agreement.
 - B. On the projects the County Engineer will supervise the construction and estimates as the work progresses.
 - C. On all projects, the District State Aid Engineer will monitor the progress of the project according to the specifications and proposals.
- 4. Payment requests as submitted by the County Engineer and based on estimates or force account agreements, shall be administered in accordance with State Aid rules and payments will be made to the County Treasurer.
 - 5. Overruns are the responsibility of the local unit of government unless approved by the Department of Natural Resources and the State Aid Engineer.
 - 6. Right-of-way costs (payments to the land owners) are a reimbursable cost.
 - 7. Preliminary and construction engineering costs are the responsibility of the local unit of government.
 - 8. The minimum standards for any improvement must be designed as shown on the attached sheet.

Sincerely,



Allen Garber, Commissioner

Attachment: Minimum Standards

C: Paul Stine, Assistant State Aid Engineer, John Grindeland, Fillmore County Engineer, Jim Brooks, DNR Forestry.

File: SAU 390



Fillmore County Highway Department

JOHN M. GRINDELAND, P.E. COUNTY ENGINEER
THOMAS MILES, E.I.T. ASSISTANT COUNTY ENGINEER
DAVID NELSON, MAINTENANCE SUPERINTENDENT

March 19, 2002

909 Houston Street
Preston, Minnesota 55965
(P) (507) 765-3854
(F) (507) 765-4478

John Strohkirch
Development and Acquisition Manager
Department of Natural Resources
Parks and Recreation
500 Lafayette Road
St. Paul, MN 55155-4039

Re: State Park Road Account
Brightsdale Forest Management Unit/Eagle Bluff Environmental Education Center
Located approximately 5 miles Northwest of Lanesboro, MN

Dear Mr. Strohkirch,

I have recently met with local representatives of the DNR, Eagle Bluff, and Carrolton Township. The topic of discussion was the entrance roadway to the referenced facilities. It seems that dust and roadway maintenance has become an issue of late for both the facilities and the Township.

The facilities presently have access by a 1.2 mile segment of County State Aid Highway #21 and a 1.8 mile segment of Carrolton Township roadway. I have been asked to solicit funding from the State Park Road Account for a solution to the present problems.

Options have been discussed, which ranged from annual applications of calcium chloride (\$5,500 - \$6,000/year), to a new bituminous pavement. A new bituminous pavement would require some regrading to provide a wider subgrade to put the 7 ton section on. This could be accomplished at a cost of approximately \$125,000 per mile.

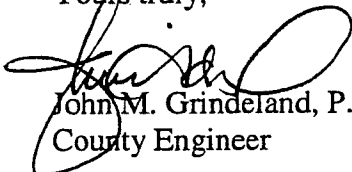
I presented an option, called an "Otta Seal", which was well received by all parties, and has become the option of choice. This process is a simple 'double' application of an 'emulsion' and a class-5 type aggregate product. I saw a presentation of this process at the recent Annual Minnesota Pavement Conference in St. Paul. The Cass County Engineer showed the work they had done on a number of miles of County and township roadway, and a short segment that MnDOT did. This MnDOT segment is on Hwy 74, north of Whitewater State Park and Elba, MN., located in Winona County.

My assistant and myself visited this project and were impressed by the finished surface and it's condition. As you can probably surmise this process is experimental, but has shown great promise in Norway, it's origin. And we feel that it has promise, in situations like ours, and should be cost effective with an expected cost of approximately \$20-25,000 per mile. There is an expected 10-15 year life for an application. This is a possible mid to long term solution that appears to be relatively inexpensive.

The "Otta Seal" applications proposed are to have a twenty four (24') foot wide application on CSAH #21 and a twenty two (22') foot wide application on the Township roadway. This should accommodate traffic for access to and from the facilities. For a three mile application the anticipated cost is \$100,000.00, which includes an additional two (2") inch aggregate base application prior to the "Otta Seal" to increase the ultimate strength of the roadway.

Please give this proposal your greatest consideration. If you have any questions please give me a call at (507) 765-3854.

Yours truly,



John M. Grindeland, P.E.
County Engineer



Minnesota Department of Natural Resources

500 Lafayette Road
St. Paul, Minnesota 55155-40__

April 17, 2002

RE:CSAH 21 improvements

John M. Grindeland, P.E., Fillmore County Engineer
Fillmore County Hwy. Dept.
909 Houston Street
Preston, MN 55965

Dear Mr. Grindeland: As per Commissioner Garber's March 12, 2002 letter to Commissioner Tinklenberg the CSAH 21 project to improve access to the Brightsdales Forestry Unit is funded in the amount of \$100,000. The Department of Natural Resources supports this project and recommends approval by the State Aid Screening Board. This project will improve access to state forest lands.

Sincerely,

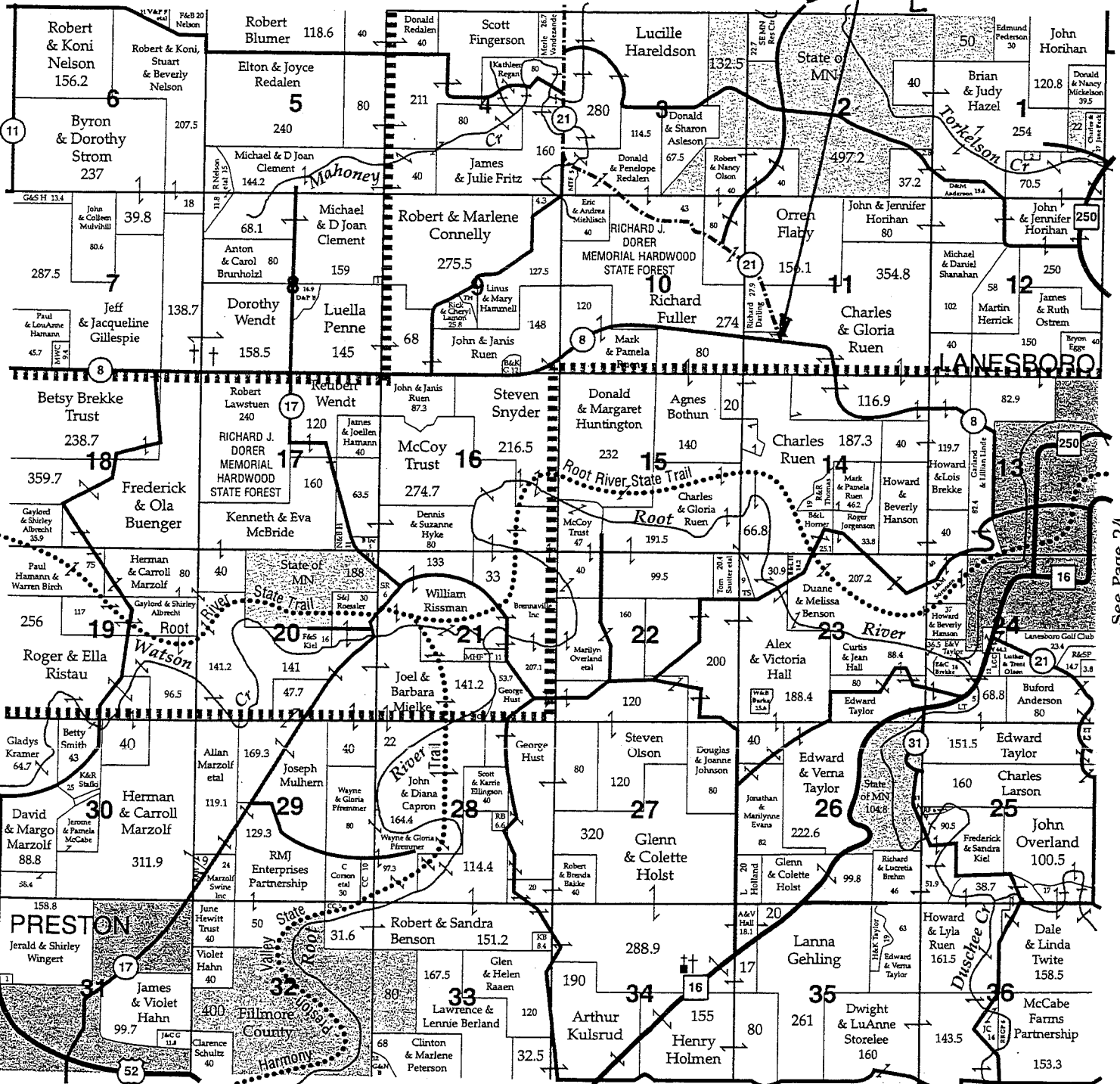
A handwritten signature in cursive script, appearing to read 'John Strohkirch', is written over a horizontal line.

John Strohkirch



See Page 29

Proj. = 3.0 MILES
TOTAL



See Page 24

See Page 17



**FACILITIES AND OPERATIONS SUPPORT BUREAU
REGIONAL ENGINEERING OFFICE
1200 WARNER ROAD, ST. PAUL, MN 55106
651-772-7904**

April 26, 2002

Greg Isakson, County Engineer
Goodhue County Public Works
2140 Pioneer Road
Redwing, MN 55066

**RE: Frontenac SP-Goodhue County
Entrance Road Improvements
File No.: SPK00160.00.17.06/P-02-24**

Dear Mr. Isakson:

As we discussed over the phone, I am sending you two (2) copies of the concept plan for the Frontenac SP Entrance Road Improvements; please feel free to send a copy to the District State Aid Engineer if you choose. The project involves reconstruction of approximately 600 lineal feet of CSAH 28 in the vicinity of the park contact station. The estimated cost of this project is \$80,000. You indicated that you would write your letter of support for this project and send to John Strohkirsch, MnDNR, Facilities and Operations Support Bureau with a CC to Diane Gould, MnDOT, State Aid. I would appreciate it if you would also copy me on that letter.

As we discussed, MnDNR Engineering will prepare the plans and specifications and will secure State Park Road Account funding for this project. You have indicated that Goodhue County will bid the project and provide contract administration and construction inspection for the project. We plan to complete plans and specifications by late 2002 or early 2003 with the intent that construction will take place in 2003.

If you have any questions, please contact me at 651-772-7989. Thank you for your efforts in assisting us with this project.

Sincerely,

Kim W. Waldof
Regional Engineer

Enclosures

cc: Tim Petersen
John Strohkirsch
Harry Roberts
Jeanne Daniels

GOODHUE COUNTY DEPARTMENT OF PUBLIC WORKS



HIGHWAY
PARKS
RECYCLING
SOLID WASTE
HHW

Gregory Isakson, P.E.
Director of Public Works/County Engineer

2140 Pioneer Road
P.O. Box 404
Red Wing, MN 55066
PHONE 651.388.2812 FAX 651.388.8437

April 30, 2002

John Strohkirch
DNR FOS Bureau
500 Lafayette Rd
Box 29
St Paul MN 55155

RE: Frontenac State Park - Entrance Road, Goodhue County CSAH 28

Dear Mr. Strohkirch,

Goodhue County has received a request from the DNR to reconstruct the entrance to the Frontenac State Park located on Goodhue County State Aid Highway (CSAH) 28. The work will consist of building a divided roadway to facilitate the DNR in controlling the traffic entering the park (see attached preliminary drawing). The DNR's preliminary cost estimate for the work is \$80,000.

Goodhue County supports this project and recommends the use of State Park Road Account funding for the project.

Sincerely,

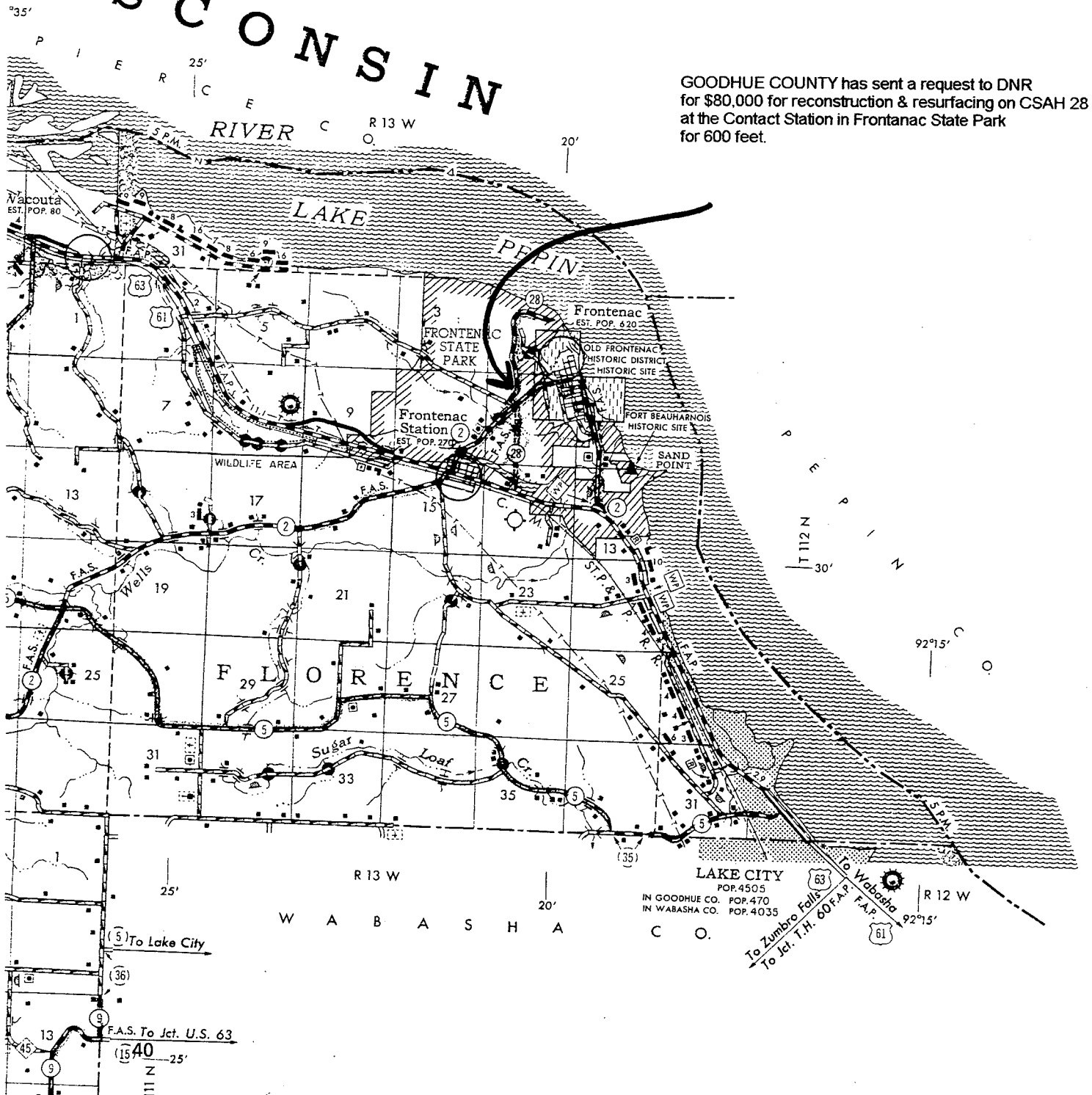
Greg Isakson, P.E.
County Engineer

GI/jh

Enclosure

Goodhue County

WISCONSIN



HOUSTON COUNTY DEPARTMENT OF TRANSPORTATION

1124 East Washington Street
Caledonia, MN 55921

Phone: 507-725-3925

Fax: 507-725-5417

April 26, 2002

John Stohkirch
Department of Natural Resources
Facilities and Operations Support
Facilities Manager
500 Layfayette Road, Box 29
St. Paul, MN 55155

RE: State Park Road Account
Beaver Creek Valley State Park
Houston County C.S.A.H. No. 1

Houston County has been contacted by the Park Manager of Beaver Creek Valley State Park concerning a reconstruction and paving project that they are proposing on our C.S.A.H. No. 1. The plans are currently in the concept stage and the DNR will complete the final design shortly. The estimated project length is 900 linear feet with an estimated construction cost of \$60,000. This project will improve the safety of vehicular and pedestrian traffic on Houston County C.S.A.H. No. 1 in the area immediately adjacent to the Park Managers buildings. Houston County supports this project and recommends its approval for funding through the State Park Road Account.

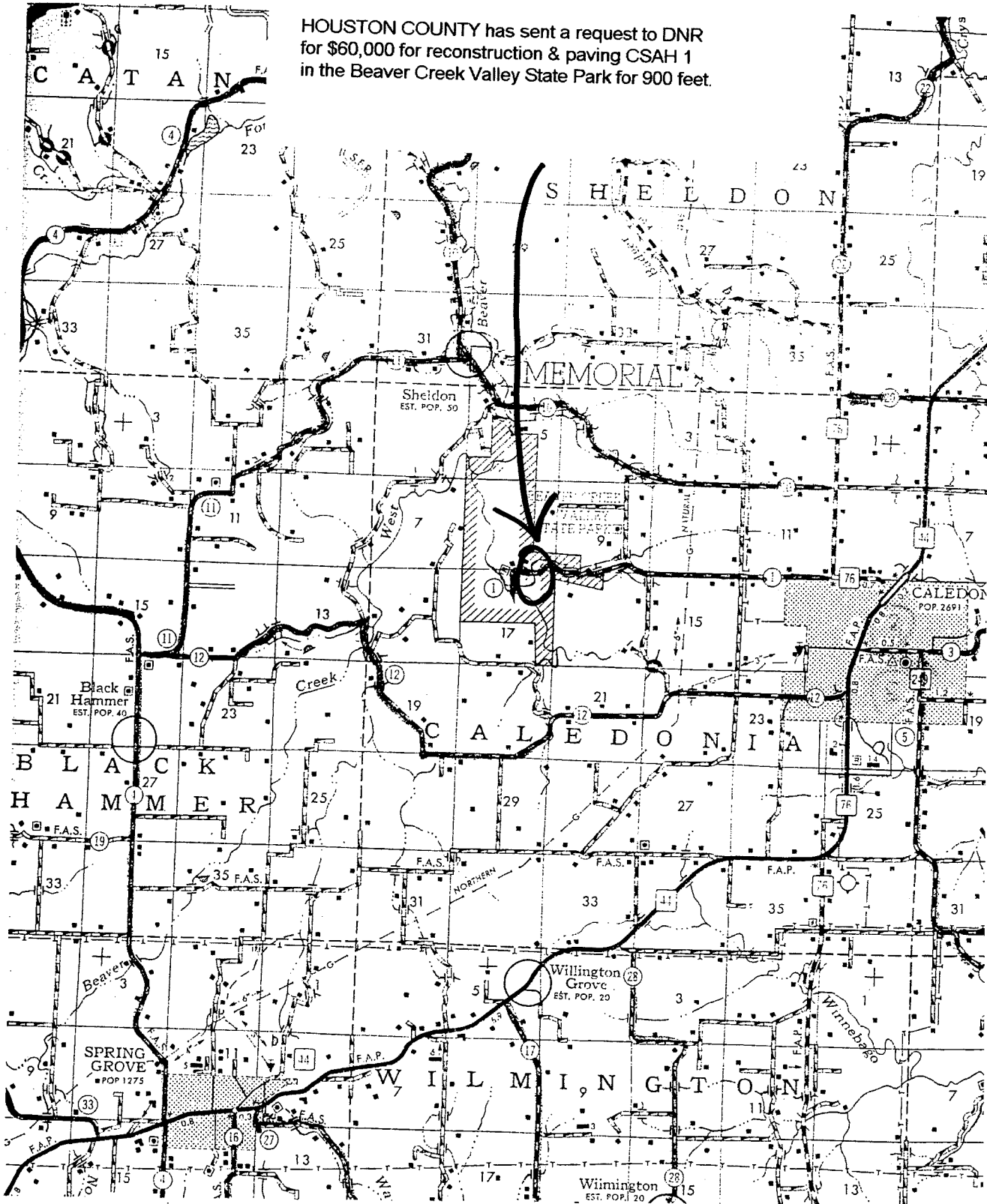
Sincerely,

Allen L. Henke
Houston County Engineer

cc: Kim Waldof, DNR-Rochester
Diane Gould, Mn/DOT State Aid CSAH Needs Manager

Houston County

HOUSTON COUNTY has sent a request to DNR for \$60,000 for reconstruction & paving CSAH 1 in the Beaver Creek Valley State Park for 900 feet.





KOOCHICHING COUNTY HIGHWAY DEPARTMENT
715 4TH STREET
INTERNATIONAL FALLS, MN. 56649
PH (218) 283-1186

July 24, 2001

Mr. John Strohkirch
Park Development Specialist
Division of Parks and Recreation
Minnesota Department of Natural Resources
Box 39, 500 Lafayette Road
St. Paul, MN. 55146

RECEIVED

JUL 30

RE: State Park Road Account

Dear Sir:

I am enclosing a County Board resolution requesting consideration for funding of bituminous surfacing of the following township and county state-aid highways for the Year 2002 under amended MS 1986, Section 162.06, Subd. 5:

1. UT 392 near Clementson, in Section 6, Township 160 North, Range 29 West, that provides access to a county boat ramp on Rainy River known as Vidas Access.
2. County State-Aid Highway No. 85, east of Birchdale between Sections 35 36, Township 160 North, Range 27 West that provides access to Franz Jevne Park and a county boat ramp.
3. County State-Aid Highway No. 118 at Birchdale between Sections 33 34, Township 160 North, Range 27 West that provides access to a county park known as Nelson Park and a boat ramp.

JUSTIFICATION FOR THE REQUEST

Walleye fishing remains open until April 15 on Rainy River. The fishing is generally excellent due to the large number of large spawning female walleyes. Spring fishing on Rainy River has been featured in fishing magazines and television shows. A report in 1997 shows that 49 out of the 87 counties as well as a small percentage of anglers from North Dakota and Wisconsin use the above accesses and another county boat ramp at Frontier.

Usage of these accesses is very heavy in the spring, average throughout the summer, and above average in the fall. In past springs, vehicles and trailers had to be dragged through the soft spots with a farm tractor on UT 392. Parking has been a problem on all accesses and vehicles have had to park over a mile from the landing on the Nelson Park Road. A task force composed of representative from the Mn DNR, Koochiching County, Lake of the Woods County, area businesses, and local citizens have met every year since 1997 to discuss how to minimize problems

associated with the large number of fishermen at a time of the year when gravel roads are soft, yet still keep this economic boost to the local economies at a normally slow time of the year.

The following contracts were let on July 9, 2001 as phase 1 to correct these problems by complete reconstruction of the road with wider shoulders and the placement of sufficient gravel base to provide for a future bituminous surface:

ROAD NO.	NAME OF ACCESS	AMOUNT OF BID
Unorganized Township Road No. 392	Vidas Access	\$175,838.80
County State-Aid Highway No. 85	Franz Jevne State Park	303,244.81
County State-Aid Highway No. 118	Nelson Park	<u>273,589.76</u>
	TOTAL	752,673.37

These large contracts were possible due to your past grant on \$125,000 for UT 392 and the County Board revoking mileage on other County State-Aid Highways and designating it on these former county roads. It would not have been possible to reconstruct 85 and 118 if they had remained as County roads due to the high demand for limited County funds.

Phase 2 will be the bituminous surfacing. This could be done as early as 2002 if the contractor completes all grading and base work this fall. Cost estimates for this bituminous surfacing work are as follows:

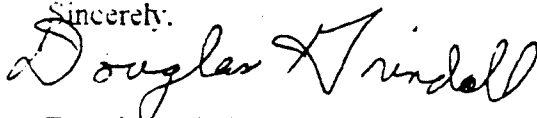
ROAD NO.	LENGTH	PROJECT COST
UT 392	0.65 mile	\$ 75,000
CSAH 85	0.96 mile	\$115,000
CSAH 118	1.12 miles	<u>\$135,000</u>

All projects will be let as one contract again to achieve the greatest cost savings.

The Koochiching County Board of Commissioners prioritized the projects in the following order:

1. UT 392 (Vidas Access)
2. CSAH 118 (Nelson Park Road)
3. CSAH 85 (Franz Jevne State Park Road)

Sincerely,



Douglas Grindall, P.E.
Koochiching County Engineer



Minnesota Department of Natural Resources

OFFICE OF THE COMMISSIONER

500 Lafayette Road
St. Paul, Minnesota 55155-4037

November 1, 2001

Mr. Elwyn Tinklenberg, Commissioner
Department of Transportation
395 John Ireland Blvd.
St. Paul, MN 55155

Dear Commissioner Tinklenberg:

Minnesota Statutes Chapter 162.06 Subdivision 5 as amended by Laws of 1989 Ch. 268 authorizes funds for "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. 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".

This letter serves as notice that \$135,000 of the 2001 State Park Fund are hereby authorized to Koochiching County for improvements to CSAH 118 which provides access to the Rainey River. This project will need to be approved by the County State Aid Screening Board prior to funds being released.

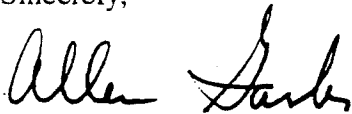
The following criteria must be met before authorization to proceed to letting and award of contract can be issued:

1. The unit of government (county, township, city) initiating this project must review the project with the area DNR Area Hydrologist and Wildlife Manager to determine if the project has any adverse effect on protected waters or lands currently enrolled in the Reinvest in Minnesota (RIM) program.
2. A plan must be developed, signed by a registered engineer and submitted to the MN/DOT District State Aid Engineer through the County Engineer.
3. The Department of Transportation, Office of State Aid, will review the plan and if acceptable will notify the county engineer and the local unit of government to proceed with a letting, force account or negotiated agreement.



- A. The county shall administer the contract, force account or negotiated agreement.
 - B. On the projects the County Engineer will supervise the construction and estimates as the work progresses.
 - C. On all projects, the District State Aid Engineer will monitor the progress of the project according to the specifications and proposals.
-
- 4. Payment requests as submitted by the County Engineer and based on estimates or force agreements, shall be administered in accordance with State Aid rules and payments will be made to the County Treasurer.
 - 5. Overruns are the responsibility of the local unit of government unless approved by the Department of Natural Resources and the State Aid Engineer.
 - 6. Right-of-way costs (payment to the land owners) is a reimbursable cost.
 - 7. Preliminary and construction engineering costs are the responsibility of the local unit of government.

Sincerely,



Allen Garber
Commissioner

Attachment: Minimum Standards

c: Paul Stine ✓

File: SAU 389

Kim Lockwood

Douglas Grindall



Minnesota Department of Natural Resources

500 Lafayette Road
St. Paul, Minnesota 55155-40__

April 15, 2002

RE: Road Account funding for CSAH 118

Douglas Grindall P.E. Koochiching County Engineer
Koochiching County Highway Dept.
715 4th Street
International Falls, MN 56649

Dear Douglas Grindall P.E. Koochiching County Engineer,

As per Commissioner Garber's November 1, 2002 letter to Commissioner Tinklenberg the CSAH 118 project to provide access to the Rainey River is funded in the amount of \$135,000. The Department of Natural Resources supports this project and recommends approval by the State Aid Screening Board. This project will improve access for anglers and recreational boaters using the Rainey River.

Sincerely,

A handwritten signature in cursive script, reading 'John Strohkirch'.

John Strohkirch



REGULAR MEETING OF THE KOOCHICHING COUNTY BOARD OF COMMISSIONERS
Held on Tuesday, July 24, 2001

MEMBERS PRESENT: Hanson, Pavleck, Lepper, McBride

MEMBERS ABSENT: Chezick

Motion by McBride, seconded by Lepper requesting the Minnesota Commissioner of Natural Resources to consider the following roads for bituminous surfacing in accordance with amended MS 1986, Section 162.06, Subd. 5:

1. UT 392 near Clementson, in Section 6, Township 160 North, Range 29 West, approximately 0.65 mile in length, that provides access to a county boat ramp on Rainy River known as Vidas Access.
2. County State-Aid Highway No. 85, east of Birchdale between Sections 35/36, Township 160 North, Range 27 West, approximately 0.96 mile in length, that provides access to Franz Jevne Park and a county boat ramp.
3. County State-Aid Highway No. 118 at Birchdale between Sections 33/34, Township 160 North, Range 27 West, approximately 1.12 miles in length, that provides access to a county park known as Nelson Park and a boat ramp.

Voting yes: McBride, Lepper, Hanson, Pavleck

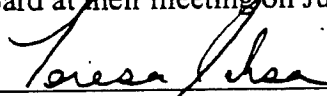
Voting no: None

Absent: Chezick

STATE OF MINNESOTA
COUNTY OF KOOCHICHING

I, Teresa Jaksa, Clerk to the County Board, in and for the County of Koochiching, State of Minnesota, do hereby certify that the records of my office show that the above is a true and correct copy of a resolution adopted by the County Board at their meeting on July 24, 2001

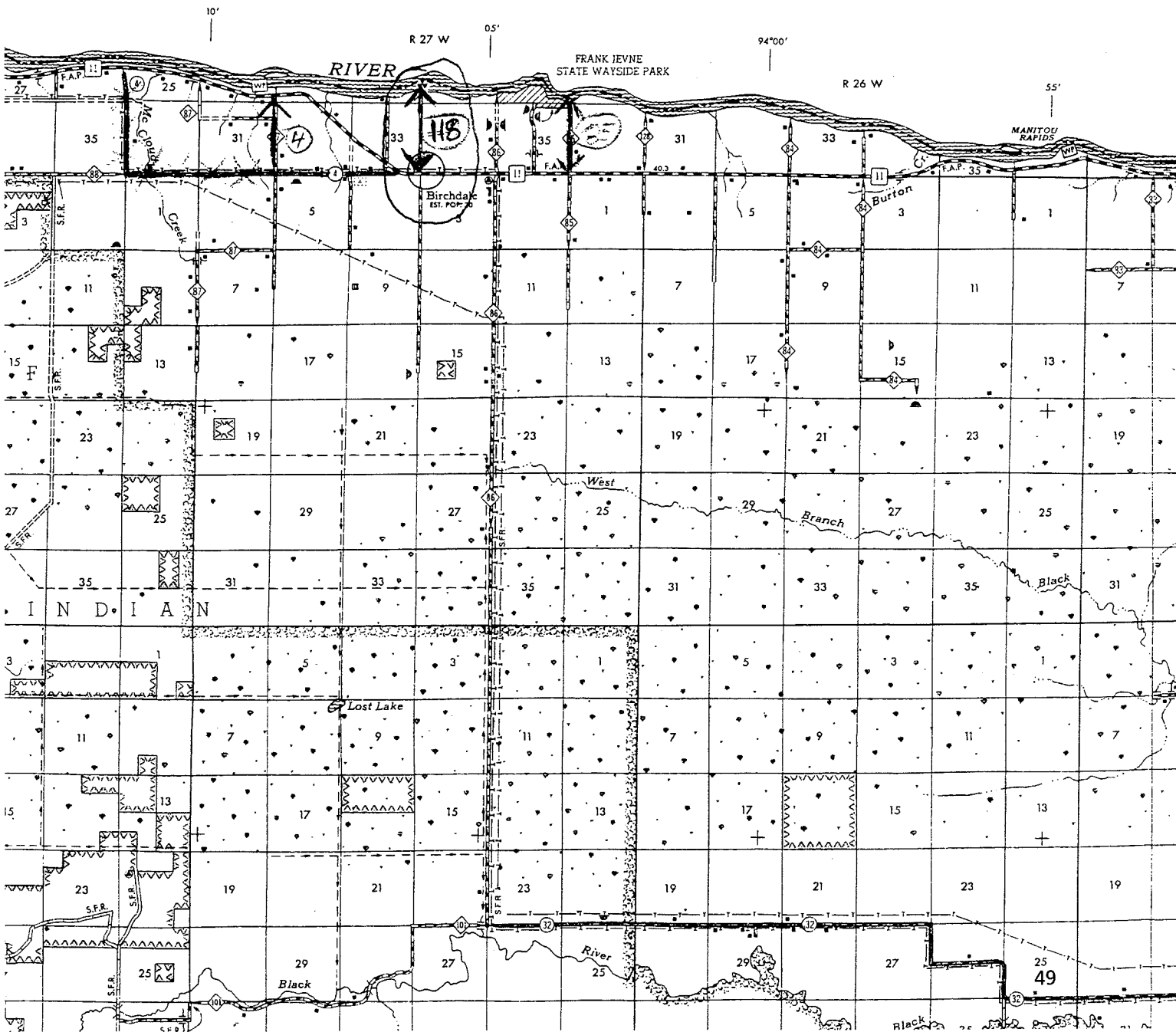
Date: July 24, 2001


Teresa Jaksa, Board Clerk
Koochiching County

C A N A D A

O N T A R I O

R A I N Y R I V E R D I S T R



2002 County Screening Board Data
June, 2002
Historical Review of 2000 State Park Road Account

2000 Allotment \$2,477,129

2000 Projects

County	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Anoka	02-600-12	TWP	Jordrell Ave.; access to Carlos Avery Wildlife Mgmt. Area	Road Improvements	\$215,000
Becker	03-600-06	TWP	Two Inlets Twp. Rd. T-22; access to Two Inlets Lake	Road Improvements	53,360
Becker	03-600-07	TWP	Erie Twp. Rd. T-22; access to Pickerel Lake	Road Improvements	175,000
Cass	11-600-14	TWP	Birch Lake Twp. Rd. # 65; access to Stoney Lake	Road Improvements	190,000
Chisago	13-600-06	TWP	Lent Twp. Rd.; access to Carlos Avery Wildlife Mgmt. Area	Road Improvements	108,000
Chisago	13-600-07	TWP	Little Lake Road; access to Little Lake	Road Improvements	105,660
Lake	38-600-12	TWP	Fall Lake T-60 access to White Iron Lake	Road Improvements	10,000
Lincoln	41-600-01	TWP	Hendricks Lake Access Road	Road Improvements	10,000
Lincoln	41-600-02	Co. Rd.	Co. Rd. 111; access to Lake Benton	Road Improvements	80,000
Morrison	49-600-21	TWP	Stanchfield Lake Access Road	Road Improvements	5,000
Ottertail	56-600-19	Co. Rd.	Edna Co. Rd.; access to Big McDonald Lake	Road Improvements	32,000
Pine	58-600-05	Co. Rd.	Co. Rd. 18; access to St. Croix River & Chengwatana State Forest Campground	Road Improvements	350,000
St. Louis	69-600-24	PARK	McCarthy Beach State Park Entrance Road	Road Improvements	11,000
St. Louis	69-600-25	CITY	City of Gilbert Street; access to Off-Highway Vehicle Park	Street Improvements	384,000
Todd	77-600-05	TWP	Villard Twp. Rd.; access to Crow Wing River	Road Improvements	50,000
Wabasha	79-600-07	TWP	Glaskow Twp. Rd. 70; access to Zumbro Bottoms Forestry Unit	Road Improvements	50,000
Washington	82-600-14	Co. Rd.	Co. Rd. 33A Access to William O'Brien State Park	Road Improvements	91,200
<u>PROJECTS ADDED AFTER JUNE 2000</u>					SUBTOTAL = 1,920,230
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. 445,570
					TOTAL = \$2,673,800

* Supplement to a previous allocation

2002 County Screening Board Data
June, 2002
Historical Review of 2001 State Park Road Account

2001 Allotment \$2,584,984

2001 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ 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 Peckere 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	576,989 *
Kittson		35-628-06 35-628-07	Co. Rd.	CSAH28; access to Lake Bronson State Park	Road Improvements	15,635 *
Kittson	6/01	35-628-08	Co. Rd.	CSAH 28; access to Lake Bronson State Park	Road Improvements	90,000 *
Lake		38-600-12	TWP	Fall Lake Twp Rd 60; access to White Iron Lake	Road Improvements	33,529 *
Lake o' Wood		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
Rice	6/01	66-640-04	Co. Rd.	CSAH 40; access to Nerstrand Woods State Park	Road Improvements	21,891
St. Louis		69-600-27	TWP	Cedar Lake Rd.; access 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
						Pre June Total = \$1,877,049
<u>PROJECTS ADDED AFTER JUNE 2001</u>						
Benton		05-600-03	Co. Rd.	Co. Rd. 55; access to Mississippi River	Road Improvements	\$62,143 *
Brown	10/01	08-626-03	CSAH	CSAH 26; access to Flandrau State Park	Road Improvements	199,895
Cass		11-600-12	Co Rd	County Road 139; access to Mud Goose Wildlife Management	Road Improvements	150,000 *
Cass		11-600-14	Twp	Birch Lake Twp Road #65; access to Stoney Lake	Road Improvements	5,974 *
Dakota		19-600-19	City	280th Street & Oliver Trail; access to Trout Brook and Cannon R	Road Improvements	49,000
Douglas		21-600-10	Co Rd	County Road 108; access to Little Chippewa Lake	reconstruction	256,883
Isanti		30-600-04	City	277th Ave; access to Blue Lake	grade and pave	50,000
Marshall		45-600-03	Twp	Moose RiverTwp Road; access to Thief Lake Wildlife Management	grading	112,500
Mille Lacs		48-600-08	Twp	Onamia Twp Road (80th Ave); access to Mille Lacs Wildlife Man	gravel surf	20,600
Pine		58-600-05	Co. Rd.	Co Rd.118; access to Chenqwantana State Forest Camp & river	Road Improvements	81,597 *
Rock		67-090-02	Trail	access to Blue Mound State Park	New Trail - Bit Surf	61,711
						\$2,927,352

* Supplement to a previous allocation

2002 County Screening Board Data
June, 2002
Historical Review of 2002 State Park Road Account

2002 Allotment \$2,691,954

2002 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Becker		03-600-09	Twp	Wolf Lake Twp Road 0.7 mi access to Wolf Lake	Agg Base, Bit Surf	\$45,000
Fillmore		23-621-04	CSAH-Twp	CSAH 21 1.2mi from CSAH 8 to Twp Rd.	Agg Surf	100,000
Goodhue		25-628-02	CSAH	CSAH 28;Access to Frontenac State Park	Road Improvements	80,000
Houston		28-601-	CSAH	CSAH 1; Entrance to Beaver Creek Valley SP	reconst & resurf	60,000
Kooch		36-600-09	Twp	UT 392; access to Rainey River	Bit Surf	75,000
Kooch		36-718-02	CSAH	CSAH 118; access to Rainey River	Bit Surf	135,000
Meeker		47-600-04	Twp	Kingston Twp Road 0.5 mi access to Lake Francis landing	Bit surf	42,000
Meeker		47-600-05	Twp	670th Ave in EllsworthTownship access to Lake Erie	Bit surf	75,000
Morrison		49-600-25	Co Rd	County Road 273 access to Round Lake	Bit Surf	50,000
Olmsted		55-600-05	city	2 bridges on Douglas Trail crossing 50th Ave NW & 55th St NW	bridge	200,000
Pine		58-600-05	Co Rd	Co Rd 118 access to Chengwatana State Forest campground	road improvements	350,000
Rice		66-600-03	Twp	Wells Twp Rd access to Dudley Lake	road improvements	16,000
Rock		67-090-04	CSAH 18	Trail along CSAH 18 access to Blue Mound State Park	bike trail	99,000
Scott		70-600-05	Twp	Twp Rd 57 access to Minnesota Valley State Rec Area	bit upgrade	100,000
Pre June Total =						\$1,427,000

* Supplement to a previous allocation

REFERENCE MATERIAL



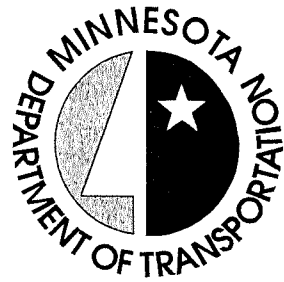
2002 COUNTY SCREENING BOARD DATA
JUNE, 2002

1997-2001 Five-Year Average Subbase (Class 3 & 4)
Unit Price Data

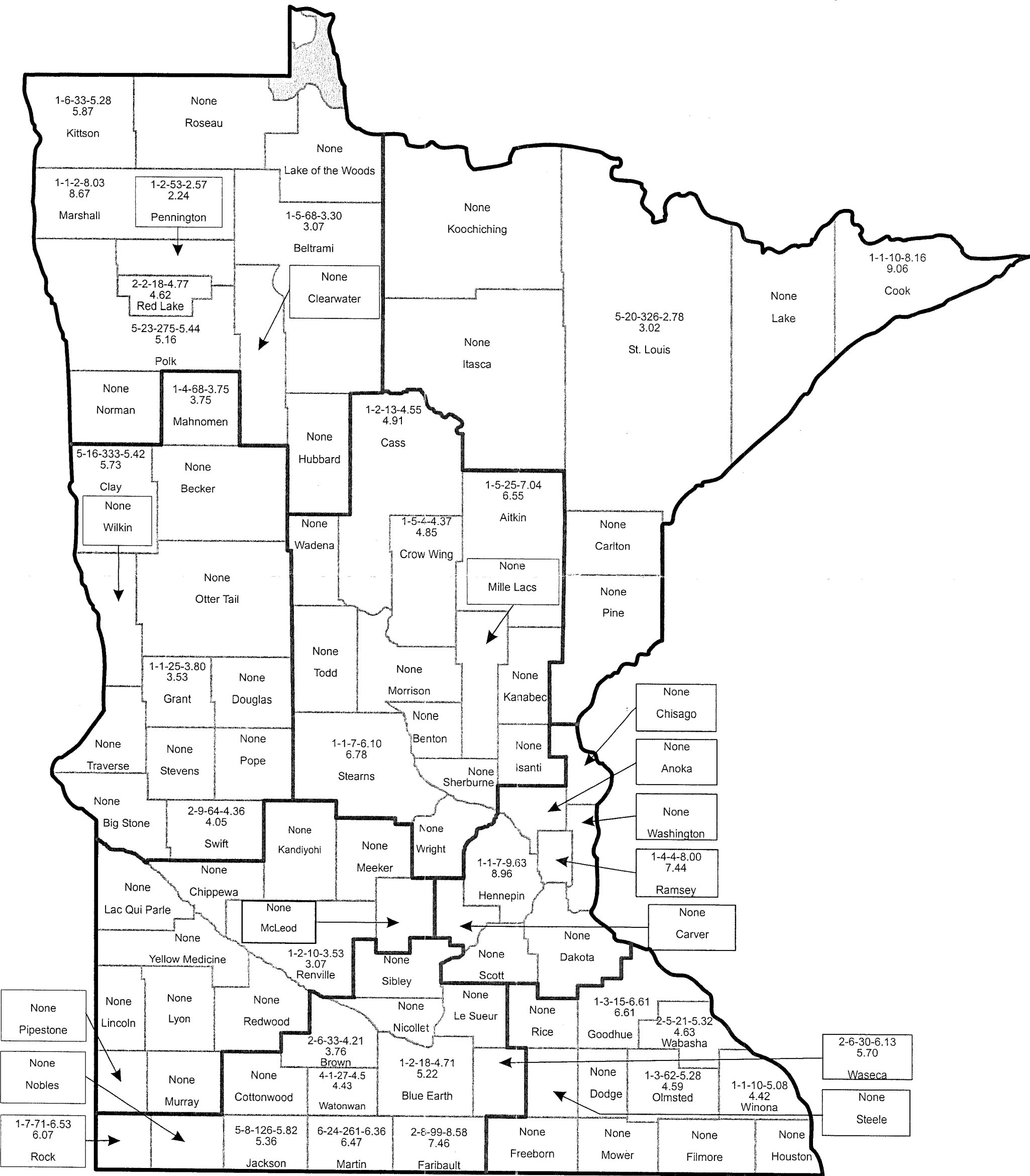
The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1997-2001 five-year average unit price study and the inflated subbase unit price, the determination of which is explained in another write-up in this booklet. This data is being included in the report because 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 2002\subbase price

FIG. B



2002 County Screening Board Data
June, 2002
1997-2001 Five Year Average Subbase (Class 3&4) Unit Price
Data
(Rural and Urban Projects Included)



LEGEND

7-17-152-3.88 # '97 to '01 Subbase Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price
4.26 2002 Inflated Subbase Unit Price

2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

Inflated Gravel Base and Subbase Unit Prices

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

2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

n:\CSAH\BOOKS\Spring Book 2002\2001 Inflated Gravel Base Costs & Quantities

09-Apr-02

Procedure For Inflating Gravel Base Unit Prices

NO.	COUNTY	1997 COSTS	INFLATED 1997 COSTS (X 1.08)	1998 COSTS	INFLATED 1998 COSTS (X 1.18)	1999 COSTS	INFLATED 1999 COSTS (X 1.11)	2000 COSTS	INFLATED 2,000 COSTS (X 1.05)	2001 COSTS	TOTAL 1997-2001 INFLATED COSTS	TOTAL 1997-2001 QUANTITY	1997-2001 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
9	Carlton	\$153,967	\$166,284	\$140,974	\$166,349	\$776,875	\$862,331	\$186,340	\$195,657	\$148,324	\$1,538,945	304,783	\$5.05	Carlton
16	Cook	271,910	293,663	31,344	36,986	0	0	41,785	43,874	110,358	484,881	73,723	6.58	Cook
31	Itasca	890,728	961,986	408,350	481,853	357,894	397,262	357,258	375,121	32,280	2,248,502	470,030	4.78	Itasca
36	Koochiching	982,342	1,060,929	196,101	231,399	0	0	937,448	984,320	202,241	2,478,889	377,994	6.56	Koochiching
38	Lake	262,738	283,757	213,525	251,960	110,880	123,077	928,151	974,559	1,348,202	2,981,555	611,807	4.87	Lake
58	Pine	364,513	393,674	304,154	358,903	268,127	297,620	288,624	303,055	240,163	1,593,415	293,824	5.42	Pine
69	St. Louis	503,437	543,713	1,309,622	1,545,355	350,091	388,601	833,534	875,212	305,563	3,658,444	724,742	5.05	St. Louis
	District 1 Totals	3,429,635	3,704,006	2,604,070	3,072,805	1,863,867	2,068,891	3,573,140	3,751,798	2,387,131	14,984,631	2,856,903	5.25	District 1 Totals
4	Beltrami	951,172	1,027,266	0	0	198,748	220,610	7,350	7,718	40,185	1,295,779	249,478	5.19	Beltrami
15	Clearwater	231,142	249,634	381,164	449,774	86,496	96,011	0	0	14,400	809,819	185,419	4.37	Clearwater
29	Hubbard	25,445	27,481	126,200	148,916	599,608	665,565	128,910	135,356	125,132	1,102,450	224,655	4.91	Hubbard
35	Kittson	242,539	261,942	239,289	282,362	193,260	214,518	225,189	236,448	390,341	1,385,611	212,772	6.51	Kittson
39	Lake of the Woods	147,003	158,763	0	0	18,188	20,189	0	0	11,520	190,472	23,557	8.09	Lake of the Woods
45	Marshall	0	0	104,625	123,458	700,986	778,095	132,405	139,025	524,010	1,564,588	349,441	4.48	Marshall
54	Norman	122,872	132,702	142,158	167,746	22,800	25,308	15,445	16,217	118,321	460,294	73,584	6.26	Norman
57	Pennington	26,641	28,772	375,051	442,561	227,100	252,081	105,105	110,360	161,333	995,107	208,442	4.77	Pennington
60	Polk	986,168	1,065,062	560,086	660,902	623,615	692,214	732,393	769,011	459,445	3,646,634	610,320	5.97	Polk
63	Red Lake	657,427	710,021	189,120	223,162	229,343	254,571	0	0	66,228	1,253,982	249,022	5.04	Red Lake
68	Roseau	0	0	0	0	906,987	1,006,755	544,474	571,698	98,943	1,677,396	389,083	4.31	Roseau
	District 2 Totals	3,390,409	3,661,643	2,117,693	2,498,881	3,807,131	4,225,917	1,891,271	1,985,833	2,009,858	14,382,132	2,775,773	5.18	District 2 Totals
1	Aitkin	761,012	821,893	429,382	506,671	24,079	26,728	145,828	153,120	731,227	2,239,639	395,472	5.66	Aitkin
5	Benton	261,122	282,011	201,106	237,305	247,590	274,825	300,717	315,753	104,900	1,214,794	215,974	5.62	Benton
11	Cass	0	0	720,358	850,022	158,195	175,596	360,414	378,435	420,333	1,824,386	333,906	5.46	Cass
18	Crow Wing	122,104	131,872	121,280	143,110	152,581	169,365	412,159	432,766	182,235	1,059,348	191,505	5.53	Crow Wing
30	Isanti	66,656	71,989	149,902	176,884	409,817	454,898	244,276	256,489	373,428	1,333,688	212,198	6.29	Isanti
33	Kanabec	174,127	188,057	323,730	382,001	505,444	561,043	348,080	365,484	105,715	1,602,300	361,952	4.43	Kanabec
48	Mille Lacs	280,810	303,274	231,196	272,812	0	0	290,772	305,311	132,693	1,014,090	179,422	5.65	Mille Lacs
49	Morrison	20,558	22,203	322,669	380,750	3,852	4,276	256,500	269,325	73,645	750,199	201,591	3.72	Morrison
71	Sherburne	103,800	112,104	116,914	137,959	102,416	113,681	363,540	381,717	80,036	825,497	120,284	6.86	Sherburne
73	Stearns	137,571	148,577	109,458	129,161	385,572	427,985	787,200	826,559	326,707	1,858,989	354,279	5.25	Stearns
77	Todd	297,616	321,425	27,888	32,908	157,855	175,219	10,250	10,763	48,447	588,762	143,727	4.10	Todd
80	Wadena	355,144	383,555	89,849	106,022	107,818	119,678	457,789	480,679	231,660	1,321,594	272,601	4.85	Wadena
86	Wright	362,066	391,031	262,366	309,592	316,481	351,294	529,812	556,302	243,532	1,851,751	263,233	7.03	Wright
	District 3 Totals	2,942,586	3,177,991	3,106,098	3,665,197	2,571,700	2,854,588	4,507,337	4,732,703	3,054,558	17,485,037	3,246,144	5.39	District 3 Totals
3	Becker	418,406	451,878	167,563	197,724	72,516	80,493	208,034	218,435	798,603	1,747,133	417,615	4.18	Becker
6	Big Stone	69,906	75,498	40,086	47,301	175,756	195,090	173,254	181,916	131,543	631,348	124,481	5.07	Big Stone
14	Clay	157,650	170,262	34,483	40,513	134,483	149,276	186,161	195,469	178,797	734,317	115,697	6.35	Clay
21	Douglas	116,660	125,993	184,764	218,022	413,485	458,969	276,226	290,037	473,323	1,566,344	381,858	4.10	Douglas
26	Grant	210,830	227,696	0	0	179,680	199,445	0	0	494,500	921,641	224,462	4.11	Grant
44	Mahnomen	21,960	23,717	111,224	131,244	249,251	276,669	0	0	39,900	471,530	76,398	6.17	Mahnomen
56	Otter Tail	5,550	5,994	325,782	384,422	525,855	583,699	516,433	542,255	558,382	2,074,752	491,829	4.22	Otter Tail
61	Pope	96,668	104,401	320,146	377,772	297,693	330,439	394,026	413,728	263,132	1,489,472	352,613	4.22	Pope
75	Stevens	0	0	6,028	7,113	249,140	276,546	44,598	46,828	309,950	640,437	135,773	4.72	Stevens
76	Swift	180,710	195,167	0	0	104,978	116,526	0	0	0	311,693	58,986	5.28	Swift
78	Traverse	0	0	0	0	68,088	75,578	9,304	9,769	0	85,347	17,861	4.78	Traverse
84	Wilkin	139,860	151,049	5,957	7,029	74,526	82,724	593,340	623,007	0	863,809	124,622	6.93	Wilkin
	District 4 Totals	1,418,200	1,531,655	1,195,883	1,411,140	2,545,451	2,825,454	2,401,376	2,521,444	3,248,130	11,537,823	2,522,195	4.57	District 4 Totals
2	Anoka	135,941	146,816	184,834	218,104	838,850	931,124	394,011	413,712	424,891	2,134,647	255,132	8.37	Anoka
10	Carver	0	0	170,142	200,768	421,971	468,388	230,178	241,688	58,275	969,119	123,638	7.84	Carver
27	Hennepin	477,638	515,850	208,589	246,135	79,686	88,451	831,486	873,060	1,226,726	2,950,222	352,327	8.37	Hennepin
70	Scott	860,945	929,821	495,009	584,111	275,907	306,257	161,420	169,491	348,206	2,337,886	339,080	6.89	Scott
	District 5 Totals	1,474,524	1,592,487	1,058,574	1,249,118	1,616,414	1,794,220	1,617,095	1,697,951	2,058,098	8,391,874	1,070,177	7.84	District 5 Totals

2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

n:\CSA\HBOOK\Spring Book 2002\2001 Inflated Gravel Base Costs & Quant

09-Apr-02

Procedure For Inflating Gravel Base Unit Prices

NO.	COUNTY	1997 COSTS	INFLATED 1997 COSTS (X 1.08)	1998 COSTS	INFLATED 1998 COSTS (X 1.18)	1999 COSTS	INFLATED 1999 COSTS (X 1.11)	2000 COSTS	INFLATED 2,000 COSTS (X 1.05)	2001 COSTS	TOTAL 1997-2001 INFLATED COSTS	TOTAL 1997-2001 QUANTITY	1997-2001 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
20	Dodge	0	0	74,562	87,983	94,039	104,383	300,757	315,794	251,797	759,957	90,889	8.36	Dodge
23	Fillmore	1,189,575	1,284,741	433,256	511,242	238,796	265,064	415,082	435,837	628,304	3,125,188	415,264	7.53	Fillmore
24	Freeborn	70,532	76,175	148,663	175,423	137,710	152,858	181,007	190,057	104,288	698,801	113,684	6.15	Freeborn
25	Goodhue	206,534	223,057	660,801	779,745	161,911	179,721	624,505	655,730	182,422	2,020,675	337,030	6.00	Goodhue
28	Houston	541,445	584,760	99,378	117,266	67,927	75,399	0	0	390,025	1,167,450	186,038	6.28	Houston
50	Mower	144,696	156,272	490,589	578,895	51,774	57,469	511,020	536,570	904,920	2,234,126	263,253	8.49	Mower
55	Olmsted	332,367	358,956	115,534	136,330	242,551	269,231	47,001	49,351	135,452	949,320	121,025	7.84	Olmsted
66	Rice	17,294	18,678	286,631	338,225	123,174	136,723	13,095	13,750	0	507,376	102,186	4.97	Rice
74	Steele	0	0	144,623	170,655	1,037	1,151	0	0	95,341	267,147	40,915	6.53	Steele
79	Wabasha	136,188	147,083	171,537	202,414	78,667	87,320	169,924	178,420	210,776	826,013	125,558	6.58	Wabasha
85	Winona	266,660	287,993	278,646	328,802	293,342	325,609	266,441	279,763	286,876	1,509,043	194,396	7.76	Winona
District 6 Totals		2,905,291	3,137,715	2,904,220	3,426,980	1,490,928	1,654,928	2,528,832	2,655,272	3,190,201	14,065,096	1,990,238	7.07	District 6 Totals
7	Blue Earth	212,613	229,622	193,718	228,587	175,751	195,084	441,110	463,165	138,553	1,255,011	180,655	6.95	Blue Earth
8	Brown	0	0	79,450	93,751	4,413	4,898	92,792	97,432	27,048	223,129	30,300	7.36	Brown
17	Cottonwood	16,183	17,478	48,621	57,373	134,700	149,517	204,558	214,785	0	439,153	74,863	5.87	Cottonwood
22	Faribault	2,755	2,975	379,686	448,030	19,950	22,145	251,981	264,580	828,113	1,565,843	174,440	8.98	Faribault
23	Jackson	173,064	186,910	121,254	143,079	0	0	17,719	18,605	26,042	374,636	53,659	6.98	Jackson
40	Le Sueur	0	0	191,830	226,359	308,434	342,362	341,260	358,323	211,300	1,138,344	197,781	5.76	Le Sueur
46	Martin	223,419	241,293	11,125	13,128	255,732	283,863	34,837	36,579	0	574,863	74,586	7.71	Martin
52	Nicollet	26,120	28,210	6,440	7,599	269,280	298,901	202,343	212,461	79,400	626,571	93,809	6.68	Nicollet
53	Nobles	107,998	116,637	219,225	258,686	70,406	78,151	131,397	137,967	82,440	673,881	91,051	7.40	Nobles
67	Rock	205,437	221,872	76,451	90,212	28,440	31,568	0	0	212,003	555,655	100,324	5.54	Rock
72	Sibley	0	0	0	0	0	0	0	0	0	0	0	0.00	Sibley
81	Waseca	184,493	199,252	43,275	51,064	101,312	112,457	52,187	54,796	0	417,569	64,614	6.46	Waseca
83	Watonwan	28,750	31,050	25,774	30,413	3,588	3,983	79,360	83,328	309,978	458,752	67,928	6.75	Watonwan
District 7 Totals		1,180,832	1,275,299	1,396,849	1,648,281	1,372,006	1,522,929	1,849,544	1,942,021	1,914,877	8,303,407	1,204,010	6.90	District 7 Totals
12	Chippewa	368,452	397,928	5,550	6,549	28,339	31,455	91,035	95,587	21,250	552,769	91,615	6.03	Chippewa
34	Kandiyohi	291,167	314,460	308,339	363,840	123,390	136,963	32,725	34,361	252,712	1,102,336	199,807	5.52	Kandiyohi
37	Lac Qui Parle	0	0	0	0	97,502	108,227	0	0	225,057	333,284	64,254	5.19	Lac Qui Parle
41	Lincoln	61,225	66,123	501,580	591,863	0	0	1,680	1,764	274,785	934,535	168,609	5.54	Lincoln
42	Lyon	28,903	31,215	114,202	134,758	445,024	493,976	173,931	182,627	0	842,576	151,317	5.57	Lyon
43	Mc Leod	744,164	803,697	85,084	100,399	246,023	273,086	48,990	51,440	1,004,908	2,233,530	328,129	6.81	Mc Leod
47	Meeker	74,808	80,793	145,779	172,020	47,433	52,650	333,138	349,794	512,608	1,167,865	248,504	4.70	Meeker
51	Murray	32,844	35,472	644,865	760,940	327,432	363,449	204,250	214,462	464,300	1,838,623	378,186	4.86	Murray
59	Pipestone	201,741	217,880	76,827	90,656	392,219	435,363	346,315	363,632	282,034	1,389,565	296,765	4.68	Pipestone
64	Redwood	126,866	137,015	206,662	243,862	113,622	126,121	93,522	98,198	184,479	789,675	140,359	5.63	Redwood
65	Renville	12,000	12,960	30,599	36,107	138,584	153,828	161,639	169,721	74,822	447,438	89,087	5.02	Renville
87	Yellow Medicine	124,696	134,672	278,349	328,452	0	0	184,198	193,408	372,398	1,028,930	182,758	5.63	Yellow Medicine
District 8 Totals		2,066,866	2,232,215	2,397,836	2,829,446	1,959,568	2,175,118	1,671,423	1,754,994	3,669,353	12,661,126	2,339,390	5.41	District 8 Totals
13	Chisago	0	0	0	0	370,278	411,009	527,591	553,971	322,898	1,287,878	160,775	8.01	Chisago
19	Dakota	146,573	158,299	278,133	328,197	323,386	358,959	2,856,438	2,999,260	454,888	4,299,603	669,939	6.42	Dakota
62	Ramsey	276,477	298,595	125,466	148,050	65,003	72,153	251,534	264,110	102,225	885,133	89,424	9.90	Ramsey
82	Washington	46,228	49,926	82,199	96,994	137,971	153,148	325,283	341,547	40,577	682,192	92,831	7.35	Washington
District 9 Totals		469,278	506,820	485,798	573,241	896,638	995,269	3,960,846	4,158,888	920,588	7,154,806	1,012,969	7.06	District 9 Totals
STATE TOTALS		\$19,277,621	20,819,831	17,267,021	20,375,089	18,123,703	20,117,314	24,000,864	25,200,904	22,452,794	\$108,965,932	19,017,799	\$5.73	STATE TOTALS

2002 COUNTY SCREENING BOARD DATA
JUNE, 2002

NCSAIBOOK/Spring Book 2002/2001 Inflated Subbase Costs & Quantity

Procedure for Inflating Subbase Unit Prices

29-Apr-02

NO.	COUNTY	INFLATED 1997 COSTS (X 0.93)	INFLATED 1998 COSTS (X 0.87)	INFLATED 1999 COSTS (X1.08)	INFLATED 2,000 COSTS (X1.11)	2001 COSTS	TOTAL 1997-2001 INFLATED COSTS	TOTAL 1997-2001 QUANTITY	1997-2001 INFLATED SUBBASE UNIT PR.	COUNTY
9	Carlton	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0.00	Carlton
16	Cook	0	0	0	0	0	87,220	9,624	9.06	Cook
31	Itasca	0	0	0	0	0	0	0	0.00	Itasca
36	Koochiching	0	0	0	0	0	0	0	0.00	Koochiching
38	Lake	0	0	0	0	0	0	0	0.00	Lake
58	Pine	0	0	0	0	0	0	0	0.00	Pine
69	St. Louis	0	0	736,587	795,514	169,786	983,976	326,223	3.02	St. Louis
	District 1 Totals	0	0	736,587	795,514	248,363	1,071,196	335,847	3.19	District 1 Totals
4	Beltrami	225,654	209,858	0	0	0	209,858	68,380	3.07	Beltrami
15	Clearwater	0	0	0	0	0	0	0	0.00	Clearwater
29	Hubbard	0	0	0	0	0	0	0	0.00	Hubbard
35	Kittson	0	0	0	0	0	194,292	33,122	5.87	Kittson
39	Lake of the Woods	0	0	0	0	0	0	0	0.00	Lake of the Woods
45	Marshall	0	0	17,957	19,394	0	19,394	2,237	8.67	Marshall
54	Norman	0	0	0	0	0	0	0	0.00	Norman
57	Pennington	0	0	136,724	118,950	0	118,950	53,200	2.24	Pennington
60	Polk	487,904	453,751	566,828	493,140	388,985	1,418,295	275,051	5.16	Polk
63	Red Lake	37,416	34,797	0	0	0	82,822	17,916	4.62	Red Lake
68	Roseau	0	0	0	0	0	0	0	0.00	Roseau
	District 2 Totals	750,974	698,406	703,552	612,090	406,942	2,043,611	449,906	4.54	District 2 Totals
1	Aitkin	177,065	164,670	0	0	0	164,670	25,134	6.55	Aitkin
5	Benton	0	0	0	0	0	0	0	0.00	Benton
11	Cass	0	0	0	0	0	62,900	12,814	4.91	Cass
18	Crow Wing	0	0	58,241	62,900	0	21,543	4,442	4.85	Crow Wing
30	Isanti	0	0	0	0	19,408	0	0	0.00	Isanti
33	Kanabec	0	0	0	0	0	0	0	0.00	Kanabec
48	Mille Lacs	0	0	0	0	0	0	0	0.00	Mille Lacs
49	Morrison	0	0	0	0	0	0	0	0.00	Morrison
71	Sherburne	0	0	0	0	0	0	0	0.00	Sherburne
73	Stearns	0	0	0	0	0	0	0	0.00	Stearns
77	Todd	0	0	0	0	43,173	47,922	7,073	6.78	Todd
80	Wadena	0	0	0	0	0	0	0	0.00	Wadena
86	Wright	0	0	0	0	0	0	0	0.00	Wright
	District 3 Totals	177,065	164,670	0	0	58,241	297,035	49,463	6.01	District 3 Totals
3	Becker	0	0	0	0	0	0	0	0.00	Becker
6	Big Stone	0	0	0	0	0	0	0	0.00	Big Stone
14	Clay	0	0	58,551	50,939	517,348	652,897	724,716	5.77	Clay
21	Douglas	0	0	0	0	0	0	0	0.00	Douglas
26	Grant	95,684	88,986	0	0	0	88,986	25,180	3.53	Grant
44	Mahnomen	0	0	0	0	0	255,000	68,000	3.75	Mahnomen
56	Otter Tail	0	0	0	0	0	0	0	0.00	Otter Tail
61	Pope	0	0	0	0	0	0	0	0.00	Pope
75	Stevens	0	0	0	0	0	0	0	0.00	Stevens
76	Swift	279,757	260,174	0	0	0	260,174	64,204	4.05	Swift
78	Traverse	0	0	0	0	0	0	0	0.00	Traverse
84	Wilkin	0	0	0	0	0	0	0	0.00	Wilkin
	District 4 Totals	375,441	349,160	58,551	50,939	517,348	2,515,963	490,771	5.13	District 4 Totals
2	Anoka	0	0	0	0	0	0	0	0.00	Anoka
10	Carver	0	0	0	0	0	0	0	0.00	Carver
27	Hennepin	68,412	63,623	0	0	0	63,623	7,104	8.96	Hennepin
70	Scott	0	0	0	0	0	0	0	0.00	Scott
	District 5 Totals	68,412	63,623	0	0	0	63,623	7,104	8.96	District 5 Totals

2002 COUNTY SCREENING BOARD DATA

NCSAHBOOK/Spring Book 2002/2001 Inflated Subbase Costs & Quantity

JUNE, 2002

Procedure for Inflating Subbase Unit Prices

29-Apr-02

NO.	COUNTY	INFLATED		INFLATED		INFLATED		INFLATED		2001 COSTS	TOTAL	TOTAL	1997-2001	COUNTY
		1997 COSTS	1997 COSTS (X 0.93)	1998 COSTS	1998 COSTS (X 0.87)	1999 COSTS	1999 COSTS (X1.08)	2000 COSTS	2,000 COSTS (X1.11)		1997-2001 INFLATED COSTS	1997-2001 TOTAL QUANTITY	INFLATED SUBBASE UNIT PR.	
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	0	0	0	0	0	0	0	0	96,940	96,940	14,672	6.61	Goodhue
28	Houston	0	0	0	0	0	0	0	0	0	0	0	0.00	Houston
50	Mower	0	0	0	0	0	0	0	0	0	0	0	0.00	Mower
55	Olmsted	0	0	325,053	282,796	0	0	0	0	0	282,796	61,563	4.59	Olmsted
66	Rice	0	0	0	0	0	0	0	0	0	0	0	0.00	Rice
74	Steele	0	0	0	0	0	0	0	0	0	0	0	0.00	Steele
79	Wabasha	2,180	2,027	108,413	94,319	0	0	0	0	0	96,346	20,797	4.63	Wabasha
85	Winona	0	0	52,126	45,350	0	0	0	0	0	45,350	10,261	4.42	Winona
District 6 Totals		2,180	2,027	485,592	422,465	0	0	0	0	96,940	521,432	107,293	4.86	District 6 Totals
7	Blue Earth	0	0	0	0	0	0	86,674	96,208	0	96,208	18,420	5.22	Blue Earth
8	Brown	57,009	53,018	83,584	72,718	0	0	0	0	0	125,736	33,399	3.76	Brown
17	Cottonwood	0	0	0	0	0	0	0	0	0	0	0	0.00	Cottonwood
22	Faribault	0	0	848,777	738,436	0	0	0	0	0	738,436	98,934	7.46	Faribault
32	Jackson	609,296	566,645	122,136	106,259	0	0	3,375	3,746	0	676,650	126,189	5.36	Jackson
40	Le Sueur	0	0	0	0	0	0	0	0	0	0	0	0.00	Le Sueur
46	Martin	502,225	467,069	145,400	126,498	983,781	1,062,483	27,488	30,512	0	1,686,562	260,634	6.47	Martin
52	Nicollet	0	0	0	0	0	0	0	0	0	0	0	0.00	Nicollet
53	Nobles	0	0	0	0	0	0	0	0	0	0	0	0.00	Nobles
67	Rock	463,382	430,945	0	0	0	0	0	0	0	430,945	70,962	6.07	Rock
72	Sibley	0	0	0	0	0	0	0	0	0	0	0	0.00	Sibley
81	Waseca	184,603	171,681	0	0	0	0	0	0	0	171,681	30,139	5.70	Waseca
83	Watsonwan	31,654	29,438	0	0	6,656	7,188	0	0	83,275	119,901	27,043	4.43	Watsonwan
District 7 Totals		1,848,169	1,718,796	1,199,897	1,043,911	990,437	1,069,671	117,537	130,466	83,275	4,046,119	665,720	6.08	District 7 Totals
12	Chippewa	0	0	0	0	0	0	0	0	0	0	0	0.00	Chippewa
34	Kandiyohi	0	0	0	0	0	0	0	0	0	0	0	0.00	Kandiyohi
37	Lac Qui Parle	0	0	0	0	0	0	0	0	0	0	0	0.00	Lac Qui Parle
41	Lincoln	0	0	0	0	0	0	0	0	0	0	0	0.00	Lincoln
42	Lyon	0	0	0	0	0	0	0	0	0	0	0	0.00	Lyon
43	Mc Leod	0	0	0	0	0	0	0	0	0	0	0	0.00	Mc Leod
47	Meeker	0	0	0	0	0	0	0	0	0	0	0	0.00	Meeker
51	Murray	0	0	0	0	0	0	0	0	0	0	0	0.00	Murray
59	Pipestone	0	0	0	0	0	0	0	0	0	0	0	0.00	Pipestone
64	Redwood	0	0	0	0	0	0	0	0	0	0	0	0.00	Redwood
65	Renville	0	0	36,744	31,967	0	0	0	0	0	31,967	10,415	3.07	Renville
87	Yellow Medicine	0	0	0	0	0	0	0	0	0	0	0	0.00	Yellow Medicine
District 8 Totals		0	0	36,744	31,967	0	0	0	0	0	31,967	10,415	3.07	District 8 Totals
13	Chisago	0	0	0	0	0	0	0	0	0	0	0	0.00	Chisago
19	Dakota	0	0	0	0	0	0	0	0	0	0	0	0.00	Dakota
62	Ramsey	33,800	31,434	0	0	0	0	0	0	0	31,434	4,225	7.44	Ramsey
82	Washington	0	0	0	0	0	0	0	0	0	0	0	0.00	Washington
District 9 Totals		33,800	31,434	0	0	0	0	0	0	0	31,434	4,225	7.44	District 9 Totals
STATE TOTALS		\$3,256,041	\$3,028,116	\$2,484,336	\$2,161,372	\$2,709,555	\$2,926,319	\$1,256,416	\$1,394,621	\$1,111,952	\$10,622,380	2,120,744	\$5.01	STATE TOTALS

2002 COUNTY SCREENING BOARD DATA

June, 2002

Calculation of Gravel Base Unit Prices for Counties With less than 50,000 Tons

The following three pages indicate the procedures used to calculate the 2002 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.

2002 COUNTY SCREENING BOARD DATA

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

District 1	TONS (1,000)	INFLATED UNIT PRICE		
LAKE OF THE WOODS	24 X	8.09 =	194.16	
Surrounding	<u>26</u> X	<u>5.36</u> =	<u>139.36</u>	
	50		333.52 =	\$6.67

Surrounding Counties -	Inflated Cost	-	Quantity	
Roseau	\$1,677,396	-	389,083	
Beltrami	1,295,779	-	249,478	
Koochiching	2,478,889	-	377,994	
	<u>\$5,452,064</u>		<u>1,016,555</u> =	\$5.36

District 4	TONS (1,000)	INFLATED UNIT PRICE		
TRAVERSE	18 X	4.78 =	86.04	
Surrounding	<u>32</u> X	<u>5.02</u> =	<u>160.64</u>	
	50		246.68 =	\$4.93

Surrounding Counties -	Inflated Cost	-	Quantity	
Wilkin	\$863,809	-	124,622	
Grant	921,641	-	224,462	
Stevens	640,437	-	135,773	
Big Stone	631,348	-	124,481	
	<u>\$3,057,235</u>		<u>609,338</u> =	\$5.02

District 6	TONS (1,000)	INFLATED UNIT PRICE		
STEELE	41 X	6.53 =	267.73	
Surrounding	<u>9</u> X	<u>6.83</u> =	<u>61.47</u>	
	50		329.20 =	\$6.58

Surrounding Counties -	Inflated Cost	-	Quantity	
Waseca	417,569	-	64,614	
Freeborn	698,801	-	113,684	
Dodge	759,957	-	90,889	
Rice	507,376	-	102,186	
Mower	2,234,126	-	263,253	
Goodhue	2,020,675	-	337,030	
	<u>6,638,504</u>		<u>971,656</u> =	6.83

2002 COUNTY SCREENING BOARD DATA

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

District 7	TONS (1,000)	INFLATED UNIT PRICE	
BROWN	30 X	7.36 =	220.80
Surrounding	<u>20</u> X	<u>6.41</u> =	<u>128.20</u>
	50		349.00 = \$6.98

<u>Surrounding Counties -</u>	Inflated Cost	Quantity	
Cottonwood	439,153 -	74,863	
Watonswan	458,752 -	67,928	
Blue Earth	1,255,011 -	180,655	
Nicollett	626,571 -	93,809	
McLeod	2,233,530 -	328,129	
Renville	447,438 -	89,087	
Redwood	789,675 -	140,359	
	<u>6,250,130</u>	<u>974,830</u> =	6.41

District 7	TONS (1,000)	INFLATED UNIT PRICE	
SIBLEY	0 X	0.00 =	0
Surrounding	<u>50</u> X	<u>6.62</u> =	<u>331.00</u>
	50		331.00 = \$6.62

<u>Surrounding Counties -</u>	Inflated Cost	Quantity	
LeSueur	\$1,138,344 -	197,781	
Nicollet	626,571 -	93,809	
McLeod	2,233,530 -	328,129	
Carver	969,119 -	123,638	
Scott	2,337,886 -	339,080	
Renville	447,438	89,087	
	<u>\$7,752,888</u>	<u>1,171,524</u> =	\$6.62



Minnesota Department of Transportation

Memo

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

Date: April 3, 2002

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

From: Mike Leuer *ML*
State Aid Hydraulic Technician

Phone: (651) 747-2167

Subject: State Aid Storm Sewer
Construction Costs for 2001

We have completed our analysis of storm sewer construction costs incurred for 2001 and the following assumptions can be utilized for planning purposes per roadway mile:

- approximately \$254,200 for new construction, and
- approximately \$81,600 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 115 plans for 2001. As you can see, there were 38 fewer jobs to base the estimate for last year.

CC: J. L. Boynton



Minnesota Department of Transportation
Office of Freight, Railroads and Waterways
Mailstop 470
395 John Ireland Blvd.
St. Paul, MN 55155-1899

March 25, 2002

TO: Marshall Johnson
Needs Unit – State Aid

FROM: Susan H. Aylesworth *SA*
Director, Rail Administration Section

SUBJECT: Projected Railroad Grade Crossing
Improvements – Cost for 2002

PHONE: 6-2472

We have projected 2002 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals (single track, low speed, average price)*	\$120,000.00
Signals & gates (multiple track, high/low speed, average price)*	\$135,000 – 185,000.00
Signs (advance warning signs & crossbucks)	\$1,000 per crossing
Pavement Markings (tape)	\$5,500 per crossing
Pavement Markings (paint)	\$ 750 per crossing
Crossing Surface (concrete, complete reconstruction)	\$1,000 per track ft.

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

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

Cc: Tim Spencer
Rashmi Brewer
Gene Dahlke
Paul Delarosa
Josh Collins

2002 COUNY SCREENING BOARD DATA

JUNE, 2002

2001 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 2001. In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office, and field lab costs **are not included**

BRIDGES LET IN CALENDAR YEAR 2001

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
04521	SAP 04-611-011	115.00	4,965	\$419,283	\$84
07564	SAP 07-598-021	123.27	4,335	302,496	70
07560	SAP 07-599-016	98.50	3,038	208,315	69
13517	SAP 13-614-004	107.60	4,573	291,321	64
18523	SAP 18-621-016	71.30	2,791	211,041	76
22596	SP 22-597-002	149.78	7,314	601,218	82
23561	SP 23-618-007	86.00	3,369	256,715	76
24535	SAP 24-630-015	96.50	7,758	454,283	59
25595	SAP 25-599-069	89.25	2,782	238,912	86
33533	SAP 33-598-012	109.60	3,850	218,541	57
36525	SP 36-598-019	129.81	4,154	333,389	80
36506	SAP 36-598-023	39.50	1,812	94,781	52
37546	SAP 37-602-016	134.88	5,265	346,286	66
45564	SAP 45-599-148	149.50	4,650	358,986	77
45563	SP 45-634-006	103.50	4,056	258,755	64
46570	SP 46-599-056	76.10	2,432	173,737	71
46573	SAP 46-632-006	85.50	3,354	221,373	66
51527	SAP 51-607-010	35.20	4,433	229,837	52
51528	SAP 51-642-011	132.89	5,205	296,907	57
52520	SAP 52-599-021	82.67	2,573	185,243	72
54J13	SAP 54-599-054	43.92	1,596	224,426	141
55563	SP 55-598-043	105.75	3,725	283,146	76
60539	SAP 60-599-132	97.00	3,104	291,404	94
64567	SAP 64-599-067	86.77	2,697	181,648	67
64568	SAP 64-599-068	72.25	2,232	162,491	73
64566	SAP 64-599-071	117.70	4,130	225,766	55
65549	SAP 65-599-040	129.67	4,550	285,648	63
66534	SAP 66-598-007	51.44	1,731	128,751	74
66538	SP 66-598-008	44.00	1,481	125,983	85
66539	SAP 66-629-003	52.36	2,024	165,037	82
67542	SP 67-599-081	79.75	2,486	174,094	70
67545	SAP 67-599-117	87.50	2,727	179,701	66
67546	SAP 67-599-118	66.50	2,073	159,657	77
72536	SAP 72-597-003	76.50	2,996	222,084	74
80534	SAP 80-599-018	92.67	3,259	205,820	63
80535	SAP 80-599-021	83.90	2,604	191,542	74
83542	SP 83-599-056	82.58	2,574	169,648	66
84526	SAP 84-598-036	100.00	3,517	282,203	80
85542	SAP 85-599-045	90.50	3,183	259,638	82
69636	SAP 118-113-012	60.00	886	329,922	372
46572	SP 123-111-008	92.17	5,060	614,252	121
27A68	SAP 155-164-009	121.67	6,610	595,589	90
25545	SAP 156-080-005	57.00	2,119	1,010,184	477
25592	SP 156-090-002	113.00	1,356	138,101	102
02049	TH	52.52	2,276	214,895	94
79018	TH	60.82	2,639	225,641	86
54008	TH	76.59	3,653	332,972	91
27288	TH	77.31	10,311	1,159,148	112
27253	TH	77.43	2,228	624,851	280
79019	TH	94.11	4,141	359,196	87
37009	TH	94.83	4,473	291,767	65
73033	TH	98.06	4,445	498,360	112
73034	TH	98.06	4,435	470,914	106
29001	TH	101.01	3,973	444,240	112
08004	TH	107.07	5,393	389,815	72
27V39	TH	115.00	8,302	627,012	76
27V40	TH	115.00	7,719	585,689	76
39012	TH	118.50	5,115	374,872	73
39013	TH	118.50	5,115	380,354	74
14009	TH	124.67	6,130	844,632	138
14010	TH	124.67	5,652	814,272	144
52013	TH	128.06	7,470	552,472	74
79027	TH	131.08	5,658	308,516	55
32009	TH	143.22	6,372	494,809	78
68007	TH	147.25	6,356	590,739	93
59007	TH	149.32	6,340	322,997	51
59008	TH	149.32	4,607	218,877	48
State Aid Projects		151,429		\$12,308,154	\$81
Trunk Hwy Projects		122,803		\$11,127,040	\$91
TOTALS		274,232		\$23,435,194	\$85

BRIDGES LET IN CALENDAR YEAR 2001

BRIDGE LENGTH 150-499 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
23529	SP 23-608-013	177.12	6,828	453,146	66
23562	SP 23-608-024	200.00	7,800	753,465	97
27591	SP 27-666-014	200.10	12,400	1,285,272	104
28528	SP 28-625-018	475.41	18,525	1,353,871	73
29521	SP 29-615-004	175.04	9,800	1,220,291	125
31543	SP 31-598-006	159.77	5,619	522,231	93
31540	SP 31-642-006	219.75	7,728	596,308	77
35533	SAP 35-599-084	191.60	5,882	353,411	60
38520	SP 38-615-006	158.42	6,864	504,904	74
55567	SP 55-608-011	211.18	17,387	1,150,446	66
60532	SAP 60-599-138	212.50	6,572	491,357	75
63516	SAP 63-613-010	330.75	14,564	1,122,690	77
68533	SAP 68-599-075	152.90	5,355	399,500	75
69634	SAP 69-598-025	243.44	8,505	777,822	91
79544	SP 79-597-004	195.10	7,800	670,032	86
R0412	SP 79-597-005	161.33	2,576	509,444	198
86525	SAP 86-599-023	157.50	5,540	428,545	77
27A59	SP 91-090-003	295.66	6,282	695,012	111
04026	SP 92-090-012	272.42	3,808	345,646	91
25596	SP 92-090-013	150.00	1,800	232,433	129
79544	SP 98-080-006	195.10	7,800	670,032	86
86526	SP 222-090-001	315.68	4,456	385,684	87
25026	TH	160.00	9,333	911,689	98
78004	TH	178.74	6,512	492,672	76
66826	TH	193.04	8,752	683,741	78
27R06	TH	198.89	9,506	654,938	69
01015	TH	200.46	8,514	658,201	77
27203	TH	218.38	20,832	1,475,158	71
27285	TH	228.33	25,765	1,797,274	70
01011	TH	235.75	9,273	560,867	60
14013	TH	236.67	23,980	1,588,402	66
14815	TH	239.73	24,290	1,728,278	71
71014	TH	262.17	21,060	1,399,627	66
27V43	TH	311.00	26,139	1,925,298	74
27V44	TH	311.00	23,308	1,822,516	78
27170	TH	321.33	20,244	1,445,347	71
24008	TH	466.88	32,059	2,511,596	78
State Aid Projects			173,891	\$14,921,542	\$86
Trunk Hwy Projects			269,567	\$19,655,605	\$73
TOTALS			443,458	\$34,577,147	\$78

BRIDGES LET IN CALENDAR YEAR 2001

BRIDGE LENGTH 500 FEET AND OVER

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
27A69	SAP 27-630-009	607.90	51,263	\$3,436,322	\$67
70532	SP 70-609-007	561.54	30,910	2,592,375	84
82518	SAP 192-102-005	588.61	64,747	3,428,496	53
62062	TH	516.78	38,255	3,238,832	85
86006	TH	705.86	42,310	3,247,138	77
State Aid Projects			146,920	\$9,457,193	\$64
Trunk Hwy Projects			80,565	\$6,485,970	\$81
TOTALS			227,485	\$15,943,163	\$70

BRIDGES LET IN CALENDAR YEAR 2001

Railroad Bridges

NEW BRIDGE NUMBER	PROJECT NUMBER	Number of Tracks	Bridge Cost	Cost Per Lin. Ft.	Bridge Length
8005	TH	1	\$2,314,945	\$14,182	163
TOTALS			\$2,314,945	\$14,182	163

2002 County Screening Board Data

June, 2002

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, 2002 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 2001 Needs Adjustments	Approx. 2002 Apport. Loss*
Aitkin	01-608-03	Design Speed	\$65,700	\$1,529
Hennepin	27-612-02	Horiz Curve	\$379,950	\$8,845
Total			\$445,650	\$10,374

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

* Based on \$23.28 earning factor for each \$1,000 of 25 year money needs.

2002 County Screening Board Data

June, 2002

Advancement of CSAH Construction Funds from the General CSAH Construction Account

Resolutions adopted at the October, 1995 County Screening Board meeting indicate the guidelines to be used to advance CSAH construction funds to individual counties. Below is a summary of action taken since these resolutions were adopted.

HISTORY OF CSAH CONSTRUCTION FUND BALANCES

Total 1995 Advance/Repaid in 1996 - \$ 3,151,414
Total 1996 Advance/Repaid in 1997 - \$13,526,279
Total 1997 Advance/Repaid in 1998 - \$17,976,381
Total 1998 Advance/Repaid in 1999 - \$22,849,960
Total 1999 Advance/Repaid in 2000 - \$42,926,910
Total 2000 Advance/Repaid in 2001 - \$31,156,013
Total 2001 Advance/Repaid in 2002 - \$20,662,808

2002 SUMMARY TO DATE

County	\$'s Reserved by Resolution	\$'s Actually Advanced
Anoka	\$4,207,912	\$2,961,628
Fairbault	1,596,621	1,596,621
Lyon	908,000	908,000
Pope	730,093	730,093
Waseca	700,000	700,000
TOTAL	\$8,142,626	\$6,896,342

Note: The maximum dollar amount of State Aid advances which can be made in 2002 is \$80,609,049

2002 COUNTY SCREENING BOARD DATA

June, 2002

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

* Anticipated

Budget Summary for Calendar Year 2000

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

2002 County Screening Board Data

June, 2002

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 Pavements	290,000	74,000	76,000	70,000
745	Library Services for Local Governments	Ongoing	50,000	50,000	50,000
749	Surface Treatment Proposal	25,000	15,000	2,500	0
752	Response of Corrugated Polyethylene Pipe with Shallow Cover to Known Truck Loadings	565,000	60,000	30,000	0
755	Pavement Preventative Maintenance Methods: Phase II	50,000	22,500	22,500	0
756	Methods to Reduce Traffic Speeds in High Pedestrian Areas	107,506	61,271	46,235	0
757	Designing Pavement Drainage Systems	75,000	38,000	37,000	0
758	Study of Physical, Geological, Mineralogical & Chemical Properties of Coarse Taconite Tailings	126,000	63,000	63,000	0
764	Effect of Transverse Cracks on Stresses & Strains in Flexible Pavements	123,957	82,638	41,319	0
766	Evaluation of Cold Inplace Recycling	66,000	25,000	15,000	5,000
767	Flexible Pavement Performance in Relation to Aggregate Base and Asphalt Mixture at Low-Temperature Characteristics	75,500	65,500	10,000	0
768	Geosynthetics in Roadway Design	30,000	0	3,000	3,000
769	Cost Comparison of Treatments Used to Maintain or Upgrade Aggregate Roads	100,000	0	50,000	50,000
770	Repair of Rubberized Crack Filler/Joint Filler	90,000	0	40,000	25,000
771	Use of Ground Penetrating Radar to Review Cross Section of Road	75,000	0	50,000	25,000
772*	Best Practices for Local Pavement Subgrades in Minnesota	117,455	0	0	0
773	Environmental Effect of the Use of Shredded Tires As Use for Light-Weight Fills	100,000	0	60,000	20,000
774	Driver Assistive Systems for Rural Applications: A Path to Deployment	141,860	0	141,860	0
775	Accident Analysis for Low-Volume Roads	41,409	0	41,409	0
776	Improving the Design of Roadside Ditches to Decrease Transportation-Related Surface Water Pollution	82,770	0	50,000	32,770
777	Statewide Implications of Transportation Financing Reform: Impacts on Rural and Other Low-Traffic Roads	276,000	0	138,000	100,000
778	How to Safely Accommodate Pedestrians Through an Intersection with Free Flow Legs	71,356	0	35,678	35,678
779	Evaluation of Asphalt Binders Used for Cold In-Place Recycling	40,487	0	13,500	26,987
999	Project Administration	Ongoing	280,000	280,000	280,000
	TOTALS		N/A	\$2,224,326	\$1,401,420

Italicized = Anticipated

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

Budget Summary CY 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 2001 Commitment	\$2,224,326
CY 2001 Funds not Committed to Date	\$476

→

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

2002 County Screening Board Data

June, 2002

Local Road Research Board Projects for Calendar Year 2002

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

Italicized = Anticipated

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

Budget Summary CY 2002

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

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

2002 COUNTY SCREENING BOARD DATA

June, 2002

PROPOSED COMPARISON OF SPECIAL RESURFACING PROJECTS TO CSAH

CONSTRUCTION FUNDS

PROPOSED BY 2001 SCREENING BOARD

County	No. of Special Resurf. Projects 1991-2001	No. of Special Resurf. Projects 2001	Regular Account Construction Funds	Regular Account Resurfacing Deduction	Excess Over 50% of Regular Construction Funds	Municipal Account Construction Funds	Municipal Account Resurfacing Deduction	Excess Over 50% of Municipal Construction Funds	Tentative Special Resurf. Cost Deduction Using Combined Reg. & Mun. Over 50%	Total Special Resurf. Cost Deducted from 2001-25 Year Construction Needs	% of Change
Carlton	16	0	\$1,896,437	\$1,924,339	\$976,121	\$192,610	\$139,945	\$43,640	\$1,019,761	\$2,064,284	-50.6%
Cook	3	0	1,302,749	1,515,667	864,293	87,443	0	0	864,293	1,515,667	-43.0%
Itasca	18	0	3,920,680	2,960,930	1,000,590	391,076	337,607	142,069	1,142,659	3,298,537	-65.4%
Koochiching	15	3	2,273,856	2,053,533	916,605	76,869	83,562	45,128	961,733	2,137,095	-55.0%
Lake	6	1	1,788,260	3,826,609	2,932,479	103,678	0	0	2,932,479	3,826,609	-23.4%
Pine	11	0	2,982,770	2,462,749	971,364	418,336	59,579	0	971,364	2,522,328	-61.5%
St. Louis	3	0	10,344,838	473,469	0	581,186	8,095	0	0	481,564	-100.0%
District 1 Totals	72	4	\$24,509,590	\$15,217,296	\$7,661,451	\$1,851,198	\$628,788	\$230,837	\$7,892,288	\$15,846,084	-50.2%
Beltrami	6	2	2,596,373	2,777,141	1,478,955	105,649	0	0	1,478,955	2,777,141	-46.7%
Clearwater	8	0	1,437,124	2,323,015	1,604,453	111,001	10,500	0	1,604,453	2,333,515	-31.2%
Hubbard	4	1	1,670,681	1,638,633	803,293	127,297	0	0	803,293	1,638,633	-51.0%
Kittson	7	0	1,572,526	939,996	153,733	218,098	39,292	0	153,733	979,288	-84.3%
Lake of the Woods	5	1	1,542,722	934,610	163,249	59,108	44,229	14,675	177,924	978,839	-81.8%
Marshall	1	0	2,441,415	176,431	0	204,532	0	0	0	176,431	-100.0%
Norman	15	6	1,660,433	2,245,032	1,414,816	139,299	97,880	28,231	1,443,046	2,342,912	-38.4%
Pennington	2	0	1,204,917	318,149	0	80,191	0	0	0	318,149	-100.0%
Polk	5	0	3,831,646	635,405	0	270,758	69,202	0	0	704,607	-100.0%
Red Lake	8	0	1,168,533	3,521,919	2,937,653	85,661	120,537	77,707	3,015,359	3,642,456	-17.2%
Roseau	9	0	1,802,483	2,419,519	1,518,278	230,775	30,757	0	1,518,278	2,450,276	-38.0%
District 2 Totals	70	10	\$20,928,853	\$17,929,850	\$10,074,428	\$1,632,369	\$412,397	\$120,612	\$10,195,040	\$18,342,247	-44.4%
Aitkin	6	1	2,000,589	1,341,415	341,121	91,202	0	0	341,121	1,341,415	-74.6%
Benton	7	0	1,292,267	793,645	147,512	125,133	0	0	147,512	793,645	-81.4%
Cass	6	1	2,382,793	1,683,310	491,914	242,585	0	0	491,914	1,683,310	-70.8%
Crow Wing	9	0	1,752,739	753,644	0	442,576	45,476	0	0	799,120	-100.0%
Isanti	25	0	1,457,321	2,283,704	1,555,044	47,865	0	0	1,555,044	2,283,704	-31.9%
Kanabec	5	0	1,136,175	0	0	118,019	115,826	56,817	56,817	115,826	-50.9%
Mille Lacs	26	5	1,609,147	3,868,099	3,063,526	188,381	197,318	103,128	3,166,653	4,065,417	-22.1%
Morrison	33	2	2,245,761	8,174,007	7,051,127	203,003	143,706	42,205	7,093,331	8,317,713	-14.7%
Sherburne	21	3	1,285,393	2,945,724	2,303,028	65,519	129,735	96,976	2,400,003	3,075,459	-22.0%
Stearns	33	3	3,675,676	7,627,154	5,789,316	456,308	16,030	0	5,789,316	7,643,184	-24.3%
Todd	3	0	1,646,056	1,420,724	597,696	265,517	32,391	0	597,696	1,453,115	-58.9%
Wadena	4	1	1,112,156	699,416	143,338	163,984	0	0	143,338	699,416	-79.5%
Wright	14	3	3,191,588	4,430,709	2,834,915	481,126	180,593	0	2,834,915	4,611,302	-38.5%
District 3 Totals	192	19	\$24,787,661	\$36,021,551	\$24,318,534	\$2,891,218	\$861,075	\$299,124	\$24,617,658	\$36,882,626	-33.3%

2002 COUNTY SCREENING BOARD DATA

June, 2002

PROPOSED COMPARISON OF SPECIAL RESURFACING PROJECTS TO CSAH CONSTRUCTION FUNDS PROPOSED BY 2001 SCREENING BOARD

County	No. of Special Resurf. Projects 1991-2001	No. of Special Resurf. Projects 2001	Regular Account Construction Funds	Regular Account Resurfacing Deduction	Excess Over 50% of Regular Construction Funds	Municipal Account Construction Funds	Municipal Account Resurfacing Deduction	Excess Over 50% of Municipal Construction Funds	Tentative Special Resurf. Cost Deduction Using Combined Reg. & Mun. Over 50%	Total Special Resurf. Cost Deducted from 2001-25 Year Construction Needs	% of Change
Becker	33	5	\$2,018,839	\$5,200,280	\$4,190,861	\$152,423	\$208,209	\$131,998	\$4,322,858	\$5,408,489	-20.1%
Big Stone	2	2	1,140,439	861,480	291,261	113,755	0	0	291,261	861,480	-66.2%
Clay	2	0	2,131,275	49,082	0	214,910	49,879	0	0	98,961	-100.0%
Douglas	18	3	1,839,799	3,106,475	2,186,576	277,589	56,482	0	2,186,576	3,162,957	-30.9%
Grant	17	1	1,136,049	3,922,865	3,354,841	118,145	221,861	162,789	3,517,629	4,144,726	-15.1%
Mahnomen	3	0	1,202,647	598,529	0	51,547	57,254	31,481	31,481	655,783	-95.2%
Otter Tail	49	5	4,568,600	8,793,848	6,509,548	410,801	324,951	119,551	6,629,099	9,118,799	-27.3%
Pope	6	0	1,627,930	336,581	0	89,114	12,673	0	0	349,254	-100.0%
Stevens	10	1	1,202,128	2,835,446	2,234,382	45,653	29,602	6,776	2,241,158	2,865,048	-21.8%
Swift	17	1	1,427,890	2,470,548	1,756,603	150,587	215,703	140,410	1,897,013	2,686,251	-29.4%
Traverse	8	0	1,130,656	2,654,039	2,088,711	123,538	154,843	93,074	2,181,785	2,808,882	-22.3%
Wilkin	12	2	1,428,224	3,794,510	3,080,398	167,557	152,264	68,486	3,148,884	3,946,774	-20.2%
District 4 Totals	177	20	\$20,854,476	\$34,623,683	\$25,693,179	\$1,915,619	\$1,483,721	\$754,562	\$26,447,741	\$36,107,404	-26.8%
Anoka	4	0	3,886,628	789,459	0	259,276	0	0	0	789,459	-100.0%
Carver	5	0	1,908,638	160,240	0	281,423	98,372	0	0	258,612	-100.0%
Hennepin	8	0	12,579,607	1,586,881	0	1,637,521	14,555	0	0	1,601,436	-100.0%
Scott	4	0	2,626,655	441,828	0	107,399	22,509	0	0	464,337	-100.0%
District 5 Totals	21	0	\$21,001,528	\$2,978,408	\$0	\$2,285,619	\$135,436	\$0	\$0	\$3,113,844	-100.0%
Dodge	11	0	1,386,446	2,195,509	1,502,286	154,563	30,333	0	1,502,286	2,225,842	-32.5%
Fillmore	7	1	2,854,376	969,615	0	386,655	176,077	0	0	1,145,692	-100.0%
Freeborn	35	5	2,492,130	11,085,704	9,839,639	119,892	360,741	300,795	10,140,434	11,446,445	-11.4%
Goodhue	2	0	2,196,551	404,430	0	260,991	0	0	0	404,430	-100.0%
Houston	6	0	2,015,888	1,305,661	297,717	84,433	39,354	0	297,717	1,345,015	-77.9%
Mower	10	0	2,366,233	1,092,110	0	151,036	0	0	0	1,092,110	-100.0%
Olmsted	4	0	2,896,235	3,668,862	2,220,745	82,511	72,550	31,295	2,252,039	3,741,412	-39.8%
Rice	17	5	1,903,885	2,639,978	1,688,036	58,681	0	0	1,688,036	2,639,978	-36.1%
Steele	18	7	1,988,758	3,270,997	2,276,618	88,925	0	0	2,276,618	3,270,997	-30.4%
Wabasha	15	3	1,680,163	1,758,578	918,497	316,703	239,032	80,681	999,177	1,997,610	-50.0%
Winona	29	3	2,173,678	4,041,532	2,954,693	222,352	169,128	57,952	3,012,645	4,210,660	-28.5%
District 6 Totals	154	24	\$23,954,343	\$32,432,976	\$21,698,230	\$1,926,742	\$1,087,215	\$123,844	\$21,822,074	\$33,520,191	-34.9%

2002 COUNTY SCREENING BOARD DATA

June, 2002

PROPOSED COMPARISON OF SPECIAL RESURFACING PROJECTS TO CSAH CONSTRUCTION FUNDS PROPOSED BY 2001 SCREENING BOARD

County	No. of Special Resurf. Projects 1991-2001	No. of Special Resurf. Projects 2001	Regular Account Construction Funds	Regular Account Resurfacing Deduction	Excess Over 50% of Regular Construction Funds	Municipal Account Construction Funds	Municipal Account Resurfacing Deduction	Excess Over 50% of Municipal Construction Funds	Tentative Special Resurf. Cost Deduction Using Combined Reg. & Mun. Over 50%	Total Special Resurf. Cost Deducted from 2001-25 Year Construction Needs	% of Change
Blue Earth	25	7	\$2,881,878	\$3,300,645	\$1,859,706	\$212,679	\$29,919	\$0	\$1,859,706	\$3,330,564	-44.2%
Brown	23	0	1,701,669	2,315,037	1,464,203	140,562	40,385	0	1,464,203	2,355,422	-37.8%
Cottonwood	11	0	1,571,877	2,149,128	1,363,190	138,730	0	0	1,363,190	2,149,128	-36.6%
Faribault	4	0	1,899,428	496,516	0	394,290	51,037	0	0	547,553	-100.0%
Jackson	3	1	1,859,605	452,214	0	193,393	0	0	0	452,214	-100.0%
Le Sueur	9	2	1,400,753	2,369,500	1,669,124	366,758	542,931	359,552	2,028,676	2,912,431	-30.3%
Martin	2	2	1,847,291	357,560	0	124,204	0	0	0	357,560	-100.0%
Nicollet	6	1	1,582,732	256,841	0	83,477	122,244	80,506	80,506	379,085	-78.8%
Nobles	6	0	2,178,298	869,584	0	136,331	0	0	0	869,584	-100.0%
Rock	9	0	1,381,010	1,513,570	823,065	204,172	179,325	77,239	900,304	1,692,895	-46.8%
Sibley	17	3	1,513,735	3,704,088	2,947,221	167,819	0	0	2,947,221	3,704,088	-20.4%
Waseca	8	0	1,413,530	1,331,895	625,130	86,714	0	0	625,130	1,331,895	-53.1%
Watsonwan	19	2	1,058,527	1,594,592	1,065,329	236,465	55,625	0	1,065,329	1,650,217	-35.4%
District 7 Totals	142	18	\$22,290,333	\$20,711,170	\$11,816,966	\$2,485,594	\$1,021,466	\$517,297	\$12,334,262	\$21,732,636	-43.2%
Chippewa	10	0	1,298,074	2,500,650	1,851,613	84,326	0	0	1,851,613	2,500,650	-26.0%
Kandiyohi	0	0	2,604,419	0	0	179,567	0	0	0	0	0.0%
Lac Qui Parle	13	3	1,447,576	1,285,992	562,204	138,809	46,682	0	562,204	1,332,674	-57.8%
Lincoln	16	0	1,194,278	964,773	367,634	132,698	61,413	0	367,634	1,026,186	-64.2%
Lyon	15	2	1,536,944	1,936,398	1,167,926	234,953	295,985	178,509	1,346,435	2,232,383	-39.7%
Mc Leod	5	1	1,512,248	1,446,809	690,685	189,919	0	0	690,685	1,446,809	-52.3%
Meeker	6	0	1,451,309	886,967	161,313	99,732	0	0	161,313	886,967	-81.8%
Murray	21	2	1,572,897	2,547,202	1,760,754	165,495	98,836	16,089	1,776,842	2,646,038	-32.8%
Pipestone	6	0	1,011,830	104,369	0	269,524	390,446	255,684	255,684	494,815	-48.3%
Redwood	27	0	2,006,629	2,211,093	1,207,779	259,212	556,310	426,704	1,634,483	2,767,403	-40.9%
Renville	12	0	2,313,152	2,340,603	1,184,027	106,716	42,698	0	1,184,027	2,383,301	-50.3%
Yellow Medicine	4	0	1,590,004	1,226,246	431,244	199,735	0	0	431,244	1,226,246	-64.8%
District 8 Totals	135	8	\$19,539,360	\$17,451,102	\$9,385,178	\$2,060,686	\$1,492,370	\$876,985	\$10,262,163	\$18,943,472	-45.8%
Chisago	5	2	1,796,960	1,643,507	745,027	220,592	0	0	745,027	1,643,507	-54.7%
Dakota	1	0	5,339,552	0	0	168,528	27,238	0	0	27,238	-100.0%
Ramsey	9	3	6,450,736	1,436,083	0	62,922	0	0	0	1,436,083	-100.0%
Washington	13	1	3,045,537	912,983	0	775,714	629,727	241,870	241,870	1,542,710	-84.3%
District 9 Totals	28	6	\$16,632,785	\$3,992,573	\$745,027	\$1,227,756	\$656,965	\$241,870	\$986,897	\$4,649,538	-78.8%
STATE TOTALS	991	109	\$194,498,929	\$181,358,609	\$111,392,991	\$18,276,801	\$7,779,433	\$3,165,130	\$114,558,120	\$189,138,042	-39.4%

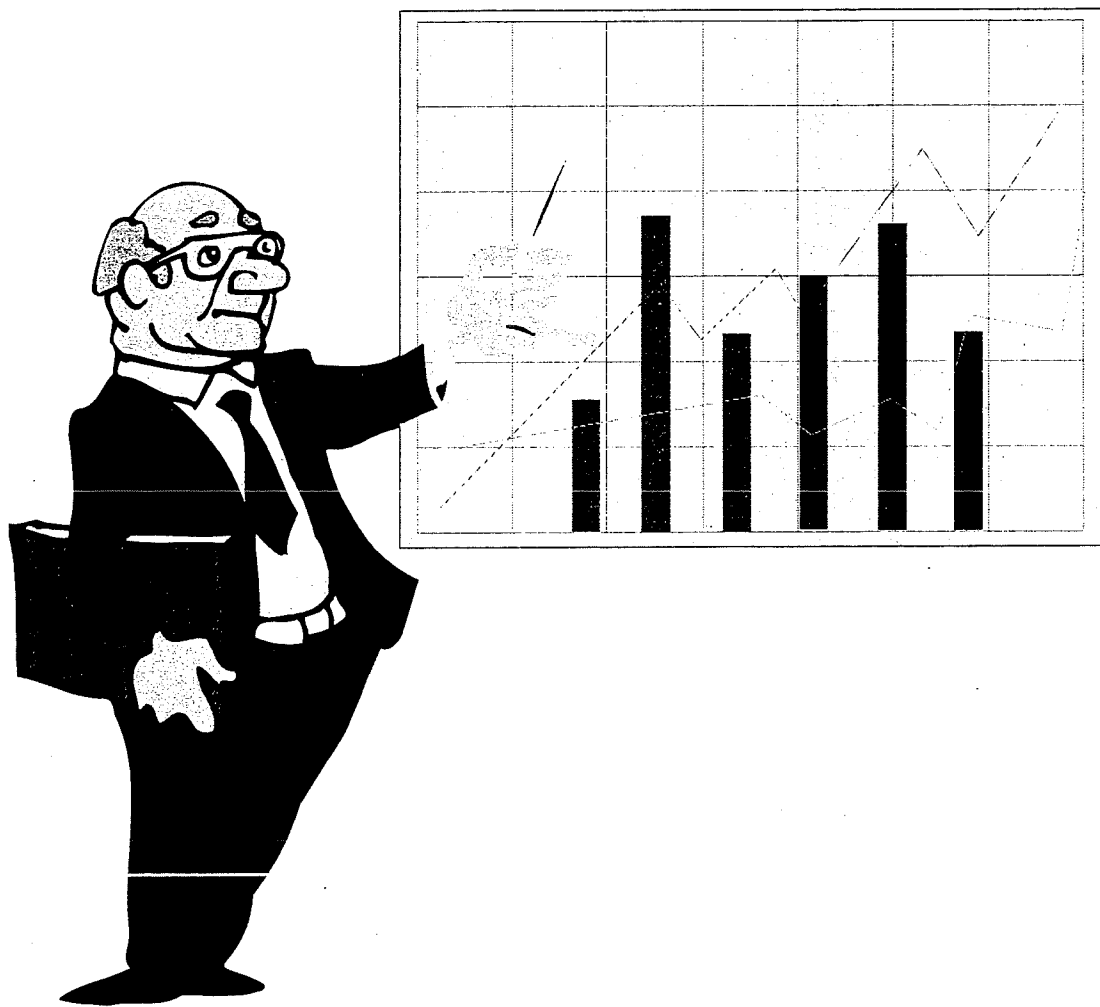
2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

EXAMPLES OF SPECIAL RESURFACING ADJUSTMENTS

Special Resurfacing Project	Money Needs Apportionment Earned For Corresponding Segments	Annual Adjusted Money Needs Earns Per \$1,000 = \$23.28 In Money Needs Apport.	Current Special Resurfacing Deduction	Annual Adjusted Money Needs Earns Per \$1,000 = \$23.28 In Money Needs Apport.	Actual Money Needs Apport. Earned Less the Special Resurfacing Deduction
73-632-018	\$728,844	\$16,967	-\$276,928	-\$6,447	\$10,520
73-611-012	\$759,960	\$17,692	-\$268,374	-\$6,248	\$11,444
73-601-034	\$1,899,323	\$44,216	-\$229,093	-\$5,333	\$38,883
56-657-005	\$1,355,262	\$31,550	-\$445,482	-\$10,371	\$21,179
56-680-004	\$855,587	\$19,918	-\$147,409	-\$3,432	\$16,486
56-641-010	\$386,175	\$8,990	-\$206,259	-\$4,802	\$4,188

Proposed Design Chart Changes



2002 COUNTY SCREENING BOARD DATA

JUNE, 2002

Proposed Resolution Changes

The following resolution would need to be revised for **Minimum Requirements** if the changes to the **PROPOSED RURAL AND URBAN DESIGN** charts are accepted. The proposal would be to change the projected ADT to 10,000 for rural and urban design for 4 – 12 foot traffic lanes.

Minimum Requirements - Oct. 1963 (Rev. June 1985)

That the minimum requirements for 4 - 12 foot traffic lanes be established as ~~5,000~~ 10,000 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.

The following resolution would need to be revised for **Base and Surface** if the changes to the **PROPOSED RURAL AND URBAN DESIGN** charts are accepted. If concrete is eliminated from the design charts the wording for replacement mats would be 2" bituminous surface over existing bituminous.

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.~~

**MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
JANUARY 22, 1999**

The meeting was called to order by Chairman Jack Cousins at 2:30 p.m. on January 20, 1999 at the Craguns Conference Center near Brainerd, Minnesota.

Members present: Jack Cousins, Chairman - Clay County
 Rick Kjonaas - McLeod County
 Roger Gustafson - Carver County

Others present: Ken Hoeschen - Mn/DOT, State Aid

The new rural geometric design standards was the first item introduced. The new rules dictate 9 ton design for all rural design CSAH's with projected ADT from 150 to 1499 and 10 ton design with projected ADT of 1500 and above. Also, the shoulder width for 2 lane CSAH's with projected ADT from 150 to 1499 shall be 4 feet and the shoulder width for 2 lane CSAH's with projected ADT of 1500 or more shall be 6 feet except those functionally classified as minor and principal arterials which shall be 8 feet. These revisions will also reduce the bridge widths in some traffic categories. The Subcommittee recommends unanimously that the Screening Board direct the Needs Unit to make these changes in the 1999 CSAH Needs Study with the understanding that the segments qualifying for 8 foot shoulders will be manually entered for this initial update. After that it shall be the county engineers' responsibility to request this 8 foot shoulder design for any new CSAH's which would fall into this category.

**MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 3 AND 4, 1999
MADDENS RESORT, BRAINERD**

Chairman, Mitch Rasmussen, Rice County Engineer called the meeting to order at 1:00 p.m., June 3, 1999.

Chairman Mitch Rasmussen addressed the items reviewed by the General Subcommittee, the first item was concerning the new rural geometric design standards and how they will be addressed in the needs study. Motion by Roger Gustafson to accept the General Subcommittee's recommendation, seconded by Lee Engstrom motion carried with minor discussion.

8820.9920 GEOMETRIC DESIGN STANDARDS; RURAL AND SUBURBAN UNDIVIDED; NEW OR RECONSTRUCTION PROJECTS.

New or reconstruction projects for rural and suburban undivided roadways must meet or exceed the minimum dimensions indicated in the following design chart.

Projected	Lane	Shoulder		Recovery	Design		Structural	Bridges to Remain
ADT	Width	Width	Inslope	Area	Speed	Surfacing	Design	Width Curb to Curb
(b)		(h)	(c)	(d)	(e)(g)		(i)	
	feet	feet	Rise:run	feet	mph		tons	feet
0-49	11	1	1:3	7	30-60	Agg.		22
50-149	11	3	1:4	9	40-60	Agg.		22
150-749	12	4	1:4	15	40-60	Paved	9	28
750-1499	12	4	1:4	25	40-60	Paved	9	28
1500 & over	12	6(h)	1:4	30	40-60	Paved	10	30

(h) Shoulders are required to be a minimum width of eight feet for highways classified as minor arterials and principal arterials with greater than 1,500 ADT projected.

10:55 05/07/02 PROPOSED STATE AID RURAL DESIGN QUANTITY TABLE

Quantities Based on a One Mile Section

Projected ADT	Design Data	Soil Factor	Class 5 Gravel Base	Bitum. Base	Initial Surface	Add'l Surface	Gravel Shoulder	Gravel Re-shoulder
1 - 49	24 X 24 5 Ton 2 - 11' Lanes 2 - 1' Shoulders	50 75 100 130	0" - 0 Tons 0" - 0 Tons 0" - 0 Tons 0" - 0 Tons	0" Bit. 0 Tons	6" Gravel 4,641 Tons 545	3" Gravel 2,321 Tons	0" Gravel 0 Tons	0" Gravel 0 Tons
50 - 149	28 X 28 5 Ton 2 - 11' Lanes 2 - 3' Shoulders	50 75 100 130	0" - 0 Tons 0" - 0 Tons 0" - 0 Tons 0" - 0 Tons	0" Bit. 0 Tons	6" Gravel 5,415 Tons	3" Gravel 2,707 Tons	0" Gravel 0 Tons	0" Gravel 0 Tons
150 - 1,499	24 X 32 9 Ton 2 - 12' Lanes 2 - 4' Shoulders	50 75 100 130	4" - 4,598 Tons 7" - 8,272 Tons 10.75" - 13,137 Tons 16" - 20,455 Tons	2" Bit. 1,552 Tons	1.5" Bit. 1,164 Tons	2" Bit. 1,552 Tons	3.5" Gravel 1023 Tons	2" Gravel 468 Tons
1500 & Over Local & Collector	24 X 36 10 Ton 2 - 12' Lanes 2 - 6' Shoulders	50 75 100 130	9.25" - 12,944 Tons 13.75" - 19,905 Tons 18.25" - 27,302 Tons 23.5" - 36,482 Tons	3.5" Bit. 2,717 Tons	3" Bit. 2,328 Tons	2" Bit. 1,552 Tons	6.5" Gravel 2937 Tons	2" Gravel 723 Tons
1500 & Over Arterial	24 X 40 10 Ton 2 - 12' Lanes 2 - 8' Shoulders	50 75 100 130	9.25" - 14,136 Tons 13.75" - 21,678 Tons 18.25" - 29,655 Tons 23.5" - 39,511 Tons	3.5" Bit. 2,717 Tons	3" Bit. 2,328 Tons	2" Bit. 1,552 Tons	6.5" Gravel 3806 Tons	2" Gravel 978 Tons
10,000 & Over 4 LANE DIVIDED	48 X 84 10 Ton 4 - 12' Lanes 2 - 12' Rt. Shldrs 2 - 6' Lt. Shldrs	50 75 100 130	11" - 35,453 Tons 16.25" - 54,207 Tons 21.5" - 74,145 Tons 27.5" - 98,382 Tons	3.5" Bit. 5,433 Tons	3" Bit. 4,657 Tons	2" Bit. 3,105 Tons	6.5" Gravel 8363 Tons	2" Gravel 2212 Tons

- This table is for needs study reference only and is not to be construed as a guide for rigid or flexible design determination.
- All bituminous material assumed spec. 2350; all gravel surface assumed spec. 2118; all shouldering material assumed spec. 2221.
- Quantities of approved street widths will be prorated

COUNTY STATE AID RURAL DESIGN QUANTITY TABLE

(Quantities Based On A One Mile Section)

PROJECT ACT	DESIGN DATA	SOIL FACTOR	#2211- CLASS 4- SUBBASE- (tons)	SUBBASE- DEPTH- (Inches)	#2211 CLASS 5 BASE (tons)	#2331- #2350 BIT. BASE (tons)	INITIAL SURFACE (tons)	ADDITIONAL SURFACE (tons)	#2221 GRAVEL SHOULDER (tons)	#2221 GRAVEL RE- SHOULDER (tons)	NEW COSTS
1-49	24 x 24 2 - Lane						#2118 Gravel 6" 5280 5415	#2118 Gravel 3" 2112 2321			
50 - 149	28 X 28 2 - lane						#2118 Gravel 6" 5280 5415	#2118 Gravel 3" 2464 2707			
Combined	150 - 399	24 X 32 7-10 Ton 2-Lane	50 75 100 130	0 5624 9339 12373	0 5 8 11	3271 3" 1-1/2"	#2331 1162 1-1/2"	#2331 1548 2"	631	525	
	400-749	24 X 32 9-Ton 2-Lane	50 75 100 130	0 4499 10123 17996	0 4 9 16	4361 4" 2"	#2331 1162 1-1/2"	#2331 1548 2"	631	525	
	750 - 1499	24 X 36 32 9 Ton 2 - Lane	50 75 100 130	0 4925 11082 18469	0 4 9 15	4801-4" 4.00" - 4,598 7.00" - 8,272 10.75" - 13,137 16.00" - 20,455	1549 1552 2" #2331 #2350 1162 1164 1-1/2"	#2331 #2350 1548 1552 2"	778 1023	772 468	
New	1500 & Over Collectors	24 X 36 10 Ton 2 - Lane	50 75 100 130			9.25" - 12,944 13.75" - 19,905 18.25" - 27,302 23.50" - 36,482	2717 3-1/2"	#2350 2328 3"	2937	723	
Remove	1500 - 4999 & Over Arterials	24 X 40 10 Ton 2 - Lane	50 75 100 130	4266 12797 21328 31280	3 9 15 22	9403-7" 9.25" - 14,136 13.75" - 21,678 18.25" - 29,655 23.50" - 39,511	2570 2717 3-1/2"	#2341 #2350 2323 2328 3"	1628 3806	493 978	\$210,878 254,170 299,958 356,531
	5000 & Over	24 X 40 10 Ton 2-Lane	50 75 100 130	3446 4297	8" Sub Shoulder 10" Sub Shoulder	2820 3" 4753 5"	#2301 8" 14080 sq-yds.	#2341 2323 3"	1588	739	297,646 297,646 308,741 308,741
	5000-9999- 10,000 & Over	48 X 72 84 10 Ton 4 - Lane	50 75 100 130	10776 29634 48492 70044	4 11 18 26	20607-8" 11.00" - 35,453 16.25" - 54,207 21.50" - 74,145 27.50" - 98,382	5140 5433 3-1/2"	#2341 #2350 4647 4657 3"	4817 8363	739 2212	467,421 585,677 689,513 828,634
Remove	10,000 & Over	24 X 72 10 Ton 4-Lane	50 75 100 130	5606 7069	8" Sub Shoulder 10" Sub Shoulder	5640 3" 9505 5"	#2301 8" 28160 sq-yds.	#2341 4646 3"	2437	1108	595,292 595,292 617,477 617,477

This table is for need study reference only and is not to be construed as a guide for rigid or flexible design determination.

CHANGES TO CSAH CHART:

1. Eliminates subbase columns and increases base by 75% of subbase thickness.
2. Combines 150-399, 400-749, and 750-1499 rows (Approved by Screening Board, June 1999)
3. Adjusts upper ADT ranges to provide a two-lane range for 1,500 and over and a four-lane range for 10,000 and over.
4. Adds a row for 1,500 and over arterials.
5. Changes 2331 & 2341 to 2350 pavement
6. Changes 5,000 & over to 48 X 84.

PROPOSED CHANGES TO CSAH CHART

1. Removes concrete paving.

COUNTY STATE AID URBAN DESIGN QUANTITY TABLE

(Quantities Based On A One Mile Section)

PROJECTED ADT DESIGN DATA 9 10 Ton	SOIL FACTOR	#2211 CLASS 4 SUBBASE (Tons)	SUBBASE DEPTH (Inches)	#2211 CLASS 5 GRAVEL BASE (Tons)	#2331 #2350 BIT. BASE (Tons)	INITIAL SURFACE (Tons)	#2341 #2350 ADDITIONAL SURFACE (Tons)	NEW COSTS
1-4999 14,999		0	0	10134 7"		#2341		
44 Feet	50	8598	6	6.00" - 10291		#2350		\$247,959
2 Traffic Lanes	75	17285	12	10.50" - 17624	2840 3978	2130 2652	2840 2652	290,050
2 Parking Lanes	100	27533	19	15.00" - 25011	2" 3"	1-1/2" 2"	2"	332,452
	130			20.25" - 33698				382,315
5000 & Over	50			4712		#2301		660,498
44 Feet	75			3"		8"	3"	660,498
2 Traffic Lanes	100			9425		25813	4646	687,551
2 Parking Lanes	130			6"		Sq. Yds.		687,551
7000-9999				18480 8"		#2341		
10,000 & Over	50	8579	4	6.00" - 14932		#2350		504,940
68 Feet	75	23593	11	11.25" - 27553	4389 10511	3292 4204	4389 4204	577,385
4 Traffic Lanes	100	38759	18	16.50" - 40248	2" 5"	1-1/2" 2"	2"	650,254
2 Parking Lanes	130	56244	26	22.50" - 54847				734,052
10,000 & Over	50			6930		#2301		1,018,752
68 Feet	75			3"		8"	3"	1,018,752
4 Traffic Lanes	100			13860		39893	6970	1,058,531
2 Parking Lanes	130			6"		Sq. Yds.		1,058,531

This table is for need study reference only and is not to be construed as a guide for rigid or flexible design determination.

CHANGES TO CSAH URBAN CHART:

1. Combines 1-4,999 and 5,000 & over rows at 44' width into one 1-14,999 row of 44' between curb faces.
2. Removes subbase columns and adds 75% of subbase thickness to base.
3. Changes 2331 & 2341 to 2350 pavement.

PROPOSED CHANGES TO CSAH URBAN CHART

1. Combines 7,000-9,999 and 10,000 and over rows into one 10,000 and over row.
2. Removes concrete paving. Bit base and initial surface thickness increased to be consistent with concrete paving costs.
Changes from 9 ton to 10 ton design.

10:55 05/07/02 PROPOSED STATE AID URBAN DESIGN QUANTITY TABLE

QUANTITIES BASED ON A ONE MILE SECTION

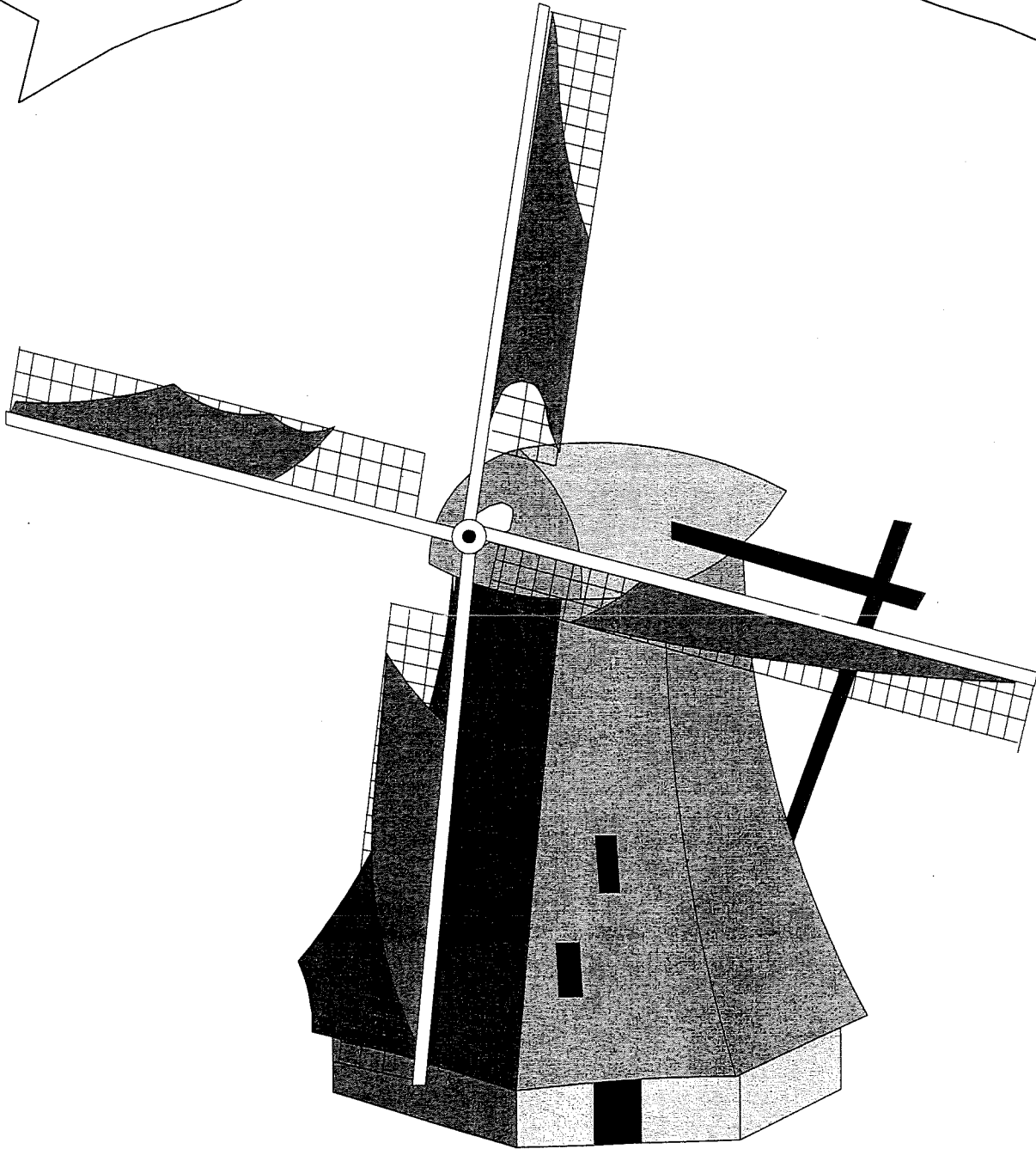
DESIGN DATA	SOIL TYPE	CLASS 5 GRAVEL BASE DEPTH (inches)	CLASS 5 GRAVEL BASE QUANTITY (Tons)	BIT. BASE (Tons)	BIT. SURFACE (Tons)	ADDITIONAL SURFACE (Tons)
Proj. ADT 1 to 14,999	50	6	10,291			
44 Feet - 10 Ton	75	10.5	17,624	3,978	2,652	2,652
2 - 12' Lanes	100	15	25,011	(3")	(2")	(2")
2 - 10' Park Lanes	130	20.25	33,698			
Proj. ADT 10,000 & over	50	6	14,932			
68 Feet - 10 Ton	75	11.25	27,553	10,511	4,204	4,204
4 - 12' Lanes	100	16.5	40,248	(5")	(2")	(2")
2 - 10' Park Lanes	130	22.5	54,847			

- This table is for needs study reference only and is not to be construed as a guide for rigid or flexible design determination.
- Quantities of approved street widths will be prorated.
- All bituminous material assumed spec. 2350.



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

**Transportation
Revolving Loan Fund Request**



***Pennington County Highway Dept.
County Engineer's Office***

**250 CSAH #16
Thief River Falls, MN 56701**

**Telephone (218) 683-7017
Fax (218) 683-7016**

May 1, 2002

Mr. Mark Sehr
Rock County Engineer
Box 808
1120 N. Blue mound Ave.
Luverne, MN 56156-0808

Re: Needs Consideration for Transportation Revolving Loan Fund

Dear Mark:

I am requesting that the Screening Board consider allowing funds acquired through the Transportation Revolving Loan Fund (TRLF) to be added to the county's total needs.

Pennington County was accepted to receive 2 million dollars from the TRLF to fund a project that could not have been completed with the county's current funding level. Previously, the Screening Board passed a resolution, which provides a separate annual adjustment to the total needs of a county that has sold bonds. The TRLF is another approach, similar to bonding, for counties to obtain funding to improve their systems. By this basis, I believe the premise set by the Board to include the unpaid balance of bonds should also include the unpaid balance of funds acquired through the TRLF.

I appreciate the Board's consideration on this issue and am more than welcomed to answer any questions. I can be reached at 218-683-7017.

Sincerely,



Michael Flaagan, P.E.
Pennington County Engineer

cc: Diane Gould, MnDOT

2002 COUNTY SCREENING BOARD DATA

June, 2002

Transportation Revolving Loan Fund Request

COUNTY SCREENING BOARD RESOLUTION

Bond Adjustment - Oct. 1962 (Latest Rev. June, 1999)

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

STATUE: 162.06 Accruals to county state-aid highway accounts

Subd. 6. **County state-aid highway revolving loan account.** A county state-aid highway revolving loan account is created in the transportation revolving loan fund. The commissioner may transfer to the account the amount allocated under section 162.065. Money in the account may be used to make loans. Funds in the county state-aid highway revolving loan account may be used only for aid in the construction, improvement, and maintenance of county state-aid highways. Funds in the account may not be used for any toll facilities project or congestion-pricing project. Repayments and interest from loans from the county state-aid highway revolving loan account must be credited to that account. Money in the account is annually appropriated to the commissioner and does not lapse. Interest earned from investment of money in this account must be deposited in the county state-aid highway revolving loan account.

STATUE: 446A.085 Transportaton revolving loan fund

Subd. 2. **Purpose.** The purpose of the transportation revolving loan fund is to provide loans for public transportation projects eligible for financing or aid under any federal act or program or state law, including, without limitation, the study of the feasibility of construction, reconstruction, resurfacing, restoring, rehabilitation, or replacement of transportation facilities; acquisition of right-of-way; and maintenance, repair, improvement, or construction of city, town, county, or state highways, roads, streets, rights-of-way, bridges, tunnels, railroad-highway crossings, drainage structures, signs, maintenance and operation facilities, guardrails, and protective structures used in connection with highways or transit projects. Enhancement items, including without limitation bicycle paths, ornamental lighting, and landscaping, are eligible for financing provided they are an integral part of overall project design and construction of a federal-aid highway. Money in the fund may not be used for any toll facilities project or congestion-pricing project.

STATUTE: 162.181 Bonds; county.

Subdivision 1. **Limitation on amount.** Except as otherwise provided herein, any county may, in accordance with chapter 475, issue and sell its obligations, the total amount there of not to exceed the total of the preceding two years state-aid allotments, for the purpose of establishing, locating, relocating, constructing, reconstructing, and improving county state-aid highways and constructing buildings and other facilities for maintaining county state-aid highways. In the resolution providing for the issuance of the obligations, the county board of the county shall irrevocably pledge and appropriate to the sinking fund from which the obligations are payable, an amount of the money allotted or to be allotted to the county from its account in the county state-aid highway fund sufficient to pay the principal of and the interest on the obligations as they respectively come due. The obligations shall be issued in the amounts and on terms such that the amount of principal and interest due in any calendar year on the obligations, including any similar obligations of the county which are outstanding, shall not exceed 50 percent of the amount of the last annual allotment preceding the bond issue received by the county from the construction account in the county state-aid highway fund. All interest on the obligations shall be paid out of the county's normal maintenance account in the county state-aid highway fund. The obligations may be made general obligations, but if money of the county other than money received from the county state-aid highway fund, is used for payment of the obligations, the money so used shall be restored to the appropriate fund from the money next received by the county from the construction or maintenance account in the county state-aid highway fund which is not required to be paid into a sinking fund for obligations.

RULES CHAPTER 8820.1500 Construction Funds

Subp. 11. **County or municipal bond account.** With regard to a county or municipal bond account, a county or urban municipality that resolves to issue bonds payable from the appropriate state-aid fund in accordance with law for the purpose of establishing, locating, relocating, constructing, reconstructing, or improving state-aid streets or highways and, for a county only, constructing buildings and other facilities for maintaining a county state-aid highway under its jurisdiction, shall certify to the commissioner within 30 days following issuance of the bond, the amount of the total obligation and the amount of principal and interest that will be required annually to liquidate the bonded debt. The commissioner shall set up a bond account, itemizing the total amount of principal and interest involved and shall annually certify to the commissioner of finance the amount needed from the appropriate state-aid construction fund to pay the principal due on the obligation, and the amount needed from the appropriate state-aid maintenance fund to pay the current interest. The total maximum annual repayment of funds loaned from the transportation revolving loan fund and state-aid bond funds that may be paid with state-aid funds is limited to 50 percent of the amount of the county's or urban municipality's last annual construction allotment preceding the bond issue. Proceeds from bond sales are to be expended only on approved state-aid projects and for items

determined to be eligible for state-aid reimbursement. A county or urban municipality that intends to expend bond funds on a specific state-aid project shall notify the commissioner of this intent without delay upon awarding a contract or executing a force account agreement. Upon completion of each such project, a statement of final construction costs must be furnished to the commissioner by the county or the urban municipality. Counties may only fund the portion of maintenance buildings and structures related to state-aid transportation maintenance operations. If a building or structure or any portion of it is used for other than state-aid maintenance purposes during its useful life, the commissioner may determine an amount the county shall pay back to the county's maintenance account.

Subp. 11a. Transportation revolving loan fund. The commissioner shall set up a payment schedule that matches the transportation revolving loan fund repayment schedule, itemizing the total amount of principal and interest. The amount needed from the appropriate state-aid construction fund to pay the principal due on the loan and the amount needed from the appropriate state-aid maintenance fund to pay the current interest must be paid to the county or urban municipality.

The total maximum annual repayment of funds loaned from the transportation revolving loan fund and state-aid bond funds subject to reimbursement from state-aid funds due in any calendar year is limited to 50 percent of the amount of the county's or urban municipality's last annual construction allotment at the time of the loan.

The loaned funds subject to reimbursement from state-aid funds are to be expended only on approved state-aid projects and for items determined to be eligible for state-aid reimbursement.

A county or urban municipality that intends to borrow funds for a specific state-aid project shall notify the commissioner of this intent without delay upon awarding a contract or executing a force account agreement and submittal of a Report of State Aid Contract.

Upon completion of each state-aid project, a statement of final construction costs must be furnished to the commissioner by the county or the urban municipality in the form of a Report of Final Estimate.

**Example of Current
Bond Account Adjustments**

To compensate for unpaid County State Aid Highway bond obligations that are not reflected in the County State Aid Highway Needs Studies, the County Engineers Screening Board passed a resolution which provides that a separate annual adjustment shall be made to the total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.181, for use on State Aid projects, except bituminous or concrete resurfacing/joint repair projects, Reconditioning projects, or maintenance facility construction projects. This Bond Account Adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding the adjustment to the 25-year construction need of the county.

The Bond Account Adjustment consists of the total Bond dollars of projects applied minus the Bond principal paid as of December 31st of the previous year. Since overlay, joint repair, reconditioning, or maintenance facility construction does not reduce needs, Bond dollars used for those type of projects would not be used to compute the Bond Account Adjustment.

STATE AID BOND RECORD AS OF DECEMBER 31, 2000

<u>County</u>	<u>Date of Issue</u>	<u>Amount of Issue</u>	<u>Total \$'s Applied to Projects</u>	<u>Principal Paid to Date</u>	<u>\$'s Applied Less Principal To Be Paid</u>	<u>Total \$'s Applied to Ineligible Projects</u>	<u>Bond Account Adjustment</u>
Polk	05-01-96	2,000,000	2,000,000	1,570,000	430,000	0	430,000
Polk	04-01-98	2,000,000	2,000,000	800,000	1,200,000	0	1,200,000
Total		4,000,000	4,000,000	2,370,000	1,630,000	0	1,630,000

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 25 & 26, 2001
SUGAR LAKE LODGE NEAR GRAND RAPIDS

Chairman Dave Robley, Douglas County Engineer called the meeting to order at 1:10 p.m., October 25, 2001.

ATTENDANCE

Roll call of members:

John Stieben, Pine	District 1	
Jeff Langen, Marshall	District 2	
Dave Enblom, Cass	District 3	
Dave Robley, Douglas	District 4	Chairman
Mic Dahlberg, Chisago	Metro East	
Dave Rholl, Winona	District 6	
Nathan Richman, Sibley	District 7	(for Mark Sehr)
Barry Anderson, Yellow Medicine	District 8	
Roger Gustafson, Carver	Metro West	
Jon Olson, Anoka	Urban	
Don Theisen, Dakota	Urban	
Gary Erickson, Hennepin	Urban	
Ken Haider, Ramsey	Urban	
Dick Hansen, St. Louis	Urban	
Don Wisniewski, Washington	Urban	

Chairman Dave Robley asked for a motion to approve the June 6 and June 7, 2001 Screening Board Minutes held at Craguns Conference Center. Motion by Don Wisniewski and seconded by Dick Hansen, motion passed unanimously.

Roll call of MnDOT personnel:

Julie Skallman	Director, Salt Group
Rick Kjonaas	Assistant State Aid Engineer, Salt Group
Mark Gieseke	Senior Administration Engineer
Diane Gould	Manager, County State Aid Needs Unit
Norman Cordes	County State Aid Needs Unit
Marshall Johnston	Manager, Municipal State Aid Needs Unit
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Greg Paulson	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Bob Brown	Metro Division State Aid Engineer
Patti Loken	Metro Division Assistant
Dan Erickson	Metro Division Assistant

Chairman Dave Robley recognized, Wayne Fingalson, Wright County the chairman of the General Subcommittee and Don Theisen, Dakota County the chairman of the Mileage Subcommittee.

Chairman Dave Robley recognized the following alternates and other engineers in attendance:

Al Goodman, Lake	District 1	
Kelly Bengston, Kittson	District 2	
Russ Larson, Wadena	District 3	
Nick Anderson, Big Stone	District 4	(not present)
Brad Larson, Scott	Metro West	
Greg Isakson, Goodhue	District 6	(not present)
Nathan Richman, Sibley	District 7	(sitting in for Mark Sehr)
Dave Halbersma, Pipestone	District 8	

Others in attendance were:

Steven Backowski, Morrison
Lee Engstrom, Itasca
Dave Christy Itasca
Doug Fisher, Washington
Doug Grindall, Koochiching
Jeff Blue, Waseca
John McDonald, Fairbault

REVIEW OF SCREENING BOARD REPORT

Chairman Dave Robley asked Diane Gould to review the Screening Board book. Diane reviewed the report which she has previously done out in all the Districts. Chairman Dave Robley suggested that any action taken on the report should wait until Friday, October 26, 2001.

- A) General Information and Basic Needs Data - Pages 1-4, is general information and a comparison of the Basic 2000 to the Basic 2001 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 2000; 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 updates. However, because of the constraints of the new computer program, the new information is not available. (2000 restricted needs were used from last year to complete the booklet) It will be up to the Screening Board to decide to have them update the needs study if possible by the end of the year.
- B) Needs Adjustment - Pages 5-9, the resolution states that no county can increase or decrease more than 20 percentage points greater than or less than the statewide average. Dakota County was restricted last year and this year received the balance of their increase, which was 18.7%. There were no comments or questions.

- C) Construction Fund Balance "Needs" Deductions - Pages 10-13, this is based on your construction fund balance, the adjustments shown are as of September 1, 2001. The resolution was changed a number of years ago to use the balance as of December 31 each year. Nathan Richman stated that District 7 noted that the borrowed or encumbered money shows up in the fund balance, which would give a false impression that the county has not spent down their balance, so they were wondering if this amount could show up some where and be recognized as advanced encumbered money. Considerable discussion followed trying to determine a way to show the advanced encumbered funds.
- D) Special Resurfacing Projects - Pages 14-16, this is where a county uses construction money to overlay or recondition segments of road still drawing complete construction needs and/or reconditioning projects. This is a ten-year adjustment. There were no questions or comments.
- E) Grading Cost Comparisons - Pages 18-28, Rural Design Grading Construction costs; Pages 30-40, Urban Design Grading Construction Cost. 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 that are in the needs study. The second part uses that comparison to adjust the remaining complete grading needs in your needs study, so the results in the last column of all the charts is actually what your county is receiving in needs for complete rural design and for complete urban design grading. (Last years dollars were used to figure this chart, this will be updated prior to the end of the year using the new needs program.)
- F) Needs Adjustments for Variances Granted on CSAHs - Page 41, 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 42-43, no comments or questions.
- H) After the Fact Needs - Pages 44-49, these are items that are not in your needs study. They are for items that you get needs for after the fact; after the right of way is purchased, after the signals are installed, etc. To get these needs you have to report these items to your DSAE by July 1 each year. If you miss a year or forget just send it in and it will be taken care of the year it was submitted.

Credit for Local Effort Needs Adjustment - Page 50, 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.
- I) Non Existing CSAH Needs Adjustment - Pages 52-53, this is where there are designated CSAH'S that do not exist and have been on the system for a number of years. The needs are subtracted but mileage is still counted. No comments or questions.
- J) Mill Levy Deductions - Pages 54-56, no comments or questions.

- K) Tentative 2002 CSAH Money Needs Apportionment - Page 58 and Figure A, this a development of a tentative 2002 CSAH Money Needs Apportionment. (All the information is based on last year's dollars so we can make a comparison.) No comments.

Diane commented page 59 through 64 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 2002 Apportionment Sum. (The letter states that any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2002.) Pages 66 through 68 shows a comparison of the Actual 2001 to a tentative 2002 CSAH Apportionment by the four factors, equalization, motor vehicle registration, lane miles and money needs, based on all the figures in this book.

- L) CSAH Mileage requests pages 69 through 73, a list of criteria for State Aid Designation is included. Also shown is a history of mileage requests. Banked mileage is shown on page 74. This is where a county has made a change in their system and they end up with less mileage then when they started with, so this becomes banked mileage until they want to use it sometime in the future. Diane advised not to leave it there too long because it does not draw needs or mileage apportionment.

Mileage request from St. Louis and Lake Counties is on pages 75 to 84.

Walter Leu politely asked the group to circle "approval" by his signature, which somehow got missed on the final form. Don Theisen, chairman of the Mileage Subcommittee, reviewed their findings and reasons for their recommendation. This route will help open up the Hoyt Lakes area and the ongoing logging that takes place. Dick Hansen told the group that he has been working on internal system changes since 1985 and has not needed additional mileage until now. He has been working with Congress to get dollars for this area, through an Economic Development Project to support a new mining prospect. The Cities in the area have also passed resolutions in support of the improvement to the highway. Al Goodman explained to the group his route is a major collector not a minor as shown in the book. He explained how important and what a great effect this route will have on this area linking the two counties. They both want to make sure that everyone understood that the Forest Service will be building and funding this route, which will not require complete needs to be collected on the system for 25 years.

Mileage request from Carver County is on pages 85 to 90, with an insert dated July 2001.

Don Theisen, chairman of the Mileage Subcommittee, reviewed their findings and reasons for their recommendation. Don stated there were a lot of segments to look at but Carver County Staff made it very easy to review and understand their request. This request is a product of a comprehensive plan, which has resulted in numerous internal changes to their system, but there is still a need to ask for additional mileage. So this is sort of the end of the process, which is consistent with other major TH project changes being implemented. Roger Gustafson reviewed his request segment by segment. Roger was able to reduce his request by 0.4 miles, due to 0.34 miles of CSAH 30 being abandoned by Lake Waconia along with Ping Road construction. Therefore the Mileage Subcommittee lowered the request from 12.1 to 11.7 miles. Roger stated that all the segments are being built or proposed to be built, because of major development occurring along all the segments.

Pages 91 through 93 show a recap of Dakota, Scott and Washington County's recent requests. These have not been totally completed.

- M) State Park Road Account, pages 95 to 107, there were two State Aid projects to review, from Itasca County, on CSAH 75, 1.5 miles of paved road and minor safety improvements, request is for \$ 315,000 and Brown County, CSAH 26, .91 mile of mill and overlay, request is for \$ 199,894.66.
- N) Traffic Project Factors, pages 110 & 111, Diane would like to complete the traffic updates that are done before this year's allocation. No comments or questions.
- O) Advancement of CSAH Construction Funds from the General CSAH Construction Account pages 112. This is a report on the advancing process that has been on going since 1995 and indicates what has happened the first 6 years and what has taken place this year as far as advancing dollars.
- P) Pages 113 through 117 are a copy of the minutes of the June Screening Board Meeting.
- Q) Pages 118 through 128 are a current list of the resolutions of the Screening Board.
- R) Pages 129 through 137 are a list of the County Engineers and their addresses.

Don Theisen requested to review the "Special Resurfacing and Reconditioning Projects" resolution dated May 1967 and revised in June 1999. Don is requesting the following resolution changes:

That any County using ~~non-local~~ **more than 50% of its CSAH** construction funds for special bituminous 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~~ **amount in excess of 50% of its annual construction apportionment** 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.

This request generated a lot of discussion.

Julie handed out special recognition's to the Mileage Subcommittee, Steve Backowski (Morrison County), John McDonald (Fairbault County) and Don Theisen (Dakota County – until Nov. 1) for their exceptional work done this year with the two large mileage requests.

Chairman Dave Robley adjourned the meeting until 8:30 a.m. on Friday morning.

Chairman, Dave Robley reconvened the meeting at 8:30 a.m. Friday, October 26, 2001.

ACTION ON SCREENING BOOK

Diane assured the group that they should be able complete the normal update and traffic information in to the book by the end of the year. Motion by Mic Dahlberg and second by Dave Rholl to include the normal update and the traffic update information if it can be completed by December 20, 2001. Motioned passed unanimously.

Chairman Dave Robley asked the group what they wanted to do about the advance encumbered funds shown in the County State Aid Construction Fund Balance "Needs" Deduction chart, discussion followed. Motion by Don Wisniewski and seconded by Al Goodman to make sure the advancement of CSAH Construction Funds do not count towards Fund Balance Deductions.

Chairman Dave Robley asked for discussion on the Lake and St. Louis Counties mileage request. Dick Hansen stated that the system would not go on the system until it is built. Motion by Don Theisen and second by Dave Enblom to vote on the mileage request to approve or deny. The mileage request for 14.9 miles was approved.

Chairman Dave Robley asked for discussion on the Carver County mileage request. Roger Gustafson thanked the group to allow him the time yesterday to present his lengthy presentation. Motion by Jon Olson and second by Gary Erickson to vote on the mileage request to approve or deny. The mileage request for 11.7 miles was approved.

Chairman Dave Robley stated that the State Park Road Account road project requests from Itasca and Brown County would need approval for the Screening Board. Motion by Dick Hansen and second by Al Goodman to approve the Itasca County project funding for \$ 315,000, motion passed. Motion by Dave Enblom and second by Nathan Richman to approve the Brown County project funding for \$ 199,894.66, motion passed.

Chairman Dave Robley asked for discussion on Don Theisen's request to change the Resolution for "Special Resurfacing and Reconditioning Projects". Motion by Dick Hansen and second by Barry Anderson to refer the Special Resurfacing and Reconditioning Projects language in the resolution to the General Subcommittee. Don Wisniewski asked if they could also look at what percent of the system has been brought up to standards and how much of effect this will have in the future on the system. Dave Robley commented that roads built to standards and you overlay it why should you have a deduction on it. But on the other hand if the road is up to standard and needs an overlay why would it be collecting needs, just some things for the General Subcommittee to look at as well. Motion carried.

Diane brought up the resolution for the research account, Chairman Dave Robley stated the resolution: "Be it resolved that an amount of \$1,710,392 (not to exceed ½ of 1% of the 2001 CSAH Apportionment sum of \$342,079,509) shall be set aside from the 2002 Apportionment Fund and be credited to the research account." Motion by Roger Gustafson and second by Dave Rholl the motion passed unanimously.

The secretary thanked the outgoing Districts: 4 – Dave Robley; 6 – Dave Rholl; 8 – Barry Anderson, and Metro West – Roger Gustafson for their time and fine work. Chairman Dave Robley thanked Don Theisen for serving as chairman on the Mileage Subcommittee and wished him well in his move to Washington County.

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

Respectively Submitted,

A handwritten signature in cursive script that reads "David A. Olsonawski".

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

April 5, 2002

The meeting was called to order by Chairman Wayne Fingalson, at 10:00 A.M., April 5, 2002 at the Transportation Building, Room 421, St. Paul, Minnesota.

Members present:	Wayne Fingalson, Chairman	Wright County
	Jeff Blue	Waseca County
	Mic Dahlberg	Chisago County

Others in attendance:	Julie Skallman	State Aid Mn/DOT
	Diane Gould	State Aid Mn/DOT
	Norman Cordes	State Aid Mn/DOT

The General Subcommittee met to recommend Unit Prices for the Spring Screening Board meeting, the possibility of combining or deleting 2331 & 2341 into the new 2350 specification, and the proposed request to change the special resurfacing language in the resolution.

Prior to the meeting, maps showing each county's 1997-2001 five-year average gravel base and subbase unit price data were sent to the Subcommittee members. The procedure used to determine gravel base prices for those counties with less than 50,000 tons was also sent to the members. Sibley County was discussed because they had no gravel projects in their five year average. Jeff stated that Sibley County widens all their roads instead of reconstructing them. This procedure is being used in a lot of counties because they do not have the money for reconstruction.

Mic brought up combining subbase and gravel base because of the small number of counties using subbase on projects. Diane stated that only 5 rural and 3 urban subbase projects were used in 2001. Julie stated that subbase is being eliminated out of the Design Chart but State Aid would like some feedback from the Screening Board about its elimination. The Design Charts should reflect what is being built. Mic made a motion to modify the procedure for subbase by elimination. Jeff seconded the motion and Wayne agreed. Jeff made a motion to continue the rest of the gravel base unit price procedure as done in the past. Mic seconded the motion and Wayne agreed. A county, not having 50,000 tons of gravel base, would then use what they have for their inflated gravel base price and quantity and then go directly to surrounding counties which have 50,000 tons for the remaining quantity to equal 50,000 tons. A motion was made to have the State Aid staff revise the resolution as follows:

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

~~If a county has less than 50,000 tons of gravel base material in its five-year average unit price study, then enough subbase material from that county's five-year average unit price study is added to the gravel base material to equal 50,000 tons, and a weighted average unit price inflated by the proper factors is determined.~~

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

The Subcommittee then reviewed the unit price data regarding the other **roadway** items. Spec items 2331, 2341, & 2350 were discussed. Diane stated that there were 64 rural projects for spec 2331, 25 projects for 2341, and 140 projects for 2350. Also there were 4 urban projects for 2331, 5 projects for 2341, and 40 projects for 2350. Julie stated that the Mn/DOT Materials Office has indicated that they are moving away from supporting 2331 & 2341. She also stated that these spec items would be taken out of the design table. Mic recommended that spec items 2331 & 2341 be eliminated and go with spec item 2350 but combine all the projects for the average unit price. The Subcommittee does not want to lose the value of approximately 1 million tons of 2331 and 2341. It was the consensus of the members to continue using the "increment method" to determine each county's unit prices for this year along with the price for spec item 2350. The recommendation from the Subcommittee is "ONLY" for the unit prices for gravel surface, gravel shoulder, and combined bit base & bit surface 2350. The "increment method" simply involves applying the difference between the 2001 state average CSAH construction unit price of Gravel Base (\$5.74) and the 2001 state average CSAH construction unit price of the other roadway items to each county's previously determined gravel base unit price. The recommended Unit Price for rural design is as follows:

CSAH Construction	
For Rural Design	Averages
Subbase	\$5.07-\$5.74(GB) = GB -\$ 0.67
Bit Base & Surf 2331/Ton	\$19.15-\$5.74(GB) = GB+\$13.41
Bit Surf 2341/Ton	\$22.97-\$5.74(GB) = GB+\$17.23
Gravel Surf 2118/Ton	\$5.23-\$5.74(GB) = GB -\$ 0.51
Gravel Shldr 2221/Ton	\$5.92-\$5.74(GB) = GB+\$ 0.18
Combined Bit. Base & Surf (2331, 2341, & 2350)/Ton	\$21.25-\$5.74(GB) = GB+\$15.51
For Urban Design:	
Subbase	\$4.55-\$5.74(GB) = GB -\$ 1.19
Bit Base & Surf 2331/Ton	\$21.81-\$5.74(GB) = GB+\$16.07
Bit Surf 2341/Ton	\$30.07-\$5.74(GB) = GB+\$24.33
Combined Bit. Base & Surf (2331, 2341, & 2350)/Ton	\$28.49-\$5.74(GB) = GB+\$22.75

A discussion was held concerning the concrete price. Diane stated that there were only 6 projects from Mn/DOT used to get an average unit price. County projects have never been used for the unit price study because there are so few projects. The Subcommittee requested the CSAH staff to compile further information on county projects that use concrete for a future meeting. The Subcommittee will review the unit prices on these projects and wait to make a recommendation on concrete prices at a later date.

The following prices for concrete surface were 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: $90\%(\text{Reg.8"Conc.}@ \$24.02) + 10\% (\text{Irr.8"Conc.}@ \$20.56) = \$23.68$
 Urban Des: $30\%(\text{Reg.9"Conc.}@ \$19.47) + 70\% (\text{Irr.9"Conc.}@ \$29.08) = \$26.20$

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. Mn/DOT recommends \$254,200/mile for complete storm sewer construction and \$81,600/mile for adjusting existing storm sewer systems. The Subcommittee recommends using these prices for the 2002 CSAH Needs Study which were prices from approximately 115 plans for 2001.

The unit price for curb and gutter is generally taken from the MSAS Subcommittee's recommendation. The average MSAS price for 2001 was \$7.70 per linear foot. Last year's Needs Study price was \$7.70. The Subcommittee recommends retaining the \$7.70 for the 2002 CSAH Needs Study.

The 2001 average bridge costs were compiled based on 2001 project information received from the State Aid Bridge Office and the Mn/DOT Bridge Office on TH, SAP, and SP bridges. In addition to the normal bridge materials and construction costs; prorated mobilization, bridge removal and riprap costs are included if these items are part of the contract. Traffic control, field office, and field lab costs **are not included**. The average unit prices for 2001 bridge construction were:

\$85/sq. ft. for 0-149 ft. long bridges
\$78/sq. ft. for 150-499 ft. long bridges
\$98/sq. ft. for 500 ft and over

After a lengthy discussion the General Subcommittee suggested using only the state aid projects for the 0-149 ft and 150-499 ft bridges. Their recommendation is to use \$81/sq. ft. on bridges less than 150 foot long, \$86/sq. ft. on all bridges 150-499, \$70/sq. ft. on bridges over 500 feet and \$150/sq. ft for any bridge widening needs.

There was only 1 RR/Hwy bridge constructed in 2001. This bridge was constructed at a cost of \$14,182 per lineal foot. The Subcommittee is recommending raising the lineal foot price for a 1 track bridge to \$14,000 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 for signs. Railroad Administration recommended \$120,000 per signal system and \$135,000 to \$185,000 per signal and gate system. The General Subcommittee recommended keeping \$120,000 per signal and \$160,000 per signal and gate system.

A lengthy discussion was held on the October 2001 proposed change to the Special Resurfacing resolution, as requested by the Screening Board, as stated:

That any County using ~~non-local~~ more than 50% of its CSAH Annual Construction Funds for special bituminous 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 amount in excess of 50% of its annual construction apportionment~~ 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.

Wayne stated that Mitch Anderson from Stearns County called and said that Stearns County (with over 900 miles of paved roads) could not afford to grade all their roads and thus had to use resurfacing as their means of keeping their roads in shape. A chart was compiled by the CSAH needs unit to reflect the county using "more than 50% of its CSAH Annual" construction funds, as requested by the Screening Board, and also each county's current adjustment. It was felt that the rationale for the request was that: only 50% of the money for a county comes from Needs and 50% from other sources. Therefore only 50% of the money should apply to the rules on resurfacing. The CSAH staff also included previous history on the Special Resurfacing Adjustment as was discussed at prior Subcommittee and Screening Board meetings. According to the Metro-Rural Task Force Report, this practice allows a highway to be useful again without reconstruction. Since the funds expended did not reduce the needs, this adjustment was formulated to account for this investment. Examples of 6 special resurfacing projects were also included to illustrate the dollars earned in complete needs is greater than the adjustment received. Julie stated that the intent of the State Aid funding is to improve the road system. Jeff stated that most of the time a county's money needs more than outweigh the resurfacing deduction. The committee was then shown a report giving the percentage of adequate to deficient miles in each county. Julie stated that maybe the CSAH Unit should include a history of adequate to deficient roads in the Spring Book and the committee agreed. Some of the pros to keeping the Special Resurfacing are:

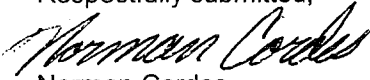
n:\cash\Book\Spring Book 2002\Gen Sub 4-5-2002.doc

- Even with the current resurfacing adjustment it appears that the counties are still ahead when drawing complete needs even with the adjustment.
- If this rule was not in force, a county could eventually have all of their roads drawing 25 year Needs through out the county, just keep overlaying, and therefore not reducing their needs.
- Reference was made to the Metro-Rural Task Force Report of 1988: Please see following page.

The Committee will wait until the April 25th meeting to make their recommendation on the Concrete prices and Special Resurfacing Adjustment.

The meeting was adjourned at 2.22 p.m. until April 25, 2002, at 9:30 a.m.

Respectfully submitted,


Norman Cordes

**From the METRO-RURAL TASK FORCE REPORT TO THE EXECUTIVE COMMITTEE OF
THE MINNESOTA COUNTY HIGHWAY ENGINEERS ASSOCIATION
DECEMBER 1988**

SPECIAL RESURFACING CONSTRUCTION "NEEDS" ADJUSTMENTS

Issue:

Should the "Needs" deduction for Special Resurfacing projects continue?

Statutes, Rules & Resolutions:

The County Screening Board Resolution dealing with Special Resurfacing projects was adopted in May of 1967 and revised as follows in October 1985:

That any county using non-local construction funds for special bituminous resurfacing or concrete joint repair projects 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 (10) years.

Discussion:

The basic reasoning behind the Resolution still stands. Fifty percent of the apportionment sum available to counties from the Highway User Tax Distribution Fund is based on "Money Needs". This part of the State Aid System was designed to provide funds based on actual construction need and at the same time reduce that need as the construction to uniform standards is completed.

Using non-local funds to resurface a highway or highway segment that is earning complete construction or grade widening "Money Needs" is called "Special Resurfacing". This practice allows the said highway to be useful again with new surface without reconstruction to current standards. Since the funds expended did not reduce the county's "Money Needs", the Screening Board Resolution was formulated to account for this investment for 10 years.

Recommendation:

The 10-year "Needs" deduction should remain. The following addition to the Resolution is suggested to better define a Special Resurfacing Project:

For needs purposes, a Special Resurfacing Project shall be defined as bituminous resurfacing or concrete joint repair project which has been funded at least partially with money from the CSAH Construction Account and is considered deficient in the current CSAH Needs Study (i.e. segments drawing needs for more than additional surfacing).

HISTORY OF ADEQUATE AND DEFICIENT CSAH MILES

YEAR	ADEQUATE MILES	% OF TOTAL	DEFICIENT MILES	% OF TOTAL	TOTAL MILES
1967	3,055.00	10.4%	26,438.85	89.6%	29,493.85
1971	4,906.74	16.5%	24,847.63	83.5%	29,754.37
1972	5,465.23	18.3%	24,337.15	81.7%	29,802.38
1973	6,553.89	22.0%	23,242.88	78.0%	29,796.77
1974	7,075.81	23.7%	22,738.87	76.3%	29,814.68
1982	10,343.95	34.4%	19,740.21	65.6%	30,084.16
1983	9,987.70	33.2%	20,099.44	66.8%	30,087.14
1984	10,021.26	33.3%	20,062.70	66.7%	30,083.96
1987	9,709.50	32.3%	20,386.73	67.7%	30,096.23
1994	8,171.96	27.1%	22,030.54	72.9%	30,202.50
1998	7,989.98	26.4%	22,288.51	73.6%	30,278.49
2000	7,785.18	25.7%	22,543.61	74.3%	30,328.79
2002	7,901.23	26.0%	22,464.75	74.0%	30,365.98

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

April 25, 2002

The meeting was called to order by Chairman Wayne Fingalson, at 9:30 A.M., April 25, 2002 at the Transportation Building, Room 424, St. Paul, Minnesota.

Members present:	Wayne Fingalson, Chairman	Wright County
	Jeff Blue	Waseca County
	Mic Dahlberg	Chisago County

Others in attendance:	Julie Skallman	State Aid Mn/DOT
	Diane Gould	State Aid Mn/DOT
	Rick Kjonaas	State Aid Mn/DOT
	Kim DeLaRosa	State Aid Mn/DOT

The General Subcommittee reconvened to recommend concrete prices to the Spring Screening Board and vote on any changes to the special resurfacing language in the resolution.

Wayne made minor changes to the April 5, minutes. Motion by Mic and seconded by Jeff to approve minutes as amended.

Wayne mentioned Mitch Anderson's request to consider the proposed October 2001 special resurfacing revision (or some variation at least) for rehabilitation projects, which provide more than 10 years of life. Jeff brought up the issue of rehabilitations not meeting geometric standards and where to draw the line. He felt that the special resurfacing adjustment as is, is the best way to do it. He commented that at the district seven meeting they concurred the adjustment should remain as is.

Jeff made a motion to retain the special resurfacing language in its current format, just as the Metro-Rural Task Force did in 1988. Mic seconded the motion and Wayne agreed.

Julie Skallman asked the Subcommittee to give their opinion on the new proposed design tables in regards to the change in traffic groups and removal of concrete. The quantity tables are being redesigned to correlate directly with the State Aid Rules. After a lengthy discussion the General Subcommittee recommends eliminating concrete surface from the rural design, since there is such a small difference in needs and possibly urban design. Before a decision on the urban design can be made the General Subcommittee requested a comparison of the new costs of bituminous equivalencies and concrete. The State Aid Office will provide these quantities and costs before a final recommendation can be made. A conference call will be arranged before the district meetings. The General Subcommittee also recommends changing the minimum of 4 lanes to 10,000 projected vehicles per day for rural and urban design. Also, the design load should be changed from 9 ton to 10 ton.

In the event that concrete is not removed from the design table there was a motion by Jeff to continue using 2001 concrete costs of \$19.99/sq. yd. for rural design and \$24.54 /sq. yd. for urban design. Mic seconded the motion and Wayne agreed. There were not enough projects to warrant a price change.

Don Wisniewski (at the October 2001 Screening Board) asked the General Subcommittee to look at what percent of the CSAH system has been brought up to standards. The State Aid office assembled data going back to 1967 on adequate and deficient CSAH miles. Mic commented that the trend seems to be directly related to the gas tax. The chart is included in the book.

The meeting was adjourned at 12:40 p.m.

Respectfully submitted,


Kim DeLaRosa

A conference call was called to order by Chairman Wayne Fingalson, at 9:24 A.M., May 6, 2002. Members present on the call were Mic Dahlberg. Jeff Blue was absent.

Others present on the call were Rick Kjonaas, Diane Gould, and Norman Cordes all from State Aid.

The previous minutes from the April 25, 2002 meeting were approved by both members

A copy of the proposed New Urban Design Chart was faxed to each member of the General Sub-Committee on the morning of May 6, 2002. Rick went over the proposed design chart explaining the changes. The intent is to bring the needs closer to the standards in the rules. He also mentioned the present design chart is still using soil factors and not R-values but that is a matter that could be discussed at a later date. Rick also mentioned that State Aid is looking for comments, opinions, & feedback on the design charts but the final decisions could be administrative. The only part that is a Screening Board Resolution is the projected 7,000 ADT for 4 traffic lane roads. This resolution would need to be acted upon if the proposed design chart changes are made.

Wayne stated that a lot of the proposed concrete roads in the needs may not be built as concrete and this is what we are trying to eliminate. Diane stated that there are 567 miles with proposed concrete needs that could be affected by the new urban design chart. Mic questioned the overlap of 10,000 & 14,999 ADT for 2 or 4 lanes. Diane said that the reason for the over lap is because there are miles in the Needs Study that have over 10,000 projected ADT and only drawing needs for 2 lanes.

Rick stated that the design standards changed 2 years ago and this change was to bring the design charts more in line to what is used in the rules.

A discussion on the removal of concrete from the design charts ensued. Diane stated that in the Needs Study there is only 89 miles (10,000 projected ADT & over) that have existing concrete. Mic stated that he would like to pull the concrete change issue for now and bring it up at a later date. Both members are cautious about the concrete change. They would like more input from the urban members. Rick asked if there was merit to having discussions on the concrete issue at the Pre-Screening Board meetings this year and both members agreed.

Wayne and Mic looked at each of the 6 changes to the Urban Design Chart and came to the following decision:

They both agreed to these changes:

1. Change from 9 ton to 10 ton design
2. Combines 1-4,999 and 5,000-999,999 rows at 44' width into one 1-14,999 row of 44' between curb faces
3. Removes subbase columns
4. Changes 2331 & 2341 to 2350 pavement

Wayne agreed and Mic disagreed to this change:

1. Combines 7,000-9,999 and 10,000 and over rows into one 10,000 and over
(Mic thought that 4 lane should start at 8,000 ADT)

Both members are not sure about the concrete change. They felt that they did not have enough information to make a decision. Rick stated that everyone will lose a little because of losing 1 or 2 inches of gravel base in the design as a result of eliminating subbase and adding 75% of subbase to base.

Wayne and Mic looked at the proposed design chart and both feel that a little more analysis is needed.

The conference call was adjourned at 10:18 A.M.

Respectfully submitted,


Norman Cordes

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

June, 2002

BE IT RESOLVED:

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment Amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the Commissioner of Transportation through proper channels. The Commissioner shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons to appear before the Screening Board for discussion purposes.

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

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

Screening Board Vice-chairman - June 1968

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

Screening Board Meeting Dates and Locations - June, 1996

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

Screening Board Secretary - Oct. 1961

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

Research Account - Oct. 1961

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

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

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

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

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

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

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

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

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

- 4) *Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that County's construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "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
108 *unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.*

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

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

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

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

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

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

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

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

Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. Oct. 1985)

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

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

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

Existing ADT Turnback Maintenance/Lane Mile/Lane

0 - 999 VPD Current lane mileage apportionment/lane

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

For every additional 5,000 VPD Add current lane mileage apportionment/lane

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial Turnback adjustment, when for less than 12 full months, shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of the Turnback maintenance per lane mile in apportionment funds for each month, or part of a month, that the county had maintenance responsibility during the initial year.

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRAFFIC

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

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

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

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

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

Minimum Requirements - Oct. 1963 (Rev. June 1985)

That the minimum requirements for 4 - 12 foot traffic lanes be established as 5,000 projected vehicles per day for rural design and 7,000 for urban design. Traffic projections of over 20,000 vehicles per day for urban design will be the minimum requirements for 6 - 12 foot lanes. The use of these multiple-lane designs in the needs study, however, must be requested by the county engineer and approved by the District State Aid Engineer.

ROAD NEEDS

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

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

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

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

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

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

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

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

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

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

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

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

Rural Design Grade Widening - June 1980

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

<u>Feet of Widening</u>	<u>Needs Cost/Mile</u>
4 - 8 Feet	50% of Average Complete Grading Cost/Mile
9 - 12 Feet	75% of Average Complete Grading Cost/Mile

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

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

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

Base and Surface - June 1965 (Rev. June 1985)

That base and surface quantities shall be determined by reference to traffic volumes, soil factors, and State Aid standards. Rigid base is not to be used as the basis for estimating needs on County State Aid Highways. Replacement mats shall be 3" bituminous surface over existing concrete or 2" bituminous surface over existing bituminous. To be eligible for concrete pavement in the needs study, 2,500 VPD or more per lane projected traffic is necessary.

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

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

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

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

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

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

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

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

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

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

Loops and Ramps - May 1966

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

That the total needs of the Minnesota River bridge between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by

Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference shall be added to the 25-year needs of the respective counties for a period of 15 years.

AFTER THE FACT NEEDS

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

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

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

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

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

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

Mn/DOT Bridges - June 1997 (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.*
- 2) *No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.*

Examples:

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

- 3) *Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.*
- a) *The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.*
 - b) *The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.*
 - c) *In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.*
- 4) *Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.*
- 5) *On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical needs calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.*
- Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.*
- 6) *On resurfacing projects, the needs deduction for bridge width variances shall be the difference between theoretical needs based on the width of the bridge which could be left in place and the width of the bridge actually left in place. This difference shall be computed to cover a ten year period and will be applied cumulatively in a one year deduction.*
- Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.*
- 7) *There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.*
- 8) *No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.*
- 9) *Those variances requesting acceptance of pavement strength less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.*

1 John Welle	2 Jon Olson
D 3 Aitkin County Engineer	D 5 Anoka County Engineer
1211 Airpark Drive	Anoka Co Highway Dept
Aitkin, MN 56431	1440 Bunker Lake Blvd Nw
Main: (218) 927-3741	Andover, MN 55304
E-mail: jwelle@co.aitkin.mn.us	Main: 763-862-4238
FAX: (218) 927-2356	E-mail: jon.olson@co.anoka.mn.us
	FAX: (763) 862-4201
3 Brad C Wentz	4 Jim Worcester
D 4 Becker County Engineer	D 2 Beltrami County Engineer
200 East State St	2491 Adams Avenue NW
Detroit Lakes, MN 56501	Bemidji, MN 56601
Main: (218) 847-4463	Main: (218) 759-8173
E-mail: bcwentz@co.becker.mn.us	E-mail: diggins@paulbunyan.net
FAX: (218) 846-2360	FAX: (218) 759-1214
5 Robert Kozel	6 Nicholas Anderson
D 3 Benton County Engineer	D 4 Big Stone County Engineer
PO Box 247	437 North Minnesota
321 6th Ave	Ortonville, MN 56278
Foley, MN 56329	Main: (320) 839-2594
Main: (320) 968-5051	E-mail: nanderson@co.big-stone.mn.us
E-mail: bkozol@co.benton.mn.us	FAX: (320) 839-3747
FAX: (320) 968-5333	
7 Alan Forsberg	8 Wayne Stevens
D 7 Blue Earth County Engineer	D 7 Brown County Engineer
Box 3083 35 Map Dr	1901 No Jefferson St
Mankato, MN 56001	New Ulm, MN 56073
Main: (507) 625-3281	Main: (507) 233-5700
E-mail: Alan.Forsberg@co.Blue-Earth.mn.us	E-mail: wayne.stevens@co.brown.mn.us
FAX: (507) 625-5271	FAX: (507) 354-6857
9 Wayne Olson	10 Roger M Gustafson
D 1 Carlton County Engineer	D 5 Carver County Engineer
PO Box 120	600 East 4Th Street
Carlton, MN 55718	Chaska, Mn 55318
Main: (218) 384-4281	Main: (952) 361-1010
E-mail: wayne.olson@co.carlton.mn.us	E-mail: rgustafs@co.carver.mn.us
FAX: (218) 384-9123	FAX: (952) 361-1025

11 David E Enblom
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

13 Mic Dahlberg
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

15 Dan Sauve
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

17 Position Vacant
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 Mark Krebsbach
D 5 Dakota Co. Engineer
14955 Galaxie Avenue
3rd Floor
Apple Valley, MN 55124-8579
Main: (952) 891-7101
E-mail: mark.krebsbach@co.dakota.mn.us
FAX: (952) 891-7127

12 Steve Kubista
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

16 Charles P Schmit
D 1 Cook County Engineer
County Highway Building
E County Rd 7 Po Box 1150
Grand Marais, MN 55604-1150
Main: (218) 387-3014
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

20 Guy W Kohlhofer
D 6 Dodge County Engineer
PO Box 370
16 So Airport Rd
Dodge Center, MN 55927
Main: (507) 374-6694
E-mail: guy.kohlhofer@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
Main: (320) 763-6001
E-mail: dave.robley@co.douglas.mn.us
FAX: (320) 763-7955

23 John Grindeland
D 6 Fillmore County Engineer
909 Houston Street
Preston, MN 55965
Main: (507) 765-3854
E-mail: jgrindeland@co.fillmore.mn.us
FAX: (507) 765-4476

25 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 Hennepin 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: (218) 237-1441
E-mail: dolsonawski@co.hubbard.mn.us
FAX: (218) 732-7640

22 John P McDonald
D 7 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
Main: (507) 377-5188 or 5190
E-mail: sue.miller@co.freeborn.mn.us
FAX: (507) 377-5189

26 Otho Buxton
D 4 Grant County Engineer
Box 1005
3rd Street SE
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) 725-3925
E-mail: allen.henke@co.houston.mn.us
FAX: (507) 725-5417

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

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

33 Gregory A. Nikodym
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

39 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_h@co.lake-of-the-woods.mn.us
FAX: (218) 634-1768

32 Tim Stahl
D 7 Jackson County Engineer
Box 64
West Hwy 16
Jackson, MN 56143
Main: (507) 847-2525
E-mail: tim.stahl@co.jackson.mn.us
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

36 Douglas L Grindall
D 1 Koochiching County Engr
Courthouse Annex
715 4th St
Intl Falls, MN 56649
Main: (218) 283-1186
E-mail: doug.grindall@state.mn.us
FAX: (218) 283-1188

38 Alan D Goodman
D 1 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
D 7 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 John Brunkhorst
D 8 McLeod County Engineer
2397 Hennepin Avenue
Glencoe, MN 55336
Main: (800) 350-3156
E-mail: john.brunkhorst@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@wiktel.com
FAX: (218) 745-4570
- 47 Ron Mortensen
D 8 Meeker County Engineer
114 N. Holcombe Ave.
Suite 210
Litchfield, MN 55355
Main: (320) 693-5360
E-mail: ronaldmortensen@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
- 44 David S Heyer
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
- 48 Richard C Larson
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
FAX: (320) 983-8383
- 50 Mike Hanson
D 6 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

51 Randy Groves
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

53 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

55 Michael Sheehan
D 6 Olmsted County Engineer
2122 Campus Drive SE
Rochester, MN 55904-4744
Main: (507) 285-8231
E-mail: sheehan.michael@co.olmsted.mn.us
FAX: (507) 287-2320

57 Michael Flaagan
D 2 Pennington Co. Engineer
250 CSAH 16
Thief River Falls, MN 56701
Main: (218) 683-7017
E-mail: mflaagan@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: mick.alm@co.norman.mn.us
FAX: (218) 784-3430

56 Richard K West
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

58 John Stieben
D 1 Pine County Engineer
1610 Hwy 23 North
Sandstone, MN 55072
Main: (320) 245-6704
E-mail: jstiebe@co.pine.mn.us
FAX: (320) 245-6756

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: (320) 634-4388

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 Marlin Larson
D 8 Renville County Engineer
Renville County Office Building
410 E Depue Room 319
Olivia, MN 56277
Main: (320) 523-3759
E-mail: marlin_l@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 Engineer
Box 6
635 W Bridge St
Redwood Falls, MN 56283
Main: (507) 637-4056
E-mail: rchd@redred.com
FAX: (507) 637-4068

66 Dennis Luebbe
D 6 Rice County Engineer
PO Box 40
610 NW 20th St
Faribault, MN 55021
Main: (507) 332-6110
E-mail: Dluebbe@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

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

73 Mitch Anderson
D 3 Stearns 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 Larry Schaub
D 4 Stevens County Engineer
Box 191
Morris, MN 56267-0191
Main: (320) 589-7430
E-mail: larryschaub@co.stevens.mn.us
FAX: (320) 589-2822

77 Duane G Lorsung
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

79 Corey C Schmidt
D 6 Wabasha County Engineer
821 Hiawatha Drive W
Wabasha, MN 55981
Main: (651) 565-3366
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 Gary Bruggeman
D 6 Steele County Engineer
635 Florence Avenue
PO Box 890
Owatonna, MN 55060
Main: (507) 444-7671
E-mail: gary.bruggeman@co.steele.mn.us
FAX: (507) 444-7684

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

80 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 Michael Banks
D 7 Assistant Watonwan County Engineer
Box 467
St James, MN 56081
Main: (507) 375-3393
E-mail: michael.banks@co.watonwan.mn.us
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: barry.anderson@co.yellow-
medicine.mn.us
FAX: (320) 564-2140

82 Don J Theisen
D 5 Washington County Engineer
11660 Myeron Road North
Stillwater, MN 55082
Main: (952) 891-7101
E-mail: don.theisen@co.washington.mn.us
FAX: (952) 891-7127

84 Tom Richels
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

86 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