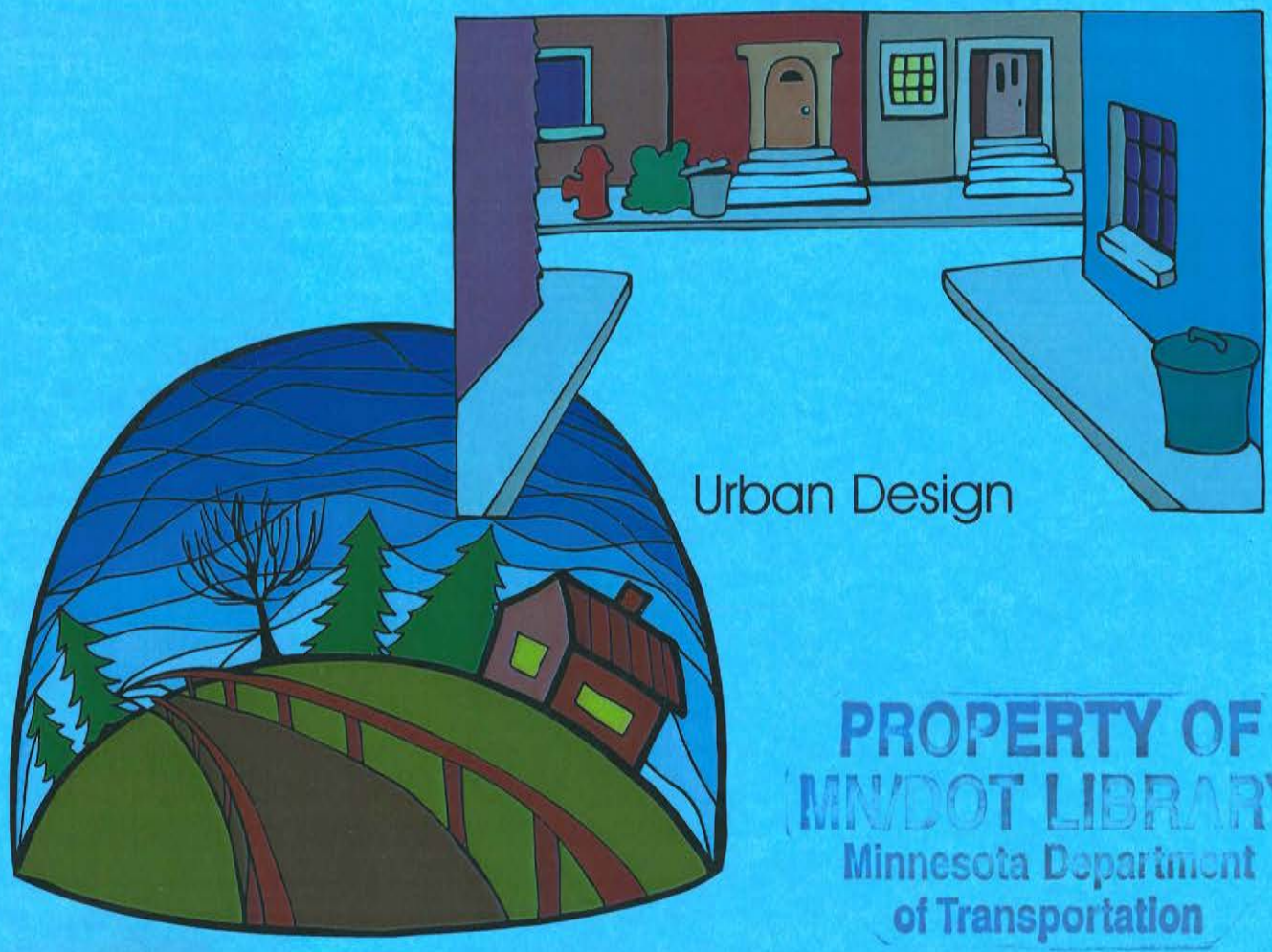
2003 COUNTY SCREENING BOARD DATA



Urban Design

Rural Design

JUNE, 2003

12688339

Minnesota Department of Transportation

MEMO
State Aid for Local Transportation Division
Mail Stop 500, 4th Floor
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Fax: 651 282-2727

May 10, 2003

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 2003 Spring County Engineers' Screening Board Report. This report has been prepared by the County State Aid Needs Unit, State Aid Division, Minnesota Department of Transportation.

The unit price data included in this booklet has been analyzed by the County State Aid Highway General Subcommittee and will be recommended to the Screening Board to be used in the 2003 C.S.A.H. Needs Study.

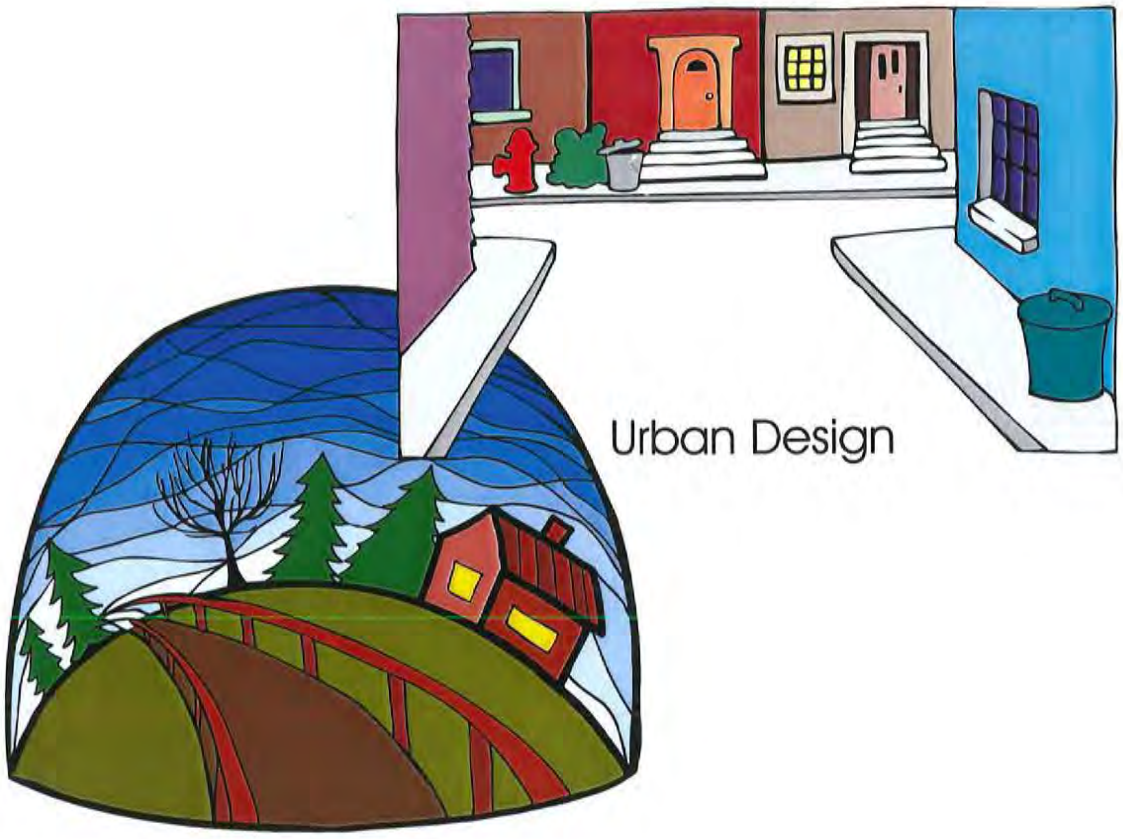
If you have any comments, questions, or recommendations regarding this report, please forward them to your District Representative with a copy to this office prior to the meeting, which is scheduled for June 4-5, 2003.

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 2003\Memo

2003

COUNTY SCREENING BOARD DATA

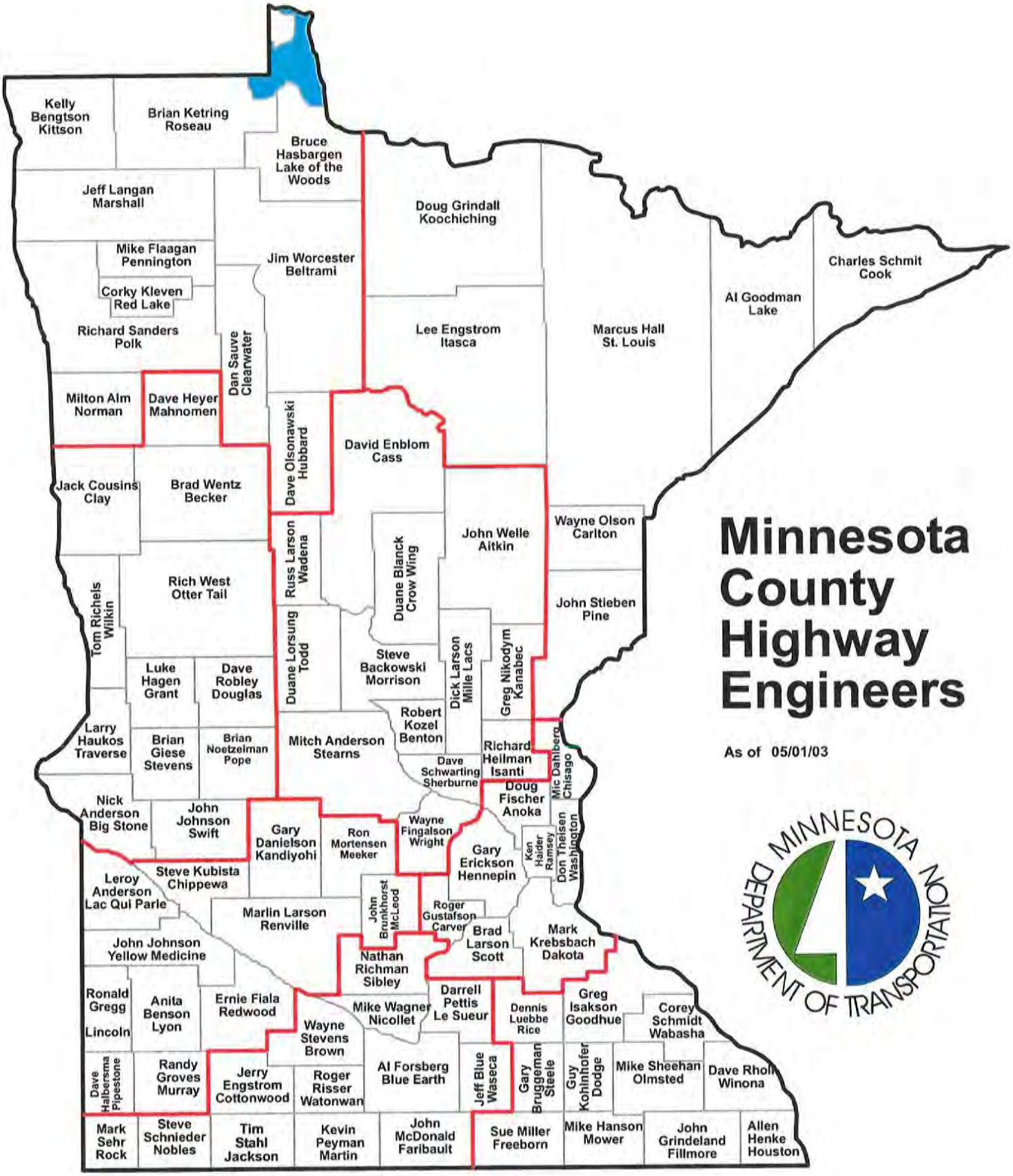


Urban Design

Rural Design

JUNE, 2003

Minnesota Department of Transportation



Minnesota County Highway Engineers

As of 05/01/03

MINNESOTA DEPARTMENT OF TRANSPORTATION

2003 COUNTY SCREENING BOARD

Al Goodman	(03-05)	-	Lake County	-	District 1
Jeff Langen	(01-03)	-	Marshall County	-	District 2
Russ Larson	(03-05)	-	Wadena 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
Nathan Richman	(03-05)	-	Sibley County	-	District 7
Dave Halbersma	(02-03)	-	Pipestone County	-	District 8
Doug Fischer	Permanent	-	Anoka County	-	Urban
Mark Krebsbach	Permanent	-	Dakota County	-	Urban
Gary Erickson	Permanent	-	Hennepin County	-	Urban
Ken Haider	Permanent	-	Ramsey County	-	Urban
Marcus Hall	Permanent	-	Acting St. Louis County	-	Urban
Don Theisen	Permanent	-	Washington County	-	Urban
Dave Olsonawski, Secretary		-	Hubbard County		

2003 SCREENING BOARD ALTERNATES

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

2003 CSAH GENERAL SUBCOMMITTEE

Jeff Blue, Chairman	(June, 03)	-	Waseca County
Mic Dahlberg	(June, 04)	-	Chisago County
Rich Heilman	(June, 05)	-	Isanti County

2003 CSAH MILEAGE SUBCOMMITTEE

John McDonald, Chairman	(Oct., 03)	-	Faribault County
Ken Haider	(Oct., 04)	-	Ramsey County
Richard West	(Oct., 05)	-	Otter Tail 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 4-5, 2003 MEETING

2003 COUNTY SCREENING BOARD DATA
JUNE, 2003

Introduction

The primary task of the Screening Board at this meeting is to establish unit prices to be used for the 2003 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 1997 construction projects and added the 2002 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1998 through 2002, are the basic source of information for compiling the data used for computing the recommended 2003 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 2002 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 3 and April 22, 2003 are included in the "Reference Material" section of this report. Jeff Blue, Waseca County, Chairman of the General Subcommittee along with the other members of the Subcommittee, Mic Dahlberg, Chisago County and Richard Heilman, Isanti County will attend the Screening Board meeting to review and explain the recommendations of the group.

2003 COUNTY SCREENING BOARD DATA
JUNE, 2003

Trend of C.S.A.H. Unit Prices
(Based on State Averages from 1989-2002)

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 1989 projects.

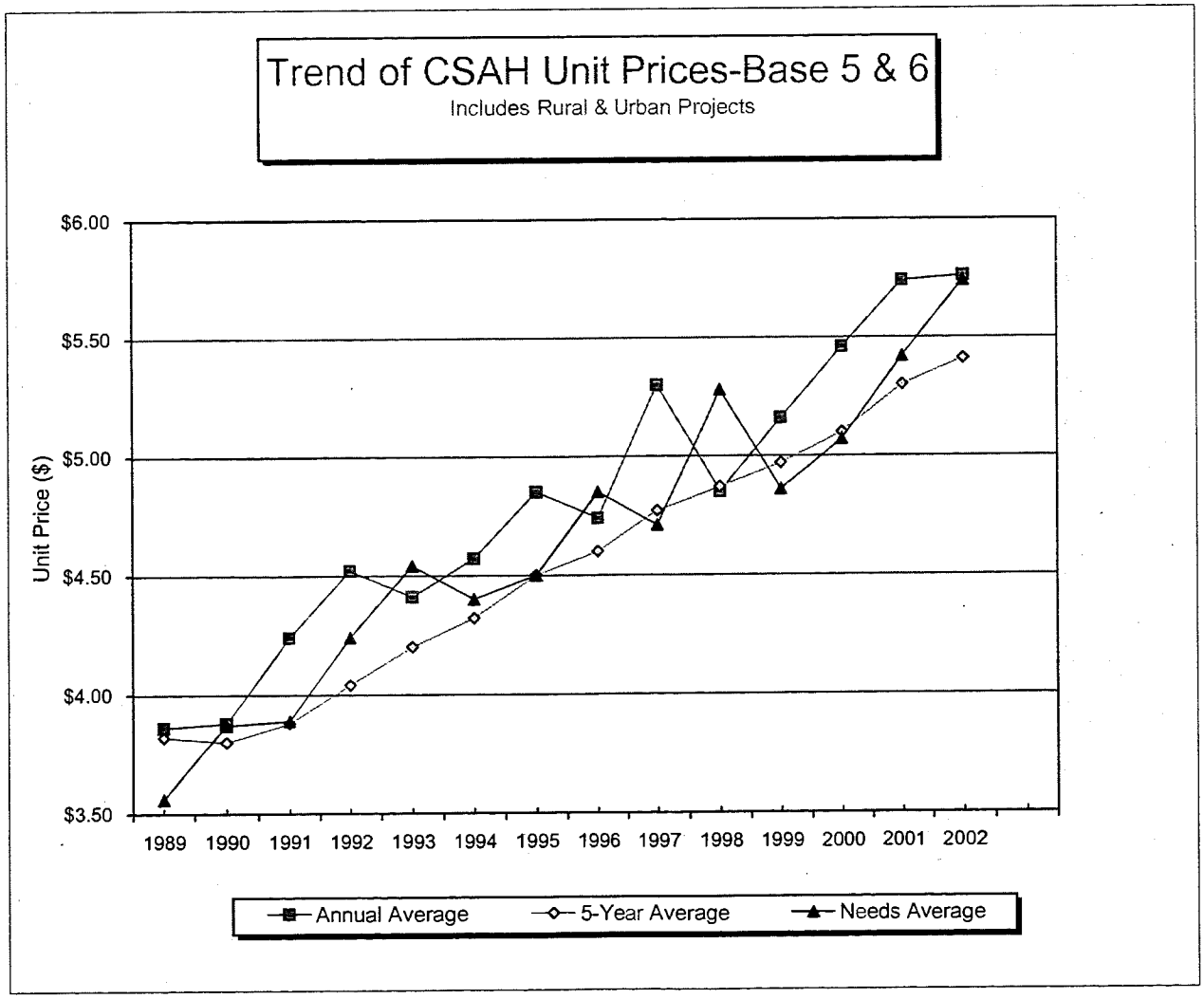
2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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	3,552,980	$17,242,125	$4.85	$4.87	$5.28
1999	3,515,739	$18,123,703	$5.16	$4.97	$4.86
2000	4,396,204	$24,000,864	$5.46	$5.10	$5.07
2001	3,908,955	$22,452,794	$5.74	$5.30	$5.42
2002	3,939,702	$22,688,822	$5.76	$5.41	$5.74



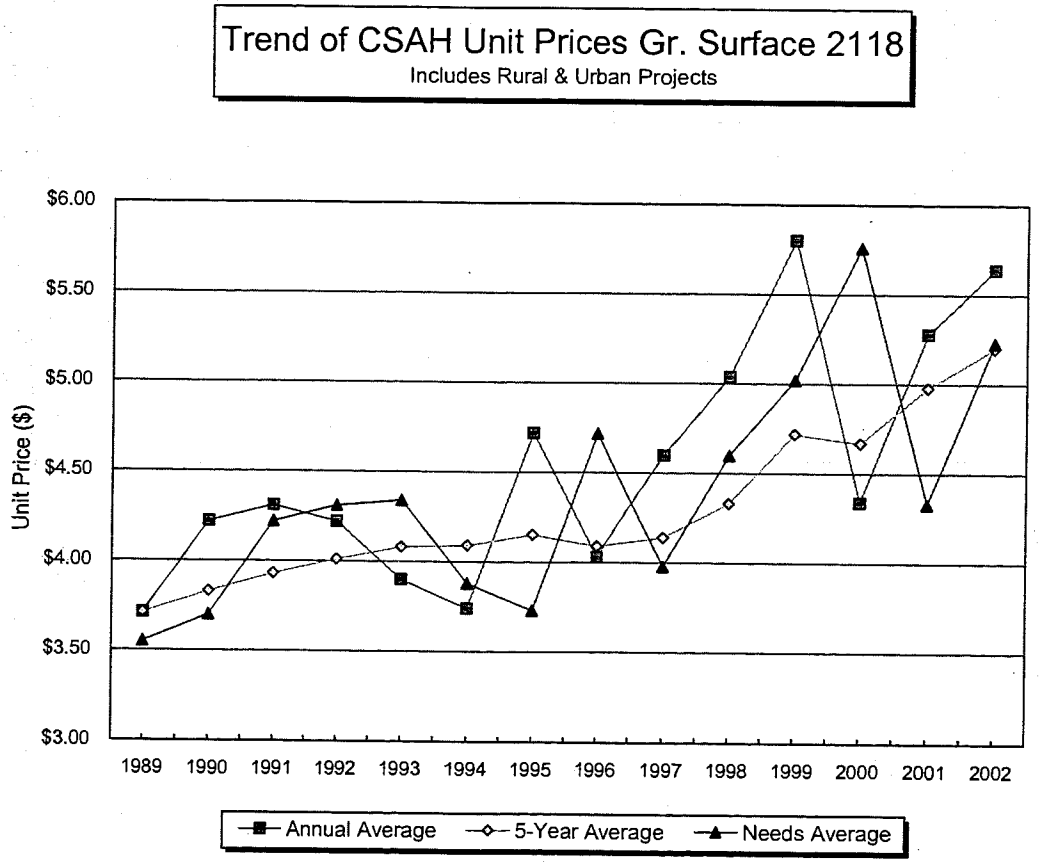
2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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
2002	75,065	$423,484	$5.64	$5.20	$5.23



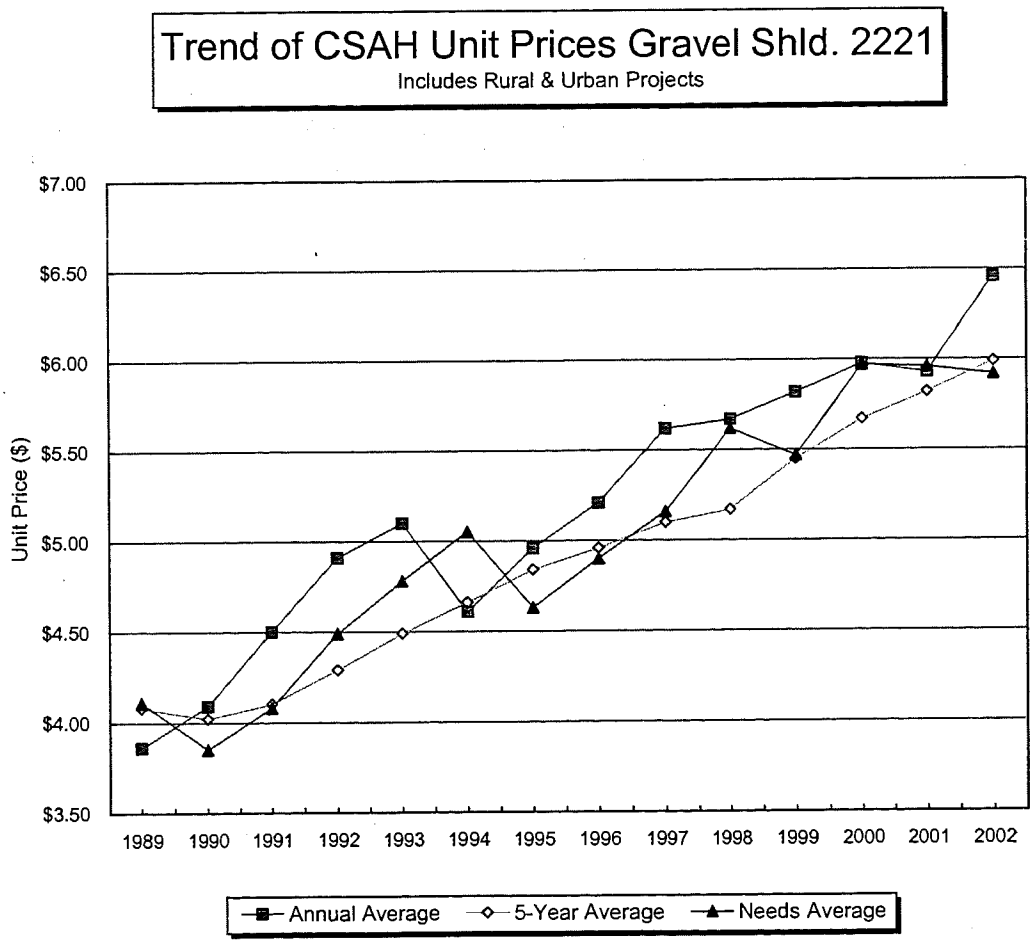
2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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	861,018	$4,886,241	$5.67	$5.17	$5.62
1999	1,162,291	$6,762,983	$5.82	$5.45	$5.47
2000	1,211,498	$7,248,847	$5.98	$5.67	$5.97
2001	1,104,221	$6,546,805	$5.93	$5.82	$5.96
2002	1,128,850	$7,288,211	$6.46	$5.99	$5.92



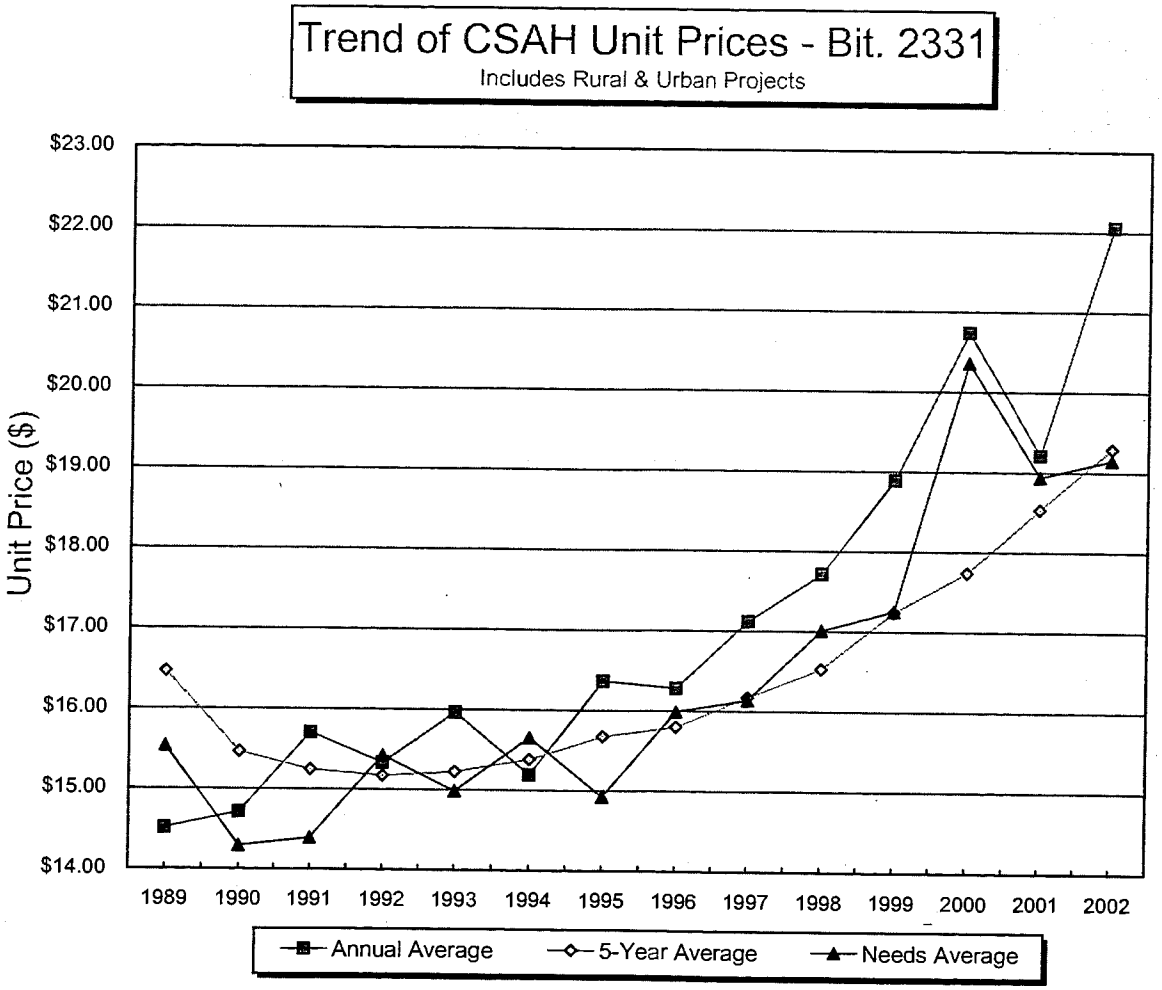
2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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	2,230,653	$39,537,945	$17.72	$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
2002	718,215	$15,842,672	$22.06	$19.29	$19.15



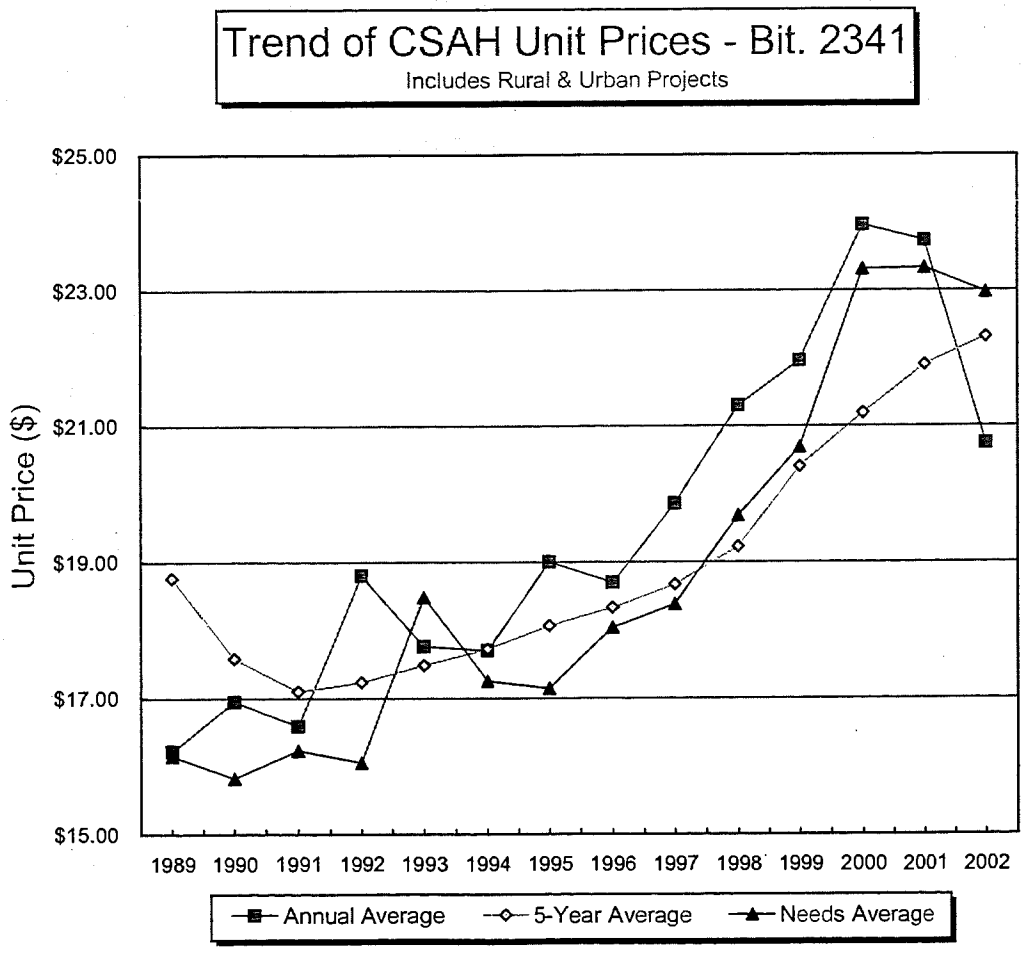
2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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
2002	320,983	$6,657,591	$20.74	$22.31	$22.97



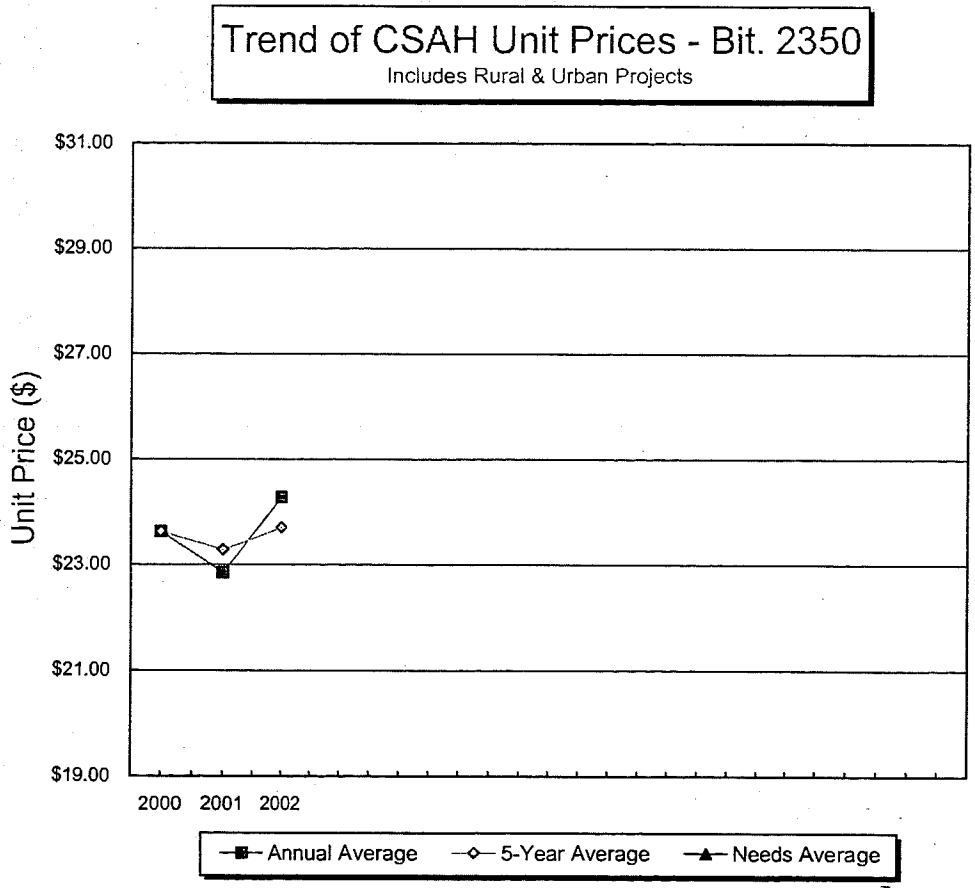
2003 COUNTY SCREENING BOARD DATA

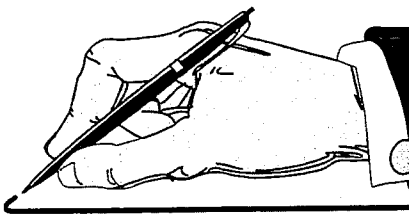
JUNE, 2003

TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2350

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
2000	1,381,854	$32,649,207	$23.63	$23.63	
2001	2,229,873	$50,956,501	$22.85	$23.28	
2002	2,679,918	$65,069,548	$24.28	$23.70	





NOTES and COMMENTS

2003 COUNTY SCREENING BOARD DATA
JUNE, 2003
2003 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 2002 CSAH needs study gravel base unit price, the gravel base data in the 1998-2002 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 2003. 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 3 and April 22, 2003 meetings to determine the 2003 gravel base unit prices. During 2002 only 3 rural 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.~~

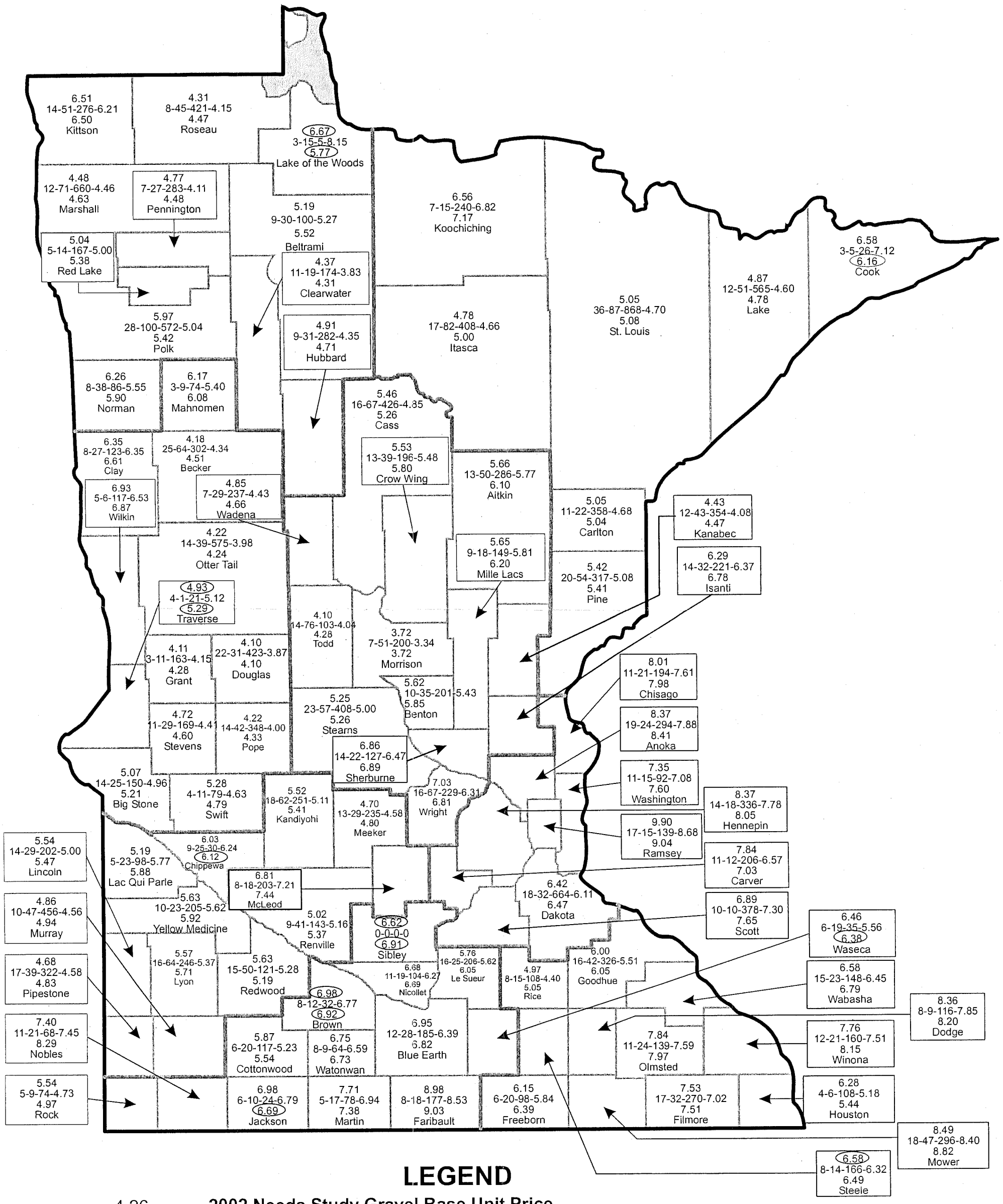
If a county has less than 50,000 tons of ~~combined~~ gravel base ~~and subbase~~ material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the ~~combined~~ gravel base ~~and subbase~~ 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. Jeff Blue, Chairman, Mic Dahlberg and Rich Heilman of the General Subcommittee, will attend the Screening Board meeting to discuss their recommendations.

N\CSAH\Books\Spring 2003\gravel base

FIG. A

2003 County Screening Board Data
June, 2003
1998-2002 C.S.A.H. Gravel Base Unit Price Data
(Rural and Urban Projects Included)



LEGEND

4.26	2002 Needs Study Gravel Base Unit Price
10-34-212-4.01	# '98 to '02 Gravel Base Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price
4.26	2003 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

N\CSAH\Book\Spring Book 2003\MnGBUnit Price 2003

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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 prices are the basis for the other needs study construction item unit prices, the needs unit concentrated on gravel base 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	
1998	3,552,980	$17,242,125	$4.85	$5.76/$4.85=	1.19
1999	3,515,739	$18,123,703	$5.16	$5.76/$5.16=	1.12
2000	4,396,204	$24,000,864	$5.46	$5.76/$5.46=	1.05
2001	3,985,997	$22,934,460	$5.75	$5.76/$5.75=	1.00
2002	3,939,702	$22,688,822	$5.76		

In order to reflect current prices in the 1998-2002 five-year average unit price study, each project's gravel base costs were multiplied by the appropriate factor. This is shown in the tabulation (Gravel Base) in the "Reference Material" section of the report.

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2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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

The following tabulation of roadway construction prices shows the average unit prices in the 2002 C.S.A.H. needs study, the 1998-2002 C.S.A.H. five-year average unit prices, the 2002 average and the Subcommittee's recommended unit prices for use in the 2003 needs study.

The Subcommittee's recommended prices were determined at their meetings on April 3 and April 22, 2003. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

N\CSAH\Books\Spring 2003\roadway unit price.doc

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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

Construction Item	2002 CSAH Needs Study Average	1998-2002 CSAH 5-Year Construction Average	2002 CSAH Construction Average	2003 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
Rural & Urban Design				
Grav. Base Cl 5 & 6/Ton	$5.74	$5.41	$5.76	*
Rural Design				
Combine Bit. Base & Surf. (2331, 2341, & 2350)/Ton		$19.54	$22.74	$22.74-$5.76 = G.B. +16.98
Gravel Surf. 2118/Ton	5.23	5.12	5.35	$5.35-$5.76 = G.B. -0.41
Gravel Shldr. 2221/Ton	5.92	5.97	6.44	$6.44-$5.76 = G.B. +0.68
Urban Design				
Combine Bit. Base & Surf. (2331, 2341, & 2350)/Ton		$27.38	$29.92	$29.92-$5.76 = G.B. +24.16

* 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

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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

The following report lists the miscellaneous unit prices used in the 2002 C.S.A.H. needs study, those recommended by Mn/DOT or average 2002 construction prices, and the unit prices recommended by the C.S.A.H. Subcommittee for use in the 2003 CSAH needs study.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meetings on April 3 and April 22, 2003 that are printed in the "Reference Material" section of this booklet.

N\CSAH\Books\Spring 2003\misc unit price

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

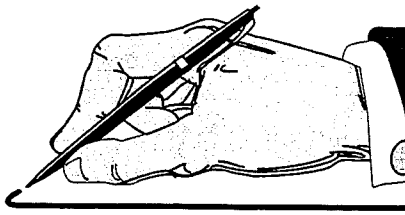
C.S.A.H. Miscellaneous Unit Price Report

Construction Item	2002 CSAH Needs Study Average	Prices Recommended For 2003 By Mn\DOT or Average 2002 Construction Prices	2003 CSAH Unit Price Recommended by CSAH Subcommittee
Other Urban Design			
Storm Sewer - Complete/Mi.	$254,200	$257,375	$257,375
Storm Sewer - Partial/Mi.	81,600	82,700	82,700
Curb & Gutter Const./Lin.Ft.	7.70	7.70	7.70
Bridges			
0-149 Ft.Long/Sq.Ft.	$81.00	$86.00	$81.00
150-499 Ft.Long/Sq.Ft.	86.00	86.00	86.00
500 Ft. & Longer/Sq.Ft.	70.00	111.00	72.00
Widening/Sq.Ft.	150.00	**	150.00
RR over Hwy - 1 Track/Lin.ft.	14,000	--	14,000
Each Add.Track/Lin.ft.	4,000	--	4,000
Railroad Protection			
Signs	$1,400	$1,400 *	$1,400
Signals	120,000	120,000	120,000
Signals & Gates	160,000	135,000 - 185,000	160,000

** WILL USE RECONDITIONING COST AS REPORTED

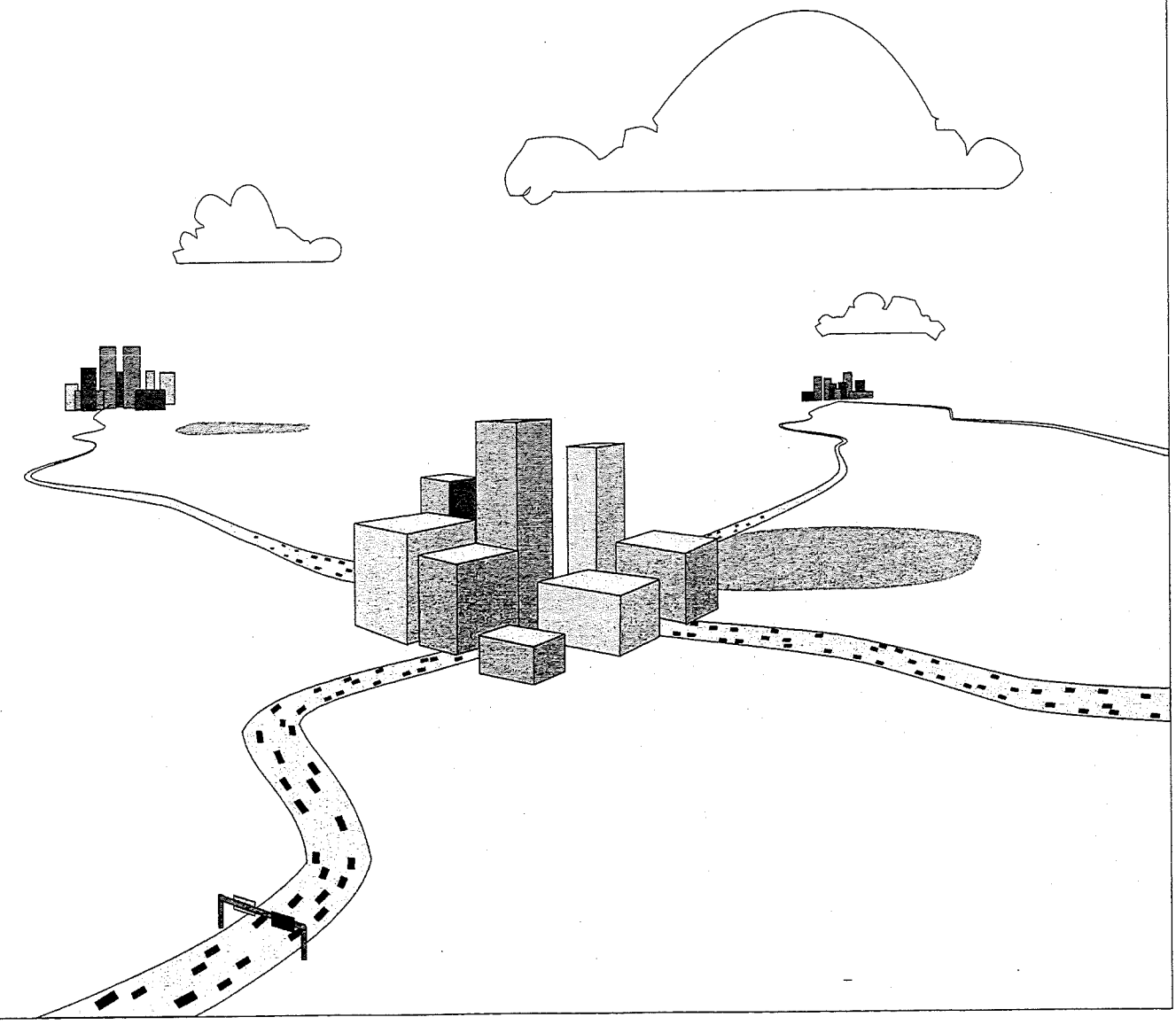
* $1,000 Per Signs & 1/2 Paint Cost

N\CSAH\Books\Spring 2003\2003 Misc Unit Price



NOTES and COMMENTS

MILEAGE REQUESTS



2003 COUNTY SCREENING BOARD DATA

June, 2003

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.

2003 COUNTY SCREENING BOARD

June, 2003

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	2002	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**	**0.00**	**75.59**	**District 1 Totals**
Beltrami	7.53	*	0.16									2.10	**								9.79	Beltrami
Clearwater	0.30	*	1.00																		1.30	Clearwater
Hubbard	1.85		0.26	0.06																	2.17	Hubbard
Kittson	6.60	*																			6.60	Kittson
Lake of 'Woods	0.89										7.65										8.54	Lake of 'Woods
Marshall	15.00	*	1.00																		16.00	Marshall
Norman	1.31																				1.31	Norman
Pennington	0.84																				0.84	Pennington
Polk	4.00		1.55	0.67																	6.22	Polk
Red Lake			0.50																		0.50	Red Lake
Roseau	6.80																				6.80	Roseau
District 2 Totals	**45.12**		**4.47**	**0.73**	**0.00**	**0.00**	**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**	**0.00**	**60.07**	**District 2 Totals**
Aitkin	6.10			0.60								7.12	**								13.82	Aitkin
Benton	3.18	*																			3.18	Benton
Cass	7.90											2.80	**								10.70	Cass
Crow Wing	13.00	*																			13.00	Crow Wing
Isanti	1.80																				1.80	Isanti
Kanabec																					0.00	Kanabec
Mille Lacs			0.74																		0.74	Mille Lacs
Morrison												9.70	**								9.70	Morrison
Sherburne	5.42																				5.42	Sherburne
Stearns	0.78			3.90			0.25													29.24	34.17	Stearns
Todd	1.90	*																			1.90	Todd
Wadena																					0.00	Wadena
Wright	0.45			1.38																	1.83	Wright
District 3 Totals	**40.53**		**0.74**	**5.88**	**0.00**	**0.00**	**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**	**29.24**	**96.26**	**District 3 Totals**

2003 COUNTY SCREENING BOARD

June, 2003

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	2002	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**	**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**	**0.00**	**116.77**	**District 5 Totals**
Dodge					0.11																	0.11	Dodge
Fillmore	1.12			1.10																		2.22	Fillmore
Freeborn	0.95		0.65																			1.60	Freeborn
Goodhue			0.08																			0.08	Goodhue
Houston			0.12																			0.12	Houston
Mower	13.11	*		0.09																		13.20	Mower
Olmsted	15.32	*																				15.32	Olmsted
Rice	1.70																					1.70	Rice
Steele	1.55																					1.55	Steele
Wabasha	0.43	*	0.30																			0.73	Wabasha
Winona	7.40	*																				7.40	Winona
District 6 Totals	**41.58**		**1.15**	**1.19**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**44.03**	**District 6 Totals**

2003 COUNTY SCREENING BOARD

June, 2003

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	2002	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**	**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**	**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**	**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	29.24	626.32	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.

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2003 COUNTY SCREENING BOARD DATA

June, 2003

"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, 2003 is included.

County	Banked Mileage	Year Made Available
Anoka	1.04	2000
Becker	0.40	1991
Beltrami	0.31	2002
Blue Earth	0.55	2000 & 2003
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
Goodhue	0.08	2003
Hennepin	5.29	1994, 96, 97, 99 & 02
Hubbard	1.52	1996,1997 & 2002
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.70	1993 & 2003
Kittson	0.26	1999
Koochiching	0.45	1994, 95 & 98
Lincoln	1.70	1996, 2002 & 2003
McLeod	0.30	1997
Meeker	0.81	2001 & 2003
Mille Lacs	1.10	1992
Morrison	1.90	2001
Nicollet	0.02	1999
Nobles	0.07	1997
Norman	1.50	1997 & 2002
Olmsted	0.73	1997 & 1998
Otter Tail	0.06	1998
Pennington	1.65	1995 & 1999
Pine	1.00	2001
Pipestone	0.10	1996
Pope	0.42	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	2.41	93,98,2002 & 2003
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Wright	0.30	1997, 2001 & 2002
Yellow Medicine	0.78	1993, 1995 & 2001
Total	56.01	

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

2003 COUNTY SCREENING BOARD DATA

June, 2003

HISTORICAL DOCUMENTATION FOR THE CARVER COUNTY CSAH MILEAGE REQUEST

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

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

These designation are left to be completed:

Pioneer Trail	(+2.65 Miles) as CSAH 14
Pioneer Trail	(+1.56 Miles) as CSAH 14

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2003 COUNTY SCREENING BOARD DATA

June, 2003

HISTORICAL DOCUMENTATION FOR THE DAKOTA COUNTY CSAH MILEAGE REQUEST

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

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

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

AND

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

n:\CSAH\Books\Spring 2003\Dakota Co. mileage request.xls

2003 COUNTY SCREENING BOARD DATA

June, 2003

HISTORICAL DOCUMENTATION FOR THE LAKE COUNTY CSAH MILEAGE REQUEST

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

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

Forest Service Road 424 7.3 miles

n:\CSAH\Books\Spring 2003\LAKE Co mileage request.XLS

2003 COUNTY SCREENING BOARD DATA

June, 2003

HISTORICAL DOCUMENTATION FOR THE ST. LOUIS COUNTY CSAH MILEAGE REQUEST

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

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

Forest Service Road 424	2.9 miles
Forest Service Road 623	4.7 miles

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2003 COUNTY SCREENING BOARD DATA

June, 2003

HISTORICAL DOCUMENTATION FOR THE STEARNS COUNTY CSAH MILEAGE REQUEST

Stearns County CSAH mileage (1/02)	603.60
Requested Additions (10/02)	29.89
Bank Mileage	(0.65)
TOTAL	632.84

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

CR 133 from CSAH 75 to CSAH 78	7.01 miles
CR 120 from CSAH 4 to TH15	1.92 miles
CR 134 from CSAH 75 to CSAH 4	2.19 miles
CR 138 from CSAH 81 to CSAH 4	0.74 miles
CR 138 from TH 23 to CSAH 75	5.36 miles
CR 136 from TH 15 to 33rd Street	5.20 miles
CR 137 from CSAH 6 to CSAH 74	5.17 miles
CR 115 from CR 136 to CSAH 7	2.30 miles

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2003 COUNTY SCREENING BOARD DATA

June, 2003

HISTORICAL DOCUMENTATION FOR THE WASHINGTON COUNTY CSAH MILEAGE REQUEST

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

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

n:CSAH\Books\Spring 2003\Washington Co Mileage Request.XLS

STATE PARK ROAD ACCOUNT

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

State Park Road Account

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

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

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

N\CSAH\BOOK\Spring 2003\Parkroad03

Hubbard County Highway Department

101 Crocus Hill Street
Park Rapids, MN 56470

Phone: 218-732-3302
Fax: 218-732-7640

David A. Olsonawski, P.E.
Engineer, Public Works Coordinator

Jeffrey Adolphson, *Assistant Engineer*
Edward Smith, *Maintenance Superintendent*

May 14, 2002

MINNESOTA DEPARTMENT OF NATURAL RESOURCES
Mr. John Strohkirch
State Park Development & Acquisition Manager
500 Lafayette Road
St. Paul, MN 55155-4039

RECEIVED
MAY 16 2002
EOS

RE: State Park Road Account request

Dear Mr. Strohkirch,

Hubbard County fully supports the efforts of the DNR to connect the Paul Bunyan Trail with the Heartland Trail along CSAH 26, and provide a public parking lot connected to the Heartland Trail. The County feels with an improvement to CSAH 26 and expanding the design to include a 10 foot trail would be beneficial to both parties. With the increased usage of our trail system this 0.6 mile of grading and paving would greatly enhance the area for all users. The roadway intersects with TH 34 along the Cass County line, which was last graded in 1924; the roadway is deficient in cross section, design speed and structure.

In reviewing the minimum County State Aid standards and necessary improvements to this segment of roadway and without doing an actual survey, I feel approximately $ 150,000 to $ 200,000 would cover the costs. Assuming that State Park Road funds are made available for this project, the engineering design, project planning, and construction could probably be completed in 2003 or 2004. If engineered by a consultant maybe work could be moved forward to help finish the trail project sooner. This project will also have to be presented to and approved by the County Screening Board.

If you need additional information or have questions please contact me. We certainly appreciate the interest and support you have shown for the projects in Hubbard County.

Sincerely,

David A. Olsonawski

David A. Olsonawski, P.E.
Engineer, Public Works Coordinator

cc: file
Lowell Jaeger, Paul Bunyan Trial Specialist
Commissioner Robinson

Minnesota Department of Natural Resources

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

December 18, 2002

Mr. Douglas Weiszhaar, Acting Commissioner
Department of Transportation
395 John Ireland Blvd.
St. Paul, MN 55155

Dear Commissioner Weiszhaar:

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 $175,000 of the 2002 State Park Fund are hereby authorized to Hubbard County for improvements to CSAH 26 which provides access to the Heartland Trail. This project must be reviewed by the County 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.

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, Tom Danger, Trails and Waterways, David A. Olsonawski, Hubbard County Engineer

File: SAU 411

PARK ROAD ACCOUNT PROJECTS

Minimum Geometric Design Standards (6) (7)

TOWNSHIP ROADS							
Surface Type	Design Speed (4)	Lane Width	Shoulder Width (8)	Inslope (1)	Rec. Area (2)	Design Strength	New Bridge Width (3)
Aggregate	30	11	1	3:1	3		28
Paved	30	11	2	3:1	10	7 tons	28

COUNTY OR CITY ROADS, OR ROADS TO MAJOR FACILITIES (5)							
Surface Type	Design Speed (4)	Lane Width	Shoulder Width (8)	Inslope (1)	Rec. Area (2)	Design Strength	New Bridge Width (3)
Aggregate	30	11	2	3:1	9		28
Paved	40	12	4	4:1	10	7 tons	32

(1) Applies to slope within recovery area only.

(2) Obstacle-free area (measured from edge of traffic lane).

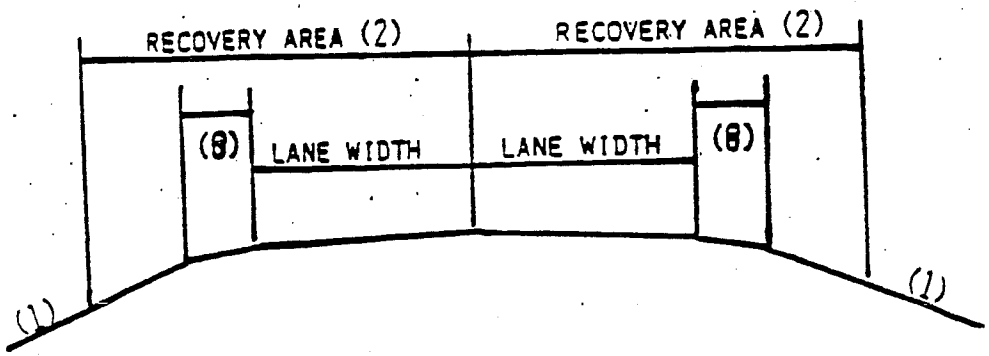
(3) HS-20 is required.

(4) Based on stopping sight distance.

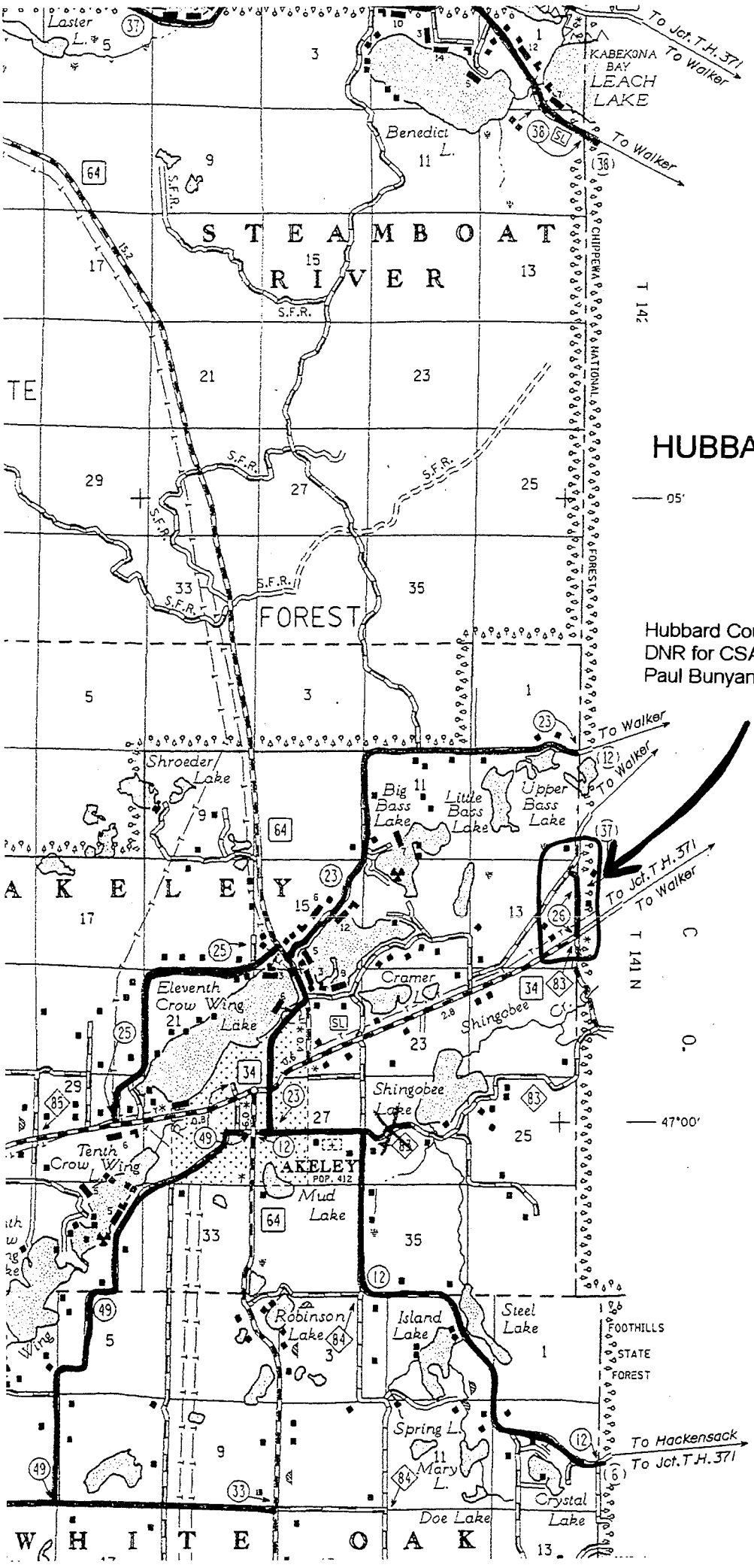
(5) ADT's greater than 100-150 vehicles per day.

(6) Urban design sections must meet the minimum requirements for state-aid streets (State Aid Rules 8820.9935).

(7) Inability to meet the minimum requirements will require a variance from the Commissioner of Transportation.



Call Mark Gieseke, Mn/DOT State Aid Division, with any questions.
Ph: (612) 296-9877



Hubbard County is requesting $175,000 from the DNR for CSAH 26 improvements, to connect the Paul Bunyan Trail with the Heartland Trail.

September 24, 2001

John Strohkirch, Park Development and Acquisition Manager
MnDNR Parks and Recreation
500 Lafayette Road, Box 39
St. Paul, Mn 55155-4039

REF: SAP 69-728-09, Reclamation and Resurfacing of County State Aid Highway 128

Dear Mr. Strohkirch:

Saint Louis County is developing plans for improvements to County State Aid Highway 128, also known as the Bear Head State Park Road in Sections 25,26, 36, T62N, R14W, Sections 1,2 T61N, R14W, and Section 30 T62N R13W (see attached location map). The scope of the project is to reclaim the existing surface and resurface with bituminous from the intersection with County Road 989 to a point approximately 5.2 miles to the south. The work is being programmed for fiscal year 2003.

This County State Aid Highway provides the primary access route into Bear Head Lake State Park. As such, this project qualifies for funding under Minnesota Statute 162.06 Subd 5, also known as the State Park Road Account. As you know, this account is established to provide financial assistance to upgrade county and local roads which provide access to state parks. Please consider this letter as a request for this funding in FY 2003.

Saint Louis County Public Works Department, as the initiator of this project, will develop a construction plan to be approved by the County Highway Engineer and the MnDOT District State Aid Engineer. St. Louis County will administer any contracts, force accounts, or negotiated agreements necessary for completion of this work and will supervise the construction and estimates as the work progresses. No right of way acquisition costs are anticipated.

The current construction estimate for this work is $ 33,665.00 for the surface reclamation portion and $468,000.00 for the bituminous overlay. Therefore, we are requesting funding consideration from the State Park Account in the amount of $ 500,000 in Fiscal Year 2003.

Thank you for your consideration.

Sincerely,

Earl Wilkins

Earl Wilkins
Resident Engineer

cc: Dick Hansen, St. Louis County Highway Engineer
Walter Leu, District Engineer, MnDOT SALT
Ann Niesen, MnDNR Trails and Waterways, Tower
Steve Kniefel, St. Louis County Public Works

Minnesota Department of Natural Resources

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

December 18, 2002

Mr. Douglas Weiszhaar, Acting Commissioner
Department of Transportation
395 John Ireland Blvd.
St. Paul, MN 55155

Dear Commissioner Weiszhaar:

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 $154,571.56 of the 2002 State Park Fund are hereby authorized to Saint Louis County for improvements to CSAH 128 which provides access to Bear Head Lake State Park. This allocation is a partial amount of the total project. A 2003 allocation of $345,428.44 will be authorized next year to bring the total project allocation to $500,000.

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.

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C: Paul Stine, Assistant State Aid Engineer, Dick Hansen, Saint Louis County Engineer, Larry Peterson, State Parks.

File: SAU 396

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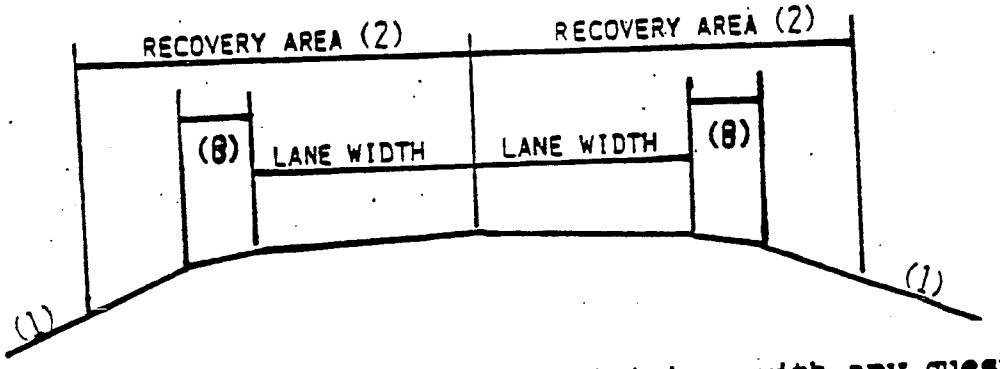

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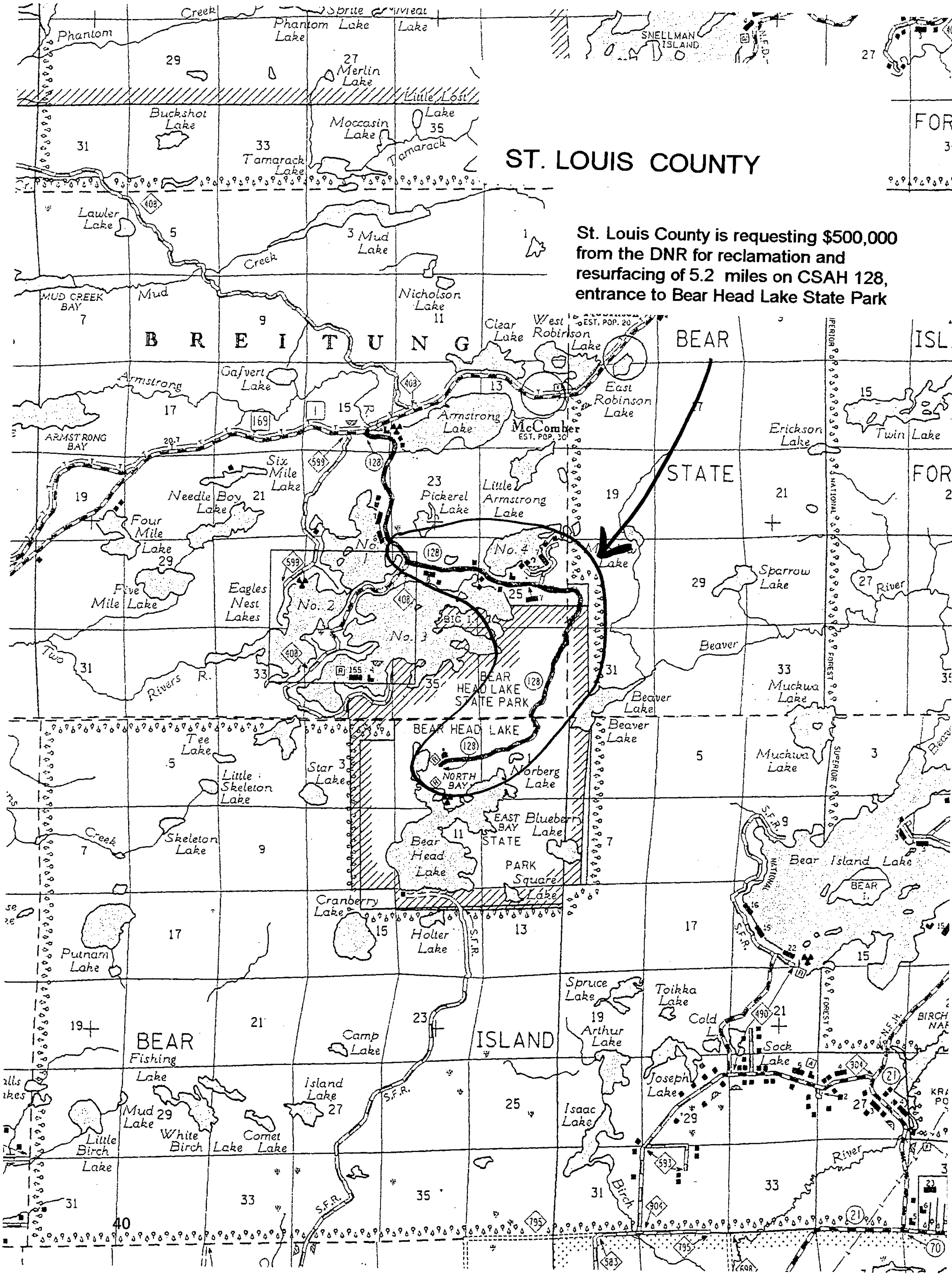
ST. LOUIS COUNTY
St. Louis County is requesting $500,000 from the DNR for reclamation and resurfacing of 5.2 miles on CSAH 128, entrance to Bear Head Lake State Park
BREITUNG
BEAR
STATE
ISLAND
BEAR HEAD LAKE STATE PARK
BEAR HEAD LAKE
NORTH BAY
EAST BAY
Bear Head Lake
Bear Island Lake
McComber
Armstrong Lake
Little Armstrong Lake
Pickerel Lake
East Robinson Lake
West Robinson Lake
Clear Lake
Nicholson Lake
Six Mile Lake
Needle Boy Lake
Four Mile Lake
Five Mile Lake
Eagles Nest Lakes
Gafvert Lake
Mud Lake
Lawler Lake
Tamarack Lake
Moccasin Lake
Buckshot Lake
Merlin Lake
Phantom Lake
Little Lost Lake
Sparrow Lake
Erickson Lake
Twin Lake
Muckwa Lake
Beaver Lake
Norberg Lake
Blueberry Lake
Square Lake
Cranberry Lake
Holter Lake
Star Lake
Tee Lake
Little Skeleton Lake
Skeleton Lake
Putnam Lake
Spruce Lake
Toikka Lake
Arthur Lake
Cold Lake
Sock Lake
Joseph Lake
Isaac Lake
Camp Lake
Island Lake
Comet Lake
White Birch Lake
Fishing Lake
Little Birch Lake
Two Rivers R.
Armstrong Bay
Mud Creek Bay

2003 County Screening Board Data
June, 2003
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 Peckerel Lake	Road Improvements	33,000 *
Becker		03-600-08	TWP	Lake Eunice Rd; access to Pearl Lake	Road Improvements	159,000
Benton		05-600-03	Co. Rd.	Co. Rd. 55; access to the Mississippi River	Road Improvements	150,000
Chisago		13-600-07	PARK	Little Lake Rd.; access to Little Lake	Road Improvements	34,656 *
Clearwater		15-600-07 15-600-08	Co. Rd.	Co. Rd. 122 in Itasca State Park	Road Improvements	100,000 *
Hubbard		29-600-07	Co. Rd.	Co. Rd. 122 & 123; access to Itasca State Park	Road Improvements	57,000 *
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.; acess to Cedar Lake	Road Improvements	106,000
St. Louis		69-600-28	TWP	Canosia Twp Rd 5529; access to Pike Lake	Road Improvements	75,000
Scott		70-600-04	TWP	St. Lawrence Twp Rd. 57; access to Minnesota Valley State Recreation Area	Road Improvements	100,000
Wabasha		79-600-09	Co. Rd.	County Rd 84; access to the Half Moon Lake Boat Landing	Road Improvements	100,000
					Pre June Total =	**$1,457,060**
				PROJECTS ADDED AFTER JUNE 2001		
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
Itasca		31-675-03	CSAH	CSAH 75; access to Scenic State Park	Road Improvements	315,000
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
						$2,822,363

* Supplement to a previous allocation

2003 County Screening Board Data
June, 2003
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		23-600-04	Twp	Twp Rd 454; access to Brighsdale Forestry Unit	road improvements	$50,000
Fillmore	06/02	23-621-19	CSAH-Twp	CSAH 21; access to Brighsdale Forestry Unit	road improvements	100,000
Goodhue	06/02	25-628-02	CSAH	CSAH 28;Access to Frontenac State Park	Road Improvements	80,000
Houston	06/02	28-601-09	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	06/02	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		58-600-09	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 =	**$1,477,000**
				PROJECTS ADDED AFTER JUNE 2002		
Aitkin		01-600-12	City	435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake	street improvements	53,500
Aitkin		01-600-13	Co Rd	Co Rd 78; access to Gun and French Lakes	road improvements	30,000
Big Stone		06-600-01	Twp	Louisburg Rd in Akron Twp access to Lac Qui Parle Wildlife Management Area.	road improvements	45,000
Crow Wing	01/03	18-627-24	CSAH	CSAH 27; access to Crow Wing State Park	road improvements	450,000
Hubbard		29-600-08	Co Rd	Co Rd 109; access to Second Crow Wing Lake	road improvements	6,250
Hubbard		29-626-02	CSAH	CSAH 26; access to the Heartland Trail	road improvements	175,000
Lac Qui Parle		37-600-01	Co Rd	County Road 68; access to Lac Qui Parle Lake	road improvements	150,000
Lake of the Woods		39-600-03	City	Tourist Park Ave; access to Rainy River	Street Improvements	20,000
Meeker		47-600-06	City	746th Ave in Collinwood access to Collinwood Lake	street improvements	45,000
Otter Tail		56-600-20	TWP	West Lida Lake Rd, access to Maplewood State Park	road improvements	100,500
St Louis		69-600-18	Co Rd	Co Rd 284; access to Canosia Wildlife Management Area	road improvements	166,228
St Louis		69-728-09	CSAH	CSAH 128; access to Bear Head Lake State Park	road improvements	154,572
E Grand Forks		119-600-01	City	city street access to Red River State Recreation Area Camp	street improvements	235,000
					TOTAL:	**3,108,050**

* Supplement to a previous allocation

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2003 County Screening Board Data
June, 2003
Historical Review of 2003 State Park Road Account

)03 Allotment $2,536,372

)03 Projects

)unty	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated	
ànti		30-600-04	City	277th Ave; access to Blue Lake	street improvements	$28,000	*
)ochiching	06/02	36-685-02	CSAH	CSAH 85; access to Franz Jevne State Park & Rainy River	road improvements	117,000	
Louis	06/02	69-661-14	CSAH	CSAH 61 & 33; construction of McQuade Road Small Craft Harbor	road improvements	1,000,000	

Supplement to a previous allocation

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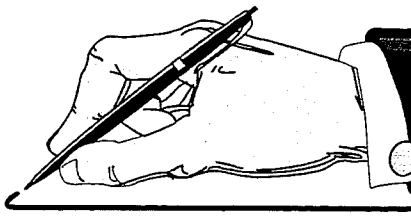

NOTES and COMMENTS

REFERENCE MATERIAL

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

Inflated Gravel Base

The next two 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 gravel base.

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

23-Apr-03

Procedure For Inflating Gravel Base Unit Prices

NO.	COUNTY	1998 COSTS	INFLATED 1998 COSTS (X 1.19)	1999 COSTS	INFLATED 1999 COSTS (X 1.12)	2000 COSTS	INFLATED 2,000 COSTS (X 1.05)	2001 COSTS	INFLATED 2,001 COSTS (X 1.00)	2002 COSTS	TOTAL 1998-2002 INFLATED COSTS	TOTAL 1998-2002 QUANTITY	1998-2002 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
9	Carlton	$140,974	$167,759	$776,875	$870,100	$186,340	$195,657	$148,324	$148,324	$424,389	$1,806,229	358,462	$5.04	Carlton
16	Cook	31,344	37,299	0	0	41,785	43,874	110,358	110,358	0	191,531	25,759	7.44	Cook
31	Itasca	408,350	485,937	357,894	400,841	357,258	375,121	32,280	32,280	746,061	2,040,240	408,189	5.00	Itasca
36	Koochiching	196,101	233,360	0	0	937,448	984,320	202,241	202,241	298,872	1,718,793	239,853	7.17	Koochiching
38	Lake	213,525	254,095	110,880	124,186	928,151	974,559	1,348,202	1,348,202	0	2,701,042	564,936	4.78	Lake
58	Pine	304,154	361,943	268,127	300,302	288,624	303,055	240,163	240,163	508,501	1,713,964	316,782	5.41	Pine
69	St. Louis	1,309,622	1,558,450	350,091	392,102	833,534	875,211	305,563	305,563	1,281,473	4,412,799	867,904	5.08	St. Louis
	District 1 Totals	**2,604,070**	**3,098,843**	**1,863,867**	**2,087,531**	**3,573,140**	**3,751,797**	**2,387,131**	**2,387,131**	**3,259,296**	**14,584,598**	**2,781,885**	**5.24**	**District 1 Totals**
4	Beltrami	0	0	198,748	222,598	7,350	7,718	40,185	40,185	279,117	549,618	99,624	5.52	Beltrami
15	Clearwater	381,164	453,585	86,496	96,876	0	0	14,400	14,400	184,634	749,495	173,967	4.31	Clearwater
29	Hubbard	126,200	150,178	599,608	671,561	128,910	135,356	125,132	125,132	245,385	1,327,612	281,912	4.71	Hubbard
35	Kittson	239,289	284,754	193,260	216,451	225,189	236,448	390,341	390,341	667,994	1,795,988	276,134	6.50	Kittson
39	Lake of the Woods	0	0	18,188	20,371	0	0	11,520	11,520	12,488	44,379	5,175	8.58	Lake of the Woods
45	Marshall	104,625	124,504	700,986	785,104	132,405	139,025	524,010	524,010	1,481,874	3,054,517	660,292	4.63	Marshall
54	Norman	142,158	169,168	22,800	25,536	15,445	16,217	118,321	118,321	179,023	508,265	86,103	5.90	Norman
57	Pennington	375,051	446,311	227,100	254,352	105,105	110,360	161,333	161,333	296,690	1,269,046	283,259	4.48	Pennington
60	Polk	560,086	666,502	623,615	698,449	732,393	769,013	459,445	459,445	505,665	3,099,074	571,695	5.42	Polk
63	Red Lake	189,120	225,053	229,343	256,864	0	0	66,228	66,228	350,900	899,045	167,160	5.38	Red Lake
68	Roseau	0	0	906,987	1,015,825	544,474	571,698	98,943	98,943	195,889	1,882,355	420,678	4.47	Roseau
	District 2 Totals	**2,117,693**	**2,520,055**	**3,807,131**	**4,263,987**	**1,891,271**	**1,985,835**	**2,009,858**	**2,009,858**	**4,399,659**	**15,179,394**	**3,026,199**	**5.02**	**District 2 Totals**
1	Aitkin	429,382	510,965	24,079	26,968	145,828	153,119	731,227	731,227	321,410	1,743,689	286,065	6.10	Aitkin
5	Benton	201,106	239,316	247,590	277,301	300,717	315,753	104,900	104,900	237,120	1,174,390	200,845	5.85	Benton
11	Cass	720,358	857,226	158,195	177,178	360,414	378,435	420,333	420,333	409,612	2,242,784	426,454	5.26	Cass
18	Crow Wing	121,280	144,323	152,581	170,891	412,159	432,767	182,235	182,235	205,036	1,135,252	195,837	5.80	Crow Wing
30	Isanti	149,902	178,383	409,817	458,995	244,276	256,490	373,428	373,428	229,436	1,496,732	220,878	6.78	Isanti
33	Kanabec	323,730	385,239	505,444	566,097	348,080	365,484	105,715	105,715	160,347	1,582,882	354,152	4.47	Kanabec
48	Mille Lacs	231,196	275,123	0	0	290,772	305,311	132,693	132,693	212,106	925,233	149,149	6.20	Mille Lacs
49	Morrison	322,669	383,976	3,852	4,314	256,500	269,325	73,645	73,645	11,070	742,330	199,795	3.72	Morrison
71	Sherburne	116,914	139,128	102,416	114,706	363,540	381,717	109,066	109,066	132,100	876,717	127,324	6.89	Sherburne
73	Stearns	109,458	130,255	385,572	431,841	787,200	626,560	515,689	515,689	244,960	2,149,305	408,406	5.26	Stearns
77	Todd	27,888	33,187	157,855	176,798	10,250	10,762	48,447	48,447	173,500	442,694	103,407	4.28	Todd
80	Wadena	89,849	106,920	107,818	120,756	457,789	480,678	231,660	231,660	164,499	1,104,513	237,224	4.66	Wadena
86	Wright	262,366	312,216	316,481	354,459	529,812	556,303	243,532	243,532	91,570	1,558,080	228,908	6.81	Wright
	District 3 Totals	**3,106,098**	**3,696,257**	**2,571,700**	**2,880,304**	**4,507,337**	**4,732,704**	**3,272,570**	**3,272,570**	**2,592,766**	**17,174,601**	**3,138,444**	**5.47**	**District 3 Totals**
3	Becker	167,563	199,400	72,516	81,218	208,034	218,436	798,603	798,603	63,146	1,360,803	301,969	4.51	Becker
6	Big Stone	40,086	47,702	175,756	196,847	173,254	181,917	131,543	131,543	222,837	780,846	149,872	5.21	Big Stone
14	Clay	34,333	40,856	134,483	150,621	186,161	195,469	178,797	178,797	245,178	810,921	122,626	6.61	Clay
21	Douglas	184,764	219,869	413,485	463,103	276,226	290,037	473,323	473,323	289,721	1,736,053	423,477	4.10	Douglas
26	Grant	0	0	179,680	201,242	0	0	494,500	494,500	0	695,742	162,612	4.28	Grant
44	Mahnomen	111,224	132,357	249,251	279,161	0	0	39,900	39,900	0	451,418	74,202	6.08	Mahnomen
56	Otter Tail	325,782	387,681	525,855	588,958	516,433	542,255	628,676	628,676	293,322	2,440,892	575,091	4.24	Otter Tail
61	Pope	320,146	380,974	297,693	333,416	394,026	413,727	263,132	263,132	115,905	1,507,154	347,696	4.33	Pope
75	Stevens	6,028	7,173	249,140	279,037	44,598	46,828	309,950	309,950	134,044	777,032	168,803	4.60	Stevens
76	Swift	0	0	104,978	117,575	0	0	36,770	36,770	223,022	377,367	78,798	4.79	Swift
78	Traverse	0	0	68,088	76,259	9,304	9,769	0	0	30,685	116,713	21,091	5.53	Traverse
84	Wilkin	5,957	7,089	74,526	83,469	593,340	623,007	0	0	88,800	802,365	116,841	6.87	Wilkin
	District 4 Totals	**1,195,883**	**1,423,101**	**2,545,451**	**2,850,906**	**2,401,376**	**2,521,445**	**3,355,194**	**3,355,194**	**1,706,660**	**11,857,306**	**2,543,078**	**4.66**	**District 4 Totals**
2	Anoka	184,834	219,952	838,850	939,512	394,011	413,712	424,891	424,891	474,575	2,472,642	293,876	8.41	Anoka
10	Carver	170,142	202,469	421,971	472,608	230,178	241,687	58,275	58,275	470,421	1,445,460	205,608	7.03	Carver
27	Hennepin	208,589	248,221	79,686	89,248	831,486	873,060	1,226,726	1,226,726	269,932	2,707,187	336,277	8.05	Hennepin
70	Scott	495,009	589,061	275,907	309,016	161,420	169,491	348,206	348,206	1,480,290	2,896,064	378,437	7.65	Scott
	District 5 Totals	**1,058,574**	**1,259,703**	**1,616,414**	**1,810,384**	**1,617,095**	**1,697,950**	**2,058,098**	**2,058,098**	**2,695,218**	**9,521,353**	**1,214,198**	**7.84**	**District 5 Totals**

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

23-Apr-03

Procedure For Inflating Gravel Base Unit Prices

NO.	COUNTY	1998 COSTS	INFLATED 1998 COSTS (X 1.19)	1999 COSTS	INFLATED 1999 COSTS (X 1.12)	2000 COSTS	INFLATED 2,000 COSTS (X 1.05)	2001 COSTS	INFLATED 2,001 COSTS (X 1.00)	2002 COSTS	TOTAL 1998-2002 INFLATED COSTS	TOTAL 1998-2002 QUANTITY	1998-2002 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
20	Dodge	74,562	88,729	94,039	105,324	300,757	315,795	251,797	251,797	187,248	948,893	115,789	8.20	Dodge
23	Fillmore	433,256	515,575	238,796	267,452	415,082	435,836	628,304	628,304	178,887	2,026,054	269,756	7.51	Fillmore
24	Freeborn	148,663	176,909	137,710	154,235	181,007	190,057	104,288	104,288	0	625,489	97,834	6.39	Freeborn
25	Goodhue	660,801	786,353	161,911	181,340	624,505	655,730	182,422	182,422	165,060	1,970,905	325,644	6.05	Goodhue
28	Houston	99,378	118,260	67,927	76,078	0	0	390,025	390,025	0	584,363	107,512	5.44	Houston
50	Mower	490,589	583,801	51,774	57,987	511,020	536,571	904,920	904,920	525,820	2,609,099	295,677	8.82	Mower
55	Olmsted	115,534	137,485	242,551	271,657	47,001	49,351	292,042	292,042	360,794	1,111,329	139,423	7.97	Olmsted
66	Rice	286,631	341,091	123,174	137,955	13,095	13,750	0	0	53,445	546,241	108,160	5.05	Rice
74	Steele	144,623	172,101	1,037	1,161	0	0	95,341	95,341	807,901	1,076,504	165,846	6.49	Steele
79	Wabasha	171,537	204,129	78,667	88,107	169,924	178,420	210,776	210,776	322,530	1,003,962	147,911	6.79	Wabasha
85	Winona	278,646	331,589	293,342	328,543	266,441	279,763	286,876	286,876	74,545	1,301,316	159,759	8.15	Winona
	District 6 Totals	**2,904,220**	**3,456,022**	**1,490,928**	**1,669,839**	**2,528,832**	**2,655,273**	**3,346,791**	**3,346,791**	**2,676,230**	**13,804,155**	**1,933,311**	**7.14**	**District 6 Totals**
7	Blue Earth	193,718	230,524	175,751	196,841	441,110	463,166	138,553	138,553	231,649	1,260,733	184,732	6.82	Blue Earth
8	Brown	79,450	94,546	4,413	4,943	92,792	97,432	27,048	27,048	11,789	235,758	31,831	7.41	Brown
17	Cottonwood	48,621	57,859	134,700	150,864	204,558	214,786	0	0	224,541	648,050	117,049	5.54	Cottonwood
22	Faribault	379,686	451,826	19,950	22,344	251,981	264,580	828,113	828,113	28,188	1,595,051	176,680	9.03	Faribault
32	Jackson	121,254	144,292	0	0	17,719	18,605	26,042	26,042	0	188,939	24,313	7.77	Jackson
40	Le Sueur	191,830	228,278	308,434	345,446	341,260	358,323	211,300	211,300	106,145	1,249,492	206,361	6.05	Le Sueur
46	Martin	11,125	13,239	255,732	286,420	34,837	36,579	0	0	236,005	572,243	77,527	7.38	Martin
52	Nicollet	6,440	7,664	269,280	301,594	202,343	212,460	79,400	79,400	93,015	694,133	103,697	6.69	Nicollet
53	Nobles	219,225	260,878	70,406	78,855	131,397	137,967	82,440	82,440	0	560,140	67,577	8.29	Nobles
67	Rock	76,451	90,977	28,440	31,853	0	0	212,003	212,003	35,250	370,083	74,453	4.97	Rock
72	Sibley	0	0	0	0	0	0	0	0	0	0	0	0.00	Sibley
81	Waseca	43,275	51,497	101,312	113,469	52,187	54,796	0	0	0	219,762	35,399	6.21	Waseca
83	Watonwan	25,774	30,671	3,588	4,019	79,360	83,328	309,978	309,978	0	427,996	63,581	6.73	Watonwan
	District 7 Totals	**1,396,849**	**1,662,251**	**1,372,006**	**1,536,648**	**1,849,544**	**1,942,022**	**1,914,877**	**1,914,877**	**966,582**	**8,022,380**	**1,163,200**	**6.90**	**District 7 Totals**
12	Chippewa	5,550	6,605	28,339	31,740	91,035	95,587	21,250	21,250	42,340	197,522	30,195	6.54	Chippewa
34	Kandiyohi	308,339	366,923	123,390	138,197	32,725	34,361	252,712	252,712	564,321	1,356,514	250,876	5.41	Kandiyohi
37	Lac Qui Parle	0	0	97,502	109,202	0	0	225,057	225,057	241,760	576,019	97,887	5.88	Lac Qui Parle
41	Lincoln	501,580	596,880	0	0	1,680	1,764	274,785	274,785	233,800	1,107,229	202,429	5.47	Lincoln
42	Lyon	114,202	135,900	445,024	498,427	173,931	182,628	0	0	590,552	1,407,507	246,331	5.71	Lyon
43	Mc Leod	85,084	101,250	246,023	275,546	48,990	51,440	1,004,908	1,004,908	74,620	1,507,764	202,577	7.44	Mc Leod
47	Meeker	145,779	173,477	47,433	53,125	333,138	349,795	512,608	512,608	39,410	1,128,415	235,260	4.80	Meeker
51	Murray	644,865	767,389	327,432	366,724	204,250	214,462	464,300	464,300	440,360	2,253,235	456,424	4.94	Murray
59	Pipestone	76,827	91,424	392,219	439,285	346,315	363,631	282,034	282,034	378,204	1,554,578	321,896	4.83	Pipestone
64	Redwood	149,214	177,565	113,622	127,257	93,522	98,198	184,479	184,479	41,370	628,869	121,119	5.19	Redwood
65	Renville	30,599	36,413	138,584	155,214	161,639	169,721	74,822	74,822	333,344	769,514	143,272	5.37	Renville
87	Yellow Medicine	278,349	331,235	0	0	184,198	193,408	372,398	372,398	317,355	1,214,396	205,092	5.92	Yellow Medicine
	District 8 Totals	**2,340,388**	**2,785,061**	**1,959,568**	**2,194,717**	**1,671,423**	**1,754,995**	**3,669,353**	**3,669,353**	**3,297,436**	**13,701,562**	**2,513,358**	**5.45**	**District 8 Totals**
13	Chisago	0	0	370,278	414,711	527,591	553,971	322,898	322,898	253,326	1,544,906	193,627	7.98	Chisago
19	Dakota	278,133	330,978	323,386	362,192	2,856,438	2,999,260	454,888	454,888	146,753	4,294,071	664,127	6.47	Dakota
62	Ramsey	158,018	188,041	65,003	72,803	251,534	264,111	102,225	102,225	629,542	1,256,722	138,994	9.04	Ramsey
82	Washington	82,199	97,817	137,971	154,528	325,283	341,547	40,577	40,577	65,354	699,823	92,038	7.60	Washington
	District 9 Totals	**518,350**	**616,836**	**896,638**	**1,004,234**	**3,960,846**	**4,158,889**	**920,588**	**920,588**	**1,094,975**	**7,795,522**	**1,088,786**	**7.16**	**District 9 Totals**
	STATE TOTALS	**17,242,125**	**20,518,129**	**18,123,703**	**20,298,550**	**24,000,864**	**25,200,910**	**22,934,460**	**22,934,460**	**22,688,822**	**$111,640,871**	**19,402,459**	**$5.75**	**STATE TOTALS**

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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 2003 CSAH Needs Study Gravel Base Unit Prices for those counties who do not have at least 50,000 tons of gravel base material in their five-year average Unit Price Study.

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2003 COUNTY SCREENING BOARD DATA

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

District 1	TONS (1,000)		INFLATED UNIT PRICE			
COOK	26	X	7.44	=	193.44	
Surrounding	24	X	$4.78	=	114.72	
	50				308.16	= $6.16

Surrounding Counties -	Inflated Cost	-	Quantity		
Lake	$2,701,042	-	564,936		
	$2,701,042		564,936	=	$4.78

District 2	TONS (1,000)		INFLATED UNIT PRICE			
LAKE OF THE WOODS	5	X	8.58	=	42.90	
Surrounding	45	X	5.46	=	245.70	
	50				288.60	= $5.77

Surrounding Counties -	Inflated Cost	-	Quantity		
Roseau	$1,882,355	-	420,678		
Beltrami	549,618	-	99,624		
Koochiching	1,718,793	-	239,853		
	$4,150,766		760,155	=	$5.46

District 4	TONS (1,000)		INFLATED UNIT PRICE			
TRAVERSE	21	X	5.53	=	116.13	
Surrounding	29	X	5.11	=	148.19	
	50				264.32	= $5.29

Surrounding Counties -	Inflated Cost	-	Quantity		
Wilkin	$802,365	-	116,841		
Grant	695,742	-	162,612		
Stevens	777,032	-	168,803		
Big Stone	780,846	-	149,872		
	$3,055,985		598,128	=	$5.11

2003 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	32	X	7.41	=	237.12	
Surrounding	18	X	6.04	=	108.72	
	50				345.84	= $6.92

Surrounding Counties -	Inflated Cost		Quantity
Cottonwood	$648,050	-	117,049
Watonwan	427,996	-	63,581
Blue Earth	1,260,733	-	184,732
Nicollett	694,133	-	103,697
Renville	769,514	-	143,272
Redwood	628,869	-	121,119
	$4,429,295		733,450 = $6.04

District 7	TONS (1,000)		INFLATED UNIT PRICE			
JACKSON	24	X	7.77	=	186.48	
Surrounding	26	X	5.70	=	148.20	
	50				334.68	= $6.69

Surrounding Counties -	Inflated Cost		Quantity
Nobles	$560,140	-	67,577
Murray	2,253,235	-	456,424
Cottonwood	648,050	-	117,049
Watonwan	427,996	-	63,581
Martin	572,243	-	77,527
	$4,461,664		782,158 = $5.70

District 7	TONS (1,000)		INFLATED UNIT PRICE			
SIBLEY	0	X	0.00	=	0.00	
Surrounding	50	X	6.91	=	345.50	
	50				345.50	= $6.91

Surrounding Counties -	Inflated Cost		Quantity
LeSueur	$1,249,492	-	206,361
Nicollet	694,133	-	103,697
McLeod	1,507,764	-	202,577
Carver	1,445,460	-	205,608
Scott	2,896,064	-	378,437
Renville	769,514	-	143,272
	$8,562,427		1,239,952 = $6.91

2003 COUNTY SCREENING BOARD DATA

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

District 7	TONS (1,000)		INFLATED UNIT PRICE			
WASECA	35	X	6.21	=	217.35	
Surrounding	15	X	6.76	=	101.40	
	50				318.75	= $6.38

Surrounding Counties -	Inflated Cost		Quantity
Faribault	$1,595,051	-	176,680
Freeborn	625,489	-	97,834
Steele	1,076,504	-	165,846
Rice	546,241	-	108,160
Le Sueur	1,249,492	-	206,361
Blue Earth	1,260,733	-	184,732
	$6,353,510		939,613 = $6.76

District 8	TONS (1,000)		INFLATED UNIT PRICE			
CHIPPEWA	30	X	6.54	=	196.20	
Surrounding	20	X	5.48	=	109.60	
	50				305.80	= $6.12

Surrounding Counties -	Inflated Cost		Quantity
Renville	$769,514	-	143,272
Kandiyohi	1,356,514	-	250,876
Swift	377,367	-	78,798
Big Stone	780,846	-	149,872
Lac Qui Parle	576,019	-	97,887
Yellow Medicine	1,214,396	-	205,092
	$5,074,656		925,797 = $5.48

Minnesota Department of Transportation

Memo

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

Date: March 21, 2003

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

From: Mike Leuer MAL
State Aid Hydraulic Technician

Phone: (651) 747-2167

Subject: State Aid Storm Sewer
Construction Costs for 2002

We have completed our analysis of storm sewer construction costs incurred for 2002 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $257,375 for new construction, and
- Approximately $82,700 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 131 plans for 2002.

CC: J. L. Boynton

STATE OF MINNESOTA
OFFICE MEMORANDUM

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

March 25, 2003

TO: Marshall Johnson
Needs Unit – State Aid

FROM: Susan H. Aylesworth
Director, Rail Administration Section

PHONE: 6-2472

SUBJECT: Projected Railroad Grade Crossing Improvements – Cost for 2003

We have projected 2003 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

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

2002 Bridge Construction Projects

After compiling the information received from the Mn/DOT Bridge Office and the State Aid Bridge Office at Oakdale, these are the average costs arrived at for 2002. 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.

N:CSAH\Books\Spring 2003\Bridge Projects 2003.xls

BRIDGES LET IN CALENDAR YEAR 2002

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER		LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
7546	SAP	07-653-005	59.31	2,537	$195,547	77
7575	SAP	07-620-016	62.25	2,697	244,217	91
8541	SAP	08-602-013	103.67	4,492	278,337	62
8542	SAP	08-602-014	121.65	5,246	299,986	57
9525	SP	09-602-013	93.38	3,999	320,021	80
10538	SAP	10-597-003	103.42	4,017	779,642	194
11522	SAP	11-598-004	74.90	2,625	211,885	81
11520	SAP	11-606-008	59.25	2,301	193,322	84
11421	SAP	11-607-009	84.67	3,655	234,223	64
14536	SAP	14-598-031	90.67	3,185	238,113	75
20555	SP	20-599-085	113.48	4,407	319,568	73
20554	SAP	20-599-086	68.25	2,108	178,614	85
22597	SP	22-598-005	65.90	2,328	195,343	84
22594	SP	22-599-069	80.89	2,835	188,176	66
24537	SAP	24-615-003	82.25	2,870	240,086	84
24539	SAP	24-617-015	66.58	2,613	234,615	90
24538	SAP	24-625-022	97.25	3,783	313,275	83
25599	SAP	25-599-077	100.75	3,131	256,663	82
28529	SAP	28-599-055	97.25	3,395	239,808	71
29523	SP	29-639-010	80.67	2,835	268,573	95
30512	SAP	30-613-009	41.21	1,593	142,645	90
37548	SAP	37-598-015	119.50	4,222	253,222	60
42558	SAP	42-599-131	93.50	2,914	213,425	73
42557	SAP	42-602-031	96.50	4,128	324,734	79
43543	SAP	43-598-009	98.83	4,653	343,668	74
43542	SAP	43-599-022	141.54	4,970	300,088	60
43541	SAP	43-599-023	109.58	3,850	267,750	70
45562	SAP	45-599-128	74.54	2,325	221,552	95
50583	SP	50-090-002	122.40	1,464	234,216	160
51529	SP	51-599-072	93.50	2,914	189,430	65
54547	SAP	54-608-005	68.30	2,139	266,795	125
56531	SAP	56-610-010	99.00	4,613	326,734	71
58542	SAP	58-599-030	73.00	2,482	264,131	106
58545	SAP	58-607-018	40.75	1,763	240,951	137
61511	SAP	61-603-025	74.30	3,108	213,213	69
67550	SP	67-599-063	73.50	2,294	184,359	80
67544	SP	67-604-016	112.50	5,325	330,456	62
68532	SAP	68-599-074	71.60	2,232	236,061	106
69638	SP	69-623-029	36.00	1,512	169,228	112
71524	SAP	71-599-001	122.67	3,843	304,205	79
71523	SAP	71-599-004	107.00	3,317	256,688	77
72537	SAP	72-599-043	103.50	3,224	212,787	66
83526	SAP	83-599-058	87.67	3,080	215,199	70
85545	SP	85-597-003	105.50	3,710	249,577	67
85546	SP	85-599-012	129.50	4,030	319,828	79
85544	SP	85-599-020	132.61	4,662	414,813	89
87576	SAP	87-599-097	91.75	3,220	202,140	63
56532	SP	126-104-004	130.00	10,660	973,587	91
42552	SP	139-129-001	134.31	6,298	476,614	76
27R07	TH		59.39	3,423	346,178	101
11010	TH		74.67	3,833	242,682	63
69122	TH		78.33	7,828	723,504	92
82029	TH		103.51	12,475	1,476,041	118
68006	TH		118.50	5,135	393,377	77
69022	TH		118.67	5,439	344,139	63
85025	TH		122.25	5,297	399,272	75
69124	TH		129.83	3,895	714,203	183
82863	TH		131.58	8,697	636,158	73
82864	TH		131.58	8,525	651,556	76
82857	TH		135.89	13,638	862,587	63
82858	TH		135.89	13,820	929,037	67
82035	TH		141.17	5,038	469,810	93
53007	TH		142.00	6,437	492,813	77
82030	TH		144.27	26,049	3,346,987	128
State Aid Projects				169,604	$13,778,110	$81
Trunk Hwy Projects				129,529	$12,028,344	$93
TOTALS				299,133	$25,806,454	$86

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BRIDGES LET IN CALENDAR YEAR 2002

BRIDGE LENGTH 150-499 FEET

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
2566	SP	02-652-003	233.60	23,067	$2,137,859	93
5533	SAP	05-598-018	441.40	17,199	1,389,198	81
11519	SP	11-090-002	242.26	2,904	182,456	63
14538	SAP	14-598-032	217.50	7,848	494,710	63
14537	SP	14-618-008	390.33	18,476	1,234,259	67
22591	SP	22-616-014	178.00	10,680	739,606	69
31545	SAP	31-598-013	156.70	5,495	399,989	73
55565	SP	55-598-048	172.83	6,798	530,565	78
60546	SAP	60-599-173	217.50	7,848	644,624	82
64569	SP	64-606-025	172.20	6,708	464,497	69
87575	SP	87-643-002	163.23	6,683	537,816	80
27A63	SP	98-080-002	347.40	19,524	1,322,416	68
27A70	SP	141-080-025	274.70	15,400	2,305,646	150
27A95	SAP	155-165-007	209.77	15,540	1,640,124	106
62900	TH		150.46	17,007	1,361,815	80
34029	TH		160.17	17,351	1,640,118	95
4022	TH		197.91	9,386	1,550,860	165
4024	TH		199.61	6,943	1,345,106	194
74829	TH		200.08	14,539	1,348,427	93
28014	TH		205.00	10,489	710,351	68
34027	TH		213.29	9,669	817,734	85
40007	TH		221.33	16,674	1,124,216	67
71015	TH		225.08	18,982	1,306,597	69
69123	TH		228.90	10,377	1,364,364	131
30002	TH		229.29	11,603	859,287	74
34028	TH		230.13	14,114	920,611	65
5016	TH		232.75	18,193	1,131,962	62
71013	TH		233.38	20,615	1,234,186	60
27V35	TH		241.58	25,477	2,105,059	83
82865	TH		265.19	27,157	2,741,181	101
82036	TH		272.31	9,472	1,013,342	107
18006	TH		277.62	31,517	2,043,231	65
82031	TH		291.96	34,789	3,627,316	104
28012	TH		320.98	29,316	2,501,747	85
23022	TH		348.25	20,315	1,599,441	79
28015	TH		399.00	20,416	1,209,407	59
28016	TH		426.88	21,842	1,259,292	58
62901	TH		440.79	46,349	5,143,596	111
69038	TH		466.34	17,245	2,432,727	141
62915	TH		498.04	23,541	1,255,800	53
State Aid Projects				164,170	$14,023,765	$85
Trunk Hwy Projects				503,378	$43,647,773	$87
TOTALS				667,548	$57,671,538	$86

BRIDGES LET IN CALENDAR YEAR 2002

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	53,980	$3,436,322	$64
27A71	SP	116-090-001	814.27	12,215	1,313,837	108
82037	TH		566.93	18,600	1,898,597	102
82859	TH		655.35	54,691	3,174,266	58
82860	TH		668.18	44,100	3,398,819	77
69121	TH		847.83	43,522	3,734,572	86
2015	TH		962.41	100,417	3,770,281	38
82855	TH		1891.83	169,478	25,650,720	151
82856	TH		1891.83	194,213	30,062,371	155
82034	TH		VAR	50,676	5,941,340	117
State Aid Projects				66,195	$4,750,159	$72
Truck Hwy Projects				675,697	$77,630,966	$115
TOTALS				741,892	$82,381,125	$111

BRIDGES LET IN CALENDAR YEAR 2002

Railroad Bridges

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

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2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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, 2003 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. 2003 Apport. Loss*
Carver	10-631-09	Design Speed	$91,660	$1,915
Houston	28-625-15	Design Speed	$62,870	$1,313
Steele	74-645-19	Design Speed	$39,530	$826
Yellow Medicine	87-644-03	Design Speed	$277,770	$5,803
Total			$471,830	$ 9,857

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

* Based on $20.89 earning factor for each $1,000 of 25 year money needs.

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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
Total 2002 Advance/Repaid in 2003 - $19,087,503

2003 SUMMARY TO DATE

County	$'s Reserved by Resolution	$'s Actually Advanced
Anoka	$2,709,490	$181,733
Cass	2,566,527	0
Clearwater	880,000	0
Crow Wing	1,000,000	0
Fairbault	515,881	97,443
Freeborn	900,000	0
Hubbard	1,400,000	182,926
Lyon	1,434,278	0
Nicollet	500,000	0
Olmsted	2,757,334	0
Pope	1,191,666	0
Sibley	1,168,600	0
Stearns	2,744,201	0
Wabasha	500,000	0
Wadena	500,000	55,876
Waseca	1,131,218	1,131,218
TOTAL	$21,899,195	$1,649,196

Note: The maximum dollar amount of State Aid advances which can be made in 2003 is $80,609,049

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2003 COUNTY SCREENING BOARD DATA
JUNE, 2003

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, Minerological & 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 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 2001Commitment	$2,224,326
CY 2001 Funds not Committed to Date	**$476**

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

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

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

2003 COUNTY SCREENING BOARD DATA
JUNE, 2003

Local Road Research Board Projects for Calendar Year 2003

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

***Italicized* = Anticipated**

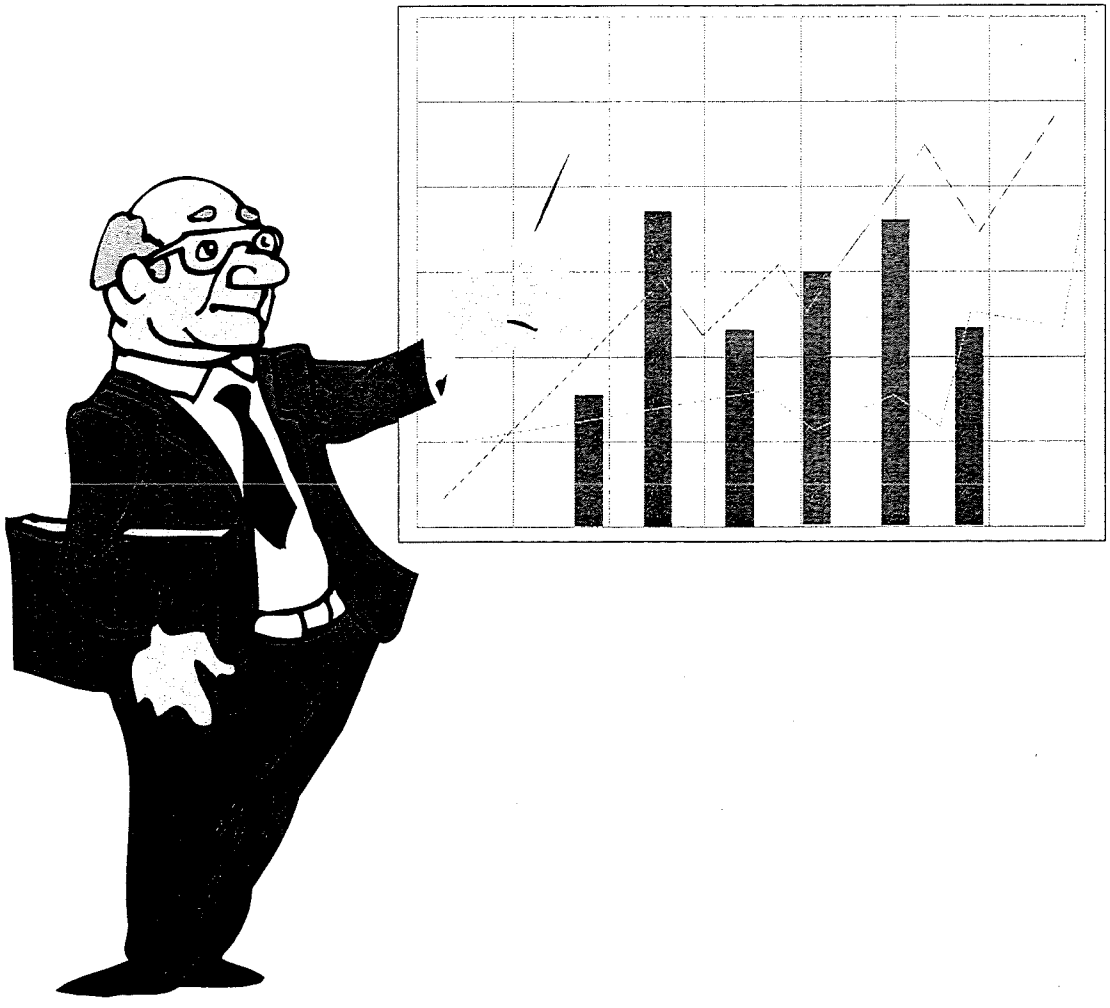
Bold = Funding Approved or New Project in C.Y. 2003 Program

Budget Summary C.Y. 2003

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

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

Design Chart Changes



COUNTY STATE AID RURAL DESIGN QUANTITY TABLE

(Quantities Based On A One Mile Section)

PROJECT ACT	DESIGN DATA	SOIL FACTOR	CLASS 5 GRAVEL BASE DEPTH (inches)	#2211 CLASS 5 GRAVEL BASE QUANTITY (tons)	#2350 BIT. BASE (tons)	#2350 INITIAL SURFACE (tons)	#2350 ADDITIONAL SURFACE (tons)	#2221 GRAVEL SHOULDER (tons)	#2221 GRAVEL RE SHOULDER (tons)
1-49	24 x 24 2 - Lane					#2118 Gravel 6" - 5,415	#2118 Gravel 3" - 2,321		
50 - 149	28 X 28 2 - lane					#2118 Gravel 6" - 5,415	#2118 Gravel 3" - 2,707		
150 - 399	24 x 32 9 Ton 2 - Lane	50 75 100 130	3.00" 6.75" 10.25" 13.25"	3,384 7,886 12,361 16,406	1,164 1-1/2"	1,164 1-1/2"	1,552 2"	766	510
399 - 1499	24 X 32 9 Ton 2 - Lane	50 75 100 130	4.00" 7.00" 10.75" 16.00"	4,598 8,272 13,137 20,455	1,552 2"	1,164 1-1/2"	1,552 2"	1,023	468
1500 & Over Collectors	24 X 36 10 Ton 2 - Lane	50 75 100 130	9.25" 13.75" 18.25" 23.50"	12,944 19,905 27,302 36,482	2,717 3-1/2"	2,328 3"	1,552 2"	2,937	723
1500 & Over Arterials	24 X 40 10 Ton 2 - Lane	50 75 100 130	9.25" 13.75" 18.25" 23.50"	14,136 21,678 29,655 39,511	2,717 3-1/2"	2,328 3"	1,552 2"	3,806	978
10,000 & Over	48 X 84 10 Ton 4 - Lane	50 75 100 130	11.00" 16.25" 21.50" 27.50"	35,453 54,207 74,145 98,382	5,433 3-1/2"	4,657 3"	3,150 2"	8,363	2,212

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

COUNTY STATE AID URBAN DESIGN QUANTITY TABLE
(Quantities Based On A One Mile Section)

PROJECTED ADT DESIGN DATA 10 Ton	SOIL TYPE	CLASS 5 GRAVEL BASE DEPTH (inches)	#2211 CLASS 5 GRAVEL BASE QUANTITY (Tons)	#2350 BIT. BASE (Tons)	#2350 INITIAL SURFACE (Tons)	#2350 ADDITIONAL SURFACE (Tons)
Proj. ADT 1 & Over	50	9 25"	15,581	4,641	3,978	2,652
44 Feet	75	13 75"	22,953	3.5"	3"	2"
2 - 12' Traffic Lanes	100	18.25"	30,380			
2 - 10' Parking Lanes	130	23.50"	39,112			
Proj. ADT 7,000 & Over	50	11.00"	26,951	7,357	6,306	4,204
68 Feet	75	16.25"	39,642	3.5"	3"	2"
4 - 12' Traffic Lanes	100	21.50"	52,407			
2 - 10' Parking	130	27.50"	67,087			

- 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 biuminous material assumed spec. 2350

ROADWAY WIDTH GUIDE FOR PROPOSED URBAN DESIGN SEGMENTS

Proj ADT	No. of Through Lanes	No Parking Both Sides	Parking One Side	Parking Both Sides
0 - 6,999	2 Lanes	28' (2-12-12-2)	36' (10-12-12-2)	44' (10-12-12-10)
7,000 - Over	4 Lanes	56' (4-12-12-12-12-4)	62' (10-12-12-12-12-4)	68' (10-12-12-12-12-10)
20,000 - Over	6 Lanes	80' (4-12-12-12-12-12-12-4)		

Bridge widths (Rail-to-Rail) - add 2 feet wider than roadway curb-to-curb width.

FOR PROPOSED DIVIDED ROADWAYS

1. For segments with complete needs, add 6 feet to the diminsions above.
2. For adequate segments with only additional surfacing needs, add 2 feet to the diminsions above.

2003 COUNTY SCREENING BOARD DATA

JUNE, 2003

Phase Changes to Rural and Urban Design Table

State Aid will implement the four phase effects on the rural and urban design chart tables for 2003 Needs Study. At this Spring Screening Board Meeting Julie seeks your approval on any of the four addendums.

Along with the design chart changes, there is a housekeeping change that must be completed in the CSAH Resolutions. With concrete 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~~.

Additional consideration and action would be required by the Screening Board, if any of the following addendums are adopted. These addendums were proposed by districts and were reviewed by State Aid and the General Subcommittee. They can be administered and they are consistent with the needs process.

#1) After the Fact Concrete -

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

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, ~~and~~ Wetland Mitigation and Concrete (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.

#2) Safety Net – Needs Restriction 20% Increase or 5% Decrease

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 5 percentage points 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.
See page __ for more explanation from the General Subcommittee.

#3) Bituminous Price Increment – Outstate & Metro

Metro had a proposal to have a separate rural and urban bituminous price because their construction prices were higher than the outstate. Pages 89-91 of the Subcommittee Minutes illustrates the normal and Combined Metro and Outstate increment methods used for Bituminous Prices.

#4) Rural Design Projected ADT 7,000 – allow 4 lanes

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

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

If you choose to have any further studies reviewed by the General Subcommittee they will be presented at the June 2004 Screening Board Meeting.

2003 COUNTY SCREENING BOARD DATA

June, 2003

Possible Comparison Effect of the Basic 2002 to Proposed Basic 2003 Construction Needs

(Used last years figures for normal update, traffic, & bridge)

County	Basic 2002 25-Year Const. Needs	Effect of Normal Update (Last Years Figures)	% Change	Effect of Traffic Update (Last Years Figures)	% Change	Effect of Bridge Update (Last Years Figures)	% Change	Effect of Complete 2003 Unit Price Update	% Change	Effect of Design Chart Phase Effects 1-4 Update	% Change	Proposed Basic 2003 25-Year Const. Needs	Total Change From 2002 Needs	Total % Change
Carlton	$69,067,253	$68,597	0.1%	$0	0.0%	$248,728	0.4%	$1,252,490	1.8%	($522,153)	-0.8%	$70,114,915	$1,047,662	1.5%
Cook	44,685,233	(286,234)	-0.6%	(1,900,788)	-4.3%	59,280	0.1%	2,773,745	6.2%	1,806,882	4.0%	47,136,118	2,450,885	5.5%
Itasca	129,172,062	1,102,162	0.9%	(6,261,591)	-4.8%	5,306,792	4.1%	4,165,561	3.2%	4,596,071	3.6%	138,081,057	8,908,995	6.9%
Koochiching	35,789,727	1,243,852	3.5%	0	0.0%	227,792	0.6%	1,945,895	5.4%	2,820,447	7.9%	42,027,713	6,237,986	17.4%
Lake	64,425,702	(1,851,011)	-2.9%	(126,447)	-0.2%	2,126,392	3.3%	429,713	0.7%	1,204,263	1.9%	66,208,612	1,782,910	2.8%
Pine	122,861,031	3,660,761	3.0%	(1,038,998)	-0.8%	815,344	0.7%	1,829,053	1.5%	4,424,572	3.6%	132,551,763	9,690,732	7.9%
St. Louis	404,259,084	6,401,589	1.6%	0	0.0%	6,023,016	1.5%	6,874,501	1.7%	7,264,450	1.8%	430,822,640	26,563,556	6.6%
District 1 Totals	$870,260,092	$10,337,716	1.2%	($9,327,824)	-1.1%	$14,807,344	1.7%	$19,270,958	2.2%	$21,594,532	2.5%	$926,942,818	$56,682,726	6.5%
Beltrami	90,558,338	299,994	0.3%	0	0.0%	238,736	0.3%	4,411,045	4.9%	837,648	0.9%	96,345,761	5,787,423	6.4%
Clearwater	44,963,209	1,042,926	2.3%	0	0.0%	311,296	0.7%	912,544	2.0%	2,661,893	5.9%	49,891,868	4,928,659	11.0%
Hubbard	52,064,710	(1,025,118)	-2.0%	(515,023)	-1.0%	234,240	0.4%	426,494	0.8%	2,344,897	4.5%	53,530,200	1,465,490	2.8%
Kittson	51,485,396	604,960	1.2%	(268,380)	-0.5%	240,368	0.5%	847,900	1.6%	2,793,531	5.4%	55,703,775	4,218,379	8.2%
Lake of the Woods	23,879,550	(598,579)	-2.5%	0	0.0%	144,528	0.6%	(1,267,844)	-5.3%	1,603,994	6.7%	23,761,649	(117,901)	-0.5%
Marshall	72,195,139	(150,940)	-0.2%	0	0.0%	566,576	0.8%	2,798,500	3.9%	5,489,462	7.6%	80,898,737	8,703,598	12.1%
Norman	49,602,705	(657,923)	-1.3%	0	0.0%	230,656	0.5%	(421,711)	-0.9%	2,646,334	5.3%	51,400,061	1,797,356	3.6%
Pennington	29,557,326	(681,820)	-2.3%	0	0.0%	254,496	0.9%	(73,755)	-0.2%	1,571,278	5.3%	30,627,525	1,070,199	3.6%
Polk	128,531,327	(1,992,630)	-1.6%	(1,180,296)	-0.9%	354,368	0.3%	(2,881,268)	-2.2%	6,378,487	5.0%	129,209,988	678,661	0.5%
Red Lake	25,495,190	(1,724,581)	-6.8%	0	0.0%	98,672	0.4%	1,188,024	4.7%	1,318,910	5.2%	26,376,215	881,025	3.5%
Roseau	55,068,400	348,729	0.6%	(67,432)	-0.1%	459,888	0.8%	2,178,937	4.0%	4,032,411	7.3%	62,020,933	6,952,533	12.6%
District 2 Totals	$623,401,290	($4,534,982)	-0.7%	($2,031,131)	-0.3%	$3,133,824	0.5%	$8,118,866	1.3%	$31,678,845	5.1%	$659,766,712	$36,365,422	5.8%
Aitkin	58,699,417	(859,197)	-1.5%	0	0.0%	638,168	1.1%	2,897,608	4.9%	2,351,783	4.0%	63,727,779	5,028,362	8.6%
Benton	33,398,520	233,016	0.7%	0	0.0%	153,968	0.5%	1,490,865	4.5%	1,046,741	3.1%	36,323,110	2,924,590	8.8%
Cass	84,022,111	536,275	0.6%	3,552,274	4.2%	378,640	0.5%	732,522	0.9%	2,726,192	3.2%	91,948,014	7,925,903	9.4%
Crow Wing	80,748,013	5,099,358	6.3%	2,655,208	3.3%	146,480	0.2%	3,649,632	4.5%	(2,429,866)	-3.0%	89,868,825	9,120,812	11.3%
Isanti	38,524,766	(1,580,921)	-4.1%	0	0.0%	91,536	0.2%	2,139,726	5.6%	1,174,039	3.0%	40,349,146	1,824,380	4.7%
Kanabec	31,444,242	1,049,575	3.3%	0	0.0%	156,560	0.5%	894,604	2.8%	1,060,556	3.4%	34,605,537	3,161,295	10.1%
Mille Lacs	53,464,485	418,666	0.8%	0	0.0%	351,456	0.7%	3,247,018	6.1%	1,348,884	2.5%	58,830,509	5,366,024	10.0%
Morrison	73,507,991	(508,576)	-0.7%	(296,997)	-0.4%	196,208	0.3%	2,100,507	2.9%	3,439,818	4.7%	78,438,951	4,930,960	6.7%
Sherburne	41,436,010	1,028,344	2.5%	0	0.0%	294,448	0.7%	1,285,420	3.1%	(1,993,851)	-4.8%	42,050,371	614,361	1.5%
Stearns	140,251,309	(145,175)	-0.1%	0	0.0%	614,420	0.4%	3,513,589	2.5%	423,913	0.3%	144,657,056	4,405,747	3.1%
Todd	46,557,693	(599,764)	-1.3%	389,991	0.8%	303,520	0.7%	2,100,886	4.5%	2,903,530	6.2%	51,655,856	5,098,163	11.0%
Wadena	30,705,241	(185,557)	-0.6%	(68,902)	-0.2%	381,104	1.2%	465,173	1.5%	1,199,838	3.9%	32,496,897	1,791,656	5.8%
Wright	139,880,957	322,509	0.2%	0	0.0%	3,470,284	2.5%	644,914	0.5%	(2,937,324)	-2.1%	141,381,340	1,500,383	1.1%
District 3 Totals	$852,640,755	$4,807,553	0.6%	$6,231,574	0.7%	$7,176,792	0.8%	$25,162,464	3.0%	$10,314,253	1.2%	$906,333,391	$53,692,636	6.3%
Becker	62,711,912	(699,968)	-1.1%	0	0.0%	1,482,008	2.4%	3,394,670	5.4%	2,145,643	3.4%	69,034,265	6,322,353	10.1%
Big Stone	20,913,578	198,608	0.9%	(115,523)	-0.6%	164,640	0.8%	671,339	3.2%	1,504,641	7.2%	23,337,283	2,423,705	11.6%
Clay	67,459,211	(3,093,840)	-4.6%	1,582,810	2.3%	1,397,876	2.1%	2,458,348	3.6%	1,702,386	2.5%	71,506,791	4,047,580	6.0%
Douglas	59,385,426	(4,217,313)	-7.1%	0	0.0%	83,600	0.1%	1,749,176	2.9%	2,372,453	4.0%	59,373,342	(12,084)	0.0%
Grant	23,155,728	252,663	1.1%	0	0.0%	27,200	0.1%	968,853	4.2%	1,424,141	6.2%	25,828,585	2,672,857	11.5%
Mahnomen	20,818,494	(132,777)	-0.6%	0	0.0%	71,456	0.3%	334,907	1.6%	906,457	4.4%	21,998,537	1,180,043	5.7%
Otter Tail	168,880,876	1,028,078	0.6%	0	0.0%	1,252,112	0.7%	4,191,916	2.5%	9,224,580	5.5%	184,577,562	15,696,686	9.3%
Pope	41,439,308	1,307,339	3.2%	0	0.0%	137,408	0.3%	1,353,910	3.3%	2,575,004	6.2%	46,812,969	5,373,661	13.0%
Stevens	30,371,731	1,153,862	3.8%	1,910,888	6.3%	42,320	0.1%	253,860	0.8%	2,034,307	6.7%	35,766,968	5,395,237	17.8%
Swift	42,559,656	337,893	0.8%	248,683	0.6%	191,888	0.5%	(1,088,367)	-2.6%	2,944,328	6.9%	45,194,081	2,634,425	6.2%
Traverse	29,198,577	0	0.0%	(86,845)	-0.3%	227,904	0.8%	1,290,897	4.4%	1,711,596	5.9%	32,342,329	3,143,752	10.8%
Wilkin	45,423,870	257,994	0.6%	0	0.0%	293,904	0.6%	560,563	1.2%	2,375,418	5.2%	48,911,749	3,487,879	7.7%
District 4 Totals	$612,318,367	($3,607,481)	-0.6%	$3,540,213	0.6%	$5,372,316	0.9%	$16,140,072	2.6%	$30,920,954	5.0%	$664,684,461	$52,366,094	8.6%
Anoka	132,982,897	$4,714,817	3.5%	$0	0.0%	$48,320	0.0%	2,583,788	1.9%	(17,420,040)	-13.1%	122,909,782	(10,073,115)	-7.6%
Carver	83,443,017	2,347,897	2.8%	0	0.0%	1,344,992	1.6%	(2,508,522)	-3.0%	(366,595)	-0.4%	84,260,789	817,772	1.0%
Hennepin	623,553,166	(1,102,640)	-0.2%	0	0.0%	14,307,496	2.3%	207,197	0.0%	(52,754,703)	-8.5%	584,210,516	(39,342,650)	-6.3%
Scott	100,080,030	12,910,704	12.9%	0	0.0%	89,760	0.1%	5,930,984	5.9%	(9,863,404)	-9.9%	109,148,074	9,068,044	9.1%
District 5 Totals	$940,059,110	$18,870,778	2.0%	$0	0.0%	$15,790,568	1.7%	$6,213,447	0.7%	($80,404,742)	-8.5%	$900,529,161	($39,529,949)	-4.2%

2003 COUNTY SCREENING BOARD DATA

June, 2003

Possible Comparison Effect of the Basic 2002 to Proposed Basic 2003 Construction Needs

(Used last years figures for normal update, traffic, & bridge)

County	Basic 2002 25-Year Const. Needs	Effect of Normal Update (Last Years Figures)	% Change	Effect of Traffic Update (Last Years Figures)	% Change	Effect of Bridge Update (Last Years Figures)	% Change	Effect of Complete 2003 Unit Price Update	% Change	Effect of Design Chart Phase Effects 1-4 Update	% Change	Proposed Basic 2003 25-Year Const. Needs	Total Change From 2002 Needs	Total % Change
Dodge	51,223,841	760,950	1.5%	0	0.0%	210,296	0.4%	423,739	0.8%	$811,786	1.6%	53,430,612	2,206,771	4.3%
Fillmore	120,545,638	(1,202,362)	-1.0%	(4,436,540)	-3.7%	1,441,440	1.2%	1,356,829	1.1%	4,747,722	3.9%	122,452,727	1,907,089	1.6%
Freeborn	78,461,071	(888,404)	-1.1%	0	0.0%	337,696	0.4%	3,010,234	3.8%	2,989,814	3.8%	83,910,411	5,449,340	6.9%
Goodhue	81,913,022	596,533	0.7%	0	0.0%	165,168	0.2%	1,774,803	2.2%	765,402	0.9%	85,214,928	3,301,906	4.0%
Houston	70,586,404	(1,665,164)	-2.4%	0	0.0%	392,272	0.6%	(2,552,350)	-3.6%	2,350,234	3.3%	69,111,396	(1,475,008)	-2.1%
Mower	83,535,396	(2,459,634)	-2.9%	0	0.0%	746,888	0.9%	3,036,331	3.6%	2,765,163	3.3%	87,624,144	4,088,748	4.9%
Olmsted	121,104,198	543,300	0.4%	0	0.0%	735,872	0.6%	2,920,856	2.4%	696,303	0.6%	126,000,529	4,896,331	4.0%
Rice	64,694,538	4,513,610	7.0%	(1,357,363)	-2.1%	1,279,072	2.0%	1,846,221	2.9%	1,138,062	1.8%	72,114,140	7,419,602	11.5%
Steele	68,679,067	433,028	0.6%	0	0.0%	2,614,040	3.8%	908,314	1.3%	666,196	1.0%	73,300,645	4,621,578	6.7%
Wabasha	72,754,840	650,460	0.9%	0	0.0%	837,184	1.2%	1,949,138	2.7%	2,511,084	3.5%	78,702,706	5,947,866	8.2%
Winona	96,791,758	325,869	0.3%	0	0.0%	709,984	0.7%	3,808,718	3.9%	2,742,292	2.8%	104,378,621	7,586,863	7.8%
District 6 Totals	$910,289,773	$1,608,186	0.2%	($5,793,903)	-0.6%	$9,469,912	1.0%	$18,482,833	2.0%	$22,184,058	2.4%	$956,240,859	$45,951,086	5.0%
Blue Earth	104,639,205	(2,801,667)	-2.7%	(7,487,748)	-7.2%	1,427,864	1.4%	804,211	0.8%	1,832,416	1.8%	98,414,281	(6,224,924)	-5.9%
Brown	59,250,748	2,333,956	3.9%	(2,649,888)	-4.5%	836,064	1.4%	1,044,938	1.8%	2,155,035	3.6%	62,970,853	3,720,105	6.3%
Cottonwood	48,703,356	100,293	0.2%	0	0.0%	681,224	1.4%	(157,177)	-0.3%	1,845,730	3.8%	51,173,426	2,470,070	5.1%
Faribault	78,511,854	60,481	0.1%	0	0.0%	1,688,576	2.2%	1,356,439	1.7%	3,179,750	4.1%	84,797,100	6,285,246	8.0%
Jackson	68,115,254	105,459	0.2%	0	0.0%	601,984	0.9%	3,212,653	4.7%	4,213,813	6.2%	76,249,163	8,133,909	11.9%
Le Sueur	59,591,436	2,674,817	4.5%	0	0.0%	188,112	0.3%	2,707,638	4.5%	3,226,361	5.4%	68,388,364	8,796,928	14.8%
Martin	64,403,211	3,801,184	5.9%	2,230,019	3.5%	392,336	0.6%	(436,644)	-0.7%	2,451,042	3.8%	72,841,148	8,437,937	13.1%
Nicollet	49,363,859	433,950	0.9%	0	0.0%	23,520	0.0%	924,882	1.9%	1,680,673	3.4%	52,426,884	3,063,025	6.2%
Nobles	86,144,231	745,900	0.9%	0	0.0%	1,384,168	1.6%	6,683,406	7.8%	2,898,255	3.4%	97,855,960	11,711,729	13.6%
Rock	44,865,463	591,040	1.3%	0	0.0%	688,528	1.5%	(1,080,141)	-2.4%	2,239,299	5.0%	47,304,189	2,438,726	5.4%
Sibley	52,648,931	187,106	0.4%	0	0.0%	501,104	1.0%	2,174,525	4.1%	1,434,597	2.7%	56,946,263	4,297,332	8.2%
Waseca	46,219,873	546,085	1.2%	0	0.0%	284,880	0.6%	618,554	1.3%	3,014,208	6.5%	50,683,600	4,463,727	9.7%
Watonwan	36,761,028	(73,974)	-0.2%	(136,917)	-0.4%	246,224	0.7%	682,256	1.9%	2,097,824	5.7%	39,576,441	2,815,413	7.7%
District 7 Totals	$799,218,449	$8,704,630	1.1%	($8,044,534)	-1.0%	$8,944,584	1.1%	$18,535,540	2.3%	$32,269,003	4.0%	$859,627,672	$60,409,223	7.6%
Chippewa	38,663,954	291,935	0.8%	0	0.0%	357,380	0.9%	824,117	2.1%	1,445,602	3.7%	41,582,988	2,919,034	7.5%
Kandiyohi	85,506,304	128,869	0.2%	0	0.0%	313,968	0.4%	1,134,849	1.3%	1,262,508	1.5%	88,346,498	2,840,194	3.3%
Lac Qui Parle	36,612,301	(329,692)	-0.9%	0	0.0%	518,560	1.4%	2,622,114	7.2%	2,131,779	5.8%	41,555,062	4,942,761	13.5%
Lincoln	34,309,955	(923,431)	-2.7%	72,668	0.2%	122,816	0.4%	564,041	1.6%	2,235,440	6.5%	36,381,489	2,071,534	6.0%
Lyon	52,294,275	900,492	1.7%	(2,977,610)	-5.7%	526,056	1.0%	1,669,978	3.2%	2,965,331	5.7%	55,378,522	3,084,247	5.9%
Mc Leod	53,875,784	1,003,455	1.9%	0	0.0%	256,544	0.5%	3,704,879	6.9%	1,798,140	3.3%	60,638,802	6,763,018	12.6%
Meeker	40,495,608	(127,391)	-0.3%	0	0.0%	118,416	0.3%	1,457,102	3.6%	2,081,287	5.1%	44,025,022	3,529,414	8.7%
Murray	45,127,128	649,677	1.4%	(2,421,805)	-5.4%	388,920	0.9%	1,288,315	2.9%	2,760,274	6.1%	47,792,509	2,665,381	5.9%
Pipestone	34,520,963	719,316	2.1%	(1,207,498)	-3.5%	556,288	1.6%	1,086,392	3.1%	2,786,271	8.1%	38,461,732	3,940,769	11.4%
Redwood	83,642,583	1,058,040	1.3%	0	0.0%	1,832,044	2.2%	(1,401,266)	-1.7%	3,050,975	3.6%	88,182,356	4,539,773	5.4%
Renville	76,095,282	295,406	0.4%	0	0.0%	1,081,820	1.4%	3,948,284	5.2%	4,260,072	5.6%	85,680,864	9,585,582	12.6%
Yellow Medicine	51,818,651	(804,142)	-1.6%	(1,442,616)	-2.8%	2,363,384	4.6%	2,055,479	4.0%	2,839,783	5.5%	56,830,539	5,011,888	9.7%
District 8 Totals	$632,962,788	$2,862,534	0.5%	($7,976,861)	-1.3%	$8,436,196	1.3%	$18,954,264	3.0%	$29,617,462	4.7%	$684,856,383	$51,893,595	8.2%
Chisago	71,493,949	(382,524)	-0.5%	292,716	0.4%	213,760	0.3%	1,212,592	1.7%	(292,886)	-0.4%	72,537,807	1,043,858	1.5%
Dakota	211,479,503	2,381,965	1.1%	0	0.0%	4,206,440	2.0%	3,446,528	1.6%	(29,189,589)	-13.8%	192,324,847	(19,154,656)	-9.1%
Ramsey	270,379,087	(1,446,546)	-0.5%	0	0.0%	11,084,408	4.1%	(3,636,057)	-1.3%	(17,620,687)	-6.5%	258,760,205	(11,618,882)	-4.3%
Washington	154,193,605	(1,060,398)	-0.7%	0	0.0%	2,875,088	1.9%	4,131,311	2.7%	(14,842,499)	-9.6%	145,297,107	(8,896,498)	-5.8%
District 9 Totals	$707,546,144	($507,503)	-0.1%	$292,716	0.0%	$18,379,696	2.6%	$5,154,374	0.7%	($51,945,461)	-6.8%	$668,919,966	($38,626,178)	-5.5%
STATE TOTALS	$6,948,696,768	$38,541,451	0.6%	($23,109,750)	-0.3%	$91,511,232	1.3%	$136,032,818	2.0%	$36,228,904	0.5%	$7,227,901,423	$279,204,655	4.0%

N\CSAH\Excel\Test Comparison

EXAMPLE - Based on Complete Comparison

20% Increase or 5% Decrease over the Statewide Average

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	2002 25 YEAR CONSTRUCTION NEEDS	2003 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM 2002 NEEDS	% CHANGE FROM 2002 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	2003 SCREENING BOARD RESTRICTION	COUNTY
Carlton	$69,067,253	$70,114,915	$1,047,662	1.5%				Carlton
Cook	44,685,233	47,136,118	2,450,885	5.5%				Cook
Itasca	129,172,062	138,081,057	8,908,995	6.9%				Itasca
Koochiching	35,789,727	42,027,713	6,237,986	17.4%				Koochiching
Lake	64,425,702	66,208,612	1,782,910	2.8%				Lake
Pine	122,861,031	132,551,763	9,690,732	7.9%				Pine
St. Louis	404,259,084	430,822,640	26,563,556	6.6%				St. Louis
District 1 Totals	870,260,092	926,942,818	56,682,726	6.5%				District 1 Totals
Beltrami	90,558,338	96,345,761	5,787,423	6.4%				Beltrami
Clearwater	44,963,209	49,891,868	4,928,659	11.0%				Clearwater
Hubbard	52,064,710	53,530,200	1,465,490	2.8%				Hubbard
Kittson	51,485,396	55,703,775	4,218,379	8.2%				Kittson
Lake of 'Woods	23,879,550	23,761,649	(117,901)	-0.5%				Lake of 'Woods
Marshall	72,195,139	80,898,737	8,703,598	12.1%				Marshall
Norman	49,602,705	51,400,061	1,797,356	3.6%				Norman
Pennington	29,557,326	30,627,525	1,070,199	3.6%				Pennington
Polk	128,531,327	129,209,988	678,661	0.5%				Polk
Red Lake	25,495,190	26,376,215	881,025	3.5%				Red Lake
Roseau	55,068,400	62,020,933	6,952,533	12.6%				Roseau
District 2 Totals	623,401,290	659,766,712	36,365,422	5.8%				District 2 Totals
Aitkin	58,699,417	63,727,779	5,028,362	8.6%				Aitkin
Benton	33,398,520	36,323,110	2,924,590	8.8%				Benton
Cass	84,022,111	91,948,014	7,925,903	9.4%				Cass
Crow Wing	80,748,013	89,868,825	9,120,812	11.3%				Crow Wing
Isanti	38,524,766	40,349,146	1,824,380	4.7%				Isanti
Kanabec	31,444,242	34,605,537	3,161,295	10.1%				Kanabec
Mille Lacs	53,464,485	58,830,509	5,366,024	10.0%				Mille Lacs
Morrison	73,507,991	78,438,951	4,930,960	6.7%				Morrison
Sherburne	41,436,010	42,050,371	614,361	1.5%				Sherburne
Stearns	140,251,309	144,657,056	4,405,747	3.1%				Stearns
Todd	46,557,693	51,655,856	5,098,163	11.0%				Todd
Wadena	30,705,241	32,496,897	1,791,656	5.8%				Wadena
Wright	139,880,957	141,381,340	1,500,383	1.1%				Wright
District 3 Totals	852,640,755	906,333,391	53,692,636	6.3%				District 3 Totals
Becker	$62,711,912	$69,034,265	$6,322,353	10.1%				Becker
Big Stone	20,913,578	23,337,283	2,423,705	11.6%				Big Stone
Clay	67,459,211	71,506,791	4,047,580	6.0%				Clay
Douglas	59,385,426	59,373,342	(12,084)	0.0%				Douglas
Grant	23,155,728	25,828,585	2,672,857	11.5%				Grant
Mahnomen	20,818,494	21,998,537	1,180,043	5.7%				Mahnomen
Otter Tail	168,880,876	184,577,562	15,696,686	9.3%				Otter Tail
Pope	41,439,308	46,812,969	5,373,661	13.0%				Pope
Stevens	30,371,731	35,766,968	5,395,237	17.8%				Stevens
Swift	42,559,656	45,194,081	2,634,425	6.2%				Swift
Traverse	29,198,577	32,342,329	3,143,752	10.8%				Traverse
Wilkin	45,423,870	48,911,749	3,487,879	7.7%				Wilkin
District 4 Totals	612,318,367	664,684,461	52,366,094	8.6%				District 4 Totals

EXAMPLE - Based on Complete Comparison

20% Increase or 5% Decrease over the Statewide Average

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 2002 25 YEAR CONSTRUCTION NEEDS	BASIC 2003 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2002 NEEDS	% CHANGE FROM RESTRICTED 2002 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	2003 SCREENING BOARD RESTRICTION	COUNTY
Anoka	132,982,897	122,909,782	(10,073,115)	-7.6%	-1.0%	131,653,068	8,743,286	Anoka
Carver	83,443,017	84,260,789	817,772	1.0%				Carver
Hennepin	623,553,166	584,210,516	(39,342,650)	-6.3%	-1.0%	617,317,634	33,107,118	Hennepin
Scott	100,080,030	109,148,074	9,068,044	9.1%				Scott
District 5 Totals	940,059,110	900,529,161	(39,529,949)	-4.2%				District 5 Totals
Dodge	51,223,841	53,430,612	2,206,771	4.3%				Dodge
Fillmore	120,545,638	122,452,727	1,907,089	1.6%				Fillmore
Freeborn	78,461,071	83,910,411	5,449,340	7.0%				Freeborn
Goodhue	81,913,022	85,214,928	3,301,906	4.0%				Goodhue
Houston	70,586,404	69,111,396	(1,475,008)	-2.1%	-1.0%	69,880,540	769,144	Houston
Mower	83,535,396	87,624,144	4,088,748	4.9%				Mower
Olmsted	121,104,198	126,000,529	4,896,331	4.0%				Olmsted
Rice	64,694,538	72,114,140	7,419,602	11.5%				Rice
Steele	68,679,067	73,300,645	4,621,578	6.7%				Steele
Wabasha	72,754,840	78,702,706	5,947,866	8.2%				Wabasha
Winona	96,791,758	104,378,621	7,586,863	7.8%				Winona
District 6 Totals	910,289,773	956,240,859	45,951,086	5.1%				District 6 Totals
Blue Earth	$104,639,205	$98,414,281	($6,224,924)	-6.0%	-1.0%	103,592,813	$5,178,532	Blue Earth
Brown	59,250,748	62,970,853	3,720,105	6.3%				Brown
Cottonwood	48,703,356	51,173,426	2,470,070	5.1%				Cottonwood
Faribault	78,511,854	84,797,100	6,285,246	8.0%				Faribault
Jackson	88,115,254	76,249,163	8,133,909	11.9%				Jackson
Le Sueur	59,591,436	68,388,364	8,796,928	14.8%				Le Sueur
Martin	64,403,211	72,841,148	8,437,937	13.1%				Martin
Nicollet	49,363,859	52,426,884	3,063,025	6.2%				Nicollet
Nobles	86,144,231	97,855,960	11,711,729	13.6%				Nobles
Rock	44,865,463	47,304,189	2,438,726	5.4%				Rock
Sibley	52,648,931	56,946,263	4,297,332	8.2%				Sibley
Waseca	46,219,873	50,683,600	4,463,727	9.7%				Waseca
Watonwan	36,761,028	39,576,441	2,815,413	7.7%				Watonwan
District 7 Totals	799,218,449	859,627,672	60,409,223	7.6%				District 7 Totals
Chippewa	38,663,954	41,582,988	2,919,034	7.6%				Chippewa
Kandiyohi	85,506,304	88,346,498	2,840,194	3.3%				Kandiyohi
Lac Qui Parle	36,612,301	41,555,062	4,942,761	13.5%				Lac Qui Parle
Lincoln	34,309,955	36,381,489	2,071,534	6.0%				Lincoln
Lyon	52,294,275	55,378,522	3,084,247	5.9%				Lyon
Mc Leod	53,875,784	60,638,802	6,763,018	12.6%				Mc Leod
Meeker	40,495,608	44,025,022	3,529,414	8.7%				Meeker
Murray	45,127,128	47,792,509	2,665,381	5.9%				Murray
Pipestone	34,520,963	38,461,732	3,940,769	11.4%				Pipestone
Redwood	83,642,583	88,182,356	4,539,773	5.4%				Redwood
Renville	76,095,282	85,880,864	9,585,582	12.6%				Renville
Yellow Medicine	51,818,851	56,830,539	5,011,888	9.7%				Yellow Medicine
District 8 Totals	832,962,788	684,856,383	51,893,595	8.2%				District 8 Totals
Chisago	71,493,949	72,537,807	1,043,858	1.5%				Chisago
Dakota	211,479,503	192,324,847	(19,154,656)	-9.1%	-1.0%	209,364,708	17,039,861	Dakota
Ramsey	270,379,087	258,760,205	(11,618,882)	-4.3%	-1.0%	267,675,296	8,915,091	Ramsey
Washington	154,193,805	145,297,107	(8,896,498)	-5.8%	-1.0%	152,651,669	7,354,562	Washington
District 9 Totals	707,546,144	688,919,966	(38,626,178)	-5.5%				District 9 Totals
STATE TOTALS	$6,948,696,768	$7,227,901,423	$279,204,655	4.0%				STATE TOTALS

N:CSAH\Books\Spring 2003\Design RESTRICTION 2003 +20% or - 5% (complete needs).xls

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 30 & 31, 2002
ARROWWOOD RESORT NEAR ALEXANDRIA

Chairman Mark Sehr, Rock County Engineer called the meeting to order at 1:10 p.m., October 30, 2002

ATTENDANCE

Roll call of members:

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

Chairman Mark Sehr asked for a motion to approve the June 6 & 7, 2002 Screening Board Minutes held at Breezy Point Resort near Pequot Lakes. Motion by Dick Hansen and seconded by Mic Dahlberg , motion passed unanimously.

Roll call of MnDOT personnel:

Julie Skallman	Director, Division of State Aid
Rick Kjonaas	Assistant State Aid Engineer
Diane Gould	Manager, County State Aid Needs Unit
Norman Cordes	County State Aid Needs Unit
Mark Channer	Assistant 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
Bob Kotaska	Assistant District 4 State Aid Engineer
Steve Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Bob Brown	Metro Division State Aid Engineer

Patti Loken	Metro Division Assistant
Dan Erickson	Metro Division Assistant

Chairman Mark Sehr recognized, Chairman, Jeff Blue, Waseca County, Rich Heilman, Isanti County and Mic Dahlberg, Chisago County as members of the General Subcommittee. And Chairman Steve Backowski, Morison County, John McDonald, Fairbault County, and Ken Haider, Ramsey County as members of the Mileage Subcommittee.

Chairman Mark Sehr recognized the following alternates and other engineers in attendance:

Al Goodman, Lake	District 1	
Kelly Bengston, Kittson	District 2	
Russ Larson, Wadena	District 3	
Larry Haukos, Traverse	District 4	(not present)
Alan Henke, Houston	District 6	
Nathan Richman, Sibley	District 7	
Steve Kubista, Chippewa	District 8	
Roger Gustafson, Carver	Metro	

Others in attendance were:

Mitch Anderson, Stearns
Jodi Teich, Stearns
Lyndon Robjent, Anoka
Luke Hagen, Grant
Anita Benson, Lyon
Doug Grindall, Koochiching
Dave Robley, Douglas
Dave Rholl, Winona
Mike Wagner, Nicollet
Ken Hoeschen

REVIEW OF SCREENING BOARD REPORT

Chairman Mark Sehr asked Diane Gould to review the Screening Board book. Diane reviewed the report which she has previously done out in all the Districts. Chairman Mark Sehr suggested that any action taken on the report should wait until Thursday, October 31, 2002.

A) General Information and Basic Needs Data - Pages 1-6, is general information and a comparison of the Basic 2001 to the Basic 2002 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 2001; 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. And also shown is the effect of Rural Design Table Update.

B) Needs Adjustment - Pages 7-11, the resolution states that no county can increase or decrease more

than 20 percentage points greater than or less than the statewide average, which was 8.9% and there was one county in that range this year, Stevens County was restricted to 28.9% on their adjustments and Scott County had an adjustment for local effort. There were no comments or questions.

B1) Construction Fund Balance "Needs" Deductions - Pages 12-15, this is based on your construction fund balance, the adjustments shown are as of September 1, 2002. The resolution was changed a number of years ago to use the balance as of December 31 each year.

B2) Special Resurfacing Projects - Pages 16-18, this is where a county uses construction money to overlay or recondition segments of road still drawing complete construction needs and/or reconditioning projects. This is a ten-year adjustment. There were no questions or comments.

B3) Grading Cost Comparisons - Pages 20-30, Rural Design Grading Construction costs; Pages 32-42, Urban Design Grading Construction Cost. This compares grading construction costs on projects that were let from 1984 to 2001 for rural projects and 1987 to 2001 for urban projects to the needs cost on those same sections of road that are in the needs study. The second part uses that comparison to adjust the remaining complete grading needs in your needs study, so the results in the last column of all the charts is actually what your county is receiving in needs for complete rural design and for complete urban design grading.

B4) Needs Adjustments for Variances Granted on CSAHs - Page 43, this is where a county asks for a variance to the rules and the adjustment is the difference between what you've been drawing in needs and what the variance allows you to build. These adjustments for Aitkin and Hennepin County were approved at the spring meeting. No comments or questions.

B5) Bond Account Adjustments and Transportation Revolving Loan Fund- Pages 44-45, no comments or questions.

B6) After the Fact Needs - Pages 46-51, these are items that are not in your 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 52, this is similar to After the Fact Needs but quite different. It's an adjustment for local dollars that are used on State Aid projects that reduce needs and has to be reported to your DSAE by July 1. No comments or questions.

B7) Non Existing CSAH Needs Adjustment - Pages 54-55, this is where there are designated CSAH'S that do not exist and have been on the system for a number of years. The needs are subtracted but mileage is still counted. No comments or questions.

B8) Mill Levy Deductions - Pages 56-58, no comments or questions.

C) Tentative 2003 CSAH Money Needs Apportionment - Page 60 and Figure A, this a development of a tentative 2003 CSAH Money Needs Apportionment. (All the information is based on last year's dollars so we can make a comparison.) No comments.

Diane commented page 61 through 63 is a copy of the letter to the commissioner that should be signed tomorrow recommending the mileage, lane miles and money needs to be used for apportioning to the counties the 2003 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, 2003.) Pages 64 through 70 shows a comparison of the Actual 2002 to a tentative 2003 CSAH Apportionment by the four factors, equalization, motor vehicle registration, lane miles and money needs, based on all the figures in this book.

D) CSAH Mileage requests pages 72 through 75, a list of criteria for State Aid Designation is included. Also shown is a history of mileage requests. Banked mileage is shown on page 76. This is where a county has made a change in their system and they end up with less mileage then when they started with, so this becomes banked mileage until they want to use it sometime in the future. Diane advised not to leave it there too long because it does not draw needs or mileage apportionment.

Mileage request from Stearns County is on pages 77 to 82.

Mitch Anderson and Jodi Teich presented a power point presentation for their request. Don Theisen asked Mitch if he preferred the Mileage Subcommittee's recommendation or what he had originally submitted. Mitch explained he would accept the Mileage Subcommittee's recommendation but also had strong feelings about some of the other roads in his original submittal. Mic Dahlberg asked about Municipal turn backs, Mitch commented that they are talking with the cities. Doug Fischer asked what the time period would be converting some of these routes to MSAS. Steve Backowski explained why the Mileage Subcommittee made the recommendations that are found in their report.

Nick Anderson sent out a memo suggesting that maybe on difficult requests there should be additional people reviewing the criteria, possibly retired county engineers. Steve Backowski felt the process is working and the members have to just take on the task. Nick Anderson commented that maybe possibly tempering the number of new miles that could be requested in one year. Diane commented that the large requests have been phased in because of the amount of paper work and cooperation needed with other governmental units. Greg Isakson asked about consistency of these studies, are they all being done with some similarities, Don Theisen thought there was similarities based on his term while being on the Mileage Subcommittee. Dick Hansen commented that all the roads seemed to meet the criteria for a CSAH route. Gary Erickson asked if we knew what the impact of a large mileage request would do the other counties. John McDonald commented that the effect would be fairly minimal. Dave Halbersma and Jeff Langan commented that the Mileage Subcommittee is doing a good job, however they do need the appropriate time to review these larger requests. Dick Hansen commented that those that commit to being on the Mileage Subcommittee should realize there will be some time away from home and time spent reviewing the requests.

Pages 83 through 86 shows a recap of Carver, Dakota, Scott and Washington County's recent requests. These have not been totally completed.

E) State Park Road Account, pages 87 to 91, shows a Historical review of projects.

F) Traffic Project Factors, pages 94 & 95, No comments or questions.

F1) Advancement of CSAH Construction Funds from the General CSAH Construction Account page 96.

This is a report on the advancing process that has been on going since 1995. Julie Skallman proposed another use for the these monies, possibly for a Federal project that is waiting for funding and asked the group whether they would support the concept at this time, if so she will pursue this idea further. Discussion followed.

G) Proposed Design Chart Changes and the General Subcommittee's recommendations, pages 97 through 105. Jeff Blue, Chairman of the General Subcommittee explained what they reviewed and revisions that were made to the chart. The effort was to try and align the charts with the new rules that are in place. The Rural Design Chart was approved last June, so they only studied the Urban Design Chart. Don Theisen questioned if the Rural Design Chart is already in place, why did counties gain if their Projection Factors went down. Rick Kjonaas explained that the needs is some what complicated with all it's formulas and it is difficult to identify any particular area that makes changes directly. Jeff Blue pointed out to the group that the mileage break in the Rural Design Chart from 150 to 1499 may have an effect because that is where the majority of the miles exist in the rural counties. Gary Erickson commented that he is new to this process and felt that the smaller roads were not reflecting the real geometrics and structure given in the needs. Rick Kjonaas explained they did look at these issues during their discussions. Doug Fischer felt that a lot of these lower roads drawing grading needs will never be built to the needs structure and thence causing some inequities and disparity in the system. Jeff Blue pointed out the chart only deals with base and bituminous surfacing and has nothing to do with grading. Diane agreed, that the grading is completely separate. Don Theisen commented it's kind of ironic that the large request for mileage in an urban area and expecting additional needs because of the changes, will be wiped out due the new design charts for roads between 5,000 and 10,000. Don said this is not intended to be a Metro/Rural issue but the growth in the metro is going to continue and the rural counties will decline according to the State demographer. Mark Sehr asked if everyone understood the changes to the chart and asked Diane and Rick to explain what has been done. Diane handed out a chart showing some effects with different scenarios of traffic groupings using the proposed Urban Design Chart and the approved Rural Design Chart. Ken Haider felt that with the changes made previously we did not know what the effects would be and now seeing the numbers, he is uncomfortable with the amount of lost dollars shown in the metro counties.

There was some discussion on rules and standards verses the needs and the move has been to try and bring them closer together. Diane explained it was 10 years ago when there was a change to the quantities tables, when it went from 100 to 150 before you were eligible for bituminous need. When this was done we had decreases of 10% to 17% at that time due to the design chart update. Julie explained why we do not meet the design chart completely, the design widths match very well but they do not match the traffic categories perfectly. She explained that we do not build our roads to the absolute minimum so that's why we are using the 7,000 and 10,000 rather than the 15,000 as shown in the rules. Discussion continued with Mark Krebsbach commenting that there will never be enough money based on the needs. Mark Sehr pointed out the Proposed Resolution Changes on page 103 should be looked at and considered for approval tomorrow.

H) Minutes of the June 6 & 7, 2002 Screening Board, pages 106 through 112.

I) Current list of the resolutions of the Screening Board, pages 113 through 123.

J) List of the County Engineers and their addresses, pages 124 through 132.

Chairman Mark Sehr adjourned the meeting until 8:30 a.m. on Thursday morning.

Chairman, Mark Sehr reconvened the meeting at 8:30 a.m. Thursday, October 31, 2002.

ACTION ON SCREENING BOOK

Mark Sehr asked the group what their wishes were on approval of the book. Mic Dahlberg made a motion to rescind the Rural Design Chart approved last June 2002 and send it back to the General Subcommittee, along with the Urban Design Chart for further study, Brad Larson seconded the motion. Mic felt that last June by approving the Rural Design Chart was premature, now knowing what some of the numbers come out to be, they seem more severe than suggested and it deserves further study. Dave Halbersma asked Diane what this would involve, she commented it will be a lot of work to change everything back to the old charts prior to June of 2002, but she thought it could be done by the end of the year. Gary Erickson suggested they use last years needs and with the drastic changes in the metro counties he felt that it was not studied over an appropriate time span. Greg Isakson suggested we need to give the General Subcommittee some direction other than what they had last time. Jeff Langan commented what will be different when they study this issue again, will it stay the same or do we change the rules to come out to everyone's liking. Mark Krebsbach asked why it changed, what caused the changes; he just wants some answers to take back to his board, so he can explain to them why his needs were lowered. Jeff Langan asked don't we already know what caused the changes. Diane said the three traffic groups that were combined, now they are in the higher group and the 9 ton design requirement brought up the lower volume roads. Dave Halbersma spoke against the motion, he feels there probably will not be any changes if further studies are done and he feels this is an undo burden being put on State Aid to redo everything. Gary Erickson does not understand why his went down 55 million; Diane explained the chart is not exact numbers. Jeff Blue commented that maybe everyone is looking at different charts and asked them to look at the charts on pages 5 & 6, which reflects the normal updates with the Rural Design chart included. The metro counties increased almost 50 million, so it does not seem that the Rural Design chart is the problem. He also feels that studying it again will probably not find anything that could be changed. But the Urban Design chart proposal will be looked at further based on the discussions he has heard. Doug Fischer feels the discussion around needs versus design standards, maybe the whole system needs to be looked at and overhauled. Because he feels needs are needs and design standards are design standards. Mark Krebsbach felt the 9 ton status must stay, but maybe look at the traffic categories. Dave Halbersma pointed out that we design to the minimum now and that is what the chart indicates. Rick Kjonaas commented that he agrees with Jeff Blue that the Rural Design Chart does seem to fit the needs, however maybe the Urban Design Chart was reviewed to quickly and maybe we should look at it further. But to go back and change everything that was accomplished in June, will take a tremendous amount of man hours. Ken Haider feels that the shift of needs do not equate from rural to urban and they should be implemented at the same time. Dick Hansen thinks the General Subcommittee should look at the traffic breaks to see what differences that would make in the numbers. Nick Anderson and Rick Kjonaas commented again that the Rural Design Chart has been out for quite awhile, and it does reflect what we are building our roads to now. Gary Erickson admitted he was not experienced in how the General Subcommittee works and suggested having some open meetings with more people involved in looking at this material and providing input. He also suggested, rather then going in and recalculating everything again, we could just use last year's apportionment calculations. Mark Krebsbach felt the time spent by State Aid and the General Subcommittee would be well worth their efforts for everyone concerned. Dave Enblom spoke against just using last year's distribution because there a lot of other factors that go into the formula besides the design charts. He also mentioned that 5 to 6 years ago when he was on the standards committee

that we wouldn't be here today having a concern of standard verses needs, he further spoke in favor of leaving the Rural Design Chart alone. Gary Erickson commented he was not in favor of any county losing adjustments. The discussion started to become confusing with individuals asking to do just parts here and there, so Dick Hansen called the question. The motion passed by a 10 to 4 vote.

Brad Larson made a motion to accept the book with changes as discussed, Dick Hansen seconded the motion. Motion passed unanimously.

Chairman Mark Sehr asked for discussion on the Stearns County mileage request. Mitch Anderson commented that he agrees with the Mileage Subcommittee breaking down the request in to three parts. However, Mitch feels the Trunk Highway turn back is wrong and it should be on the system. Dick Hansen made a motion to accept the Mileage Subcommittee's recommendation with the inclusion of the 8.77 miles of the Trunk Highway turn back, motion was seconded by Dave Emblom. Gary Erickson asked if anyone could give an example of other TH turn backs that parallels an existing TH. Everyone spoke up with similar situations. Don Theisen asked if we can make another motion if this one fails. Motion failed.

Gary Erickson made a motion to accept the Mileage Subcommittee's recommendation for 29.4 miles, Jeff Langan seconded the motion. Motion passed.

Diane brought up the resolution for the research account, Chairman Mark Sehr stated the resolution: "Be it resolved that an amount of $1,781,176 (not to exceed ½ of 1% of the 2002 CSAH Apportionment sum of $356,235,225) shall be set aside from the 2003 Apportionment Fund and be credited to the research account." Motion by Dick Hansen and second by Doug Fischer the motion passed unanimously.

Rick Kjonaas brought up the request from a county to use State Aid advancement for a Federal project and directed the Board to page 114 the guidelines for advancement. Mark Sehr asked if the Board was interested in this concept, Rick Kjonaas stated he had drafted some language as follows:

> Referring to Guidelines for Advancement .... on page 114: renumber 4) and 5) to 5) and 6), insert as number 4) In addition to the total advances allowed under 2) and 3) above, a county may request an advance in an amount equal to the Federal Funds formally programmed by an Area Transportation Partnership (ATP) in any future programmed year for a State Aid Project and for items that are State Aid eligible. Should Federal Funds fail to be programmed or the project or a portion of the project be declared federally ineligible, the local agency shall be required to pay back the advance under a payment plan agreed to between State Aid and the County.

A number of questions followed on how this could possibly work. Motion by Greg Isakson to send the issue of borrowing money from State Aid for Federal Projects, motion died for lack of a second. Motion by Dick Hansen to approve the proposed guidelines for advancement as shown above which includes the amended portion, seconded by Mic Dahlberg. With some discussion in favor of the motion the motion passed unanimously.

Mark Sehr thanked the outgoing Districts: 1 – John Stieben, 3 – Dave Enblom; 7 – Mark Sehr; for their time and fine work. Chairman Mark Sehr thanked Steve Backowski for serving as chairman on the Mileage Subcommittee.

Motion by Brad Larson to thank Dick Hansen for his years of service and the experience he has brought to this board, seconded by Mic Dahlberg, Dick Hansen commented it has been a pleasure and thanked the group.

Mark Sehr asked for other comments, Jeff Langan has a concern on what the General Subcommittee is suppose to do and have we given them some direction. Jeff Blue suggested maybe having some type of a work session at the Engineer's Institute with the screening board and general subcommittee, because Jeff Blue does not want stuff to keep coming back for study if it has already been looked at more than once. Julie wants to know what Diane should bring with her if this would be the wishes of the Screening Board. Brad Larson commented whether we are connecting with what the urban design really builds. Greg Isakson asked if Diane could show certain effects, can they be shown individually. Diane said she would not be ready by the Institute if she has to go back and recalculate everything. Nick Anderson commented that the Rural Design table was probably adequate, so it really doesn't warrant a lot more studying. Jeff Langan heard from others why the changes were so significant and wondered if Diane could show where the changes took place, was it because of the concrete paving, 7 ton to 9 ton, traffic splits, etc. Diane thought she could get that information out, possibly ready for the Institute.

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

Respectively Submitted,

David A. Olsonawski

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

April 3, 2003

The meeting was called to order by Chairman Jeff Blue, at 10:15 A.M., April 3, 2003 at the Transportation Building, Room 213, St. Paul, Minnesota.

Members present:	Jeff Blue, Chairman	Waseca County
	Mic Dahlberg	Chisago County
	Rich Heilman	Isanti County
Others in attendance:		
	Gary Erickson, Screening Board Chair	Hennepin County
	Rick Kjonaas	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, look at the proposed design chart changes, and proposed changes to the resolutions.

Prior to the meeting, maps showing each county's 1998-2002 five-year average gravel base unit price data was sent to the Subcommittee members. The procedure used to determine gravel base prices for those counties with less than 50,000 tons was also sent to the members.

Diane stated that sub base and concrete were being eliminated from the Design Charts. The subcommittee agreed. She then went over the resolution on counties having less than 50,000 tons of gravel base. 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 of gravel base for the remaining quantity to equal 50,000 tons. The resolution would read 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.*

Diane explained the procedure for inflating Gravel Base unit prices. The inflated gravel base unit price is calculated by taking 4 years of inflated cost plus the current years cost and the total is divided by the total quantity for the last 5 years.

Diane talked about the counties that had less than 50,000 tons of gravel base. These counties were Cook, Lake of the Woods, Traverse, Brown, Jackson, Waseca, Sibley, and Chippewa. The inflated gravel base Unit Price for these counties was determined by taking the tonnage they used in their county and added enough quantity from surrounding counties to reach 50,000 tons and divided by the total inflated price.

Then the Gravel Base Unit Price map was reviewed. This map shows the 2002 Needs Study gravel base unit price on the top, number of 1998 – 2002 Gravel Base projects, miles, tons (in 1,000's), and 5 year average unit price, and the 2003 Inflated Gravel Base Unit Price on the bottom for each county.

The Subcommittee then reviewed the unit price data regarding the other **roadway** items. It was the consensus of the members to continue using the "increment method" to determine each county's 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 2002 state average CSAH construction unit price of Gravel Base ($5.76) and the 2002 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 Averages
For Rural Design	
Gravel Surf 2118/Ton	$5.35-$5.76(GB) = GB -$ 0.41
Gravel Shldr 2221/Ton	$6.44-$5.76(GB) = GB+$ 0.68
Combined Bit. Base & Surf (2331, 2341, & 2350)/Ton	$22.74-$5.76(GB) = GB+$16.98
For Urban Design:	
Combined Bit. Base & Surf (2331, 2341, & 2350)/Ton	$29.92-$5.76(GB) = GB+$24.16

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 $257,375/mile for complete storm sewer construction and $82,700/mile for adjusting existing storm sewer systems. The Subcommittee recommends using these prices for the 2003 CSAH Needs Study.

The unit price for curb and gutter is generally taken from the MSAS Subcommittee's recommendation. The average MSAS price for 2002 was $7.70 per linear foot. MSAS did not do a Unit Price Study this year. Last years Needs Study price was $7.70. The Subcommittee recommends retaining the $7.70 for the 2003 CSAH Needs Study.

The 2002 average bridge costs were compiled based on 2002 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 2002 bridge construction were:

$86/sq. ft. for 0-149 ft. long bridges
$86/sq. ft. for 150-499 ft. long bridges
$111/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 feet and 500 feet & over bridges. Their recommendation is to use $81/sq. ft. on bridges less than 150 foot long, $86/sq. ft. on all bridges 150-499, $72/sq. ft. on bridges over 500 feet and $150/sq. ft for any bridge widening needs.

There was no RR/Hwy bridge constructed in 2002. Thus the Subcommittee is recommending keeping the $14,000/lineal foot price for a 1 track bridge and $4,000/lineal foot 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.

Rick Kjonaas gave a brief statement on State Aids position on the proposed Design Charts. There are some executive decisions that could be made but State Aid would like the Screening Board to make a decision. There were some suggestions that came from the counties and were incorporated into the proposed Design Charts. State Aid is expecting the proposed Design Charts to be passed with a choice of some addendums that will be discussed a little later. It was agreed that it is more expensive to do business in the metro area.

Diane explained the proposed Design Charts. A new group (150-399 ADT, 9 ton) was added with new "GE" values to make it more consistent. The overall state wide change in the new design chart would be +0.5%. When you include everything (needs update, traffic changes, etc) the final results might be a little different.

The addendums to the Design Chart and discussions are as follows:

1) After the Fact Concrete: Items that might be included are; concrete pavement, structural concrete, expansion joints, reinforcement bars, dowel bars, headers, and permanent/temporary. A discussion brought out that this would be a hard thing to figure out because you don't know what is added into the cost of each item. Jeff stated that he does not agree with After the Fact Concrete because the concrete road lasts for 40 years but you start drawing needs after 25 years. Jeff also stated that maybe the Subcommittee should come up with a price per cubic yard for a concrete adjustment instead. This could be done by converting bituminous tonnage to cubic yards and then taking the difference between the concrete cost and bituminous cost per mile. Rick stated that he likes the cost per mile method. Concrete would be approximately $281,000/mile rural and bituminous would be approximately $170,000/mile rural. Doing this on a 25 year After the Fact would give back $2,000/lane mile/year or $50,000/lane mile over 25 years. The Subcommittee recommended this concept.

2) Safety Net: Diane explained the 20% over or 20% under needs restriction to the 25 year Construction Needs that is in current CSAH resolutions. There was a suggestion to put a restriction on the money needs, the same as the lane mile change which was done by Statute. Julie Skallman does not recommend doing this. Diane handed out a chart showing a possible 20% increase and 5% decrease restriction to the state wide average construction needs. This restriction was discussed and recommended by the Subcommittee in place of changes to the statutes for money needs restriction.

3) Bituminous Price Increment: Rick stated that bituminous in the metro cost more than out state and thus brings the out state price up and the metro price down. The metro is requesting to have their own price instead of the state wide average. Jeff stated that the metro's rural and urban prices are only pennies apart and the out state prices are far apart. Discussion was if metro got their own bituminous price should they use their own gravel base price to figure the increment. Different scenarios were put together using the state wide gravel base price, metro gravel base price, and rural & urban gravel base prices used separately. Jeff said that he likes the metro and out state separation but he would like to meet at a later date after CSAH Needs section has time to put together some numbers. This was agreed.

4) Rural Design Projected ADT 7,000: This would allow 4 lanes on rural design at 7,000 projected ADT, the same as urban design. Currently, there are 68 miles that would be affected. This item was agreed to by all.

The meeting was adjourned at 2.05 p.m. until April 22, 2003, at 10:00 a.m.

Respectfully submitted,

Norman Cordes

Norman Cordes

BITUMINOUS SURFACE SPEC 2331,2341,2350

Rural & Urban Projects let during 2002

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	32 (1 Urban) (31 Rural)	$10,925,912	521,474	$20.95	140.93
2	37 (1 Urban) (36 Rural)	10,726,343	496,738	21.59	195.53
3	36 (10 Urban) (26 Rural)	10,528,228	482,076	21.84	126.74
4	31 (6 Urban) (25 Rural)	7,538,501	381,299	19.77	112.62
6	36 (4 Urban) (32 Rural)	10,892,582	420,940	25.88	99.56
7	47 (5 Urban) (42 Rural)	15,347,488	615,813	24.92	208.27
8	49 (2 Urban) (47 Rural)	10,907,717	464,271	23.49	146.99
Metro	23 (19 Urban) (4 Rural)	10,703,040	336,505	31.81	30.33
State Total	**291 (48 Urban) (243 Rural)**	**$87,569,811**	**3,719,116**	**$23.55**	**1,060.97**
Outstate	268 (29 Urban) (239 Rural)	76,866,771	3,382,611	22.72	

Urban Projects let during 2002

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	1	$396,147	19,537	$20.28	2.02
2	1	24,655	1,100	22.41	0.18
3	10	2,001,541	69,253	28.90	10.23
4	6	630,842	26,971	23.39	5.66
6	4	619,296	21,758	28.46	1.63
7	5	697,866	22,363	31.21	2.62
8	2	321,656	11,670	27.56	1.32
Metro	19	7,826,730	245,770	31.85	16.54
State Total	**48**	**$12,518,733**	**418,422**	**$29.92**	**40.20**
Outstate	29	4,692,003	172,652	27.18	

Rural Projects let during 2002

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	31	$10,529,765	501,937	$20.98	138.91
2	36	10,701,688	495,638	21.59	195.35
3	26	8,526,687	412,823	20.65	116.51
4	25	6,907,659	354,328	19.50	106.96
6	32	10,273,286	399,182	25.74	97.93
7	42	14,649,622	593,450	24.69	205.65
8	47	10,586,061	452,601	23.39	145.67
Metro	4	2,876,310	90,735	31.70	13.79
State Total	**243**	**$75,051,078**	**3,300,694**	**$22.74**	**1020.77**
Outstate	239	72,174,768	3,209,959	22.48	

N:CSAH\EXCEL\SPEC 2331,2341,2350 usage2002

BITUMINOUS SURFACE SPEC 2331,2341,2350

Rural & Urban Projects let during 2001

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	25 (8 Urban) (17 Rural)	$5,297,810	251,391	$21.07	90.51
2	25 (2 Urban) (23 Rural)	7,425,302	362,822	20.47	131.51
3	57 (4 Urban) (53 Rural)	12,494,482	624,181	20.02	213.82
4	32 (7 Urban) (25 Rural)	7,581,190	389,924	19.44	97.92
6	35 (5 Urban) (30 Rural)	7,302,062	271,389	26.91	100.74
7	41 (5 Urban) (36 Rural)	9,994,292	460,470	21.70	139.12
8	45 (5 Urban) (40 Rural)	13,482,857	612,313	22.02	174.14
Metro	28 (16 Urban) (12 Rural)	8,798,029	307,272	28.63	32.31
State Total	**288 (52 Urban) (236 Rural)**	**72,376,024**	**3,279,762**	**$22.07**	**980.07**
Outstate	260 (36 Urban) (224 Rural)	63,577,995	2,972,490	21.39	

Urban Projects let during 2001

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	8	$1,167,209	42,892	$27.21	7.64
2	2	284,760	11,957	23.82	2.25
3	4	575,177	18,165	31.66	3.05
4	7	783,347	27,120	28.88	3.21
6	5	680,996	20,008	34.04	2.70
7	5	573,444	19,175	29.91	2.13
8	5	770,317	29,234	26.35	3.31
Metro	16	5,935,974	208,334	28.49	15.79
State Total	**52**	**$10,771,224**	**376,885**	**$28.58**	**40.08**
Outstate	36	4,835,250	168,551	28.69	

Rural Projects let during 2001

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	17	$4,130,601	208,499	$19.81	82.87
2	23	7,140,542	350,865	20.35	129.26
3	53	11,919,305	606,016	19.67	210.77
4	25	6,797,843	362,804	18.74	94.71
6	30	6,621,066	251,381	26.34	98.04
7	36	9,420,848	441,295	21.35	136.99
8	40	12,712,540	583,079	21.80	170.83
Metro	12	2,862,055	98,938	28.93	16.52
State Total	**236**	**$61,604,800**	**2,902,877**	**$21.22**	**939.99**
Outstate	224	58,742,745	2,803,939	20.95	

N:CSAH\EXCEL\SPEC 2331,2341,2350 usage2001

BITUMINOUS SURFACE SPEC 2331,2341,2350

Rural & Urban Projects let during 2000

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	23 (4 Urban) (19 Rural)	$6,474,365	274,205	$23.61	88.36
2	38 (38 Rural)	8,226,222	397,435	20.70	139.70
3	63 (3 Urban) (60 Rural)	13,804,041	692,669	19.93	223.10
4	49 (3 Urban) (46 Rural)	10,239,245	490,983	20.85	146.25
6	57 (4 Urban) (53 Rural)	9,852,011	401,120	24.56	149.90
7	59 (8 Urban) (51 Rural)	12,368,905	591,581	20.91	176.00
8	37 (6 Urban) (31 Rural)	10,327,250	460,363	22.43	120.40
Metro	47 (35 Urban) (12 Rural)	14,701,741	512,612	28.68	80.22
State Total	**373 (63 Urban) (310 Rural)**	**$85,993,780**	**3,820,968**	**$22.51**	**1,123.93**
Outstate	326 (28 Urban) (298 Rural)	71,292,039	3,308,356	21.55	

Urban Projects let during 2000

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	4	$790,448	26,504	$29.82	4.55
2					
3	3	188,376	6,849	27.50	1.80
4	3	183,234	6,149	29.80	0.80
6	4	552,465	17,100	32.31	2.40
7	8	1,111,785	41,312	26.91	5.00
8	6	718,880	24,728	29.07	3.10
Metro	35	12,310,576	425,228	28.95	58.52
State Total	**63**	**$15,855,764**	**547,870**	**$28.94**	**76.17**
Outstate	28	3,545,188	122,642	28.91	

Rural Projects let during 2000

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	19	$5,683,917	247,701	$22.95	83.80
2	38	8,226,222	397,435	20.70	139.70
3	60	13,615,665	685,820	19.85	221.30
4	46	10,056,011	484,834	20.74	145.45
6	53	9,299,546	384,020	24.22	147.50
7	51	11,257,120	550,269	20.46	171.00
8	31	9,608,370	435,635	22.06	117.30
Metro	12	2,391,165	87,384	27.36	21.70
State Total	**310**	**$70,138,016**	**3,273,098**	**$21.43**	**1,047.75**
Outstate	298	67,746,851	3,185,714	21.27	

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GRAVEL BASE SPEC 2215

Rural & Urban Projects let during 2002

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	18 (1 Urban) (17 Rural)	$3,259,296	630,906	$5.17	73.09
2	28 (1 Urban) (27 Rural)	4,399,659	880,106	5.00	131.62
3	29 (10 Urban) (19 Rural)	2,592,766	468,675	5.53	86.47
4	26 (6 Urban) (20 Rural)	1,706,660	366,264	4.66	71.23
6	22 (4 Urban) (18 Rural)	2,676,230	366,170	7.31	49.45
7	11 (5 Urban) (6 Rural)	966,582	146,502	6.60	19.80
8	31 (2 Urban) (29 Rural)	3,297,436	594,447	5.55	92.16
Metro	22 (17 Urban) (5 Rural)	3,790,193	486,632	7.79	26.23
State Total	**187 (46 Urban) (141 Rural)**	**$22,688,822**	**3,939,702**	**$5.76**	**550.05**
Outstate	165 (29 Urban) (136 Rural)	$18,898,629	3,453,070	5.47	

Urban Projects let during 2002

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	1	$196,323	32,014	$6.13	2.02
2	1	19,200	2,400	8.00	0.18
3	10	738,625	111,488	6.63	10.23
4	6	89,604	14,787	6.06	5.66
6	4	453,213	48,835	9.28	1.63
7	5	227,149	23,878	9.51	1.96
8	2	100,460	12,330	8.15	1.32
Metro	17	3,074,611	368,375	8.35	15.47
State Total	**46**	**$4,899,185**	**614,107**	**$7.98**	**38.47**
Outstate	29	1,824,574	245,732	$7.43	

Rural Projects let during 2002

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	LENGTH
1	17	$3,062,973	598,892	$5.11	71.07
2	27	4,380,459	877,706	4.99	131.44
3	19	1,854,141	357,187	5.19	76.24
4	20	1,617,056	351,477	4.60	65.57
6	18	2,223,017	317,335	7.01	47.82
7	6	739,433	122,624	6.03	17.84
8	29	3,196,976	582,117	5.49	90.84
Metro	5	715,582	118,257	6.05	10.76
State Total	**141**	**$17,789,637**	**3,325,595**	**$5.35**	**511.58**
Outstate	136	17,074,055	3,207,338	5.32	

PROPOSED DESIGN RESTRICTION

20% Increase or 5% Decrease over the Statewide Average

Reviewed by the General Subcommittee 4/3/03

Example - Based on Phase Effects from Rural & Urban Design Chart Update

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

07-May-03

COUNTY	BASIC 2002 25 YEAR CONSTRUCTION NEEDS	BASIC 2003 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM 2001 NEEDS	% CHANGE FROM 2002 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	2003 SCREENING BOARD RESTRICTION	COUNTY
Carlton	$69,067,253	$68,545,100	($522,153)	-0.8%				Carlton
Cook	44,685,233	46,492,115	1,806,882	4.0%				Cook
Itasca	129,172,062	133,768,133	4,596,071	3.6%				Itasca
Koochiching	35,789,727	38,610,174	2,820,447	7.9%				Koochiching
Lake	64,425,702	65,629,965	1,204,263	1.9%				Lake
Pine	122,861,031	127,285,603	4,424,572	3.6%				Pine
St. Louis	404,259,084	411,523,534	7,264,450	1.8%				St. Louis
District 1 Totals	870,260,092	891,854,624	21,594,532	2.5%				District 1 Totals
Beltrami	90,558,338	91,395,986	837,648	0.9%				Beltrami
Clearwater	44,963,209	47,625,102	2,661,893	5.9%				Clearwater
Hubbard	52,064,710	54,409,607	2,344,897	4.5%				Hubbard
Kittson	51,485,396	54,278,927	2,793,531	5.4%				Kittson
Lake of 'Woods	23,879,550	25,483,544	1,603,994	6.7%				Lake of 'Woods
Marshall	72,195,139	77,684,601	5,489,462	7.6%				Marshall
Norman	49,602,705	52,249,039	2,646,334	5.3%				Norman
Pennington	29,557,326	31,128,604	1,571,278	5.3%				Pennington
Polk	128,531,327	134,909,814	6,378,487	5.0%				Polk
Red Lake	25,495,190	26,814,100	1,318,910	5.2%				Red Lake
Roseau	55,068,400	59,100,811	4,032,411	7.3%				Roseau
District 2 Totals	623,401,290	655,080,135	31,678,845	5.1%				District 2 Totals
Aitkin	58,699,417	61,051,200	2,351,783	4.0%				Aitkin
Benton	33,398,520	34,445,261	1,046,741	3.1%				Benton
Cass	84,022,111	86,748,303	2,726,192	3.2%				Cass
Crow Wing	80,748,013	78,318,147	(2,429,866)	-3.0%				Crow Wing
Isanti	38,524,766	39,698,805	1,174,039	3.1%				Isanti
Kanabec	31,444,242	32,504,798	1,060,556	3.4%				Kanabec
Mille Lacs	53,464,485	54,813,369	1,348,884	2.5%				Mille Lacs
Morrison	73,507,991	76,947,809	3,439,818	4.7%				Morrison
Sherburne	41,436,010	39,442,159	(1,993,851)	-4.8%	-4.5%	$39,571,390	$129,231	Sherburne
Stearns	140,251,309	140,675,222	423,913	0.3%				Stearns
Todd	46,557,693	49,461,223	2,903,530	6.2%				Todd
Wadena	30,705,241	31,905,079	1,199,838	3.9%				Wadena
Wright	139,880,957	136,943,633	(2,937,324)	-2.1%				Wright
District 3 Totals	852,640,755	862,955,008	10,314,253	1.2%				District 3 Totals

n:CSAH/books/spring 2003/design restriction 2003+20% or -5%

Addendum #2 to Design Chart - Safety Net

PROPOSED DESIGN RESTRICTION

20% Increase or 5% Decrease over the Statewide Average

Reviewed by the General Subcommittee 4/3/03

Example - Based on Phase Effects from Rural & Urban Design Chart Update

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

07-May-03

COUNTY	BASIC 2002 25 YEAR CONSTRUCTION NEEDS	BASIC 2003 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM 2001 NEEDS	% CHANGE FROM 2002 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	2003 SCREENING BOARD RESTRICTION	COUNTY
Becker	$62,711,912	$64,857,555	$2,145,643	3.4%				Becker
Big Stone	20,913,578	22,418,219	1,504,641	7.2%				Big Stone
Clay	67,459,211	69,161,597	1,702,386	2.5%				Clay
Douglas	59,385,426	61,757,879	2,372,453	4.0%				Douglas
Grant	23,155,728	24,579,869	1,424,141	6.2%				Grant
Mahnomen	20,818,494	21,724,951	906,457	4.4%				Mahnomen
Otter Tail	168,880,876	178,105,456	9,224,580	5.5%				Otter Tail
Pope	41,439,308	44,014,312	2,575,004	6.2%				Pope
Stevens	30,371,731	32,406,038	2,034,307	6.7%				Stevens
Swift	42,559,656	45,503,984	2,944,328	6.9%				Swift
Traverse	29,198,577	30,910,173	1,711,596	5.9%				Traverse
Wilkin	45,423,870	47,799,288	2,375,418	5.2%				Wilkin
District 4 Totals	612,318,367	643,239,321	30,920,954	5.1%				District 4 Totals
Anoka	132,982,897	115,562,857	(17,420,040)	-13.1%	-4.5%	126,998,667	11,435,810	Anoka
Carver	83,443,017	83,076,422	(366,595)	-0.4%				Carver
Hennepin	623,553,166	570,798,463	(52,754,703)	-8.5%	-4.5%	595,493,274	24,694,811	Hennepin
Scott	100,080,030	90,216,626	(9,863,404)	-9.9%	-4.5%	95,576,429	5,359,803	Scott
District 5 Totals	940,059,110	859,654,368	(80,404,742)	-8.6%				District 5 Totals
Dodge	51,223,841	52,035,627	811,786	1.6%				Dodge
Fillmore	120,545,638	125,293,360	4,747,722	3.9%				Fillmore
Freeborn	78,461,071	81,450,885	2,989,814	3.8%				Freeborn
Goodhue	81,913,022	82,678,424	765,402	0.9%				Goodhue
Houston	70,586,404	72,936,638	2,350,234	3.3%				Houston
Mower	83,535,396	86,300,559	2,765,163	3.3%				Mower
Olmsted	121,104,198	121,800,501	696,303	0.6%				Olmsted
Rice	64,694,538	65,832,600	1,138,062	1.8%				Rice
Steele	68,679,067	69,345,263	666,196	1.0%				Steele
Wabasha	72,754,840	75,265,924	2,511,084	3.5%				Wabasha
Winona	96,791,758	99,534,050	2,742,292	2.8%				Winona
District 6 Totals	910,289,773	932,473,831	22,184,058	2.4%				District 6 Totals

PROPOSED DESIGN RESTRICTION

20% Increase or 5% Decrease over the Statewide Average

Reviewed by the General Subcommittee 4/3/03

Example - Based on Phase Effects from Rural & Urban Design Chart Update

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

07-May-03

COUNTY	BASIC 2002 25 YEAR CONSTRUCTION NEEDS	BASIC 2003 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM 2001 NEEDS	% CHANGE FROM 2002 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	2003 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	$104,639,205	$106,471,621	$1,832,416	1.8%				Blue Earth
Brown	59,250,748	61,405,783	2,155,035	3.6%				Brown
Cottonwood	48,703,356	50,549,086	1,845,730	3.8%				Cottonwood
Faribault	78,511,854	81,691,604	3,179,750	4.1%				Faribault
Jackson	68,115,254	72,329,067	4,213,813	6.2%				Jackson
Le Sueur	59,591,436	62,817,797	3,226,361	5.4%				Le Sueur
Martin	64,403,211	66,854,253	2,451,042	3.8%				Martin
Nicollet	49,363,859	51,044,532	1,680,673	3.4%				Nicollet
Nobles	86,144,231	89,042,486	2,898,255	3.4%				Nobles
Rock	44,865,463	47,104,762	2,239,299	5.0%				Rock
Sibley	52,648,931	54,083,528	1,434,597	2.7%				Sibley
Waseca	46,219,873	49,234,081	3,014,208	6.5%				Waseca
Watonwan	36,761,028	38,858,852	2,097,824	5.7%				Watonwan
District 7 Totals	799,218,449	831,487,452	32,269,003	4.0%				District 7 Totals
Chippewa	38,663,954	40,109,556	1,445,602	3.7%				Chippewa
Kandiyohi	85,506,304	86,768,812	1,262,508	1.5%				Kandiyohi
Lac Qui Parle	36,612,301	38,744,080	2,131,779	5.8%				Lac Qui Parle
Lincoln	34,309,955	36,545,395	2,235,440	6.5%				Lincoln
Lyon	52,294,275	55,259,606	2,965,331	5.7%				Lyon
Mc Leod	53,875,784	55,673,924	1,798,140	3.3%				Mc Leod
Meeker	40,495,608	42,576,895	2,081,287	5.1%				Meeker
Murray	45,127,128	47,887,402	2,760,274	6.1%				Murray
Pipestone	34,520,963	37,307,234	2,786,271	8.1%				Pipestone
Redwood	83,642,583	86,693,558	3,050,975	3.7%				Redwood
Renville	76,095,282	80,355,354	4,260,072	5.6%				Renville
Yellow Medicine	51,818,651	54,658,434	2,839,783	5.5%				Yellow Medicine
District 8 Totals	632,962,788	662,580,250	29,617,462	4.7%				District 8 Totals
Chisago	71,493,949	71,201,263	(292,686)	-0.4%				Chisago
Dakota	211,479,503	182,289,914	(29,189,589)	-13.8%	-4.5%	201,962,925	19,673,011	Dakota
Ramsey	270,379,087	252,758,400	(17,620,687)	-6.5%	-4.5%	258,212,028	5,453,628	Ramsey
Washington	154,193,605	139,351,106	(14,842,499)	-9.6%	-4.5%	147,254,893	7,903,787	Washington
District 9 Totals	707,546,144	645,600,683	(61,945,461)	-8.8%				District 9 Totals
STATE TOTALS	$6,948,696,768	$6,984,925,672	$36,228,904	0.5%				STATE TOTALS

n:CSAH/books/spring 2003/design restriction 2003+20% or -5%

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

April 22, 2003

The meeting was called to order by Chairman Jeff Blue, at 10:20 A.M., April 22, 2003 at the Transportation Building, Room 213, St. Paul, Minnesota.

Members present:	Jeff Blue, Chairman	Waseca County
	Rich Heilman	Isanti County
Members Absent	Mic Dahlberg	Chisago County
Others in attendance:	Gary Erickson, Screening Board Chair	Hennepin County
	Rick Kjonaas	State Aid Mn/DOT
	Diane Gould	State Aid Mn/DOT
	Norman Cordes	State Aid Mn/DOT

The General Subcommittee reconvened to recommend bituminous unit prices to the Spring Screening Board if the addendum #3 to the Design Chart passes. The addendum is giving the Metro district it's own bituminous price separate from the out-state.

The minutes from the April 3, 2003 were handed out as reference.

Also handed out was a unit price sheet showing a metro and out-state bituminous price separation for both rural and urban. One scenario was using the annual rural and urban state wide average gravel base price to figure the increment and the other scenario was using a separate annual rural and urban out-state gravel base price and a annual rural and urban metro gravel base price to figure the bituminous increments. Rick stated that this breakdown was done because metro would like to see a separate bituminous price for metro because they feel their costs are much higher than out-state.

Rich stated that if we are going to split out metro and out-state bituminous than we should also split the gravel base. Jeff agreed. Rick suggested looking at combining rural and urban bituminous for the metro price and leaving out-state bituminous separated for rural and urban. A sheet was handed out showing what would happen to the 25-year construction needs if just the urban prices were separated between metro and out-state. There was less than 1% decrease in out-state and up to 2.6% increase for metro. It was agreed by both members of the subcommittee to combine rural and urban bituminous prices for metro because they have so few rural projects and the cost for bituminous was only $0.15 apart. Using the combined metro bituminous price and subtracting the metro gravel base price, gives the metro an increment of $24.02 for rural and urban bituminous.

Gary brought up that the unit prices look good but in the metro there is a lot of other items that go into building a road that aren't reflected in the unit prices. Some of these extra items are traffic control that is needed in the metro and the actual width of the roads with the multiple turn lanes. Diane suggested that maybe these are items that should be studied by the subcommittee in the future.

Rick wanted to talk a little more about the safety net addendum that will be brought up to the Screening Board. He was wondering if there was some other type of safety net that could be used. Jeff talked about the 20% increase and 5% decrease restriction of the 25-year construction needs that was discussed at the previous subcommittee meeting. He stated that the needs would probably increase about 5% each year, therefore the 5% decrease restriction would leave a 0% change. Everyone agreed.

After further discussion on the bituminous unit price, it was decided that if the Screening Board passes addendum #3 on "Bituminous Price Increment", the Subcommittee approved the Metro's proposal to the Screening Board for three separate increments for bituminous, one for rural out-state, one for urban out-state, and a combined metro rural and urban bituminous prices.

The meeting was adjourned at 11:55 a.m.

Respectfully submitted

Norman Cordes

Norman Cordes

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Addendum #3 to Design Chart Changes

(from Subcommittee Minutes 4/3/03)

Bituminous Price Increments

Construction Item	1998-2002 CSAH 5-Year Construction Average	2002 CSAH Construction Average	2003 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
Rural & Urban Design			
Grav. Base Cl 5 & 6/Ton	$5.41	$5.76	*
Outstate(Grav. Base Cl 5 & 6/Ton		$5.47	
Metro(Grav. Base Cl 5 & 6/Ton		$7.79	
Rural Design			
Combine Bit. Base & Surf. (2331, 2341, & 2350)/Ton	$19.54	$22.74	$22.74-$5.76 = G.B. +16.98
Gravel Surf. 2118/Ton	5.12	5.35	$5.35-$5.76 = G.B. -0.41
Gravel Shldr. 2221/Ton	5.97	6.44	$6.44-$5.76 = G.B. +0.68
Outstate(2331, 2341, & 2350)		22.48	$22.48-$5.47= G.B. +17.01
Urban Design			
Combine Bit. Base & Surf. (2331, 2341, & 2350)/Ton	$27.38	$29.92	$29.92-$5.76 = G.B. +24.16
Outstate(2331, 2341, & 2350)		27.18	$27.18-$5.47= G.B. +21.71
Metro(2331, 2341, & 2350)(Combined Rural & Urban)		31.81	$31.81-$7.79= G.B. +24.02

n:\csah\Books\Spring Book 2003\2003 Proposed 2 Roadway Unit Price

Addendum #3 to Design Chart Changes

(from Subcommittee Minutes 4/3/03)

Bituminous Price Increments

County Name	2002 25 Year Construction Needs After Proposed Design Chart Effects	Effect of Recommended 2003 Gravel Base Prices and Recommended 2003 Increments Rural +16.98 Urban+24.16	Difference from Proposed Design Chart Effects to Recommended 2003 Gravel Base Prices and Recommended 2003 Increments	% Change	Effect of Reccommended 2003 Gravel Base Prices with Possible 2003 Increments Out-State Rural Bit. +17.01 Out-State Urban Bit. +21.71 Combined Metro Bit. +24.02	Difference from Proposed Design Chart Effects to Reccommended 2003 Gravel Base Prices, Out State Rural Bit. Out-State Urban Bit. Combined Metro Bit.	% Change
Carlton	$68,545,100	$69,797,590	$1,252,490	1.8%	$69,569,038	$1,023,938	1.5%
Cook	46,492,115	49,265,860	2,773,745	6.0%	49,175,246	2,683,131	5.8%
Itasca	133,768,133	137,933,694	4,165,561	3.1%	137,709,920	3,941,787	2.9%
Koochiching	38,610,174	40,556,069	1,945,895	5.0%	40,301,024	1,690,850	4.4%
Lake	65,629,965	66,059,678	429,713	0.7%	65,998,964	368,999	0.6%
Pine	127,285,603	129,114,656	1,829,053	1.4%	128,824,598	1,538,995	1.2%
St. Louis	411,523,534	418,398,035	6,874,501	1.7%	417,547,320	6,023,786	1.5%
Beltrami	91,395,986	95,807,031	4,411,045	4.8%	95,532,193	4,136,207	4.5%
Clearwater	47,625,102	48,537,646	912,544	1.9%	48,425,129	800,027	1.7%
Hubbard	54,409,607	54,836,101	426,494	0.8%	54,723,286	313,679	0.6%
Kittson	54,278,927	55,126,827	847,900	1.6%	55,039,197	760,270	1.4%
Lake of the Woods	25,483,544	24,215,700	(1,267,844)	-5.0%	24,144,678	(1,338,866)	-5.3%
Marshall	77,684,601	80,483,101	2,798,500	3.6%	80,395,293	2,710,692	3.5%
Norman	52,249,039	51,827,328	(421,711)	-0.8%	51,741,662	(507,377)	-1.0%
Pennington	31,128,604	31,054,849	(73,755)	-0.2%	31,028,433	(100,171)	-0.3%
Polk	134,909,814	132,028,546	(2,881,268)	-2.1%	131,819,111	(3,090,703)	-2.3%
Red Lake	26,814,100	28,002,124	1,188,024	4.4%	27,968,686	1,154,586	4.3%
Roseau	59,100,811	61,279,748	2,178,937	3.7%	61,168,226	2,067,415	3.5%
Aitkin	61,051,200	63,948,808	2,897,608	4.7%	63,930,037	2,878,837	4.7%
Benton	34,445,261	35,936,126	1,490,865	4.3%	35,788,273	1,343,012	3.9%
Cass	86,748,303	87,480,825	732,522	0.8%	87,343,667	595,364	0.7%
Crow Wing	78,318,147	81,967,779	3,649,632	4.7%	81,638,699	3,320,552	4.2%
Isanti	39,698,805	41,838,531	2,139,726	5.4%	41,805,247	2,106,442	5.3%
Kanabec	32,504,798	33,399,402	894,604	2.8%	33,347,740	842,942	2.6%
Mille Lacs	54,813,369	58,060,387	3,247,018	5.9%	57,832,857	3,019,488	5.5%
Morrison	76,947,809	79,048,316	2,100,507	2.7%	78,887,721	1,939,912	2.5%
Sherburne	39,442,159	40,727,579	1,285,420	3.3%	40,630,454	1,188,295	3.0%
Stearns	140,675,222	144,188,811	3,513,589	2.5%	143,733,097	3,057,875	2.2%
Todd	49,461,223	51,562,109	2,100,886	4.2%	51,342,317	1,881,094	3.8%
Wadena	31,905,079	32,370,252	465,173	1.5%	32,291,234	386,155	1.2%
Wright	136,943,633	137,588,547	644,914	0.5%	137,125,839	182,206	0.1%
Becker	64,857,555	68,252,225	3,394,670	5.2%	68,014,558	3,157,003	4.9%
Big Stone	22,418,219	23,089,558	671,339	3.0%	23,029,932	611,713	2.7%
Clay	69,161,597	71,619,945	2,458,348	3.6%	71,487,516	2,325,919	3.4%
Douglas	61,757,879	63,507,055	1,749,176	2.8%	63,252,919	1,495,040	2.4%
Grant	24,579,869	25,548,722	968,853	3.9%	25,503,153	923,284	3.8%
Mahnomen	21,724,951	22,059,858	334,907	1.5%	22,026,499	301,548	1.4%
Otter Tail	178,105,456	182,297,372	4,191,916	2.4%	181,585,461	3,480,005	2.0%
Pope	44,014,312	45,368,222	1,353,910	3.1%	45,229,437	1,215,125	2.8%
Stevens	32,406,038	32,659,898	253,860	0.8%	32,619,983	213,945	0.7%
Swift	45,503,984	44,415,617	(1,088,367)	-2.4%	44,360,176	(1,143,808)	-2.5%
Traverse	30,910,173	32,201,070	1,290,897	4.2%	32,134,879	1,224,706	4.0%
Wilkin	47,799,288	48,359,851	560,563	1.2%	48,279,426	480,138	1.0%

Addendum #3 to Design Chart Changes

(from Subcommittee Minutes 4/3/03)

Bituminous Price Increments

County Name	2002 25 Year Construction Needs After Proposed Design Chart Effects	Effect of Recommended 2003 Gravel Base Prices and Recommended 2003 Increments Rural +16.98 Urban+24.16	Difference from Proposed Design Chart Effects to Recommended 2003 Gravel Base Prices and Recommended 2003 Increments	% Change	Effect of Reccommended 2003 Gravel Base Prices with Possible 2003 Increments Out-State Rural Bit. +17.01 Out-State Urban Bit. +21.71 Combined Metro Bit. +24.02	Difference from Proposed Design Chart Effects to Reccommended 2003 Gravel Base Prices, Out State Rural Bit. Out-State Urban Bit. Combined Metro Bit.	% Change
Anoka	115,562,857	118,146,645	2,583,788	2.2%	123,816,065	8,253,208	7.1%
Carver	83,076,422	80,567,900	(2,508,522)	-3.0%	84,891,968	1,815,546	2.2%
Hennepin	570,798,463	571,005,660	207,197	0.0%	574,661,462	3,862,999	0.7%
Scott	90,216,626	96,147,610	5,930,984	6.6%	100,593,081	10,376,455	11.5%
Dodge	52,035,627	52,459,366	423,739	0.8%	52,369,574	333,947	0.6%
Fillmore	125,293,360	126,650,189	1,356,829	1.1%	126,358,730	1,065,370	0.9%
Freeborn	81,450,885	84,461,119	3,010,234	3.7%	84,204,427	2,753,542	3.4%
Goodhue	82,678,424	84,453,227	1,774,803	2.1%	84,238,417	1,559,993	1.9%
Houston	72,936,638	70,384,288	(2,552,350)	-3.5%	70,303,411	(2,633,227)	-3.6%
Mower	86,300,559	89,336,890	3,036,331	3.5%	89,106,615	2,806,056	3.3%
Olmsted	121,800,501	124,721,357	2,920,856	2.4%	124,380,555	2,580,054	2.1%
Rice	65,832,600	67,678,821	1,846,221	2.8%	67,474,978	1,642,378	2.5%
Steele	69,345,263	70,253,577	908,314	1.3%	69,923,557	578,294	0.8%
Wabasha	75,265,924	77,215,062	1,949,138	2.6%	76,982,124	1,716,200	2.3%
Winona	99,534,050	103,342,768	3,808,718	3.8%	103,008,318	3,474,268	3.5%
Blue Earth	106,471,621	107,275,832	804,211	0.8%	106,858,437	386,816	0.4%
Brown	61,405,783	62,450,721	1,044,938	1.7%	62,287,826	882,043	1.4%
Cottonwood	50,549,086	50,391,909	(157,177)	-0.3%	50,286,689	(262,397)	-0.5%
Faribault	81,691,604	83,048,043	1,356,439	1.7%	82,843,798	1,152,194	1.4%
Jackson	72,329,067	75,541,720	3,212,653	4.4%	75,397,863	3,068,796	4.2%
Le Sueur	62,817,797	65,525,435	2,707,638	4.3%	65,162,909	2,345,112	3.7%
Martin	66,854,253	66,417,609	(436,644)	-0.7%	66,323,298	(530,955)	-0.8%
Nicollet	51,044,532	51,969,414	924,882	1.8%	51,847,101	802,569	1.6%
Nobles	89,042,486	95,725,892	6,683,406	7.5%	95,567,102	6,524,616	7.3%
Rock	47,104,762	46,024,621	(1,080,141)	-2.3%	45,867,580	(1,237,182)	-2.6%
Sibley	54,083,528	56,258,053	2,174,525	4.0%	56,136,901	2,053,373	3.8%
Waseca	49,234,081	49,852,635	618,554	1.3%	49,668,929	434,848	0.9%
Watonwan	38,858,852	39,541,108	682,256	1.8%	39,369,860	511,008	1.3%
Chippewa	40,109,556	40,933,673	824,117	2.1%	40,869,421	759,865	1.9%
Kandiyohi	86,768,812	87,903,661	1,134,849	1.3%	87,544,128	775,316	0.9%
Lac Qui Parle	38,744,080	41,366,194	2,622,114	6.8%	41,262,581	2,518,501	6.5%
Lincoln	36,545,395	37,109,436	564,041	1.5%	37,001,819	456,424	1.2%
Lyon	55,259,606	56,929,584	1,669,978	3.0%	56,744,040	1,484,434	2.7%
Mc Leod	55,673,924	59,378,803	3,704,879	6.7%	59,199,337	3,525,413	6.3%
Meeker	42,576,895	44,033,997	1,457,102	3.4%	43,941,703	1,364,808	3.2%
Murray	47,887,402	49,175,717	1,288,315	2.7%	49,068,778	1,181,376	2.5%
Pipestone	37,307,234	38,393,626	1,086,392	2.9%	38,196,120	888,886	2.4%
Redwood	86,693,558	85,292,272	(1,401,286)	-1.6%	85,101,588	(1,591,970)	-1.8%
Renville	80,355,354	84,303,638	3,948,284	4.9%	84,263,875	3,908,521	4.9%
Yellow Medicine	54,658,434	56,713,913	2,055,479	3.8%	56,595,141	1,936,707	3.5%
Chisago	71,201,263	72,413,855	1,212,592	1.7%	77,446,615	6,245,352	8.8%
Dakota	182,289,914	185,736,442	3,446,528	1.9%	189,411,837	7,121,923	3.9%
Ramsey	252,758,400	249,122,343	(3,636,057)	-1.4%	249,077,995	(3,680,405)	-1.5%
Washington	139,351,106	143,482,417	4,131,311	3.0%	148,587,046	9,235,940	6.6%
Totals	$6,984,925,672	$7,120,958,490	$136,032,818	1.9%	$7,138,576,724	$153,651,052	2.2%

NCSAH\Design Chart\Effect of Total Unit Price Update revised

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

JUNE, 2003

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, 2002)

1) The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year plus any repayment due from the previous years advancing and $40 million. Advanced funding will be granted on a first come-first served basis.

1a) In order to allow for some flexibility in the advancement limits previously stated, the $40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.

2) Total advances to the Regular Account shall be limited to the counties last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.

3) Total advances to the Municipal Account shall be limited to the counties last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.

4) *In addition to the total advances allowed under 2) and 3) above, a county may request an advance in an amount equal to the Federal Funds formally programmed by an Area Transportation Partnership (ATP) in any future programmed year for a State Aid Project and for items that are State Aid eligible. Should Federal Funds fail to be programmed or the project or a portion of the project be declared federally ineligible, the local agency shall be required to pay back the advance under a payment plan agreed to between State Aid and the County.*

5) Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that Counties construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come - first served" basis. First come - first served is established by payment requests and/or by the process describe in (5).

6) Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:

   a) the amount requested is within the amount authorized by the County Board Resolution,
   b) the amount requested is consistent with the other provisions of this guideline, and
   c) the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State Aid approval.

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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 Engineers responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

VARIANCES

Variance Subcommittee - June 1984

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

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

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

1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.

2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.

   Examples: a) Segments whose needs are limited to the center 24 feet.

   b) Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).

3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.

a) The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.

b) The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.

c) In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.

4) Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.

5) On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical needs calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.

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

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

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

7) There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.

8) No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.

9) Those variances requesting acceptance of pavement strength less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.

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