

780482

**1978**

**COUNTY**

**SCREENING**

**COMMITTEE**

**DATA**

**JUNE, 1978**

Prepared By  
STATE AID NEEDS UNIT  
TRANSPORTATION SYSTEM CHARACTERISTICS SECTION  
BUREAU OF POLICY AND PLANNING  
MINNESOTA DEPARTMENT OF TRANSPORTATION

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TO BE PRESENTED AT THE JUNE 15-16, 1978 MEETING

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1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

Introduction

The primary tasks of the Screening Committee at this meeting are to establish unit prices to be used in the 1978 County State Aid Highway Needs Study, to review and give approval or denial to the additional mileage requests included in this booklet, and to review the recommendations from the recent General Subcommittee meeting.

As in other years, in order to keep the five year average unit price study current, we have removed the 1972 construction projects and added the 1977 construction projects. The abstracts of bids on all rural design State Aid and Federal Aid projects, let from 1973 through 1977, are the source of information for compiling the data used for computing the recommended 1978 rural design unit prices. The gravel base unit price data obtained from the 1977 projects was transmitted to each county engineer for his approval. Any necessary corrections or changes were made prior to the Subcommittee's review and recommendation.

Urban design projects are included for Hennepin and Ramsey counties because rural design construction is such a minor part of their construction program, and as such, we would have a very limited sample from which to determine their respective unit prices. Also, in order to include deep strength bituminous base projects in the unit price study, we have converted the project quantities and costs to standard design quantities and costs such as subbase, gravel base, etc.

A state map showing the Subcommittee's recommended gravel base unit prices was transmitted to each county engineer immediately after the Subcommittee's meeting.

Minutes of the Subcommittee meeting held May 1, 1978 are included in the "Reference Material" section of this report. Ervie Prenevost, Chairman of the General Subcommittee, will attend the Screening Committee meeting to review and explain their recommendations.

1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

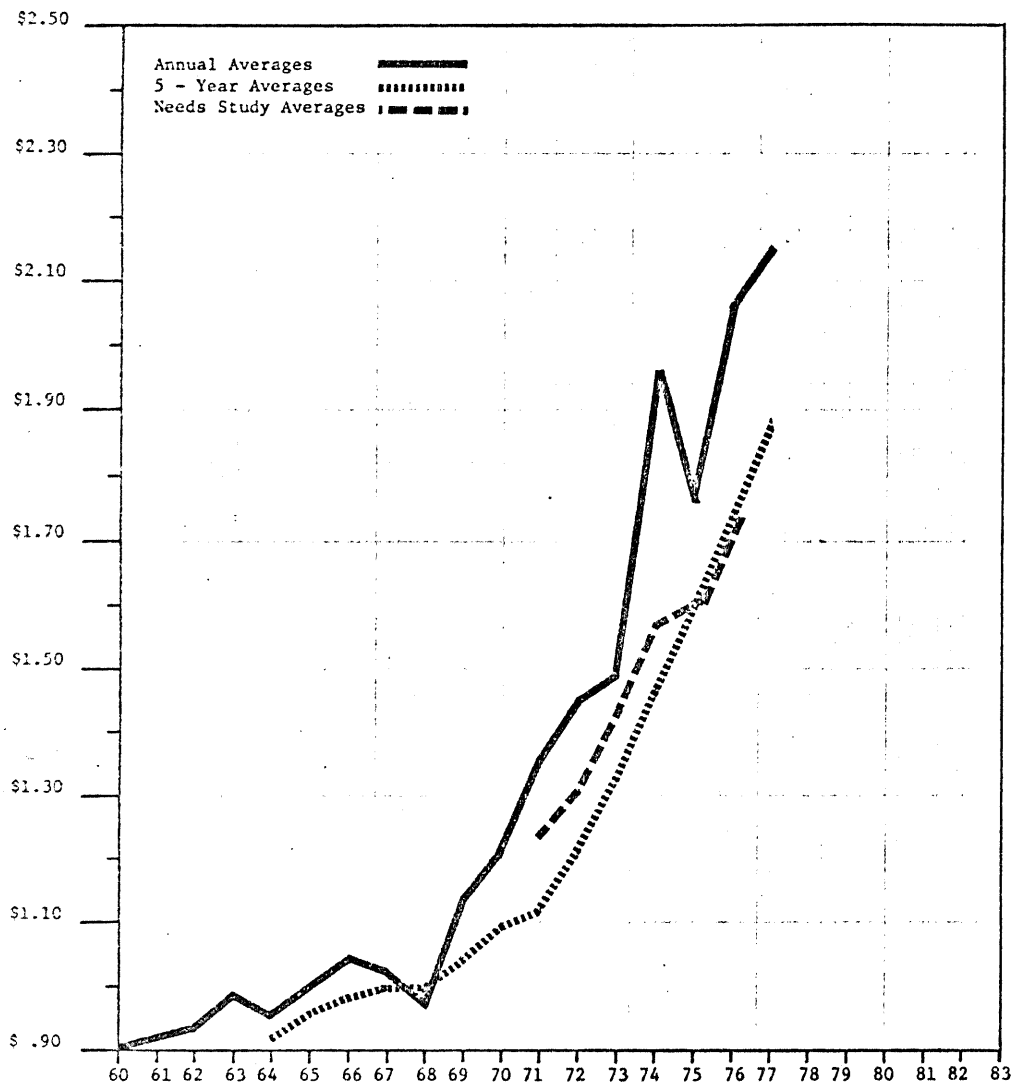
Price Trends of C.S.A.H. Rural Design Unit Prices  
(Based on State Averages from 1960-1977)

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.

The graphs for bituminous surface 2341 and 2351 are very erratic. This is mainly due to the small number of rural design projects constructed with these types of surfacing.

1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

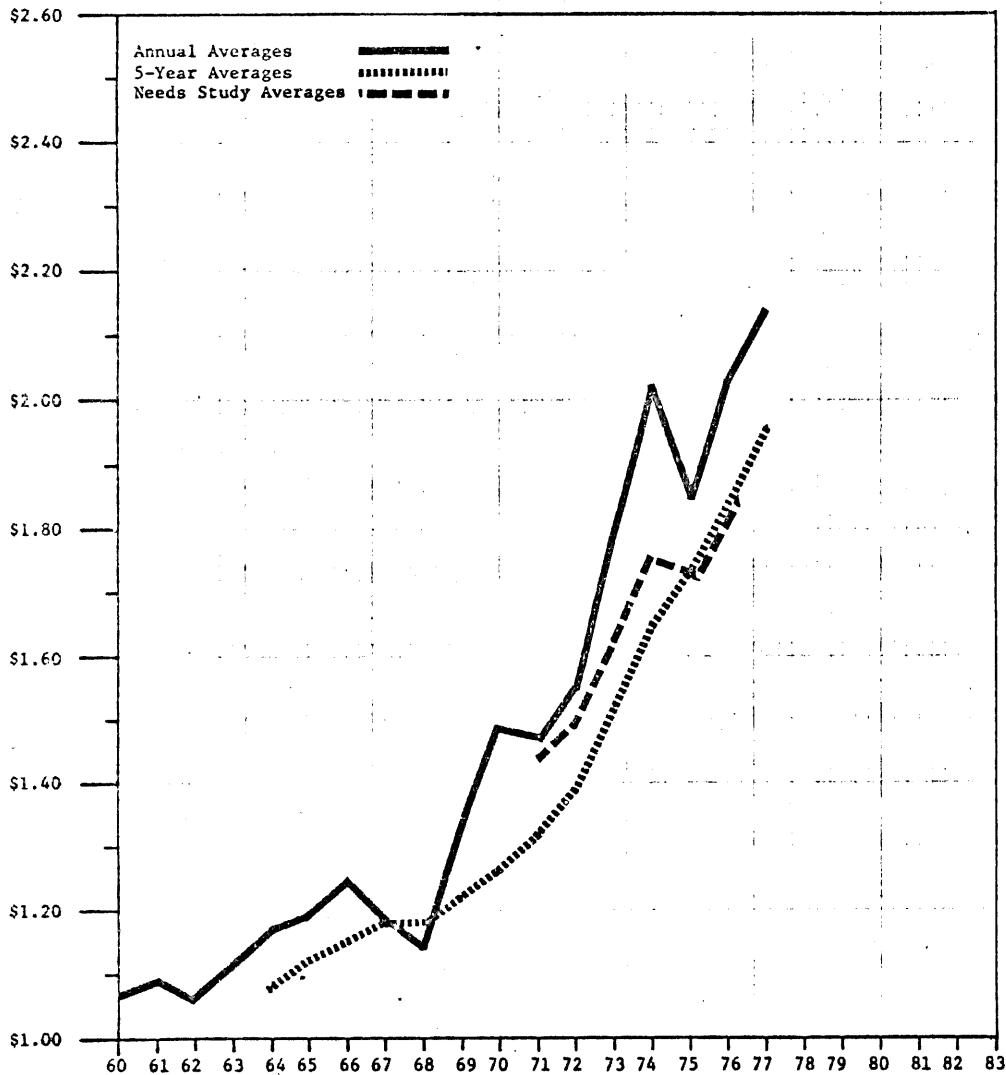
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR SUBBASE - 2211 CLASS 3 & 4



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	3,144,061	\$2,837,956	\$0.90	\$ -	\$ -
1961	2,447,233	2,243,086	0.92	-	-
1962	3,418,589	3,172,018	0.93	-	-
1963	2,823,462	2,777,800	0.98	-	-
1964	2,614,863	2,490,391	0.95	0.92	-
1965	3,439,872	3,442,567	1.00	0.96	-
1966	2,621,512	2,720,731	1.04	0.98	-
1967	2,663,548	2,711,983	1.02	1.00	-
1968	3,520,180	3,411,849	0.97	1.00	-
1969	3,269,523	3,730,567	1.14	1.04	-
1970	2,583,357	3,127,986	1.21	1.09	-
1971	2,090,773	2,833,591	1.36	1.12	1.24(1972)
1972	2,056,371	2,983,725	1.45	1.21	1.31(1973)
1973	2,028,169	3,017,267	1.49	1.33	1.43(1974)
1974	1,582,257	3,096,842	1.96	1.47	1.57(1975)
1975	1,843,954	3,248,453	1.76	1.60	1.60(1976)
1976	1,914,934	3,948,292	2.06	1.74	1.74(1977)
1977	1,307,398	2,805,472	2.15	1.87	

1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

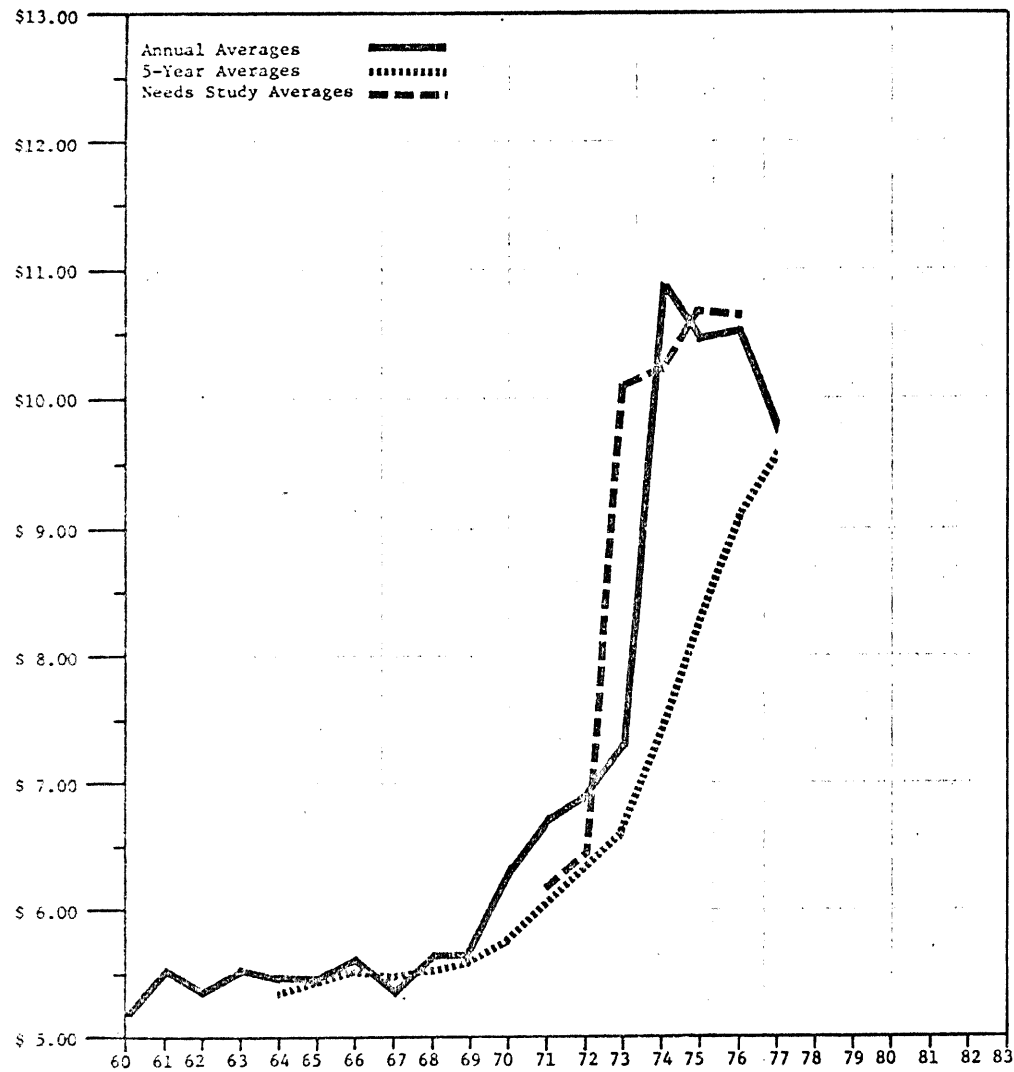
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	2,940,897	\$3,151,270	\$1.07	\$ -	\$ -
1961	2,783,989	3,041,085	1.09	-	-
1962	2,864,373	3,028,018	1.06	-	-
1963	2,519,527	2,801,368	1.11	-	-
1964	2,450,883	2,862,285	1.17	1.08	-
1965	2,635,941	3,137,427	1.19	1.12	-
1966	2,583,917	3,199,194	1.24	1.15	-
1967	2,388,721	2,825,654	1.18	1.18	-
1968	3,599,508	4,109,450	1.14	1.18	-
1969	3,608,347	4,799,463	1.33	1.22	-
1970	2,625,592	3,918,633	1.49	1.26	-
1971	3,000,346	4,417,879	1.47	1.32	1.44 (1972)
1972	2,883,622	4,463,498	1.55	1.39	1.49 (1973)
1973	2,451,343	4,360,368	1.78	1.52	1.62 (1974)
1974	2,484,786	5,029,215	2.02	1.65	1.75 (1975)
1975	2,912,968	5,390,129	1.85	1.73	1.73 (1976)
1976	2,104,954	4,281,045	2.03	1.84	1.84 (1977)
1977	2,160,267	4,633,760	2.14	1.96	

1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

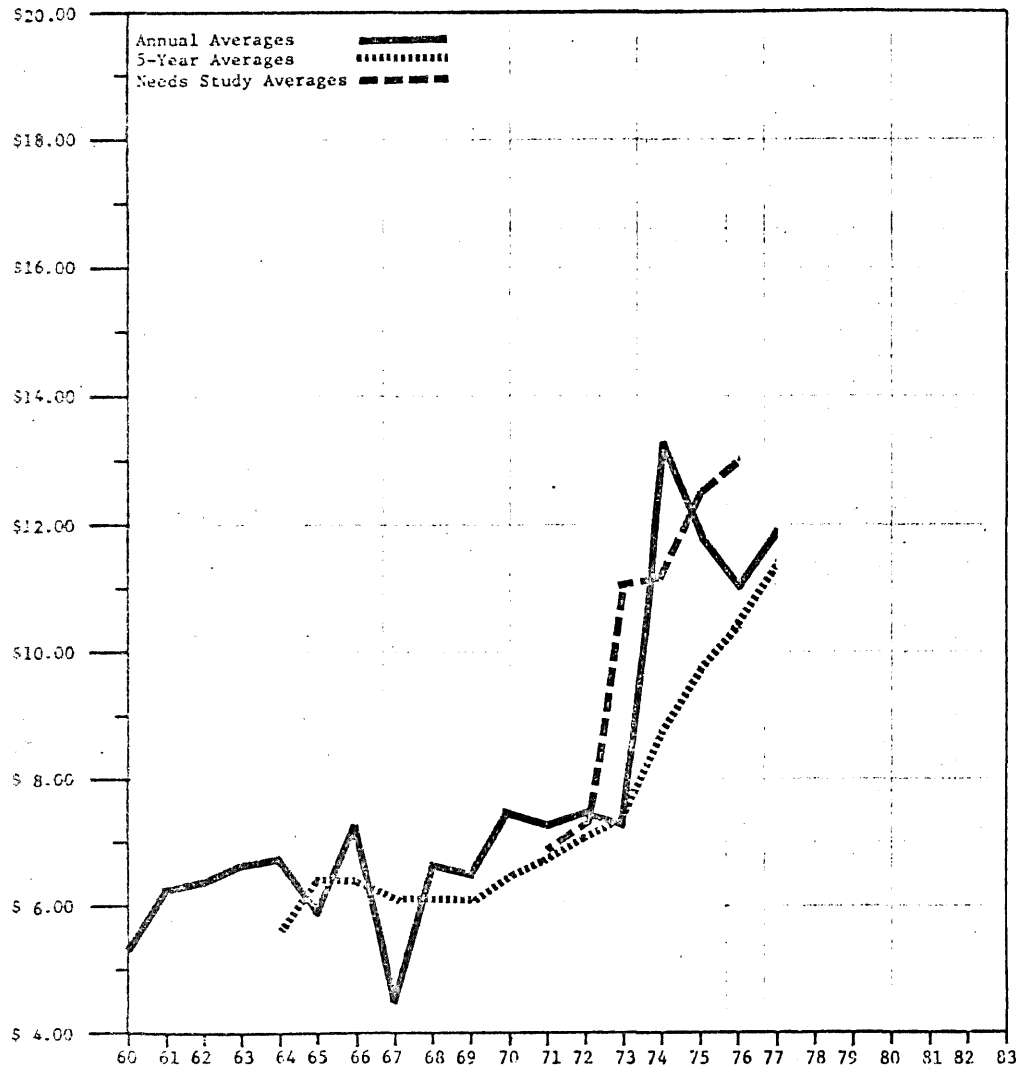
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BITUMINOUS - 2331



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	261,003	\$1,354,006	\$3.19	\$ -	\$ -
1961	214,981	1,189,054	5.53	-	-
1962	344,627	1,850,079	5.37	-	-
1963	316,721	1,749,315	5.52	-	-
1964	434,264	2,384,432	5.49	5.37	-
1965	471,875	2,574,599	5.46	5.45	-
1966	548,675	3,079,321	5.61	5.50	-
1967	587,705	3,037,165	5.35	5.48	-
1968	803,280	4,526,105	5.63	5.52	-
1969	1,372,351	7,730,513	5.63	5.56	-
1970	1,367,874	8,599,817	6.29	5.79	-
1971	1,905,877	10,066,159	6.68	6.04	6.16(1972)
1972	1,471,537	10,158,546	6.90	6.31	6.41(1973)
1973	1,617,830	11,810,186	7.30	6.61	10.10(1974)
1974	1,139,037	12,383,193	10.87	7.49	10.20(1975)
1975	1,562,419	16,349,138	10.46	8.36	10.66(1976)
1976	1,348,029	14,184,423	10.52	9.09	10.62(1977)
1977	1,421,330	13,887,156	9.77	9.69	

1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2341

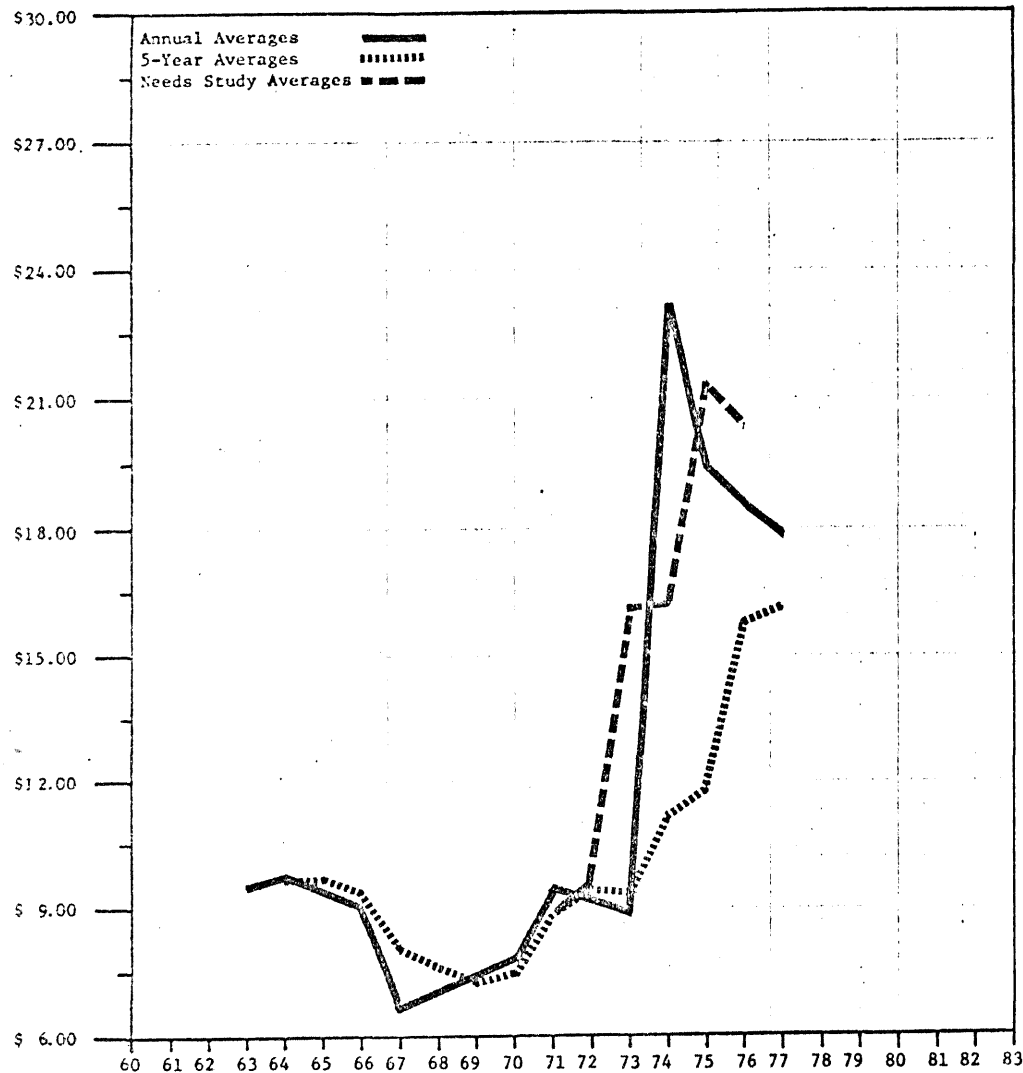


YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	33,121	\$176,763	\$5.34	\$ -	\$ -
1961	11,638	73,003	6.27	-	-
1962	38,895	244,712	6.29	-	-
1963	25,560	169,278	6.62	-	-
1964	44,624	301,238	6.75	5.65	-
1965	56,126	330,087	5.88	6.45	-
1966	17,230	125,398	7.28	6.42	-
1967	39,204	178,138	4.54	6.04	-
1968	68,019	456,267	6.71	6.18	-
1969	67,704	437,716	6.46	6.15	-
1970	63,290	473,612	7.48	6.54	-
1971	122,775	901,740	7.34	6.78	6.90(1972)
1972	129,277	961,098	7.43	7.15	7.25(1973)
1973	89,187	648,495	7.27	7.24	11.10(1974)
1974	131,056	1,746,369	13.33	8.78	11.20(1975)
1975	143,249	1,692,701	11.82	9.67	12.58(1976)
1976	107,703	1,194,772	11.09	10.40	13.08(1977)
1977	55,764	667,058	11.96	11.29	



1978 COUNTY GREENING COMMITTEE DATA  
JUNE, 1978

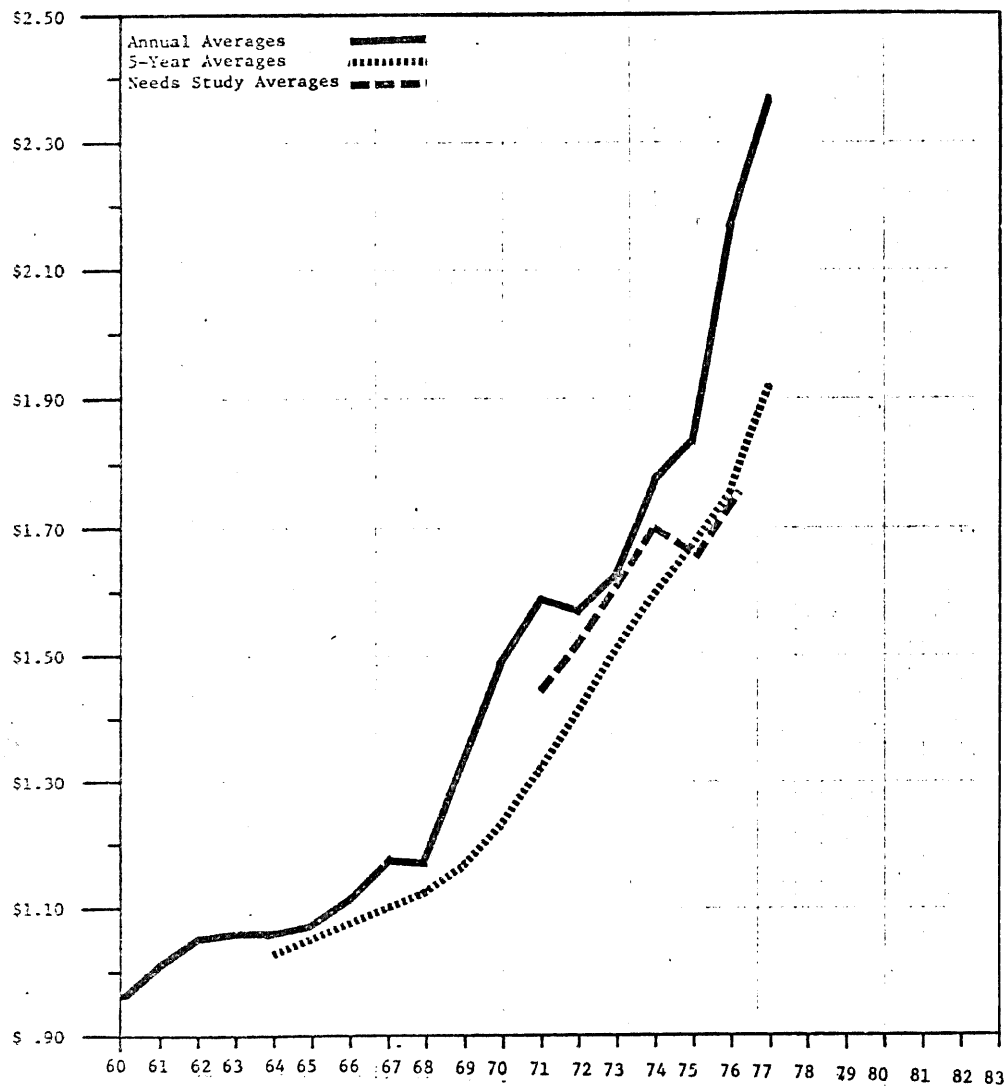
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2351



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	-	\$ -	\$ -	\$ -	\$ -
1961	-	-	-	-	-
1962	-	-	-	-	-
1963	3,405	32,663	9.59	-	-
1964	1,665	16,198	9.73	9.59	-
1965	-	-	-	9.64	-
1966	4,675	42,211	9.03	9.35	-
1967	10,689	72,613	6.79	8.01	-
1968	-	-	-	7.69	-
1969	-	-	-	7.47	-
1970	1,401	10,958	7.82	7.50	-
1971	35,983	341,371	9.49	8.84	8.96(1972)
1972	-	-	-	9.49	9.53(1973)
1973	14,383	127,925	8.90	9.28	16.10(1974)
1974	7,716	178,841	23.17	11.08	16.20(1975)
1975	4,681	90,950	19.43	11.78	21.30(1976)
1976	8,664	161,654	18.65	15.78	20.42(1977)
1977	6,763	121,415	17.95	16.13	

1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

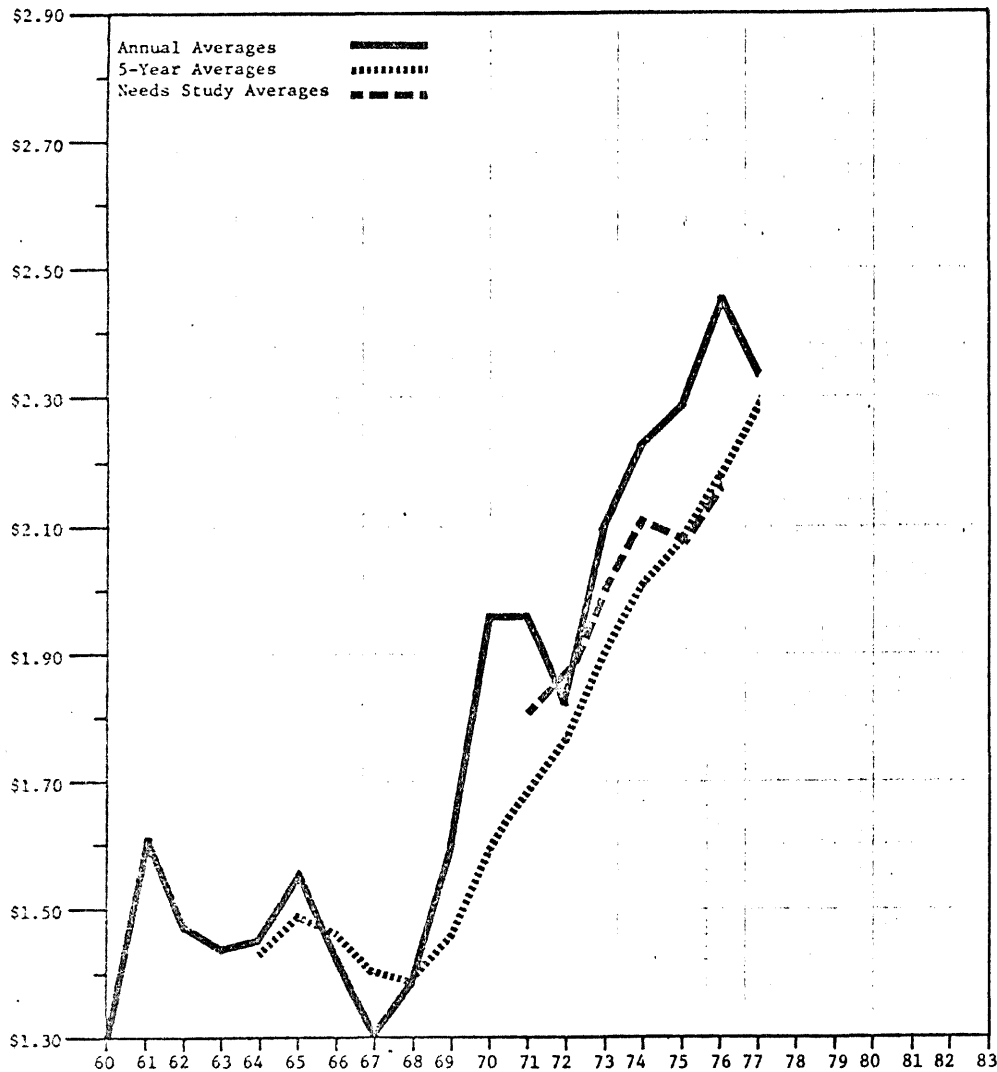
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL SURFACE - 2118



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	429,626	\$412,503	\$0.96	\$ -	\$ -
1961	368,190	373,178	1.01	-	-
1962	433,630	457,164	1.05	-	-
1963	539,226	570,336	1.06	-	-
1964	437,939	463,693	1.06	1.03	-
1965	653,729	701,383	1.07	1.05	-
1966	717,918	806,694	1.12	1.08	-
1967	741,724	871,701	1.18	1.10	-
1968	610,839	751,467	1.17	1.13	-
1969	577,092	775,762	1.34	1.17	-
1970	490,061	728,963	1.49	1.24	-
1971	459,593	733,025	1.59	1.33	1.45(1972)
1972	492,030	773,279	1.57	1.42	1.52(1973)
1973	459,436	747,360	1.63	1.52	1.62(1974)
1974	337,805	601,285	1.78	1.60	1.70(1975)
1975	371,963	684,525	1.84	1.67	1.67(1976)
1976	302,814	656,844	2.17	1.76	1.76(1977)
1977	301,424	714,046	2.37	1.92	

1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

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



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	14,420	\$ 18,807	\$1.30	\$ -	\$ -
1961	15,148	24,435	1.61	-	-
1962	23,645	34,626	1.47	-	-
1963	61,657	88,849	1.44	-	-
1964	101,044	146,572	1.45	1.43	-
1965	114,449	177,881	1.55	1.49	-
1966	242,260	343,175	1.42	1.46	-
1967	317,896	412,434	1.30	1.40	-
1968	386,386	534,039	1.38	1.39	-
1969	510,407	817,322	1.60	1.46	-
1970	518,013	1,014,009	1.96	1.59	-
1971	578,640	1,136,886	1.96	1.69	1.81(1972)
1972	648,058	1,179,448	1.82	1.77	1.87(1973)
1973	669,522	1,414,009	2.11	1.90	2.00(1974)
1974	558,308	1,243,032	2.23	2.01	2.11(1975)
1975	677,084	1,546,793	2.29	2.08	2.08(1976)
1976	649,216	1,589,269	2.45	2.18	2.18(1977)
1977	617,397	1,436,097	2.33	2.29	

1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

1978 C.S.A.H. Rural Design Gravel Base Unit Price Data

Copies of the following map were sent to each county engineer immediately following the Subcommittee's meeting. This was done so that all county engineers have as much time as possible to review the information on the map prior to the Screening Committee meeting.

The map indicates each county's 1977 C.S.A.H. needs study gravel base unit price, the gravel base data in the 1973-1977 five year average unit price study for each county, and a recommended gravel base unit price for use in the 1978 C.S.A.H. needs study.

The recommended unit prices were determined using the following procedure which was established by the General Subcommittee at their May 1, 1978 meeting:

If a county has at least 50,000 tons of gravel base in their current five year average unit price study, that five year average unit price is used.

If a county has less than 50,000 tons of gravel base material in their current five year average unit price study, a unit price is established using the five year average unit price data from the surrounding counties which have 50,000 tons of gravel base. However, the recommended unit price for these counties is limited in that the percentage change from last year's needs study unit price cannot be greater than the percentage the current statewide five year average unit price differed from last year's statewide five year average unit price.

Last year's statewide five year average unit price equaled \$1.84 and this year's is \$1.96. Therefore, any county who did not have a 50,000 ton sample could not change more than 7 percent ( $\$0.12/\$1.84$ ) from their gravel base unit price used in last year's needs study.

As you can see, the counties whose recommended unit prices have either a circle or a square around them, have less than 50,000 tons of gravel base material in their current five year average unit price study. Therefore, these prices were determined using the second part of the procedure above. Ervie Prenevost, the Subcommittee Chairman, will attend the Screening Committee meeting to discuss their recommendations.

NOTES & COMMENTS

1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

C.S.A.H. - M.S.A.S. Unit Price Comparison  
(Based on State Averages)

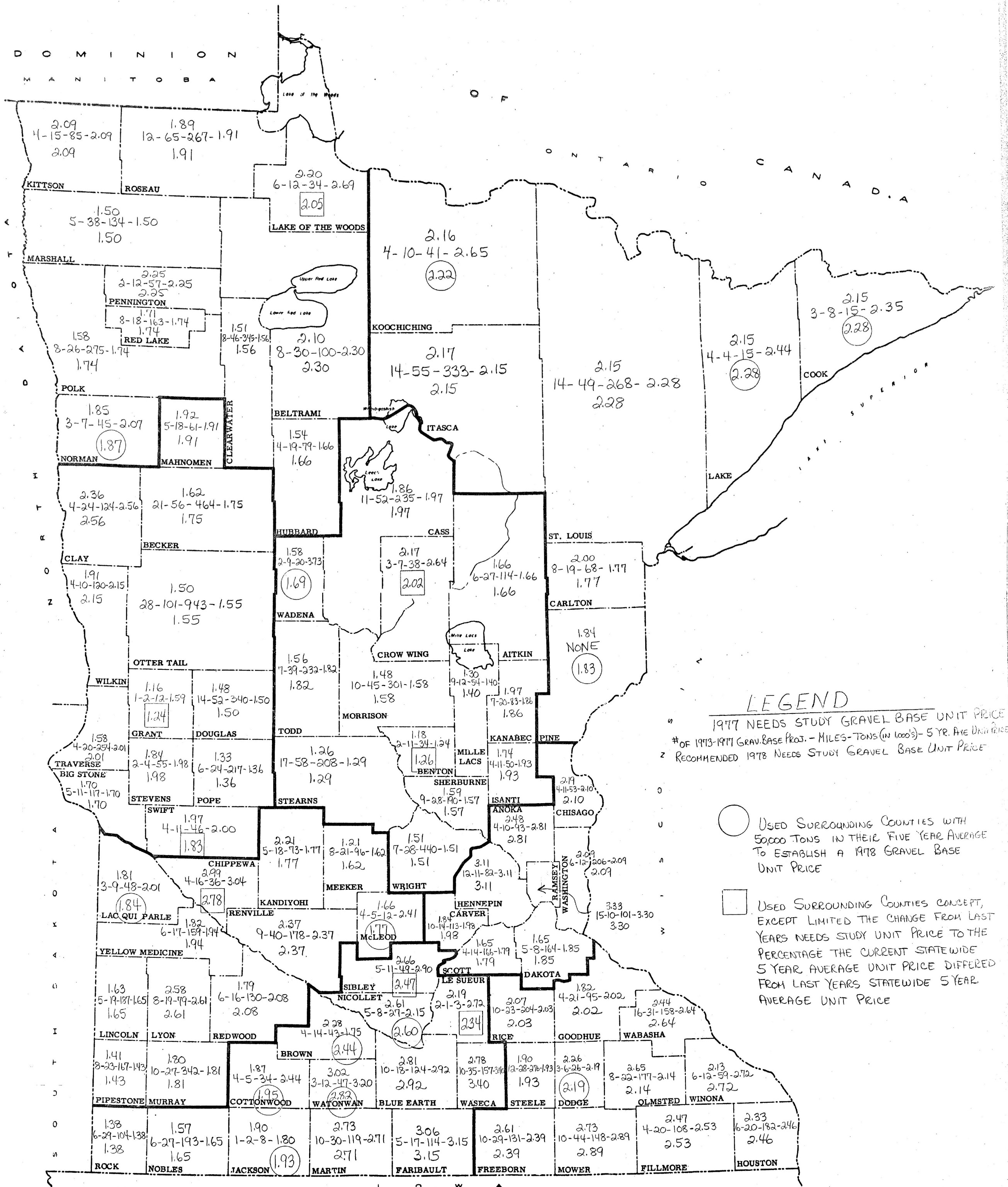
The following tabulation shows the average unit prices in both the 1977 C.S.A.H. and M.S.A.S. needs studies, the 1973-1977 five year average unit prices (based on actual projects on each system) and the unit prices recommended by the respective Subcommittees for use in the 1978 needs studies.

The prices in the last column were determined by the C.S.A.H. General Subcommittee at their meeting May 1, 1978. Minutes of this meeting are included in the "Reference Material" portion of this booklet.

# 1978 COUNTY SCREENING COMMITTEE DATA

JUNE, 1978

## 1978 C.S.A.H. RURAL DESIGN GRAVEL BASE UNIT PRICE DATA



1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

C.S.A.H. - M.S.A.S. UNIT PRICE COMPARISON  
(Based on State Averages)

Construction Item	1977 Needs Studies		1973-1977 M.S.A.S. 5-Year Average	1978 M.S.A.S. Unit Price Recommended By M.S.A.S. Subcommittee	1973-1977 C.S.A.H. 5-Year Average	1978 C.S.A.H. Unit Price Recommended By C.S.A.H. Subcommittee
	C.S.A.H. (Average)	M.S.A.S. (Same for All Cities)				
<u>Rural Design</u>						
Subbase 2211 Class 3 & 4/ton	\$ 1.74	SAME	-	SAME	\$ 1.87	G.B. - \$ 0.09
Gravel Base 2211 Class 5 & 6/ton	1.84		-		1.96	*
Bit. Base 2331/ton	9.62	AS	-	AS	9.69	G.B. + 7.42
Bit. Surface 2331/ton	10.62		-		9.69	G.B. + 8.42
Bit. Surface 2341/ton	12.08	URBAN	-	URBAN	11.29	G.B. + 10.15
Bit. Surface 2351/ton	20.42		-		16.13	G.B. + 17.91
Concrete Surface 2301/sq. yd.	9.12	DESIGN	-	DESIGN		G.B. + 7.71
Gravel Surface 2118/ton	1.76		-		1.92	G.B. - 0.04
Gravel Shoulders 2221/ton	2.18	\$2.25	-	\$2.25	2.29	G.B. + 0.33
<u>Urban Design</u>						
Grading/Cubic Yard	\$ 2.25	\$ 2.25	\$ -	\$ 2.25	-	\$ 2.25
Subbase 2211 Class 3 & 4/ton	2.40	2.40	2.05	2.50	-	G.B. + 0.54
Gravel Base 2211 Class 5 & 6/ton	3.30	3.30	2.89	3.30	-	G.B. + 1.34
Bit. Base 2331/ton	10.00	11.00	9.14	12.00	-	G.B. + 9.04
Bit. Surface 2331/ton	11.00	11.00	9.14	12.00	-	G.B. + 10.04
Bit. Surface 2341/ton	13.00	13.00	10.77	13.50	-	G.B. + 11.54
Bit. Surface 2351/ton	21.00	21.00	18.41	20.50	-	G.B. + 18.54
Concrete Surface 2301/sq. yd.	11.00	11.00	9.66	12.50	-	G.B. + 10.54
<u>Misc.</u>						
Storm Sewer-Complete/mile	\$140,000	\$140,000	\$ -	\$140,000	-	\$ 140,000
Storm Sewer-Partial/mile	43,000	43,000	-	43,000	-	43,000
Sidewalk Construction/sq. yd.	9.00	9.00	7.68	9.50	-	9.50
Curb & Gutter Construction/lin. ft.	3.50	3.50	3.22	4.00	-	4.00
Tree Removal/tree	85.00	85.00	79.43	80.00	-	80.00
Sidewalk Removal/sq. yd.	2.20	2.20	2.02	2.50	-	2.50
Curb & Gutter Removal/lin. ft.	1.50	1.50	1.01	1.50	-	1.50
Concrete Pavement Removal/sq. yd.	2.75	2.75	2.20	3.00	-	3.00
<u>Bridges</u>						
0-399 Feet Long/sq. ft.	\$30.00	\$30.00	-	\$30.00	-	\$ 30.00
400-599 Feet Long/sq. ft.	35.00	35.00	-	35.00	-	35.00
600-899 Feet Long/sq. ft.	40.00	40.00	-	40.00	-	40.00
900 Feet & Longer/sq. ft.	55.00	55.00	-	55.00	-	55.00
Widening/sq. ft.	70.00	70.00	-	70.00	-	70.00
RR over Highway-1 track/lin. ft.	2,250	2,250	-	2,250	-	2,250
Each Add.-Track/lin. ft.	1,750	1,750	-	1,750	-	1,750
<u>Railroad Protection</u>						
Signs	\$ 200	\$ 200	-	\$ 200	-	\$ 200
Signals-1 Track or low speed trains	25,000	25,000	-	25,000	-	50,000
Signals-Mult. track or high speed trains	30,000	30,000	-	30,000	-	75,000
Signals & Gates	40,000	40,000	-	40,000	-	75,000

\* THE RECOMMENDED RURAL DESIGN GRAVEL BASE UNIT PRICE FOR EACH INDIVIDUAL COUNTY IS SHOWN ON THE STATE MAP FOLDOUT (FIG. A)

G.B. - THE RURAL DESIGN GRAVEL BASE UNIT PRICE AS SHOWN ON THE STATE MAP.



MILEAGE

REQUESTS

\*\*\*\*\*

## 1978 COUNTY SCREENING COMMITTEE DATA

### 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 January, 1977 definitely sets forth what criteria are necessary.

Portion of Minn. Rule Hwy. 32, (E) (2):

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

a. County state-aid highways which:

- (1) Carry relatively heavier traffic volumes or are functional classified as collector or arterial as identified on the county's functional plans as approved by the county board;
- (2) And connect towns, communities, shipping points, and markets within a county or in adjacent counties;
  - (a) Or provide access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas;
  - (b) Or serve as principal rural mail routes and school bus routes;
- (3) And occur at reasonable intervals consistent with the density of population;
- (4) And provide an integrated and coordinated highway system, affording within practical limits a State-Aid highway network consistent with traffic demands.

History of C.S.A.H. Additional Mileage Requests  
Approved by The  
County Engineer's Screening Committee

	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	Total Mileage Requested & Approved To Date
01 Atkin				0.50	1.33	5.60															6.40
02 Anoka																					2.06
03 Becker											5.90	4.17	0.71								10.77
04 Beltrami		2.54				4.30*		0.51			0.18				0.16						7.69
05 Benton		0.66				1.40*	1.12												0.16		3.16
06 Big Stone							1.40														1.56
07 Blue Earth		4.75*	7.10*		3.44				3.63												15.79
08 Brown	3.00		0.81											0.13							7.57
09 Carlton			3.62																		3.62
10 Carver			1.55						0.94												2.97
11 Cass									7.40	0.50									0.48		7.90
12 Chippewa		14.00							1.00												15.00
13 Chisago			1.04	1.20	1.00	0.21	0.91			0.82											3.28
14 Clay			0.06											1.00	0.10						2.10
15 Clearwater			0.30*																		1.30
16 Cook					3.60		0.37			1.80				1.10			0.20				3.60
17 Cottonwood		3.00																			6.47
18 Crow Wing		1.50	9.70*	1.80																	13.00
19 Dakota		1.25	0.40*												0.07	2.40					4.12
20 Dodge																					-
21 Douglas	7.40*								3.25												10.65
22 Faribault													0.29	1.20							1.57
23 Fillmore							1.12		0.08												1.22
24 Freeborn		0.05											0.90			0.65					1.60
25 Goodhue																					-
26 Grant				5.30							0.12							0.08			0.68
27 Hennepin				0.60		3.70								0.19	0.05						5.42
28 Houston																					4.74
29 Hubbard					0.06		0.60	1.25							0.12					0.06	0.12
30 Isanti		1.00							0.74								0.26				2.17
31 Itasca																					1.80
32 Jackson																					-
33 Kanabec									0.10												0.10
34 Kandiyohi																					-
35 Kittson									0.44												0.44
36 Koochiching		0.50	7.67*	6.60*		1.10															6.60
37 Lac Qui Parle			1.70	0.20*	3.04																9.27
38 Lake					0.46		0.10														0.46
39 Lake of the Woods								1.58	0.33												1.93
40 Le Sueur																					0.89
41 Lincoln			4.00*		0.82	2.70	0.83		0.90						0.08						3.53
42 Lyon						2.00															6.55
43 McLeod																					2.00
44 Mahanomen				1.00			0.09	0.42													0.59
45 Marshall				15.00*										0.50							1.42
46 Martin																					16.00
47 Meeker			0.80					1.28			0.24										1.52
48 Mille Lacs																	0.50				1.30
49 Morrison																	0.74				0.74
50 Mower																					-
51 Murray	0.50	2.40	0.33	0.50	0.29	2.00	6.78*	0.15	2.53		1.15			1.10							13.11
52 Nicollet																					4.62
53 Nobles																					-
54 Norman					0.41	0.90		13.41	0.30					0.11			0.12				13.94
55 Olmsted				7.77*	3.00			2.00			2.55										1.31
56 Otter Tail																					15.32
57 Pennington						0.84														0.36	0.36
58 Pine			9.25																		0.84
59 Pipestone	4.00												0.50								9.25
60 Polk															0.55	1.00					0.50
61 Pope	0.50																				5.55
62 Ramsey			6.16		2.76	1.13			2.00					1.20							4.83
63 Red Lake						0.53*						0.67		0.21		0.40					10.73
64 Redwood														0.50							0.50
65 Renville						2.30															-
66 Rice		1.70											1.11								3.41
67 Rock			0.50																		1.70
68 Roseau	1.00	2.20																			0.50
69 St. Louis		1.50		4.83*	0.25	2.00	1.10*	3.43*	1.00	7.00			1.60								6.80
70 Scott																					19.14
71 Sherburne						7.65*	1.00		2.50	0.04		0.90		3.51	1.07		0.57				17.24
72 Sibley		0.50				1.00			2.92			2.50									5.42
73 Stearns																					1.50
74 Steele		0.08																			-
75 Stevens																					0.78
76 Swift																					1.55
77 Todd																					1.00
78 Traverse	0.20	1.40*	0.50					0.78													0.78
79 Wabasha																					1.99
80 Wadena							0.43*										0.20	0.10			0.73
81 Wagoner																					-
82 Washington																					4.67
83 Watonwan																					-
84 Wilkin			1.80*			0.53*										0.40			0.04	0.08	2.73
85 Winona																					0.12
86 Wright		0.45	3.70*				3.70														-
87 Yellow Medicine																					7.40
TOTALS	16.60	39.48	65.09	45.79	19.71	40.38	19.55	25.14	30.17	12.16	11.21	8.37	5.38	11.38	2.55	6.60	1.85	1.61	1.50	0.50	365.18

\* Some Trunk Highway Turnback Mileage

MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : 3-9-78  
 TO : Local Road Studies Engineer  
 FROM : R. Roore District State Aid Engineer  
 SUBJECT: Request for Preliminary Approval for System Review  
 (~~Municipality~~) (County) of Lake

Attached is a request and supporting data for preliminary approval of a revision to the ~~(CSA)~~ (CSAH) system. It is recommended that this revision be (approved) (denied).-- *See Remarks*

This proposed new State Aid route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

- ☐ carries relatively heavier traffic volumes or is functional classified as collector or arterial as identified on the county's functional plans
- ☐ and connects towns, communities, shipping points and markets within a county or in adjacent counties;
- ☒ or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas;
- ☐ or serves as a principal rural mail route and school bus route;
- ☒ and occurs at a reasonable interval consistent with the density of population;
- ☒ and provides an integrated and coordinated highway system-----  
----- consistent with traffic demands.

M.S.A.S. CRITERIA

- ☐ carries relatively heavier traffic volumes or is functionally classified as collector or arterial as identified on the urban municipality's functional plan
- ☐ and connects the points of major traffic interest within an urban municipality;
- ☐ and provides an integrated street system affording within practical limits a State-Aid street network consistent with traffic demands.

COMMENTS: A new Marina was constructed in 1975 which has been a traffic generator. - As this is mileage over and above the allotment The question added mileage is one for the Screening Committee.

RECOMMENDED APPROVAL OR DENIAL: \_\_\_\_\_  
 Local Road Studies Engineer Date

APPROVED OR DENIED: \_\_\_\_\_  
 State Aid Engineer Date

TO: COUNTY SCREENING COMMITTEE

Request for additional mileage to the County State Aid Highway System.

COUNTY OF LAKE

PROPOSED C.S.A.H. NO. 24


DESCRIPTION:

Beginning on the center line of an existing County Road at a point on the southeasterly right of way line of Trunk Highway No. 61, which point is located approximately 1000 feet west and 650 feet south of the North Quarter corner of Section 31, Township 52 North, Range 11 West; thence southeasterly along said County Road to the western terminous of Central Avenue in the townsite of Knife River; thence continuing southeasterly along said Central Avenue to Third Street; thence southeasterly along Third Street to First Avenue West; thence in a southerly direction along First Avenue West and a projection of said First Avenue West to County State Aid Highway No. 61; thence continue southeasterly along an existing County Road a distance of approximately 450 feet; thence southeasterly along said existing County Road a distance of approximately 250 feet to the center of Section 31, Township 52 North, Range 11 West; thence southeasterly along the established County Road to the waters edge of the Knife River Harbor a distance of approximately 450 feet and there terminating. MILEAGE: 0.58 Miles.

The following information is submitted as justification for designation as a County State Aid Highway.

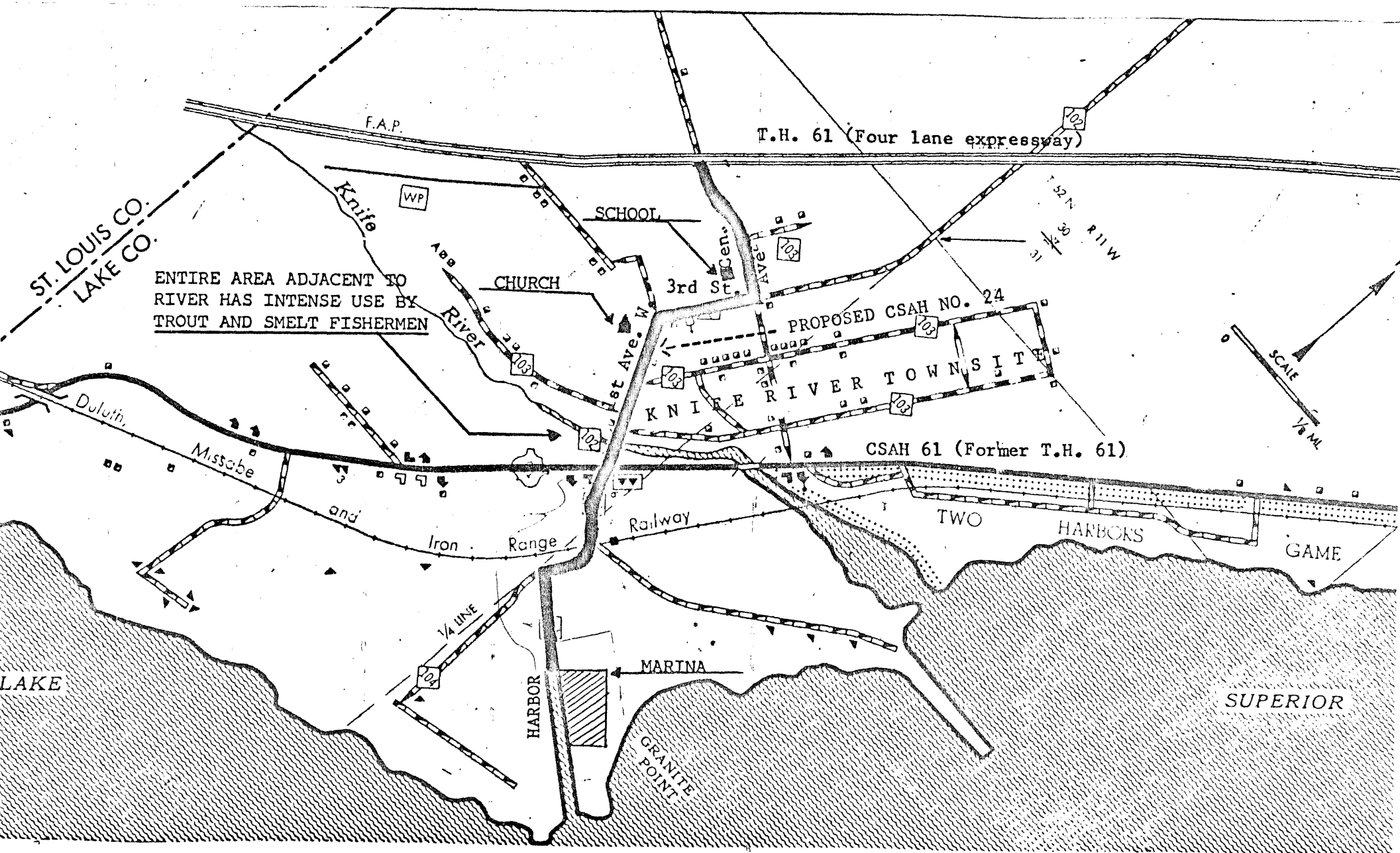
1. The proposed route will connect Trunk Highway No. 61 which is the four lane divided expressway between Duluth and Two Harbors and County State Aid Highway No. 61 which is the former Trunk Highway No. 61 and is now the scenic route along the shore of Lake Superior. Said County State Aid Highway No. 61 has a relatively high traffic count during the tourist season.
2. The proposed route will also service as an access road from both Trunk Highway No. 61 and County State Aid Highway No. 61 to a marina at the Knife River Harbor and to the heavy used recreation area adjacent to Knife River in the townsite of Knife River.
3. The nearest State Aid connection for County State Aid Highway No. 61 to Trunk Highway No. 61 is approximately 4 miles southwest of Knife River or 6 miles north of Knife River.
4. The proposed route serves as an access to a rural church and to a Day Activity Center School.
5. It will provide an integrated and coordinated highway system consistent with local traffic demands.

Date: 3/3/78

Signed: 

County Highway Engineer

LAKE COUNTY HIGHWAY DEPARTMENT  
LAKE COUNTY, MINNESOTA



MAP SHOWING LOCATION OF PROPOSED CSAH NO. 24  
LAKE COUNTY, MINNESOTA

NOTES & COMMENTS

MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : April 3, 1978

TO : Local Road Studies Engineer  
*John J. Hoeke*

FROM : John J. Hoeke, District State Aid Engineer

SUBJECT: Request for Preliminary Approval for System Review  
(~~xxxxxx~~) (County) of Pipestone

Attached is a request and supporting data for preliminary approval of a revision to the (~~xxxx~~) (CSAH) system. It is recommended that this revision be (approved) (~~xxxxxx~~).

This proposed new State Aid route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

- ☒ carries relatively heavier traffic volumes or is functional classified as collector or arterial as identified on the county's functional plans
- ☐ and connects towns, communities, shipping points and markets within a county or in adjacent counties;
- ☒ or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas;
- ☐ or serves as a principal rural mail route and school bus route;
- ☒ and occurs at a reasonable interval consistent with the density of population;
- ☒ and provides an integrated and coordinated highway system-----  
----- consistent with traffic demands.

M.S.A.S. CRITERIA

- ☐ carries relatively heavier traffic volumes or is functionally classified as collector or arterial as identified on the urban municipality's functional plan
- ☐ and connects the points of major traffic interest within an urban municipality;
- ☐ and provides an integrated street system affording within practical limits a State-Aid street network consistent with traffic demands.

COMMENTS: This is the most direct route from the Pipestone Area Vocational Technical Institute and the Good Samaritan Rest Home with a total aggregate population of 800. This route is a prime traffic generator to Pipestone and priority should be given to CSAH designation.

RECOMMENDED APPROVAL OR DENIAL:

Local Road Studies Engineer

Date

APPROVED OR DENIED:

State Aid Engineer

Date



# Pipestone County Highway Engineer

DENNIS K. STOECKMAN / TELEPHONE 507 - 825-4445  
COURTHOUSE / PIPESTONE, MINNESOTA 56164

February 21, 1978

Mr. J.J. Hoeke  
Assistant District Director, State Aid  
Minnesota Department of Transportation  
Transportation Building  
Willmar, MN 56201

Re: Request for Additional Mileage to the County State Aid Highway System  
PIPESTONE COUNTY

Dear Sir:

We are hereby requesting approval of the State Aid Office and the County Screening Committee for the addition of mileage to the County State Aid Highway System in Pipestone County. The proposed C.S.A.H. No. 23 begins at the end of North Hiawatha Avenue in the City of Pipestone, at or near the south quarter corner of Section 1, T106N, R45W, Thence north for a distance of 1.09 miles to its intersection with C.H. 67.

The proposed route serves in providing the primary access to the Pipestone Area Vocational Technical Institute which has a present enrollment of 520 plus a staff of 50. Also located in the same area is a Good Samaritan Rest Home with 230 residents and employees.

Pipestone County Highway Department took a traffic count in December of 1977 which showed an average daily traffic of 1108. This is a 43 percent increase since the latest Mn/Dot traffic count of 775 taken in 1973. This route is classified as a Collector as indicated on the City of Pipestone's 1990 Functional Classification Map.

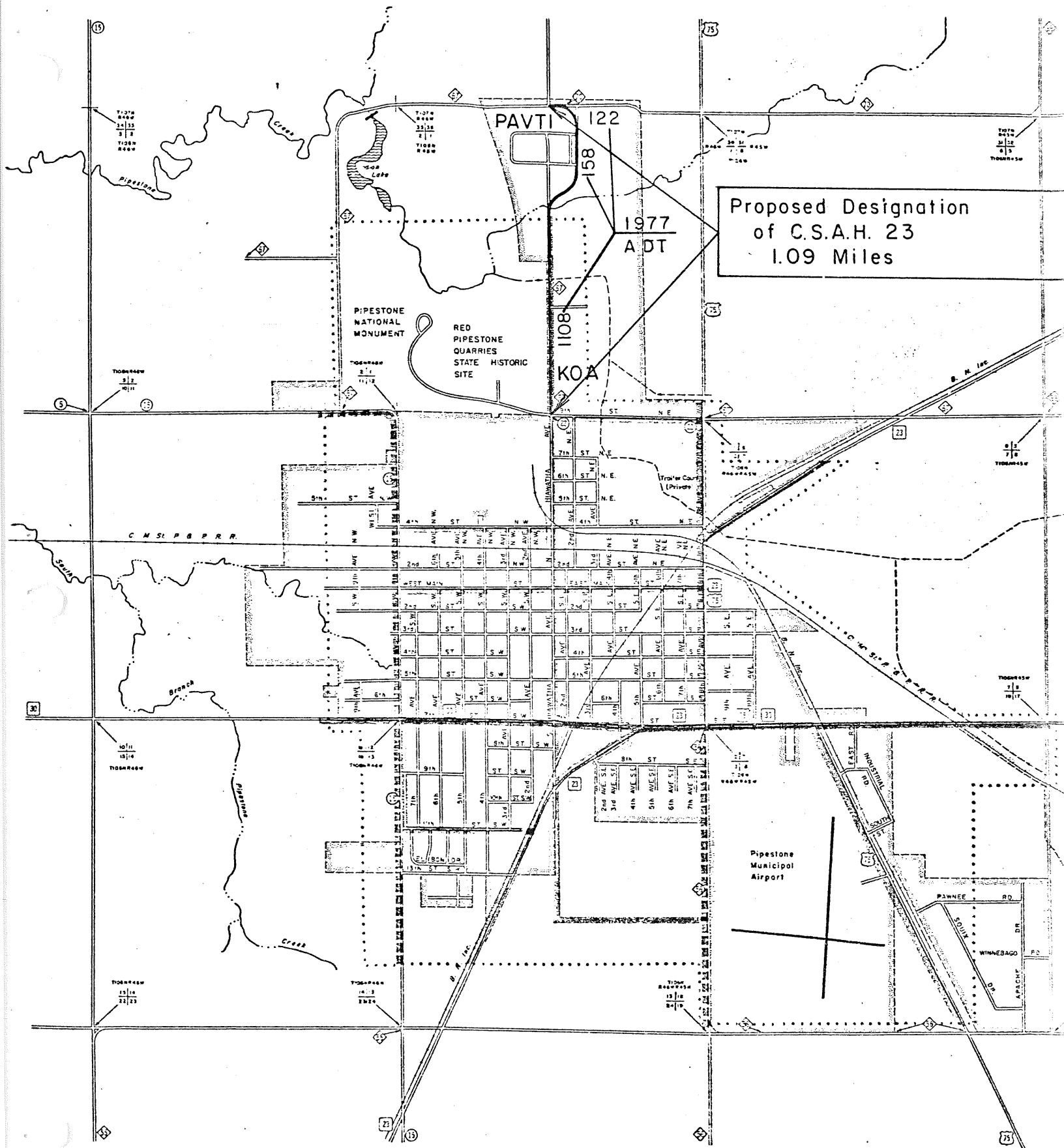
The City of Pipestone has let a contract for the reconstruction of North Hiawatha Ave. from the central business district to the southern end of the proposed C.S.A.H. 23 to a 9-ton urban design. Future plans by Pipestone County is to reconstruct this section of road to accommodate the higher traffic volumes and provide facilities for both pedestrian and bicycle traffic. This need has been shown by a number of accidents in the past few years and a pedestrian fatality in 1977. Because of other needs and a restricted local budget, Pipestone County is finding it difficult to program the needed facilities.

Enclosed herewith are copies, in duplicate, of resolutions by the Pipestone County Board of Commissioners and the Pipestone City Council requesting the designation of S.A.H. 23, and of maps showing the routes location.

Kindly review, and if found to be in order, approve and submit the request to the Local Road Studies Engineer.

Sincerely,  
  
Dennis K. Stoeckman  
County Engineer

# CITY OF PIPESTONE PIPESTONE COUNTY



RESOLUTION ESTABLISHING COUNTY STATE AID HIGHWAYS

WHEREAS, it appears to the County Board of the County of Pipestone that the road hereinafter described should be designated a County State Aid Highway under the provisions of Minnesota Laws of 1967, Chapter 162:

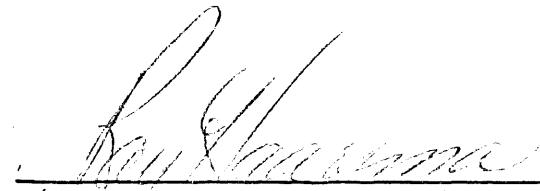
NOW THEREFORE, BE IT RESOLVED, by the County Board of the County of Pipestone that the road described as follows, to-wit:

Beginning at a point on Hiawatha Avenue in the City of Pipestone, said point located near the south quarter corner of Section 1, Township 106 North, Range 46 West; thence northerly along or near the established centerline of a public road a distance of 3481.4 feet, thence north and easterly a distance of 401.9 feet on a 15 degree 00 minute curve having a delta angle of 60 degrees 53 minutes right, thence in a northeasterly direction a distance 104.5 feet, thence east and northerly a distance of 396.5 feet on a 15 degree 00 minute curve having a delta angle of 59 degrees 28 minutes left, thence northerly along or near the established centerline a distance of 782.1 feet, thence north and westerly a distance of 614.5 feet on a 15 degree 00 minute curve having a delta angle of 92 degrees 06 minutes left, to a point on County Highway No. 67 and there terminating.

be, and hereby is established, located, and designated a County State Aid Highway of said County, subject to the approval of the Commissioner of Highways of the State of Minnesota.

BE IT FURTHER RESOLVED, that the County Auditor is hereby authorized and directed to forward two certified copies of this resolution to the Commissioner of Transportation for his consideration, and that upon his approval of the designation of said road or portion thereof, that same be constructed, improved and maintained as a County State Aid Highway of the County of Pipestone, to be numbered and known as County State Aid Highway 23.

ADOPTED February 8, 1978.

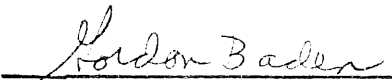
  
\_\_\_\_\_  
Vice-(Chairman of County Board)

ATTEST:

  
\_\_\_\_\_  
County Auditor

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted and approved by the County Board of said County on February 8, 1978.

  
\_\_\_\_\_  
(County Auditor)  
County of Pipestone

MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : November 21, 1977  
TO : Local Road Studies Engineer  
FROM : J. J. Hoeke District State Aid Engineer  
SUBJECT: Request for Preliminary Approval for System Review  
~~(XXXXXX)~~ (County) of Redwood

Attached is a request and supporting data for preliminary approval of a revision to the ~~(XXXX)~~ (CSAH) system. It is recommended that this revision be ~~(approved)~~ (denied).

This proposed new State Aid route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

- ☒ carries relatively heavier traffic volumes or is functional classified as collector or arterial as identified on the county's functional plans
- ☐ and connects towns, communities, shipping points and markets within a county or in adjacent counties;
- ☒ or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas;
- ☒ or serves as a principal rural mail route and school bus route;
- ☐ and occurs at a reasonable interval consistent with the density of population;
- ☐ and provides an integrated and coordinated highway system-----  
----- consistent with traffic demands.

M.S.A.S. CRITERIA

- ☐ carries relatively heavier traffic volumes or is functionally classified as collector or arterial as identified on the urban municipality's functional plan
- ☐ and connects the points of major traffic interest within an urban municipality;
- ☐ and provides an integrated street system affording within practical limits a State-Aid street network consistent with traffic demands.

COMMENTS: According to County Engineer, there is no trade off mileage that  
can be taken off the CSAH system. On this basis, it is recommended  
that this revision be denied.

RECOMMENDED APPROVAL OR DENIAL: \_\_\_\_\_  
Local Road Studies Engineer Date

APPROVED OR DENIED: \_\_\_\_\_  
State Aid Engineer Date



RAYMOND L. MUCHLINSKI, HIGHWAY ENGINEER

REDWOOD COUNTY HIGHWAY DEPARTMENT

BOX 6, REDWOOD FALLS, MINNESOTA 56283

November 16, 1977

Mr. J. J. Hoeke  
Assistant District Director - State Aid  
Minnesota Department of Transportation  
Willmar, MN 56201

Re: Addition to County State Aid System  
City of Belview

Dear Sir:

The Redwood County Board of Commissioners has been requested by the City Council of Belview to take what steps may be necessary to have the Department of Transportation consider the addition of approximately 0.5 mile of their city streets into the county state aid system of highways. This segment is a combination of their Second Avenue East and Hibbard Avenue as shown on the enclosed map.

I reviewed the request with the County Board at their last meeting on November 15th and was instructed at that time to institute the normal procedural paths for consideration of the proposed transfer. Therefore, I would like to request a formal review of this segment by your office. If it is found by your office that the segment warrants consideration at a higher level, I will recommend a public hearing followed by a formal request by Resolution to the Commissioner of Transportation.

The segment serves a recreational area and school complex. One block is semi-industrial as it is in the business district. The majority of the segment is residential. I have no available data as to traffic count or structural condition at this time.

I am sending a copy of this letter and map to our district representative on the state screening committee.

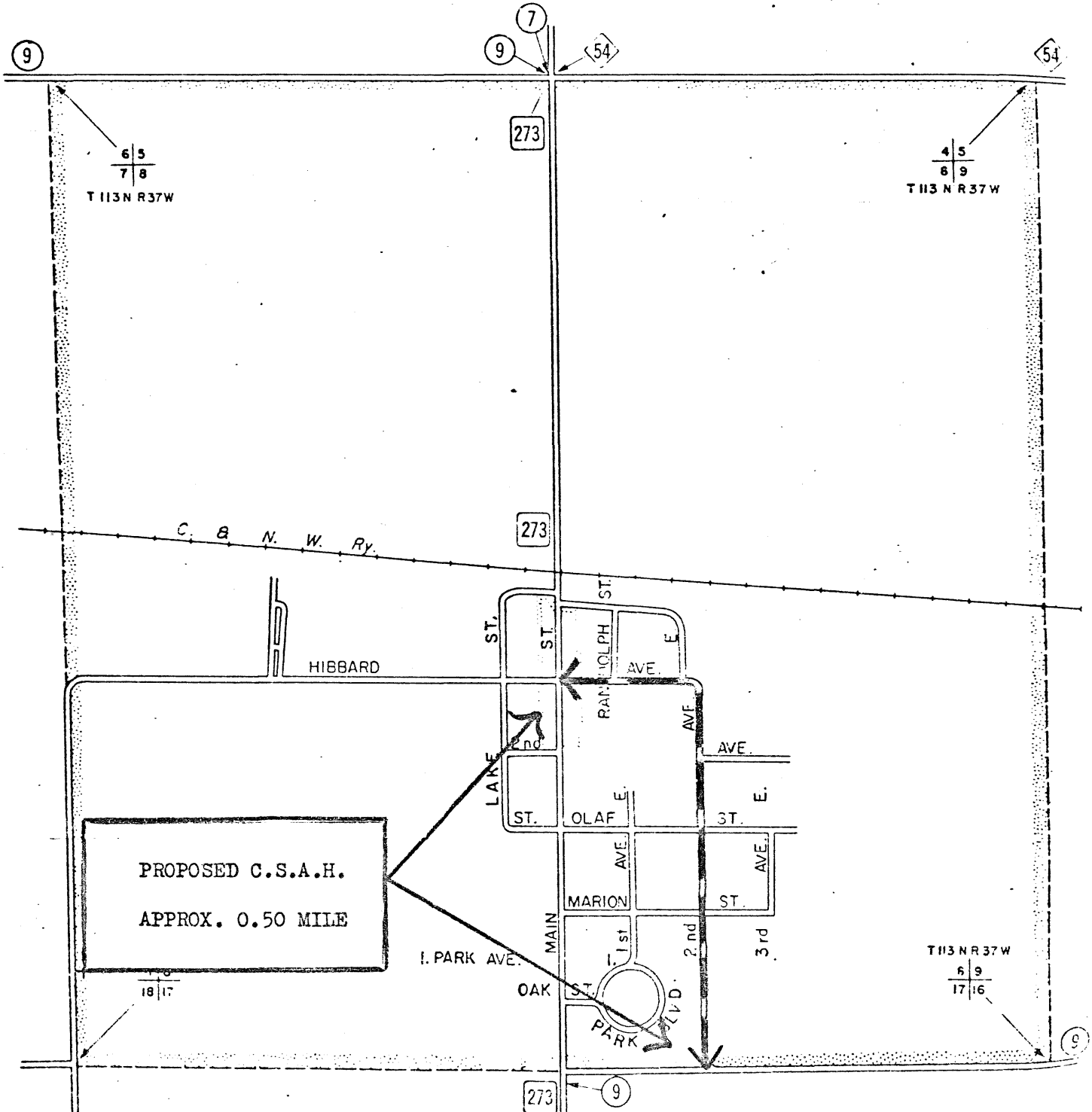
Yours very truly,

Ray L. Muchlinski  
County Highway Engineer

RLM/no

cc: County Board  
Auditor  
Harold Beavers - Mayor  
Judy Viergutz - City Clerk  
Elroy Dragsten - County Highway Engineer, Chippewa County

MAP OF  
BELVIEW  
REDWOOD COUNTY  
POP. 429



NOTES & COMMENTS

REFERENCE

MATERIAL

\*\*\*\*\*



1978 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1978

FAS Fund Balance Deductions

The following resolution was adopted by the County Screening Committee in 1973.

That in the event any county's FAS fund balance exceeds either an amount which equals a total of the last three years of their FAS allotments or \$200,000; whichever is greater, the excess over the aforementioned amount shall be deducted from their 25-year County State Aid Highway construction needs. This deduction will be based on the FAS fund balance as of June 30th of each year. The needs adjustment resulting from this resolution may be waived if extenuating circumstances are justified to the satisfaction of the State Aid Engineer and the Screening Committee.

The following data is presented for the Screening Committee's information and to forewarn the counties involved of a possible "needs deduction". Please note that these figures are current only through May 8, 1978 and do not represent the final data to be used for the 1979 apportionment.

<u>County</u>	<u>FAS Fund Balance as of May 8, 1978</u>	<u>Maximum Balance</u>	<u>Tentative Deduction From the 1978 25-Year C.S.A.H. Construction Needs</u>
Benton	\$ 227,828	\$ 200,000	\$ 27,828
Cass	468,678	376,817	91,861
Cook	291,784	200,000	91,784
Crow Wing	451,242	363,684	87,558
Hennepin	1,346,572	200,000	1,146,572
Lac Qui Parle	338,352	254,796	83,556
Lyon	281,363	266,565	14,798
Pine	802,112	348,349	453,763
Ramsey	321,458	200,000	121,458
Todd	422,803	325,681	97,122

Minutes of the County Engineers Screening Committee Meeting

October 27-28, 1977

Chairman Ray Guttormson called the meeting to order at 1:10 P.M. on October 27th at the Vacationaire Resort in Park Rapids, Minnesota.

At the request of the Chair, roll call was taken by the secretary as follows:

District 1 - Ben Beauclair	- St. Louis County	- Present
District 2 - Adolph Andert	- Hubbard County	- Present.
District 3 - Bill Rice	- Stearns County	- Present
District 4 - Robert Ellestad	- Pope County	- Present
District 5 - Paul Ruud	- Anoka County	- Present
District 6 - Ray Guttormson	- Mower County	- Present
District 7 - Dwight Herman	- Jackson County	- Absent
District 7 - Jack Cousins	- Waseca County	- Present
District 8 - Mike Kaczrowski	- Renville County	- Present
District 9 - Leon Johnson	- Chisago County	- Present

Others present were:

Gordon Fay	- Director of State Aid
Bill Strand	- Bureau of Policy and Planning - Mn/DOT
Dave Miller	- Bureau of Policy and Planning - Mn/DOT
Ken Hoeschen	- Bureau of Policy and Planning - Mn/DOT
Roy Hanson	- Office of State Aid
Lynn Olson	- Alternate District 4
Monte Berend	- Alternate District 2
Elroy Dragsten	- Alternate District 8
Bob Elleraas	- Alternate District 3
Jack Isaacson	- State Aid Engineer - District 2
Dennis Carlson	- Screening Committee Secretary

Ade Andert moved and Ben Beauclair second to dispense with the reading of the June 23-24, 1977 minutes and approve them as mailed. Motion carried.

The Chair then requested Dave Miller to go thru the report in its entirety to comment and clarify items that may concern the Committee. Mr. Miller began with Figure A and noted that Beltrami County had a considerable increase in the 1976 Traffic and Traffic Factor Update but noted that this was rechecked and they did infact have a considerable increase in traffic over the last six year period.

There was a question from Paul Ruud on Figure B regarding the 1977 Turnback Mileage not being included in this figure. Dave Miller responded that the 29,924 miles recorded on Figure B includes something over 400 miles of Turnback in the past but not 1977 Turnback Mileage.

Page five (5) deals with the Screening Committee Resolution regarding restriction of 25 year construction needs increases. The present wording is subject to interpretation and the State Aid Unit asks that the wording in the last sentence be changed from "State Wide Average Percent Increase" to "State Wide Average Percent Change."

Page six (6) deals with the FAS Fund Balance Deductions. Ben Beauclair commented that the preliminary engineering is getting longer each year due to additional red tape and therefore it's becoming almost impossible for some counties, such as Cook County, to expend their FAS and State Aid Balances in the time periods referred to in this report. He also noted that Pat Hines is new in the position as Cook County Engineer and felt the request for an excessive FAS Fund Balance should be granted to Cook County. Gordon Fay mentioned that the 1976 Federal Aid Off-System Balances will present a problem in making available additional Bridge Replacement Funds. This would include 3.8 million from the Federal Bridge Replacement Program and the 1977-78 Bridge Bonding money.

Ray Guttormson presented letters saying that Freeborn County has let four (4) projects totaling over half a million dollars in August 1977. The letting of these projects brings their balance down to about \$93,000 which is well below the maximum allowable for their county.

Paul Ruud presented a letter from Hennepin County indicating that their Federal Aid money is programmed on County State Aid Highway 144 for expenditure in 1980. There was a brief discussion on how Hennepin County's balance got to 1.2 million dollars as well as how long it has remained at that level and their current FAS Apportionment.

Ben Beauclair spoke in behalf of Pine County and discussed the numerous county engineer changes in that county. Mr. Beauclair feels that the request for waiver of deduction is justified and Pine County's balance will be brought below the allowable maximum balance as indicated in their letter of August 23rd.

Leon Johnson passed out a letter from Ramsey County requesting that their excessive fund balance deduction be waived. Mr. Johnson mentioned that Ramsey County has a new county engineer and feels that the letter does justify a waiver of the deduction. There was a comment that although Mr. Weltzin was new to the position of county engineer, he was familiar with the operation of the organization from past experience.

The discussion then moved to Page fifteen (15) and the Rural Design Grading Costs Adjustment. After a brief review by Dave Miller it was pointed out that Cass County's adjustment should be negative rather than positive.

On Page twenty-five (25) is the Screening Committee Resolution dealing with County State Aid Construction Fund Balance Needs Deductions. The State Aid Needs Unit received a letter from Cook County requesting a waiver of County State Aid Fund Balance Needs Deduction. Dave Miller commented that this was the first such request and felt it was a matter for the Screening Committee rather than the State Aid Needs Unit to make a decision on.

The Committee then turned to the Bond Account Adjustments and there were no comments or questions on this subject.

Dave Miller commented that there was some question as to why the cost of special resurfacing projects is deducted for a period of ten years rather than 15 years which is the time period for other needs exclusions due to construction. Gordon Fay mentioned that nationally the life expectancy for overlays is six to seven years and that ten years is an appropriate time period for deducting those costs. Mr. Fay also mentioned that surfacing overlays are not lasting long enough and we are slowly falling behind in the level of service provided.

Dave Miller then moved to Page thirty-three (33) and briefly went over Mill Levy Deductions. There were no questions from the Committee.

Page thirty-seven (37) and Figure E is a summary of all data prior to this page and indicates a tentative 1978 CSAH Money Needs Apportionment. There were no questions from the Committee at this time.

Page thirty-nine (39) thru forty-four(44) give a complete breakdown for each county on all parts of the apportionment formula and give the tentative 1978 apportionment for each county based on 1977 Funds. Pages forty-six (46) and forty-seven (47) give a comparison of the 1977 Actual Apportionment to the 1978 Tentative Apportionment. The increase or decrease for each county is also listed. There were no questions from the Committee on any of the last eight (8) pages.

Dave Miller commented that on pages seventy-three (73) and seventy-four (74) are explanations for needs increases and small decreases due to 1977 normal updates.

The discussion then moved to the comparison of the old and new 20 year traffic projection factors on pages seventy-five (75) and seventy-six (76). Bob Ellestad said that their District would like to change the traffic counting frequency to every three (3) years rather than every six (6) years. He suggested that possibly the State Aid Unit could initiate their own counting program in order to upgrade the frequency to three (3) years. Gordon Fay felt it would probably require legislative action in that the funding would have to come from the 1.5% Federal Planning Fund.

The last subject discussed was mileage requests from various counties outlined on Pages forty-nine (49) thru seventy (70). Ade Andert reviewed the letter from Hubbard County which requested revocation of 0.3 miles and a designation of 0.36 miles in Akeley. Mr. Andert indicated that the primary reason for the designation in Akeley was to serve a Fire Barn which provides fire service for the area.

Mr. Andert then reviewed the request from Lake of the Woods County for designation of 2.0 miles in the south edge of Baudette. Mr. Andert had discussed the possibility of a revocation with the County Engineer, Charles Henningsgaard, and although they were willing to make such a trade the only possible route was a dead end road and the removal of two miles which would result in a shorter dead end road. Since there was no logic in revoking those two (2) miles, the idea was dismissed.

Mike Kaczrowski then presented the request from Pipestone County for the designation of 1.09 miles in the City of Pipestone. Mr. Kaczrowski visited the proposed location and counted more than 375 cars in the parking lots along the route being proposed. He also indicated the route was used as a Bike Route and a fatality has already occurred. The City of Pipestone plans to upgrade the southerly extension of this route thru a residential area to a 9 ton route. Mr. Kaczrowski indicated that with the current volume, and the existing cars parked in that area, and the proposed extension to the south, all indications are that this will be a major arterial. He therefore recommends that the addition of 1.09 miles be granted to the County of Pipestone.

Ben Beauclair then presented a proposal for the addition of 10.8 miles in St. Louis County. The proposed route will ultimately be an entrance to the Voyagers National Park. In Mr. Beauclair's opinion the road will serve State-Wide as well as a National Function and therefore outside funding should be obtained. Mr. Beauclair has made numerous efforts to obtain Federal and Park Funding with no success and therefore is requesting the route be added to the County State Aid Highway System.

Jack Cousins presented a request from Watonwan County for the revocation of 0.354 miles and the designation of 0.433 miles. Mr. Cousins indicated that to his knowledge no money had been spent on the existing route and the proposed location was based on the future interchange connection with Trunk Highway No. 60. The relocation of this route will ultimately result in a reduction of mileage for County State Aid Highway No. 5 in Watonwan County when the proposed Trunk Highway No. 60 is completed.

This completed the review of the data in the Screening Committee Report. The meeting was then opened to new subjects. Bill Rice presented a letter from Crow Wing County requesting plans be approved with a 7 ton ultimate 9 ton design. The project being requested is to be considered a stage construction to be completed at a later date. The State Aid Office commented that Crow Wing County has not given a commitment date for the final surface to be placed to bring the road up to a 9 ton design. There was also a comment from the Committee regarding Cass County's lack of plans to bring their portion of the road to a 9 ton design.

Paul Ruud had a request from Ervie Prenevost, who is chairman of the Screening Committee Sub-Committee. Mr. Prenevost would like a letter detailing subjects to be studied by his Sub-Committee and a priority on said subjects. A letter will be sent to Mr. Prenevost with the appropriate direction from the Screening Committee after the completion of this meeting.

Jack Cousins commented on a discussion at their District Meeting regarding Rural Design Grading Costs. It is the opinion of their District that when traffic reaches a point where the surfacing changes from gravel to bituminous, the increased grading costs should be reflected on the Needs Study. There was a comment that the adjustments made in this report on Pages fifteen (15) thru twenty-four (24) were intended to remedy any iniquities that may exist.

Bill Rice commented that the Right-of-Way costs should be included in the County State Aid Highways Needs Study. Gordon Fay agreed 100% and said its going to be particularly important in future discussions regarding the 62-29-9 split between the State, County, and City State Aid Funds. He also commented that it does not necessarily have to be used for apportionment but only in determining total County State Aid Highway Needs.

Leon Johnson presented a letter dated August 16, 1977 regarding Gravel Base Unit Prices. Mr. Johnson indicated that due to an oversight, Chisago County had a reduction in apportionment during 1977. The oversight was a project that was completed but not included in the computations for Chisago County's 1976 needs study and was again overlooked until after the June, 1977 Screening Committee which dealt with the 1977 needs study. Dave Miller indicated that because of the lateness of the discovery of the omission, the Report did not reflect the change. Mr. Johnson indicated that even though it was late, it was not too late to make the correction at this time so the Report could reflect the true needs for Chisago County.

There being no further discussion, the meeting recessed at 5:30 P.M.

The meeting reconvened at 9:10 A.M. on Friday, October 28th.

The meeting opened with a discussion on the project that had been overlooked in the computation of the unit prices for Chisago County. Leon Johnson moved, Paul Ruud second a motion to include this project in the computations for the 1978 Apportionment. A vote was taken by secret ballot and there were four (4) in favor, four (4) opposed, and one (1) abstained. The motion failed for lack of majority.

The discussion then moved to the FAS Fund Balances and Ben Beauclair moved, and Mike Kaczrowski second, that the Cook County letter of request be accepted as justification and the FAS Fund Balance Deduction not be made. The motion carried by a five (5) to three (3) hand vote.

A motion by Jack Cousins, second by Ben Beauclair, that Freeborn County's letter be accepted as justification and the FAS Fund Balance Deduction not be made. Motion carried by nine (9) to zero (0) hand vote.

Ade Andert moved, and Bob Ellestad second a motion to deny the Hennepin, Pine and Ramsey County requests of waiver the FAS Fund Balance Deduction. Motion carried on a six (6) to three (3) hand vote.

Jack Cousins moved and Paul Ruud second a motion to take individual votes on each of the three remaining counties - Hennepin, Pine and Ramsey. A motion carried five (5) to three (3) hand vote.

A motion by Paul Ruud, second by Leon Johnson, to accept the Hennepin County letter as justification and not apply the FAS Fund Balance Deduction. The motion failed by a three (3) to six (6) hand vote.

Jack Cousins moved, Ben Beauclair second, a motion that Pine County's letter of justification be accepted and they not receive the FAS Fund Balance Deduction. The motion failed by a four (4) to five (5) hand vote.

A motion by Ade Andert, second by Jack Cousins, to deny the request for justification from Ramsey County and the FAS Fund Balance Deduction be made. The motion carried by nine (9) to zero (0) hand vote.

A motion by Jack Cousins, second by Paul Ruud, to change the wording in the Screening Committee Resolution dealing with restriction of 25 Year Construction Needs increases shown on Page five (5). In the last sentence the word "increase" will be revised to read "change", thereby eliminating the need for interpretation by the State Aid Office. Motion carried by a nine (9) to zero (0) hand vote.

Ade Andert moved and Bill Rice second a motion to deny a request from Cook County to waive the County State Aid Construction Fund Balance Needs Deduction. The Screening Committee Resolution adopted in July 1976 is specific and should be adhered to as in the past. The motion carried by a eight (8) to one (1) hand vote.

The next item is Mileage Requests on Pages fifty (50) thru seventy (70) in the Screening Committee Report and after a brief discussion a secret ballot was taken on each of the five (5) mileage requests. The outcome of the

balloting is as follows:

Hubbard County - eight (8) approve, one (1) deny - request granted.  
Lake of the Woods County - one (1) approve, eight (8) deny -  
request denied.  
Pipestone County - two (2) approve, seven (7) deny - request denied.  
St. Louis County - one (1) approve, eight (8) deny - request denied.  
Watsonwan County - eight (8) approve, one (1) deny - request approved.

Gordon Fay noted that possibly the Screening Committee could assist St. Louis County in obtaining outside funding to construct the 10.8 miles entrance to Voyager Park. The alternatives discussed were a State Grant from the General Fund, a Special Grant from Federal Funding or to change the boundaries of the park to include the entrance route. Ben Beauclair moved, and Paul Ruud second a motion to send two Screening Committee Resolutions, one to our State Legislators and a second to our Congressman in Washington, D.C. requesting special funding for the improvement of this route. The motion carried unanimously and it was decided that Ben Beauclair will draft the resolutions and submit to the committee members for review and approval.

Ben Beauclair moved, Ade Andert second a motion to set aside an amount not to exceed one quarter of one percent of the 1977 CSAH Apportionment from the 1978 Apportionment Fund and credit it to the Research Account. The motion carried unanimously.

Bob Ellestad moved and Ben Beauclair second a motion to request the Sub-Committee to study the traffic count frequency and explore the possibility of reducing the frequency to three (3) years. Motion carried unanimously.

Bill Rice moved and Bob Ellestad second a motion to request the Sub-Committee to study Right-of-Way Costs and their inclusion in the Needs Study. The results of their study should be reported to the Spring Screening Committee Meeting. Motion carried unanimously.

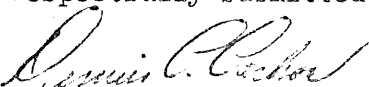
Jack Cousins moved and Paul Ruud second a motion requesting the Sub-Committee to study the feasibility and impact of reflecting increased grading costs in the needs study when new traffic counts change the proposed design. Motion carried unanimously. The question of priorities for the Sub-Committee came up and it was decided that of the three requests, the Right-of-Way information should get first priority.

Ben Beauclair moved and Bill Rice second a motion to accept and approve the Needs and Mileage Report as discussed at this meeting and submit a recommendation to the Commissioner of Transportation that this report be used in determining the 1978 Apportionments. The motion carried.

Bill Rice requested the reconsideration of an earlier action regarding unit price computations for Chisago County. This was determined not to be inappropriate in that Mr. Rice had not voted in favor of the motion on the previous vote. Mr. Rice moved and Ben Beauclair second a motion to include the overlooked project in Chisago County in the computation for the 1978 allocation. The motion carried by a five (5) to four (4) vote.

The meeting adjourned at 11:45 A.M.

Respectfully submitted,

  
Dennis C. Carlson  
Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

December 21, 1977

The meeting convened at 10:00 A.M. in Room G-4 of the Transportation Building, Saint Paul.

Members present:

Ervie Prenevost, Chairman	- Scott County
Walt Benson	- Carlton County
Hershel Koenig	- Faribault County

Others present were Roy Hanson, Bill Strand, Ken Hoeschen, Diane Gould, and Rich Peterson.

Right of Way needs was the first topic discussed. It was pointed out that Right of Way costs are not an "Apportionment Needs" item. The costs that are presently being used in the needs study were reported in 1969. A motion was made by Walt Benson, seconded by Hershel Koenig that each county update their Right of Way costs using the same format as was previously used - on a segment by segment basis either by cost per acre or lump sum or both. Motion carried.

The Needs Unit will be sending each county a segment listing to accomplish this update sometime in 1978.

A suggestion was made to make sure that after each Spring meeting, the new appointee to the General Subcommittee is informed as to when his term begins. There had been a misunderstanding this past year as to when the new chairman assumes his duties. Each new term begins after the Spring meeting.

The General Subcommittee turned to the unit price determination procedure. It was decided to look into this when the new 5 year average unit price study is completed. In the meantime, Chairman Prenevost will contact Paul Ruud, Chairman of the Screening Committee, for further information on what direction the Screening Committee wants the General Subcommittee to take on this matter. It was suggested that the Needs Unit send out the trial 1978 CSAH Rural Design Gravel Base Unit Prices Map to all county engineers immediately after the General Subcommittee makes it's recommendations instead of waiting for the Spring Book to be completed. This will allow all counties sufficient time to review their recommended unit prices and for discussion with their Screening Committee representative, perhaps at a district meeting.

A discussion was held concerning Urban Design Grading Costs. It was decided to wait until information can be obtained as to the impact of using cubic yard quantities and costs instead of costs per mile in the needs study.



Rural Design Grade Widening needs will be looked into at a later meeting when information already obtained by the Needs Section could be examined.

A list of items included in the Trunk Highway, CSAH, and MSAS Needs studies was given to the General Subcommittee for their information and possible further analysis.

The Screening Committee had suggested at the Fall meeting to look into a change in traffic counting cycles. The Subcommittee decided to discuss the feasibility of a change at a later date with DOT traffic counting personnel.

The last topic to be brought up was revising Rural Design complete grading costs when new traffic counts indicate a change in proposed design. This will also be discussed at a later meeting.

The meeting adjourned at 12:30 P.M.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Rich Peterson".

Rich Peterson  
Acting Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

May 1, 1978

The meeting was called to order at 10:00 A.M. on Monday, May 1, 1978.

Members present: Ervie Prenevost, Chairman - Scott County  
Walt Benson - Carlton County  
Hershel Koenig - Faribault County

Others present were Gordon Fay, Roy Hanson, Bill Strand, Warren Gerber, Ken Hoeschen, and Rich Peterson.

The meeting began with Warren Gerber reporting on the feasibility of a 4-year traffic counting cycle to replace the present 6-year cycle. With the seven rural districts being contacted, it was the general consensus that a 4-year cycle would require more full-time people, more equipment and more vehicles. It would increase costs by at least 50%. The Subcommittee recommended to accept the report and to continue the 6-year cycle, as the 4-year cycle would not be economically possible at this time. Motion by Benson, seconded by Koenig. Motion carried.

Concerning right-of-way needs reporting, the Subcommittee recommended that each county receive a listing of segments where a need for additional right-of-way requirements has been reported. A directive from the State Aid Office would indicate the importance of the update of this right-of-way reporting. Motion by Koenig, seconded by Benson. Motion passed.

The Rural Design Grade Widening Study was originally brought up in 1975. Because of the unsettled situation concerning the rural design complete grading cost study, no changes were made in the widening segments at that time. The Subcommittee recommends that the Screening Committee pursue the study again. They also recommend that the costs be resubmitted and reviewed because they are no longer up to date as a result of the traffic factor changes. Motion by Benson, seconded by Koenig. Motion passed.

The next item for discussion concerned the proposed urban design segments with complete grading needs. In the M.S.A.S. needs study, a unit price per cubic yard is applied to the appropriate quantity in the Urban Design Quantity Table to arrive at a complete grading cost. Cost per mile figures for grading are not allowed. Presently, some of the C.S.A.H. proposed urban design grading needs are computed using costs per mile as reported by the county engineers. The Subcommittee recommended using the M.S.A.S. procedure on all applicable segments. Motion by Benson, seconded by Koenig. Motion passed.

Rural Design Gravel Base Unit Prices were discussed next. Inequities in the present resolution for determining those prices were reviewed. A motion by Koenig, seconded by Benson that the following recommendation be made for determining Rural Design Gravel Base Prices:

- A. If a county has 50,000 tons of gravel base material in the 1973-77 five year average unit price study, the 1973-77 or current five year average unit price for gravel base is used.
- B. If a county has less than 50,000 tons of gravel base material in their current five year average unit price study, the gravel base price will be based on an average of the surrounding counties which do have 50,000 tons of gravel base material in the current five year average unit price study. This new price cannot vary from last years needs study unit price by more than the percentage difference between this year's statewide 5 year average unit price and last year's statewide 5 year average unit price. For 1978 the range would be  $\left( \frac{\$1.96 - \$1.84}{\$1.84} \right)$  or  $\pm 7\%$ .

The Subcommittee then reviewed data in reference to the other rural design unit prices plus those for urban design, miscellaneous items, bridges and railroad crossing protection.

The rural design subbase unit price is established at \$0.09 less than each county's gravel base unit price. This would be the same as the statewide five year average difference between the two. This procedure is also recommended for establishing the gravel surface and shouldering unit prices.

The recommendation for establishing unit prices for rural design bituminous surface 2331, 2341, 2351 was to compute a four year (1974-1977) statewide average unit price for each of the items (\$10.38, \$12.11, \$19.87 respectively) and then adding the increment between each of these and the five year statewide average unit price for gravel base (\$1.96) to each county's individual gravel base unit price. To be consistent with last year, the rural design bituminous base 2331 unit price would be established at \$1.00 less than the rural design bituminous surface 2331 unit price.

In determining the rural design concrete surface unit price, it is recommended that a 6% inflationary figure (\$0.55) over last years price of \$9.12 be used. Therefore, the difference between the \$9.67 and the five year statewide average gravel base unit price (\$1.96) will be added to each county's rural design gravel base unit price to determine each county's rural design concrete surface 2301 unit price.

Motion by Koenig, seconded by Benson to approve all unit prices as recommended for Rural Design. Motion carried.

The C.S.A.H. urban design grading price will be based on the M.S.A.S. Subcommittee's recommendation of \$2.25 per cubic yard.

The Subcommittee recommended that the M.S.A.S. Subcommittee's recommended urban design unit prices be used as a basis for the C.S.A.H. urban design unit prices. Therefore, the urban design unit prices recommended by the M.S.A.S. Subcommittee will be used as the statewide average of the C.S.A.H. urban design unit prices. The increments between these prices and the C.S.A.H.

statewide average rural design gravel base unit price (\$1.96) will be added to each county's recommended rural design gravel base unit price to arrive at the urban design unit prices for each county. To be consistent with rural design unit prices, the bituminous base 2331 unit price will be \$1.00 less than the bituminous surface 2331 unit price. Motion by Koenig, seconded by Benson. Motion carried.

It was recommended that all miscellaneous unit prices be established for the C.S.A.H. needs study the same as those recommended by the M.S.A.S. Subcommittee. Motion by Koenig, seconded by Benson. Motion carried.

Concerning bridges, a recommendation was made to use last year's unit prices. The State Aid Office will be conducting a study in the near future on bridge costs, which should provide updated information on cost increases for future unit price determination.

The Subcommittee recommended to use statewide averages for railroad crossing protection unit prices. These will be presented at the Screening Committee meeting. Motion by Benson, seconded by Koenig. Motion passed.

A brief discussion was held concerning trunk highway turnback maintenance allotments. In the past, these figures were simply added to the total apportionment of a county and distributed as the rest of the apportionment (60 percent to construction and 40 percent to maintenance). The Subcommittee was informed that with the revision of the "Highway Rules", the entire turnback maintenance allotment could be included in the maintenance part of a county's apportionment, as was originally intended. The Subcommittee agreed that this procedure should be followed and will make that recommendation to the Screening Committee.

Meeting adjourned at 2:45 P.M.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Rich Peterson", with a stylized, flowing script.

Rich Peterson  
Acting Secretary