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# **1979 COUNTY SCREENING COMMITTEE DATA**

**June 1979**

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1979

**1979**  
**COUNTY**  
**SCREENING**  
**COMMITTEE**  
**DATA**

**June 1979**

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TO BE PRESENTED AT THE JUNE 7-8, 1979 MEETING

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1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

Introduction

The primary tasks of the Screening Committee at this meeting are to establish unit prices to be used in the 1979 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 results of studies previously requested by the Screening Committee.

As in other years, in order to keep the five year average unit price study current, we have removed the 1973 construction projects and added the 1978 construction projects. The abstracts of bids on all rural design State Aid and Federal Aid projects, let from 1974 through 1978, are the source of information for compiling the data used for computing the recommended 1979 rural design unit prices. The gravel base unit price data obtained from the 1978 projects was transmitted to each county engineer for his approval. Any necessary corrections or changes received from the county engineers 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 sub-base, 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 April 20, 1979 are included in the "Reference Material" section of this report. Walt Benson, Chairman of the General Subcommittee, will attend the Screening Committee meeting to review and explain their recommendations.



1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

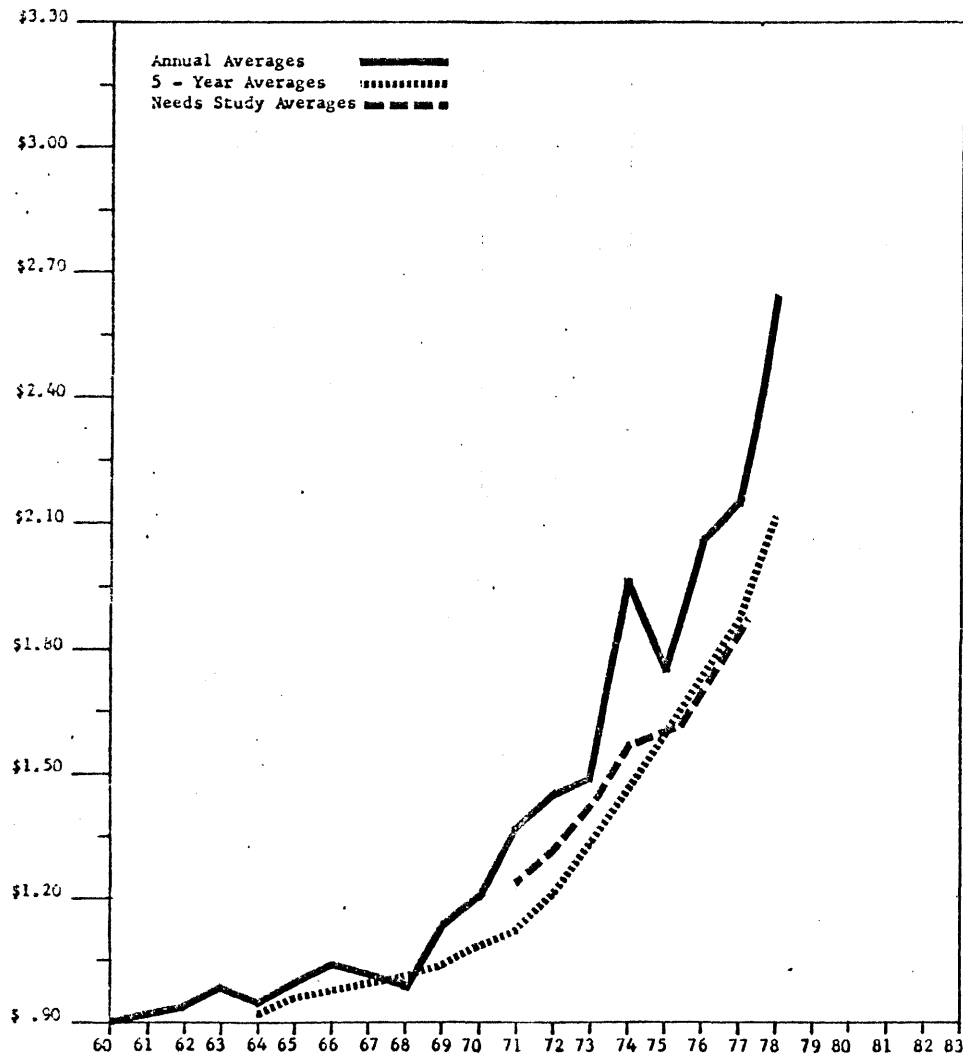
Price Trends of C.S.A.H. Rural Design Unit Prices  
(Based on State Averages from 1960-1978)

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 2351-2361 are very erratic. This is mainly due to the small number of rural design projects constructed with these types of surfacing.

1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

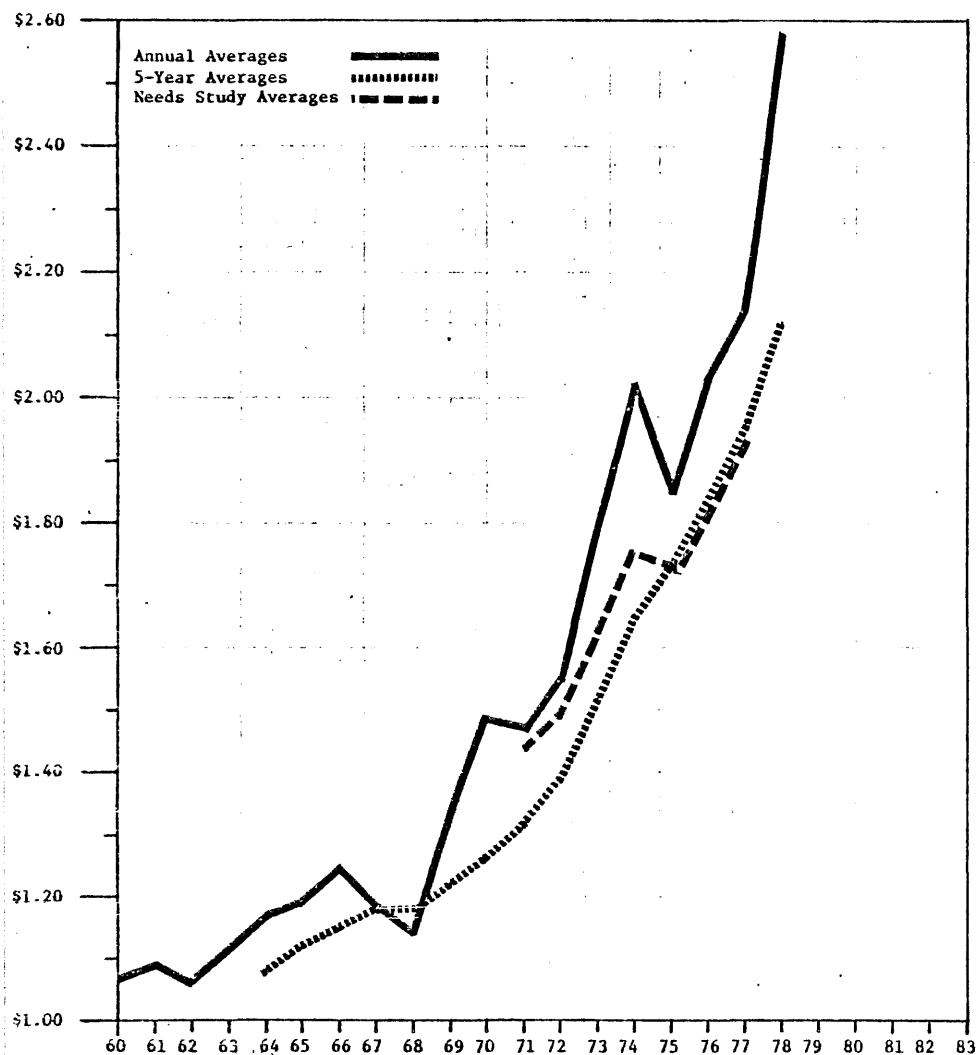
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR SUBBASE - 2211 CLASS 3 & 4



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	3,144,061	\$2,837,956	\$ .90	\$ -	\$ -
1961	2,447,233	2,243,086	.92	-	-
1962	3,418,589	3,172,018	.93	-	-
1963	2,823,462	2,777,800	.98	-	-
1964	2,614,863	2,490,391	.95	.92	-
1965	3,439,872	3,442,567	1.00	.96	-
1966	2,621,512	2,720,731	1.04	.98	-
1967	2,663,548	2,711,983	1.02	1.00	-
1968	3,520,180	3,411,849	.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	1.87 (1978)
1978	1,408,202	3,725,724	2.65	2.11	

1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

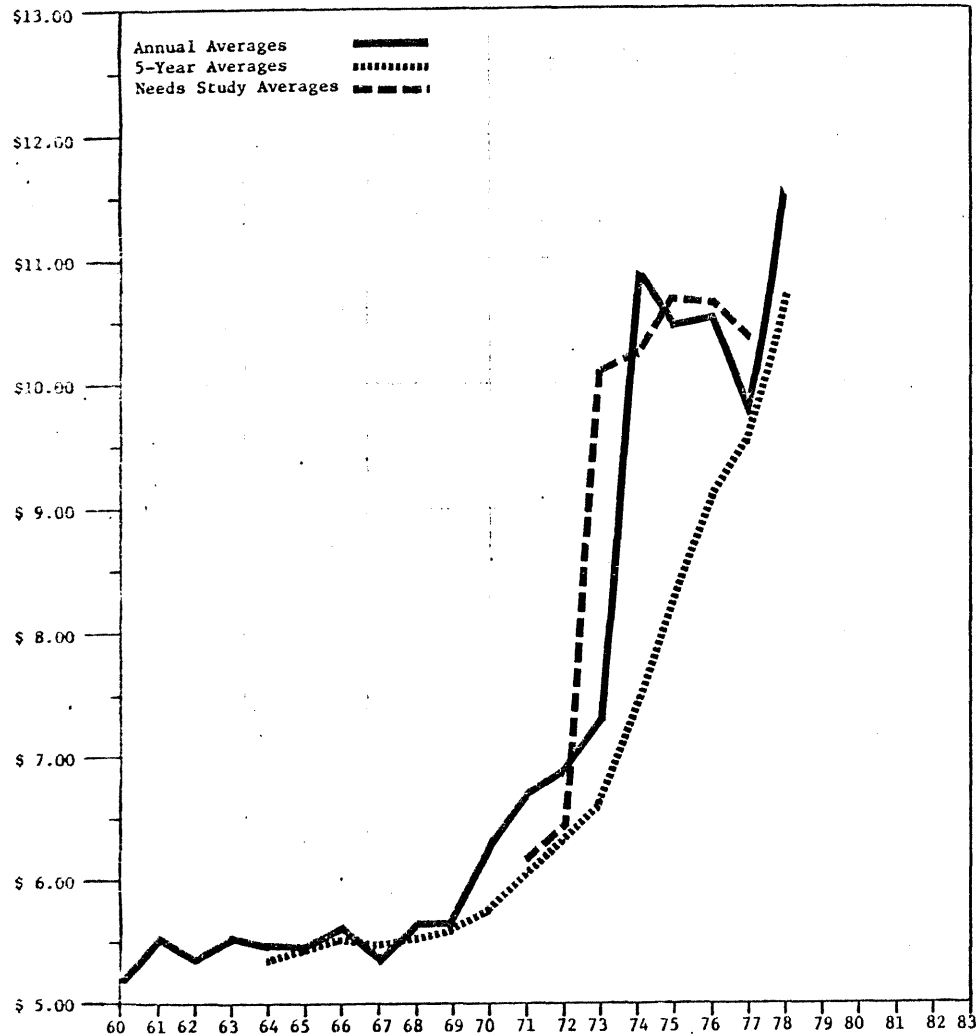
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6



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	2,625,992	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	1.96 (1978)
1978	2,383,648	6,150,942	2.58	2.12	

1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

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

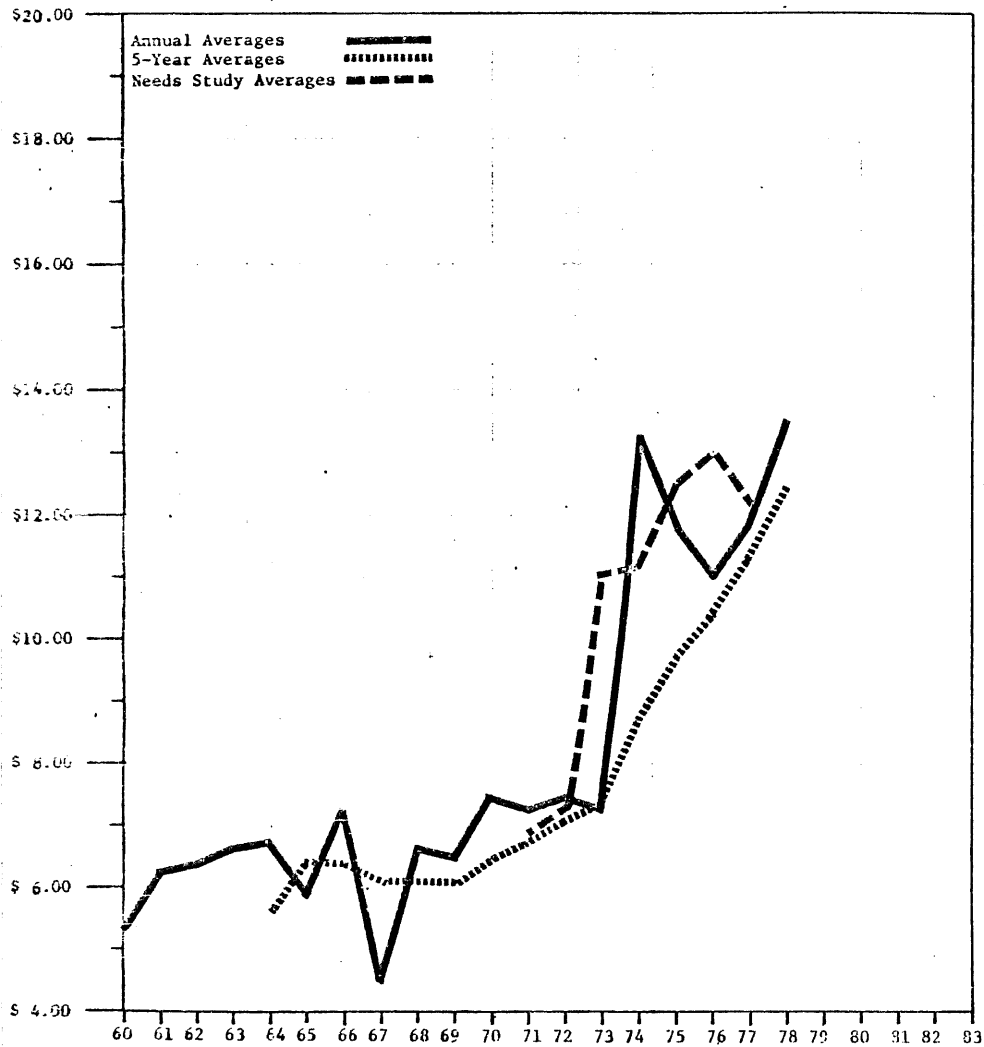


YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	261,003	\$1,354,006	\$5.19	\$ -	\$ -
1961	214,981	1,189,054	5.53	-	-
1962	344,627	1,850,079	5.37	-	-
1963	316,721	1,749,315	5.52	-	-
1964	434,264	2,384,432	5.49	5.37	-
1965	471,875	2,574,599	5.46	5.45	-
1966	548,675	3,079,321	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	12.10(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	10.38 (1978)
1978	1,738,385	20,006,836	11.51	10.70	



1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

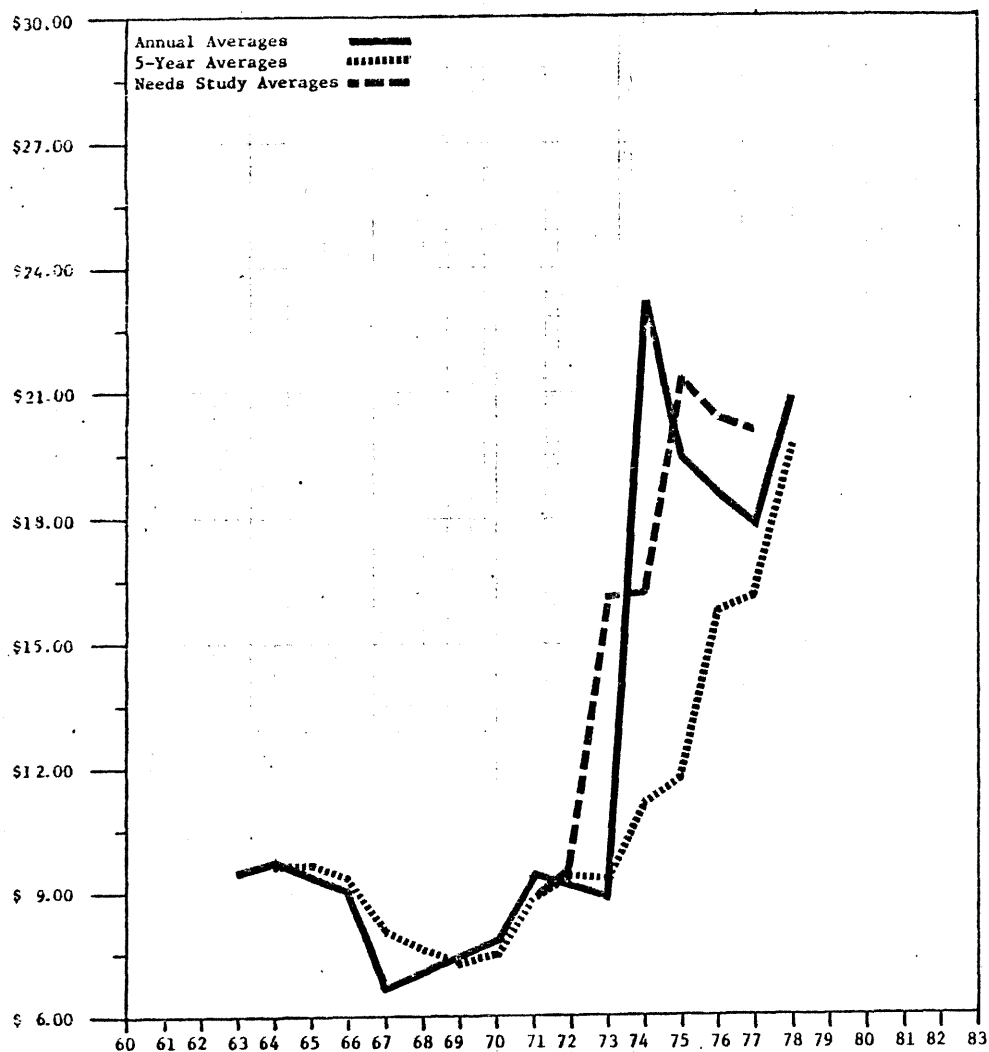
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2341



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	12.11 (1978)
1978	122,544	1,656,383	13.52	12.41	

1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

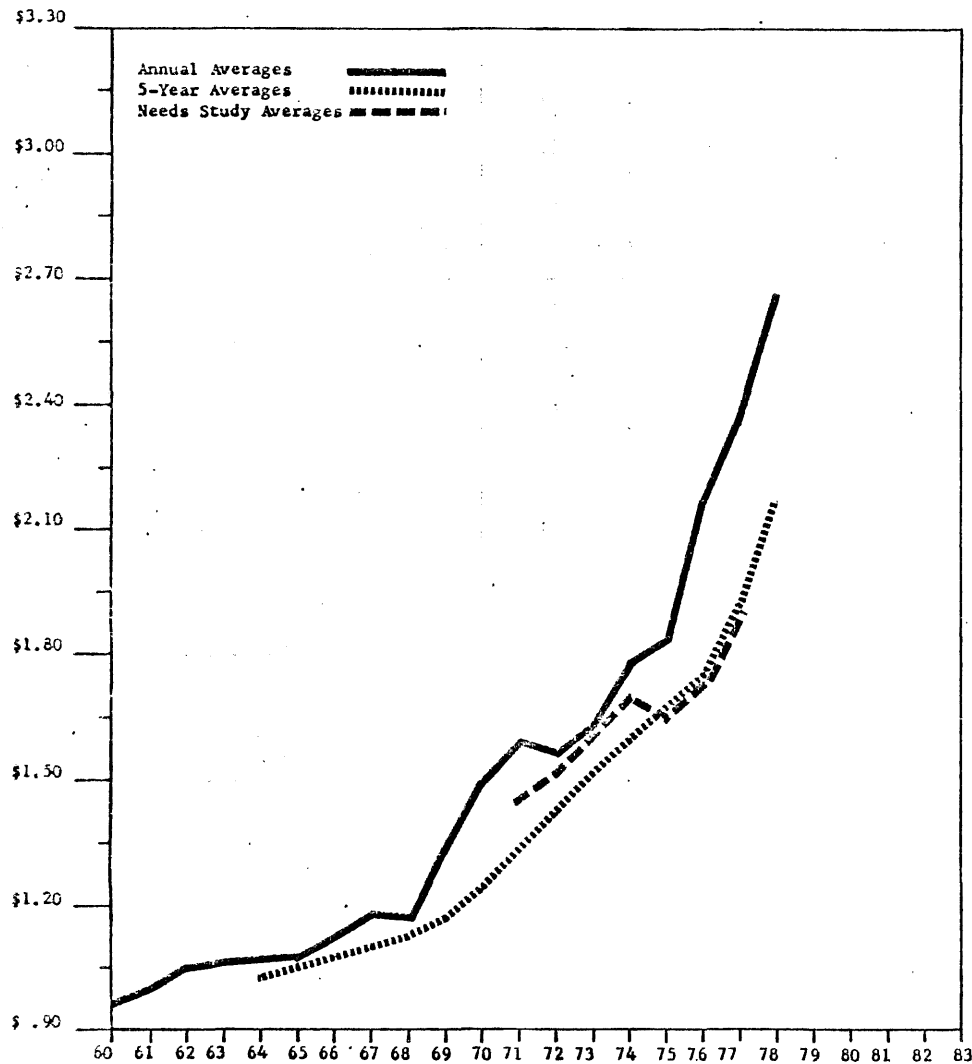
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2351-2361



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	9.99	-
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	19.87 (1978)
1978	751	15,736	20.95	19.90	

1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

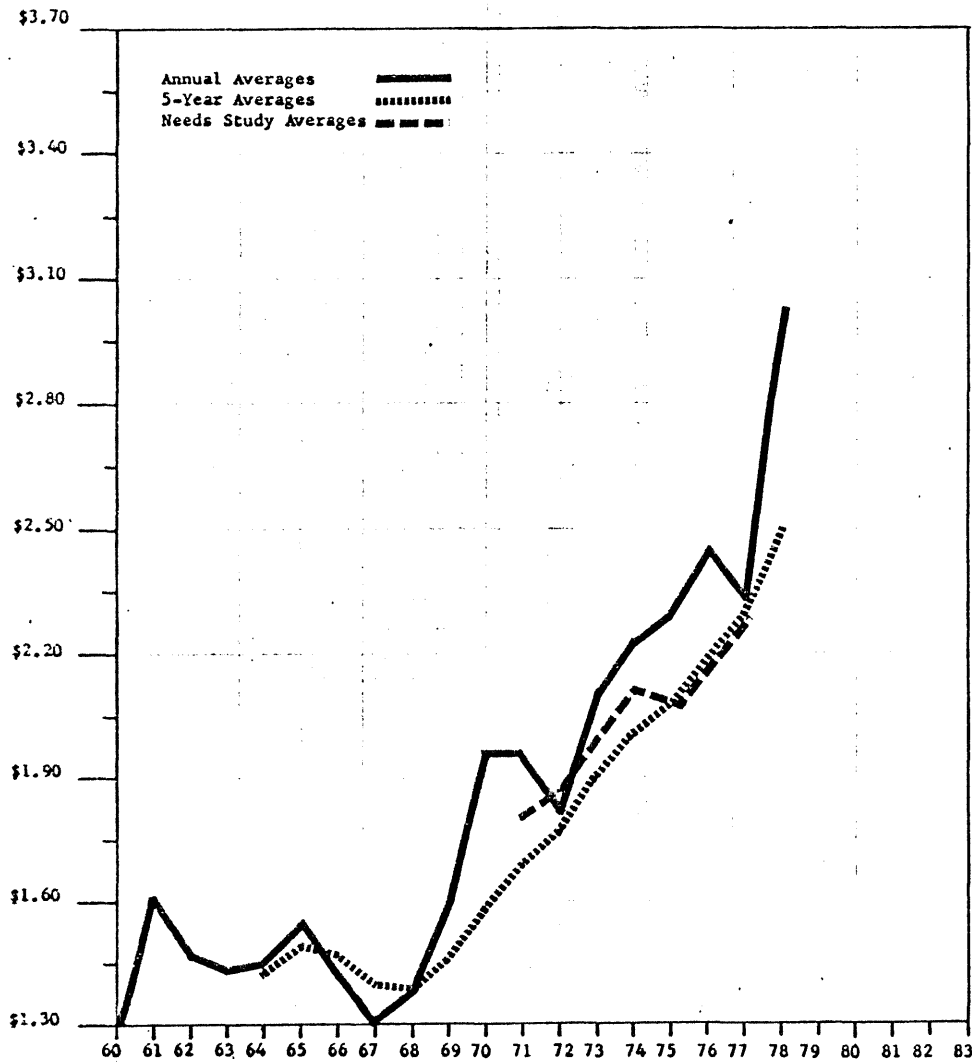
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL SURFACE - 2118



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	429,626	\$ 412,503	\$ .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	1.92 (1978)
1978	388,427	1,032,379	2.66	2.17	

1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

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	2.29 (1978)
1978	748,028	2,259,804	3.02	2.50	



1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

1979 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 1978 C.S.A.H. needs study gravel base unit price, the gravel base data in the 1974-1978 five year average unit price study for each county, and a recommended gravel base unit price for use in the 1979 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 April 20, 1979 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 5 year average unit price study but has over 50,000 tons of Subbase material in their 5 year average unit price study, the gravel base unit price would then be established by adding \$0.01 which is the statewide increment between subbase and gravel base to that county's five year average subbase unit price.

If a county has less than 50,000 tons of subbase or gravel base in their 1974-1978 5 year average unit price study, then a gravel base unit price is arrived at by using the average unit price of the surrounding counties that have more than 50,000 tons of gravel base in their 5 year average unit price 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 either the second or third part of the procedure above. Walt Benson, the Subcommittee Chairman, will attend the Screening Committee meeting to discuss their recommendations.

NOTES & COMMENTS

1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

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

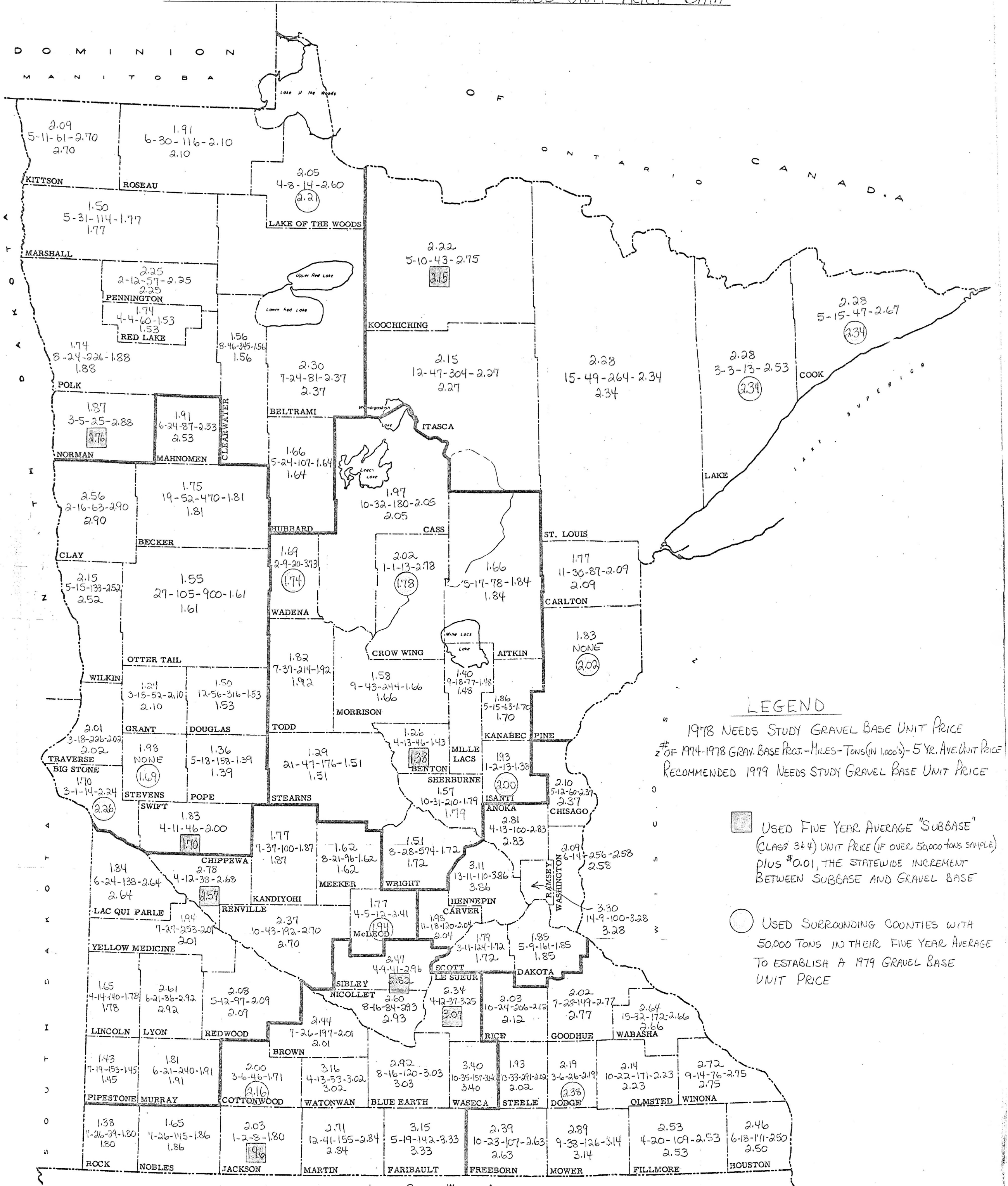
The following tabulation shows the average unit prices in both the 1978 C.S.A.H. and M.S.A.S. needs studies, the 1974-1978 five year average unit prices (based on actual projects on each system) and the unit prices recommended by the respective Subcommittees for use in the 1979 needs studies.

The prices in the last column were determined by the C.S.A.H. General Subcommittee at their meeting April 20, 1979. Minutes of this meeting are included in the "Reference Material" portion of this booklet.

# 1979 COUNTY SCREENING COMMITTEE DATA

JUNE, 1979

## 1979 C.S.A.H. RURAL DESIGN GRAVEL BASE UNIT PRICE DATA



### LEGEND

1978 NEEDS STUDY GRAVEL BASE UNIT PRICE  
# OF 1974-1978 GRAV. BASE PROJ. MILES-TONS (N 1,000'S) - 5 YR. AVE. UNIT PRICE  
RECOMMENDED 1979 NEEDS STUDY GRAVEL BASE UNIT PRICE

USED FIVE YEAR AVERAGE "SUBBASE" (CLASS 3&4) UNIT PRICE (IF OVER 50,000 TONS SAMPLE) PLUS \$0.01, THE STATEWIDE INCREMENT BETWEEN SUBBASE AND GRAVEL BASE

USED SURROUNDING COUNTIES WITH 50,000 TONS IN THEIR FIVE YEAR AVERAGE TO ESTABLISH A 1979 GRAVEL BASE UNIT PRICE



1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

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

Construction Item	1978 Needs Studies		1974-1978 M.S.A.S. 5-Year Average	1979 M.S.A.S. Unit Price Recommended By M.S.A.S. Subcommittee	1974-1978 C.S.A.H. 5-Year Average	1979 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	\$ 1.87	SAME	-	SAME	\$ 2.11	GB - #0.01
Gravel Base 2211 Class 5 & 6/ton	1.96		-		2.12	*
Bit. Base 2331/ton	9.38	AS	-	AS	10.70	G.B + 7.58
Bit. Surface 2331/ton	10.38		-		10.70	G.B + 8.58
Bit. Surface 2341/ton	12.11	URBAN	-	URBAN	12.41	G.B + 10.29
Bit. Surface 2351-2361/ton	19.87		-		19.90	G.B + 17.78
Concrete Surface 2301/sq. yd.	9.67	DESIGN	-	DESIGN	7.45	G.B + 8.52
Gravel Surface 2118/ton	1.92		-		2.17	G.B + 0.05
Gravel Shoulders 2221/ton	2.29	\$2.25	-	\$2.50	2.50	G.B + 0.38
<u>Urban Design</u>						
Grading/Cubic Yard	\$ 2.25	\$ 2.25	\$ -	\$ 2.50	-	\$2.50
Subbase 2211 Class 3 & 4/ton	2.50	2.50	2.61	3.25	-	G.B. + 1.13
Gravel Base 2211 Class 5 & 6/ton	3.30	3.30	3.03	3.50	-	G.B + 1.38
Bit. Base 2331/ton	11.00	12.00	10.57	13.00	-	G.B. + 10.88
Bit. Surface 2331/ton	12.00	12.00	10.57	13.00	-	G.B + 10.88
Bit. Surface 2341/ton	13.50	13.50	12.26	14.50	-	G.B + 12.38
Bit. Surface 2351-2361/ton	20.50	20.50	19.91	21.50	-	G.B + 19.38
Concrete Surface 2301/sq. yd.	12.50	12.50	12.31	14.00	-	G.B + 11.88
<u>Misc.</u>						
Storm Sewer-Complete/mile	\$140,000	\$140,000	\$ -	\$154,000	-	\$154,000
Storm Sewer-Partial/mile	43,000	43,000	-	48,000	-	48,000
Sidewalk Construction/sq. yd.	9.50	9.50	8.50	10.50	-	10.50
Curb & Gutter Construction/lin. ft.	4.00	4.00	3.50	4.50	-	4.50
Tree Removal/tree	80.00	80.00	82.66	100.00	-	100.00
Sidewalk Removal/sq. yd.	2.50	2.50	2.09	3.00	-	3.00
Curb & Gutter Removal/lin. ft.	1.50	1.50	1.19	1.50	-	1.50
Concrete Pavement Removal/sq. yd.	3.00	3.00	2.59	3.25	-	3.25
<u>Bridges</u>						
0-399 Feet Long/sq. ft.	\$30.00	\$30.00	-	(Prop. length) 0-79 \$32.50	-	(Prop. LENGTH) 0-149 \$35.00
400-599 Feet Long/sq. ft.	35.00	35.00	-	80-149 33.25	-	150-499 41.00
600-899 Feet Long/sq. ft.	40.00	40.00	-	150-499 41.00	-	500+ 47.00
900 Feet & Longer/sq. ft.	55.00	55.00	-	500+ 46.60	-	75.00
Widening/sq. ft.	70.00	70.00	-	75.00	-	2,250
RR over Highway-1 track/lin. ft.	2,250	2,250	-	2,250	-	1,750
Each Add.-Track/lin. ft.	1,750	1,750	-	1,750	-	
<u>Railroad Protection</u>						
Signs	\$ 200	\$ 200	-	\$ 200	-	\$200
Signals-1 Track or low speed trains	50,000	50,000	-	50,000	-	50,000
Signals-Mult. track or high speed trains	75,000	75,000	-	80,000	-	80,000
Signals & Gates	75,000	75,000	-	90,000	-	90,000

\*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

\*\*\*\*\*

1979 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.

## 1979 COUNTY SCREENING COMMITTEE DATA

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	1978	Total Mileage Requested & Approved To Date
01 Aitkin				0.50		5.60																6.10
02 Anoka					1.33																	2.04
03 Becker											5.90	4.17	0.71									10.07
04 Beltrami		2.54				4.30*		0.51			0.18				0.16							7.69
05 Benton		0.66				1.40*	1.12												0.16			3.18
06 Big Stone							1.40															1.56
07 Blue Earth		4.75*	7.10*		3.44				3.63											0.25		15.54
08 Brown	3.00		0.81											0.13								7.57
09 Carlton			3.62																			3.62
10 Carver			1.55						0.94										0.48			2.97
11 Cass									7.40	0.50												7.90
12 Chippewa		14.00							1.00													15.00
13 Chisago			1.04	1.20	1.00																	3.24
14 Clay			0.06			0.21	0.91			0.82					0.10							2.10
15 Clearwater			0.30*											1.00								1.30
16 Cook					3.60																	3.60
17 Cottonwood		3.00								1.80				1.10			0.20					6.47
18 Crow Wing		1.50	9.70*	1.80			0.37															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									0.08				0.29	1.20								1.57
23 Fillmore							1.12															1.12
24 Freeborn		0.05											0.90			0.65						1.60
25 Goodhue																		0.08				0.08
26 Grant				5.30							0.12											5.42
27 Hennepin				0.80		3.70								0.19	0.05							4.74
28 Houston																						0.12
29 Hubbard							0.60	1.25									0.26			0.06		2.17
30 Isanti		1.00			0.06				0.74													1.80
31 Itasca																						-
32 Jackson									0.10													0.10
33 Kanabec																						-
34 Kandiyohi									0.44													0.44
35 Kittson				6.60*																		6.60
36 Koochiching		0.50	7.67*			1.10																9.27
37 Lac Qui Parle			1.70						0.23													1.93
38 Lake				0.20*	3.04			1.58						0.56								5.38
39 Lake of the Woods						0.46	0.10	0.33														0.89
40 Le Sueur						2.70																3.53
41 Lincoln			4.00*		0.82		0.83		0.90						0.08				0.75			6.55
42 Lyon						2.00																2.00
43 McLeod							0.09															0.59
44 Mahanomen				1.00				0.42														1.42
45 Marshall				15.00*											1.00							16.00
46 Martin								1.28			0.24											1.52
47 Meeker			0.80														0.50					1.30
48 Mille Lacs																0.74						0.74
49 Morrison																						-
50 Mower				0.50		2.00	6.78*	0.15	2.53		1.15											13.11
51 Murray	0.50	2.40	0.33	0.29										1.10								4.62
52 Nicollet																						-
53 Nobles								13.41	0.30								0.12					13.94
54 Norman					0.41	0.90																1.31
55 Olmsted				7.77*	3.00			2.00			2.55											15.32
56 Otter Tail																				0.36		0.36
57 Pennington						0.84																0.84
58 Pine			9.25																			9.25
59 Pipestone													0.50									0.50
60 Polk	4.00														0.55	1.00						5.55
61 Pope	0.50					1.13			2.00													4.63
62 Ramsey			6.16		2.76	0.53*						0.67		1.20		0.40						10.73
63 Red Lake														0.21								0.50
64 Redwood						2.30																-
65 Renville													1.11									3.41
66 Rice		1.70																				1.70
67 Rock			0.50																			0.50
68 Roseau	1.00	2.20				2.00																6.80
69 St. Louis		1.50		4.83*	0.25	0.03	1.10*	3.43*	1.00	7.00			1.60									19.14
70 Scott						7.65*	1.00		2.50	0.04		0.90		3.51	1.07		0.57					17.24
71 Sherburne									2.92			2.50										5.42
72 Sibley		0.50				1.00																1.50
73 Stearns																						-
74 Steele		0.08							0.78		0.57	0.13								3.90		4.68
75 Stevens									1.00		0.50		0.27									1.55
76 Swift																						1.00
77 Todd		1.40*						0.78														0.78
78 Traverse	0.20		0.50																			1.99
79 Wabasha							0.43*															0.76
80 Wadena																						-
81 Waseca			4.10						0.43								0.20	0.10				0.73
82 Washington																						4.67
83 Watonwan			1.80*			0.53*																-
84 Wilkin																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	3.34	6.08	1.85	1.61	1.39	0.50	4.15	369.33

\* Some Trunk Highway Turnback Mileage



MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : 2/6/79  
 TO : Local Road Studies Engineer  
 FROM : CE W. L. Schaeffer District State Aid Engineer  
 SUBJECT: Request for Preliminary Approval for System Review  
 (Municipality) (County) of Hennepin

Attached is a request and supporting data for preliminary approval of a revision to the ~~(MSAS)~~ (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.

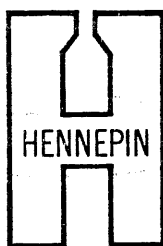
COMMENTS: State Park road

RECOMMENDED APPROVAL OR DENIAL:

Local Road Studies EngineerDate

APPROVED OR DENIED:

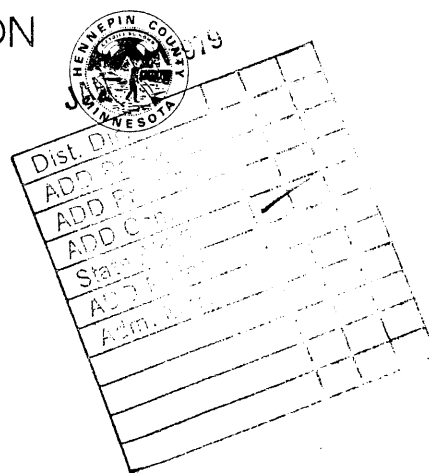
State Aid EngineerDate



DEPARTMENT OF TRANSPORTATION  
320 Washington Av. South  
Hopkins, Minnesota 55343

935-3381

January 15, 1979



Mr. Charles E. Weichselbaum  
District State Aid Engineer  
District 5  
Minnesota Department of Transportation  
2055 North Lilac Drive  
Golden Valley, MN 55422

Dear Mr. Weichselbaum:

RE: Request for Addition to Hennepin County's State Aid Highway System

The Hennepin County Board of Commissioners has been requested by the Minnesota Department of Natural Resources (DNR) pursuant to Minnesota Statutes 162.06, Subdivision 5, to designate portions of Bloomington Road and Minnehaha Avenue, within Fort Snelling State Park, as a County State Aid Highway (CSAH). The DNR request, dated December 11, 1978, is attached.

The Hennepin County Board of Commissioners passed Resolution Number 78-12-1353 directing the Hennepin County Department of Transportation to take actions to comply with the DNR request. A copy of this resolution and a map of the proposed CSAH 204 designation are attached.

We, therefore, request approval of the designation, as CSAH 204, of Minnehaha Avenue from Taylor Avenue to Bloomington Road, and Bloomington Road from Minnehaha Avenue to the first exit ramp intersection from Minnesota Trunk Highway 5.

The proposed addition of CSAH 204 will result in an increase of 0.52 miles to the County's State Aid system.

Please review this request, and if it is in order, transmit to the State Aid office for processing through the Screening Committee.

Sincerely,

A. J. Lee, P.E.  
Associate County Administrator  
and County Engineer

AJL/DBM:bg

Attachment

cc: Erv Prenevost

Joseph N. Alexander, DNR

**HENNEPIN COUNTY**

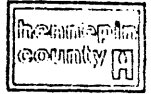
an equal opportunity employer





STATE OF  
MINNESOTA

DEPARTMENT OF NATURAL RESOURCES



PHONE: \_\_\_\_\_

File No. 3500

December 11, 1978

RECEIVED - A  
DEC 11 1978  
HENNEPIN COUNTY  
BUREAU OF PUBLIC SYC.

Mr. Art Lee  
Associate City Administrator and City Engineer  
Public Service Bureau  
2303A Hennepin County Government Center  
Minneapolis, Minnesota 55487

Dear Mr. Lee:

Under Minnesota Statutes 162.06, Subdivision 5, as amended in 1969, \$200,000 of County State Aid Highway funds are set aside in each calendar year for use in the location, relocation, construction, reconstruction, and improvement of roads, included in the County State Aid Highway System which provide access to the headquarters or principal parking lot located within a State Park.

This statute further provides that: "at the request of the Commissioner of Natural Resources, counties wherein such roads are located shall do such work as he may specify and the county shall be reimbursed for the reconstruction or improvement from the account set aside under this subdivision". Funds for each of the calendar years become available on January 1.

Pursuant to Section 162.06, Subdivision 5, I hereby request that the Hennepin County Board request to the Commissioner of the Minnesota Department of Transportation (DOT) designation of those portions of Bloomington Avenue and Minnehaha Avenue as described; Minnehaha Avenue beginning at the intersection with Taylor Avenue, Northwest to Bloomington Avenue, thence Northeast on Bloomington Avenue to the first exit ramp intersection from Minnesota Highway 5; as an addition to the Hennepin County State Aid Highway System.

The balance of Bloomington Avenue running Southeast from the intersection of Minnehaha Avenue to its terminus is also requested to be included for transfer to Hennepin County Highway System; however, funds from this statute for parkway improvements would not apply to this portion.

County State Aid Highway designation, funds for construction, and designs are subject to the approval of the Commissioner of the Minnesota Department of Transportation.

Yours very truly;

  
Joseph N. Alexander  
Acting Commissioner

JNA:mmr

cc: James Harrington, DOT

-18- Gordon Fay  
Don D. Davison AN EQUAL OPPORTUNITY EMPLOYER



MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : 1-22-79  
 TO : Local Road Studies Engineer  
 FROM : J. R. J. ISAACSON District State Aid Engineer  
 SUBJECT: Request for Preliminary Approval for System Review  
 (~~Municipality~~) (County) of POLK

Attached is a request and supporting data for preliminary approval of a revision to the (~~MSAH~~) (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:

**WHEN CONSTRUCTED****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: SCREENING COMMITTEE ACTION REQUIRED  
DESIGNATION 0.67 MILE IN EXCESS OF REVOCATION.

J. R. J. Isaacson

RECOMMENDED APPROVAL OR DENIAL:

Local Road Studies Engineer

Date

APPROVED OR DENIED:

State Aid Engineer

Date

DEPARTMENT Mn/DOT - Highways  
Bemidji

# Office Memorandum

TO : William Strand, Coordinator  
Transportation Systems Characteristics Section

DATE: January 22, 1979

FROM : J. R. J. Isaacson *J. R. J. Isaacson*  
District State Aid Engineer

PHONE: 755-3808

SUBJECT: Request for Addition to  
Polk County's State Aid Highway System

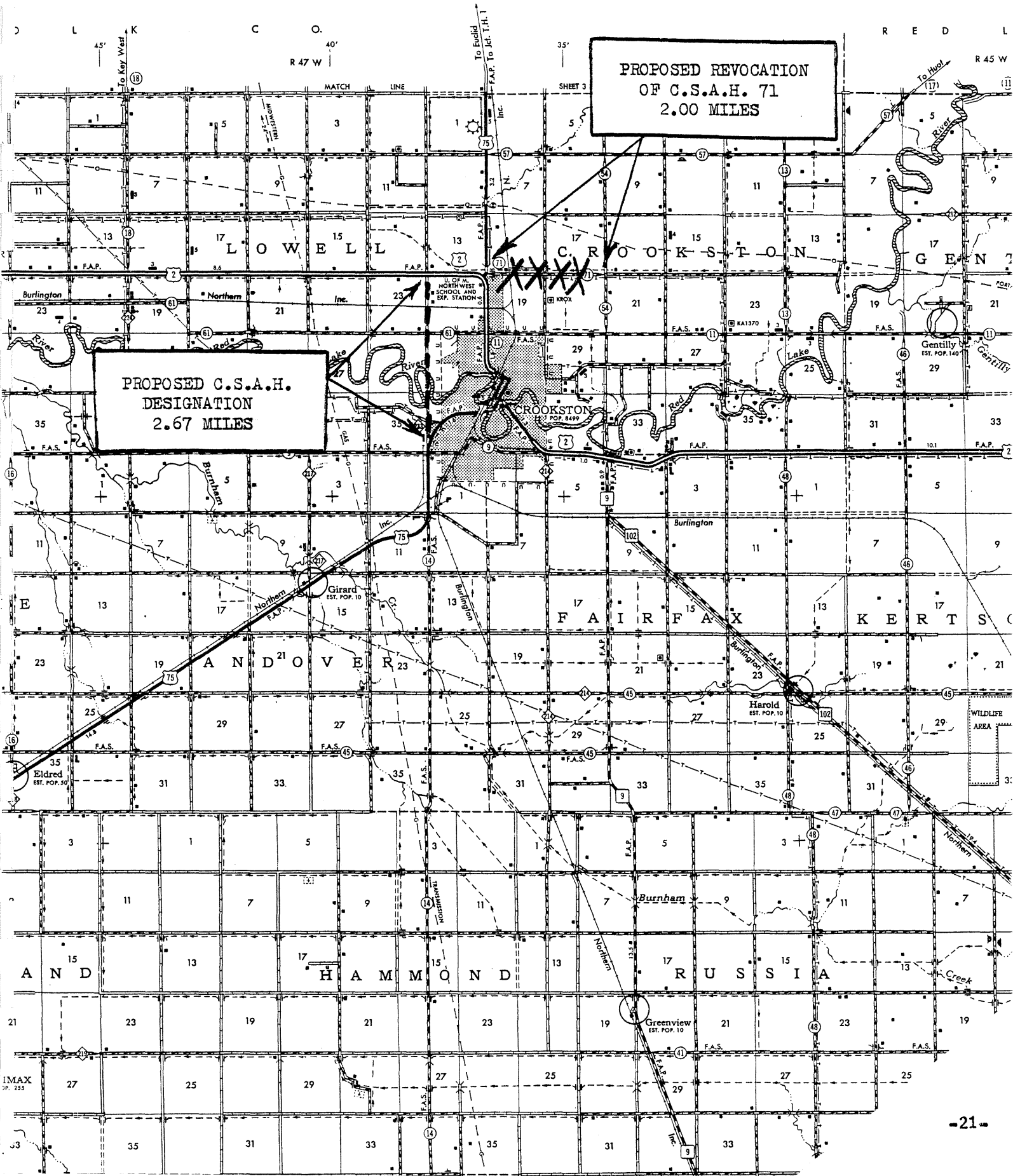
Enclosed is a request from Polk County to be brought before the Screening Committee to have 0.67 mile added to their CSAH System.

The new designation (2.67 miles) is badly needed in Crookston because of the increased congestion in the downtown area. At the present time it is necessary for all truck traffic on T.H. 2 and T.H. 75 to go through downtown Crookston. Construction of the proposed bypass route would relieve much of the congestion caused by this traffic.

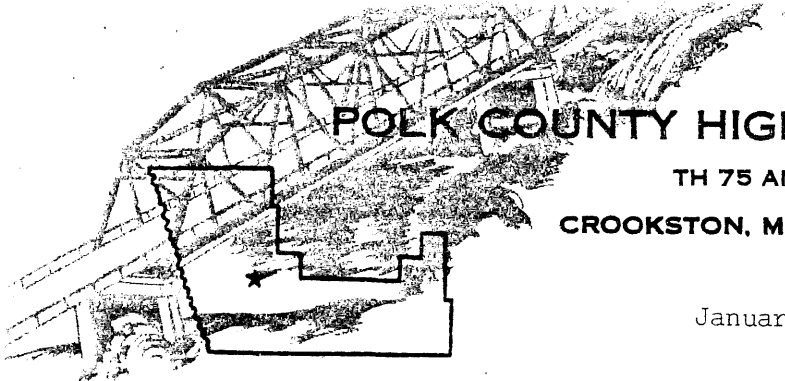
Previously the County considered revoking a portion of CSAH 16 South of Crookston but this would eliminate continuity on the Federal Aid System. The County is prepared to revoke the two mile segment on CSAH 71, but it is difficult for the County to find any other mileage that it could revoke to gain the additional 0.67 mile.

cc: B. Lieder

POLK COUNTY







# POLK COUNTY HIGHWAY DEPARTMENT

TH 75 AND CR 233

CROOKSTON, MINNESOTA 56716

January 19, 1979

• BERNARD LIEDER  
HIGHWAY ENGINEER

• TELEPHONE 281-3952

Mr. J.R.J. Isaacson  
Director of State Aid Engineer  
Minnesota Department of Transportation  
Bemidji, MN 56601



RE: Request for addition to  
Polk County's State Aid  
Highway System

Dear Mr. Isaacson:

After many public hearings and informational meetings on a proposed by-pass route around Crookston, the Polk County Board of Commissioners responded and authorized the necessary actions to implement the design and construction of the by-pass.

Data from the hearings and traffic studies indicate the necessity for the by-pass which would carry considerable truck and other vehicular traffic from the north and west side of Crookston to the industrial area in South Crookston consisting of the American Crystal Sugar processing plant; J.R. Simplot potato processing plant; Dahlgren Company sunflower processing plant; several large grain elevator complexes as Cargill and Farmers Elevator Co.; Red River Alfalfa dehydrating plants; Cargill and Fert-L-Flow fertilizer plants and many smaller industries. The present route through Crookston is restricted by three 90° turns and several traffic control signals funneled into a single river crossing. The problem has increased in scope because of the commercial growth along the northern end of the route. These problems did not exist fifteen years ago.

The length of the proposed route is 2.67 miles. The county board proposed to revoke existing county-state-aid mileage in the amount of 2.67 to make an internal exchange of mileage. The mileage proposed to be exchanged did not have county-state-aid construction fund expenditures. The County Board proceeded to pass the necessary resolutions revoking and re-designating these routes and requested concurrence by the State Aid Division. This was done in summer of 1978. The State Aid Division did not concur in the revocations, specifically the portion in excess of 2.0 miles. They will concur in the revocation and re-designation of a 2.0 mile portion. We have again reviewed our county-state-aid highway system and find that we are unable to trade-off the 0.67 miles. Consequently, we are requesting the screening committee to approve an addition of 0.67 miles to the system.

On the enclosed map we have indicated the proposed route, the proposed revokation and redesignation of the 2.0 mile portion which requires the additional 0.67 miles to provide continuity.

Traffic studies by Minnesota Department of Transportation indicate a traffic forecast of 3230 ADT with 356 HCADT (1995). The proposed road does meet the criteria for designation as a county-state aid highway.

Please review this request, and if it is in order, transmit it to the State Aid Office for processing through the screening committee.

Sincerely,

*Bernard Lieder*

Bernard Lieder, P.E.  
Polk County Highway Engineer  
Crookston, MN 56716

NOTES & COMMENTS



MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : 8/18/78  
 TO : Local Road Studies Engineer  
 FROM : Elmer Morris District State Aid Engineer  
 SUBJECT: Request for Preliminary Approval for System Review  
 (Municipality) (County) of Washington

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

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: Washington County CSAH system has been reviewed for replacement mileage and I agree that there is no reasonable mileage to be revoked

RECOMMENDED APPROVAL OR DENIAL:

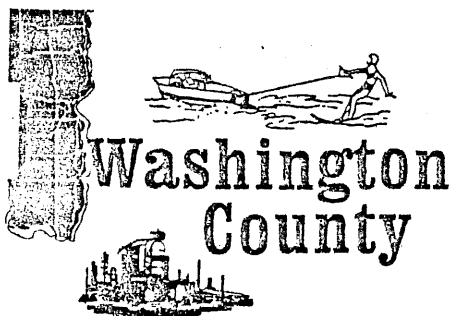
Local Road Studies Engineer

Date

APPROVED OR DENIED:

State Aid Engineer

Date



# HIGHWAY DEPARTMENT

11660 MYERON RD. N. • STILLWATER, MINNESOTA 55082

August 17, 1978

CHARLES J. SWANSON P.E.  
COUNTY HIGHWAY ENGINEER

Mr. Elmer Morris Jr.  
District State Aid Engineer  
Minnesota Department of Transportation  
3485 Hadley Ave. No.  
Box 2050  
North St. Paul, Minnesota 55109

RE: Addition to County State Aid Highway System  
Washington County

Dear Mr. Morris,

Washington County respectfully requests that the portion of County Road 19A (3.2 miles) as shown on the attached map be added to the County State Aid Highway System at Washington County. This request is based on two factors, the first being it would provide continuity in the C.S.A.H. system with a direct link with T.H. 61 on the south and F.A.I. 94 on the north. This highway is the major north-south roadway bisecting the two fastest growing cities in Washington County, Woodbury and Cottage Grove with a combined population of 30,000. The 3M Chemolite manufacturing plant is located on County Road 19A immediately south of T.H. 61.

The second area that concerns the city of Cottage Grove is that because of expanding residential development they wish to extend their Municipal State Aid Street System on 80th Street easterly to County Road 19.

There is no C.S.A.H. mileage that can be revoked. However, it is not anticipated that there will be any construction on the requested roadway mileage in the near future as this roadway was reconstructed in 1969 at County expense to the following standards:

ADT 1969 - 345  
ADT 1978 - 1100  
Design - 7 Ton-Ultimate 9 Ton  
Design Speed - 60 M.P.H.  
Roadway Width - 40 Ft.  
Surface - 24 Ft. Bituminous  
Ditches - 8 Ft. Width  
Slopes - 4:1  
Functional Classification - Minor Arterial

I would again request that MN/DOT and the County Screening Committee consider this request and thank you for your consideration.

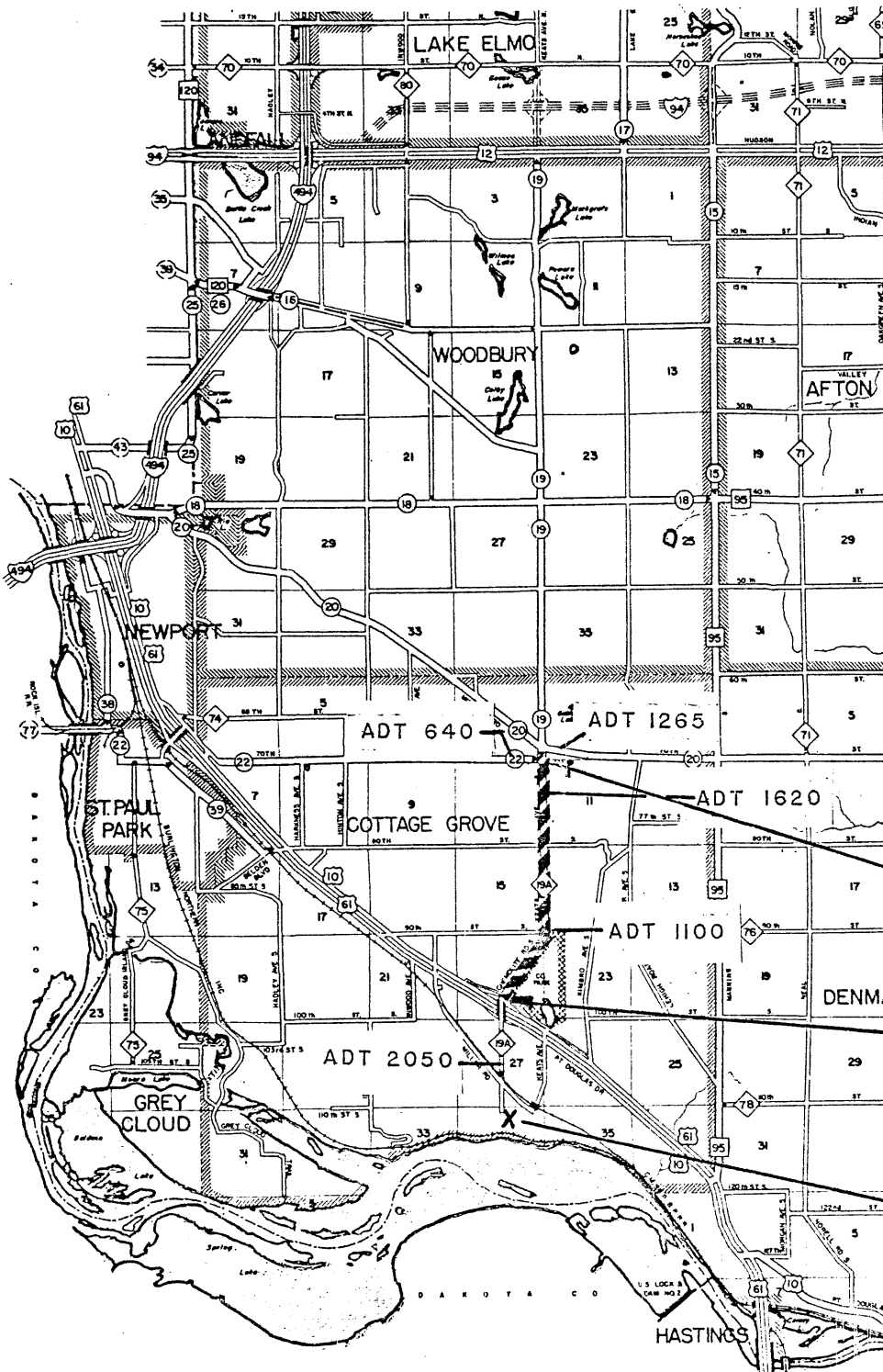
Yours truly,

Charles J. Swanson  
County Engineer

# AREA MAP

## WOODBURY - COTTAGE GROVE

WASHINGTON COUNTY



ALL ADT SHOWN - 1978

PROPOSED C.S.A.H. 19  
3.2 MILES

3M CHEMOLITE

NOTES & COMMENTS





MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : August 15, 1978  
TO : Local Road Studies Engineer - 813  
FROM : D. D. Reed, P.E. *DD* District State Aid Engineer  
SUBJECT: Request for Preliminary Approval for System Review  
(~~XXXXXXXXXX~~) (County) of Wright

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 route was turned back to Wright County on November 1, 1968  
and should have been placed on the State Aid System then -  
see attached letter

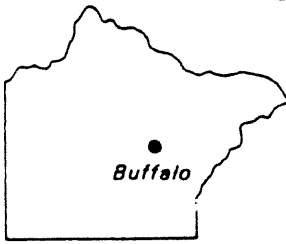
RECOMMENDED APPROVAL OR DENIAL: \_\_\_\_\_  
Local Road Studies Engineer Date

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



WRIGHT COUNTY

# Department of Public Works



Route 1, Box 97-B  
Buffalo, Minnesota 55313  
T.H. 25 North of T.H. 55  
Telephone (612) 682-3900

August 11, 1978

Mr. David O. Reed  
District State Aid Engineer  
301 Laurel St.  
P. O. Box H  
Brainerd, MN 56401

Subject: Addition to County State Aid System

Dear Mr. Reed:

As you are aware, the City of Elk River has recently exceeded a population of 5,000 and is in the process of designating their Municipal State Aid Street system. One of Elk River's prime transportation concerns is the bridge over the Mississippi River which presently carries Wright County Road 130 (former T.H. 101) and an Elk River City Street. The City and County wish to replace this bridge using State bonding funds and/or Federal funds for bridge replacement. Because of the size of the bridge, the local share of the bridge replacement cost (approximately 1.25 million dollars), will still represent a considerable expenditure. Elk River feels they can handle their local share only through the use of their State Aid funds. Using those funds requires that the city street and the bridge be on their State Aid system and for that to happen the State Aid designation must continue on our present County Road 130 south to the junction of County State Aid Highway 39.

The City of Elk River has designated the street in question, as State Aid contingent upon Wright County being able to designate County Road 130 as State Aid. Therefore, I am requesting State Aid designation of present County Road 130 and further requesting the additional 1.38 miles necessary to do so be added to our present State Aid mileage. A study of our system reveals no comparable mileage that could be traded and still maintain continuity requirements.

The present bridge in place is posted as "Closed to all trucks and busses of 3/4 ton and over" because of the narrow width (16' 8") and a vertical curve over the bridge which does not allow one to see oncoming vehicles before beginning crossing. Structural rating of the bridge is 9 tons per vehicle, 16 tons combination. Traffic count on this roadway based on the latest count in 1973, is 1885 A.D.T. The posting on the bridge was in place

LEGISLATIVE REFERENCE LIBRARY-31-  
STATE OF MINNESOTA

Mr. David O. Reed

-2-

August 11, 1978

at the time of the count. Since the latest traffic count, considerable residential development has occurred in the area immediately south of the river and west of present County Road 130, with 360 housing starts of record within the square mile west of County Road 130. This roadway serves all local traffic destined for Elk River and Trunk Highway 10. The only alternate route is east to Trunk Highway 101 and north to Trunk Highways 10 and 169 and Elk River. This interchange area of Trunk Highways 10, 101 and 169 is already heavily congested.

As a condition for the roadway being placed on the State Aid system, Wright County would agree to have it placed on the system without bridge needs being drawn.

Sincerely,

A handwritten signature in cursive script that reads "Larry G. Koenig". The signature is written in dark ink and is positioned above the typed name and title.

Larry G. Koenig, P. E.  
Wright County Public Works Director  
County Highway Engineer

LGK:ph

REFERENCE

MATERIAL

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1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

1974 - 1978 Five Year Average Subbase (Class 3 & 4) Unit Price Data

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The following map simply indicates the subbase (Class 3 & 4) unit price information that is in the 1974 - 1978 five year average unit price study. This data is being included in the report this year because in some cases the gravel base unit prices recommended by the Subcommittee, as shown on Fig. A, were determined using this subbase information. This is explained in detail on page 10.



1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

Results of 1978 C.S.A.H. R/W Needs Update

As requested by the 1978 Screening Committee, we transmitted a listing of C.S.A.H. segments which had additional R/W needs reported to each county for their review and update. Even though R/W needs are not an "apportionment needs" item at the present time, the Committee felt an update was in order.

The following tabulation indicates the results of the R/W needs update. When time permits we will compute a sample apportionment with R/W needs included.

	C.S.A.H. Miles Which Require Additional R/W	% of Total C.S.A.H. System	Total Needs Cost of Additional R/W
Carlton	136.99	47	\$ 184,415
Cook	102.76	58	129,124
Itasca	356.20	55	864,950
Koochiching	132.33	53	115,275
Lake	140.49	66	696,724
Pine	407.38	86	1,367,935
St. Louis	847.63	62	7,567,553
District 1 Totals	2,123.78	62	10,925,976
 Beltrami	 267.27	 57	 1,574,532
Clearwater	191.32	59	395,667
Hubbard	180.26	55	403,320
Kittson	307.30	82	1,908,142
Lake of the Woods	124.28	66	140,909
Marshall	452.87	71	1,776,749
Norman	260.84	66	2,692,534
Pennington	177.26	68	453,600
Polk	446.35	55	1,928,086
Red Lake	101.60	54	274,920
Roseau	303.41	63	877,850
District 2 Totals	2,812.76	63	12,426,309

	<u>C.S.A.H. Miles Which Require Additional R/W</u>	<u>% of Total C.S.A.H. System</u>	<u>Total Needs Cost of Additional R/W</u>
Aitkin	290.79	79	2,255,427
Benton	85.93	38	381,545
Cass	384.00	72	1,516,430
Crow Wing	217.73	58	2,760,820
Isanti	85.51	38	698,200
Kanabec	118.77	56	187,046
Mille Lacs	131.54	54	187,810
Morrison	146.86	34	209,330
Sherburne	110.38	51	798,960
Stearns	169.54	29	699,280
Todd	62.35	15	126,450
Wadena	142.68	62	221,893
Wright	242.51	60	1,840,664
District 3 Totals	2,188.59	49	11,883,855
Becker	124.50	27	345,190
Big Stone	52.90	25	167,076
Clay	297.86	73	2,332,580
Douglas	261.30	67	888,650
Grant	134.35	59	410,690
Mahnomen	108.27	55	503,400
Otter Tail	262.42	29	964,900
Pope	70.72	24	415,704
Stevens	22.59	9	109,200
Swift	248.44	75	656,275
Traverse	134.48	55	699,816
Wilkin	226.43	72	1,141,978
District 4 Totals	1,944.26	46	8,635,459
Anoka	98.46	41	793,232
Carver	117.10	57	1,130,366
Hennepin	331.31	66	97,385,300
Scott	113.66	61	1,128,400
District 5 Totals	660.53	58	100,437,298
Dodge	150.16	60	1,419,300
Fillmore	300.22	76	1,861,721
Freeborn	76.82	18	461,100
Goodhue	175.81	54	726,500
Houston	115.83	46	604,468
Mower	252.91	68	1,525,500
Olmsted	112.17	35	940,704
Rice	61.21	22	657,878
Steele	67.47	24	495,360
Wabasha	129.44	47	1,252,733
Winona	164.75	52	1,189,300
District 6 Totals	1,606.79	46	11,134,564

	<u>C.S.A.H. Miles Which Require Additional R/W</u>	<u>% of Total C.S.A.H. System</u>	<u>Total Needs Cost of Additional R/W</u>
Blue Earth	77.27	19	976,580
Brown	64.00	20	612,000
Cottonwood	63.97	20	187,080
Faribault	168.94	52	1,914,600
Jackson	54.70	15	424,560
Le Sueur	99.82	37	845,900
Martin	78.24	21	506,110
Nicollet	82.10	34	677,820
Nobles	31.52	9	186,450
Rock	30.78	12	92,568
Sibley	70.06	24	664,400
Waseca	56.04	22	399,600
Watonwan	38.65	17	382,283
District 7 Totals	916.09	23	7,869,951
Chippewa	88.44	36	720,360
Kandiyohi	204.88	49	836,010
Lac Qui Parle	70.06	19	330,540
Lincoln	119.66	47	168,105
Lyon	166.82	53	738,375
McLeod	159.57	67	1,120,275
Meeker	144.96	53	765,079
Murray	59.23	17	366,064
Pipestone	130.45	57	504,625
Redwood	190.66	49	1,869,288
Renville	265.82	59	1,084,400
Yellow Medicine	53.30	16	197,715
District 8 Totals	1,653.85	43	8,700,836
Chisago	77.06	34	154,540
Dakota	183.23	67	6,717,620
Ramsey	5.79	3	318,300
Washington	106.71	57	2,167,175
District 9 Totals	372.79	41	9,357,635
STATE TOTALS	14,279.44	48	\$181,371,883

1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

C.S.A.H. Rural Design Grade Widening Study

The 1978 Screening Committee directed the Needs Section to proceed with the rural design grade widening study which was initiated a few years ago. The following procedures were developed:

- A. Send a computer listing of all rural design segments with grade widening needs to each county engineer.
- B. Instruct the county engineers to review the listing with the following instructions in mind.
  - 1) Rural design grade widening needs will be limited to a range of from 4 to 8 feet total (2 to 4 feet per side) with a needs cost of \$2,000 per foot per mile.
  - 2) Any rural design segments with more than 8 feet of proposed grade widening shall be changed to either partial grading or complete grading. You should indicate on the listing which type of grading is needed. This instruction also applies to any segment presently in the 4 to 8 feet of grade widening category which you feel, due to extenuating circumstances, should receive partial or complete grading needs.
  - 3) Any segment whose needs are revised to partial grading shall receive a needs cost of \$16,000 per mile. Any segments revised to complete grading shall receive that county's average "needs" cost/mile of all complete rural design grading as approved by the Screening Committee in October, 1975.
  - 4) Any counties which do not submit a revised listing by December 1, 1978 will automatically receive partial grading needs at \$16,000 per mile for any segments which presently have grade widening needs greater than 8 feet.
- C. The results of the restudy be tabulated and presented to the 1979 Screening Committee at the Spring meeting.

The following tabulation (Fig. E) shows what the results of the restudy would be. No changes have been made in the actual needs study as yet.

1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979

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 April 16, 1979 and do not represent the final data to be used for the 1980 apportionment.

<u>County</u>	<u>FAS Fund Balance as of April 16, 1979</u>	<u>Maximum Balance</u>	<u>Tentative Deduction From the 1979 25-Year C.S.A.H. Construction Needs</u>
Benton	\$274,022	\$200,000	\$74,022
Cass	610,856	401,227	209,629
Cook	374,112	205,677	168,435
Dodge	263,975	200,000	63,975
Hennepin	1,449,362	241,940	1,207,422
Lyon	369,632	266,801	102,831
Pennington	208,696	200,000	8,696
Pine	481,737	353,442	128,295
Ramsey	330,071	200,000	130,071
Wright	547,818	418,549	129,269

Minutes of the County Engineers Screening Committee Meeting

October 26-27, 1978

Meeting was called to order by Chairman Paul Ruud at 1:05 P.M. on October 26th at the Holiday Inn in Willmar, Minnesota.

At the request of the Chair, the secretary called the roll of the committee members:

District 1.....Ben Beauclair.....St.Louis County....Present  
District 2.....Monte Berend.....Red Lake County....Present  
District 3.....Bill Rice.....Stearns County.....Present  
District 4.....Ernest Lynn Olson...Douglas County.....Present  
District 5.....Paul Ruud.....Anoka County.....Present  
District 6.....Richard Skalicky....Steele County.....Present  
District 7.....Dwight Herman.....Jackson County.....Present  
District 8.....Elroy Dragsten.....Chippewa County....Present  
District 9.....Leon Johnson.....Chisago County.....Absent  
District 9 (Alt.) Bob Sandeen.....Dakota County.....Present

Others Present were:

Gordon Fay.....Director of State Aid  
Roy Hanson.....Office of State Aid  
Bill Strand.....Bureau of Policy and Planning - Mn/DOT  
Ken Hoeschen.....Bureau of Policy and Planning - Mn/DOT  
Walt Benson.....Carlton County.....Sub-Committee  
Ervie Prenevost.....Alternate - District 5  
Roger Diesen.....Alternate - District 2  
Bob Elleraas.....Alternate - District 3  
Dennis Berend.....Alternate - District 4  
Jack Cousins.....Alternate - District 7  
Dennis Carlson.....Screening Committee Secretary  
Ken Madole.....District #8 Director - Mn/DOT  
John Hoeke.....Assistant District #8 Director - Mn/DOT

Ken Madole was introduced and welcomed the Screening Committee members and attendees to the Willmar area and offered to transport and guide anyone around the Willmar area if they were interested in any sites, projects or whatever.

Walt Benson reported on the Sub-Committee recommendation regarding grade widening. Their conclusion was that the 1975 Screening Committee Resolution is adequate as passed with the exception that the base price should be \$2,000 per mile per foot of widening. Dwight Herman commented that \$2,000 per foot of widening per mile may be higher than actual costs. Walt responded that after some research they determined that \$2,000 would be a good average throughout the state.

Ken Hoeschen then explained the Fall Screening Committee Report in detail and noted that Pages 1 and 2 were informational/historical data. Page 3 and Figure A deal with 1978 - 25 year construction needs and the changes as a result of updating for this report. Ken said that the counties that received the biggest change were due to segments of road shifting from under 100 vehicles per day to over 100 vehicles per day as a result of updating traffic counts and changes in the traffic projection factors.

Figure B shows a breakdown of 1978 CSAH mileage and needs by rural and municipal location. There were no questions from the Screening Committee members.

Page 5 and Figure C - These pages deal with the restriction of 25 year construction needs increases. In order to temper needs increases, the Screening Committee adopted a resolution to limit needs increases to 20% above state-wide average increases. There were no questions from Screening Committee members of Ken Hoeschen on this item.

Pages 6-15. Ken explained the FAS Fund Balance Deduction for counties with excessive Federal Aid Fund Balances. There are eight (8) counties with excessive FAS Fund Balances and letters were received by the State Aid Unit from Benton, Cass, Crow Wing and Lyon Counties. No letters were received from Cook, Hennepin, Pine and Ramsey Counties. The district representatives of the counties involved were asked if they had any additional information to justify not applying the FAS Fund Balance Deduction to the counties involved. No additional information had been received to the district representatives. However, Monte Berend noted that several of the counties with excessive balances were also in the same situation during 1977. The four letters of justification were included in the report on Pages 7 thru 15.

Ben Beauclair asked for some discussion on waivers or similar justification for deviation from rules other than FAS Fund Balances. There apparently has been no other justification adequate to deviate from the current rules.

Roy Hanson noted that Federal Aid processing is necessary, not just programming. His office will verify each county's status and determine if they are actively processing their projects.

Benton County - Dennis Carlson commented that they are processing a project adequate to utilize the entire FAS Balance, but lack of approval of Wetlands and Goose Refuge have delayed the project beyond the County's control.

Cass County - Bill Rice said he is confident Cass County is processing a project to utilize their FAS Funds.

Crow Wing County - Bill Rice said to the best of his knowledge, a contract has been let utilizing Crow Wing County's FAS Funds.

Lyon County - Elroy Dragston is satisfied Lyon County is processing the FAS project as required.



Pages 17-27 deal with Rural Design Grading Costs Adjustments. Ken explained that the adjustments are based on 1975 estimates and the last three years of contract lettings. Ken also explained the method of adjustment computations, using the example of Cook County on Page 17. There were no additional questions from the Screening Committee members.

Pages 28-30. These pages deal with special resurfacing projects and the deduction of those costs from the 25 year construction needs for a period of 10 years. Ken explained that those projects using State Aid Funds will be deducted from their needs study for a period of 10 years.

Pages 31 & 32. Ken explained that those counties obligated by County State Aid Highway Bonds can receive an adjustment of their 25 year construction needs. These two pages list the State Aid Bond Record as of December 31, 1977. There were no comments or questions from the Screening Committee members.

Page 33 and Figure D. These pages deal with County State Aid Construction Fund Balance Needs Deductions. Ken explained that those counties with unencumbered construction fund balances as of September 1st of each year will receive a needs deduction. Ken pointed out that their office had received a letter from Lyon County that bids were let on August 29, 1978 and the paper work delayed payment and fund reduction until September 19, 1978. Lyon County, therefore, is requesting that consideration be given to their county since it was not their fault the reduction could not be made. Roy Hanson pointed out that they received their figures from the Finance Division and the rules are set up that the Finance Division must distribute the funds prior to September 1st of each year. Gordon Fay pointed out that the project was not immediately awarded because of public objection to the realignment of the proposed road.

Ben Beauclair said he received a letter from Pine County indicating they had completed or started three projects during 1978 that total \$314,500.00. Pine County would also like these funds deducted from their balance for the new State Aid computations. Bob Sandeen asked if this problem had occurred prior to 1978. Ken Hoeschen responded that one request was made in 1977 by Cook County but was not granted.

Pages 34 thru 36. These pages deal with Mill Levy Deductions for each county to reflect the ability to pay for road construction and maintenance. This results in a form of subsidation to the poorer counties. There were no questions from the Screening Committee members.

Page 39 and Figure E. These pages deal with the tentative 1979 CSAH Money Needs Apportionment. Ken pointed out that Sherburne County is now a minimum county due to the incorporation of a township around the City of Elk River. Screening Committee members found it difficult to believe that a county such as Sherburne with a large tax base would now be a minimum county. Ken assured them that it was infact the current status for Sherburne County and the tax base wouldn't necessarily prevent a county from receiving a minimum apportionment.

Pages 41 and 42. These pages are self-explanatory and reflect the County State Aid Mileage in each county and the annual County State Aid Highway Money Needs.

## C.S.A.H. Rural Design Grade Widening Study

	SUBMITTED REPORTING ?	SEGMENTS WITH WIDENING OF 8 FEET AND LESS WHICH REMAIN WIDENING			SEGMENTS WITH WIDENING OF 8 FEET AND LESS WHICH CHANGED TO PARTIAL			SEGMENTS WITH WIDENING OF 8 FEET AND LESS WHICH CHANGED TO COMPLETE			SEGMENTS WITH WIDENING OVER 8 FEET WHICH CHANGED TO PARTIAL			SEGMENTS WITH WIDENING OVER 8 FEET WHICH CHANGED TO COMPLETE			TOTAL MILES	TOTAL APPROX. \$ EFFECT	
		MILES	%	\$ EFFECT	MILES	%	\$ EFFECT	MILES	%	\$ EFFECT	MILES	%	\$ EFFECT	MILES	%	\$ EFFECT			
CARLTON	X	37.04	89%	\$ 242,320	--	--	--	2.00	5%	\$ 121,776	1.10	3%	--	1.20	3%	\$ 46,354	41.34	\$ 410,450	CARLTON
COOK	X	5.80	28%	29,000	--	--	--	--	--	--	11.80	57%	\$ 40,000	3.10	15%	179,157	20.70	248,157	COOK
ITASCA	X	69.89	87%	314,960	--	--	--	--	--	--	8.10	10%	32,400	1.90	3%	132,950	79.89	480,310	ITASCA
KOOCHICHING	X	52.03	83%	302,120	--	--	--	--	--	--	--	--	--	10.80	17%	450,910	62.83	753,030	KOOCHICHING
LAKE	No	14.50	70%	88,200	--	--	--	--	--	--	6.23	30%	28,460	--	--	--	20.73	116,660	LAKE
PINE	X	58.68	52%	351,280	5.50	5%	\$ 47,600	--	--	--	24.77	22%	71,180	23.53	21%	963,676	112.48	1,433,736	PINE
ST. LOUIS	X	42.29	22%	184,960	23.97	13%	308,560	52.42	27%	5,567,510	7.40	4%	40,000	65.90	34%	7,355,459	191.98	13,456,489	ST. LOUIS
DISTRICT 1 TOTALS		280.23	--	1,512,840	29.47	--	356,160	54.42	--	5,689,286	59.40	--	212,040	106.43	--	9,128,506	529.95	16,898,832	DISTRICT 1 TOTALS
BELTRAMI	X	18.78	23%	116,680	11.20	14%	111,000	--	--	--	46.60	57%	145,420	4.79	6%	166,311	81.37	539,411	BELTRAMI
CLEARWATER	X	25.66	42%	168,360	6.90	11%	68,000	2.72	4%	122,894	11.67	19%	48,140	14.36	23%	178,408	61.31	585,802	CLEARWATER
HUBBARD	X	57.02	92%	291,680	--	--	--	--	--	--	4.80	8%	28,800	--	--	--	61.82	320,480	HUBBARD
KITTSO	X	76.71	85%	388,960	--	--	--	--	--	--	13.60	15%	95,200	0.40	--	5,969	90.71	490,129	KITTSO
LAKE of the WOODS	X	9.20	28%	36,800	6.80	21%	62,800	2.00	7%	92,730	5.20	16%	37,100	9.20	28%	309,099	32.40	538,529	LAKE of the WOODS
MARSHALL	X	84.49	78%	553,620	3.10	3%	31,000	--	--	--	16.67	15%	97,970	4.00	4%	11,000	108.26	693,590	MARSHALL
NORMAN	X	20.90	26%	99,600	18.60	24%	197,000	17.84	23%	710,317	4.00	5%	24,000	17.26	22%	349,734	78.60	1,380,651	NORMAN
PENNINGTON	X	--	--	--	1.60	6%	16,000	--	--	--	23.60	94%	80,500	--	--	--	25.20	96,500	PENNINGTON
POLK	X	16.97	10%	90,680	79.46	49%	760,560	1.52	1%	65,274	65.36	40%	290,460	--	--	--	163.31	1,206,974	POLK
RED LAKE	X	10.70	31%	65,200	--	--	--	--	--	--	16.61	47%	68,500	7.57	22%	85,509	34.88	219,209	RED LAKE
ROSEAU	X	36.31	52%	226,400	1.70	3%	20,400	--	--	--	10.50	15%	10,500	21.00	30%	151,094	69.51	408,394	ROSEAU
DISTRICT 2 TOTALS		356.74	--	2,037,980	129.36	--	1,266,760	24.08	--	991,215	218.61	--	926,590	78.58	--	1,257,124	807.37	6,479,669	DISTRICT 2 TOTALS
AITKIN	X	0.24	1%	1,440	--	--	--	25.40	99%	2,066,309	--	--	--	--	--	--	25.64	2,067,749	AITKIN
BENTON	X	32.26	81%	209,880	--	--	--	--	--	--	7.60	19%	31,900	--	--	--	39.86	241,780	BENTON
CASS	No	65.56	79%	445,760	--	--	--	--	--	--	17.49	21%	53,780	--	--	--	83.05	499,540	CASS
CROW WING	No	28.72	76%	135,520	--	--	--	--	--	--	9.20	24%	28,000	--	--	--	37.92	163,520	CROW WING
ISANTI	X	8.70	8%	52,200	14.70	14%	123,400	15.40	14%	684,435	7.80	7%	36,000	61.10	57%	1,356,544	107.70	2,252,579	ISANTI
KANABEC	X	--	--	--	16.06	41%	170,400	--	--	--	10.70	27%	64,200	12.80	32%	584,334	39.56	818,934	KANABEC
MILLE LACS	X	--	--	--	11.95	36%	95,000	4.60	14%	277,743	--	--	--	16.45	50%	552,903	33.00	925,646	MILLE LACS
MORRISON	No	69.71	75%	409,260	--	--	--	--	--	--	23.26	25%	103,040	--	--	--	92.97	512,300	MORRISON
SHERBURNE	No	26.73	93%	157,180	--	--	--	--	--	--	2.10	7%	--	--	--	--	28.83	157,180	SHERBURNE
STEARNS	X	--	--	--	87.31	49%	858,220	--	--	--	30.24	17%	157,700	59.74	34%	785,705	177.29	1,801,625	STEARNS
TODD	X	79.41	76%	554,200	9.80	9%	87,600	--	--	--	5.70	6%	20,100	9.67	9%	152,622	104.58	814,522	TODD
WADENA	X	36.01	94%	156,041	--	--	--	--	--	--	0.66	2%	2,640	1.50	4%	26,055	38.17	184,736	WADENA
WRIGHT	X	35.66	63%	267,080	8.83	15%	78,640	0.39	1%	30,821	--	--	--	11.70	21%	158,055	56.58	534,596	WRIGHT
DISTRICT 3 TOTALS		383.00	--	2,388,561	148.65	--	1,413,260	45.79	--	3,059,308	114.75	--	497,360	172.96	--	3,616,218	865.15	10,974,707	DISTRICT 3 TOTALS
BECKER	X	25.00	83%	103,100	--	--	--	--	--	--	3.00	10%	15,000	2.00	7%	23,164	30.00	141,264	BECKER
BIG STONE	X	12.50	75%	60,000	--	--	--	--	--	--	4.08	25%	23,480	--	--	--	16.58	83,480	BIG STONE
CLAY	X	8.50	7%	51,000	--	--	--	6.90	6%	413,246	42.02	35%	199,620	62.87	52%	2,077,732	120.29	2,741,598	CLAY
DOUGLAS	X	39.60	25%	236,800	8.60	5%	65,000	8.53	5%	276,345	21.65	14%	121,400	77.29	51%	1,572,878	155.67	2,272,423	DOUGLAS
GRANT	X	42.20	62%	267,500	7.20	11%	57,600	--	--	--	8.90	13%	48,300	9.79	14%	93,412			

Pages 43 thru 46. These pages reflect the total tentative 1979 CSAH Apportionments based on 1978 Apportionment Sum. Ken pointed out which counties were at a minimum apportionment and there were no additional questions from the Screening Committee members.

Pages 47 thru 49. These pages reflect a comparison of the 1978 actual to the tentative 1979 CSAH Apportionments and show a percentage increase or decrease. Roy Hanson was asked what the estimate was for receipts from gas tax to indicate if the 1979 Apportionments would infact increase or decrease. Roy's best estimate at this time was that it would be approximately the same as 1978. There are several variables that can effect the next year's apportionment and after the plus and minus considerations, no change could be estimated in the 1979 apportionments. There were no additional questions from the Screening Committee members.

Pages 51 thru 55. These pages deal with County State Aid Highway Mileage and the historical approved requests for additional mileage to the County State Aid System. The only request for additional mileage to be considered at this meeting was from Blue Earth County. A letter of justification and a map are included in the Screening Committee Report and an additional letter and a new traffic flow map were handed out to the Screening Committee members at the meeting. Dwight Herman commented that based on the existing traffic flow pattern and the estimated number of vehicles using the requested route, he feels this segment merits the addition to the County State Aid Highway System. Bill Rice asked if signals were involved and Dwight Herman replied that to the best of his knowledge there were no signals involved. Lynn Olson asked if railroad signals would be included on this segment. Nobody at the meeting knew if railroad signals existed or would be included on the new segment after it is added to the system. Ben Beauclair asked if consideration has been given to providing parking along the requested route. Dwight Herman said it will be built according to current State Aid Standards, and also commented that Blue Earth County reviewed their entire system for the possibility of revocation of other segments of roadway instead of adding mileage to their system.

Pages 57 thru 61. Ken pointed out that since needs are normally reduced due to accomplishments, an explanation is given on these pages for increases in some counties.

Again, the question was asked how the State Aid Unit arrives at the minimum county apportionments. The formula is quite complex and the committee was asked to review the February 10, 1978 County State Aid Highway Apportionment Data Booklet. Page 26 of this Booklet refers to the Minnesota Statute and the Screening Committee Resolution establishing the minimum apportionment percentage. This minimum percentage for 1978 is .00586782.

Page 62. This page deals with the 20-year traffic projection factors for each county. Ken Hoeschen reviewed each of the counties that changed and gave the percentage that the county had during 1978 prior to the change.

Pages 63 and 64. These pages are informational and explains to all the counties the Screening Committee action taken at the June 15-16 Meeting, that was not included in that booklet.

Pages 65 and 66. These pages deal with County State Aid Maintenance Transfers. There were no questions regarding these transfers.



Page 67. County State Aid Hardship Transfers. Monte Berend noted that some counties had 16 or 18 transfers over the past years and wondered if it did or should affect their County State Aid Highway Needs. Gordon Fay commented that since Mike Doherty has been reviewing these transfers, it is pretty well controlled and it may be unreasonable to consider penalizing for people for being poor. Dwight Herman said that the poor counties get a benefit from the minimum criteria and how many times should a county be getting a break for being poor.

Gordon Fay commented on the bonding records and use of Federal Revenue Sharing Funds to supplement their tax levy and State Aid. This type of funding for Road and Bridge indicates a hardship that should be put together in a package for the 1979 Legislature.

Mr. Fay also commented on Federal Funding and gave estimates for FAS, SOS, and SBR Funding for the next five years. This information is available thru his office and he also indicated the local share would be 20% versus 80% Federal portion. A two year advance on FAS Funds is permissible by using other county Federal Funds. It was noted that this can be done through the State Aid Office without approval from the other county being borrowed from.

Mr. Fay also mentioned parallel and diagonal parking on State Aid Streets and also the minimum standards that will be required for low volume roads. He noted that the slopes and recovery areas on these low volume roads were costing a considerable amount of money, of which there is a shortage. Dick Skalicky responded with a comment that a consultant has been hired to review and recommend changes in current standards through the Local Road Research Board. It was also noted that Gene Skok was doing a study on overweight vehicles and the damages they cause as well as consideration to alternative methods for paying for damages thru a permit or fine. It was also mentioned that weigh stations were being bypassed through the use of county roads and thereby excessively damaging county roads with traffic that should be using trunk highways.

Several counties explained that they were having trouble getting Mn/DOT inspection services, particularly in out-state material locations. Mr. Fay noted that the Governor's Office is cutting down on out-state travel, thereby reducing inspection services. It was noted that other services were being provided to the MTC thru the planning of park and ride facilities, etc.

Lynn Olson asked if the 40% maintenance 60% construction split for State Aid should be reviewed and possibly revised on a basis of traffic or lane mile or some other method. Gordon Fay responded that he felt it should be reviewed but doesn't know if it should be a Screening Committee matter.

The Screening Committee recessed at 4:45 P.M.

Meeting reconvened at 9:05 A.M. on October 27th. John Hoeke, District State Aid Engineer, said a few words and again welcomed the Committee Members and other attendees to Willmar. All Screening Committee members were present.

Monte Berend commented that his district would not be in favor of using the sub-base price plus 9¢ to determine base unit prices, unless a trial run to determine the impact throughout the state was completed. He also felt that any other changes, such as right-of-way, the same procedure should be used. Dwight Herman said that his district is in favor of using sub-base unit price and adding 9¢ to determine the base unit price.

In a response to a question regarding right-of-way needs, Ken Hoeschen said that within the next two weeks a list of right-of-way needs will be distributed to each county for updating.

Elroy Dragsten said that his district is in favor of using the sub-base unit price plus 9¢ to determine the base unit prices. Dick Skalicky said that his district is also in favor of using the sub-base unit prices. Lynn Olson said that he and his district would favor a trial run to determine the impact prior to using or determining whether they would favor sub-base unit price method computation.

Dwight Herman commented that in determining total grading costs, only eligible contract prices should be used. He noted that two years ago they added turf establishment as an eligible contract item and now there is a push to include subsurface drainage as an eligible item.

Gordon Fay commented that Chapter Five of the Mn/DOT Plan was rewritten to include or replace the former action plan. This rewrite was not approved and that portion was removed from the proposed Mn/DOT Plan. The current thinking is to again rewrite that portion of the Chapter and include three levels of projects and specify the proper procedure to go through to obtain approval for major, moderate or minimal level projects.

There was a discussion regarding the authority and responsibility of the Screening Committee in making decisions with respect to unit prices, grading prices, grading needs, etc. Gordon Fay felt that it is the responsibility of the Screening Committee to make these decisions with or without outside help such as a sub-committee. This led to a discussion about the request from Lake County to increase their grading needs. Mr. Fay felt that it was important that the Screening Committee be informed of the history of the request from Lake County and asked Ken Hoeschen to bring the Screening Committee up to date on the past actions. Ken Hoeschen began the update with a request from Lake County dating back to 1974 when they requested an increase to \$67,000 per mile. They again requested an increase in 1975 and this time to \$100,000 per mile. In 1976 they reduced the request to \$90,000 per mile to better reflect 1974 prices because that was the base for the unit prices in the other 86 counties. During the last four years, Lake County has been invited to attend the Screening Committee to explain their unique situation, for various reasons they have chosen not to attend the Screening Committee meeting on their own behalf. Dwight Herman moved and Lynn Olson second a motion to inform Lake County that the Screening Committee is the proper place to adjust or change unit prices. It was thoroughly discussed and the facts were reviewed and there was no justification to change the Lake County grading prices and unless new facts and data is presented through the State Aid Engineer and the District Representative, it will not be considered again by the Screening Committee. The motion carried unanimously.

FAS Fund Balance Deductions - Page 6. Bill Rice moved and Dick Skalicky second a motion to accept Benton County's letter as justification and make no deduction due to their excessive FAS Fund Balance. Motion carried unanimously.

Ben Beauclair moved and Dwight Herman second a motion to accept Cass County's letter as justification and make no deduction from Cass County's needs due to excessive FAS Fund Balance. Motion carried unanimously.

Dwight Herman moved and Ben Beauclair second a motion to make the deduction from Cook County's needs, since no letter of justification is available. The motion carried unanimously.

Ben Beauclair moved and Lynn Olson second a motion to accept Crow Wing County's letter of justification and make no deduction from their needs due to excessive FAS Fund Balance. Motion carried unanimously.

Monte Berend moved and Elroy Dragsten second a motion to make the deduction from Hennepin County due to an excessive FAS Fund Balance. Motion carried seven to one, and one member not voting.

Ben Beauclair moved and Bill Rice second a motion to accept Lyon County's letter as justification and make no deduction from their needs due to excessive FAS Fund Balance. The motion carried unanimously.

Ben Beauclair moved and Elroy Dragsten second a motion not to make a deduction from Pine County's needs due to excessive fund balance. Motion failed. Bill Rice moved and Dwight Herman second a motion to make the deduction from Pine County due to excessive FAS Fund Balance. Motion carried eight to one.

Dwight Herman moved and Bill Rice second a motion to make the deduction from Ramsey County's needs due to excessive FAS Fund Balance. The motion carried by a vote of eight to zero. One member not voting.

Page 33. Bob Sandeen moved and Dwight Herman second a motion to approve the CSAH Fund Balance "Needs" Deduction as listed on Figure D. The motion carried eight to one.

At this time the mileage and money needs approval letter as written on Page 40 of the Booklet was passed around for the appropriate signatures by Screening Committee members.

Page 52. Dwight Herman moved and Bill Rice second a motion to approve the mileage request from Blue Earth County for an increase of 0.245 miles. The request was approved by a five to four ballot.

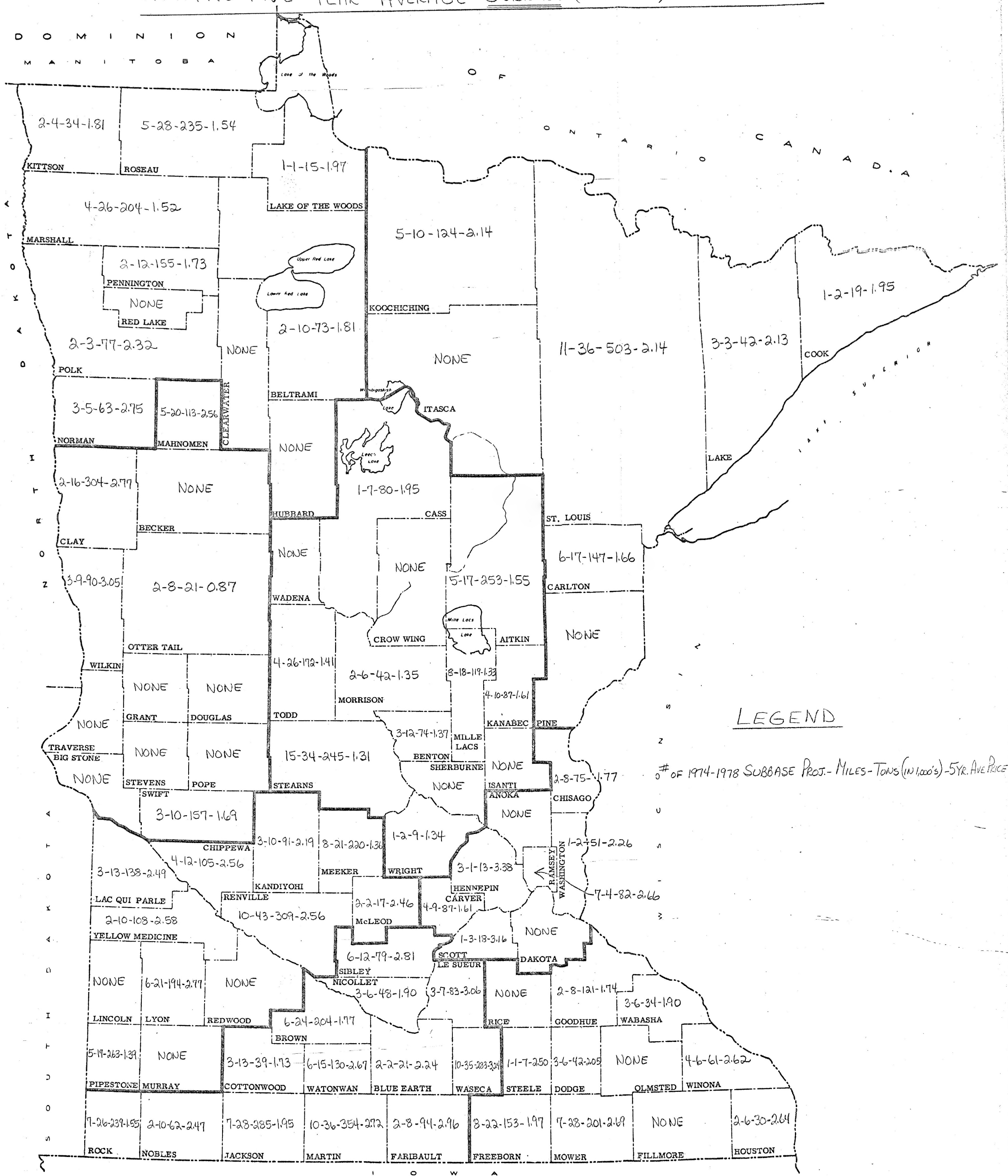
Page 75. Walt Benson, Chairman of the Sub-Committee, recommended the use of the same resolution as passed in 1975 with the exception of upgrading the cost to \$2,000 per foot per mile to determine grade widening needs. He also noted that partial grading could not exceed the complete grading cost per mile. Bill Rice moved and Ben Beauclair second a motion to accept the Sub-Committee's recommendation. The motion carried unanimously.

After some discussion, Ken Hoeschen was directed to notify all counties that segments that have widening greater than eight feet will receive needs of \$16,000 per mile, since that is the maximum allowable.

Ben Beauclair moved and Dick Skalicky second a motion to set aside an amount not to exceed 1/4 of 1% of the 1979 CSAH Apportionment for research projects. The motion carried unanimously.

Lynn Olson moved and Bill Rice second a motion to request the Executive Committee to review the 40% maintenance and 60% construction split and consider alternatives for revision. More specifically, the concern is a redistribution of the 40% based on a lane mile or some other new method. Motion carried.

1979 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1979  
1974-1978 FIVE YEAR AVERAGE SUBBASE (CLASS 3 & 4) UNIT PRICE DATA

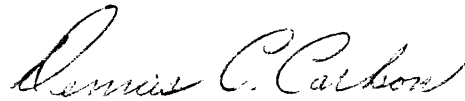


Gordon Fay noted that the Institute will be held January 8-12, 1979 and this Institute will include meetings with the city engineers. He also commented on how the Screening Committee in Minnesota was functioning and felt that based on discussions with other people throughout the nation, Minnesota was a leader in disciplining their own activities.

Paul Ruud then thanked the outgoing District Representatives. District 1 - Ben Beauclair, District 3 - Bill Rice, District 7 - Dwight Herman, District 9 - Leon Johnson. In response, Ben Beauclair commented on the learning process that he had gone through and was impressed with the impartiality of the Screening Committee during the period he has served on it. Mr. Ruud also thanked others who had worked with him during his term on the Screening Committee and particularly when he served as Chairman.

Meeting adjourned at 12:00 Noon.

Respectfully submitted,

A handwritten signature in cursive script, reading "Dennis C. Carlson".

Dennis C. Carlson  
Screening Committee Secretary



MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

APRIL 20, 1979

Meeting called to order at 10:00 A.M. on Friday, April 20, 1979.

Members present: Walt Benson, Chairman - Carlton County  
Hershel Koenig - Faribault County  
Charles Swanson - Washington County

Others present were Gordon Fay, Roy Hanson, Bill Strand, Ken Hoeschen and Diane Gould.

Considerable discussion took place concerning various methods of determining individual gravel base (class 5 & 6) unit prices for the 1979 C.S.A.H. Needs Study.

The Subcommittee first recommended that for any county whose 1974-1978 Five Year Average Unit Price Study included at least 50,000 tons of gravel base (class 5 & 6) material; that five year average gravel base unit price shall be used for the 1979 Needs Study.

Then the Subcommittee determined that their recommendation for gravel base unit prices for counties with less than 50,000 tons of gravel base material shall be based on the following procedure:

- A. If a county has less than 50,000 tons of gravel base material in their 5 year average unit price study but has over 50,000 tons of Subbase material in their 5 year average unit price study, the gravel base unit price would then be established by adding \$0.01 which is the statewide increment between subbase and gravel base to that county's five year average subbase unit price.
- B. If a county has less than 50,000 tons of subbase or gravel base in their 1974-1978 5 year average unit price study, then a gravel base unit price is arrived at by using the average unit price of the surrounding counties that have more than 50,000 tons of gravel base in their 5 year average unit price study.

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 \$0.01 less than each county's gravel base unit price. This is the same as the statewide five year average difference between the two. This procedure is also recommended for establishing the gravel surface, gravel shouldering, and all 3 bituminous surface (2331, 2341, 2351/2361) unit prices.

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 2301 unit price, it is recommended that a 10% inflationary figure (\$0.97) over last years price of \$9.67 be used. Therefore, the difference between the \$10.64 and the five year statewide average gravel base unit price (\$2.12) 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.

The Subcommittee's recommendation for the C.S.A.H. urban design grading price will be based on the M.S.A.S. Subcommittee's recommendation of \$2.50 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 (\$2.12) 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.

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.

Concerning bridges, a recommendation was made to revise the costs for bridges based on data received from the bridge division of Mn/DOT.

It was recommended to use the railroad crossing unit prices as received from the Chief of Railroad Operations of Mn/DOT.

Ken Hoeschen mentioned the results of the right of way study and the \$ increase effect it would have on the needs study. Also the grade widening study is underway and this information will be in the Spring book.

It was recommended by Bill Strand that the upcoming Subcommittee Chairman attend the Screening Committee meeting.

Meeting adjourned at 12:00 P.M.

Respectfully submitted,

*Diane Gould*

Diane Gould  
Acting Secretary