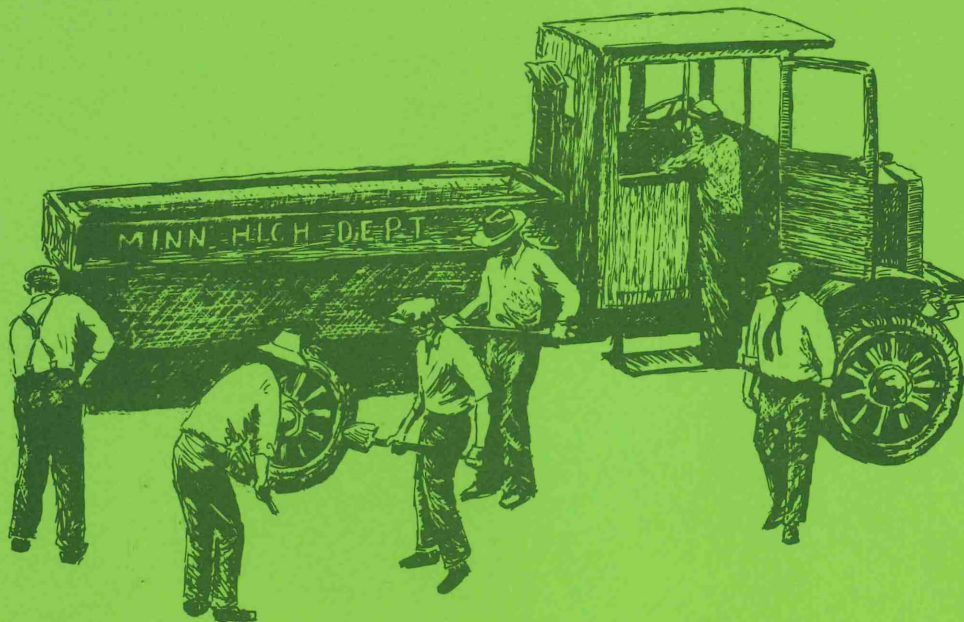




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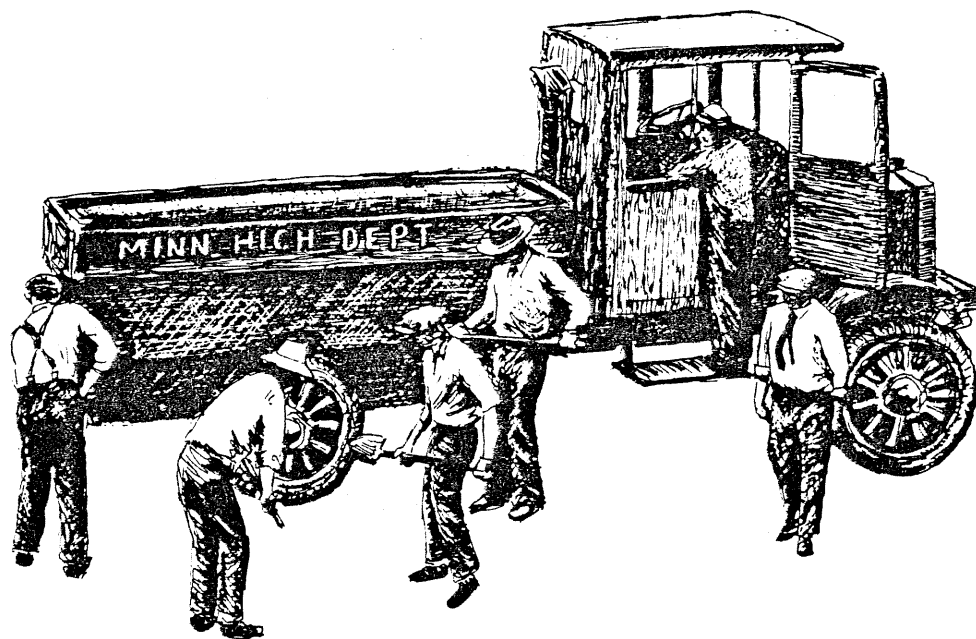
# 1980 County Screening Committee Data



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June 1980

# **1980 County Screening Committee Data**



MINNESOTA DEPARTMENT OF TRANSPORTATION

**June 1980**

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TO BE PRESENTED AT THE JUNE 5-6, 1980 MEETING

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1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

Introduction

The primary tasks of the Screening Committee at this meeting are to establish unit prices to be used in the 1980 County State Aid Highway Needs Study, to review and give approval or denial to the additional mileage request 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 1974 construction projects and added the 1979 construction projects. The abstracts of bids on all rural design State Aid and Federal Aid projects, let from 1975 through 1979, are the source of information for compiling the data used for computing the recommended 1980 rural design unit prices. The gravel base unit price data obtained from the 1979 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 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 7 and May 13, 1980, are included in the "Reference Material" section of this report. Hershel Koenig, Chairman of the General Subcommittee, will attend the Screening Committee meeting to review and explain their recommendations.



1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

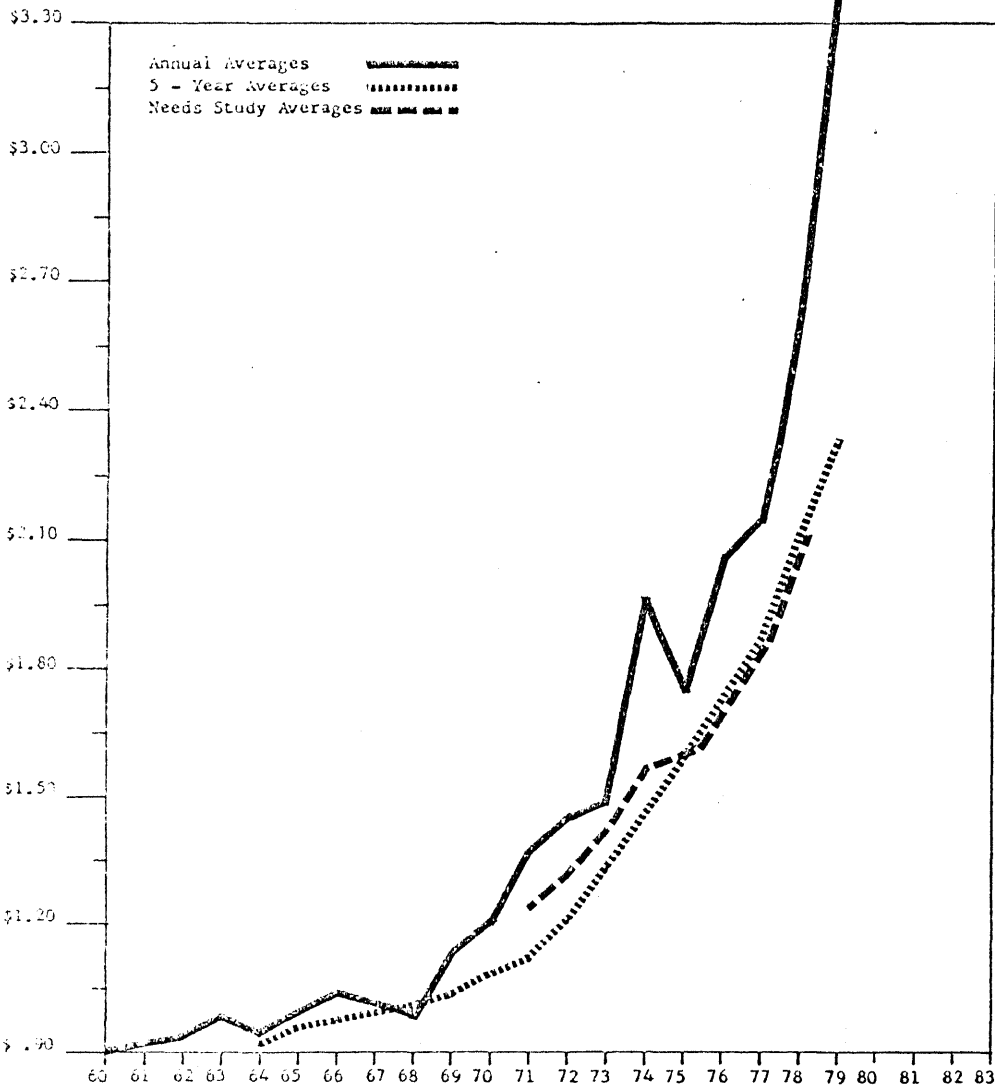
Price Trends of C.S.A.H. Rural Design Unit Prices  
(Based on State Averages from 1960-1979)

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.

1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

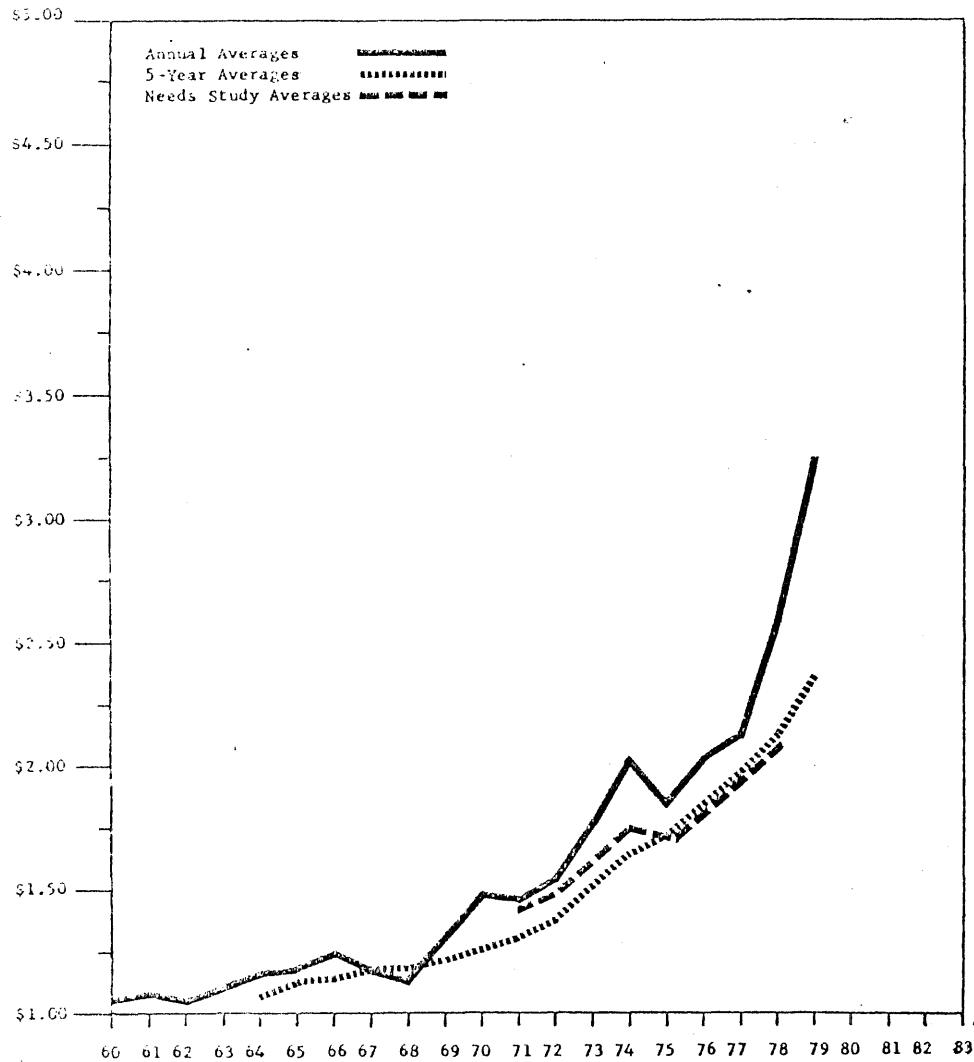
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR SUBBASE - 2211 CLASS 3 & 4



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	2.11 (1979)
1979	1,148,672	3,891,149	3.39	2.33	

1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

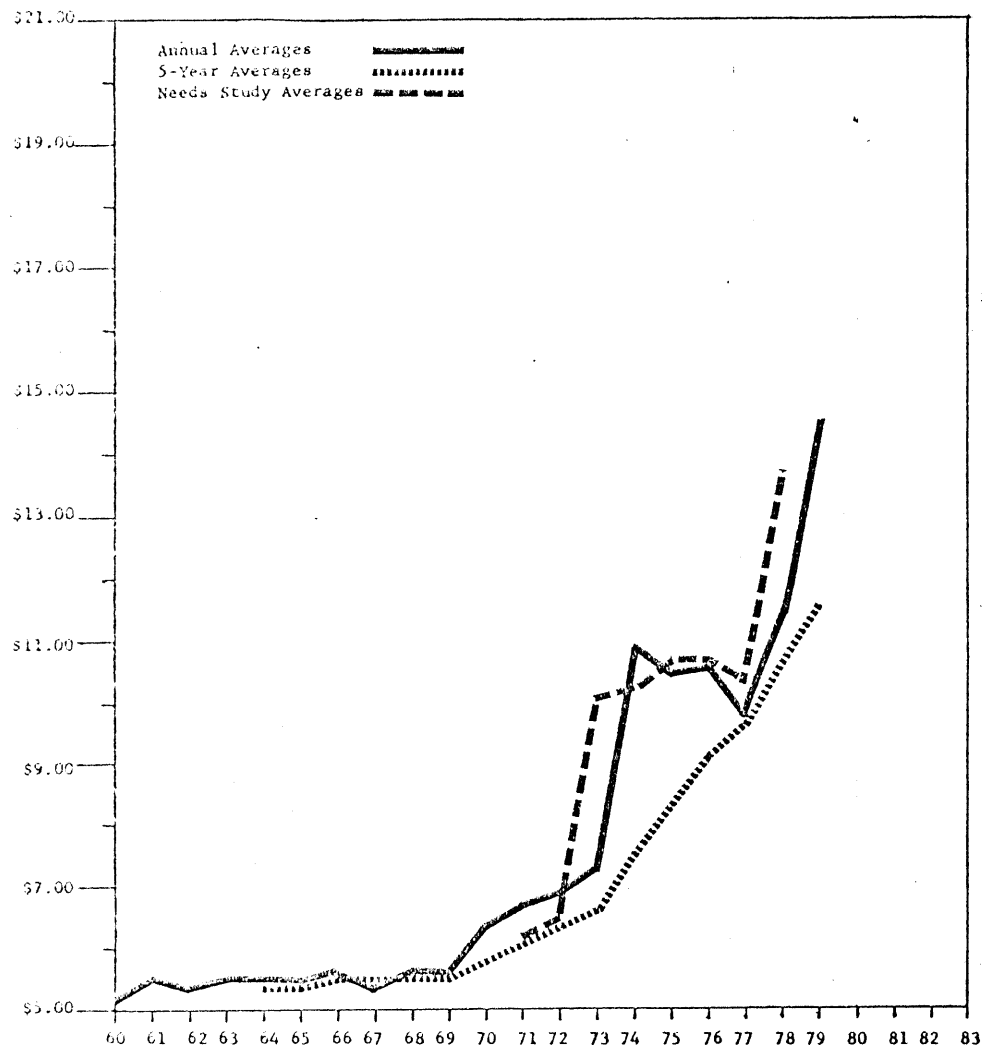
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6



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	2,450,383	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	2.12(1979)
1979	2,115,484	6,885,598	3.25	2.35	

1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

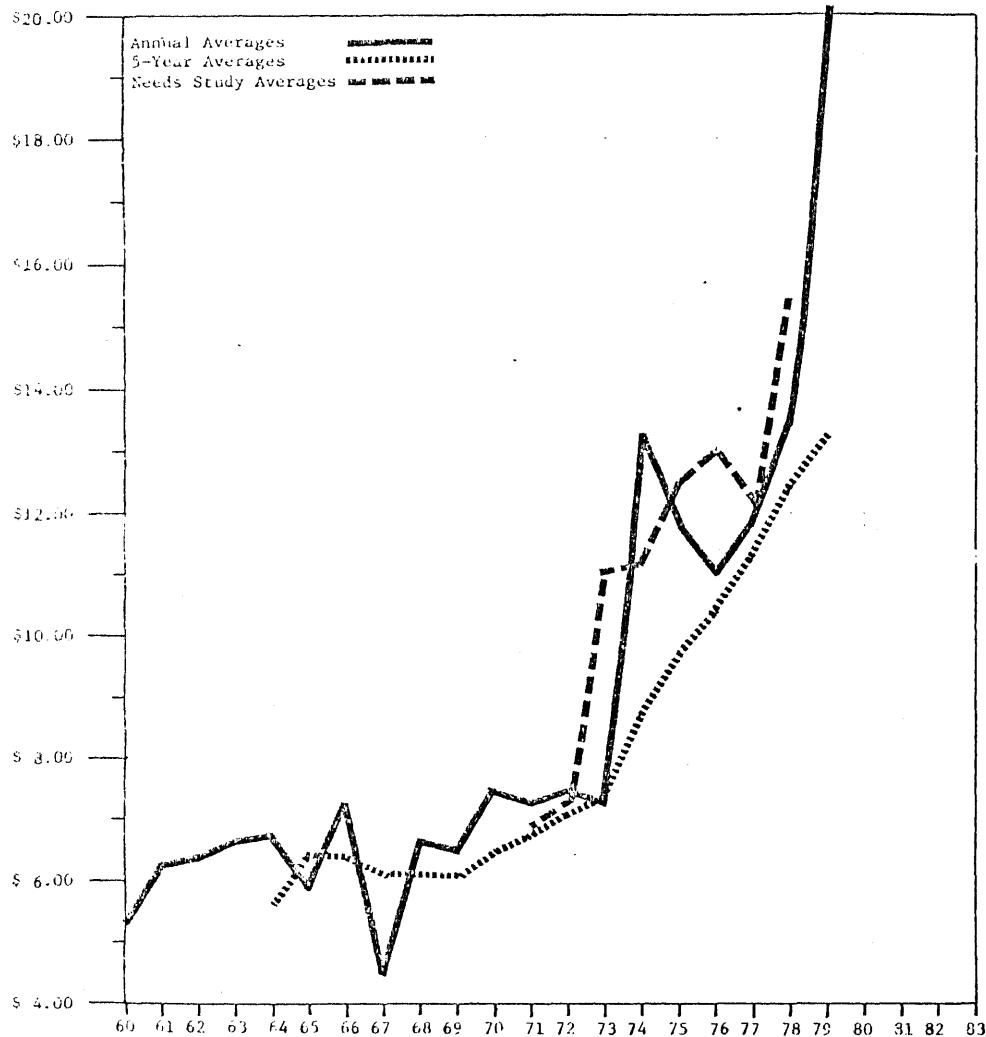
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BITUMINOUS - 2331



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	567,705	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	1,505,877	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	10.38(1978)
1978	1,738,385	20,006,836	11.51	10.70	13.70(1979)
1979	1,640,370	23,711,868	14.46	11.49	

1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

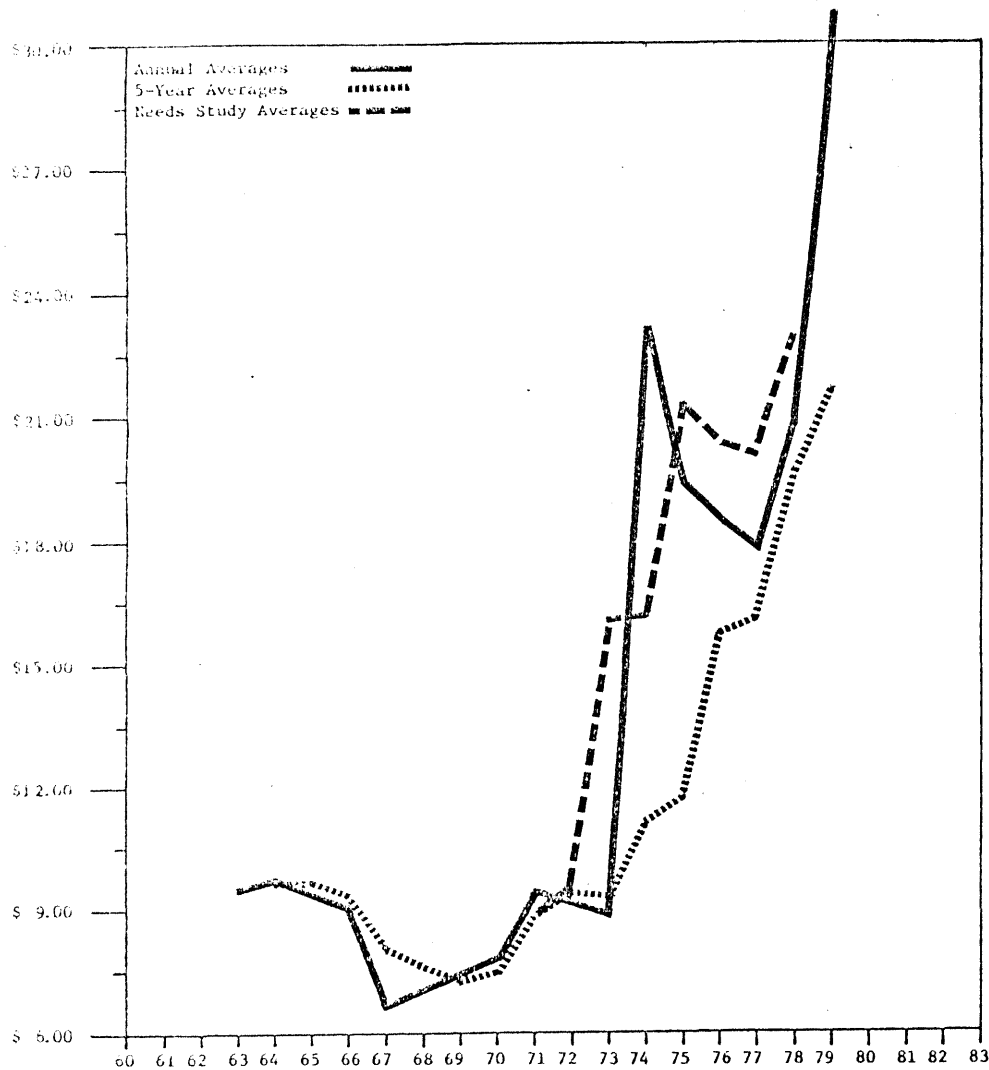
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2341



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	53,121	\$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	15.41 (1979)
1979	64,840	1,308,883	20.18	13.20	

1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

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

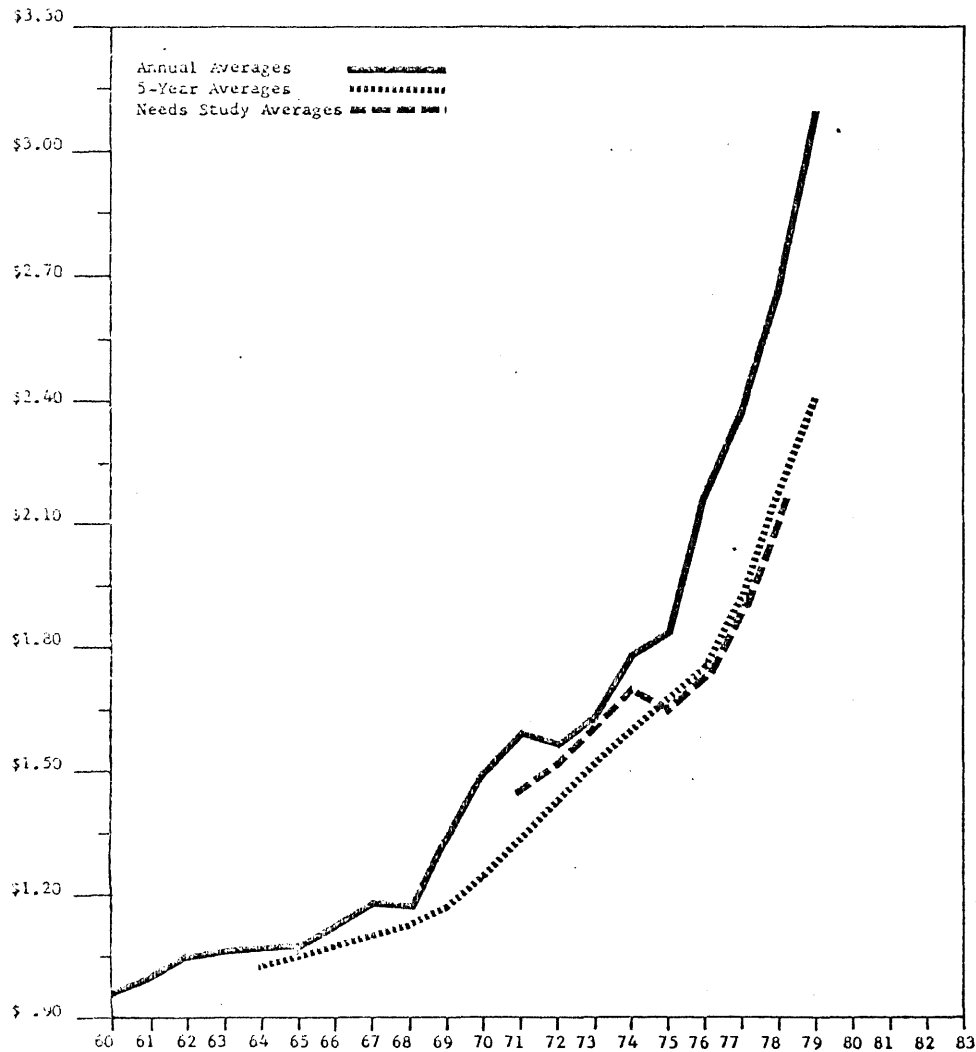


YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	-	\$ -	\$ -	\$ -	\$ -
1961	-	-	-	-	-
1962	-	-	-	-	-
1963	3,405	32,663	9.59	-	-
1964	1,665	16,198	9.73	9.99	-
1965	-	-	-	9.64	-
1966	4,675	42,211	9.03	9.35	-
1967	10,689	72,613	6.79	8.01	-
1968	-	-	-	7.69	-
1969	-	-	-	7.47	-
1970	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	22.90 (1979)
1979	10,190	312,482	30.66	22.63	



1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

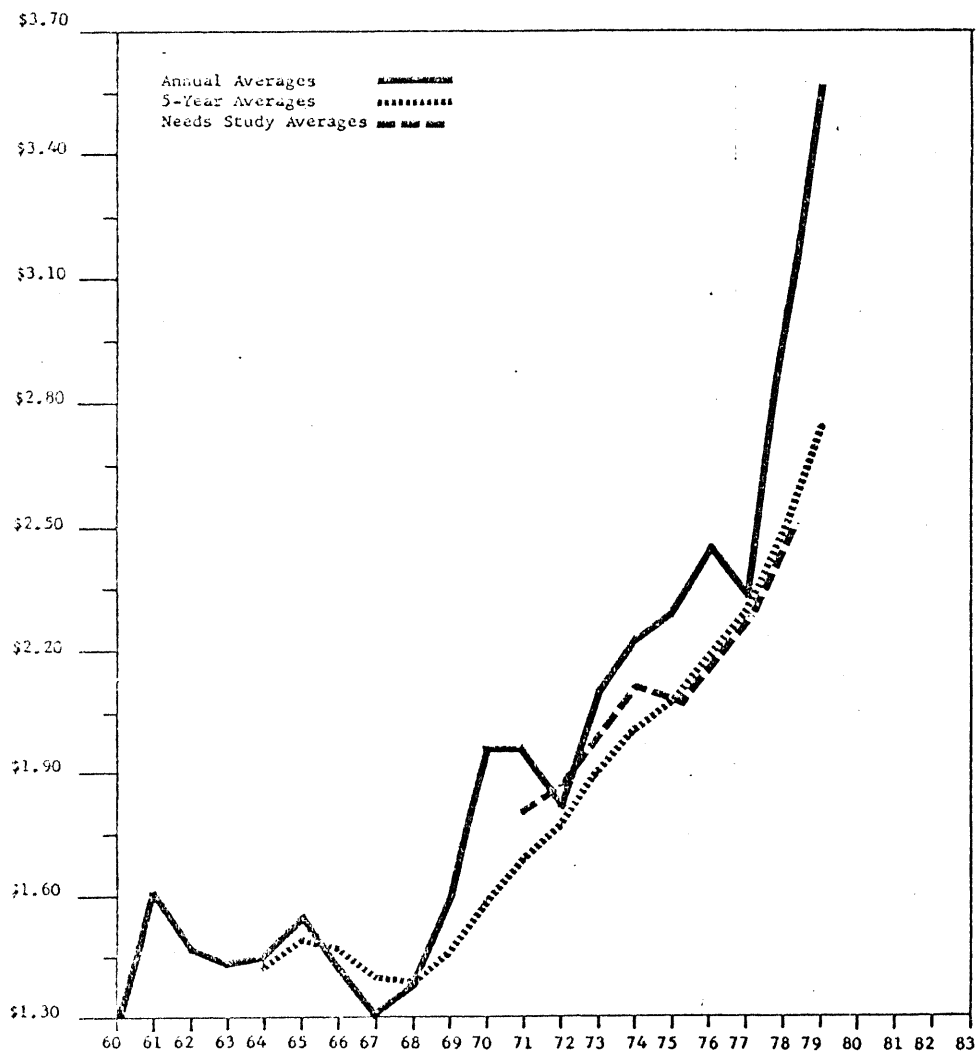
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL SURFACE - 2118



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	2.17 (1979)
1979	270,437	836,224	3.09	2.40	

1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

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	2.50 (1979)
1979	649,480	2,301,989	3.55	2.75	

1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

1980 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 1979 C.S.A.H. needs study gravel base unit price, the gravel base data in the 1975-1979 five year average unit price study for each county, and a recommended gravel base unit price for use in the 1980 C.S.A.H. needs study.

The recommended unit prices were determined using the following procedure which was established by the General Subcommittee in 1979 and reapproved during their conference call of May 13, 1980:

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 five year average unit price study but has over 50,000 tons of Subbase material in their five year average unit price study, the gravel base unit price would then be established by adding \$0.03 which is the inflated 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 1975-1979 five 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 five 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. Hershel Koenig, the Subcommittee Chairman, will attend the Screening Committee meeting to discuss their recommendations.

NOTES & COMMENTS

1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

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

The following tabulation shows the average unit prices in the 1979 C.S.A.H. needs study, the unit prices recommended by the M.S.A.S. Subcommittee for use in their 1980 needs study, the 1975-1979 C.S.A.H. five year average unit prices (based on actual projects), and the C.S.A.H. Subcommittee's recommended 1980 unit prices.

The C.S.A.H. Subcommittee's recommended prices were determined at their meeting on May 7, 1980 and a conference call on May 13, 1980. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

## 1980 COUNTY SCREENING COMMITTEE DATA

JUNE, 1980

## C.S.A.H. - M.S.A.S. UNIT PRICE COMPARISON

(Based on State Averages)

Construction Item	1979 C.S.A.H. Needs Study Average	1980 M.S.A.S. Unit Prices Recommended by M.S.A.S. Subcommittee	1975-1979 C.S.A.H. 5 Year Average	1980 C.S.A.H. Unit Price Recommended by C.S.A.H. Subcommittee
<u>Rural Design</u>				
Subbase 2211 Class 3 & 4/ton	\$ 2.11	Same as	\$ 2.33	G.B. - \$0.03
Gravel Base 2211 Class 5 & 6/ton	2.12		2.35	*
Bit. Base 2331/ton	12.70		11.49	G.B. + 10.05
Bit. Surface 2331/ton	13.70	Urban	11.49	G.B. + 10.05
Bit. Surface 2341/ton	15.41		13.20	G.B. + 11.93
Bit. Surface 2351 - 2361/ton	22.90		22.63	G.B. + 22.30
Concrete Surface 2301/sq. yd.	11.64	Design	-	G.B. + 10.21
Gravel Surface 2118/ton	2.17		2.40	G.B. + 0.05
Gravel Shoulders 2221/ton	2.50	\$ 2.50	2.75	G.B. + 0.44
<u>Urban Design</u>				
Grading/Cubic Yard	\$ 2.50	\$ 2.50	-	\$ 2.50
Subbase 2211 Class 3 & 4/ton	3.25	4.50	-	G.B. + 1.91
Gravel Base 2211 Class 5 & 6/ton	3.50	4.85	-	G.B. + 2.26
Bit. Base 2331/ton	16.00	15.00	-	G.B. + 12.41
Bit. Surface 2331/ton	16.00	15.00	-	G.B. + 12.41
Bit. Surface 2341/ton	17.50	17.00	-	G.B. + 14.41
Bit Surface 2351-2361/ton	24.50	27.00	-	G.B. + 24.41
Concrete Surface 2301/sq. yd.	15.00	15.50	-	G.B. + 12.91
<u>Misc.</u>				
Storm Sewer-Complete/mile	\$154,000	\$172,000	-	\$ 172,000
Storm Sewer-Partial/mile	48,000	54,000	-	54,000
Sidewalk Construction/sq. yd.	14.00	14.00	-	14.00
Curb & Gutter Construction/lin. ft.	6.00	5.65	-	5.65
Tree Removal/tree	100.00	90.00	-	90.00
Sidewalk Removal/sq.yd.	3.00	4.00	-	4.00
Curb & Gutter Removal/lin. ft.	1.50	1.75	-	1.75
Concrete Pavement Removal/sq. yd.	3.25	4.50	-	4.50
<u>Bridges</u>				
0-149 Feet Long/sq. ft.	\$ 35.00	\$ 41.00	-	\$ 41.00
150-499 Feet Long/sq. ft.	41.00	47.00	-	47.00
500 Feet & Longer/sq. ft.	47.00	56.00	-	56.00
Widen/sq. ft.	75.00	75.00	-	75.00
RR over Hwy. - 1 track/ lin. ft.	2,250	2,250	-	2,250
Each Add. Track/lin. ft.	1,750	1,750	-	1,750
<u>Railroad Protection</u>				
Signs	\$ 200	\$ 300	-	\$ 300
Signals-1 track or low speed trains	50,000	50,000	-	50,000
Signals-Mult. track or high speed trains	50,000	55,000	-	55,000
Signals & Gates	90,000	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

\*\*\*\*\*

1980 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):

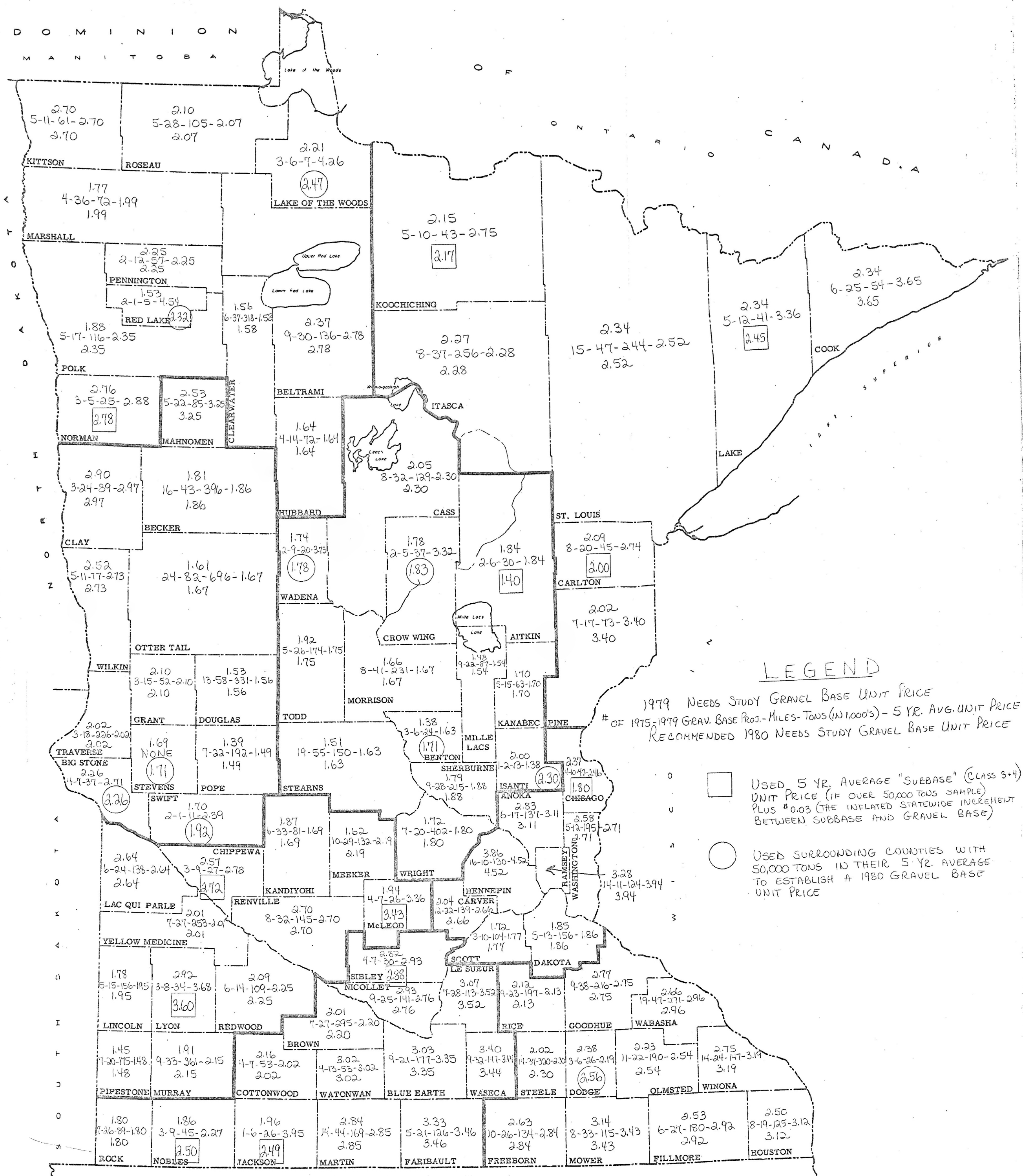
State Aid routes shall be selected on the basis of the following criteria:

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.

JUNE, 1980

1980 C.S.A.H. RURAL DESIGN GRAVEL BASE UNIT PRICE DATA





1980 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	1979	Total Mileage Requested & Approved To Date
01 Aitkin 02 Anoka 03 Becker				0.50	1.33	5.60					5.90	4.17	0.71										6.10 2.04 10.07
04 Beltrami 05 Benton 06 Big Stone		2.54 0.66				4.30* 1.40*	1.12 1.40	0.51			0.18				0.16				0.16				7.69 3.18 1.56
07 Blue Earth 08 Brown 09 Carlton	3.00	4.75*	7.10* 0.81 3.62		3.44				3.63					0.13							0.25		15.54 7.57 3.62
10 Carver 11 Cass 12 Chippewa			1.55						0.94 7.40	0.50 1.00									0.48				2.97 7.90 15.00
13 Chisago 14 Clay 15 Clearwater			1.04 0.06 0.30*	1.20	1.00	0.21	0.91			0.82				1.00	0.10								3.24 2.10 1.30
16 Cook 17 Cottonwood 18 Crow Wing		3.00 1.50	9.70*	1.80	3.60		0.37			1.80				1.10			0.20						3.60 6.47 13.00
19 Dakota 20 Dodge 21 Douglas		1.25	0.40*												0.07	2.40							4.12 10.65
22 Faribault 23 Fillmore 24 Freeborn							1.12		0.08				0.29 0.90	1.20									1.57 1.12 1.60
25 Goodhue 26 Grant 27 Hennepin				5.30 0.80		3.70					0.12			0.19	0.05			0.08				0.52	0.08 5.42 5.26
28 Houston 29 Hubbard 30 Isanti		1.00			0.06		0.60	1.25	0.74						0.12		0.26			0.06			0.12 2.17 1.80
31 Itasca 32 Jackson 33 Kanabec									0.10														- 0.10 -
34 Kandiyohi 35 Kittson 36 Koochiching									0.44														0.44 6.60 9.27
37 Lac Qui Parle 38 Lake 39 Lake of the Woods			1.70	0.20*	3.04	0.46	0.10	1.58 0.33	0.23					0.56									1.93 5.38 0.89
40 Le Sueur 41 Lincoln 42 Lyon			4.00*		0.82	2.70 2.00	0.83		0.90						0.08				0.75				3.53 6.55 2.00
43 McLeod 44 Mahanomen 45 Marshall				1.00 15.00*			0.09	0.42						0.50									0.59 1.42 16.00
46 Martin 47 Meeker 48 Mille Lacs			0.80					1.28			0.24						0.50						1.52 1.30 0.74
49 Morrison 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								0.09	- 13.20 4.62
52 Nicollet 53 Nobles 54 Norman					0.41	0.90		13.41	0.30					0.11			0.12						- 13.94 1.31
55 Olmsted 56 Otter Tail 57 Pennington				7.77*	3.00			2.00			2.55									0.36			15.32 0.36 0.64
58 Pine 59 Pipestone 60 Polk	4.00		9.25										0.50			0.55	1.00					0.67	9.25 0.50 6.22
61 Pope 62 Ramsey 63 Red Lake	0.50		6.16		2.76	1.13 0.53*			2.00			0.67		1.20 0.21 0.50		0.40							4.63 10.73 0.58
64 Redwood 65 Renville 66 Rice		1.70				2.30							1.11										3.41 - 1.70
67 Rock 68 Roseau 69 St. Louis	1.00	2.20 1.50	0.50	4.83*	0.25	2.00 0.03	1.10*	3.43*	1.00	7.00			1.60										0.50 6.80 19.14
70 Scott 71 Sherburne 72 Sibley						7.65* 1.00	1.00		2.50 2.92	0.04		0.90 2.50		3.51	1.07		0.57					0.12	17.36 5.42 1.50
73 Stearns 74 Steele 75 Stevens		0.08							0.78	1.00	0.57 0.50	0.13	0.27								3.90		4.68 1.55 1.00
76 Swift 77 Todd 78 Traverse								0.78															0.78 1.90 0.76
79 Wabasha 80 Wadena 81 Waseca							0.43*										0.20	0.10					0.73 - 4.67
82 Washington 83 Watonwan 84 Wilkin			1.80*			0.53*										0.40		0.04		0.08			2.73 0.12 -
85 Winona 86 Wright 87 Yellow Medicine		0.45	3.70*				3.70															1.38	7.40 1.83 1.39
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	2.78	372.11

\* Some Trunk Highway Turnback Mileage



MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : 9-21-79  
 TO : Local Road Studies Engineer  
 FROM : S.M. MAIDL District State Aid Engineer  
 SUBJECT: Request for Preliminary Approval for System Review  
 (Municipality) (County) of FILLMORE

Attached is a request and supporting data for preliminary approval of a revision to the (~~HSR~~) (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: ALTERNATE ROUTE WHICH SERVES MORE PEOPLE.  
INCREASE IN MILEAGE = 1.104 MILES.

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

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

**FILLMORE COUNTY  
DEPARTMENT OF HIGHWAYS**

NEIL BRITTON, Engineer

~~~~~  
Phone (AC-507) 765-3854 . . . . PRESTON, MINNESOTA 55965

September 17, 1979

Mr. Glen Maidl  
District State Aid Engineer  
Rochester, Minnesota 55901

RE: Request to revoke and designate new route for a  
portion of C.S.A.H. 25

Dear Mr. Maidl:

Enclosed is a resolution passed by the Fillmore County Board of Commissioners to establish a new route for C.S.A.H. 25. The new route would serve four more homes, two more township roads and one more county road.

In 1972 Fillmore County revoked and designated a portion of C.S.A.H. 21 that resulted in a decrease of our C.S.A.H. mileage of .72 miles. The new route of C.S.A.H. 25 will increase by 1.104 miles. The net increase to our mileage would be .384 miles.

After your review and approval, please forward to the State Aid Office for screening committee approval.

Sincerely,

FILLMORE COUNTY HIGHWAY DEPARTMENT

*Neil Britton*

Neil Britton  
County Highway Engineer

NB/jc

enc.



# FILLMORE COUNTY

PROPOSED DESIGNATION  
APPROX. 3.9 MILES

PROPOSED  
REVOCATION  
C.S.A.H. 25  
APPROX. 2.8 MILES

NOTES & COMMENTS

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MATERIAL

REFERENCE

1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

1975-1979 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 1975 - 1979 five year average unit price study. This data is being included in the report because in some cases the gravel base unit prices recommended by the Subcommittee, as shown on Fig. A, were determined using this subbase information. This is explained in detail on page 10.

NOTES & COMMENTS

1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

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

At their October, 1979 meeting the County Screening Committee directed that a study of segments with rural design grade widening be completed based on the following criteria:

- 1) Revise segments with 13 feet or more of grade widening to complete grading at the county's average complete grading cost (approved in October, 1975).
- 2) Revise grade widening cost on segments with 9-12 feet widening to 75% of their average complete grading cost.
- 3) Revise grade widening cost on segments with 4-8 feet widening to 50% of their average complete grading cost.
- 4) Report the effect of these changes to the Subcommittee and District State Aid Engineers as soon as possible.

The results of this study were presented to the Subcommittee and District State Aid Engineers at their joint meeting on February 21, 1980 and are also indicated on the chart below. PLEASE NOTE THAT THE NEEDS INCREASES SHOWN ARE FOR STUDY PURPOSES ONLY AND THAT NO CHANGES HAVE ACTUALLY BEEN MADE IN THE NEEDS STUDY!!

After considerable discussion, it was decided that the following steps should be recommended to the Screening Committee to resolve this issue:

The District State Aid Engineers shall review all segments in their counties which presently have rural design grade widening needs. They shall determine which segments have deficiencies other than width and will, therefore, require complete grading.

The Needs Unit will introduce these segments into the Needs Study using the previously approved average complete grading cost per mile for that county.

The remaining grade widening segments will utilize the applicable 50%, 75%, or 100% of complete grading cost factors as approved at the October, 1979 Screening Committee meeting.

At the appropriate time, subsequent to the approval of the new standards, a complete restudy of all rural design grading costs will be undertaken.

The Screening Committee will act on this recommendation at the June meeting. Hershel Koenig, the Subcommittee Chairman, will be in attendance to review the recommendation, if necessary.



1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

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

|                   | Presently<br>4 to 8 Feet Grade Widening<br>50% Complete Grading Cost/Mile |                   | Presently<br>9 to 12 Feet Grade Widening<br>75% Complete Grading Cost/Mile |                   | Presently<br>Over 12 Feet Grade Widening<br>100% Complete Grading Cost/Mile |                   | Total<br>Miles<br>With Rural<br>Design<br>Grade<br>Widening | Total<br>Needs<br>Increase |                   |
|-------------------|---------------------------------------------------------------------------|-------------------|----------------------------------------------------------------------------|-------------------|-----------------------------------------------------------------------------|-------------------|-------------------------------------------------------------|----------------------------|-------------------|
|                   | Miles                                                                     | Needs<br>Increase | Miles                                                                      | Needs<br>Increase | Miles                                                                       | Needs<br>Increase |                                                             |                            |                   |
| CARLTON           | 37.04                                                                     | \$ 658,270        | 1.20                                                                       | \$ 29,366         | --                                                                          | \$ --             | 38.24                                                       | \$ 687,636                 | CARLTON           |
| COOK              | 5.80                                                                      | 167,904           | 9.10                                                                       | 360,400           | 4.20                                                                        | 208,768           | 19.10                                                       | 737,072                    | COOK              |
| ITASCA            | 69.39                                                                     | 1,252,023         | 8.10                                                                       | 176,653           | 1.90                                                                        | 146,154           | 79.39                                                       | 1,574,830                  | ITASCA            |
| KOOCHICHING       | 54.73                                                                     | 783,015           | 10.80                                                                      | 214,088           | --                                                                          | --                | 65.53                                                       | 997,103                    | KOOCHICHING       |
| LAKE              | 14.10                                                                     | 392,081           | 4.60                                                                       | 188,246           | 1.63                                                                        | 85,452            | 20.33                                                       | 665,779                    | LAKE              |
| PINE              | 60.48                                                                     | 874,057           | 27.03                                                                      | 550,686           | 23.27                                                                       | 824,701           | 110.78                                                      | 2,249,444                  | PINE              |
| ST. LOUIS         | 128.56                                                                    | 5,081,088         | 54.50                                                                      | 3,084,819         | 18.64                                                                       | 2,217,020         | 201.70                                                      | 10,382,927                 | ST. LOUIS         |
| DISTRICT 1 TOTALS | 370.10                                                                    | 9,208,438         | 115.33                                                                     | 4,604,258         | 49.64                                                                       | 3,482,095         | 535.07                                                      | 17,294,791                 | DISTRICT 1 TOTALS |
| BELTRAMI          | 29.98                                                                     | 346,757           | 26.99                                                                      | 411,794           | 24.30                                                                       | 1,035,911         | 81.27                                                       | 1,794,462                  | BELTRAMI          |
| CLEARWATER        | 34.88                                                                     | 174,801           | 12.00                                                                      | 73,852            | 14.03                                                                       | 108,736           | 60.91                                                       | 357,389                    | CLEARWATER        |
| HUBBARD           | 50.22                                                                     | 453,106           | 4.80                                                                       | 52,930            | --                                                                          | --                | 55.02                                                       | 506,036                    | HUBBARD           |
| KITTSO            | 76.71                                                                     | 567,001           | 14.00                                                                      | 135,288           | --                                                                          | --                | 90.71                                                       | 702,289                    | KITTSO            |
| LAKE of the WOODS | 16.00                                                                     | 152,786           | 6.20                                                                       | 70,807            | 3.00                                                                        | 47,391            | 25.20                                                       | 270,984                    | LAKE of the WOODS |
| MARSHALL          | 87.59                                                                     | 248,942           | 14.97                                                                      | 63,874            | 5.70                                                                        | 20,775            | 108.26                                                      | 333,591                    | MARSHALL          |
| NORMAN            | 57.52                                                                     | 287,099           | 17.80                                                                      | 102,518           | 13.70                                                                       | 115,512           | 89.02                                                       | 505,129                    | NORMAN            |
| PENNINGTON        | 1.60                                                                      | 6,878             | 18.40                                                                      | 63,462            | 5.20                                                                        | 30,810            | 25.20                                                       | 101,150                    | PENNINGTON        |
| POLK              | 93.33                                                                     | 716,128           | 31.64                                                                      | 333,074           | 34.06                                                                       | 459,134           | 159.03                                                      | 1,508,336                  | POLK              |
| RED LAKE          | 10.70                                                                     | 61,200            | 18.90                                                                      | 120,008           | 5.28                                                                        | 49,046            | 34.88                                                       | 230,254                    | RED LAKE          |
| ROSEAU            | 38.01                                                                     | 181,375           | --                                                                         | --                | 31.50                                                                       | 222,641           | 69.51                                                       | 404,016                    | ROSEAU            |
| DISTRICT 2 TOTALS | 496.54                                                                    | 3,196,073         | 165.70                                                                     | 1,427,607         | 136.77                                                                      | 2,089,956         | 799.01                                                      | 6,713,636                  | DISTRICT 2 TOTALS |
| AITKIN            | 21.64                                                                     | 445,990           | 8.00                                                                       | 239,528           | --                                                                          | --                | 29.64                                                       | 685,518                    | AITKIN            |
| BENTON            | 32.26                                                                     | 183,112           | 4.50                                                                       | 39,024            | 3.10                                                                        | 29,025            | 39.86                                                       | 251,161                    | BENTON            |
| CASS              | 65.16                                                                     | 1,033,053         | 7.40                                                                       | 170,163           | 10.09                                                                       | 527,599           | 82.65                                                       | 1,730,815                  | CASS              |
| CROW WING         | 30.02                                                                     | 471,359           | 2.40                                                                       | 49,400            | 6.80                                                                        | 407,096           | 39.22                                                       | 927,855                    | CROW WING         |
| ISANTI            | 43.70                                                                     | 416,071           | 23.60                                                                      | 347,291           | 40.40                                                                       | 731,205           | 107.70                                                      | 1,494,567                  | ISANTI            |
| KANABEC           | 24.16                                                                     | 348,026           | 15.40                                                                      | 296,632           | --                                                                          | --                | 39.56                                                       | 644,658                    | KANABEC           |
| MILLE LACS        | 16.55                                                                     | 208,710           | 8.55                                                                       | 153,080           | 7.90                                                                        | 197,484           | 33.00                                                       | 559,274                    | MILLE LACS        |
| MORRISON          | 66.11                                                                     | 412,352           | 23.26                                                                      | 154,398           | --                                                                          | --                | 89.37                                                       | 566,750                    | MORRISON          |
| SHERBURNE         | 26.73                                                                     | 183,496           | --                                                                         | --                | 2.10                                                                        | 19,929            | 28.83                                                       | 203,425                    | SHERBURNE         |
| STEARNS           | 89.45                                                                     | 712,971           | 32.82                                                                      | 335,207           | 57.36                                                                       | 829,501           | 179.63                                                      | 1,877,679                  | STEARNS           |
| TODD              | 89.21                                                                     | 683,502           | 12.67                                                                      | 111,965           | 2.70                                                                        | 39,914            | 104.58                                                      | 835,381                    | TODD              |
| WADENA            | 28.49                                                                     | 286,721           | 1.20                                                                       | 14,074            | 0.30                                                                        | 3,291             | 29.99                                                       | 304,086                    | WADENA            |
| WRIGHT            | 45.52                                                                     | 298,917           | 4.80                                                                       | 42,725            | 6.90                                                                        | 81,889            | 57.22                                                       | 423,531                    | WRIGHT            |
| DISTRICT 3 TOTALS | 579.00                                                                    | 5,684,280         | 144.60                                                                     | 1,953,487         | 137.65                                                                      | 2,866,933         | 861.25                                                      | 10,504,700                 | DISTRICT 3 TOTALS |
| BECKER            | 25.00                                                                     | 144,776           | 5.00                                                                       | 26,185            | --                                                                          | --                | 30.00                                                       | 170,961                    | BECKER            |
| BIG STONE         | 12.50                                                                     | 38,126            | 4.08                                                                       | 6,237             | --                                                                          | --                | 16.58                                                       | 44,363                     | BIG STONE         |
| CLAY              | 14.60                                                                     | 72,192            | 75.66                                                                      | 495,935           | 29.23                                                                       | 1,176,861         | 119.49                                                      | 1,744,988                  | CLAY              |
| DOUGLAS           | 56.83                                                                     | 391,668           | 76.78                                                                      | 730,226           | 19.66                                                                       | 310,429           | 153.27                                                      | 1,432,323                  | DOUGLAS           |
| GRANT             | 51.00                                                                     | 185,482           | 10.49                                                                      | 75,505            | 4.30                                                                        | 35,643            | 65.79                                                       | 296,630                    | GRANT             |
| MAHNOMEN          | 19.00                                                                     | 87,038            | 9.40                                                                       | 49,391            | 20.07                                                                       | 169,982           | 48.47                                                       | 306,411                    | MAHNOMEN          |
| OTTER TAIL        | 89.15                                                                     | 822,893           | 11.66                                                                      | 131,715           | --                                                                          | --                | 100.81                                                      | 954,608                    | OTTER TAIL        |
| POPE              | 65.48                                                                     | 491,224           | 24.67                                                                      | 232,909           | 11.80                                                                       | 153,684           | 101.95                                                      | 877,817                    | POPE              |
| STEVENS           | 40.76                                                                     | 237,386           | 39.93                                                                      | 328,698           | 14.00                                                                       | 121,072           | 94.69                                                       | 687,156                    | STEVENS           |
| SWIFT             | 96.80                                                                     | 482,850           | 38.44                                                                      | 229,179           | 2.79                                                                        | 28,217            | 138.03                                                      | 740,246                    | SWIFT             |
| TRAVERSE          | 5.73                                                                      | 14,367            | 29.80                                                                      | 151,086           | --                                                                          | --                | 35.53                                                       | 165,453                    | TRAVERSE          |
| WILKIN            | 31.16                                                                     | 131,516           | 7.99                                                                       | 33,295            | --                                                                          | --                | 39.15                                                       | 164,811                    | WILKIN            |
| DISTRICT 4 TOTALS | 508.01                                                                    | 3,099,518         | 333.90                                                                     | 2,490,361         | 101.85                                                                      | 1,995,888         | 943.76                                                      | 7,585,767                  | DISTRICT 4 TOTALS |
| ANOKA             | 30.27                                                                     | 914,388           | 20.55                                                                      | 895,747           | 8.90                                                                        | 525,950           | 59.72                                                       | 2,336,085                  | ANOKA             |
| CARVER            | 38.24                                                                     | 1,455,148         | 19.50                                                                      | 1,106,230         | 19.39                                                                       | 1,583,286         | 77.13                                                       | 4,144,664                  | CARVER            |
| HENNEPIN          | 12.11                                                                     | 603,999           | 8.63                                                                       | 645,644           | 28.13                                                                       | 3,969,515         | 48.87                                                       | 5,219,158                  | HENNEPIN          |
| SCOTT             | 17.10                                                                     | 339,277           | 3.63                                                                       | 101,833           | 53.27                                                                       | 3,308,529         | 74.00                                                       | 3,749,639                  | SCOTT             |
| DISTRICT 5 TOTALS | 97.72                                                                     | 3,312,812         | 52.31                                                                      | 2,749,454         | 109.69                                                                      | 9,387,280         | 259.72                                                      | 15,449,546                 | DISTRICT 5 TOTALS |
| DODGE             | 16.74                                                                     | 231,627           | 23.26                                                                      | 452,339           | 3.96                                                                        | 83,178            | 43.96                                                       | 767,144                    | DODGE             |
| FILLMORE          | 18.76                                                                     | 543,282           | 6.40                                                                       | 267,174           | 5.70                                                                        | 319,172           | 30.86                                                       | 1,129,628                  | FILLMORE          |
| FREEBORN          | 128.65                                                                    | 1,487,934         | 22.60                                                                      | 331,560           | --                                                                          | --                | 151.25                                                      | 1,819,494                  | FREEBORN          |
| GOODHUE           | 44.72                                                                     | 1,282,325         | 45.85                                                                      | 1,964,501         | 3.90                                                                        | 209,879           | 94.47                                                       | 3,456,705                  | GOODHUE           |
| HOUSTON           | 30.79                                                                     | 678,251           | 5.10                                                                       | 164,904           | 0.80                                                                        | 72,620            | 36.69                                                       | 915,775                    | HOUSTON           |
| MOWER             | 50.44                                                                     | 468,608           | 30.75                                                                      | 414,481           | 8.58                                                                        | 144,366           | 89.77                                                       | 1,027,455                  | MOWER             |
| OLMSTED           | 55.17                                                                     | 626,492           | 23.18                                                                      | 388,902           | 15.70                                                                       | 343,021           | 94.05                                                       | 1,358,415                  | OLMSTED           |
| RICE              | 74.44                                                                     | 1,444,198         | 10.74                                                                      | 291,540           | 10.90                                                                       | 383,425           | 96.08                                                       | 2,119,163                  | RICE              |
| STEELE            | 38.77                                                                     | 220,610           | 12.54                                                                      | 97,326            | 9.80                                                                        | 88,738            | 61.11                                                       | 406,674                    | STEELE            |
| WABASHA           | 28.00                                                                     | 784,689           | 3.80                                                                       | 161,572           | 6.00                                                                        | 328,152           | 37.80                                                       | 1,274,413                  | WABASHA           |
| WINONA            | 48.00                                                                     | 1,534,283         | 15.54                                                                      | 721,769           | 13.94                                                                       | 1,428,354         | 77.48                                                       | 3,684,406                  | WINONA            |
| DISTRICT 6 TOTALS | 534.48                                                                    | 9,302,299         | 199.76                                                                     | 5,256,068         | 79.28                                                                       | 3,400,905         | 813.52                                                      | 17,959,272                 | DISTRICT 6 TOTALS |
| BLUE EARTH        | 50.00                                                                     | 344,700           | 29.69                                                                      | 284,467           | 5.93                                                                        | 70,551            | 85.62                                                       | 699,718                    | BLUE EARTH        |
| BROWN             | 33.00                                                                     | 327,974           | 39.40                                                                      | 497,170           | 30.80                                                                       | 452,165           | 103.20                                                      | 1,277,309                  | BROWN             |
| COTTONWOOD        | 31.10                                                                     | 125,392           | 58.30                                                                      | 322,094           | 45.10                                                                       | 213,813           | 134.50                                                      | 661,299                    | COTTONWOOD        |



|                   |          |              |          |              |          |              |          |               |                   |
|-------------------|----------|--------------|----------|--------------|----------|--------------|----------|---------------|-------------------|
| MORRISON          | 66.11    | 412,352      | 23.26    | 154,398      | --       | --           | 89.37    | 566,750       | MORRISON          |
| SHERBURNE         | 26.73    | 183,496      | --       | --           | 2.10     | 19,929       | 28.83    | 203,425       | SHERBURNE         |
| STEARNS           | 89.45    | 712,971      | 32.82    | 335,207      | 57.36    | 829,501      | 179.63   | 1,877,679     | STEARNS           |
| TODD              | 89.21    | 683,502      | 12.67    | 111,965      | 2.70     | 39,914       | 104.58   | 835,381       | TODD              |
| WADENA            | 28.49    | 286,721      | 1.20     | 14,074       | 0.30     | 3,291        | 29.99    | 304,086       | WADENA            |
| WRIGHT            | 45.52    | 298,917      | 4.80     | 42,725       | 6.90     | 81,889       | 57.22    | 423,531       | WRIGHT            |
| DISTRICT 3 TOTALS | 579.00   | 5,684,280    | 144.60   | 1,953,487    | 137.65   | 2,866,933    | 861.25   | 10,504,700    | DISTRICT 3 TOTALS |
|                   |          |              |          |              |          |              |          |               |                   |
| BECKER            | 25.00    | 144,776      | 5.00     | 26,185       | --       | --           | 30.00    | 170,961       | BECKER            |
| BIG STONE         | 12.50    | 38,126       | 4.08     | 6,237        | --       | --           | 16.58    | 44,363        | BIG STONE         |
| CLAY              | 14.60    | 72,192       | 75.66    | 495,935      | 29.23    | 1,176,861    | 119.49   | 1,744,988     | CLAY              |
| DOUGLAS           | 56.83    | 391,668      | 76.78    | 730,226      | 19.66    | 310,429      | 153.27   | 1,432,323     | DOUGLAS           |
| GRANT             | 51.00    | 185,482      | 10.49    | 75,505       | 4.30     | 35,643       | 65.79    | 296,630       | GRANT             |
| MAHNOMEN          | 19.00    | 87,038       | 9.40     | 49,391       | 20.07    | 169,982      | 48.47    | 306,411       | MAHNOMEN          |
| OTTER TAIL        | 89.15    | 822,893      | 11.66    | 131,715      | --       | --           | 100.81   | 954,608       | OTTER TAIL        |
| POPE              | 65.48    | 491,224      | 24.67    | 232,909      | 11.80    | 153,684      | 101.95   | 877,817       | POPE              |
| STEVENS           | 40.76    | 237,386      | 39.93    | 328,698      | 14.00    | 121,072      | 94.69    | 687,156       | STEVENS           |
| SWIFT             | 96.80    | 482,850      | 38.44    | 229,179      | 2.79     | 28,217       | 138.03   | 740,246       | SWIFT             |
| TRAVERSE          | 5.73     | 14,367       | 29.80    | 151,086      | --       | --           | 35.53    | 165,453       | TRAVERSE          |
| WILKIN            | 31.16    | 131,516      | 7.99     | 33,295       | --       | --           | 39.15    | 164,811       | WILKIN            |
| DISTRICT 4 TOTALS | 508.01   | 3,099,518    | 333.90   | 2,490,361    | 101.85   | 1,995,888    | 943.76   | 7,585,767     | DISTRICT 4 TOTALS |
|                   |          |              |          |              |          |              |          |               |                   |
| ANOKA             | 30.27    | 914,388      | 20.55    | 895,747      | 8.90     | 525,950      | 59.72    | 2,336,085     | ANOKA             |
| CARVER            | 38.24    | 1,455,148    | 19.50    | 1,106,230    | 19.39    | 1,583,286    | 77.13    | 4,144,664     | CARVER            |
| HENNEPIN          | 12.11    | 603,999      | 8.63     | 645,644      | 28.13    | 3,969,515    | 48.87    | 5,219,158     | HENNEPIN          |
| SCOTT             | 17.10    | 339,277      | 3.63     | 101,833      | 53.27    | 3,308,529    | 74.00    | 3,749,639     | SCOTT             |
| DISTRICT 5 TOTALS | 97.72    | 3,312,812    | 52.31    | 2,749,454    | 109.69   | 9,387,280    | 259.72   | 15,449,546    | DISTRICT 5 TOTALS |
|                   |          |              |          |              |          |              |          |               |                   |
| DODGE             | 16.74    | 231,627      | 23.26    | 452,339      | 3.96     | 83,178       | 43.96    | 767,144       | DODGE             |
| FILLMORE          | 18.76    | 543,282      | 6.40     | 267,174      | 5.70     | 319,172      | 30.86    | 1,129,628     | FILLMORE          |
| FREEBORN          | 128.65   | 1,487,934    | 22.60    | 331,560      | --       | --           | 151.25   | 1,819,494     | FREEBORN          |
| GOODHUE           | 44.72    | 1,282,325    | 45.85    | 1,964,501    | 3.90     | 209,879      | 94.47    | 3,456,705     | GOODHUE           |
| HOUSTON           | 30.79    | 678,251      | 5.10     | 164,904      | 0.80     | 72,620       | 36.69    | 915,775       | HOUSTON           |
| MOWER             | 50.44    | 468,608      | 30.75    | 414,481      | 8.58     | 144,366      | 89.77    | 1,027,455     | MOWER             |
| OLMSTED           | 55.17    | 626,492      | 23.18    | 388,902      | 15.70    | 343,021      | 94.05    | 1,358,415     | OLMSTED           |
| RICE              | 74.44    | 1,444,198    | 10.74    | 291,540      | 10.90    | 383,425      | 96.08    | 2,119,163     | RICE              |
| STEELE            | 38.77    | 220,610      | 12.54    | 97,326       | 9.80     | 88,738       | 61.11    | 406,674       | STEELE            |
| WABASHA           | 28.00    | 784,689      | 3.80     | 161,572      | 6.00     | 328,152      | 37.80    | 1,274,413     | WABASHA           |
| WINONA            | 48.00    | 1,534,283    | 15.54    | 721,769      | 13.94    | 1,428,354    | 77.48    | 3,684,406     | WINONA            |
| DISTRICT 6 TOTALS | 534.48   | 9,302,299    | 199.76   | 5,256,068    | 79.28    | 3,400,905    | 813.52   | 17,959,272    | DISTRICT 6 TOTALS |
|                   |          |              |          |              |          |              |          |               |                   |
| BLUE EARTH        | 50.00    | 344,700      | 29.69    | 284,467      | 5.93     | 70,551       | 85.62    | 699,718       | BLUE EARTH        |
| BROWN             | 33.00    | 327,974      | 39.40    | 497,170      | 30.80    | 452,165      | 103.20   | 1,277,309     | BROWN             |
| COTTONWOOD        | 31.10    | 125,392      | 58.30    | 322,094      | 45.10    | 213,813      | 134.50   | 661,299       | COTTONWOOD        |
| FARIBAULT         | 70.84    | 346,196      | 21.17    | 125,470      | 7.82     | 105,562      | 99.83    | 577,228       | FARIBAULT         |
| JACKSON           | 43.80    | 203,542      | 44.60    | 320,811      | 11.90    | 101,102      | 100.30   | 625,455       | JACKSON           |
| LE SUEUR          | 18.25    | 186,860      | 23.71    | 326,906      | 22.13    | 404,387      | 64.09    | 918,153       | LE SUEUR          |
| MARTIN            | 37.90    | 198,521      | 54.10    | 399,438      | 32.46    | 302,143      | 124.46   | 900,102       | MARTIN            |
| NICOLLET          | 15.46    | 121,254      | 28.37    | 338,276      | 10.37    | 162,664      | 54.20    | 622,194       | NICOLLET          |
| NOBLES            | 40.17    | 242,107      | 9.14     | 64,287       | --       | --           | 49.31    | 306,394       | NOBLES            |
| ROCK              | 53.53    | 417,069      | 43.40    | 439,353      | 0.80     | 7,151        | 97.73    | 863,573       | ROCK              |
| SIBLEY            | 49.60    | 786,336      | 74.10    | 1,669,542    | 38.20    | 1,370,657    | 161.90   | 3,826,535     | SIBLEY            |
| WASECA            | 46.80    | 319,739      | 0.33     | 2,598        | 8.86     | 105,203      | 55.99    | 427,540       | WASECA            |
| WATONWAN          | 34.70    | 144,753      | 7.80     | 21,568       | 0.90     | 3,317        | 43.40    | 169,638       | WATONWAN          |
| DISTRICT 7 TOTALS | 525.15   | 3,764,443    | 434.11   | 4,811,980    | 215.27   | 3,298,715    | 1,174.53 | 11,875,138    | DISTRICT 7 TOTALS |
|                   |          |              |          |              |          |              |          |               |                   |
| CHIPPEWA          | 28.97    | 211,073      | 21.00    | 201,303      | --       | --           | 49.97    | 412,376       | CHIPPEWA          |
| KANDIYOHI         | 51.28    | 466,536      | 8.91     | 102,402      | 26.57    | 478,683      | 86.76    | 1,047,621     | KANDIYOHI         |
| LAC QUI PARLE     | 91.10    | 367,927      | 57.26    | 257,290      | 6.30     | 43,357       | 154.66   | 668,574       | LAC QUI PARLE     |
| LINCOLN           | --       | --           | 1.10     | 6,196        | --       | --           | 1.10     | 6,196         | LINCOLN           |
| LYON              | 88.21    | 237,343      | 33.49    | 87,912       | 3.81     | 12,635       | 125.51   | 337,890       | LYON              |
| MC LEOD           | 119.22   | 490,228      | 19.10    | 94,405       | 4.18     | 197,887      | 142.50   | 782,520       | MC LEOD           |
| MEEKER            | 37.02    | 175,886      | 35.30    | 195,408      | 0.93     | 7,077        | 73.25    | 378,371       | MEEKER            |
| MURRAY            | 84.90    | 454,583      | 11.00    | 75,246       | --       | --           | 95.90    | 529,829       | MURRAY            |
| PIPESTONE         | 54.10    | 89,976       | 29.50    | 77,622       | 6.00     | 14,726       | 89.60    | 182,324       | PIPESTONE         |
| REDWOOD           | 106.91   | 492,018      | 40.06    | 243,051      | 17.73    | 144,058      | 164.70   | 879,127       | REDWOOD           |
| RENVILLE          | 80.64    | 603,788      | 51.11    | 456,546      | 35.99    | 359,066      | 167.74   | 1,419,400     | RENVILLE          |
| YELLOW MEDICINE   | 31.74    | 214,390      | 53.51    | 483,350      | 3.01     | 35,632       | 88.26    | 733,372       | YELLOW MEDICINE   |
| DISTRICT 8 TOTALS | 774.09   | 3,803,748    | 361.34   | 2,280,731    | 104.52   | 1,293,121    | 1,239.95 | 7,377,600     | DISTRICT 8 TOTALS |
|                   |          |              |          |              |          |              |          |               |                   |
| CHISAGO           | 35.88    | 704,574      | 13.10    | 353,278      | 30.86    | 1,091,689    | 79.84    | 2,149,541     | CHISAGO           |
| DAKOTA            | 9.23     | 275,311      | 22.45    | 1,009,442    | 30.14    | 2,478,376    | 61.82    | 3,763,129     | DAKOTA            |
| RAMSEY            | 3.16     | 178,056      | --       | --           | 0.10     | 13,568       | 3.26     | 191,624       | RAMSEY            |
| WASHINGTON        | 17.92    | 598,780      | 3.78     | 184,168      | 12.22    | 1,250,504    | 33.92    | 2,033,452     | WASHINGTON        |
| DISTRICT 9 TOTALS | 66.19    | 1,756,721    | 39.33    | 1,546,888    | 73.32    | 4,834,137    | 178.84   | 8,137,746     | DISTRICT 9 TOTALS |
|                   |          |              |          |              |          |              |          |               |                   |
| STATE TOTALS      | 3,951.28 | \$43,128,332 | 1,846.38 | \$27,120,834 | 1,007.99 | \$32,649,030 | 6,805.65 | \$102,898,196 | STATE TOTALS      |



1980 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1980

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 6, 1980 and do not represent the final data to be used for the 1981 apportionment.

| <u>County</u>     | <u>FAS Fund<br/>Balance as of<br/>May 6, 1980</u> | <u>Maximum<br/>Balance</u> | <u>Tentative Deduction<br/>From the 1980<br/>25-Year C.S.A.H.<br/>Construction Needs</u> |
|-------------------|---------------------------------------------------|----------------------------|------------------------------------------------------------------------------------------|
| Aitkin            | \$ 335,470                                        | \$326,635                  | \$ 8,835                                                                                 |
| Beltrami          | 436,373                                           | 414,632                    | 21,741                                                                                   |
| Benton            | 345,920                                           | 200,000                    | 145,920                                                                                  |
| Cass              | 765,241                                           | 418,188                    | 347,053                                                                                  |
| Chisago           | 286,008                                           | 222,061                    | 63,947                                                                                   |
| Cook              | 464,233                                           | 238,988                    | 225,245                                                                                  |
| Dakota            | 348,529                                           | 292,413                    | 56,116                                                                                   |
| Dodge             | 327,380                                           | 200,000                    | 127,380                                                                                  |
| Douglas           | 227,452                                           | 220,075                    | 7,377                                                                                    |
| Fillmore          | 316,074                                           | 314,447                    | 1,627                                                                                    |
| Hennepin          | 1,591,954                                         | 315,322                    | 1,276,632                                                                                |
| Lake of the Woods | 209,780                                           | 200,000                    | 9,780                                                                                    |
| Lyon              | 301,024                                           | 262,729                    | 38,295                                                                                   |
| Martin            | 359,648                                           | 336,255                    | 23,393                                                                                   |
| Otter Tail        | 735,778                                           | 649,162                    | 86,616                                                                                   |
| Ramsey            | 346,794                                           | 200,000                    | 146,794                                                                                  |
| Scott             | 207,001                                           | 200,000                    | 7,001                                                                                    |
| Wright            | 703,755                                           | 423,304                    | 280,451                                                                                  |

Minutes of the County Engineers Screening Committee Meeting

October 25-26, 1979

The meeting was called to order by Chairman Ernest (Lynn) Olson at 1:20 P.M. on October 25, 1979.

The Secretary called the roll of committee members:

|            |                            |                       |               |
|------------|----------------------------|-----------------------|---------------|
| District 1 | ..... Verne Skallman       | ..... Itasca County   | ..... Absent  |
| District 1 | ..... (Alt.) Doug Grindall | ..... Koochiching Co. | ..... Present |
| District 2 | ..... Monte Berend         | ..... Red Lake County | ... Absent    |
| District 2 | ..... (Alt.) Roger Diesen  | ..... Marshall County | ... Present   |
| District 3 | ..... Bob Elleraas         | ..... Todd County     | ..... Present |
| District 4 | ..... Ernest (Lynn) Olson  | ..... Douglas County  | .... Present  |
| District 5 | ..... Ervie Prenevost      | ..... Scott County    | ..... Present |
| District 6 | ..... Richard Skalicky     | ..... Steele County   | ..... Present |
| District 7 | ..... Jack Cousins         | ..... Waseca County   | ..... Present |
| District 8 | ..... Elroy Dragsten       | ..... Chippewa County | ... Present   |
| District 9 | ..... Bob Sandeen          | ..... Dakota County   | ..... Present |

Others present were:

|                |                                                  |
|----------------|--------------------------------------------------|
| Gordon Fay     | ..... Director of State Aid                      |
| Roy Hanson     | ..... Office of State Aid                        |
| Bill Strand    | ..... Policy and Planning - Mn/DOT               |
| Ken Hoeschen   | ..... Policy and Planning - Mn/DOT               |
| Duane Blanck   | ..... Crow Wing County - Alternate District 3    |
| Dennis Berend  | ..... Ottertail County - Alternate District 4    |
| Art Lee        | ..... Hennepin County - Alternate District 5     |
| Jack Dolan     | ..... Olmsted County - Alternate District 6      |
| Mike Wagner    | ..... Nobles County - Alternate District 7       |
| Marlyn Hanson  | ..... LacQui Parle County - Alternate District 8 |
| Hershel Koenig | ..... Sub-Committee Chairman                     |
| Dennis Carlson | ..... Screening Committee Secretary              |

Bob Sandeen moved and Jack Cousins second a motion to approve the minutes of the June 7 & 8, 1979 meeting, as written. Motion carried unanimously.

Chairman Olson introduced those present from the State Aid Office and welcomed others present.

Hershel Koenig gave the Sub-Committee report on the following subjects:

1. Base and Sub-base unit price formula change
2. Base and Sub-base inflation adjustment
3. Rural Grade Widening Update
4. R/W Needs Update

The Sub-Committee recommended no change in the base and sub-base unit price formula. The alternative the committee was requested to consider was combining the quantities and prices of both and using the total as a basis for establishing unit prices. The committee determined that more counties would be adversely affected by using the new method than by using the current method, therefore, no change was recommended.

The Sub-Committee also recommended that no inflation factor be applied to the base and sub-base prices used in the 5-year average. The percentages from county to county varied considerably, due to pit locations and other reasons, therefore, a constant factor would be inappropriate. A variable inflation factor was considered not feasible, therefore, the committee recommended that no inflation factor be used.

The Sub-Committee made the following recommendations for Rural Design Grade Widening:

1. Discard the 1978 study.
2. Revise grade widening needs of 13' or more to complete grading needs.
3. Widening needs from 9' - 12' be estimated at 75% of complete grading needs.
4. Widening needs from 4' - 8' be estimated at 50% of complete grading needs.
5. Partial grading with less than 100 projected ADT \$3,000/mile (no change).
6. Report the affect of changes to the Sub-Committee and State Aid as soon as possible.

The previous method of computation was \$1,000/foot/mile of widening and this would be replaced by the above recommendation if approved.

The Sub-Committee's recommendation on R/W needs is as follows:

Standardize the widths based on projected ADT for Rural Design.

| <u>Rural Design</u> | <u>Projected ADT</u> | <u>Proposed R/W Width</u>                                         |
|---------------------|----------------------|-------------------------------------------------------------------|
|                     | 0-749                | 100 feet                                                          |
|                     | 750-999              | 110 feet                                                          |
|                     | 1000-4999            | 120 feet                                                          |
|                     | 5000 & Over          | 120 feet plus width between centerlines (if multiple lane design) |

| <u>Urban Design</u> | <u>Proposed Roadbed Width</u> | <u>Proposed R/W Width</u> |
|---------------------|-------------------------------|---------------------------|
|                     | 44' or less                   | 60 feet                   |
|                     | Over 44'                      | Street width plus 20 feet |

The committee also recommended that assessed valuation be used as a basis for determining value for R/W needs.

At this point Ken Hoeschen went thru the Screening Committee Report on a page to page basis.

Page 1 and 2 - CSAH Mileage Needs and Apportionment Historical Data

No Comments.

Page 3 and Figure A

Ken Hoeschen briefly discussed the data on these two pages. Art Lee from Hennepin County commented that they had inadvertently overlooked the updating of traffic adjustment factors on multi-lane facilities. The end result was that all of Hennepin County's needs were reduced to two lanes and about

8 million dollars in needs was lost. Ken Hoeschen pointed out that 4 or 6 lane needs must also be requested even though traffic may warrant multi-lane facilities. Ken also pointed out that there would be adequate time to make the correction on this report prior to the final apportionment, if the Screening Committee recommends such action.

Page 4 and Figure B - CSAH Mileage and Needs by Rural & Municipal Location

This is an additional breakdown provided by the State Aid Unit. There is nothing controversial on this breakdown and there were no comments by Screening Committee members.

Page 5 and Figure C

Ken pointed out that each county is restricted to a 20% change in 25-year construction needs, above the average state wide change, for any particular year. This report shows the increases for each county and two counties that exceeded the 20% and were therefore restricted to the maximum increase. The two counties were Grant County and Cottonwood County. The primary reason in Grant County for the large increase was the 1979 Unit Price Change, and the increase in Cottonwood County was a result of the 1978 Traffic Update.

Page 6 to 15 - FAS Fund Balances

Ken Hoeschen pointed out that six of the nine counties exceeding their FAS Fund Balance have submitted letters requesting waiver of excessive fund balances. He also explained that the Screening Committee has the option of waiving excessive fund balances if the reason for carrying the large amount is justified in the eyes of the committee. Roy Hanson said that Benton and Cass Counties are progressing as indicated in the attached letters. Cook County does not have an engineer at this time and have requested help from three county engineers in the state to assist them in obtaining a new engineer. He explained that the County Board in Cook County is interested in hiring a new engineer and expending their Federal Aid Funds. Roy explained that Dodge County has not submitted a PDR but the acquisition of right-of-way has begun and a public meeting has been held. He also indicated that the County Engineer Robert Onken is ill at the present time with cancer. Roy said that he had contacted Irv Soban regarding Hennepin County's balance and the information in the attached letter is correct. Pine County submitted a letter with four projects that would utilize more than their Federal Aid Fund Balance, and three of those four projects are being processed as indicated. However, the fourth project may require some additional processing to qualify. Pennington County, Ramsey County, and Wright County did not submit letters requesting a waiver.

Jack Cousins felt that the maximum balance should be more than \$200,000 and the three years permissible for accumulation should be greater. Dick Skalicky said that District 6 would recommend five years and a maximum balance of \$350,000. Roy Hanson indicated that the counties currently can borrow ahead to 1982, which is the length of time that Congress has set up Federal Funding. The actual reduction in apportionment to each county is approximately 2% of the figure shown in the right column on Page 6.

Page 17 to 27 - Rural Design Grading Cost Adjustment

The question was asked "Why does the current formula have a constant of 3 1/3 included in it?" Ken said that it goes back to the percentage of the system that has been graded during the four year period of 1975-1978 as compared to the maximum of 30% of the system.

Page 28 to 30 - Special Resurfacing Projects

These pages show the deduction from each county due to resurfacing projects on substandard roadways. The projects must, however, meet 1958 standard widths and the expenditures will be deducted from the needs study for ten years and the deduction will be rescinded automatically at the end of that period of time.

Page 31 and 32 - Bond Account Adjustments

There were no comments.

Page 33 and Figure D - State Aid Fund Balance Needs Deduction

Gordon Fay's office received a letter on September 14, 1979 from Robert Pecore, District State Aid Engineer, requesting that no deduction be made for excessive State Aid Fund Balance at Cook County. The primary reason being that the Cook County Board is in fact doing all they can to expend their State Aid Funds and on September 11 awarded a contract to Ulen Brothers and Hoover Construction Company to reduce their State Aid Balance.

Page 34 to 36 - Mill Levy Deduction

There were no comments on this portion of the report.

Page 39 and Figure E - Tentative 1980 Apportionment

There was a question regarding the projection for 1980 Apportionments and Roy Hanson said that there are some things happening, both positive and negative, but they tend to negate each other and the apportionment should be about the same as 1979.

Page 40 to 42

There were no comments on the letter of recommendation to Commissioner Braun or the tabulation of County State Aid Highway mileage and money needs to be used for the 1980 apportionment.

Page 43 to 49 - A Breakdown of all Four Parts of the CSAH Distribution Formula

There was little or no discussion on this portion of the report.

Page 50 to 64 - Mileage Requests

Mower County is requesting designation and revocation of County State Aid Highways, resulting in a net increase of 0.09 miles in the City of Adams. Dick Skalicky noted that the newly designated roadway will serve the public school and the church school. He also noted that the revised system will permit buses to unload on the school side and the children will not have to cross the street after getting off the bus or prior to getting on the bus.

Roger Diesen asked if the County State Aid money spent on No. 106 for construction will be reimbursed to the State. The State Aid people assured him that any expenditure on the newly designated roadway would have a deduction equal to the amount spent on County State Aid Highway No. 106 which is revoked.

Scott County is requesting revocation and designation of County State Aid Highways in the City of Savage, that results in a net increase of 0.12 miles. Ervie Prenevost noted that due to the Savage bridge being closed, CSAH 31 becomes a dead end road and can no longer qualify to remain on the State Aid System. Ervie also noted that two years ago the entire system revision could have been done inhouse but at that time the Savage bridge remained open and the City of Savage opposed the revocation, therefore, their system revision resulted in loosing 0.68 miles.

Page 67 - Traffic Projection Factors

This page shows the traffic projection factors that apply to each county, and updates those counties that had new traffic counts in 1978. The least squares method was again used to arrive at a traffic projection factor.

Page 68 to 75 - June 7 County Engineers Screening Committee Meeting Minutes

No comments.

Page 76 to 78 - The Minutes of the September 18 & 19 General Sub-Committee Meeting

No comments.

This completed the review of the report and Chairman Olson asked if Gordon Fay had any general comments to make to the committee. Mr. Fay discussed the Bridge Program and some adverse comments that were printed in the Minneapolis Star. Mr. Fay also mentioned the Historic Bridge Meeting that was held on October 22 and his feeling was that everybody left the meeting with a better understanding of the need and reasons for preserving historic bridges.

Mr. Fay then briefly discussed transfers of construction funds to the maintenance fund and noted that this should only be done if a local effort is first made that could result in reducing maintenance costs.

Mr. Fay noted that the hearing process will be used to incorporate the geometric standards into the State Aid Rules. He also noted that the changes could possibly be made by March of 1980, and that although jobs in progress will not be required to change to the new standards, its possible that some non-complicated jobs could be built in 1980 to the new standards. Mr. Fay also noted that the new standards will include a 40 mile per hour suburban design. Jack Cousins asked how we should handle requests for diagonal parking in small cities between now and the time the new standards are incorporated. Gordon Fay said if you have spent federal money on a roadway in the past, that federal approval could not be obtained for diagonal parking.

Roy Hanson briefly discussed the bridge bonding funds and noted that the township fund is depleted and they are borrowing from the County and City funds until new bonds are sold in January 1980. He also noted that they have begun to let some federal bridge projects this week and will be letting about four projects per week from now on. Roy said that there is federal moneys available for "On System" bridges and if you have any bridges in that category, to submit them for Federal Bridge Funding.



The meeting recessed at 5:20 P.M.

The meeting reconvened at 9:00 A.M. on October 26, 1979. Everyone was present that was present on the 25th with the exception of Art Lee from Hennepin County.

Page 3 and Figure A

The Chair requested that action be taken on Hennepin County's appeal to correct the traffic update error that was made on their needs report. Ervie Prenevost moved and Bob Sandeen second the motion to allow Hennepin County to make the correction. The discussion included limiting Hennepin County to the same number of multi-lane facilities that were previously listed in their needs report. The Screening Committee's concern was that no control would be placed on the number of additional multi-lane facilities if this motion is passed. The suggestion was made that Chairman Olson be contacted after the corrections are made and discuss the number of multi-lane facilities that resulted due to the correction. The question was called and the motion carried unanimously.

Page 6 to 15 - Excessive FAS Fund Balances

There was a brief discussion about changing the 1973 resolution to read five years and \$350,000 limit with no extenuating circumstances. Bob Sandeen moved and Jack Cousins second a motion to table the discussion on this matter until the next meeting. Motion carried unanimously.

Ervie Prenevost moved that the county's of Benton, Cass, Cook, Dodge, Hennepin and Pine not be penalized for excessive FAS Fund Balances. The letters submitted by these counties should be accepted by the Screening Committee as justification to waive the penalty. Elroy Dragsten second the motion and the motion carried with six yes and three no votes.

Due to no further action by the Screening Committee the remaining three counties of Pennington, Ramsey and Wright will receive a needs deduction as listed on Page 6.

Doug Grindall moved and Roger Diesen second a motion, that due to extenuating circumstances in Cook County, the State Aid Fund Balance Needs Deduction be waived. The motion failed with three yes and six no.

The letter to Commissioner Braun was circulated for signatures by committee members and the secretary.

Page 50 to 64 - Mileage Requests

Bob Elleraas moved and Doug Grindall second a motion to vote by secret ballot on both requests. Motion carried. The results of the voting were Scott County, nine yes and zero no, Mower County, six yes and three no. Both issues passed.

Action on sub-committee recommendations. Jack Cousins moved and Roger Diesen second a motion to approve a sub-committee recommendation on determining right-of-way needs as it pertains to width standards, except that the estimated market value be used instead of assessed value as determined by each county assessor. The motion carried with eight yes and one abstain.

Dick Skalicky moved and Bob Elleraas second a motion to make a trial run on grade widening costs based on the sub-committee recommendation. Motion carried.

Elroy Dragsten moved and Jack Cousins second a motion to accept the recommendation of the sub-committee to not apply inflation factors to the base and sub-base prices at this time. The percentage of change ranges from a +28% to -25%, which indicates that pit and job location has more impact than inflation in any particular county. Motion carried eight to one.

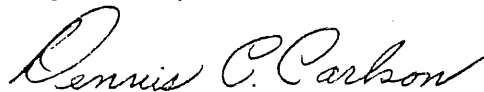
Ervie Prenevost moved and Doug Grindall second a motion that no change be made at this time on base and sub-base unit prices as recommended by the sub-committee. Motion carried unanimously.

The suggestion was made that when right-of-way forms are ready for transmittal to the counties, that Ken Hoeshen review the forms with the State Aid Engineers and the sub-committee.

There was a brief discussion on the research project set-aside money. Bob Sandeen moved and Bob Elleraas second a motion to credit the research account with \$233,705 (not to exceed 1/4 of 1% of the 1979 apportionment of \$93,482,005). Motion carried.

Dick Skalicky moved and Doug Grindall second a motion to adjourn. Motion carried.

Respectfully submitted,

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

Dennis Carlson  
Screening Committee Secretary

Minutes of the Joint Meeting of the CSAH General Subcommittee  
and the District State Aid Engineers  
on Thursday, February 21, 1980  
Room 817, Transportation Bldg.

|            |                    |   |                                 |
|------------|--------------------|---|---------------------------------|
| Attendees: | Hershel Koenig     | - | Faribault County                |
|            | Charles Swanson    | - | Washington County               |
|            | Jim Worcester      | - | Cass County                     |
|            | Roy Hanson         | - | State Aid - Mn/DOT              |
|            | Chuck Weichselbaum | - | District 5 - State Aid Engineer |
|            | Harvey Suedbeck    | - | District 7 - State Aid Engineer |
|            | Jack Isaacson      | - | District 2 - State Aid Engineer |
|            | Dick Hansen        | - | District 1 - State Aid Engineer |
|            | Glen Maidl         | - | District 6 - State Aid Engineer |
|            | Vern Korzendorfer  | - | District 4 - State Aid Engineer |
|            | John Hoeke         | - | District 8 - State Aid Engineer |
|            | Dave Reed          | - | District 3 - State Aid Engineer |
|            | Bill Strand        | - | Planning - Mn/DOT               |
|            | Ken Hoeschen       | - | Planning - Mn/DOT               |

Hershel Koenig, Chairman of the General Subcommittee opened the meeting at 10:15 A.M. Roy Hanson spoke briefly on the availability of bridge funds. A general discussion followed for a brief period of time on this subject.

Hershel Koenig then opened the subject of rural design grade widening. A lengthy discussion followed with many thoughts being aired. Questions were raised as to whether the development of new standards should or would delay implementation of the grade widening study. Roy Hanson indicated that the new standards may not be approved until as late as July of this year. Thus, the committee felt it prudent to continue towards implementation of the grade widening adjustments for use in the 1980 Needs Study and subsequently, the 1981 apportionment. Other comments were such as:

A county's reported complete grading costs may not be representative of the proposed widening costs over the entire county; a belief of some that there is no such type of work as grade widening, that all widening is simply a modified form of complete grading; present unit costs for grading lack four years of escalating prices; a large segment of the present needs reporting indicates grade widening for conditions that require complete grading due to horizontal/vertical alignment inadequacies, etc.

After considerable discussion, it was decided that the following steps should be recommended to the Screening Committee to resolve this issue:

The District State Aid Engineers shall review all segments in their counties which presently have rural design grade widening needs. They shall determine which segments have deficiencies other than width and will, therefore, require complete grading.

Subcommittee Minutes  
February 21, 1980  
Page 2

The Needs Unit will introduce these segments into the Needs Study using the previously approved average complete grading cost per mile for that county.

The remaining grade widening segments will utilize the applicable 50%, 75%, or 100% of complete grading cost factors as approved at the October, 1979 Screening Committee meeting.

At the appropriate time, subsequent to the approval of the new standards, a complete restudy of all rural design grading costs will be undertaken.

Discussion relating to the Right-of-Way cost reporting was brief. The decision was made to send out segment listings to all counties requesting responses consistent with the guidelines as approved at the last Screening Committee meeting.

As there was no further business, the meeting adjourned at 12:45 P.M.

Respectfully submitted,

A handwritten signature in cursive script, reading "William Strand". The signature is written in dark ink and is positioned above the printed name and title.

William Strand  
Acting Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

MAY 7, 1980

Meeting called to order at 10:30 A.M. on Wednesday, May 6, 1980.

Members present: Hershel Koenig, Chairman - Faribault County  
Charles Swanson - Washington County  
Jim Worcester - Cass County

Others present were Gordon Fay, Bill Strand, and Ken Hoeschen for Mn/DOT.

Gordon Fay began the meeting with a brief discussion on a variety of subjects concerning the State Aid Program and the County Engineers.

Bill Strand and Ken Hoeschen presented the results of the five year average unit price study and briefly reviewed methods and procedures used in the past.

The Subcommittee deliberated at length concerning their recommendations of the individual county gravel base unit prices. Concern was expressed regarding the impact of "deep strength" projects which have been converted to standard design quantities and costs. After considerable discussion, the Subcommittee requested the needs unit to compute the five year average unit prices for gravel base using no "deep strength" projects and to arrange a conference phone call to review this data with the Subcommittee on Tuesday, May 13 between 8:00 and 9:00 A.M. At that time the Subcommittee will finalize their gravel base unit price recommendations for 1980.

Then the Subcommittee reviewed all other rural design unit prices, those for urban design, miscellaneous items, bridges and railroad crossing protection.

All rural design unit prices in the 1975-1979 five year average study were increased by 10% as a reflection of inflation.

The rural design subbase unit price shall be established at \$0.03 less than each county's gravel base unit price. This \$0.03 is the difference between the two statewide five year average unit prices (inflated by the 10% mentioned above).

The Subcommittee also recommends this procedure for establishing the unit prices for all bituminous items (2331, 2341, 2351/2361), gravel surface, and gravel shouldering.

For determining the rural design concrete surface (2301) unit price, it is recommended that a 10% inflationary figure (\$1.16) over last years price of \$11.64 be used. Therefore, the difference between the compared price of \$12.80 and the inflated five year statewide average gravel base unit price (\$2.59) will be added to each county's rural design gravel base unit price to determine that county's rural design concrete surface unit price.

The Subcommittee suggests using \$2.50 per cubic yard for urban design grading which is based on the M.S.A.S. Subcommittee's recommendation.

Because the M.S.A.S. unit price study deals exclusively with urban design unit prices, it is suggested that the M.S.A.S. Subcommittee's recommended urban design unit prices be used as the statewide average C.S.A.H. urban design unit prices. The increments between these prices and the inflated C.S.A.H. statewide average rural design gravel base unit price (\$2.59) 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, bridge unit costs and railroad crossing protection prices be adopted as recommended by the M.S.A.S. Subcommittee. The prices for storm sewer, bridges and railroad crossing protection were suggested by the respective Mn/DOT offices. The other miscellaneous items unit prices were based on the data taken from the M.S.A.S. five year average unit price study.

Jim Worcester moved, seconded by Chuck Swanson to recommend the adoption of all unit prices as shown on Figure B for use in the 1980 C.S.A.H. needs study.

Ken Hoeschen brought the Subcommittee up to date on the other studies directed by the Screening Committee and the Subcommittee such as R/W needs and grade widening needs.

The meeting was recessed at 12:40 P.M. on Wednesday, May 6, 1980.

The meeting was reconvened at 8:25 A.M. on Tuesday, May 13, 1980 with a conference phone call. The Subcommittee members along with Gordon Fay, Roy Hanson and Ken Hoeschen were the participants.

Ken Hoeschen presented the results of removing all "deep strength" projects from the five year average unit price study and the impact this would have on the recommended 1980 gravel base unit prices. After considerable discussion, the Subcommittee decided to leave the "deep strength" projects in the five year average unit price study until further investigation would indicate otherwise.

The Subcommittee then made their recommendation for the 1980 rural design gravel base (Class 5 & 6) unit prices, based on the following procedure:

- 1) For any county whose 1975-1979 five year average unit price study includes at least 50,000 tons of gravel base (Class 5 & 6) material; that five year average price will be used.
- 2) If a county does not have 50,000 tons of gravel base in their five year average study;
  - A) but has over 50,000 tons of subbase (Class 3 & 4) material in their five year average study, the gravel base unit price would then be established by adding \$0.03 which is the inflated statewide increment between subbase and gravel base to that county's five year average subbase unit price.
  - B) and does not have 50,000 tons of subbase material in their five year average study, then a gravel base unit price would be computed by using the average gravel base unit price of the surrounding counties that have more than 50,000 tons of gravel base in their five year average unit price study.

This procedure is essentially the same as was used in 1979.

The Subcommittee requested that their next meeting be held on June 4, 1980, in Walker, Minnesota and that the needs unit make the proper arrangements.

The meeting was adjourned at 9:20 A.M.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Kenneth M. Hoeschen".

Kenneth M. Hoeschen  
Acting Secretary

# 1980 COUNTY SCREENING COMMITTEE DATA

JUNE, 1980

1975-1979 FIVE YEAR AVERAGE SUBBASE (CLASS 3 & 4) UNIT PRICE DATA

