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1981 COUNTY SCREENING COMMITTEE DATA

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FACTORS

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JUNE 1981

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Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

Phone (612) 296-1658

June 5, 1981

TO : County Engineers
District State Aid Engineers

SUBJECT: County State Aid Screening Committee Report

Enclosed herewith is a copy of the 1981 Spring County Engineer's Screening Committee Report. This report has been prepared by the State Aid Needs Unit, Highway Studies Section, Planning Division, Minnesota Department of Transportation.

The unit price data included in this booklet has been reviewed by the County State Aid Highway General Subcommittee and will be recommended to the Screening Committee to be used in the 1981 C.S.A.H. Needs Study.

If you have any comments, questions, or recommendations regarding this report, please forward them to your District Representative with a copy to this office prior to the meeting which is scheduled for June 25-26, 1981.

Sincerely,

William Strand

Director

Highway Studies Section

Enclosure: County Screening Committee Report



1981 COUNTY SCREENING COMMITTEE DATA

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GRAVEL
SHOULDERS GRAVEL
SURFACE

BIT.
BASE UNIT
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CONCRETE
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BASE

JUNE 1981

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TO BE PRESENTED AT THE JUNE 25-26, 1981 MEETING

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1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

Introduction

The primary tasks of the Screening Committee at this meeting are to establish unit prices to be used in the 1981 County State Aid Highway Needs Study, to review and give approval or denial to the additional mileage requests included in this booklet, and to review the results of studies previously requested by the Screening Committee.

As in other years, in order to keep the five year average unit price study current, we have removed the 1975 construction projects and added the 1980 construction projects. The abstracts of bids on all rural design State Aid and Federal Aid projects, let from 1976 through 1980, are the source of information for compiling the data used for computing the recommended 1981 rural design unit prices. The gravel base unit price data obtained from the 1980 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 meetings held February 25, April 8, and May 7, 1981, are included in the "Reference Material" section of this report. Jim Worcester is representing the General Subcommittee and will attend the Screening Committee meeting to review and explain their recommendations.

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

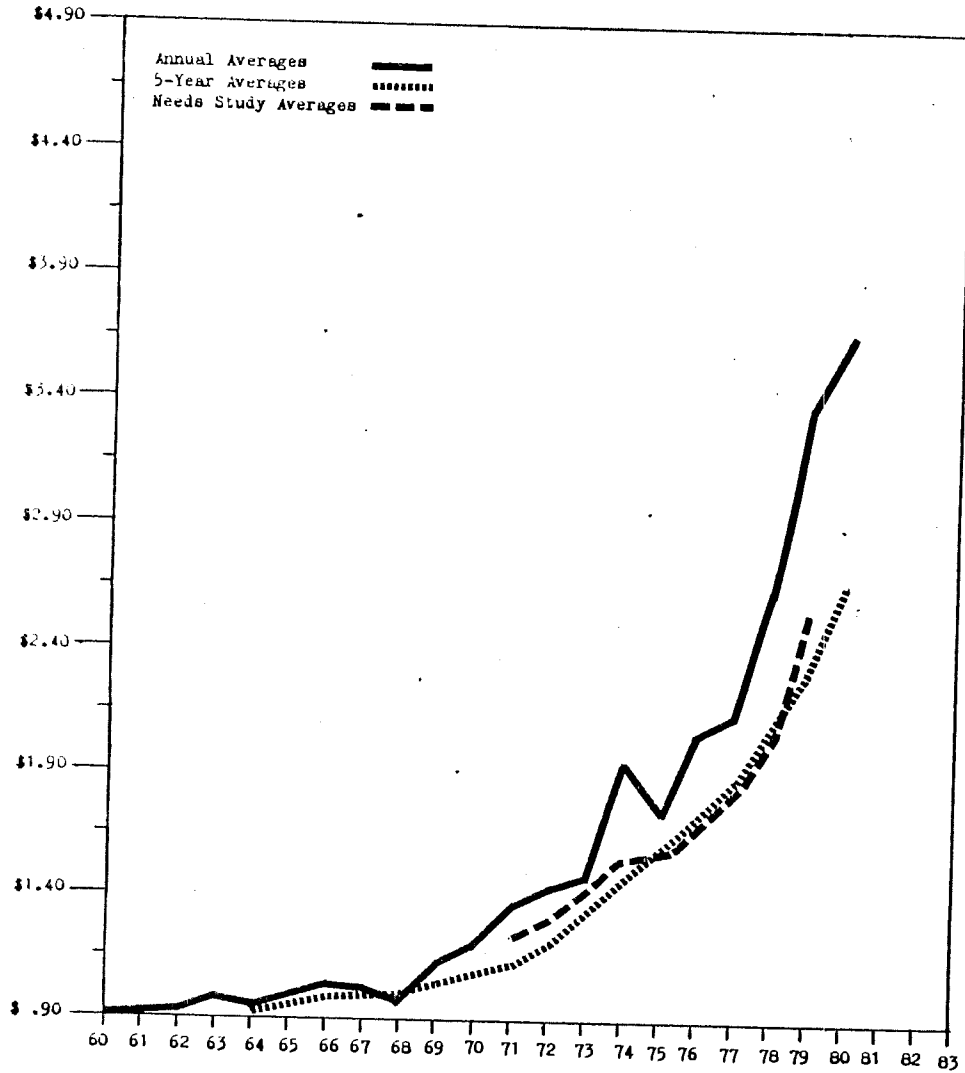
Price Trends of C.S.A.H. Rural Design Unit Prices
(Based on State Averages from 1960-1980)

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.

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

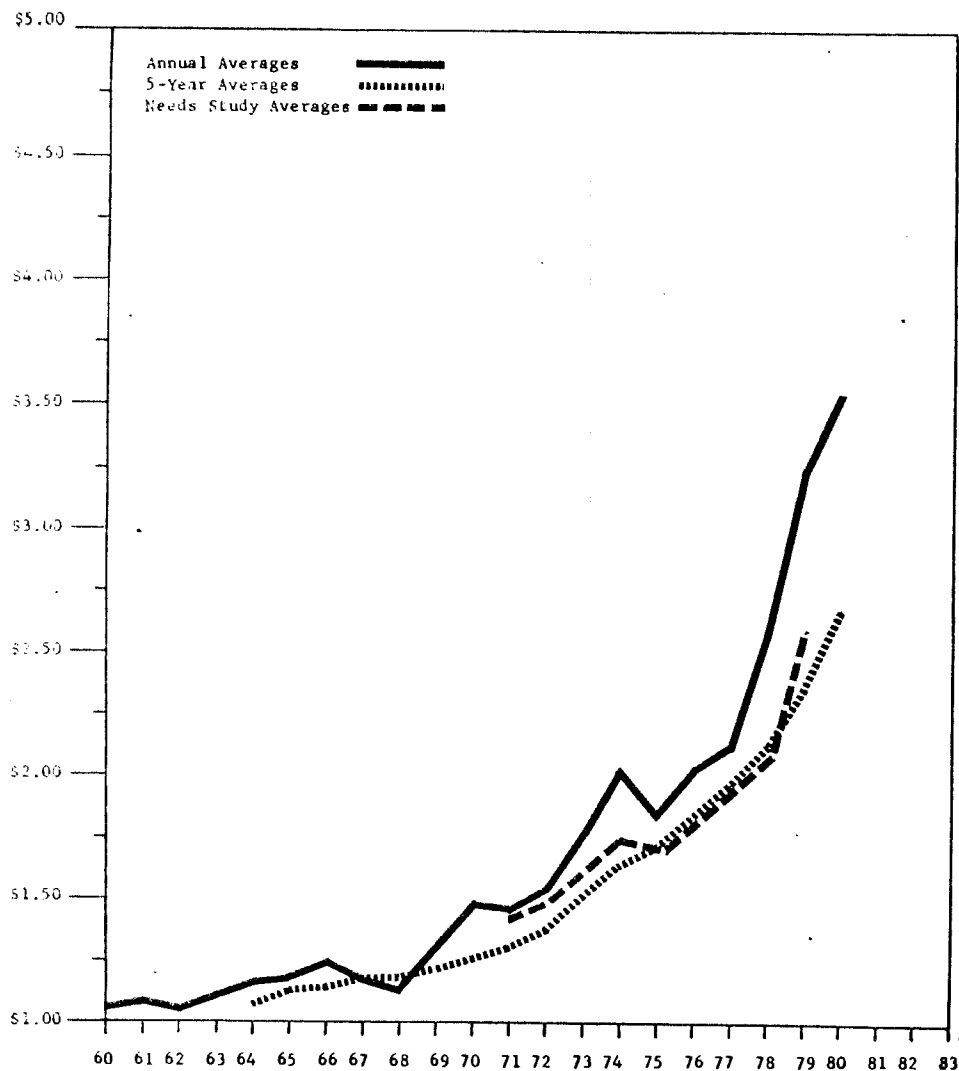
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR SUBBASE - 2211 CLASS 3 & 4



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	2.56 (1980)
1980	1,122,405	4,122,313	3.67	2.69	

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

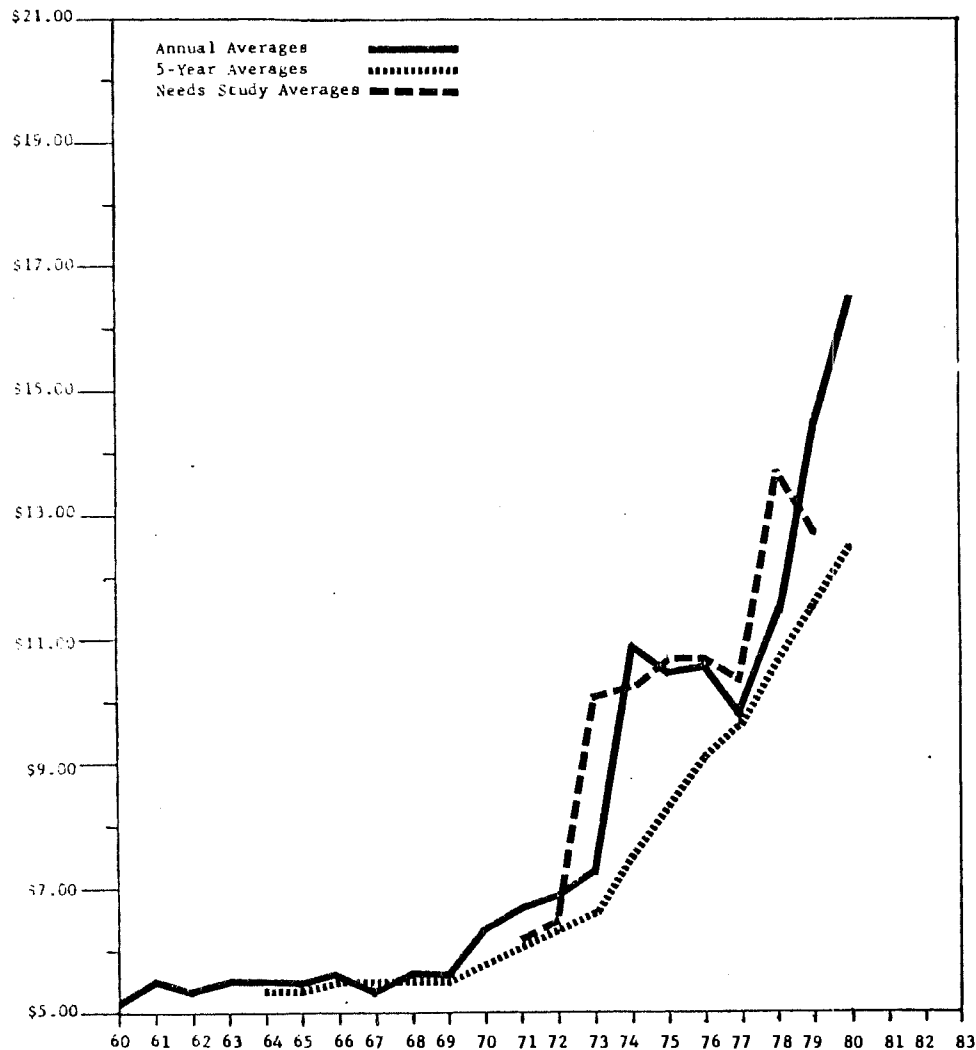
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	2,940,897	\$3,151,270	\$1.07	\$ -	\$ -
1961	2,783,989	3,041,085	1.09	-	-
1962	2,864,373	3,028,018	1.06	-	-
1963	2,519,527	2,801,368	1.11	-	-
1964	2,450,883	2,862,285	1.17	1.08	-
1965	2,635,941	3,137,427	1.19	1.12	-
1966	2,583,917	3,199,194	1.24	1.15	-
1967	2,388,721	2,825,654	1.18	1.18	-
1968	3,599,508	4,109,450	1.14	1.18	-
1969	3,608,347	4,799,463	1.33	1.22	-
1970	2,625,992	3,918,633	1.49	1.26	-
1971	3,000,346	4,417,879	1.47	1.32	1.44(1972)
1972	2,883,622	4,463,498	1.55	1.39	1.49(1973)
1973	2,451,343	4,360,368	1.78	1.52	1.62(1974)
1974	2,484,786	5,029,215	2.02	1.65	1.75(1975)
1975	2,912,968	5,390,129	1.85	1.73	1.73(1976)
1976	2,104,954	4,281,045	2.03	1.84	1.84(1977)
1977	2,160,267	4,633,760	2.14	1.96	1.96(1978)
1978	2,383,648	6,150,942	2.58	2.12	2.12(1979)
1979	2,115,484	6,885,598	3.25	2.35	2.59(1980)
1980	1,561,172	5,520,950	3.54	2.66	

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

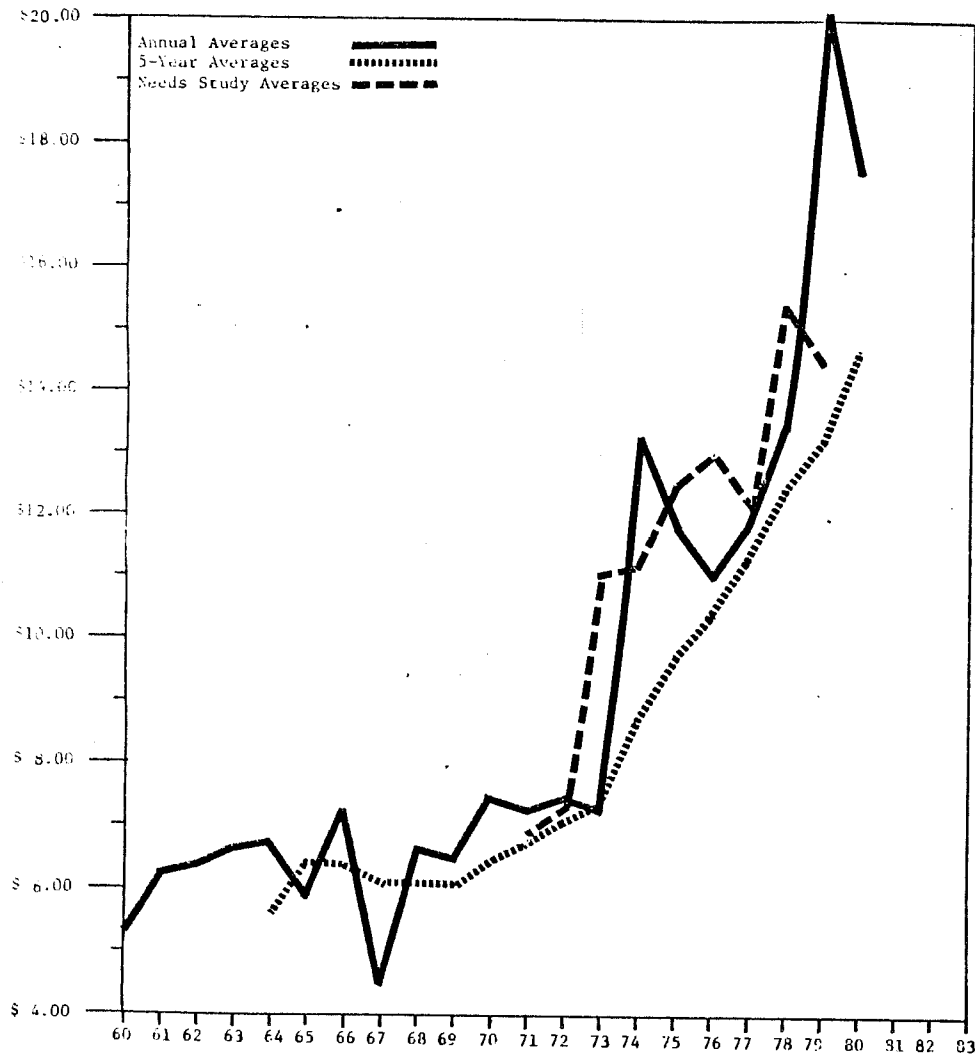
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BITUMINOUS - 2331



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	12.64(1980)
1980	1,258,923	20,757,369	16.48	12.50	

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

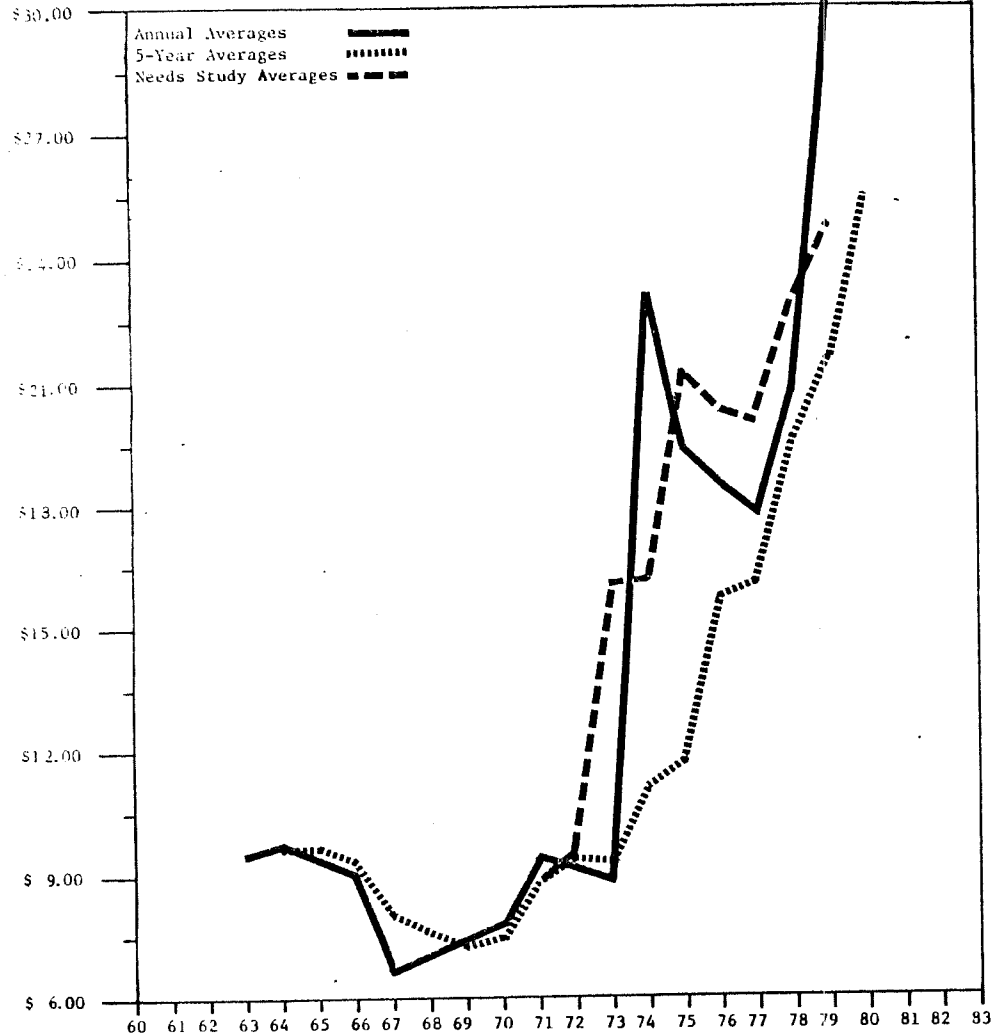
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2341



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	33,121	\$176,763	\$5.34	\$ -	\$ -
1961	11,638	73,003	6.27	-	-
1962	38,895	244,712	6.29	-	-
1963	25,560	169,278	6.62	-	-
1964	44,624	301,238	6.75	5.65	-
1965	56,126	330,087	5.88	6.45	-
1966	17,230	125,398	7.28	6.42	-
1967	39,204	178,138	4.54	6.04	-
1968	68,019	456,267	6.71	6.18	-
1969	67,704	437,716	6.46	6.15	-
1970	63,290	473,612	7.48	6.54	-
1971	122,775	901,740	7.34	6.78	6.90(1972)
1972	129,277	961,098	7.43	7.15	7.25(1973)
1973	89,187	648,495	7.27	7.24	11.10(1974)
1974	131,056	1,746,369	13.33	8.78	11.20(1975)
1975	143,249	1,692,701	11.82	9.67	12.58(1976)
1976	107,703	1,194,772	11.09	10.40	13.08(1977)
1977	55,764	667,058	11.96	11.29	12.11 (1978)
1978	122,544	1,656,383	13.52	12.41	15.41 (1979)
1979	64,840	1,308,883	20.18	13.20	14.52 (1980)
1980	116,245	2,044,313	17.58	14.71	

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

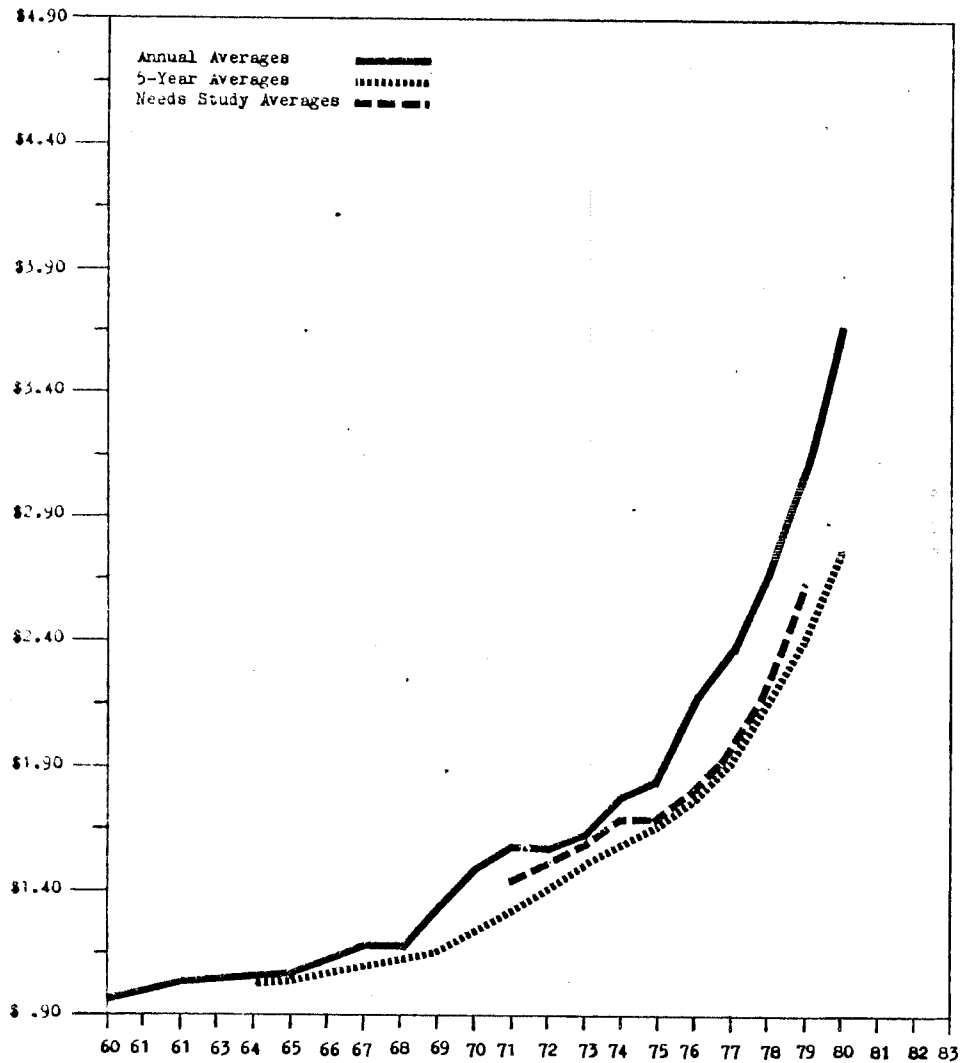
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2351-2361



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	9.59	-
1965	-	-	-	9.66	-
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 (1976)
1978	751	15,736	20.95	19.90	22.90 (1979)
1979	10,190	312,482	30.66	22.63	24.89 (1980)
1980	12,540	388,502	30.97	25.70	

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

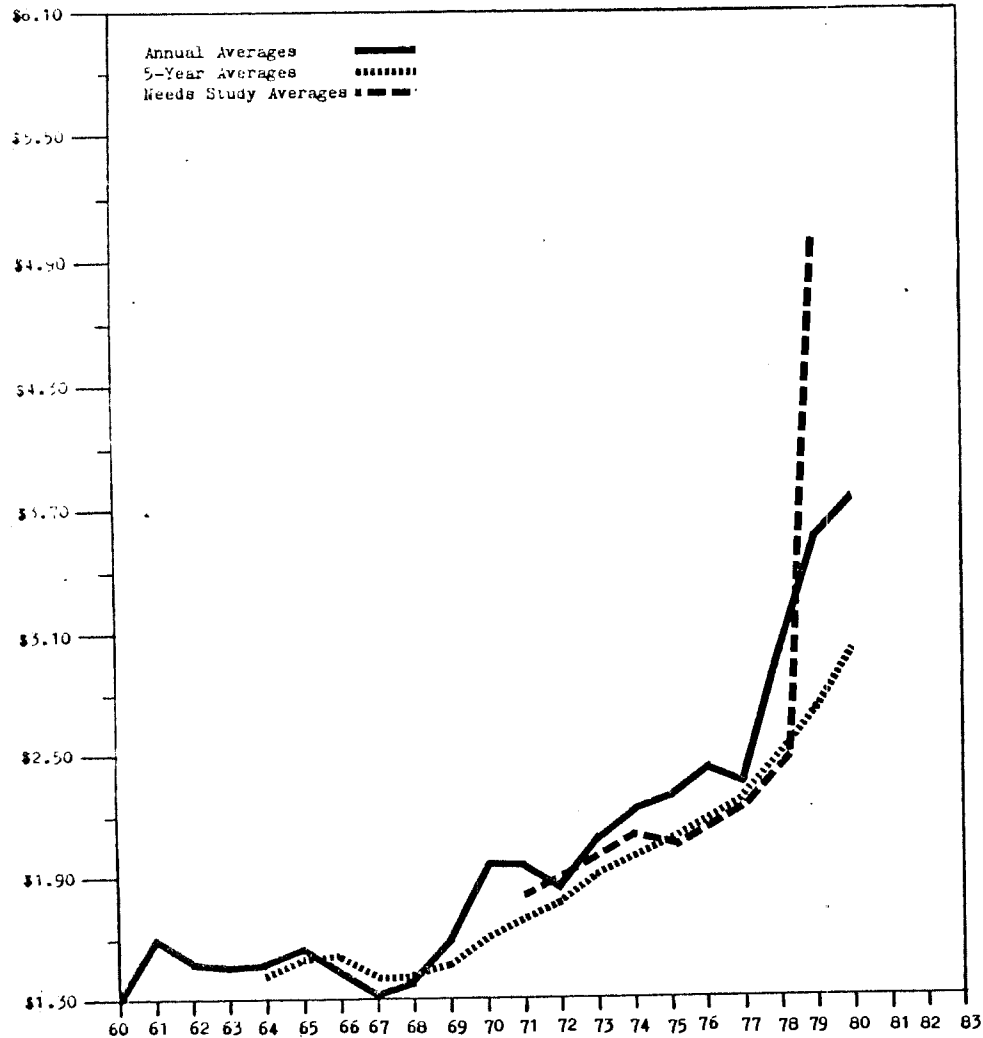
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL SURFACE - 2118



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	2.64 (1980)
1980	299,755	1,100,424	3.67	2.78	

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

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	5.00 (1980)
1980	536,549	2,002,383	3.73	3.00	

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

1981 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 1980 C.S.A.H. needs study gravel base unit price, the gravel base data in the 1976-1980 five year average unit price study for each county, a gravel base unit price based on the procedure used in 1980, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1981.

The recommended unit prices were determined by the Subcommittee at their May 7 meeting using the following procedure:

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, inflated by the factors shown in the inflation factor report, is used.

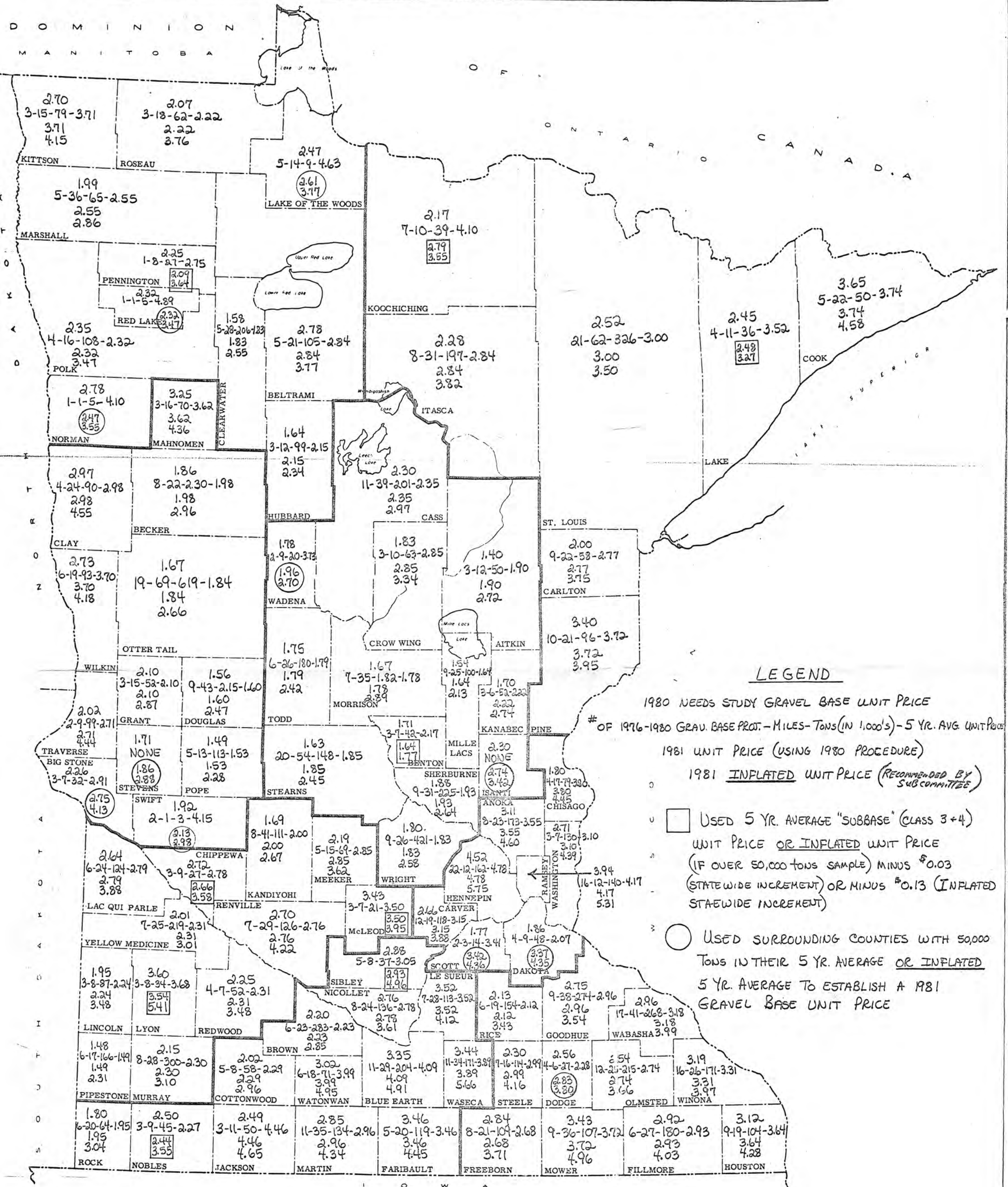
If a county has less than 50,000 tons of gravel base material in their five year average unit price study but has over 50,000 tons of Subbase material in their five year average unit price study, the gravel base unit price would then be established by subtracting \$0.13, which is the inflated statewide increment between subbase and gravel base, from that county's five year average inflated subbase unit price.

If a county has less than 50,000 tons of subbase or gravel base in their 1976-1980 five year average unit price study, then an inflated base unit price is arrived at by using the average inflated 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. Jim Worcester, who is representing the Subcommittee Chairman, will attend the Screening Committee meeting to discuss their recommendations.

JUNE, 1981

D O M I N I O N
M A N I T O B A



NOTES & COMMENTS

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

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 1980 C.S.A.H. needs study, the unit prices recommended by the M.S.A.S. Subcommittee for use in their 1981 needs study, the 1976-1980 C.S.A.H. five year average unit prices (based on actual projects), the 1980 C.S.A.H. average and the C.S.A.H. Subcommittee's recommended 1981 unit prices.

The C.S.A.H. Subcommittee's recommended prices were determined at their meeting on May 7, 1981. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

1981 COUNTY SCREENING COMMITTEE DATA

JUNE, 1981

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

(Based on State Averages)

Construction Item	1980 C.S.A.H. Needs Study Average	1981 M.S.A.S. Unit Prices Recommended by M.S.A.S. Subcommittee	1976-1980 C.S.A.H. 5 Year Average	1980 C.S.A.H. Average	1981 C.S.A.H. Unit Price Recommended by C.S.A.H. Subcommittee
<u>Rural Design</u>					
Subbase 2211 Class 3 & 4/ton	\$ 2.56	Same as	\$ 2.69	\$ 3.67	SAME AS GB.
Gravel Base 2211 Class 5 & 6/ton	2.59		2.66	3.54	*
Bit. Base 2331/ton	12.64	Urban	12.50	16.48	GB. + 12.94
Bit. Surface 2331/ton	12.64		12.50	16.48	GB. + 12.94
Bit. Surface 2341/ton	14.52		14.71	17.58	GB. + 14.04
Bit. Surface 2351 - 2361/ton	24.89	Design	25.70	30.97	GB. + 27.43
Concrete Surface 2301/sq. yd.	12.80		-	-	GB. + 10.54
Gravel Surface 2118/ton	2.64		2.78	3.67	GB. + 0.13
Gravel Shoulders 2221/ton	5.00	\$ 5.00	3.00	3.73	GB. + 0.19
<u>Urban Design</u>					
Grading/Cubic Yard	\$ 2.75	\$ 2.75	-	-	* 2.75
Subbase 2211 Class 3 & 4/ton	4.50	4.50	-	-	GB. + 0.96
Gravel Base 2211 Class 5 & 6/ton	4.85	4.85	-	-	GB. + 1.31
Bit. Base 2331/ton	17.00	17.00	-	-	GB. + 13.46
Bit. Surface 2331/ton	17.00	17.00	-	-	GB. + 13.46
Bit. Surface 2341/ton	20.00	20.00	-	-	GB. + 16.46
Bit. Surface 2351-2361/ton	27.00	27.00	-	-	GB. + 27.43
Concrete Surface 2301/sq. yd.	15.50	16.00	-	-	GB. + 12.46
<u>Misc.</u>					
Storm Sewer-Complete/mile	\$ 172,000	\$172,000	-	-	* 190,000
Storm Sewer-Partial/mile	54,000	54,000	-	-	60,000
Sidewalk Construction/sq. yd.	14.00	14.00	-	-	14.00
Curb & Gutter Construction/lin.ft.	6.50	6.50	-	-	6.50
Tree Removal/tree	90.00	80.00	-	-	80.00
Sidewalk Removal/sq. yd.	4.00	4.00	-	-	4.00
Curb & Gutter Removal/lin. ft.	1.75	1.75	-	-	1.75
Concrete Pavement Removal/sq. yd.	4.50	4.00	-	-	4.00
<u>Bridges</u>					
0-149 Feet Long/sq. ft.	\$ 41.00	\$ 39.00	-	-	* 41.00
150-499 Feet Long/sq. ft.	47.00	43.00	-	-	47.00
500 Feet & Longer/sq. ft.	56.00	62.00	-	-	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	\$ 300	300	-	-	* 300
Signals-1 track or low speed trains	50,000	55,000	-	-	55,000
Signals-Mult. track or high speed trains	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)
GB - THE RURAL DESIGN GRAVEL BASE UNIT PRICE AS SHOWN ON THE STATE MAP

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

Miscellaneous Structure Unit Prices

The unit prices presently used for minor drainage and box culverts in the C.S.A.H. Needs Study were taken from the old Trunk Highway Needs Study (early-mid 1970's).

The prices shown in the right hand column below were provided by the Mn/DOT Estimating Section and are recommended for use in the 1981 C.S.A.H. Needs Study by the General Subcommittee.

<u>Structure</u>	<u>Present Needs Study Cost Per Lin. Ft./Wingwalls</u>	<u>Recommended For 1981 Needs Study Cost Per Lin. Ft./Wingwalls</u>
Minor Drainage (less than 10 Ft. Span)	\$180	\$218
Minor Drainage (10-20 Ft. Span)	\$310	\$418
Box Culverts		
104 D	\$343/\$2,455	\$504/\$3,609
105 D	\$354/\$3,135	\$526/\$4,650
106 D	\$365/\$3,815	\$541/\$5,656
108 D	\$396/\$6,831	\$583/\$10,040
1010 D	\$439/\$9,484	\$645/\$13,911
126 D	\$393/\$4,013	\$578/\$5,899
128 D	\$499/\$7,883	\$735/\$11,546
1210 D	\$542/\$10,681	\$797/\$15,617
1212 D	\$610/\$13,741	\$894/\$20,080
1214 D	\$678/\$16,802	\$997/\$24,699
105 T	\$483/\$3,985	\$710/\$5,858
106 T	\$532/\$4,968	\$790/\$7,380
108 T	\$569/\$8,605	\$840/\$12,659
1010 T	\$628/\$11,734	\$924/\$17,224
126 T	\$667/\$6,689	\$980/\$9,833
128 T	\$726/\$10,092	\$1,067/\$14,835
1210 T	\$784/\$13,496	\$1,152/\$19,839
1212 T	\$874/\$16,794	\$1,285/\$24,687

NOTES & COMMENTS

MILEAGE

REQUESTS

1981 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.

1981 COUNTY SCREENING COMMITTEE DATA

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

	1958- 1964	1965- 1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	Total Mileage Requested & Approved To Date
01 Aitkin	6.10																		6.10
02 Anoka	1.33		0.71																2.04
03 Becker		10.07																	10.07
04 Beltrami	6.84*	0.69			0.16														7.69
05 Benton	3.18*																		3.18
06 Big Stone	1.40								0.16										1.56
07 Blue Earth	15.29*										0.25								15.54
08 Brown	3.81	3.63		0.13															7.57
09 Carlton	3.62																		3.62
10 Carver	1.55	0.94							0.48										2.97
11 Cass		7.90																	7.90
12 Chippewa	14.00	1.00																	15.00
13 Chisago	3.24																		3.24
14 Clay	1.18	0.82			0.10														2.10
15 Clearwater	0.30*			1.00															1.30
16 Cook	3.60																		3.60
17 Cottonwood	3.37	1.80		1.10			0.20												6.47
18 Crow Wing	13.00*																		13.00
19 Dakota	1.65*				0.07	2.40													4.12
20 Dodge																			0.73
80 Wadena																			-
81 Waseca	4.10	0.43			0.14														4.67
82 Washington	2.33*					0.40		0.04		0.08			0.33						3.06
83 Watonwan																			0.12
84 Wilkin																			-
85 Winona	7.40*																		7.40
86 Wright	0.45											1.38							1.83
87 Yellow Medicine								1.39											1.39
TOTALS	246.60	87.05	5.38	11.38	3.34	6.08	1.85	1.61	1.39	0.50	4.15	2.78	1.80						373.91

* Some Trunk Highway Turnback Mileage

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : January 23, 1981

TO : Director, Highway Studies Section

FROM : D. O. Reed, P.E. - Brainerd District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(~~Municipality~~) (County) of Aitkin

Attached is a request and supporting data for the revision to the State Aid system.

The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA	
X	<i>carries relatively heavier traffic volumes;</i>
X	<i>and connects towns, communities, shipping points, and markets within a county or in adjacent counties;</i>
	<i>or provide access to rural churches, schools, community meeting halls, industrial plants, state institutions and recreational areas;</i>
X	<i>or serves as a principal rural mail route and school bus route;</i>
X	<i>or acts as a collector of traffic from several roads of local interest;</i>
X	<i>and occurs at a reasonable interval consistent with the density of population;</i>
X	<i>and provides an integrated and coordinated highway system affording within practical limits a State-Aid highway network consistent with local traffic demands.</i>
M.S.A.S. CRITERIA	
	<i>carries relatively heavier traffic volumes;</i>
	<i>and connects the points of major traffic interest within an urban municipality;</i>
	<i>or connects with rural roads or urban routes of community interest and carries major traffic into and through an urban municipality;</i>
	<i>and forms a system of streets which will effectively serve traffic within the urban municipality.</i>

COMMENTS: This route should be either on the CSAH or TH system. I believe the request is reasonable in light of the reductions in CSAH mileage caused by construction in the past. An attempt was made to place this route on the TH system, District approved it, Central Office turned it down.

RECOMMENDED APPROVAL:

D. O. Reed
District State Aid Engineer

1/26/81
Date

RECOMMENDED APPROVAL OR DENIAL:

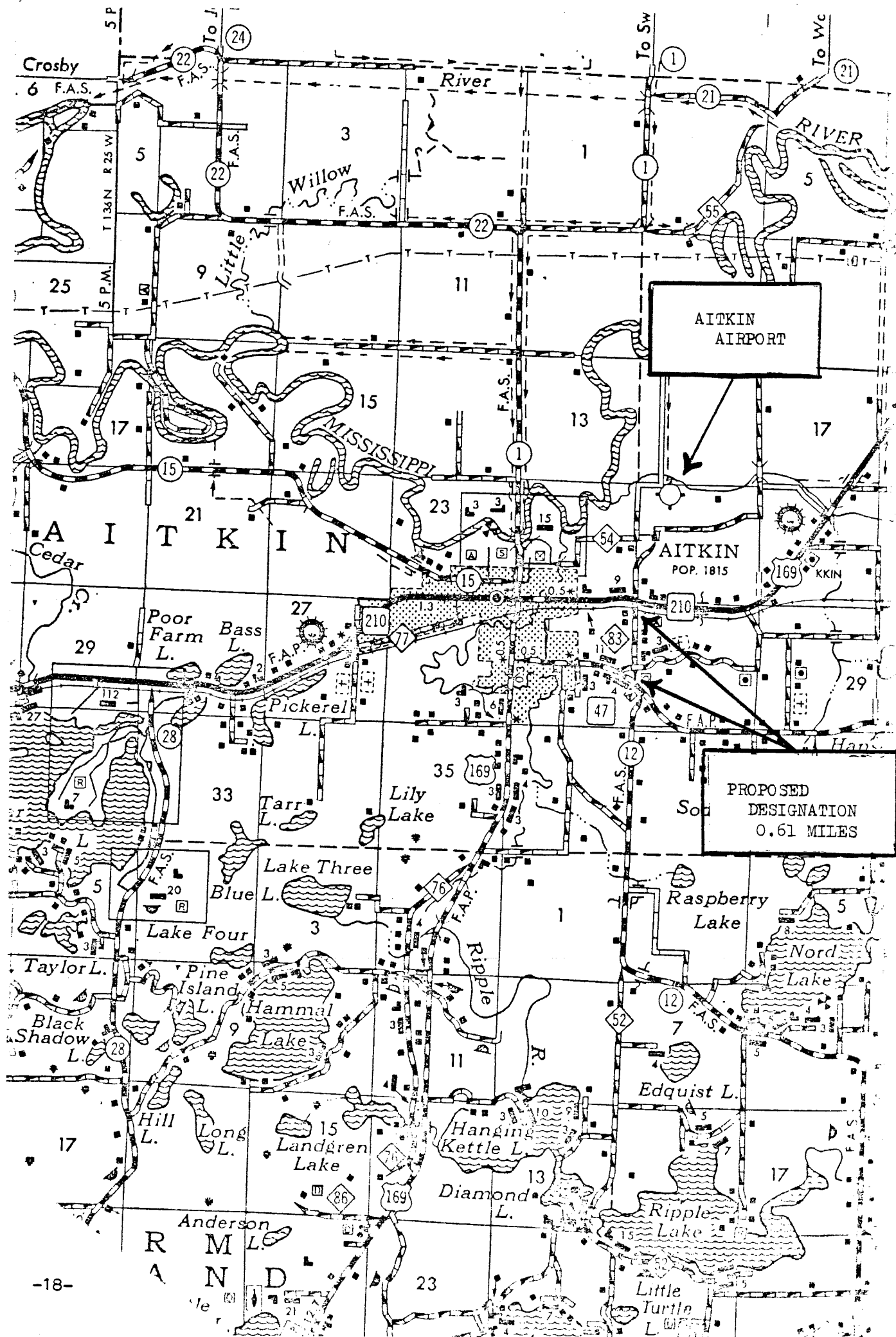
Director, Highway Studies Section

Date

APPROVAL OR DENIAL:

State Aid Engineer

Date





AITKIN COUNTY HIGHWAY DEPARTMENT

Airpark Lane
Aitkin, Minnesota 56431

Phone 218-927-3741

January 6, 1981

Mr. David O. Reed
Assistant District Director of State-Aid
Minnesota Department of Transportation
Brainerd, Minnesota 56401

Re: Additional Mileage Request
County Road No. 83

Dear Sir:

Enclosed is a copy of a Resolution by the Aitkin County Board of Commissioners requesting that part of Aitkin County Road No. 83 be placed on the County State-Aid Highway System.

By this letter I am making a formal request on behalf of Aitkin County that 0.61 miles of County Road No. 83 be considered for County State-Aid Highway Status. This section of road is a north-south gravel road situated between Trunk Highway 47 and Trunk Highway 169-210 and lying approximately one mile east of the center of the City of Aitkin. The present ADT is 250 (1978 traffic count). A location map is also enclosed.

This road serves several purposes:

1. It is a convenient bypass around the City of Aitkin.
2. Provides an additional railroad crossing for the City of Aitkin. The city now has three railroad crossings, two are one block apart, the other, five blocks away, is served only by an alley or trail between the railroad tracks and the river.

3. Serves Trunk Highway 47 traffic access to the Aitkin Airport and Industrial Park.

4. Serves as a mail route and school bus route.

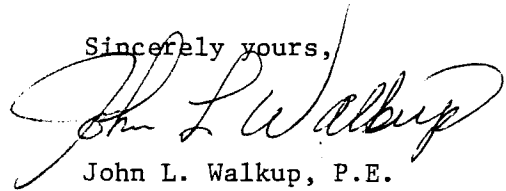
The remainder of County Road No. 83, north from Trunk Highway 169-210 to County Road No. 54 and the Industrial Park, was graded and partially surfaced in 1980 with an EDA Grant to Aitkin.

There are no short lengths of road on the present CSAH System to offer as a trade without breaking the County State-Aid Highway criteria. However, the following table shows the number of miles that Aitkin County has reduced its County State-Aid Highway mileage resulting from new construction since 1959.

Date	CSAH No.	(Miles) Old Length	(Miles) New Length	Difference (Miles)
1978	4	7.8	7.4	- 0.4
1964/75	6	13.6	13.0	- 0.6
1959/70	12	14.9	14.0	- 0.9
1971	3 (T.H. 169 to CSAH #29)	4.5	4.1	- 0.4
1966	28 (T.H. 169 to T.H. 210)	8.97	8.0	- 1.0
				- 3.3 Miles

I respectfully request your serious consideration of the above matter.

Sincerely yours,



John L. Walkup, P.E.
Aitkin County Engineer

JLW/bc

Encl.

cc: Darryl Durgin

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : JAN 30, 1981
TO : Director, Highway Studies Section
FROM : H.P. SUEDBECK District State Aid Engineer
SUBJECT: Request for Approval of a System Revision
(~~Municipality~~) (County) of WATONWAN

Attached is a request and supporting data for the revision to the State Aid system.

The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA	
<input checked="" type="checkbox"/>	carries relatively heavier traffic volumes;
<input checked="" type="checkbox"/>	and connects towns, communities, shipping points, and markets within a county or in adjacent counties;
<input checked="" type="checkbox"/>	or provide access to rural churches, schools, community meeting halls, industrial plants, state institutions and recreational areas;
	or serves as a principal rural mail route and school bus route;
<input checked="" type="checkbox"/>	or acts as a collector of traffic from several roads of local interest;
<input checked="" type="checkbox"/>	and occurs at a reasonable interval consistent with the density of population;
<input checked="" type="checkbox"/>	and provides an integrated and coordinated highway system affording within practical limits a State-Aid highway network consistent with local traffic demands.
M.S.A.S. CRITERIA	
	carries relatively heavier traffic volumes;
	and connects the points of major traffic interest within an urban municipality;
	or connects with rural roads or urban routes of community interest and carries major traffic into and through an urban municipality;
	and forms a system of streets which will effectively serve traffic within the urban municipality.

COMMENTS:

RECOMMENDED APPROVAL:

H.P. Suedbeck
District State Aid Engineer

1-30-81
Date

RECOMMENDED APPROVAL OR DENIAL:

Director, Highway Studies Section

Date

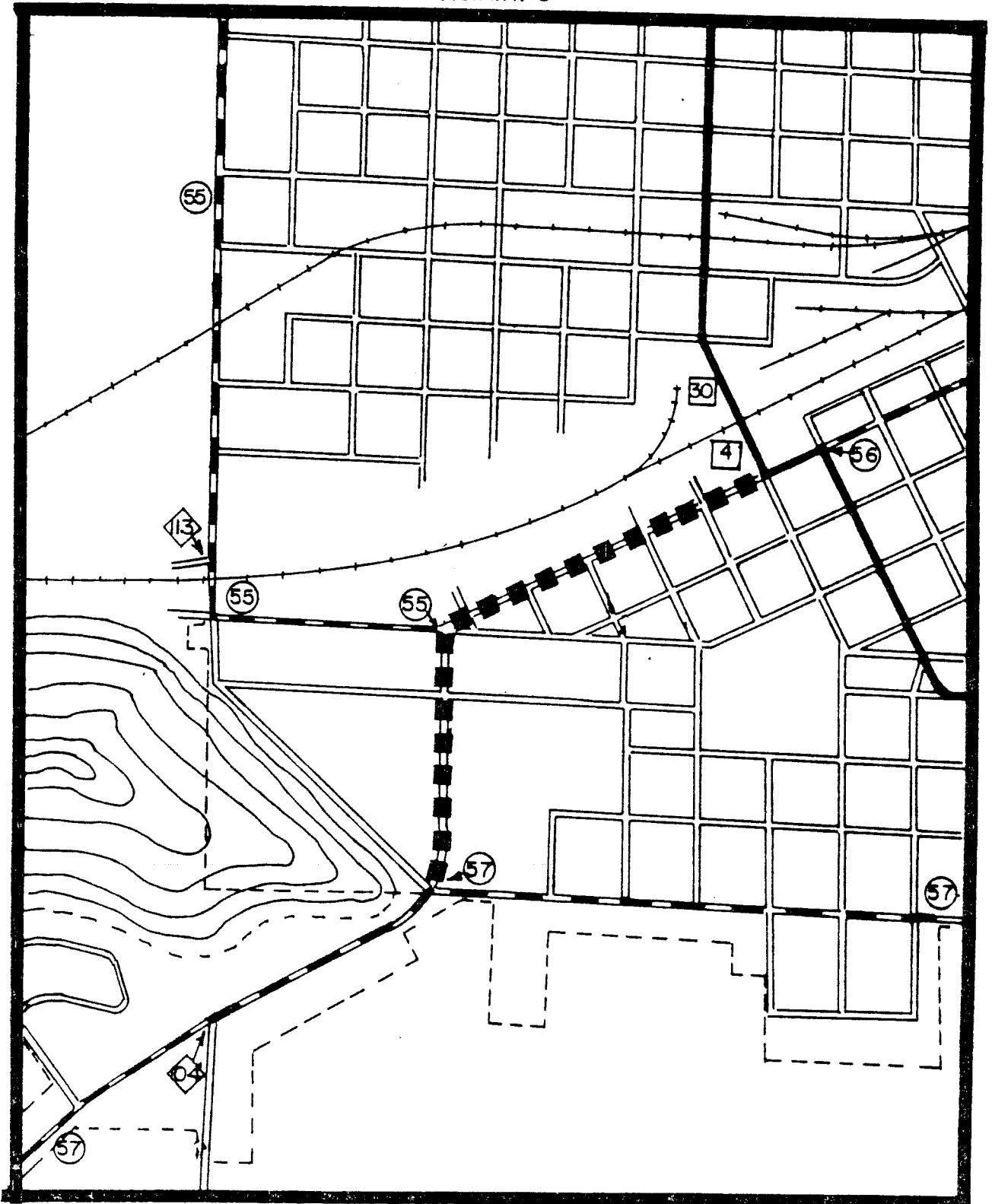
APPROVAL OR DENIAL:

State Aid Engineer

Date

PROPOSED DESIGNATION C.S.A. H. 56
CITY OF ST. JAMES

- ■ ■ DENOTES PROPOSED C.S.A.H. NO. 56
—— DENOTES PRESENT T.H.'S
—— DENOTES PRESENT C.S.A.H.'S



Watonwan County

Public Works Department

Roads & Bridges - Parks - Zoning - Landfill
Buildings - Ag Inspector - Ditches

P. O. Box

St. James, Minnesota

56081

January 22, 1981

Mr. H. P. Suedbeck
District State Aid Engineer
Minnesota Department of Transportation
Mankato, MN. 56001

Re: Request for addition to Watonwan County's State Aid Highway System


Dear Mr. Suedbeck:

Watonwan County respectfully requests that the portion of Old Truck Highway 4 & 60 in St. James as shown on the attached map be added to the County State Aid Highway System. The MN/DOT right-of-way section has ruled that this section of old TH 4 & 60 must be turned back to the city of St. James because it was a city street before it was designated a truck highway.

The Watonwan County Board of Commissioners and the City Council of St. James has requested that this section of old TH 4 & 60 be included in the County State Aid System for the following reasons:

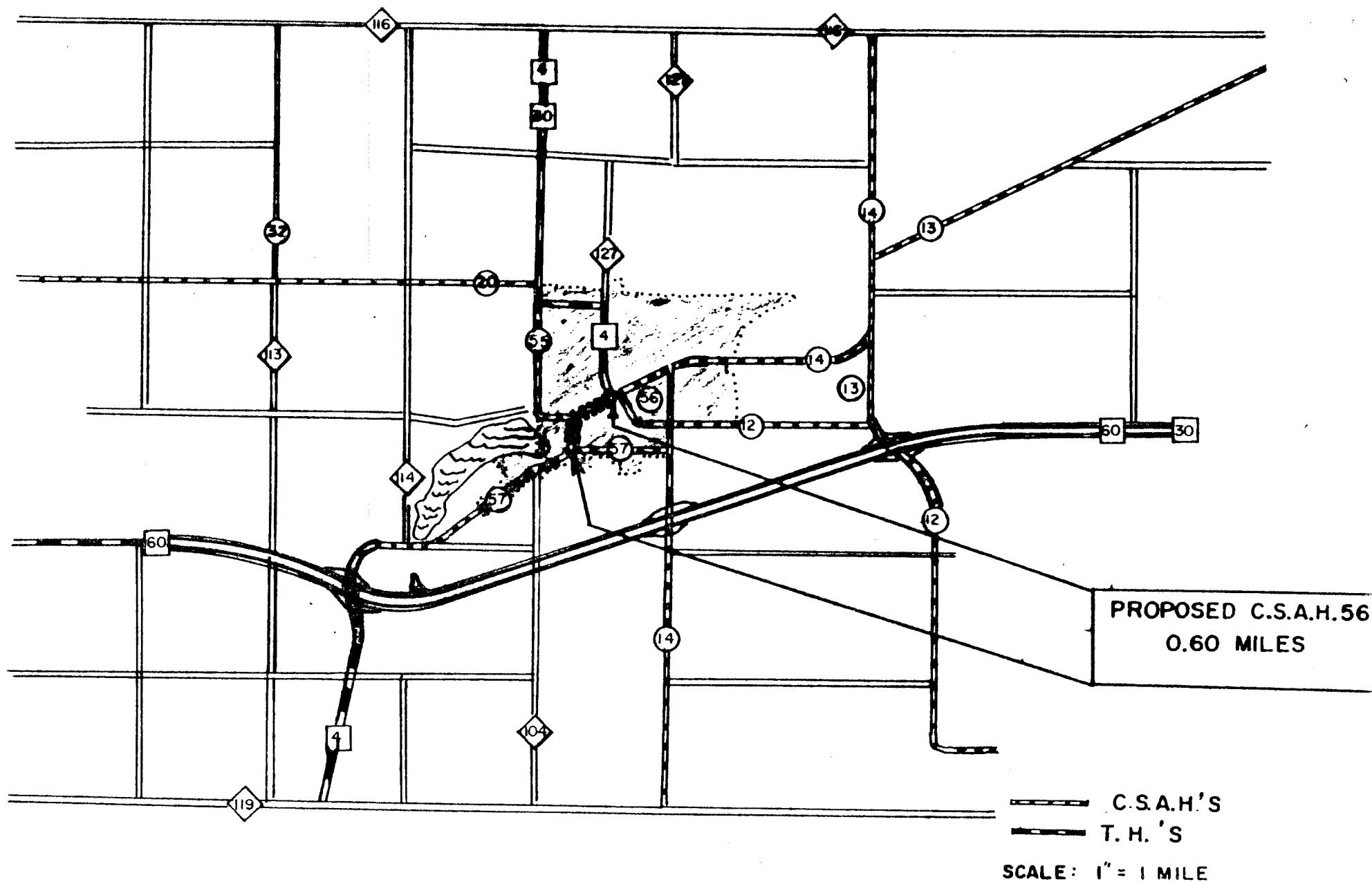
1. The addition of this highway will provide continuity in the CSAH system and a direct link with the West TH 60 interchange to TH 4 in the downtown area.
2. It is felt that most of TH 4 traffic is continuing to use the old route through the city of St. James.
3. Traffic studies by MN/DOT indicated a traffic forecast of 2000+ after opening of the TH 60 St. James bypass.
4. The existing highway does meet the criteria for designation as a County-State Aid Highway and meets the current urban State Aid design standards. This section of highway would add 0.60 mile to the State Aid System.

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



Gerald A. Engstrom
Watonwan County Highway Engineer

AREA MAP
ST. JAMES
WATONWAN COUNTY



REFERENCE

MATERIAL

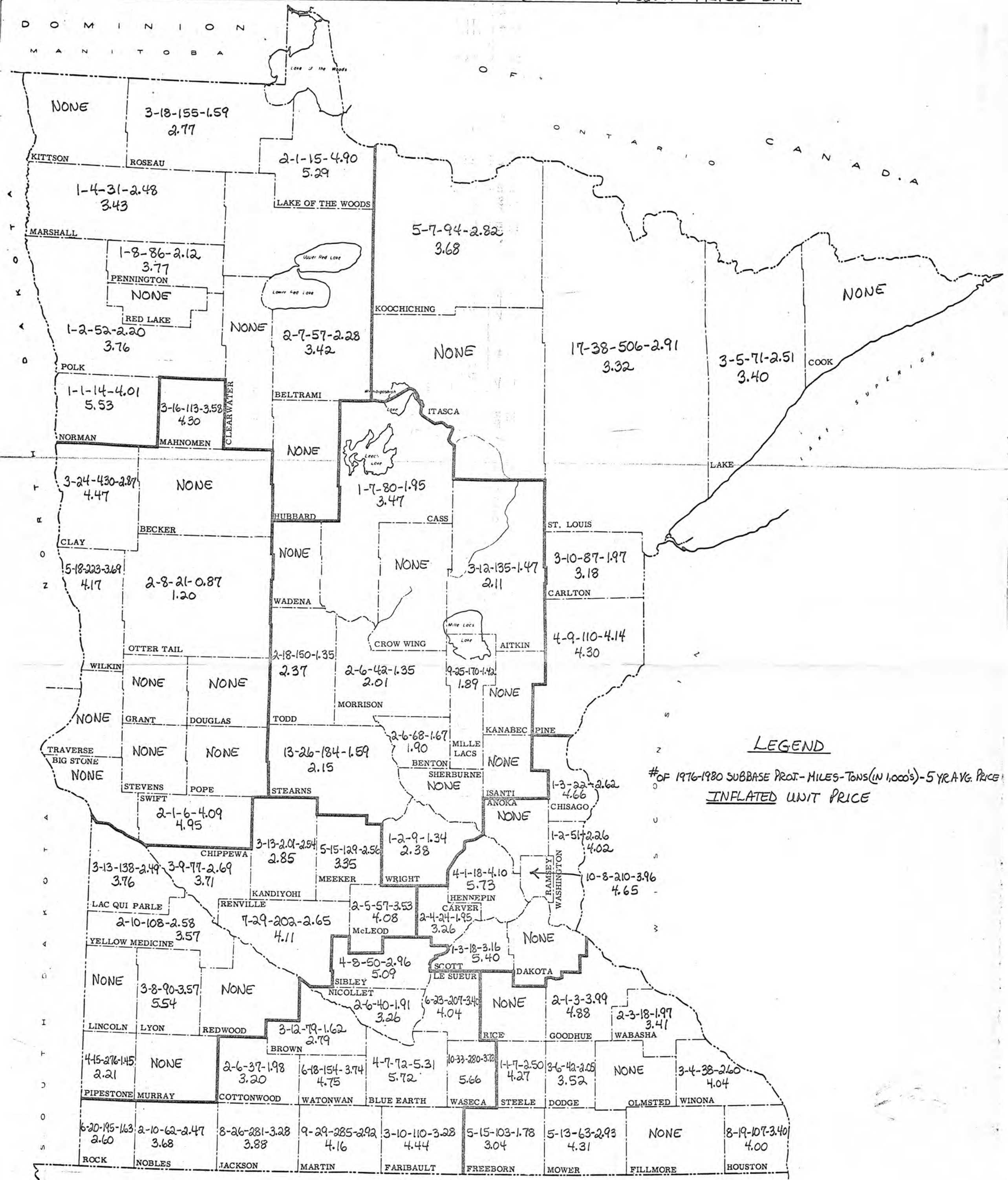
1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

1976-1980 Five Year Average Subbase (Class 3 & 4) Unit Price Data

The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1976-1980 five year average unit price study and the inflated subbase unit price, the determination of which is explained in another write-up in this section. 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.

JUNE, 1981

1976-1980 FIVE YEAR AVERAGE SUBBASE (CLASS 3 & 4) UNIT PRICE DATA



1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

Unit Price Inflation Factor Study

Because of the drastic increases in unit prices in the past few years, the needs section was directed to look into some methods of applying an inflation factor to the data in the five year average unit price study.

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

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

Gravel Base - #2211 Class 5 - 6

<u>YEAR</u>	<u>QUANTITIES</u>	<u>COST</u>	<u>ANNUAL AVERAGE</u>	<u>INFLATION FACTOR</u>
1976	2,104,954	\$ 4,281,045	\$ 2.03	$\frac{3.54 - 2.03}{2.03} = 0.74$
1977	2,160,267	\$ 4,633,760	\$ 2.14	$\frac{3.54 - 2.14}{2.14} = 0.64$
1978	2,383,648	\$ 6,150,942	\$ 2.58	$\frac{3.54 - 2.58}{2.58} = 0.37$
1979	2,115,484	\$ 6,885,598	\$ 3.25	$\frac{3.54 - 3.25}{3.25} = 0.09$
1980	1,561,172	\$ 5,520,950	\$ 3.54	--

Subbase - #2211 Class 3 - 4

<u>YEAR</u>	<u>QUANTITIES</u>	<u>COST</u>	<u>ANNUAL AVERAGE</u>	<u>INFLATION FACTOR</u>
1976	1,914,934	\$ 3,948,292	\$ 2.06	$\frac{3.67 - 2.06}{2.06} = 0.78$
1977	1,307,398	\$ 2,805,472	\$ 2.15	$\frac{3.67 - 2.15}{2.15} = 0.71$
1978	1,408,202	\$ 3,725,724	\$ 2.65	$\frac{3.67 - 2.65}{2.65} = 0.38$
1979	1,148,672	\$ 3,891,149	\$ 3.39	$\frac{3.67 - 3.39}{3.39} = 0.08$
1980	1,122,405	\$ 4,122,313	\$ 3.67	--

In order to reflect current prices in the 1976-1980 five year average unit price data each project's subbase and gravel base costs were increased by the appropriate inflation factor.

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

Traffic Projection Factors

The present Screening Committee resolution dealing with Traffic Projection Factors reads as follows.

That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles from the last three traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any specific segments where conditions warrant, with the approval of the District State Aid Engineer. [In addition, any segment with an actual traffic count of at least 60 VPD and less than 100 VPD shall have a projection factor of 1.7 assigned so the projected traffic equals at least 100 which is the minimum standard for bituminous surface in the needs. Also, to continue the practice of allowing only gravel surface on any segments with an actual traffic count of less than 60 VPD, these segments will continue to have a projection factor of 1.6 assigned.]

The Subcommittee felt that all segments should have the normal factor applied, even those with present ADT of less than 100 VPD. This would necessitate removing the portion of the resolution inside the brackets.

The following tabulation indicates the approximate effect the recommended change would have on the 1980 25 year C.S.A.H. Needs Study.

Effect of Using Normal Traffic Projection Factors
for C.S.A.H.'s with Present ADT less than 100 VPD

	Mileage Which Would Change From Proposed Bituminous to Proposed Gravel	Approximate Reduction in 25-Year Needs	Mileage Which Would Change From Proposed Gravel to Proposed Bituminous	Approximate Increase in 25-Year Needs	% Change From 1980 25-Year Needs	
CARLTON	8.80	\$- 356,902	--		- 1.8	CARLTON
COOK	--	--	--		--	COOK
ITASCA	33.10	- 1,342,437	--		- 2.7	ITASCA
KOOCHICHING	77.24	- 3,132,623	--		- 16.7	KOOCHICHING
LAKE	5.50	- 223,064	--		- 1.1	LAKE
PINE	19.80	- 803,029	--		- 1.7	PINE
ST. LOUIS	98.81	- 4,007,437	--		- 2.5	ST. LOUIS
DISTRICT 1 TOTALS	243.25	- 9,865,492	--			DISTRICT 1 TOTALS
BELTRAMI	--	--	24.20	\$+ 981,479	+ 2.8	BELTRAMI
CLEARWATER	--	--	10.00	+ 405,570	+ 2.7	CLEARWATER
HUBBARD	4.00	- 162,228	--		- 0.9	HUBBARD
KITTSO	78.20	- 3,171,557	--		- 16.7	KITTSO
LAKE of the WOODS	3.00	- 121,671	--		- 1.5	LAKE of the WOODS
MARSHALL	90.97	- 3,689,470	--		- 13.9	MARSHALL
NORMAN	73.20	- 2,968,772	--		- 11.8	NORMAN
PENNINGTON	--	--	--		--	PENNINGTON
POLK	41.07	- 1,665,676	--		- 2.9	POLK
RED LAKE	4.60	- 186,562	--		- 1.8	RED LAKE
ROSEAU	54.50	- 2,210,357	--		- 10.2	ROSEAU
DISTRICT 2 TOTALS	349.54	- 14,176,293	34.20	+ 1,387,049		DISTRICT 2 TOTALS
BENTON	--	--	1.60	+ 64,891	+ 0.4	BENTON
CASS	12.50	- 506,963	--		- 1.4	CASS
CROW WING	1.70	- 68,947	--		- 0.2	CROW WING
ISANTI	--	--	--		--	ISANTI
KANABEC	--	--	3.50	+ 141,950	+ 1.0	KANABEC
MILLE LACS	--	--	--		--	MILLE LACS
MORRISON	--	--	--		--	MORRISON
SHERBURNE	5.36	- 217,386	--		- 2.2	SHERBURNE
STEARNS	--	--	--		--	STEARNS
TODD	11.80	- 478,573	--		- 2.1	TODD
WADENA	10.40	- 421,793	--		- 4.0	WADENA
WRIGHT	--	--	--		--	WRIGHT
DISTRICT 3 TOTALS	55.26	- 2,241,182	5.10	+ 206,841		DISTRICT 3 TOTALS
BECKER	37.48	- 1,520,076	--		- 8.1	BECKER
BIG STONE	34.10	- 1,382,994	--		- 19.4	BIG STONE
CLAY	--	--	--		--	CLAY
DOUGLAS	28.62	- 1,160,741	--		- 5.5	DOUGLAS
GRANT	49.55	- 2,009,599	--		- 23.5	GRANT
MAHNOMEN	--	--	0.10	+ 4,056	+ 0.04	MAHNOMEN
OTTER TAIL	3.90	- 158,172	--		- 0.3	OTTER TAIL
POPE	17.63	- 715,020	--		- 6.0	POPE
STEVENS	82.00	- 3,325,674	--		- 34.5	STEVENS
SWIFT	43.44	- 1,761,796	--		- 9.8	SWIFT
TRAVERSE	89.37	- 3,624,579	--		- 35.4	TRAVERSE
WILKIN	31.64	- 1,283,223	--		- 8.5	WILKIN
DISTRICT 4 TOTALS	417.73	- 16,941,874	0.10	+ 4,056		DISTRICT 4 TOTALS
ANOKA	--	--	--		--	ANOKA
CARVER	--	--	--		--	CARVER
HENNEPIN	--	--	--		--	HENNEPIN
SCOTT	--	--	--		--	SCOTT
DISTRICT 5 TOTALS	--	--	--		--	DISTRICT 5 TOTALS
DODGE	20.80	- 843,586	--		- 4.3	DODGE
FILLMORE	13.20	- 535,352	--		- 1.0	FILLMORE
FREEBORN	7.40	- 300,122	--		- 1.1	FREEBORN
GOODHUE	--	--	--		--	GOODHUE
HOUSTON	2.40	- 97,337	--		- 0.4	HOUSTON
MOWER	13.42	- 544,275	--		- 1.8	MOWER
OLMSTED	--	--	--		--	OLMSTED
RICE	6.60	- 267,676	--		- 1.2	RICE
STEELE	0.50	- 20,279	--		- 0.1	STEELE
WABASHA	17.40	- 705,692	--		- 1.9	WABASHA
WINDONA	1.00	- 40,557	--		- 0.1	WINDONA
DISTRICT 6 TOTALS	82.72	- 3,354,876	--		--	DISTRICT 6 TOTALS
BLUE EARTH	3.60	- 146,005	--		- 0.3	BLUE EARTH
BROWN	--	--	--		--	BROWN
COTTONWOOD	--	--	--		--	COTTONWOOD
FARIBAULT	48.23	- 1,956,064	--		- 5.8	FARIBAULT
JACKSON	7.59	- 307,828	--		- 1.1	JACKSON
LE SUEUR	--	--	--		--	LE SUEUR
MARTIN	--	--	--		--	MARTIN
NICOLLET	4.50	- 182,507	--		- 1.2	NICOLLET
NOBLES	6.80	- 275,788	--		- 1.1	NOBLES
ROCK	10.00	- 405,570	--		- 2.8	ROCK
SIBLEY	--	--	--		--	SIBLEY
WASECA	13.20	- 535,352	--		- 2.7	WASECA
WATONWAN	6.00	- 243,342	--		- 1.3	WATONWAN
DISTRICT 7 TOTALS	99.92	- 4,052,456	--		--	DISTRICT 7 TOTALS
CHIPPEWA	23.50	- 953,090	--		- 5.6	CHIPPEWA
KANDIYOHI	--	--	--		--	KANDIYOHI
LAC QUI PARLE	59.30	- 2,405,030	--		- 11.1	LAC QUI PARLE
LINCOLN	22.40	- 908,477	--		- 6.9	LINCOLN
LYON	22.84	- 926,322	--		- 3.8	LYON
MC LEOD	--	--	--		--	MC LEOD
MEEKER	11.90	- 482,628	--		- 3.9	MEEKER
MURRAY	47.10	- 1,910,235	--		- 10.8	MURRAY
PIPESTONE	19.04	- 772,205	--		- 6.8	PIPESTONE
REDWOOD	19.50	- 790,862	--		- 3.2	REDWOOD
RENVILLE	6.30	- 255,509	--		- 0.7	RENVILLE
YELLOW MEDICINE	30.90	- 1,253,211	--		- 6.8	YELLOW MEDICINE
DISTRICT 8 TOTALS	262.78	- 10,657,569	--		--	DISTRICT 8 TOTALS
CHISAGO	--	--	--		--	CHISAGO
DAKOTA	--	--	--		--	DAKOTA
RAMSEY	--	--	--		--	RAMSEY
WASHINGTON	--	--	--		--	WASHINGTON
DISTRICT 9 TOTALS	--	--	--		--	DISTRICT 9 TOTALS
STATE TOTALS	1,511.20	\$- 61,289,742	39.40	\$+ 1,597,946		STATE TOTALS

1981 COUNTY SCREENING COMMITTEE DATA
JUNE, 1981

FAS Fund Balance Deductions

The following resolution was adopted by the County Screening Committee in 1973 and revised in June, 1980.

That in the event any county's FAS fund balance exceeds either an amount which equals a total of the last five years of their FAS allotments or \$350,000; whichever is greater, the excess over the aforementioned amount shall be deducted from the 25-year County State Aid Highway construction needs in their regular account. This deduction will be based on the FAS fund balance as of June 30 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 Director 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 March 23, 1981 and do not represent the final data to be used for the 1982 apportionment.

<u>County</u>	<u>FAS Fund Balance as of March 23, 1981</u>	<u>Maximum Balance</u>	<u>Tentative Deduction From the 1981 25-Year C.S.A.H. Construction Needs</u>
Beltrami	\$ 771,561	\$703,967	\$ 67,594
Cook	566,027	397,592	168,435
Dodge	395,971	350,000	45,971
Hennepin	1,741,293	515,260	1,226,033
Ramsey	357,048	350,000	7,048
Wright	872,609	743,340	129,269

Minutes of the County Engineers Screening Committee Meeting

October 29 & 30, 1980

The meeting was called to order by Chairman Bob Sandeen at 1:20 P.M. on October 29, 1980.

The secretary called the roll of the Committee Members:

District 1	..... Verne Skallman	..... Itasca County	..... Present
District 2	..... Roger Diesen	..... Marshall County	..... Present
District 3	..... Bob Elleraas	..... Todd County	..... Present
District 4	..... Dennis Berend	..... Ottertail County	..... Present
District 5	..... Ervie Prenevost	..... Scott County	..... Present
District 6	..... Jack Dolan	..... Olmsted County	..... Present
District 7	..... Mike Wagner	..... Nobles County	..... Present
District 8	..... Marlyn Hanson	..... LacQui Parle 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 Unit - Mn/DOT
Ken Hoeschen	..... Policy and Planning Unit - Mn/DOT
Doug Grindall	..... Koochiching County - Alternate District 1
Art Tobkin	..... Clearwater County - Alternate District 2
Diane Blank	..... Crow Wing County - Alternate District 3
Gailen Narum	..... Wilkin County - Alternate District 4
Art Lee	..... Hennepin County - Alternate District 5
Bob Witty	..... Martin County - Alternate District 7
Dennis Stoeckman	..... Renville County - Alternate District 8
Ken Weltzin	..... Ramsey County - Alternate District 9
Dick Hanson	..... District 1 - State Aid Engineer
Jack Isaacson	..... District 2 - State Aid Engineer
Dave Reed	..... District 3 - State Aid Engineer
Glen Maidl	..... District 6 - State Aid Engineer
Harv Suedbeck	..... District 7 - State Aid Engineer
John Hoeke	..... District 8 - State Aid Engineer
Elmer Morris	..... District 9 - State Aid Engineer
Dennis Carlson	..... Benton County - Screening Committee Secretary

Chairman Sandeen asked for corrections or additions to the minutes from the June 5 & 6, 1980 Screening Committee Meeting. Verne Skallman moved and Ervie Prenevost second a motion to accept the minutes as mailed. Motion carried unanimously.

Chairman Sandeen introduced those present from the State Aid Office and welcomed others present. He also announced that Chuck Swanson from Washington County had suffered a heart attack last night at about 5:00.

Chairman Sandeen then asked Ken Hoeschen to go through the book in detail and fill in any background data that may assist the Screening Committee in making the decisions necessary to give the Highway Commissioner a recommendation on next year's apportionment.

Ken started on Pages 1 & 2 and noted that it was historical data for informational purposes only.

Page 3 and Figure A

Page 3 shows the five areas of update and Figure A shows the impact of those changes to the basic 1980 25-year construction needs. Those five areas are: The normal update, including construction, etc. The 1980 unit prices. The traffic and traffic factor update. The grade widening update, which was requested at the June Screening Committee and the Widening/Complete Grading update as it resulted from the District State Aid Engineers review.

Figure B

Figure B is the CSAH mileage and needs by rural and municipal location but does not include the results of the District State Aid Engineers grade widening recommendations.

Page 5 and Figure C

Page 5 and Figure C deal with the restriction of 25-year construction needs increases and the limitations as dictated in the 1976 Screening Committee Resolution. Basically, the resolution states that all increases should be limited to 20% plus the State-Wide Average increase. In this case the state-wide average increase was 13.6%, thereby limiting the individual counties needs increase to 33.6%. Three counties did have an increase in excess of 33.6% and therefore were limited by this resolution. There were no questions from screening committee members.

Pages 6 and 7

Pages 6 and 7 deal with the FAS Fund Balance Deductions. Ken noted that action at the last Screening Committee Meeting raised the limit from \$200,000 to \$350,000 and also increased the years of accumulation to 5 years of FAS Allotments. Bob Sandeen mentioned that there was some discussion at the previous Screening Committee Meeting that since these limitations were raised, that no request for waiver would be considered. The previous minutes were checked and there was nothing in the motion stating that waivers could not be considered. Therefore, the Screening Committee will consider a waiver for the three counties of Cass, Cook and Hennepin. Roy Hanson noted that Cass County has a project ready for letting but that with FAS Funds not available they could not let their project. It was noted that Cook County does not have a project ready but that the County Engineer is new and has not had time to prepare a project. Art Lee was present and noted that Hennepin County was progressing and does request a waiver since they are doing everything they can to get a project underway.

Page 9-19 Rural Design Grading Cost Adjustment

Ken Hoeschen noted that this is an ongoing study and that this year it includes 5 years of historical data and that next year it would include 6 years and so forth. He also noted that if a restudy is done, it would only include one year. Mike Wagner from District 7 said he felt 5 years is better than a one year sample.

Gordon Fay noted that the study to determine total needs throughout the State was never completed because the committee could not reach a consensus of what to use in making a presentation to legislature. Gordy said his office has put together a package on CSAH and Municipal needs. In doing so, they made some basic assumptions on life expectancies on bituminous and concrete roads as well as bridges and overlays. To maintain status quo (preservation level), they arrived at 159 million dollars as the total annual needs on the CSAH system. The 1980 construction allocation was 60 million dollars, therefore, a shortage of 99 million dollars theoretically exists. He also noted that this may be a good time to look at a new study for total grading needs with the new standards being implemented and Mn/DOT is considering a new computerized needs study based on a cost per mile, using the last year unit prices rather than a 5-year average.

Dennis Berend said that the method of determining traffic design volumes should be revised to increase the traffic 1/20th of the projection factor per year to lessen the impact of the current 6 year frequency study.

Gordon Fay noted that there are many things to look at such as grading studies, traffic projections, 10 ton routes, in the impact of the new standards. Comments were made about the need to start all over with a needs study inventory, etc. Mike Wagner and Verne Skallman both felt that the needs study itself has improved considerably through the years but the prices need updating and improvement. Gordon Fay said that it is up to each County Engineer to review in the field his grading needs and properly update the report.

Pages 20-22 Special Resurfacing Projects

Ken Hoeschen explained the 1976 Special Resurfacing Resolution and the 10 year needs deductions that are currently being made. Mike Wagner, from District 7, felt that the adjustment should be dropped from the study due to the inability of the counties to reconstruct because of recent spiraling inflation. Ervie Prenevost said that dropping the adjustment at this time would not be fair to those counties who are doing total reconstruction work.

Pages 23 and 24

No comments were made.

Page 25 and Figure D -County State Aid Construction Fund Balance Needs Deductions

Ken Hoeschen noted that it is similar to the FAS Fund Balance Deductions except that waivers are not considered at this time. Verne Skallman asked if the date of September 1 could be delayed in determining fund balances as many counties apparently were letting contracts throughout the summer and fall but funds were not deducted from their account until after September 1. Ervie Prenevost suggested that the Screening Committee allow the corrections if they notify the State Aid Office prior to September 1.

Pages 26 - 30

No comments.

Page 31 and Figure E

No comments.

Pages 33 and 34 Tabulation of County State Aid Highway Mileage and Money Needs

No comments.

Pages 35 - 38 Tentative 1981 CSAH Apportionments

No comments.

Pages 39 - 41 Comparison of 1980 Actual to 1981 Tentative CSAH Apportionments

Roy Hanson was asked what the prospects look like for 1981 apportionments. He indicated that the amounts should go up but to avoid controversy, his office projected a conservative estimate which is only a slight increase. The vehicle registration tax is down from the estimated usage 7 to 15% and the motor fuel usage is down 2 to 5% from estimate in the first three months of the new fiscal year. The 2¢ gas tax went into effect 5/1/80, thereby increasing the actual income over the 1980 income.

Page 43 and Figure E

Page 43 and Figure E are historical data on mileage requests for changes in the CSAH System. There were no comments from the committee.

Pages 44 - 48 Mileage Request from Fillmore County

Jack Dolan noted that this is a re-submittal from the spring meeting at which time the committee asked for more data. Jack reviewed the proposal and has driven the roadways and described Niel's proposal thoroughly to the committee. He concurs in Niel's request and recommended approval by the Screening Committee. Photos of both roadways were circulated to the Screening Committee members. Gordon Fay had also driven the project and found that the northeast mile of County Road 107 would be more expensive grading than any portion of the present CSAH 25. Also, the total needs would probably be equal on either route. Glen Maidl said the proposed route would serve more farms and better serve the county than the existing CSAH 25. He noted that the County Board agreed with Niel's request and fully supported the request from Fillmore County. Gordon Fay said that the traffic on the existing CSAH 25 is 175 vehicles per day as opposed to 90 vehicles per day on the alternate route, County Road 107.

Pages 50 - 53 Mileage Request from Lake of the Woods County

Roger Diesen and Jack Isaacson both commented that this road was previously a timber road and that now the area is being developed through platting and building as well as attracting tourist travel. The local area does not have funds to reconstruct the road and are looking to State Aid for assistance in serving their area's transportation needs. They claim they are paying taxes into the highway trust fund but not getting services in return.

Pages 54 - 57 Pine County's Request for Additional Mileage

Verne Skallman reviewed the project and supported the request from Pine County and it was noted that CSAH money has been spent on the existing route. Gordon Fay noted that monies could be deducted from the next project if the change is made.

Pages 58 - 62 Swift County's Request for Mileage Change

Dennis Berend noted that the changes being made are major system changes but only involve an additional 0.24 miles of CSAH road. Dennis said that he and the entire district support Tallack Johnson's request and felt that all the counties should be looking at making changes in their total transportation system similar to what Swift County is doing. Ken Hoeschen noted that there was money spent on a portion of CSAH 11 that would be revoked from the system, if approved.

Pages 64 - 67 Washington County's Request for Additional Mileage

Elmer Morris noted that this request is for an entrance to Afton State Park and the funding would come from the DNR Park Account. The proposed construction for 1981 is inside the park and consistent with the intent of the establishment of the State Aid Funds in the Park Account. Gordy noted that the funds through 1980 are committed but 1981 Funds could be used for this purpose. Mike Wagner asked if Washington County had any mileage that could be traded or considered replacement for this roadway. It was noted that it is difficult to come up with mileage changes that result in a change of only 0.33 miles.

Redwood County's Request for Additional Mileage

A letter was received in mid-October requesting 0.06 miles in the City of Redwood to accommodate a system change due to the City contemplating a change over 5,000 population due to the new federal census. John Hoeke said that to his knowledge, no State Aid money was spent and that the revocation will become part of the MSA integrated system. Gordon Fay asked if the city park road and the northerly part of the City could be dropped from the State Aid system. John Hoeke didn't feel that road segment pertained to this particular request. Ken Hoeschen noted that there was a small amount of State Aid money spent on CSAH 111.

Pages 69 - 74 Explanations of Needs Increases and Decreases Due to the 1980 Normal Update

Ernie Prenevost noted that some of the projection factors here do not agree with the State Aid Manual updated projection factors.

Dennis Berend of District 4 noted that his district was not satisfied with implementing the widening needs until the impact of the new standards is reflected in the needs study.

The meeting recessed at 5:00 P.M.

The meeting reconvened at 9:15 A.M. on October 30, 1980.

Pages 3 and Figure A

Ken Hoeschen restated five areas of updated data included on Figure A and their impacts. Dennis Berend, District 4, reiterated their concern of implementation of the widening needs and said they should not be done until the new standards are cranked in. He also noted that some counties are receiving needs on segments for road that may never be built. Verne Skallman said he felt there was a wide variation between Districts on the determination of widening versus complete grading needs. Roger Diesen agreed with Dennis Berend on his comments except if roads are

constructed to substandard after 1958, they should not receive needs. Mike Wagner said we've been waiting a long time to restudy our grade widening needs and should get on with it as soon as possible. Dave Reed noted that some of the inconsistencies that have occurred in the various districts may have been in existence since 1958 when the system was originally implemented and that the changes now are merely corrections of errors made at that time. Bob Elleraas noted that he was satisfied with the job that was done by the District State Aid Engineers during the last year. A motion by Mike Wagner and second by Jack Dolan to accept the grade widening and widening/complete grading needs as reported on Page 3 and Figure A, and to include them in the computation for 1981 allocation. The motion carried 6 to 3.

Page 5 and Figure C Restriction of 25 Year Construction Needs Increases

Ken Hoeschen noted that no action is required but is permissible if the Committee felt changes should be made.

Page 6 FAS Fund Balance Deductions

Bob Elleraas recommended to waive the deduction for Cass County. Roy Hanson reiterated that they do have a project ready for letting and that money is now available and a letting date will be set. Verne Skallman noted that the new engineer in Cook County has not had time to prepare a FAS project. Mike Wagner moved and Dennis Berend second a motion to act on all three counties by a ballot vote. Motion carried. The ballots were collected and the results were Cass County Zero votes to make the deduction, nine votes to waive the deduction. Cook County four votes to make the deduction, five votes to waive the deduction. Hennepin County one vote to make the deduction, eight votes to waive the deduction. All three counties will have the deduction waived.

Page 9-19 Rural Design Grading Costs Adjustment

Ken Hoeschen noted that no action was required but was permissible.

Pages 20-22 Special Resurfacing Projects

Mike Wagner moved and Jack Dolan second a motion to eliminate the 10 year deduction for special resurfacing projects. Mike said that he has insufficient funds to reconstruct his roads and is losing needs due to a large number of overlays. District 7 agreed with Mike unanimously. Jack Dolan noted that the elimination of the 10 year deduction would not be fair to those who do complete reconstruction. Bob Sandeen noted that we all have money problems but the system was originally set up for the reconstruction of County State Aid Highways. Ervie Prenevost noted that this would be a drastic change from the original thinking when the County State Aid Needs System was initiated. Dennis Berend said to leave the system as it is. Verne Skallman said the deduction is not a penalty and should remain in effect. Mike stated that State Aid is not keeping up with the needs and we will eventually have to recognize that insufficient funds are available to do the job. The question was called and the motion failed.

Pages 23 and 24 Bond Adjustments

There were no comments.

Page 25 and Figure D State Aid Fund Balance Deduction

There was considerable discussion, but the problem appears to be in the length of time required for the encumbrance paperwork after the contract is let, thereby delaying the actual encumbrance until after September 1.

Pages 26 - 28 Mill Levy Deduction

Ken Hoeschen noted that this deduction was initiated to reflect a county's ability to pay.

Page 31 and Figure E Tentative 1981 Money Needs Apportionment

Motion by Mike Wagner, second by Marlyn Hanson to accept the mileage and money needs as recommended on Pages 33 and Pages 34. The question was called and the motion carried unanimously.

Pages 44 - 48 Fillmore County's Mileage Request

Jack Dolan moved and Ervie Prenevost second a motion to act by ballot vote on Fillmore County's request. Jack Dolan reiterated Wednesday's discussion and supported Fillmore County's request. Glen Maidl also noted that the County Board supported the request and they intend to reconstruct the route whether with local funds or state aid. The motion carried. The ballots were counted and the vote was five to approve and four to deny. Fillmore County's request was, therefore, approved.

Pages 51 - 53 Lake of the Woods County's Request for Additional Mileage

Roger Diesen noted that this area does not have any State Aid Routes and is not getting any benefits from the gas tax. Ervie Prenevost asked if this situation had ever occurred before. Apparently it has not, due to the unusual circumstances of bordering only on Canada and not having a land connection to the United States Proper. Roger again said it has been used as a timber area but now is developing as a residential and tourist area. Jack Isaacson said that no local funds were available and that the ADT was about 122 vehicles per day. Mike moved and Roger Diesen second a motion to act on their request by ballot vote. The motion carried. The ballots were counted and they were three votes to approve and six to deny, therefore, the Lake of the Woods County request was denied.

Pages 54 - 57 Pine County's Request for Additional Mileage

Verne Skallman noted that it was only 0.04 miles involved and that the previous expenditure of State Aid Funds will be deducted from any future project in that area. Roy Hanson agreed and that the value would be based on the remaining life of the roadway. Dennis Berend noted that each request should stand on its own merits and should not be influenced by outside interests. Verne Skallman moved and Jack Dolan second a motion to act on Pine County's request by ballot vote. The motion carried. The votes were counted and there were four votes to approve and five to deny. The Pine County mileage request is therefore denied.

Pages 58 - 62 Swift County's Request for Additional Mileage

Dennis Berend said District 4 supported the request unanimously. Ervie Prenevost asked if Tallack Johnson was aware of the deduction for construction expenditures made on County State Aid Highway 111. Dennis Berend indicated he was aware and still would like an affirmative response by the Screening Committee. Dennis Berend moved and Jack Dolan second a motion to act by ballot vote on Swift County's request. The motion carried. The ballots were counted and there were nine votes to approve and zero to deny. Swift County's request is approved.

Pages 64 - 67 Washington County's Request for Additional Mileage

Elmer Morris noted that State Aid Park Funds will be used for the project. Gordon Fay said that it will have to be a State Aid Route to be eligible for DNR State Aid Funds and can only be used for construction of the roadway to the administration building or parking lot or to where the money is taken at the entrance to the park. Mike Wagner moved and Ervie Prenevost second a motion to act on Washington County's request by ballot vote. The motion was carried. The votes were counted and there was nine votes to approve and zero to deny, therefore Washington County's request was approved.

Redwood County's Request for Additional Mileage

Gordon Fay noted that Redwood Falls has submitted a MSAS system for review to the State Aid Office. Jack Dolan asked if we can approve the concept only. Apparently if the mileage request is approved, it will be final and not in concept. John Hoeke said a considerable amount of ground work has been done by the City of Redwood Falls and the possible change in the City Park Road should be looked at a later date if necessary. Ervie Prenevost asked what the condition of Normandale Road is. John Hoeke said it is gravel and a typical township road at the present time. Dennis Berend asked if they are planning to reconstruct immediately and, therefore, additional needs would be reduced and John Hoeke indicated that it was their intention to reconstruct immediately. Verne Skallman moved and Marlyn Hanson second a motion to act by ballot vote on Redwood County's request. The motion carried. The votes were counted and there were seven votes to approve and two to deny. Therefore, Redwood County's request is approved.

Miscellaneous Subjects

A motion was made by Verne Skallman, second by Dennis Berend to set aside an amount not to exceed 1/4 of 1% of the 1980 CSAH Apportionment sum to be credited to the research account. The question was called and the motion carried unanimously.

Jack Dolan asked if inflation factors can be considered in computing needs. He also asked if there were ways we could improve our updating system. Dennis Berend feels that our needs study should be updated in a similar fashion to the Mn/DOT Needs Study. Mike Wagner asked Ken Hoeschen if he could get a complete grading study finished by spring. Ken Hoeschen thought the inflation factors could be completed by spring but the last Screening Committee Meeting covered the restudy of all rural design grading costs, therefore action had already been taken. Mike Wagner said that some deficient segments of his system are labeled adequate on the needs sheets and no needs are indicated due to ineligibility, because of expenditure of funds on those segments. Is there any way the needs sheets could indicate the inadequacy on those segments? Ken Hoeschen noted that the resolution was passed in 1965 and revised in 1977 dealing with construction accomplishments. He then read that resolution to the Screening Committee. He also said a second needs study would be necessary to reflect the inadequacies Mike mentioned. Mike Wagner moved to have the subcommittee review the construction accomplishment resolution and consider alternatives to reflect true needs and differentiate between adequacy and ineligibility, and secondly have the subcommittee study inflation factors on grading needs and thirdly study unit price inflation factors. Marlyn Hanson second the motion. During discussion it was the consensus of the Screening Committee that the CSAH Needs Study be kept on a par with Mn/DOT's Highway Needs Study. The question was called and the motion carried unanimously.

Ken Hoeschen asked for clarification on what to do with requests by county engineers to update his grade widening or complete grading needs and can the dollar value be increased on an individual segment by a particular county. Verne Skallman felt that it should be fair to all the counties and if one county went completely through his needs study he may have an advantage over the other counties. It was the consensus of this Screening Committee that everybody should update or nobody be allowed to update their needs study in this way.

Dennis Berend moved and Jack Dolan second a motion to have the subcommittee review the possibility of updating traffic volumes on an annual basis, using the projection factor as a guideline. The motion carried.

The Chair asked if Gordon Fay had any comments on new developments in his department. Gordon noted that there is a committee studying 10 ton routes and a questionnaire will be sent to each county asking for existing weight limits on the county systems. He said we could probably expect some changes coming up in the near future. Gordy noted that the FAS allocations are being mailed today and about 6.6 million will be available for projects but already spoken for in terms of projects submitted to the State Aid Unit. About 8.5 million dollars was released in FAU Funds and about 6.9 million will be available in SBR Funds, but the allocation has not yet been made.

Gordy also noted that Chuck Swanson had suffered a heart attack and a short prayer was given for Chuck by everyone present.

Ervie Prenevost asked Jack Dolan to comment on the activities of the Variance Committee to which Jack was appointed. Jack stated that they have been asked to study a request for a variance on the Tenth Street Bridge and a meeting is set up for November 7th and also a variance on a street in Arlington for an overlay of a diagonal parking area to be financed by State Aid. When the Variance Committee completes their activity, they will make a recommendation to Commissioner Braun.

Chairman Sandeen noted that this was the end of the term for the odd numbered districts, except for District 7, where Mike Wagner stepped in at mid-term as an alternate due to a vacancy. Ervie Prenevost moved and Bob Elleraas second a motion to adjourn. Motion carried.

Meeting adjourned at 12:30 P.M.

Respectfully Submitted,



Dennis C. Carlson
Screening Committee Secretary

MINUTES OF THE C.S.A.H. GENERAL SUBCOMMITTEE MEETING

February 25, 1981

Room 817, Transportation Building, St. Paul

Members Present: Charles Swanson, Chairman -- Washington County
Jim Worcester -- Cass County
Bob McPartlin -- Waseca County

Others in Attendance:
Gordon Fay -- Mn/DOT
Roy Hanson -- Mn/DOT
Bill Strand -- Mn/DOT
Ken Hoeschen -- Mn/DOT

The meeting was called to order by Chuck Swanson at 10:20 A.M. The first item of discussion related to inflation factors for gravel base prices. The factors would be based on a statewide average of gravel base prices that were more current than the present 5-year rolling average concept. Though the relativity among the counties would remain about the same, the members felt the real impact of such a change would be in maintaining a more equitable comparison with Trunk Highway and Municipal State Aid figures. The consensus of the committee was to have the Needs Unit proceed with this concept.

The second item of discussion related to deep strength bituminous quantities and their applicability to gravel base pricing. Due to the high cost of bituminous material, there is some thought that certain counties generate high gravel prices with this process. A question was raised as to the possibility of removing the oil cost from the deep strength quantities. Needs Unit will pursue as to feasibility. Needs Unit will also have '80 projects processed for next meeting.

Rural design grading inflation factors was the next subject for discussion. Present adjustment procedure does provide for a needs reflection but doesn't provide a current cost for grading needs. Discussion revolved around what methodology would be used to accomplish such a factoring process. The Mn/DOT Highway Construction Cost Index was suggested as one source, though there has been considerable fluctuation in this index from year to year for the grading items. The committee tentatively supported this concept for better equating to any trunk highway needs.

The construction accomplishment resolution was presented but any discussion was tabled until the next meeting.

The frequency of traffic count updates was again discussed. Similar discussion in the past deemed it not feasible to increase the frequency of counting cycles due to the manpower and budget restrictions in the Mn/DOT districts. The Needs Unit was instructed to ascertain the current cost of Mn/DOT traffic counts and what has been the change in traffic volumes in a 6-year cycle for a number of counties. If possible, a trunk highway comparison of volume changes was also to be made.

General Subcommittee Meeting Minutes
February 25, 1981
Page 2

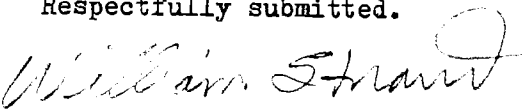
A related item, traffic projection factors on segments of less than 100 ADT, was the next item of discussion. The old theory of those segments having < 60 ADT would have an automatic factor of such that the projected volume wouldn't exceed 100 ADT was questioned as to its present day applicability. Conversely, all present volumes from 60 - 99 ADT are assigned a projection factor of 1.7 to assure a projected volume of 100 ADT or greater. The consensus was that the normal factor of a county should be used and let the gravel/bituminous surface determination fall where it may. The Needs Unit will determine the miles of change that would occur if the change were made.

The final matter for discussion related to the existing methodology for the computing the gravel base unit price (i.e., is the 50 thousand ton point still applicable?). The committee determined that it should remain as is, but monitor the number of counties that do not meet the 50,000 ton limit.

The next meeting has been scheduled for April 8th at 10:00 A.M. in Room 817 of the Transportation Building.

Meeting adjourned at 12:15 P.M.

Respectfully submitted.



William Strand
Secretary

MINUTES OF THE C.S.A.H. GENERAL SUBCOMMITTEE MEETING

April 8, 1981

Room 817, Transportation Building, St. Paul

Members Present: Chas. Swanson -- Chairman -- Washington County
Jim Worcester -- Cass County
Bob McPartlin -- Waseca County

Others in Attendance:

Roy Hanson -- Office of State Aid -- Mn/DOT
Bill Strand -- Highway Studies Section -- Mn/DOT
Ken Hoeschen -- Highway Studies Section -- Mn/DOT

The meeting was called to order by Chairman Swanson at 10:00 A.M. The first order of business related to the inflationary factors as proposed for the adjustment of gravel base prices as presently determined and as impacted by applying the inflationary factors. It was brought to the committee's attention that the 1980 average price for subbase material was higher than that for base material. Following additional discussion, McPartlin moved and Worcester seconded a motion to recommend the use of inflationary factors in the determination of gravel base prices. This recommendation to be presented to the 1980 spring Screening Committee meeting. Approved unanimously.

The next item of discussion involved the removal of bituminous material cost from the procedure for determining equivalent gravel base quantities and unit prices from deep strength bituminous projects. Strand reviewed a modification of the present process that would accomplish the goal of this proposal. In response to a question, Hoeschen responded that 37 counties had deep strength bituminous projects in the last 6 years. There was not a consensus among the committee members as to a future increase in the utilization of this construction concept. If the subject concept were not used in this year's calculations, Hoeschen indicated that an additional 14 counties would not meet the 50,000 ton criteria for gravel base. The needs unit was instructed to develop more samples of this modified procedure for review at the next Subcommittee meeting and for a presentation to the Screening Committee by Chairman Swanson.

A discussion next ensued relating to the Construction Accomplishment directive. The element of the directive that was particularly addressed was the 15-year "moratorium" on additional needs when State-Aid funds are used for an improvement. The needs study is now at the point where this "moratorium" is expiring on a number of county routes. The question that arises is; at what time does a roadway or structure become deficient? Is it immediately after the 15 years expire or at some undefined point in time? Though the 15-year period may have expired, the facility may be adequate by present standards. The consensus of the discussion was to assign a useful life to the roadways and bridges. It was determined that for needs purposes the structure of a roadway would have a useful life of 25 years.

At that point, needs for complete construction would automatically be inserted in the study. The year of latest major grading would determine the time frame involved. The horizontal cross-section would become deficient at any point in time that a deficiency arises due to a change in standards, traffic grouping, or other related changes. For bridges, a period of 25 years was suggested as a reasonable time before the structure could begin earning needs. At that time, it would automatically do so. In all instances above, the exemption period would begin with the year of construction, not the year of construction where State-Aid funds were expended. Chairman Swanson will bring this proposal to the Screening Committee for a suggested revision to the existing resolution.

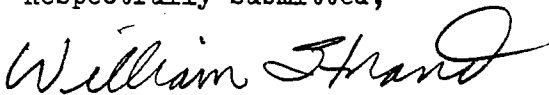
The matter of traffic counting frequency was also addressed. As previously requested by the Subcommittee, the needs unit analyzed the magnitude of the change of traffic volumes from 1973 to 1979 for the aggregate of 21 counties. The change indicates an average increase of 3% per year. As a comparison, the trunk highway volumes increased about 5% per year. Strand also reported that the cost for a traffic count is currently \$12.00 a set. This cost includes the Mn/DOT district charges and the central office processing of the data. At this rate, a county could in all probability offer to absorb the cost of additional counts during the interim of the normal 6-year cycle. It would necessitate a cooperative effort of the District Traffic Engineer, the Traffic Data Unit Manager at the Mn/DOT Central Office, and the County Engineer. Such counts would not necessarily be used as revisions in the needs study, but for specific design requirements.

The last item of discussion concerned the traffic projection factor for segments of less than 100 ADT. Were normal traffic factors substituted for the 1.6 or 1.7 now in use, 1500+ miles would change from proposed bituminous to proposed gravel at a net reduction in 25-year needs of \$61 million. Conversely, less than 40 miles would become proposed bituminous for an increase of \$1.5 million in 25-year needs. The Subcommittee recommended that the special factors be eliminated and the normal factor of the county be utilized. Chairman Swanson will carry this recommendation to the Screening Committee for their consideration.

The next meeting has been scheduled for May 7, at 2:00 P.M. at Quadna.

Meeting adjourned at 12:30 P.M.

Respectfully submitted,



William Strand
Secretary

MINUTES OF THE C.S.A.H. GENERAL SUBCOMMITTEE MEETING
May 7, 1981
Hill City, Minnesota

Members Present: Charles Swanson, Chairman -- Washington County
Jim Worcester -- Cass County
Bob McPartlin -- Waseca County

Others in Attendance:

Roy Hanson -- Office of State Aid -- Mn/DOT
Bill Strand -- Highway Studies Section -- Mn/DOT
Ken Hoeschen -- Highway Studies Section -- Mn/DOT

The meeting was called to order by Chairman Swanson at 2:00 P.M. Discussion began with the subject of deep strength bituminous projects. The proposal on the table presently suggests that the cost of the bituminous material be removed when the Needs Unit does the conversion to an equivalent gravel base quantity and unit price. Bob McPartlin related his district's concerns to the effect that perhaps the needs study as a whole should be re-evaluated on the basis of a cost for mile for gravel base and bituminous surface equating to a 7-ton design. All costs of designs other than 7 ton would be additives to the basic figure. The resulting discussion indicated that such a concept would in all probability not resolve the concerns of everyone. Due to the ever increasing cost of the bituminous material, the deep strength conversion process may wash itself out due to a lack of projects. A mention was made of the fact that the 50-thousand ton requirement may not be realistic. Upon completing additional discussion, Jim Worcester moved to recommend to the Screening Committee that the new procedure be used for the 1981 projects and therefore will affect the 1982 needs study unit prices. Bob McPartlin seconded the motion and it passed on a 2 "aye", 1 "nay" vote.

The second item of discussion related to the Construction Accomplishment Directive. The reference to the roadway element as noted in the April 8 minutes was considered acceptable. However, the bridge definition required additional explanation. In addition to the 25-year period before a structure may begin earning needs, it was also agreed that the actual cost for any improvement made would be added to the needs for a period of 15 years after the fact or until the end of the 25-year period, whichever came first. The Needs Unit was instructed to prepare a revised resolution for presentation to the Screening Committee.

Unit prices for the 1981 needs update were the next item of discussion. Ken Hoeschen pointed out that the 1980 statewide average for subbase is 3¢ per ton higher (13¢ inflated) than the base price. A question was raised as to whether the needs should include the subbase at a higher cost than base when in reality the counties may be using less base at a cheaper price. The committee consensus was to establish the subbase price the same as base in all instances.

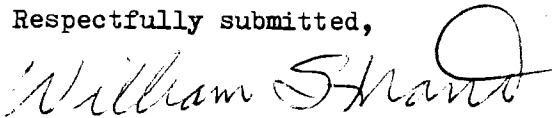
Page 2
C.S.A.H. General Subcommittee
Meeting Minutes
May 7, 1981

All remaining unit prices were reviewed and recommended for Screening Committee consideration.

Lastly, the less than 100 ADT segments were again discussed in relation to their traffic projection factors. The committee, at their April meeting, agreed that the 1.6 or 1.7 factors would be replaced by a county's normal factor. In some instances, the existing surface has been improved to a standard greater than that dictated by the projected traffic with this revised approach. The committee consensus was that in all instances the needs should be based on the standards as dictated by the projected traffic.

With all matters having been discussed, the meeting was adjourned at 4:00 P.M. Chairman Swanson will carry the recommendations to the June Screening Committee meeting.

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
Secretary

VARIANCES

COUNTY SCREENING COMMITTEE DATA

Variances

Included in the recent adoption of Rules for State Aid Operations is the following section dealing with variances:

M. Variance.

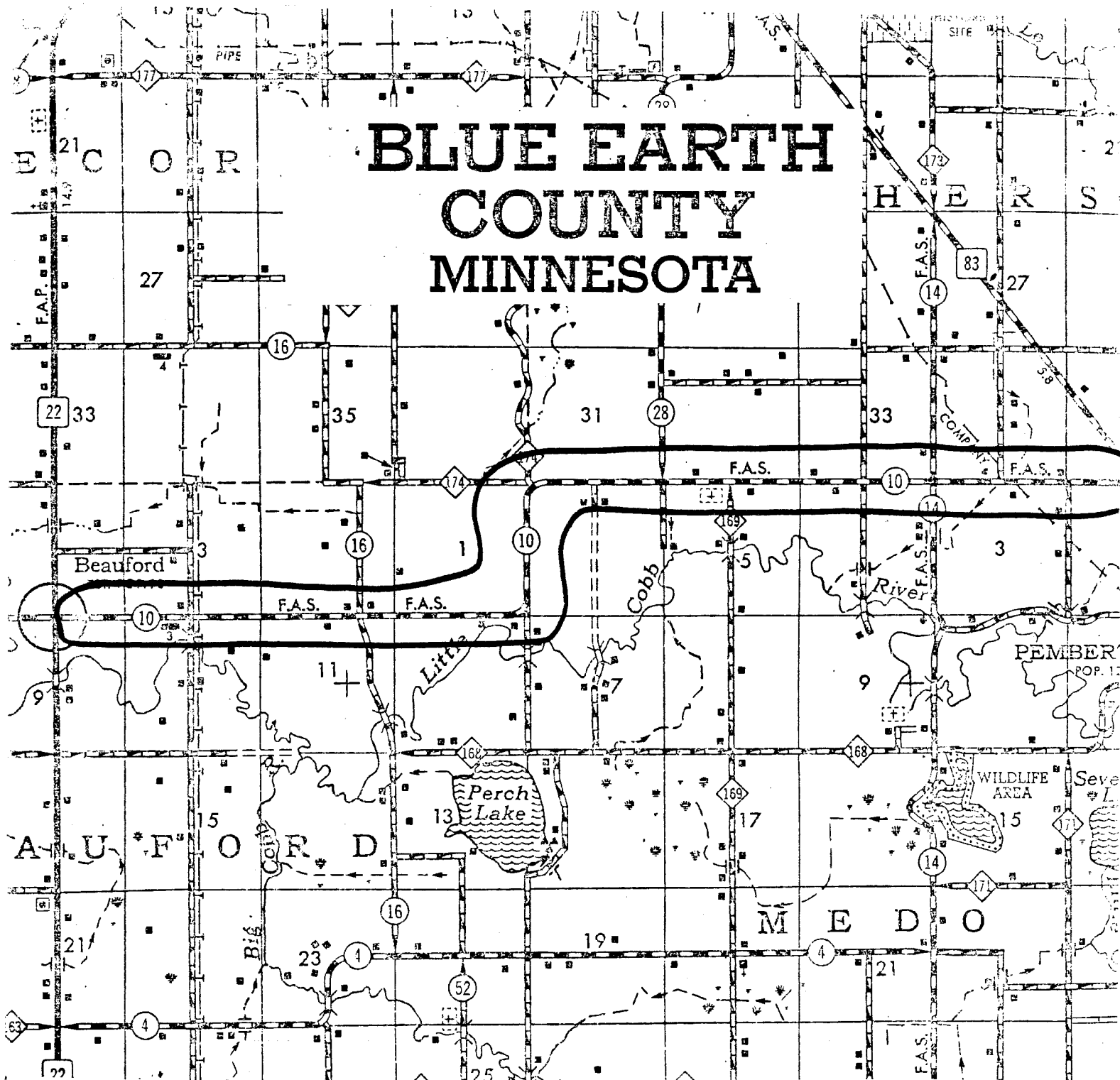
1. Any formal request by a political subdivision for a variance from these rules shall be submitted to the commissioner in writing.
2. Contents of request.
 - a. The specific rule or standard for which the variance is requested.
 - b. The reasons for the request.
 - c. The economic, social, safety and environmental impacts which may result from the requested variance.
 - d. Effectiveness of the project in eliminating an existing and projected deficiency in the transportation system.
 - e. Effect on adjacent lands.
 - f. Number of persons affected.
 - g. Safety considerations as they apply to:
 - (1) Pedestrians.
 - (2) Bicyclists.
 - (3) Motoring public.
 - (4) Fire, police and emergency units.
3. The commissioner shall publish notice of variance request in the State Register and shall request comments from all interested parties be directed to the commissioner within 20 calendar days from date of publication.
4. The commissioner may appoint a committee to serve as required to investigate and determine a recommendation for each variance. No elected or appointed official that represents a political subdivision requesting the variance may serve on the committee.
 - a. The committee shall consist of any five of the following persons:
 - (1) Not more than two county engineers only one of whom may be from a county containing a city of the first class.
 - (2) Not more than two city engineers only one whom may be from a city of the first class.

- (3) Not more than two county officials only one of whom may be from a county containing a city of the first class and
- (4) Not more than two city officials only one of whom may be from a city of the first class.

b. Operating procedure.

- (1) The committee shall meet on call from the commissioner at which time they shall elect a chairperson and establish their own procedure to investigate the requested variance.
 - (2) The committee shall consider:
 - (a) The economic, social, safety and environmental impacts which may result from the requested variance in addition to the following criteria:
 - (b) Effectiveness of the project in eliminating an existing and projected deficiency in the transportation system.
 - (c) Effect on adjacent lands.
 - (d) Number of persons affected.
 - (e) Effect on future maintenance.
 - (f) Safety considerations as they apply to:
 - (i) Pedestrians.
 - (ii) Bicyclists.
 - (iii) Motoring public.
 - (iv) Fire, police and emergency units.
 - (g) Effect that the rule and standards may have in imposing an undue burden on a political subdivision.
 - (3) The committee after considering all data pertinent to the requested variance shall recommend to the commissioner approval or disapproval of the request.
5. The commissioner shall base his decision on the criteria as specified in 14 MCAR 1.5032 M. 4. b. (2), (a)-(g) and shall notify the political subdivision in writing of his decision.
6. Any variance objected to in writing or denied by the commissioner is subject to a contested case hearing as required by law.

The next several pages document the variances that have been granted since the last Screening Committee meeting.



Petition of the County of Blue Earth for A Variance from State Aid Standards for Design Speed

Notice is hereby given that the County Board of the County of Blue Earth has made a written request to the Commissioner of Transportation for a variance from minimum design speed standards along County State Aid Highway No. 10, between its Junctions at Trunk Highway No. 22 at Beauford and Trunk Highway No. 83 northwest of Pemberton.

The request is for a variance from 14 MCAR § 1.5032 H.1.d. Rules for State Aid Operations under Minnesota Statute, Chapters 161 and 162 (1978) as amended, so as to permit 43 miles per hour design speed instead of 45 miles per hour design speed.

Any person may file a written objection to the variance request with the Commissioner of Transportation, Transportation Building, St. Paul, Minnesota 55155.

If a written objection is received within 20 days from the date of this notice in the *State Register*, the variance can be granted only after a contested case hearing has been held on the request.

Dated this 16th day of March, 1981.

Richard P. Braun
Commissioner of Transportation

April 21, 1981

Ralph Sleeper
Blue Earth County Highway Engineer
Box 3083
Mankato, Minnesota 56001

In reply refer to: 901
Variance Request for CSAH 10
BLUE EARTH COUNTY

Dear Mr. Sleeper:

Upon the recommendation of the Variance Committee, which met on April 8, 1981, to consider the request of Blue Earth County as to the above referenced subject, I hereby grant a variance from the design speed requirement of 14 MCAR 1.5032 H., 1., d., so as to allow 43 mph design speed as requested by Blue Earth County.

The variance is conditional upon receipt of a resolution by the County of Blue Earth that indemnifies, saves and holds harmless the State of Minnesota and all of its agents and employees of and from any and all claims, demands, actions or causes of actions of whatsoever nature or character arising out of or by reason of, in any manner, the resurfacing and reshouldering in any other manner than as a 45 mph design in accordance with the Minnesota State Aid Construction Standards to be found in the rules of the Minnesota Department of Transportation 14 MCAR 1.5032, or arising as a result of the Commissioner's decision to grant this variance.

Sincerely,

Richard P. Braun
Commissioner

cc:
Lloyd A. Nelson - Harvey Suedbeck
File - 411, File - 420
Transportation Record Center

RPB:dc
Gordon M. Fay

BLUE EARTH COUNTY NEEDS INFO

ON C.S.A.H. 10 - 8.9 MILES FROM TH 22 TO TH 83

TH 22 to C.S.A.H. 14 - 7.4 Miles

Existing Bituminous 24 x 30. Proj. ADT 443 - 491.

Graded in 1954, surfaced in 1977.

Proposed Needs call for complete grading base surface and shouldering.

Because this is considered a "Special Bit. Overlay" project and the cost of the project will be deducted from the 25 year needs for a period of 10 years.

We have not listed the history of C.S.A.H. apportionment earnings.

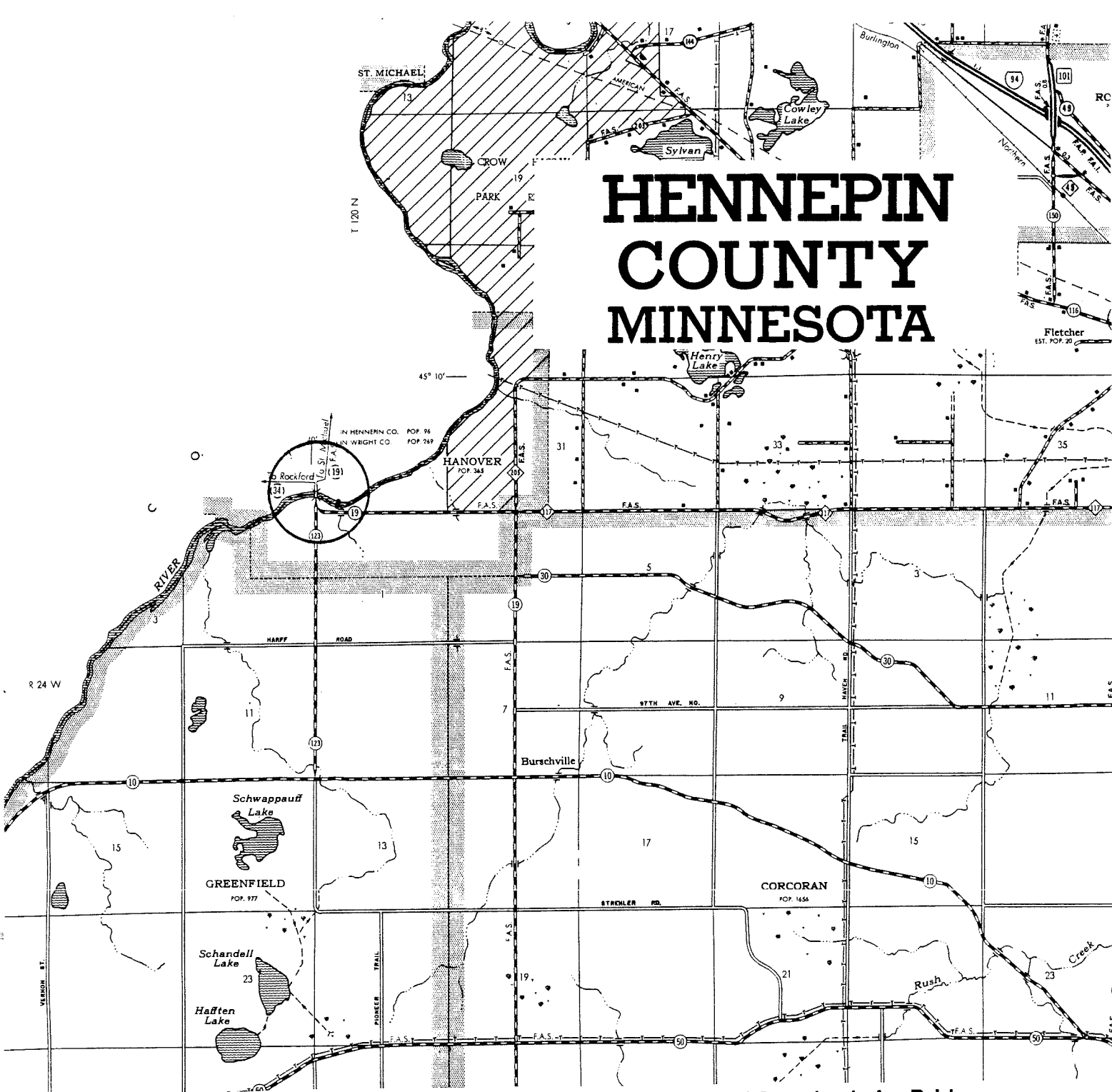
C.S.A.H. 14 to TH 83 - 1.5 Miles

Existing Bituminous 22 x 36. Proj. ADT 504.

Graded in 1965 with State Aid Funds

Surfaced in 1966. Considered adequate.

Proposed Needs for additional surface and reshoulder only.



Petition of the County of Hennepin for A Variance from State Aid Standards for Bridge Width

Notice is hereby given that the County Board of the County of Hennepin has made a written request to the Commissioner of Transportation for a variance from minimum design standards for bridge width along County State Aid Highway 123 over Crow River near the City of Hanover.

The request is for a variance from 14 MCAR § 1.5032 H.1.a. Rules for State Aid Operations under Minnesota Statute, Chapters 162 and 163 (1978) as amended, so as to permit a 32' wide bridge instead of a 40' wide bridge.

Any person may file a written objection to the variance request with the Commissioner of Transportation, Transportation Building, St. Paul, Minnesota 55155.

If a written objection is received within 20 days from the date of this notice in the *State Register*, the variance can be granted only after a contested case hearing has been held on the request.

Dated this 16th day of March 1981

Richard P. Braun
Commissioner of Transportation

-51-

April 21, 1981

Vern Genzlinger
Chief, Design Division
Hennepin County
Department of Transportation
Hopkins, Minnesota 55343

In reply refer to: 901
Variance Request for Bridge # 27532 Over
Crow River on CSAH 123
HENNEPIN COUNTY

Dear Mr. Genzlinger:

Upon the recommendation of the Variance Committee, which met on April 8, 1981, to consider the request of Hennepin County as to the above referenced subject, I hereby grant a variance from the width requirement of 14 MCAR 1.5032 H., I., C., so as to allow the rehabilitation of Bridge 27532 to a 32' curb to curb width as requested by Hennepin County.

The variance is conditional upon receipt of a resolution of the County of Hennepin that indemnifies, saves and holds harmless the State of Minnesota and all of its agents and employees of and from any and all claims, demands, actions or causes of actions of whatsoever nature or character arising out of or by reason of, in any manner, the rehabilitation of Bridge 27532 in any other manner than as a 40' wide curb to curb bridge in accordance with the Minnesota State Aid Construction Standards to be found in the rules of the Minnesota Department of Transportation 14 MCAR 1.5032, or arising as a result of the Commissioner's decision to grant this variance.

Sincerely,

Richard P. Braun
Commissioner

cc:

Herbert Klossner - Hennepin County Director
A. J. Lee - Hennepin County Highway Engr.
Wm. M. Crawford - C. E. Weichselbaum
File - 411, File - 420
Transportation Record Center

RPB:dc
Gordon M. Fay

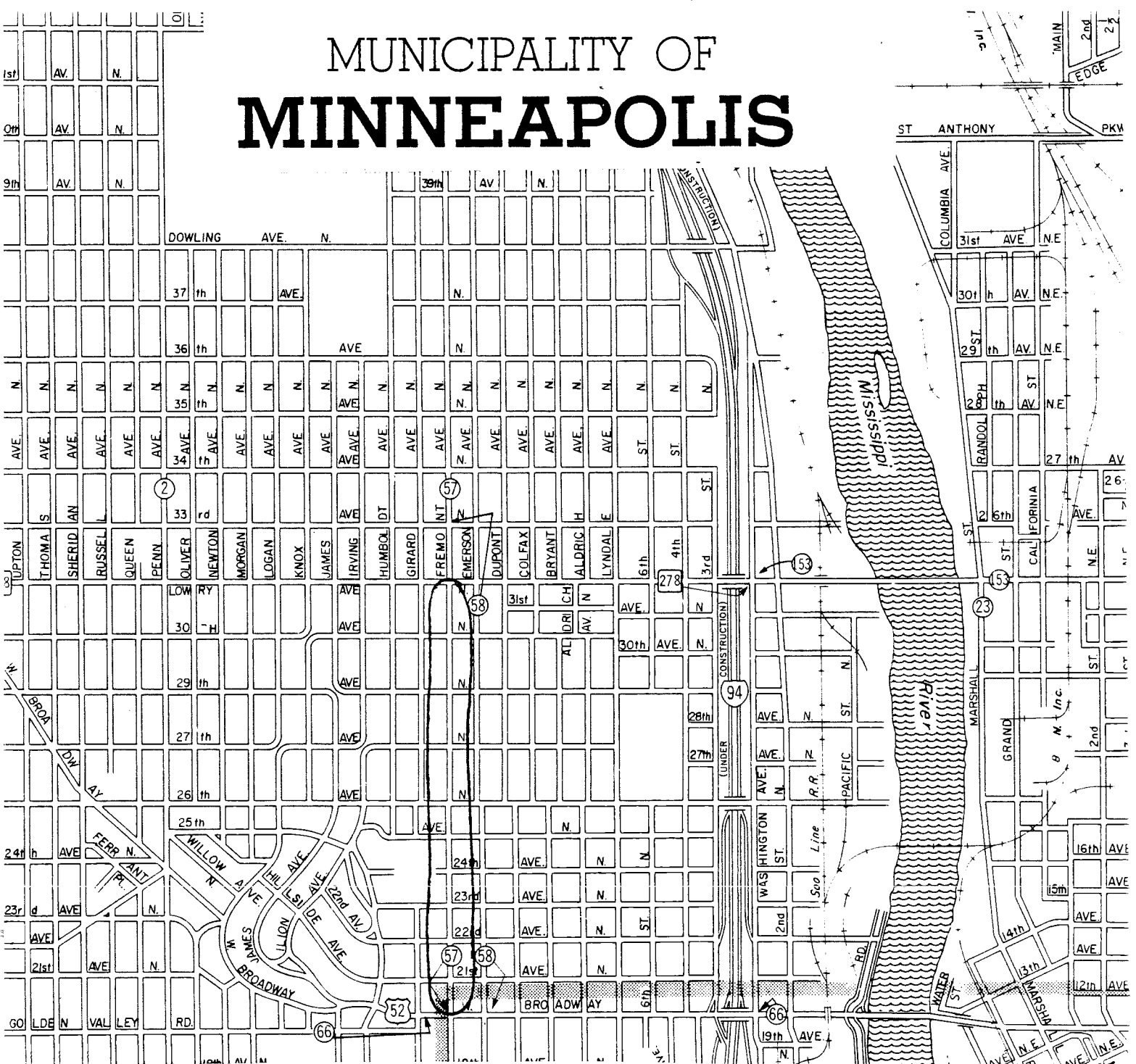
HENNEPIN/WRIGHT COUNTY NEEDS INFO
ON THE C.S.A.H. 123/C.S.A.H. 19 BRIDGE OVER THE CROW RIVER

EXISTING DATA: 251 feet long, 30 feet
wide curb to curb.
Built in 1966 with FAS
\$ reported adequate.
Projected ADT = over
5,000 VPD.

No needs are requested in the C.S.A.H. Study for this structure.

NOTES & COMMENTS

MUNICIPALITY OF MINNEAPOLIS



Petition to the County of Hennepin for A Variance from State Aid Standards for Street Width

Notice is hereby given that the County Board of the County of Hennepin has made a written request to the Commissioner of Transportation for a variance from minimum design standards for street width along County State Aid Highway No. 57 (Fremont Avenue North) between West Broadway and Lowry Avenue in the City of Minneapolis.

The request is for a variance from 14 MCAR § 1.5032 H.1.c. Rules for State Aid Operations under Minnesota Statute, Chapters 162 and 163 (1978) as amended, so as to permit a minimum roadway width of 32 feet with restricted peak hour parking permitted on the east side of the street and still maintain two traffic lanes.

Any person may file a written objection to the variance request with the Commissioner of Transportation, Transportation Building, St. Paul, Minnesota 55155.

If a written objection is received within 20 days from the date of this notice in the *State Register*, the variance can be granted only after a contested case hearing has been held on the request.

Dated this 16th day of March, 1981.

Richard P. Braun
Commissioner of Transportation

April 21, 1981

Vern Genzlinger
Chief, Design Division
Hennepin County
Department of Transportation
Hopkins, Minnesota 55343

In reply refer to: 901
Variance Request for Fremont Avenue North
(CSAH 57) in the City of Minneapolis
HENNEPIN COUNTY

Dear Mr. Genzlinger:

Upon the recommendation of the Variance Committee, which met on April 8, 1981, to consider the request of Hennepin County as to the above referenced subject, I hereby grant a variance from the Urban Geometric Standards of 14 MCAR 1.5032 H., I., C., so as to allow a 32 foot wide one-way street as requested by Hennepin County.

The variance is conditional upon receipt of a resolution of the County of Hennepin that indemnifies, saves and holds harmless the State of Minnesota and all of its agents and employees of and from any and all claims, demands, actions or causes of actions of whatsoever nature or character arising out of or by reason of, in any manner, the reconstruction of CSAH 57 in any other manner than as a 38' wide curb to curb street in accordance with the Minnesota State Aid Construction Standards to be found in the rules of the Minnesota Department of Transportation 14 MCAR 1.5032, or arising as a result of the Commissioner's decision to grant this variance.

Sincerely,

Richard P. Braun
Commissioner

cc:
Herbert Klossner - Hennepin County Director
A. J. Lee, Hennepin County Highway Engr.
Perry Smith, Minneapolis City Engineer
Wm. M. Crawford - C. E. Weichselbaum
File - 411, File - 420
Transportation Record Center

RPB:dc
Gordon M. Fay

HENNEPIN COUNTY NEEDS INFO

ON C.S.A.H. 57 (FREMONT AVE. N. IN MPLS) - 0.97 MILES - W. BROADWAY TO LOWRY AVE.

Existing Bituminous surface 32 feet curb to curb 1978 ADT = 6900 VPD

PROPOSED NEEDS: 4 lane 50 foot curb to curb urban design.

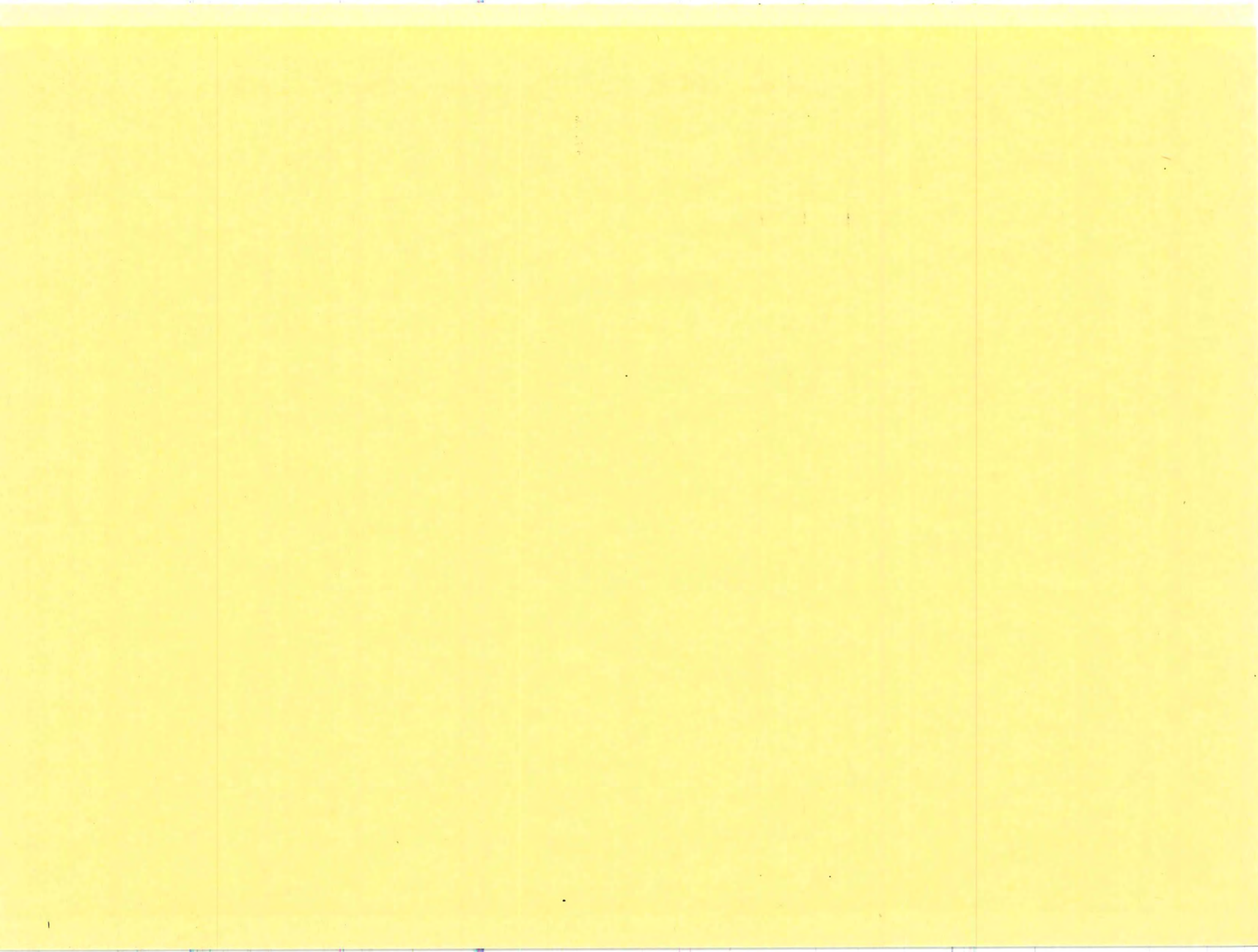
Complete grading, storm sewer, base,
surface, curb and gutter, sidewalk, etc.

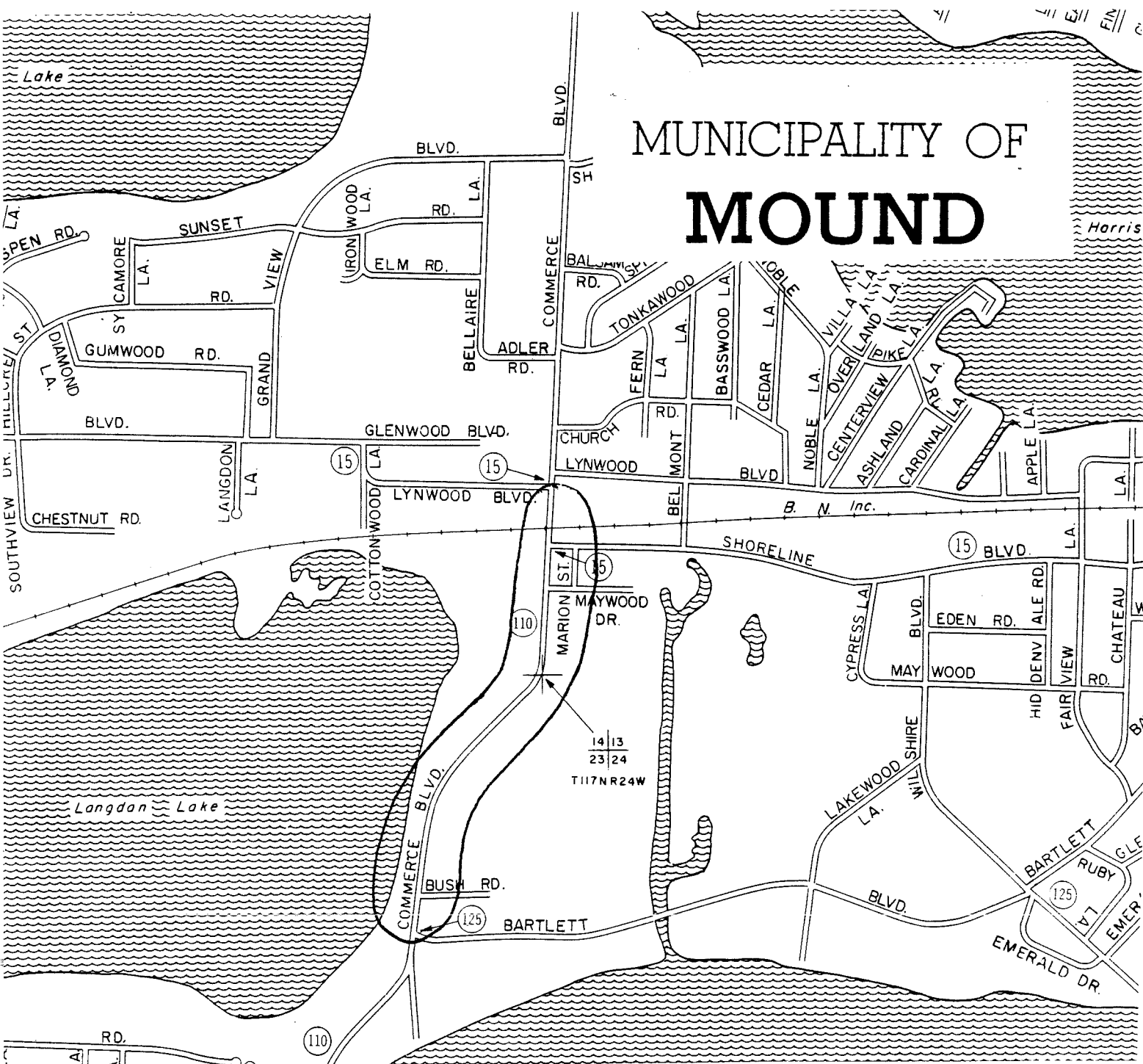
Limited by law to the center 48 feet.

The tabulation below shows the limited needs and apportionment data
for the past several years.

<u>Apport. Year</u>	<u>Limited C.S.A.H. Needs</u>	<u>Appróx. Apport. Earnings</u>
1975	\$ 205,460 (2 lane)	\$ 4,471
1976	406,629 (4 lane)	7,555
1977	537,680	11,345
1978	534,538	12,332
1979	569,159	13,757
1980	674,329	15,462
1981	727,910	15,191

NOTES & COMMENTS





Petition of the County of Hennepin for A Variance from State Aid Standards for Street Width and Parking Restrictions in the City of Mound

Notice is hereby given that the County Board of the County of Hennepin has made a written request to the Commissioner of Transportation for a variance from minimum design standards for street width along County State Aid Highway No. 110 (Commerce Boulevard) from County State Aid Highway No. 125 (Bartlett Boulevard) to County State Aid Highway No. 15 (Lynwood Boulevard) in the City of Mound.

The request is for a variance from 14 MCAR § 1.5032 H.1.c., Rules for State Aid Operations under Minnesota Statute, Chapters 161 and 162 (1978) as amended, so as to permit a minimum roadway width of 48 feet instead of 50 feet and permit two parallel restricted peak traffic hour parking lanes between a point approximately 200' south of County Road 125 (Bartlett Boulevard) and a point approximately 300' south of County State Aid Highway No. 15 (Shoreline Boulevard).

Any person may file a written objection to the variance request with the Commissioner of Transportation, Transportation Building, St. Paul, Minnesota 55155.

If a written objection is received within 20 days from the date of this notice in the *State Register*, the variance can be granted only after a contested case hearing has been held on the request.

Dated this 16th day of March, 1981

Richard P. Braun
Commissioner of Transportation -59-

April 21, 1981

Vern Genzlinger
Chief, Design Division
Hennepin County
Department of Transportation
Hopkins, Minnesota 55343

In reply refer to: 901
Variance Request for CSAH 110
in the City of Mound
HENNEPIN COUNTY

Dear Mr. Genzlinger:

Upon the recommendation of the Variance Committee, which met on April 8, 1981, to consider the request of Hennepin County as to the above referenced subject, I hereby grant a variance from the Urban Geometric Standards of 14 MCAR 1.5032 H.,I.,C., so as to allow a 48 foot width as requested by Hennepin County.

The variance is conditional upon receipt of a resolution of the County of Hennepin that indemnifies, saves and holds harmless the State of Minnesota and all of its agents and employees of and from any and all claims, demands, actions or causes of actions of whatsoever nature or character arising out of or by reason of, in any manner, the reconstruction of CSAH 110 in any other manner than as a 50' wide curb to curb street in accordance with the Minnesota State Aid Construction Standards to be found in the rules of the Minnesota Department of Transportation 14 MCAR 1.5032, or arising as a result of the Commissioner's decision to grant this variance.

Sincerely,

Richard P. Braun
Commissioner

cc:
Herbert Klossner, Hennepin County Director
A. J. Lee, Hennepin County Hwy. Engr.
William McCombs, Mound City Engineer
W. M. Crawford - C. E. Weichselbaum
File - 411, File - 420
Transportation Record Center

RPB:dc
Gordon Fay

HENNEPIN COUNTY NEEDS INFO

ON C.S.A.H. 110 (COMMERCE BLVD IN MOUND) 0.54 MILES - C.S.A.H. 15 TO C.S.A.H. 125

Existing Bituminous surface 47 feet curb to curb, graded in 1930, surfaced in 1948.

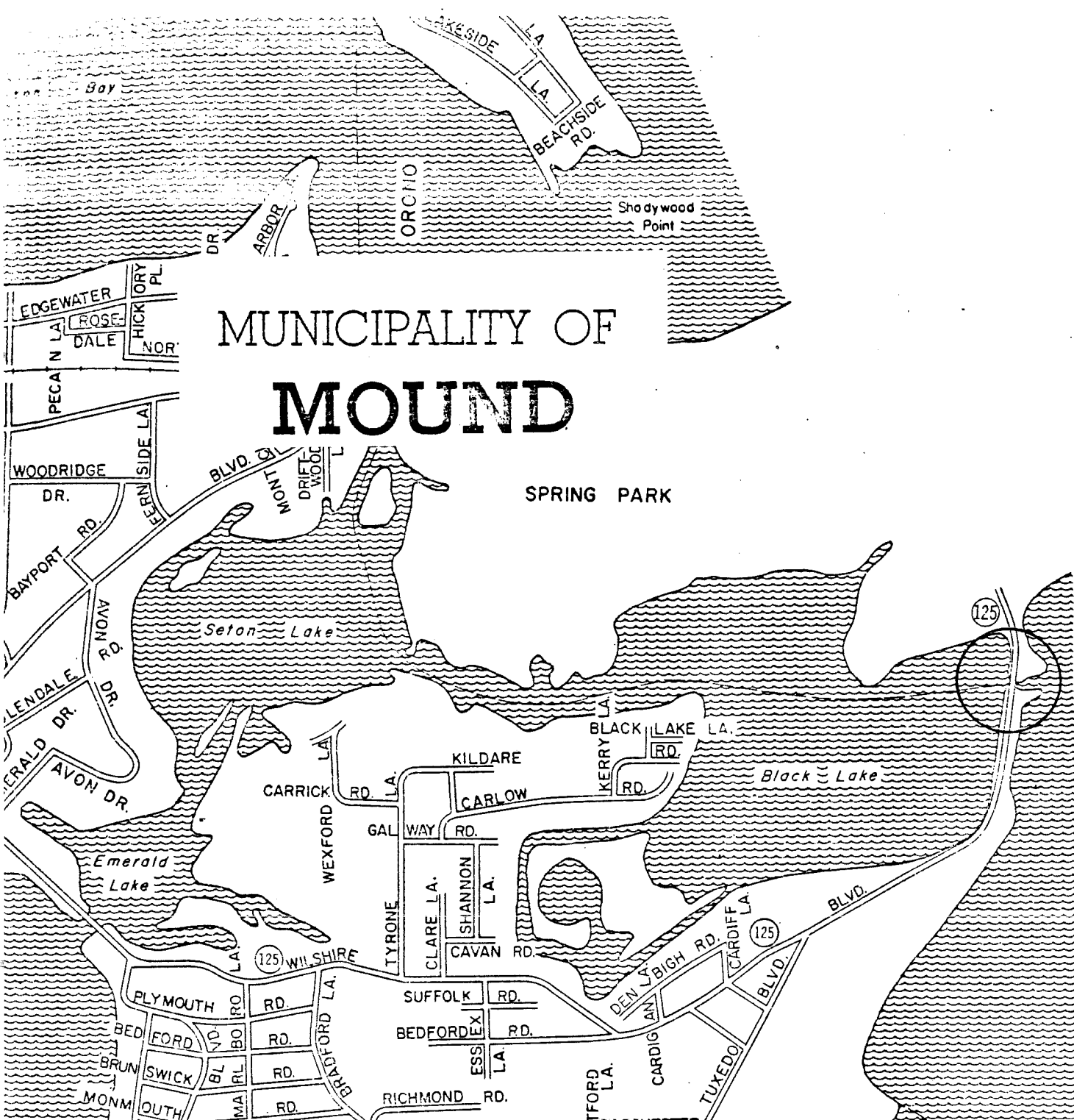
PROPOSED NEEDS: 4 lane - 50 feet curb to curb urban design.

Complete grading, storm sewer, base, surface,
curb and gutter, etc.

Needs are limited to the center 48 feet.

The granting of this variance will not affect the C.S.A.H. needs because of the limited (center 48') needs allowed.

NOTES & COMMENTS



MUNICIPALITY OF MOUND

SPRING PARK

Petition of the County of Hennepin for A Variance from State Aid Standards for Design Speed

Notice is hereby given that the County Board of the County of Hennepin has made a written request to the Commissioner of Transportation for a variance from minimum design speed standards for County State Aid Highway 125 over the Spring Park Channel of Lake Minnetonka between Spring Park and Mound.

The request is for a variance from 14 MCAR § 1.5032 H.1.c., Rules for State Aid Operations under Minnesota Statute, Chapters 162 and 163 (1978) as amended, so as to permit a design speed of 25 MPH over the bridge instead of 30 MPH.

Any person may file a written objection to the variance request with the Commissioner of Transportation, Transportation Building, St. Paul, Minnesota 55155.

If a written objection is received within 20 days from the date of this notice in the *State Register*, the variance can be granted only after a contested case hearing has been held on the request.

Dated this 16th day of March, 1981.

Richard P. Braun
Commissioner of Transportation

-63-

April 21, 1981

Vern Genzlinger
Chief, Design Division
Hennepin County
Department of Transportation
Hopkins, Minnesota 55343

In reply refer to: 901
Variance Request for CSAH 125 Over
Spring Park Channel of Lake Minnetonka
HENNEPIN COUNTY

Dear Mr. Genzlinger:

Upon the recommendation of the Variance Committee, which met on April 8, 1981, to consider the request of Hennepin County, as to the above referenced subject, I hereby grant a variance from the design speed requirement of 14 MCAR 1.5032 H., 1., C., so as to allow a 25 mph design speed as requested by Hennepin County.

The variance is conditional upon receipt of a resolution of the County of Hennepin that indemnifies, saves and holds harmless the State of Minnesota and all of its agents and employees of and from any and all claims, demands, actions or causes of actions of whatsoever nature or character arising out of or by reason of, in any manner, the reconstruction of CSAH 125 in any other manner than as a 30 mph design street in accordance with the Minnesota State Aid Construction Standards to be found in the rules of the Minnesota Department of Transportation 14 MCAR 1.5032, or arising as a result of the Commissioner's decision to grant this variance.

Sincerely,

Richard P. Braun
Commissioner

cc:
Herbert Klossner, Hennepin County Director
A. J. Lee, Hennepin County Highway Engr.
Wm. M. Crawford - C. E. Weichselbaum
File - 411, File - 420
Transportation Record Center

RPB:dc
Gordon M. Fay

HENNEPIN COUNTY NEEDS INFO

ON THE C.S.A.H. 125 BRIDGE OVER THE BLACK LAKE CHANNEL IN MOUND AND SPRING LAKE

EXISTING STRUCTURE: 32 feet long, 25 feet wide.

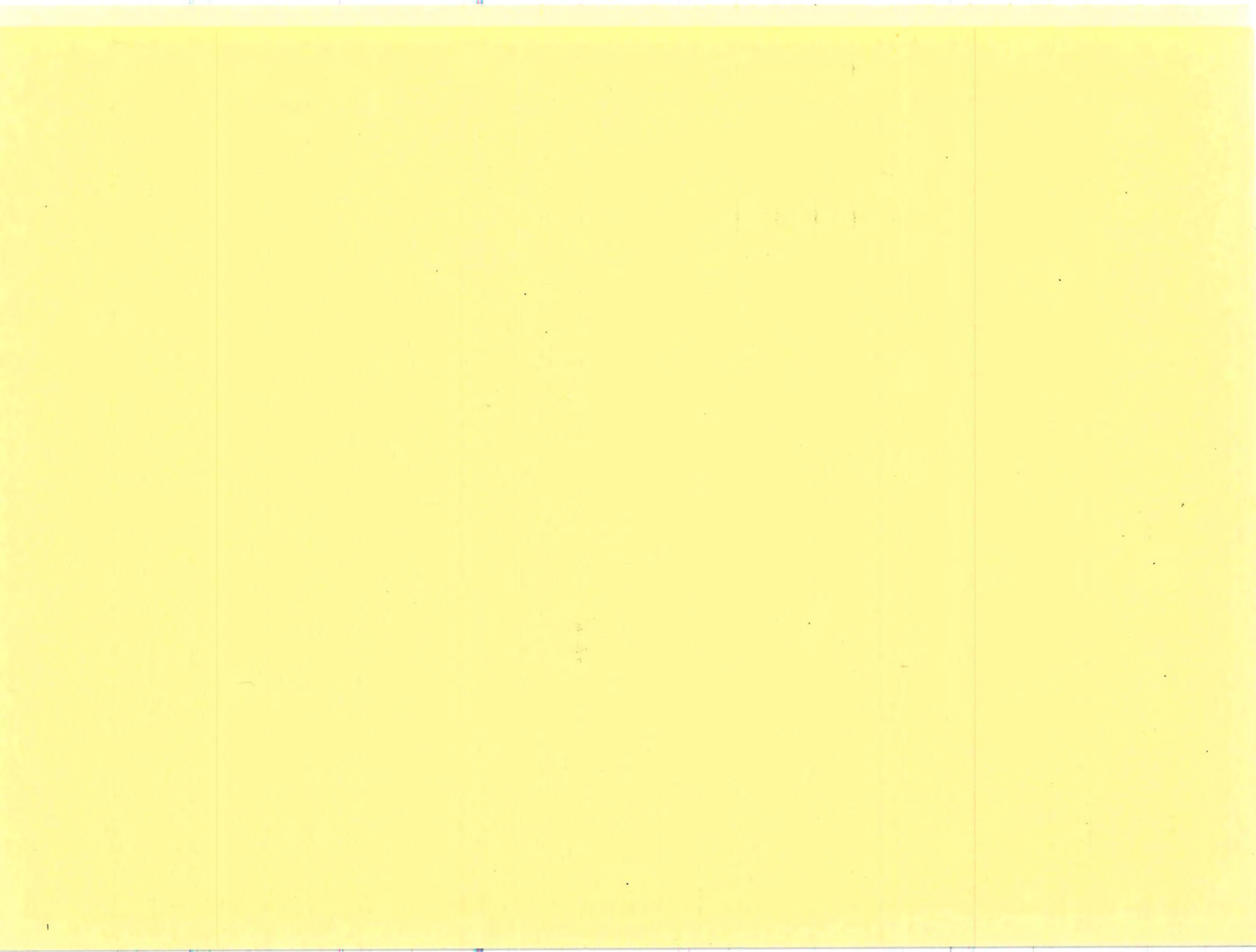
PROPOSED NEEDS: Call for an 88 foot long Bridge
46 feet wide curb to curb with
2 (5 foot) sidewalk.

REQUESTED STRUCTURE: 95 feet 2 inches long, 32
feet wide plus 2 (6 foot)
sidewalks.

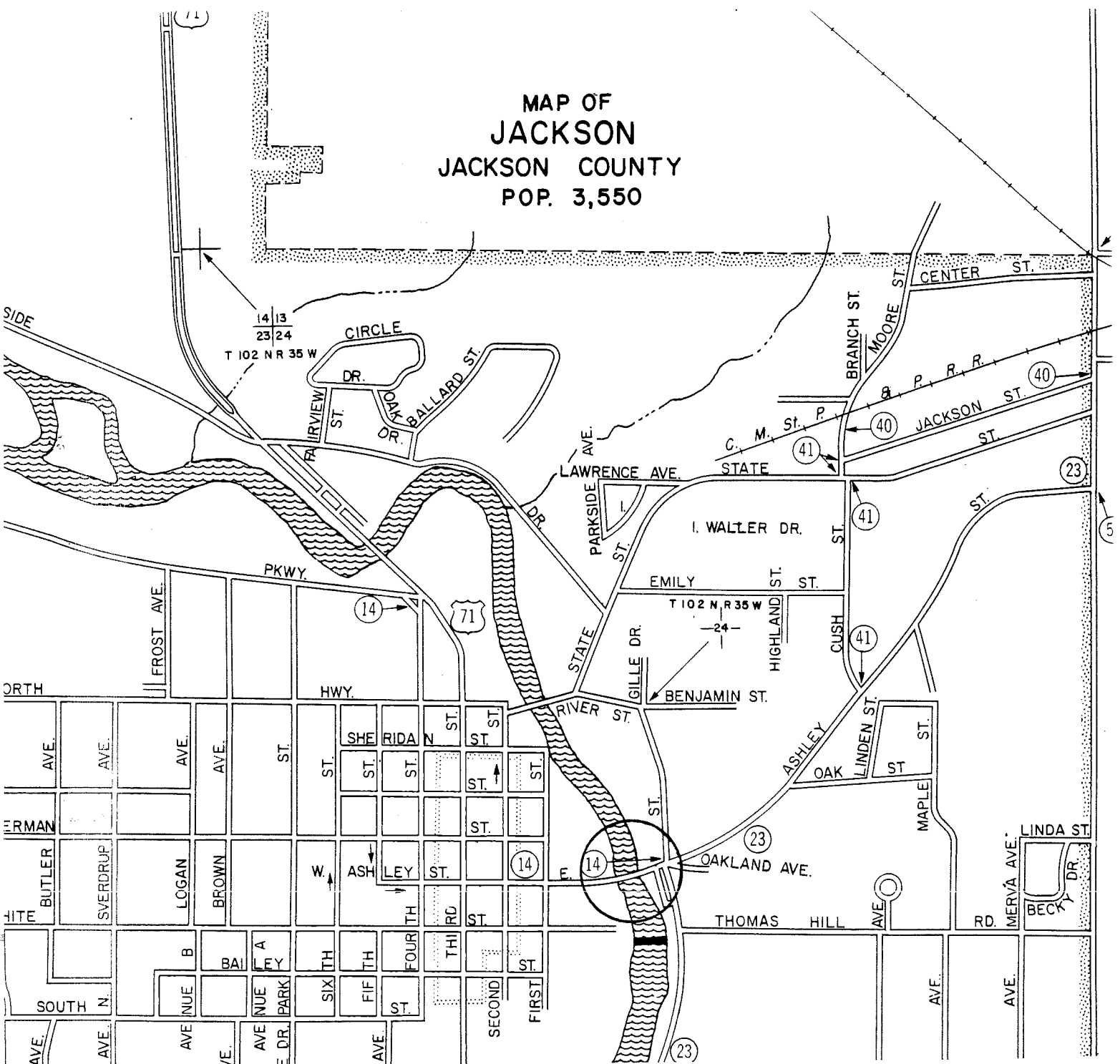
Shown below are the needs and apportionment data for this structure
for the last several years. The needs attributed to Mound are limited
to the center 24 feet.

<u>Apport. Year</u>	<u>C.S.A.H. Needs</u>	<u>Approx. Total Apport. Earnings</u>
1975	\$ 63,572	\$ 1,383
1976	63,572	1,181
1977	63,572	1,341
1978	63,572	1,467
1979	63,572	1,537
1980	123,326	2,828
1981	144,320	3,012

NOTES & COMMENTS



**MAP OF
JACKSON
JACKSON COUNTY
POP. 3,550**



Petition of the County of Jackson for A Variance from State Aid Standards for Bridge Width

Notice is hereby given that the County Board of the County of Jackson has made a written request to the Commissioner of Transportation for a variance from minimum design standards for bridge width along CSAH 14 (Ashley Street) between U.S. Highway 71 (Main Street) and CSAH 23 (River Street) over the Des Moines River in the City of Jackson.

The request is for a variance from 14 MCAR § 1.5032 H.1.c. Rules for State Aid Operations under Minnesota Statute, Chapters 161 and 162 (1978) as amended, so as to permit a minimum roadway width of 32 feet instead of 46 feet and maintain two traffic lanes across the bridge.

Any person may file a written objection to the variance request with the Commissioner of Transportation, Transportation Building, St. Paul, Minnesota 55155.

If a written objection is received within 20 days from the date of this notice in the *State Register*, the variance can be granted only after a contested case hearing has been held on the request.

Dated this 16th day of March, 1981

Richard P. Braun
Commissioner of Transportation -67-

ER, MONDAY, MARCH 23, 1981



Minnesota
Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Office of Commissioner

(612) 296-3000

April 21, 1981

Dwight Herman
Jackson County Highway Engineer
Box 64
Jackson, Minnesota 56143

In reply refer to: 901
Variance Request for Bridge # 7105
Over Des Moines River in City of Jackson
JACKSON COUNTY

Dear Mr. Herman:

Upon the recommendation of the Variance Committee, which met on April 8, 1981, to consider the request of Jackson County as to the above referenced subject, I hereby grant a variance from the width requirement of 14 MCAR § 1.5032 H.1.C. so as to allow the rehabilitation of Bridge 7105 to a 32' curb to curb width as requested by Jackson County.

The variance is conditional upon receipt of a resolution of the County of Jackson that indemnifies, saves and holds harmless the State of Minnesota and all of its agents and employees of and from any and all claims, demands, actions or causes of actions of whatsoever nature or character arising out of or by reason of, in any manner, the rehabilitation of Bridge 7105 in any other manner than as a 46' wide curb to curb bridge in accordance with the Minnesota State Aid Construction Standards to be found in the rules of the Minnesota Department of Transportation 14 MCAR § 1.5032, or arising as a result of the Commissioner's decision to grant this variance.

Sincerely,

Richard P. Braun
Commissioner

JACKSON COUNTY NEEDS INFO

ON THE C.S.A.H. 14 BRIDGE OVER THE DES MOINES RIVER IN JACKSON

EXISTING STRUCTURE: 207 feet long, 28 feet wide
curb to curb with a 5 foot
sidewalk.

PROPOSED STRUCTURE in NEEDS STUDY: 238 feet long,
46 feet wide curb to curb
plus 2 (5 foot) sidewalks.

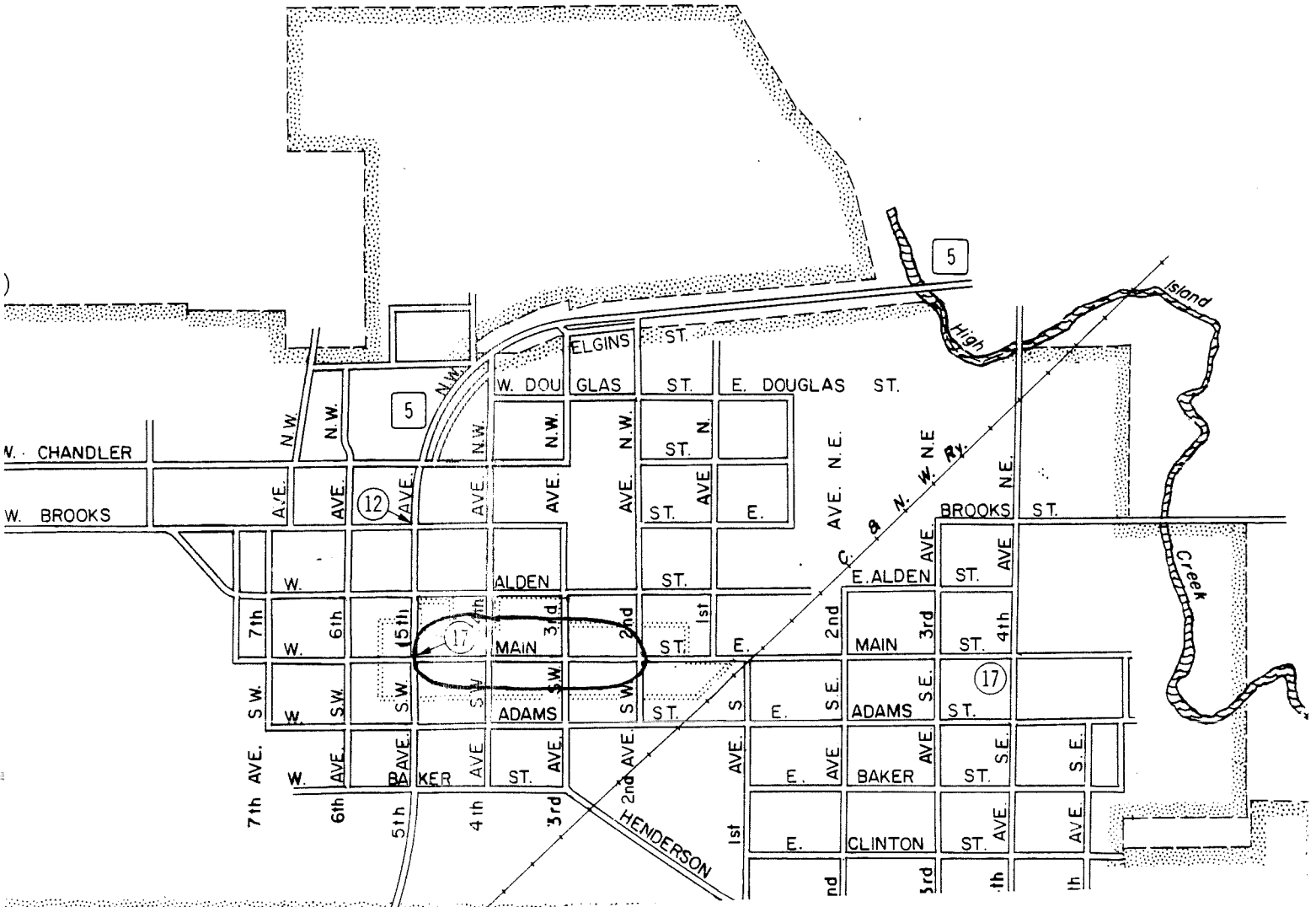
REQUESTED RECONSTRUCTION: Recondition existing structure
to 32 feet curb to curb
plus one (5 foot) sidewalk.

The following tabulation indicates the needs and apportionment data
for the last several years.

<u>Apport.</u> <u>Year</u>	<u>C.S.A.H.</u> <u>Needs</u>	<u>Approx.</u> <u>Apport.</u> <u>Earnings</u>
1975	-0-	-0-
1976	-0-	-0-
1977	-0-	-0-
1978	-0-	-0-
1979	\$ 399,840	\$ 9,664
1980	546,448	12,530
1981	626,416	13,073

NOTES & COMMENTS

**MAP OF
ARLINGTON
SIBLEY COUNTY
POP. 1823**



**Petition of Sibley County for A Variance from Standards for Diagonal Parking in the
City of Arlington, MN**

Notice is hereby given that the Sibley County Board of Commissioners has made a written request to the Commissioner of Transportation for a variance from minimum design standard for diagonal parking along County State Aid Highway No. 17 from 2nd Avenue to Trunk Highway No. 5, located in the City of Arlington.

The request is for a variance from 14 MCAR § 1.5032, H.4.a., Rules for State Aid Operations under Minn. Stat. chs. 161 and 162, (1978) as amended, so as to permit a minimum roadway width of 60 feet and that diagonal parking be permitted along both sides of the street.

Any person may file a written objection to the variance request with the Commissioner of Transportation, Transportation Building, St. Paul, Minnesota 55155 within 20 days of the publication of this notice in the *State Register*.

If a written objection is received within said 20 days, the variance shall be granted only after a contested case hearing has been held on the request.

Dated this 13th day of October, 1980.

Richard P. Braun
Commissioner of Transportation

December 1, 1980

Donald Barth
Sibley County Highway Engineer
County Court House
Gaylord, Minnesota 55334

In reply refer to: 901
Request for Variance
City of Arlington
SIBLEY COUNTY

Dear Mr. Barth:

Upon the advice of a Variance Committee appointed expressly for the purpose of recommending to me the validity of Sibley County's request for a variance to State Aid Rules 14 NCAR § 1.5012 R.4, I hereby grant the request subject to the Variance Committee's recommendation which reads as follows:

"The Board unanimously recommends the Variance be granted for the overlay only. It is further recommended that any additional improvements on this street requiring expenditure of State Aid Funds, not meeting the Standards, will have to be resubmitted to a Variance Board."

Sincerely,

Richard P. Braun
Commissioner

cc:
Lloyd A. Nelson - Harvey Suebeck
File - 411, File - 420
Transportation Record Center

RFB:dc
Gordon H. Fay

SIBLEY COUNTY NEEDS INFO

ON C.S.A.H. 17 (MAIN ST. IN ARLINGTON) - 0.22 MILES-FROM TH 5 TO 2ND AVE NW

Existing Bituminous surface 60 feet curb to curb.

1977 ADT = 3,252 VPD

PROPOSED NEEDS: 44 foot curb to curb urban design.

Complete grading

complete storm sewer

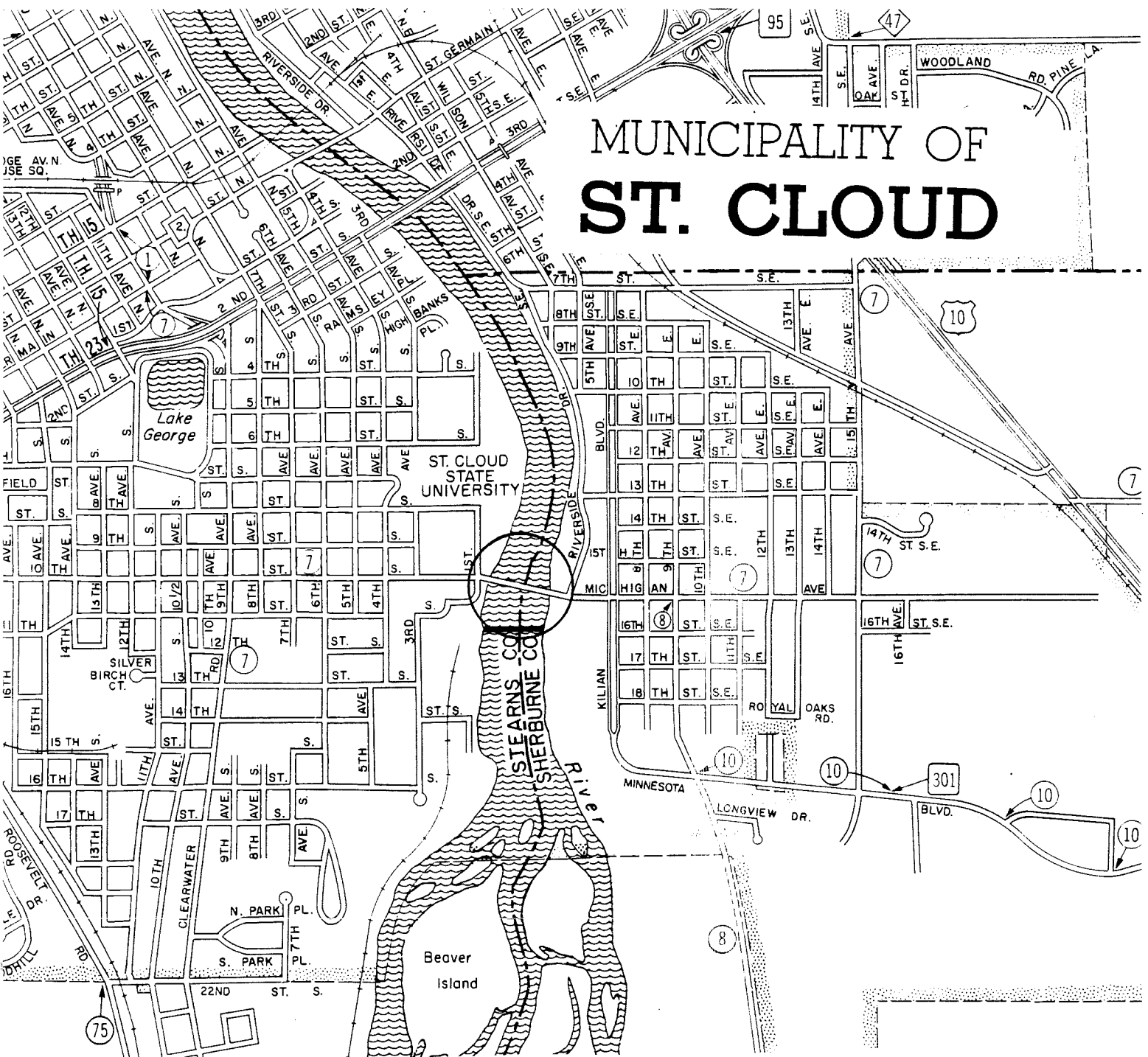
complete base

Initial surface

Replace curb and gutter

and sidewalk.

NOTES & COMMENTS



Notice of Variance Request in the Matter of the Request of the City of St. Cloud for A Variance from Standards for the Design and Construction of the 10th Street Bridge in St. Cloud, MN

Notice is hereby given that the City of St. Cloud has made a written request to the Commissioner of Transportation for a roadway width variance for the design and construction of the 10th Street Bridge in the City of St. Cloud.

The request is for a variance from 14 MCAR § 1.5032, H.1.c., Rules for State Aid Operations under Minn. Stat. chs. 161 and 162, (1978) as amended, so as to permit the 10th Street Bridge to be designed and constructed to a width of 39 feet to accommodate two traffic lanes and two bicycle lanes; plus 6 foot sidewalks on each side for pedestrian use.

Any person may file a written objection to the variance request with the Commissioner of Transportation, Transportation Building, St. Paul, Minnesota 55155 within 20 days of the publication of this notice in the *State Register*.

If a written objection is received within said 20 days, the variance shall be granted or denied only after a contested case hearing has been held on the request.

September 12, 1980

Richard P. Braun
Commissioner of Transportation

-75-



Minnesota
Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Office of Commissioner

(612) 296-3000

April 2, 1981

Mayor Robert Huston
City of St. Cloud
City Hall
St. Cloud, MN 56301

Dear Mayor Huston:

I have now completed my review of the State Chief Hearing Examiner, Mr. Duane Harves' report and memorandum concerning the City of St. Cloud's petition for a variance from State Aid Design Standards. As a result of that review, I have concluded that a variance should be granted, however, the granting of the variance should be conditioned as described later. This letter transmits my order for the variance.

Prior to describing the conditions that will be attached to the variance approval, I should like to take this opportunity to describe my continuing concerns regarding the seeming inability of the City of St. Cloud to make those difficult decisions which would provide for a transportation system to satisfy the long term growth of the City. To plan for the development of new facilities and/or the reconstruction of existing facilities, the Department has entered into joint planning agreements with the Metropolitan Planning Organizations in each of the metropolitan areas. It has been my policy to rely to the greatest extent possible on transportation plans developed by these organizations and it is my commitment to continue to do so. In the St. Cloud area your designated Metropolitan Planning Agency is the St. Cloud Area Planning Organization. It is my understanding that your Metropolitan Transportation Plan recently adopted acknowledges the fact that the corridor transportation problems in the S-SE area have not been resolved by the plan as adopted. However, the plan does endorse the provision of a two-lane 10th Street Bridge.

Because of my responsibility relating to the administration of the expenditures of State-Aid Funds and also as a participant in the metropolitan planning program, I had hoped that whatever local conclusions were reached on the 10th Street Bridge, those conclusions would be in concert with a transportation plan which provided for the accommodation of the long range growth of the

metropolitan area and subsequent transportation requirements. This, however, did not turn out to be the case, rather the request for variance and subsequent contested case hearings looked only at the area immediately surrounding the 10th Street Bridge and only considered the economic, social, environmental, safety and traffic capacity requirements of that particular narrowly defined corridor.

Therefore, I cannot endorse the recommendations of the Chief Hearing Examiner as reflecting the proper conclusions as they relate to the social, environmental, and economic benefits to be derived from the construction of a four-lane bridge to the entire St. Cloud Metropolitan Area.

I will, however, grant a conditional variance from State-Aid Standards for the construction of a 2-lane - ultimate 4-lane bridge. My reasons for granting the variance are:

1. The rules as stated in MCARS 1.5032M do not expressly require an evaluation of a variance request based on any specified geographic or area of system interaction. Therefore, the Chief Hearing Examiner in his findings had no specified reason to look beyond the narrowly defined corridor testified to in the contested case hearing.
2. The City apparently recognized that four lanes may ultimately be required because the variance request was for a 2-lane - ultimate 4-lane structure.
3. Some action needs to be taken before the existing 10th Street Bridge becomes totally inoperable.

However, I think the City of St. Cloud should fully recognize that:

1. The entire transportation system is a balanced system such that as certain critical links in the system become overloaded these overloads divert to other links where the capacity is not as stressed. Any capacity constraints built into a 10th Street Bridge could be reflected in increased traffic on an already constrained Desoto Bridge.
2. In any metropolitan area the "critical" links in the system nearly always tend to be major bridges crossing physical barriers such as railroads or rivers primarily because of the substantial costs required to provide them. Major river crossings (which the 10th Street Bridge is) always become links in the arterial system because of their limited numbers. Normal bridge life always extends beyond the "state of the art" forecasting ability. A forecast which can reasonably predict travel 20 years hence is considered to be exceptional while bridge life often exceeds 50 years.

3. As the metropolitan St. Cloud community continues to grow and prosper the total reliance on T.H. 23 (Division Street) as "the" east-west arterial will no longer suffice. There are a very limited number of transportation corridors in the St. Cloud area that can be utilized to accommodate future traffic growth. State systems cannot continue to be relied upon to solve the internal traffic problems of St. Cloud.
4. Because a very high transit forecast was utilized to reduce forecast traffic volumes, a design to accommodate buses, especially at bus stops should be considered.

Even in light of the concerns I have expressed above, I will grant the variance request conditionally. I do request the City to again look at the longer range effects of your actions and to try to determine how further growth will be accommodated on your transportation system. The prime reason for my approval of the variance is one of pragmatism, that is, because of the City's inability to resolve the bridge issue, I recognize that something needs to be done before the existing bridge becomes inoperable entirely.

Because of the high traffic volumes forecast in relation to the standards and the uncertainty of any forecasting mechanism to accurately foretell the future, particularly, in and around a fast growing metropolitan area such as St. Cloud, I find it necessary to condition my approval to ensure against future state liability. I have been advised through independent analysis by a staff expert that if the conditions given in testimony during the hearing process exist, the capacity will be adequate for those conditions; however, the proposal will be operating at the very upper limits of its capacity. If there are errors in either the forecasts or peak hour traffic projections the capacity could be strained to the point of severe congestion and resulting accident experience. For these reasons, as well as the fact that the law in the area of highway construction design liability is unsettled, I find it prudent to require the City to absolve the State, the Department and its employees, of any potential liabilities which could result from such accidents.

I also believe that the City should by resolution, agree to not request additional funding in the event that the bridge has to be modified to provide four lanes for traffic. The Department of Transportation through its State Aid Office has indicated that

Mayor Robert Huston
Page 4
April 2, 1981


a four lane bridge would be eligible for funding assistance now. If the City chooses to build only two lanes, the savings inherent in building a four lane structure initially will not be realized. Therefore, the City, and not the State Aid Fund, should absorb any additional funding requirements. The extent of federal and state aid participation for this project shall be based on normal state aid participation rules.

Perhaps the most serious financial concern that I would have from your position is one of the effect of your actions on future state aid funding to your city. This decision will be made by the State Aid Screening Committee. In accepting this variance the City should recognize the effect on state-aid needs on the City's apportionment of State Aid Funds as per Minnesota Statutes 1980, Section 162.13, Subdivision 2, which reads in part:

"To avoid variances in costs due to differences in construction and maintenance policy, construction and maintenance costs shall be estimated on the basis of the engineering standards developed cooperatively by the Commissioner and the engineers, or a committee thereof, of the cities. Any variance granted pursuant to Section 162.09, subdivision 3A shall be reflected in the estimated construction and maintenance costs in determining money needs".

Mayor Huston, I sincerely hope that your City can find these conditions satisfactory and that this matter can be closed.

Sincerely,


Richard P. Braun
Commissioner

Department of Transportation

State of Minnesota

Richard P. Braun

Commissioner

In The Matter Of The

PETITION BY THE CITY
OF ST. CLOUD FOR A VARIANCE
FROM STATE AID DESIGN
STANDARDS FOR THE
CONSTRUCTION OF A TWO
LANE BRIDGE OVER THE
MISSISSIPPI RIVER AT TENTH
STREET IN THE CITY OF
ST. CLOUD, MINNESOTA

FINDINGS AND ORDER
OF THE COMMISSIONER
OF TRANSPORTATION

FINAL ORDER

FACTS

That a request for variance on the above entitled matter was submitted to the Commissioner of Transportation by the City of St. Cloud.

That a contested case hearing was conducted before Duane F. Harves, Chief Hearing Examiner of the Minnesota Office of Administrative Hearings.

That based on the findings of Fact and Conclusions the Chief Hearing Examiner recommended that the Commissioner order a variance to be granted subject to four conditions.

CONCLUSIONS

After having reviewed the Hearing Transcript, Report and Memorandum of the Chief Hearing Examiner, the Commissioner concludes that he

should grant the variance through the issuance of the following order which he deems consistent with the Chief Hearing Examiner's recommendations:

It is hereby ordered that the City of St. Cloud is granted a variance from the state aid urban geometric design standards for high density arterials as found in Rule 14 MCARS^S 1.5032H.1.c. for the purpose of obtaining state aid funding for the construction of a new bridge crossing the Mississippi River at Tenth Street, including the approaches from the Kilian Boulevard intersection on the east to the Fifth Avenue intersection on the west, subject to the following conditions:

- (1) The bridge shall be designed and constructed with a 53'8" deck, including two 12' lanes for motor vehicle traffic, two 7'6" shoulders for use by bicycles and for emergency stopping and two 6' sidewalks, and that it be designed with a substructure sufficient to allow the ultimate expansion of the superstructure to accommodate a bridge deck width of 69'8". The purpose of the ultimate 69'8" deck shall be to accommodate two additional 12' traffic lanes when it is found necessary to accommodate traffic beyond the forecasted volumes upon which this variance is based.
- (2) The bridge shall be constructed so that it complies with all height requirements of the U.S. Army Corps of Engineers.

(3) On the east side of the bridge:

- (a) Riverside Drive shall be severed from Michigan Avenue;
- (b) The grade of the roadway shall adhere as closely as practicable to the grade of the roadway as proposed by the City in its Hearing Exhibit 14.
- (c) The intersection of Kilian Boulevard and Michigan Avenue shall provide for a standard right turn and left turn lane in addition to the two through lanes, on Michigan Avenue. Appropriate channelization east of Riverside Drive shall be provided so that the intersection traffic lanes are easily understandable to the motorists.
- (d) The Kilian Boulevard-Michigan Avenue intersection shall be signalized when warranted.

(4) On the west side of the bridge:

- (a) The grade shall be as close as practicable to that proposed by the City in its Hearing Exhibit 14.
- (b) First Avenue shall be grade separated such that First Avenue traffic may cross Tenth Street under the bridge.
- (c) Existing Third and Fourth Avenue connections to Tenth Street shall be physically severed. Also platted Second Avenue shall not be developed to intersect Tenth Street.
- (d) A grade separated pedestrian overpass at the present location of the intersection of Third Avenue and Tenth Street shall be constructed.

- (c) No at-grade pedestrian crossings shall be provided east of the Fifth Avenue intersection.
 - (f) A traffic signal shall be provided at the intersection of Tenth Street and Fifth Avenue when warranted.
 - (g) Channelization on Fifth Avenue north and south of Tenth Street shall be provided, if required, based on a traffic engineering analysis of the intersection capacity requirements.
 - (h) The required retaining walls to provide for the pedestrian separation at Third Avenue shall be set back from the Tenth Street centerline a distance sufficient to allow for the ultimate typical section (four lanes + bike lanes + sidewalks).
 - (i) Left turn and right turn lanes in addition to the two through lanes shall be provided on Tenth Street, both west and east at the intersection with Fifth Avenue.
 - (j) Every effort should be made not to acquire any residences at the intersection of Fifth Avenue and Tenth Street. However, design considerations and judgment should be used in acquiring any additional required rights of way. It may be more prudent to acquire a dwelling rather than to have the curb on the doorstep.
- (5) The Environmental Impact Statement should be amended or supplemented which shall satisfy state and federal requirements. Costs for such amendment or supplement shall be borne by the City.

- (6) That the City of St. Cloud by resolution indemnifies, saves, and holds harmless the State of Minnesota and all of its agents and employees of and from any and all claims, demands, actions or causes of actions of whatsoever nature or character arising out of or by reason of, in any manner, the construction of the Tenth Street Bridge, St. Cloud, Minnesota, in any other manner than as a four lane bridge in accordance with the Minnesota State Aid Construction Standards, to be found in the rules of the Minnesota Department of Transportation 14 MCAR 1.5032, or arising as a result of the Commissioner's decision to grant this variance.
- (7) That the City of St. Cloud by resolution commits itself to not request or seek additional state and/or federal aid for any future additions to increase the capacity of the Tenth Street Bridge, St. Cloud, Minnesota.
- (8) That the City agrees to construct the entire project as shown on the City's Hearing Exhibit 14 and modified above as one project (CONSTRUCTION NOT STAGED) and not to open the bridge to traffic until the entire project is completed.
- (9) That funding received from the state (federal or state) shall be through a cooperative agreement that provides specifically that St. Cloud shall hold the State, Mn/DOT, and its agents and employees harmless in the exact language contained in

paragraph 5, above, and further provides that St. Cloud will not request or seek state or federal aid for future bridge additions pursuant to the language of paragraph 6, above.

BY ORDER OF THE
MINNESOTA DEPARTMENT OF TRANSPORTATION
RICHARD P. BRAUN



Commissioner

April 2, 1981
Date .

HISTORY OF STATE AID APPORTIONMENT EARNINGS
BY THE 10TH STREET MISSISSIPPI RIVER BRIDGE IN ST. CLOUD

Essentially, the City of St. Cloud and the Counties of Stearns and Sherburne have been earning State Aid apportionment since 1958 based on the needs for a 4 lane 1600 foot long bridge over the Mississippi River at 10th Street in St. Cloud.

The following tabulation indicates the breakdown of the various apportionments in the 24 years of State Aid.

Apport. Year	Sherburne	C.S.A.H. Stearns	Total	M.S.A.S. Total	Total State Aid
1958	\$ 4,447	\$ 4,447	\$ 8,894	\$ 15,910	\$ 24,804
1959	4,392	4,392	8,784	17,215	25,999
1960	6,510	6,510	13,020	25,235	38,255
1961	6,246	6,246	12,492	23,444	35,936
1962	6,374	6,374	12,748	23,898	36,646
1963	6,959	6,959	13,918	25,318	39,236
1964	7,731	7,731	15,462	29,556	45,018
1965	5,497	5,497	10,994	26,574	37,568
1966	6,159	6,159	12,318	26,222	38,540
1967	6,665	6,665	13,330	28,175	41,505
1968	8,020	8,020	16,040	34,315	50,355
1969	8,509	8,509	17,018	37,075	54,093
1970	9,599	9,599	19,198	66,192	85,390
1971	10,530	10,530	21,060	73,332	94,392
1972	9,439	9,439	18,878	115,368	134,246
1973	15,694	15,694	31,388	82,460	113,848
1974	17,532	17,532	35,064	111,844	146,908
1975	20,890	20,890	41,780	90,376	132,156
1976	17,837	17,837	35,674	106,262	141,936
1977	22,282	22,282	44,564	130,008	174,572
1978	24,362	24,362	48,724	129,462	178,186
1979	25,524	25,524	51,048	134,200	185,248
1980	20,692	20,692	41,384	90,308	131,692
1981	22,439	22,439	44,878	119,895	164,773
24 Year Total	\$ 294,329	\$ 294,329	\$ 588,658	\$ 1,562,644	\$ 2,151,302