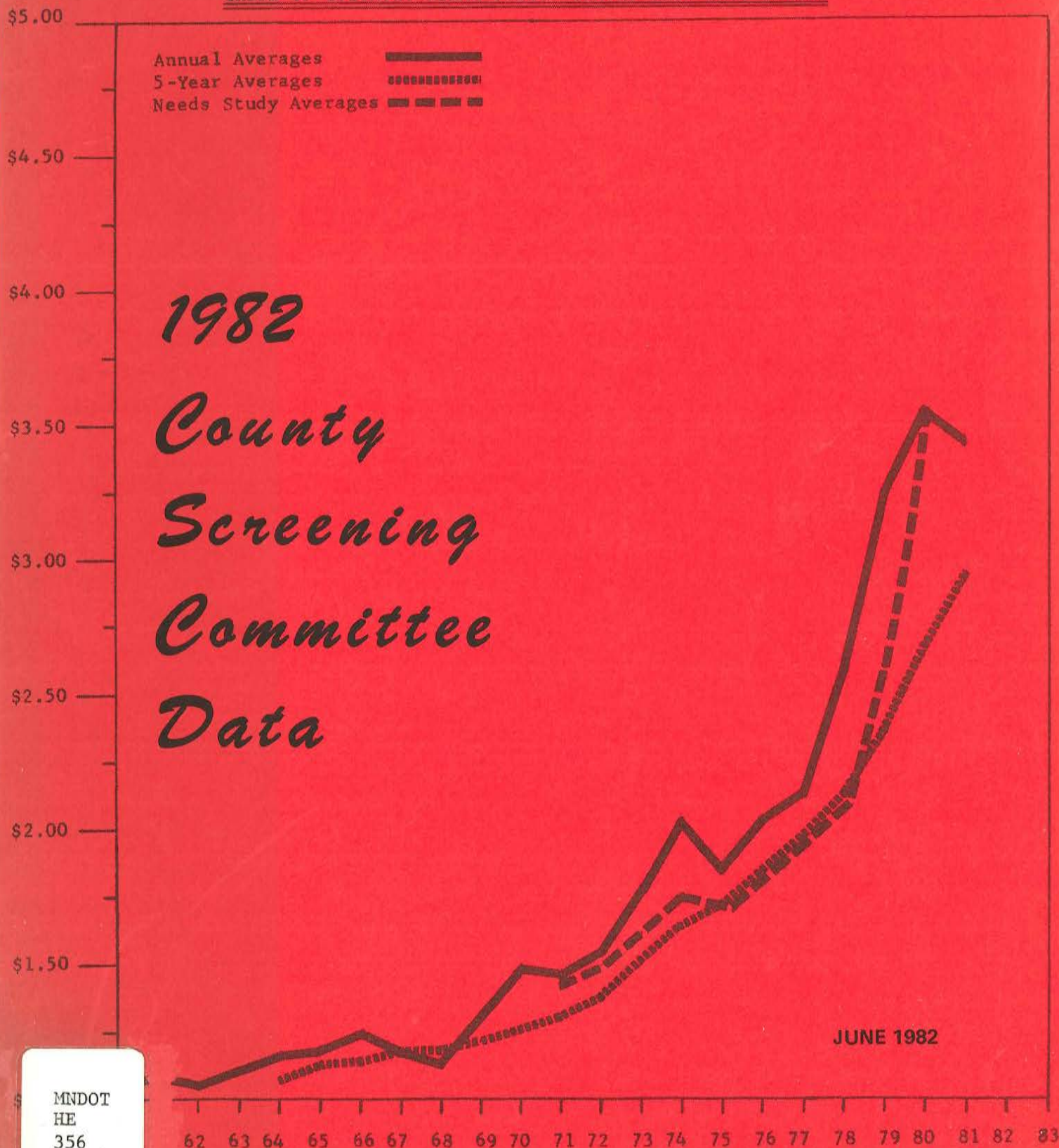




TREND OF G.S.A.H. RURAL DESIGN GRAVEL BASE UNIT PRICES



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TREND OF C.S.A.H. RURAL DESIGN GRAVEL BASE UNIT PRICES

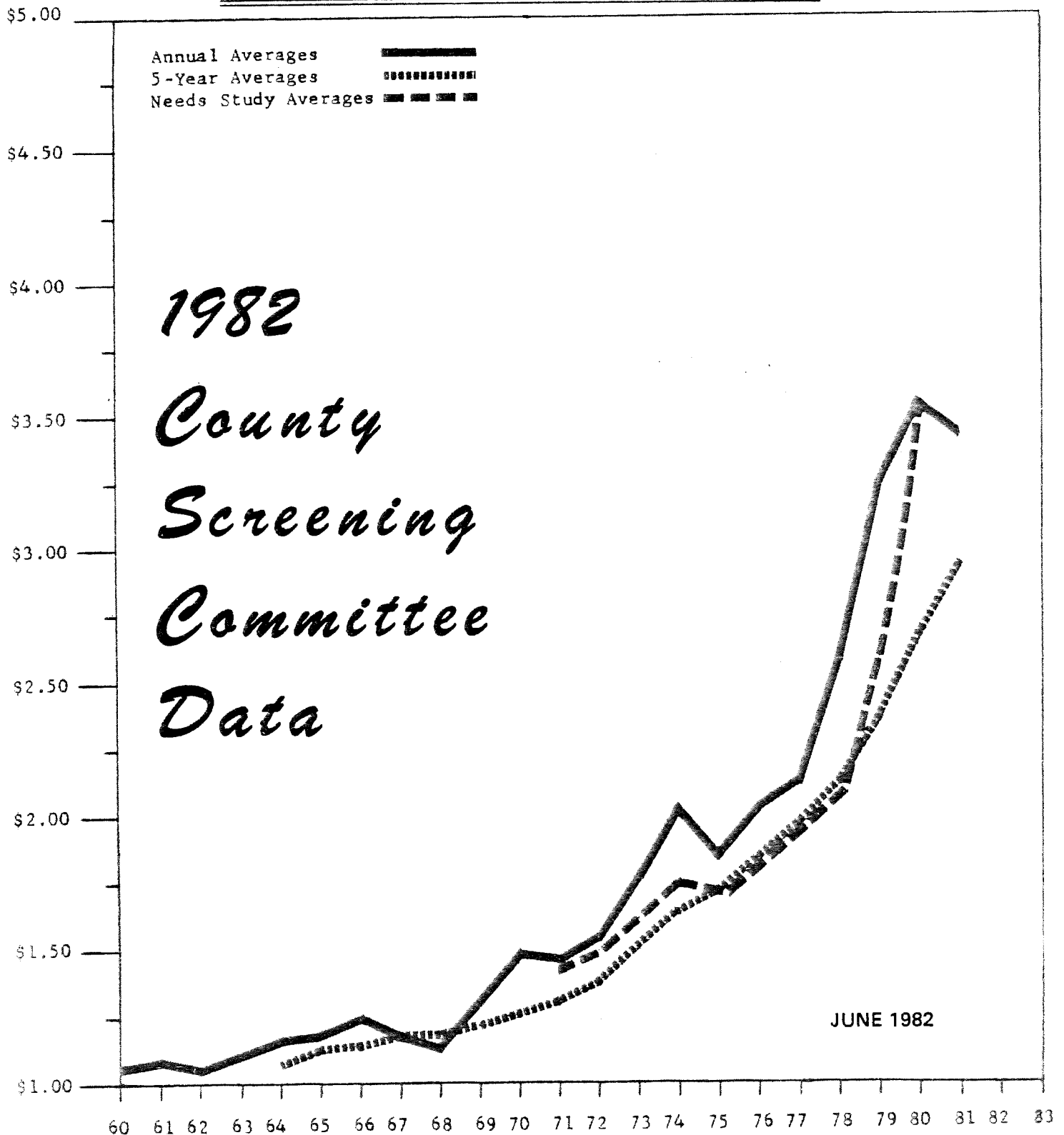


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TO BE PRESENTED AT THE JUNE 2-3, 1982 MEETING

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1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

Introduction

The primary tasks of the Screening Committee at this meeting are to establish unit prices to be used for the 1982 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 1976 construction projects and added the 1981 construction projects. The abstracts of bids on all rural design State Aid and Federal Aid projects, let from 1977 through 1981, are the source of information for compiling the data used for computing the recommended 1982 rural design unit prices. The gravel base unit price data obtained from the 1981 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.

For the past 10 years, in order to include deep-strength bituminous base projects in the gravel base portion of the unit price study, we have converted the project quantities and costs to standard design quantities and costs such as subbase, gravel base, etc. This year's Subcommittee felt that the cost of the oil in these deep-strength projects was overly influencing the resulting unit price of gravel base and therefore they are recommending that the practice of "converting" deep-strength projects be phased out. They suggest this phasing-out process be started immediately by not converting the 1981 deep-strength projects.

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

Minutes of the Subcommittee meetings held March 24, April 15-16, and April 29, 1982, are included in the "Reference Material" section of this report. Jim Worcester, Chairman of the General Subcommittee, will attend the Screening Committee meeting to review and explain their recommendations.

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

Price Trends of C.S.A.M. Rural Design Unit Prices  
(Based on State Averages from 1960-1981)

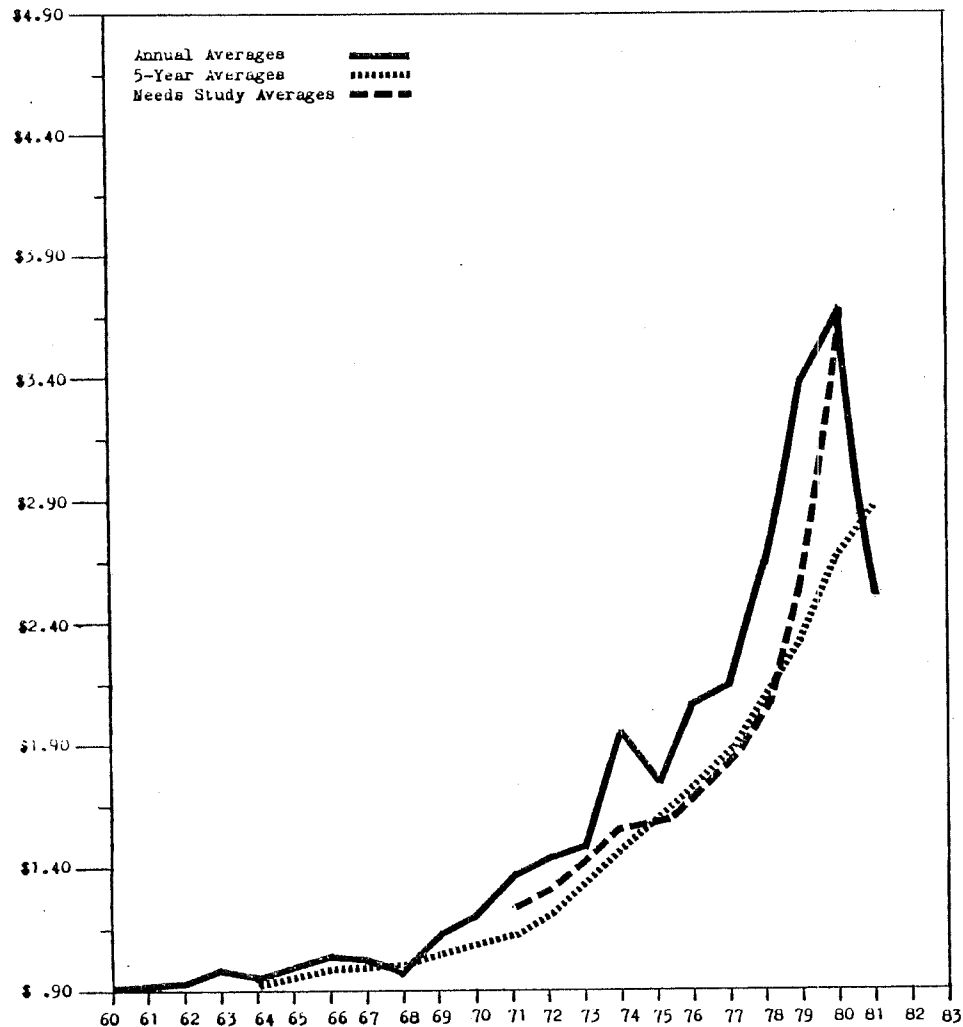
The following graphs and tabulations indicate the unit price trends of the various construction items. As mentioned earlier, all unit price data was retrieved from the abstracts of bids on State Aid and Federal Aid projects. Three trends are shown for each construction item: annual average, five-year average, and needs study average.

As was explained in the introduction, the General Subcommittee is recommending that the procedure for converting deep-strength projects to standard type projects be phased out beginning with the 1981 projects. This will affect the price trends of the various construction items.

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.

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

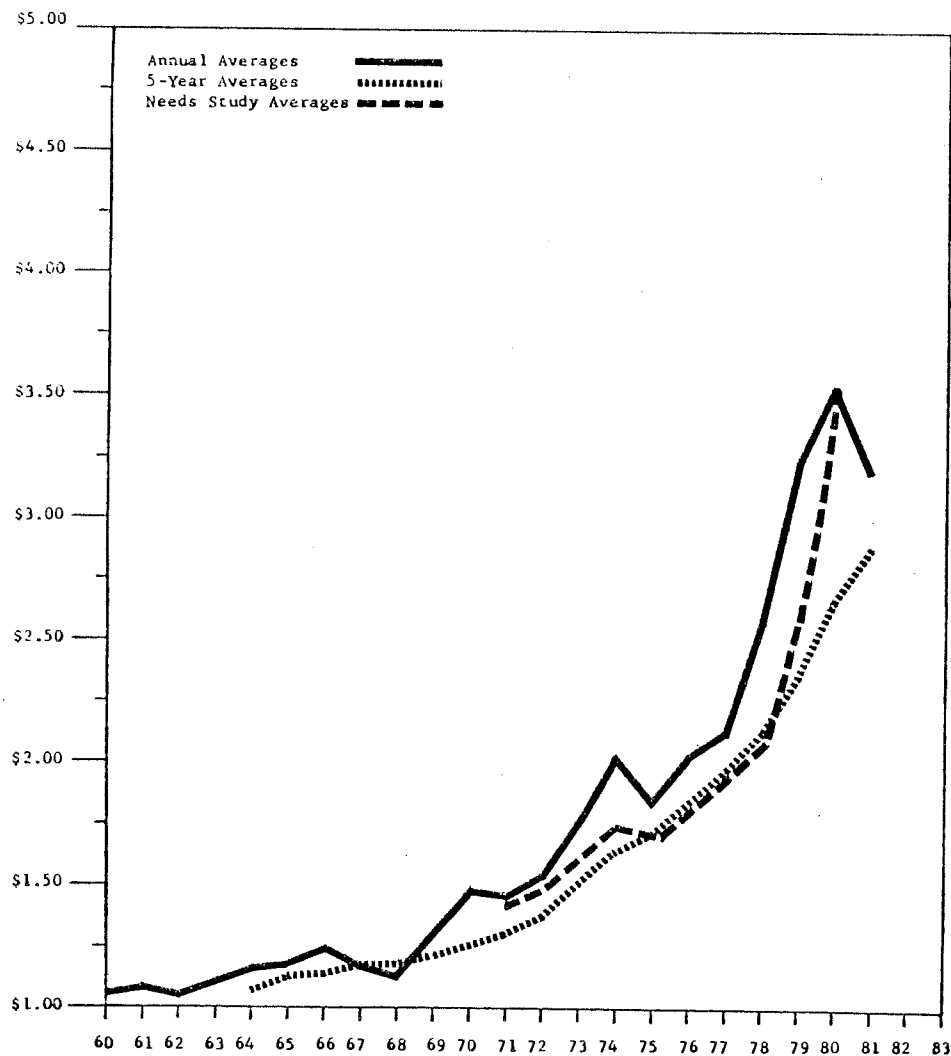
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR SUBBASE - 2211 CLASS 3 & 4



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	3.67 (1981)
1981	638,314	1,610,816	2.52	2.88	

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

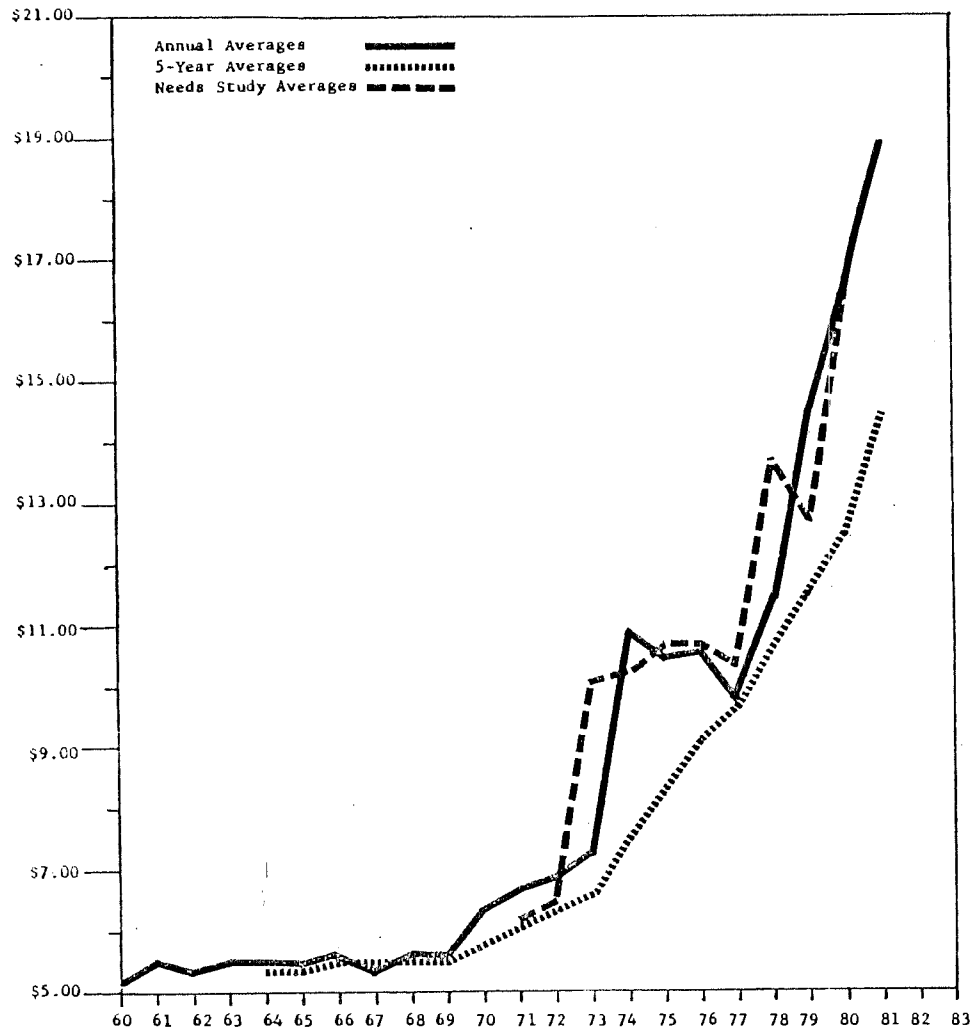
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6



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	2,000,346	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	3.54(1981)
1981	1,562,477	4,995,175	3.20	2.88	-

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

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

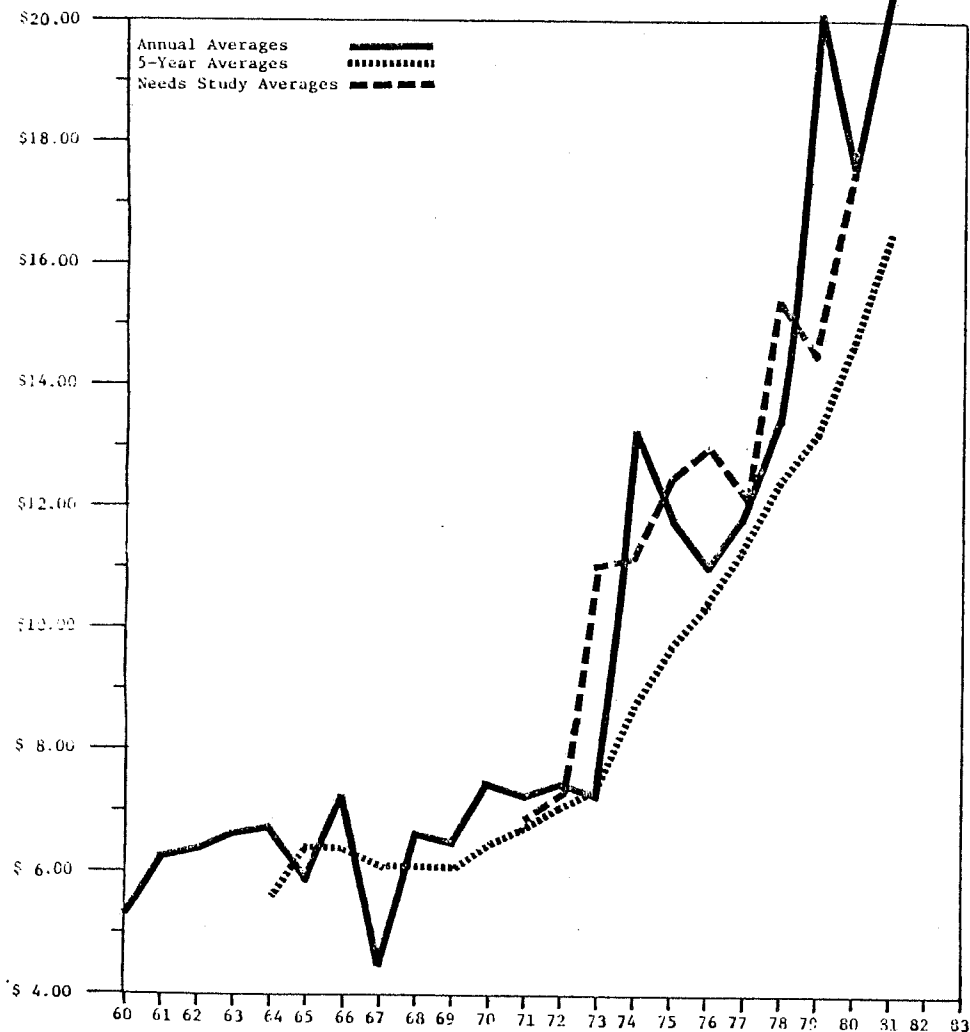


YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1960	261,003	\$1,354,006	\$5.19	\$ -	\$ -
1961	214,981	1,189,054	5.53	-	-
1962	344,627	1,850,079	5.37	-	-
1963	316,721	1,749,315	5.52	-	-
1964	434,264	2,384,432	5.49	5.37	-
1965	471,875	2,574,599	5.46	5.45	-
1966	548,675	3,079,321	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	16.48(1981)
1981	2,079,554	39,196,533	18.85	14.42	



1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

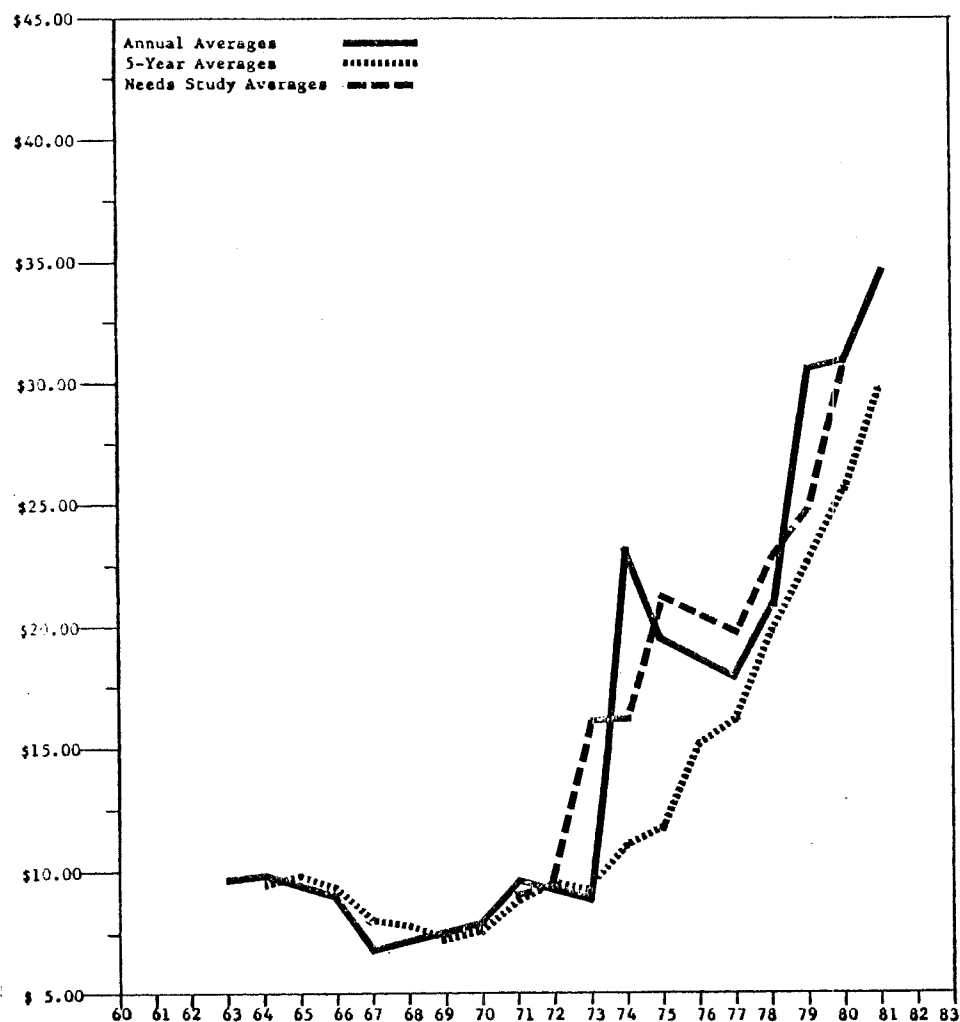
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2341



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	2,044,315	17.58	14.71	17.58 (1981)
1981	57,124	1,209,694	21.18	16.53	

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

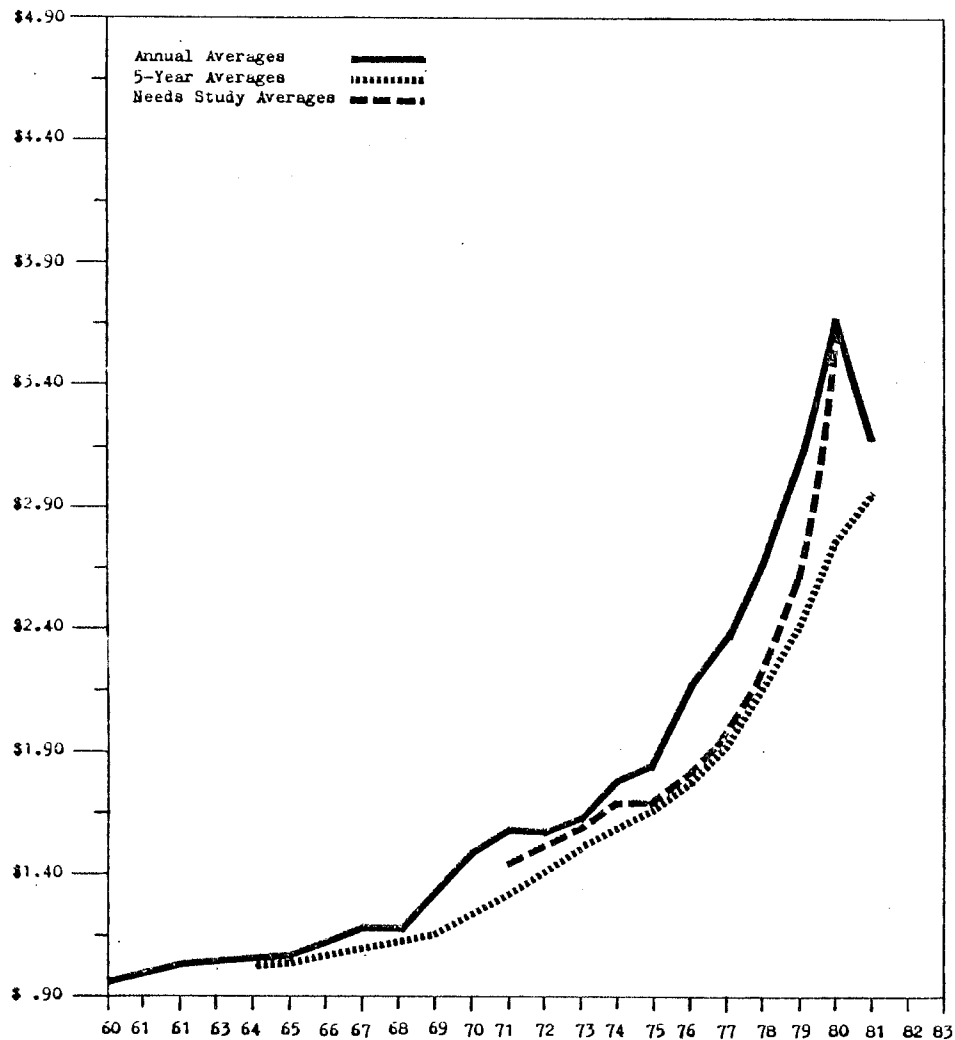
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2351-2361



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	-	-	-	9.64	-
1966	4,675	42,211	9.03	9.35	-
1967	10,689	72,613	6.79	8.01	-
1968	-	-	-	7.69	-
1969	-	-	-	7.47	-
1970	1,401	10,958	7.82	7.50	-
1971	35,983	341,371	9.49	8.84	8.96 (1972)
1972	-	-	-	9.49	9.53 (1973)
1973	14,383	127,925	8.90	9.28	16.10 (1974)
1974	7,716	178,841	23.17	11.08	16.20 (1975)
1975	4,681	90,950	19.43	11.78	21.30 (1976)
1976	8,664	161,654	18.65	15.78	20.42 (1977)
1977	6,763	121,415	17.95	16.13	19.87 (1978)
1978	751	15,736	20.95	19.90	22.90 (1979)
1979	10,190	312,482	30.66	22.63	24.89 (1980)
1980	12,540	388,502	30.97	25.70	30.97 (1981)
1981	12,743	440,772	34.60	29.76	

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

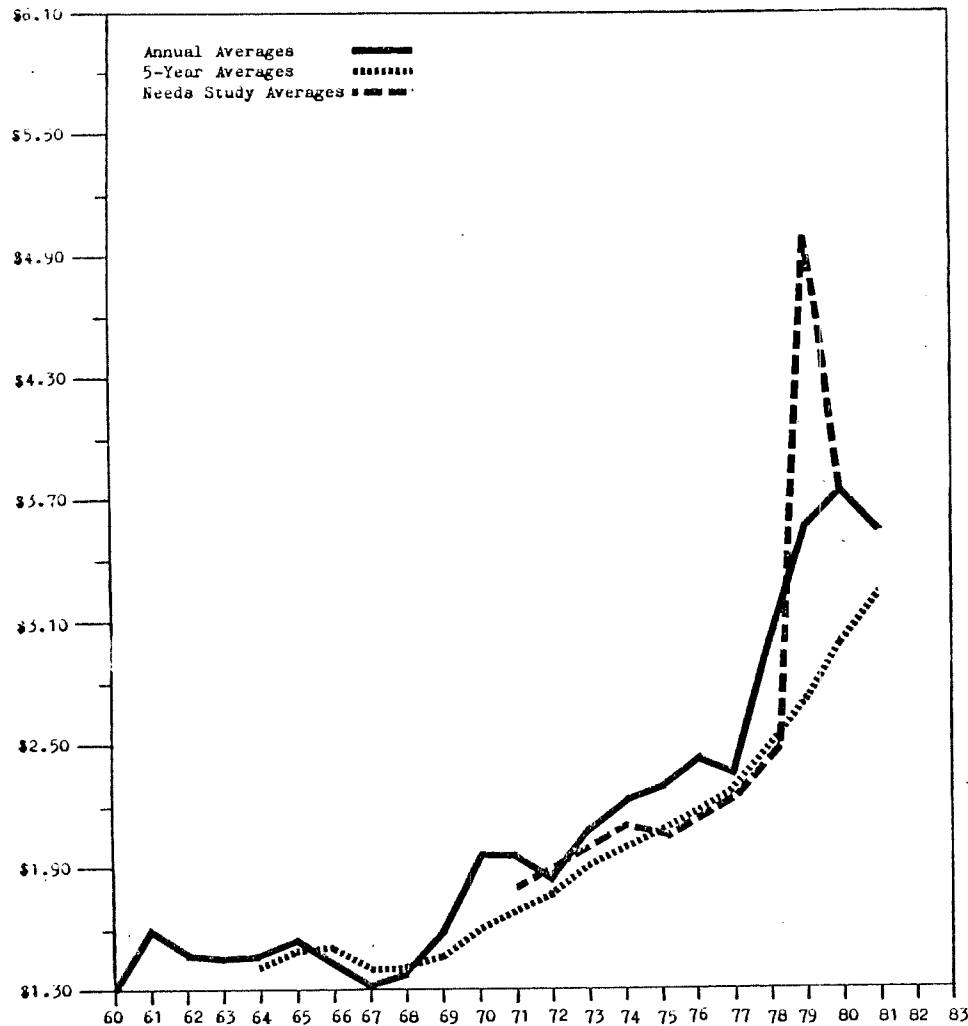
PRICE TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL SURFACE - 2118



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	3.67 (1981)
1981	177,479	565,415	3.19	2.95	-

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

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	617,322	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	3.73 (1981)
1981	740,543	2,634,666	3.56	3.23	

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

1982 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 1981 C.S.A.H. needs study gravel base unit price, the gravel base data in the 1977-1981 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1982.

The most significant change from last year's procedure involves the conversion of deep-strength bituminous projects in the five-year average unit price study. The Subcommittee felt that the cost of oil was influencing the resulting gravel base cost on these projects. Therefore, they are recommending that the conversion of these deep-strength projects be discontinued starting with the 1981 projects. In other words, the 1977-1981 five-year average unit price study includes four years of converted deep-strength projects and one year of deep-strength projects with no conversion to standard construction items (i.e., subbase, gravel base, etc.).

The recommended 1982 rural design gravel base unit prices were determined by the Subcommittee at their March 24 and April 15-16, 1982 meetings, using the following procedure which was initially adopted at last year's spring Screening Committee meeting.

If a county has at least 50,000 tons of gravel base in their current five-year average unit price study, that five-year average unit price, 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, then enough subbase material from that county's five-year average unit price study is added to the gravel base material to equal 50,000 tons and a weighted average unit price is determined.

If a county has less than 50,000 tons of combined gravel base and subbase material in their five-year average unit price study, then enough gravel base material from the surrounding counties that do have 50,000 tons in the five-year average is added to the combined gravel base and subbase material to equal 50,000 tons and a weighted average unit price is determined.

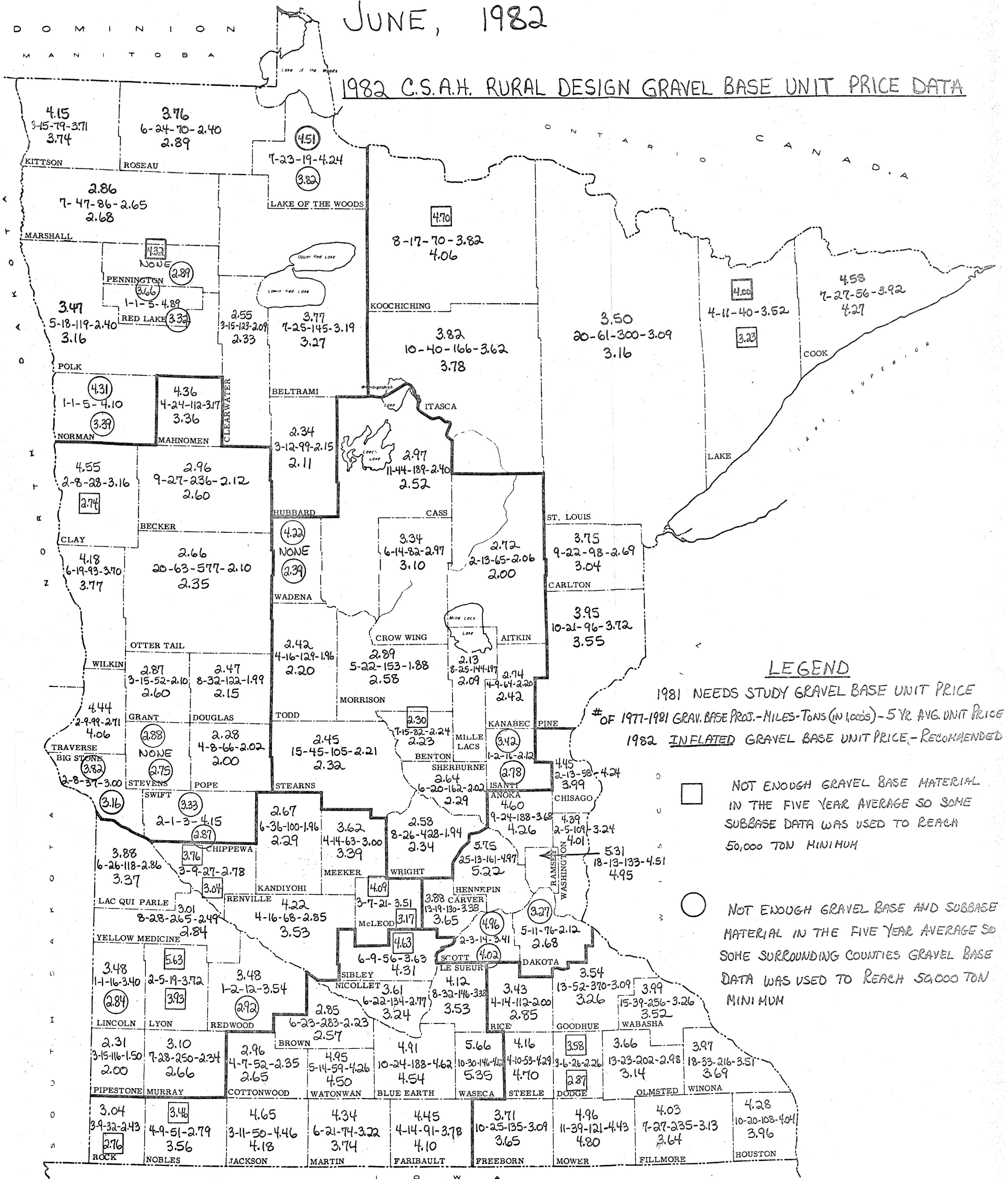
As you can see, the counties whose recommended unit prices have either a square or a circle around them, have less than 50,000 tons of gravel base material in their current five-year average unit price study. Therefore, these prices were determined using either the second or third part of the procedure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

# 1982 COUNTY SCREENING COMMITTEE DATA

JUNE, 1982

DOMINION  
MANITOBA

## 1982 C.S.A.H. RURAL DESIGN GRAVEL BASE UNIT PRICE DATA



### LEGEND

1981 NEEDS STUDY GRAVEL BASE UNIT PRICE

# OF 1971-1981 GRAV. BASE PROJ. - MILES-TONS (IN 1000S) - 5 YR. AVG. UNIT PRICE

1982 INFLATED GRAVEL BASE UNIT PRICE - RECOMMENDED

□ NOT ENOUGH GRAVEL BASE MATERIAL IN THE FIVE YEAR AVERAGE SO SOME SUBBASE DATA WAS USED TO REACH 50,000 TON MINIMUM

○ NOT ENOUGH GRAVEL BASE AND SUBBASE MATERIAL IN THE FIVE YEAR AVERAGE SO SOME SURROUNDING COUNTIES GRAVEL BASE DATA WAS USED TO REACH 50,000 TON MINIMUM

NOTES & COMMENTS

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

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

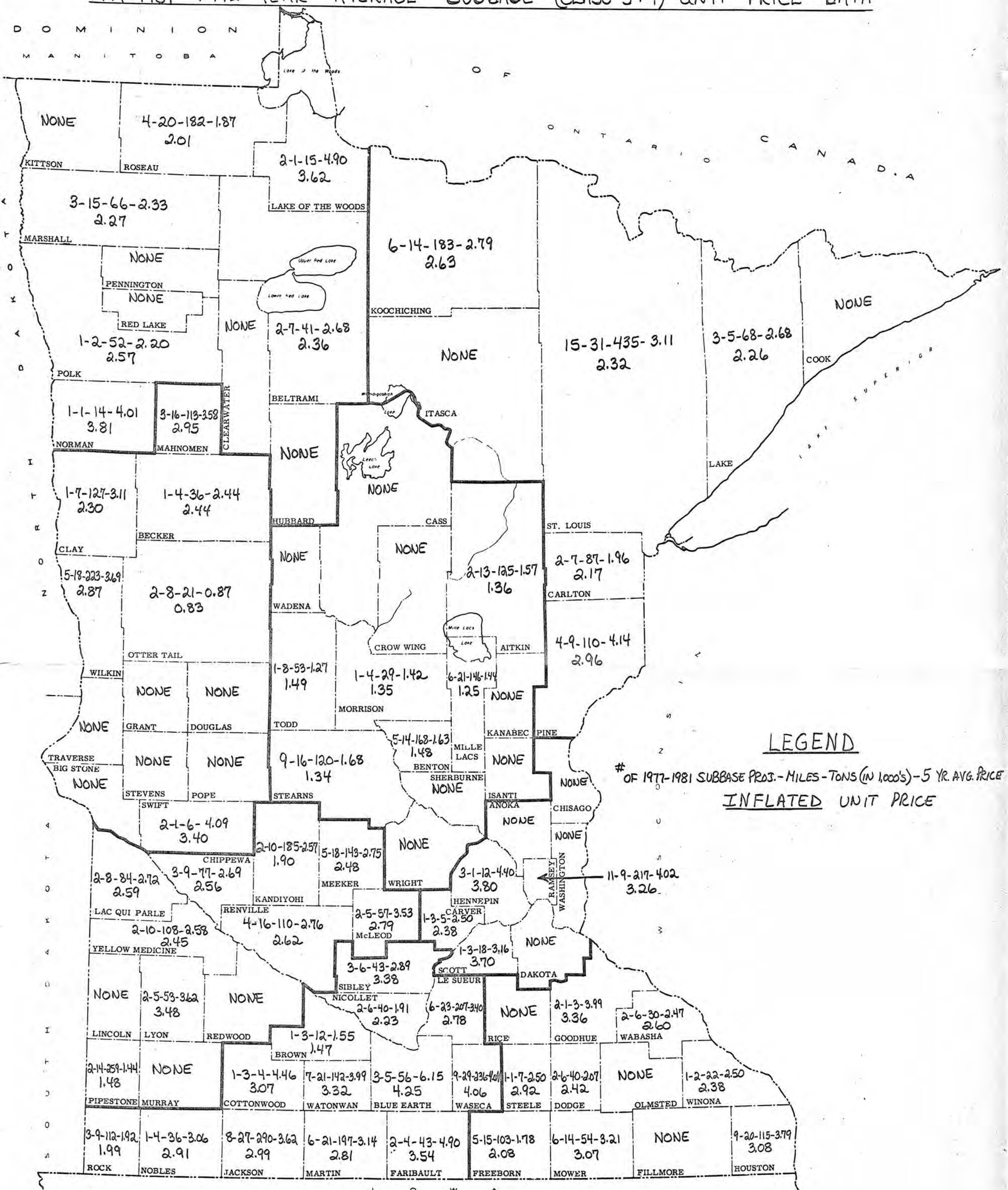
The following tabulation shows the average unit prices in the 1981 C.S.A.H. needs study, the unit prices recommended by the M.S.A.S. Subcommittee for use in their 1982 needs study, the 1977-1981 C.S.A.H. five-year average unit prices (based on actual projects), the 1981 C.S.A.H. average and the C.S.A.H. Subcommittee's recommended 1982 unit prices.

The C.S.A.H. Subcommittee's recommended prices were determined at their meeting on April 29, 1982. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.



JUNE, 1982

1977-1981 FIVE YEAR AVERAGE SUBBASE (CLASS 3 & 4) UNIT PRICE DATA



1982 COUNTY SCREENING COMMITTEE DATA

JUNE, 1982

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

Construction Item	1981 C.S.A.H. Needs Study Average	1982 M.S.A.S. Unit Prices Recommended By M.S.A.S. Subcommittee	1977-1981 C.S.A.H. 5-Year Average	1981 C.S.A.H. Average	1982 C.S.A.H. Unit Price Recommended By C.S.A.H. Subcommittee
<u>Rural Design</u>					
Subbase 2211 Class 3 & 4/ton	\$ 3.54	-- Same --	\$ 2.88	\$ 2.52	G.B. - 0.68
Gravel Base 2211 Class 5 & 6/ton	3.54	-- --	2.88	3.20	*
Bit. Base 2331/ton	16.48	-- As --	14.42	18.85	G.B. + 15.65
Bit. Surface 2331/ton	16.48	-- --	14.42	18.85	G.B. + 15.65
Bit. Surface 2341/ton	17.58	-- Urban --	16.53	21.18	G.B. + 17.98
Bit. Surface 2351 - 2361/ton	30.97	-- --	29.76	34.60	G.B. + 31.40
Concrete Surface 2301/sq. yd.	14.08	-- Design --	--	--	G.B. + 10.88
Gravel Surface 2118/ton	3.67	-- --	2.95	3.19	G.B. - 0.01
Gravel Shoulders 2221/ton	3.73	\$ 3.75	3.23	3.56	G.B. + 0.36
<u>Urban Design</u>					
Grading/cubic yard	\$ 2.75	\$ 2.75	--	--	\$ 2.75
Subbase 2211 Class 3 & 4/ton	4.50	4.00	--	--	G.B. + 0.80
Gravel Base 2211 Class 5 & 6/ton	4.85	4.85	--	--	G.B. + 1.65
Bit. Base 2331/ton	17.00	19.00	--	--	G.B. + 15.80
Bit. Surface 2331/ton	17.00	19.00	--	--	G.B. + 15.80
Bit. Surface 2341/ton	20.00	20.50	--	--	G.B. + 17.98
Bit. Surface 2351-2361/ton	30.97	30.00	--	--	G.B. + 31.40
Concrete Surface 2301/sq. yd.	16.00	18.00	--	--	G.B. + 14.80
<u>Miscellaneous</u>					
Storm Sewer-Complete/mile	\$190,000	\$196,000	--	--	\$ 196,000
Storm Sewer-Partial/mile	60,000	62,000	--	--	62,000
Sidewalk Construction/sq. yd.	14.00	13.50	--	--	13.50
Curb & Gutter Construction/lin. ft.	6.50	5.50	--	--	5.50
Tree Removal/tree	80.00	80.00	--	--	80.00
Sidewalk Removal/sq. yd.	4.00	3.50	--	--	3.50
Curb & Gutter Removal/lin. ft.	1.75	1.50	--	--	1.50
Concrete Pavement Removal/sq. yd.	4.00	4.00	--	--	4.00
<u>Bridges</u>					
0-149 Feet Long/sq. ft.	\$ 41.00	\$ 36.00	--	--	\$ 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	55,000	60,000	--	--	55,000
Signals & Gates	90,000	95,000	--	--	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 PRICE AS SHOWN ON THE STATE MAP

MILEAGE

REQUESTS

\*\*\*\*\*

1982 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.

1982 COUNTY SCREENING COMMITTEE DATA

History of C.S.A.H. 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													0.60					6.70
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*								0.16										3.18
06 Big Stone	1.40																		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																			-
21 Douglas	7.40*	3.25																	10.65
22 Faribault		0.08	0.29	1.20															1.57
23 Fillmore	1.12												1.10						2.22
24 Freeborn	0.05		0.90			0.65													1.60
25 Goodhue								0.08											0.08
26 Grant	5.30	0.12																	5.42
27 Hennepin	4.50			0.19	0.05							0.52							5.26
28 Houston					0.12														0.12
29 Hubbard	0.60	1.25					0.26			0.06									2.17
30 Isanti	1.06	0.74																	1.80
31 Itasca																			-
32 Jackson		0.10																	0.10
33 Kanabec																			-
34 Kandiyohi		0.44																	0.44
35 Kittson	6.60*																		6.60
36 Koochiching	9.27*																		9.27
37 Lac Qui Parle	1.70	0.23																	1.93
38 Lake	3.24*	1.58		0.56															5.38
39 Lake of the Woods	0.56	0.33																	0.89
40 Le Sueur	2.70				0.08				0.75										3.53
41 Lincoln	5.65*	0.90																	6.55
42 Lyon	2.00																		2.00
43 McLeod	0.09			0.50															0.59
44 Mahnommen	1.00	0.42																	1.42
45 Marshall	15.00*				1.00														16.00
46 Martin		1.52																	1.52
47 Meeker	0.80						0.50												1.30
48 Mille Lacs						0.74													0.74
49 Morrison																			-
50 Mower	9.28*	3.83										0.09							13.20
51 Murray	3.52			1.10															4.62
52 Nicollet																			-
53 Nobles		13.71		0.11			0.12												13.94
54 Norman	1.31																		1.31
55 Olmsted	10.77*	4.55																	15.32
56 Otter Tail										0.36									0.36
57 Pennington	0.84																		0.84
58 Pine	9.25																		9.25
59 Pipestone			0.50																0.50
60 Polk	4.00				0.55	1.00						0.67							6.22
61 Pope	1.63	2.00		1.20															4.83
62 Ramsey	9.45*	0.67		0.21		0.40													10.73
63 Red Lake				0.50															0.50
64 Redwood	2.30		1.11											0.13					3.54
65 Renville																			-
66 Rice	1.70																		1.70
67 Rock	0.50																		0.50
68 Roseau	5.20		1.60																6.80
69 St. Louis	7.71*	11.43																	19.14
70 Scott	8.65*	3.44		3.51	1.07		0.57												17.36
71 Sherburne		5.42										0.12							5.42
72 Sibley	1.50																		1.50
73 Stearns	0.08	0.70																	4.68
74 Steele		1.28	0.27								3.90								1.55
75 Stevens		1.00																	1.00
76 Swift		0.78												0.24					1.02
77 Todd	1.90*																		1.90
78 Traverse	0.20			0.07		0.49													0.76
79 Wabasha	0.43*						0.20	0.10											0.73
80 Wadena																			-
81 Waseca	4.10	0.43			0.14														4.67
82 Washington	2.33*					0.40							0.33						3.06
83 Watonwan								0.04		0.08				0.60					0.72
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	1.20					375.11

\* Some Trunk Highway Turnback Mileage

MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID SYSTEM REVISION

DATE : ON 6, 1982  
TO : Director, Highway Studies Section  
FROM : H.P. SUEDBECK District State Aid Engineer  
SUBJECT: Request for Approval of a System Revision  
(Municipality) (County) of FARIBAUT

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;
	and connects towns, communities, shipping points, and markets within a county or in adjacent counties;
<input checked="" type="checkbox"/>	or provide access to <del>rural</del> churches, schools, community meeting halls, <del>industrial plants, state institutions</del> 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 <del>roads</del> <sup>streets</sup> 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: SEE DATA ENCLOSED

RECOMMENDED APPROVAL:

H.P. Suedbeck  
District State Aid Engineer

1-6-82  
Date

RECOMMENDED APPROVAL OR DENIAL:

\_\_\_\_\_  
Director, Highway Studies Section

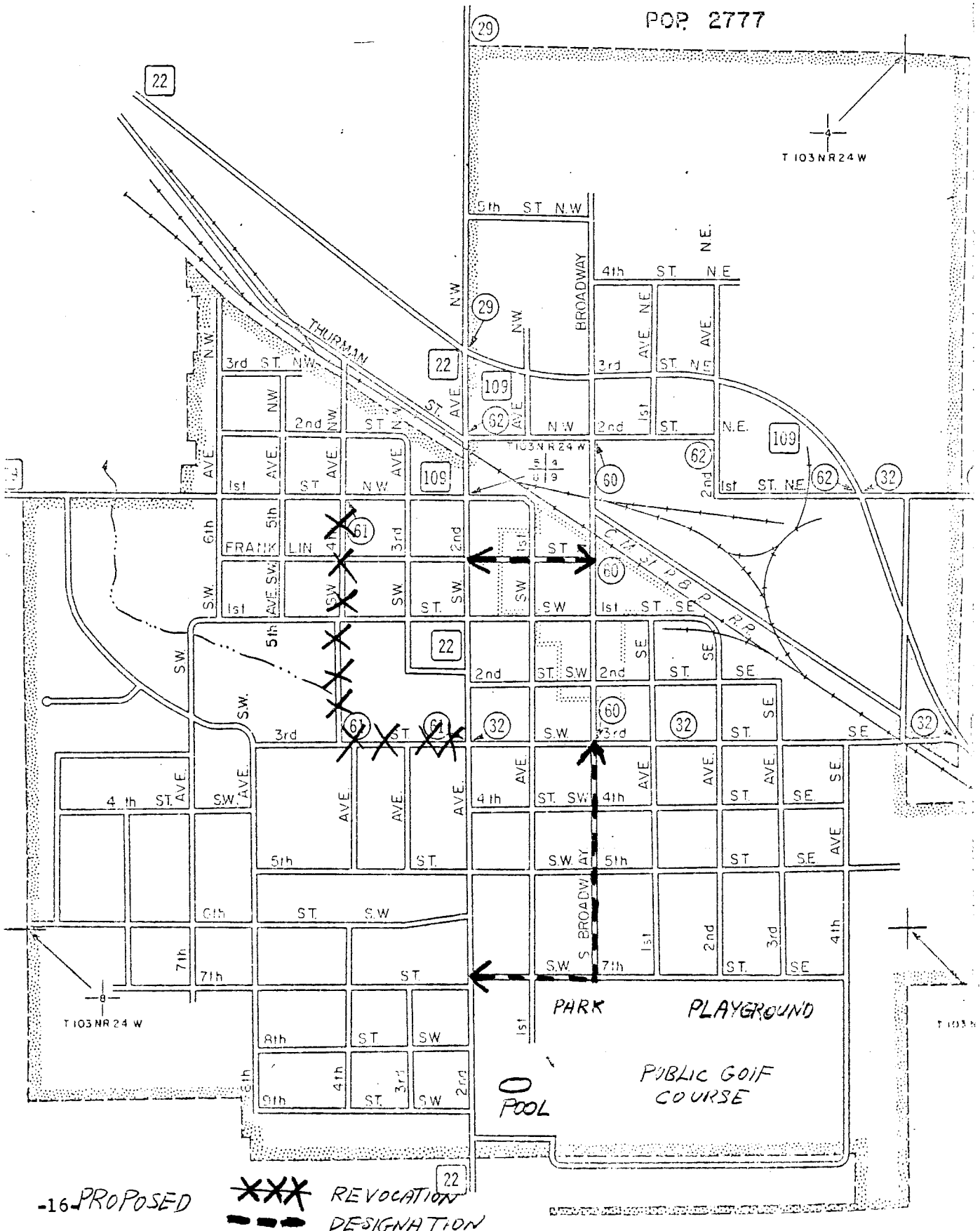
\_\_\_\_\_  
Date

APPROVAL OR DENIAL:

\_\_\_\_\_  
State Aid Engineer

\_\_\_\_\_  
Date

# MAP OF WELLS FARIBAULT COUNTY POP. 2777





# DEPARTMENT OF HIGHWAYS

FARIBAULT COUNTY

HERSHEL L KOENIG, HIGHWAY ENGINEER

BLUE EARTH, MINN. 56013

December 15, 1981

Mr. Harvey Suedbeck  
District State Aid Engineer  
Minnesota Department of Transportation  
Mankato, Minnesota

RE: Request for Increase in State Aid Mileage  
City of Wells  
Faribault County

Dear Mr. Suedbeck

The Faribault County Board of commissioners has been requested by the City Council of Wells, Minnesota to take the proper action to designate Franklin Street from Trunk Highway 22 to Broadway (County State Aid Highway 60) as County State Aid Highway 61 and to extend County State Aid Highway 60 (Broadway) from third Street Southwest to Seventh Street and along Seventh Street Southwest to Trunk Highway 22.

In consideration of the above designation the City Council has requested that presently designated County Aid Highway 61, located on third Street from the junction with Trunk Highway 22 to Fourth Avenue Southwest and along Fourth Avenue Southwest to First Street Northwest (Trunk Highway 109) be revoked.

The net result of the proposed change is a increase in the Counties State Aid Mileage. The County is therefore seeking the approval of the Office of State Aid and the Screening Committee for the additional mileage.

The designation of Franklin Street as County State Aid Highway 61 is 0.140 miles in length. The extension of County State Aid Highway 60 is 0.403 miles for a total designation of 0.543 miles. The revocation of County State Aid Highway 61 = 0.450 miles. The net result in the proposed change is an increase of 0.093 miles. For which we are asking the Screening Committee to approve.

The request for the designation on Franklin Street is being made because this street carries the main flow of traffic from Trunk Highway 22 to Main Street and the downtown business area. Current traffic is approximately 2000 VPD. It is planned that this street would be improved in 1983.



Page 2  
Mr. Harvey Suedbeck

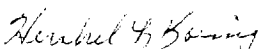
The extension of Main Street to the South provides a route to the city recreational area, the park, golf course and swimming pool. The current traffic count is approximately 900 VPD. This street is 40 foot in width is in fair condition and would require no immediate improvement. The total needs for this section would not be substantially higher then the proposed revocation.

Third Street and Southwest Fourth Avenue originally established to accommodate the traffic flow of regular vehicles and buses to and around the school. Traffic patterns indicate that the bulk of the school traffic including buses is confined to Trunk Highway 22 and that Fourth Avenue primarily carries local traffic to the residential area. There have been no expenditure of State Aid Funds on this section.

A map of the City of Wells with the proposed designation and revocation is enclosed along with copies of the resolution by the Faribault County Board of Commissioners and the request by the Wells City Council are enclosed for your viewing.

Please review the above request and if it meets your approval, transmit to the Office of State Aid for review by the Screening Committee.

Sincerely

  
Hershel L. Koenig, PE  
Faribault County Engineer

BRUCE STEINHAUS, MAYOR  
DOLLY SCHULTZ, CLERK-TREASURER  
BILL LAVIN, CO-ORDINATOR

**CITY OF WELLS**  
WELLS, MINNESOTA 56097  
Meetings First and Third  
Tuesdays of Month

COUNCIL MEMBERS

ROBERT (BOB) SCHULTZ  
W. C. SMITH  
MILT PETERSON  
LINDA KLOCEK

PHONE 507-553-5823

December 16, 1981

Honorable Chairman and  
County Board  
Faribault County  
Blue Earth, MN 56013

Gentlemen:

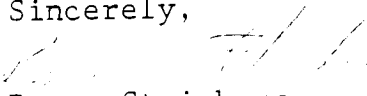
The City of Wells is submitting herewith a resolution requesting the redesignation of County-State Aid Highway 61 within the City. Originally the route was established because it served as a commonly used route for school buses.

Today, the importance of this route is not as great as others in town which would also qualify for County-State Aid designation. The attached resolution states the location of the routes which we would like to see dedicated as County-State Aid. Franklin Street is a major arterial street which brings traffic into the business/commercial area along Broadway and Franklin and connects Minnesota Trunk Highway 22 (Second Avenue) to County-State Aid Highway 60 (Broadway).

The other route, Broadway from County-State Aid Highway 32 (Third Street) to Seventh Street and Seventh Street from Broadway to Minnesota Trunk Highway 22 (Second Avenue Southwest), is the most direct route to the City's major recreational facility. Wells area residents use this route to travel to a park, swimming pool and golf club.

Both routes which are proposed for County-State Aid designation are vital links in the City's transportation network, therefore we respectfully submit the attached resolution and request your concurrence.

Sincerely,

  
Bruce Steinhaus,  
Mayor-City of Wells

- Industrial Park
- Airport Built 1965
- 9 Hole Golf Course
- Swimming Pool Built 1953
- Municipal Hospital Built 1950
- Municipal Building Built 1959
- Community Center Built 1977
- Broadway Apartments Built 1978

R E S O L U T I O N

WHEREAS, the City of Wells desires to improve Franklin Street from Broadway to Second Avenue West, a total of two blocks, and

WHEREAS, the street is a major arterial providing access to Broadway from Second Avenue West (Minnesota Trunk Highway 22),

NOW, THEREFORE, IT IS HEREBY RESOLVED:

That the City of Wells requests the revocation of County-State Aid designation for Third Street Southwest from Second Avenue Southwest (MTH 22) to Fourth Avenue Southwest and for Fourth Avenue Southwest from Third Street to Franklin Street and for Fourth Avenue Northwest from Franklin Street to First Street Northwest, and for Third Street Southwest from Broadway to Second Avenue Southwest (MTH 22), and

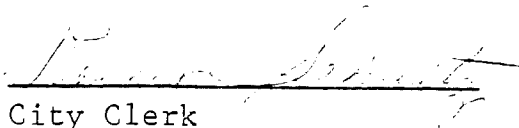
That the City of Wells requests the establishment of County-State Aid designation for Franklin Street from Broadway to Second Avenue and for Broadway from Third Street, south to Seventh Street, and for Seventh Street Southwest from Broadway to Second Avenue Southwest (MTH 22), this designation in conformance with the requirements for a County-State Aid route.

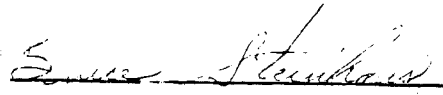
THIS RESOLUTION, passed this 15th day of December, 1981, by the City of Wells in Faribault County, Minnesota.

Dated this 15th day of December, 1981.

ATTEST:

CITY OF WELLS, MN

  
City Clerk

  
Mayor



MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID SYSTEM REVISION

DATE : JUN 6, 1982  
TO : Director, Highway Studies Section  
FROM : H. P. SUEDBECK District State Aid Engineer  
SUBJECT: Request for Approval of a System Revision  
(~~Municipality~~) (County) of ROCK

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;
<input checked="" type="checkbox"/>	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	
<input type="checkbox"/>	carries relatively heavier traffic volumes;
<input type="checkbox"/>	and connects the points of major traffic interest within an urban municipality;
<input type="checkbox"/>	or connects with rural roads or urban routes of community interest and carries major traffic into and through an urban municipality;
<input type="checkbox"/>	and forms a system of streets which will effectively serve traffic within the urban municipality.

COMMENTS: SEE ENGINEER'S letter of justification enclosed.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

RECOMMENDED APPROVAL:

H. P. Suedbeck  
District State Aid Engineer

1-6-82  
Date

RECOMMENDED APPROVAL OR DENIAL:

\_\_\_\_\_  
Director, Highway Studies Section

\_\_\_\_\_  
Date

APPROVAL OR DENIAL:

\_\_\_\_\_  
State Aid Engineer

\_\_\_\_\_  
Date



PROPOSED  
REVOCATION  
CSAH No. 21  
9.436 miles

# ROCK COUNTY

## MINNESOTA HIGHWAY SYSTEM

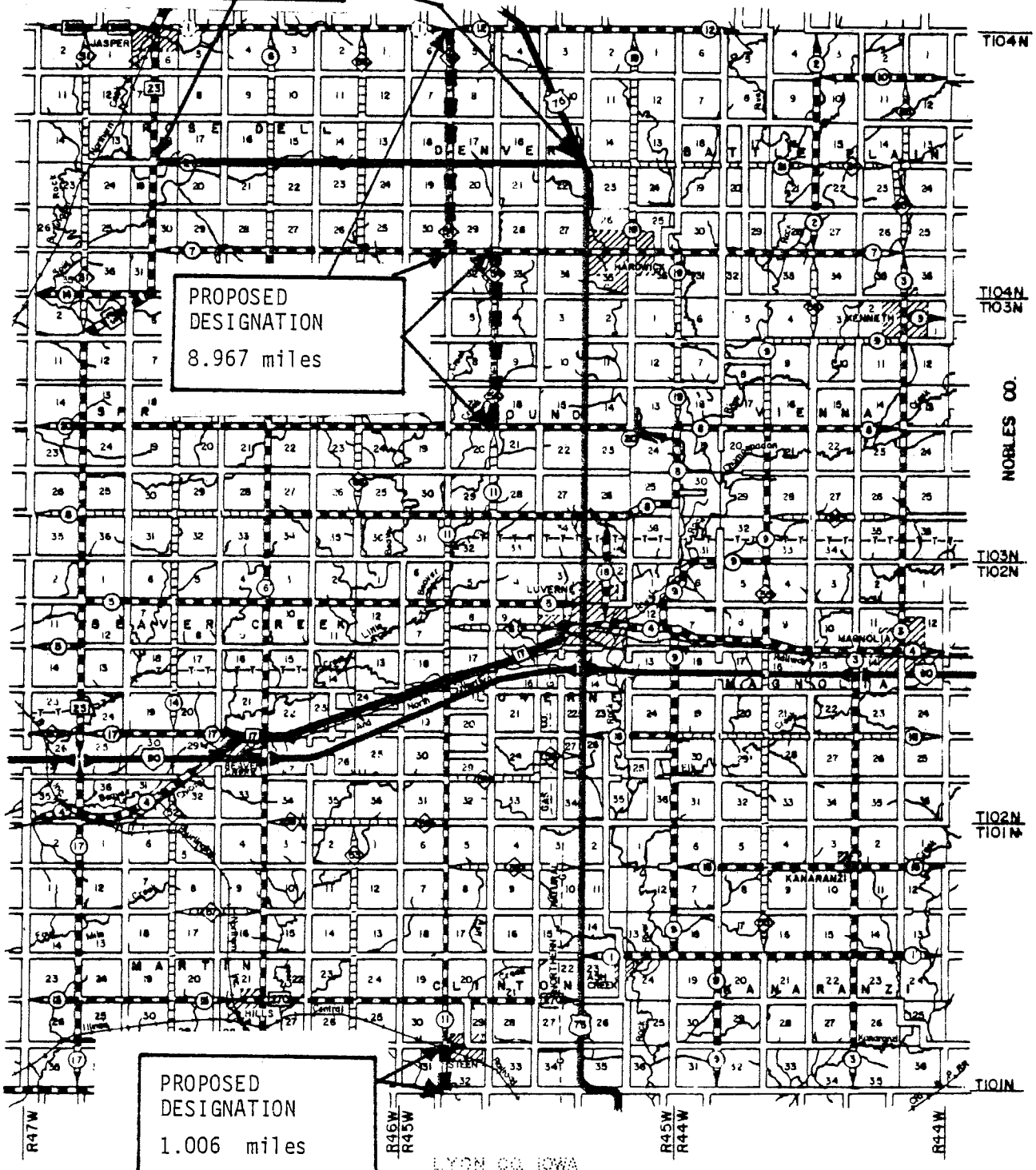
1978

PIPESTONE CO.

- 90 Interstate Hwy.
- 75 U.S. Route
- 23 State Hwy.
- 10 CSAH
- 51 Co. Rd.



MINNEHABA CO. SOUTH DAKOTA



# ROCK COUNTY HIGHWAY DEPARTMENT

P.O. BOX 308  
LUVERNE, MINNESOTA 56156  
(507) 283-9581

December 28, 1981

Mr. Harvey P. Suedbeck  
District State Aid Engineer  
MN/Department of Transportation  
501 South Victory Drive  
Mankato, MN 56001

Dear Mr. Suedbeck:

SUBJECT: REQUEST FOR ADDITION TO ROCK COUNTY STATE AID HIGHWAY SYSTEM

After reviewing the traffic counts and traffic patterns of the Rock County State Aid Highway system, it has been determined that certain revisions to the present road system would better serve the public transportation needs in Rock County. The Rock County Board of Commissioners have reviewed these findings and authorized the necessary action to implement the changes in the present road system.

The requested changes are as follows:

1. Revoke CSAH No. 21 from TH 23 to TH 75. (9.436 miles)
2. Designate County Road 54 from the north county line to CSAH No. 7 and from CSAH No. 7 to CSAH No. 20 as a County State Aid Highway. (8.967 miles)
3. Designate Township road number 99 from CSAH No. 11 to the south county line as a County State Aid Highway. (1.006 miles)

These changes would result in revoking 9.436 miles and designating 9.973 miles, an increase of 0.54 miles in the total CSAH mileage in Rock County.

The justification for these changes is as follows:

## 1. Traffic Volumes

The 1977 traffic map for Rock County shows CSAH No. 21 with traffic volumes ranging from 25 ADT to 60 ADT with a weighted average of 38.75 ADT. County Road 54 shows traffic volumes ranging from 39 ADT to 81 ADT with a weighted average of 57.89 ADT. We do not have a traffic count on Township Road 99. However, Lyon County, Iowa has a 1977 and a partial 1980 traffic count on the south extension of this road from the state line south 5 miles to Iowa Highway 9. Their 1977 count shows volumes from 28 ADT to 49 ADT with a weighted average of 37.80 ADT. The south one mile counted 1980 shows an increase from 31 ADT in 1977 to 51 ADT in 1980 or a 64.5% increase. This would indicate a weighted average in 1980 of more than 62 ADT.

2. Functional Classification

CSAH 21 is not classified as either a major or minor collector. County Road 54 is classified as a minor collector. Township Road 99 is classified a major collector and is a Federal Aid Secondary route continuing as a Federal Aid Secondary route in Iowa.

3. System Consistency

CSAH No. 21 runs parallel to existing CSAH roads two miles to the south and three miles to the north. As stated above it is not included in either the minor or major collector systems in the county. County Road 54 is included as a minor collector and serves that function from north to south across the county. Township Road 99 makes a connection from CSAH 11 West of Steen to road K40 in Lyon County, Iowa which connects to Iowa Highway 9 between Rock Rapids and Lester, Iowa. This road provides access to and from a large church in Steen. Also, Lyon County plans to grade their road K40 from Iowa Highway 9 to the state line in 1982. This will, when completed, generate additional traffic and increase the need to up grade Township Road 99 which will have a high priority in Rock County.


4. Population Density

CSAH 21 has nine occupied farm homes with direct access to the road. County Road 54 and Township Road 99 have 18 occupied farm homes with direct access to the roads.

Our review of the County State Aid Highway System shows that the proposed changes would best serve the transportation needs of Rock County. We have reviewed all of the existing County State Aid Highways and can find no other sections to revoke which would not destroy the continuity of the system. Therefore, we are requesting the Screening Committee to approve the addition of 0.54 miles to the Rock County State Aid Highway System.

Please review this request and forward to the State Aid Office for processing through the Screening Committee.

Sincerely,

  
Arnold W. Johnson, P.E.  
County Highway Engineer

AWJ:ek



REFERENCE

MATERIAL

\*\*\*\*\*

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

1977-1981 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 1977-1981 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.

Please note, as was explained earlier in the report, that the 1981 deep-strength projects were not converted to standard type projects as the other four years (1977-1980) of projects in the five-year average have been.

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

Unit Price Inflation Factor Study

Because of the drastic fluctuations in unit prices in recent years, the Subcommittee is recommending continuing the inflation of the costs in the five-year average unit price study for the determination of needs study prices.

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

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

Gravel Base - #2211 Class 5-6

<u>Year</u>	<u>Quantity</u>	<u>Cost</u>	<u>Annual Average</u>	<u>Inflation Factor</u>
1977	2,160,267	\$4,633,760	\$2.14	$\frac{\$3.20}{\$2.14} = 1.50$
1978	2,383,648	\$6,150,942	\$2.58	$\frac{\$3.20}{\$2.58} = 1.24$
1979	2,115,484	\$6,885,598	\$3.25	$\frac{\$3.20}{\$3.25} = 0.98$
1980	1,561,172	\$5,520,950	\$3.54	$\frac{\$3.20}{\$3.54} = 0.90$
1981	1,562,477	\$4,995,175	\$3.20	

[ 1981  
With Deep  
Strength Jobs  
Not Converted ]

Subbase - #2211 Class 3-4

<u>Year</u>	<u>Quantity</u>	<u>Cost</u>	<u>Annual Average</u>	<u>Inflation Factor</u>
1977	1,307,398	\$2,805,472	\$2.15	$\frac{\$2.52}{\$2.15} = 1.17$
1978	1,408,202	\$3,725,724	\$2.65	$\frac{\$2.52}{\$2.65} = 0.95$
1979	1,148,672	\$3,891,149	\$3.39	$\frac{\$2.52}{\$3.39} = 0.74$
1980	1,122,405	\$4,122,313	\$3.67	$\frac{\$2.52}{\$3.67} = 0.69$
1981	638,314	\$1,610,816	\$2.52	

[ 1981  
With Deep  
Strength Jobs  
Not Converted ]

In order to reflect current prices in the 1977-1981 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate inflation factor.

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

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, 1982 and do not represent the final data to be used for the 1983 apportionment.

<u>County</u>	<u>FAS Fund Balance as of March 23, 1982</u>	<u>Maximum Balance</u>	<u>Tentative Deduction From the 1982 25-Year C.S.A.H. Construction Needs</u>
Chisago	\$ 437,075	\$373,128	\$ 63,947
Fillmore	533,929	531,769	2,160
Hennepin	1,837,275	560,643	1,276,632
Kittson	399,390	395,318	4,072
Lyon	491,722	453,427	38,295
Ramsey	363,168	350,000	13,168
Scott	357,643	350,000	7,643
Wright	980,017	699,566	280,451

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

Proposed Screening Committee Resolution Revision

Presently the Screening Committee Resolution relating to "Design" reads as follows:

That all roads be divided into proper segments and the highest estimated ADT, consistent with adjoining segments, be used in determining the design geometrics for needs study purposes.

Also, that in all instances, the rural design needs shall be based solely on projected traffic, regardless of existing surface type or geometrics.

The second paragraph above was added in June, 1981.

After dealing with all the problems encountered in our attempt to update the needs study based on the new State Aid Design Standards, we are recommending that the following two statements replace the second paragraph in the resolution above.

Also, that for all roads which qualify for needs in excess of additional surfacing, the proposed needs shall be based solely on projected traffic, regardless of existing surface type or geometrics.

And that for all roads which are considered adequate in the needs study, additional surfacing and shouldering needs shall be based on existing geometrics but not greater than the widths allowed by the State Aid Design Standards currently in force.

We feel the adoption of these statements will keep the needs study on an equitable basis when administering changes in design standards and also in the normal updating procedure.

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

County State Aid Maintenance Transfers

<u>County</u>	<u># of Transfers</u>	<u>1958-1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>24-Year Total</u>
Carlton	1	\$ 20,839	\$	\$	\$	\$	\$	\$	\$ 20,839
Cook	4	128,598							128,598
Lake	4	115,000							115,000
Pine	6	311,194							311,194
St. Louis	3	853,000							853,000
District 1 Totals	18	1,428,631							1,428,631
Beltrami	2	26,330							26,330
Clearwater	1	20,000							20,000
Hubbard	2	93,630							93,630
Norman	1	32,000							32,000
District 2 Totals	6	171,960							171,960
Aitkin	9	245,000							245,000
Benton	1	60,000							60,000
Isanti	2	27,000							27,000
Kanabec	2	33,000							33,000
Mille Lacs	8	220,000							220,000
Sherburne	4	113,000							113,000
Todd	1	45,000							45,000
Wright	1	25,000							25,000
District 3 Totals	28	768,000							768,000
Big Stone	2	46,007							46,007
Douglas	3	110,000							110,000
Pope	3	72,700							72,700
Stevens	4	127,501				132,000			259,501
Swift	1	40,000							40,000
Traverse	4	32,000		120,000		158,000	120,000		430,000
District 4 Totals	17	428,208		120,000		290,000	120,000		958,208

County State Aid Maintenance Transfers

<u>County</u>	<u># of Transfers</u>	<u>1958-1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>24-Year Total</u>
Carver	1	20,000	\$	\$	\$	\$	\$	\$	\$ 20,000
Hennepin	5	575,219							575,219
Scott	3	75,000							75,000
District 5 Totals	9	670,219							670,219
Dodge	2	37,610							37,610
Fillmore	2	46,000							46,000
Goodhue	1	30,000							30,000
Houston	2	69,700							69,700
Mower	1	44,100							44,100
Rice	4	34,135							34,135
Steele	4	101,188							101,188
Wabasha	2	33,714							33,714
District 6 Totals	18	396,447							396,447
Cottonwood	1	25,000							25,000
Jackson	2	85,000							85,000
Le Sueur	3	175,000							175,000
Rock	2	53,000							53,000
Sibley	3	45,235							45,235
Waseca	2	45,000							45,000
Watsonwan	3	124,000							124,000
District 7 Totals	16	552,235							552,235
Lac Qui Parle	3	220,264							220,264
Lyon	1	48,110							48,110
Meeker	4	58,236							58,236
Murray	3	104,000							104,000
Renville	1	10,800							10,800
District 8 Totals	12	441,410							441,410
STATE TOTALS		\$4,857,110	-0-	\$120,000	-0-	\$290,000	\$120,000	-0-	\$5,387,110
# of Transfers	124	120	-0-	1	-0-	2	1	-0-	

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

County State Aid Hardship Transfers

<u>County</u>	<u># of Transfers</u>	<u>1958-1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>24-Year Total</u>
Cook	17	\$ 449,625	\$ 50,000	\$60,000	\$60,000	\$	\$	\$	\$ 619,625
Koochching	4	155,000							155,000
Lake	1	65,000							65,000
Pine	11	534,600							534,600
District 1 Totals	33	1,204,225	50,000	60,000	60,000				1,374,225
Beltrami	1	30,000							30,000
Clearwater	1	12,000							12,000
Hubbard	5	292,500							292,500
Lake of the Woods	18	1,128,000	100,000						1,228,000
Norman	1	100,000							100,000
Pennington	1	20,000							20,000
Red Lake	1	44,000							44,000
Roseau	6	155,000							155,000
District 2 Totals	34	1,781,500	100,000						1,881,500
Aitkin	17	550,000						225,000	775,000
Benton	5	100,000							100,000
Cass	6	220,000							220,000
Crow Wing	1	20,000							20,000
Kanabec	5	150,000							150,000
Wright	2	30,000							30,000
District 3 Totals	36	1,070,000						225,000	1,295,000



County State Aid Hardship Transfers

<u>County</u>	<u># of Transfers</u>	<u>1958-1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>24-Year Total</u>
Big Stone	1	\$ 35,000	\$	\$	\$	\$	\$	\$	\$ 35,000
Grant	1	30,000							30,000
Mahnomen	15	223,000							223,000
Traverse	1	75,000							75,000
District 4 Totals	18	363,000							363,000
Fillmore	1	40,000							40,000
District 6 Totals	1	40,000							40,000
Watonwan	1	40,000							40,000
District 7 Totals	1	40,000							40,000
Lac Qui Parle	1	100,000							100,000
Pipestone	1	75,000							75,000
District 8 Totals	2	175,000							175,000
Chisago	1	30,000							30,000
Ramsey	1	75,000							75,000
District 9 Totals	2	105,000							105,000
STATE TOTALS		4,778,725	\$150,000	\$60,000	\$60,000	\$ -0-	\$ -0-	225,000	\$5,273,725
# of Transfers	127	122	2	1	1	-0-	-0-	1	

Minutes of the County Engineers Screening Committee Meeting

October 29 & 30, 1981

The meeting was called to order by Chairman Jack Dolan at 1:05 P.M. on October 29, 1981, at Arrowwood near Alexandria.

The secretary called the roll of the Committee Members:

District 1	..... Doug Grindall	..... Koochiching County	..... Present
District 2	..... Roger Diesen	..... Marshall County	..... Present
District 3	..... Duane Blanck	..... Crow Wing County	..... Present
District 4	..... Dennis Berend	..... Ottertail County	..... Present
District 5	..... Art Lee	..... Hennepin 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	..... Ken Weltzin	..... Ramsey 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
David Zech	.....	Cook County - Alternate District 1
Art Tobkin	.....	Norman County for Alternate District 2
Boyd Paulu	.....	Kanabec County - Alternate District 3
Jack Cousins	.....	Wilkin County - Alternate District 4
Don Wisniewski	.....	Carver County for Alternate District 5
Earl Welshons	.....	Winona County - Alternate District 6
Bob Witty	.....	Martin County - Alternate District 7
Dennis Stoeckman	.....	Renville County - Alternate District 8
Dennis Carlson	.....	Benton County - Screening Committee Secretary
Richard Hansen	.....	District 1 - State Aid Engineer
Jack Isaacson	.....	District 2 - State Aid Engineer
David Reed	.....	District 3 - State Aid Engineer
Vern Korzendorfer	.....	District 4 - State Aid Engineer
Chuck Weichselbaum	.....	District 5 - State Aid Engineer
Glen Maidl	.....	District 6 - State Aid Engineer
Harvey Suedbeck	.....	District 7 - State Aid Engineer
John Hoeke	.....	District 8 - State Aid Engineer
Elmer Morris	.....	District 9 - State Aid Engineer

Chairman Dolan introduced the Mn/DOT personnel.

The chairman called for approval of the minutes. Dennis Berend moved and Doug Grindall second the motion to approve as distributed. Motion carried.

Ken Hoeschen was asked to review the Screening Committee Report in detail with the committee.

Pages 1 and 2

For informational purposes only.

Page 3 and Figure A - Comparison of 1980 & 81, 25-Yr. Construction Needs

Ken noted this explains the changes and the affect of these changes and no action is required by the Committee.

Page 5 and Figure B - Restriction of 25-year Construction Needs Increases

Because an existing resolution limits changes to 20% greater than the statewide average, this years maximum increase is 36.4% and the maximum decrease is 3.6%. Ken also noted that Grant and Stevens Counties are incorrect but are not affected because they are minimum counties.

Page 6 - FAS Fund Balance Deductions

Four counties are affected and two counties (Hennepin and Wright) submitted letters requesting they be waived the deduction because of circumstances beyond their control and they are processing projects for letting. Ken Weltzin noted that some counties transfer funds from construction to maintenance which seems to have the same affect since it doesn't reduce Needs. Discussion also included problems of obtaining municipal approvals, availability of funds, and the original intent of the resolution.

Pages 9-19 Rural Design Grading Cost Adjustment

Ken Hoeschen noted that an explanation of how the adjustments were arrived at and the impact on each county are shown on these pages.

Pages 20-22 Special Resurfacing Projects

This resolution was passed to show some accomplishments by those counties that couldn't do reconstruction. Mike Wagner felt it would be better to rescind the resolution in light of the shortage of funds, leaving little choice but to do resurfacing projects. Mike suggested eliminating the 10 year deduction starting in 1982 and it would be right, even if his county doesn't receive any benefit. Discussion also included the question of long range impact on system standards, and a similar impact if changes were made in the 60-40 Construction-Maintenance apportionment split. The question was raised whether needs should or should not be received after an improvement is made.

Pages 23 & 24 - Bond Account Adjustments

No comment.

Page 25 and Figure C - County State Aid Construction Fund Balance "Needs" Deduction

Marlyn Hanson noted that some counties are small and it takes several years to accumulate enough funds for a sizeable project. Art Lee suggested an inflation

factor be applied to the allowable balance. If two years apportionment were allowed, the number receiving a deduction would drop from 30 to 4 counties.

#### Page 26 - Mill Levy Deduction

Dennis Berend mentioned that some small counties felt they should be getting a better break on the Mill Levy Deduction.

#### Page 31 and Figure D - Tentative 1982 CSAH Money Needs Apportionment

Ken asked if there were questions and nobody responded.

#### Pages 35-38 Tentative 1982 CSAH Apportionment

There were no comments on Ken's brief explanation of the contents of these pages.

#### Page 39-41 Comparison of 1981 and Tentative 1982 CSAH Apportionment

Revised pages 40 & 41 were mailed to each county to show the impact of eliminating the automatic 1.6 & 1.7 traffic factors, per the June 1981 resolution. Dennis Berend said the lesser counties got hit the hardest and distributed a letter expressing opposition to the resolution. Marlyn Hanson said the time to respond to the revision that was mailed was too short. It was noted that the action was taken in June 1981 and no comments were received by the State Aid Office during the interim. Also the option remains to revise special circumstances that may result in higher projection factors to qualify for bituminous needs. Art Lee said one issue is whether roads will actually be surfaced and needs should be drawn. Another issue is the distribution of funds to the haves and have nots. They should be dealt with separately and not bastardize the needs system in resolving the issues.

#### Pages 43-47 Mileage Request - Norman County

Roger Diesen went thru the data and noted that they plan to reconstruct in 1983, therefore only one year of needs would be given. Jack Isaacson noted it was a small town that needs help to provide an adequate road to a manufacturing plant and the extension of CSAH 46 would accomplish an otherwise unaffordable road. When asked why not remove the other portion of CSAH 46, he indicated that State Aid funds had been spent on that segment and the dollar amount would negate the change.

#### Page 49 - Traffic Projection Factor Changes due to Recounts

No comments.

#### Page 57 - Construction Accomplishment Resolution

Art Lee handed out a package with background data and four appendixes or viewpoints on alternative solutions. Discussion included the importance of consistency, length of time to draw needs, should needs be drawn on adequate roads and bridges, and should the length of needs be the same for roads as bridges.

#### Miscellaneous

Duane Blanck asked about the Legislative Committee reviewing the possibility of counties taking over Mn/DOT maintenance operations. We have County Commissioners and County Engineers testifying at the November 4, 1981 hearing. It was also noted

that Wisconsin is also testifying and that could be damaging if we consider our present system better.

Art Lee mentioned the problem of overweight trucks and asked how the intrajffic scale is working on FA1 494. The data collected on the scale has not been processed or released and the current fine system is still a problem.

The meeting recessed at 4:10 P.M.

The meeting reconvened at 9:05 A.M., October 30, 1981.

Chairman Dolan called the meeting to order and Dennis Berend moved to rescind the previous screening committee action taken at the June 25th-26th, 1981 meeting regarding the elimination of the automatic 1.6 and 1.7 traffic projection factors. Marlyn Hanson seconded the motion. Considerable discussion included the changing of project design that is currently ongoing and will the change bastardize the needs system to help lesser counties. The question was called and the motion failed five to four.

Chairman Dolan then asked Ken Hoeschen to lead the committee through the book so that action can be taken on items that are necessary.

#### Page 3 - Comparison of Basic 1980-81 25-Year CSAH Construction Needs

Art Lee noted that this particular portion of the formula will cost Hennepin County \$530,000 and asked that real total needs (Eng., right-of-way, signals, etc.) be considered in the distribution of funds formula. The Committee preferred to handle as many of these matters at the Screening Committee level rather than going to the Legislature. Gordy Fay noted that part of the problem is studying these problem areas in detail by staff within the State Aid Unit and it will be necessary for cities and counties to let their legislators know that additional monies are required to permit the usage of additional people to study problem areas. It was noted that 1-1/2% of the fund is set aside for administrative purposes but about \$600,000 of that is not used because of budget cuts.

Art Lee moved that the general subcommittee develop a work plan and report at the annual meeting in January. The work plan should include two alternates. (1) to do the studies inhouse and (2) to hire a consultant to consider all the matters that have been concerns over the last few years. A source document, listing many of these concerns would be the County, City, State Coordinating Committee, which has discussed many of the matters. Ken Weltzin second the motion and carried unanimously.

#### Page 5 - Restriction of 25-Year Construction Needs Increases

No action was required or taken.

#### Page 6 - FAS Fund Balance Deduction

Mike Wagner moved that deductions stand as shown on Page 6. The motion failed for lack of a second. Duane Blanck moved that the four county requests be handled individually by ballot. Dennis Berend second the motion and the motion carried. The ballots were cast and Hennepin and Wright Counties deductions will be waived but FAS Fund Balance Deductions will be made from Cook and Ramsey Counties.

Pages 9-19 Rural Design Grading Cost Adjustments

No action taken.

Pages 20-22 Special Resurfacing Deductions

Art Lee made a motion that the Screening Committee Chairman appoint a task force to study the special resurfacing resolution and the impact of potential hardship it could create. The task force would be requested to study the data and report at the spring Screening Committee Meeting. Mike Wagner second the motion. The discussion included the question of having enough money to even do our maintenance at an acceptable level and the question of how the work on this task force would differ from the general subcommittee assignment to study concerns of the Screening Committee. The difference was explained by the fact the task force assignment would deal with how we use our money as opposed to the General Subcommittee report which will be dealing with how money is apportioned. A motion carried five to four.

Pages 23-24 Bond Account

No comments.

Page 25 and Figure C - Construction Fund Balance Needs Deduction

Doug Grindall moved and Duane Blanck second a motion to leave existing resolution as it is. The motion carried five to four.

Page 26 Mill Levy Deduction

This subject will be covered in the laundry list developed for study by the General Subcommittee.

Pages 30-41 Tentative 1982 CSAH Money Needs Apportionment

No comments by the Screening Committee.

Pages 32-34 Screening Committee Recommendation to the Commissioner of Transportation

A letter prepared prior to the meeting addressed to Commissioner Braun recommending mileage and money needs was reviewed and signed by all members present.

Pages 35-41 Tentative 1982 CSAH Apportionment

No comments.

Pages 44-46 Mileage Requests - Norman County

Mike Wagner moved the request be sent back to the County and District Engineer for further justification. Dennis Berend second the motion. Discussion included the location of the entrance to the manufacturing plant and if not on CSAH 25 why not relocate it there to avoid designating new CSAH 46. The question was called and the motion failed by a vote of four to five. Art Lee moved to take a ballot on the mileage request by the county. Doug Grindall second the motion. The votes were counted and the request was denied by seven to two vote.

#### Page 49 Twenty Year Traffic Projection Factors

The question was asked why some counties like Traverse had a major jump from 1.0 to 1.6. Ken Hoeschen explained that the method of computation, being the least squares method, over the last three counts resulted in a new trend in the counts in that particular county. The count taken twelve years ago was quite low resulting in a no growth trend when graphed. Whereas now that count being first on the graph and is considerably lower and the last count is considerably higher the trend shows considerable growth. It is also possible that an error was made when summing the counts twelve years ago but it is rather late to correct now.

#### Page 57 - Construction Accomplishment Resolution

Mike Wagner suggested the Screening Committee use Hennepin County Handout "Appendix D" (Modified to exclude bridge deck rehabilitation), but was concerned about the impact on rural counties. Duane Blanck suggested that "Appendix A" of the Hennepin County package remain intact until it is proven obsolete. Dennis Berend said that the life span of a road is not comparable to the life span of a bridge and a differentiation should be made if the reinstatement to the needs study is automatic. Ken Weltzin moved to adopt "Appendix D" of the Hennepin County handout. Art Lee second the motion. Mike Wagner moved to table the matter until next meeting. Marlyn Hanson second the motion. The motion to table carried seven to two.

#### Miscellaneous Subjects

Marlyn Hanson asked how a county is to correct his needs study where a number of overlays has caused the actual shoulder width to be reduced and isn't reflected in the needs study. Apparently the work has been done without a surfacing plan to substantiate a change to the satisfaction of the State Aid Unit. Gordon Fay said that the county involved should contact him at the State Aid Office and they would rectify the situation.

Mike Wagner moved and Doug Grindall second a motion to adopt the following resolution dealing with the research account. Be it resolved that an amount of \$260,009 (not to exceed one quarter of one percent of the 1981 CSAH Apportionment sum of \$104,003,792) shall be set aside from the 1982 apportionment fund and be credited to the research account.

The Chairman thanked the outgoing District Representatives, District 2 - Roger Diesen, District 4 - Dennis Berend, District 6 - Jack Dolan, District 8 - Marlyn Hanson.

Dennis Berend moved and Roger Diesen second a motion to adjourn at 12:05 P.M.

Respectfully submitted,



Dennis Carlson, Secretary  
Screening Committee

## SUBCOMMITTEE REPORT

At the October 29-30, 1981 Screening Committee meeting, the General Subcommittee was directed to develop a work plan and report at the annual meeting in January 1982. The problem areas to be reviewed included the following:

- 1) Construction/Maintenance Split
- 2) Minimum Counties
- 3) Center 24-Foot Needs Restriction
- 4) Mill Levy Deduction
- 5) Additional Apportionment Needs Items
  - a) Right of Way
  - b) Traffic Signals
  - c) Lighting
  - d) Sidewalks
  - e) Retaining Walls
  - f) Landscaping

On December 11, 1981, the General Subcommittee met in Room 817 of the Transportation Building in St. Paul. Items that were discussed are as follows:

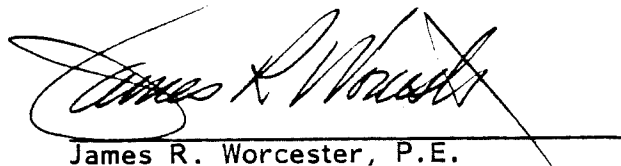
- 1) Unit price controversy as it relates to deep strength projects. The Committee voted to continue to study the effects of removing the oil. The "Needs" unit will calculate the 5-year averages without oil, by use of the new formula, and furnish the Subcommittee with a copy of the new unit prices with oil removed and a copy of unit prices as presently exist, for their comparison.
- 2) Construction/Maintenance split was discussed. It was agreed that the present system is workable. If there is justification, a transfer can be negotiated. Because there have been few requests in the past the Committee felt the mechanism is there for those who have a legitimate need.
- 3) Minimum counties were discussed. Minimum counties were set by Statutes in 1958 as a protection factor. The question now arises as to whether or not this protection factor is too great or has it gone beyond what it was intended to do. Because of the complexity of this issue, the Subcommittee agreed with the idea of appointing a Sub-Subcommittee to report back by March 1, 1982. Sub-Subcommittee members are: Doug Grindall - Koochiching, Larry Schaub - Traverse-Stevens, Earl Welshons - Winona, and Ervie Prenevost - Scott.
- 4) Center 24-foot needs restriction was discussed at length. It was mentioned that a possible change could be facilitated if a rural design was approved in an urban area, then maybe full needs could be allowed. This also involved a statutory revision.



- 5) Mill levy deduction was discussed and no action was taken because it is statutory.
- 6) Because the State Aid system has reached it's 25th anniversary, it was suggested that the entire State Aid system be looked at or reviewed. It was also suggested that a committee of ex-Screening Committee members, possibly one from each district, and fairly knowledgeable of the system, could be appointed to address this issue. Both the Statutes and Screening Committee Resolutions would have to be reviewed. This would be a lengthy and complex undertaking.
- 7) Additional apportionment needs items were discussed, and if these items were to be included they could be addressed as after-the-fact costs and eligible for needs after they are constructed.

The General Subcommittee will meet at least twice before the spring Screening Committee meeting.

General Subcommittee members are: Bob McPartlin - Waseca County,  
Paul Ruud - Anoka County.



James R. Worcester, P.E.  
Cass County Engineer  
Chairman, General Subcommittee

MINUTES of the C.S.A.H. GENERAL SUBCOMMITTEE MEETING

MARCH 24, 1982

The meeting was called to order by Chairman Worcester in Room 818 of the Minnesota Transportation Building in St. Paul at 10:05 A.M.

Members Present: Jim Worcester, Chairman - Cass County  
Bob McPartlin - Waseca County  
Paul Rrud - Anoka County

Others in Attendance: Gordon Fay - Office of State-Aid - Mn/DOT  
Roy Hanson - Office of State-Aid - Mn/DOT  
Ken Hoeschen - Office of State-Aid - Mn/DOT

Discussion began on the subject of deep strength projects and the conversion procedure which has been used in the past in order to include these projects in the five year average unit price studies. Data was presented from 1981 projects of this type and unit prices arrived at using the old procedure and a new procedure, which subtracts the cost of the oil from the project cost, were compared and analyzed. The Subcommittee requested the Needs Unit to compute individual county gravel base unit prices for the 1982 needs study using both procedures and to report the results at the next Subcommittee meeting, tentatively scheduled for April 15, 1982.

The Needs Unit presented various graphs and maps showing unit prices resulting from application of methods used in the determination of last years needs study unit prices. Tentative "inflation factors" for gravel base unit prices in the last five year average study were also shown. Approval of any of this data is subject to the decision reached concerning the deep strength projects.

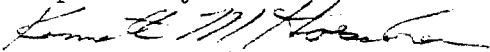
The Screening Committee resolutions dealing with "construction accomplishments" and with "proposed design" were discussed briefly but no specific action was requested.

Chairman Worcester updated the other members on the report received from the Minimum County Committee. Briefly their recommendation was to attempt no change in the law as it presently reads.

Future meeting dates were tentatively scheduled for April 15 and April 29.

The meeting adjourned at 12:30 P.M.

Respectfully submitted



Kenneth M. Hoeschen  
Acting Secretary

MINUTES OF THE C.S.A.H. GENERAL SUBCOMMITTEE MEETING  
APRIL 15, 1982  
ROOM 818, TRANSPORTATION BUILDING, ST. PAUL

Members Present: Jim Worcester, Chairman -- Cass County  
Bob McPartlin -- Waseca County  
Paul Ruud -- Anoka County

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

The meeting was called to order at 10:00 A.M. by Jim Worcester.

The State Aid staff presented several sets of trial needs study gravel base unit prices based on various concepts.

- 1) The first presentation showed trial 1982 gravel base unit prices using the same methods that were employed for the 1981 needs study unit prices.
- 2) Next, individual county gravel base prices were shown which were computed using five-year averages with the cost of oil deleted from all deep strength converted projects.
- 3) The third set of gravel base unit prices were computed with all five years of deep strength projects not being converted to standard types of construction items (i.e., subbase, gravel base, etc.).
- 4) The final battery of gravel base unit prices presented were those where the five-year average unit price study included four years of converted deep strength projects and the last year (1981) of deep strength projects not being converted. If this were continued each year, the converted deep strength projects would be phased out in five years.

These various concepts were discussed in great detail throughout the morning session.

The meeting was recessed for lunch at 12:30 P.M.

The afternoon session was spent almost entirely in comparing needs and construction costs of both deep strength projects and projects built with standard types of construction items (subbase, gravel base, etc.).

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The entire Subcommittee could not remain for the entire afternoon session; so it was decided to hold a telephone conference call the next morning to finalize the gravel base unit price recommendations.

The meeting recessed at 4:10 P.M.

At 8:15 A.M. on April 16, the meeting was reconvened with Paul Ruud in attendance along with the Mn/DOT staff and with Jim Worcester and Bob McPartlin on the telephone conference call system.

After considerable discussion concerning deep strength projects, the following motion was made by Paul Ruud and seconded by Jim Worcester.

That the 1982 C.S.A.H. needs study gravel base unit prices to be recommended to the Screening Committee at their spring meeting be based on the 1977-1981 five-year average unit price study using the same procedure as last year with the exception that the 1981 deep strength bituminous projects not be converted to standard type construction items as has been done in previous years. This exception, if continued in succeeding years, will phase out the converted deep strength projects in a five-year period.

The motion carried on a 2 to 1 vote.

The next meeting was scheduled for 9:00 A.M. on April 29, 1982, at Alexandria. The meeting and conference call was adjourned at 8:40 A.M.

Respectfully submitted,



Kenneth M. Hoeschen  
Acting Secretary

MINUTES OF THE C.S.A.H. GENERAL SUBCOMMITTEE MEETING  
APRIL 29, 1982

Members present:        Jim Worcester, Chairman -- Cass County  
                         Bob McPartlin -- Waseca County  
                         Paul Ruud -- Anoka County

Others in attendance:   Jack Cousins -- Clay County  
                         Roy Hanson -- Mn/DOT State Aid  
                         Ken Hoeschen -- Mn/DOT State Aid

The meeting was called to order by Chairman Worcester at 9:10 A.M.

Considerable discussion centered on the Subcommittee's recommendations adopted at their last meeting. The procedure used to develop the recommended gravel base unit prices was reviewed in detail, but no change in the suggested prices was advised.

The other unit prices for the 1982 C.S.A.H. Needs Study were the next item of discussion. The results of the 1977-1981 five-year average unit price study (with 1981 deep-strength projects not converted) was presented by the State Aid personnel. With this information the Subcommittee made the following recommendations:

Rural Design    --    Using the increments between the 1981 C.S.A.H. average gravel base unit price and that of each other construction item, add or subtract that increment to or from each county's previously determined gravel base unit price. The exception was for concrete surface for which the 1981 C.S.A.H. needs study average unit price of \$14.08 is retained and used along with the increment method as described. The exception was necessary because no sample for concrete is available in the five-year average study.

Urban Design    --    Use the M.S.A.S. Subcommittee recommendation for the grading unit price. For the other urban design items, use the increment method from the rural design gravel base unit price to the M.S.A.S. Subcommittee's recommended unit price for each item. For 2341 and 2351/2361 the rural design increment is suggested, so that the urban price is at least as high as the rural price of that item.

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Miscellaneous -- Because the M.S.A.S. five-year average includes these items, the Subcommittee recommends using the prices recommended by the M.S.A.S. Subcommittee.

Bridge & Railroad Protection -- Recommend leaving the prices as were used for the 1981 C.S.A.H. Needs Study, because of the manual computation necessary on the bridges and because of the minor change indicated for railroad protection.

Other items which may be brought up at the Screening Committee meeting were introduced and talked over, but no action was taken.

The meeting was adjourned at 11:15 A.M.

Respectfully submitted,



Kenneth M. Hoeschen  
Acting Secretary

## VARIANCES

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## 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.

1982 COUNTY SCREENING COMMITTEE DATA  
JUNE, 1982

County Variance Requests

Blue Earth	-- Request design speed of 42 MPH instead of 45 MPH (APPROVED)
Carlton	-- Request design speed of 40 MPH instead of 45 MPH (APPROVED)
Cook	-- Request 35 MPH design speed instead of 45 MPH (APPROVED)
Dodge	-- Request 20 MPH design speed instead of 40 MPH (DENIED)
Faribault (Wells)	-- Request 30° diagonal parking on a street width of 60 feet instead of 45° diagonal parking on a street width of 66 feet. (APPROVED)
Freeborn	-- Request design speed of 42 MPH instead of 45 MPH on 3 different C.S.A.H.'s. (APPROVED)
Freeborn	-- Request 42 MPH design speed instead of 45 MPH (APPROVED)
Fillmore (Preble Township)	-- Request design speed of 20 MPH instead of 30 MPH (DENIED)
Goodhue	-- Request design speed of 40 MPH instead of 45 MPH (APPROVED)
Hennepin (Crystal)	-- Request street width of 48 feet with restricted parking instead of 52 feet with no parking or 72 feet with parking. (APPROVED)

County Variance Requests

Houston	-- Request design speed of 43 MPH instead of 45 MPH (APPROVED)
Hubbard	-- Request design speed of 40 MPH instead of 45 MPH (APPROVED)
Lac Qui Parle	-- Request 43 MPH design speed instead of 45 MPH (DENIED)
Norman	-- Request bridge widths of 24' and 19' instead of a required 28' on two different C.S.A.H.'s (APPROVED)
Redwood	-- Request 43 MPH design speed instead of 45 MPH (APPROVED)
Rice	-- Request design speed of 40 MPH instead of 45 MPH on <u>3</u> different C.S.A.H.'s (APPROVED)
Sibley	-- Request 3:1 slopes, 30' roadway & 42 MPH design instead of 4:1 slopes, 32' roadway & 50 MPH design (DENIED)
Wabasha	-- Request design speed of 40 MPH instead of 45 MPH (APPROVED)