



1983 County Screening Committee Data



TIME TO GET THE UNIT PRICES IN LINE

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JUNE 1983



Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

Phone 612-296-1660

May 19, 1983

TO : County Engineers
District State Aid Engineers

SUBJECT: County Engineers' Screening Committee Report

Enclosed herewith is a copy of the 1983 Spring County Engineers' Screening Committee Report. This report has been prepared by the State Aid Needs Unit, Office of State Aid, 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 1983 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 9-10, 1983.

Sincerely,

Kenneth M. Hoeschen
Manager
County State Aid Needs Unit

Enclosure: County Screening Committee Report

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TO BE PRESENTED AT THE JUNE 9-10, 1983 MEETING

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1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

Introduction

The primary tasks of the Screening Committee at this meeting are to establish unit prices to be used for the 1983 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 1977 construction projects and added the 1982 construction projects. The abstracts of bids on all rural design State Aid and Federal Aid projects, let from 1978 through 1982, are the source of information for compiling the data used for computing the recommended 1983 rural design unit prices. The gravel base unit price data obtained from the 1982 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.

A revised method for converting deep-strength bituminous projects was created by the Subcommittee last year and was used for the first time on those 1982 projects. The new method was devised because the Screening Committee felt the gravel base unit prices derived at using the old method were being influenced too much by the oil on the projects. The Subcommittee briefly explained the new method at the 1982 fall meeting and the chairman will be available at the June meeting for any additional explanation.

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 December 15, 1982; March 11, 1983; and May 5-6, 1983 are included in the "Reference Material" section of this report. Bob McPartlin, Chairman of the General Subcommittee, will attend the Screening Committee meeting to review and explain their recommendations.

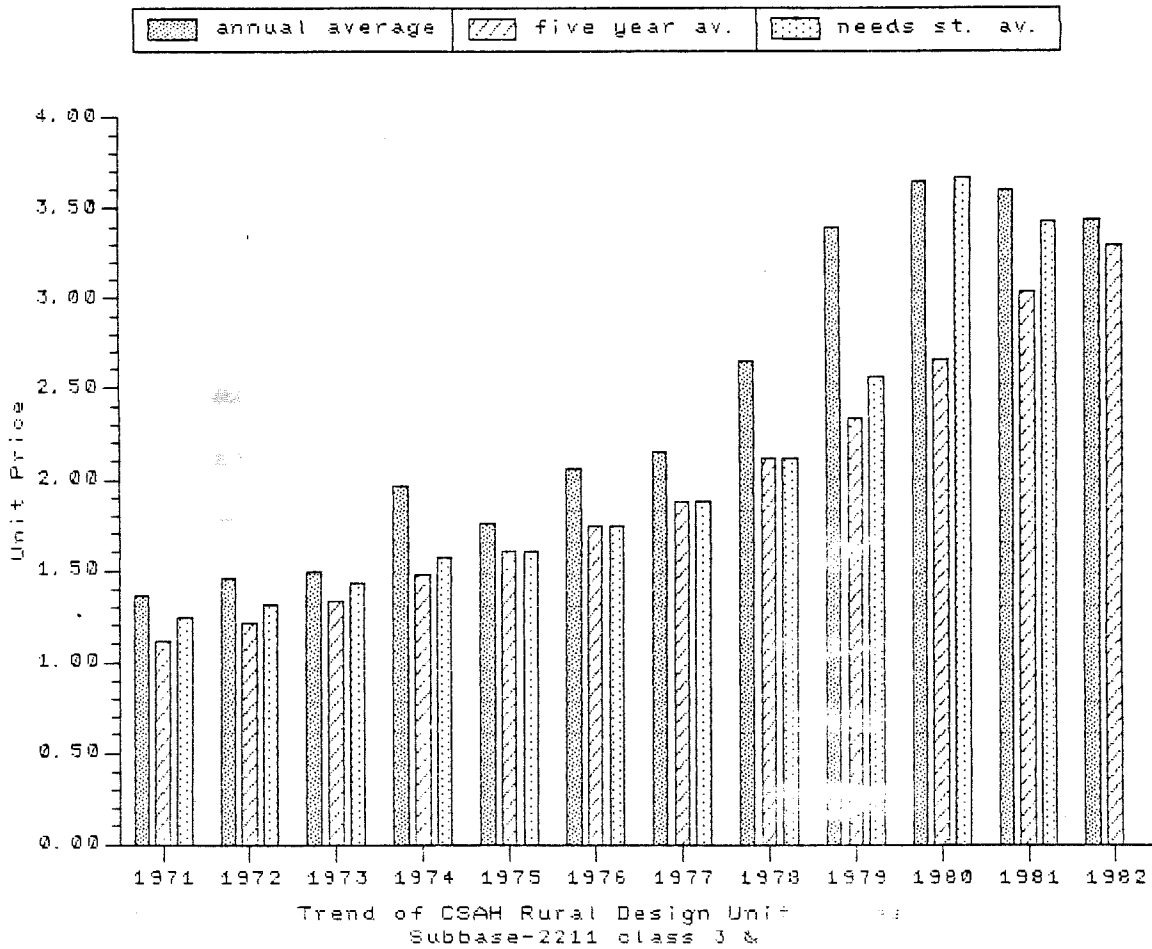
1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

Trend of C.S.A.H. Rural Design Unit Prices
(Based on State Averages from 1971-1982)

The following graphs and tabulations indicate the unit price trend 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.

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

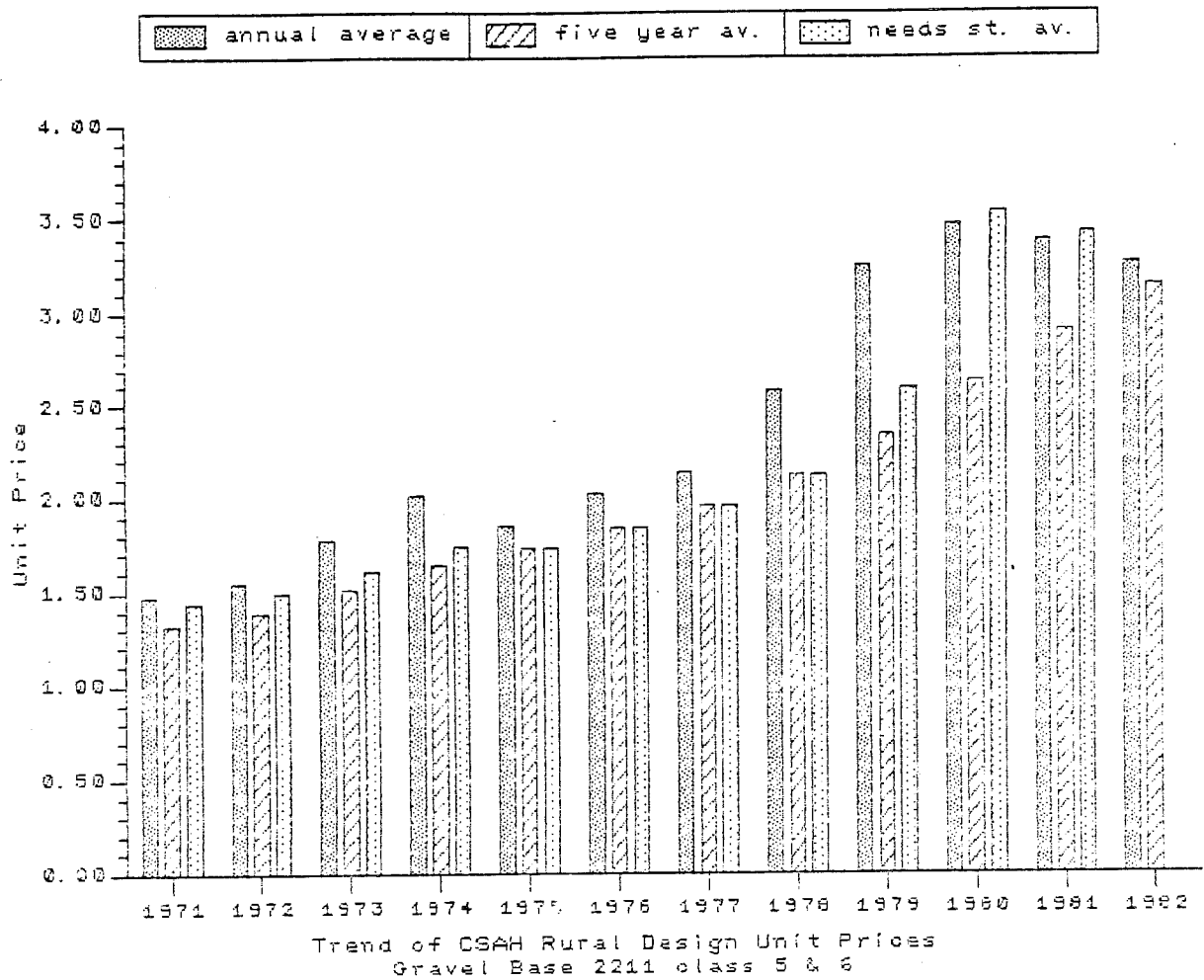
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR SUBBASE - CLASS 3 & 4



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
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	1,006,473	3,665,775	3.64	2.66	3.67(1981)
1981	1,274,775	4,589,136	3.60	3.04	3.43(1982)
1982	472,505	1,626,364	3.44	3.30	

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

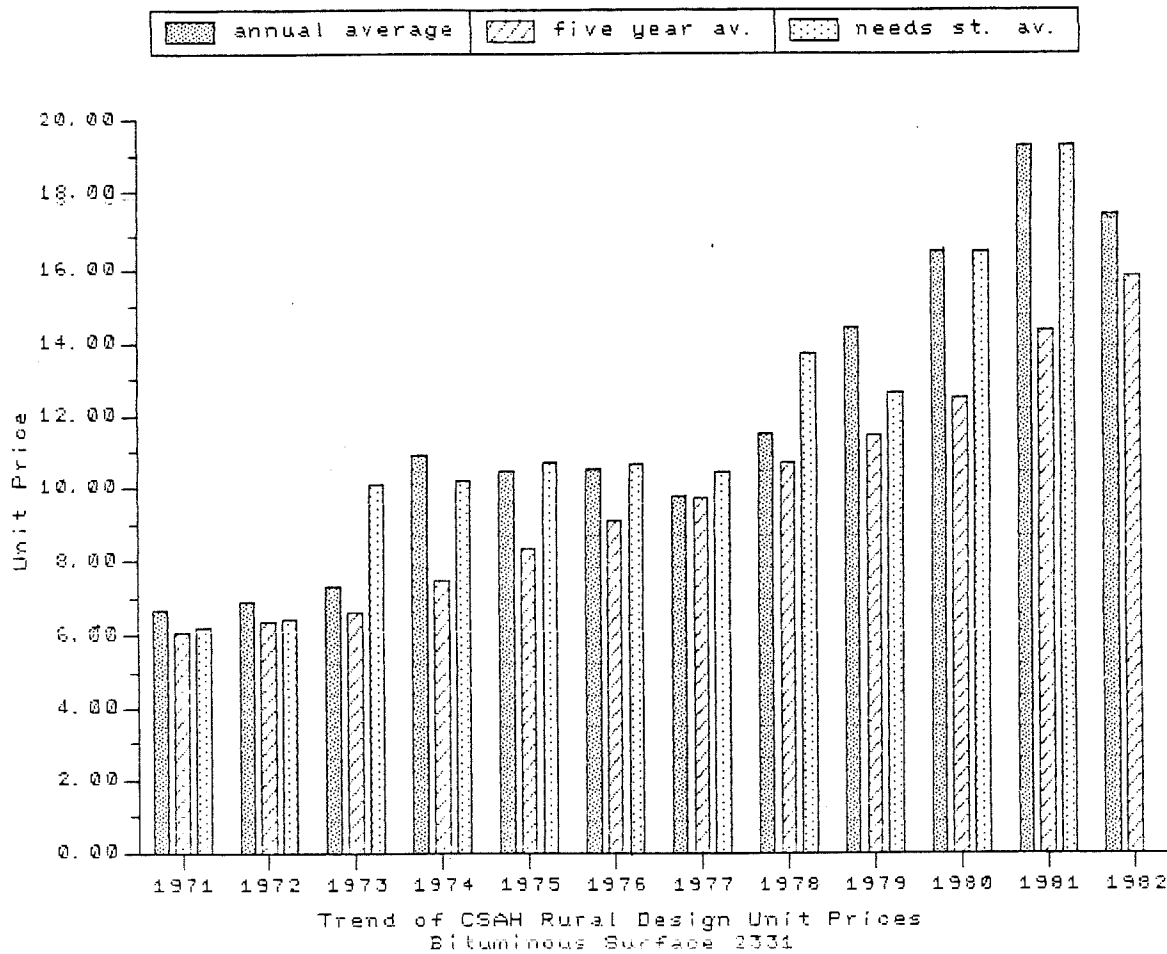
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
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	2,115,430	6,885,598	3.25	2.34	2.59(1980)
1980	1,468,830	5,099,343	3.47	2.64	3.54(1981)
1981	1,840,881	6,218,533	3.38	2.91	3.43(1982)
1982	2,264,838	7,415,229	3.27	3.15	

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

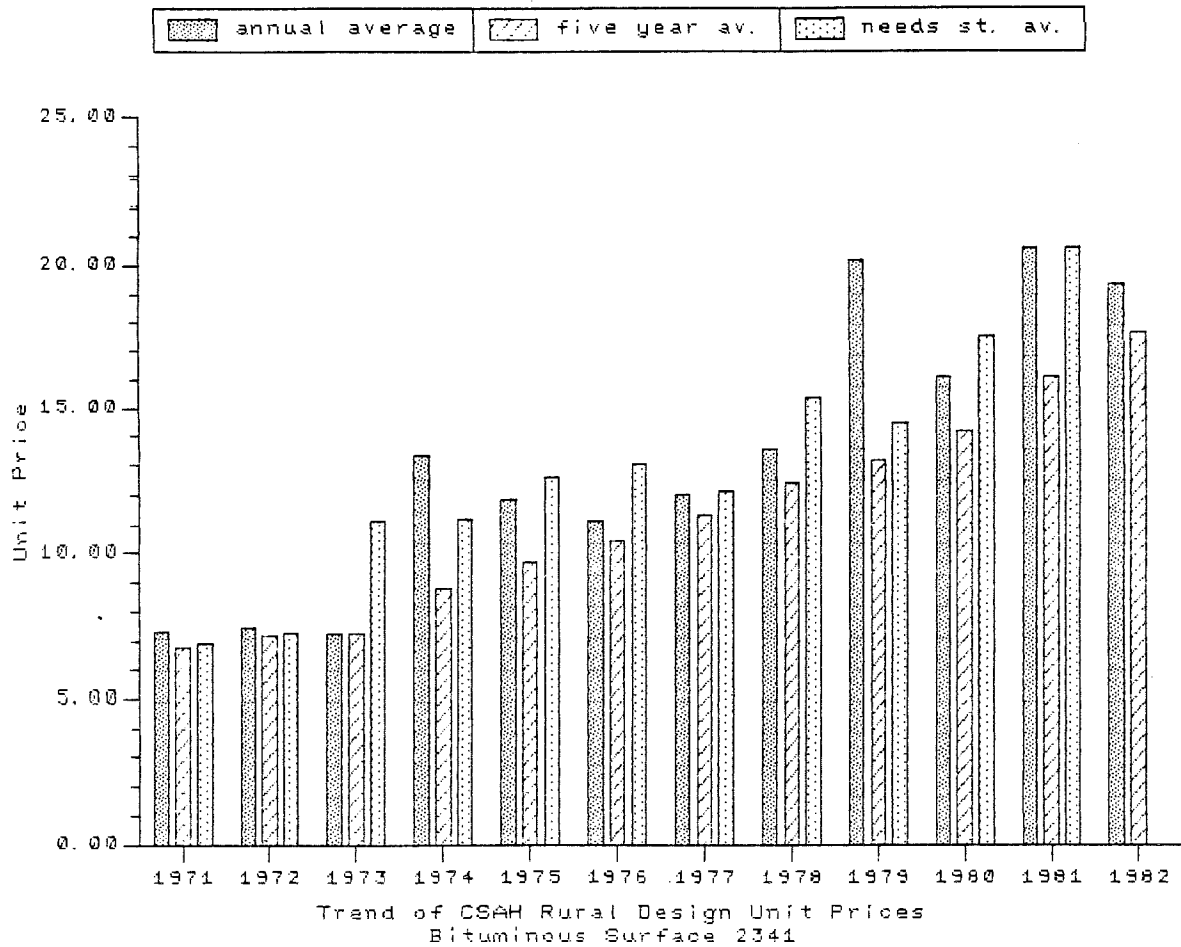
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BITUMINOUS - 2331



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
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	1,640,936	23,711,868	14.45	11.43	12.64(1980)
1980	1,218,694	20,084,084	16.48	12.47	16.48(1981)
1981	1,825,702	35,165,185	19.26	14.39	19.27(1982)
1982	1,859,331	32,340,003	17.39	15.85	

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

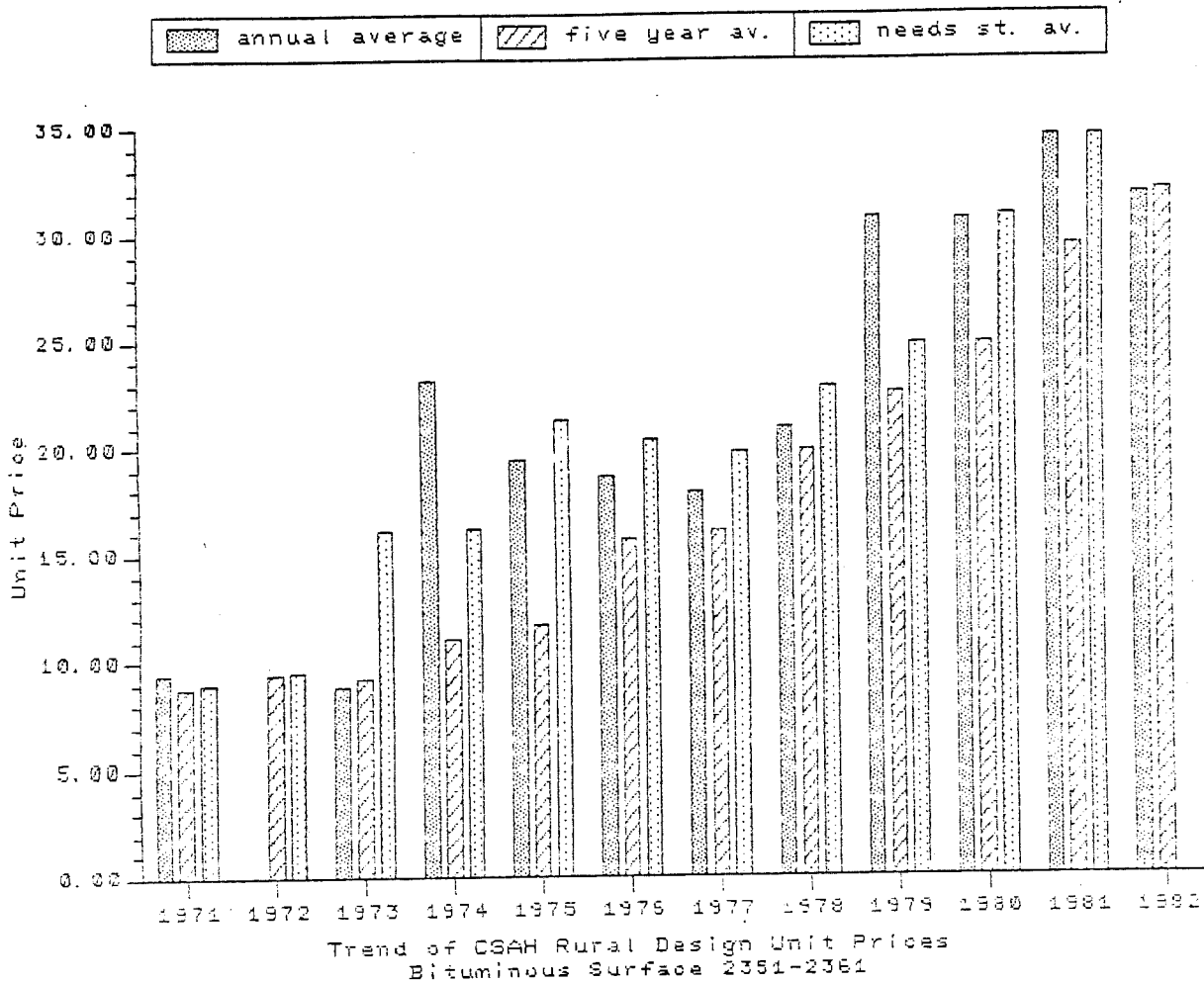
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2341



<u>YEAR</u>	<u>QUANTITIES</u>	<u>COST</u>	<u>ANNUAL AVERAGE</u>	<u>5-YEAR AVERAGE</u>	<u>NEEDS STUDY AVERAGE</u>
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	11.88	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	87,488	1,413,751	16.16	14.24	17.58(1981)
1981	63,541	1,310,395	20.63	16.13	20.63(1982)
1982	165,468	3,207,140	19.39	17.66	

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

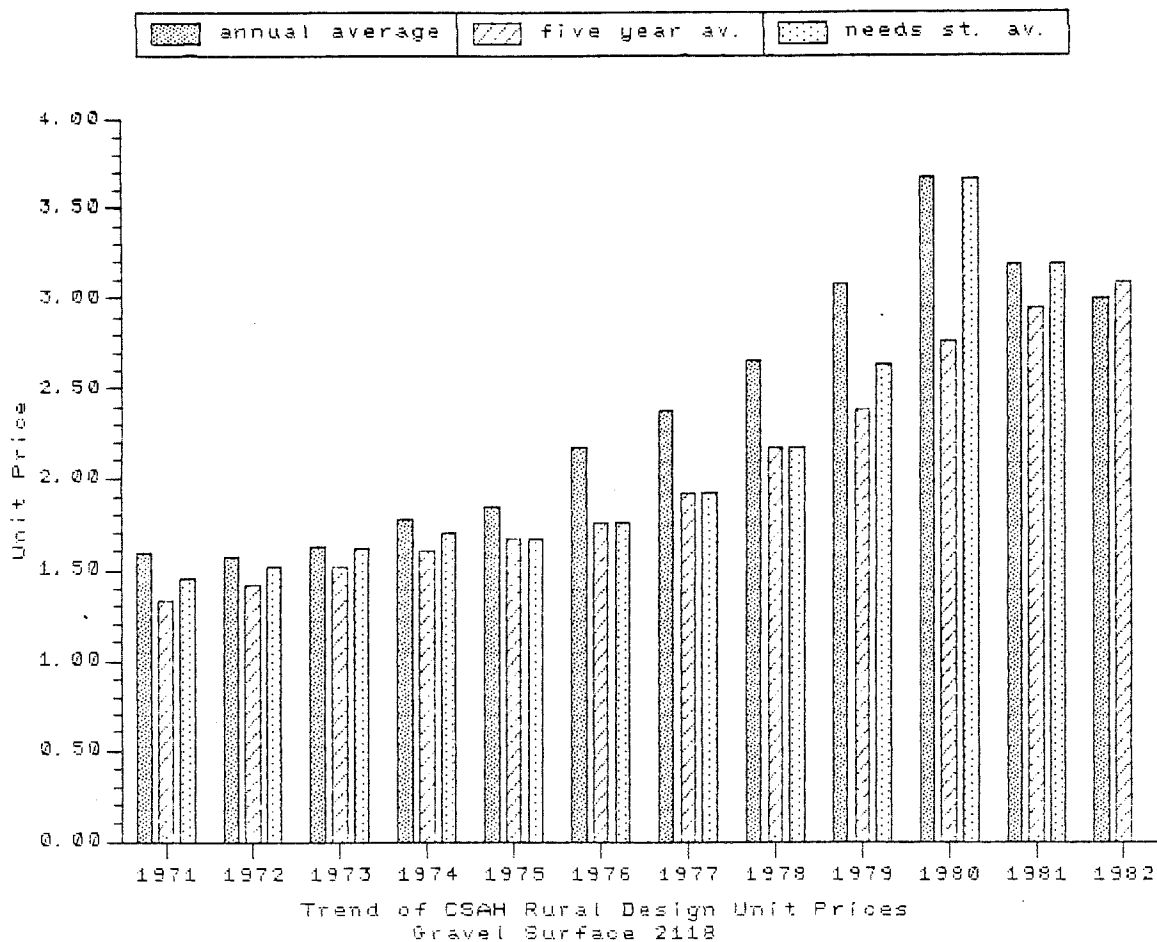
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2351-2361



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
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	9,933	306,707	30.88	22.62	24.89(1980)
1980	7,445	228,847	30.71	24.86	30.97(1981)
1981	12,595	435,425	34.57	29.56	34.57(1982)
1982	8,272	263,616	31.88	32.06	

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

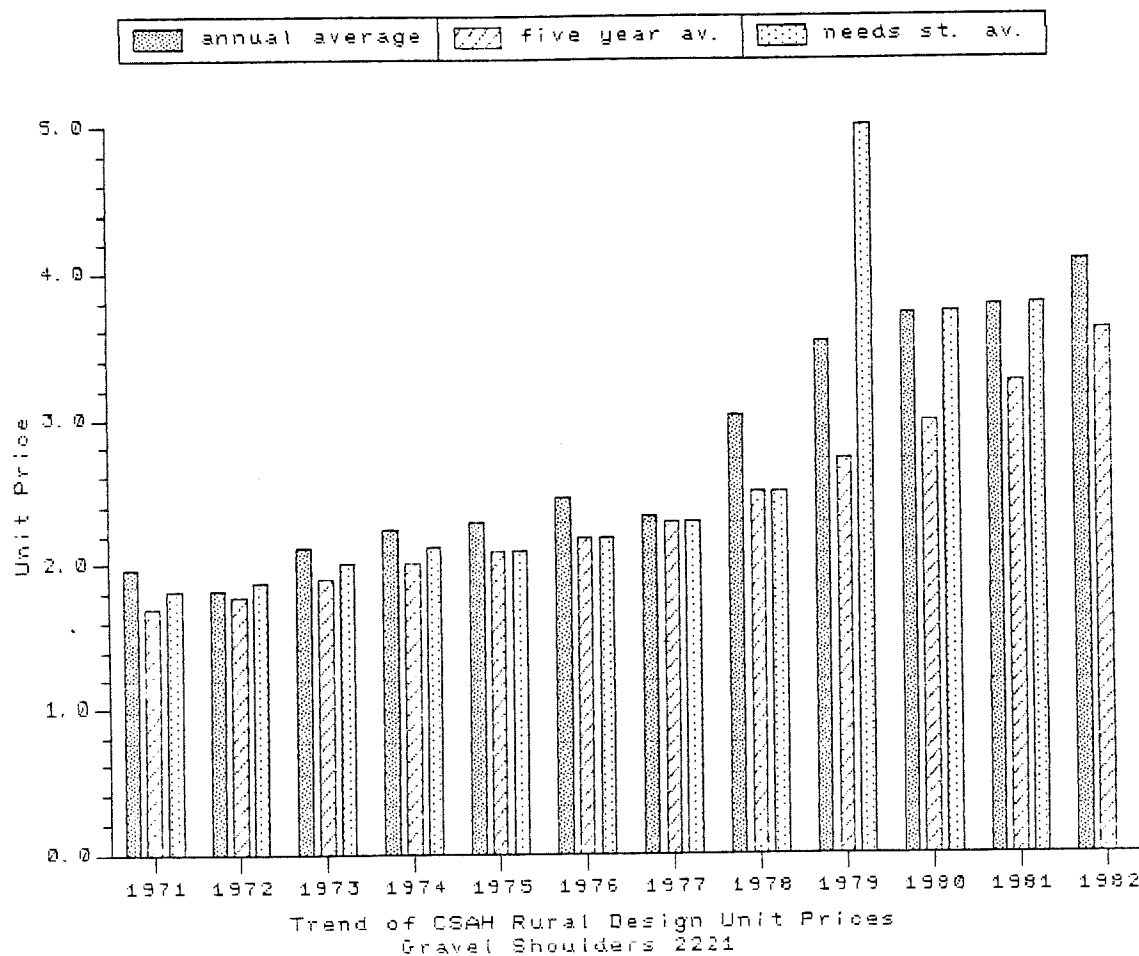
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL SURFACE - 2118



<u>YEAR</u>	<u>QUANTITIES</u>	<u>COST</u>	<u>ANNUAL AVERAGE</u>	<u>5-YEAR AVERAGE</u>	<u>NEEDS STUDY AVERAGE</u>
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	261,637	806,744	3.08	2.39	2.64(1980)
1980	291,915	1,072,984	3.68	2.77	3.67(1981)
1981	177,479	565,415	3.19	2.95	3.19(1982)
1982	167,785	503,312	3.00	3.09	

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

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
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	2.13	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	641,380	2,255,009	3.52	2.73	5.00(1980)
1980	528,325	1,963,507	3.71	2.98	3.73(1981)
1981	606,762	2,287,661	3.77	3.25	3.78(1982)
1982	765,136	3,121,766	4.08	3.61	

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

1983 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 1982 C.S.A.H. needs study gravel base unit price, the gravel base data in the 1978-1982 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1983.

The recommended 1983 rural design gravel base unit prices were determined by the Subcommittee at their May 5-6, 1983 meeting, using the following procedure which was initially adopted at the 1981 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.

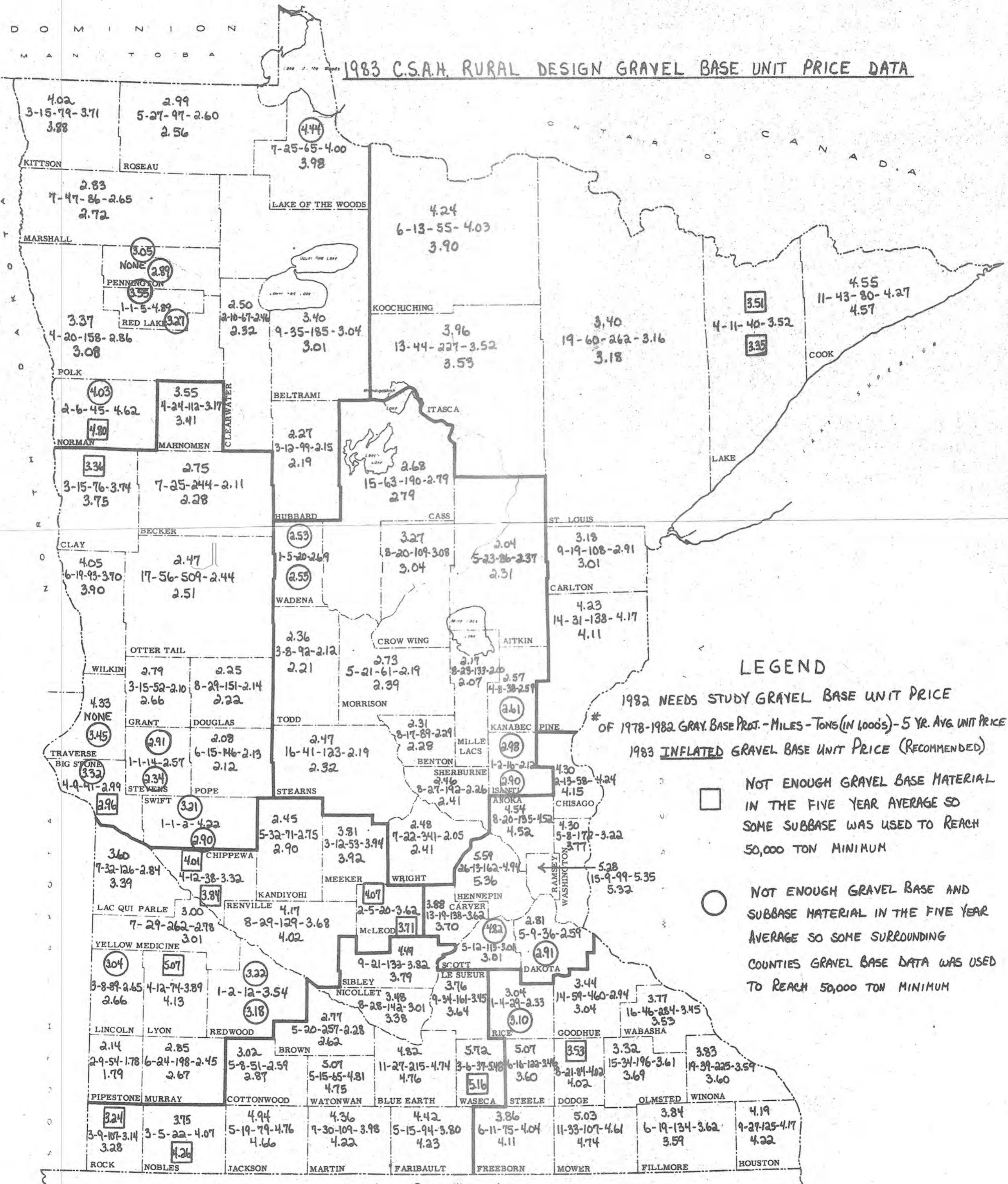
If a county has less than 50,000 tons of gravel base material in their five-year average unit price study, then enough subbase material from that county's five-year average unit price study is added to the gravel base material to equal 50,000 tons and a weighted average unit price is determined.

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. Bob McPartlin, Subcommittee Chairman, will attend the Screening Committee meeting to discuss their recommendations.

1983 COUNTY SCREENING COMMITTEE DATA

JUNE, 1983



NOTES & COMMENTS

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

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 1982 C.S.A.H. needs study, the unit prices recommended by the M.S.A.S. Subcommittee for use in their 1983 needs study, the 1978-1982 C.S.A.H. five-year average unit prices (based on actual projects), the 1982 C.S.A.H. average and the C.S.A.H. Subcommittee's recommended 1983 unit prices.

The C.S.A.H. Subcommittee's recommended prices were determined at their meeting on May 5-6, 1983. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

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

Construction Item	1982 C.S.A.H. Needs Study Average	1983 M.S.A.S. Unit Prices Recommended By M.S.A.S. Subcommittee	1978 - 1982 C.S.A.H. 5-Year Average	1982 C.S.A.H. Average	1983 C.S.A.H. Unit Price Recommended By C.S.A.H. Subcommittee
<u>Rural Design</u>					
Subbase 2211 Class 3 & 4/ton	\$ 3.43	Same	\$ 3.30	\$ 3.44	SAME AS GRAVEL BASE
Gravel Base 2211 Class 5 & 6/ton	3.43		3.15	3.27	*
Bit. Base 2331/ton	19.27	as	15.85	17.39	G.B. + 14.12
Bit. Surface 2331/ton	19.27		15.85	17.39	G.B. + 14.12
Bit. Surface 2341/ton	20.63	Urban	17.66	19.39	G.B. + 16.12
Bit. Surface 2351 - 2361/ton	34.57		32.06	31.88	G.B. + 28.61
Concrete Surface 2301 Sq. Yd.	14.08	Design	---	---	G.B. + 10.81
Gravel Surface 2118/ton	3.19		3.09	3.00	G.B. - 0.27
Gravel Shoulders 2221/ton	3.78	\$ 3.75	3.61	4.08	G.B. + 0.81
<u>Urban Design</u>					
Grading/cubic yard	\$ 2.75	\$ 2.75	---	---	\$ 2.75
Subbase 2211 Class 3 & 4/ton	4.00	4.00	---	---	G.B. + 0.73
Gravel Base 2211 Class 5 & 6/ton	4.85	4.85	---	---	G.B. + 1.58
Bit. Base 2331/ton	19.27	20.00	---	---	G.B. + 16.73
Bit. Surface 2331/ton	19.27	20.00	---	---	G.B. + 16.73
Bit. Surface 2341/ton	20.63	21.00	---	---	G.B. + 17.73
Bit Surface 2351 - 2361/ton	34.57	30.00	---	---	G.B. + 28.61
Concrete Surface 2301/Sq. Yd.	18.00	Eliminated	---	---	G.B. + 14.73
<u>Miscellaneous</u>					
Storm Sewer - Complete/mile	\$196,000	\$196,000	---	---	\$ 196,000
Storm Sewer - Partial/mile	62,000	62,000	---	---	62,000
Sidewalk Construction/Sq. Yd.	13.50	13.50	---	---	13.50
Curb & Gutter Construction/lin. ft.	5.50	5.50	---	---	5.50
Tree Removal/tree	80.00	50.00	---	---	50.00
Sidewalk Removal/Sq. Yd.	3.50	2.50	---	---	2.50
Curb & Gutter Removal/lin. ft.	1.50	1.50	---	---	1.50
Concrete Pavement Removal/Sq. Yd.	4.00	3.50	---	---	3.50
<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	65,000	---	---	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)

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

NOTES & COMMENTS

M I L E A G E

R E Q U E S T S

1983 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.

1983 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
31 Aickin	6.10													0.60					6.70
32 Anoka	1.33		0.71																2.04
33 Becker		10.07																	10.07
34 Beltrami	6.84*	0.69			0.16														7.69
35 Benton	3.18*								0.16										3.18
36 Big Stone	1.40																		1.56
37 Blue Earth	15.29*										0.25								15.54
38 Brown	3.81	3.63		0.13															7.57
39 Carlton	3.62																		3.62
40 Carver	1.55	0.94							0.48										2.97
41 Cass		7.90																	7.90
42 Chippewa	14.00	1.00																	15.00
43 Chisago	3.24																		3.24
44 Clay	1.18	0.82			0.10														2.10
45 Clearwater	0.30*			1.00															1.30
46 Cook	3.60																		3.60
47 Cottonwood	3.37	1.80		1.10			0.20												6.47
48 Crow Wing	13.00*																		13.00
49 Dakota	1.65*				0.07	2.40													4.12
50 Dodge																			-
51 Douglas	7.40*	3.25																	10.65
52 Faribault		0.08	0.29	1.20									1.10		0.09				1.66
53 Fillmore	1.12																		2.22
54 Freeborn	0.05		0.90			0.65													1.60
55 Goodhue								0.08											0.08
56 Grant	5.30	0.12																	5.42
57 Hennepin	4.50			0.19	0.05							0.52			0.33				5.59
58 Houston					0.12														0.12
59 Hubbard	0.60	1.25					0.26			0.06									2.17
60 Isanti	1.06	0.74																	1.80
61 Itasca																			-
62 Jackson		0.10																	0.10
63 Kanabec																			-
64 Kandiyohi		0.44																	0.44
65 Kittson	6.60*																		6.60
66 Koochiching	9.27*																		9.27
67 Lac Qui Parle	1.70	0.23																	1.93
68 Lake	3.24*	1.58		0.56															5.38
69 Lake of the Woods	0.56	0.33																	0.89
70 Le Sueur	2.70				0.08				0.75										3.53
71 Lincoln	5.65*	0.90																	6.55
72 Lyon	2.00																		2.00
73 McLeod	0.09			0.50															0.59
74 Mahnomen	1.00	0.42																	1.42
75 Marshall	15.00*				1.00														16.00
76 Martin		1.52																	1.52
77 Meeker	0.80						0.50												1.30
78 Mille Lacs						0.74													0.74
79 Morrison																			-
80 Mower	9.28*	3.83										0.09							13.20
81 Murray	3.52			1.10															4.62
82 Nicollet																			-
83 Nobles		13.71		0.11			0.12												13.94
84 Norman	1.31																		1.31
85 Olmsted	10.77*	4.55																	15.32
86 Otter Tail										0.36									0.36
87 Pennington	0.84																		0.84
88 Pine	9.25		0.50																9.25
89 Pipestone																			0.50
90 Polk	4.00				0.55	1.00						0.67							6.22
91 Pope	1.63	2.00		1.20															4.83
92 Ramsey	9.45*	0.67		0.21		0.40													10.73
93 Red Lake				0.50															0.50
94 Redwood	2.30		1.11										0.13						3.54
95 Renville																			-
96 Rice	1.70																		1.70
97 Rock	0.50														0.54				1.04
98 Roseau	5.20		1.60																6.80
99 St. Louis	7.71*	11.43																	19.14
100 Scott	8.65*	3.44		3.51	1.07		0.57					0.12							17.36
101 Sherburne		5.42																	5.42
102 Sibley	1.50																		1.50
103 Stearns	0.08	0.70									3.90								4.68
104 Steele		1.28	0.27																1.55
105 Stevens		1.00																	1.00
106 Swift		0.78											0.24						1.02
107 Todd	1.90*																		1.90
108 Traverse	0.20			0.07		0.49													0.76
109 Wabasha	0.43*						0.20	0.10											0.73
110 Wadena																			-
111 Waseca	4.10	0.43			0.14														4.67
112 Washington	2.33*					0.40							0.33	0.60					3.06
113 Watonwan								0.04		0.08									0.72
114 Wilkin																			-
115 Winona	7.40*											1.38							7.40
116 Wright	0.45																		1.83
117 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	0.96				376.07

* Some Trunk Highway Turnback Mileage

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : February 14, 1983

TO : Director, Highway Studies Section

FROM : J. J. Hoeke District State Aid Engineer

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

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>
	<i>and connects towns, communities, shipping points, and markets within a county or in adjacent counties;</i>
X	<i>or provide access to rural churches, schools, community meeting halls, industrial plants, state institutions and recreational areas;</i>
	<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: Since this is a request for additional mileage, with possibility of only an interim period, approval by County Screening Committee is required. Copies of the attached letter should be provided to each screening committee member & alternate. To provide a state aid system consistent with the density of population without additional CSAH mileage would require substantial rural mileage reductions that now provide continuity to adjacent counties.

RECOMMENDED APPROVAL:

J. J. Hoeke
District State Aid Engineer

2-15-83
Date

RECOMMENDED APPROVAL OR DENIAL:

Director, Highway Studies Section

Date

APPROVAL OR DENIAL:

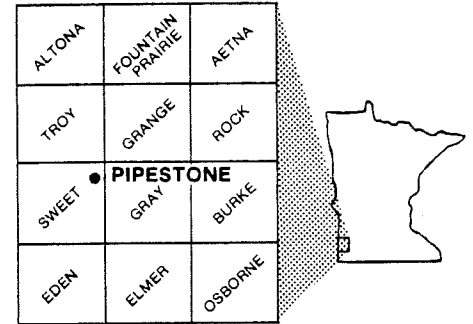
State Aid Engineer

Date

Pipestone County Highway Department

DOUGLAS E. HAEDER, P.E. - HIGHWAY ENGINEER
600 4TH ST. N.W./TELEPHONE 507 - 825-4445
MAILING ADDRESS/P.O. BOX 469
PIPESTONE, MINNESOTA 56164

February 10, 1983



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

RE: Request for Additional C.S.A.H. Mileage

Dear Mr. Hoeke:

The Pipestone County Board of Commissioners requests approval of the addition of 6.61 miles of County State Aid Highway in the City of Pipestone. The purpose of this request is to compensate for the loss of Municipal State Aid status due to a loss of population in the City of Pipestone.

The City of Pipestone has been a part of the Municipal State Aid System since the inception of State Aid in 1957. The official population of the City of Pipestone was 5,269 in 1950; 5,324 in 1960; 5,328 in 1970; and 4,887 in 1980. The 1980 population, having dropped below 5,000 disqualifies the City from sharing in the benefits of Municipal State Aid.

You will find attached a map of the City of Pipestone showing those segments which, with one exception, have been Municipal State Aid Routes since 1957. The total needs for the 6.61 miles as reported in the 1982 Municipal State Aid Needs Summary are \$2,763,620.

It is our understanding that the City of Pipestone will be eligible for reinstatement as a part of the Municipal State Aid System as soon as it is established that the population of the City has again exceeded 5,000. In this regard the City is coordinating with the State Demographer to better show the population trend. Results of this undertaking will be made available to the Office of State Aid and to the County State Aid Screening Committee as soon as available.

The County Board has determined that a reduction in rural State Aid mileage would result in a fragmented system, leaving segments in Pipestone County or adjoining counties with no connection to a segment of equal status. A reduction in rural State Aid mileage in favor of urban State Aid mileage would also result in a transfer of funds from Regular (rural) to Municipal accounts. These funds are urgently

Mr. John J. Hoeke
Page 2
February 10, 1983

needed in the Regular accounts to provide adequate maintenance and to accomplish improvements on the segments not now eligible for resurfacing using State Aid monies without incurring excessive Needs adjustments for Special Resurfacing. Furthermore, a number of the needed improvements are on segments which do not presently qualify for Special Resurfacing.

It is our understanding that three other communities in the state dropped below 5,000 population in the 1980 census, but that Pipestone is the only municipality of the four which has been a part of the State Aid System continuously from its inception. Thus the impact on Pipestone is comparatively more severe.

Of the requested mileage, Pipestone has carried out major improvements on Main Street (0.28 mi.) in 1976, North Hiawatha Avenue (0.42 mi.) in 1978, Second Street Northeast (0.15 mi.) in 1982, and Fourth Avenue Southeast (0.14 mi.) in 1982.

At present, the City of Pipestone has \$125,270.29 of unused Federal Aid Urban funds and \$63,758.51 of Municipal State Aid Construction funds which are proposed to be used during the 1983 construction season on major improvement projects on Second Street Northeast from Hiawatha to Sixth Avenue Northeast and on South Hiawatha Avenue from Main Street to Second Street South. Total construction costs, including engineering and minor drainage improvements, are estimated to be \$210,000. This work will have the effect of reducing the Needs on the City of Pipestone's State Aid System by \$224,585.50.

The Pipestone City Council and the Pipestone County Board both feel that it is very important to maintain a viable State Aid network within the City to provide for the transportation needs of the community and to maintain the status of the system for reversion to Municipal State Aid Streets when the population climbs above the 5,000 mark again.

All of the proposed additional mileage satisfies County State Aid Highway criteria as follows: carry relatively heavier traffic volumes; connect shipping points and markets within the county; act as collectors of traffic from several roads of local interest; occur at reasonable intervals consistent with the density of population; and provide an integrated and coordinated highway system affording within practical limits a State Aid highway network consistent with local traffic demands.

It is anticipated that the County and City of Pipestone will enter into a cooperative agreement to carry out the needed winter and summer maintenance using City personnel and equipment with cost reimbursement from the County State Aid Municipal maintenance account. This arrangement will further support maintenance of personnel and equipment on the part of the City capable of carrying out effective maintenance when the system reverts to Municipal State Aid Streets.

Mr. John H. Hoeke

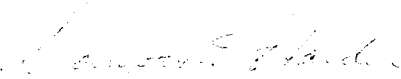
Page 3

February 10, 1983

For the reasons explained herein Pipestone County requests approval of the addition of the indicated mileage.

Mayor Steve Perkins and I will be available to provide such additional information as may be needed during consideration of this request.

Sincerely,



Douglas E. Haeder, P.E.
County Highway Engineer

DEH/mm
Enclosure

MUNICIPALITY OF
PIPESTONE

Trailer Court
(Private)

Trailer Court
(Private)

T106N
R46WR45W

FORMER MUNICIPAL STATE
AID STREETS (PROPOSED
COUNTY STATE AID HIGHWAYS)
6.61 MILES

-21-

NOTES & COMMENTS

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : _____
TO : Director, Highway Studies Section
FROM : _____ District State Aid Engineer
SUBJECT: Request for Approval of a System Revision
(Municipality) (County) of _____

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 type="checkbox"/>	or provide access to rural churches, schools, community meeting halls, industrial plants, state institutions and recreational areas;
<input type="checkbox"/>	or serves as a principal rural mail route and school bus route;
<input type="checkbox"/>	or acts as a collector of traffic from several roads of local interest;
<input 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.

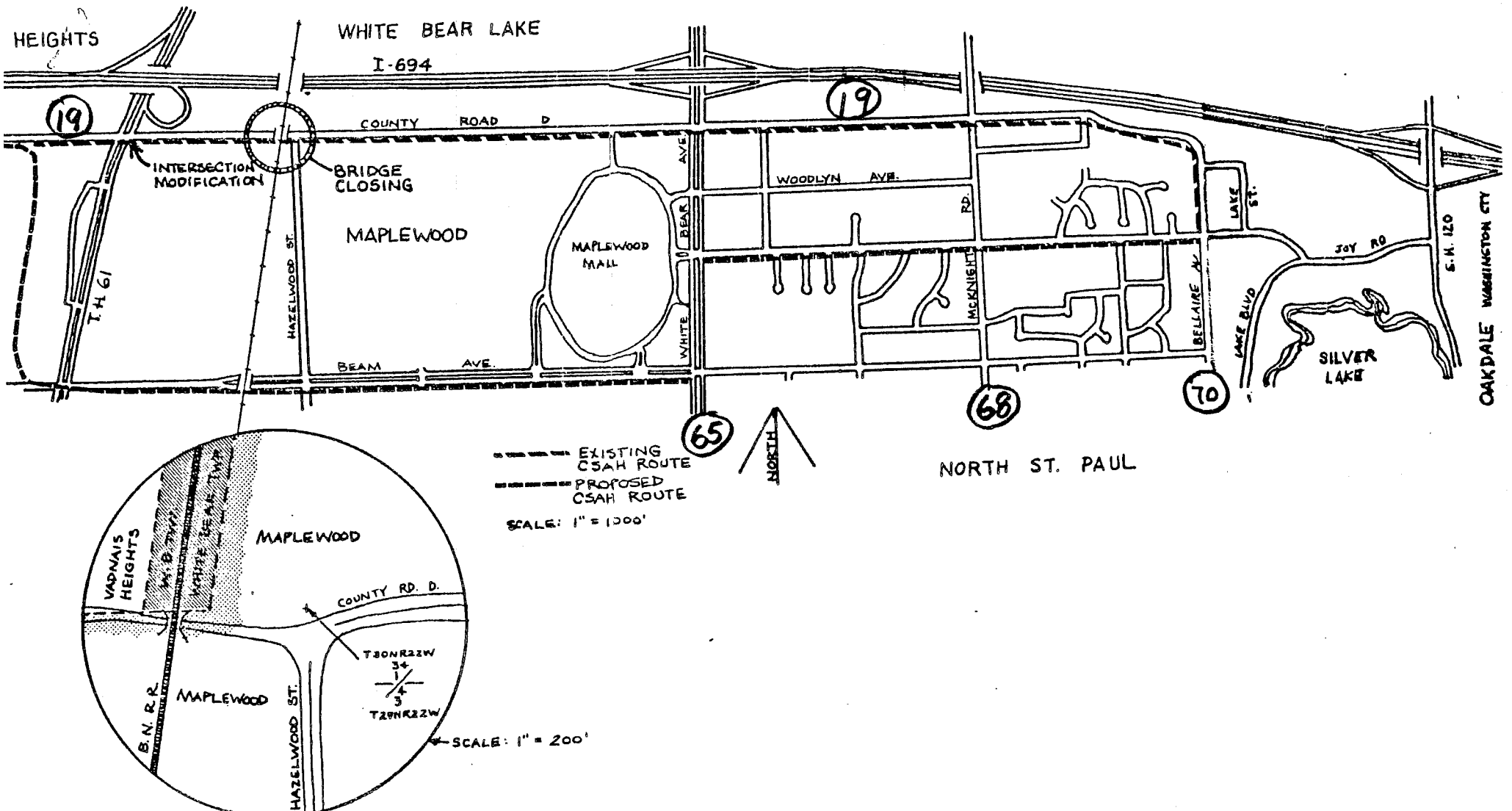
M.S.A.S. CRITERIA	
<input type="checkbox"/>	carries relatively heavier traffic volumes;
<input type="checkbox"/>	and connects the points of major traffic interest within an urban municipality;
<input type="checkbox"/>	or connects with rural roads or urban routes of community interest and carries major 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: Review only. This has been reviewed by 1st Dist. Highway Studies Section. I agree with 9/27/83 letter.

RECOMMENDED APPROVAL: _____ 1/5/83
District State Aid Engineer Date

RECOMMENDED APPROVAL OR DENIAL: _____
Director, Highway Studies Section Date

APPROVAL OR DENIAL: _____
State Aid Engineer Date





Ramsey County
DEPARTMENT OF PUBLIC WORKS

167 Courthouse
St. Paul, Minnesota 55102
(612) 298-4127

KENNETH E. WELTZIN
*Director
and
County Engineer*

PHYLLIS F. SPECKER
Administrative Assistant

September 29, 1982

Mr. Elmer Morris, Jr.
District 9 State Aid Engineer
Minnesota Department of Transportation
3485 Hadley Avenue North
North St. Paul, Minnesota 55109

Designation and Functional Classification Changes

Ramsey County proposes to transfer County State Aid Highway (CSAH) designations from several roads within the County and request approval from the Minnesota Department of Transportation for the action.

Designations as County State Aid Highways are to be removed from:

<u>Road</u>	<u>Number</u>	<u>Termini</u>	<u>Length in Miles</u>
County Road D	CSAH 19	.357 miles west of T.H. 61- Bellaire Avenue	2.777
Bellaire Avenue	CSAH 70	County Road D-Lydia Avenue	<u>.24</u>
TOTAL			3.017

Designations as County State Aid Highways are to be added to:

<u>Road</u>	<u>Proposed Number</u>	<u>Termini</u>	<u>Length in Miles</u>
County Road D (a new alignment)	CSAH 19	.357 miles west of T.H. 61 -Beam Avenue	.669
Beam Avenue	CSAH 19	T.H. 61-White Bear Avenue	1.436
Lydia Avenue	CSAH 19	White Bear Avenue-Bellaire Avenue	<u>1.124</u>
TOTAL			3.229

The proposed changes are illustrated on the attached map. These designation changes will result in an increase of 0.212 miles to the County's State Aid system.

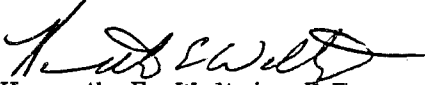
Discussion of designations to be removed:

The designation of County Road D (CSAH 19) as a County State Aid Highway in Vadnais Heights, White Bear Township and Maplewood was assigned in anticipation of the construction of a major east west routing in this portion of Ramsey County connecting T.H. 61 and 120. The designated route has not been constructed and development plans have been altered so that this construction is unlikely to occur. Recent construction, geometric changes, and structural modifications will interrupt the continuity of the CSAH route along this corridor. The anticipated construction of full directional access of I-694 with T.H. 61 will alter the continuity of County Road D at its existing location. Proposed geometric changes at existing County Road D and T.H. 61 will restrict the through traffic and left turning traffic at the intersection. The in-place bridge of the Burlington Northern Railroad over County Road D located east of T.H. 61 will be closed to vehicle traffic. This closure was based on the low volume of traffic on this route and the high expense of replacing a structure that is not adequate in width or structural condition.

Discussion of designations to be added:

Unlike the majority of the mileage requested by Ramsey County to be removed from the County State Aid Highway system at this time, all of the proposed highways to be added with the exception of the first .669 miles have been reconstructed within the last ten years. The portion of Beam Avenue from T.H. 61 to White Bear Avenue is presently a four lane divided roadway with left and right turn lanes. A new bridge structure has been provided for the Burlington Northern Railroad and traffic signals are anticipated to be constructed at T.H. 61 and Beam Avenue. A portion of Lydia Avenue from White Bear Avenue to Bellaire is presently a two lane roadway with parking lanes of urban design. The unconstructed portion of proposed County Road D from .357 miles west of T.H. 61 to Beam Avenue will be constructed of urban design in cooperation with the Cities of Maplewood and Vadnais Heights. This new designation will provide an uninterrupted route on new or recently constructed pavements and provide for continuity from T.H. 61 to Bellaire Avenue. A county road connects Bellaire Avenue to T.H. 120. The proposed east west County State Aid Highway routes traffic along those pavements that are presently most heavily traveled in the area and will continue to have that status in the future. The proposed roadway does meet the criteria for designation as a County State Aid Highway and we have reviewed our County State Aid Highway system and find that we are unable to trade off the 0.212 miles. Consequently, we are requesting the approval for the addition of 0.212 miles to the system.

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


Kenneth E. Weltzin, P.E.
Director and County Engineer

PK:m
att.

PREPARED BY THE
MINNESOTA DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE OF STATUTE MILES

LEGEND

Outline Map of Minnesota showing location of this County within the State.

Outline Map of this County. Shaded portion being area delineated on this chart.

Area of this County 171 Sq. Miles
Total Area 154.7 Sq. Miles
TOTAL COUNTY POPULATION 47,425

PERMANENT RESIDENTS

HIGHWAY LINES

T 30 N
T 29 N
T 28 N

R 23 W R 22 W

Area of this County 171 Sq. Miles
Land Area 154.7 Sq. Miles
TOTAL COUNTY POPULATION 476,350

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : January 3, 1983

TO : Director, Highway Studies Section

FROM : J. J. Hoeke *J. J. Hoeke* District State Aid Engineer

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

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>
	<i>or serves as a principal rural mail route and school bus route;</i>
	<i>or acts as a collector of traffic from several roads of local interest;</i>
	<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: Since this is an additional mileage request, the Screening Committee will determine if this mileage will be added to the system. The Hanley Falls Farmers Elevator includes unloading, loading, and grain drying facilities in a four-county area in S.W. Minnesota. The County Eng'r has examined his CSAH System in attempt to trade mileage. On the basis that mileage reduction of 0.53 mile would disrupt his present system, it was recommended that additional mileage be requested.

RECOMMENDED APPROVAL:

J. J. Hoeke
District State Aid Engineer

1-5-82
Date

RECOMMENDED APPROVAL OR DENIAL:

Director, Highway Studies Section

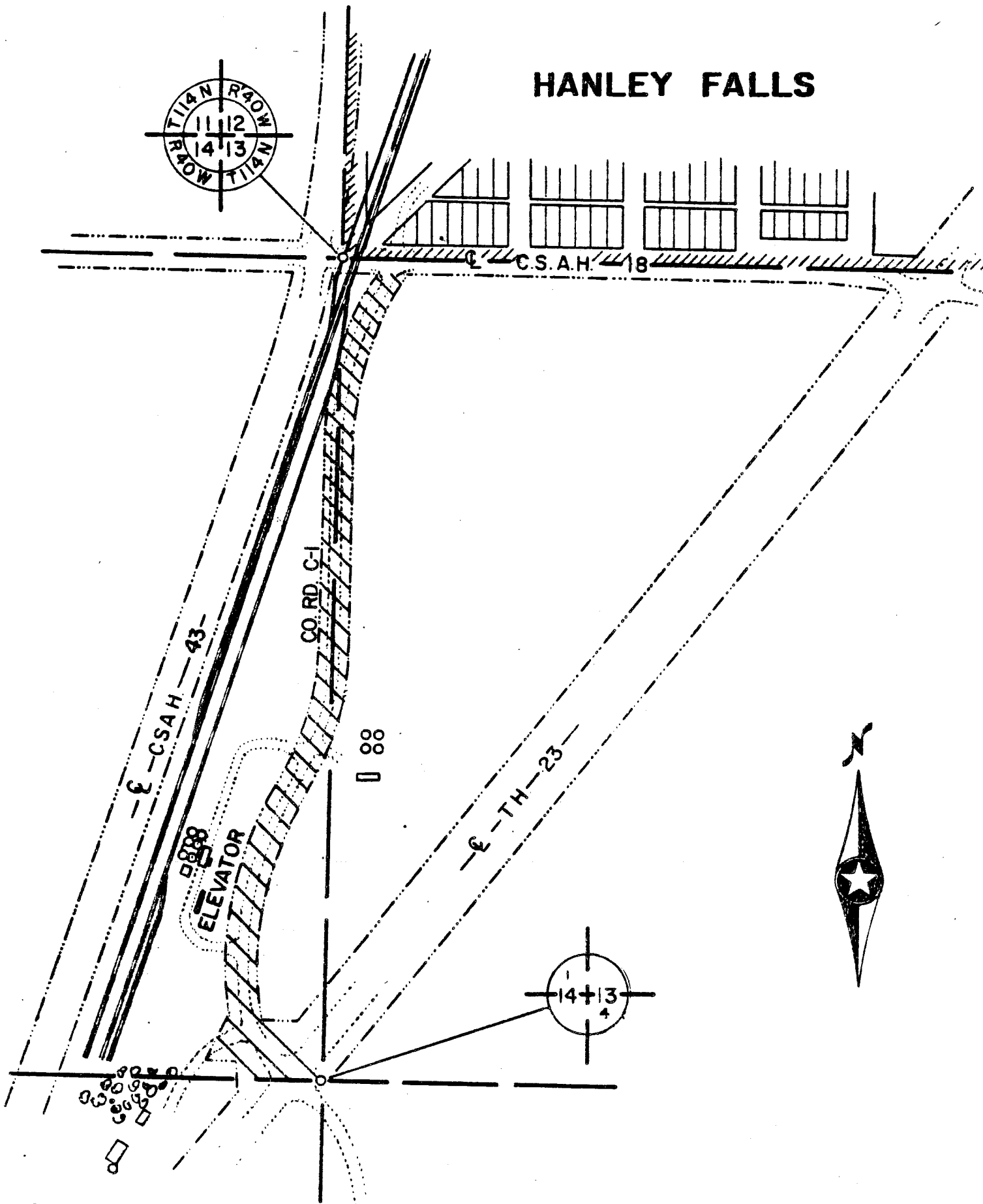
Date

APPROVAL OR DENIAL:

State Aid Engineer

Date

HANLEY FALLS



Yellow Medicine County

Highway Department

Don D. Paulson, Engineer

Area Code 612
Phone 564-3331

Hwy. 212 West
Granite Falls, MN 56241

December 13, 1982

Mr. John Hoeke, P.E.
District State Aid Engineer
Minnesota Dept. of Transportation
Willmar, MN 56201

RE: ADDITIONAL MILEAGE REQUEST

Dear Mr. Hoeke:

Yellow Medicine County requests your approval for additional mileage to connect a major shipping point as shown on the attached map.

The Yellow Medicine County Board of Commissioners, City of Hanley Falls and Sandness Township has requested that this be included in the County State Aid System for the following reasons:

- 1) The addition of this highway will provide a connection for Hanley Falls Farmers Elevator. It will increase the State Aid System 0.53 miles.
- 2) The Elevator brings in 4.4 million bushels of grain from all directions each year.
- 3) Traffic studies indicate 300 - 400 VPD and most of these are large trucks.
- 4) T.H. #23 is a 10 ton route and this addition would provide an access to this highway.

Needs for the new road, based on bituminous base and surface only, would be approximately \$80,000.

I have examined out County State Aid System and have found no place to reduce our mileage by 0.53 without disrupting the continuity of our present system.

Please review our request and if acceptable, I ask that you submit it to the Screening Committee for approval of the C-SAH mileage increase.

Sincerely,

Don D. Paulson

Don D. Paulson, P.E.

NOTES & COMMENTS

REFERENCE

MATERIAL

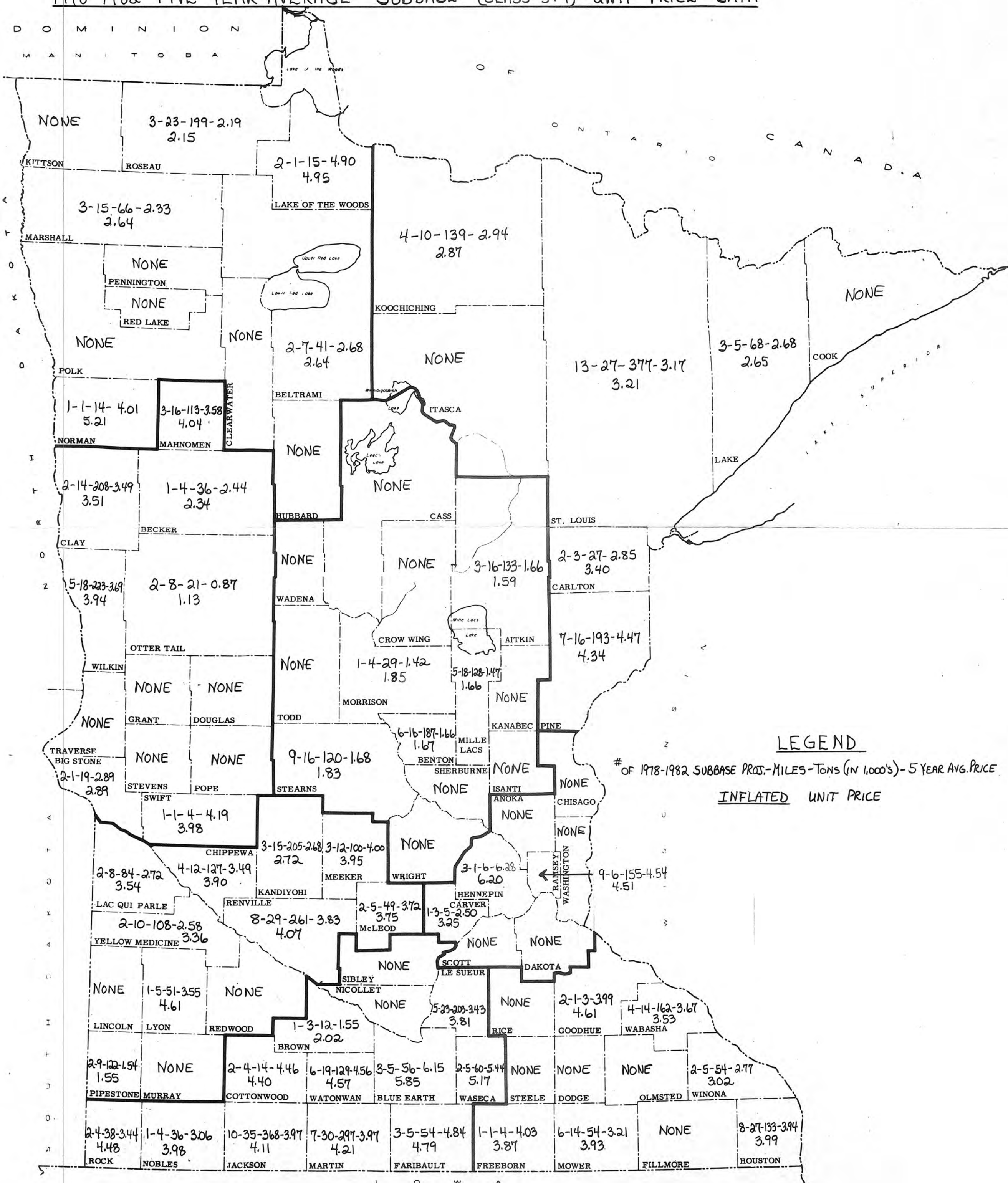
1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

1978-1982 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 1978-1982 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.

JUNE, 1983

1978-1982 FIVE YEAR AVERAGE SUBBASE (CLASS 3+4) UNIT PRICE DATA



1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

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>
1978	2,383,648	\$6,150,942	\$2.58	$\frac{\$3.27}{\$2.58} = 1.27$
1979	2,115,430	\$6,885,598	\$3.25	$\frac{\$3.27}{\$3.25} = 1.01$
1980	1,468,830	\$5,099,343	\$3.47	$\frac{\$3.27}{\$3.47} = 0.94$
1981	1,840,881	\$6,218,533	\$3.38	$\frac{\$3.27}{\$3.38} = 0.97$
1982	2,264,838	\$7,415,229	\$3.27	

Subbase - #2211 Class 3-4

<u>Year</u>	<u>Quantity</u>	<u>Cost</u>	<u>Annual Average</u>	<u>Inflation Factor</u>
1978	1,408,202	\$3,725,724	\$2.65	$\frac{\$3.44}{\$2.65} = 1.30$
1979	1,148,672	\$3,891,149	\$3.39	$\frac{\$3.44}{\$3.39} = 1.01$
1980	1,006,473	\$3,665,775	\$3.64	$\frac{\$3.44}{\$3.64} = 0.95$
1981	1,274,775	\$4,589,136	\$3.60	$\frac{\$3.44}{\$3.60} = 0.96$
1982	472,505	\$1,626,364	\$3.44	

In order to reflect current prices in the 1978-1982 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate inflation factor.

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

FAS Fund Balance Deductions

The following resolution was adopted by the County Screening Committee in 1973, revised in June, 1980, and revised again in October, 1982.

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 following data is presented for the Screening Committee's information and to forewarn the counties involved of a possible "needs deduction". Please note that these figures are current only through April 22, 1983 and do not represent the final data to be used for the 1984 apportionment.

<u>County</u>	<u>FAS Fund Balance as of April 22, 1983</u>	<u>Maximum Balance</u>	<u>Tentative Deduction From the 1983 25-year C.S.A.H. Construction Needs</u>
Chisago	\$ 543,720	\$415,239	\$ 128,481
Hennepin	1,978,087	612,904	1,365,183
Kandiyohi	573,175	550,945	22,230
Ramsey	375,663	350,000	25,663
Scott	460,831	389,236	71,595

NOTES & COMMENTS

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

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>1982</u>	<u>25-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>1982</u>	<u>25-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-	-0-	\$5,387,110
# of Transfers	124	120	-0-	1	-0-	2	1	-0-	-0-	

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

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>1982</u>	<u>25-Year Total</u>
Cook	17	\$ 449,625	\$ 50,000	\$60,000	\$60,000	\$	\$	\$	\$	\$ 619,625
Koochiching	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
Bletrami	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	18	550,000						225,000	250,000	1,025,000
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	250,000	1,545,000

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>1982</u>	<u>25-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	\$250,000	\$5,523,725
# of Transfers	128	122	2	1	1	-0-	-0-	1	1	

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

CSAH Traffic Projection Factor Study

At the October, 1982 County Screening Committee meeting, the resolution dealing with Traffic Projection Factors was revised in the following manner:

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~~ four 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 an ~~twelve~~ eighteen year period.

This revision was made to "flatten out" any large changes in projection factors resulting from the previous resolution.

It was also directed that all counties' 1983 needs be adjusted based on this revised resolution. The following map indicates each county's present traffic projection factor and their new factor as determined by the increased number of counts.

The following thirteen counties were also counted in 1982:

ANOKA	DOUGLAS	RAMSEY
BELTRAMI	HENNEPIN	SCOTT
CASS	MURRAY	WINONA
CARVER	NOBLES	WASHINGTON
DAKOTA		

New factors for these counties will be computed when we receive the final traffic maps and update their needs studies.

CSAH Traffic Projection Factor Study



Minutes of the County Engineers Screening Committee Meeting

October 27 & 28, 1982

The meeting was called to order by Chairman Duane Blanck at 2:00 P.M. on October 27, 1982, at Duluth, Minnesota.

The secretary called the roll of Committee Members and Alternates:

District 1	..... Doug Grindall	..... Koochiching County	..... Present
District 2	..... Art Tobkin	..... Clearwater County	..... Present
District 3	..... Duane Blanck	..... Crow Wing County	..... Present
District 4	..... Jack Cousins	..... Clay County	..... Present
District 5	..... Art Lee	..... Hennepin County	..... Absent
District 6	..... Earl Welshons	..... Winona County	..... Present
District 7	..... Mike Wagner	..... Nobles County	..... Present
District 8	..... Dennis Stoeckman	..... Renville County	..... Present
District 9	..... Ken Weltzin	..... Ramsey County	..... Present

The Alternate for District 5 sat on the committee until Mr. Lee arrived at 9:00 A.M. on the 28th.

District 1 Alternate	... Dave Zech	..... Cook County	..... Present
District 2 Alternate	... Bernie Lieders	..... Polk County	..... Present
District 3 Alternate	... Wayne Fingalson	..... Wright County	..... Present
District 4 Alternate	... Otho C. Buxton	..... Grant-Pope County	..... Present
District 5 Alternate	... Don Wisniewski	..... Carver County	..... Present
District 6 Alternate	... Bob Egan	..... Wabasha County	..... Present
District 7 Alternate	... Ron Sandvik	..... Le Sueur County	..... Present
District 8 Alternate	... Pete Boomgarden	..... Lincoln County	..... Present
District 9 Alternate	... Chuck Swanson	..... Washington County	..... Present

Others present were:

Gordon Fay	..... Director of State Aid
Roy Hanson	..... Office of State Aid
Ken Hoeschen	..... Office of State Aid
Richard Hanson	..... District 1 State Aid Engineer
Jack Isaacson	..... District 2 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
Bob McPartlin	..... Sub-Committee
Paul Ruud	..... Sub-Committee
John Walkup	..... Sub-Committee
Boyd Paulu	..... Carlton County
Ben Beauclair	..... St. Louis County
John Bjorum	..... Lake County
Ken Sandvik	..... Lake County Assistant County Attorney
Dennis Carlson	..... Screening Committee Secretary

Chairman Blanck formally recognized those present from Mn/DOT and other County Engineers present.

The Chairman then introduced the secretary and called for a motion on the June 1982 Screening Committee minutes. Ken Weltzin moved and Jack Cousins second the motion to approve the minutes as distributed in the fall booklet. Motion carried unanimously.

Lake County made a presentation regarding compliance with the Minnesota Statutes with respect to State Aid distribution of funds. A transcript of that presentation is on file for review at the State Aid Office in St. Paul.

Meeting recessed at 4:10 P.M.

Meeting reconvened at 9:00 A.M. on October 28, 1982.

Chairman Blanck asked Ken Hoeschen to go thru the 1982 Screening Committee Report section by section.

Pages 1 & 2 - Historical Data

C.S.A.H. mileage, needs and apportionment for the years 1958 to 1983. Mileage shown includes about 700 miles of turnback.

Page 3 & Figure "A" - Basic Needs Comparison

Ken noted the first change is design standards update. The changes include a reduction of 4 foot road width in several categories of traffic volumes as well as changes in surfacing depths and bituminous specification numbers. The new Urban Design Quantity Table is on page 59 of the booklet. Ken noted there were substantial increases in some rural counties and major decreases in some urbanized counties as a result of the changes in the tables. Art Lee questioned where authorization was given to staff to make changes such as the specification number changes for bituminous surfacing. The greatest impact on the urban counties appears to be in that area. Roy explained that the design engineers were trying to reflect actual practice and their research indicates the changes are closely aligned with what is happening in the field.

Ken Weltzin questioned why the design for 7000-9999 ADT was so different from the next lower and next higher designs. Art Lee also noted the differences within the CSAH Urban Design Table and asked why the MSA Urban Design Table included Spec. 2361. Art Lee noted that the Spec. Number and mat thickness changes will have a major impact on Hennepin County Apportionment. The Chair asked if the staff had made such design changes in the past without Screening Committee approval? Roy Hanson said he could not recall how it was done when design standards were changed in the past. Art Lee asked if any new changes in standards were coming up. Roy Hanson said the only one was the urban width change from 46' to 44' and this table already includes that change. Chairman Blanck summarized the discussion by saying the tables apparently were revised to reflect actual practice and therefore should reflect true needs. Art Lee concurred but said it was quite a large change to come all at once. The question was asked why did some rural counties show some large effects when it appears urban oriented? Ken Hoeschen said counties influenced by urban areas (higher volumes) will show a similar change and will also be affected on bridge needs.

Ken Hoeschen then moved to columns 4 & 5 which reflect normal updates and normally are minus numbers. Chairman Blanck asked why some counties went up rather than down (minus). Ken Hoeschen said an example would be Ramsey who increase their traffic projection factor on about 6.5 miles, added storm sewer on about 12 miles, reclassified about 12 miles from suburban design to urban design which resulted in about a \$10,000,000 increase. Nobles County revised their soil factor on about 145 miles to increase their needs considerably. Chisago changed the segments that were constructed prior to 1966 (almost 48 miles) from additional surfacing to widening or complete needs. Pope did the same as Chisago.

The 6th and 7th columns show the effect of 1982 unit prices. Ken Hoeschen noted the average increase is 3.9% for the entire state.

The last change reflected on Figure "A" is the effect of traffic and traffic factor update. This reflects the changes due to traffic counts taken in 1981, and the traffic factor changes shown on page 62. There was a discussion on the amount of change in some counties like Stevens 1.0 to 1.8, Faribault 1.2 to 1.9, Roseau 1.5 to 2.0 and Kittson 1.1 to 1.6. Ken Hoeschen explained the Least Square method that was used for the projections and the number of years or counts included for both rural and urban counties. Dennis Carlson asked if the number of counts were expanded from 3 to 4 counts would it tend to stabilize the factors for the rural counties. Ken Hoeschen said yes it would and there is nothing magic about the number of counts being used for either the rural or the urban counties. It was mentioned that some counts have shown up in the late 60's & early 70's that may be bad counts (low) and now are having an influence on the projection factors. Chairman Blanck noted that the President of the MCHEA has appointed a committee to study the matter of going 6 years between traffic counting in rural counties. Mike Wagner noted that when projection factors change so drastically we have to change width designs on bridges when nothing really changed in the field. Ken Hoeschen said a study could be made using 4 counts for rural counties and 18 years for urban counties for review at a later meeting.

Page 5 & 6 - 20% Basic Needs Change Limitation

Ken Hoeschen said that 9 counties were affected by this resolution and of those 9 there are 2 restricted on the negative side and 7 on the positive side. Earl Cousins asked if a county like Stevens would eventually get the 105.2% even though they were restricted to 31.5% in this report. Ken Hoeschen said yes they would get the increase if future computation continues to justify it.

Pages 6 through 8 - FAS Balance Deduction

Ken Hoeschen reviewed the Screening Committee resolutions current limitations and the fact that 7 counties are affected. Ken Weltzin asked if the limitations could be raised to 7 years of allotments or \$500,000 whichever is greater? Art Lee said Hennepin County has worked on projects up to the letting and then because the municipality didn't totally agree with all aspects of the project, they could not get the project to construction. Art also noted that Chisago County has experienced the same problem and lost 3 or 4 years of project preparation. Chairman Blanck noted the option to waive the deduction and recalled that in most instances where letters are submitted the waiver is granted. Jack Cousins felt the deduction should be automatic just like the State Aid Balance deduction.

Pages 13 thru 23 - Rural Design Grading Cost Adjustments

Ken Hoeschen explained the background and decision to have staff adjust the 1974 figures submitted by each county. The formula used is the miles of road constructed, divided by the county's total mileage, times the percentage construction cost increase, divided by 30 (Screening Committee Resolution). The resulting figure is a percentage taken times the county's 25 year needs and the remaining figure is the adjusted figure to compute the subsequent years apportionment. Ken said that hopefully by next year, with the help of the District State Aid Engineers, they will have a new Rural Design Grading Cost Estimate.

Pages 24 thru 26 - Special Resurfacing Projects

Ken Hoeschen explained that the cost of special resurfacing projects are deducted for a period of 10 years. The projects being deducted are listed for the period 1971-1982 **and are shown on pages 24 thru 26.** Jack Cousins asked how many counties are included? There appears to be about 80 counties receiving deductions.

Pages 27 & 28 - Bond Account Adjustments

Ken Hoeschen said these pages reflect current county bonded indebtedness which is added to each county's 25 year construction needs. A discussion followed on the merits of bonding. Earl Welshons noted that needs are deducted as projects are accomplished and this merely returns their needs until the bonding is paid off.

Page 29 & Figure "C" - CSAH Construction Fund Balance Deduction

Ken Hoeschen noted that this is the same as FAS Fund Balance Deductions except in this case waivers are not allowed.

Doug Grindall asked if projects were let early in September, could a county call the appropriate office and get the contract amount deducted even when the deadline is past. Apparently Lake and St. Louis Counties would be affected in District 1. Chairman Blanck said there has to be a cut off date and it is the same for everybody.

Pages 30 thru 32 - Mill Levy Deductions

Ken Hoeschen noted that this is an adjustment based on ability to pay, using the full county tax valuation as a guide. There were no questions.

Page 35 & Figure "D" - Tentative 1983 CSAH Money Needs Apportionment

Ken Hoeschen explained that Figure "D" includes all of the adjustments previously discussed and gives a tentative 1983 Money Needs Apportionment using 1982 Statewide dollars available.

Pages 36 thru 38 - 1983 Mileage and Money Needs Recommendation to Commissioner Braun

Ken Hoeschen briefly discussed the data used to compile the recommendation and there were no questions.

Pages 39 thru 43 - Total Tentative 1983 CSAH Apportionment

Ken Hoeschen noted the apportionment percentage breakdown is 10% equal, 10% vehicle Registration, 30% Mileage and 50% Money Needs. There were no questions or comments.

Pages 45 thru 47 - Comparison of 1982-83 CSAH Apportionment

There were no questions or comments on these pages.

Page 49 & Figure "E" - History of CSAH Mileage Requests

There are approximately 600 miles available below the 30,000 mile statewide CSAH limit after turnbacks are deducted from current CSAH mileage.

Pages 50 thru 53 - Hennepin County Mileage Request

Don Wisniewski described Hennepin County's request and its relationship to major arterials and a major shopping center. He also noted that Hennepin had some revocations that would almost equal their additional mileage request but the timing was not right so it is now necessary to obtain Screening Committee approval. Eden Prairie is financing the Ring Road with tax increment funds, which is where part of the designation will be. The only needs that will be drawn will be for additional surface. Doug Grindall asked when the Ring Road will be built. Art Lee said a portion is under construction and the remainder is on the drawing boards. Doug also noted that previous revocations normally have no bearing on the current request for additional mileage. Mike Wagner asked about expenditures on the existing CSAH route that will be revoked. Don Wisniewski said to the best of his knowledge no CSAH funds have been spent for construction recently. Ken Hoeschen asked if the city would revoke the MSAS designation. Chuck Weichselbaum said if it is an MSAS route it will be removed from the city's MSA System.

Pages 54 thru 57 - Nobles County' Request

Mike Wagner briefly recapped the request by the County Board of Nobles County to extend CSAH 3 for 3.0 miles to provide system continuity. Doug Grindall asked why CSAH 3 jumped a mile east and later it jumps 2 miles east and is there some history to the ending of 3.0 mile gap. Mike Wagner said the 3.0 miles was township road until the interstate was built and then made a county road. Doug Grindall asked if the date of the letter requesting the additional mileage was correct (September 27, 1982). Mike Wagner said yes it is the correct date. Art Lee asked if there was other mileage that could be revoked? Mike Wagner said there is a 1.0 mile segment that can be revoked without disturbing continuity of routes, etc. Art Tobkin asked if the form completed by H. P. Suedbeck had only one criteria checked as applicable. Mike Wagner said that is correct.

Pages 59 & 60 - Urban Design Quantity Tables

Discussed earlier in the meeting but Ken Hoeschen noted the basic change from the spring meeting was the elimination of concrete needs. Roy Hanson asked if they will have 2 sets of standards for urban design. It was noted that the MSA table was changed first and although the CSAH Screening Committee followed suit in some areas they are different enough to require 2 tables. Chairman Blanck noted that any additional table changes would take place at a spring meeting but it sounds like those with major impact should be run by the Screening Committee before staff implements.

Chuck Swanson suggested maybe this was another item to give to the special sub-committee for review.

Page 61 - Highway Policy Study Commission Recommendations

Ken Hoeschen noted this deals primarily with the 60%-40% Construction-Maintenance split. Roy Hanson said they were covering all bases and wanted to be sure the CSAH Screening Committee had an opportunity for review and comment. Art Lee noted that the number of hardship requests for uses other than the 60%-40% has diminished and therefore not as critical a problem as just a few years back. Chairman Blanck concurred with Mr. Lee and felt the response from the Screening Committee to the Policy Study Commission should address this change.

Page 62 - CSAH 20 Year Projection Factors

Discussed earlier in the meeting and there were no further comments.

Pages 63 thru 81

Includes the minutes of most current past meetings and a record of variances.

Chairman Blanck called the Committee's attention to page 71 concerning the construction accomplishments resolution. Bob McPartlin (Sub-Committee Chairman) said they reviewed the construction accomplishment resolution and felt the intent was to eliminate inequalities brought about when reinstating roadway needs. They felt that the District State Aid review process has changed and therefore that concern is being diminished. The second concern they dealt with was the automatic reinstatement of needs after a certain period of time would not necessarily be a true needs picture. It should be up to each County Engineer's judgement when the needs should be reinstated. The Sub-Committee recommended the current resolution remain as is with the addition of a review process for selected problem areas established by the State Aid Engineer. If a County Engineer requests to have a segment reinstated and the District State Aid Engineer does not agree, the County Engineer would have a grievance procedure to follow that would include other District State Aid Engineers.

Bob McPartlin also commented on the Sub-Committee's review of the bridge deck rehabilitation inclusion in the resolution. Bob noted that the diverse traffic volumes and different sanding and salting policies that exist between urban and rural counties would make a needs determination very difficult. The Sub-Committee would rather add needs for a period of 15 years after the rehabilitation work was completed, using the final pay items as a basis for needs.

Jack Cousins said that District 4 preferred the automatic reinstatement of road and bridge needs after the design life has past. He circulated a proposed resolution for discussion purposes. Their District feels the bridge deck rehabilitation should not be included because it is more of a maintenance item than construction. He said they concluded that 25 years was a good design life for roads but bridges would be between 35 and 50 years.

Doug Grindall said District 1 agreed with the Sub-Committee except that if bridge bonding or SBR funds were used the county should not get needs.

Earl Welshons said District 6 and 7 had a joint meeting to discuss the reinstatement of needs on roads and bridges, and also circulated a proposed resolution. Basically they agreed with the Sub-Committee except for design life differences and reinstatement only when costs are incurred by the county (non-grant money).

An informal poll indicated a majority of the Districts favored the automatic reinstatement of construction needs.

A discussion developed on the date the proposed resolution would be effective and the conclusion was reached that the date would be the meeting date, with no retroactive action on segments that were reinstated after 15 years.

Chairman Blanck summarized the discussion and the Sub-Committee response to the change given by the spring Screening Committee.

Earl Welshons noted that at some point the life of a road or bridge reaches the halfway point, whether it shows or not, and need should begin to accumulate for future reconstruction.

A long discussion followed on whether all roads should be regraded or will some just require resurfacing. This included pipe replacements, entrance replacement, ditch relocation and a variety of philosophies on how much system reconstruction will be needed to maintain current design standards.

Earl Welshons brought out that when road segments are to be re-entered to a county's needs, at the request of the County Engineer, there would be inequities created because some county engineers are more persuasive (eloquent) than others, and some District State Aid Engineers are less receptive than others. Bob McPartlin noted that whether the needs are re-entered automatically or upon request, the County Engineer should review the segment with the District State Aid Engineer and arrive at a dollar figure or how much needs should be allowed. The District State Aid Engineers felt a field review was a good idea at the time the needs are re-entered. Dennis Carlson mentioned drawing needs the last one-half of the life of a road as discussed earlier. The most reasonable solution. The idea of automatically re-entering after 25 years also has some merit in then some consistency would be established in the length of time needs are drawn. Art Lee said he has changed his mind because the use of an arbitrary number of years would not be representative because some roads may last 50 years and others may last only 30 years. Earl Welshons pointed out that the automatic method of re-entering needs would require engineering judgement to determine the amount of needs. The terminology of **regrading**, complete regrading, complete reconstruction were discussed. No conclusion was reached on which term would best describe the work to be done.

Chairman Blanck pointed out that on page 71 of the booklet the minutes indicate that a special study committee (task force) was appointed to develop a Work Plan staffing proposal. A copy of their report is attached to these minutes. Apparently the Work Plan would require additional staff or the use of consultants, in either case the funding would have to be approved by the Legislature. Gordon Fay said the Legislature approves their budget in terms of dollars and the compliment of people. The time involved would be longer if a consultant was used because the selection process takes quite some time. In either case Gordy could work with a special committee of the Legislature to get it changed.

Bob McPartlin referred to page 69 dealing with the gravel base-black base comparisons. The Sub-Committee used an example (Martin County) where they deleted the portions of the typical section that were equal and established costs for both types of design using equal gravel equivalents for the remainder of the section. Using the cost of the bituminous section and the tons from the gravel section, they developed a cost per ton for comparison purposes. This method appears to reduce the cost by about \$1.00 per ton from the previous method. There was some question regarding the exclusion of shouldering in the example.

The meeting recessed for lunch.

The meeting reconvened at 1:30 P.M.

Page 78 thru 81 Historical Summary of Variance Requests

No comments on variances.

Earl Welshons asked why Screening Committee members expenses are paid by State Aid and the alternates are not? Gordy Fay said they cannot pick up the alternates expenses because they are not appointed by the Commissioner.

Dick Larson asked if the Commissioner has to appoint people to committees to receive expense reimbursement, could study committees be set up and appointed by the Commissioner and receive expenses out of state? Gordy Fay said the Commissioner is inclined to reduce out of state travel rather than expand it.

Gordon Fay reminded the Screening Committee that variances that were granted should be reviewed by the committee to see if that county's need should be adjusted. To assist the committee in making a determination, it was suggested that the variance request could include a statement on the impact on that county's needs. Art Lee moved and Doug Grindall second the motion to have the State Aid Division prepare a document identifying all the variances and their possible impact on the needs and report to the next Screening Committee. The motion carried unanimously.

Page 3 and 59 thru 60 Urban Design Standards Tables

Art Lee moved and Ken Weltzin second a motion to have the needs recomputed based on the old Design Tables for initial and additional surfacing. The results could then be referred to the General Sub-Committee for study. Ken Hoeschen reviewed the differences in the new and old Design Standards Tables. A discussion followed on how the changes came about and were they approved by the Screening Committee at any time. Ken Hoeschen noted that time does not permit a change back to the old tables and get it included in the 1983 needs apportionment. Another Screening Committee would be necessary to approve the recomputed needs. Art Lee amended his motion to have only 50% of the impact on the needs be reflected in the 1983 needs study. Ken Weltzin second the amendment. Motion to amend failed. Ken Weltzin noted that an issue of this magnitude is about to be acted on with less study and consideration when other rather insignificant issues get hours of review and discussion. Mike Wagner asked if the Rural Design Standards Table was also changed to reflect actual practice by the counties. Roy Hanson said yes the Rural Table was changed also. Art Tobkin noted that if this reflects what is being done in the field it should reflect the needs. Ken Hoeschen reviewed each change that was made on the Rural Design Standards Table. Roy Hanson suggested deleting the entire Design Standards

update from this needs study. The impact of such action would mean that counties above 4.2% would lose needs and those under 4.2% would gain needs. After some additional discussion Roy Hanson read a memo dated July 7, 1982 to all County Engineers advising them of the changes in tables as spelled out in the Rules for Operation as written in 1980. Those changes are included in the 1982 needs study and will be reflected in the fall Screening Committee Report, and anyone with questions should contact the State Aid Office. The question was called and a vote on limiting debate passed. Motion failed 7 to 2.

Mike Wagner asked if we should still refer the matter to the Sub-Committee for study? Art Lee identified two issues, should changes such as these be approved by the Screening Committee prior to the computations and does the current tables reflect what is happening in actual practice. Mike Wagner moved to have the Rural and Urban Design Quantity Tables referred to the Sub-Committee for review and report to the next Screening Committee. Second by Doug Grindall. Motion carried.

Ken Weltzin moved to remove the Design Table changes (column 2) from the 1982 report. Motion died for lack of second.

Art Lee moved to have future Design Quantity Table changes approved by the Screening Committee prior to implementation in the needs study, second by Art Tobkin. Earl Welshons asked if this motion could be expanded to include other changes. Mr. Lee restated his motion to include any change that affects the 25 year needs be brought before the Screening Committee before it is used in computing needs. Mr. Tobkin agreed to the friendly amendment. Motion carried.

Doug Grindall moved to revise the number of counts used for traffic projections to a minimum of four counts on an 18 year period, whichever is greater. Earl Welshons second the motion. The understanding was that all counties would be adjusted in 1983 for 1984 apportionment. Motion carried.

Pages 6 thru 11 FAS Fund Balance Deduction

Ballots were distributed to vote on each county individually. Motion by Earl Welshons, second by Art Lee to use the ballots for voting. Motion carried. The results of the balloting were Chisago County Waive deduction 6 to 3, Fillmore County make deduction 7 to 2, Hennepin County make deduction 5 to 4, Kittson County make deduction 7 to 2, Ramsey County make deduction 7 to 2, Scott County make deduction 7 to 2, Wright County waive deduction 7 to 2. Jack Cousins moved to remove the last sentence from the current Screening Committee resolution dealing with FAS Fund Balance thereby making all future excess balance an automatic deduction just like State Aid Fund Balances. Second by Art Tobkin. Doug Grindall asked what happens if the funds are frozen? Roy Hanson said they currently **have** approximately 1/4 of the obligation authority for the next fiscal year. If the counties have plans ready they will do their best to get them processed. Doug Grindall asked if all the FAS funds have to be spent by the end of 1983? Roy Hanson said you still have 4 years to expend the funds after the allocation. Ken Weltzin moved to amend the motion to include changes in the resolution to read 7 years instead of 5 and a \$500,000 balance instead of \$350,000. Motion to amend died for lack of a second. A 10 minute recess was called. Art Lee spoke against the motion. Motion carried 6 to 3.

Page 29 State Aid Fund Balance Deduction

A request from Lake County to waive their deduction due to a contract being let after the September 1st deadline. Jack Cousins moved to deny the Lake County request. Dennis Stoeckman second the motion. Motion carried. Doug Grindall moved to provide an alternative to counties that let contracts after September 1, and before the time that Ken Hoeschen needs the information for computations. The motion died for lack of second.

Page 36 Recommendation to the Commissioner of Transportation

Earl Welshons moved and Art Tobkin second the motion to submit the recommendation shown on page 36. Art Lee indicated that due to the impact on urban counties of actions taken as input into the recommendation, he would not be able to sign the letter. Ken Weltzin said he is of the same opinion. Motion carried 7 to 2.

Pages 50 thru 57 Mileage Requests

Motion by Ken Weltzin, second by Jack Cousins to vote on the mileage requests by ballot. Motion carried unanimously. Mike Wagner requested to have the District alternate vote on Nobles County's request rather than voting on his own county's request. Hennepin County's request approved 8 to 1. Nobles County's request denied 9 to 0.

Page 61 Highway Policy Study Commission

Art Tobkin moved to have the chairman or secretary prepare a letter to the commission telling them we currently have the 60-40 construction-maintenance split included in a study by the Screening Committee. Mike Wagner second the motion. Motion carried.

Pages 71 and 74 Construction Accomplishments Resolution

Earl Welshons moved to approve the draft resolution submitted by Districts 6 and 7 as amended at this meeting. Mike Wagner second the motion. Art Lee questioned whether complete regrading or only regrading as necessary is clearly identified in the proposed resolution. Mr. Welshons responded that the automatic only refers to the re-entry of some needs. The amount must be determined by the County Engineer and District State Aid Engineer on site at the time the segment is eligible. Gordon Fay noted that the possibility exists that after 25 or 35 years the needs could still be zero. Jack Cousins understood that the automatic re-entry of grading need would be done by the State Aid Office based on each county's average grading cost per mile. It was agreed by the Committee that after 25 years some needs should come into the study or earlier if justified to the State Aid Engineer. Motion carried 8 to 1.

Miscellaneous Subjects

Research Account set aside. Ken Weltzin moved and Doug Grindall second a motion to set aside the amount of \$307,272 (not to exceed 1/4 of 1% of the 1982 CSAH Apportionment) from the 1983 CSAH Apportionment and credit to the Research Account. Motion carried unanimously.

The black base issue was briefly discussed and the committee concluded that the General Sub-Committee has received the necessary direction to report at the Spring meeting.

Dennis Stoeckman noted that the Nobles County change in soil factor should be acted on. After some discussion, Dennis Stoeckman moved to adopt Nobles County soil factor changes. Earl Welshons second the motion. According to Gordon Fay, the intent of the resolution was to avoid arbitrary changes in soil factors. Motion was voted on and carried.

Gordon Fay briefly discussed the change in top State Administration and the possible change in Highway Commissioner. He indicated satisfaction with Commissioner Braun's ability to get the Department running smoothly and it would be good if he could continue and support from the Screening Committee or other members present maybe would help. A letter writing campaign after the election was suggested.

Chairman Blanck noted that the Screening Committee will be meeting in January 1983 at the Institute to discuss the Lake County request and respond to their specific issues.

Motion to adjourn by Earl Welshons, second by Jack Cousins. Motion carried.

Meeting adjourned at 4:30 P.M.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Dennis C. Carlson".

Dennis C. Carlson
Screening Committee Secretary

Proposed Construction Accomplishments Resolution

That any bridge construction project or road project involving complete grading accomplished shall be considered as complete construction of the affected roadway or bridge and shall be excluded from the needs from the date of project award or force account agreement, except that needs for roadway surface shall be allowed on all county state-aid highways at all times. Bridge deck rehabilitation shall be paid for over the 10-year period following the work for only those costs incurred by the County.

That at the end of a 25-year period, needs for complete reconstruction of the roadway will be reinstated in the needs study and at the end of a 35-year time period, needs for bridges will be reinstated in the needs study.

Needs may also be granted in exception to the rule upon request by the County Engineer, which justifies to the satisfaction of the State Aid Engineer a deficiency due to changing standards, projected traffic, or other verifiable causes.

With the exception of bridge deck rehabilitation, the restrictions above will apply regardless of the source of funding for the road or bridge project.

R E P O R T
OF
SPECIAL STUDY COMMITTEE
TO
COUNTY SCREENING COMMITTEE

October 26, 1982
Prepared by Duane A. Blanck
Crow Wing County

Pursuant to action of the County Screening Committee taken at the June 2-3, 1982 Meeting, a Special Study Committee (or task force) was appointed "to develop a work plan and staffing proposals, to review statutes, rules, Screening Committee resolutions, etc. to assess the adequacy of our State Aid System for the 1980s and the future". The following County Engineers were appointed to this Special Study Committee in an attempt to have a good cross-section representation:

Charles J. Swanson	-	Washington Co.
David L. Everds	-	Freeborn Co.
Dennis Berend	-	Otter Tail Co.
Ray L. Muchlinski	-	Redwood Co.
Duane A. Blanck	-	Crow Wing Co.

Due to a number of factors, only one meeting has been held to date which was on October 13, 1982 at the Transportation Building in St. Paul. Assisting the Committee at this meeting were Gordon Fay, State Aid Engineer, and Ken Hoeschen, Manager, County State Aid Needs Unit. A second meeting is scheduled for December 1, 1982 in St. Paul.

For the first meeting, a "laundry list" of items was prepared by the gleaning of recent Screening Committee meeting minutes and was used as a basis to begin deliberations on the charge given the Special Study Committee by the Screening Committee. The list is as follows:

1. General Review of Overall State Aid System
2. Review of Appropriate State Statutes
3. Review of State Aid Rules
4. Review of Screening Committee Resolutions
5. Apportionment Needs
 - a. Center 24 feet
 - b. Right-of-Way
 - c. Traffic Signals
 - d. Lighting
 - e. Sidewalks
 - f. Retaining Walls
 - g. Landscaping
 - h. Others (i.e. bike paths)
6. Construction/Maintenance Split
7. Mill Levy Deduction
8. System Growth (including Revocation process)
9. Grading Costs
10. Regular/Municipal Maintenance Funds
11. FAS Fund Balances
12. Minimum Counties (Special Committee, Jan.-1982)

13. Special Resurfacing Projects
(Special Committee, February-1982)
14. Traffic County (Special Committee by
MCHEA - 1982)

The list was reviewed item by item with appropriate discussion on each. To facilitate further consideration of these items, Mr. Fay was requested, and agreed, to prepare a synopsis-type report indicating the current status of each of the items; that is, to elaborate as necessary what current practice, procedures, etc. are as related to each item. The Committee determined this would be most appropriate to allow it to then prioritize the issues and, subsequently, identify work effort requirements in formulating a work plan.

The Committee plans to meet as often as necessary and intends to have available a status report at the MCHEA Annual Meeting. Further, the Committee expects to have a more complete report available at the Spring-1983 Screening Committee meeting.

Long-term considerations suggest that any work plan proposal will require some sort of legislative action to permit funding. Thus, all efforts on the part of the Special Study Committee and the Screening Committee should be completed by the Fall-1983 meeting in sufficient time for the following Legislative session.

The Screening Committee is encouraged to provide any direction or advice in this matter.

DAB/na

Minutes of the County Engineers Special Screening Committee Meeting

December 9, 1982

The meeting was called to order by Chairman Duane Blanck at 10:00 A.M. on December 9, 1982, at the Veteran Service Building in St. Paul.

The secretary called the roll of Committee Members and Alternates:

District 1	.....	Doug Grindall	.....	Koochiching County	.....	Present
District 2	.....	Art Tobkin	.....	Clearwater County	.....	Present
District 3	.....	Duane Blanck	.....	Crow Wing County	.....	Present
District 4	.....	Jack Cousins	.....	Clay County	.....	Present
District 5	.....	Art Lee	.....	Hennepin County	.....	Present
District 6	.....	Earl Welshons	.....	Winona County	.....	Present
District 7	.....	Mike Wagner	.....	Nobles County	.....	Present
District 8	.....	Dennis Stoeckman	.....	Renville County	.....	Present
District 9	.....	Ken Weltzin	.....	Ramsey County	.....	Present

Screening Committee Alternates:

District 1 Alternate	...	Dave Zech	.....	Cook County	.....	Present
District 2 Alternate	...	Bernie Lieder	..	Polk County	.....	Absent
District 3 Alternate	...	Wayne Fingalson	..	Wright County	.....	Present
District 4 Alternate	...	Otho C. Buxton	..	Grant-Pope County	.....	Absent
District 5 Alternate	...	Don Wisniewski	..	Carver County	.....	Present
District 6 Alternate	...	Bob Egan	.....	Wabasha County	.....	Present
District 7 Alternate	...	Ron Sandvik	....	LeSueur County	.....	Present
District 8 Alternate	...	Pete Boomgarden	..	Lincoln County	.....	Present
District 9 Alternate	...	Chuck Swanson	..	Washington County	.....	Present

Others Present were:

Richard Braun	.....	Commissioner of Transportation
Fritz Marshall	.....	Deputy Commissioner of Transportation
Gordon Fay	.....	Director of State Aid
Roy Hanson	.....	Office of State Aid
Ken Hoeschen	.....	Office of State Aid
Richard Hanson	.....	District 1 State Aid Engineer
Dave 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
Bob McPartlin	.....	Sub-Committee
John Walkup	.....	Sub-Committee
Mike Pinsonneault	.....	Goodhue County
Jack Dolan	.....	Olmsted County
Wes Gjovik	.....	Red Lake-Pennington Counties
Dennis Carlson	.....	Screening Committee Secretary

Chairman Blanck explained that in the interest of time, the Committee should limit the discussion to the issues at hand and not try to resolve issues that were not discussed at the October Screening Committee Meeting. He then asked Commissioner Braun if he had any comments.

Commissioner Braun commented on being particularly interested in resolving the differences that exist and will be available as long as the Screening Committee would like.

Gordon Fay noted that the Screening Committee reviews the data and makes a recommendation to the Commissioner's Office. The final decision, however, rests with the Commissioner of Transportation to apportion the State Aid Funds.

Chairman Blanck referred to Page 10 of the October Screening Committee minutes and noted that one of the purposes of this meeting is to reach full agreement on the second paragraph (Recommendation to the Commissioner of Transportation). After distributing a letter from Hennepin County, he then asked if Districts 5 and 9 had any introductory comments.

Art Lee felt the letter was quite explicit and covered it pretty well. He did note that for many years the urban counties have had a concern about the allowance of certain items in the needs study and after many requests have found that nothing ever happens. The changes that occurred at the last Screening Committee were of such magnitude they felt it was necessary to strenuously object to how needs are computed and see if they can get some action.

Ken Weltzin said the effect of the Design Tables update has a severe impact on the metropolitan counties. Although the counties were advised by memorandum in July that the tables were being updated, they could not tell how big the impact would be. Ken felt that because the impact was so large, the committee should consider some kind of adjustment.

Chairman Blanck reviewed the packet of information sent out by Gordon Fay which included 4 alternatives to consider.

Gordon Fay noted that due to the time constraints, they prepared the 4 alternatives they felt would be most helpful to the Screening Committee in resolving the problem.

Ken Hoeschen explained each alternative, beginning with the blue one which was the same as the one in the fall booklet and discussed at the October meeting. The second alternate was the yellow copy which involved changing the needs restriction that limits change from the previous year to 20% above or below the state average. For the purposes of information, the limitation was reduced to 10% change and the impact is shown on the yellow copy. The restriction affected 9 counties in the original report and 26 counties when the limit was reduced to 10% change. The third alternate (pink copy) reduced the impact of the design update by 50%. This reflects the impact of a motion that was on the floor at the October Screening Committee meeting but failed to get approval. The fourth alternative (green copy) shows the 1981 basic needs with no updates whatsoever. Ken also explained that the same dollar value was used for all 4 alternatives, **so as** to make the comparisons easier to understand.

Commissioner Braun asked about the purpose of alternate 4 (green copy). Gordon Fay explained that they wanted to give the committee as many alternatives as possible within a limited time period and this would reflect the apportionment if no updates were made.

Ken Hoeschen said that although the third alternative (pink copy) reflects a 50% cutback on the impact, it would be difficult to come up with a report showing 100% of the design standards update eliminated.

Art Lee asked why that wasn't one of the alternatives.

Chairman Blanck said that in discussing the alternatives with Gordon Fay, they concluded that time would not permit the preparation of all alternatives and the four that were selected as the best and were about as much as they could do.

A suggestion was made that if 50% of the impact increased Hennepin County by \$238,000, would 100% increase their apportionment by \$476,000. The committee concluded it is not a directly proportioned ratio.

After a mixed discussion by many regarding the items included in each alternate, the committee apparently felt comfortable that they understood the alternatives and to try to extrapolate or interpolate additional alternatives would not be reliable enough for consideration.

Jack Cousins asked if the Screening Committee had at any time in the past made adjustments to reduce the impact of design table or design standard updates.

Gordon Fay said that traffic updates were adjusted in Nicollet County to reduce the impact in one particular year. He noted that design standards are not changed that frequently so the opportunity may not have arisen but he could not recollect a tempering of the impact caused by design standards being done in the past.

Art Lee said their position is difficult to take in that there are short range and long range concerns that may appear inconsistent. Their basic position is to reflect the true basic needs of a county. For this report they would like to see the needs using the old design tables but also show the affects of other 1982 updates.

Mike Wagner asked if Art wants the design standard changes and the design table changes recalculated. Art Lee said the design standards are approved and should be included and only the design table changes are the issue because of implementation without approval of the Screening Committee.

Mike Wagner was told at their District Meeting that the calculation of just the design tables changes could not be accomplished in time to make the 1983 apportionment in January.

Chairman Blanck asked if it is practical to consider the elimination of the second column on Figure "A" prior to the 1983 apportionment? The discussion evolved to the long term concerns and the fact that the design table changes reflect the real world but doesn't go far enough and include other needs that are also in the real world. The end result was a failure to answer the question.

Earl Welshons said District 6 realizes there are major differences in the needs study between urban and rural counties and there probably are inequities in the system as it is functioning. There may also be inequities in the design table changes in that nobody really puts down 2" of 2361 mix. District 6 feels the action by the staff and the Screening Committee what was proper and according to hoyle and nothing irregular. The affect on the urban counties is almost crippling but they also are counties carrying large State Aid balances. Their final conclusion was that the impact was too great to expect those counties to absorb it in one year and would favor some tempering of the impact.

Mike Wagner said District 7 had mixed reactions but essentially concur with District 6 and somewhat temper the impact by spreading it beyond one year.

Jack Cousins said District 4 would like to see the changes implemented just like any other updates. If some tempering occurs, they would favor the 20% to 10% limit change as a method of tempering (yellow copy).

Dennis Stoeckman said District 8 concurs with Districts 6 and 7.

Doug Grindall said District 1 didn't meet but they would go along with a compromise.

Art Tobkin said District 2 was concerned about the integrity of the system and what was done at the October Screening Committee meeting was procedurally correct. The changes therefore should be implemented as approved in October.

Duane Blanck said District 3 would lean toward the tempering of the impact as suggested in the pink or yellow alternate.

Art Lee noted that the 7 counties represent 48.7% of the population and get 28.6% of the State Aid funds. Therefore, there is a significant amount of dollars going to the out-state counties.

Chairman Blanck pointed out that when the system was originated, it was necessary to make compromises to get legislators to pass the bill establishing the system. Now it may be appropriate to review those compromises to determine if they are still valid or necessary.

Gordon Fay noted that a task force has been established to review a laundry list of concerns and prepare a work plan for presentation to the membership and acted on at the annual meeting. The work plan will also include staffing requirements for consideration by Commissioner Braun to implement the plan.

Commissioner Braun noted that the fourth paragraph **of the Hennepin County letter refers to a related but separate issue that will be addressed in January.**

Art Lee noted that the third from the last paragraph **in his letter addresses personnel cutbacks and they are concerned that adequate staff is available to do the work.**

Commissioner Braun felt the Highway Trust Fund can create jobs to relieve unemployment and this could be an argument to retain the personnel involved with the Highway Trust Fund versus General Revenue Fund.

Recess 10 minutes.

Art Lee moved to adopt the pink copy alternative (50% effect). Earl Welshons second the motion. Discussion included comments about giving the counties with the severe impact time to adjust their programs. Motion carried 7-2 on a ballot vote.

Ken Weltzin moved and Jack Cousins second a motion to unanimously sign the recommendation to the Commissioner of Transportation. Motion carried 9-0 by ballot vote.

Art Lee thanked the committee for their willingness to work with difficult issues and arrive at a compromise in this case.

Commissioner Braun complimented the committee on the way they handled this issue and hoped that the other items in the Hennepin County letter can be resolved as well over a period of time. He appreciated the opportunity to sit in on the Screening Committee meeting and would be happy to return if he is requested to.

Gordon Fay commented on the secondary road plan and other activity with the FHWA. The secondary road plan has been approved and copies will be available at the Institute in January. The FHWA has not however updated their standards. There is a problem with the use of Federal Funds for overlays with volumes over 750 ADT. There is also a FHWA concern about guard rail even though our accident rate within the clear zone is minimal. Gordon's office is working on a report dealing with severity on those accidents. There won't be any changes on off-system or bridge replacement designs or recovery areas because the FHWA Division office wants Region office concurrence.

Chairman Blanck commented on the Lake County issue and he recieved a 14 page letter in response to the Screening Committee request. Because the letter was received so late, there was not adequate time to prepare for any detailed comments at this meeting. However, the review process with the appropriate parties has begun and the plan is to hold a Special Screening Committee in January at the Annual Institute to discuss this issue. Lake County has requested by letter, a copy of these minutes and Duane noted that the intent was merely to advise the committee of any progress and not get into details.

Commissioner Braun encouraged the Screening Committee to procede without delay in resolving the issue with Lake County.

Chairman Blanck assured the Commissioner the Committee would live up to their end of the agreement with the meeting in January. He also assured the committee that reviews and comments will accompany a copy of the Lake County response, well in advance of the Institute to provide adequate time for members to study. The letter does include the same 4 examples that were discussed at the October meeting. 1) Rural grading cost adjustment, 2) Restriction of need increase, 3) The 50,000 ton rule, 4) Constuction Fund balance deduction. The reference to these being only illustrations was cause for concern because the Screening Committee's request was for the specific non-compliance issues, not illustrations of the issues.

Ken Weltzin suggested that Lake County encourage their County Engineer to **attend** the Institute to give them a better understanding of how some of these decisions are arrived at.

Discussion included identification of the issues as Screening Committee authority and Screening Committee action. There also was a comment that Lake County feels that too much authority is relegated to the Screening Committee by the Commissioner. It was pointed out that any action taken by the Screening Committee is a recommendation and the final decision is up to the Commissioner of Transportation.

Chairman Blanck briefly reviewed the Construction Accomplishment Resolution. Roy Hanson noted that they were somewhat confused by the resolution, particularly in regards to grading costs. They subsequently offered a revised resolution for consideration by the Screening Committee. Jack Cousins said that District 4 would still like to see the word automatic included when referring to re-instatement after 25 years. Roy said it couldn't be completely automatic because grading costs must be determined for each road segment and they are established by the County Engineer. Mike Wagner agreed that average grading costs throughout the system would not be representative. Earl Welshons felt if the road was in good condition, it may not be reinstated into the needs. He felt the emphasis should be placed on the amount of needs because that is up to the District State Aid Engineer and the County Engineer. The issue appears to be one of who is responsible for seeing to the needs get reinserted and it is clearly the County Engineer's responsibility.

Earl Welshons moved and Jack Cousins second a motion to amend the proposed revised resolution by changing "may" to "will" be reinstated. Also adding to the first paragraph "at the initiative of the County Engineer and costs established and justified by the County Engineer and approved by the State Aid Engineer." The third paragraph shall include "at the initiative of the County Engineer and approved by **the State Aid Engineer.**" **The last paragraph** be revised to "15" years rather than "10" years.

A copy of the revised resolution is attachment "A" to these minutes. Motion carried unanimously.

Meeting adjourned at 12:50 P.M.

Respectfully submitted,

Dennis Carlson
Screening Committee Secretary

Construction Accomplishments Resolution

That any complete grading accomplishments be considered as complete grading construction of the affected roadway and grading needs shall be excluded for a period of 25 years from the project letting date or date of force account agreement. At the end of the 25-year period, needs for complete reconstruction of the roadway will be reinstated in the needs study at the initiative of the County Engineer **with** costs established and justified by the County Engineer and approved by the State Aid Engineer.

Needs for resurfacing shall be allowed on all county state aid highways at all times.

That any bridge construction project shall cause the needs on the affected bridge to be removed for a period of 35 years from the project letting date or date of force account agreement. At the end of the 35-year period, needs for complete reconstruction of the bridge will be reinstated in the needs study at the initiative of the County Engineer **and with approval of the State Aid Engineer.**

The restrictions above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the County Engineer, and justification to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

Needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and shall consist of only those costs actually incurred by the county. It shall be the County Engineers responsibility to justify any costs incurred and to report said costs to the State Aid office by July 1 of the year following the year of construction.

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
DECEMBER 15, 1982
ROOM 818, TRANSPORTATION BUILDING, ST. PAUL

Members Present: Bob McPartlin, Chairman -- Waseca County
Paul Ruud -- Anoka County
John Walkup -- Aitkin County

Others Present: Gordon Fay -- Mn/DOT
Roy Hanson -- Mn/DOT
Del Oftedahl -- Mn/DOT
Ken Hoeschen -- Mn/DOT

The meeting was called to order by Chairman McPartlin at 10:05 A.M.

The first item for discussion was the method of converting deep-strength bituminous projects to standard-type projects (with subbase, gravel base, etc.) for inclusion in the five-year average unit price study. The new method of conversion was applied to each of the 1981 deep-strength projects and the results were presented to the Subcommittee. After making an in-depth review of some problem areas on several of the projects, it was agreed to recommend the use of the new procedure starting with the 1982 deep-strength bituminous projects. It was also the consensus of the members that any unusual results be reviewed by the Subcommittee each year before submitting the unit price study data to the county engineers for their approval.

The Subcommittee then reviewed the new design quantity tables and the differences between them and the old tables. Typical sections showing the new dimensions etc. were distributed. Considerable discussion took place concerning the depths of additional surfacing in the new quantity tables.

The meeting was recessed for lunch at 12:40 P.M. and reconvened at 1:10 P.M.

After discussing actual overlay procedures with Mn/DOT personnel, the Subcommittee decided to make the design tables follow current construction practices and recommend the following revisions to the needs study quantity tables:

RURAL DESIGN (5,000 PROJECTED ADT & OVER - 2 LANE)	
Additional Surfacing - Remove 1" of #2361 -	774 Tons/Mile
Add 3" of #2341 -	
2323 Tons/Mile	
Gravel Reshouldering - Increase Quantity from 246 Tons/Mile to	
739 Tons/Mile	

Page 2
General Subcommittee Meeting
December 15, 1982

RURAL DESIGN (10,000 PROJECTED ADT & OVER - 4 LANE)
--

Additional Surfacing - Remove 1" of #2361 - 1548 Tons/Mile
--

Add 3" of #2341 - 4646 Tons/Mile

Gravel Reshouldering - Increase Quantity from 370 Tons/Mile to 1108 Tons/Mile

URBAN DESIGN (5,000 PROJECTED ADT & OVER - 2 LANE)

Additional Surfacing - Remove 1" of #2361 - 1420 Tons/Mile
--

Add 3" of #2341 - 4646 Tons/Mile

URBAN DESIGN (10,000 PROJECTED ADT & OVER - 4 LANE)
--

Additional Surfacing - Remove 1" of #2361 - 2194 Tons/Mile
--

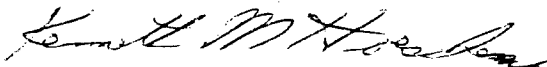
Add 3" of #2341 - 6970 Tons/Mile

In order that all county engineers and specifically the Screening Committee members are made aware of the recommended design table revisions, a copy of these minutes is to be sent to all county engineers and District State Aid Engineers.

The final subject to be discussed was the restudy of rural design complete grading costs. It was the feeling of the Subcommittee members that the Screening Committee direct prompt implementation of the restudy. In order for this to take place the Screening Committee should establish some guidelines to be followed at their next meeting.

The meeting was adjourned at 2:45 P.M.

Respectfully submitted,



Kenneth M. Hoeschen
Acting Secretary

Minutes of the County Engineers Special Screening Committee Meeting

January 10, 1983

The meeting was called to order by Chairman Duane Blanck at 1:20 P.M. on January 10, 1983, at Arrowwood Lodge in Alexandria.

The secretary called the roll of Committee Members and Alternates:

District 1	..... Doug Grindall	..... Koochiching County	..... Present
District 2	..... Art Tobkin	..... Clearwater County	..... Present
District 3	..... Duane Blanck	..... Crow Wing County	..... Present
District 4	..... Jack Cousins	..... Clay County	..... Present
District 5	..... Art Lee	..... Hennepin County	..... Present
District 6	..... Earl Welshons	..... Winona County	..... Present
District 7	..... Mike Wagner	..... Nobles County	..... Present
District 8	..... Dennis Stoeckman	..... Renville County	..... Present
District 9	..... Ken Weltzin	..... Ramsey County	..... Present

Screening Committee Alternates:

District 1 Alternate	... Dave Zech	..... Cook County	..... Present
District 2 Alternate	... Bernie Lieder	.. Polk County	..... Present
District 3 Alternate	... Wayne Fingalson	Wright County	..... Present
District 4 Alternate	... Otho C. Buxton	.. Grant-Pope County	..... Present
District 5 Alternate	... Don Wisniewski	.. Carver County	..... Present
District 6 Alternate	... Bob Egan	..... Wabasha County	..... Present
District 7 Alternate	... Ron Sandvik	.... LeSueur County	..... Present
District 8 Alternate	... Pete Boomgarden	Lincoln County	..... Present
District 9 Alternate	... Chuck Swanson	.. Washington County	..... Present

Others Present were:

Gordon Fay	..... Director of State Aid
Roy Hanson	..... Office of State Aid
Ken Hoeschen	..... Office of State Aid
Richard Hansen	..... District 1 State Aid Engineer
Jack Isaacson	..... District 2 State Aid Engineer
Dave Reed	..... District 3 State Aid Engineer
Vern Korzendorfer	..... District 4 State Aid Engineer
Chuck Weichselbaum	..... District 5 State Aid Engineer
Bob McPartlin	..... Sub-Committee
Jerry Engstrom	..... Watonwan County
Don Barth	..... Sibley County
Mike Rardin	..... Polk County
Doug Wieszhaar	..... Chisago County
Dennis Carlson	..... Screening Committee Secretary
Jim Sommers	..... Brown County
Gene Mattern	..... Wadena County

Chairman Blanck explained that the meeting was called specifically to address the Lake County concerns regarding the administration and distribution of State Aid Funds. Assistant Lake County Attorney has followed up their October presentation with a 14 page document dated November 29, 1982, outlining their concerns and allegations. The goal of this meeting is to respond to that document and hopefully resolve the matter to Lake County's satisfaction.

Gordon Fay indicated that he had discussed the matter with staff from the Attorney General's Office and could not get a clear response either verbally or in writing on the legality of the actions taken by the Screening Committee and/or State Aid Staff with respect to the statutes. Mr. Fay noted that the statutes do not specifically identify how the Screening Committee is to operate or not operate, therefore, making it difficult to establish the legality of their actions. He also noted that the Lake County document still does not say exactly what they want. The statute establishes the Screening Committee to review and recommend to the Commissioner of Transportation the annual distribution of State Aid Funds and that is what has occurred over the years.

There was considerable discussion about the types of activities that must go thru the Chapter 15 hearing process, for instance, standards, rules and regulations, the Mn/DOT Plan, etc. The conclusion was that the Chapter 15 process must be used if specifically stated in the statute, however, in the absence of such a statement, the practice in all areas has been not to go thru the Chapter 15 process.

Chairman Blanck asked the Screening Committee to walk them thru the document received by Lake County and give responses or suggestions on how to resolve each allegation or the entire matter. He also read some suggested legislative changes to amend Subdivision 5 of Chapter 162.07 by requiring a contested case hearing if the Commissioner of Transportation did not agree with the money needs as determined by the County Engineer.

Page 7 Statutory Adjustments - Money Needs

Art Lee noted that the comment near the bottom "The intent of the statute is not to treat all counties alike" seems to capsule his position.

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It was noted that Mr. Sandvik has assumed that the legislature recognized and took into account differences between counties. Also, his determination of the intent is an opinion and not a fact. There was disagreement with the references to preservation of a status quo position and it is not the intent or feeling on the committee that any such effort had been made. The Committee did feel that it does have the authority to recommend limiting major changes to boundaries that avoid disrupting or damaging the total system.

A needs determination based on actual costs was briefly discussed and dropped as not feasible.

Ken Weltzin noted that Lake County contends they have been harmed when in fact they may have benefitted by actions taken by the Screening Committee. Nobody has produced numbers or facts that support or disprove their contentions.

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Chairman Blanck felt that their claim that the "Construction Fund Balance Deduction" was unfair could be resolved by explaining how and why the rule was established. Art Lee said that their point was summed up in the last sentence in that "Any regulation that reflects factors or items other than the County's estimated costs of construction violates the statute." Chairman Blanck said that if a county does not reduce it's needs thru the expenditure of available State Aid Funds, they are in fact receiving funds for needs that do not have to exist or can be considered as not true needs.

It was pointed out that the 20% limiting factor was beneficial to those counties that were experiencing a reduction in apportionment and those benefits outweighed the adverse impact on those counties that were being limited at the top end of the 20% limit in increased funds. It was also noted that the majority of those limited were due to a traffic count update. This impact will probably be somewhat reduced if the counts are taken every four years instead of six years.

Earl Welshons pointed out that those counties that have not contracted for gravel base with State Aid Funds for a period of 5 years would have no basis for establishing a gravel base unit price and therefore could not show any needs or zero needs. This resulted in using neighboring counties as an indicator. Later it was determined that amounts less than 50,000 ton were too unstable to be indicative of true gravel base needs in a county. Mr. Fay said the problem arose when some counties were spending all their State Aid Funds on bituminous overlays and shouldering. The small amounts of gravel were not reflecting the true gravel base needs and the resolution in part was the 50,000 ton rule. Art Lee said that some wide fluctuations still occurred in some counties depending on whether the adjacent counties were used or a county met the 50,000 ton minimum. It was concluded that a rule of this type was necessary but maybe other variations could be researched. One method might be to develop patterns for each county from past history and when a county does not meet the minimum 50,000 ton a county or counties with similar histories could be used as a data source.

Dennis Carlson noted that we are addressing the merits of the rules and regulations implemented by the Screening Committee and Lake County says it is how the rules were implemented that violates the statutes. One approach to resolving the problem would be to prove to Lake County that in fact the procedures were correct and within the Screening Committee's authority. Another approach would be to calculate the impact on Lake or other counties if the rules did not exist and illustrate what I believe would be major (unacceptable) impacts on Lake and other counties. Jack Cousins felt it is not within this committee's expertise to determine the legality of the committee's previous actions since we are not lawyers. Earl Welshons pointed out that the Commissioner apportions the funds and the Screening Committee merely recommends, and if a county or group of counties disagree, they can and have appealed to the Commissioner with positive results. Also, for lack of specified methods in statutes, the Screening Committee has acted within its authority in making their recommendations. Art Lee suggested there are two issues: 1) Do the Screening Committee resolutions require Chapter 15 procedural compliance, and that can only be determined by an attorney or a court of law. 2) Develop a method to reflect as true a needs as possible that includes all needs items (total needs). He also suggested that the recommendation to the Commissioner of Transportation include a majority and minority report that would require the Commissioner to make a decision on.

Gordon Fay felt it was physically impossible to respond to each of their contentions in detail. Chairman Blanck felt it was necessary to respond in a manner that would promote an understanding of the whys and hows of the system even though we cannot as a committee address the legal aspect. Art Lee suggested some criteria be developed to assist the County Engineer in submitting new rural grading costs.

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It was noted that the Commissioner has never stated he is unwilling to review the decision of the Screening Committee. It was also noted that a special invitation was extended to Lake County to attend the Screening Committee and they have indicated an unwillingness to attend. The feeling was that participation or involvement would develop a better understanding of the system and how it works, thereby resolving the notion that Lake County is being shorted.

Chairman Blanck read the Lake County conclusion on pages 15 & 16. A discussion followed on the contradictory nature of the statement in that they contend they have lost money due to the rules, but don't take issue with the rules, only their inconsistency with the statute. Dennis Carlson believes they are taking issue with the rules by implying the rules are bad and the proof is that Lake County lost money. Then they refuse to discuss the aspects or appropriateness of the rules and use the ambiguity of the statute to contend the rules were improperly adopted. Therein lies the confusion of how to respond to Lake County's contentions. Chairman Blanck asked if the burden of proof lies with us or with them as the alleging party? Jack Cousins said we should answer the four issues but not get into whether they lost money or how much. Chairman Blanck briefly summarized the discussion as he understands it and suggested a letter be drafted for consideration on Wednesday.

Earl Welshons moved to direct the chairman to draft a letter in response to Lake County's November 29, 1982 allegations for review by the Screening Committee on Wednesday the 12th of January. Doug Grindall second the motion. Motion carried unanimously.

Meeting recessed at 2:50 P.M.

Meeting reconvened at 5:00 P.M., January 12, 1983.

The letter drafted by Chairman Blanck, having been distributed to the Committee members earlier in the day, was briefly reviewed and the floor opened for comments.

Art Tobkin noted that he had heard comments by other counties that are concerned about their apportionments.

Jack Cousins suggested more detailed attention could have been given to the four items in Lake County's document.

Dennis Stoeckman suggested more emphasis should be placed on the special Study Committee that is reviewing these and other concerns.

Earl Welshons moved and Dennis Stoeckman second a motion to authorize the chair to send the letter as amended. Motion carried.

Meeting adjourned at 5:15 P.M.

Respectfully submitted,

A handwritten signature in cursive script that reads "Dennis C. Carlson". The signature is written in dark ink and is positioned above the printed name and title.

Dennis C. Carlson
Screening Committee Secretary

MINUTES OF THE C.S.A.H. GENERAL SUBCOMMITTEE MEETING
MARCH 11, 1983

Members Present: Bob McPartlin, Chairman - Waseca County
Paul Ruud - Anoka County
John Walkup - Aitkin County - ABSENT

Others in Attendance: Gordon Fay - Mn/DOT - State Aid
Ken Hoeschen - Mn/DOT - State Aid

The meeting was called to order by Chairman McPartlin at 10:05 A.M.

The 1982 deep-strength bituminous projects which have been converted to "standard type" projects were presented to the Subcommittee. Considerable review of these projects and the procedure used for conversion took place at this time. Some corrections were made on one deep-strength project. After reviewing the single 1982 concrete project which was converted, the Subcommittee will recommend that starting with the 1982 jobs no concrete projects will be converted to "standard type" base and bit projects.

A lunch break was taken at 12:10 P.M.

After lunch the Subcommittee reviewed and discussed the following subjects:

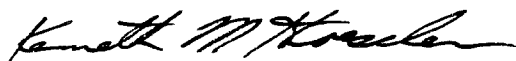
- a) Effect of Design Standard changes recommended by the Subcommittee.
- b) Traffic Projection Factor Study.
- c) Rural Design Complete Grading Cost Study.

The only direction given concerning these subjects was that the effect of the recommended design standard changes should be included with these minutes and that they be formally presented to the Screening Committee by the Subcommittee chairman.

The date and time of the next meeting was left open until the Needs Unit completes the unit price study and accumulates enough information for presentation to the Subcommittee.

The meeting was adjourned at 2:15 P.M.

Respectfully submitted,



Kenneth M. Hoeschen
Acting Secretary

Effect of Design Standard Changes Recommended
by the General Subcommittee

The attached tabulation indicates the effect the Design Standard changes recommended by the General Subcommittee at their December 15, 1982 meeting would have on the 25-year C.S.A.H. Construction Needs.

The recommended changes are as follows:

RURAL DESIGN (5,000 PROJECTED ADT & OVER - 2 LANE)
Additional Surfacing - Remove 1" of #2361 - 774 Tons/Mile Add 3" of #2341 - 2323 Tons/Mile
Gravel Reshouldering - Increase Quantity from 246 Tons/Mile to 739 Tons/Mile

RURAL DESIGN (10,000 PROJECTED ADT & OVER - 4 LANE)
Additional Surfacing - Remove 1" of #2361 - 1548 Tons/Mile Add 3" of #2341 - 4646 Tons/Mile
Gravel Reshouldering - Increase Quantity from 370 Tons/Mile to 1108 Tons/Mile

URBAN DESIGN (5,000 PROJECTED ADT & OVER - 2 LANE)
Additional Surfacing - Remove 1" of #2361 - 1420 Tons/Mile Add 3" of #2341 - 4646 Tons/Mile

URBAN DESIGN (10,000 PROJECTED ADT & OVER - 4 LANE)
Additional Surfacing - Remove 1" of #2361 - 2194 Tons/Mile Add 3" of #2341 - 6970 Tons/Mile

These recommended revisions were sent to all County Engineers in December, 1982.

Effect of Design Standard Changes Recommended
by the General Subcommittee

<u>County</u>	<u>Basic 1982 25-Year Construction Needs</u>	<u>1982 25-Year Construction Needs With Subcommittee's Recommended Design Table Revisions</u>	<u>Effect of Subcommittee's Recommended Design Table Revisions</u>	<u>% Change</u>
Carlton	\$ 26,077,957	\$ 26,091,794	\$+ 13,837	+ 0.1
Cook	21,568,093	21,583,209	+ 15,116	+ 0.1
Itasca	66,210,297	66,210,297	--	--
Koochiching	20,996,574	21,010,802	+ 14,228	+ 0.1
Lake	24,409,547	24,523,572	+ 114,025	+ 0.5
Pine	55,561,614	55,662,463	+ 100,849	+ 0.2
St. Louis	213,980,560	214,966,176	+ 985,616	+ 0.5
District 1 Totals	428,804,642	430,048,313	+ 1,243,671	+ 0.3
Beltrami	43,946,714	43,946,714	--	--
Clearwater	23,469,889	23,469,889	--	--
Hubbard	23,053,896	23,053,896	--	--
Kittson	27,478,620	27,478,620	--	--
Lake of the Woods	12,271,987	12,271,987	--	--
Marshall	44,782,137	44,782,137	--	--
Norman	35,051,316	35,051,316	--	--
Pennington	17,911,227	17,929,362	+ 18,135	+ 0.1
Polk	79,190,203	79,218,936	+ 28,733	*
Red Lake	15,667,162	15,667,162	--	--
Roseau	38,707,211	38,720,989	+ 13,778	*
District 2 Totals	361,530,362	361,591,008	+ 60,646	+ *
Aitkin	39,689,124	39,689,124	--	--
Benton	17,559,952	17,626,671	+ 66,719	+ 0.4
Cass	42,809,390	42,809,390	--	--
Crow Wing	41,459,561	41,505,090	+ 45,529	+ 0.1
Isanti	19,476,858	19,476,858	--	--
Kanabec	19,669,551	19,731,287	+ 61,736	+ 0.3
Mille Lacs	19,384,989	19,384,989	--	--
Morrison	24,397,799	24,436,677	+ 38,878	+ 0.2
Sherburne	14,167,191	14,278,741	+ 111,550	+ 0.8
Stearns	54,013,372	54,687,480	+ 674,108	+ 1.2
Todd	28,827,085	28,871,187	+ 44,102	+ 0.2
Wadena	14,129,877	14,156,382	+ 26,505	+ 0.2
Wright	43,899,389	44,152,027	+ 252,638	+ 0.6
District 3 Totals	379,484,138	380,805,903	+ 1,321,765	+ 0.3

Effect of Design Standard Changes Recommended
by the General Subcommittee

<u>County</u>	<u>Basic 1982 25-Year Construction Needs</u>	<u>1982 25-Year Construction Needs With Subcommittee's Recommended Design Table Revisions</u>	<u>Effect of Subcommittee's Recommended Design Table Revisions</u>	<u>% Change</u>
Becker	\$ 29,025,257	\$ 29,083,402	\$+ 58,145	+ 0.2
Big Stone	7,789,467	7,789,467	--	--
Clay	44,729,300	44,779,531	+ 50,231	+ 0.1
Douglas	26,079,068	26,079,068	--	--
Grant	8,793,116	8,793,116	--	--
Mahnomen	11,822,883	11,822,883	--	--
Otter Tail	63,917,896	64,014,783	+ 96,887	+ 0.2
Pope	20,360,639	20,360,639	--	--
Stevens	19,090,304	19,090,304	--	--
Swift	28,257,787	28,257,787	--	--
Traverse	20,747,162	20,747,162	--	--
Wilkin	19,522,494	19,549,305	+ 26,811	+ 0.1
District 4 Totals	300,135,373	300,367,447	+ 232,074	+ 0.1
Anoka	33,930,751	36,303,102	+ 2,372,351	+ 7.0
Carver	30,676,066	30,975,218	+ 299,152	+ 1.0
Hennepin	237,710,117	243,218,188	+ 5,508,071	+ 2.3
Scott	37,888,582	38,138,120	+ 249,538	+ 0.7
District 5 Totals	340,205,516	348,634,628	+ 8,429,112	+ 2.5
Dodge	28,089,378	28,105,848	+ 16,470	+ 0.1
Fillmore	64,977,933	64,984,564	+ 6,631	*
Freeborn	33,685,369	33,748,431	+ 63,062	+ 0.2
Goodhue	44,601,891	44,645,533	+ 43,642	+ 0.1
Houston	38,623,967	38,666,527	+ 42,560	+ 0.1
Mower	42,676,310	42,715,283	+ 38,973	+ 0.1
Olmsted	46,942,138	47,366,605	+ 424,467	+ 0.9
Rice	31,099,727	31,211,033	+ 111,306	+ 0.4
Steele	25,283,138	25,458,879	+ 175,741	+ 0.7
Wabasha	43,720,695	43,731,676	+ 10,981	*
Winona	41,580,500	41,731,194	+ 150,694	+ 0.4
District 6 Totals	441,281,046	442,365,573	+ 1,084,527	+ 0.2

Effect of Design Standard Changes Recommended
by the General Subcommittee

<u>County</u>	<u>Basic 1982 25-Year Construction Needs</u>	<u>1982 25-Year Construction Needs With Subcommittee's Recommended Design Table Revisions</u>	<u>Effect of Subcommittee's Recommended Design Table Revisions</u>	<u>% Change</u>
Blue Earth	\$ 59,611,496	\$ 59,761,214	+\$ 149,718	+ 0.3
Brown	26,922,277	26,957,488	+ 35,211	+ 0.1
Cottonwood	27,349,283	27,381,057	+ 31,774	+ 0.1
Faribault	46,484,035	46,571,115	+ 87,080	+ 0.2
Jackson	39,289,190	39,301,391	+ 12,201	*
Le Sueur	27,841,219	27,934,276	+ 93,057	+ 0.3
Martin	41,382,569	41,401,116	+ 18,547	*
Nicollet	19,823,599	19,845,675	+ 22,076	+ 0.1
Nobles	39,368,699	39,373,724	+ 5,025	*
Rock	19,862,075	19,897,358	+ 35,283	+ 0.2
Sibley	30,761,882	30,779,581	+ 17,699	+ 0.1
Waseca	28,877,300	28,879,224	+ 1,924	*
Watsonwan	26,995,378	27,074,066	+ 78,688	+ 0.3
District 7 Totals	434,569,002	435,157,285	+ 588,283	+ 0.1
Chippewa	21,486,268	21,497,253	+ 10,985	+ 0.1
Kandiyohi	36,549,677	36,654,874	+ 105,197	+ 0.3
Lac Qui Parle	29,014,626	29,014,626	--	--
Lincoln	18,236,268	18,236,268	--	--
Lyon	38,179,786	38,179,786	--	--
McLeod	28,818,447	28,847,905	+ 29,458	+ 0.1
Meeker	19,762,324	19,762,324	--	--
Murray	24,548,622	24,548,622	--	--
Pipestone	16,889,022	16,922,392	+ 33,370	+ 0.2
Redwood	32,200,971	32,200,971	--	--
Renville	47,627,039	47,651,102	+ 24,063	+ 0.1
Yellow Medicine	24,421,558	24,433,813	+ 12,255	+ 0.1
District 8 Totals	337,734,608	337,949,936	+ 215,328	+ 0.1
Chisago	32,461,706	32,628,017	+ 166,311	+ 0.5
Dakota	56,789,408	58,389,570	+ 1,600,162	+ 2.8
Ramsey	111,311,046	112,980,346	+ 1,669,300	+ 1.5
Washington	44,936,920	45,592,848	+ 655,928	+ 1.5
District 9 Totals	245,499,080	249,590,781	+ 4,091,701	+ 1.7
STATE TOTALS	\$3,269,243,767	\$3,286,510,874	+\$17,267,107	+ 0.5

* Less than 0.1%

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
MAY 5, 1983

Members present: Bob McPartlin, Chairman - Waseca County
Paul Ruud - Anoka County
John Walkup - Aitkin County

Other in attendance: Roy Hanson - State Aid, Mn/DOT
Ken Hoeschen - State Aid, Mn/DOT

The meeting was called to order by Chairman McPartlin at 10:05 A.M.

The first item for discussion was the gravel base unit prices to be recommended for use in the 1983 C.S.A.H. Needs Study. The Subcommittee reviewed all information provided by the Needs Unit and after considerable discussion of individual county prices; motion was made by Paul Ruud, seconded by John Walkup, that the Subcommittee recommend that the 1983 Needs Study gravel base prices be calculated using the same procedure which was used to calculate the 1982 Needs Study gravel base unit prices. Motion carried. The Subcommittee further directed the Needs Unit to transmit a map showing the recommended gravel base unit prices and a report showing the inflation factor study to each county as soon as possible.

The Subcommittee then reviewed the deep-strength conversion method and the 1982 deep-strength projects. After discussion, the Subcommittee reconfirmed the methodology that was explained at the 1982 Fall Screening Committee meeting by which only the cost of the base portion of this type of project is related to the quantities of the base portion of a normal type project.

The other unit prices for the 1983 C.S.A.H. Needs Study were the last item for discussion. The results of the 1978-1982 five-year average unit price study were reviewed with the State Aid personnel. With this information the Subcommittee made the following recommendations:

Rural Design -- Make each county's Class 3-4 subbase unit price the same as their gravel base unit price which were individually determined. Using the increments between the 1982 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 1982 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.


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General Subcommittee Meeting Minutes
May 5, 1983

- Urban Design -- Use the M.S.A.S. Subcommittee recommendation for the grading unit price. For the majority of 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 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. For concrete surface use the 1982 price of \$18.00 as the average and apply the increment method.
- 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 and Railroad Protection -- Recommend leaving the prices as were used for the 1982 C.S.A.H. Needs Study because of the manual computations necessary on bridges and the minor changes for railroad protection. The Subcommittee was not convinced that the overall bridge prices are actually lower and recommend looking at another year (1983) of bridge construction.

A general discussion followed involving other items which may be brought up at the Screening Committee meeting.

The meeting was adjourned at 11:55 A.M.

Respectfully submitted,



Kenneth M. Hoeschen
Acting 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) Motorist public.
 - (iv) Fire and emergency units.
 - (g) Effect that 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. (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.

1983 COUNTY SCREENING COMMITTEE DATA
JUNE, 1983

County Variance Requests

Big Stone	-- Request 42 MPH, 43 MPH & 44 MPH instead of 45 MPH (APPROVED)
Chisago	-- Request 41 MPH instead of 45 MPH (APPROVED)
Clearwater	-- Request 30 MPH instead of 40 MPH (APPROVED)
Cottonwood	-- Request 43 MPH & 44 MPH instead of 45 MPH (APPROVED)
Faribault	-- Request 30 degree angle parking instead of 45 degree (APPROVED)
Fillmore	-- Request 30 MPH, 35 MPH & 40 MPH instead of 45 MPH (APPROVED)
Freeborn	-- Request 36.5 MPH, 43.5 to 43.9 MPH, 44 MPH, & 43.8 MPH to 43.9 instead of 45 MPH (APPROVED)
Houston	-- Request 43 MPH & 44 MPH instead of 45 MPH (APPROVED)
Hubbard	-- Request 37 MPH, 38 MPH & 43 MPH instead of 45 MPH (APPROVED)
Jackson	-- Request 43 MPH instead of 44 MPH (APPROVED)
Kanabec	-- Request 40 MPH instead of 45 MPH (APPROVED)
Murray	-- Request 42.5 MPH instead of 45 MPH (APPROVED)
Nicollet	-- Request 35 MPH instead of 45 MPH (APPROVED)
Nobles	-- Request 19' width instead of 22' on inplace bridge (APPROVED)

County Variance Requests

Pope	-- Request 40 MPH instead of 45 MPH (APPROVED)
Rice	-- Request 25 MPH & 27 MPH instead of 30 MPH (APPROVED)
Rock	-- Request 37 MPH instead of 45 MPH for overlay (APPROVED)
Todd	-- Request 43 MPH instead of 45 MPH (APPROVED)
Wadena	-- Request 40 MPH instead of 45 MPH (APPROVED)
Washington	-- Request 44' instead of 46' (APPROVED)
Washington	-- Request 30 MPH instead of 40 MPH (APPROVED)
Wright	-- Request 40 & 37 MPH instead of 45 (APPROVED)