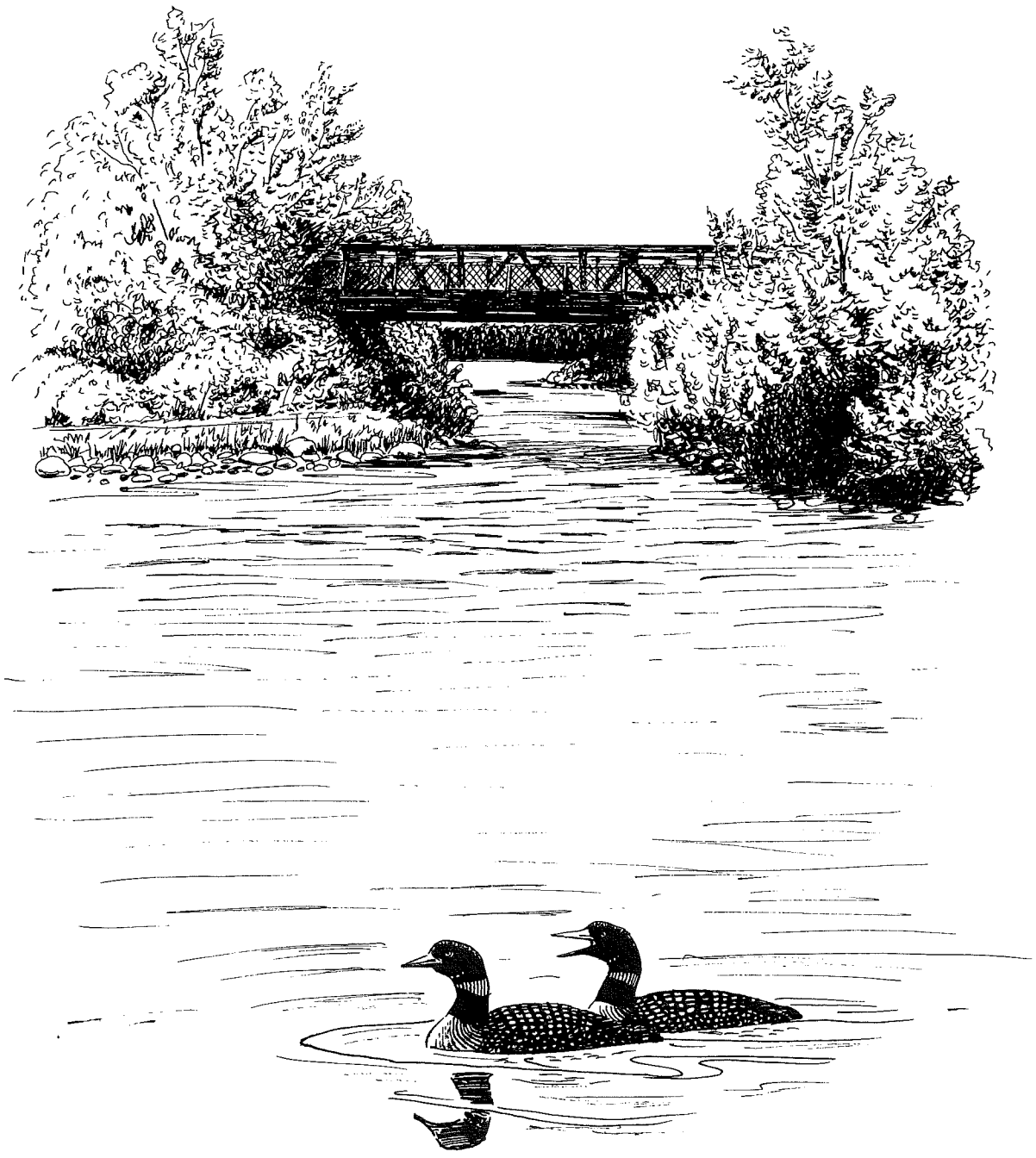
1984 COUNTY SCREENING COMMITTEE DATA



JUNE 1984

MINNESOTA DEPARTMENT OF TRANSPORTATION

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TO BE PRESENTED AT THE JUNE 28-29, 1984 MEETING

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1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

Introduction

The primary tasks of the Screening Committee at this meeting are to establish unit prices to be used for the 1984 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 1978 construction projects and added the 1983 construction projects. The abstracts of bids on all rural design State Aid and Federal Aid projects, let from 1979 through 1983, are the source of information for compiling the data used for computing the recommended 1984 rural design unit prices. The gravel base unit price data obtained from the 1983 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 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 January 11, 1984 and May 17, 1984 are included in the "Reference Material" section of this report. Paul Ruud, Chairman of the General Subcommittee, will attend the Screening Committee meeting to review and explain their recommendations.

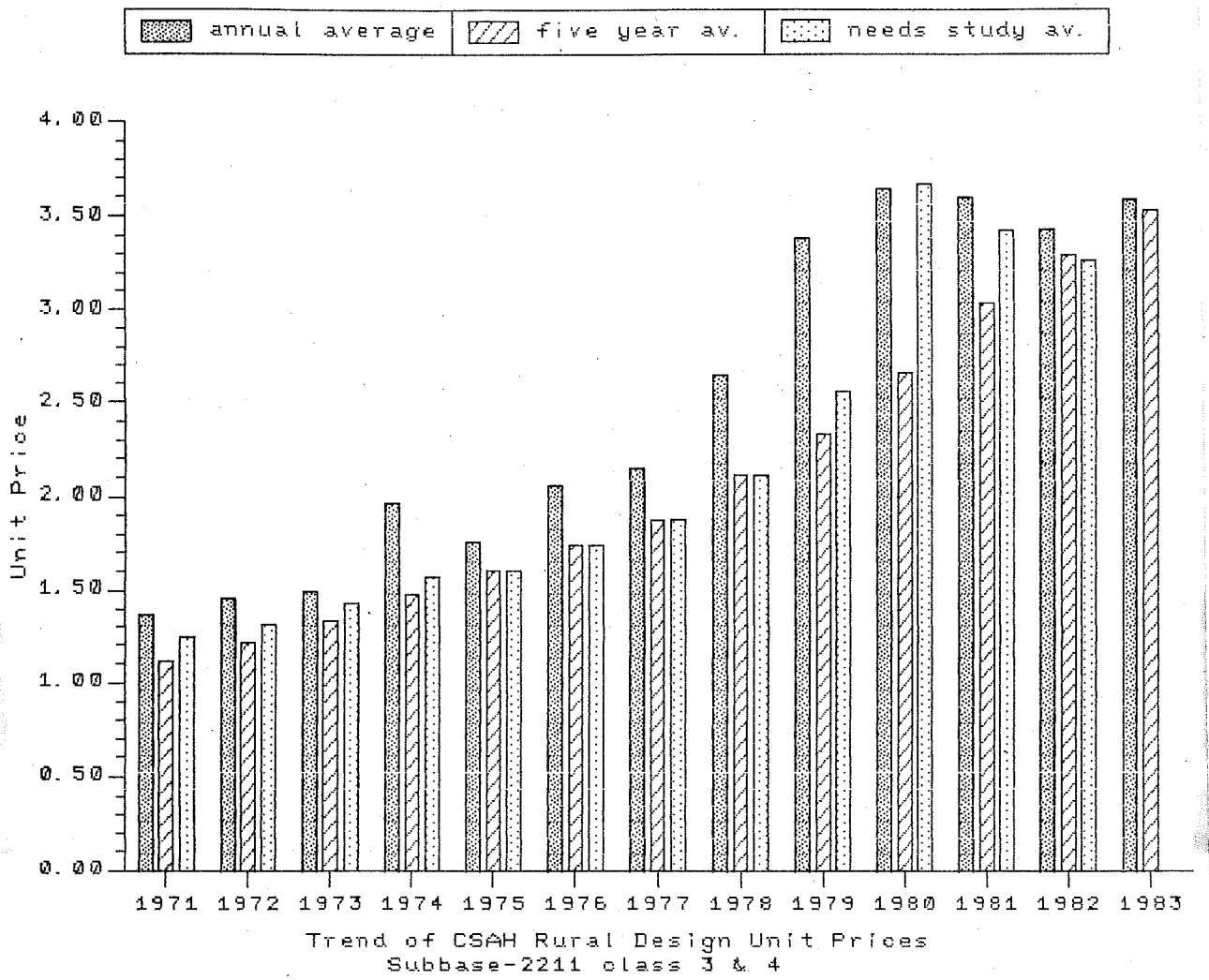
1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

Trend of C.S.A.H. Rural Design Unit Prices
(Based on State Averages from 1971-1983)

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.

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

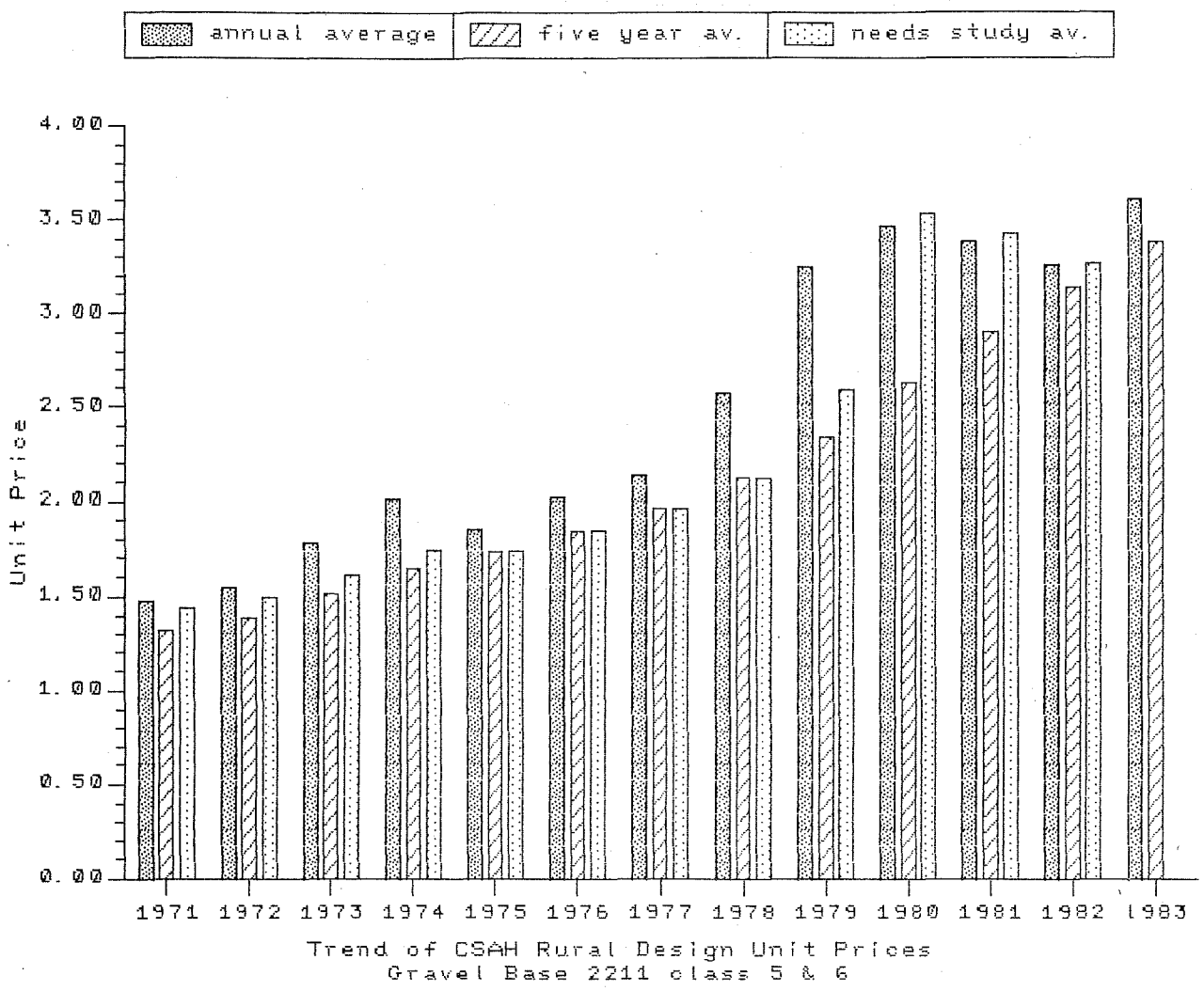
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR SUBBASE - CLASS 3 & 4



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	3.27(1983)
1983	802,909	2,884,687	3.59	3.54	

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

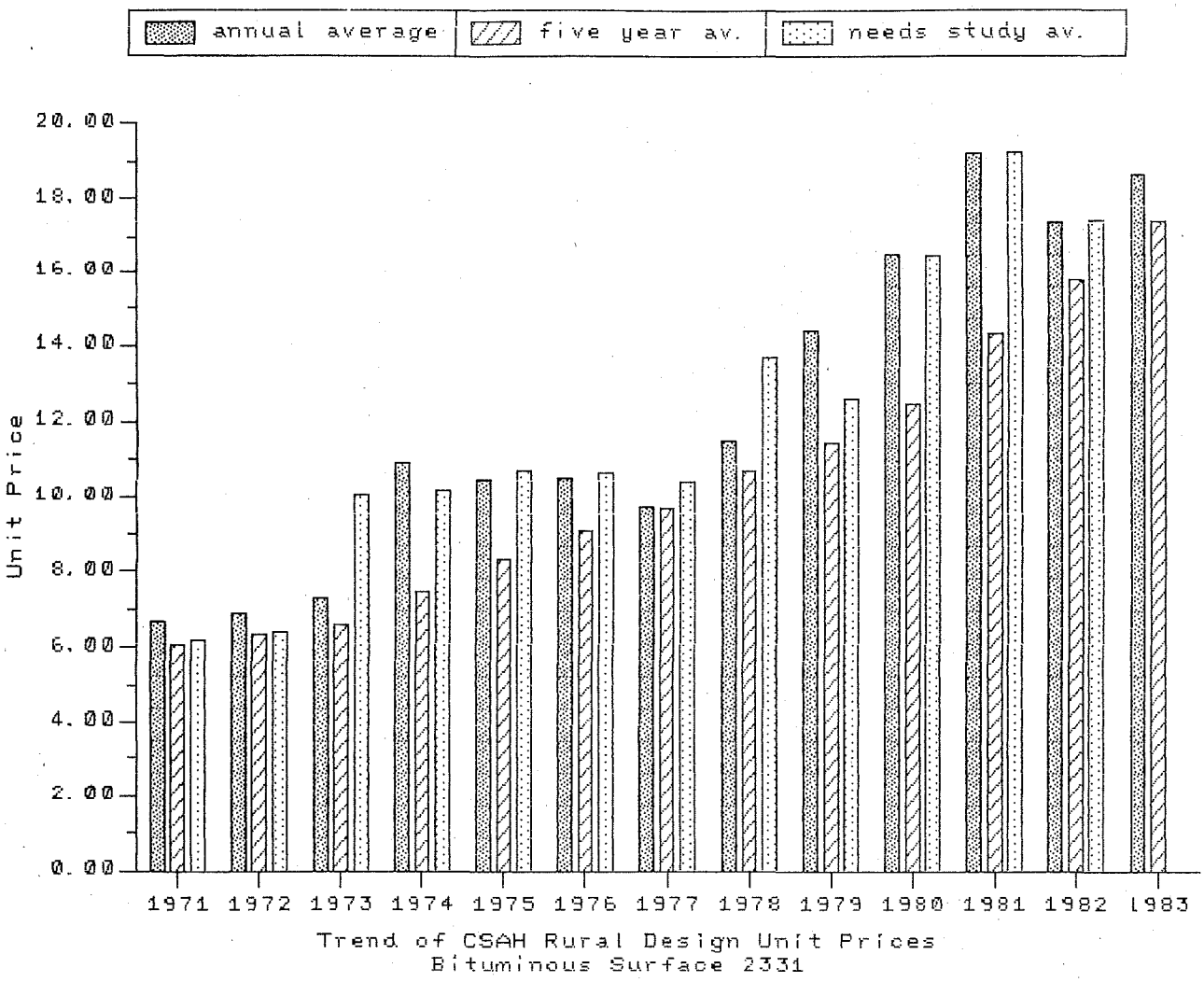
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6



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	3.27(1983)
1983	1,778,096	6,423,269	3.61	3.38	

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

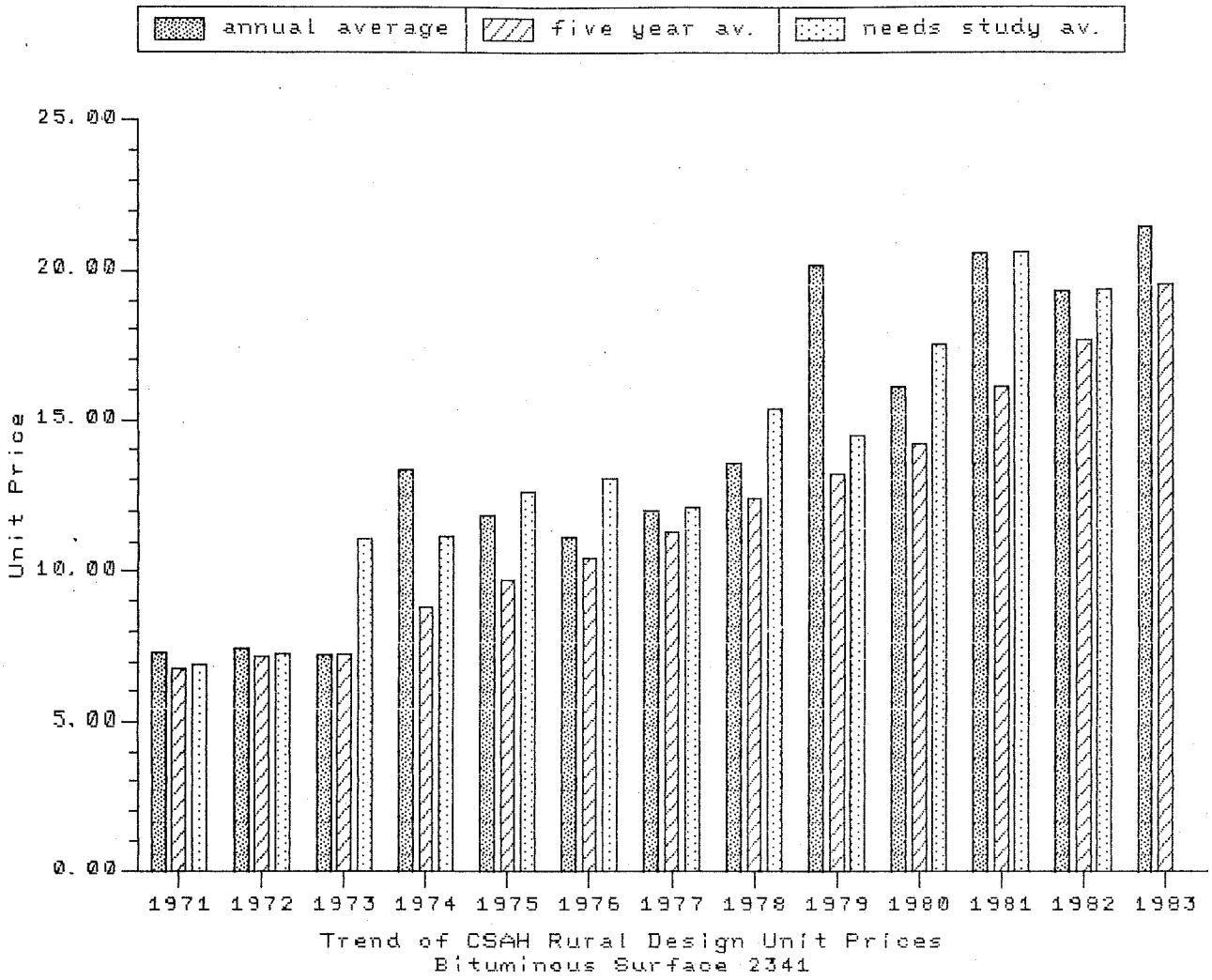
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BITUMINOUS - 2331



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	17.39(1983)
1983	2,062,338	38,491,805	18.66	17.40	

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

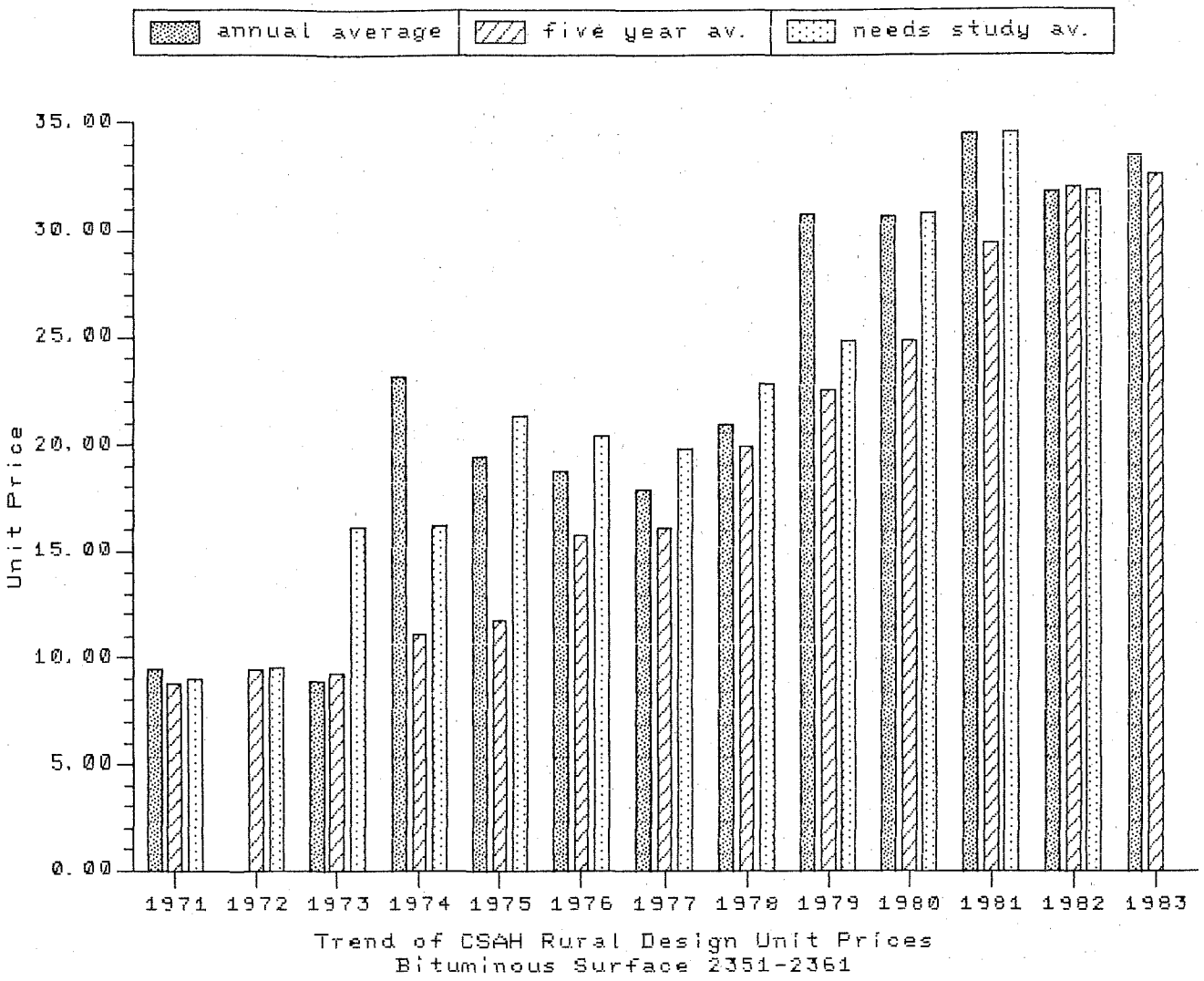
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2341



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
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	19.39(1983)
1983	132,818	2,854,171	21.49	19.62	

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

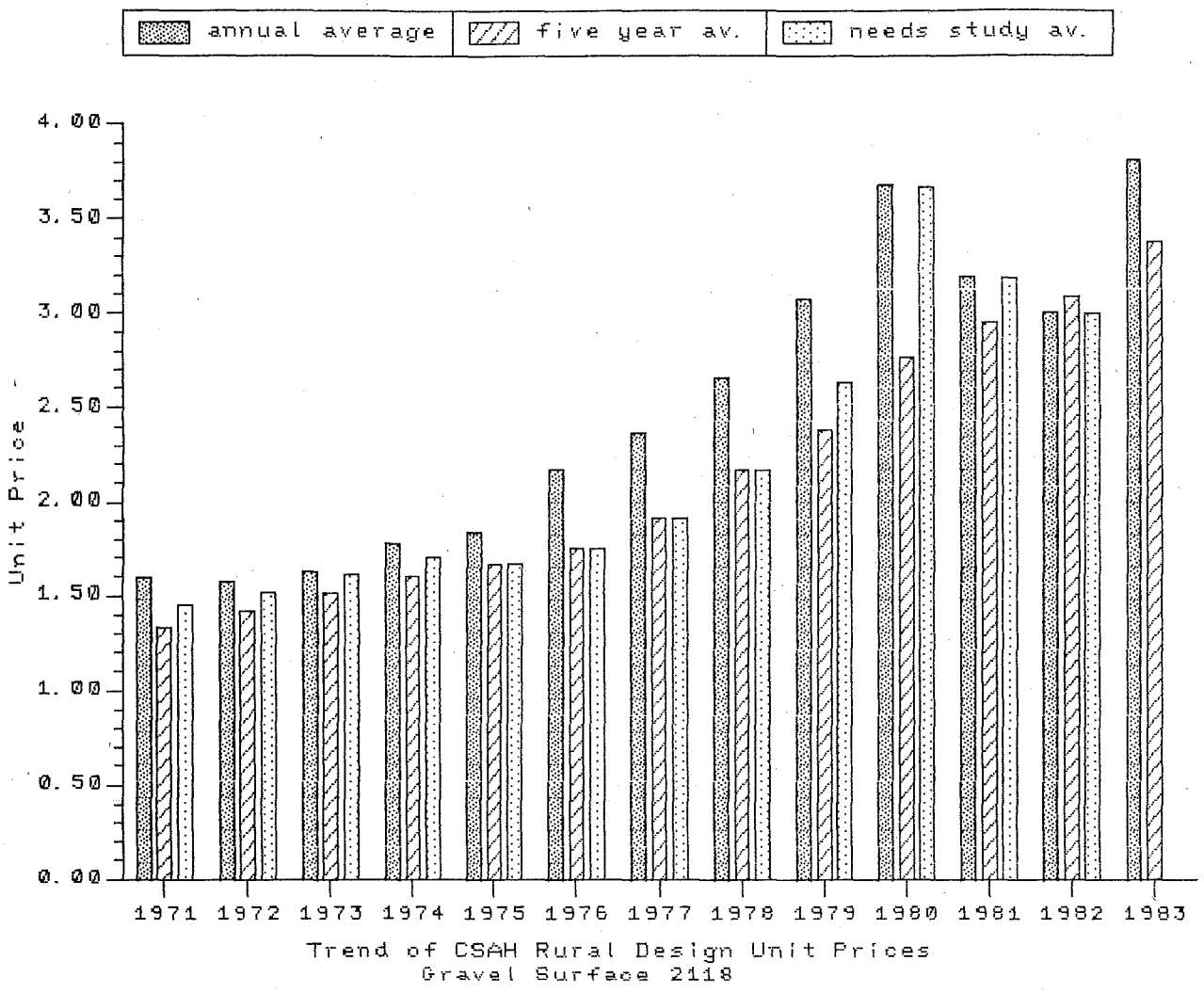
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR BIT. SURFACE - 2351-2361



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	31.88(1983)
1983	19,786	662,957	33.52	32.67	

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

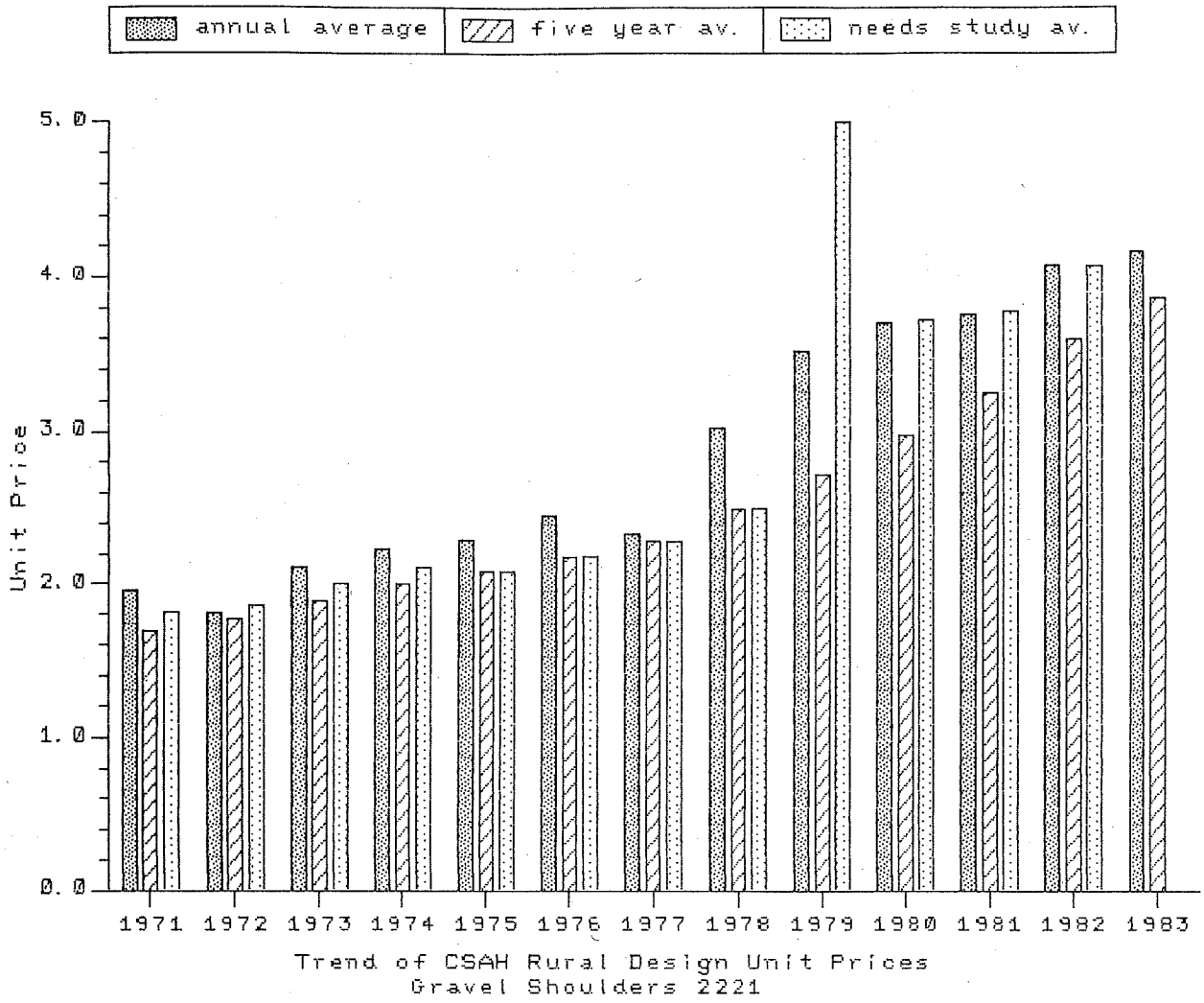
TREND OF C.S.A.H. RURAL DESIGN UNIT PRICES FOR GRAVEL SURFACE - 2118



YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
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	3.00(1983)
1983	176,024	669,773	3.81	3.37	

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

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	2.18	2.18(1977)
1977	617,397	1,436,097	2.33	2.29	2.29(1978)
1978	748,028	2,259,804	3.02	2.50	2.50(1979)
1979	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	4.08(1983)
1983	830,487	3,460,292	4.17	3.88	

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

1984 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 District meetings and the Screening Committee meeting.

The map indicates each county's 1983 C.S.A.H. needs study gravel base unit price, the gravel base data in the 1979-1983 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1984.

The recommended 1984 rural design gravel base unit prices were determined by the Subcommittee at their May 17, 1984 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 inflated by the proper factors 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 inflated by the proper factors 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. Paul Ruud, Subcommittee Chairman, will attend the Screening Committee meeting to discuss their recommendations.

FIG. A

1984 COUNTY SCREENING COMMITTEE DATA

JUNE, 1984

1984 C.S.A.H. RURAL DESIGN GRAVEL BASE UNIT PRICE DATA

D O M I N I O N

M A N I T O B A

O N T A R I O

C A N A D A

Lake of the Woods

Upper Red Lake

Lower Red Lake

Leech Lake

Mille Lacs Lake

Lake Superior

KITTSON: 3.88 / 3-21-65-3.67 / 3.79

ROSEAU: 2.56 / 5-27-97-2.60 / 2.82

LAKE OF THE WOODS: 3.98 / 7-29-97-4.73 / 4.99

MARSHALL: 2.72 / 8-58-143-3.34 / 3.41

PENNINGTON: (2.89) NONE / (3.32) / (3.27) 1-1-5-4.89

RED LAKE: 3.08 / 2-10-100-3.14 / 3.44 / (3.64)

KOOCHICHING: 3.90 / 6-17-75-4.44 / 4.60

2.32 / 3-12-86-2.83 / 2.91

3.01 / 11-44-218-3.14 / 3.37

3.53 / 12-38-200-3.65 / 3.90

3.18 / 20-58-255-3.64 / 3.84

3.35 / 5-12-55-5.30 / 5.56

4.57 / 9-35-49-5.21 / (5.73)

COOK

POLK: (4.80) 3-10-96-4.11 / 4.30

NORMAN: 3.41 / 3-18-86-2.92 / 3.20

MAHNOMEN

CLEARWATER

BELTRAMI

ITASCA

2.19 / 2-6-70-2.38 / 2.49

2.79 / 16-71-207-3.01 / 3.19

3.75 / 5-20-92-3.83 / 4.14

2.28 / 5-20-154-2.22 / 2.42

HUBBARD: (2.55) / 4-14-47-2.62 / (2.73)

CASS: 3.04 / 9-25-153-2.93 / 3.13

2.31 / 5-23-86-2.37 / 2.54

ST LOUIS: 3.01 / 7-11-135-2.87 / 3.02

CARLTON: 4.11 / 16-35-157-4.05 / 4.36

BECKER

CLAY: 3.90 / 4-12-61-3.86 / 4.08

2.51 / 17-48-524-2.67 / 2.82

WADENA: 2.21 / 3-8-86-2.21 / 2.41

OTTER TAIL

CROW WING: 2.39 / 3-16-32-2.56 / (2.67)

AITKIN: 2.07 / 7-14-98-2.27 / 2.42 / (2.61) / 5-9-46-2.74 / (2.90)

WILKIN: (3.45) NONE / (4.08)

2.66 / NONE / (2.77)

2.22 / 11-26-192-2.47 / 2.59

MORRISON

GRANT

DOUGLAS

TODD

2.28 / 6-15-77-2.34 / 2.48

MILLE LACS

KANABEC

PINE

TRAVERSE

BIG STONE: (2.96) / 4-9-41-2.99

(2.34) 1-1-14-2.57

2.12 / 8-21-173-2.20 / 2.37

2.32 / 13-45-152-2.14 / 2.23

BENTON

SHERBURNE: 2.41 / 7-24-152-2.25 / 2.79

(2.90) 2-5-28-2.23

ISANTI

ANOKA: 4.52 / 8-19-138-4.76 / 5.08

CHISAGO: 4.15 / 3-18-85-3.96 / 4.06

STEVENS

SWIFT

POPE

STEARNS

(3.23)

(2.90) 1-1-2-4.22

(2.76)

2.90 / 4-19-64-2.93 / 3.07

3.92 / 4-12-53-3.94 / 4.32

2.41 / 4-12-100-2.30 / 2.46

MEEKER

WRIGHT

5.36 / 29-16-124-5.17 / 5.58

RAMSEY

WASHINGTON

3.77 / 5-4-166-3.31 / 3.62

5.32 / 17-11-126-5.40 / 6.11

3.39 / 6-20-46-2.76

(3.84) 2-6-21-4.37

CHIPPEWA

(2.96)

LAC QUI PARLE

(4.43)

KANDIYOHI

RENVILLE

4.02 / 4-14-61-4.60 / 4.93

(3.71) 2-5-20-3.62

McLEOD

(3.97)

3.70 CARVER / 11-18-146-3.98 / 4.25

HENNEPIN

3.01 / 5-12-146-3.35 / 3.56

YELLOW MEDICINE

3.79 / 9-21-133-3.82 / 4.17

3.01 / 6-13-127-3.11 / 3.38

SCOTT

(2.91) 4-8-35-2.53 / (3.08)

DAKOTA

SIBLEY

NICOLLET: 3.38 / 5-20-86-2.82 / 3.12

LE SUEUR: 3.64 / 9-29-180-3.34 / 3.59

(3.10) NONE / (3.40)

RICE

3.04 / 11-57-453-2.84 / 3.03

GOODHUE

3.53 / 13-40-242-3.55 / 3.85

WABASHA

(3.18) 2-6-40-3.47 / (3.58)

2.66 / 4-12-125-2.95 / 3.15

4.13 / 4-9-79-3.94 / 4.22

LINCOLN

LYON

REDWOOD

2.62 / 3-12-128-2.87 / 3.10

BROWN

1.79 / 2-9-54-1.78 / 1.97

2.67 / 4-17-125-2.68 / 2.97

2.87 / 4-3-17-4.46 / (4.44)

4.75 / 4-12-52-5.39 / 5.66

4.76 / 12-28-232-4.81 / 5.11

5.16 / 6-10-54-5.13 / 5.28

3.60 / 16-29-293-3.01 / 3.22

4.02 / 8-21-84-4.02 / 4.42

3.69 / 11-29-170-3.64 / 3.95

3.60 / 19-41-235-3.73 / 4.00

PIPESTONE

MURRAY

COTTONWOOD

WATONWAN

BLUE EARTH

WASECA

STEELE

DODGE

OLMSTED

WINONA

3.28 / 1-6-91-3.07 / 3.38

(4.26) 1-1-6-6.96 / (3.91)

4.66 / 6-21-84-4.76 / 5.12

4.22 / 7-24-90-4.38 / 4.67

4.23 / 6-11-57-4.12 / 4.48

4.11 / 5-16-86-4.23 / 4.51

4.74 / 12-36-108-4.49 / 4.78

3.59 / 7-21-228-3.97 / 4.16

4.22 / 9-32-144-4.29 / 4.61

ROCK

NOBLES

JACKSON

MARTIN

FARIBAULT

FREEBORN

MOWER

FILLMORE

HOUSTON

I O W A

LEGEND

1983 NEEDS STUDY GRAVEL BASE UNIT PRICE

OF 1979-1983 GRAV. BASE PROJ. - MILES - TONS (IN 1,000's) - 5 YR. AVG. UNIT PRICE

1984 INFLATED GRAVEL BASE UNIT PRICE (RECOMMENDED BY SUBCOMMITTEE)

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

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

NOTES & COMMENTS

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

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 1983 C.S.A.H. needs study, the unit prices recommended by the M.S.A.S. Subcommittee for use in their 1984 needs study, the 1979-1983 C.S.A.H. five-year average unit prices (based on actual projects), the 1983 C.S.A.H. average and the C.S.A.H. Subcommittee's recommended 1984 unit prices.

The C.S.A.H. Subcommittee's recommended prices were determined at their meeting on May 17, 1984. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

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

Construction Item	1983 C.S.A.H. Needs Study Average	1984 M.S.A.S. Unit Prices Recommended By M.S.A.S. Subcommittee	1979 - 1983 C.S.A.H. 5-Year Average	1983 C.S.A.H. Average	1984 C.S.A.H. Unit Price Recommended By C.S.A.H. Subcommittee
Rural Design					
Subbase 2211 Class 3 & 4/ton	$ 3.27	SAME	$ 3.54	$ 3.59	G.B. - $ 0.02
Gravel Base 2211 Class 5 & 6/ton	3.27		3.38	3.61	*
Bit. Base 2331/ton	17.39	AS	17.40	18.66	G.B. + 15.05
Bit. Surface 2331/ton	17.39		17.40	18.66	G.B. + 15.05
Bit. Surface 2341/ton	19.39	URBAN	19.62	21.49	G.B. + 17.88
Concrete Surface 2301 Sq. Yd.	14.08		---	---	G.B. + 11.19
Gravel Surface 2118/ton	3.00	DESIGN	3.37	3.81	G.B. + 0.20
Gravel Shoulders 2221/ton	4.08	$ 4.25	3.88	4.17	G.B. + 0.56
Urban Design					
Grading/cubic yard	$ 2.75	$ 3.00	---	---	$ 3.00
Subbase 2211 Class 3 & 4/ton	4.00	4.25	---	---	G.B. + 0.64
Gravel Base 2211 Class 5 & 6/ton	4.85	5.25	---	---	G.B. + 1.64
Bit. Base 2331/ton	20.00	21.50	---	---	G.B. + 17.89
Bit. Surface 2331/ton	20.00	21.50	---	---	G.B. + 17.89
Bit. Surface 2341/ton	21.00	23.00	---	---	G.B. + 19.39
Concrete Surface 2301/Sq. Yd.	18.00	---	---	---	G.B. + 15.29
Miscellaneous					
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	14.00	---	---	14.00
Curb & Gutter Construction/lin.ft.	5.50	5.50	---	---	5.50
Tree Removal/tree	50.00	90.00	---	---	90.00
Sidewalk Removal/Sq. Yd.	2.50	3.50	---	---	3.50
Curb & Gutter Removal/lin. ft.	1.50	1.50	---	---	1.50
Concrete Pavement Removal/Sq. Yd.	3.50	4.50	---	---	4.50
Bridges					
0-149 Feet Long/sq. ft.	$ 41.00	$ 38.00	---	---	$ 41.00
150-499 Feet Long/sq. ft.	47.00	44.00	---	---	47.00
500 Feet & Longer/sq. ft.	56.00	50.00	---	---	56.00
Widen/sq. ft.	75.00	65.00	---	---	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
Railroad Protection					
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 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

Mn/DOT-TP30758 MINNESOTA DEPARTMENT OF TRANSPORTATION
(10-80) Rev. 2-84

DATE : March 27, 1984

TO : Manager, State Aid Needs Unit

FROM : J. J. Hoeke District State Aid Engineer

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

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	Projected to carry a relatively heavier traffic volume, or is functionally classified as collector or arterial.
X	Connects towns, communities, shipping points, and markets within a county or in adjacent counties,
X	or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,
X	or serves as a principal rural mail route and school bus route.
	Occurs at reasonable intervals consistent with the density of population.
	Provides an integrated and coordinated highway system affording, within practical limits, a State-Aid highway network consistent with projected traffic demands.

M.S.A.S. CRITERIA

	Projected to carry a relatively heavier traffic volume, or is functionally classified as collector or arterial.
	Connects the points of major traffic interest within an urban municipality.
	Provides an integrated street system affording, within practical limits, a State-Aid street network consistent with projected traffic demands.

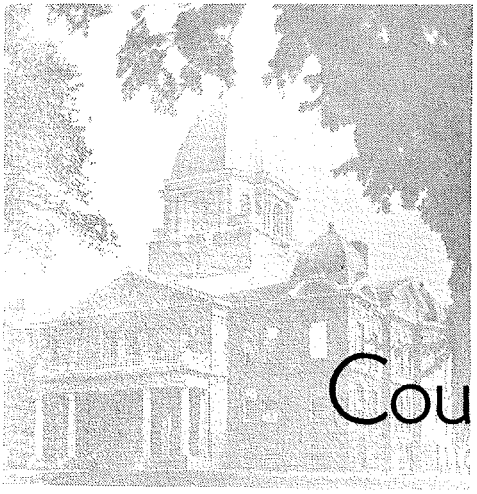
Miles M.S.A.S.	
_____	Available
- _____	Revoked
+ _____	Requested
_____	Balance

Comments: An alternate solution to provide the Village of Bechyn with a CSAH route would be to revoke that portion of CSAH 1 between the Jct. CSAH 19 and CSAH 4. Since this is a request for additional mileage, approval or disapproval will have to be determined by the County Screening Committee. See attached letter from County Engineer.

J. J. Hoeke 3-27-84
District State Aid Engineer Date

RECOMMEND APPROVAL OR DENIAL: _____ _____
Manager, State Aid Needs Unit Date

APPROVED OR DENIED: _____ _____
State Aid Engineer Date



DENNIS K. STOECKMAN, COUNTY ENGINEER
TELEPHONE: 612-523-2135

County of Renville

OLIVIA, MINNESOTA 56277

March 21, 1984

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

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

Dear Mr. Hoeke:

Renville County requests approval of the addition of 4.00 miles of County State Aid Highway, as shown on the attached map.

The unincorporated Village of Bechyn, located in south central Renville County has a population of 21 and is presently served by County Road No.72. Of its population, 13 commute daily to jobs in surrounding communities.

A very active church with an average weekly attendance of 250 and two businesses are located in the village. The road serves as a principal mail and school bus route.

County Road No. 72, located between C.S.A.H. 19 and C.S.A.H. 4 and which has an average daily traffic of 110 (1983 Count), is presently gravel surfaced, deficient in cross-section, grade and structure. Complete grading, base and surfacing needs would be approximately $630,000.

There appears to be no segment of present County State Aid Highway which could be eliminated without disrupting the continuity of Renville County's present system or the inter-county system.

Kindly review this request, considering the above information, and if acceptable, submit it to the Screening Committee for its consideration.

Sincerely,

Dennis K. Stoeckman

Dennis K. Stoeckman
County Engineer

DKS/lz
Enc.

GENERAL HIGHWAY MAP

RENVILLE COUNTY MINNESOTA

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

1983
BASIC DATA 1977*

Polyconic Projection
North American Datum of 1927

Projection Reference
46th Parallel—94th Meridian

LEGEND

ROAD AND ROADWAY FEATURES

TRAIL (HIKING)
PROJECTED ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACE ROAD
GRAVEL OR STONE ROAD
PAVED (HARD SURFACE) ROAD
PAVED ROAD
DIVIDED HIGHWAYS
TRUNK HIGHWAY UNDER CONSTRUCTION
TRUNK HIGHWAY TRAFFIC BEING ROUTED THROUGH CONSTRUCTION ZONE
ROADS IN UNINCORPORATED COMMUNITIES
EXTENSIONS OF LOCAL ROADS SHOT
F.A.S.I WITHIN MUNICIPALITIES AND FRONTAGE ROADS
POINTS BETWEEN WHICH DISTANCES ARE MEASURED (MIDRANGE) THUS
GRADE SEPARATION (HIGHWAY)
FULL TRAFFIC INTERCHANGE
PARTIAL TRAFFIC INTERCHANGE INDICATING TRAFFIC MOVEMENT

ROAD SYSTEM DESIGNATIONS

INTERSTATE TRUNK HIGHWAY
U.S. NUMBERED TRUNK HIGHWAY
STATE NUMBERED TRUNK HIGHWAY
COUNTY STATE AID HIGHWAY
COUNTY ROAD
COUNTY STATE AID HIGHWAYS IN ADJOINING COUNTY
GREAT RIVER ROAD
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY HIGHWAY SYSTEM
FEDERAL AID SECONDARY HIGHWAY SYSTEM
BMS OF FEDERAL AID ROUTE
NATIONAL FOREST HIGHWAY
NATIONAL FOREST DEVELOPMENT
INDIAN SERVICE ROAD
STATE FOREST ROAD
STATE PARK ROAD

RAILROADS

RAILROAD (ANY NUMBER OF TRACKS) USED BY A SINGLE OR MORE THAN ONE RAILROAD, OR USED BY ONE RAILROAD UNDER TRACKAGE RIGHTS OF ANOTHER
RAILROADS IN ANY ADDITION (TWO OR MORE TRACKS OF SEPARATELY OPERATED COMPANIES ON ADJACENT RIGHTS OF WAY)
RAILROAD STATION
GRADE CROSSING
UNDERPASS (HIGHWAY BELOW)
OVERPASS (HIGHWAY ABOVE)

AIRWAYS

RUNWAY
MILITARY FIELD
COMMERCIAL OR MUNICIPAL FIELD
COMPLETE FACILITIES
LIMITED FACILITIES
LANDING AREA OR STRIP
AIRWAY LIGHT BEACON, GENERAL
SEAPLANE BASE, MILITARY
SEAPLANE BASE, CIVIL
RADIO RANGE STATION

STRUCTURES

General Symbols (over 20' span)

HIGHWAY BRIDGE
SMALL BRIDGES CLOSELY SPACED
DRAWBRIDGE

General Symbols (300' span and over)

GENERAL
DRAWBRIDGE
ARCH
TRUSS (W = WOOD; S = STEEL)
(NE WORD TOLL IS ADDED WHERE APPLICABLE)

Other Structures

DAM WITH ROAD (LARGE SCALE)
DAM WITH ROAD (SMALL SCALE)
DAM WITHOUT ROAD (LARGE SCALE)
DAM WITHOUT ROAD (SMALL SCALE)
LEVEE OR DIKE
LEVEE OR DIKE (WITH ROAD)
MINOR STRUCTURES (3' TO 25' SPAN)
CONCRETE FORD OR DIP
FORD—ROAD ESTABLISHED

BOUNDARIES

NATIONAL OR STATE
COUNTY
CIVIL TOWNSHIP
CONGRESSIONAL TOWNSHIP (U.S. LAND)
FEDERAL AID URBAN BOUNDARY
CORPORATE LIMIT
SECTION LINE
CONGESTED AREA
NATIONAL OR STATE PARK
NATIONAL OR STATE FOREST
NATIONAL INDIAN RESERVATION
GAME REFUGE
MATCH LINE BETWEEN ADJOINING SHEETS OF THE SAME COUNTY
AIRPORT
WILDLIFE MANAGEMENT AREA (STATE)

DRAINAGE

INTERMITTENT STREAM
NARROW STREAM
WIDE STREAM
MARSH OR SWAMP LAND
DRAINAGE DITCH
POND OR LAKE
RESERVOIR, FLOWAGE LIMITS

NAVIGATION

BARGE LINES ON NATURAL STREAMS (SEASONAL)
SHIP LINES ON INLAND LAKES (SEASONAL)
DOCK, PIER OR LANDING
FERRY (T.F. FOR TOLL FERRY)
NAVIGABLE STREAM (SEASONAL)
HEAD OF NAVIGATION
DAM WITH LOCK
LIMB MARK LIGHT REACON
LIGHT HOUSE

CONSERVATION

FOREST RANGER STATION
GUARD OR RANGER STATION
SHOT PERMANENTLY OCCUPIED
FISH HATCHERY
GAME PROPAGATION
CONSERVATION LOOKOUT TOWER
PROMINENT ELEVATION
SMALL PARK (P = STATE, CP = COUNTY, MP = MUNICIPAL) WP = WAYSIDE
PUBLIC ACCESS POINT

RECREATION

GOLF COURSE OR COUNTRY CLUB
GUN CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
PICNIC GROUND
PLAYGROUND, BALLFIELD, ETC.
BATHING BEACH OR SWIMMING POOL
SCENIC SITE
CAMP SITE
CAMP OR LODGE

FARM AND DWELLING UNITS

FARM UNIT
DWELLING (SHOW THAN FARM
BUILDING) OR DORMITORIES FOR STUDENTS, WORKERS, MIGRANTS, ETC.
SEASONAL DWELLING
ROWS OR GROUPS OF DWELLINGS CLOSELY SPACED
MEMBER PLACED ADJACENT TO SYMBOL
SINGLE MEMBER CLOSELY SPACED INDICATES NUMBER OF EACH UNIT
DOT TO INDICATE LOCATION OF ANY CULTURAL FEATURE SHOWN OUT OF POSITION

INDUSTRIAL

FACTORY OR INDUSTRIAL PLANT
SAWMILL
GROUP OF STORAGE TANKS, OIL OR GAS
SEASONAL INDUSTRY (CANNERY OR SMALL GRAIN MILL)
GRAIN ELEVATOR
MINE
STOCKYARD—LOADING PEN
QUARRY
MILK DEPOT, CREAMERY OR CHEESE FACTORY
WAREHOUSE—GENERAL

COMMERCIAL

STORE OR SMALL BUSINESS ESTABLISHMENT
HOTEL
TOURIST COURT, MOTEL
COMBINED DWELLING AND STORE OR SMALL BUSINESS
DRIVE-IN THEATRE
NURSERY
GREENHOUSE

PUBLIC SERVICE FACILITIES

POST OFFICE
DWELLING AND POST OFFICE
DWELLING, BUSINESS AND POST OFFICE
BUSINESS AND POST OFFICE
FIRE ENGINE HOUSE
MUSEUM
PUBLIC LIBRARY
CHURCH AND SCHOOL
U.S. BORDER PORT OF ENTRY
RADIO STATION (WITH CALL LETTERS)
SEWAGE DISPOSAL PLANT
FRESH AIR OR REST HOME
HOSPITAL
TOWN HALL OR COMMUNITY HALL
COUNTY FARM
SCHOOL AND CONSOLIDATED OR LARGE SCHOOLS
CORRECTIONAL INSTITUTION

CITY AND VILLAGE CENTERS

STATE CAPITOL
COUNTY SEAT
CITY OR VILLAGE (CENTER)
INCORPORATED CITY OR VILLAGE (GENERALIZED)
UNINCORPORATED COMMUNITY

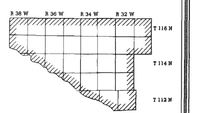
MISCELLANEOUS MAP FEATURES

CHURCH, OTHER RELIGIOUS INSTITUTIONS
CEMETERY
CHURCH WITH CEMETERY ADJACENT
FAIR GROUNDS, RACE COURSE, SPEEDWAY
MONUMENT (SMALL)
FORT, ARMY CAMP, BARRACKS OR MILITARY POST
GRAVEL PIT
SANITARY LANDFILL
AUTO JUNKYARD
SCRAP METAL JUNKYARD
HIGHWAY GARAGE
HIGHWAY PATROL SUBSTATION
HIGHWAY DEPARTMENT DISTRICT OFFICE WITH PATROL STATION
HIGHWAY DEPARTMENT GENERAL OFFICE
TOLL HOUSE, PAID POST OF ENTRY, OR WEIGH STATION
VALVE HOUSE, GAS, OR WATER
GAUGING OR PUMPING STATION
GAS, OIL OR WATER
PIPE LINE, WATER
PIPE LINE, GAS
PIPE LINE, OIL
TRANSMISSION LINE (230KV OR OVER)
POWER PLANT
TRANSFORMER STATION
LATITUDE AND LONGITUDE INTERSECTION
TRIANGULATION STATION
LOOKOUT TOWER AND TRIANGULATION STATION
HISTORIC SITE, STATE OR NATIONAL

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

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

Area of this County 982 Sq. Miles
Land Area 978.6 Sq. Miles



* NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE, ARE CURRENT AS OF JANUARY 1, 1983

NOTE: FOR DETAIL OF COUNTY STATE-AID HIGHWAYS AND COUNTY ROADS IN INCORPORATED PLACES, SEE MAPS OF MUNICIPALITIES.

SHEET 1 OF 1

MAR 1984
RECEIVED
STATE AID
DIVISION

MAR 1984
RECEIVED
Dept. of Transportation
MILLMAR

Mn/DOT-TP30758-02
(10-80)

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : FEB 28, 1984

TO : Director, Highway Studies Section

FROM : H.P. SIEDBECK District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
~~(Municipality)~~ (County) of SIBLEY - McLEOD

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	
	carries relatively heavier traffic volumes;
	and connects towns, communities, shipping points, and markets within a county or in adjacent counties;
	or provide access to rural churches, schools, community meeting halls, industrial plants, state institutions and recreational areas;
✓	or serves as a principal rural mail route and school bus route;
	or acts as a collector of traffic from several roads of local interest;
✓	and occurs at a reasonable interval consistent with the density of population;
✓	and provides an integrated and coordinated highway system affording within practical limits a State-Aid highway network consistent with local traffic demands.

M.S.A.S. CRITERIA	
	carries relatively heavier traffic volumes;
	and connects the points of major traffic interest within an urban municipality;
	or connects with rural roads or urban routes of community interest and carries major traffic into and through an urban municipality;
	and forms a system of streets which will effectively serve traffic within the urban municipality.

COMMENTS: Meets criteria as checked above.

RECOMMENDED APPROVAL: H.P. Siedbeck 2-28-84
District State Aid Engineer Date

RECOMMENDED APPROVAL OR DENIAL:
Director, Highway Studies Section Date

APPROVAL OR DENIAL:
State Aid Engineer Date

Mn/DOT-TP30758 MINNESOTA DEPARTMENT OF TRANSPORTATION
(10-80) Rev. 2-84

DATE : March 13, 1984

TO : Manager, State Aid Needs Unit

FROM : J. J. Hoeke District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(~~Xxxxxxxxxxxx~~) (County) of Mc Leod

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	Projected to carry a relatively heavier traffic volume, or is functionally classified as collector or arterial.
X	Connects towns, communities, shipping points, and markets within a county or in adjacent counties, or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,
X	or serves as a principal rural mail route and school bus route.
	Occurs at reasonable intervals consistent with the density of population.
X	Provides an integrated and coordinated highway system affording, within practical limits, a State-Aid highway network consistent with projected traffic demands.

M.S.A.S. CRITERIA

	Projected to carry a relatively heavier traffic volume, or is functionally classified as collector or arterial.
	Connects the points of major traffic interest within an urban municipality.
	Provides an integrated street system affording, within practical limits, a State-Aid street network consistent with projected traffic demands.

Miles M.S.A.S.	
_____	Available
- _____	Revoked
+ _____	Requested
_____	Balance

Comments: Since this is a request for additional mileage, approval will be required by the County Screening Committee. This route would provide a more direct route for the traveling public residing in the south half of Mc Leod County to the Twin Cities via Sibley Co. CSAH 12 and Trunk Highway 5.

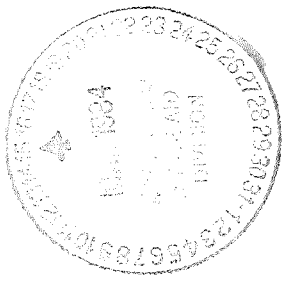
J. J. Hoeke
District State Aid Engineer — 3-13-84 Date

RECOMMEND APPROVAL OR DENIAL:

Manager, State Aid Needs Unit — Date

APPROVED OR DENIED:

State Aid Engineer — Date



February 6, 1984

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

RE: Additional Mileage Report

Dear Mr. Suedbeck:

Sibley County and McLeod County requests your approval for additional mileage to connect two trunk highways and provide a more direct connection to C.S.A.H. 12 and the City of Arlington from the North and West.

The Sibley and McLeod Board of Commissioners have requested that the present Sibley County Road 58, a distance of 7.5 miles, be included in the County State Aid System.

There are no miles in any Counties State Aid System that can be reduced without disrupting the continuity of our present systems.

Please review this request and I ask that you submit it to the Spring Screening Committee.

Yours truly,

Donald M. Barth
County Highway Engineer

DMB/pf

ENC.

Certified Copy of Part of the Proceedings of the Sibley County

Board of Commissioners Adopted: January 3, 1984

A motion was made by Becke, seconded by Hebeisen and unanimously carried to request that the Commissioner of the Minnesota Department of Transportation designate C.R. No. 58 from T.H. No. 15 East to T.H. No. 22, a distance of 7.5 miles, as a State Aid Route.

STATE OF MINNESOTA
ss
Office of County Auditor
COUNTY OF SIBLEY

I, Gene O. Solmonson, Auditor of the County of Sibley, State of Minnesota, do hereby certify that I have compared the foregoing with the original proceedings filed in my office on the 3rd day of January, 1984, and that the same is a true and correct copy of part thereof.

Witness my Hand and Seal of Office at Gaylord, Minnesota this 6th day of January, 1984.

Gene O. Solmonson
Gene O. Solmonson
County Auditor

McLEOD COUNTY HIGHWAY DEPARTMENT

January 26, 1984

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

Re: Designated Sibley County Road 58

Dear Mr. Barth:

Enclosed with this letter is McLeod County Board Resolution 1233. This resolution designates that portion of Sibley County Road 58 between Trunk Highway 15 and McLeod County State Aid Highway 13 as McLeod County State Aid Highway 33, subject to approval by the Commissioner of the Minnesota Department of Transportation. The resolution, also, supports the designation by Sibley County of that portion of C.R. 58 between C.S.A.H. 13 and Trunk Highway 22 as a county state aid highway.

The designation of Sibley County Road 58 as a county state aid highway was discussed with John Hoeke, District 8 State Aid Engineer, this past week. The indication given by Mr. Hoeke was that the district state aid engineer for the initiating county would probably review and carry the request to the screening committee for the entire segment to be designated by both counties. Your review of this matter with Harvey Suedbeck would seem appropriate so that the proper order of events can be outlined and initiated.

Please present the enclosed resolution to the Sibley County Board of Commissioners for their information.

Thank you.

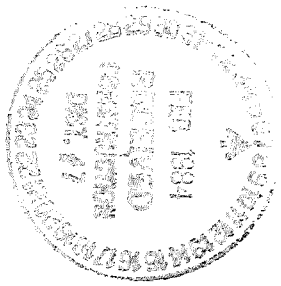
Sincerely,

Roger M. Gustafson

Roger M. Gustafson, P.E.
County Highway Engineer

st

Enclosure



McLEOD COUNTY HIGHWAY DEPARTMENT

March 15, 1984

John J. Hoeke
District 8 State Aid Engineer
Minnesota Department of Transportation
P.O. Box 768
Willmar, MN 56201

Re: State Aid Route Selection

Dear Mr. Hoeke:

The McLeod County Board of Commissioners has, by Resolution 1233 adopted January 24, 1984, established, located and designated McLeod County State Aid Highway 33, subject to the approval of the Commissioner of Highways of the State of Minnesota. A copy of resolution 1233 is enclosed with this letter.

The designated C.S.A.H. is that segment of road presently identified as Sibley County Road Number 58 between Trunk Highway 15 and McLeod County State Aid Highway 13. The remaining portion of Sibley County Road Number 58 between C.S.A.H. 13 and Trunk Highway 22 is that road segment the Sibley County Board of Commissioners has asked to be added to the Sibley County State Aid Highway System. A map illustrating the location of Sibley County Road 58 is attached to this letter.

Sibley County Road 58 is 7.5 miles in length. The westerly 3.0 miles of C.R. 58 is the portion which has been designated McLeod County State Aid Highway 33; the remaining 4.5 miles would be a part of the Sibley C.S.A.H. system. The 7.5 miles of Sibley C.R. 58 carries traffic volumes ranging from 35 to 94 average vehicular trips per day based on the 1977 Sibley County traffic map and the 1981 McLeod County traffic map.

Sibley County Road 58 is functionally classified as a collector and does provide (as an extension of Sibley County State Aid Highway 12) the only direct connection to Arlington from the four township area to the north, south and west of C.R. 58. Higher traffic volumes along the C.R. 58 corridor are anticipated if the road would be improved because of its link with Sibley C.S.A.H. 12. The upgrading of C.R. 58 to the west of Sibley C.S.A.H. 12 would carry traffic between Arlington and the area west of T.H. 22 along a direct route through the High Island Lake and Altnow Lake portion of Sibley County.

Sibley County Road 58 does serve as a principal rural mail route and a school bus route. No schools, community meeting halls, public institutions or similar developments are located adjacent to C.R. 58. However, a rural church is located only one mile north of C.R. 58 near McLeod C.S.A.H. 13, and an upgrading of C.R. 58 would facilitate access to the church from the south.

The C.S.A.H. designation of Sibley C.R. 58 does result in a county state aid highway system having an interval pattern not uncommon in other rural areas of similar development. The division of the present 6.5 mile interval of county state aid highways intersecting Trunk Highway 15 by the designation of C.R. 58 as a C.S.A.H. does result in a reasonable interval pattern for the county state aid highway system along Trunk Highway 15.

McLeod County has reviewed its present county state aid highway system and has found no portion of it that can be revised to eliminate the need to request the approval of the entire 3.0 mile segment of Sibley County Road 58 between T.H. 15 and C.S.A.H. 13 as a county state aid highway. McLeod County did revise more than 12 miles of its system in 1977 based on the 1976 Functional Classification Study. The 1977 revision was an equal exchange of C.S.A.H. and C.R. mileage resulting in no change in the state aid mileage for McLeod County. The C.S.A.H. system established in 1977 remains functionally sound and is a system that McLeod County does not choose to alter at the present time.

Your consideration of McLeod County Board Resolution 1233 is appreciated.

Thank you.

Sincerely,

Roger M. Gustafson

Roger M. Gustafson, P.E.
County Highway Engineer

st

cc: McLeod County Board of Commissioners
Don Barth, Sibley County Highway Engineer

Enclosures

R E S O L U T I O N (1233)

ESTABLISHMENT OF COUNTY STATE AID HIGHWAY

WHEREAS, it appears to the County Board of the County of McLeod that the road hereinafter described should be designated a County State Aid Highway under the provisions of Minnesota Laws, Chapter 162:

NOW THEREFORE, BE IT RESOLVED, by the County Board of the County of McLeod that the road described as follows, to-wit:

> Beginning at the southwest corner of Section 31, Range 29 West Township 114 North, McLeod County, Minnesota, thence easterly along the south line of said Range 29 West, Township 114 North to southeast corner of Section 36 of said Range 29 West, Township 114 North, a distance of 6.0 miles, more or less; thence continuing easterly from said southeast corner of Section 36 along the south line of Range 28 West, Township 114 North, Sibley County, Minnesota to the south quarter corner of Section 32 of said Range 28 West, Township 114 North, a distance of 1.5 miles, more or less; and there terminating.

and said road generally being described as:

> Designated Sibley County Road Number 58 between Trunk Highway 15 and Trunk Highway 22.

be established, located and designated a County State Aid Highway, subject to the approval of the Commissioner of Highways of the State of Minnesota, and

BE IT FURTHER RESOLVED, by the County Board of the County of McLeod that the westerly 3.0 miles, more or less, of the hereinbefore described road, generally being described as designated Sibley County Road Number 58 between Trunk Highway 15 and McLeod County State Aid Highway 13, be, and hereby is established, located and designated a County State Aid Highway of McLeod County, subject to the approval of the Commissioner of Highways of the State of Minnesota, and

BE IT FURTHER RESOLVED, by the County Board of the County of McLeod that McLeod County is in support of any resolution the County Board of the County of Sibley may adopt which establishes, locates, and designates as a County State Aid Highway of Sibley County the easterly 4.5 miles, more or less, of the hereinbefore described road, generally being described as designated Sibley County Road Number 58 between McLeod County State Aid Highway 13 and Trunk Highway 22, and

BE IT FURTHER RESOLVED, that the clerk of the McLeod County Board is hereby authorized and directed to forward two certified copies of this resolution to the Commissioner of Highways for his consideration, and that upon his approval of the designation of said road or portion thereof, that segment of said road between Trunk Highway 15 and McLeod County State Aid Highway 13 be constructed, improved and maintained as a County State Aid Highway of the County of McLeod, to be numbered and known as County State Aid Highway 33.

ADOPTED _____, 19__.

_____
Chairman of County Board

ATTEST:

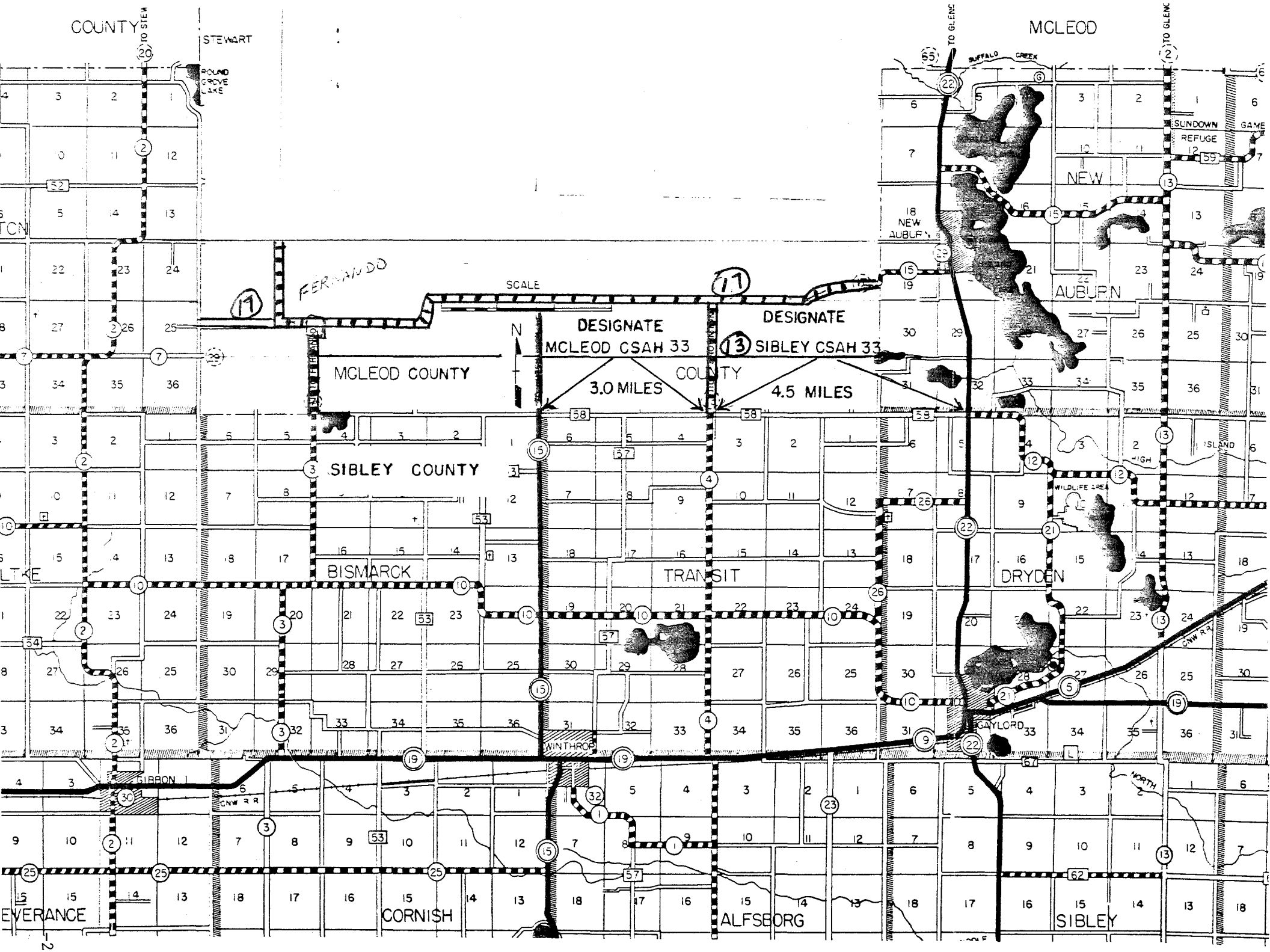
_____
Clerk of County Board

C E R T I F I C A T I O N

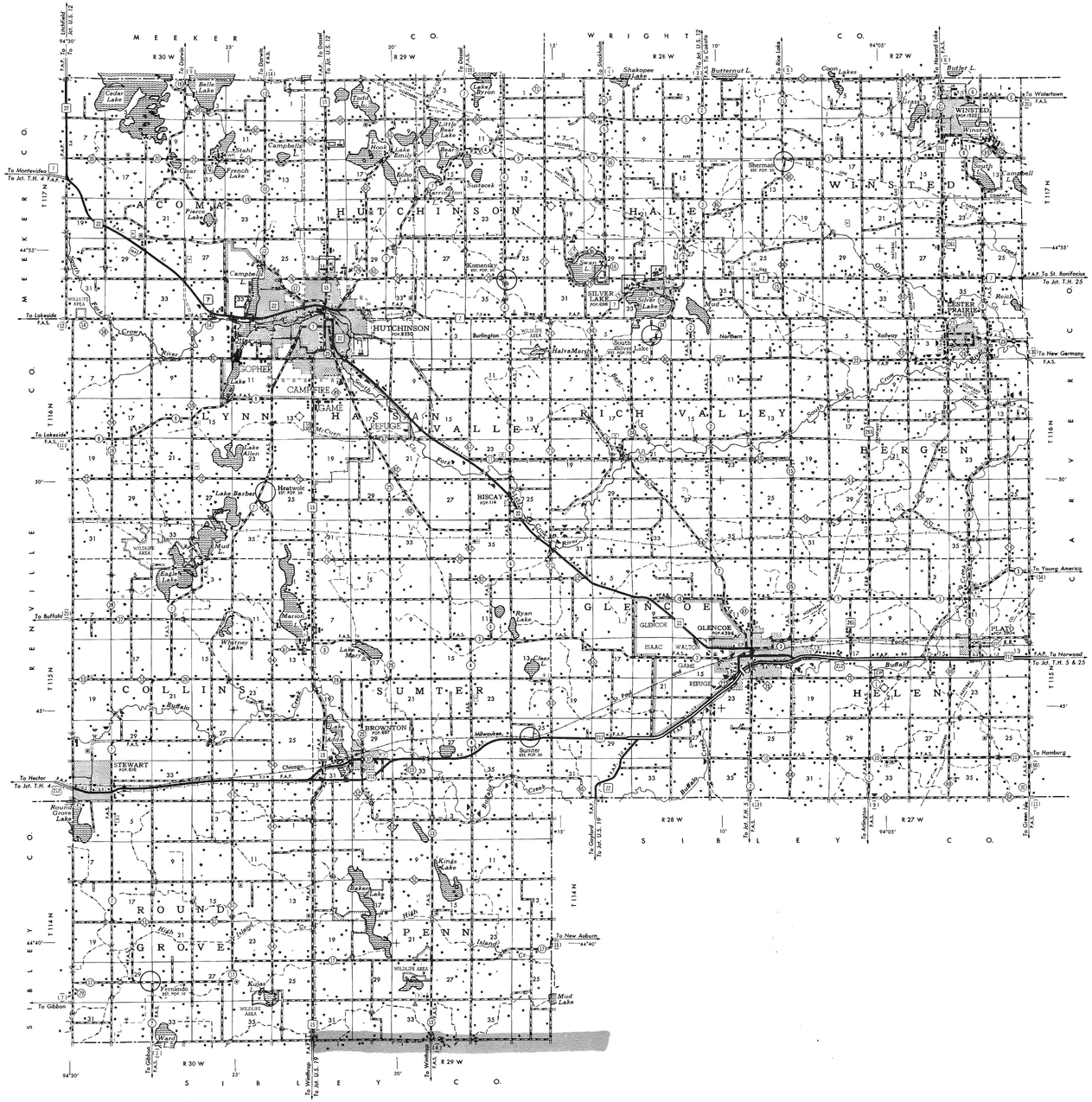
I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted and approved by the County Board of McLeod County on _____, 19__.

_____
Clerk of County Board
County of McLeod

(Seal)


COUNTY
STEWART
ROUND GROVE LAKE
MCLEOD
BUFFALO CREEK
SUNDOWN GAME REFUGE
NEW AUBURN
AUBURN
FERNANDO
SCALE
N
DESIGNATE
MCLEOD CSAH 33
3.0 MILES
DESIGNATE
SIBLEY CSAH 33
4.5 MILES
MCLEOD COUNTY
SIBLEY COUNTY
BISMARCK
TRANSIT
DRYDEN
WINTHROP
GAYLORD
GIBBON
CNW R R
EVERANCE
CORNISH
ALFSBORG
SIBLEY

NOTES & COMMENTS



GENERAL HIGHWAY MAP

McLEOD COUNTY MINNESOTA

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

1 0 1 2 3 4

1983
BASIC DATA 1970*

Polyconic Projection
North American Datum of 1927

Projection Reference
46th Parallel—94th Meridian

LEGEND

ROAD AND ROADWAY FEATURES

TRAIL (SNOWMO)
PRO-RATED ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACE ROAD
GRAVEL OR STONE ROAD
BITUMINOUS ROAD
PAVED ROAD
DIVIDED HIGHWAYS
TERMINUS OF DESIGNATED ROAD
TRUNK HIGHWAY UNDER CONSTRUCTION
TRUNK HIGHWAY NUMBER SHIELD
THE NUMBER WITHIN STATE SHIELD
ROADS IN UNINCORPORATED COMPACTS, EXTENSIONS OF LOCAL ROADS (NOT F.A.S.) WITHIN MUNICIPALITIES AND FRONTAGE ROADS
POINTS BETWEEN WHICH DISTANCES ARE MEASURED INDICATED THUS
GRADE SEPARATION (HIGHWAY—HIGHWAY)
FULL TRAFFIC INTERCHANGE
PARTIAL TRAFFIC INTERCHANGE INDICATING TRAFFIC MOVEMENT

ROAD SYSTEM DESIGNATIONS

INTERSTATE TRUNK HIGHWAY — 35
U.S. NUMBERED TRUNK HIGHWAY — 65
STATE NUMBERED TRUNK HIGHWAY — 14
COUNTY STATE AID HIGHWAY — 5
COUNTY ROAD
COUNTY STATE AID HIGHWAY IN ADJOINING COUNTY — 24
GREAT RIVER ROAD
FEDERAL AID INTERSTATE SYSTEM — F.A.I.
FEDERAL AID PRIMARY HIGHWAY SYSTEM — F.A.P.
FEDERAL AID SECONDARY HIGHWAY SYSTEM — F.A.S.
END OF FEDERAL AID ROUTE
NATIONAL FOREST HIGHWAY — N.F.H.
NATIONAL FOREST DEVELOPMENT — N.F.D.
INDIAN SERVICE ROAD — I.S.
STATE FOREST ROAD — S.F.R.
STATE PARK ROAD — S.P.R.

RAILROADS

RAILROAD (ANY NUMBER OF TRACKS) USED BY A SINGLE OPERATING COMPANY OR BY TRAINS OF ANOTHER CARRIER UNDER TRACKAGE RIGHTS
RAILROADS IN JUXTAPOSITION (TWO OR MORE TRACKS OF SEPARATELY OPERATED COMPANIES ON ADJACENT RIGHTS OF WAY)
RAILROAD STATION
GRADE CROSSING
UNDERPASS (HIGHWAY BELOW)
OVERPASS (HIGHWAY ABOVE)

AIRWAYS

RUNWAY
MILITARY FIELD
COMMERCIAL OR MUNICIPAL FIELD
COMPLETE FACILITIES
LIMITED FACILITIES
LANDING AREA OR STRIP
AIRWAY LIGHT BEACON, GENERAL
SEAPLANE BASE, MILITARY
SEAPLANE BASE, CIVIL
RADIO RANGE STATION

STRUCTURES

General Symbols (over 20' span)

HIGHWAY BRIDGE
SMALL BRIDGES CLOSELY SPACED
DAM/BRIDGE

General Symbols (300' span and over)

GENERAL
DAM/BRIDGE
ARCH
TRUSS (W = WOOD, S = STEEL)
THE WORD TOLL IS ADDED WHERE APPLICABLE

Other Structures

DAM, WITH ROAD (LARGE SCALE)
DAM, WITH ROAD (SMALL SCALE)
DAM WITHOUT ROAD (LARGE SCALE)
DAM WITHOUT ROAD (SMALL SCALE)
LEVEE OR DIKE
LEVEE OR DIKE (WITH ROAD)
MINOR STRUCTURES (1' TO 20' SPAN)
CONCRETE POND OR DIP
FORD—ROAD ESTABLISHED

BOUNDARIES

NATIONAL OR STATE
COUNTY
CIVIL TOWNSHIP
CONGRESSIONAL TOWNSHIP (U.S. LAND)
FEDERAL AID URBAN BOUNDARY
CORPORATE LINE
MONUMENT (SAND)
SECTION LINE
CONGESTED AREA
NATIONAL OR STATE PARK
NATIONAL OR STATE FOREST
NATIONAL INDIAN RESERVATION
GAME REFUGE
MATCH LINE BETWEEN ADJOINING SHEETS OF THE SAME COUNTY
AIRPORT

NAVIGATION

BARGE LINES ON NATURAL STREAMS (SEASONAL)
SHIP LINES ON INLAND LAKES (SEASONAL)
DOCK, PIER OR LANDING
FERRY (F.R. FOR TOLL FERRY)
NAVIGABLE STREAM (SEASONAL)
HEAD OF NAVIGATION
DAM, WITH LOCK
LAND-MARK LIGHT BEACON
LIGHT HOUSE

CONSERVATION

FOREST RANGER STATION — 4
GUARD OR RANGER STATION (NOT PERMANENTLY OCCUPIED) — R
FISH HATCHERY
GAME PRESERVE
OBSERVATION AND LOOKOUT TOWER
PROMINENT ELEVATION
SMALL FARM (F = STATE, CP = COUNTY, MP = MUNICIPAL, WP = WAYSIDE)
PUBLIC ACCESS POINT

RECREATION — 19

GOLF COURSE OR COUNTRY CLUB
DAY CAMP
ATHLETIC FIELD OR AMUSEMENT PARK
PICNIC GROUND
PLAYGROUND, BALLFIELD, ETC.
BATHING BEACH OR SWIMMING POOL
SCENIC SITE
CAMP SITE
CAMP OR LODGE

FARM AND DWELLING UNITS — 6

FARM UNIT
DWELLING OTHER THAN FARM
BARRACKS OR DORMITORIES FOR STUDENTS, WORKERS, INMATES, ETC.
SEASONAL DWELLING
ROWS OR GROUPS OF DWELLINGS CLOSELY SPACED — 4
NUMBER PLACED ADJACENT TO SYMBOL SHOWING UNITS CLOSELY SPACED INDICATES NUMBER OF EACH UNIT
DOT TO INDICATE LOCATION OF ANY CULTURAL FEATURE SHOWN OUT OF POSITION

INDUSTRIAL — 4

FACTORY OR INDUSTRIAL PLANT
SAWMILL
GROUP OR STORAGE TANKS, OIL OR GAS
SEASONAL INDUSTRY (CANNERY, OR SMALL GRAIN MILL)
GRAIN ELEVATOR
MINE DUMP
STOCKYARD—LOADING PEN
QUARRY
MILK DEPOT, CREAMERY OR CHEESE FACTORY
WAREHOUSE—GENERAL

COMMERCIAL — 6

STORE OR SMALL BUSINESS ESTABLISHMENT
HOTEL
TOURIST COURT, MOTEL
COMBINED DWELLING AND STORE OR SMALL BUSINESS
DRIVE-IN THEATRE
NURSERY
GREENHOUSE

PUBLIC SERVICE FACILITIES — 18

POST OFFICE
DWELLING AND POST OFFICE
DWELLING, BUSINESS AND POST OFFICE
FIRE ENGINE HOUSE
SCHOOL
PUBLIC LIBRARY
CHURCH AND SCHOOL
U.S. BORDER PORT OF ENTRY
RADIO STATION (WITH CALL LETTERS)
SEWAGE DISPOSAL PLANT
FRESH AIR OR REST HOME
HOSPITAL
TOWN HALL OR COMMUNITY HALL
COUNTY FARM
SCHOOL AND CONSOLIDATED OR LARGE SCHOOLS
CORRECTIONAL INSTITUTION

CITY AND VILLAGE CENTERS

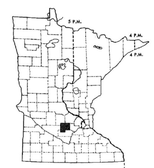
STATE CAPITOL
COUNTY SEAT
CITY OR VILLAGE CENTER
INCORPORATED CITY OR VILLAGE (GENERALIZED)
UNINCORPORATED COMMUNITY

MISCELLANEOUS MAP FEATURES

CHURCH, OTHER RELIGIOUS INSTITUTIONS — 4
CEMETERY — 2
CHURCH WITH CEMETERY ADJACENT — 3
FAIR GROUND, RACE COURSE, SPEEDWAY — 20
MONUMENT
POST, ARMY CAMP, BARRACKS OR MILITARY POST — 1
QUARRY OR SAND PIT — 22
SANITARY LANDFILL
ABANDONED
SCRAP METAL JUNKYARD — 8
HIGHWAY GARAGE — 4
HIGHWAY PATROL SUBSTATION — 4
HIGHWAY DEPARTMENT DISTRICT OFFICE WITH PATROL STATION — 28
HIGHWAY DEPARTMENT GENERAL OFFICE — 1
TOLL HOUSE, STATE PORT OF ENTRY, OR WEIGH STATION — 27
VALVE HOUSE, GAS, OIL OR WATER
GAUGING OR PUMPING STATION
OIL OR GAS WELL — 19
WIRE STREAMS
MARSH OR SWAMP LAND
PIPE LINE, WATER
PIPE LINE, GAS
PIPE LINE, OIL
TRANSMISSION LINE (SEEK OR OVER) — 1
POWER PLANT — 21
TRANSFORMER STATION — 1
LATITUDE AND LONGITUDE INTERSECTION — 5
TRIANGULATION STATION — 5
LOOKOUT TOWER AND TRIANGULATION STATION — 28
HISTORIC SITE — 1
PEDESTRIAN OVERPASS — 1

RESERVOIR, FLOW AGE LIMITS

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



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

Area of this County 503 Sq. Miles
Land Area 488 Sq. Miles

*NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE, ARE CURRENT AS OF JANUARY 1, 1983.

NOTE: FOR DETAIL OF COUNTY STATE AID HIGHWAYS AND COUNTY ROADS IN INCORPORATED PLACES, SEE MAPS OF MUNICIPALITIES

SHEET 1 OF 1

Mn/DOT-TP30758 MINNESOTA DEPARTMENT OF TRANSPORTATION
(10-80) Rev. 2-84

DATE : March 8, 1984

TO : Manager, State Aid Needs Unit

FROM : D. O. Reed District State Aid Engineer

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

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	Projected to carry a relatively heavier traffic volume, or is functionally classified as collector or arterial.
X	Connects towns, communities, shipping points, and markets within a county or in adjacent counties, or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas, or serves as a principal rural mail route and school bus route.
X	Occurs at reasonable intervals consistent with the density of population.
X	Provides an integrated and coordinated highway system affording, within practical limits, a State-Aid highway network consistent with projected traffic demands.

M.S.A.S. CRITERIA

	Projected to carry a relatively heavier traffic volume, or is functionally classified as collector or arterial.
	Connects the points of major traffic interest within an urban municipality.
	Provides an integrated street system affording, within practical limits, a State-Aid street network consistent with projected traffic demands.

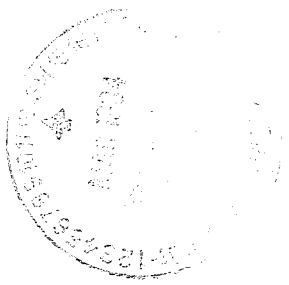
Miles M.S.A.S.
_____ Available
\- _____ Revoked
\+ _____ Requested
_____ Balance

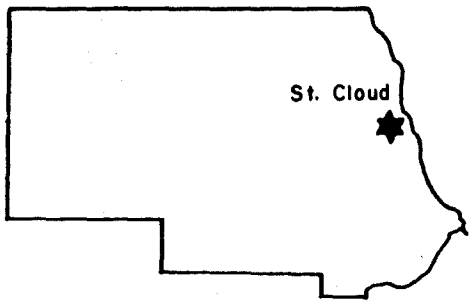
Comments: This road was a turnback in 1978. The county did not want it at that time. Now they do. See attached letter from Dave Smilonich to Senator Joe Bertram.

D O Reed
District State Aid Engineer — March 8, 1984 Date

RECOMMEND APPROVAL OR DENIAL:
Manager, State Aid Needs Unit — Date

APPROVED OR DENIED:
State Aid Engineer — Date





COUNTY OF STEARNS

DEPARTMENT OF HIGHWAYS

Box 246
St. Cloud, Minnesota 56302
PHONE 255-6180

WILLIAM A. RICE P.E.
Highway Engineer

GERALD A. KALLA
Asst. Highway Eng.

February 7, 1984

Mr. David O. Reed, P.E.
District State Aid Engineer
P.O. Box 978
Brainerd, MN 56401

Dear Mr. Reed:

Re: Request for Change
State Aid System

In the Fall of 1978, shortly after completion of Interstate 94 through Stearns County, there was a turnback of several roads. The majority of these roads were turned back to the County, but some were turned back directly to townships. The road in question is presently a township road which was constructed by the State during construction of Interstate 94, and during the Fall of 1978 it was turned back to the township jurisdiction. Segments of this roadway lay in three different townships, consisting of Avon, St. Wendel, and St. Joseph Townships. These townships have objected to this turnback since it was made in 1978. After several meetings and discussions with the township officials and District Engineer personnel at Brainerd, it was agreed to request that this segment be added to our State Aid System. The Stearns County Board of Commissioners have reviewed this request, and they request that the necessary action be implemented.

Enclosed you will find maps showing the proposed route and a copy of the motion acted on by the Stearns County Board of Commissioners.

After a review of our present County State Aid System, we cannot find any mileage to be revoked. However, it is not anticipated that there will be any construction on the requested roadway mileage in the near future, as this roadway was constructed by the State prior to being turned back to the townships.

I will now request that MnDOT and the County Screening Committee consider this request. Thank you for your consideration.

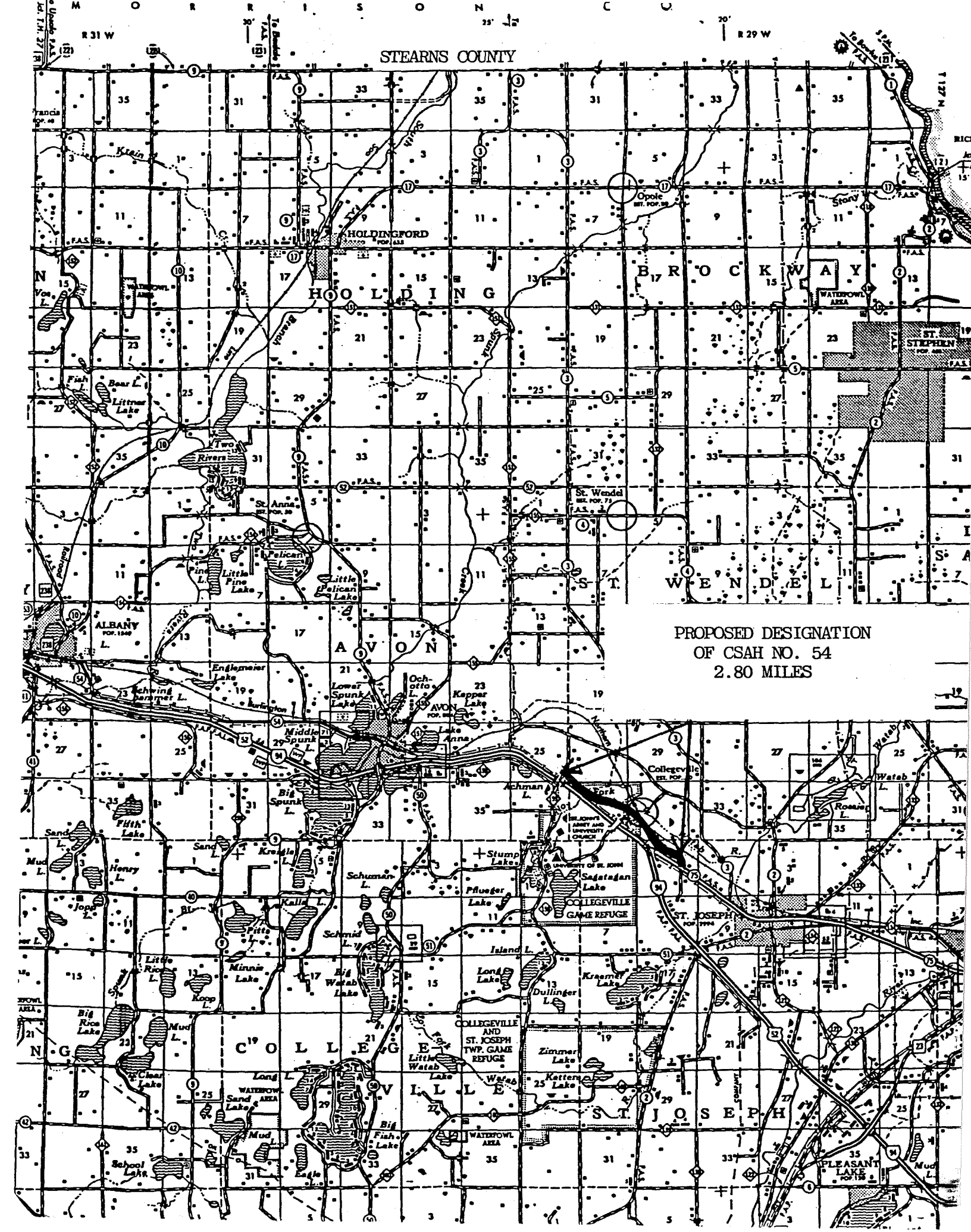
Yours truly,

William A. Rice, P.E.
Stearns County Highway Engineer

WAR:pas

Enclosure

-30-


STEARNS COUNTY
R 31 W
R 29 W
HOLDINGFORD
BROCKWAY
HOLDING
ST. STEPHEN
ST. WENDEL
ALBANY
AVON
COLLEGEVILLE
ST. JOSEPH
PLEASANT LAKE
COLLEGEVILLE GAME REFUGE
COLLEGEVILLE AND ST. JOSEPH TWP. GAME REFUGE
PROPOSED DESIGNATION
OF CSAH NO. 54
2.80 MILES

DOR.

Minnesota Department of Transportation

District 3
301 Laurel St., Box 978
Brainerd, Minnesota 56401
(218) 828-2460

November 30, 1983

Honorable Joe Bertram
Minnesota State Senator
Paynesville, MN 56362

In reply refer to:
C.S. 7380 (T.H. 94)
Outer Drive 1 - St. Wendel Township
(Carl Stich)

Dear Senator Bertram:

We have completed our investigation of the St. Wendel Township situation and have the following to report. I'll summarize our actions at the end of the letter.

1. The roadway lies in St. Joseph, St. Wendel, and Avon Townships. Three Release Orders removing the roadway from the Trunk Highway System were issued on October 31, 1978 (Release Orders #164, 163, and 162). This means that the turnback was effective that date, even though the deeds had not been prepared and sent to the townships. Preparation of these deeds is a low priority task in our St. Paul Right of Way Office and have not been completed. I have requested them to expedite the matter. What is important is that the Release Order is a legal instrument which establishes ownership of the roadway.

2. In terms of the legality of the turnback process used, I offer the following:

   a. We were requested by Stearns County to turn the road back directly to the township, inasmuch as they (the county) had no intention of bringing the road into their system. They would have just "passed it on through," so administratively, it was appropriate for Mn/DOT to do this.

   b. We turned the roadway back under our normal procedures, in accordance with Minnesota Statutes 161.16 and 161.24.

   c. There apparently is some question on the part of St. Wendel's attorney of our authority to take this action. However, our Attorney General's staff has advised us this happens occasionally, but to their knowledge no challenges have ever been successful.

An Equal Opportunity Employer

3. The current volume on the roadway is between 161 and 187 ADT (Average Daily Traffic). This was obtained from raw counts (Nov. 15, 1983) and seasonally adjusted. In 1972, we projected the ADT to be 100 in 1997. Thus, the current volume is substantially higher than we predicted. Using current average growth rates, we now expect the design year ADT to be around 240 ADT. The current Stearns County flow map places the subject roadway in a gray area with respect to volume. While most Stearns County roads have more volume, there are some that have less. Nonetheless, we feel the volume is very heavy for a township road and from a traffic volume standpoint, the roadway belongs on the county system.

4. Function of the roadway - the intended purpose for the roadway was to replace direct access to old Trunk Highway 52 that was lost when the trunk highway was converted to freeway standards. It was an attempt to restore continuity in the local road system. Thus, based on the function this roadway serves, it belongs on the township, not the county system.

NOTE: The two criteria (3 & 4) contradict one another in terms of a logical decision as to which system the roadway belongs.

The options are:

1. Leave the roadway in the three township systems, with each responsible for its respective portion. This requires no action on anyones part except for St. Wendel Township to begin maintaining its section.

2. Place the roadway in the County Road System. This would require formal action by the county board. It would give rise to many similar requests by other township boards in Stearns County.

3. Place the roadway on the County State Aid System. The roadway meets the criteria for a State Aid Roadway, in that it connects I-94 and CSAH 75. A request to do this would have to be formally submitted by the Stearns County Engineer to David O. Reed, District State Aid Engineer at Brainerd, by January 15, 1984. He would pass it on to the County Screening Committee, a board which makes the final decision on what gets into the State Aid System. The committee would not act on the request until next June.

Summary:

Senator Bertram, we have clearly established the status of the turnback. The roadway belongs to the three townships. We've taken traffic counts on the roadway and analyzed them. We've met with the Stearns County Engineer and have discussed these options with him. We have advised him that we would not resist his request to go before the screening committee (option 3). However, the decision to do that rests with him and the county board. Beyond that, there is little Mn/DOT can do to resolve the matter. I do not feel it is appropriate for Mn/DOT to play a strong role in this situation, inasmuch as the turnback is consummated.

We did do a reinvestigation of the culvert situation which turned up no new information. However, we did not contact Mr. Stich directly pending resolution of the turnback issue. With our turnback work completed, I have advised Jim Labo, District Hydraulics Engineer, to contact Mr. Stich and get any new information he has. We will follow up with Mr. Stich when complete and advise you.

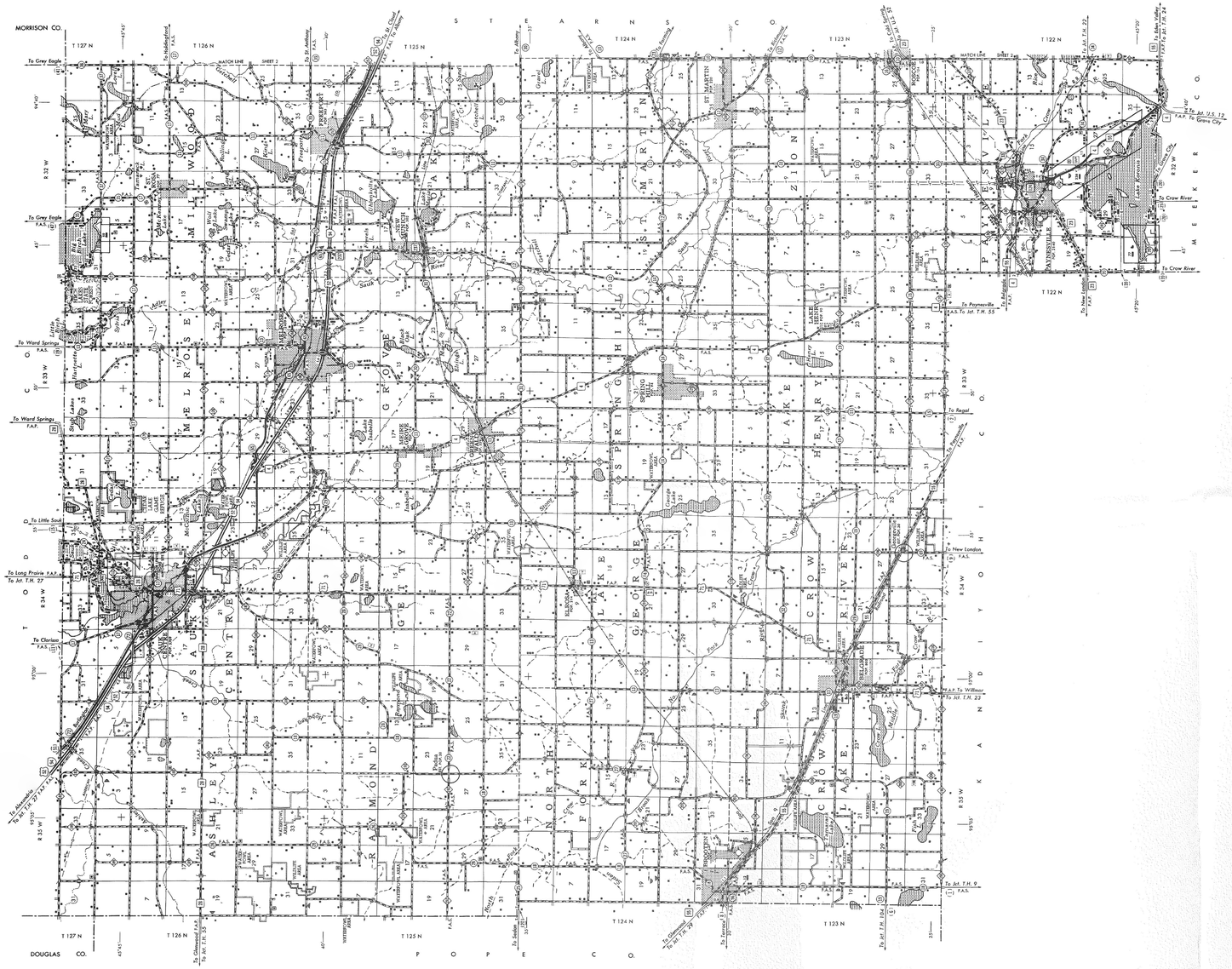
Sincerely,

Dave Smilonich

Dave Smilonich, P.E.
Acting District Engineer

cc:
D. O. Reed, P.E. - Brainerd
W. A. Rice, P.E. - St. Cloud
Jim Labo, P.E. - Brainerd
Carl Stich - St. Joseph

DS/aes



*NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE ARE CURRENT AS OF JANUARY 1, 1983.

NOTE: FOR DETAIL OF COUNTY STATE AID HIGHWAYS AND COUNTY ROADS IN INCORPORATED PLACES, SEE MAP OF MUNICIPALITIES.

GENERAL HIGHWAY MAP
STEARNS COUNTY
MINNESOTA

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
0 1 2 3 4 5

1983
BASIC DATA 1978*

Polyconic Projection
North American Datum of 1927

Projection Reference
46th Parallel—94th Meridian

LEGEND

ROAD AND ROADWAY FEATURES
TRAIL (HIKING)
PROJECTED ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACE ROAD
GRAVEL OR STONE ROAD (RR CROSSING MILEPOST)
BITUMINOUS ROAD (RR CROSSING MILEPOST)
PAVED ROAD (RR CROSSING MILEPOST)
DIVIDED HIGHWAYS
TERMINUS OF DESIGNATED ROAD
TRUNK HIGHWAY UNDER CONSTRUCTION
TRUNK HIGHWAY UNDER CONSTRUCTION (NUMBERED)
THROUGH CONSTRUCTION ZONE
ROADS IN UNINCORPORATED COMMUNITIES, EXTENSIONS OF LOCAL ROADS (MDT F.A.S.) WITHIN MUNICIPALITIES AND INCHARGE ROADS
POINTS BETWEEN WHICH DISTANCES ARE MEASURED INDICATED TRUE
GRADE SEPARATION (HIGHWAY—HIGHWAY)
FULL TRAFFIC INTERCHANGE
PARTIAL TRAFFIC INTERCHANGE INDICATING TRAFFIC MOVEMENT

ROAD SYSTEM DESIGNATIONS
INTERSTATE TRUNK HIGHWAY (35)
U.S. NUMBERED TRUNK HIGHWAY (65)
STATE NUMBERED TRUNK HIGHWAY (18)
COUNTY STATE AID HIGHWAY (7)
COUNTY ROAD
COUNTY STATE AID HIGHWAY IN ADJOINING COUNTY (21)
GREAT RIVER ROAD
FEDERAL AID INTERSTATE SYSTEM F.A.I.
FEDERAL AID PRIMARY HIGHWAY SYSTEM F.A.P.
FEDERAL AID SECONDARY HIGHWAY SYSTEM F.A.S.
END OF FEDERAL AID ROUTE F.A.S.
NATIONAL FOREST HIGHWAY N.F.H.
NATIONAL FOREST DEVELOPMENT N.F.D. (15)
INDIAN SERVICE ROAD S.R.
STATE FOREST ROAD S.F.R.
STATE PARK ROAD S.P.R.

RAILROADS
RAILROAD (ANY NUMBER OF TRACKS USED BY A SINGLE OPERATING COMPANY OR BY TERMS OF ANOTHER CARRIER UNDER TRACKAGE RIGHTS)
RAILROADS IN JUXTAPOSITION (TWO OR MORE TRACKS OF SEPARATELY OPERATED COMPANIES ON ADJACENT RIGHTS OF WAY)
RAILROAD STATION
GRADE CROSSING
UNDERPASS (HIGHWAY BELOW)
OVERPASS (HIGHWAY ABOVE)

AIRWAYS
RUNWAY
MILITARY FIELD
COMMERCIAL OR municIPAL FIELD
COMPETE FACILITIES
AIRPORT BEACON
LANDING AREA OR STRIP
AIRWAY LIGHT BEACON, (GENERAL)
SEAPLANE BASE, MILITARY
SEAPLANE BASE, CIVIL
RADIO RANGE STATION

STRUCTURES
General Symbols (over 20' span)
HIGHWAY BRIDGE
SWING BRIDGE (LIFTING SPANS)
OPEN BRIDGE
General Symbols (300' span and over)
GENERAL
OPEN BRIDGE
ARCH
TRUSS (W = WOOD, S = STEEL)
THE WORD TOLL IS ADDED WHERE APPLICABLE
Other Structures
BARN WITH ROAD (LARGE SCALE)
BARN WITH ROAD (SMALL SCALE)
BARN WITHOUT ROAD (LARGE SCALE)
BARN WITHOUT ROAD (SMALL SCALE)
SILVER OR ORE
LEVEE OR DIKE (WITH ROAD)
ANNEX STRUCTURES (2" TO 20' SPANS)
CONCRETE POND OR DIP
POND—ROAD ESTABLISHED

BOUNDARIES
NATIONAL OR STATE
COUNTY
CIVIL TOWNSHIP
CONGRESSIONAL TOWNSHIP (U.S. LAND)
FEDERAL OR URBAN BOUNDARY
SECTION LINE
CONGRESS AREA
NATIONAL OR STATE PARK
NATIONAL OR STATE FOREST
NATIONAL INDIAN RESERVATION
GAME REFUGE
MATCH LINE BETWEEN ADJOINING SHEETS OF THE SAME COUNTY
AIRPORT
WILDLIFE MANAGEMENT AREA STATE

DRAINAGE
INTERMITTENT STREAM
NARROW STREAM
WIDE STREAM
MARSH OR SWAMP LAND
DRAINAGE DITCH
POND OR LAKE
RESERVOIR, FLOWAGE LIMITS

NAVIGATION
BARGE LINES ON NATURAL STREAMS (SEASONAL)
SHIP LINES ON INLAND LAKES (SEASONAL)
DOCK, PIER OR LANDING
FERRY (CF. FOR TOLL FERRY)
NAVIGABLE STREAM (SEASONAL)
HEAD OF NAVIGATION
DAM WITH LOCK
LAND MARK LIGHT BEACON
LIGHT HOUSE

CONSERVATION
FOREST RANGER STATION
GUARD OR RANGER STATION
SHOT PERMANENTLY OCCUPIED
FIRE TOWER
GAME PRESERVE
OBSERVATION AND LOOKOUT TOWER
PROMINENT ELEVATION
SMALL FARM SP—STATE, CP—COUNTY, MP—MUNICIPAL, WP—WATERSHED
PUBLIC ACCESS POINT

RECREATION
GOLF COURSE OR COUNTRY CLUB
GUN CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
PICNIC GROUND
PLAYGROUND, BALLFIELD, ETC.
BATHING BEACH OR SWIMMING POOL
SCENIC SITE
CAMP SITE
CAMP OR LODGE

FARM AND DWELLING UNITS
FARM UNIT
F.M.P.
DWELLING OTHER THAN FARM
BARRACKS OR DORMITORIES FOR STUDENTS, WORKERS, SEAMANTS, ETC.
SEASONAL DWELLING
ROWS OR GROUPS OF DWELLINGS CLOSELY SPACED
INDIVIDUAL DWELLINGS AND GROUPS SHOWING LINES CLOSELY SPACED INDICATES NUMBER OF EACH UNIT
SHIFT TO NEARER LOCATION OF ANY CULTURAL FEATURE SHOWN OUT OF POSITION

INDUSTRIAL
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GROUP OR STORAGE TANKS, OIL OR GAS
MINE, QUARRY, GRAVEL PIT (COMMERCIAL OR SEASONAL)
GRAIN ELEVATOR
DRY DOCK
STOCKYARD—LOADING PEN
SILO
MINE ENTRY, DRAINAGE OR CHEMICAL FACTORY
WAREHOUSE—GENERAL

COMMERCIAL
STORE OR SMALL BUSINESS ESTABLISHMENT
HOTEL
TOURIST COURT, MOTEL
COMBINED DWELLING AND STORE OR SMALL BUSINESS
DRIVE-IN THEATRE
NURSERY
GREENHOUSE

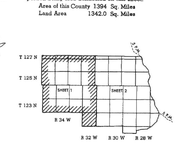
PUBLIC SERVICE FACILITIES
POST OFFICE
COMBINED POST OFFICE DWELLING, BUSINESS AND POST OFFICE
FIRE ENGINE HOUSE
MUSEUM
PUBLIC LIBRARY
CHURCH AND SCHOOL
TELEPHONE POST OF ENTRY
RADIO STATION (WITH CALL LETTERS)
SEWAGE DISPOSAL PLANT
FRESH AIR OR REST HOME
HOSPITAL
TOWN HALL OR COMMUNITY HALL
CEMETERY
SCHOOL AND CONSOLIDATED OR LARGE SCHOOLS
CORRECTIONAL INSTITUTION

CITY AND VILLAGE CENTERS
STATE CAPITOL
COUNTY SEAT
CITY OR VILLAGE (SERVED)
INCORPORATED CITY OR VILLAGE (UNSERVED)
UNINCORPORATED COMMUNITY

MISCELLANEOUS MAP FEATURES
CHURCH, OTHER RELIGIOUS INSTITUTIONS
CEMETERY
CHURCH WITH CEMETERY ADJACENT
LOOKOUT TOWER, FIRE TOWER, OBSERVATION
AIRPORT (SMALL)
PORT, ARMY CAMP, BARRACKS OR MILITARY POST
GRAVEL PIT
SANITARY LANDFILL
SCRAP METAL JUNKYARD
SCRAP METAL (SMALL)
DEPARTMENT OF TRANSPORTATION GARAGE
MINNESOTA STATE PATROL SUBSTATION
DEPARTMENT OF TRANSPORTATION DISTRICT OFFICE WITH RADIO STATION
MOTOR VEHICLE OFFICE
U.S. POST OFFICE, STATE OF ENTRY, OR WEIGH STATION
VALVE HOUSE, GAS, OIL OR WATER
GAUGING OR PUMPING STATION
GAS, OIL OR WATER
PIPE LINE, GAS
PIPE LINE, OIL
TRANSMISSION LINE (CARRY OR OVER)
POWER PLANT
TRANSFORMER STATION
LATITUDE AND LONGITUDE INTERSECTION
TRIANGULATION STATION
LOOKOUT TOWER AND TRIANGULATION STATION
HISTORIC SITE, STATE OR NATIONAL

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

Outline Map of this County. Shaded portion being area delineated on this sheet.
Area of this County 1394 Sq. Miles
Lead Area 1342.0 Sq. Miles



SHEET 1 OF 2

Mn/DOT-TP30758-02
(10-80)

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : FEBRUARY 24, 1984

TO : Director, Highway Studies Section

FROM : V. T. KORZENDORFER District State Aid Engineer

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

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	carries relatively heavier traffic volumes;
X	and connects towns, communities, shipping points, and markets within a county or in adjacent counties;
	or provide access to rural churches, schools, community meeting halls, industrial plants, state institutions and recreational areas;
X	or serves as a principal rural mail route and school bus route;
X	or acts as a collector of traffic from several roads of local interest;
X	and occurs at a reasonable interval consistent with the density of population;
X	and provides an integrated and coordinated highway system affording within practical limits a State-Aid highway network consistent with local traffic demands.

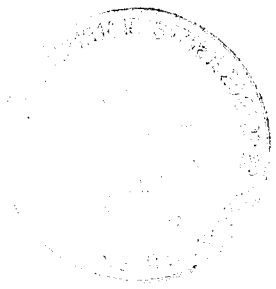
M.S.A.S. CRITERIA	
	carries relatively heavier traffic volumes;
	and connects the points of major traffic interest within an urban municipality;
	or connects with rural roads or urban routes of community interest and carries major traffic into and through an urban municipality;
	and forms a system of streets which will effectively serve traffic within the urban municipality.

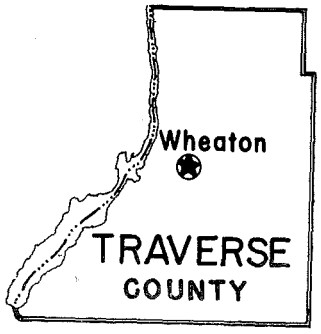
COMMENTS: ATTACHED LETTER WILL PROVIDE BACKGROUND INFORMATION

RECOMMENDED APPROVAL: Vernon T. Korzendorfer 2-24-84
District State Aid Engineer Date

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

APPROVAL OR DENIAL: _____ _____
State Aid Engineer Date





Traverse County Hwy. Dept.
L. B. SCHAUB — CO. ENGR.
PHONE 563-4848
WHEATON, MINN. 56296
March 1, 1984

Mr. Gordon Fay
State Aid Engineer
MN Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Dear Mr. Fay:

This letter is written to provide information relating to the request of Traverse County for consideration of additional County State Aid Mileage.

The route proposed for designation is Trunk Highway No. 236. The east-west route lies approximately 4 miles north of Wheaton and extends from T.H. 75 west to the South Dakota Line. A continuation of this route is approximately 4 miles of Roberts County (S.D.) Road, then S.D. Trunk Highway 127 to an intersection with I-29, a north-south Interstate Route. I-29 is approximately 11.5 miles west of the State Line. (Trunk Highway No. 236 is 4.0 miles in length).

Mn/DOT, District Four, had proposed construction on this route of a bituminous overlay with two very minor grade corrections. This would have resulted in 3 miles of 5 ton and 1 mile of 7 ton roadway. The project was tied to construction scheduled on T.H. 75.

As the project became publicized and neared the letting stage, many interested groups objected to the design of the improvement. Their concern centered around the low carrying capacity of the roadway and the effect of perpetuating that situation for years in the future. They stated that this was a direct connection to I-29 and the nearest alternative route of adequate capacity results in an additional distance of approximately 33 miles. Mn/DOT recognized their concern as being valid, however, could not, through their priority system, justify the expenditure necessary to meet the needs expressed by the public.

The interest groups centered mostly on haulers of agricultural products, also a major trucking firm in Wheaton doing extensive hauling over the route. The County Board of Traverse County in response to these interest groups directed me to contact Mn/DOT to determine if a satisfactory solution could be negotiated.

An Equal Opportunity Employer

RECEIVED
STATE AID
DIVISION

After numerous discussions with Mr. Youngquist, District 4 Engineer, the proposition was arrived at, as follows: Mn/DOT would finance the construction of this roadway to a 9 ton design, if Traverse County would accept the jurisdiction of this route.

The County Board accepted this proposition as a satisfactory solution to the problem of access to I-29.

The agreement to accept jurisdiction of this roadway began under the assumption that the route would be covered under Turnback Status. Research by Bill Strand revealed that T.H. 236 was designated as a Temporary Trunk Highway and pursuant to the Statutes would revert to the road authority as a County Highway when it is removed from designation as Trunk Highway. This then necessitates Screening Committee action to be placed on the State Aid System.

The route, currently has the functional classification status as a minor arterial. Under the terms of the agreement with Mn/DOT the road will be constructed to a bituminous surfaced roadway meeting all applicable State Aid Standards and having a 9 ton capacity. It would be eligible for additional surface needs and reshouldering needs only.

Traverse County recognizes the importance of limiting additional mileage to the State C.S.A.H. System. A careful scrutiny has been made of the existing C.S.A.H. System and it has been determined that C.S.A.H. No. 1 could be revoked as a C.S.A.H. Route without disturbing the integrity of the County Highway System. This route is 2.4 miles in length and is currently drawing complete grading needs.

Our request is then submitted for an additional 1.6 miles of County State Aid Highway Designation.

Sincerely,

L.B. Schaub

L.B. Schaub
County Highway Engineer

LBS:kk

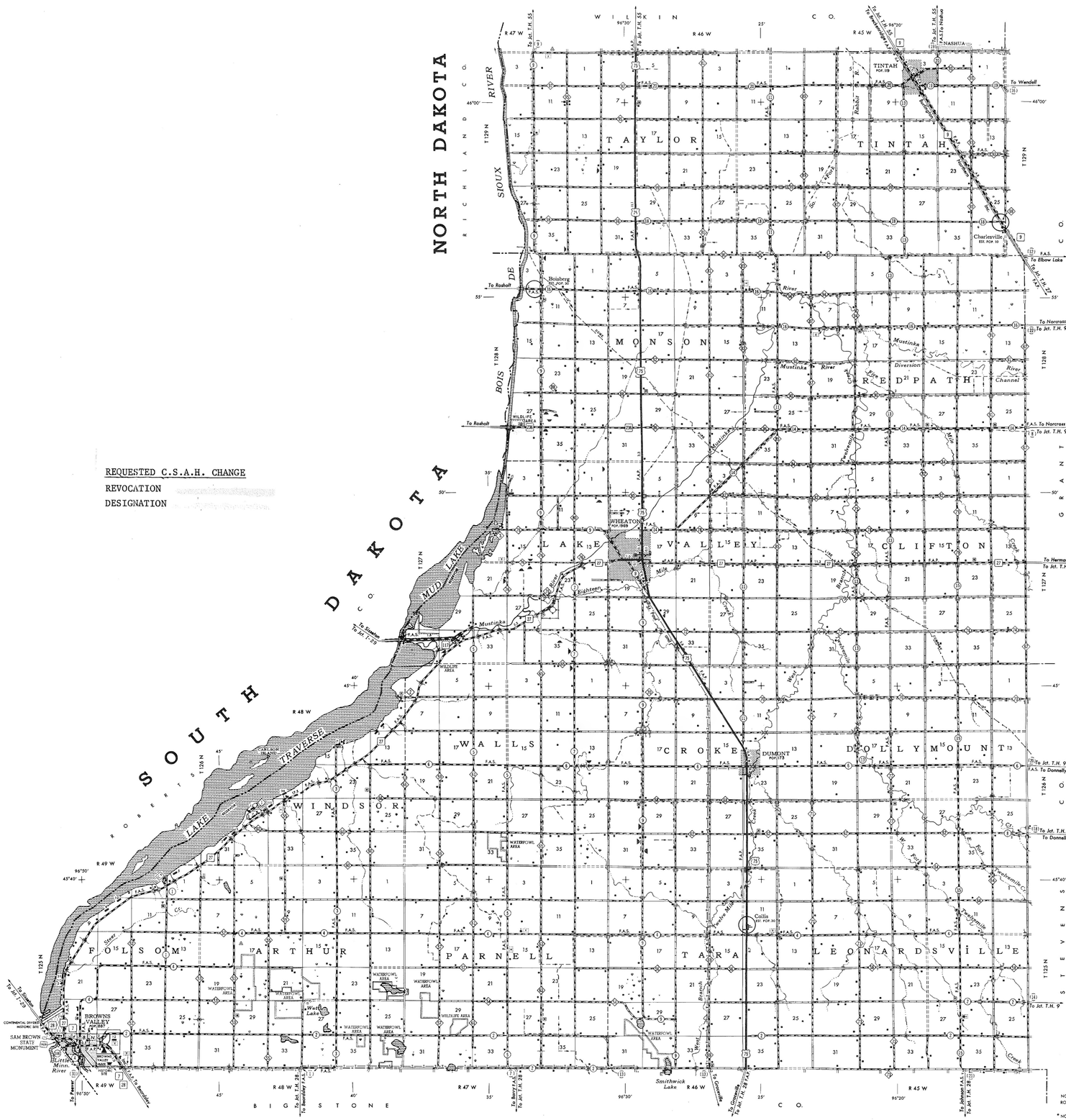
MAR 1984

NOTES & COMMENTS

REQUESTED C.S.A.H. CHANGE

REVOCATION

DESIGNATION



NOTE: FOR DETAIL OF COUNTY STATE-AID HIGHWAYS AND COUNTY ROADS IN INCORPORATED PLACES, SEE MAPS OF MUNICIPALITIES.

* NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE, ARE CURRENT AS OF JANUARY 1, 1983.

GENERAL HIGHWAY MAP

TRAVERSE COUNTY MINNESOTA

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

1983
BASIC DATA 1969*

Polyconic Projection
North American Datum of 1927

Projection Reference
45th Parallel—94th Meridian

LEGEND

ROAD AND ROADWAY FEATURES

TRAIL (HIKING)
PROJECTED ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACE ROAD
GRAVEL OR STONE ROAD
BITUMINOUS ROAD
PAVED ROAD
DIVIDED HIGHWAY
DIVERSION OF DESIGNATED ROAD
TRUNK HIGHWAY UNDER CONSTRUCTION
TRUNK HIGHWAY TRAFFIC BEING ROUTED THROUGH CONSTRUCTION ZONE
ROADS IN UNINCORPORATED COMPACTS, EXTENSIONS OF LOCAL ROADS THOT F.A.S.) W/three MUNICIPALITIES AND FRONTAGE ROADS
POINTS BETWEEN WHICH DISTANCES ARE MEASURED INDICATED THUS
GRADE SEPARATION (HIGHWAY—HIGHWAY)
FULL TRAFFIC INTERCHANGE
PARTIAL TRAFFIC INTERCHANGE INDICATING TRAFFIC MOVEMENT

ROAD SYSTEM DESIGNATIONS

INTERSTATE TRUNK HIGHWAY — 35
U.S. NUMBERED TRUNK HIGHWAY — 65
STATE NUMBERED TRUNK HIGHWAY — 18
COUNTY STATE AID HIGHWAY — 5
COUNTY ROAD
COUNTY STATE AID HIGHWAY IN ADJOINING COUNTY — (24)
GREAT RIVER ROAD
FEDERAL AID INTERSTATE SYSTEM — F.A.I.
FEDERAL AID PRIMARY SYSTEM — F.A.P.
FEDERAL AID SECONDARY HIGHWAY SYSTEM — F.A.S.
END OF FEDERAL AID ROUTE
NATIONAL FOREST HIGHWAY — N.F.H.
NATIONAL FOREST DEVELOPMENT — N.F.D.
INDIAN SERVICE ROAD — I.R.
STATE FOREST ROAD — S.F.R.
STATE PARK ROAD — S.P.R.

RAILROADS

RAILROAD (ANY NUMBER OF TRACKS) USED BY A SINGLE OPERATING COMPANY OR BY TRAINS OF ANOTHER CARRIER UNDER TRACKAGE RIGHTS
RAILROADS IN JUXTAPOSITION (TWO OR MORE TRACKS OF SEPARATELY OPERATED COMPANIES) ON ADJACENT RIGHTS OF WAY
RAILROAD STATION
GRADE CROSSING
UNDERPASS (HIGHWAY BELOW)
OVERPASS (HIGHWAY ABOVE)

AIRWAYS

RUNWAY
MILITARY FIELD
COMMERCIAL OR MUNICIPAL FIELD
CONCRETE FACILITIES
LANDING AREA
LANDING AREA OR STRIP
AIRWAY LIGHT BEACON, (GENERAL)
SEAPLANE BASE, (MILITARY)
SEAPLANE BASE, (CIVIL)
RADIO RANGE STATION — CH

STRUCTURES

General Symbols (over 20' span)

HIGHWAY BRIDGE
SMALL BRIDGES CLOSELY SPACED
DRAWBRIDGE

General Symbols (300' span and over)

GENERAL
DRAWBRIDGE
ARCH
TRUSS (W=WOOD, S=STEEL)
THE WORD TOLL IS ADDED WHERE APPLICABLE

Other Structures

DAM WITH ROAD (LARGE SCALE)
DAM WITHOUT ROAD (SMALL SCALE)
DAM WITHOUT ROAD (LARGE SCALE)
LEVEE OR DIKE
LEVEE OR DIKE (WITH ROAD)
MINOR STRUCTURES (5' TO 20' SPAN)
CONCRETE POND OR DIP
POND—ROAD ESTABLISHED

BOUNDARIES

NATIONAL OR STATE
COUNTY
CIVIL TOWNSHIP
CONGRESSIONAL TOWNSHIP (U.S. LAND)
FEDERAL AID URBAN BOUNDARY
CORPORATE LIMIT
SECTION LINE
CONGESTED AREA
NATIONAL OR STATE PARK
NATIONAL OR STATE FOREST
NATIONAL INDIAN RESERVATION
GAME REFUGE
MATCH LINE BETWEEN ADJOINING SHEETS OF THE SAME COUNTY
AIRPORT
WILDLIFE MANAGEMENT AREA (STATE)

DRAINAGE

INTERMITTENT STREAM
NARROW STREAM
WIDE STREAM
MARSH OR SWAMP LAND
DRAINAGE DITCH
POND OR LAKE
RESERVOIR, FLOWAGE LIMITS

NAVIGATION

BARGE LINES ON NATURAL STREAMS (SEASONAL)
SHIP LINES ON INLAND LAKES (SEASONAL)
POOL, PER CM LANDING
FERRY (T.F. FOR TOLL-FERRY)
NAVIGABLE STREAM (SEASONAL)
HEAD OF NAVIGATION
DAM WITH LOCK
LAND MARK LIGHT BEACON
LIGHT HOUSE

CONSERVATION

FOREST RANGER STATION
GUARD OR RANGER STATION (NOT PERMANENTLY OCCUPIED)
FISH HATCHERY
GAME PRESERVE
OBSERVATION AND LOOKOUT TOWER
PROMINENT ELEVATION
SMALL PARK (ST=STATE, CP=COUNTY, MP=MUNICIPAL, WP=WAYSIDE)
PUBLIC ACCESS POINT

RECREATION

GOLF COURSE OR COUNTRY CLUB
GUN CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
SKI JUMP
PLAYGROUND, BALLFIELD, ETC.
BATHING BEACH OR SWIMMING POOL
SCENIC SITE
CAMP SITE
CAMP OR LODGE

FARM AND DWELLING UNITS

FARM UNIT
DWELLING OTHER THAN FARM
BARRACKS OR DORMITORIES FOR STUDENTS, WORKERS, MIGRANTS, ETC.
SEASONAL DWELLING
ROWS OR GROUPS OF DWELLINGS CLOSELY SPACED (NUMBER PLACED ADJACENT TO SYMBOL)
SNOWMOBILE UNITS CLOSELY SPACED INDICATES (ALONE, W/BLACK LINE)
DOT TO INDICATE LOCATION OF ANY CULTURAL FEATURE SHOWN OUT OF POSITION

INDUSTRIAL

FACTORY OR INDUSTRIAL PLANT
SAWMILL
GROUP OR STORAGE TANKS, OIL OR GAS
SEASONAL INDUSTRY (CANNERY OR SMALL GRAIN MILL)
GRAIN ELEVATOR
MINE DUMP
STOCKYARD—LOADING PEN
QUARRY
MILK DEPOT, CREAMERY OR CHEESE FACTORY
WAREHOUSE—GENERAL

COMMERCIAL

STORE OR SMALL BUSINESS ESTABLISHMENT
HOTEL
TOURIST COURT, MOTEL
COMBINED DWELLING AND STORE OR SMALL BUSINESS
DRIVE-IN THEATRE
NURSERY
GREENHOUSE

PUBLIC SERVICE FACILITIES

POST OFFICE
DWELLING AND POST OFFICE
DWELLING, BUSINESS AND POST OFFICE
BUSINESS AND POST OFFICE
FIRE ENGINE HOUSE
AUDITORIA
PUBLIC LIBRARY
CHURCH AND SCHOOL
U.S. BORDER POST OR ENTRY
RADIO STATION (WITH CALL LETTERS)
SEWAGE DISPOSAL PLANT
WATER TOWER OR WELL HOUSE
HOSPITAL
TOWN HALL OR COMMUNITY HALL
COUNTY FARM
SCHOOL AND CONSOLIDATED OR LARGE SCHOOLS
CORRECTIONAL INSTITUTION

CITY AND VILLAGE CENTERS

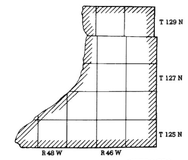
STATE CAPITOL
COUNTY SEAT
CITY OR VILLAGE CENTER
INCORPORATED CITY OR VILLAGE (CONSOLIDATED)
UNINCORPORATED COMMUNITY

MISCELLANEOUS MAP FEATURES

CHURCH, OTHER RELIGIOUS INSTITUTION
CEMETERY
CHURCH WITH CEMETERY ADJACENT
PARK GROUND, RACE COURSE, SPEEDWAY
MONUMENT (SMALL)
FORT, ARMY CAMP, BARRACKS OR MILITARY POST
GRAVEL PIT
SANITARY LANDFILL
AUTO JUNKYARD
SCRAP METAL JUNKYARD
HIGHWAY GARAGE
HIGHWAY PATROL SUBSTATION
HIGHWAY DEPARTMENT DISTRICT OFFICE WITH PATROL STATION
HIGHWAY DEPARTMENT GENERAL OFFICE
TOLL BOOTH, STATE POINT OF ENTRY, OR INTERNATIONAL BOUNDARY
VALVE HOUSE, GAS, OR OR WATER
GAUGING OR PUMPING STATION
GAS, OIL OR WATER
PIPE LINE, WATER
PIPE LINE, GAS
PIPE LINE, OIL
TRANSMISSION LINE (STEEL OR OTHER)
POWER PLANT
TRANSFORMER STATION
LATITUDE AND LONGITUDE INTERSECTION
TRIANGULATION STATION
LOOKOUT TOWER AND TRIANGULATION STATION
HISTORIC SITE, STATE OR NATIONAL

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

Outline Map of this County. Shaded portion being area delineated on this sheet.
Area of this County 581 Sq. Miles
Land Area 566.4 Sq. Miles



SHEET 1 OF 1

Mn/DOT-TP30758-02 MINNESOTA DEPARTMENT OF TRANSPORTATION
(10-80) Rev. 1-84

DATE : 2/27/84

TO : Manager, State Aid Needs Unit

FROM : Elmer Morris District State Aid Engineer

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

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	Projected to carry a relatively heavier traffic volume. (or)
X	Functionally classified as collector or arterial.
X	Connects towns, communities, shipping points, and markets within a county or in adjacent counties.
X	Provides access to rural churches, schools, community meeting halls, industrial plants, state institutions and recreational areas.
X	Serves as a principal rural mail route and school bus route.
	Occurs at reasonable intervals consistent with the density of population. (and)
X	Provides an integrated and coordinated highway system affording within practical limits a State-Aid highway network consistent with projected traffic demands.

M.S.A.S. CRITERIA

	Projected to carry a relatively heavier traffic volume.
	Functionally classified as collector or arterial.
	Connects the points of major traffic interest within an urban municipality.
	Provides an integrated street system affording within practical limits, a State-Aid street network consistent with projected traffic demands.

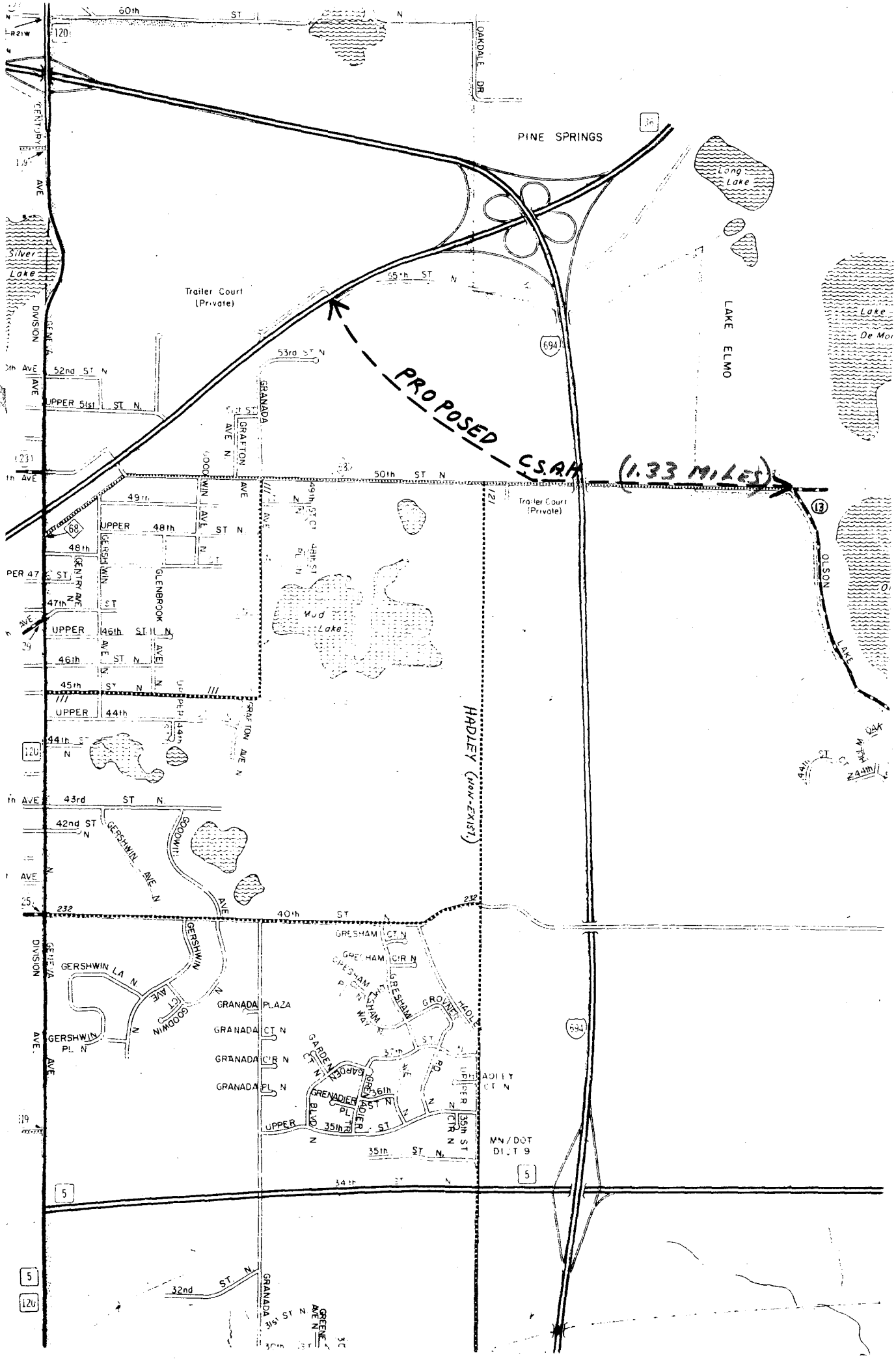
Miles

Available _____
Revoked _____
_____ Requested _____
Balance _____

Elmer Morris 2/27/84
District State Aid Engineer Date

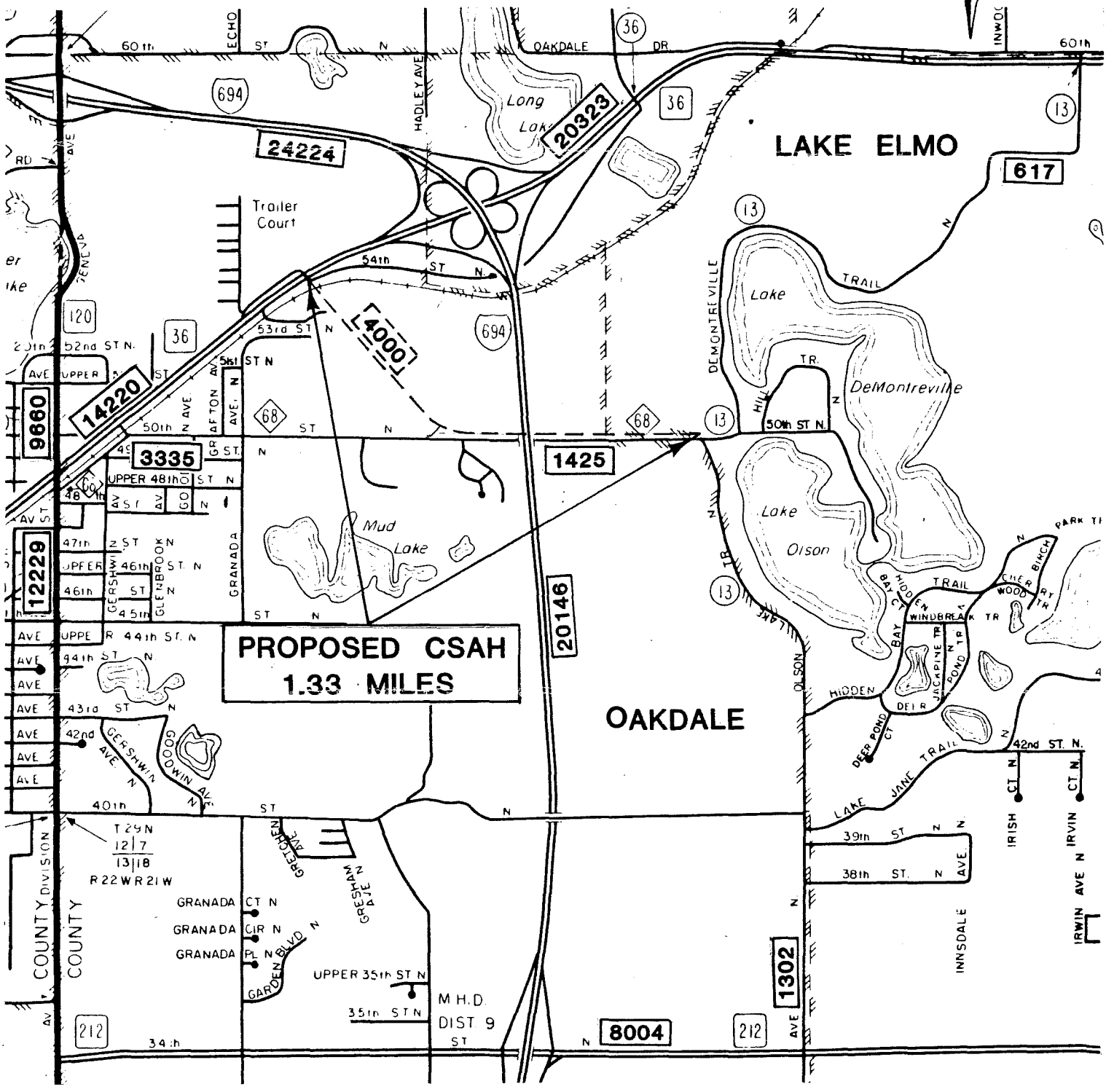
RECOMMEND APPROVAL OR DENIAL: _____ _____
Manager, State Aid Needs Unit Date

APPROVED OR DENIED: _____ _____
State Aid Engineer Date


PINE SPRINGS
Long Lake
Silver Lake
Trailer Court (Private)
PROPOSED C.S.A.H. (1.33 MILES)
LAKE ELMO
Lake De Mo
Trailer Court (Private)
Mud Lake
HADLEY (NON-EXIST.)
OLSON LAKE
60th ST N
OAKDALE DR
CENTURY AVE
55th ST N
53rd ST N
52nd ST N
UPPER 51st ST N
50th ST N
49th ST N
UPPER 48th ST N
48th ST N
47th ST N
UPPER 46th ST N
46th ST N
45th ST N
UPPER 44th
44th ST N
43rd ST N
42nd ST N
40th ST N
GRANADA AVE N
GRAFTON AVE N
GOODWIN AVE N
GLENBROOK AVE N
GERSHWIN AVE N
GERSHWIN LA N
GERSHWIN PL N
GERSHWIN CT N
GRANADA PLAZA
GRANADA CT N
GRANADA CIR N
GRANADA PL N
GRESHAM CT N
GRESHAM CIR N
GRESHAM PL N
GRESHAM WAY N
GROVELAND AVE N
HADLEY CT N
GARDEN CT N
GARDEN AVE N
GRENADIER CT N
GRENADIER PL N
GRENADIER ST N
UPPER 36th ST N
UPPER 35th PL N
35th CIR N
35th ST N
35th ST N
34th ST N
32nd ST N
GRANADA 31st ST N
GREENE AVE N
MN/DOT DIST 9
694
120
5
68
121
13
232
231
219

WASHINGTON COUNTY

PROPOSED COUNTY STATE AID HIGHWAY



PRESENT ADT PROJECTED ADT

SF-00006-02

STATE OF MINNESOTA

Office Memorandum

DEPARTMENT Mn/DOT - Operations
Oakdale - District 9

TO : G. M. Fay, Director
Office of State Aid - 420

DATE: February 29, 1984

FROM : Elmer Morris
District State Aid Engineer

PHONE: 779-1173

SUBJECT: Request for State Aid Designation
Washington County

Attached for your approval, is a request from the County for the addition of a route extending from CSAH No. 13 in Lake Elmo to T.H. 36 in Oakdale. A portion of this route was previously approved for inclusion as a Municipal State Aid Street in Oakdale but the request was subsequently withdrawn.

The current proposal as submitted by Washington County will better coordinate the road system in this area and serve the traffic needs of the public better than the Municipal system. The route is also the result of several traffic studies over the past few years, including Mn/DOT's approval of the T.H. No. 36 connection.

Enclosure

cc:
Charles Swanson - Washington County

MAR 1984
RECEIVED
STATE AID
DIVISION

WASHINGTON COUNTY
HIGHWAY DEPARTMENT

11660 MYERON ROAD NORTH • STILLWATER, MINNESOTA 55082-9573
612/439-6058

Charles J. Swanson P.E.
County Highway Engineer

February 9, 1984

Mr. Elmer Morris, Jr.
District State Aid Engineer
Minnesota Department of Transportation
3485 Hadley Avenue North
P.O. Box 2050
North St. Paul, Minnesota 55109

RE: Request for State Aid Designation

Dear Mr. Morris:

The Cities of Oakdale and Lake Elmo together with Washington County have for some time been trying to resolve the problem of access to Trunk Highway 36 in the vicinity of FAI-694. Because of continued industrial, commercial and residential growth south of T.H. 36 and both east and west of I-694, it is imparative that an alternate route be provided to remove the congestion from 50th street (County 68) and from the intersection of T.H. 120 and T.H. 36, which as you are aware is a signalized intersection with little hope of ever being separated.

I would therefore request an addition of 1.33 miles of County State Aid Highway to the system to provide a connection from C.S.A.H. 13 to T.H. 36. If this extension of the system is granted, the remaining portion of 50th street (County 68) would be turned back to the City of Oakdale as a local street. The construction of this segment will allow the motorist the option of using I-694 with little indirection rather than T.H. 36 with its congested intersections.

The respective governmental agencies have considered removing the CSAH designation from that portion of C.S.A.H. 13 around the north side of Lake DeMontreville to T.H. 36, but because of the present development occurring, it is felt that this portion of C.S.A.H. 13 will also play a major role as a collector roadway.

Because of the development in the area, the City of Oakdale presently planning to extend Hadley Avenue North to 50th street and is also planning another North-South roadway between C.S.A.H. 13 and FAI-694.

Should you have any questions with regard to this request, please advise.

Respectfully requested,

Charles J. Swanson
Director Public Works

CJS/nh

RECEIVED
MAR 06 2014
DENVER, COLO.

NOTES & COMMENTS

GENERAL HIGHWAY MAP
WASHINGTON COUNTY
MINNESOTA

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

1983
BASIC DATA 1978*

Polyconic Projection
North American Datum of 1927

Projection Reference
46th Parallel—94th Meridian

LEGEND

ROAD AND ROADWAY FEATURES

TRAIL (HIKING)
PROJECTED ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACE ROAD
GRAVEL OR STONE ROAD
BITUMINOUS ROAD
PAVED ROAD
DIVIDED HIGHWAYS
TERMINUS OF DESIGNATED ROAD
TRUNK HIGHWAY UNDER CONSTRUCTION
TRUNK HIGHWAY TRAFFIC BEING ROUTED ON TEMPORARY ALIGNMENT
ROADS IN UNINCORPORATED COMMUNITIES, EXTENSIONS OF LOCAL ROADS SHOWN
F.A.U. SYSTEM MUNICIPALITIES AND FRONTAGE ROADS
POINTS BETWEEN WHICH DISTANCES ARE MEASURED INDICATED THUS (4.2)
GRADE SEPARATION (HIGHWAY—HIGHWAY)
FULL TRAFFIC INTERCHANGE
PARTIAL TRAFFIC INTERCHANGE INDICATING TRAFFIC MOVEMENT

ROAD SYSTEM DESIGNATIONS

INTERSTATE TRUNK HIGHWAY (35)
U.S. NUMBERED TRUNK HIGHWAY (65)
STATE NUMBERED TRUNK HIGHWAY (18)
COUNTY STATE AID HIGHWAY (5)
COUNTY ROAD
COUNTY STATE AID HIGHWAY IN ADJOINING COUNTY (25)
GREAT RIVER ROAD
FEDERAL AID INTERSTATE SYSTEM F.A.I.
FEDERAL AID PRIMARY HIGHWAY SYSTEM F.A.P.
FEDERAL AID SECONDARY HIGHWAY SYSTEM F.A.S.
END OF FEDERAL AID ROUTE
NATIONAL FOREST HIGHWAY N.F.H.
NATIONAL FOREST DEVELOPMENT N.F.D.
INDIAN SERVICE ROAD I.R.
STATE FOREST ROAD S.F.R.
STATE PARK ROAD S.P.R.

RAILROADS

RAILROAD (ANY NUMBER OF TRACKS USED BY A SINGLE COMPANY, OR BY TWO OR MORE COMPANIES UNDER TRACKAGE RIGHTS)
RAILROADS IN JUXTAPOSITION (TWO OR MORE TRACKS OF SEPARATELY OPERATED COMPANIES ON ADJACENT RIGHTS OF WAY)
RAILROAD STATION
GRADE CROSSING
UNDERPASS (HIGHWAY BELOW)
OVERPASS (HIGHWAY ABOVE)

AIRWAYS

RUNWAY
MILITARY FIELD
COMMERCIAL OR MUNICIPAL FIELD
COMPLETE FACILITIES
LIMITED FACILITIES
LANDING AREA OR STRIP
AIRWAY LIGHT BEACON, GIMBEL
SEAPLANE BASE, MILITARY
SEAPLANE BASE, CIVIL
RADIO RANGE STATION

STRUCTURES

General Symbols (over 20' span)

HIGHWAY BRIDGE
SMALL BRIDGE OR CULVERT (SPACED)
DRAWBRIDGE

General Symbols (300' span and over)

GENERAL
DRAWBRIDGE
ARCH
TRUSS (W—WOOD, S—STEEL) (NO WORD YOU IS ADDED WHERE APPLICABLE)

Other Structures

DAM WITH ROAD (LARGE SCALE)
DAM WITH ROAD (SMALL SCALE)
DAM, WITHOUT ROAD (LARGE SCALE)
DAM, WITHOUT ROAD (SMALL SCALE)
LEVEE OR DIKE
LEVEE OR DIKE (WITH ROAD)
MINOR STRUCTURES (3' TO 20' SPAN)
CONCRETE FORD OR DIP
FORD—ROAD ESTABLISHED

BOUNDARIES

NATIONAL OR STATE
COUNTY
CIVIL TOWNSHIP
CONGRESSIONAL TOWNSHIP U.S. LANDS
FEDERAL AID URBAN BOUNDARY
CORPORATE LIMIT
SECTION LINE
CEMETERY AREA
NATIONAL OR STATE PARK
NATIONAL OR STATE FOREST
NATIONAL INDIAN RESERVATION
GAME REFUGE
MATCH LINE BETWEEN ADJOINING SHEETS OF THE SAME COUNTY
AIRPORT
WILDLIFE MANAGEMENT AREA (STATE)

DRAINAGE

INTERMITTENT STREAM
NARROW STREAMS
WIDE STREAMS
MARSH OR SWAMP LAND
DRAINAGE DITCH
FORD OR CAUSE
RESERVOIR, FLOWAGE LIMITS

NAVIGATION

BARGE LINES ON NATURAL STREAMS (DRAWING)
SHIP LINES ON INLAND LAKES (DRAWING)
DOCK, PIER OR LANDING
FERRY (F.F. FOR TOLL FERRY) F.F.
NAVIGABLE STREAM (DRAWING)
HEAD OF NAVIGATION
DAM WITH LOCK
LAND MARK LIGHT BEACON
LIGHT HOUSE

CONSERVATION

FOREST RANGER STATION
GUARD OR RANGER STATION
INSECT DEPREDATIONS OCCURRING
FISH HATCHERY
GAME PRESERVE
OBSERVATION AND LOOKOUT TOWER
PROMINENT POINT
SMALL PARK SP—STATE; CP—COUNTY; MP—MUNICIPAL; WPA—WAYSIDE
PUBLIC ACCESS POINT

RECREATION

GOLF COURSE OR COUNTRY CLUB
GUN CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
PICNIC GROUND
PLAYGROUND, BALLFIELD, ETC.
BATHING BEACH OR SWIMMING POOL
SCENIC SPOT
CAMP SITE
CAMP OR LODGE

FARM AND DWELLING UNITS

FARM UNIT
DWELLING OTHER THAN FARM
BARRACKS OR DORMITORIES FOR STUDENTS, WORKERS, MIGRANTS, ETC.
TRAILER COACH
NATIONAL OR GROUPS OF DWELLINGS CLOSELY SPACED (NUMBER PLACED ADJACENT TO SYMBOL INDICATES UNITS CLOSELY SPACED)
NUMBER OF EACH UNIT
DOT TO INDICATE LOCATION OF ANY CULTURAL FEATURE SHOWN OUT OF POSITION

INDUSTRIAL

FACTORY OR INDUSTRIAL PLANT
SAWMILL
GROUP OF STORAGE TANKS, OIL OR GAS
SEASONAL INDUSTRY (CANNERY OR SMALL GRAIN MILL)
SMALL BUSINESS
GRAIN ELEVATOR
BRET DUMP
STOCKYARD—LOADING PEN
QUARRY
MILK DEPOT, CREAMERY OR CHEESE FACTORY
WAREHOUSE—GENERAL

COMMERCIAL

STORE OR SMALL BUSINESS ESTABLISHMENT
MOTEL
TOURIST COURT, MOTEL
COMBINED DWELLING AND STORE OR SMALL BUSINESS
DRIVE-IN THEATRE
NURSERY
GREENHOUSE

PUBLIC SERVICE FACILITIES

POST OFFICE
DWELLING AND POST OFFICE
DWELLING, BUSINESS AND POST OFFICE
BUSINESS AND POST OFFICE
TELEPHONE
NURSERY
PUBLIC LIBRARY
CHURCH AND SCHOOL
U.S. BORDER PORT OF ENTRY
RADIO STATION (WITH CALL LETTERS)
SEWAGE DISPOSAL PLANT
FRESH AIR OR REST HOME
HOSPITAL
TOWN HALL OR COMMUNITY HALL
COUNTY FARM
SCHOOL AND CONSOLIDATED OR LARGE SCHOOLS
CORRECTIONAL INSTITUTION

CITY AND VILLAGE CENTERS

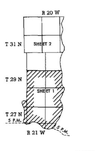
STATE CAPITOL
COUNTY SEAT
CITY OR VILLAGE CENTER
INCORPORATED CITY OR VILLAGE (GENERALIZED)
UNINCORPORATED COMMUNITY

MISCELLANEOUS MAP FEATURES

CHURCH, OTHER RELIGIOUS INSTITUTIONS
CEMETERY
CHURCH WITH CEMETERY ADJACENT
CEMETERIES, MAUSOLEUMS, CRUSHED STONE, MONUMENTS (SMALL)
FORT, ARMY CAMP, BARRACKS OR MILITARY POST
SANITARY LANDFILL
AUTO JUNKYARD
SCRAP METAL JUNKYARD
DEPARTMENT OF TRANSPORTATION GARAGE
MINNESOTA STATE PATROL SUBSTATION
DEPARTMENT OF TRANSPORTATION DISTRICT OFFICE WITH PATROL STATION
TOLL BRIDGE, TOLL ROAD
TOLL HOUSE, GATE, POST OF PATROL OR WEIGH STATION
VALVE HOUSE, GAS, OIL OR WATER
GAUGING OR PUMPING STATION
GAS, OIL OR WATER
PIPE LINE, WATER
PIPE LINE, GAS
PIPE LINE, OIL
TRANSMISSION LINE (230V OR OVER)
POWER PLANT
SUBSTATION
LATITUDE AND LONGITUDE INTERSECTION
TRIANGULATION STATION
LOOKOUT TOWER AND TRIANGULATION STATION
HISTORIC SITE, STATE OR NATIONAL

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

Outline Map of this County, Shaded portion being area delineated on this sheet.
Area of this County 419 Sq. Miles
Land Area 385.8 Sq. Miles



* NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE, ARE CURRENT AS OF JANUARY 1, 1983.

NOTE: FOR DETAIL OF COUNTY STATE-AID HIGHWAYS AND COUNTY ROADS IN INCORPORATED PLACES, SEE MAPS OF MUNICIPALITIES.

SHEET 1 OF 2

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

1979-1983 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 1979-1983 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.

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

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

Year	Quantity	Cost	Annual Average	Inflation Factor
1979	2,115,430	$6,885,598	$3.25	$\frac{\$3.61}{\$3.25} = 1.11$
1980	1,468,830	$5,099,343	$3.47	$\frac{\$3.61}{\$3.47} = 1.04$
1981	1,840,881	$6,218,533	$3.38	$\frac{\$3.61}{\$3.38} = 1.07$
1982	2,264,838	$7,415,229	$3.27	$\frac{\$3.61}{\$3.27} = 1.10$
1983	1,778,096	$6,423,269	$3.61	

Subbase - #2211 Class 3-4

Year	Quantity	Cost	Annual Average	Inflation Factor
1979	1,148,672	$3,891,149	$3.39	$\frac{\$3.59}{3.39} = 1.06$
1980	1,006,473	$3,665,775	$3.64	$\frac{\$3.59}{\$3.64} = .99$
1981	1,274,775	$4,589,136	$3.60	$\frac{\$3.59}{\$3.60} = 1.00$
1982	472,505	$1,626,364	$3.44	$\frac{\$3.59}{\$3.44} = 1.04$
1983	802,909	$2,884,687	$3.59	

In order to reflect current prices in the 1979-1983 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate inflation factor.

FIG. H

1984 COUNTY SCREENING COMMITTEE DATA

JUNE, 1984

1979-1983 FIVE YEAR AVERAGE SUBBASE (CLASS 3+4) UNIT PRICE DATA

DOMINION OF CANADA

MANITOBA

Lake of the Woods

NONE

3-23-199-2.19
2.24

KITTSON

ROSEAU

2-1-15-4.90
5.19

LAKE OF THE WOODS

4-26-161-3.03
3.03

MARSHALL

5-22-218-2.91
2.91

Upper Red Lake

Lower Red Lake

NONE

PENNINGTON

NONE

RED LAKE

NONE

NONE

4-17-111-3.10
3.13

KOOCHICHING

NONE

11-20-316-3.48
3.53

3-5-68-2.68
2.77

NONE

COOK

POLK

BELTRAMI

Winnibigoshish Lake

ITASCA

NONE

2-10-70-3.40
3.60

CLEARWATER

NORMAN

MAHNOMEN

Leech Lake

NONE

LAKE

4-19-258-3.65
3.79

1-4-36-2.44
2.44

HUBBARD

CASS

ST LOUIS

BECKER

CLAY

NONE

NONE

3-16-133-1.66
1.66

1-1-5-5.50
5.72

CARLTON

3-11-145-3.90
3.92

NONE

WADENA

Mille Lacs Lake

CROW WING

AITKIN

7-16-193-4.47
4.53

OTTER TAIL

WILKIN

NONE

NONE

NONE

1-9-7-2.14
2.14

4-10-69-1.68
1.71

NONE

NONE

GRANT

DOUGLAS

TODD

MORRISON

5-15-164-1.64
1.64

KANABEC

PINE

MILLE LACS

TRAVERSE

BIG STONE

NONE

NONE

4-11-80-1.60
1.63

BENTON

SHERBURNE

NONE

2-1-19-2.89
3.00

STEVENS

POPE

STEARNS

ISANTI

1-3-33-3.02
3.02

CHISAGO

SWIFT

ANOKA

1-1-4-4.19
4.15

NONE

NONE

NONE

2-12-159-2.87
2.86

3-12-100-4.00
4.13

NONE

4-1-16-4.95
5.02

10-8-185-4.53
4.69

CHIPPEWA

MEEKER

WRIGHT

RAMSEY

WASHINGTON

2-3-27-3.78
3.78

2-6-102-4.36
4.36

KANDIYOHI

HENNEPIN

CARVER

LAC QUI PARLE

RENVILLE

4-14-151-4.60
4.60

2-5-49-3.72
3.94

McLEOD

NONE

NONE

NONE

YELLOW MEDICINE

NONE

NONE

NONE

SCOTT

DAKOTA

SIBLEY

LE SUEUR

NICOLLET

NONE

4-16-127-3.63
3.84

NONE

1-1-1-3.24
3.21

4-14-162-3.67
3.67

LINCOLN

LYON

REDWOOD

1-4-10-3.80
3.80

RICE

GOODHUE

WABASHA

BROWN

2-9-122-1.54
1.63

NONE

2-4-14-4.46
4.58

5-16-96-5.26
5.23

3-5-56-6.15
6.09

5-9-112-4.84
4.81

NONE

NONE

NONE

1-3-31-2.97
2.97

PIPESTONE

MURRAY

COTTONWOOD

WATONWAN

BLUE EARTH

WASECA

STEELE

DODGE

OLMSTED

WINONA

NONE

NONE

8-25-270-4.67
4.77

7-24-278-4.44
4.49

5-7-93-4.18
4.28

1-1-4-4.03
4.03

6-16-81-2.46
2.46

NONE

8-32-152-4.07
4.19

ROCK

NOBLES

JACKSON

MARTIN

FARIBAULT

FREEBORN

MOWER

FILLMORE

HOUSTON

IOWA

LEGEND

OF 1979-1983 SUBBASE PROJ. - MILES - TONS (IN 1,000's) - 5 YR AVG. PRICE
INFLATED UNIT PRICE

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

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 May 22, 1984 and do not represent the final data to be used for the 1985 apportionment.

County	FAS Fund Balance as of May 22, 1984	Maximum Balance	Tentative Deduction From the 1984 25-Year C.S.A.H. Construction Needs
Anoka	$550,722	$472,863	$ 77,859
Chisago	648,815	445,321	203,494
Fillmore	667,760	599,759	68,001
Hennepin	791,500	645,453	146,047
Ramsey	387,704	350,000	37,704
Scott	550,488	414,705	135,783
Wright	845,581	778,633	66,948

NOTES & COMMENTS

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

Effect of Including Selective "After the Fact" Needs

The 1983 Screening Committee, at their October 28, 1983 meeting, requested the Needs Section to contact the counties who had not reported their "After the Fact" needs and to recompute a Money Needs Apportionment effect.

It was also directed that the subject of "After the Fact" needs be placed on the agenda for the Spring Screening Committee meeting. The following tabulation indicates the results of the "After the Fact" needs study.

	1978-1982 "After the Fact" Needs					
	R/W	Traffic Signals Lighting, Retaining Walls, Sidewalk	Actual 1983 Money Needs Apportionment	1983 Money Needs Apport. With "After the Fact" Needs	Money Needs Apport. Effect of Adding "After the Fact" Needs	% Change
Carlton	$ 45,602	$ 26,813	$ 503,828	$ 499,787	$ - 4,041	- 0.8
Cook	17,308	11,346	430,487	426,301	- 4,186	- 1.0
Itasca	70,777		1,254,026	1,241,565	- 12,461	- 1.0
Koochiching	103,170		879,013	879,013	--	--
Lake	170,605	2,393	534,813	532,610	- 2,203	- 0.4
Pine	103,349	1,535	1,132,663	1,122,296	- 10,367	- 0.9
St. Louis	458,684	25,732	4,503,299	4,463,547	- 39,752	- 0.9
District 1 Totals	969,495	67,819	9,238,129	9,165119	- 73,010	- 0.8
Beltrami	211,529		898,593	893,190	- 5,403	- 0.6
Clearwater	67,954		475,764	471,931	- 3,833	- 0.8
Hubbard	27,316		434,440	430,181	- 4,259	- 1.0
Kittson	26,901		546,678	541,157	- 5,521	- 1.0
Lake of the Woods	21,133		556,441	556,441	--	--
Marshall	197,611		817,033	812,213	- 4,820	- 0.6
Norman	468,800		682,963	685,556	+ 2,593	+ 0.4
Pennington	105,687		362,030	360,290	- 1,740	- 0.5
Polk	282,187		1,602,815	1,591,061	- 11,754	- 0.7
Red Lake	48,964		344,517	344,517	--	--
Roseau	65,158		735,918	729,117	- 6,801	- 0.9
District 2 Totals	1,523,240		7,457,192	7,415,654	- 41,538	- 0.6

	1978-1982 "After the Fact" Needs		Actual 1983 Money Needs Apportionment	1983 Money Needs Apport. With "After the Fact" Needs	Money Needs Apport. Effect of Adding "After the Fact" Needs	% Change
	R/W	Traffic Signals Lighting, Retaining Walls, Sidewalk				
Aitkin	$ 197,351	$ 11,826	$ 802,302	$ 797,901	$ - 4,401	- 0.5
Benton	145,607		336,066	335,486	- 580	- 0.2
Cass	105,086	1,200	855,725	848,482	- 7,243	- 0.8
Crow Wing	340,828	1,861	834,916	833,060	- 1,856	- 0.2
Isanti	116,872		381,634	379,918	- 1,716	- 0.4
Kanabec	87,249		403,391	400,787	- 2,604	- 0.6
Mille Lacs	--		392,865	388,474	- 4,391	- 1.1
Morrison	--	40,771	461,734	457,464	- 4,270	- 0.9
Sherburne	79,400	3,000	235,094	235,093	- 1	--
Stearns	145,579	29,774	1,016,362	1,008,952	- 7,410	- 0.7
Todd	54,985	16,649	551,045	546,450	- 4,595	- 0.8
Wadena	--		274,145	271,082	- 3,063	- 1.1
Wright	335,454	12,416	900,016	897,547	- 2,469	- 0.3
District 3 Totals	1,608,411	117,497	7,445,295	7,400,696	- 44,599	- 0.6
Becker	80,801		559,247	554,761	- 4,486	- 0.8
Big Stone	37,808	8,156	303,332	303,332	--	--
Clay	96,822		877,772	870,076	- 7,696	- 0.9
Douglas	150,977	9,786	493,703	491,694	- 2,009	- 0.4
Grant	--		280,047	280,047	--	--
Mahnomen	6,675		334,268	334,268	--	--
Otter Tail	204,851	19,570	1,337,468	1,327,420	- 10,048	- 0.8
Pope	67,854		334,582	332,323	- 2,259	- 0.7
Stevens	--		253,464	253,464	--	--
Swift	45,228		486,356	481,908	- 4,448	- 0.9
Traverse	--		368,418	364,302	- 4,116	- 1.1
Wilkin	91,716		381,848	379,581	- 2,267	- 0.6
District 4 Totals	782,732	37,512	6,010,505	5,973,176	- 37,329	- 0.6
Anoka	1,281,538	787,820	439,785	480,075	+ 40,290	+ 9.2
Carver	229,451	5,845	670,573	668,210	- 2,363	- 0.4
Hennepin	11,578,371	3,727,992	3,860,022	4,150,677	+ 290,655	+ 7.5
Scott	--		775,153	766,493	- 8,660	- 1.1
District 5 Totals	13,089,360	4,521,657	5,745,533	6,065,455	+ 319,922	+ 5.6

	1978-1982 "After the Fact" Needs					
	R/W	Traffic Signals Lighting, Retaining Walls, Sidewalk	Actual 1983 Money Needs Apportionment	1983 Money Needs Apport. With "After the Fact" Needs	Money Needs Apport. Effect of Adding "After the Fact" Needs	% Change
Dodge	$ 121,798	$	$ 558,028	$ 554,450	$ - 3,578	- 0.6
Fillmore	115,584		1,316,617	1,304,427	- 12,190	- 0.9
Freeborn	64,679		652,322	646,627	- 5,695	- 0.9
Goodhue	224,748		810,145	805,994	- 4,151	- 0.5
Houston	--		784,214	775,452	- 8,762	- 1.1
Mower	145,297		817,773	811,806	- 5,967	- 0.7
Olmsted	232,046	1,626	908,852	903,794	- 5,058	- 0.6
Rice	71,144	38,022	578,473	574,391	- 4,082	- 0.7
Steele	39,730		485,213	480,658	- 4,555	- 0.9
Wabasha	108,546		874,674	867,267	- 7,407	- 0.8
Winona	152,376		805,677	799,998	- 5,679	- 0.7
District 6 Totals	1,275,948	39,648	8,591,988	8,524,864	- 67,124	- 0.8
Blue Earth	195,939	31,809	1,171,735	1,163,609	- 8,126	- 0.7
Brown	160,672	280	512,211	509,998	- 2,213	- 0.4
Cottonwood	89,570		504,291	500,610	- 3,681	- 0.7
Faribault	198,627	32,885	920,778	915,576	- 5,202	- 0.6
Jackson	103,228	4,399	780,391	774,019	- 6,372	- 0.8
Le Sueur	386,909		588,376	590,240	+ 1,864	+ 0.3
Martin	111,246	18,572	810,457	804,233	- 6,224	- 0.8
Nicollet	153,174		352,991	352,388	- 603	- 0.2
Nobles	142,722		751,998	746,708	- 5,290	- 0.7
Rock	29,912	16,373	379,641	376,523	- 3,118	- 0.8
Sibley	70,069		605,791	600,551	- 5,240	- 0.9
Waseca	125,146		577,085	573,366	- 3,719	- 0.6
Watonwan	130,173	33,624	554,645	552,057	- 2,588	- 0.5
District 7 Totals	1,897,387	137,942	8,510,390	8,459,878	- 50,512	- 0.6

Sheet Title

Sheet Number

Sheet Type

Sheet Status

Sheet Date

Sheet Author

Sheet Checked

Sheet Approved

Sheet Revision

Sheet Scale

Sheet Size

Sheet Orientation

Sheet Notes

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Sheet Milestones

Sheet Deliverables

Sheet Resources

Sheet Budget

Sheet Schedule

Sheet Risks

Sheet Quality

Sheet Safety

Sheet Environmental

Sheet Sustainability

Sheet Lessons Learned

	1978-1982 "After the Fact" Needs					
	R/W	Traffic Signals Lighting, Retaining Walls, Sidewalk	Actual 1983 Money Needs Apportionment	1983 Money Needs Apport. With "After the Fact" Needs	Money Needs Apport. Effect of Adding "After the Fact" Needs	% Change
Chippewa	$ 99,476	$	$ 424,042	$ 421,472	$ - 2,570	- 0.6
Kandiyohi	34,542		705,886	698,752	- 7,134	- 1.0
Lac Qui Parle	66,364		560,863	556,044	- 4,819	- 0.9
Lincoln	17,889	2,077	349,571	346,102	- 3,469	- 1.0
Lyon	195,737		740,587	736,582	- 4,005	- 0.5
Mc Leod	162,275		564,913	562,140	- 2,773	- 0.5
Meeker	122,546		366,522	365,099	- 1,423	- 0.4
Murray	18,680	10,122	412,863	408,878	- 3,985	- 1.0
Pipestone	58,723		329,838	327,433	- 2,405	- 0.7
Redwood	147,009	3,020	605,984	602,486	- 3,498	- 0.6
Renville	32,803		900,772	891,423	- 9,349	- 1.0
Yellow Medicine	13,335		477,622	472,576	- 5,046	- 1.1
District 8 Totals	969,379	15,219	6,439,463	6,388,987	- 50,476	- 0.8
Chisago	57,400		680,925	674,570	- 6,355	- 0.9
Dakota	1,021,022	1,109,996	876,972	913,645	+ 36,673	+ 4.2
Ramsey	568,323	643,060	1,879,446	1,884,863	+ 5,417	+ 0.3
Washington	733,442	75,336	779,248	788,179	+ 8,931	+ 1.1
District 9 Totals	2,380,187	1,828,392	4,216,591	4,261,257	+ 44,666	+ 1.1
STATE TOTALS	$24,496,139	$6,765,686	$63,655,086	$63,655,086	--	--

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

County State Aid Maintenance Transfers

County	# of Transfers	1958-1976	1977	1978	1979	1980	1981	1982	1983	26-Year Total
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

County	# of Transfers	1958-1976	1977	1978	1979	1980	1981	1982	1983	26-Year Total
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
Watonwan	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	$120,000	-0-	$290,000	$120,000	-0-	-0-	-0-	$5,387,110
# of Transfers	124	120	1	-0-	2	1	-0-	-0-	-0-	

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

County State Aid Hardship Transfers

County	# of Transfers	1958-1976	1977	1978	1979	1980	1981	1982	1983	26-Year Total
Cook	17	$ 499,625	$ 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	1,254,225	60,000	60,000						1,374,225
Beltrami	1	30,000								30,000
Clearwater	1	12,000								12,000
Hubbard	5	292,500								292,500
Lake of the Woods	18	1,228,000								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	1,881,500								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	37	1,070,000					225,000	250,000		1,545,000

County State Aid Hardship Transfers

County	# of Transfers	1958-1976	1977	1978	1979	1980	1981	1982	1983	26-Year Total
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	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		$4,928,725	$60,000	$60,000	-0-	-0-	$225,000	$250,000	-0-	$5,523,725
# of Transfers	128	124	1	1	-0-	-0-	1	1	-0-	

Minutes of the County Engineers Screening Committee Meeting

October 27 & 28, 1983

Roll call of Committee Members:

District 1	Dave Zech	Cook County	Present
District 2	Art Tobkin	Clearwater County	Present
District 3	Wayne Fingalson	Wright County	Present
District 4	Jack Cousins	Clay County	Present
District 5	Don Wisniewski	Carver County	Present
District 6	Earl Welshons	Winona County	Present
District 7	Ron Sandvik	LeSueur County	Present
District 8	Dennis Stoeckman	Renville County	Present
District 9	Chuck Swanson	Washington County	Present

Chairman Tobkin called the meeting to order at 1:00 P.M.

Screening Committee Alternates Present:

District 1 Alternate	Boyd Paulu	Carlton County
District 2 Alternate	Bernie Lieder	Polk County
District 3 Alternate	Dick Larson	Mille Lacs County
District 4 Alternate	Otho C. Buxton	Grant-Pope County
District 6 Alternate	Bob Egan	Wabasha County
District 7 Alternate	Jerry Engstrom	Watonwan County
District 8 Alternate	Pete Boomgarden	Lincoln County
District 9 Alternate	Doug Wieszhaar	Chisago County

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
Glen Maidl	District 6 State Aid Engineer
Harvey Suedbeck	District 7 State Aid Engineer
John Hoeke	District 8 State Aid Engineer
Duane Blanck	Crow Wing County
Dennis Carlson	Screening Committee Secretary
Paul Ruud	Anoka County - Sub-Committee Chairman

Earl Welshons moved and Dave Zech second a motion to approve the June 1983 Screening Committee Minutes. Motion carried unanimously.

Chairman Tobkin asked Ken Hoeschen to lead the discussion of the booklet on an item by item basis.

Page 3 and Figure "A" - Comparison of 1982 & 1983 Basic Needs

Ken Hoeschen noted that there were several updates that affect each county and the first one is the remaining portion of the 1982 Design Standards update. The statewide affect was +1.9% or $61.7 million.

The second item was the normal 1983 update and with the re-instatement of roads constructed over 25 years ago the statewide affect was +5.0% or $164.3 million.

The third item reflects the 1983 unit prices and amounts to -3.7% or $126.2 million statewide.

The fourth item shows the affect of the new traffic counts and or traffic factor updates. The overall impact was a -0.9% or $29.8 million.

The fifth item involved the revision of 3" additional surface to certain high ADT design groups. The affect statewide was -0.5% or $17.9 million.

The last change was the affect of 2"additional surface needs on Select Rural Design groups. Visual aids were displayed. The statewide impact was a +2.0% or $67.3 million.

The total impact of all the revisions is +4.8% or $155.2 million in needs.

Don Wisniewski asked about soil factor changes and Ken noted that Martin County had significant changes along with lesser changes in a few other counties. Considerable discussion was generated but the conclusion was that the changes are permitted if approved by the District State Aid and Soils Engineers.

Page 5 and Figure "B" Restriction of 25 year Needs Changes

Ken Hoeschen reviewed the 1975 Screening Committee resolution and noted the affected counties on Figure "B". There were no questions or comments.

Page 6 - FAS Fund Balance Deductions

Ken Hoeschen explained that the 1982 Screening Committee disallowed letters of justification for carrying a FAS Fund Balance over the stipulated maximum, therefore no waivers will be considered and the deductions made per the resolution.

Pages 7 thru 17 - Rural Design Grading Cost Adjustments

These pages reflect the actual grading costs for projects let from 1975 to 1982 and compare the average cost to the average needs per mile. The last time the needs were adjusted was in 1975. There were no comments or questions.

Pages 18 - 20 Special Resurfacing Projects

Ken Hoeschen reviewed the current resolution on Special Resurfacing Projects dated 1967. Don Wisniewski asked if Federal Aid Projects were included? Ken said all projects that include State Aid Funds are included regardless of other funding used. the question was asked why deductions were made for all funding when the resolution only says County State Aid Construction funds. Gordon Fay said that FAS funds were also distributed on a needs basis.

Pages 21 & 22 - Bond Account Adjustments

No comments or questions.

Pages 23 thru 27 - Construction Fund Balance "Needs" Deduction

Ken Hoeschen noted that deductions are made from a county's "Needs" if they carry an excessive balance in their State Aid Account with no justifiable waivers permitted. Chairman Tobkin noted that although the number of counties being deducted is about the same, the average amount of the deduction increased more than $100,000.

Pages 28 thru 30 - Mill Levy Deductions

This deduction reflects ability to pay.

Page 31 "After the Fact" Bridge Deck Rehabilitation Needs

Ken Hoeschen said this was per the 1982 Screening Committee resolution and only one county reported Bridge Deck Rehabilitation costs.

Page 33 and Figure "C" - Tentative 1984 Money Needs Apportionment

Ken Hoeschen said the figures shown reflect 1983 dollars and does not include the gas tax increase. Speculation on the 1984 dollars could be as much as 9% higher.

Pages 34 thru 36 - Recommendation to Mn/DOT Commissioner

Available for signature by the Screening Committee members after action is taken on the necessary items.

Pages 37 thru 41 - Tentative 1984 C.S.A.H. Apportionment

No comments or questions.

Pages 44 & 45 - Comparison of 1984 to 1983 Apportionments

Dave Zech asked how these figures compared with the figures estimated last spring. Ken Hoeschen said the estimates last spring were merely proportionate figures based on previous and new gas tax amounts per gallon. They really should not be compared to the current estimates because these estimates do not include the gas tax increase.

Pages 48 thru 51 - Nicollet County Mileage Request

Ron Sandvik passed out additional information from Mike Wagner, Nicollet County Engineer, to Screening Committee members. The letter addressed possible routes he considered for removal from the CSAH System to allow mileage for the new designation. Mike also noted the reasons he felt the routes should remain on the CSAH System and requested the new designation be made on it's own merits since it meets all the qualifications. Ron Sandvik reiterated those qualifications. State Aid District Engineer Harvey Suedbeck answered several questions regarding New Ulm and the history of the system. Gordon Fay also provided information regarding the history of the bridge and how it was financed for construction.

Pages 53 & 54 - Traffic Projection Factors

Ken Hoeschen noted that those counties with only one factor are unchanged.

Pages 55 thru 60 - Screening Committee Minutes

No questions or comments.

Pages 61 & 62 - General Subcommittee Minutes

Ken Hoeschen noted the "after the fact" need discussion. He handed out some test runs on the affect of implementing such needs as well as eliminating the 24/48 foot restriction, the Mill Levy deduction and the minimum counties.

Pages 65 thru 67 - Variances

No questions or comments.

Roy Hanson asked for clarification of what costs are included in the after the fact bridge rehabilitation costs.

Don Wisniewski requested that Scott County would like consideration be given to waiving the FAS Fund Balance Deduction because of a design exception. Gordon Fay noted that based on the regulations it would be difficult to waive the deduction for a design exception.

Earl Welshon moved and Ron Sanvik second a motion to recess until 9:00 A.M., Friday.

The meeting reconvened at 9:00 A.M., Friday, the 28th of October.

Gordon Fay was given the floor and discussed a jurisdiction study of transportation routes throughout Minnesota. Mr. Fay displayed a map showing the major activity centers, the 10 Ton year around routes and the 10 Ton routes designated for 10 months. The routes include about 10,600 miles.

Mr. Fay also mentioned a study of the number of Construction Districts in the State. Indications are they are looking at reducing the number of Construction Districts. Earl Welshons suggested the State Aid Engineers continue to function within their current boundaries even though the Construction Districts may change. It was noted that if such an arrangement couldn't be made, it would be necessary to legislate changes in the make-up of the Screening Committee.

Chairman Tobkin asked Ken Hoeschen to proceed thru the current Screening Committee booklet for action by the committee to make the 1984 apportionment.

Page 3 & Figure "A" - Comparison of 1982 & 1983 Basic Needs

Ken Hoeschen noted that soil factor changes had been made in Beltrami County +$320,000, Douglas County -$100,000, Hubbard County +$98,000, Kanabec County -$10,000, Martin County +$6.6 million, Pine County +$60,000, Polk County +$6,000, Ramsey County +$37,000, Rice County +$3,000, Sherburne County +$580,000, Stearns County - (on 1 segment), Waseca County +$4.3 million. These changes were approved by the District State Aid and Soils Engineers. Harvey Suedbeck said the Soil Conservation Service data was used to reclassify the soils.

There was considerable discussion about segment lengths for soil classification and why there are so many changes from the original classifications. It was also noted that a complete soils study for an entire county would take up to 8 years to complete.

Don Wisniewski moved and Wayne Fingalson second a motion to request the General Subcommittee to review the soils classification procedure and re-evaluation and report back to the Screening Committee. After considerable discussion about the number of samples and method of classifying, even to the point of looking at R values, the motion passed unanimously.

Earl Welshons moved to adopt the soil factors as listed in the report, Dave Zech second the motion. Motion carried unanimously.

Ken Hoeschen reviewed the changes in bituminous types and thickness with visual aids showing all the changes and the affects. Jack Cousins moved and Earl Welshons second a motion to approve Figure "A" as distributed which includes the changes in types and thicknesses of additional surfacing. The motion carried unanimously.

Page 5 and Figure "B" Restriction of 25 Year Needs Changes

Ken Hoeschen noted that changes are limited to 20% plus or minus the statewide change. No action was necessary on these sheets.

Page 6 - FAS Fund Balance Deductions

No action taken.

Pages 7 thru 17 - Rural Design Grading Cost Adjustments

No action taken.

Pages 18 - 20 Special Resurfacing Projects

Don Wisniewski requested clarification on reference to CSAH construction funds in the current Screening Committee resolution.

Charles Swanson moved to revise the current resolution by replacing "County State Aid Highway" with "non-local" and also adding the words "non-local" in the second line of the resolution so it reads "shall have the non-local costs of the special resurfacing projects", etc. Wayne Fingalson second the motion. It was the committee's intent that this change be effective next year. Federal Revenue Sharing is considered local costs. The motion carried unanimously.

Pages 21-22 Bond Account Adjustments

No action required.

Pages 23 thru 27 - CSAH Construction Fund Balance "Needs" Deduction

No action required.

Pages 28 thru 30 Mill Levy Deduction

No action required.

Page 31 - "After the Fact" Bridge Deck Rehabilitation Needs

Dave Zech moved to add the work "construction" to the third line of the resolution so it reads "shall consist of only those construction costs."

Ron Sandvik second the motion and it carried unanimously.

Page 33 and Figure "C" Tentative Apportionment Data

No action required.

Pages 34 thru 36 Recommendation to Mn/DOT Commissioner

Jack Cousins moved to approve the recommendation on mileage and money needs to the Commissioner as prepared. Wayne Fingalson second the motion. Motion carried unanimously. The letter was circulated for signatures.

Pages 37 thru 41 - Tentative 1984 CSAH Apportionment

No action required.

Pages 44 thru 45 - Comparison of 1984 to 1983 Apportionments

No action required.

Pages 48 thru 51 - Nicollet County Mileage Request

Harvey Suedbeck re-emphasized the appropriateness for granting the request. Ron Sandvik moved to grant the request and Jack Cousins second the motion. A written ballot was taken and the motion carried 6 to 3.

Research Account

Wayne Fingalson moved and Don Wisniewski second motion to adopt the following resolution "Be it resolved that the amount of $318,275 (not to exceed 1/4 of 1% of the 1983 CSAH Apportionment sum of $127,310,171) shall be set aside from the 1984 Apportionment fund and be credited to the research account." The motion carried unanimously.

Chairman Tobkin thanked the outgoing committee members Jack Cousins, Earl Welshons, and Dennis Stoeckman and welcomed the new members Bernie Lieder, Otho C. Buxton, Bob Egan and Pete Boomgarden. Dennis Carlson asked the committee to thank Art Tobkin for his part as chairman and outgoing member.

Chairman Tobkin asked for any additional subjects to be discussed. Charles Swanson moved to place the subjects of after the fact R/W Needs and Misc. Needs on the agenda of the Spring Screening Committee for possible inclusion in the Money Needs Apportionment. He also requested the handout be sent to the Executive Committee for study. Earl Welshons second the motion.

Charles Swanson asked Ken Hoeschen to contact those counties who failed to report their "after the fact" information so they could be included in the study. Motion carried.

Earl Welshons suggested the Districts provide input to the Executive Committee in the event they may want to make recommendations to the Commissioner of Transportation regarding the possible upcoming District changes. Paul Ruud said that he and Gordon Fay had been called in to the Commissioners office to discuss the possible re-organization of the Districts.

Ron Sandvik asked how the appointments to the General Subcommittee are made. Chairman Tobkin said the Screening Committee chairman makes recommendations and the appointment is made by the Commissioner of Transportation.

Chairman Tobkin asked Bernie Lieder for a report as Local Road Advisor to the FHWA. Bernie said the Federal Project review has gone back to the basics. At the project review the PDR is used for comparison to compliance. He has a concern that in 4 to 5 years it will be almost impossible to program Federal projects. If projects have been completed on the FAS system with strictly State Aid Funds, the counties have not done PDR's or followed other Federal procedures, thereby making it impossible to qualify for Federal Funding unless you back up and follow the process. The difficulties with PDR's is they cover large segments and although they address specific areas, the report must be general to apply to many miles of road. Also, the time between PDR preparation and project completion can be 5 to 7 years and many things may have changed during that period that could not be foreseen.

Gordon Fay was then given the floor for comments. He indicated that the appointment to committees should be spread around and get more people involved. This tends to strengthen the organization or group in that there is strong backups, with experience, for all committees.

Mr. Fay also mentioned a study being conducted by the Inspector General's Office concerning possible bid rigging in Minnesota. Another concern was the bridge ratings being conducted by the County Engineers. These ratings must be consistent with the signs posting the bridges. The FHWA is making inspections in several counties and the County Engineers will not be notified. If 3R Projects are completed the safety related amenities must also be completed to pass FHWA inspection, for example, striping and signing.

Mr. Fay discussed the problems with Federal funding and the ramifications of inadequate inspection. Although criminal action may not result, the loss of funding will be real, and future Federal Funds will depend on satisfying the FHWA that inspection procedures are being followed. The conclusion to be reached is; if you fail to properly inspect or document, don't try to fake it or fill in the gaps. Admit your mistake and take corrective action to insure quality material and workmanship.

Jack Cousins moved and Wayne Fingalson second a motion to adjourn. Motion carried, meeting adjourned at 12:00 P.M.

Respectfully submitted,

Dennis C. Carlson

Dennis C. Carlson
Screening Committee Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
JANUARY 11, 1984

Members present : Paul Ruud, Chairman -- Anoka County
John Walkup -- Aitkin County
Tom Behm -- Lyon County

Others in attendance : Harvey Suedbeck -- District 7, State Aid Engineer
Ron Sandvik -- Screening Committee Chairman - Le Sueur County
Roy Hanson -- Assistant State Aid Engineer
Ken Hoeschen -- State Aid, Mn/DOT

The meeting was called to order at 12:10 P.M.

The purpose of the meeting was to review the procedure used to re-evaluate soil factors in the C.S.A.H. Needs Studies recently. This was requested by the Screening Committee because of the large apportionment impact to some counties in the last few years.

Because a substantial percentage of recent soil factor changes were made in the Mankato District, Harvey Suedbeck, the District 7 State Aid Engineer, was invited to attend the Subcommittee meeting. Harvey explained how the Soil Conservation Service data was used in determining the new soil factors.

Considerable discussion took place concerning the revision of soil factors, the Soil Conservation Service data, Gravel Equivalents, "R" values, etc.

It was decided that the members should review the procedures explained and that the Subcommittee will continue the discussion concerning this matter at their next meeting.

The meeting was adjourned at 1:25 P.M.

Respectfully Submitted,

Kenneth M. Hoeschen

Kenneth M. Hoeschen
Acting Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
MAY 17, 1984

Members present : Paul Ruud -- Chairman -- Anoka County
John Walkup -- Aitkin County
Tom Behm -- Lyon County

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

The meeting was called to order by Chairman Ruud at 10:00 A.M.

A general review of the Gravel Base Data which was sent to the Subcommittee members prior to the meeting was the first order of business. After a general discussion concerning some individual county prices, the inflation factors, deep strength projects, etc; motion was made by John Walkup, seconded by Tom Behm that the recommended 1984 C.S.A.H. Needs Study Gravel Base prices be computed using the same procedure as has been used the last few years. Motion carried. Basically the procedure dictates that if a county has at least 50,000 tons of gravel base material in its five year (1979 - 1983) average unit price study, that price inflated by factors based on annual averages is used. If a county doesn't have 50,000 tons of gravel base material in its five year average unit price study, subbase data or surrounding county gravel base data is used to arrive at a price.

The Subcommittee also requested 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 other unit prices for the 1984 C.S.A.H. Needs Study were the next item for discussion. The results of the 1979-1983 five year average unit price study were reviewed with the State Aid personnel. With this information, along with recommendations from Mn/DOT and the Municipal Subcommittee, the Subcommittee made the following recommendations.

Rural Design - Using the increments between the 1983 statewide 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 an average price of $14.80 (5% greater than last year's) was established and used along with the increment method. This exception was necessary because no sample was available in the five year average study.

Urban Design - Use the M.S.A.S. Subcommittee recommendation for the grading unit price. For the other urban design items, except concrete surfacing, use the increment method from the 1983 statewide rural design gravel base unit price to the M.S.A.S. Subcommittee's recommended unit price for each item. For concrete surface, an average price of $18.90 (5% higher than last year) was established and used in conjunction with the increment method.

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

Bridge and Railroad Protection - Recommended leaving the prices the same as were used for the 1983 C.S.A.H. Needs Study. The M.S.A.S. Subcommittee decreased their bridge prices last year and now are increasing them so the C.S.A.H. Subcommittee felt the old prices are still realistic. The Subcommittee didn't feel a change in railroad protection costs was necessary at this time.

A brief report was given concerning the status of the Rural Design Complete Grading Cost Restudy and what the next steps will be in the review of the new grading costs.

The last item for discussion was a request from the Screening Committee to review the soils classification procedure and re-evaluation and to report back at the spring meeting. This was the result of a few counties using Soil Conservation Service maps to justify an update of the soil factors in their needs study. In some cases the soil factor revisions accounted for large increases in 25 year needs.

Presently the Screening Committee resolution dealing with soil classification for needs purposes reads as follows:

> That the Screening Committee shall adopt the soil factors recommended by the Soils Engineer of each district.

After considerable discussion on the subject, it was the feeling that justification for soil factor changes should be more than simply Soil Conservation Service maps.

Motion by John Walkup, seconded by Tom Behm that a soil classification resolution similar to the following be considered by the Screening Committee.

> That any requested changes in soil factors in the C.S.A.H. Needs Study cannot be based solely on Soil Conservation Service maps. Significant backup data such as soil borings, mechanical sieve analysis, stabilometer tests, etc. must be presented to provide justification to the satisfaction of the District State Aid Engineers.

The meeting was adjourned at 12:30 P.M.

Respectfully submitted,

Kenneth M. Hoeschen
Acting Secretary

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	2.18	2.18(1977)
1977	617,397	1,436,097	2.33	2.29	2.29(1978)
1978	748,028	2,259,804	3.02	2.50	2.50(1979)
1979	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	4.08(1983)
1983	830,487	3,460,292	4.17	3.88	

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	

YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
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	3.00(1983)
1983	176,024	669,773	3.81	3.37	

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	17.39(1983)
1983	2,062,338	38,491,805	18.66	17.40	

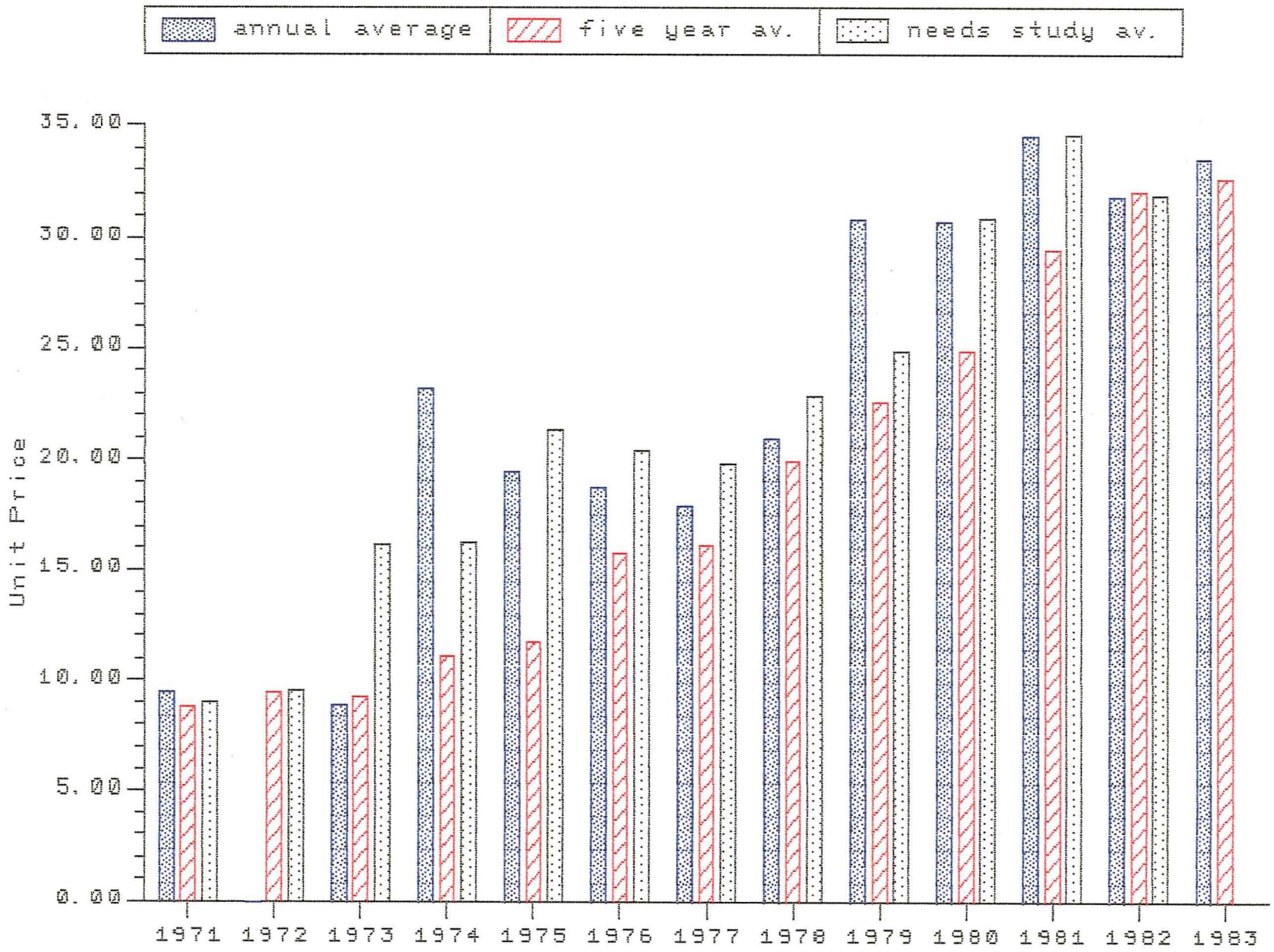
YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1971	2,090,773	$ 2,833,591	$ 1.36	$ 1.12	$ 1.24(1972)
1972	2,056,371	2,983,725	1.45	1.21	1.31(1973)
1973	2,028,169	3,017,267	1.49	1.33	1.43(1974)
1974	1,582,257	3,096,842	1.96	1.47	1.57(1975)
1975	1,843,954	3,248,453	1.76	1.60	1.60(1976)
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	

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	3.27(1983)
1983	1,778,096	6,423,269	3.61	3.38	

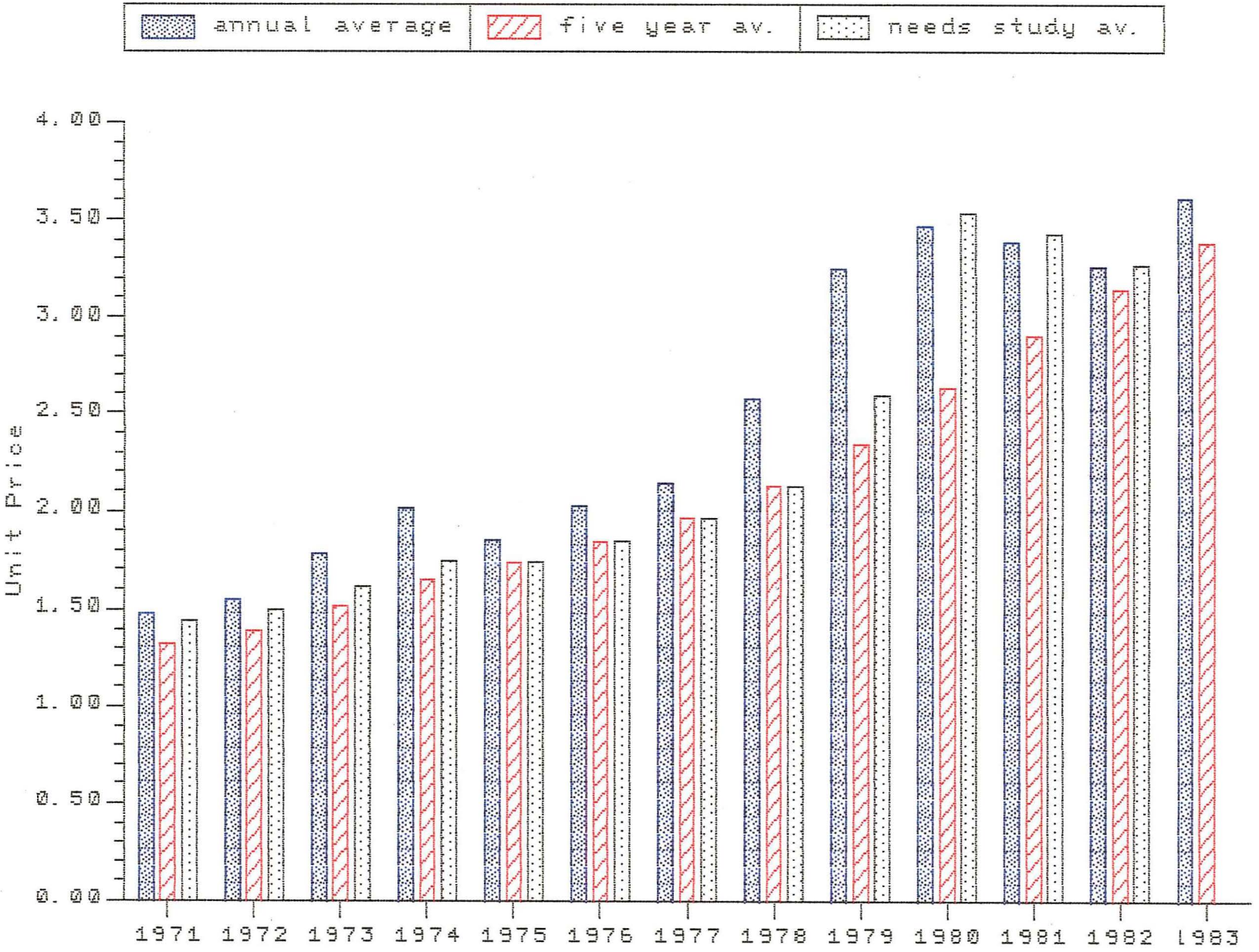
YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1971	2,090,773	$ 2,833,591	$ 1.36	$ 1.12	$ 1.24(1972)
1972	2,056,371	2,983,725	1.45	1.21	1.31(1973)
1973	2,028,169	3,017,267	1.49	1.33	1.43(1974)
1974	1,582,257	3,096,842	1.96	1.47	1.57(1975)
1975	1,843,954	3,248,453	1.76	1.60	1.60(1976)
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	3.27(1983)
1983	802,909	2,884,687	3.59	3.54	

YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
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	19.39(1983)
1983	132,818	2,854,171	21.49	19.62	

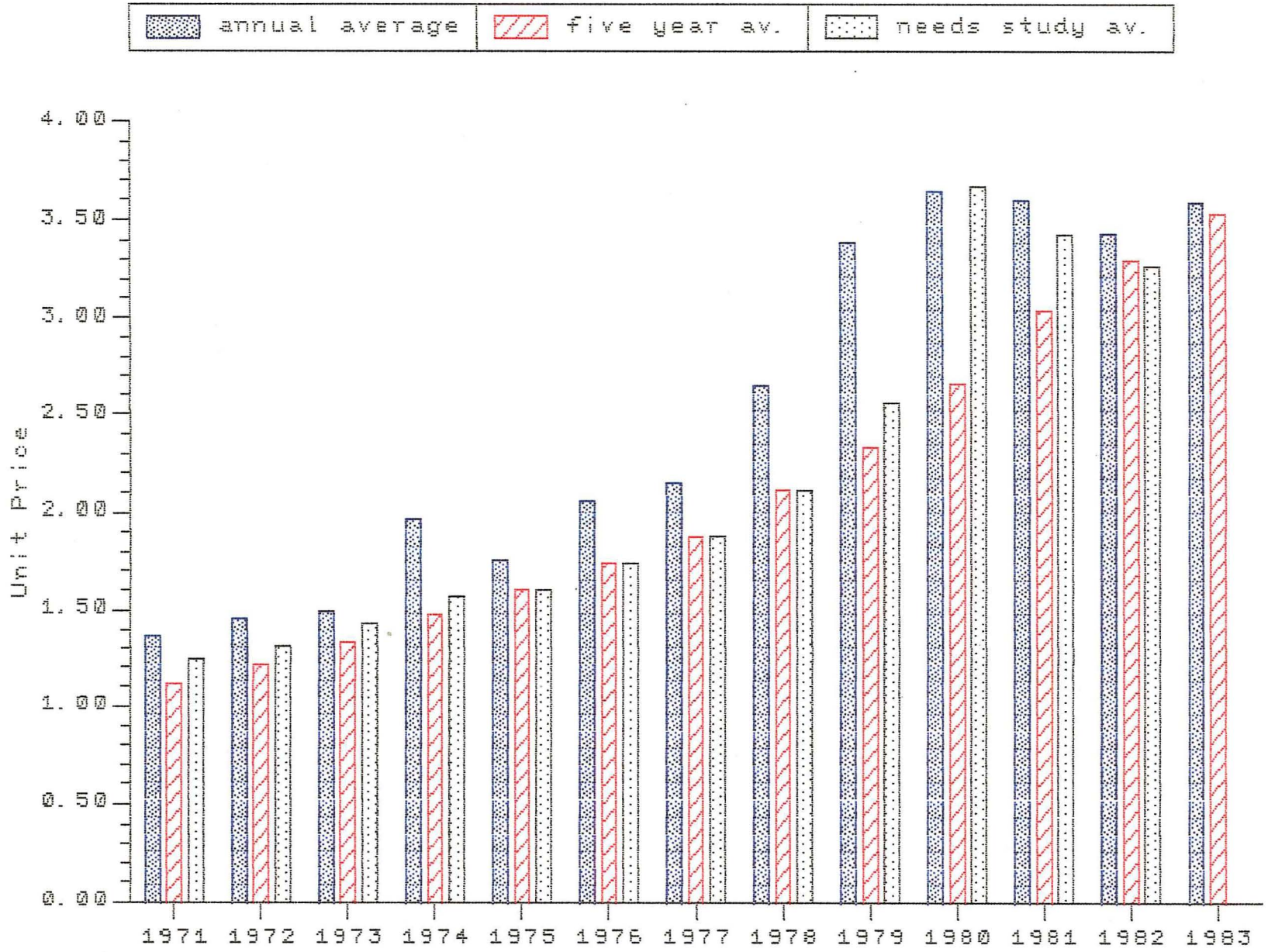
YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1971	35,983	$ 341,371	$ 9.49	$ 8.84	$ 8.96(1972)
1972	-	-	-	9.49	9.53(1973)
1973	14,383	127,925	8.90	9.28	16.10(1974)
1974	7,716	178,841	23.17	11.08	16.20(1975)
1975	4,681	90,950	19.43	11.78	21.30(1976)
1976	8,664	161,654	18.65	15.78	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	31.88(1983)
1983	19,786	662,957	33.52	32.67	



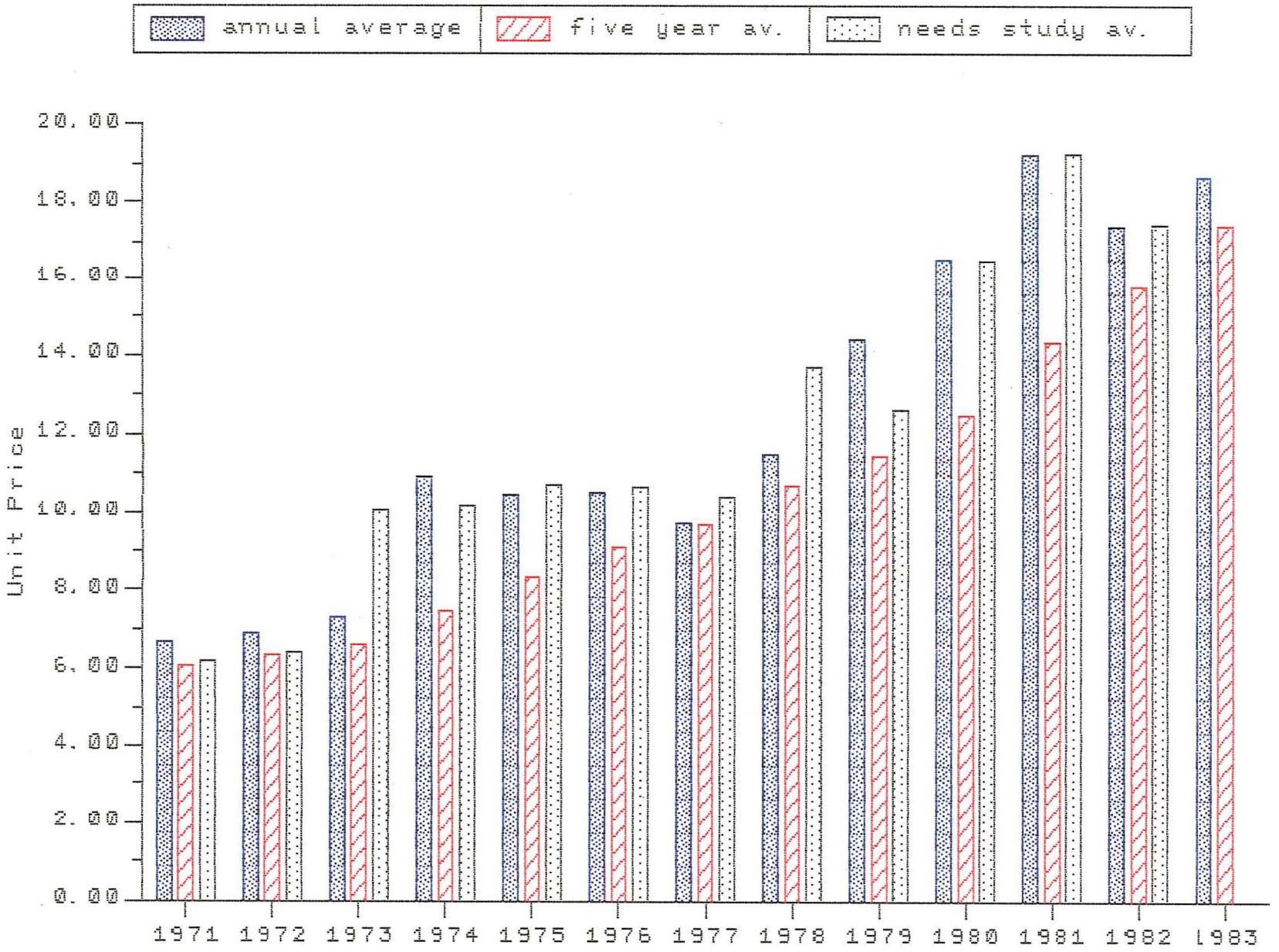
Trend of CSAH Rural Design Unit Prices
Bituminous Surface 2351-2361



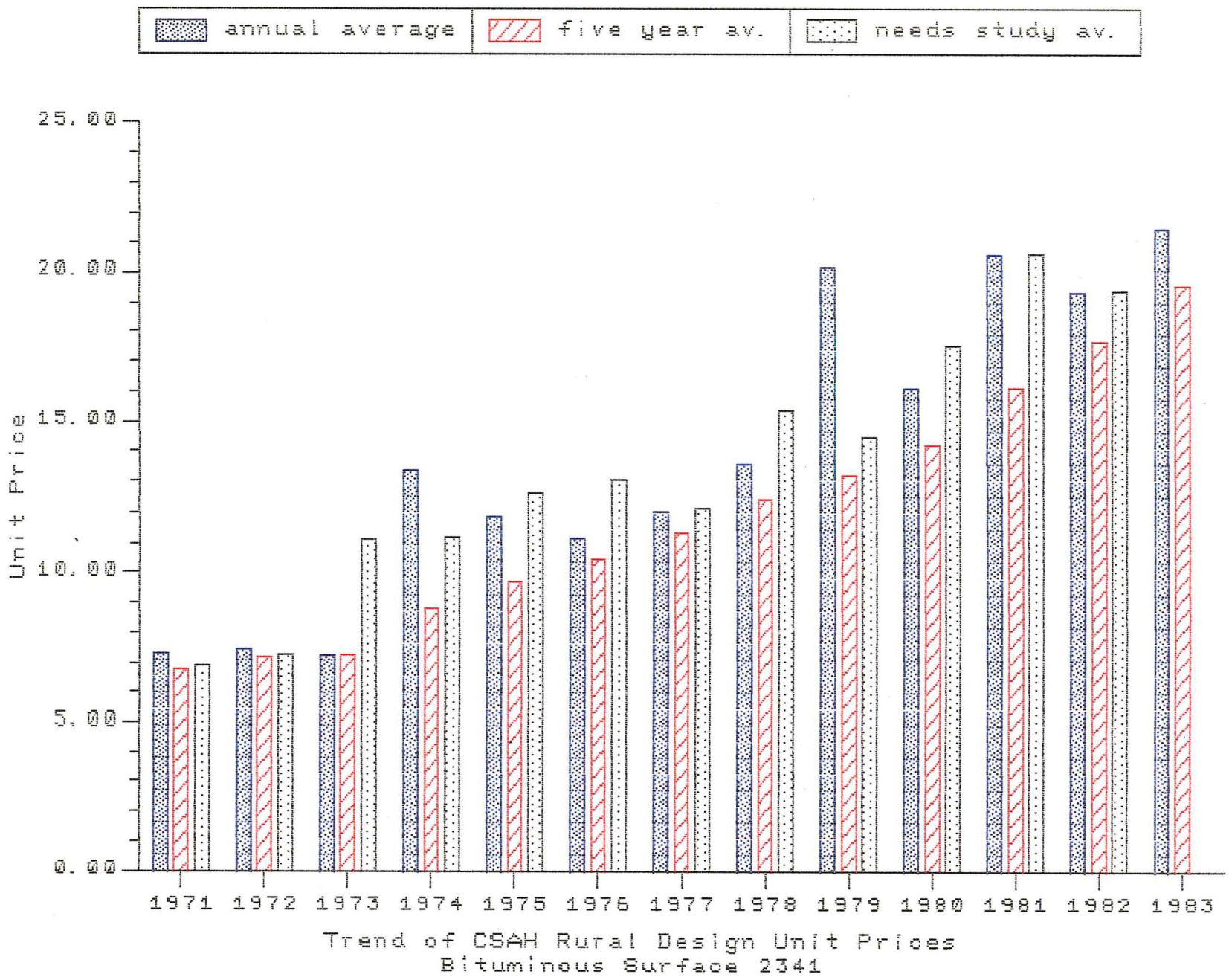
Trend of CSAH Rural Design Unit Prices
Gravel Base 2211 class 5 & 6

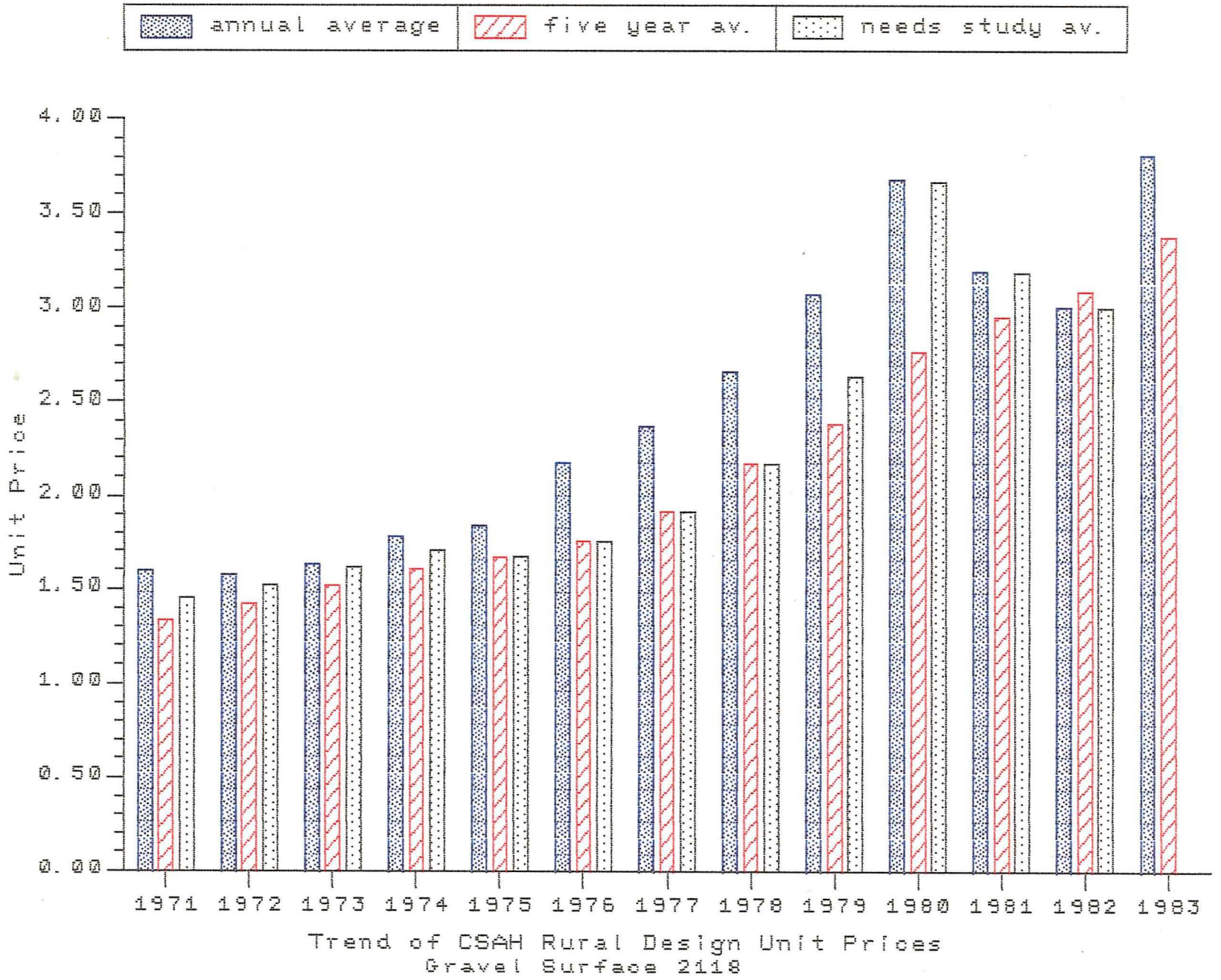


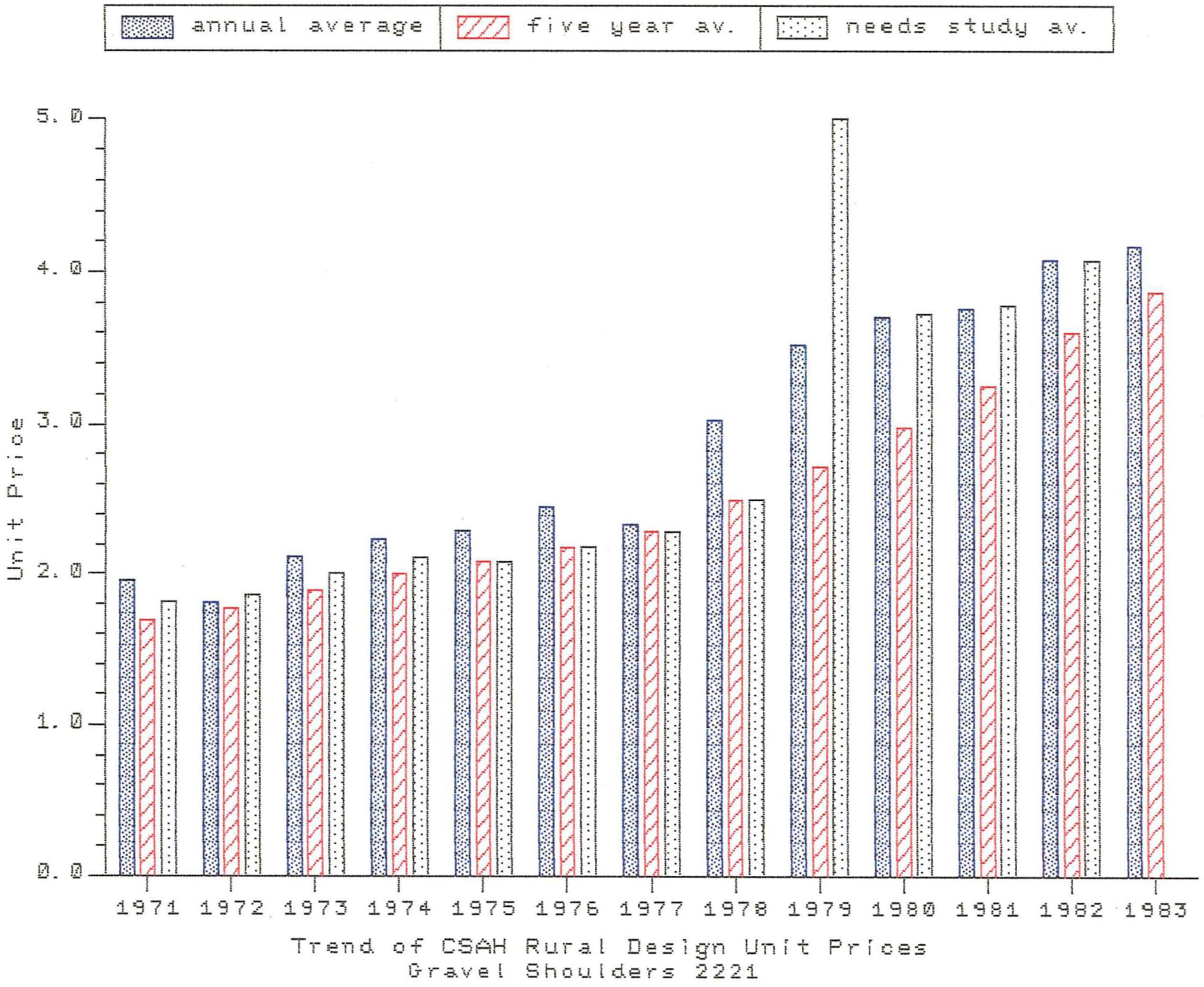
Trend of CSAH Rural Design Unit Prices
Subbase-2211 class 3 & 4



Trend of CSAH Rural Design Unit Prices
Bituminous Surface 2331


annual average
five year av.
needs study av.
25.00
20.00
15.00
10.00
5.00
0.00
Unit Price
1971
1972
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982
1983
Trend of CSAH Rural Design Unit Prices
Bituminous Surface 2341


annual average
five year av.
needs study av.
Unit Price
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
1971
1972
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982
1983
Trend of CSAH Rural Design Unit Prices
Gravel Surface 2118



Trend of CSAH Rural Design Unit Prices
Gravel Shoulders 2221

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

County State Aid Maintenance Transfers

County	# of Transfers	1958-1976	1977	1978	1979	1980	1981	1982	1983	26-Year Total
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

County	# of Transfers	1958-1976	1977	1978	1979	1980	1981	1982	1983	26-Year Total
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
Watonwan	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	$120,000	-0-	$290,000	$120,000	-0-	-0-	-0-	$5,387,110
# of Transfers	124	120	1	-0-	2	1	-0-	-0-	-0-	

1984 COUNTY SCREENING COMMITTEE DATA
JUNE, 1984

County State Aid Hardship Transfers

County	# of Transfers	1958-1976	1977	1978	1979	1980	1981	1982	1983	26-Year Total
Cook	17	$ 499,625	$ 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	1,254,225	60,000	60,000						1,374,225
Beltrami	1	30,000								30,000
Clearwater	1	12,000								12,000
Hubbard	5	292,500								292,500
Lake of the Woods	18	1,228,000								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	1,881,500								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	37	1,070,000					225,000	250,000		1,545,000

County State Aid Hardship Transfers

County	# of Transfers	1958-1976	1977	1978	1979	1980	1981	1982	1983	26-Year Total
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	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		$4,928,725	$60,000	$60,000	-0-	-0-	$225,000	$250,000	-0-	$5,523,725
# of Transfers	128	124	1	1	-0-	-0-	1	1	-0-	