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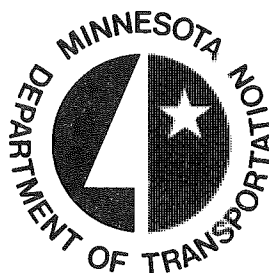
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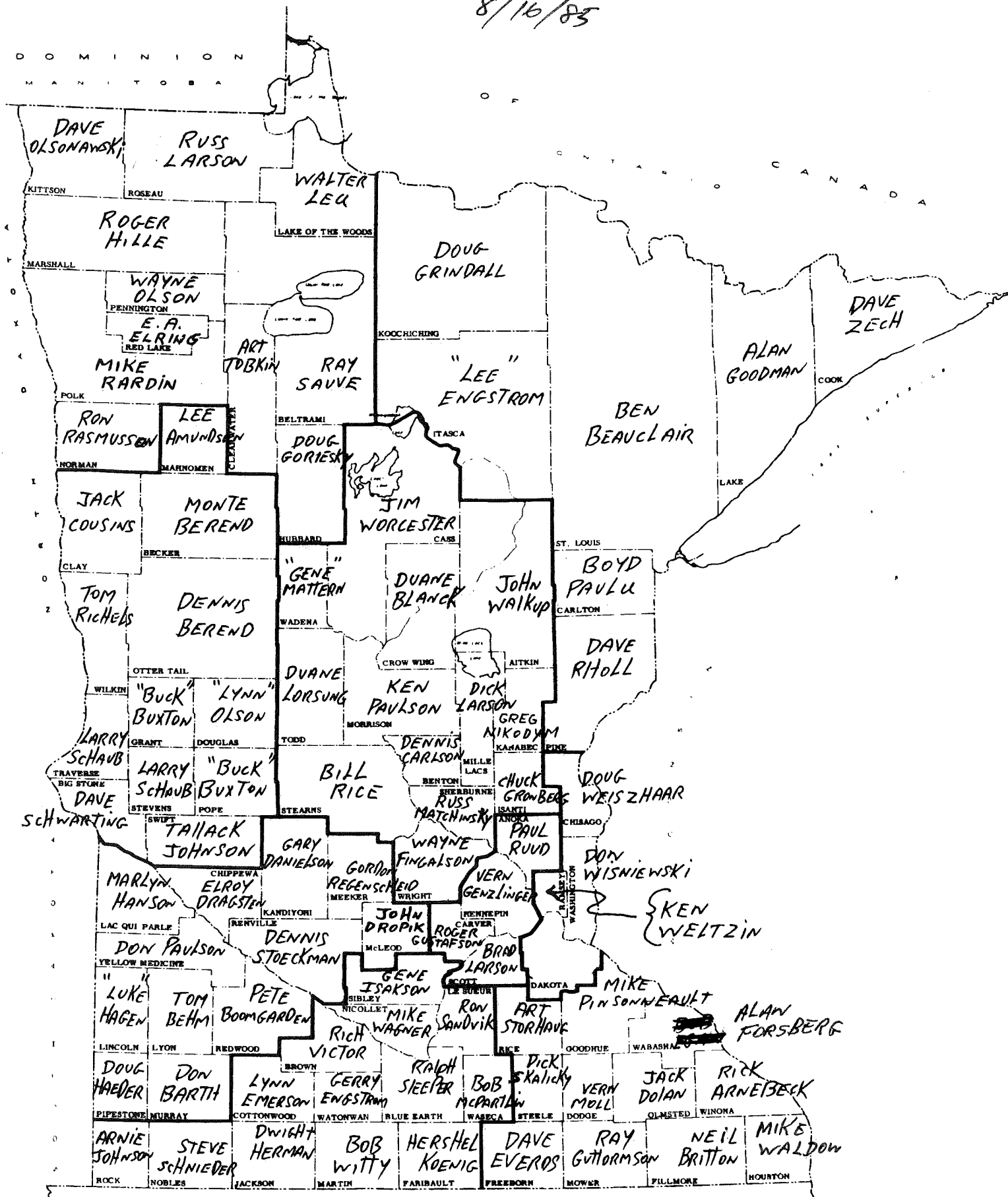


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TO BE PRESENTED AT THE JUNE 19-20, 1985 MEETING

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1985 COUNTY SCREENING BOARD DATA
JUNE, 1985

Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1985 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 Board.

As in other years, in order to keep the five-year average unit price study current, we have removed the 1979 construction projects and added the 1984 construction projects. The abstracts of bids on all rural design State Aid and Federal Aid projects, let from 1980 through 1984, are the source of information for compiling the data used for computing the recommended 1985 rural design unit prices. The gravel base unit price data obtained from the 1984 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 only for Hennepin and Ramsey Counties. The Screening Board felt that because rural design construction is such a minor part of their construction program, they 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 meeting.

Other studies included in this report involve Rural Design Grading Cost update, Needs Adjustments for Variances granted and recommended Soil Classification guidelines.

Minutes of the Subcommittee meeting held April 26, 1985 are included in the "Reference Material" section of this report. John Walkup, Chairman of the General Subcommittee, will attend the Screening Board meeting to review and explain their recommendations.

1985 COUNTY SCREENING BOARD DATA
JUNE, 1985

Trend of C.S.A.H. Rural Design Unit Prices
(Based on State Averages from 1975-1984)

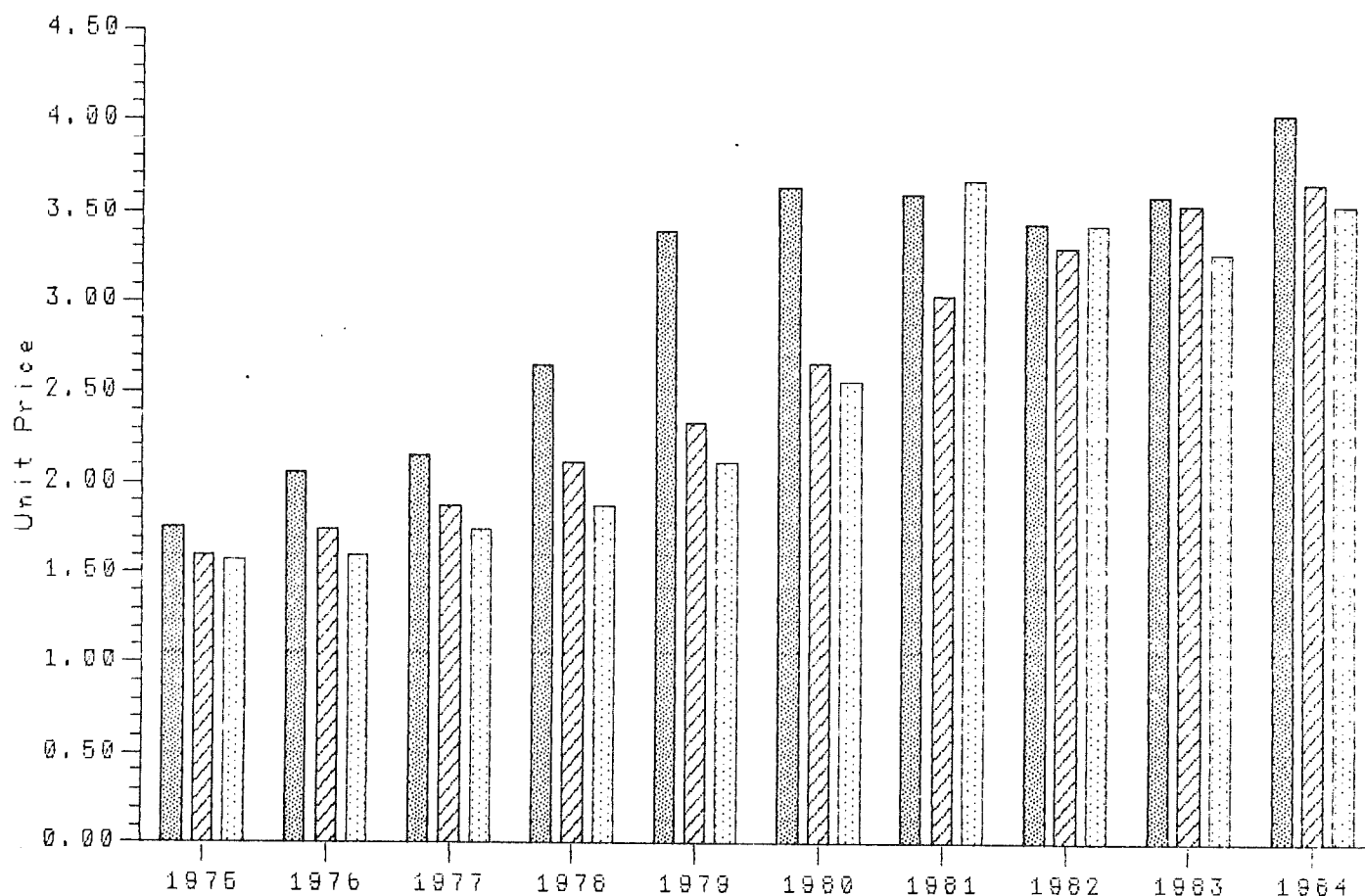
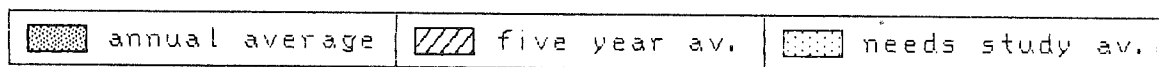
The following graphs and tabulations indicate the unit price trend of the various construction items. As mentioned earlier, all unit price data was retrieved from the abstracts of bids on State Aid and Federal Aid Projects. Three trends are shown for each construction item: annual average, five-year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

1985 COUNTY SCREENING BOARD DATA

JUNE, 1985

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
1975	1,843,954	\$ 3,248,453	\$ 1.76	\$ 1.60	\$ 1.57
1976	1,914,934	3,948,292	2.06	1.74	1.60
1977	1,307,398	2,805,472	2.15	1.87	1.74
1978	1,408,202	3,725,724	2.65	2.11	1.87
1979	1,148,672	3,891,149	3.39	2.33	2.11
1980	1,006,473	3,665,775	3.64	2.66	2.56
1981	1,274,775	4,589,136	3.60	3.04	3.67
1982	472,505	1,626,364	3.44	3.30	3.43
1983	802,909	2,884,687	3.59	3.54	3.27
1984	634,976	2,564,735	4.04	3.66	3.54



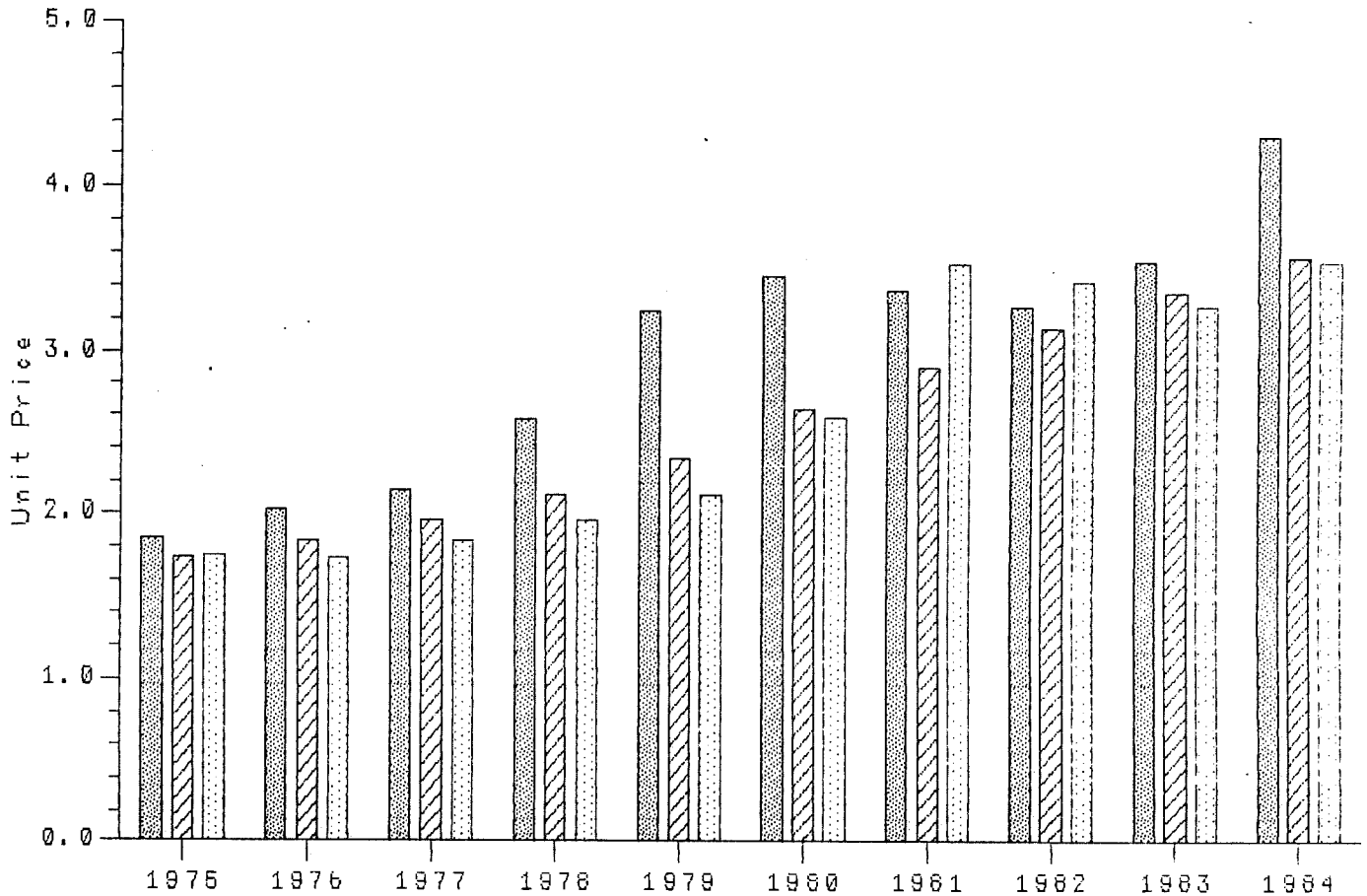
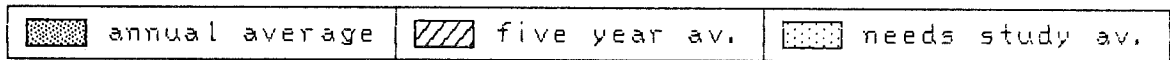
Trend of CSAH Rural Design Unit Prices
Subbase-2211 class 3 & 4

1985 COUNTY SCREENING BOARD DATA

JUNE, 1985

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
1975	2,912,968	\$ 5,390,129	\$ 1.85	\$ 1.73	\$ 1.75
1976	2,104,954	4,281,045	2.03	1.84	1.73
1977	2,160,267	4,633,760	2.14	1.96	1.84
1978	2,383,648	6,150,942	2.58	2.12	1.96
1979	2,115,430	6,885,598	3.25	2.34	2.12
1980	1,468,830	5,099,343	3.47	2.64	2.59
1981	1,840,881	6,218,533	3.38	2.91	3.54
1982	2,264,838	7,415,229	3.27	3.15	3.43
1983	1,778,096	6,423,269	3.61	3.38	3.27
1984	1,713,625	7,385,785	4.31	3.58	3.56



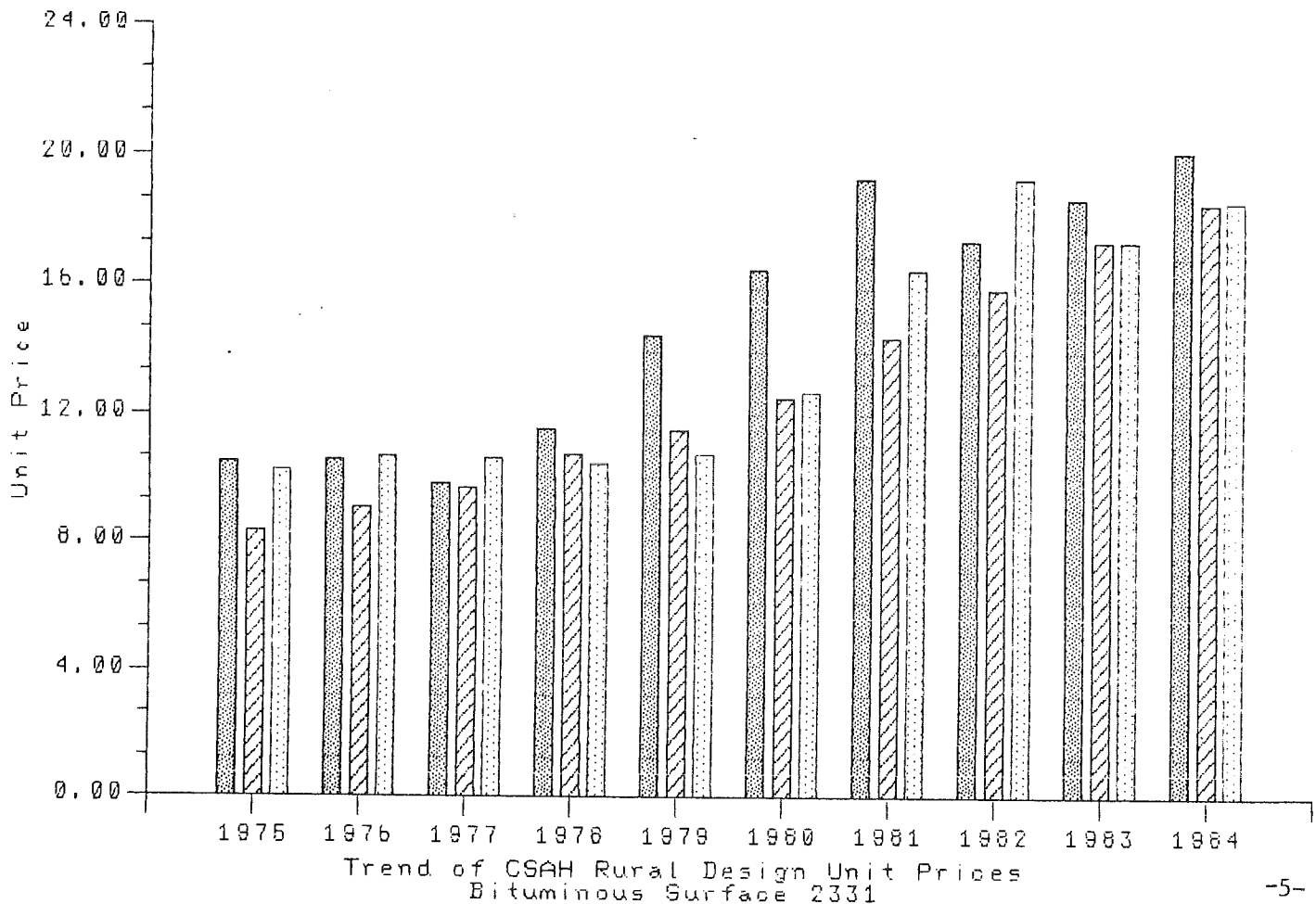
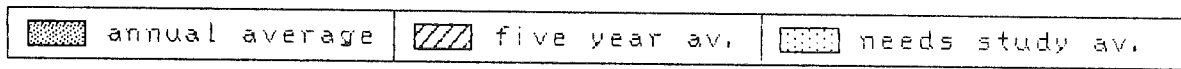
Trend of CSAH Rural Design Unit Prices
Gravel Base 2211 class 5 & 6

1985 COUNTY SCREENING BOARD DATA

JUNE, 1985

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

YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
1975	1,562,419	\$16,349,138	\$10.46	\$ 8.36	\$10.20
1976	1,348,029	14,184,423	10.52	9.09	10.66
1977	1,421,330	13,887,156	9.77	9.69	10.62
1978	1,738,385	20,006,836	11.51	10.70	10.38
1979	1,640,936	23,711,868	14.45	11.43	10.70
1980	1,218,694	20,084,084	16.48	12.47	12.64
1981	1,825,702	35,165,185	19.26	14.39	16.48
1982	1,859,331	32,340,003	17.39	15.85	19.27
1983	2,056,356	38,327,447	18.64	17.40	17.39
1984	2,038,778	40,975,814	20.10	18.55	18.61

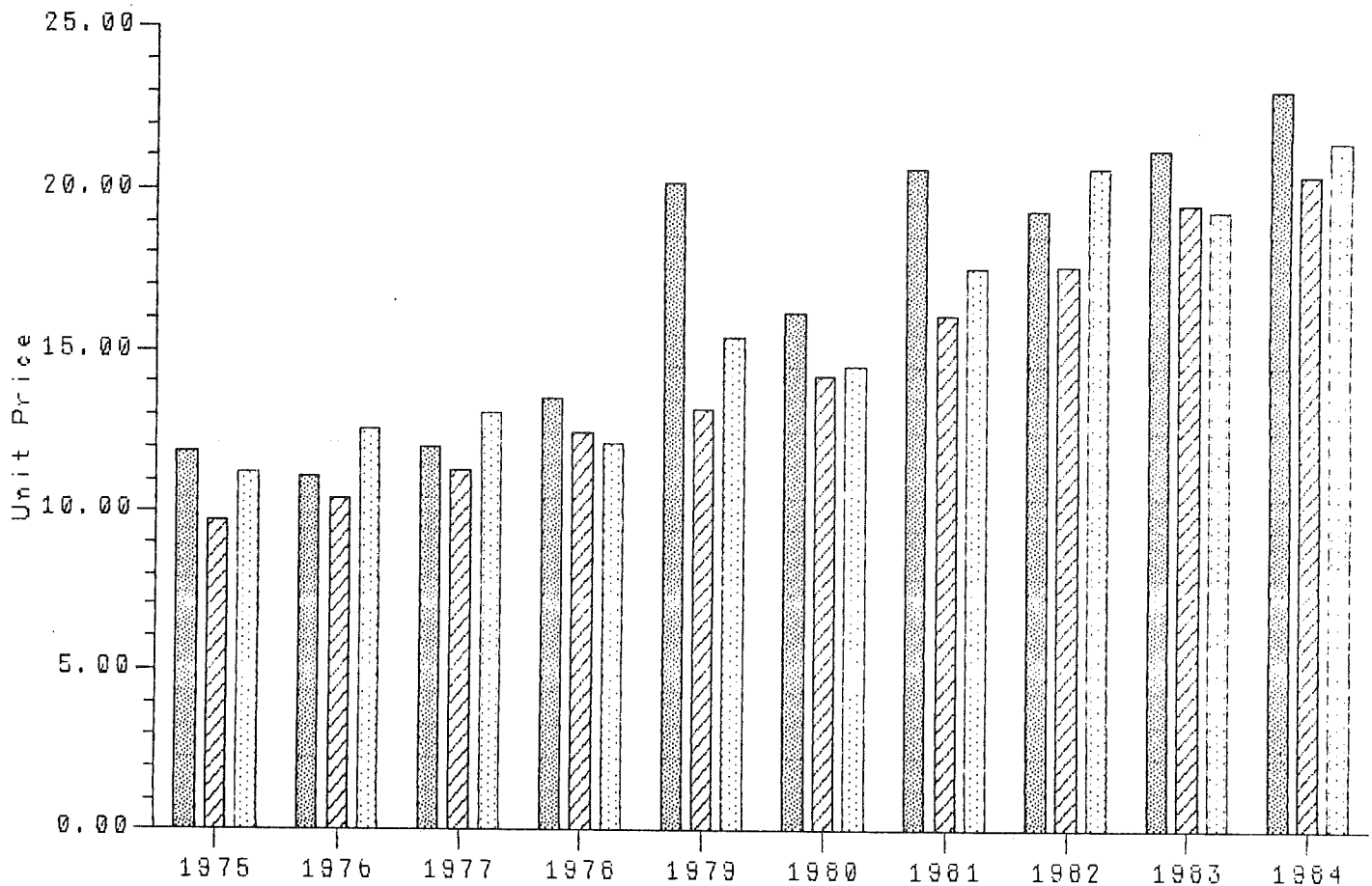
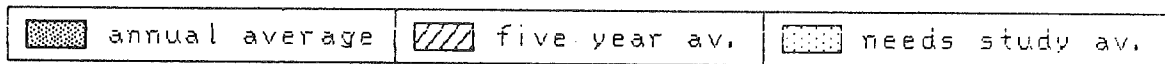


1985 COUNTY SCREENING BOARD DATA

JUNE, 1985

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

<u>YEAR</u>	<u>QUANTITIES</u>	<u>COST</u>	<u>ANNUAL AVERAGE</u>	<u>5-YEAR AVERAGE</u>	<u>NEEDS STUDY AVERAGE</u>
1975	143,249	\$ 1,692,701	\$11.88	\$ 9.67	\$11.20
1976	107,703	1,194,772	11.09	10.40	12.58
1977	55,764	667,058	11.96	11.29	13.08
1978	122,544	1,656,383	13.52	12.41	12.11
1979	64,840	1,308,883	20.18	13.20	15.41
1980	87,488	1,413,751	16.16	14.24	14.52
1981	63,541	1,310,395	20.63	16.13	17.58
1982	165,468	3,207,140	19.39	17.66	20.63
1983	128,625	2,729,746	21.22	19.54	19.39
1984	162,488	3,747,298	23.06	20.42	21.44

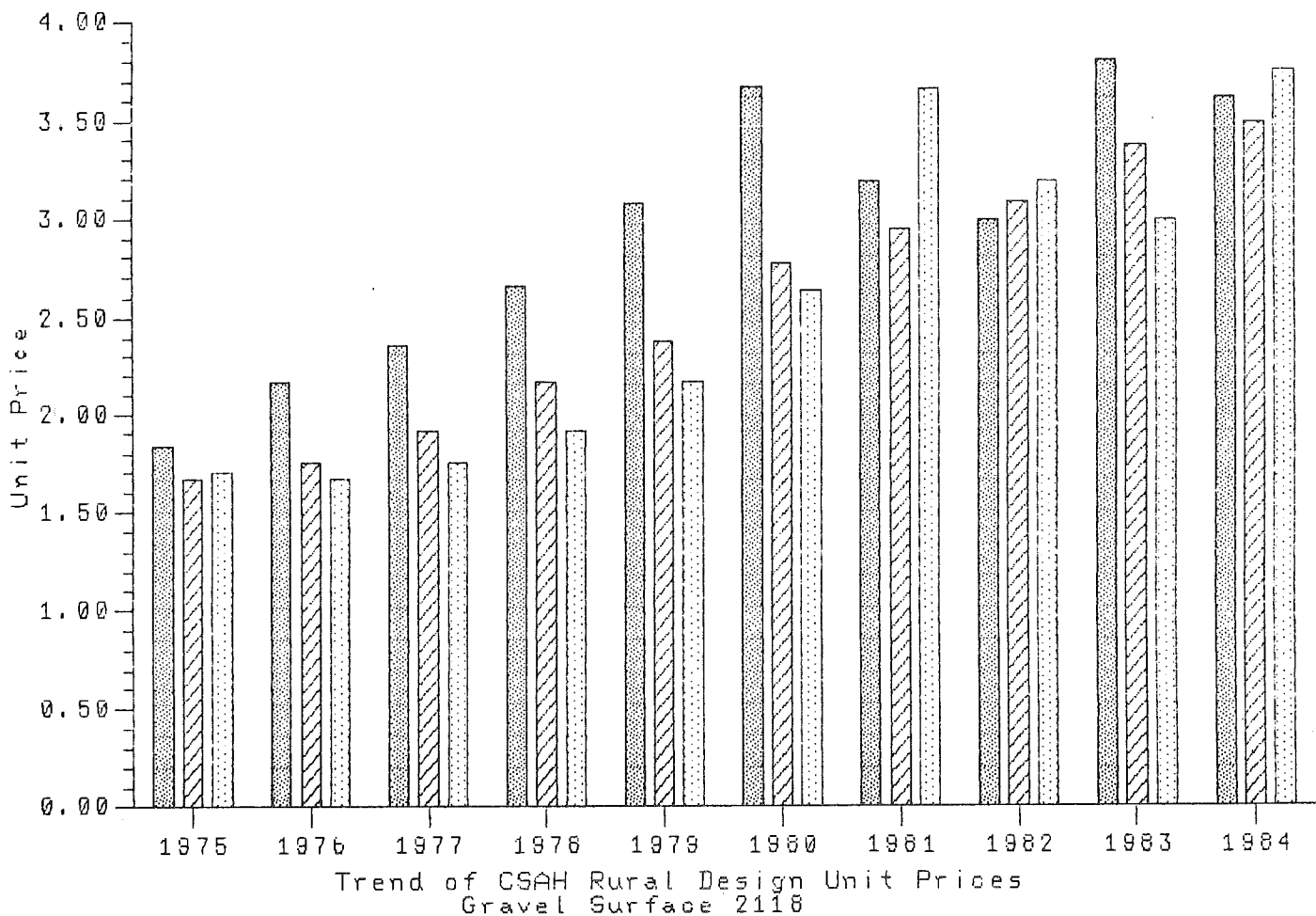
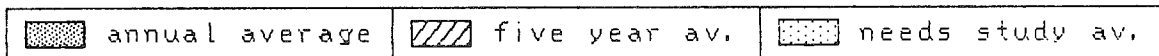


1985 COUNTY SCREENING BOARD DATA

JUNE, 1985

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
1975	371,963	\$ 684,525	\$ 1.84	\$ 1.67	\$ 1.70
1976	302,814	656,844	2.17	1.76	1.67
1977	301,424	714,046	2.37	1.92	1.76
1978	388,427	1,032,379	2.66	2.17	1.92
1979	261,637	806,744	3.08	2.39	2.17
1980	291,915	1,072,984	3.68	2.77	2.64
1981	177,479	565,415	3.19	2.95	3.67
1982	167,785	503,312	3.00	3.09	3.19
1983	176,024	669,773	3.81	3.37	3.00
1984	283,698	1,027,910	3.62	3.50	3.76

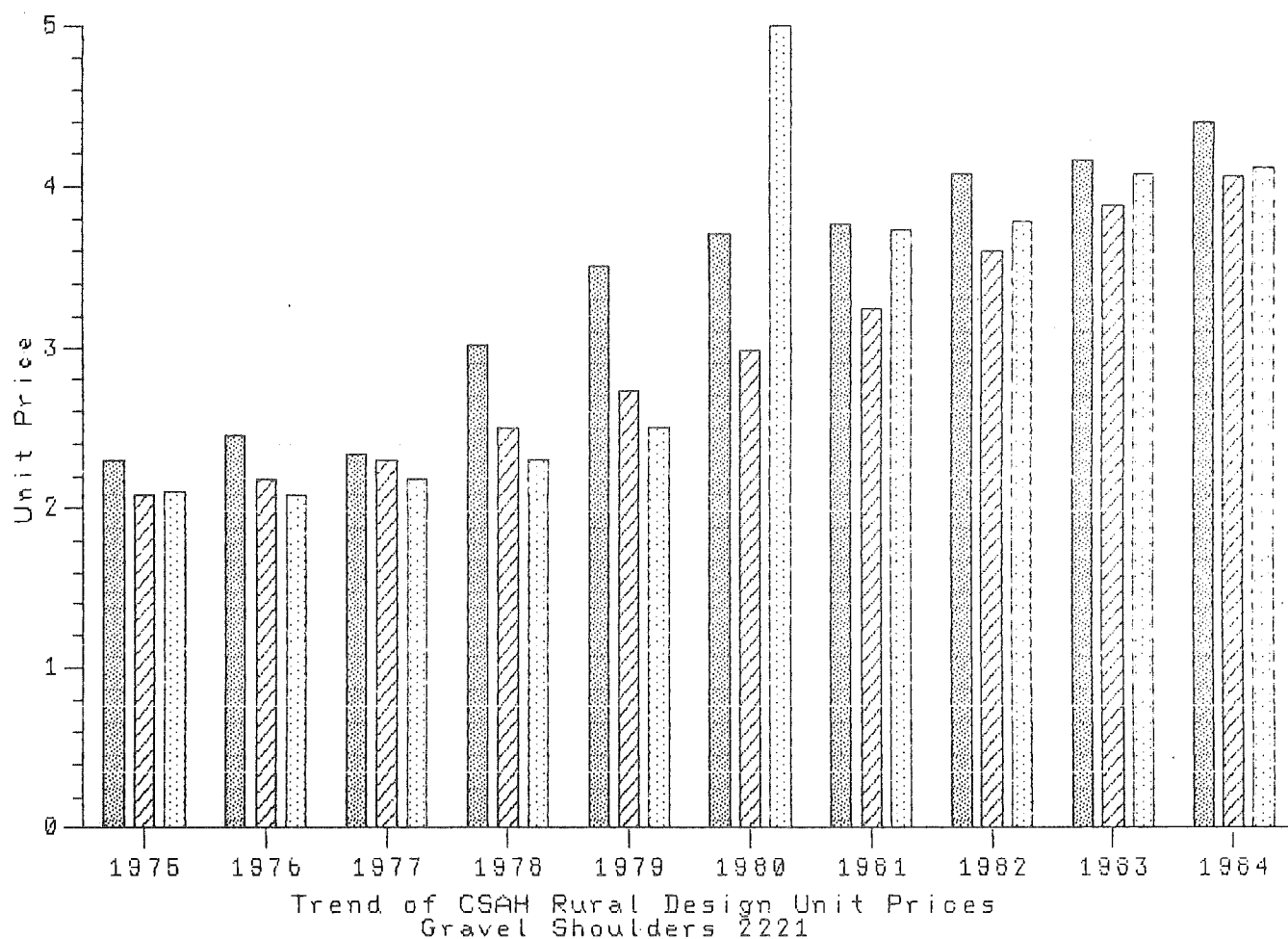
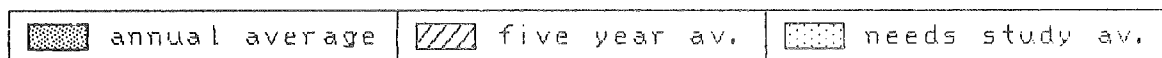


1985 COUNTY SCREENING BOARD DATA

JUNE, 1985

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
1975	677,084	\$ 1,546,793	\$ 2.29	\$ 2.08	\$ 2.11
1976	649,216	1,589,269	2.45	2.18	2.08
1977	617,397	1,436,097	2.33	2.29	2.18
1978	748,028	2,259,804	3.02	2.50	2.29
1979	641,380	2,255,009	3.52	2.73	2.50
1980	528,325	1,963,507	3.71	2.98	5.00
1981	606,762	2,287,661	3.77	3.25	3.73
1982	765,136	3,121,766	4.08	3.61	3.78
1983	830,487	3,460,292	4.17	3.88	4.08
1984	806,440	3,541,782	4.39	4.06	4.12



NOTES & COMMENTS

1985 COUNTY SCREENING BOARD DATA
JUNE, 1985

1985 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 Board meeting.

The map indicates each county's 1984 C.S.A.H. needs study gravel base unit price, the gravel base data in the 1980-1984 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1985.

The recommended 1985 rural design gravel base unit prices were determined by the Subcommittee at their April 26, 1985 meeting, using the following procedure which was initially adopted at the 1981 spring Screening Board 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.

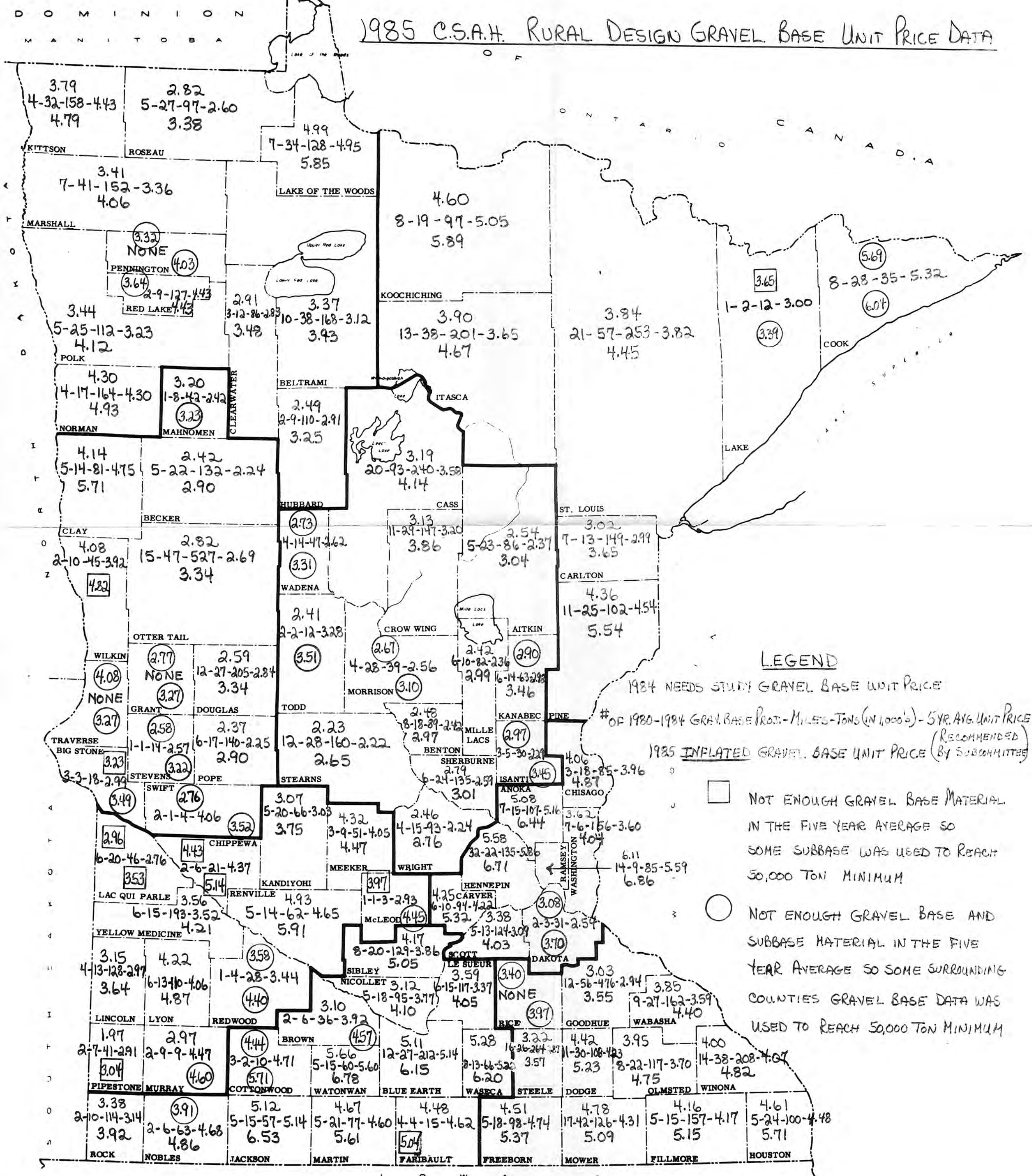
If a county has less than 50,000 tons of combined gravel base and subbase material in their five-year average unit price study, then enough gravel base material from the surrounding counties that do have 50,000 tons in the five-year average is added to the combined gravel base and subbase material to 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. John Walkup, Subcommittee Chairman, will attend the Screening Board meeting to discuss their recommendations.

NOTES & COMMENTS

JUNE, 1985

1985 C.S.A.H. RURAL DESIGN GRAVEL BASE UNIT PRICE DATA



1935 COUNTY SCREENING BOARD DATA
JUNE, 1935

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 1984 C.S.A.H. needs study, the unit prices recommended by the M.S.A.S. Subcommittee for use in their 1985 needs study, the 1980-1984 C.S.A.H. five-year average unit prices (based on actual projects), the 1984 C.S.A.H. average and the C.S.A.H. Subcommittee's recommended 1985 unit prices.

The C.S.A.H. Subcommittee's recommended prices were determined at their meeting on April 26, 1985. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

1985 County Screening Board Data

June, 1985

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

Construction Item	1984 CSAH Needs Study Average	1985 MSAS Unit Prices Recommended by MSAS Sub- committee	1980-1984 CSAH 5-Year Average	1984 CSAH Average	1985 CSAH Unit Price Recommended by CSAH Subcommittee
Rural Design					
Subbase C1 3&4/Ton	\$ 3.54	SAME	\$ 3.66	\$ 4.04	G.B. - \$ 0.27
Gr.Base C1 5&6/Ton	3.56		3.58	4.31	*
Bit.Base 2331/Ton	18.61	AS	18.55	20.10	G.B. + 15.79
Bit.Surf.2331/Ton	18.61		18.55	20.10	G.B. + 15.79
Bit.Surf.2341/Ton	21.44	URBAN	20.42	23.06	G.B. + 18.75
Con.Surf.2301/Sq.Yd.	14.75		---	---	G.B. + 11.03
Gravel Surf.2118/Ton	3.76	DESIGN	3.50	3.62	G.B. - 0.69
Gravel Shldr.2221/Ton	4.12	\$ 4.25	4.06	4.39	G.B. + 0.08
Urban Design					
Grading/Cu.Yd.	\$ 3.00	\$ 3.00	---	---	\$ 3.00
Subbase C1 3&4/Ton	4.20	4.50	---	---	G.B. + \$ 0.19
Gr.Base C1 5&6/Ton	5.20	5.25	---	---	G.B. + 0.94
Bit.Base 2331/Ton	23.45	23.50	---	---	G.B. + 19.19
Bit.Surf.2331/Ton	23.45	23.50	---	---	G.B. + 19.19
Bit.Surf.2341/Ton	24.95	25.00	---	---	G.B. + 20.69
Con.Surf.2301/Sq.Yd.	18.85	---	---	---	G.B. + 15.29
Miscellaneous					
Storm Sewer-Comp./Mi.	\$196,000	---	---	---	\$ 196,000
Storm Sewer-Part./Mi.	62,000	---	---	---	62,000
Sidewalk Const./Sq.Yd.	14.00	14.00	---	---	14.00
C & G Const./Lin.Ft.	5.50	5.50	---	---	5.50
Tree Removal/Tree	90.00	90.00	---	---	90.00
Sidewalk Removal/Sq.Yd.	3.50	3.50	---	---	3.50
C & G Removal/Lin.Ft.	1.50	1.50	---	---	1.50
Conc.Pave.Removal/Sq.Yd.	4.50	3.75	---	---	3.75
Bridges					
0-149 Ft.Long/Sq.Ft.	\$ 41.00	\$ 45.00	---	---	\$ 45.00
150-499 Ft.Long/Sq.Ft.	47.00	51.00	---	---	51.00
500 Ft. & 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	---	---	65,000
Signals & Gates	90,000	95,000	---	---	90,000

* The Recommended Rural Design Gravel Base Unit Price for each individual county is shown on the state map foldout (Fig.A)

G.B.- The rural design gravel base price as shown on the state map

NOTES & COMMENTS

M I L E A G E

R E Q U E S T S

Criteria Necessary for County State Aid Highway Designation

In the past, there has been considerable speculation as to which requirements a road must meet in order to qualify for designation as a County State Aid Highway. The following section of the Minnesota Department of Transportation Rules which was updated in March, 1984, definitely sets forth what criteria are necessary.

Portion of Minnesota Rules For State Aid Operations

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

a. A County state-aid highway which:

- (1) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional plans as approved by the county board;
- (2) connects towns, communities, shipping points, and markets within a county or in adjacent counties;
 - (a) or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas;
 - (b) or serves as a principal rural mail route and school bus route;
- (3) occurs at reasonable intervals consistent with the density of population; and
- (4) provides an integrated and coordinated highway system affording, within practical limits, a State-Aid highway network consistent with projected traffic demands.

1985 COUNTY SCREENING BOARD DATA
JUNE 1985
History of C.S.A.H. Additional Mileage Requests
Approved by the County Engineer's Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	Tot. Miles Requested & Approved To Date
01 Aitkin	6.10							0.60					6.70
02 Anoka	1.33	0.71											2.04
03 Becker		10.07											10.07
04 Beltrami	6.84*	0.69	0.16										7.69
05 Benton	3.18*												3.18
06 Big Stone	1.40		0.16										1.56
07 Blue Earth	15.29*				0.25								15.54
08 Brown	3.81	3.63	0.13										7.57
09 Carlton	3.62												3.62
10 Carver	1.55	0.94	0.48										2.97
11 Cass		7.90											7.90
12 Chippewa	14.00	1.00											15.00
13 Chisago	3.24												3.24
14 Clay	1.18	0.82	0.10										2.10
15 Clearwater	0.30*		1.00										1.30
16 Cook	3.60												3.60
17 Cottonwood	3.37	1.80	1.30										6.47
18 Crow Wing	13.00*												13.00
19 Dakota	1.65*		2.47										4.12
20 Dodge													
21 Douglas	7.40*	3.25											10.65
22 Faribault		0.37	1.20						0.09				1.66
23 Fillmore	1.12						1.10						2.22
24 Freeborn	0.05	0.90	0.65										1.60
25 Goodhue			0.08										0.08
26 Grant	5.30	0.12											5.42
27 Hennepin	4.50		0.24			0.52			0.33				5.59
28 Houston			0.12										0.12
29 Hubbard	0.60	1.25	0.26	0.06									2.17
30 Isanti	1.06	0.74											1.80

1985 COUNTY SCREENING BOARD DATA
JUNE 1985
History of C.S.A.H. Additional Mileage Requests
Approved by the County Engineer's Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	Tot. Miles Requested & Approved To Date
31 Itasca													-
32 Jackson		0.10											0.10
33 Kanabec													-
34 Kandiyohi		0.44											0.44
35 Kittson	6.60*												6.60
36 Koochiching	9.27*												9.27
37 Lac Qui Parle	1.70	0.23											1.93
38 Lake	3.24*	1.58	0.56										5.38
39 Lake of Woods	0.56	0.33											0.89
40 Le Sueur	2.70		0.83										3.53
41 Lincoln	5.65*	0.90											6.55
42 Lyon	2.00												2.00
43 McLeod	0.09		0.50										0.59
44 Mahnomon	1.00	0.42											1.42
45 Marshall	15.00*		1.00										16.00
46 Martin		1.52											1.52
47 Meeker	0.80		0.50										1.30
48 Mille Lacs			0.74										0.74
49 Morrison													-
50 Mower	9.28*	3.83				0.09							13.20
51 Murray	3.52		1.10										4.62
52 Nicollet										0.60			0.60
53 Nobles		13.71	0.23										13.94
54 Norman	1.31												1.31
55 Olmsted	10.77*	4.55											15.32
56 Otter Tail				0.36									0.36
57 Pennington	0.84												0.84
58 Pine	9.25												9.25
59 Pipestone		0.50											0.50
60 Polk	4.00		1.55			0.67							6.22

1985 COUNTY SCREENING BOARD DATA
JUNE 1985
History of C.S.A.H. Additional Mileage Requests
Approved by the County Engineer's Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	Tot. Miles Requested & Approved To Date
61 Pope	1.63	2.00	1.20										4.83
62 Ramsey	9.45*	0.67	0.61							0.21			10.94
63 Red Lake			0.50										0.50
64 Redwood	2.30	1.11					0.13						3.54
65 Renville													-
66 Rice	1.70												1.70
67 Rock	0.50								0.54				1.04
68 Roseau	5.20	1.60											6.80
69 St. Louis	7.71*	11.43											19.14
70 Scott	8.65*	3.44	5.15			0.12							17.36
71 Sherburne		5.42											5.42
72 Sibley	1.50												1.50
73 Stearns	0.08	0.70			3.90								4.68
74 Steele		1.55											1.55
75 Stevens		1.00											1.00
76 Swift		0.78					0.24						1.02
77 Todd	1.90*												1.90
78 Traverse	0.20		0.56								1.60		2.36
79 Wabasha	0.43*		0.30										0.73
80 Wadena													-
81 Waseca	4.10	0.43	0.14										4.67
82 Washington	2.33*		0.40				0.33				1.33		4.39
83 Watonwan			0.04	0.08				0.60					0.72
84 Wilkin													-
85 Winona	7.40*												7.40
86 Wright	0.45					1.38							1.83
87 Yellow Medicine				1.39									1.39
TOTALS	246.60	92.43	25.65	0.50	4.15	2.78	1.80	1.20	0.96	0.81	2.93		379.81
*Some Trunk Highway Turnback Mileage													

NOTES & COMMENTS

DATE : 2/5/85

TO : Manager, State Aid Needs Unit

FROM : Elmer Morris District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(~~Municipal~~) (County) of Dakota

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, -----
X	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.	Comments: <u>Requires Screening Board action. See</u>
Available	<u>memo and map attached.</u>
- Revoked	
+ Requested	
Balance	

Elmer Morris
District State Aid Engineer

2/5/85
Date

RECOMMEND APPROVAL OR DENIAL:

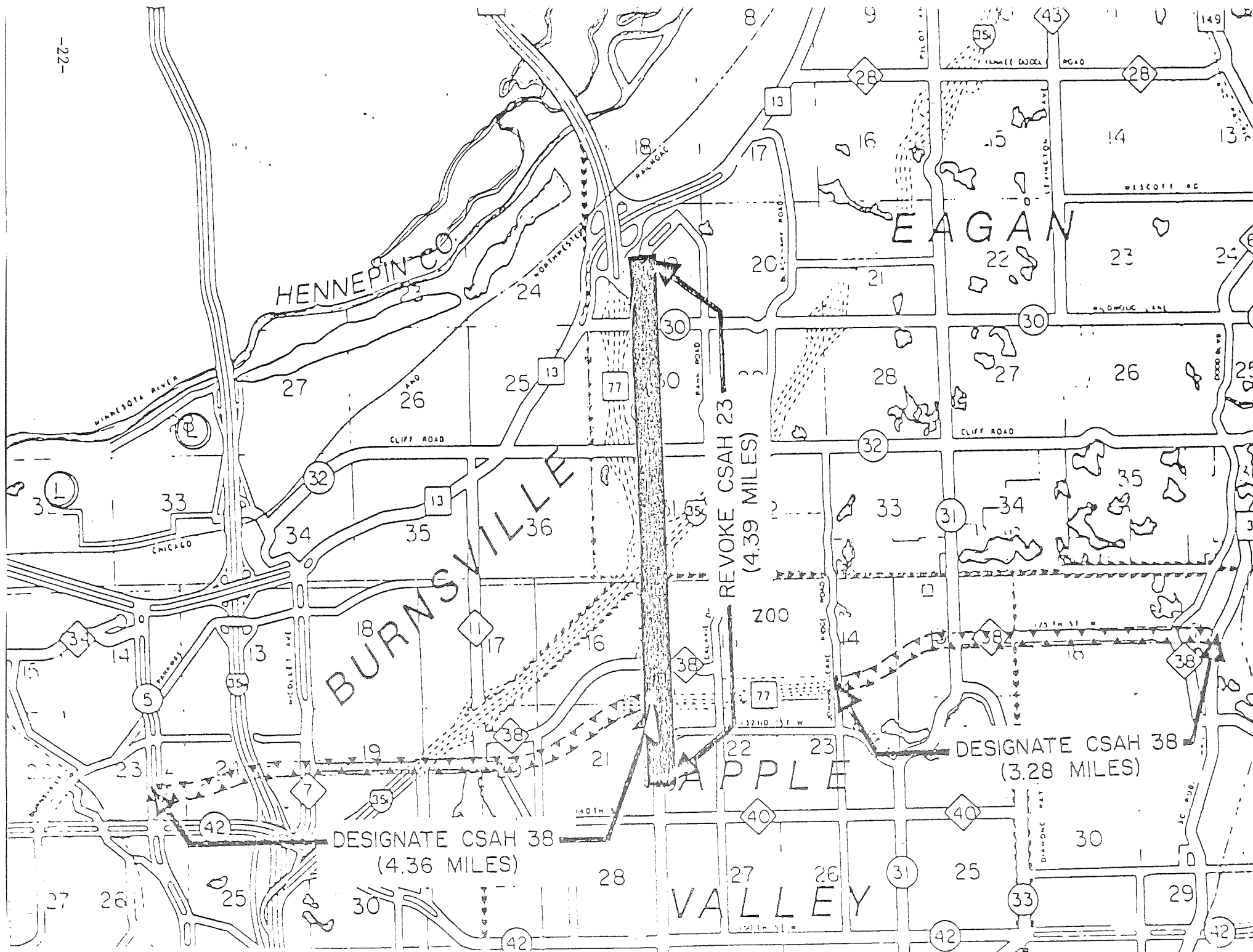
Manager, State Aid Needs Unit

Date

APPROVED OR DENIED:

State Aid Engineer

Date



STATE OF MINNESOTA

*Office Memorandum*DEPARTMENT Mn/DOT - Operations
Oakdale - District 9TO : Gordon M. Fay, Director
Office of State Aid - 420

DATE: February 5, 1985

FROM : 
Elmer Morris
District State Aid Engineer

PHONE: 779-1173

SUBJECT: CSAH Designation
Dakota County

Attached is a request from Dakota County to designate proposed CSAH No. 38 from CSAH No. 5 in Burnsville to T.H. No. 3 in Rosemount.

The County and City of Burnsville presently have a portion of the route between CSAH No. 5 and Nicollet Avenue, including a new bridge over T.H. 35W, under construction. The east-west portion of T.H. No. 77 will be let this Spring. The route will function not only as a collector facility for the Burnsville Shopping Center, but will also provide the main access to the Minnesota Zoc.

A portion of CSAH No. 23 was obliterated when the north-south portion of T.H. No. 77 was designated as shown on the attached prints of the municipal maps.

Existing Designation	
Cedar Avenue	4.39 miles
Less T.H. 77	<u>2.29 miles</u>
Available	2.10 miles

Proposed Designation	
CSAH 38 West Leg	4.36 miles
CSAH 38 East Leg	<u>3.28 miles</u>
Required	7.64 miles
Less	<u>2.10 miles</u>
Required	5.54 miles

Attachment

cc:
Robert Sandeen - Dakota County
File

DAKOTA COUNTY

* DAKOTA COUNTY GOVERNMENT CENTER
1560 HWY. 55 - HASTINGS, MINNESOTA 55033



January 28, 1985

Mr. Elmer Morris, P.E.
District State Aid Engineer
Mn/DOT, District 9
3485 Hadley Ave. N.
N. St. Paul, MN 55109

Dear Mr. Morris:

Dakota County requests approval of the addition of 7.64 miles of County State Aid Highway as shown on the enclosed map.

Also enclosed please find resolutions from the Cities of Eagan and Apple Valley and the Dakota County Board revoking 4.39 miles of CSAH 23. We hope that the elimination of this mileage will help to justify the addition of CSAH 38 to our system as outlined in the enclosed letter to the Screening Committee.

CSAH 38 is planned to become a cross country route carrying relatively heavy traffic and serving shopping in the Burnsville area and residential development now taking place in Apple Valley and Rosemount.

CSAH 38 will relieve traffic on CSAH 42 which is now operating over capacity in Burnsville.

Future needs for this roadway will be reduced somewhat since portions of the roadway and a bridge over 35W have been constructed recently using County funds.

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

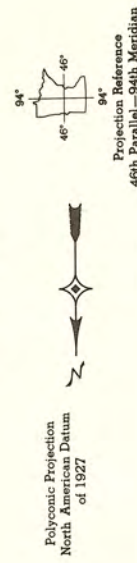
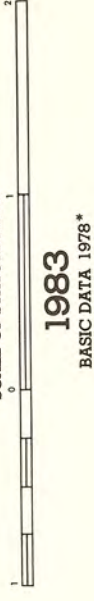
Sincerely,

Robert P. Sandeen, P.E.
County Highway Engineer

RPS/bv

**GENERAL HIGHWAY MAP
DAKOTA
COUNTY
MINNESOTA**

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



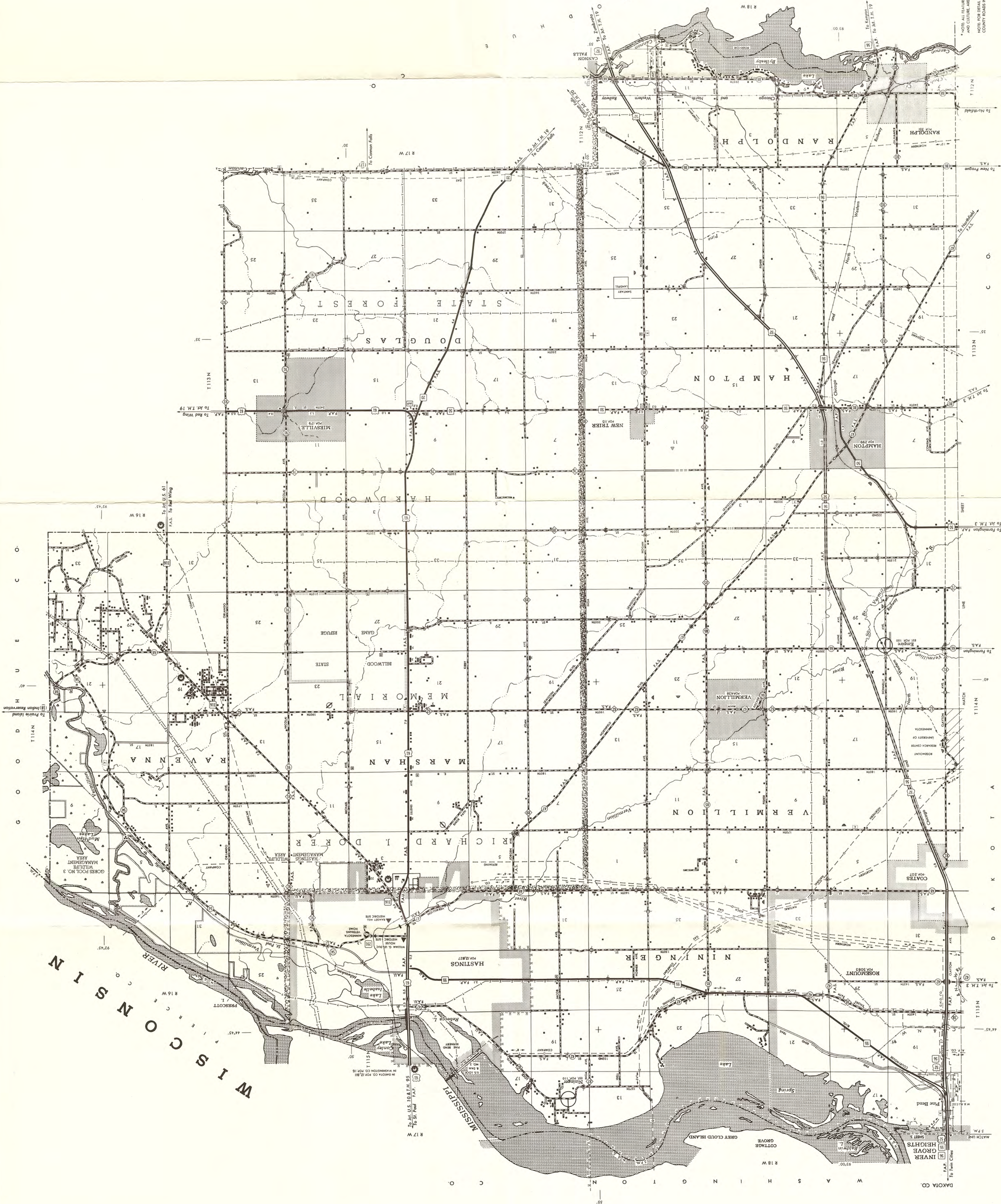
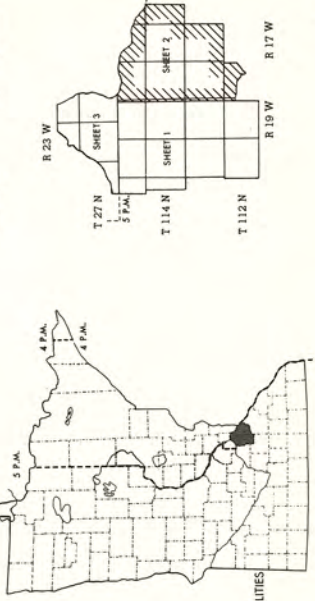
LEGEND

ROAD AND ROADWAY RATINGS

1. INTERSTATE
2. U.S. HIGHWAY
3. STATE HIGHWAY
4. COUNTY ROAD
5. LOCAL ROAD
6. TRAIL
7. FERRY
8. BRIDGE
9. TUNNEL
10. RAILROAD
11. AIRPORT
12. MARINA
13. CANAL
14. LOCK
15. DAM
16. WEIR
17. FLOOD
18. EARTHQUAKE
19. VOLCANO
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21. MOUNTAIN
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451.

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

Area of this County	588 Sq. Miles
Land Area	575.6 Sq. Miles



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

GENERAL HIGHWAY MAP DAKOTA COUNTY MINNESOTA

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*

Physical Features
North of 1927
40th Parallel—50th Meridian

LEGEND

ROAD AND ROUTE MARKERS

MAINTENANCE

CONVENTION

INDUSTRIAL

RECREATION

RAILROADS

POWERS

WATER

LAND

POPULATION

CLIMATE

SOILS

PLANTS

ANIMALS

MINERALS

INDUSTRIES

TRANSPORTATION

GOVERNMENT

EDUCATION

RELIGION

ARTS

SCIENCE

TECHNOLOGY

ENVIRONMENT

CONSERVATION

RECREATION

SPORTS

ENTERTAINMENT

COMMERCE

INDUSTRY

AGRICULTURE

FISHERY

MINING

ENERGY

TRANSPORTATION

GOVERNMENT

EDUCATION

RELIGION

ARTS

SCIENCE

TECHNOLOGY

ENVIRONMENT

CONSERVATION

RECREATION

SPORTS

ENTERTAINMENT

COMMERCE

INDUSTRY

AGRICULTURE

FISHERY

MINING

ENERGY



*NOTES: 1. THIS MAP IS A GENERAL HIGHWAY MAP AND DOES NOT SHOW ALL DETAILS OF COUNTY STATE AND HIGHWAY AND COUNTY ROADS IN INCORPORATED PLACES, SEE MAPS OF JURISDICTIONS. 2. WITH ALL OF THE SHIRT OF MINNESOTA, COUNTY IS WITHIN THE 40th PARALLEL AND 50th MERIDIAN.

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

Outline Map of Dakota County showing location of Dakota County within the State.

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : 2-11-85
TO : Director, Highway Studies Section
FROM : J. R. J. / SAACSON District State Aid Engineer
SUBJECT: Request for Approval of a System Revision
(Municipality) (County) of POLK

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:

RECOMMENDED APPROVAL:

J. R. J. / SAACSON
District State Aid Engineer

2-11-85
Date

RECOMMENDED APPROVAL OR DENIAL:

Director, Highway Studies Section

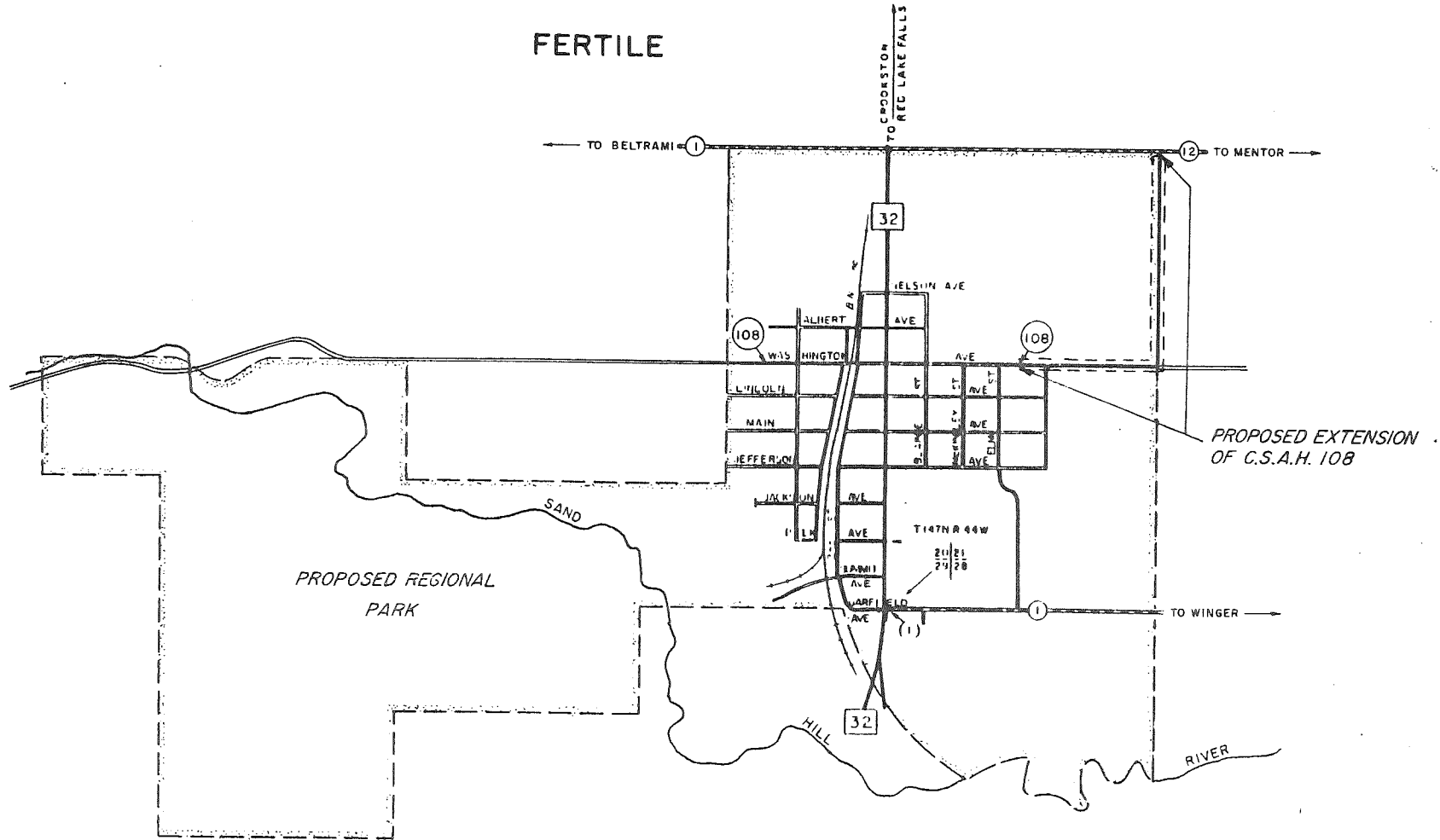
Date

APPROVAL OR DENIAL:

State Aid Engineer

Date

FERTILE





HIGHWAY DEPARTMENT

TH 75 AND CR 233

P.O. BOX 27

CROOKSTON, MINNESOTA 56716

February 8, 1985

FEB 11 1985

Mr. J.R.J. Isaacson
District State Aid Engineer
Minnesota Department of Transportation
P.O.Box 490
Bemidji, Minnesota 56601

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

Dear Mr. Isaacson:

Over the years the city of Fertile and the surrounding area has grown and has been actively developed. During 1984 the city limits were expanded to encompass these areas and to provide for future orderly development.

The City is now undergoing an extensive capital improvement program which includes completion of the bituminous surfacing of all city streets, construction of a new water tower and development of a 600 acre regional park.

In line with these improvements, the city of Fertile has requested Polk County to extend C.S.A.H. 108 (Washington Avenue) east approximately 1,046 feet, to the new city limits, and then northerly approximately 2,695 feet to C.S.A.H. 12, the north city limits (see the enclosed map). This extension will provide direct access to the northeast section of Fertile and aid in its planned industrial expansion. It will also provide for a more integrated C.S.A.H. road and city street system. C.S.A.H. 108 now ends abruptly at the old city limits.

Please consider this a formal request by Polk County to extend C.S.A.H. 108 approximately 0.708 miles as described above. We considered revoking C.S.A.H. 108 west of T.H. 32 in conjunction with this request. However, this is the route to the proposed regional park and we feel it should remain on the state aid system. There are no other highway segments that could be dropped from our system without affecting system continuity.

Additional information will be provided at your request.

Sincerely,

Michael P. Rardin

Michael P. Rardin, P.E.
Polk County Highway Engineer

MPR:cm1

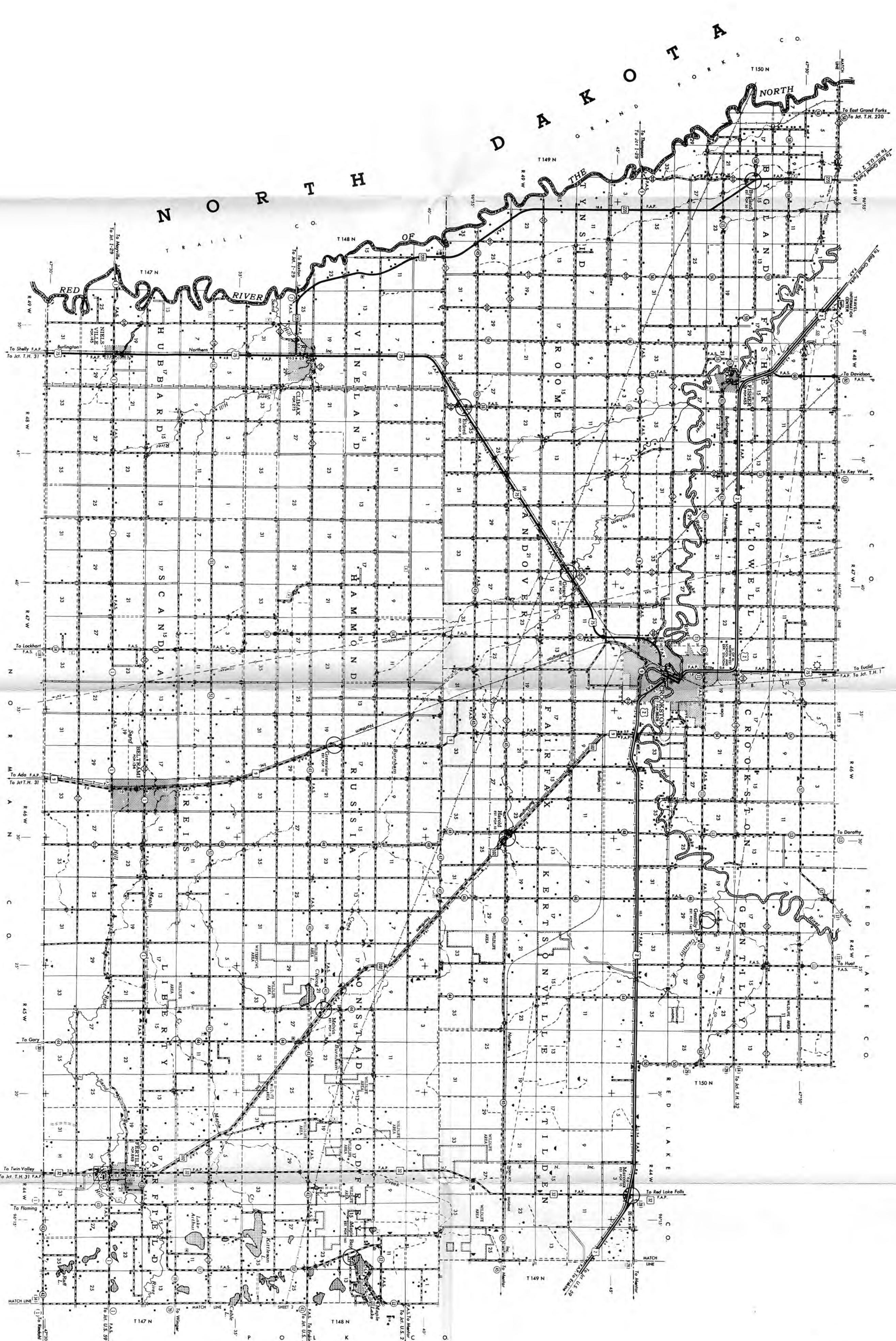
NOTES & COMMENTS

GENERAL HIGHWAY MAP

POLK COUNTY MINNESOTA

MINNESOTA DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE OF STATUTE MILES
1983
BASIC DATA 1979*



LEGEND

ROAD AND SOILWAY FEATURES

MAINTENANCE

CONVEYANCE

UTILITIES

LAND AND SETTLING LIMITS

WATER

RAILROADS

POSSIBLE FUTURE DEVELOPMENT

OTHER FEATURES

NOTES

INDEX

MAP OF MINNESOTA

MAP OF POLK COUNTY

GENERAL HIGHWAY MAP

POLK COUNTY MINNESOTA

MINNESOTA DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1983
BASIC DATA 1975

SCALE OF STATUTE MILES

LEGEND

ROAD AND ROADWAY FEATURES

NAVIGATION

RAILROADS

STRUCTURES

PUBLIC SERVICE FACILITIES

COMMERCIAL

CONSERVATION

WATER AND DRAINAGE

LAND USE

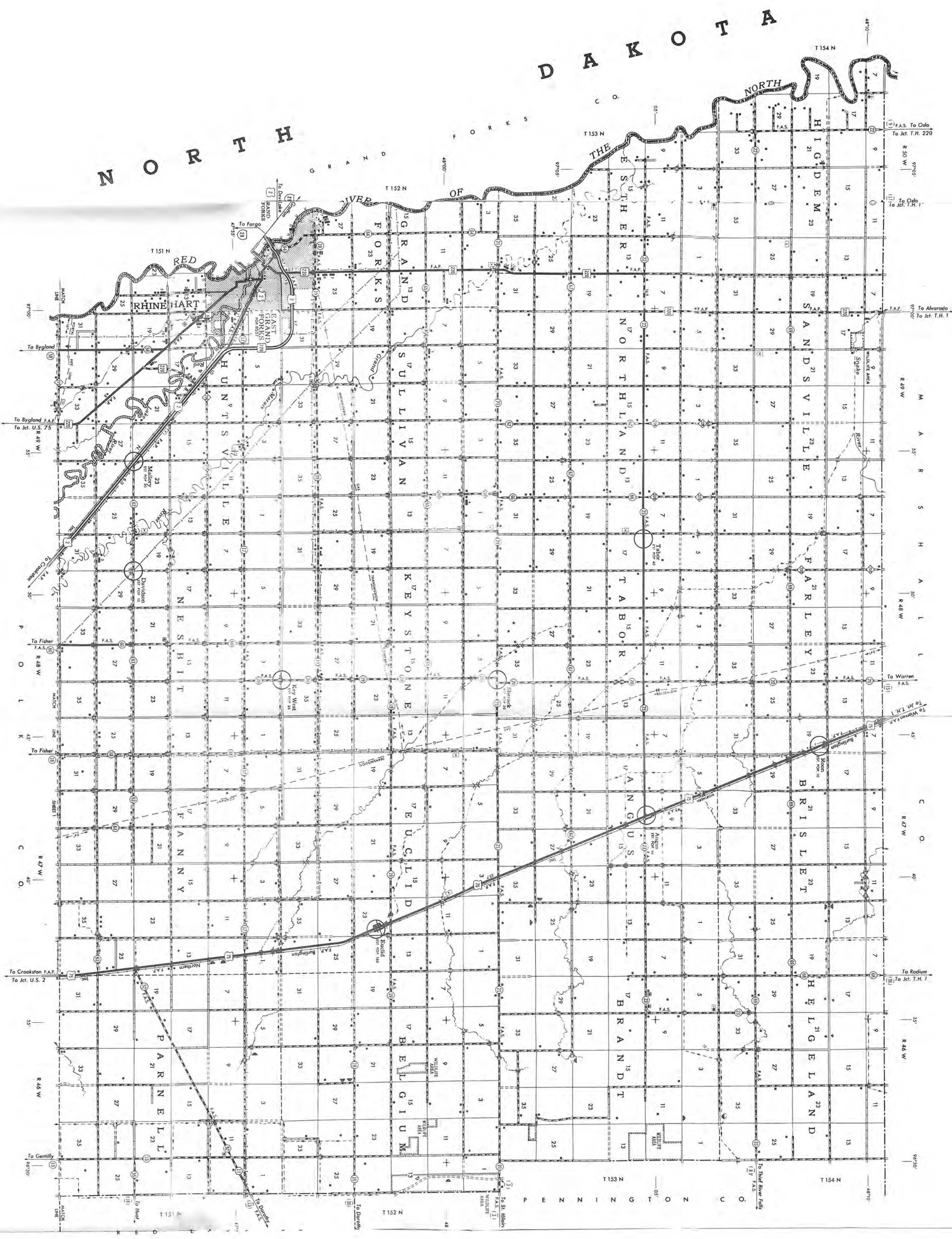
BOUNDARIES

MISCELLANEOUS MAP FEATURES

CITY AND VILLAGE CENTERS

OUTLINE MAP OF MINNESOTA

OUTLINE MAP OF POLK COUNTY



DATE : _____

TO : Manager, State Aid Needs Unit

FROM : ELMER MORRIS District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(XXXXXXXXXXXX) (County) of RAMSEY

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, X 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.	Comments: <u>REQUIRES FAVORABLE ACTION BY THE COUNTY</u>
_____ Available	<u>SCREENING BOARD</u>
- _____ Revoked	_____
+ _____ Requested	_____
_____ Balance	_____

District State Aid Engineer

Date _____

RECOMMEND APPROVAL OR DENIAL:

Manager, State Aid Needs Unit

Date _____

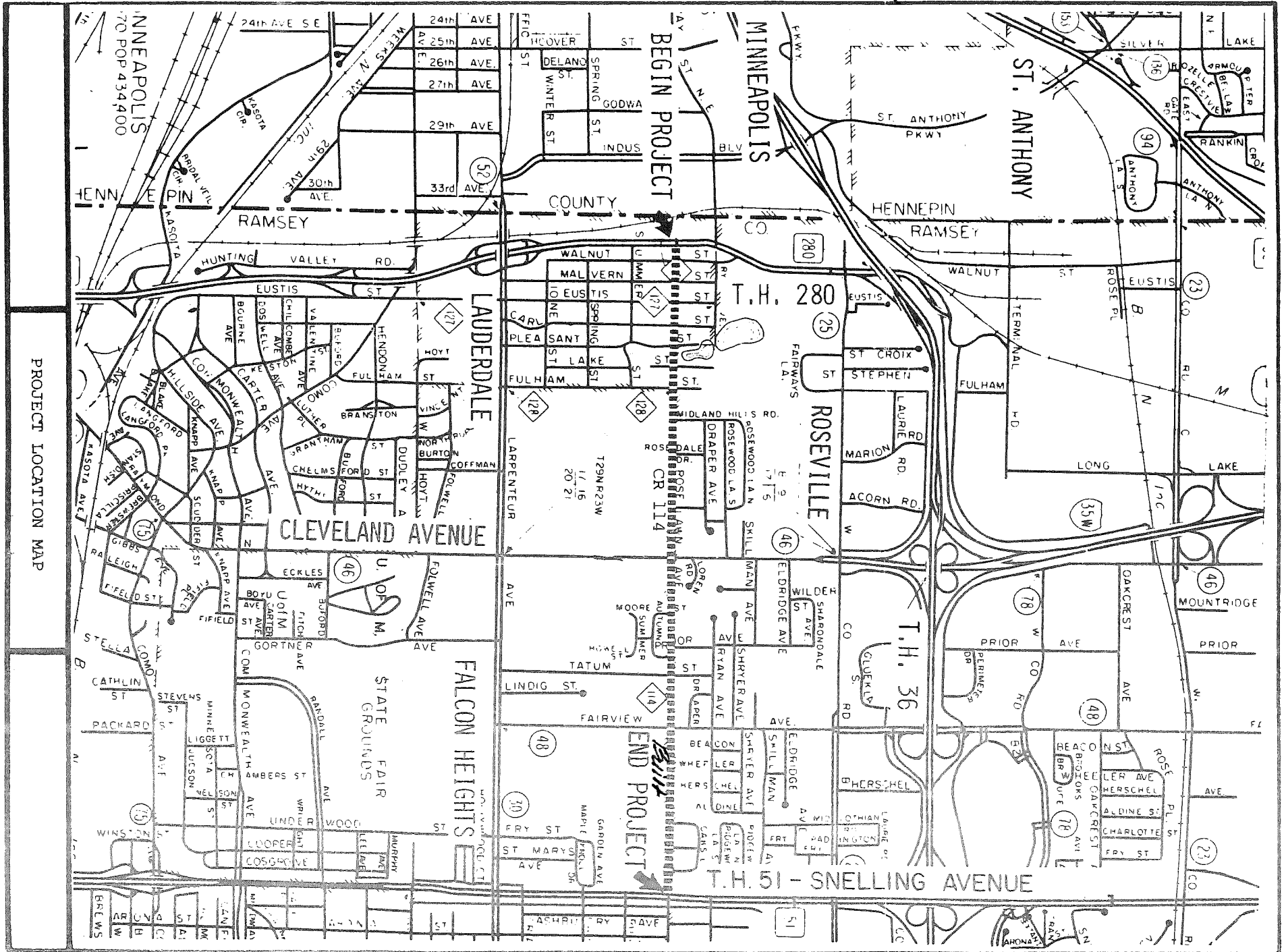
APPROVED OR DENIED:

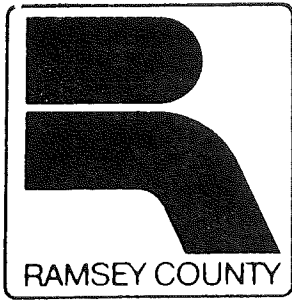
State Aid Engineer

Date _____

Rep. Rose
2500 pop. San Dimas

PROJECT LOCATION MAP





Ramsey County

DEPARTMENT OF PUBLIC WORKS

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

KENNETH E. WELTZIN
*Director
and
County Engineer*

PHYLLIS F. SPECKER
Deputy Director

October 26, 1984

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

Designation Change - Roselawn Avenue, C.R. 114

Ramsey County requests approval to add Roselawn Avenue, County Road 114, from T.H. 280 to Snelling Avenue (T.H. 51) to the county state aid highway system of Ramsey County.

Roselawn Avenue from T.H. 280 to Snelling Avenue is 1.92 miles in length. From T.H. 280 to Pleasant Street, Roselawn Avenue is entirely within the City of Lauderdale. From Pleasant Street to Fulham Street, Roselawn is bordered on the north by Roseville and on the south by Lauderdale. From Fulham Street to Snelling Avenue (T.H. 51) Roseville and Falcon Heights border Roselawn Avenue (see map).

Roselawn Avenue is classified as a collector. It connects neighborhoods within and between subregions. The average daily traffic (ADT) counts for 1983 and projected for 2002 are illustrated in the following table.

<u>Section of Roselawn Avenue</u>	<u>1983 A.D.T.</u>	<u>Projected 2002 A.D.T.</u>
T.H. 280 to Eustis Street	800	1,200
Eustis Street to Fulham Street	1,450	3,100
Fulham Street to Cleveland Avenue	2,550	4,600
Cleveland Avenue to Fairview Avenue	2,200	3,600
Fairview Avenue to T.H. 51	2,600	3,400


Land use adjacent to Roselawn Avenue is a mixture of single-family residential and public land. Lauderdale City Park, the University of Minnesota Golf Course, Rose Hill Alliance Church, a radio transmission tower, a Falcon Heights park, the University of Minnesota Agricultural research plots, and the entrance to Midland Hills Country Club border Roselawn Avenue. Since the area is developed, no major changes are anticipated which would affect the transportation system.

Mr. Morris
October 26, 1984
Page 2 of 2

Roselawn Avenue meets the criteria of county state aid highways in the following ways:

- it carries relatively heavier traffic volumes
- it connects communities within Ramsey County
- it provides access to a church and to recreational areas
- it is part of a school bus route for District 623
- it acts as a collector of traffic from several roads of local interest
- it occurs at a reasonable interval (one-half mile) from other county state aid highways, consistent with the density of population. Lauderdale is the most densely populated city in suburban Ramsey County.
- it will help to provide an integrated and coordinated highway system, affording within practical limits a state aid highway network consistent with local traffic demands.

For these reasons, I request your approval to add Roselawn Avenue from T.H. 280 to Snelling Avenue (T.H. 51) to the county state aid highway system.


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

KD/clm

DATE : Jan 8, 1985

TO : Manager, State Aid Needs Unit

FROM : H.P. SNEDECK District State Aid Engineer

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

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

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

C.S.A.H. CRITERIA

<input checked="" type="checkbox"/>	Projected to carry a relatively heavier traffic volume, ----- or is functionally classified as collector or arterial.
<input type="checkbox"/>	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.
<input checked="" type="checkbox"/>	Occurs at reasonable intervals consistent with the density of population.
<input checked="" type="checkbox"/>	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

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

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


District State Aid Engineer

1-8-85
Date

RECOMMEND APPROVAL OR DENIAL:

Manager, State Aid Needs Unit

Date

APPROVED OR DENIED:

State Aid Engineer

Date

GENERAL HIGHWAY MAP
RAMSEY COUNTY
MINNESOTA

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

1983
BASED DATA 1978*

LEGEND

ROAD AND TRAIL FEATURES

MAINTENANCE

CONSTRUCTION

ROAD SYSTEM DESIGNATIONS

RAILROADS

PORTS AND MARINE FACILITIES

INDUSTRIAL

RECREATION

LAND USE

POPULATION

CLIMATE

TOPOGRAPHY

HYDROGRAPHY

ADMINISTRATIVE

GENERAL

NOTES

INDEX

PROPOSED DESIGNATION (0.37 MILE) - - -

WASECA COUNTY HIGHWAY DEPARTMENT

3rd Street 9th Avenue N.E.

WASECA, MINNESOTA 56093

507-835-1250

ROBERT J. McPARTLIN
Highway Engineer

December 28, 1984

Mr. Harvey P. Suedbeck
MN/DOT District 7 State Aid
501 South Victory Drive
Mankato, MN 56001

RE: Proposed Establishment CSAH 45/Deletion CSAH 45
City of New Richland
Waseca County

Dear Mr. Suedbeck,

The City of New Richland and the County of Waseca hereby request that the following described streets within New Richland be altered as to State Aid status.

Revoke: CSAH 45 - along 1st Street from Broadway to Ash Avenue; along Ash Avenue from 1st Street to West Division Street; along West Division/East Division from Ash Avenue to Aspen Avenue.

Total CSAH mileage - 0.32 Mile
State Aid Funds have not been expended on this section.

The major uses of the land accessed by CSAH 45 are: 1 Bank, 1 Apartment Building, 1 Small Office Building, 1 Carpenter Workshop, 5 empty buildings, 3 empty lots.

Designate: CSAH 45 - along Aspen Avenue from TH 30 to 3rd Street (CSAH 12).

Total proposed mileage - 0.37 Mile

The major uses of the land accessed by Aspen Avenue are: Grain Elevator, Farm Supply Store, 2 Fertilizer Distributors, 2 Bulk Gas Distributors, Seed Corn Warehouse, City Public Work Garage, 3 Minor Businesses, and approximately 1 dozen residential homes.

Justification for Change:

The Aspen Avenue route serves many businesses along its entire length, mainly on the Western side. Though this route parallels CSAH 1 (Broadway Avenue) one block further west, there is a railroad line that restricts access. When the State Aid System was set up in 1957, the railroad was very active and served these small industries quite well. However, the rail line is receiving less and less local service, and the dependance of highway trucks is becoming greater.

We feel that the merits of Aspen Avenue to meet the criteria for a State Aid route are justifiable on their own. However, in realizing that similiar mileage could be revoked from the system, the City Council of New Richland has agreed to take over all future maintenance and construction costs of the existing CSAH 45.

The mileage of the two routes are approximately equal. The merits of both routes for State Aid Designation are approximately equal.

We therefore request that the above outlined changes be allowed. I am available for further comments, if necessary.

Yours truly,



Robert J. McPartlin

RJM/cs

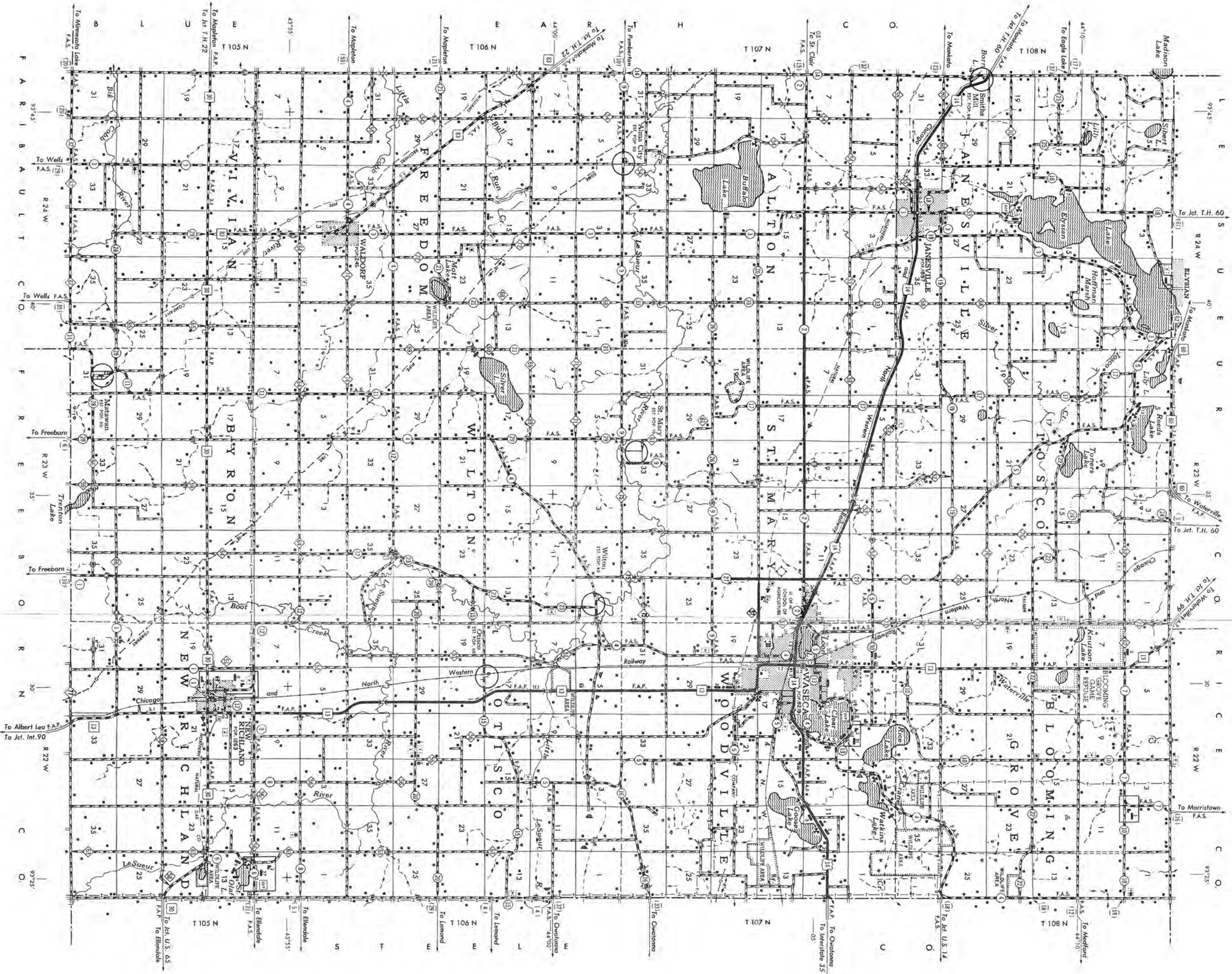
R E F E R E N C E

M A T E R I A L

* * * * *

**WASECA
COUNTY
MINNESOTA**

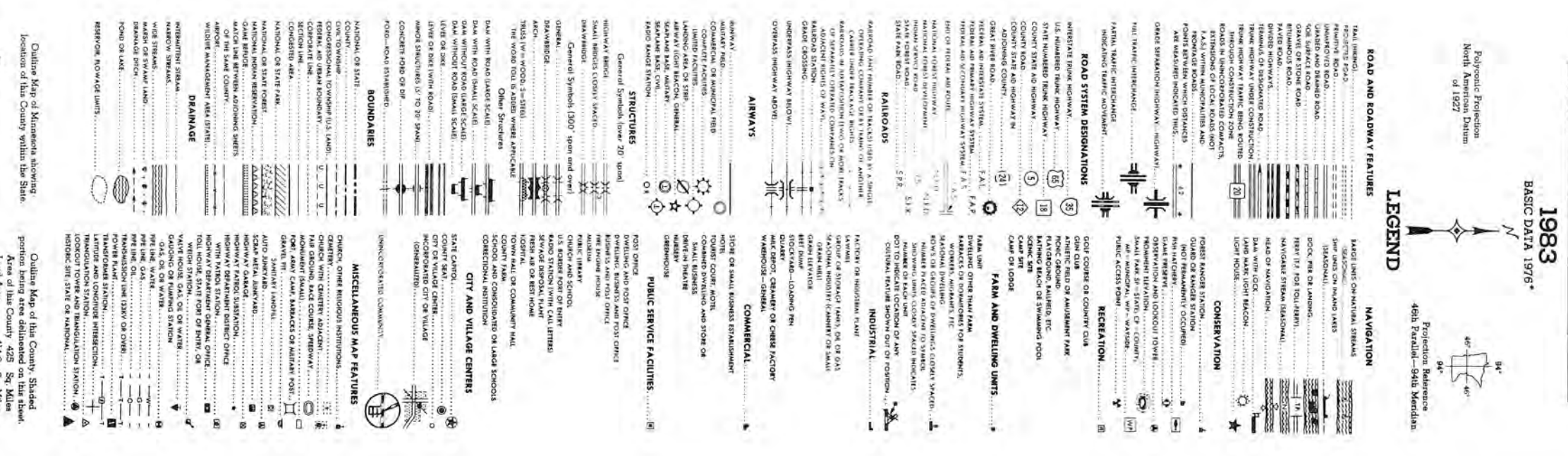
MINNESOTA DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



*NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE ARE CURRENT AS OF JANUARY 1, 1985.

WASECA

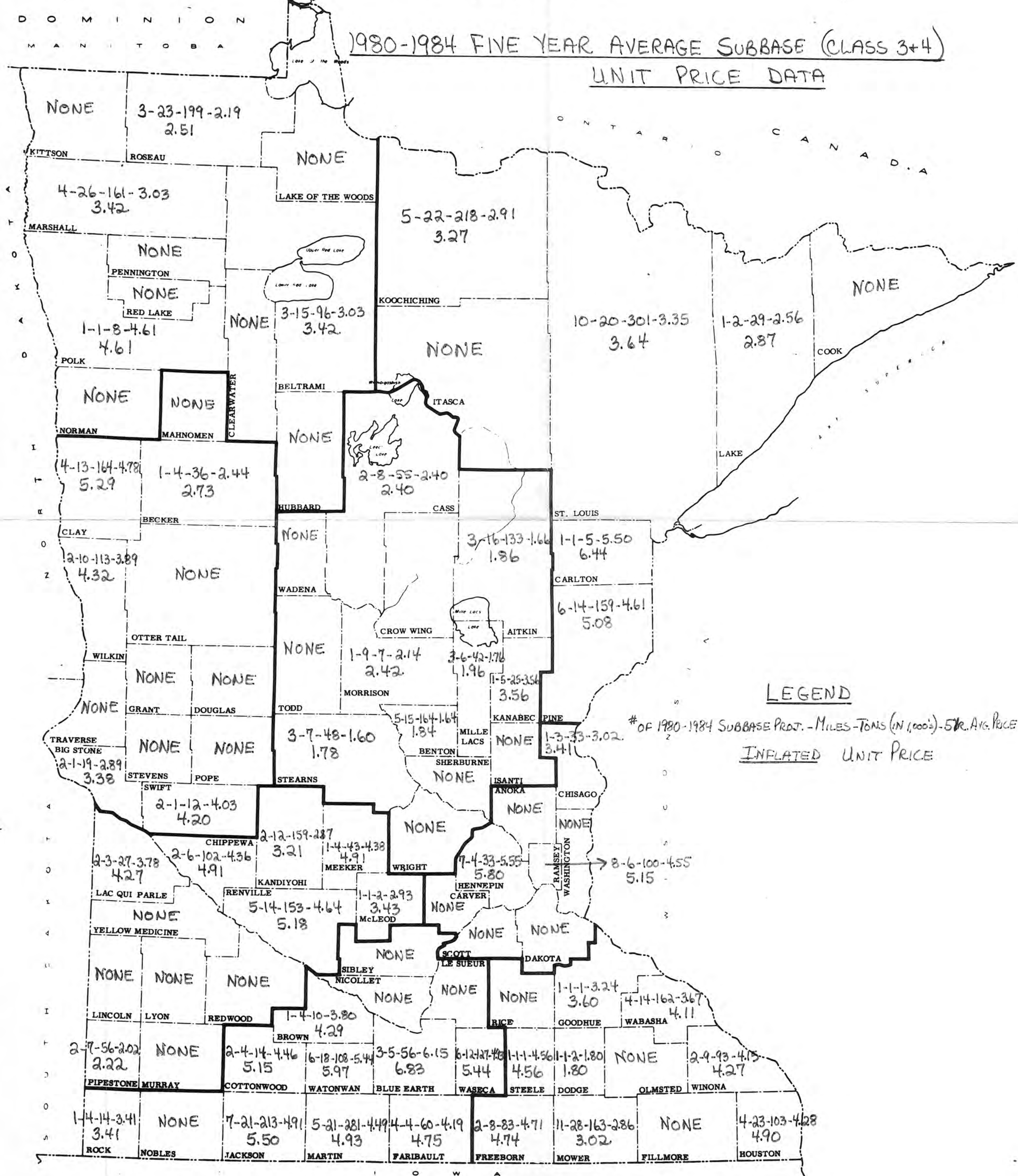
MINNESOTA DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



1985 COUNTY SCREENING BOARD DATA
JUNE, 1985

1980-1984 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 1980-1984 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.



TENTATIVE 1985 GRAVEL BASE UNIT PRICES

(2.65 STEARNS) (2.76 WRIGHT) (2.90 POPE) (2.90 BECK)
(2.97 BENTON) (2.99 MILLE LACS)

3.00 - 3.99 31 COUNTIES

4.00 - 4.99 26 COUNTIES

5.00 - 5.99 16 COUNTIES

(6.04 COOK) (6.15 BLUE EARTH) (6.20 WASECA) (6.44 ANOKA)
(6.53 JACKSON) (6.71 HENNEPIN) (6.78 WATONWAN) (6.86 RAMSEY)

CHANGE FROM ACTUAL 1984 NEEDS STUDY PRICE TO TENTATIVE 1985 GRAVEL BASE UNIT PRICE

(-0.81 TRAVERSE) (-0.26 LAKE) (+0.03 MAHANOMAC)
(+0.15 MEEKER) (+0.22 SHERBURNE)

+0.25 TO +0.49 14 COUNTIES

+0.50 TO +0.74 31 COUNTIES

+0.75 TO +0.99 21 COUNTIES

+1.00 TO +1.24 9 COUNTIES

(+1.27 COTTONWOOD) (+1.29 KOOSHECHING) (+1.36 ANOKA)
(+1.41 JACKSON) (+1.47 BROWN) (+1.57 CLAY)
(+1.63 MURRAY)

USES OF GAS TAX, VEHICLE REGISTRATION, FEES
AND MOTOR VEHICLE EXCISE TAX FOR PURPOSES
OTHER THAN ROAD & BRIDGE CONSTRUCTION OR MAINTENANCE

1. Funding of State Patrol
2. Funding of DPS Vehicle Registration and Driver Licensing Division
3. Funding of DOR Fuel Tax Collection Division
4. Funding of Gasohol Incentive (4¢ reduced fuel tax)
5. Funding of Transit (25% of MVET)
6. Funding of Highway Beautification Program
7. Funding of DNR Water Accesses
8. Funding of Office Space, Truck Stations
9. Funding of Highway Travel Information Centers, Safety Rest Areas, Wayside Rests, Scenic Overlooks, etc.
10. Funding of Township Roads
11. Funding for Park-Ride Lots
12. Funding of Transportation Regulation Board and Motor Carrier Safety Office
13. Funding of RDC Studies
14. Funding of DNR Facilities (water accesses along trunk highways, cooperative funding of some dam and fish control facilities, etc.)
15. Funding of Bikeway System
16. Funding of School Bus Safety Program (Department of Education)
17. Funding of Emergency Medical Services (Department of Health)
18. Funding of Snowmobile Trails

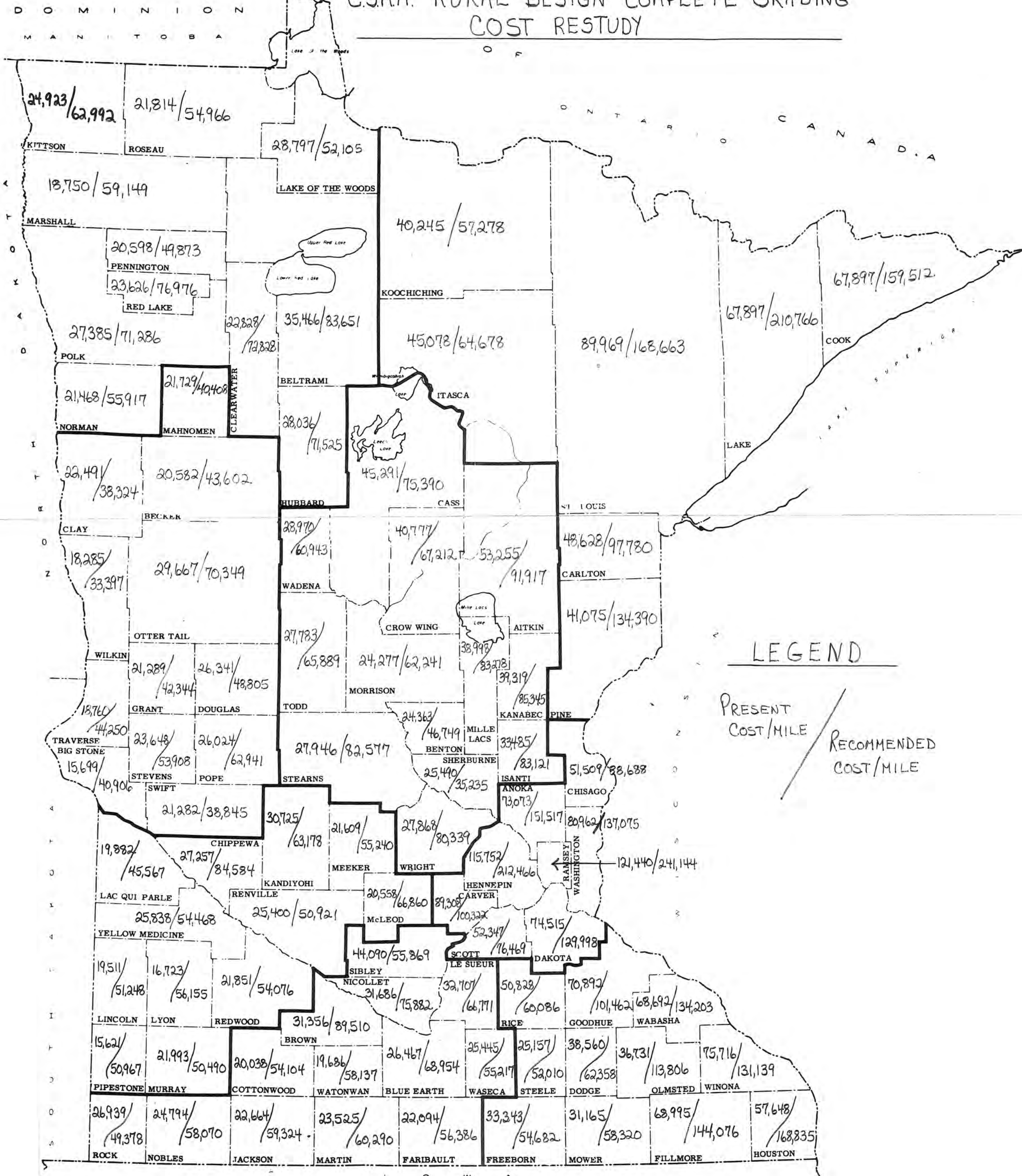
POTENTIAL DIVERSIONS OR FUND REDUCTIONS
(PROPOSED OR INTRODUCED BY OTHERS)

1. Funding of lead clean-up along streets/highways
2. Reduced fees for farm pickup trucks
3. Reduced sales tax on all motor vehicles
4. No sales tax on older used vehicles
5. Funding of trails for three wheel vehicles
6. Funding of forest highways
7. Funding of LRT
8. Funding to modify freeway interchanges to accommodate long trucks
9. Increased Gasohol Tax Exemption

1985 COUNTY SCREENING BOARD DATA

JUNE, 1985

C.S.A.H. RURAL DESIGN COMPLETE GRADING
COST RESTUDY



1985 COUNTY SCREENING BOARD DATA

JUNE, 1985

Rural Design Complete Grading Cost Restudy

	<u>MILES WITH RURAL DESIGN COMPLETE GRADING NEEDS</u>	<u>PRESENT COST/MILE</u>	<u>RECOMM'D COST/MILE</u>	<u>APPROX. 25 YEAR NEEDS INCREASE</u>	<u>% NEEDS INCREASE</u>
Carlton	145.45	\$ 48,628	\$ 97,780	\$ 7,348,536	25.0
Cook	111.20	67,897	159,512	10,258,200	38.8
Itasca	341.48	45,078	64,678	6,807,766	10.3
Koochiching	127.53	40,245	57,278	2,130,222	7.3
Lake	124.82	67,897	210,766	17,689,330	68.7
Pine	255.84	41,075	134,390	23,650,377	42.1
St. Louis	831.77	89,969	168,663	66,908,167	33.0
DISTRICT 1 TOTALS	1,938.09			134,792,598	
Beltrami	261.23	35,466	83,651	13,109,957	28.6
Clearwater	178.12	22,828	72,828	8,883,834	40.6
Hubbard	179.73	28,036	71,525	7,889,772	36.0
Kittson	261.37	24,923	62,992	9,930,166	37.1
Lake of the Woods	95.18	28,797	52,105	2,209,729	18.7
Marshall	342.64	18,750	59,149	13,845,453	33.9
Norman	210.34	21,468	55,917	7,346,203	17.6
Pennington	116.80	20,598	49,873	3,448,039	22.4
Polk	382.65	27,385	71,286	16,628,573	21.9
Red Lake	87.23	23,626	76,976	4,725,237	30.2
Roseau	236.13	21,814	54,966	7,946,032	26.2
DISTRICT 2 TOTALS	2,351.42			95,962,995	
Aitkin	282.94	53,255	91,917	10,968,952	27.0
Benton	109.11	24,363	46,749	2,512,761	14.7
Cass	315.08	45,291	75,390	9,505,622	21.0
Crow Wing	224.52	40,777	67,212	6,004,703	14.9
Isanti	134.90	33,485	83,121	6,874,944	37.1
Kanabec	114.18	39,319	85,345	5,400,319	28.4
Mille Lacs	118.24	38,998	83,278	5,203,134	26.2
Morrison	132.00	24,277	62,241	4,991,735	18.3
Sherburne	77.69	25,490	35,235	780,548	5.5
Stearns	276.32	27,946	82,577	15,069,975	25.7
Todd	178.73	27,783	65,889	6,782,689	23.0
Wadena	79.86	28,970	60,943	2,576,555	18.1
Wright	228.30	27,868	80,339	12,264,801	27.4
DISTRICT 3 TOTALS	2,271.87			88,936,738	

Rural Design Complete Grading Cost Restudy

	<u>MILES WITH RURAL DESIGN COMPLETE GRADING NEEDS</u>	<u>PRESENT COST/MILE</u>	<u>RECOMM'D COST/MILE</u>	<u>APPROX. 25 YEAR NEEDS INCREASE</u>	<u>% NEEDS INCREASE</u>
Becker	196.57	20,582	43,602	4,559,923	16.6
Big Stone	35.74	15,699	40,906	916,567	12.2
Clay	279.49	22,491	38,324	4,426,087	8.1
Douglas	123.74	26,341	48,805	2,910,756	9.9
Grant	107.01	21,289	42,344	2,251,040	19.0
Mahnomen	80.40	21,729	40,408	1,516,404	12.5
Otter Tail	371.51	29,667	70,349	15,360,151	23.9
Pope	158.17	26,024	62,941	5,893,784	30.5
Stevens	146.27	23,648	53,908	4,388,886	23.6
Swift	147.98	21,282	38,845	2,573,761	8.5
Traverse	106.51	18,760	44,250	2,723,570	17.7
Wilkin	155.62	18,285	33,397	2,386,819	10.4
DISTRICT 4 TOTALS	1,909.01			49,907,748	
Anoka	98.09	73,073	151,517	7,740,863	19.2
Carver	105.82	89,308	100,322	768,509	2.1
Hennepin	135.28	115,752	212,466	12,871,322	5.3
Scott	93.49	52,347	76,469	2,259,761	6.6
DISTRICT 5 TOTALS	432.68			23,640,455	
Dodge	146.14	38,560	62,358	3,406,206	11.8
Fillmore	288.26	68,995	144,076	22,253,067	34.7
Freeborn	238.27	33,343	54,682	4,855,790	10.3
Goodhue	192.56	70,892	101,462	6,353,745	13.9
Houston	158.79	57,648	168,835	17,404,812	45.4
Mower	184.50	31,165	58,320	5,003,542	11.9
Olmsted	174.21	36,731	113,806	13,349,857	27.0
Rice	125.97	50,828	60,086	1,080,501	3.5
Steele	63.64	25,157	52,010	1,875,217	8.1
Wabasha	179.42	68,692	134,203	11,881,652	28.1
Winona	155.30	75,716	131,139	9,121,479	20.4
DISTRICT 6 TOTALS	1,907.06			96,585,868	
Blue Earth	242.16	26,467	68,954	10,438,938	17.5
Brown	95.15	31,356	89,510	4,719,026	17.6
Cottonwood	137.40	20,038	54,104	4,694,602	17.3
Faribault	222.37	22,094	56,386	7,576,498	14.2
Jackson	186.42	22,664	59,324	6,873,925	15.9
Le Sueur	125.27	32,707	66,771	4,271,994	14.6
Martin	191.24	23,525	60,290	6,907,708	14.5
Nicollet	127.64	31,686	75,882	5,604,369	26.1
Nobles	115.73	24,794	58,070	3,674,207	8.7
Rock	160.12	26,939	49,378	3,779,514	14.1
Sibley	168.50	44,090	55,869	1,872,195	6.0
Waseca	122.40	25,445	55,217	3,714,829	10.9
Watonswan	101.85	19,686	58,137	3,919,363	15.4
DISTRICT 7 TOTALS	1,996.25			68,047,168	

Rural Design Complete Grading Cost Restudy

	<u>MILES WITH RURAL DESIGN COMPLETE GRADING NEEDS</u>	<u>PRESENT COST/MILE</u>	<u>RECOMM'D COST/MILE</u>	<u>APPROX. 25 YEAR NEEDS INCREASE</u>	<u>% NEEDS INCREASE</u>
Chippewa	73.86	27,257	84,584	4,213,514	18.6
Kandiyohi	186.67	30,725	63,178	6,060,549	15.9
Lac Qui Parle	175.26	19,882	45,567	4,538,556	15.3
Lincoln	97.34	19,511	51,248	2,834,628	15.3
Lyon	192.23	16,723	56,155	7,575,018	21.4
Mc Leod	149.57	20,558	66,860	6,940,505	22.6
Meeker	124.36	21,609	55,240	4,170,981	18.8
Murray	155.72	21,993	50,490	4,469,168	18.4
Pipestone	132.11	15,621	50,967	4,543,694	24.7
Redwood	146.70	21,851	54,076	4,749,622	15.0
Renville	253.34	25,400	50,921	6,334,885	12.3
Yellow Medicine	184.87	25,838	54,468	5,475,874	19.0
DISTRICT 8 TOTALS	1,872.03			61,906,994	
Chisago	138.14	51,509	88,688	5,096,924	15.7
Dakota	116.24	74,515	129,998	4,882,287	8.0
Ramsey	13.11	121,440	241,144	1,644,120	1.5
Washington	81.43	80,962	137,075	4,507,353	10.7
DISTRICT 9 TOTALS	348.92			16,130,684	
STATE TOTALS	15,027.33			\$635,911,248	18.9

1985 COUNTY SCREENING BOARD DATA
JUNE, 1985

Conversion of Low Volume Concrete Project to Standard Type Design

On April 26, 1985 the General Subcommittee reviewed a new procedure for converting low volume concrete projects to a standard base and bituminous design with quantities and costs for inclusion in the five-year average unit price study. The Subcommittee is recommending that this conversion method be used starting with the 1985 construction projects.

The following sheet shows an example of the conversion procedure.

- SAMPLE -

CONVERSION OF LOW VOLUME CONCRETE PROJECT TO STANDARD TYPE DESIGN

COUNTY Columbiana Proj. No. 55-605-08 LENGTH 3.91
TRAFFIC (PROJECTED) 1072 SOIL FACTOR 130
YEAR 1985

RURAL DESIGN QUANTITY TABLE

① <u>2323</u> Ton	<u>3</u> "	<u>2341</u>	BIT. WEAR = ⑥ <u>6.15</u> " GE
② <u>1210</u> Ton	<u>1 1/2</u> "	<u>2331</u>	BIT. BASE = ⑦ <u>3</u> " GE
③ <u>6663</u> Ton	<u>5</u> "	<u>2211</u>	CL. 5 BASE = ⑧ <u>5</u> " GE
④ <u>20791</u> Ton	<u>14</u> "	<u>2211</u>	CL. 4 SUBBASE = ⑨ <u>10.5</u> " GE
			(DEPTH FROM CHART) ⑩ <u>35.25</u> TOTAL GE
			(QUANTITY FROM CHART)

CONCRETE PRICE (FROM ABSTRACT)

MOBILIZATION (PRORATED)	L.S.	\$ <u>14,400</u>
STRUCTURAL CONCRETE	C.Y.	<u>348,629</u>
CONCRETE PAVEMENT	S.Y.	<u>90,335</u>
REINFORCING BARS	L.B.	<u> </u>
HIGH EARLY CEMENT	L.B.	<u> </u>
OTHER		<u> </u>

TOTAL \$ 453,364
PRICE PER MILE = ⑤ 115,950

PRICES TO BE USED IN RURAL DESIGN UNIT PRICE STUDY

2341 WEAR = ⑦ <u>115,950</u> X ⑥ <u>6.15</u> / ②5.25 ÷ ④ <u>2323</u> = \$ <u>13,48</u> / TON
2331 BASE = ⑦ <u>115,950</u> X ⑦ <u>3</u> / ②5.25 ÷ ② <u>1210</u> = <u>11.50</u> / TON
2211 CL. 5 = ⑦ <u>115,950</u> X ⑧ <u>5</u> / ②5.25 ÷ ③ <u>6663</u> = <u>3.48</u> / TON
2211 CL. 4 = ⑦ <u>115,950</u> X ⑨ <u>10.5</u> / ②5.25 ÷ ④ <u>20791</u> = <u>2.32</u> / TON

QUANTITY

2341 WEAR	<u>9083</u>
2331 BASE	<u>4731</u>
2211 CL. 5	<u>26052</u>
2211 CL. 4	<u>81,293</u>

COST

	\$ <u>122,439</u>
	<u>54,407</u>
	<u>90,661</u>
	<u>188,600</u>

1985 COUNTY SCREENING BOARD DATA
JUNE 1985

County State Aid Maintenance Transfers

<u>County</u>	<u>Transfers</u>	<u>1958-1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>27-Year Total</u>
Carlton	1	\$ 20,839	\$	\$	\$	\$	\$	\$	\$	\$ 20,839
Cook	4	128,598								128,598
Lake	4	115,000								115,000
Pine	6	311,194								311,194
St. Louis	3	853,000								853,000
Dist. 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
Dist. 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
Dist. 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	152,000		158,000	120,000					430,000
Dist. 4 Totals	17	548,208		290,000	120,000					958,208

1985 COUNTY SCREENING BOARD DATA
JUNE 1985

County State Aid Maintenance Transfers

<u>County</u>	<u>Transfers</u>	<u>1958-1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>27-Year Total</u>
Carver	1	20,000								20,000
Hennepin	5	575,219								575,219
Scott	3	75,000								75,000
Dist. 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
Dist. 6 Totals	18	396,447								396,447
Cottonwood	1	25,000								25,000
Jackson	2	85,000								85,000
Le Sueur	3	175,000								175,000
Rock	2	53,000								53,000
Sibley	3	45,235								45,235
Waseca	2	45,000								45,000
Watsonwan	3	124,000								124,000
Dist. 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
Dist. 8 Totals	12	441,410								441,410
STATE TOTALS		\$4,977,110	-0-	\$ 290,000	\$ 120,000	-0-	-0-	-0-	-0-	\$5,387,110
# of Transfers	124	121	-0-	2	1	-0-	-0-	-0-	-0-	

1985 COUNTY SCREENING BOARD DATA
JUNE 1985

County State Aid Hardship Transfers

<u>County</u>	<u>Transfers</u>	<u>1958-1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>27-Year Total</u>
Cook	17	\$ 559,625	\$ 60,000	\$	\$	\$	\$	\$	\$	\$ 619,625
Koochiching	4	155,000								155,000
Lake	1	65,000								65,000
Pine	11	534,600								534,600
Dist. 1 Totals	33	1,314,225	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										
Lake of 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
Dist. 2 Totals	34	1,881,500								1,881,500
Aitkin	18	550,000								550,000
Benton	5	100,000				225,000	250,000			1,025,000
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
Dist. 3 Totals	37	1,070,000				225,000	250,000			1,545,000

1985 COUNTY SCREENING BOARD DATA
JUNE 1985

County State Aid Hardship Transfers

<u>County</u>	<u>Transfers</u>	<u>1958-1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>27-Year Total</u>
Big Stone	1	\$ 35,000	\$	\$	\$	\$	\$	\$	\$	\$ 35,000
Grant	1	30,000								30,000
Mahnomen	15	223,000								223,000
Traverse	1	75,000								75,000
Dist. 4 Totals	18	363,000								363,000
Fillmore	1	40,000								40,000
Dist. 6 Totals	1	40,000								40,000
Watonwan	1	40,000								40,000
Dist. 7 Totals	1	40,000								40,000
Lac Qui Parle	1	100,000								100,000
Pipestone	1	75,000								75,000
Dist. 8 Totals	2	175,000								175,000
Chisago	1	30,000								30,000
Ramsey	1	75,000								75,000
Dist. 8 Totals	2	105,000								105,000
STATE TOTALS		\$4,988,725	\$ 60,000	-0-	-0-	\$225,000	\$250,000	-0-	-0-	\$5,523,725
# of Transfers	128	125	-1-	-0-	-0-	-1-	-1-	-0-	-0-	

1985 COUNTY SCREENING BOARD DATA

JUNE, 1985

Variance Subcommittee

Minnesota Statutes, Chapter 162.07, subdivision 2 states: any variance granted...shall be reflected in the estimated construction costs in determining money needs". To abide by this statute the Screening Board established a Variance Subcommittee to develop guidelines for use in making needs adjustments for variances granted on County State Aid Highways.

This Variance Subcommittee was appointed in June, 1984 and is composed of Ron Sandvik - LeSueur County, Don Wisniewski - Washington County, and Pete Boomgarden - Redwood County.

The Subcommittee met on September 27, 1984 and March 22, 1985 and developed recommended guidelines for adjusting needs due to variances granted. These guidelines are spelled out on the next two pages.

Following the guidelines is a tabulation of the recommended needs adjustments to be made to the 1985 County State Aid Highway Needs.

The Subcommittee made the following three exceptions to the proposed guidelines and wants the Screening Board to be aware of them.

- 1) A variance was granted for design speed of 30 MPH instead of the standard 35 MPH on a 0.5 mile section of CSAH leading into a State Park. A State Park check station is involved with a mandatory stop situation. The Subcommittee felt no needs adjustment should be applied.
- 2) In two separate instances, variances were granted to allow bridges narrower than standards to remain on C.S.A.H.'s which were being reconstructed. The bridges were built in 1962 and 1963. Neither were earning needs prior to or after the variance was granted. The Subcommittee did not feel a needs adjustment should be applied in either case.

1985 COUNTY SCREENING BOARD DATA
JUNE, 1985

Recommended Administrative Guidelines for Needs Adjustments
Due to Variances Granted on County State Aid Highways

- 1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.
- 2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.

Examples: a) Segments whose needs are limited to the center 24 feet.

b) Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).

- 3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.
 - A. The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.
 - B. The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.
 - C. In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment.
- 4) Those variances requesting acceptance of widths less than standard for a grading and/or base & bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.

- 5) On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical needs calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.

Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.

- 6) On resurfacing projects, the needs deduction for bridge width variances shall be the difference between theoretical needs based on the width of the bridge which could be left in place and the width of the bridge actually left in place. This difference shall be computed to cover a ten year period and will be applied cumulatively in a one year deduction.

Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.

- 7) There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.

1985 COUNTY SCREENING BOARD DATA
JUNE, 1985

Needs Adjustments for Variances Granted on CSAH's

The adjustments shown below are for those variances granted for which projects have been awarded prior to March 22, 1985. These adjustments were computed using guidelines established by the Variance Subcommittee.

<u>County</u>	<u># of Variances</u>	<u>Recommended 1985 Needs Adjustments</u>
Itasca	1	\$ 220,800
St. Louis	2	1,409,730
District 1 Totals	3	1,630,530
Hubbard	1	19,625
District 2 Totals	1	19,625
Todd	1	22,226
Wright	1	25,600
District 3 Totals	2	47,826
Becker	1	165,885
District 4 Totals	1	165,885
Hennepin	5	7,246,004
District 5 Totals	5	7,246,004
Dodge	1	154,240
Fillmore	1	82,794
Freeborn	2	200,058
Rice	1	128,228
District 6 Totals	5	565,320
Cottonwood	1	28,053
Jackson	1	2,353,760
Nicollet	2	41,191
Nobles	1	309,140
Rock	1	21,551
Watonwan	1	18,640
District 7 Totals	7	2,772,335
Lac Qui Parle	1	136,120
District 8 Totals	1	136,120
STATE TOTALS	25	\$ 12,583,645

1985 COUNTY SCREENING BOARD DATA
JUNE, 1985

Transfer of CSAH Municipal Account Funds

For general information purposes, we are reporting the counties which have made transfers from their Municipal Account to their Regular Account.

YEAR	COUNTY	AMOUNT OF TRANSFER
1979 -	Hennepin	\$1,722,900
1980 -	LeSueur	125,000
	Morrison	151,558
1981 -	Cottonwood	250,000
	Lac Qui Parle	100,000
	McLeod	75,000
	Pipestone	200,000
1982 -	Houston	149,800
1983 -	Chippewa	133,360
	LeSueur	150,000
	Lyon	300,000
	Morrison	322,234
	Wadena	200,000
	Waseca	150,000
1984 -	Mille Lacs	290,103
	Redwood	200,000
	Todd	315,000
	Wabasha	350,000
TOTAL		\$5,184,955

These transfers are permitted under "Minnesota Rules for State Aid Operations," an excerpt from which reads as follows:

Upon receipt of a certified copy of a county board resolution requesting the transfer of a portion of or the total accumulated amount in the county municipal account fund, to the county regular account fund, the commissioner shall transfer the funds, provided:

A. the county submits a written request to the commissioner and holds a public hearing within 30 days of the request to receive and consider objections by the governing body of a city within the county, having a population of less than 5,000, and no written objection is filed with the commissioner by the city within 14 days of that hearing;

B. if within 14 days of the public hearing held by the county a city having a population of less than 5,000 files a written objection with the commissioner identifying a specific county state-aid highway within the city which is requested for improvement and the commissioner investigates the nature of the requested improvement and finds the identified highway is not deficient in meeting minimum state-aid street standards or the county has shown evidence that the identified highway has been programmed for construction in the county's five-year capital improvement budget in a manner consistent with the county's transportation plan or there are conditions created by or within the city beyond the control of the county that prohibit programming or reconstruction of the identified highway.

Minutes of the County Engineers Screening Board Meeting

October 30 & 31, 1984

Roll call of Board Members:

District 1 Dave Zech Cook County Present
District 2 Bernie Lieder Polk County Absent
District 2 Wes Gjovik Red Lake County Present
District 3 Wayne Fingalson Wright County Present
District 4 Otho C. Buxton Grant-Pope County Present
District 5 Don Wisniewski Washington County Absent
District 5 Art Lee Hennepin County Present
District 6 Bob Egan Wabasha County Present
District 7 Ron Sandvik LeSueur County Present
District 8 Pete Boomgarden Redwood County Present
District 9 Chuck Swanson Washington County Absent
District 9 Doug Weiszhaar Chisago County Present

Chairman Sandvik called the meeting to order at 1:00 P.M., October 30, 1984.

Screening Board Alternates Present:

District 1 Boyd Paulu Carlton County
District 3 Dick Larson Mille Lacs County
District 4 Lee Amundson Mahnommen County
District 5 Brad Larson Scott County
District 6 Mike Pinsonneault Goodhue County
District 7 Jerry Engstrom Watonwan County
District 8 Roger Gustafson McLeod County
District 9 Ken Weltzin Ramsey County

Others Present were:

Gordon Fay Director of State Aid
Roy Hanson Office of State Aid
Ken Hoeschen Office of State Aid
Jack Isaacson District 2 State Aid Engineer
Dave Reed District 3 State Aid Engineer
Vern Korzendorfer District 4 State Aid Engineer
Chuck Weichselbaum District 5 State Aid Engineer
Earl Welshons District 6 State Aid Engineer
Harvey Suedbeck District 7 State Aid Engineer
John Hoeke District 8 State Aid Engineer
Elmer Morris District 9 State Aid Engineer
John Walkup Aitkin County - Sub-Committee Chairman
Art Tobkin Clearwater County
Duane Blanck Crow Wing County
Dave Olsonawski Kittson County
Joel Alter Legislative Auditors Office
Dennis Carlson Benton County - Screening Board Secretary

The Chairman introduced those present from Mn/DOT State Aid Office and the District Offices. He also introduced the Screening Board Alternates, John Walkup, the Sub-Committee Chairman, and Dennis Carlson, Screening Board Secretary.

Chairman Sandvik asked if anyone wanted the previous Screening Board Minutes read. Hearing no request, he asked if there were any corrections or additions to the minutes. Wayne Fingalson moved and Doug Weiszhaar second a motion to approve the June 1984 minutes as mailed. Motion carried.

Chairman Sandvik also introduced Joel Alter from the Legislative Auditors Office.

Ken Hoeschen then led the board thru the Screening Board booklet.

Page 3 & Figure A - Comparison of Basic 1983 and 1984 25-year Construction Needs

The 3 major factors affecting these needs are, the normal update, the new unit prices and the traffic data update. Ken noted the re-instatement of complete needs (25 years after grading some segments), as well as soil factor changes had a significant impact. Art Lee asked if surfacing occurred at a later date would the grading needs re-instatement be delayed. Ken said the resolution states the letting date of a grading contract is the determining factor. Ken noted the counties with major changes due to soil factor changes. Doug W. asked if the action at the June meeting approved the soil factor changes? Chairman Sandvik said no action was taken at the June meeting. Bob E. asked for clarification of the previous minutes by significant back-up data to make soil classification changes. It was pointed out that no back-up data has been submitted since the June meeting and the question of retro-activity was unclear for requests submitted prior to the June meeting.

Ken H. noted that unit prices were up considerably so almost everybody shows some increase.

Page 5 & Figure B - Restriction of 25-year Construction Needs Changes

Ken H. explained the limitations of 20% plus or minus from the state average change. There were no questions from the board.

Page 6 - FAS Fund Balance Deduction

Ken H. noted that the deduction is a needs deduction from the 25-year needs and affects the apportionment by approximately 20 dollars per thousand dollars of needs.

Pages 7 thru 17 - Rural Design Grading Cost Adjustment

Ken H. said the current resolution adjusts the 25-year construction needs by a formula that considers the rate of grading accomplishments and the relationship of actual grading costs and needs grading costs. He then presented some alternate formulae that adjusts the base period from 30 percent to 10 percent of the system. Some alternate formulae also considered only the portion of the system that has complete grading needs rather than the entire rural design system.

Jack Isaacson spoke for a committee of State Aid Engineers that have been reviewing the ongoing Rural Design Grading Study, as well as the Grading Cost Adjustment Factor. Three groups of three State Aid Engineers reviewed 27 counties regarding grading costs and they did not review counties in their own districts.

Letters of recommendations will be sent to each Dist. St.-Aid Engr. regarding his counties. Since they will not be ready for the 1985 apportionment calculations, they recommended the Screening Board use the 1975-1983 data for 1985 and also revise the adjustment factor to 10 percent of the portion of the system that has complete Rural Design Grading Needs. (Yellow handout)

Pages 18 thru 20 - Special Resurfacing Projects

Ken H. refreshed the board's memory of the 1967 Screening Board Resolution regarding resurfacing projects. There were no questions.

Pages 21 & 22 - Bond Account Adjustments

There were no questions.

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

Ken H. explained that this is a "Needs" deduction and not applied directly to the apportionment but does reduce the apportionment somewhat.

Pages 28 thru 30 - Mill Levy Deductions

There were no questions or comments.

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

There were no questions.

Pages 32 & 33 - "After the Fact" Right of Way Needs

Doug W. asked if State Aid could remind the counties annually to update this item. Ken H. said he would with the permission of the Screening Board.

The question came up if a list of the warrants and a certified letter from the County Engineer was acceptable justification. Ken H. said they had accepted something less than copies of the actual warrants but once the system is implemented, it shouldn't be a big job to obtain copies of the warrants for a one year update.

Page 35 and Figure C - Tentative 1985 CSAH Money Needs Apportionment

Ken H. briefly discussed the Screening Board Restriction (Column 2) on Fig. C and where it should be inserted in the calculations. It is State Aid's understanding that it should be applied to the basic needs and unless directed otherwise they will continue as they have done in the past.

Page 36 - Letter of Recommendation to Commissioner of Transportation

Ken H. explained where the backup data is shown in the booklet for the letter of recommendation. There were no questions.

Pages 45 thru 47 - Comparison of Actual 1984 & Tentative 1985 Apportionments

Ken H. explained the tentative 1985 apportionments are based on 1984 dollars and the excise tax transfer dollars are not figured in the totals. We can expect about 7% more than shown.

Pages 50 thru 53 & Figure E - Blue Earth Mileage Request

Ron Sandvik said the request originated from the City of Skyline with concurrence from the City of Mankato. The County Engineer has reviewed his system for possible revocations and could not locate any viable segments. Ken H. explained there are only 4 cities in the state that are not served by a State Aid Road or Trunk Highway. There was a brief discussion on what the ADT was on specific segments, and Ron S. said the portion of Skyline Drive in the City of Mankato was 1140 vehicles per day. Upon request, Ron S. stated the existing R/W was 50' and the roadway width varied from 20' to 27' on Skyline Drive. The roadway was also resurfaced during the last year.

Dakota County Mileage Request

Ken H. handed out a letter and supporting data from Dakota County requesting additional State Aid mileage on their system. Doug W. explained that 30% of the routes requested are constructed to State Aid Standards and additional contracts being let will bring more of the mileage up to standards with Municipal State Aid Funds.

Dave Z. pointed out that the current resolution has an August deadline for mileage requests. Doug W. finished explaining in detail the status of each segment of the proposed route. Gordon F. pointed out the relationship of the proposed route to the new zoo. It was also pointed out the proposed route involves 3 cities.

Variance Committee Report

Ron S. reported that their recommendation on variances involving substandard construction should result in a reduction of needs. The specific needs deduction should be a one time deduction from the 25 year needs. The deduction would be multiplied by 10 (representing 10 years) before being applied to the 25 year needs. See their report for details.

Ken H. noted that this is the first look at addressing needs deductions due to variances and possibly this could be reviewed and acted on at the spring meeting in 1985.

Meeting recessed at 3:45 P.M.

Meeting reconvened at 9:00 A.M., October 31.

Roll was called and all members were present.

Ken H. was asked to lead the discussion of each item to be considered in the booklet for action at this meeting.

Page 3 & Figure A - Comparison of Basic 1983 & 1984 Construction Needs

No action required.

Page 5 & Figure B - Restriction of Needs Changes

Changes limited to plus 28.6% or minus 11.4%. Information only and no action required.

Page 6 - FAS Fund Balance Deduction

No action required.

Pages 7 thru 17 - Rural Design Grading Cost Adjustments

It was pointed out that the current resolution did not specify the percent of the system to be used in the formula for making adjustments. The current practice is to use 30%. A handout showing 3 alternatives was discussed and mention was made that it would be better to wait until all districts have a chance to review the alternatives before another method is adopted. After considerable discussion Dave Z. moved to adopt the recommendation by the District State Aid Engineers (the yellow handout), Wes G. second the motion. Pete Boomgarden said he could support the motion if he could reserve the right to revise the formula again if it has negative impacts on his district. The question was called and the motion carried by a 5 to 4 hand count vote.

Page 18 thru 20 - Special Resurfacing Projects

Ken H. explained it is a 10 year adjustment to the 25 year needs on segments with special resurfacing projects.

Pages 21 & 22 - Bond Account Adjustments

Information only, no action required.

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

No action taken.

Pages 28 thru 30 - Mill Levy Deduction

No action required.

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

No action taken.

Pages 32 & 33 - "After the Fact" R/W Needs

Bob Egan moved and Art L. second a motion to revise the current resolution by striking the remainder of the last sentence that follows the words "July 1". There was a discussion on revising the requirement of furnishing copies of actual warrants, but since the updating only involves 1 year at a time, it shouldn't be too bad. The question was called and the motion carried.

Doug W. moved and Pete B. second a motion to also delete those portions of the "After the Fact" Bridge Deck Rehabilitation Needs resolution and the Street Lighting, etc., resolution that limit the input to the year following the construction. Motion carried.

Page 35 & Figure C - Tentative 1985 Money Needs Apportionment

Soil factor changes were discussed at length and the question was raised whether the 14 counties requesting changes should comply with the June 1984 resolution. It was also unclear what specific significant back-up data was intended in the June 1984 resolution. Was soil selection considered when the new soil factors were established was brought up. The question of why not have soil factors greater than 130 was also discussed. Pete B. moved to require the 14 counties requesting changes be required to submit significant back-up data before approval. Doug W. second the motion. Credibility and availability of soil conservation maps was discussed. Nicollet County submitted

Road Rater and Benkelman Beam data to justify their requested changes, according to Harvey Suedbeck. Motion failed. Art L. moved and Bob E. second a motion to have the State Aid Office develop a set of guidelines for District State Aid Engineers. The guidelines to be reviewed at the Spring Screening Board Meeting. Motion carried.

Pete Boomgarden moved and Wayne Fingalson second a motion to approve the letter of recommendation to the Commissioner of Transportation as written on page 36. Motion carried unanimously.

Page 50 thru 53 & Figure E - Blue Earth Mileage Request

A secret ballot vote was taken and the Blue Earth County request was denied 8 to 1.

Dakota County Mileage Request

Doug W. moved to grant an exception to the August 1 deadline and allow the Dakota County request to be considered. Art L. second the motion for discussion purposes. Doug W. presented a letter dated December 1983 requesting the additional mileage. Doug W. and Elmer M. gave background data on development of the route to date. Wayne F. felt that without a copy of the State Aid Engineer's letter and an opportunity to discuss it with other counties in the Districts, it would be inappropriate to act on the request at this time. Motion failed.

Wayne F. moved and Doug W. second a motion to adopt the following resolution:

Be it resolved that an amount of \$359,240 (not to exceed 1/4 of 1% of the 1984 CSAH Apportionment sum of \$143,696.365) shall be set aside from the 1985 Apportionment Fund and be credited to the research account.

Motion carried unanimously.

Gordon Fay discussed the disbaring of several contractors from Federal Aid jobs and it might be wise to get your county attorneys opinion when they are involved in letting a contract with local money.

Mr. Fay also discussed the current status of the Legislative Jurisdiction Study Committee. He outlined John Williams' (Committee staff person) alternative views of the major problem and possible solutions.

He also talked about a review of 20 counties with respect to Needs reporting, striping and signing. You may be leaving yourself open for tort liability if your signing and striping is deficient. The Needs reporting involving soil classification may be long overdue and he thanked the board for directing his office to come up with some proposals for the board to review that will finally resolve the issue of significant back-up soils data.

Mr. Fay also noted that on November 13 thru 15, there will be a meeting at the Leamington Hotel to deal with truck load limits. Should be a good workshop so try to attend.

The Rural Grading Cost Study was reviewed by District State Aid Engineers (27 county review) with teams of 3 Engineers and nobody reviewed their own District. If you have been reviewed and have questions or disagree, they will send another team if necessary.

Chairman Sandvik asked if a housekeeping review of all past resolutions was necessary. Bob E. moved and Dave Z. second a motion to have the Sub-Committee review past Screening Board minutes and resolutions to insure that they are not outdated or redundant, as well as administered correctly. Motion carried unanimously.

John Walkup reported that the Sub-Committee did not proceed with R/W Needs review because of action by the Screening Board subsequent to assigning the task. His Sub-committee felt that in light of changes in R/W Needs it wasn't necessary to complete the assignment. The Screening Board did not disagree.

Ken H. briefly discussed "After the Fact" Needs adjustments and said the Attorney General's Office said that 25 year Needs adjustments can be made but Annual Needs adjustments can not.

There was a brief discussion on variances and the affect on Needs. Ken H. said dollar figures would be available at the spring meeting.

Dennis C. reported to the Screening Board that the Senate Government Operations Committee was investigating allegations of improprieties by PERA Board and Staff. One of the allegations was the improper appointment of interum Director John Allers. Mr. Allers is currently suspended along with Associate Director Mr. Hayne. This is an important matter that we should all keep an eye on and Dennis will make a full report at the MCHE Institute in January 1985.

Wayne F. suggested the board give credit to and commend the job done by the State Aid Office, particularly Ken Hoeschen.

Gordy F. thanked the outgoing Screening Board members particularly Art Lee who is retiring. Art L. expressed appreciation for the opportunity to be on the Screening Board.

Chairman Sandvik thanked the outgoing Screening Board members and announced that Bob Egan would be chairman for 1985.

Wayne F. moved and Otho B. second a motion to adjourn. Motion carried.

Meeting adjourned at 11:45 A.M.

Respectfully submitted,



Dennis C. Carlson
Screening Board Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
April 26, 1985

Members present : John Walkup -- Chairman -- Aitkin County
Tom Behm -- Lyon County
Don Wisniewski -- Washington County

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

The meeting was called to order by Chairman Walkup at 9:30 A.M.

The subcommittee's first item of business was the recommendation of rural design gravel base unit prices for each county for use in the 1985 needs study. Five year average information plus inflation factor data was transmitted to the members prior to the meeting. After considerable discussion concerning some individual prices, minimum tonnage, etc., the subcommittee recommended the same procedure as has been used the last several years.

Basically this procedure can be explained as follows:

- a) If a county has at least 50,000 tons of gravel base material in its five year (1980-1984) average unit price study, that price inflated by factors based on annual averages is used.
- b) If a county doesn't have 50,000 tons of gravel base material in its five year study; enough subbase material and/or surrounding counties gravel base material is added to equal 50,000 tons and an inflated price is computed.

The subcommittee requested the Needs Unit to transmit a map showing the gravel base unit price recommendations and the inflation factor report to each county as soon as possible.

The subcommittee also requested the following data to be available for the Screening Board; the unusual surrounding county situation in two counties, the increasing number of counties that do not have 50,000 tons of gravel base material, and a map showing possible unit prices using 40,000 tons minimum instead of 50,000 tons.

The other unit prices to be used for the 1985 CSAH Needs Study were the next topic for discussion. The results of the 1980-1984 five year average unit price study and recommendations from Mn/DOT were used to make the following recommendations.

Rural Design - Using the increments between the the 1984 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 \$15.34 (4% 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 study.

Urban Design - The M.S.A.S. subcommittee's recommendations were unavailable for this meeting so a special conference call will be held to determine these prices after the M.S.A.S. subcommittee meets.

Miscellaneous - The M.S.A.S. five year averages were not available so these will be discussed during the conference call previously mentioned. The storm sewer prices were determined based on Mn/DOT recommendations.

Bridge and Railroad - Recommended using the prices suggested by Mn/DOT Crossing Protection Bridge and Railroad sections.

A brief report concerning the Rural Design Complete Grading Cost Restudy was presented. Also, the activities and recommendations of the variance subcommittee were discussed.

The subcommittee then reviewed a new procedure for converting low volume concrete projects to standard base and bit quantities and costs for inclusion in the five year average unit price study. After examining two projects of this type, the subcommittee is recommending that this conversion method be used starting with 1985 construction projects. Mention was made that these type of projects should always be converted to the lowest 9 ton design (presently 1,000 - 1,999 projected VPD). The subcommittee directed that a sample project be included in the Screening Board Report.

At their last meeting, the Screening Board directed the subcommittee to review all Screening Board resolutions. The following changes are therefore recommended:

ELIMINATE

~~Rural-and-Municipal-Advance---Nov.-1965~~

~~That-the-Screening-Board-dispense-with-both-the-rural-and-municipal-advance-encumbrance-adjustments-in-figuring-needs.~~

~~Annual District Meeting - Oct. 1963~~

That the District State Aid Engineer call a minimum of one district meeting annually at the request of the District Screening Board Representative to review needs for consistency of reporting.

ADD

FAS Fund Balances - Oct. 1973 (Latest Rev. Oct. 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-September 1 of the current year.

REVISE

County State Aid Construction Fund Balances - May 1975 (Rev. July 1976)

REVISE

That, for the determination of the ~~1976~~ County State Aid Highway needs ~~and all future needs~~, the amount of the unencumbered construction fund balance as of September 1 of the current year; not including the current year's regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000, whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisition which is being actively engaged in shall be considered encumbered funds.

Rural Grading Cost Adjustment - Oct. 1968

ADD

That, annually an adjustment to the rural complete grading costs in each county be considered by the Screening Board. Such adjustment shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board.

Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Rev. Oct. 1977)

REVISE

~~That, for the 1976 GSAH Apportionment, the increase in basic 25-year GSAH construction needs of any one county, from the 1974 to the 1975 GSAH needs studies, shall be restricted to 20 percentage points greater than the statewide average percent increase from the 1974 to the 1975 basic 25-year GSAH construction needs. For future years' apportionments, The CSAH construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs shall be restricted to 20 percentage points greater than the statewide average percent change from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs.~~ Any needs restriction determined by this resolution shall be made to the regular account of the county involved.

Portion of "Mileage" Resolution

REVISE

That whereas the county engineers are sending in many requests for additional mileage to the C.S.A.H. system up to the date of the Screening Board meetings, and whereas this creates a burden on the State Aid Staff to prepare the proper data for the Screening Board, be it resolved that the requests for the spring meeting must be in the State Aid Office by February 15 April 1 of each year, and the requests for the fall meeting must be in the State Aid Office by

August 1 of each year. Requests received after these dates shall carry over to the next meeting.

Minimum Requirements - Oct. 1963

REVISE

That the minimum requirements for 4 - 12 foot traffic lanes be established as 5,000 projected vehicles per day ~~in rural~~ for rural design areas and 7,000 ~~in-urban-areas~~ for urban design. Traffic projections of over 20,000 vehicles per day ~~in-urban-areas~~ for urban design will be the minimum requirements for 6 - 12 foot lanes. The use of these multiple-lane designs in the needs study, however, must be requested by the county engineer and approved by the District State Aid Engineer.

Base and Surface - June 1965

REVISE

That base and surface quantities shall be determined by reference to traffic volumes, soil factors, and State Aid standards. Rigid base is not to be used as the basis for estimating needs on County State Aid Highways. Replacement mats ~~on-urban-design-sections~~ shall be 2" 3" bituminous surface over existing concrete or 2" bituminous surface over existing bituminous. To be eligible for concrete pavement in the needs study, 2,500 VPD or more per lane projected traffic is necessary.

Items Not Eligible For Apportionment Needs - Oct. 1961
(latest Rev. 1972)

REVISE

That ~~Right-of-Way, Adjustment of Utilities, Traffic-Signals, Street-lighting, Miscellaneous Construction, or Maintenance~~ Costs shall not be considered a part of the Study of Apportionment Needs of the County State Aid Highway System.

Forest Highways ~~(and State Park Access Roads)~~ - Oct. 1961
(Rev. June 1965)

REVISE

That for the determination of needs for those County State Aid Highways which are designated as a part of the Forest Highway System ~~shall be made on the same basis as for other County State Aid Highways, except for those areas where modified standards prevail~~ or are state park access roads, the appropriate standards documented in the "Rules for State Aid Operations" shall be used.

ELIMINATE

Hennepin County Freeway Design - Oct. 1964

~~That the cost of grading the rural design sections of Hennepin County State Aid Highways 18 and 62, which are freeway design shall be reported at \$128,000 per mile, and the cost of grading urban design sections thereon at \$192,000 per mile. Rural drainage not to exceed \$36,000 per mile and urban drainage not to exceed \$120,000 per mile shall be permitted in the needs for this freeway design.~~

REVISE

Bridge Widening - April 1964 (Latest Rev. June 1979)

~~That the minimum bridge widening be 4 feet. and the cost be computed at \$75.00 per square foot.~~

ELIMINATE

Bridge Cost --- Oct. 1961 (Latest Rev. June 1980)

~~That for the purpose of the needs study, the complete construction costs of major structures be based on the length of the proposed structure in the following manner:~~

<u>Proposed Length</u>	<u>Cost/Sq. Ft.</u>
20 --- 149 Feet	\$41.00
150 --- 499 Feet	\$47.00
500 Ft. & Longer	\$56.00

ADD

VARIANCES - ??

The meeting was adjourned at 1:50 P.M.

Respectfully submitted

Kenneth M. Hoeschen
Acting Secretary

