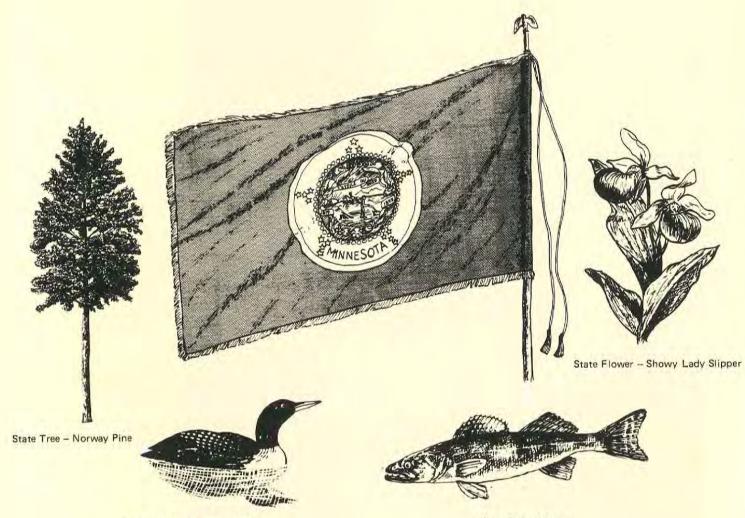


# 1986 County Screening Board Data



State Bird -- Common Loon

State Fish -- Walleye

MNDOT HE 356 .M6 M54a 1986

## June 1986



Minnesota Department of Transportation

Transportation Building,

St. Paul, MN 55155

Phone 612-296-1660

June 2, 1986

TO : County Engineers District State Aid Engineers

SUBJECT: County Engineers' Screening Board Data

Enclosed herewith is a copy of the 1986 Spring County Engineers' Screening Board Data. This report has been prepared by the State Aid Needs Unit, Office of State Aid, Minnesota Department of Transportation.

The unit price data included in this booklet has been reviewed by the County State Aid Highway General Subcommittee and will be recommended to the Screening Board to be used in the 1986 C.S.A.H. Needs Study.

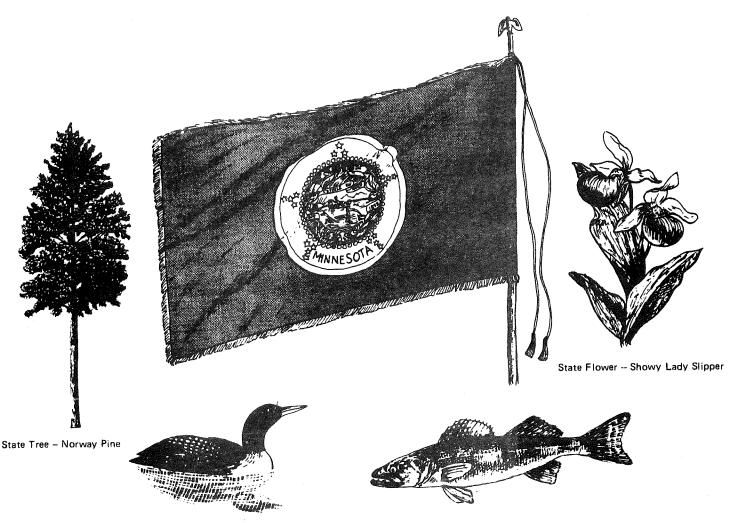
If you have any comments, questions, or recommendations regarding this report, please forward them to your District Representative with a copy to this office prior to the meeting which is scheduled for June 25-26, 1986.

Sincerely, Balo

Kenneth M. Hoeschen Manager County State Aid Needs Unit

Enclosure: County Screening Board Data

# 1986 County Screening Board Data



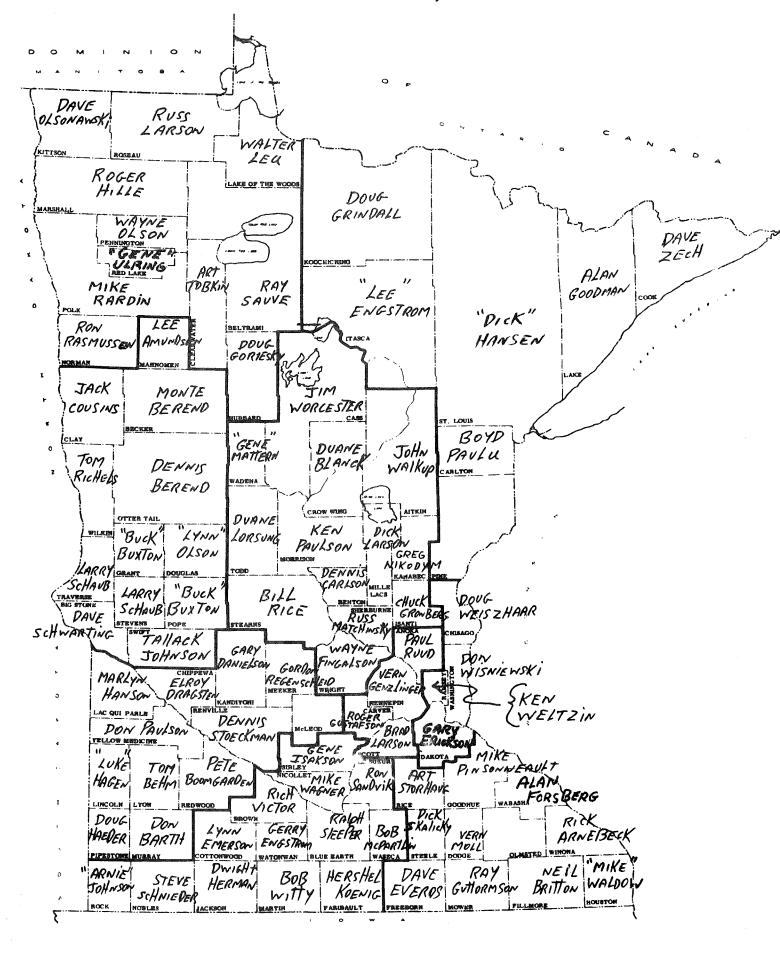
State Bird -- Common Loon

State Fish -- Walleye



MINNESOTA DEPARTMENT OF TRANSPORTATION

COUNTY ENGINEERS OF MINNESOTA



#### TABLE OF CONTENTS

## FOR THE COUNTY SCREENING BOARD DATA

#### TO BE PRESENTED AT THE JUNE 25-26, 1986 MEETING

I.	GEN	ERAL INFORMATION AND UNIT PRICE RECOMMENDATIONS Pages	1-14
	Α.	Introduction	1
	в.	Trend of C.S.A.H. Rural Design Unit Prices	2-9
	c.	1986 C.S.A.H. Rural Design Gravel Base Unit Price Data.	10 & Fig. A
	D.	Unit Price Inflation Factor Study	11
	Ε.	C.S.A.H M.S.A.S. Unit Price Comparison	12-14
II.	MIL	EAGE REQUEST Pages	15-24
	Α.	Criteria Necessary for County State Aid Highway	
		Designation	16
	В.	History of C.S.A.H. Additional Mileage Requests	17-19
	С.	Becker County	20-24 & Fig. B
III.	REF	ERENCE MATERIAL Pages	25-52
		<u></u>	
	Α.,	1981-1985 Five-Year Average Subbase (Class 3 & 4)	
		Unit Price Data	26 & Fig. C
	Β.	FAS Fund Balance Deductions	27
	C.	County State Aid Maintenance Transfers	28
	D.	County State Aid Hardship Transfers	29
	Ε.	Needs Adjustments of Variances Granted on C.S.A.H.'s	30
	F.	Minutes of the October 24-25, 1985 County Engineers	
		Screening Board Meeting	31-42
	G.	Minutes of the March 10, 1986 General Subcommittee	
		Meeting	43
	H.	Minutes of the April 10, 1986 General Subcommittee	
	•	Meeting	44-46
	I.	Minutes of the May 15, 1986 General Subcommittee	
	- •	Meeting	47-52

#### 1986 COUNTY SCREENING BOARD

BOYD PAULU -	CARLTO	N COUNTY	-	DISTRICT	1
DAVE OLSONAWSKI -	KITTSO	N COUNTY	80	DISTRICT	2
DICK LARSON -	MILLE	LACS COUNTY	-2	DISTRICT	3
LEE AMUNDSON -	MAHNOM	EN COUNTY	-	DISTRICT	4
PAUL RUUD -	A NOKA	COUNTY	-	DISTRICT	5
MIKE PINSONNEAULT -	GOODHU	E COUNTY	-	DISTRICT	6
GERALD ENGSTROM -	WATONWA	AN COUNTY	-	DISTRICT	7
DON PAULSON -	YELLOW	MEDICINE COUNTY		DISTRICT	8
DOUG WEISZHAAR (CHAI	ERMAN) CHISAG	O COUNTY		DISTRICT	9
DENNIS CARLSON (SECR	ETARY) BENTON	COUNTY			

#### 1986 CSAH GENERAL SUBCOMMITTEE

TOM	BEHM (CHAIRMAN)	-	LYON COUNTY
DON	WISNIEWSKI	53	WASHINGTON COUNTY
ART	TOBKIN	-	CLEARWATER COUNTY

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#### CSAH VARIANCE SUBCOMMITTEE

- RON SANDVIK LE SUEUR COUNTY
- PETE BOOMGARDEN REDWOOD COUNTY
- DON WISNIEWSKI WASHINGTON COUNTY

#### Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1986 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 1980 construction projects and added the 1985 construction projects. The abstracts of bids on all rural design State Aid and Federal Aid projects, let from 1981 through 1985, are the basic source of information for compiling the data used for computing the recommended 1986 rural design unit prices. Also for the first time, 1985 urban design projects were included in the five year average unit price study for all counties. The gravel base unit price data obtained from the 1985 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.

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

Minutes of the Subcommittee meetings held March 10, April 10, and May 15, 1986 are included in the "Reference Material" section of this report. Tom Behm, Chairman of the General Subcommittee, will attend the Screening Board meeting to review and explain their recommendations.

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## Trend of C.S.A.H. Rural Design Unit Prices (Based on State Averages from 1975-1985)

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.

-2-

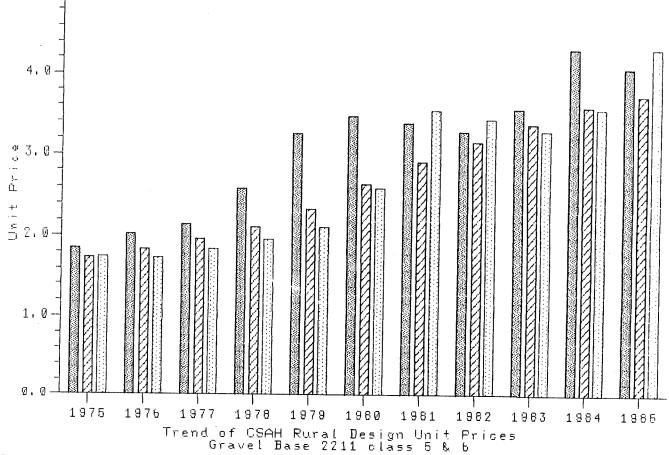
## JUNE, 1986

		TREND OF C	C.S.A.H	. RURAL		UNIT PR	LICES F	OR SUBB	ASE - C	LASS 3	& 4	
YE	EAR	QUANTITI	ES	COST		ANNUAI AVERAG		5-YE Aver			STUDY RAGE	
19	975	1,843,95	54 \$	3,248,	453	\$ 1.76		\$ 1.	60	\$ 1.5	7	
19	976	1,914,93	34	3,948,	292	2.06	ò	1.	74	1.6	0	
19	977	1,307,39	98	2,805,	472	2.15	5	1.	87	1.7	4	
19	978	1,408,20	)2	3,725,	724	2.65	5	2.	11	1.8	7	
19	79	1,148,67	72	3,891,	149	3.39	)	2.	33	2.1	1	
19	980	1,006,47	73	3,665,	775	3.64	÷	2.	66	2.5	6	
19	981	1,274,77	75	4,589,	136	3.60	)	3.	04	3.6	7	
19	982	472,25	57	1,623,	628	3.44	<b>+</b>	3.	30	3.4	3	
19	983	802,90	)9	2,884,	687	3.59	•	3.	54	3.2	7	
19	984	634,93	76	2,564,	735	4.04	<b>'</b> +	3.	66	3.5	4	
κ 19	985	729,53	77	2,804,	858	3.84	4	3.	70	4.0	4	
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			1976	1977	1978	1979			1962	1983	1984	
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## JUNE, 1986

YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUD 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
L981	1,840,881	6,218,533	3.38	2.91	3,54
1982	2,236,590	7,325,058	3.27	3.15	3.43
1983	1,763,446	6,273,769	3.56	3.38	3.27
1984	1,713,625	7,385,785	4.31	3.58	3.56
1985 <del>*</del>	2,574,482 INGLUDES	10,479,018 UPBAN DESI	4.07 GN PROJECT	3.72 15	4.31
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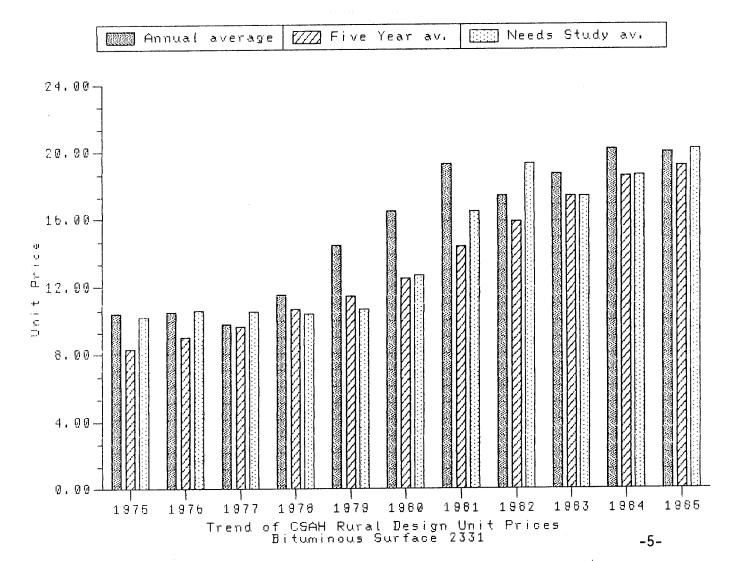
1986 COUNTY SCRE	CENING B	OARD	DATA
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#### JUNE, 1986

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	1,835,435	31,923,387	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	2,491,261	49,596,140	19.91	19.13	20.10

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#### JUNE, 1986

	TREND OF C.	S.A.H. RURAL DI	ESIGN UNIT PRICE	ES FOR BITUMI	NOUS - 2341
YEAR	QUANTITIES	COST	ANNUAL AVERAGE	5-YEAR AVERAGE	NEEDS STUDY AVERAGE
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	165,085	3,194,360	19.35	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
<b>₩</b> 1985	223,479	5,450,872	24.39	22.10	23.06
- A	k Includes	URBAD DE	SIGN PROJEC	75	
ſ	Annual	average 🕅	] Five Year a		ds Study av.
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Trend of CSAH Rural Design Unit Prices Bituminous Surface 2341

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	TREND	OF C.S.A	.H. RURAL	DESIGN	UNIT PR	ICES FO	OR GRAVE	L SURFA	ACE - 21	18	
YEA		NTITIES	COST		ANNUAL AVERAG		5-YEA Avera		NEEDS AVER		
197		71,963	\$ 684,		\$ 1.84		\$ 1.6		\$ 1.70		
197		02,814	656,		2.17		1.7		1.67		
197		01,424	714,		2.37		1.9	2	1.76	,	
197		38,427	1,032,	379	2.66	,	2.1	.7	1.92		
197	9 20	61,637	806,	744	3.08	۱.	2.3	9	2.17	,	
198	0 2	91,915	1,072,	984	3.68	6	2.7	7	2.64	÷	
198	1 1	77,479	565,	415	3.19	)	2.9	5	3.67	,	
198	2 1	67,785	503,	312	3.00	)	3.0	9	3.19	)	
198	3 1	76,024	669,	773	3.81		3.3	57	3.00	)	
198	4 2	83,698	1,027,	910	3.62		3.5	0	3.76	)	
<b>米</b> 198		94,555	769,		3.95		3.5	4	3.62	<b>.</b>	
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		975 19		1978	1979	1980	1981	1982	1983	1984	1985
			Trend	of CSA Grave	H Rural I Surfa	Desi ce 21	om Uni 18	t Pric	es	-7-	

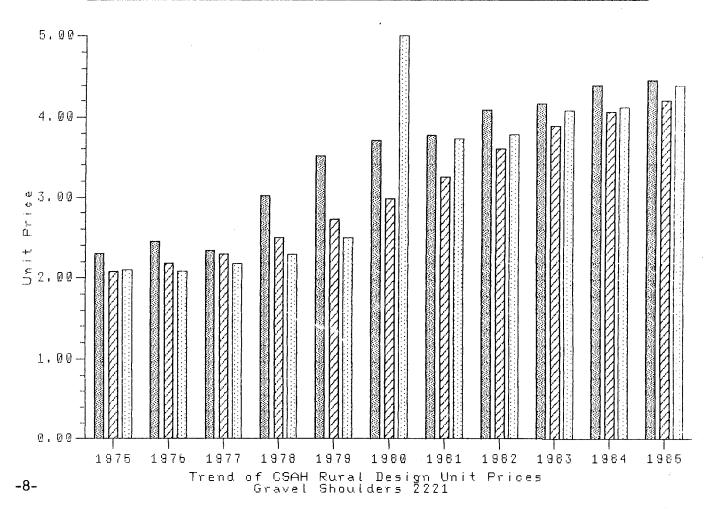
## JUNE, 1986

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#### JUNE, 1986

	TREND OF G.S.A.	H. RURAL DESIGN	UNIT PRICES FO	DR GRAVEL SHOU	LDERS - 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	757,995	3,097,043	4.09	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
1985	988,140	4,411,013	4.46	4.21	4.39
	* INCLUDES	URBAN DES	IGN PRODUCTS		

Annual average 🛛 Five Year av. 🕮 Needs Study av.



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NOTES & COMMENTS 4 .

## 1986 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 1985 CSAH needs study gravel base unit price, the gravel base data in the 1981-1985 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1986. For the first time, urban design projects, let in 1985, were included in the five year average unit price study for all counties.

The recommended 1986 rural design gravel base unit prices were determined by the Subcommittee at their May 15, 1986 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 in-flation 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. Tom Behm, Subcommittee Chairman, will attend the Screening Board meeting to discuss their recommendations.

#### Unit Price Inflation Factor Study

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

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

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

#### Annual Inflation Year Quantity Cost Average Factor \$4.07 1981 1,840,881 \$ 6,218,533 \$3.38 \$3.38 = 1.20\$4.07 1982 2,236,590 \$3.27 = 1.24\$ 7,325,058 \$3.27 \$4.07 1983 1,763,446 \$ 6,273,769 \$3.56 \$3.56 = 1.141984 1,713,625 \$ 7,385,785 \$4.31 \$4.07 $\overline{4.31} =$ .94 1985 2,574,482 \$10,479,018 \$4.07

#### Gravel Base - #2211 Class 5-6

Subbase - #2211 Class 3-4

Year	Quantity	Cost	Annual Average	Inflation Factor
1981	1,274,775	\$ 4,589,136	\$3.60	$\frac{\$3.84}{\$3.60} = 1.07$
1982	472,257	\$ 1,623,628	\$3.44	$\frac{3.84}{3.44} = 1.12$
1983	802,909	\$ 2,884,687	\$3.59	$\frac{3.84}{3.59} = 1.07$
1984	634,976	\$ 2,564,735	\$4.04	$\frac{3.84}{4.04} = .95$
1985	729,577	2,803,465	\$3.84	

In order to reflect current prices in the 1981-1985 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate inflation factor.

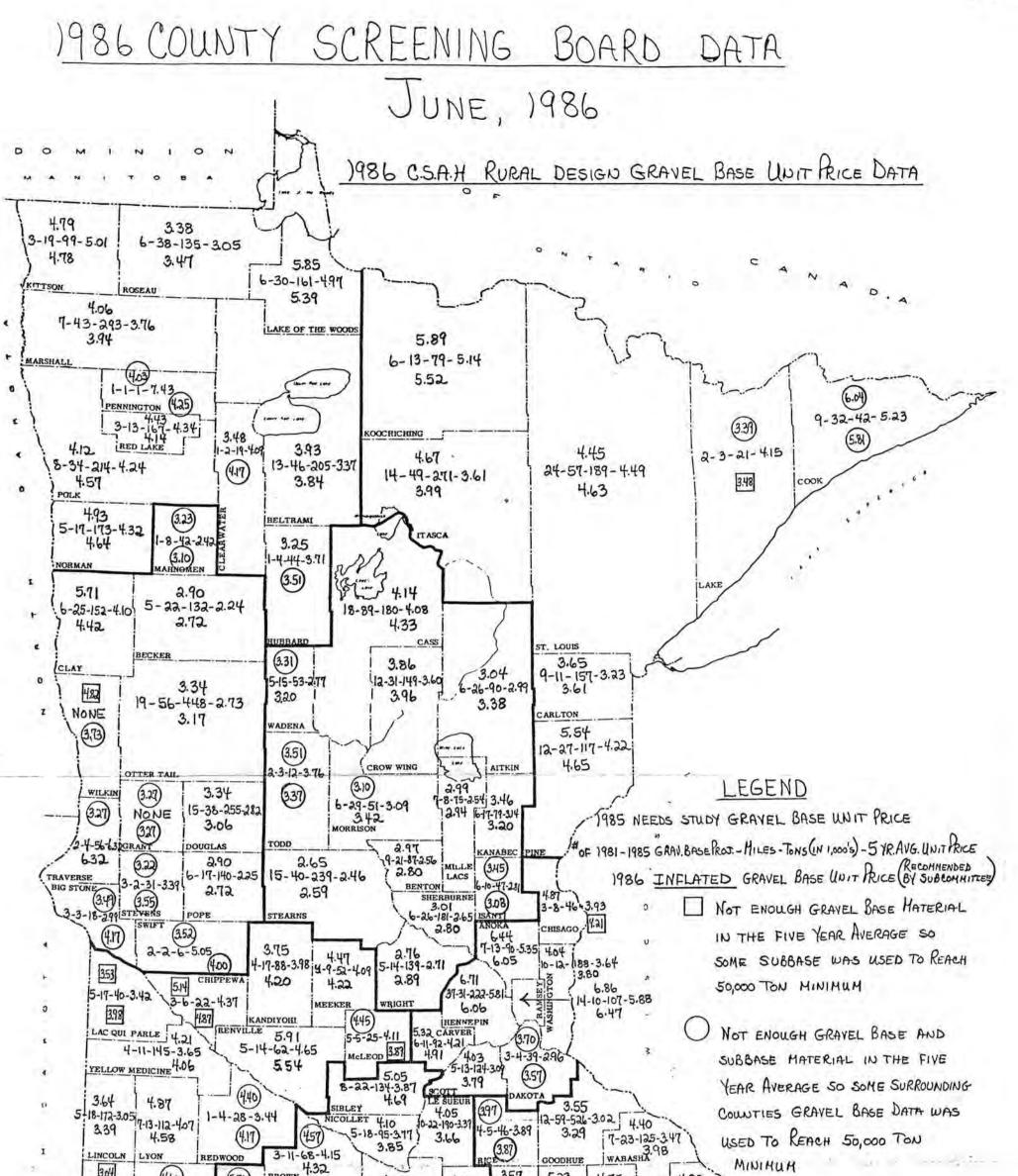


FIG.A

	LINCOLN	LYON IR	EDWOOD 3-1	1-68-4.15 T	·	RICE	GOODHUE	ABASHA	MINIHU	н
+	3.04	(460)	(5.71) BROW	N	6.15	6.20 18.31-286-2	\$ 5.23 4.7		1	
	3-10-96-3.05	2-9-9-4.47	2-2-4-4.47	4-12-64-5.83	-23-242-453	-12-58-481 3.38	19.33-141- 1.ep 13 33	2-239-3.45 13-35-18		OTE: 5 YEAR UNIT
ş	3.10 PIPESTONE	MURRAY (409)	COTTONICOD	6.15	1.01	4.93	3	SI 4.5		PRICE STUDY INCLUDES
0	3.92	4.86	6.53	5.61	5.08	5.37	5.07	5.15	5.71	1985 URBAN DESIGN
	3/10-121-3.35	4-6-69-4.77 4.67	5-17-116-4.25 4.57	6-26-95-4.56	4-8-47-4.87	6-18-102-4.70	18-40-126-4.56	4.88	4-23-94-448	PROJECTS FOR ALL
_	ROCK	NOBLES	JACKBON	MARTIN	FARIBAULT	FREEBORN	MOWER	FILLMORE	HOUSTON	COUNTIES

#### 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 1985 C.S.A.H. needs study, the unit prices recommended by the M.S.A.S. Subcommittee for use in their 1986 needs study, the 1981-1985 C.S.A.H. five-year average unit prices (based on actual projects), the 1985 C.S.A.H. average and the C.S.A.H. Subcommittee's recommended 1986 unit prices.

The C.S.A.H. Subcommittee's recommended prices were determined at their meeting on May 15, 1986. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

## 1986 County Screening Board Data

#### June, 1986

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

Construction Item Rural Design		1985 CSAH Needs Study Average		1986 MSAS Unit Prices Recommended by MSAS Sub- committee	1981-1985 CSAH 5-Year Average	1985 CSAH Average	1986 CSAH Unit Price Recommended by CSAH Subcommittee
Subbase C1 3&4/Ton Gr.Base C1 5&6/Ton Bit.Base 2331/Ton Bit.Surf.2331/Ton Bit.Surf.2341/Ton Con.Surf.2301/Sq.Yd. Gravel Surf.2118/Ton Gravel Shldr.2221/Ton	\$	4.04 4.31 20.10 23.06 15.34 3.62 4.39	\$	SAME AS URBAN DESIGN 4.25	\$ 3.70 3.72 19.13 19.13 22.10  3.54 4.21	\$ 3.84 4.07 19.91 19.91 24.39  3.95 4.46	G.B \$ 0.23 * G.B. + 15.84 G.B. + 15.84 G.B. + 20.32 G.B. + 11.27 G.B 0.12 G.B. + 0.39
Urban Design Grading/Cu.Yd. Subbase Cl 3&4/Ton Gr.Base Cl 5&6/Ton Bit.Base 2331/Ton Bit.Surf.2331/Ton Bit.Surf.2341/Ton Con.Surf.2301/Sq.Yd.	\$	3.00 4.50 5.25 23.50 23.50 25.00 19.60	¢	3.00 5.00 5.25 22.00 22.00 25.00		   	\$ 3.00 G.B. + 0.93 G.B. + 1.18 G.B. + 17.93 G.B. + 17.93 G.B. + 17.93 G.B. + 20.93 G.B. + 15.53
Miscellaneous Storm Sever-Comp./Mi. Storm Sever-Part./Mi. Sidewalk Const./Sq.Yd. C & G Const./Lin.Ft. Tree Removal/Tree Sidewalk Removal/Sq.Yd. C & G Removal/Lin.Ft. Conc.Pave.Removal/Sq.Yd.	÷	196,000 62,000 14.00 6.50 90.00 3.50 1.50 3.75	<b>\$</b>	196,000 62,000 14.00 6.00 90.00 4.00 1.50 3.75	    	   	<pre>\$ 196,000 62,000 14.00 6.00 90.00 4.00 1.50 3.75</pre>
Bridges O-149 Ft.Long/Sq.Ft. 150-499 Ft.Long/Sq.Ft. 500 Ft. & Longer/Sq.Ft. Widen/Sq.Ft. RR over Hwy 1 track/lin.ft. Each Add.Track/Lin.ft.	\$	45.00 51.00 56.00 75.00 2,250 1,750	\$	49.00 51.00 55.00 65.00 2,250 1,750		  	\$ 45.00 51.00 56.00 75.00 2,250 1,750
Railroad Protection Signs Signals Signals & Gates	\$	300 65, 000 95, 000	\$	300 65, 000 95, 000			\$ 300 65,000 95,000

\* 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 . • an antaga

## MILEAGE

## REQUESTS

#### \*\*\*\*\*

## 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:

<u>-</u> 16-

- (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.

JUNE, 1986

History of C.S.A.H. Additional Mileage Requests

Approved by the County Engineer's Screening Board Tot. Miles Requested 1971-& Approved 1958-1965-To Date 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1964 1970 County 6.70 0.60 01 Aitkin 6.10 2.04 Anoka 02 1.33 0.71 10.07 10.07 03 Becker 7.69 Beltrami 6.84\* 0.69 0.16 04 3.18 3.18\* Benton 05 1.56 Big Stone 0.16 1.40 06 15.54 0.25 Blue Earth 15.29\* 07 7.57 3.81 0.13 08 Brown 3.63 3.62 Carlton 3.62 09 2.97 0.94 0.48 Carver 1.55 10 7.90 7.90 11 Cass 15.00 14.00 Chippewa 1.00 12 3.24 3.24 13 Chisago 2.10 0.82 0.10 14 1.18 Clay 1.30 1.00 0.30\* 15 Clearwater 3.60 3.60 Cook 16 6.47 1.80 3.37 1.30 17 Cottonwood 13,00 18 Crow Wing 13.00\* 2.26 6.38 1.65\* 2.47 19 Dakota 0.11 0.11 20 Dodge 10.65 Douglas 7.40\* 3.25 21 0.09 1.66 0.37 1.20 Faribault 22 1.10 2,22 Fillmore 1.12 23 1.60 0.90 0.65 0.05 24 Freeborn . 0.08 0.08 25 Goodhue 5.42 5.30 0.12 26 Grant 5.59 0.33 0.52 0.24 27 Hennepin 4.50 0.12 0.12 28 Houston 2.17 0.26 0.06 0.60 1.25 29 Hubbard 1.80 1.06 0.74 30 Isanti

-17-

													•	
					ory of C	JU .S.A.H.	SCREENING INE, 1986 Addition	al Milea	age Requ					
				Appro	ved by t	he Count	y Engine	er's Sci	reening	Board				
Cou	nty	1958- 1964	1965- 1970	1971- 1976	1977	1978	1979	1980	1981	1982	1983	1984	R	t. Miles equested Approved To Date
31 32 33	Itasca Jackson Kanabec		0.10								π.π			0.10
34 35 36	Kandiyohi Kittson Koochiching	6.60* 9.27*	0.44											0.44 6.60 9.27
37 38 39	Lac Qui Parle Lake Lake of Woods	3.24*	0.23 1.58 0.33	0.56										1.93 5.38 0.89
40 41 42	Le Sueur Lincoln Lyon	2.70 5.65* 2.00	0.90	0.83									0.02	3.55 6.55 2.00
43 44 45	McLeod Mahnomen Marshall	0.09 1.00 15.00*	0.42	0.50 1.00										0.59 1.42 16.00
46 47 48	Martin Meeker Mille Lacs	0.80	1.52	0.50 0.74										1.52 1.30 0.74
49 50 51	Morrison Mower Murray	9.28* 3.52	3.83	1.10			0.09							 13.20 4.62
52 53 54	Nicollet Nobles Norman	1.31	13.71	0.23							0.60			0.60 13.94 1.31
55 56 57	Olmsted Otter Tail Pennington	10.77* 0.84	4.55		0.36									15.32 0.36 0.84
59	Pine Pipestone Polk	9.25 4.00	0.50	1.55			0.67		2					<b>9.25</b> 0.50 6.22

-18-

JUNE, 1986

History of C.S.A.H. Additional Mileage Requests Approved by the County Engineer's Screening Board

Cou	nty	1958- 1964	1965- 1970	1971- 1976	1977	1978	1979	1980	1981	1982	1983	1984	F	ot. Miles Requested Approved To Date
61	Pope	1.63	2.00	1.20										4.8
62 63	Ramsey Red Lake	9.45*	0.67	0.61 0.50							0.21		0.92	11.8 0.5
64 65	Redwood Renville	2.30	1.11					0.13						3.5
66	Rice	1.70												1.70
67	Rock	0.50		-						0.54	. ·			1.0
68 69-	Roseau St. Louis	5.20 7.71*	1.60 11.43											6.8 19.1
70	Scott Sherburne	8.65*	3.44	5.15			0.12							17.3
71 72	Sibley	1.50	5.42			· ·								5.4 1.5
73	Stearns	0.08	0.70		· · ·	3.90								4.6
74 75	Steele Stevens		1.55 1.00		-									1.5 1.0
76	Swift		0.78					0.24						1.0
77 78	Todd Traverse	1.90* 0.20		0.56								1.60		1.9 2.3
79 80	Wabasha Wadena	0.43*		0.30								•		0.7
81	Waseca	4.10	0.43	0.14									0.05	4.7
82	Washington	2.33*		0.40				0.33				1.33		4.3
83 84	Watonwan Wilkin			0.04	0.08				0.60				0.19	0.9
85	Winona	7.40*					•••							7.4
86 87	Wright Yellow Medic	0.45 ine		1.39			1.38							1.8 1.3
	ALS	246.60	92.43	25.65	0.50	4.15	2.78	1.80	1.20	0.96	0.81	2.93	3.55	383.3

-19-

Mn/I	00T-TP30758 MINNESOTA DEPARTMENT OF TRANSPORTATION (10-80) Rev. 2-84
DATE	: SEPT. 16 1985
то	: Manager, State Aid Needs Unit
FROM	: <u>U.T. KOPZENDORFER</u> District State Aid Engineer
SUBJ	
	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:
<b></b>	C.S.A.H. CRITERIA
	Projected to carry a relatively heavier traffic volume,
	or is functionally classified as collector or arterial.
	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.
r	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.
Mi	les M.S.A.S. Comments: REQUESTED ACTIONS WILL INCREASE
	Available CSIDH MILEAGE O.S MILL DEQUIRE
+	Revoked SCREENING BOARD ACTION Balance

ineer / District State Aid En/

9-16-85 Date

RECOMMEND APPROVAL OR DENIAL:

Manager, State Aid Needs Unit

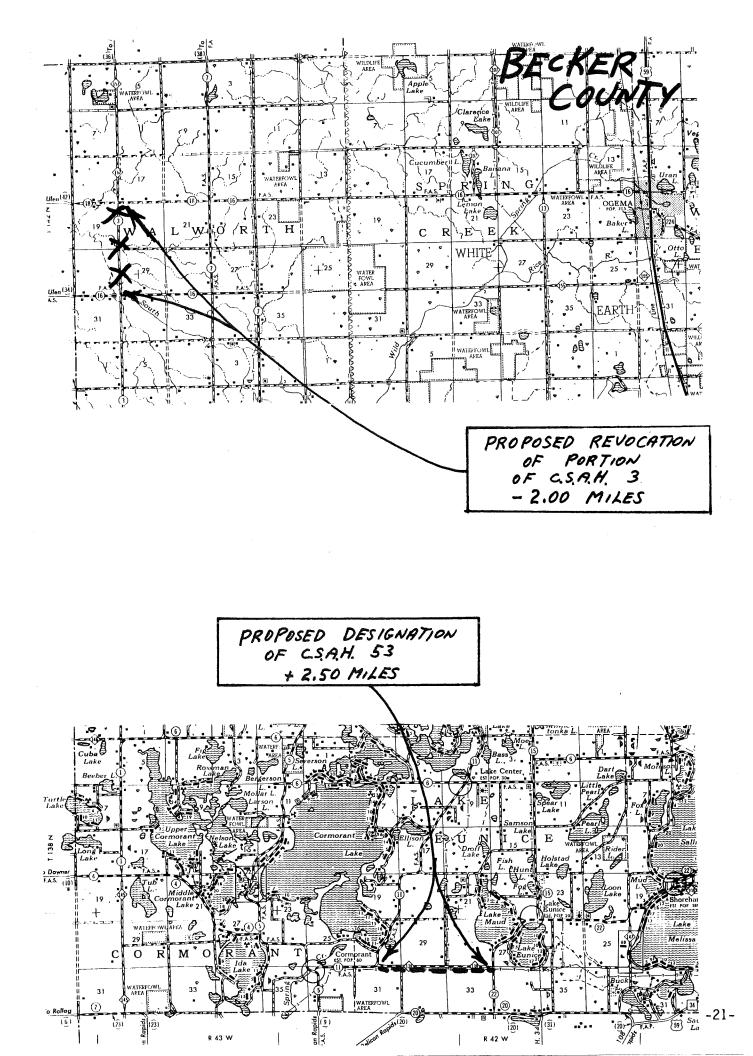
Date

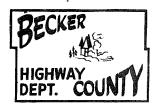
APPROVED OR DENIED:

-20-

State Aid Engineer

Date





#### **Becker County Highway Department**

222 E. State St. DETROIT LAKES, MINNESOTA 56501 Office 218-847-4235 Shop 218-847-7516

MONTE L. BEREND, P.E. County Engineer

CURTISS WELDON, Ass't. Engr. JOHN OKESON, Maint. Supv.

September 6, 1985

Mr. Vernon Korzendorfer District State Aid Engineer Mn/DOT Box 666 Detroit Lakes, Mn. 56501

RE: Proposed CSAH Designation No. 53 Proposed CSAH Deletion No. 3

Dear Vern:

Becker County hereby requests the following changes be made in the County CSAH system:

REVOKE: CSAH 3

County State Aid Highway No. 3 from CSAH No. 16 (Southwest corner of Section 29, Twp. 142 North, Range 43 West) to CSAH No. 18 (Northwest corner of Section 20, Twp. 142 North, Range 43 West), length 2 miles.

No state aid funds have been spent on this section This section of road is in a very sparsely populated, rural, agricultural area. The 1981 ADT is 50, projected 80. Existing section is 22' graded with 20' gravel surface, deficient in cross section, design speed and structure.

DESIGNATE: CSAH 53

County Road No. 138 from the intersection with CSAH No. 22 at the northwest corner of Section 34, Twp. 138 North, Range 42 West, thence continuing in a westerly direction between Sections 33 and 28, 32 and 29, 31 and 30, said township and range, to junction with County State Aid Highway No. 11 at or near the quarter section corner between Sections 30 and 31, said township and range, and there terminating, length 2.5 miles.

This County Aid road is presently graded to 28 feet with 22 feet bituminous surface and 3 feet aggregate shoulders. It is proposed to be used as a 9-ton access road to a large turkey raising facility that will contribute largely to the economy of Becker County. The other CSAH's to be used for access are capable or will be upgraded to provide 9-ton access from TH 59.

Page 2 Vernon Korzendorfer September 6, 1985

It is requested that the difference between the revocation and designation (0.50 miles) be granted as there is no other County State Aid Highway that could be revoked without disrupting the remaining county CSAH system.

Please review, approve, and forward to State Aid for consideration by the Screening Committee.

Sincerely, BECKER COUNTY HIGHWAY DEPARTMENT

0 nte l'

Monte L. Berend, P. E. County Highway Engineer

MLB:1c

encl. Map & Resolution

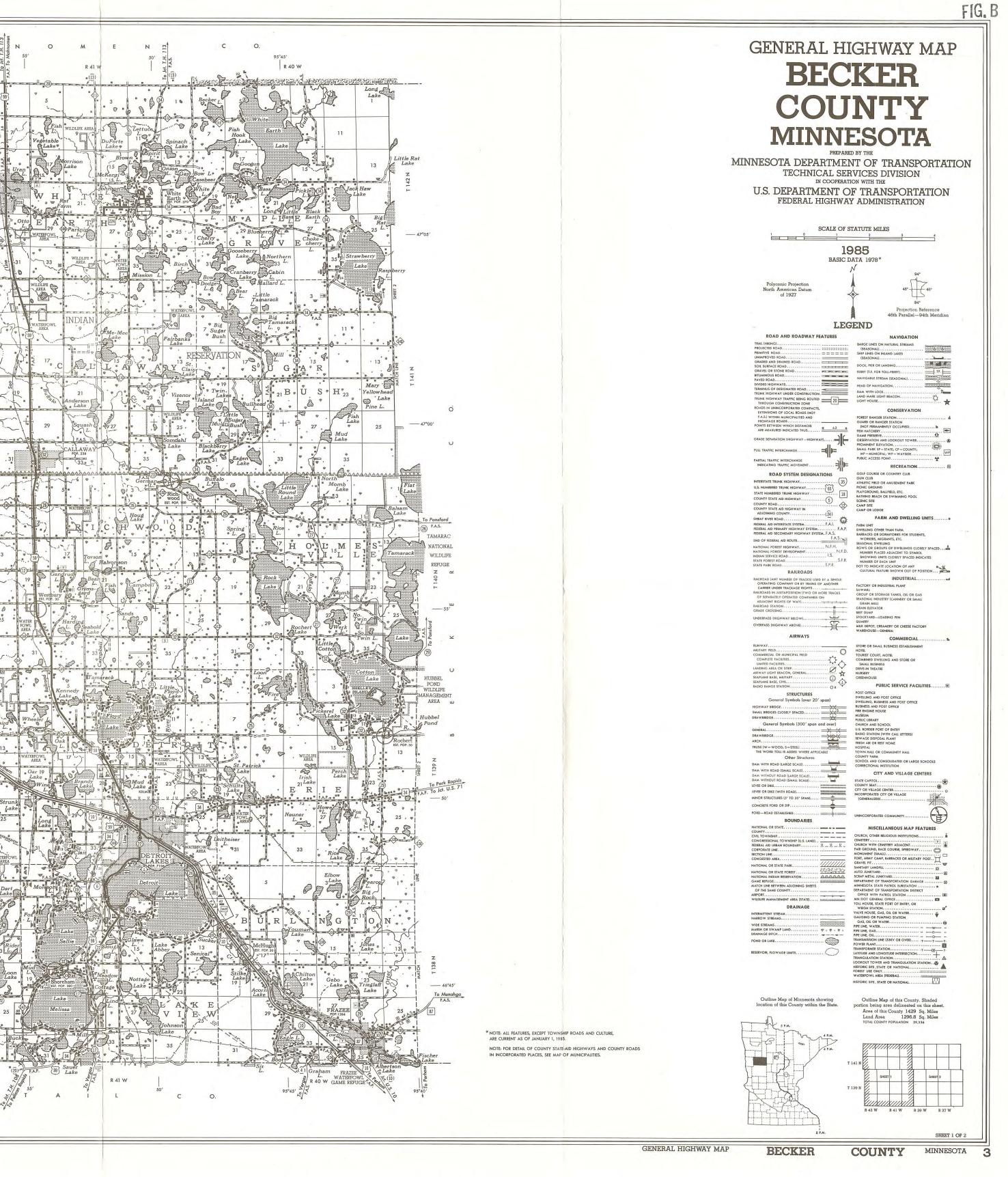
NOTES & COMMENTS . --24-

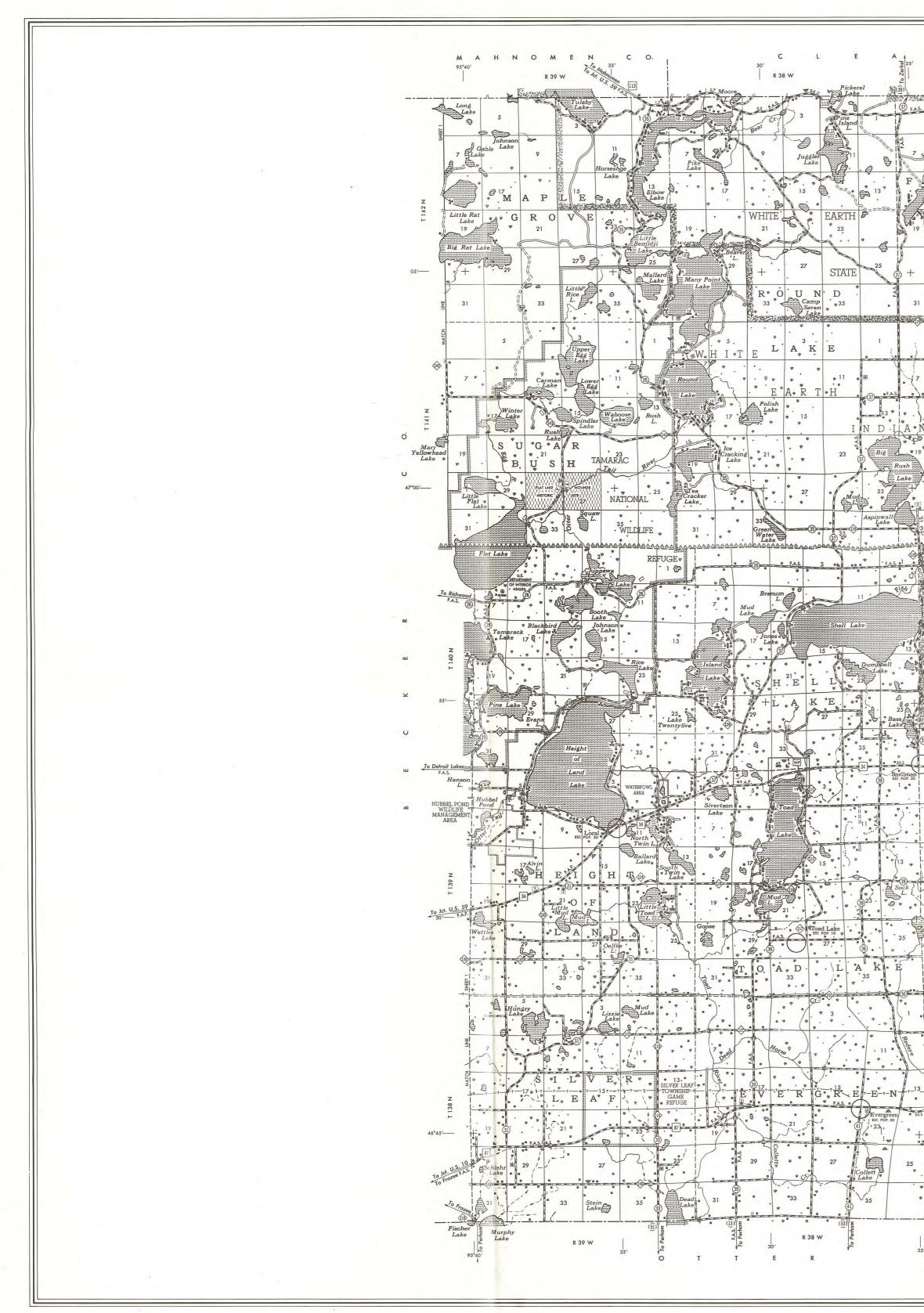
#### REFERENCE

#### MATERIAL

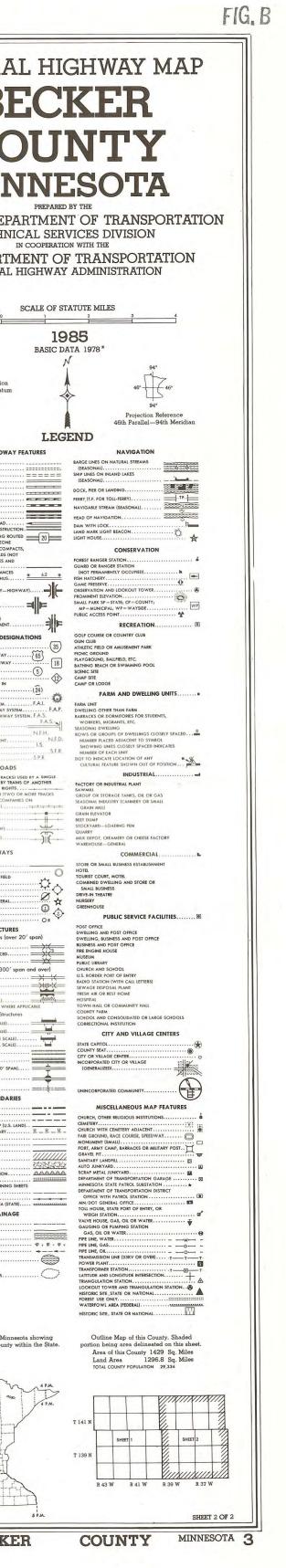
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					F.A.S. T	BI.	7	WildLife AREA	<u>,</u>		13 * 11, ** ©		- The state
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	55'	WATERFOWL	29 Stinking	A Hay	WILDLIFE AREA			Boe L.	Seabold 29		27 -	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	02
	0 	G (3) Cuba:		33	7 WATERFOW AREA Le	Belle	Warling *	31 WATERFOWL AREA	Larson Lake	33 WildLife AREA Torgerson	Cravath	*	~
	To Moorhead EAP.4	-1a-1-	Lime * * L. 10 3.2			LAKE Bury PARK POP. 716 F.A.P			11 (2000)	Reep L.	3		WATER FOV
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	Z 60 H Axberge			A K 21 North L Stakke	*15 E Cr. ive . Pruner L.	P Ale WATERFOWL AREA	R K	AU	Lake D. U. South c. Barnes	Audubon L. BC		WATERFOWL AREA	- Alle
	To Hawley (12) ✓ Anderson Lake	AREA	WATERFOWL AREA Bijou Lake	Stakke L. Prestrude	11 Harris		Me-Not Lake Orange L. 103		Lake ottenberg 29	+ Jay-	27.	· ·	* *
		Pump Lake		Round 33 L.	Stakke Lake WATERFOWL AREA	L. Engebretso. Pea rannigan = L		31	Little	nt L. 333	Minne- tonka L.	35 * "South	
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	Turtle Lake		-		Ma L WATER FOWL	L. arson 11 C			L. A	K 9 E	POP. 30	Spear 11 Lake	Litt Pear L.
-	To Downer FAS. (10)	Long Lake (	0 CC	Upper prmorant Lake	Welson Lake 115		Cormorani La	ke jej	Ellison E L.	UN Droff Lake	Lish C L. CHUNT	E WATE Holstad Lake	EL.A
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	<mark>_To Roll</mark> αg_ (€)	31	AREA AREA (23) Spice (23)	33		35.5	Rapids	31 WATERFOWL AREA REA		33 =    R	22) (20) (20)	35 (31)	***
		96°10′	To Pelican R		R 43 W	05'	To Pelican R	o Palicon Rot		R 4 96°00′ T		R R	
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F O R E S G T J Abners Lake IS Abner	MINNESOTA DEPART TECHNICAL
Kneebone 21 C 23 Mallard Coon S A V <sup>21</sup> A N N A <sup>23</sup> H Lake	U.S. DEPARTMEN FEDERAL HIGH
Lake Little Mallard Coon Little Basswood L. Jake 11 To Id. U.S.*71 Basswood L. Jake 12 To Id. U.S.*71 Control Lake 25 Control Lake 27 Control Lake 28 Contro	
+ FORESI	В
31 Sf.R. Sf.R. Sf	Polyconic Projection North American Datum of 1927
5 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	
TWO TWO INLETS	ROAD AND ROADWAY FEATUR TRAIL (HIKING)
$A \circ N$	UNIMPROVED ROAD.
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	TERMINUS OF DESIGNATER BOAD TRUNK HIGH AVX TURBER CONSTRUCTION. TRUNK HIGH AVX TRAFFIC EISING ROUTED TRUNCH CONSTRUCTION ZONE TRUNCUGH CONSTRUCTION ZONE ROADS IN UNINCORPORATE COMPACTS, EXTENSIONS OF ICOLAR ROADS INOT
Lake $29$ $27$ $+$ $27$ $+$ $29$ $-47^{\circ}00'$	F.A.S.) WITHIN MUNICIPATIES AND FRONTAGE ROADS
Image: Strate	
	ROAD SYSTEM DESIGNATION INTERSTATE TRUNK HIGHWAY
C Poinsford I To Park Rapids I To Park Rapids I I I I I I I I I I I I I I I I I I I	COUNTY STATE ALD HIGHWAY IN COUNTY STATE ALD HIGHWAY IN ADJOINING COUNTY
C A R S O N V I L L E	FEDERAL AID SECONDARY HIGHWAY SYSTEM, F./ I'ND OF FIDERAL AID ROUT: NATIONAL FOREST HIGHWAY. NATIONAL FOREST DEVILOPMENT INDIAN SERVICE ROAD.
17 al 15 Is	STATE PARK ROAD
SMOKEY 21 HILLS <i>Linborn</i> <i>L</i> WILDLIFE AFEA <i>L</i> WILDLIFE AFEA <i>L</i> WILDLIFE AFEA <i>L L L L L L L L L L</i>	BARRADAS MI JULATOSINION (TWO DA RADAT OF SIRVATUS OPERATO COMMISSION ADJACHT BICHTS OF WAY)
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	OVERPASS (NIGHWAY ABOYE)
STATE 35 FOREST 31 35 35 35 35 35 35 35 35 35 35 35 35 35	COMMERCIAL OR MUNICIDAL FIELD COMPLET FACUITES LIMITED FACUITES LANDING AREA OR STRIP. ARIEWAY LIGHT BEACON, GENERAL SEAPLANE BASE, MULTARY.
Index and Index	SEAPLANE BASE, CIVIL. BADIO RANGE STATION. STRUCTURES General Symbols (over 20' span HIGHWAY BRIDGE.
Pickerel	SMALL BRIDGES CLOSELY SPACED DRAWBRIDGE General Symbols (300' span and d CENERAL DRAWBRIDGE
Lake	ARCH
$ \begin{array}{c} \textcircled{\begin{tabular}{cccc} \hline \hline & & & & \\ \hline & & & & \\ \hline & & & & \\ \hline & & & &$	DAM WITH ROAD (SAALE SCALE)
Wolf 27 Peninsula 25	CONCRETE FORD OR DIP
	CONTON UN SINE COUNTY
	CONGESTED AREA.
	MATCH LIKE BET VERY AUDINING SHELTS OF THE SAME COUNTY
Midway tri Port 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NARROW STREAMS
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	RESERVOIR, FLOW AGE LIMITS
$\begin{array}{c} 1222 \\ 19 \\ + \end{array}$	Outline Map of Minnesota sho
	EXCEPT TOWNSHIP ROADS AND CULTURE
NOTE: FOR DETAIL ON IN INCORPORATED	JANUARY 1, 1985. DF COUNTY STATE-AID HIGHWAYS AND COUNTY ROADS PLACES, SEE MAPS OF MUNICIPALITIES.
$\begin{bmatrix} z_{1} & z_{2} & z_{2} \\ T & A & I & L & C & O. \end{bmatrix} \begin{bmatrix} \overline{z} & 15' & \sqrt{2} & 95''10' \\ 0 & 0 & 0 & 0 \end{bmatrix}$	



## 1981-1985 Five-Year Average Subbase (Class 3 & 4) Unit Price Base

The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1981-1985 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.

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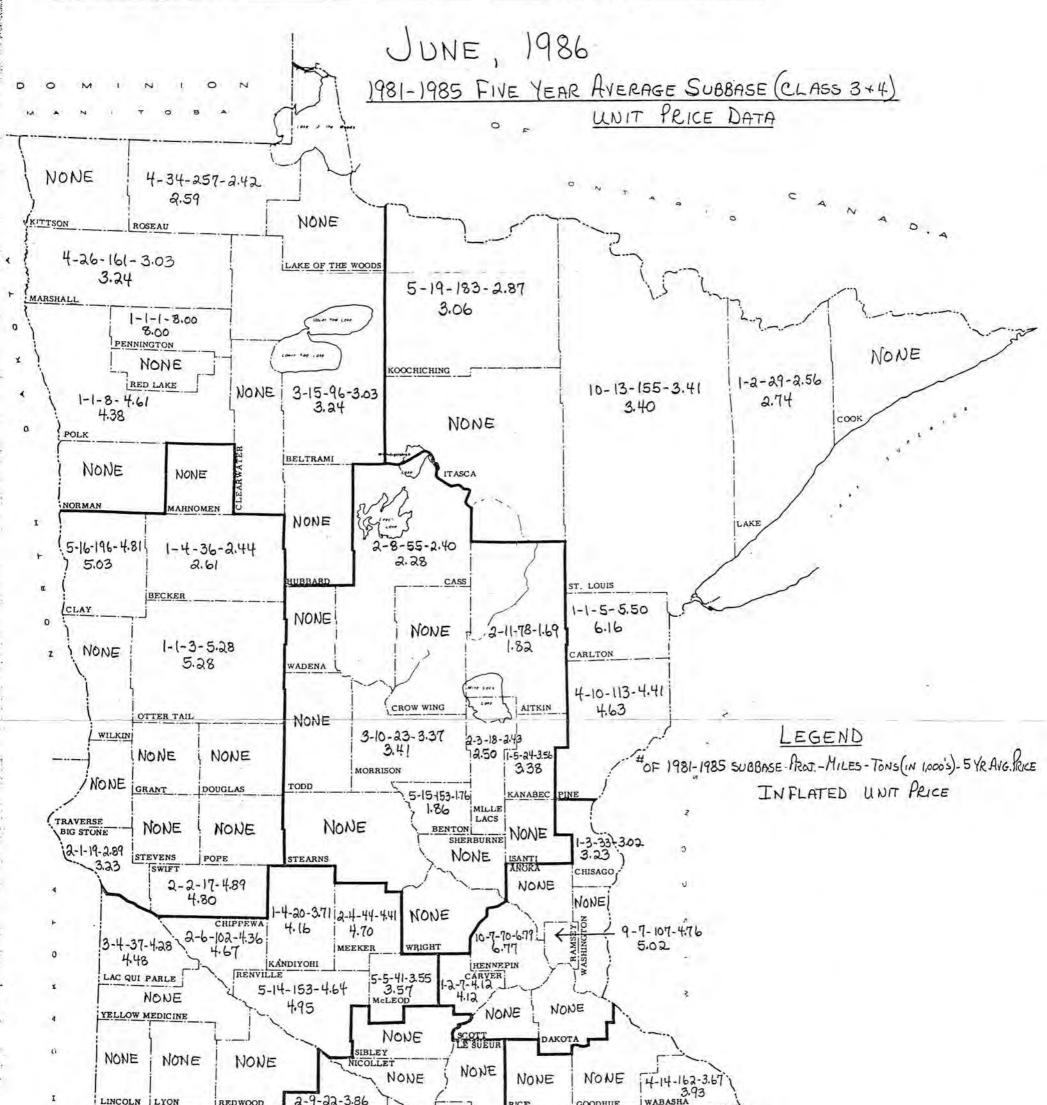


FIG.C

	1		BROW	N	1.1.1.1.1.1.1.1				L	1
	2-7-56-202	NONE	2-2-18-4.09	5-15-65-5.86	NONE	5-11-156-3.7% 3.81	2-6-52-31: 3.12	1171 1 2	1 200	1 00
	PIPESTONE	MURRAY	COTTONWOOD		LUE EARTH	WASECA	STEELE	DODGE	OLMSTED WINON	<u> </u>
	2-15-27-4.80 4.72	1-1-9-5.45	5-15-153-488	6-26-368-44	10 3-3-50-3.56		83-4.71	11-31-171-2.83	NONE	4-23-103-4
_	ROCK	NOBLES	JACKBON	MARTIN	FARIBAULT	FREEE	BORN	MOWER	FILLMORE	HOUSTON

#### FAS Fund Balance Deductions

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

That in the event any county's FAS fund balance exceeds either an amount which equals a total of the last five years of their FAS allotments or \$350,000, whichever is greater, the excess over the aforementioned amount shall be deducted from the 25-year County State Aid Highway construction needs in their regular account. This deduction will be based on the FAS fund balance as of June 30 of each year.

The following data is presented for the Screening Board's information and to forewarn the counties involved of a possible "needs deduction". Please note that these figures are current only through May 15, 1986 and do not represent the final data to be used for the 1986 apportionment.

County	FAS Fund Balance as of May 14, 1985	Maximum Balance	Tentative Deduction From the 1986 25-Year C.S.A.H. Construction Needs
Anoka	\$755,717	\$481,355	\$274,362
Becker	654,428	551,684	102,744
Dakota	642,794	540,803	101,991
Hennepin	1,029,161	611,425	417,736
Hous ton	523,291	413,208	110,083
Kanabec	366,356	350,000	16,356
McLeod	490,789	457,329	33,460
Ramsey	410,257	350,000	60,257
Scott	552,519	428,045	124,474

## County State Aid Maintenance Transfers

County Transf	ers	28-Year Total 1958-1985	<u>County</u> Transfer	28-Year Total s 1958-1985
Carlton	1	\$ 20,839	Carver	1 20,000
Cook	4	128,598		5 575,219
Lake	4	115,000	•	3 75,000
Pine	6	311,194		···,···
St. Louis	3	853,000	Dist. 5 Totals	9 670,219
Dist. l Totals	18	\$1,428,631	Dodge	2 37,610
			Fillmore	2 46,000
Beltrami	2	26,330	Goodhue	1 30,000
Clearwater	1	20,000	Houston	2 69,700
Hubbard	2	93,630	Mower	1 44,100
Norman	1	32,000	Rice	4 34,135
			Steele	4 101,188
Dist. 2 Totals	6	\$ 171,960	Wabasha	2 33,714
Aitkin	9	245,000	Dist. 6 Totals 18	3 \$ 396,447
Benton	1	60,000		
Isanti	2	27,000	Cottonwood	1 25,000
Kanabec	2	33,000	Jackson	2 85,000
Mille Lacs	8	220,000	Le Sueur	3 175,000
Sherburne	4	113,000	Rock	2 53,000
Todd	1	45,000	Sibley	3 45,235
Wright	1	25,000	•	2 45,000
			Watonwan	3 124,000
Dist. 3 Totals	28	\$ 768,000		
			Dist. 7 Totals 16	5 \$ 552 <b>,</b> 235
Big Stone	2	46,007		
Douglas	3	110,000	Lac Qui Parle	3 220,264
Pope	3	72,700	Lyon	L 48,110
Stevens	4	259,501	Meeker 4	58,236
Swift	1	40,000	Murray	3 104,000
Traverse	4	430,000	Renville	10,800
Dist. 4 Totals	17	\$ 958,208	Dist. 8 Totals 12	2 441,410
			STATE TOTALS	\$5,387,110
			# of Transfers 124	ŀ

The last year for a Maintenance Transfer was in 1980 for Traverse County for \$120,000.

## County State Aid Hardship Transfers

County Transf	ers	28-Year Total 1958-1985	County Transf	ers		28-Year Total 958-1985
	17	\$ 619,625			è	25 000
Cook			Big Stone	1	\$	
Koochiching	4	155,000	Grant	1		30,000
Lake	1	65,000	Mahnomen	15		223,000
Pine	11	534,600	Traverse	1		75,000
Dist. 1 Totals	33	\$1,374,225	Dist. 4 Totals	18	\$	363,000
Beltrami	1	30,000	Fillmore	1		40,000
Clearwater	1	12,000				
Hubbard	5	292,500	Dist. 6 Totals	1	\$	40,000
Lake of Woods	18	1,228,000			-	
Norman	1	100,000	Watonwan	1		40,000
Pennington	1	20,000				•
Red Lake	1	44,000	Dist. 7 Totals	1	\$	40,000
Roseau	6	155,000			•	
		,	Lac Qui Parle	1		100,000
Dist. 2 Totals	34	\$1,881,500	Pipestone	1		75,000
Aitkin	18	1,025,000	Dist. 8 Totals	2	\$	175,000
Benton	5	100,000			-	•
Cass	6	220,000	Chisago	1		30,000
Crow Wing	1	20,000	Ramsey	1		75,000
Kanabec	5	150,000	······································			,
Wright	2	30,000	Dist. 8 Totals	2	\$	105,000
Dist. 3 Totals	37	\$1,545,000	STATE TOTALS		\$5	,523,725
			<pre># of Transfers</pre>	128		

The last year of a Hardship Transfer was in 1982 for Aitkin County for \$250,000.

# 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 May 1, 1986 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee.

	Recommended 1986 Needs
County	Adjustments
Le Sueur	\$ 253,726
Mower	105,597
Ramsey	1,340,398
St. Louis	1,947,451
Stearns	95,450
Swift	36,900
Yellow Medicine	14,400
STATE TOTAL	\$3,793,922

If the counties involved have any questions regarding these adjustments, the State Aid Office can be contacted directly. Also, the calculation of the adjustments will be available at the various district meetings and the Screening Board meeting. Minutes of the County Engineers Screening Board Meeting

### October 24 & 25, 1985

Chairman Boomgarden called the meeting to order at 1:00 P.M., October 24, 1985. Chairman Boomgarden asked the secretary to call the roll of Board members.

Chairman Boomgarden asked if the Board wanted the minutes of the June meeting read. There being no such request, Dick Larson moved and Dave Olsonawski second the motion to approve the minutes as distributed earlier. Motion carried unanimously.

Chairman Boomgarden then introduced the Mn/DOT personnel present:

Gordon Fay ..... Director of State Aid Roy Hanson ..... Office of State Aid Ken Hoeschen ..... Office of State Aid

Bill Croke ...... District 1 State Aid Engineer Jack Isaacson ..... District 2 State Aid Engineer Dave Reed ..... District 3 State Aid Engineer Vern Korzendorfer ..... District 4 State Aid Engineer Chuck Weichselbaum ..... District 5 State Aid Engineer Earl Welshons ..... District 6 State Aid Engineer Harvey Suedbeck ..... District 7 State Aid Engineer John Hocke ..... District 8 State Aid Engineer Elmer Morris ..... District 9 State Aid Engineer

Chairman Boomgarden introduced Tom Behm, Chairman of the Screening Board Sub-Committee and Art Tobkin a member of that committee.

Others present were:

Screening Board Alternates

District 1 ...... Dave Rholl ......Pine County District 2 ...... Mike Rardin ......Polk County District 3 ..... Duane Lorsung .....Todd County District 4 ...... Lee Amundson ......Mahnomen County District 5 ...... Roger Gustafson .....Carver County District 6 ...... Neil Britton ......Fillmore County District 7 ..... Bob McPartlin ......Waseca County District 8 ...... Don Paulson ......Yellow Medicine County District 9 ...... Ken Weltzin .....Ramsey County Herb Klossner - Hennepin County Duane Blanck - Crow Wing County

Dennis Carlson - Screening Board Secretary

Chairman Boomgarden then asked Ken Hoeschen to lead the Board thru the current Report.

Ken Hoeschen started with:

## Page 3 and Figure A - Comparison of 1984-1985 Construction Needs

Ken explained the effects of each of the 4 changes on Figure A. He also corrected the figure in the second column for Pope County from  $\pm1,877,178$  to  $\pm312,078$ . Total statewide needs increase was  $\pm30.78$ . There were no questions.

## Page 5 and Figure B - Needs Adjustments

Ken read the resolution that limits a county in Needs changes. He also noted that it may not be absolutely clear that the limiting factor applies to both increases and decreases in Needs. Chairman Boomgarden suggested that the words "lesser than" be added immediately after the words "greater than" to clarify the intent. Chairman Boomgarden read a letter from Lake County questioning why their 1986 tentative apportionment dropped and asked if they could be granted an exception from the 20% limitation on construction needs changes so they could realize an apportionment increase. Dave Olsonawski asked if the remainder of the construction needs adjustment will be made next year? Ken Hoeschen said yes the adjustment will be applied in 1986 for 1987 apportionment. The discussion that followed, concluded that Lake County was not unique and if an exception were made it would also have to be made for other counties.

#### Page 6 - FAS Fund Balance Deductions

Ken Hoeschen explained the revised 1973 resolution on FAS balances and the reasons for implementing. Doug Weiszhaar asked why the opportunity for asking for a waiver from the resolution was discontinued. Chairman Boomgarden recalled that waivers were being granted quite easily and the resolution was no longer effective.

## Pages 7 to 11 - State Aid Construction Fund Balance Deductions

Ken explained that there was an error in Goodhue County Column 4, change 382,989 to 268,371 and revise the last 2 columns accordingly. Chairman Boomgarden said that Hubbard County has requested a waiver from the deduction due to extenuating circumstances The Board felt there were other counties with similar circumstances and waivers have never been granted before.

## Pages 12 to 14 - Special Resurfacing Projects

Ken Hoeschen explained the resolution and said that one District had requested a listing of individual projects for each county that fall into this category. Ken said he will mail such lists immediately and again annually.

# Pages 15 to 25 - Comparison of 1984 Grading Costs to Needs Study Costs

Ken Hoeschen noted that the procedure for adjusting grading costs was revised at the fall 1984 Screening Board meeting to speed up the correcting of changing or erroneously reported costs. Gerry Engstrom presented a resolution to include all project costs in their grading costs. After a long discussion, the Board felt a cut-off date of July 1 each year should be included in the resolution. District 8 felt this would complicate the needs study to the point the end would not justify the means. The possibility of "after the fact" needs was suggested by District 2.

## Page 26 - Variance Adjustments

Ken Hoeschen noted this is the first year for this adjustment.

#### Pages 27 & 28 - Bond Account Adjustments

No comments.

### Pages 29 & 30 - "After the Fact" Right of Way Needs

Ken Hoeschen said this is the 2nd year this resolution is being implemented. There was a discussion on including utility moves as R/W costs and there was a question on what is allowable with respect to inside or outside the R/W. No conclusion was reached.

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

This is the 3rd year these needs have been included.

#### Page 32 - "After the Fact" Miscellaneous Needs

Ken Hoeschen noted that this is a new item this year.

#### Page 33 to 35 - Mill Levy Deductions

Ken Hoeschen called special attention to the paragraph on page 33 that is in capital letters regarding Legislative changes: involving Anoka and Dakota Counties.

## Page 37 and Figure C - Tentative 1986 Money Needs Apportionment

Ken Hoeschen briefly discussed the data and noted that he had used last years apportionment for comparison.

Paul Ruud presented a resolution from Districts 5 & 9 regarding Urban Design Grading Needs and asking for uniform consideration with respect to Rural Design Grading Needs. Also included in the resolution was a request to phase in the new Rural Design Grading Needs Study over a 2 year period, rather than in 1 year. Paul explained that they would like an Urban Design grading cost study to make the unit prices comparable to actual costs.

Paul Ruud also presented a sheet on the status of Urban Grading Needs items. Some are included in the needs study but about 26 items are not included at this time. Doug Weiszhaar indicated that disparities exist between the Needs Study grading quantities and the actual contract quantities.

After considerable discussion the Board concluded that an inequity does exist between Urban and Rural Design grading needs and a Urban Grading study would be appropriate. The Board didn't feel it necessarily followed that because the Legislature mandated a 2 year implementation of the 24 ft. restriction that they eliminated, it was appropriate to implement the Rural Design grading study over a 2 year period.

Chairman Boomgarden suggested that before action is taken at tomarrows meeting, it may be appropriate to submit the requests in two resolutions rather than one.

Ken Hoeschen briefly reviewed the 1985 Legislation on pages 85 & 86 of the Screening Board Report and the limiting factors that are included in the removal of the 24' restriction make it possible that the law could be negated in the event apportionments decrease.

Tom Behm reported on the activities of the General Sub-Committee.

Otho Buxton presented a resolution from District 4 on behalf of Traverse County regarding gravel base unit prices. In essence, they are requesting the inclusion of Clay County gravel base unit prices so as to better reflect Traverse County's actual costs. There was considerable discussion, but the sentiment seemed to be that if an exception is made, it would precipitate many more requests for exceptions.

Chairman Boomgarden suggested the Screening Board give the General Sub-Committee more direction or prioritize the items to be studied.

Roy Hanson asked the Board to refer to page 99 of the report dealing with the paragraph on widening CSAH's with local dollars to meet the minimum CSAH geometric standards for resurfacing, then overlaying with CSAH construction money but still retaining complete needs. The State Aid Office has been advised by the Attorney General's Office not to approve plans that include widening of the roadway to minimum overlay standards with local funds. The State Aid Office will abide by the Attorney General's recommendation. Chairman Boomgarden said the question of retaining full grading needs or widening needs will have to be resolved and should probably come to a vote tomorrow.

Roy Hanson directed the Board to Page 100 of the report where the General Subcommittee is recommending that revoked MSA streets, that occur due to cities falling below 5,000 population and are therefore put on the CSAH system, shall not create eligible mileage to be used later on other county roads which the county may want on the State Aid System. In fact, treat those miles much like T.H. Turnback miles. Roy Hanson indicated that the possibility exists that the City of Pipestone miles recently placed on the Pipestone County State Aid Highway System may involve some system revisions that include some former MSAS miles. It is therefore imperative that the matter be clarified and resolved by the Screening Board. Chairman Boomgarden distributed handouts and read a letter from Pipestone County. Pipestone County is requesting the Screening Board to vote down the General Subcommittee's proposed resolution regarding the MSA turnback miles because it will adversely affect Pipestone County. There was considerable discussion about the negative and positive aspects of restricting MSA turnback miles, but no conclusion was reached.

# Pages 55 to 58 & Figure "D" - Dodge County Mileage Request (Mantorville)

Ken Hoeschen again reviewed the request and then turned it over to Mike Pinsonneault for clarification and additional information. Mike Pinsonneault explained details of the request and answered questions of the Screening Board.

## Pages 60 to 63 - Dodge County Mileage Request (West Concord)

Ken Hoeschen again reviewed the request briefly, before turning over to the District representative for elaborating details and answering questions. Mike Pinsonneault pointed out considerations that Dodge County made prior to making the request to the Screening Board. Several questions were asked about the stub street and alternate streets were discussed.

# Pages 64 to 66 & Figure "E" - Lac Qui Parle County Mileage Request (Marietta)

Ken Hoeschen described the request and turned it over to Peter Boomgarden for further clarification. Peter asked John Hoeke to explain an incident that occurred in 1973 regarding mileage in this county. John Hoeke said that the county engineer in Lac Qui Parle County submitted a request to him in 1973 to revoke 2.0 miles and designate 0.6 miles. Not being totally familiar with the system, John Hoeke approved the request without advising the county that the mileage cannot be reclaimed at a later date. John Hoeke felt that since the miles were lost through no fault of the county, that some special consideration be given to this request. Pete Boomgarden said that their District would approve the request if the stub toward the school on 4th St. were dropped.

#### Page 68 to 70 - Lac Qui Parle County Mileage Request (Dawson)

Ken Hoeschen outlined the request, pointing out highlites and then asked Peter Boomgarden to give supplemental information. Peter explained the importance to the commercial plant at the south end of the proposed segment and the need for good transportation access.

Peter also re-iterated the fact that the total mileage being requested is less than the mileage lost in 1973.

#### Pages 72 to 74 - LeSueur County Mileage Request

Again Ken Hoeschen gave a brief summary of the request and asked Roy Hanson to comment on activities that have occurred affecting this request. Roy Hanson said that the request as it currently stands is the result of negotiations with LeSueur County, the State Aid Office and some Legislators. It was necessary during negotiations to make commitments that now require approval by the Screening Board or actions already taken will have to be reversed.

#### Pages 76 to 79 & Figure F - Norman County Mileage Request

Ken Hoeschen reviewed the request with the Board and then asked Dave Olsonawski to supplement the data in the report with additional information and answer any questions by the Board. Dave said the projected ADT was about 2600 to the school but he didn't know what it is beyond the school.

#### Pages 80 to 83 & Figure G - Watonwan County Mileage Request

Ken Noeschen lead the Board thru the request and turned it over to Gerald Engstrom for supplemental data. Gerald Engstrom handed out a letter and a map showing building locations of major traffic generaters that affect the proposed designation. He also noted that the revocation in <u>Madelia</u> was a remnant that became a stub when CSAH 3 outside the city limits was revoked several years ago.

There was a discussion on the adjustments made to grading unit prices being 2 to 3 years behind. They also discussed the storm sewer needs prices (\$196,000/mi.) and the impact on a county. It was suggested that both items may be referred to the General Sub-Committee.

#### Meeting recessed at 5:10 P.M.

Chairman Boomgarden reconvened the meeting at 9:00 A.M., October 25, 1985.

Chairman Boomgarden summarized the proposed General Sub-Committee's resolution on page 100 and noted Pipestone County's strong recommendation to not pass the resolution. Doug Weiszhaar asked if cities other than Pipestone are in the same situation and could be proposing similar system changes that involve MSA turnback mileages. Roy said yes there are several cities that have this type of mileage; LaVerne, Ely and St. Paul Park. Doug Weiszhaar also asked if the mileage is included in the 30,000 mile limit? Paul Ruud is concerned about cities that may fluctuate above and below the 5,000 population over a period of years and each time they go above the 5,000 population they have the opportunity to add new MSA routes to their system. Chairman Boomgarden said that it would take legislative action to resolve that issue. Dick Larson said the law stated on Page 89 of the report clarifies what happens to MSA turnbacks and the resolution is redundant. Doug Weiszhaar said that by acting on the matter it becomes part of our rules as well as the law. Doug Weiszhaar moved and Dick Larson second a motion to approve the resolution as presented by the General Sub-Committee. Boyd Paulu asked if this resolution would preclude a county from re-arranging the mileage inside the city. It was the Board's understanding that it would preclude any changes of turnbacks, whether MSA or Trunk Highway. Boyd Paulu moved to amend the General Sub-Committees proposed resolution by adding "outside the city limits" to the last sentence. Peter Boomgarden second the motion to amend. Motion to amend failed. The original motion passed by a 7 to 2 vote.

The subject of widening CSAH's with local funds and subsequently proposing an overlay project with State Aid Funds was brought before the Board for action because of the Attorney General's opinion advising the State Aid Office not to approve said overlay projects. Dick Larson moved and Boyd Paulu second the motion that the practice of widening a substandard roadway to a minimum width with local funds or forces so as to qualify the roadway for special bituminous resurfacing funds shall limit the needs on said roadway to grade widening needs only. It is understood that needs shall remain that way until the roadway is completely regraded. Motion carried unanimously.

## Pages 15 to 25 - Grading Cost Comparison

Ken Hoeschen asked if the Board was comfortable with where the grading cost adjustment is being made in the formula or would they like to consider a change. The Board said to continue as has been in the past.

## Page 26 - Variance Adjustments

Ken Hoeschen noted that these adjustments were approved at the spring meeting as will be the case annually.

## Pages 27-28 - Bond Account Adjustments

Mike **P**insonneault said that it is inappropriate to use S.A. bonds for overlays that in effect increase a county's needs. Mike moved that no bond account adjustment be allowed for State Aid Bonds being sold for the purpose of overlay projects where needs are not reduced. Paul Ruud second the motion. Ken Hoeschen explained that Bond adjustments will not be made for projects where needs are not reduced. It was clarified that the intent of the motion is not to be retroactive. Motion carried unanimously.

## Pages 29 to 30 - "After the Fact" R/W Needs

Chairman Boomgarden asked for clarification on allowable utility moves with respect to inside or outside the existing R/W line and their inclusion as R/W costs. The definition of property owner includes anybody with a compensable interest in the property on written record. Paul Ruud moved and Boyd Paulu second a motion to refer this matter to the General Sub-Committee for study and report back at a later meeting. Motion carried.

Chairman Boomgarden read a proposed resolution offered by Otho Buxton as District 4 representative.

- WHEREAS, The Traverse County Gravel Base Unit Price set in June 1985 in Screening Board action is not representative of actual costs, and
- WHEREAS, The procedure used to establish the gravel base price does not reflect true conditions,
- NOW THEREFORE BE IT RESOLVED, That Clay County be added to the surrounding counties of Pope, Douglas and Otter Tail for the purpose of establishing the Rural Design Gravel Base Unit Price for Traverse County for the 1985 Needs Study to be used in the determination of 1986 apportionment.

Otho Buxton pointed out that the practice of using surrounding counties has been the practice until June 1985, when it was deemed necessary to go to the second tier of counties to get sufficient data and Clay County was inadvertantly omitted. Otho Buxton moved and Dick Larson second the motion to approve the proposed resolution. Motion failed.

Paul Ruud moved to authorize the General Sub-Committee to deviate from the rules when individual review of counties whose five-year average unit price data does not conform to the present requirements of having 50,000 ton of gravel base material. Otho Buxton second the motion. Motion carried.

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

There were no comments.

#### Page 32 - "After the Fact" Miscellaneous Needs

There were no comments.

#### Pages 33 to 35 - Mill Levy Deductions

Ken Hoeschen noted the change in the deductions for Anoka and Dakota Counties as a result of legislation.

#### Page 37 & Figure C - Tentative Apportionment Data

There were no comments.

#### Pages 38 to 40 - Recommendation to the Commissioner

Dick Larson suggested removing the words "Subdivision 5" from the letter to the commissioner.

Doug Weiszhaar moved and Dave Olsonawski second the motion to approve the letter of recommendation to the Commissioner of Transportation. Motion carried unanimously.

#### Pages 55 to 58 - Dodge County Mileage Request (Mantorville)

The floor was opened for additional data and questions. There were none. Secret ballots were cast.

#### Pages 60 to 63 - Dodge County Mileage Request (West Concord)

Doug Weiszhaar moved to amend the request by deleting the stub segment on Main St. East. Dave Olsonawski second the motion. Motion to amend carried 5-4. Secret ballots were cast on the mileage request.

#### Pages 64 to 66 - Lac Qui Parle County Mileage Request (Marietta)

Peter Boomgarden reminded the Board that Lac Qui Parle County had lost 1.4 miles of CSAH miles in 1973 and consider that when your voting. Peter Boomgarden moved to amend the request to delete the stub on 4th St. west of 3rd Ave. The motion died for lack of a second. A secret ballot was cast on the mileage request.

#### Pages 68 to 70 - Lac Qui Parle County Mileage Request (Dawson)

There being no additional comments, a secret ballot was cast on the request.

Pages 72 to 74 - LeSueur County Mileage Request

There were no additional comments and a secret ballot was cast.

Pages 76 to 79 - Norman County Mileage Request

There were no additional comments and a secret ballot was cast.

## Pages 80 to 83 & Figure G - Watonwan County Mileage Request

Gerald Engstrom stepped down from the District delegate chair to allow the alternate to vote on this issue. A secret ballot was cast on the request.

The ballots on the mileage request were tabulated and the results were:

Dodge County (Mantorville)	Approved	7-2	
Dodge County (West Concord)	Approved	(Amended)	6-3
Lac Qui Parle County (Marietta)	Denied	1-8	
Lac Qui Parle County (Dawson)	Denied	0-9	
LeSueur County	Approved	9-0	
Norman County	Denied	1-8	
Watonwan County	Approved	8-1	

Doug Weiszhaar moved and Gerald Engstrom second a motion to approve the allocation to the research account by the following resolution:

Be it resolved that an amount of \$427,834 (not to exceed 1/4 of 1% of the 1985 C.S.A.H. Apportionment sum of \$171,133,770) shall be set aside from the 1986 Apportionment Fund and be credited to the research account.

Roy Hanson directed the Board to Page 98 of the report to discuss Urban Design 1985 unit price study [shown by a 2)]. He said that normally only Rural unit prices have been used in all but Hennepin and Ramsey Counties. Paul Ruud moved and Doug Weiszhaar second a motion to have the General Sub-Committee review the gravel base unit prices with urban unit prices included and make a recommendation to the Screening Board at the spring meeting. Motion carried.

Page 99 at the top of the page - Items 1 thru 4

Mike Pinsonneault and Paul Ruud seconded a motion to have the General Sub-Committee continue study of the 4 items and report to the spring Screening Board meeting. Motion carried.

The Screening Board concluded that the prioritization of items sent to the General Sub-Committee will be handled by the chairman of the Screening Board.

Dick Larson moved to refer the item of Urban Design Grading Needs to the General Subcommittee for study. Boyd Paulu seconded the motion. Motion carried. (A copy of the resolution from District 5 concerning this matter is attached.)

Paul Ruud moved to adopt the proposed resolution from District 5 phasing in the Rural Design Complete Grading Study over a two-year period. Doug Weiszhaar seconded the motion. Motion failed on a 6-3 vote. (A copy of the proposed resolution is attached.)

The subject of concrete joint repair projects was introduced by the General Subcommittee in their minutes on page 99 of the report. It was the consensus of the Screening Board that concrete joint repair projects should be handled the same as special bituminous resurfacing projects, with the cost of said projects deducted from the 25-year construction needs for a period of 10 years.

The District 7 contingent reintroduced a resolution concerning the inclusion of "final" costs in the Rural Design Complete Grading Cost Comparison. After considerable discussion, the Screening Board adopted the proposed resolution as offered by District 7 (see attached copy).

Gordon Fay briefly discussed some problems with gasahol and its affect on revenue. That along with other raids on the HUF may result in negating the legislative changes in 1985 involving State Aid. He cautioned us about attacking the gasahol issue because it may be perceived as an attack on farmers.

He also mentioned the draft guidelines for Jurisdictional Studies as proposed by Merritt Linzie's Office.

He talked briefly about debarrment of contractors. The awarding of contracts for debarred contractors is in the Statutes under 161.315 Subd. 5 or Chapter 299 laws for 1985. Counties cannot award a State Aid contract to a debarred contractor unless they have a resolution declaring it an emergency.

Gordon Fay also talked about the possiblity of processing Federal Projects by Certified Acceptance rather than thru the State Aid Office. It is complex and difficult but may speed up the process. The county takes on the responsibility for meeting all requirements and failure to do so could result in loss of Federal Funds on the project. There are many levels of certification depending on county staff availability.

Gordon Fay mentioned that Irv Sobon is retiring October 25, 1985, and will be missed immeasureably.

Paul Ruud said the Jurisdictional guidelines had built-in restrictions that would have inhibited an objective conclusion to the study. The MCHEA addressed those restrictions and recommended their removal.

Gordon Fay talked about the MCHEA's response to the Legislative Auditor's Report on State Aid. He commended the committee that prepared the response for time, effort and attention to detail in responding to a report that could have significant adverse affects on our State Aid system. He also talked about meeting soon with the DNR to find out what direction they will be taking in the 1986 Legislature.

Chairman Boomgarden thanked Otho Buxton for his service on the Screening Board since his term is up. He also thanked the Board for electing him chairman for the last year. The Board thanked Peter Boomgarden and Otho Buxton for their service on the Board and gave them a round of applause.

The meeting was adjourned at 12:35 P.M.

Respectfully submitted,

Carbon

Dennis C. Carlson Screening Board Secretary

- WHEREAS, All the counties recently completed an extensive rural grading cost study, where current costs estimates were calculated and reported to, reviewed and approved by State Aid; and
- WHEREAS, All participating State Aid grading needs items were included; and
- WHEREAS, Turf establishment costs are reported to the State Aid Needs Unit for the purpose of grading cost studies, even though said costs may be accomplished by county forces.
- NOW THEREFORE BE IT RESOLVED, That the Minnesota County Highway Engineer Screening Board authorize the reporting of all participating State Aid eligible items as verified by the Contract Final Voucher, and all turf establishment costs as verified by existing practise to the State Aid Needs Unit for the purpose of adjusting the comparison of current rural design construction grading cost to the Needs Study Cost; and
- BE IT FURTHER RESOLVED, That said adjustment shall be made whether the final grading cost is higher or lower than the estimated needs costs; and
- BE IT FURTHER RESOLVED, That the report shall be due by the County Highway Engineer to the State Aid Needs Unit within 3 weeks of the initial publication of the comparison based on "Abstract Costs";
- BE IT FURTHER RESOLVED, That where there is a "package" contract where there are different projects, the final grading costs are to be reported when the final grading is complete.
- BE IT FUTHER RESOLVED, That the date of July 1 be the cut-off date each year for finals information submittals.

#### District 5 Proposed Resolution

Urban Grading Needs Study

- WHEREAS, Differences exist in the manner of computing rural design and urban design grading needs; and
- WHEREAS, Uniformity in computing urban design and rural design grading needs is essential to avoid disparities in the money-needs distribution of the County State Aid Fund,
- NOW THEREFORE, BE IT RESOLVED, That an urban design grading needs study be implemented, said study to develop a method to provide uniformity between the urban and rural grading needs, and with the study to be completed and ready for implementation.

## District 5 Proposed Resolution

Implementation of Rural Grading Adjustments

WHEREAS, Adoption of the 1983 update of rural design grading needs without an update of urban design grading needs will cause disparities in County State-Aid Fund apportionments; and

- WHEREAS, Differences exist in the manner of computing rural design and urban design grading needs; and
- WHEREAS, The 1985 Minnesota Legislature, in the removal of the 24 foot width restriction on urban needs, included a twoyear phase of changes in apportionments resulting from this revision in law,
- NOW THEREFORE BE IT RESOLVED, That the rural grading needs adjustments, included in the 1985 County Screening Board Report (October 1985), be phased in over a two year period; 50% in the 1986 apportionment and 50% in the 1987 apportionment.



Minnesota Department of Transportation

Transportation Building,

St. Paul, MN 55155

March 11,1986

то : County State Aid Highway General Subcommittee District State Aid Engineers Mauson

Kenneth Hoeschen, Manager From CSAH Needs Study Unit

: CSAH Urban Grading Cost Study Re:

The County State Aid General Subcommittee met on Monday March 10th at 1:30 P.M. those present were:

Thomas Behm (Chairman) Gordon Fay Roy Hanson

Ken Hoeschen Art Tobkin Donald Wisniewski

The preliminary list of Urban Grading Needs Items was reviewed and it was the consensus that certain items be deleted from the list and some items be discussed with the District State Aid Engineers as to their role in urban grading.

The attached shows the deletions, items to be added and the items in question.

A joint meeting of the CSAH General Subcommittee and the District State Aid Engineers will be held on Thursday April 10, 1986 at the St. Cloud Mn/DOT Office (3725 - 12th Street No.) beginning at 1:30 P.M. and continuing until all items of concern are resolved.

-43-

### MINUTES OF THE JOINT CSAH GENERAL SUBCOMMITTEE AND DISTRICT STATE AID ENGINEERS MEETING APRIL 10, 1986

Subcommittee members present : Tom Behm, Chairman - Lyon County Don Wisniewski - Washington County Art Tobkin - Clearwater County District State Aid Engineers present Jack Isaacson - Bemidji 61 19 Dave Reed - Brainerd Vern Korzendorfer - Detroit Lakes Chack Weichselbaum - Golden Valley Earl Welshons - Rochester Harvey Suedbeck - Mankato John Hoeke - Willmar Elmer Morris - Oakdale Others in attendance : Gordon Fay - State Aid Mn/DOT - State Aid Mn/DOT Roy Hanson Ken Hoeschen - State Aid Mn/DOT

The meeting was called to order at 1:30 P.M. on Thursday April 10, 1986 at the St. Cloud Mn/DOT office.

The purpose of this joint meeting was to review and possibly finalize the list of items to be included in an urban design grading cost study.

Considerable discussion took place relative to the list of items to be included and the reporting form to be used for submittal of the quantities and costs involved.

The attached list of items and reporting form is the recommendation resulting from this joint meeting.

The Subcommittee is further recommending that this study of urban design grading costs be started immediately after the Needs Section completes the 1986 normal needs update.

In addition to the above, the Subcommittee is suggesting the following items not be included in this grading cost study but instead be included as "After the fact needs".

Sanitary Sewer Removal Water Main Removal Utility Relocation Sanitary Sewer Relocation Storm Sewer Relocation Water Main Relocation

Just as for other "After the fact needs", only those costs eligible for State Aid participation would be allowed.

The Subcommittee tentatively scheduled their next meeting for mid-May or as soon as unit price data can be put together by the Needs Section.

Respectfully submitted,

Kenneth M. Hoeschen

## URBAN GRADING NEEDS ITEMS

- I. Items that may be included in the "Needs Study"
  - Removals Clearing Grubbing Concrete Pavement Removal Curb & Gutter Removal Culvert Removal Sidewalk Removal Concrete Sign and Light Base Removal Storm Sewer Removal Manhole and Catch Basin Removal
  - B. Excavation and Embankment Common Excavation (includes bituminous less than 6") Rock Excavation Subgrade Excavation Muck Excavation Common Borrow Topsoil Borrow Granular Borrow Salvage Aggregate Salvage Bituminous Mixture (6" and over) Salvage Topsoil
  - C. Minor Drainage Structures
  - **D.** Utilities

Α.

- Adjust Curb Stop Box Adjust Gate Valves Adjust Frame and Ring Castings Relocate Hydrants Relocate Valves Reconstruct Manholes
- E. Traffic Barrier Permanent Guard Rail
- F. Turf Establishment Seeding Sodding Fertilizer Mulching

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County Control Section				Segment			
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### MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING May 15, 1986

Members present	:	Tom Behm, Chairman - Lyon County Don Wisniewski - Washington County Art Tobkin - Clearwater County
Others in attendance	:	Ken Hoeschen - State Aid, Mn/DOT
The meeting was called	to or	der by Chairman Behm at 1:15 P.M.

The first item for discussion by the Subcommittee was the inclusion of urban design projects in the five year average unit price study. In past years, urban projects were included in the five year study for Hennepin and Ramsey counties only. It was decided to include urban projects for all counties beginning with the 1985 projects. It was felt this will provide a larger sample from which a representative price can be determined.

Next the Subcommittee reviewed each county's five year average gravel base data plus the inflation factor information for the past five years. 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 (1981-1985) 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 other unit prices to be used for the 1986 CSAH Needs Study were the next topic for the Subcommittee. The results of the 1981-1985 five year average unit price study, related information from the MSAS Subcommittee and from Mn/DOT were used to make the following recommendations.

Rural Design

- Using the increments between the the 1985 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 the 1985 average price of \$15.34 was retained and used along with the increment method. Urban Design
Use the MSAS Subcommittee's recommendation of \$3.00 per cubic yard for grading. For the other urban prices use the MSAS Subcommittee's recommendation and apply the increment between that and the 1985 state average for gravel base (\$4.07) to each county's recommended gravel base unit price. The only exception is for concrete surface for which the Subcommittee recommends retaining the 1985 price and using the increment procedure.

Miscellaneous - Because the MSAS unit price study addresses these items, the CSAH Subcommittee recommends using the price recommendations of the MSAS Subcommittee.

 Bridges - The Subcommittee felt the prices should remain as last year. They didn't feel the price averages from the Mn/DOT Bridge Section warranted a change in the CSAH needs study prices yet. Perhaps by next year a more meaningful trend will be established.

Railroad Crossing - No change in prices was recommended. Protection

The other items directed to the Subcommittee for study and the resulting recommendations are included in the attached letter from Tom Behm, the Subcommittee chairman.

The meeting was adjourned at 3:15 P.M.

Respectfully submitted

Kenneth M. Hoeschen Acting Secretary

# LYON COUNTY DEPARTMENT OF HIGHWAYS

THOMAS L. BEHM ENGINEER

May 22, 1986

Marshall, Minnesota 56258 Phone (507) 537-6720

Mr. Ken Hoeschen Office of State Aid Room 420 Transportation Bldg. St. Paul, MN 55155

Re: Special Studies Directed by the Screening Board

Dear Ken,

The Subcommittee has addressed those items requested by Mr. Weiszhaar in his letter dated November 27, 1985. Our recommendations are as follows:

I Urban Design Grading Cost Study

A worksheet has been proposed and reviewed by the District State Aid Engineers. We are recommending the addition of the following as "after the fact" needs. Storm Sewer Relocation, Sanitary Sewer Relocation or Removal, Water Main Removal or Relocation. Needs shall be earned for a period of 25 years after the construction has been completed and shall consist of only those construction costs actually incurred by the County.

- II Right of way needs on County State Aid Highways may include the following utilities: communication lines, gas, oil and rural water. Again all costs to the County for utility relocation shall earn needs for a period of 25 years after payment has been made by the County and shall include only those costs paid to the utility owners. Acceptable justification will be copies of the warrants paid.
- III Inclusion of Urban Gravel Base in the determination of the Rural Gravel Base needs price. The inclusion of urban gravel base and the increase in overall tonnage statewide resulted in an increase in the number of counties that did not use gravel base prices for surrounding counties by approx. 10%. It is therefore recommended that urban gravel base projects be included in this study.
- IV Minimum requirements for base and bituminous needs. The attached tabulation shows the potential impacts of raising the base and bituminous needs eligibility from 100 ADT projected to 100 ADT present counts. All but 4 counties would have a decrease in total needs. Districts 1, 2, and 4 would have the greatest impact.

It is the recommendation of the Subcommittee that continued study of grading trends on these segments be studied and the need for these routes on a grid system be reviewed in each district.

## Special Studies - continued

V The General Subcommittee to the CSAH Screening Board does hereby present the following recommendation to the Screening Board for their consideration:

Herewith, topics that are to be studied by the General Subcommittee/State Aid shall be presented to and approved by the Screening Board. Upon approval, the studies shall be prioritized by the Screening Board Chairman. All requests to be submitted April 1 - August 1, to the Screening Board Chairman.

If there are any questions or comments, please call.

Sincerely/yours,

Thomas L. Behm

TLB;nb

	C.S.A.H. Miles With Projected ADT of 100 and Over, but Present ADT of Less Than 100	Approx. Needs Decrease if Present ADT was Used for Eligibility of Base and Bit. Needs
Carlton	24.05	\$1,679,772
Cook	43.00	3,003,335
Itasca	62.90	4,393,251
Koochiching	80.04	5,590,394
Lake	33.50	2,339,808
Pine	120.16	8,392,575
St. Louis	120.10	8,388,385
District 1 Totals	483.75	33,787,520
Beltrami	81.24	5,674,208
Clearwater	64.78	4,524,559
Hubbard	34.31	2,396,382
Kittson	68.32	4,771,810
Lake of the Woods	38.30	2,675,064
Marshall	176.70	12,341,612
Norman	122.00	8,521,090
Pennington	76.60	5,350,127
Polk	191.06	13,344,586
Red Lake	32.80	2,290,916
Roseau	187.27	13,079,873
District 2 Totals	1,073.38	74,970,227
Aitkin	85.60	5,978,732
Benton	5.60	391,132
Cass	76.80	5,364,096
Crow Wing	14.20	991,799
Isanti	14.70	1,026,722
Kanabec	25.89	1,808,287
Mille Lacs	34.20	2,388,699
Morrison	15.40	1,075,613
Sherburne		
Stearns	15.77	1,101,456
Todd	13.40	935,923
Wadena	10.10	705,435
Wright	0.98	68,448
District 3 Totals	312.64	21,836,342
Becker	29.21	2,040,172
Big Stone	17.50	1,222,288
Clay	86.80	6,062,546
Douglas	26.34	1,839,717
Grant	7.40	516,853
Mahnomen	42.00	2,933,490
Otter Tail	17.60	1,229,292
Pope	39.00	2,723,955
Stevens	22.50	1,571,513
Swift	71.47	4,991,822
Traverse	44.57	3,112,992
Wilkin	55.10	3,848,460
District 4 Totals	459.49	32,093,100

Effect of Revising Base and Bit. Needs Eligibility From Requiring Projected ADT of 100 to Requiring Present ADT of 100

	C.S.A.H. Miles With Projected ADT of 100 and Over, but Present ADT of Less Than 100	Approx. Needs Decrease if Present ADT was Used for Eligibility of Base and Bit. Needs
Anoka		
Carver	4.40	307,318
Hennepin		507,510
Scott	0.79	55,178
District 5 Totals	5.19	362,496
Dodge	33.40	2,332,823
Fillmore	25.40	1,774,063
Freeborn	22.30	1,557,544
Goodhue	9.40	656,543
Houston	13.00	907,985
Mower	7.62	
Olmsted	3.60	532,219
Rice	7.30	251,442
Steele	12.20	509,869
Wabasha	31.08	852,109
Winona		2,170,783
District 6 Totals	28.80	2,011,536
District o lotals	194.10	13,556,916
Blue Earth	32.70	2,283,932
Brown	25.05	1,749,617
Cottonwood	44.70	3,122,072
Faribault	32.50	2,269,963
Jackson	24.69	1,724,473
Le Sueur	18.30	1,278,164
Martin	60.10	
Nicollet	23.66	4,197,685
Nobles	60.81	1,652,533
Rock	22.60	4,247,274
Sibley	20.80	1,578,497
Jaseca	20:80	1,452,776
Va tonwan		1,683,265
District 7 Totals	25.30	1,767,079
Jistifet / Totals	415.31	29,007,330
Chippewa Kanadiana	32.76	2,288,122
Kandiyohi	22.30	1,557,544
ac Qui Parle	58.50	4,085,933
Lincoln	28.60	1,997,567
yon	15.84	1,106,345
ic Leod	5.00	349,225
leeker	19.00	1,327,055
lurray	21.70	1,515,637
Pipestone	47.27	3,301,573
ledwood	53.80	3,757,661
Renville	18.47	1,290,037
Cellow Medicine	33.80	2,360,761
istrict 8 Totals	357.04	24,937,460
Chisago	13.00	907,985
)ako ta	6.10	426,055
amsey		720,000
lashington	0.51	35,621
istrict 9 Totals	19.61	1,369,661
tate Totals	3,320.51	\$231,921,052