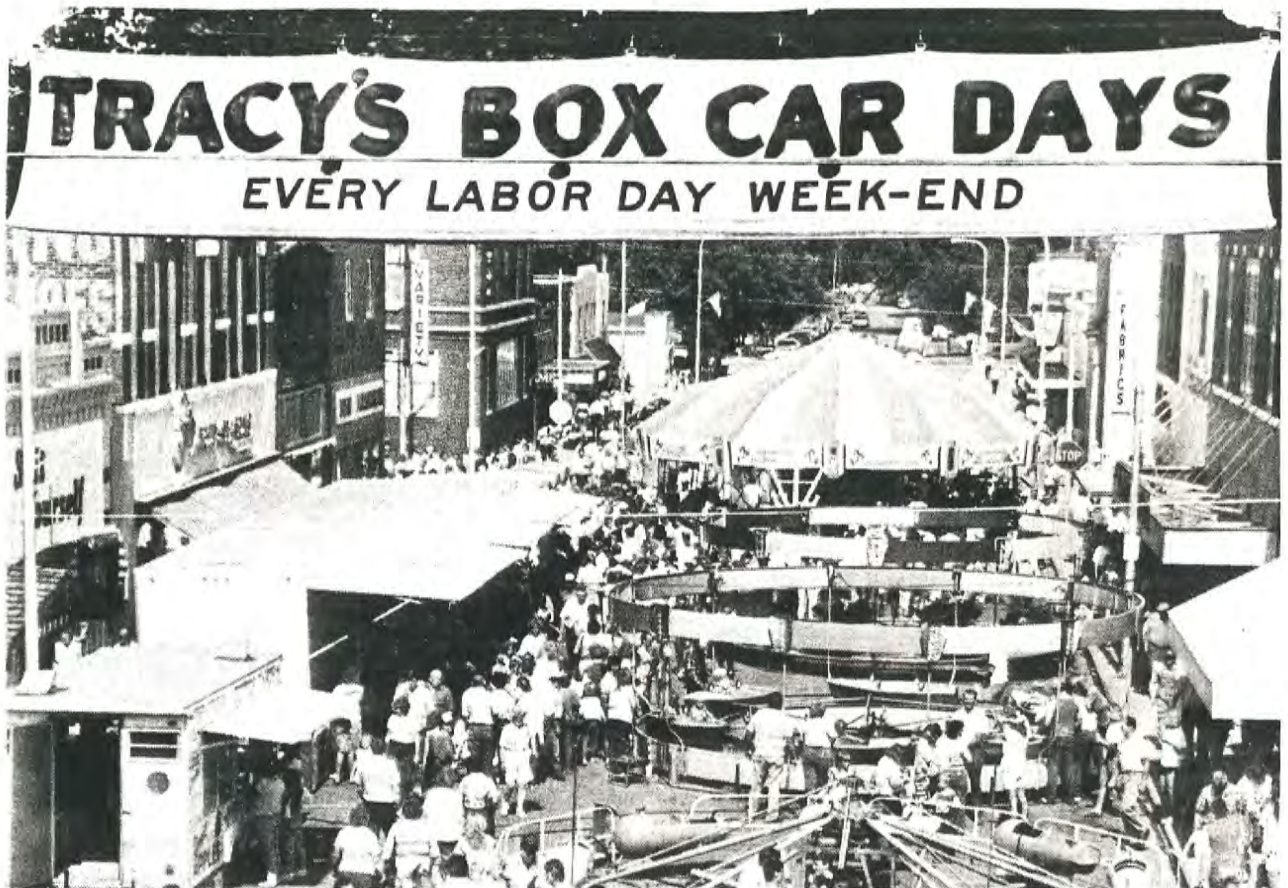
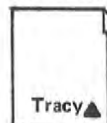




1988 County Screening Board Data



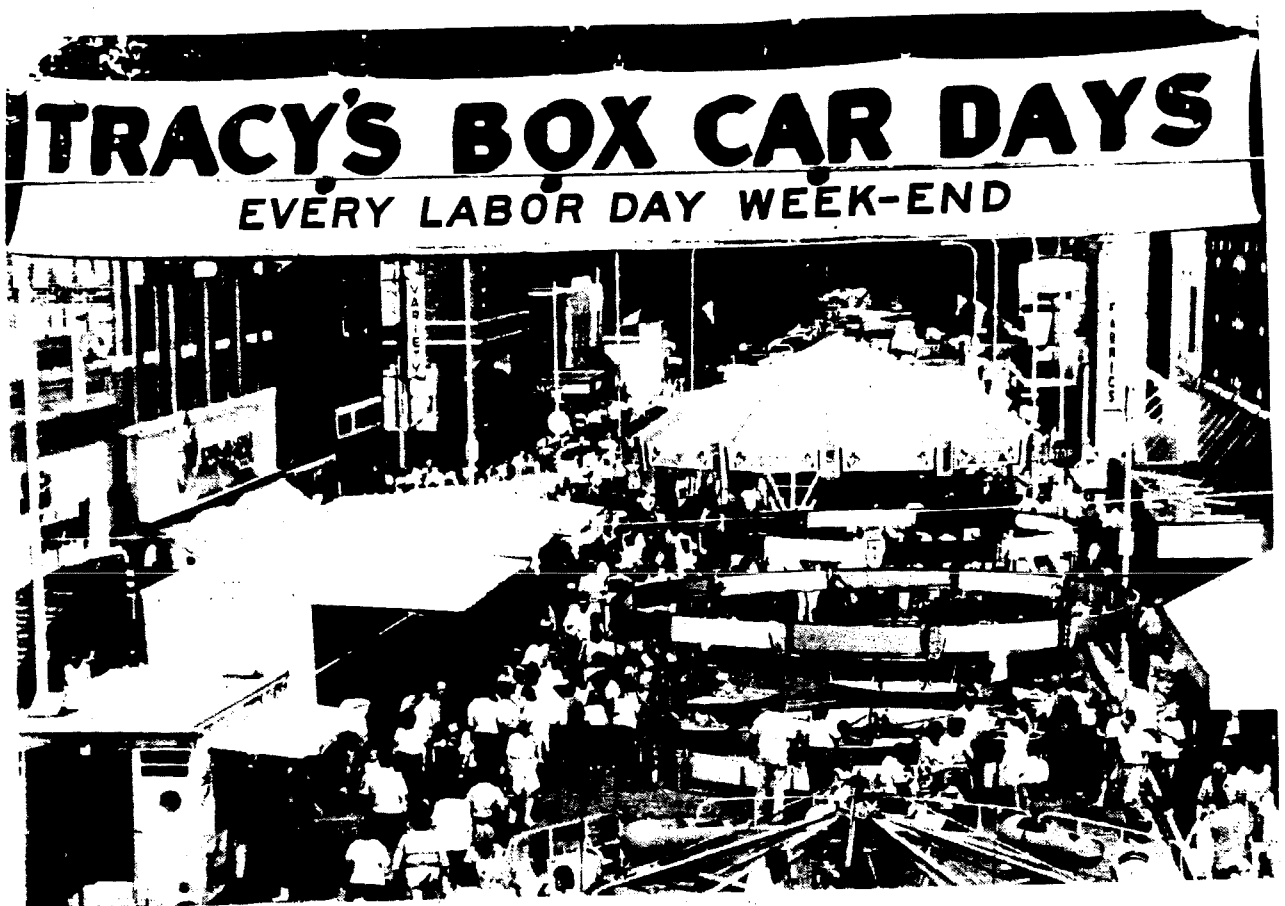
LYON COUNTY



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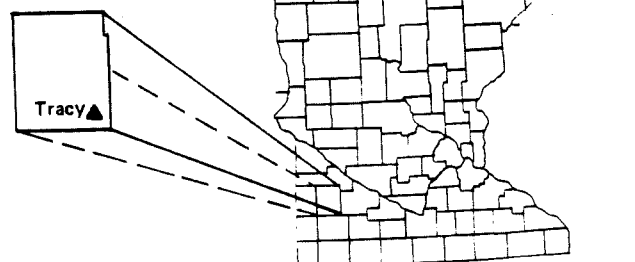
1988 County Screening Board Data



MINNESOTA DEPARTMENT OF TRANSPORTATION

JUNE 1988

LYON COUNTY



COUNTY ENGINEERS OF MINNESOTA
(as of 4/28/88)

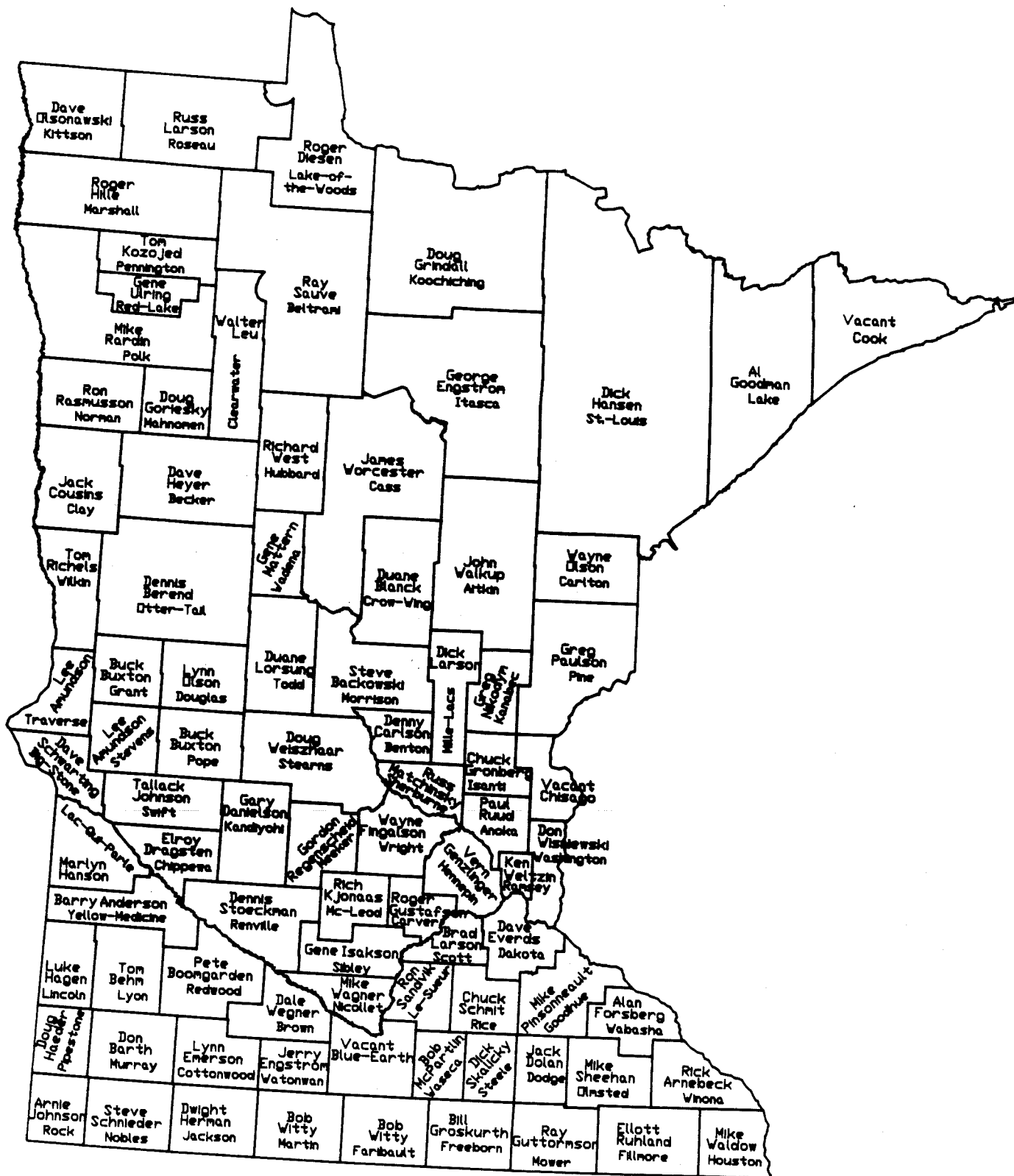


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TO BE PRESENTED AT THE JUNE 22-23, 1988 MEETING

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1988 COUNTY SCREENING BOARD

Dick Hansen	- St. Louis County	- District 1
Mike Rardin	- Polk County	- District 2
Duane Lorsung	- Todd County	- District 3
Tom Richels	- Wilkin County	- District 4
Roger Gustafson	- Carver County	- District 5
Rick Arnebeck	- Winona County	- District 6
Bob McPartlin	- Waseca County	- District 7
Tom Behm	- Lyon County	- District 8
Ken Weltzin	- Ramsey County	- District 9
Duane Blanck (Secretary)	- Crow Wing County	

1988 CSAH GENERAL SUBCOMMITTEE

Dave Everds (Chairman)	- Dakota County
Dick Skalicky	- Steele County
Dennis Berend	- Otter Tail County

CSAH VARIANCE SUBCOMMITTEE

Ron Sandvik	- Le Sueur County
Pete Boomgarden	- Redwood County
Don Wisniewski	- Washington County

1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1988 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 1982 construction projects and added the 1987 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1983 through 1987, are the basic source of information for compiling the data used for computing the recommended 1988 unit prices. As was directed by the 1986 Screening Board, urban design projects have been included in the five year average unit price study. The gravel base unit price data obtained from the 1987 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.

Minutes of the Subcommittee meetings held January 27, and April 15, 1988 are included in the "Reference Material" section of this report. The General Subcommittee will attend the Screening Board meeting to review and explain their recommendations.

1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

Trend of C.S.A.H. Unit Prices

(Base on State Averages from 1978-1987)

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

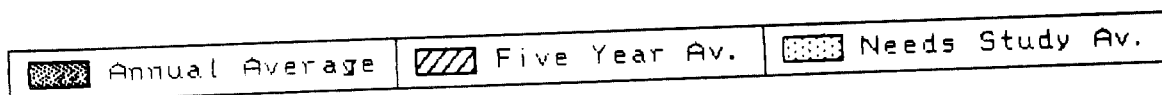
Please note that urban design projects were included in the study beginning with the 1982 projects.

1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

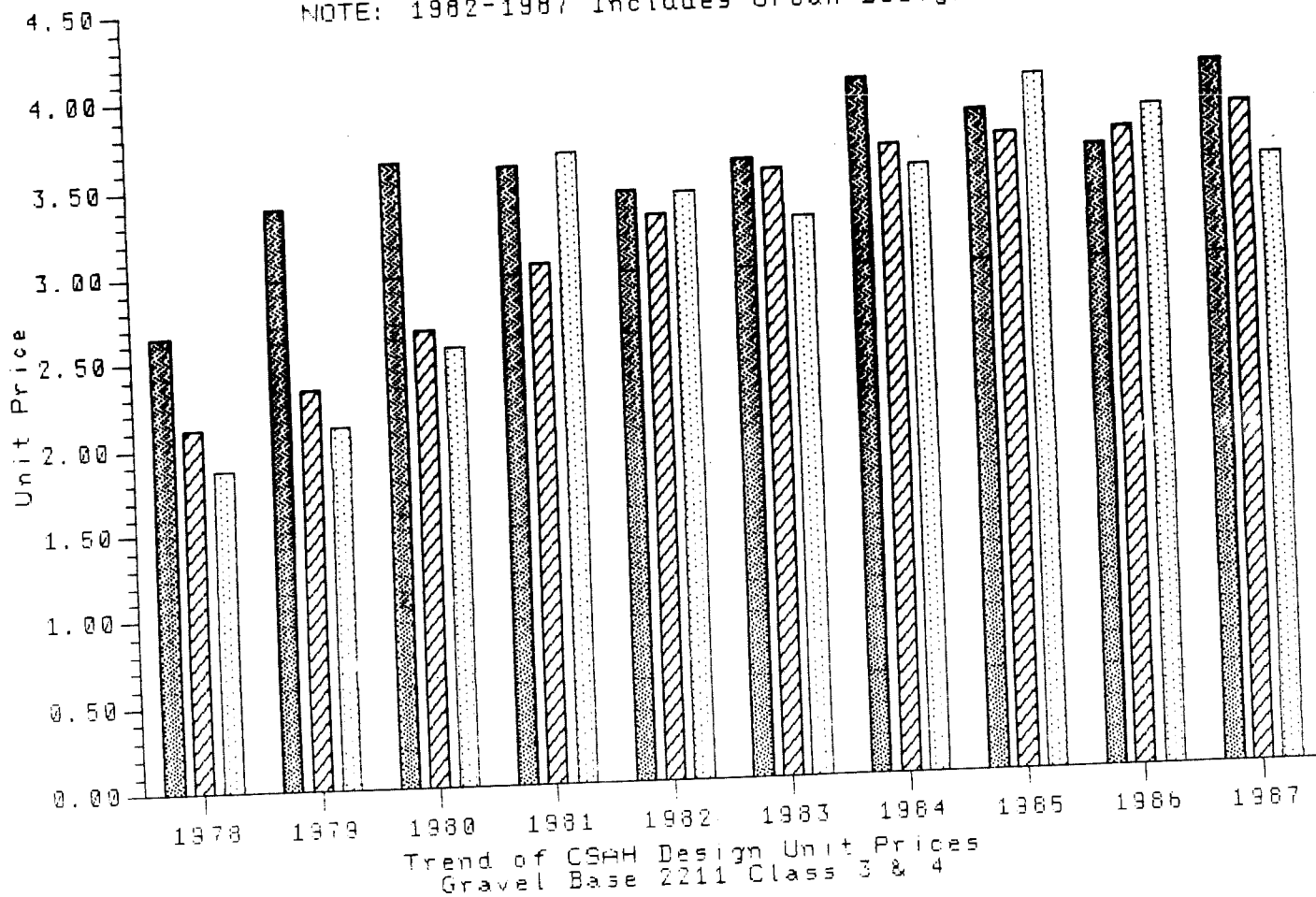
TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4

1982-1987 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Only) (Rural Design) Needs Study Average
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	474,716	1,633,375	3.44	3.30	3.43
1983	838,004	3,015,160	3.60	3.54	3.27
1984	645,084	2,605,291	4.04	3.66	3.54
1985	729,577	2,804,858	3.84	3.70	4.04
1986	801,779	2,904,511	3.62	3.72	3.84
1987	1,015,708	4,147,919	4.08	3.84	3.54



NOTE: 1982-1987 Includes Urban Design Projects

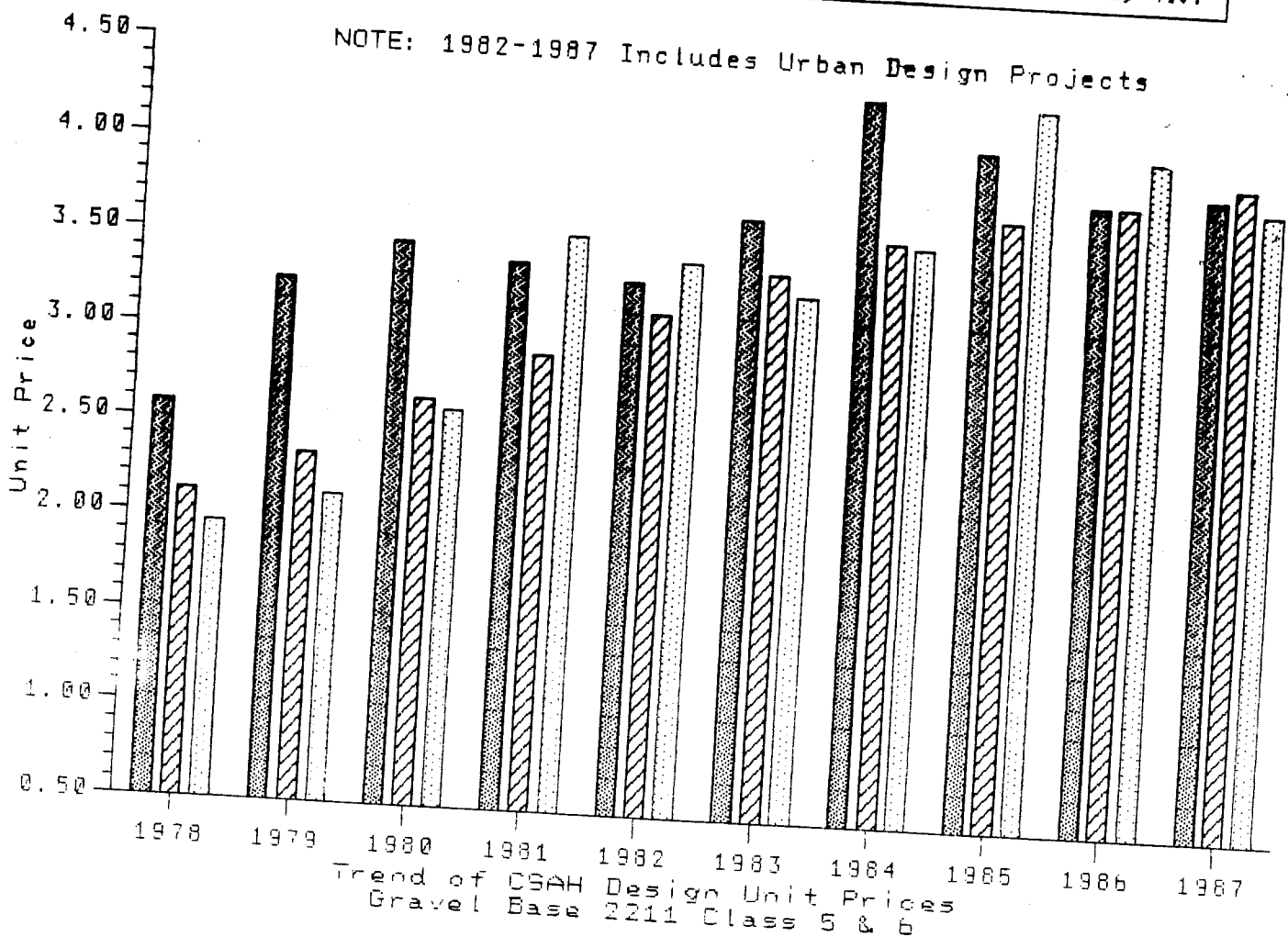
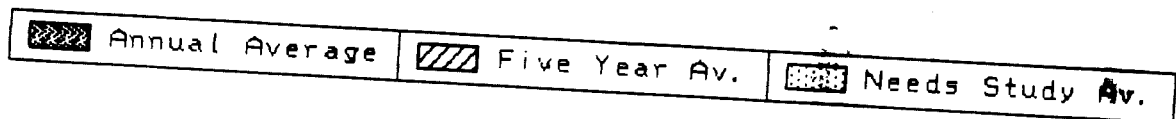


1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

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

1982-1987 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Only) (Rural Design) Needs Study Average
1978	2,383,648	\$6,150,942			
1979	2,115,430	6,885,598	\$2.58	\$2.12	
1980	1,468,830	5,099,343	3.25	2.34	\$1.96
1981	1,840,881	6,218,533	3.47	2.64	2.12
1982	2,467,051	8,167,357	3.38	2.91	2.59
1983	1,938,168	7,113,486	3.31	3.15	3.54
1984	1,862,681	8,042,583	3.67	3.38	3.43
1985	2,574,482	10,479,018	4.32	3.58	3.27
1986	2,298,971	8,783,496	4.08	3.72	3.56
1987	2,856,606	11,084,646	3.82	3.82	4.31
			3.88	3.94	4.07
					3.82

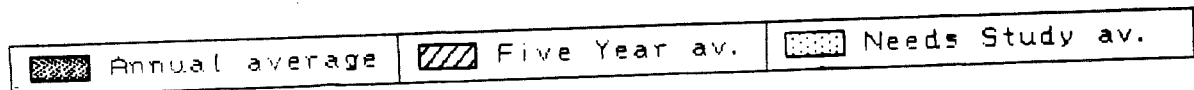


1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

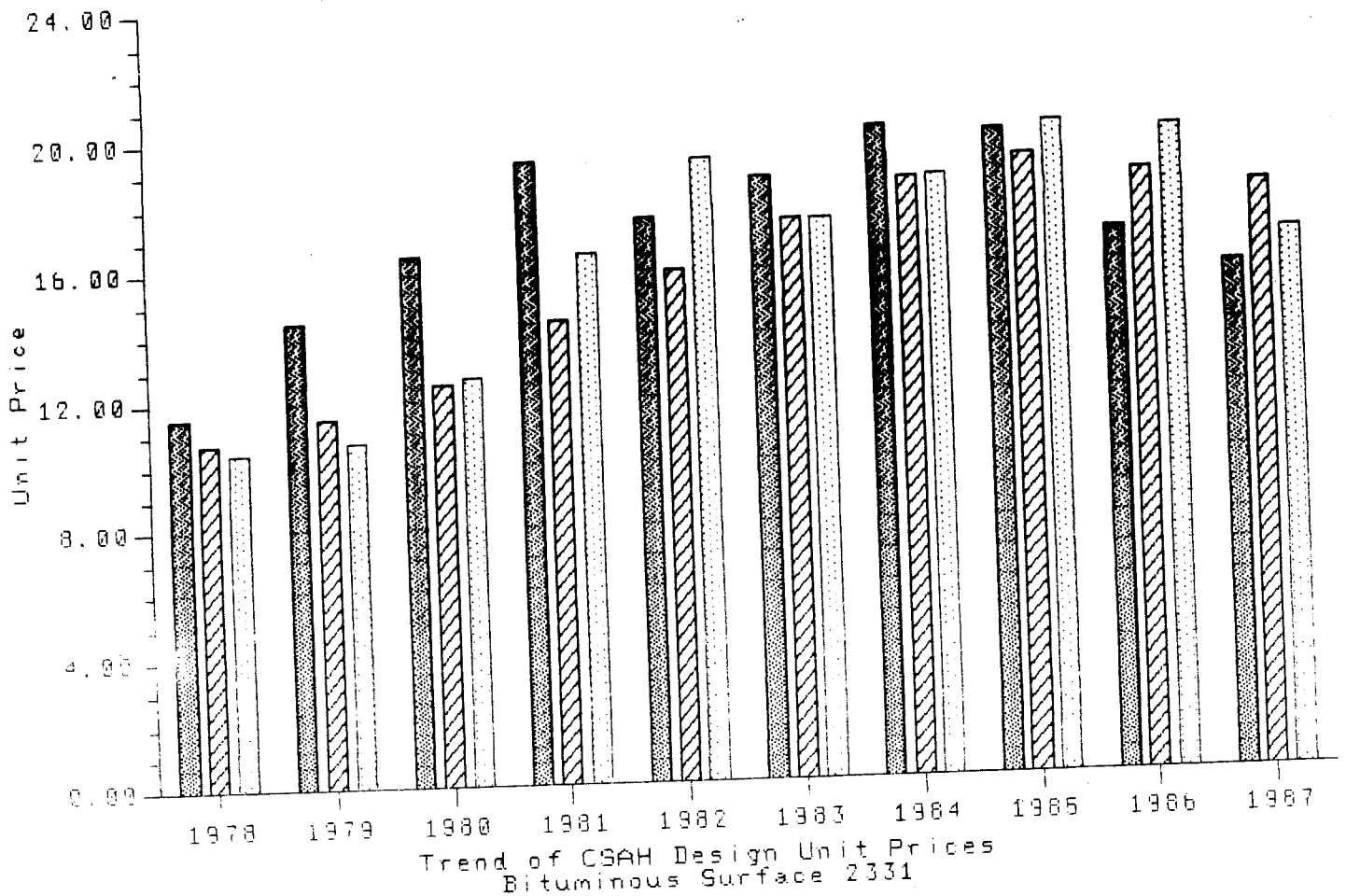
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331

 1982-1987 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Only) (Rural Design) Needs Study Average
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	1,911,929	33,405,746	17.47	15.85	19.27
1983	2,141,604	39,959,758	18.66	17.40	17.39
1984	2,115,153	42,616,496	20.15	18.55	18.61
1985	2,491,261	49,596,550	19.91	19.13	20.10
1986	2,556,567	43,039,573	16.83	18.60	19.91
1987	2,483,731	38,877,560	15.65	18.15	16.71



NOTE: 1982-1987 Includes Urban Design Projects

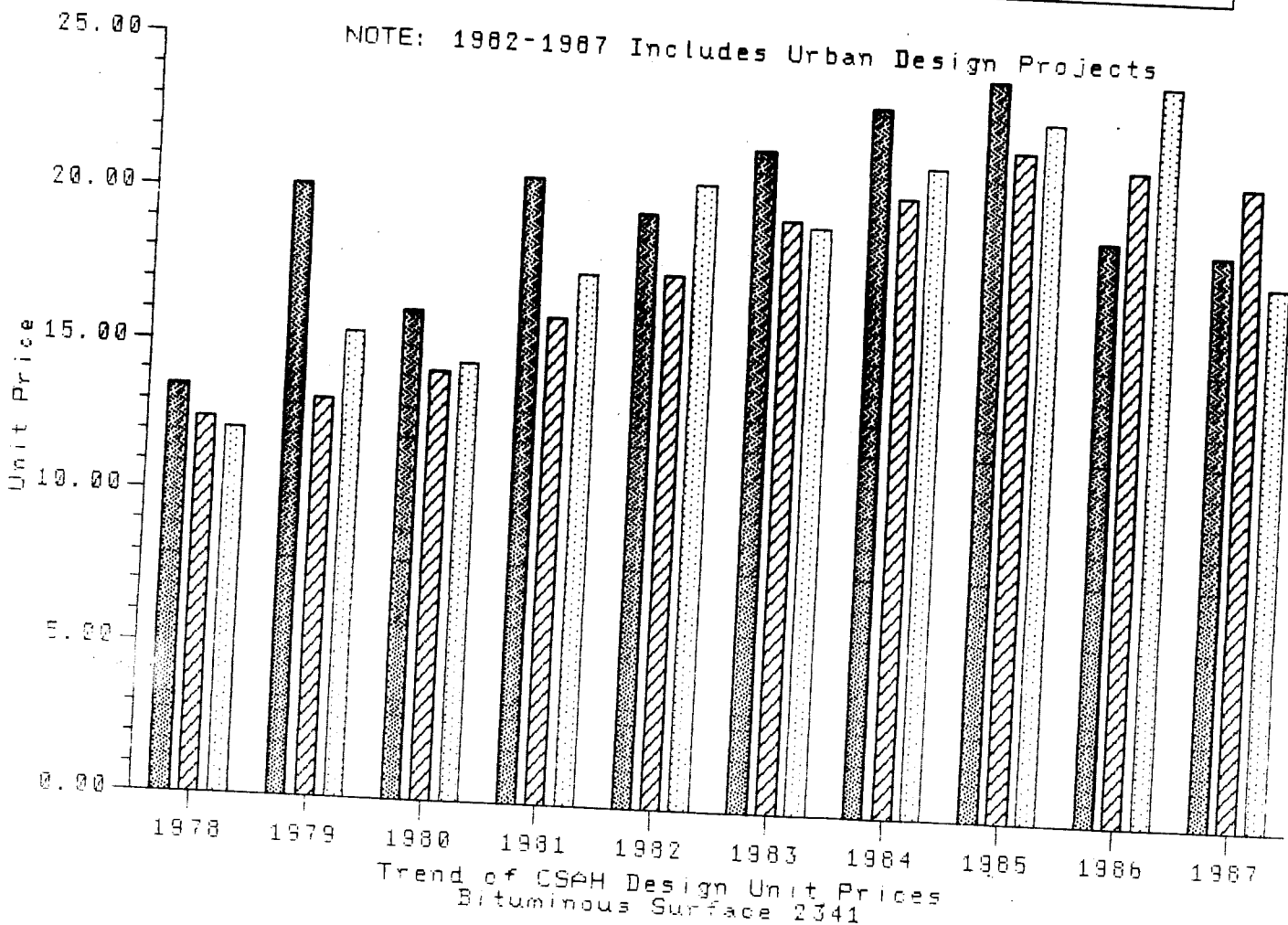
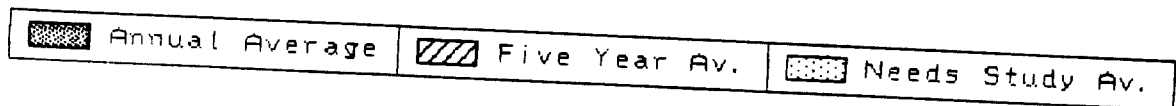


1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

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

1982-1987 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Only) (Rural Design) Needs Study Average
1978	122,544	\$1,656,383			
1979	64,840	1,308,883	\$13.52	\$12.41	\$12.11
1980	87,488	1,413,751	20.18	13.20	15.41
1981	63,541	1,310,395	16.16	14.24	14.52
1982	191,268	3,749,375	20.63	16.13	17.58
1983	146,503	3,199,774	19.60	17.66	20.63
1984	172,277	4,028,081	21.84	19.54	19.39
1985	223,479	5,451,659	23.39	20.42	21.44
1986	258,737	4,976,856	24.39	22.10	23.06
1987	299,548	5,666,289	19.24	21.58	24.39
			18.92	21.19	17.95

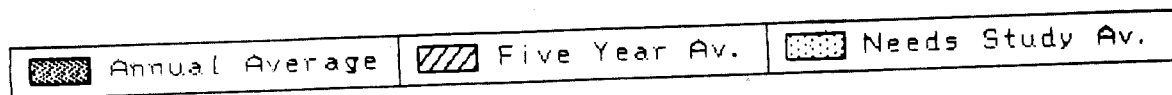


1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

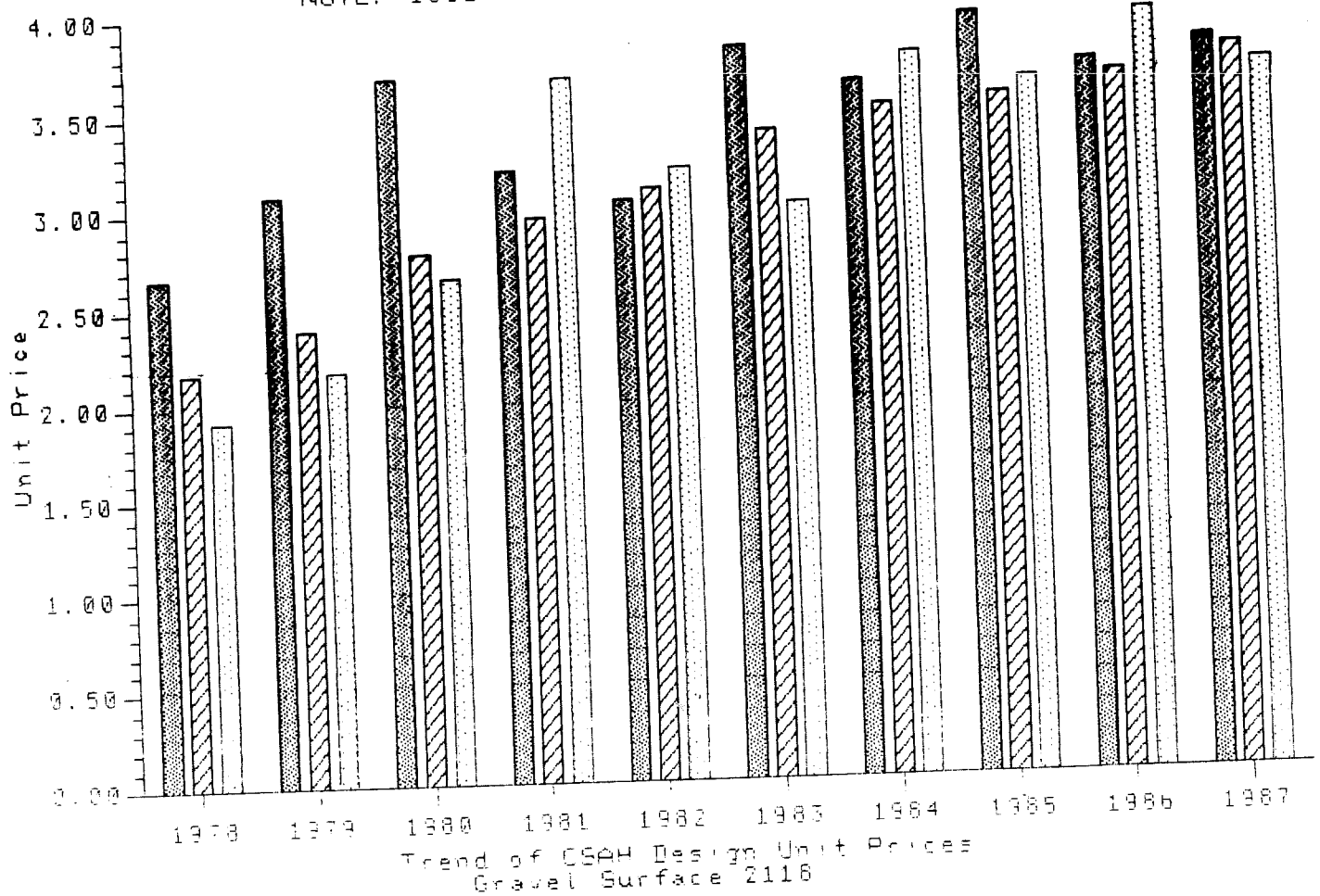
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

 1982-1987 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Only) (Rural Design) Needs Study Average
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	169,755	514,181	3.03	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	194,555	769,340	3.95	3.54	3.62
1986	257,323	951,855	3.70	3.64	3.95
1987	252,093	957,420	3.80	3.76	3.68



NOTE: 1982-1987 Includes Urban Design Projects

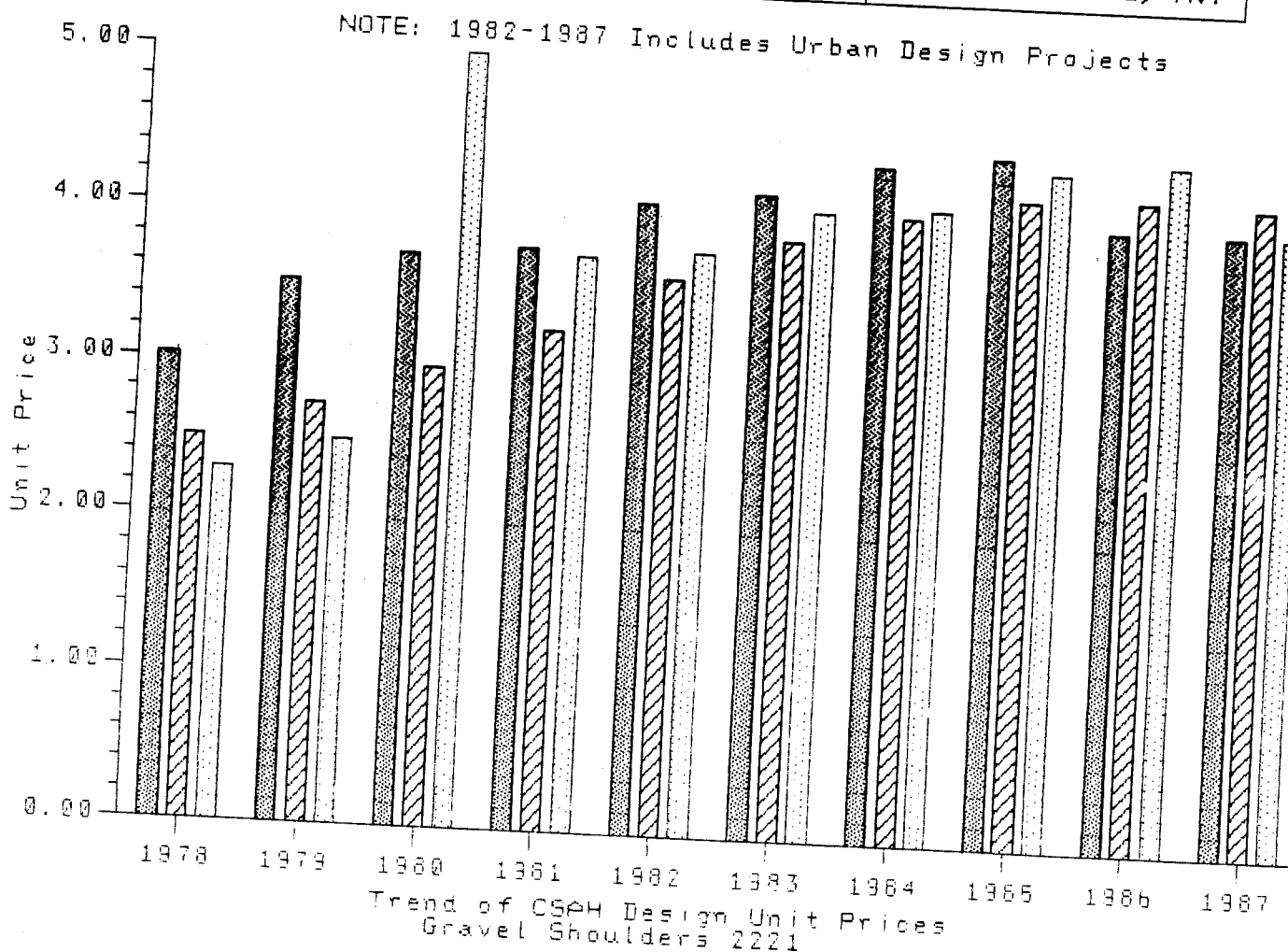
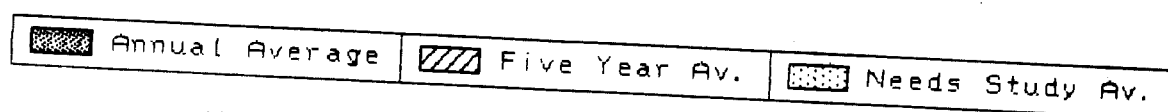


1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

1982-1987 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Only) (Rural Design) Needs Study Average
1978	748,028	\$2,259,804	\$3.02		
1979	641,380	2,255,009	3.52	\$2.50	\$2.29
1980	528,325	1,963,507	3.71	2.73	2.50
1981	606,762	2,287,661	3.77	2.98	5.00
1982	760,901	3,111,555	4.09	3.25	3.73
1983	838,572	3,504,333	4.18	3.61	3.78
1984	812,267	3,565,540	4.39	3.88	4.08
1985	988,140	4,411,565	4.47	4.06	4.12
1986	1,097,504	4,415,374	4.02	4.21	4.39
1987	1,118,628	4,506,428	4.03	4.23	4.46
				4.20	4.02



NOTES & COMMENTS

Handwriting practice lines consisting of 25 horizontal dashed lines.

1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

1988 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1987 CSAH needs study gravel base unit price, the gravel base data in the 1983-1987 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1988. As directed by the 1986 Screening Board, all urban design projects were also included in the five year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was implemented by the Subcommittee at their April 15, 1988 meeting to determine the 1988 gravel base unit prices:

If a county has at least 50,000 tons of gravel base in its 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 its five-year average unit price study, then enough sub-base 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.

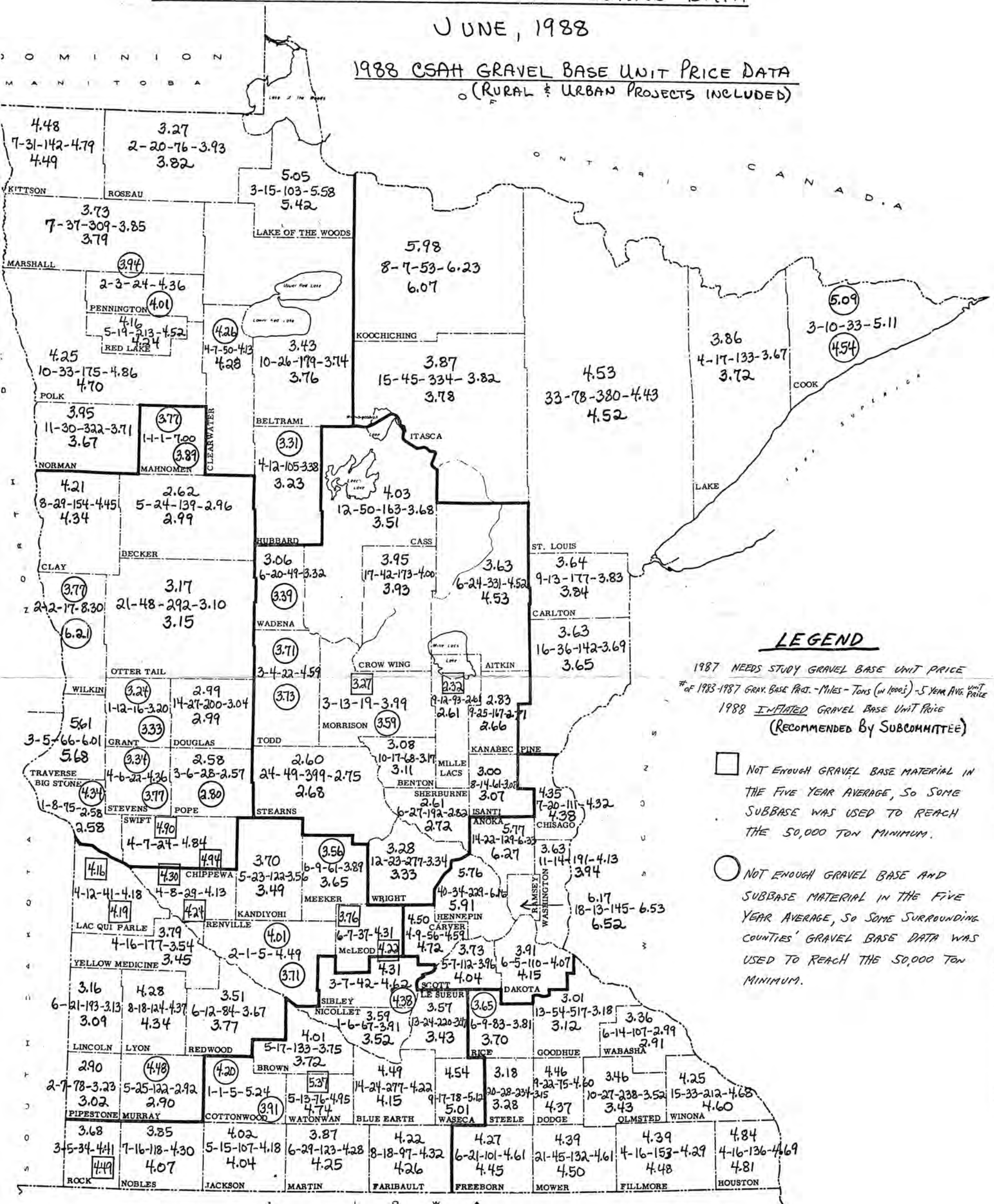
If a county has less than 50,000 tons of combined gravel base and subbase material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the combined gravel base and subbase material 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. Dave Everds, Dennis Berend, and Dick Skalicky from the Subcommittee will attend the Screening Board meeting to discuss their recommendations.

FIG. A

1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

1988 CSAH GRAVEL BASE UNIT PRICE DATA
(RURAL & URBAN PROJECTS INCLUDED)

LEGEND

1987 NEEDS STUDY GRAVEL BASE UNIT PRICE
of 1983-1987 GRAY. BASE PROJ. - Miles - Tons (in 1000's) - 5 YEAR AVG. PRICE
1988 INFLATED GRAVEL BASE UNIT PRICE
(RECOMMENDED BY SUBCOMMITTEE)

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

1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

Unit Price Inflation Factor Study

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

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

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

Gravel Base - #2211 Class 5 - 6

Year	Quantity	Cost	Annual Average	Inflation Factor
1983	1,938,168	\$7,113,486	\$3.67	$\$3.88/\$3.67 = 1.06$
1984	1,862,681	\$8,042,583	\$4.32	$\$3.88/\$4.32 = 0.90$
1985	2,574,482	\$10,479,018	\$4.07	$\$3.88/\$4.07 = 0.95$
1986	2,298,971	\$8,783,496	\$3.82	$\$3.88/\$3.82 = 1.02$
1987	2,856,606	\$11,084,646	\$3.88	

Subbase Base - #2211 Class 3 - 4

Year	Quantity	Cost	Annual Average	Inflation Factor
1983	838,004	\$3,015,160	\$3.60	$\$4.08/\$3.60 = 1.13$
1984	645,084	\$2,605,291	\$4.04	$\$4.08/\$4.04 = 1.01$
1985	729,577	\$2,804,858	\$3.84	$\$4.08/\$3.84 = 1.06$
1986	801,779	\$2,904,511	\$3.62	$\$4.08/\$3.62 = 1.13$
1987	1,015,708	\$4,147,919	\$4.08	

In order to reflect current prices in the 1983-1987 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate inflation factor.

1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

C.S.A.H. Roadway Unit Price Report

The following tabulation of roadway construction prices shows the average unit prices in the 1987 C.S.A.H. needs study, the 1983-1987 C.S.A.H. five-year average unit prices, the 1987 average and the Subcommittee's recommended unit prices for use in the 1988 needs study.

The Subcommittee's recommended prices were determined at their meetings on January 27 and April 15, 1988. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

C.S.A.H. Roadway Unit Price Report

Construction Item	1987 CSAH Needs Study Average	1983-1987 CSAH 5-Year Average	1987 CSAH Average	1988 CSAH Unit Price Recommended by CSAH Subcommittee
<u>Rural & Urban Design</u>				
Grav. Base Cl 5 & 6/Ton	\$3.82 (C)	\$3.94 (C) 3.78 (R) 5.21 (U)	\$3.88 (C) 3.70 (R) 5.16 (U)	*
<u>Rural Design</u>				
Subbase Cl 3 & 4/Ton	\$3.54	\$3.65	\$3.75	G.B. - \$ 0.13
Bit.Base & Surf. 2331/Ton	16.71	18.02	15.51	G.B. + 11.63
Bit.Surf. 2341/Ton	17.95	19.94	17.64	G.B. + 13.76
Con.Surf. 2301/Sq.Yd.	11.71	---	11.77 (Mn/DOT)	11.80
Gravel Surf. 2118/Ton	3.68	3.76	3.80	G.B. - 0.08
Gravel Shldr. 2221/Ton	4.02	4.19	4.02	G.B. + 0.14
<u>Urban Design</u>				
Grading/Cu.Yd.	\$3.25	---	---	\$3.25
Subbase Cl 3 & 4/Ton	4.47	5.22	5.60	G.B.
Bit.Base & Surf. 2331/Ton	18.48	20.16	17.68	G.B. + 13.80
Bit.Surf. 2341/Ton	25.41	26.66	24.90	G.B. + 21.02
Con.Surf. 2301/Sq.Yd.	14.84	---	14.84 (Mn/DOT)	14.89

(C) Combined
(R) Rural
(U) Urban

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

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

1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

C.S.A.H. Miscellaneous Unit Price Report

The following report lists the miscellaneous unit prices used in the 1987 C.S.A.H. needs study, those recommended by the M.S.A.S. Subcommittee or Mn/DOT and the unit prices recommended by the C.S.A.H. Subcommittee.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meetings on January 27 and April 15, 1988 which are reprinted in the "Reference Material" section of this booklet.

1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

C.S.A.H. Miscellaneous Unit Price Report

Construction Item	1988 CSAH Needs Study Average	Prices Recommended For 1988 By MSAS Subcommittee or Mn/Dot	1988 CSAH Unit Price Recommended by CSAH Subcommittee

Other Urban Design			

Storm Sewer - Complete/Mi.	\$196,000	\$300,000	\$196,000
Storm Sewer - Partial/Mi.	62,000	62,000	62,000
Curb & Gutter Const./Lin.Ft.	6.00	M.S.A.S.- 6.00	6.00
Tree Removal/Tree	100.00	M.S.A.S.-135.00	135.00
Sidewalk Removal/Sq.Yd.	4.00	M.S.A.S.- 4.00	4.00
Curb & Gutter Removal/Lin.Ft.	1.75	M.S.A.S.- 1.75	1.75
Conc.Pave.Removal/Sq.Yd.	3.75	M.S.A.S.- 4.00	4.00
Bridges			

0-149 Ft.Long/Sq.Ft.	\$37.00	\$41.50	\$42.00
150-499 Ft.Long/Sq.Ft.	40.00	47.00	47.00
500 Ft. & Longer/Sq.Ft.	54.00	56.00	56.00
Widening/Sq.Ft.	100.00	120.00	100.00
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	65,000	65,000	65,000
Signals & Gates	95,000	95,000	95,000

NOTES & COMMENTS

Handwriting practice lines consisting of 25 horizontal dashed lines.

M I L E A G E

R E Q U E S T S

* * * * *

Lotus-2.01-3(Criteria)

1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

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 a 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.

1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

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

Approved by the County Engineers' Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	Total Miles Requested & Approved To Date
Aitkin	6.10			0.60								6.70
Anoka	1.33	0.71										2.04
Becker		10.07										10.07
Beltrami	6.84 *	0.69	0.16									7.69
Benton	3.18 *											3.18
Big Stone	1.40		0.16									1.56
Blue Earth	15.29 *			0.25								15.54
Brown	3.81	3.63	0.13									7.57
Carlton	3.62											3.62
Carver	1.55	0.94	0.48						0.08			3.05
Cass		7.90										7.90
Chippewa	14.00	1.00										15.00
Chisago	3.24											3.24
Clay	1.18	0.82	0.10									2.10
Clearwater	0.30 *		1.00									1.30
Cook	3.60											3.60
Cottonwood	3.37	1.80	1.30									6.47
Crow Wing	13.00 *											13.00
Dakota	1.65 *		2.47				2.26					6.38
Dodge							0.11					0.11
Douglas	7.40 *	3.25										10.65
Faribault		0.37	1.20	0.09								1.66
Fillmore	1.12			1.10								2.22
Freeborn	0.05	0.90	0.65									1.60
Goodhue			0.08									0.08
Grant	5.30	0.12										5.42
Hennepin	4.50		0.24	0.85								5.59

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

[illegible]

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

Approved by the County Engineers' Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	Total Miles Requested & Approved To Date
Olmsted	10.77 *	4.55										15.32
Otter Tail				0.36								0.36
Pennington	0.84											0.84
Pine	9.25											9.25
Pipestone		0.50										0.50
Polk	4.00		1.55	0.67								6.22
Pope	1.63	2.00	1.20									4.83
Ramsey	9.45 *	0.67	0.61		0.21		0.92					11.86
Red Lake			0.50									0.50
Redwood	2.30	1.11		0.13								3.54
Renville												0.00
Rice	1.70											1.70
Rock	0.50			0.54								1.04
Roseau	5.20	1.60										6.80
St. Louis	7.71 *	11.43										19.14
Scott	8.65 *	3.44	5.15	0.12								17.36
Sherburne		5.42										5.42
Sibley	1.50											1.50
Stearns	0.08	0.70										0.78
Steele		1.55		3.90								5.45
Stevens		1.00										1.00
Swift		0.78		0.24								1.02
Todd	1.90 *											1.90
Traverse	0.20		0.56			1.60						2.36
Wabasha	0.43 *		0.30									0.73
Wadena												0.00
Waseca	4.10	0.43	0.14				0.05					4.72

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

County	Approved by the County Engineers' Screening Board											Total Miles Requested & Approved To Date
	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	
Washington	2.33 *		0.40	0.33		1.33						4.39
Watonwan			0.04	0.68			0.19					0.91
Wilkin												0.00
Winona	7.40 *											7.40
Wright	0.45			1.38								1.83
Yellow Medicine			1.39									1.39
Totals	246.60	92.43	25.65	11.39	0.81	2.93	3.55	0.12	0.08	0.00	0.00	383.56

* Some Trunk Highway Turnback Mileage

DATE : April 1, 88

TO : Manager, State Aid Needs Unit

FROM : C.E. Weichalbaum District State Aid Engineer

SUBJECT: Request for Approval of a System Revision

~~(Municipality)~~ (County) of Anoka

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 checked="" 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.
Available
- Revoked
+ Requested
Balance

Comments: Will require screening board approval I reserved the latest county traffic map which shows only two CSAH segments with less than 400 ADT (present). One segment at 358 ADT and one segment at 391 ADT. It is very difficult to find CSAH mileage that could be revoked.

C.E. Weichalbaum
District State Aid Engineer

April 4, 88
Date

RECOMMEND APPROVAL OR DENIAL:

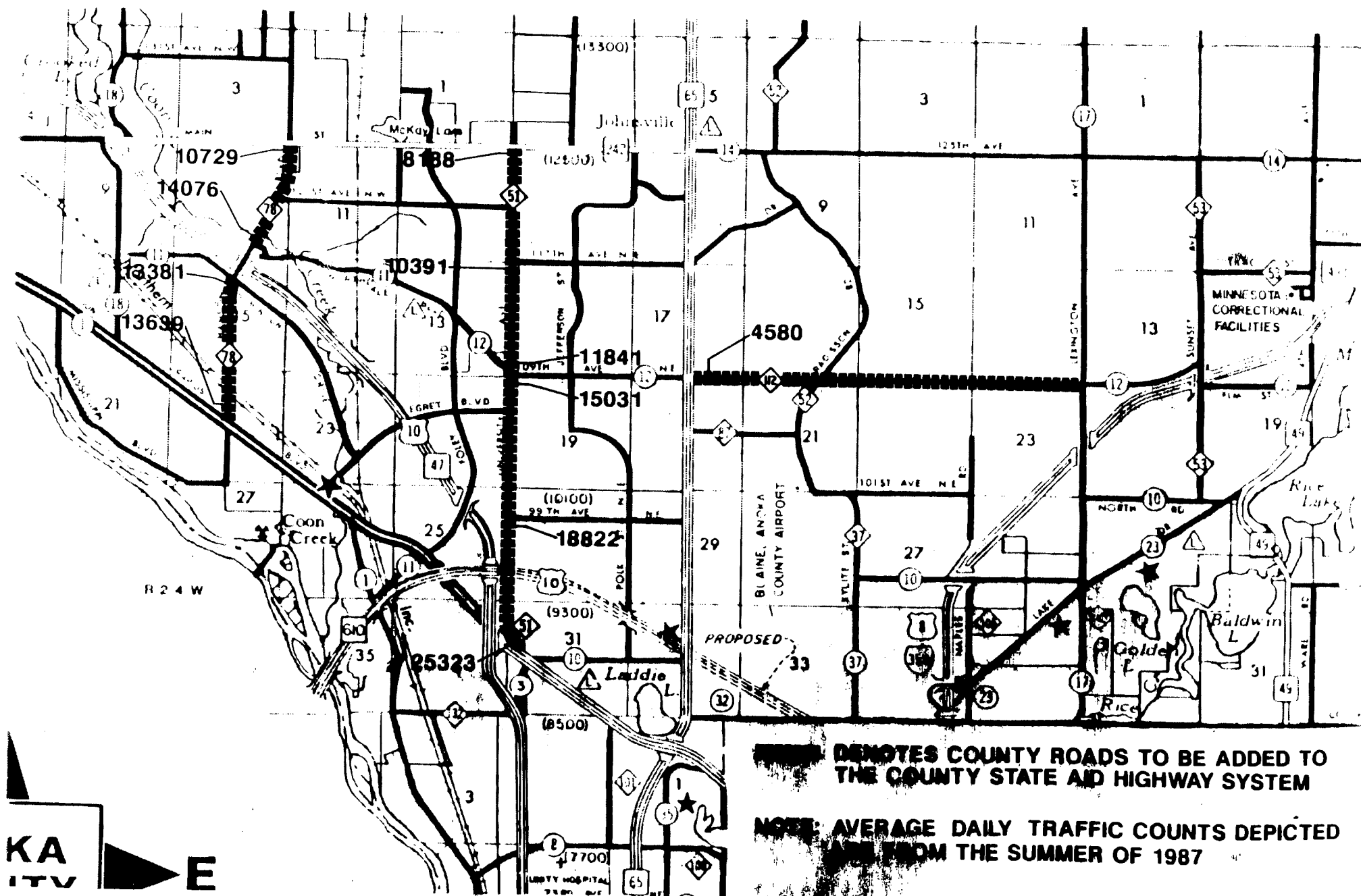
Manager, State Aid Needs Unit

Date

APPROVED OR DENIED:

State Aid Engineer

Date





COUNTY OF ANOKA

*Department of Highways
Paul K. Ruud, Highway Engineer*

1440 BUNKER LAKE BLVD NW, ANDOVER, MINNESOTA 55304 612-754-3520

March 30, 1988

Mr. C.E. Weichselbaum
District State Aid Engineer
Mn/DOT District No. 5
2055 North Lilac Drive
Minneapolis, MN. 55422

Re: CSAH Mileage Requests

Dear Mr. Weichselbaum:

In response to rapid development in our county and in an attempt to complete two cross county state highways, we are requesting your review and approval of three (3) additions to our county state aid system. Each of the three segments are discussed in detail in the following narrative and illustrated on the attached maps.

Segment 1:

The first segment we propose as an addition to the CSAH system is CR #51 (University Avenue) from TH 10 to TH 242. This segment, 4.57 miles in length, classified as a minor arterial, connects TH 10 at the Northtown Shopping Center (700,000. square feet) with TH 242 at Blaine Senior High School (2400 students). In between it serves fully developed portions of the cities of Blaine and Coon Rapids and serves two elementary schools, several churches, many office buildings and commercial enterprises. Traffic volumes range from 8200 to 25,300 A.D.T. over this segment.

From T.H. 10 to 106th Avenue the highway is 4 lanes, undivided; from 106th Avenue to 109th Avenue the highway exists as 4 lanes, divided; and from 109th Avenue to T.H. 242 the highway exists as a 48 foot wide bituminous roadway, striped for 2 lanes of traffic plus shoulders. Traffic signals exist at T.H. 10, at 91st Avenue, at 99th Avenue, at 105th Avenue, at Egret Boulevard, at 109th Avenue/Northdale Avenue, at 111th Avenue and at T.H. 242.

Segment 2:

The second segment we propose to add to our CSAH system is CR #78 (Hanson Boulevard) from CSAH #1 (Coon Rapids Boulevard) to T.H. 242. This highway, 2.35 miles in length, is connected at its midpoint to T.H. 10 by a full interchange, and serves several large churches, commercial establishments and the Anoka-Hennepin School District No. 11 central offices. Hanson Boulevard, extending north from T.H. 242 to CSAH #20, a distance of 4.50 miles. is currently designated as a part of the CSAH system.

The addition of this segment, classified as a minor arterial would fill in the gap in the CSAH route from CSAH #1 to CSAH #20.

The highway currently exists as a 2 lane highway with 8 foot wide paved shoulders from CSAH #1 to T.H. 10 and as a 4 lane undivided highway from T.H. 10 to T.H. 242. Traffic signals exist at CSAH #1, at Northdale Boulevard, (South) at the north and south ramp terminals for T.H. 10, at Northdale Boulevard (North) and at T.H. 242. Traffic volumes range from 10,700 to 13,600 A.D.T. over this segment. A .25 mile section of CSAH #11 exists on Hanson Boulevard at TH 10. County Road 78 extends north and south from this section of CSAH.

Segment 3:

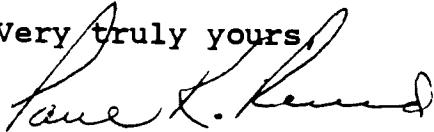
The third segment we propose to add to our CSAH system is CR #112 (109th Avenue N.E.) from T.H. 65 to CSAH #17 (Lexington Avenue). This segment, 3.5 miles in length, when added to the system will complete a CSAH route from CSAH #18 in Coon Rapids to T.H. 49 in Lino Lakes, a distance of nearly 11 miles. The segment being requested for addition exists as a 52 foot wide bituminous highway, striped for 2 lanes with shoulders from T.H. 65 to CR #52 (Radisson Road). The segment from CR #52 to CSAH #17 is scheduled for construction in 1988 as a 52 foot wide highway designed to accommodate 4 lanes of traffic but likely striped for 2 lanes for the first few years. Traffic volume on the segment from TH 65 to Radisson Road was 4600 A.D.T. in 1987.

This highway serves as a distributor of traffic to TH 65 and I-35W and is located in a growing industrial area. The Anoka County (Blaine) Airport is located to the south, as is the Minnesota Amateur Sports Commissions Olympic Training Facility.

It is our opinion that each of these three segments, by nature of classification, utilization and location within our system warrant inclusion as segments of our CSAH system. We request your favorable review of the addition of each of these segments to the CSAH system and look forward to preliminary approval of these segments so that a formal submittal can be prepared for the spring Screening Board meeting.

We would be pleased to meet with you to answer questions or provide additional data you need.

Very truly yours,



Paul K. Ruud, PE
County Engineer

Encls: (2)

NOTES & COMMENTS

A series of 25 horizontal dashed lines for writing notes and comments.

(10-80) Rev. 2-84

DATE : Mar 28, 88

TO : Manager, State Aid Needs Unit

FROM : CE Weichselbaum District State Aid Engineer

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

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,
<input checked="" type="checkbox"/>	or is functionally classified as collector or arterial.
<input checked="" 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

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

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

Comments: Will require additional mileage (action by the screening board). Need Dakota Co. designated. Give a good route to I-35.

CE Weichselbaum
 District State Aid Engineer

Mar 28, 88
 Date

RECOMMEND APPROVAL OR DENIAL:

 Manager, State Aid Needs Unit

 Date

APPROVED OR DENIED:

 State Aid Engineer

 Date

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

SCALE OF STATUTE MILES

1987
BASIC DATA 1978*

Polyconic Projection
North American Datum
1927

Projection Reference
46th Parallel—94th Meridia

LEGEND

ROAD AND ROADWAY FEATURE

TRAIL (Hiking).....	
PROJECTED ROAD.....	
PRIMITIVE ROAD.....	
UNIMPROVED ROAD.....	
GRADED AND DRAINED ROAD.....	
SOIL SURFACE ROAD.....	
GRAVEL OR STONE ROAD.....	
BITUMINOUS ROAD.....	
PAVED ROAD.....	
DIVIDED HIGHWAYS.....	
TERMINUS OF DESIGNATED ROAD.....	
TRUNK HIGHWAY UNDER CONSTRUCTION.....	
TRUNK HIGHWAY TRAFFIC BEING ROUTED THROUGH CONSTRUCTION ZONE.....	

NAVIGATION

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

CONSERVATION

FOREST RANGER STATION.....
GUARD OR RANGER STATION.....
[NOT PERMANENTLY OCCUPIED].....
FISH HATCHERY.....
GAME PRESERVE.....
OBSERVATION AND LOOKOUT TOWER.....
PROMINENT LEAK.....
SMALL PARK SP=STATE, CP=COUNTY,
MP=MUNICIPAL, WP=WAYSIDE.....
PUBLIC ACCESS POINT.....

RECREATION.....

RECREATION

COUNTRY CLUB

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

ARM AND DWELL

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

INDUSTRIA

FACTORY OR INDUSTRIAL PLANT
SAWMILL
GROUP OR STORAGE TANKS, OIL OR GAS
SEASONAL INDUSTRY (CANNERY OR SMALL
GRAIN MILL)
GRAIN ELEVATOR
BEET DUMP
STOCKYARD—LOADING PEN
QUARRY

GENERAL

COMMERCIAL.....

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

PUBLIC SERVICE FACILITIES.....

POST OFFICE
DWELLING AND POST OFFICE
DWELLING, BUSINESS AND POST OFFICE
BUSINESS AND POST OFFICE
FIRE ENGINE HOUSE
MUSEUM
PUBLIC LIBRARY
CHURCH AND SCHOOL

PORT OF ENTRY








RADIO STATION (WITH CALL LETTERS)
SEWAGE DISPOSAL PLANT
FRESH AIR OR REST HOME
HOSPITAL
TOWN HALL OR COMMUNITY HALL
COUNTY FARM
SCHOOL AND CONSOLIDATED OR LARGE SCHOOLS
CORRECTIONAL INSTITUTION

CITY AND VILLAGE CENTERS

.....

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

ILLUSTRATIONS

CHURCH, OTHER RELIGIOUS INSTITUTIONS.....	
CEMETERY.....	
CHURCH WITH CEMETERY ADJACENT.....	
FAIR GROUND, RACE COURSE, SPEEDWAY.....	
MONUMENT [SMALL].....	
FORT, ARMY CAMP, BARRACKS OR MILITARY POST..	
GRAVEL PIT.....	
SANITARY LANDFILL.....	
AUTO JUNKYARD.....	
SCRAP METAL JUNKYARD.....	

TRANSPORTATION C
THE PATROL SUBSTAN

DEPARTMENT OF TRANSPORTATION DISTRICT
OFFICE WITH PATROL STATION
MIN/DOT GENERAL OFFICE ☒
TOLL HOUSE, STATE PORT OF ENTRY, OR
WEIGH STATION
VALVE HOUSE, GAS, OIL OR WATER
GAUGING OR PUMPING STATION
GAS, OIL OR WATER
PIPE LINE, WATER
PIPE LINE, GAS, OIL
OTHER
REMARKS

TRANSMISSION LINE (33KV OR OVER)..... T — T —
POWER PLANT..... P
TRANSFORMER STATION..... T (T)
LATITUDE AND LONGITUDE INTERSECTION..... +
TRIANGULATION STATION..... (T)
LOOKOUT TOWER AND TRIANGULATION STATION..... (T)
HISTORIC SITE, STATE OR NATIONAL..... (H)
PEDESTRIAN BRIDGE..... (P)

Map of this Country

[illegible]

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

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

[illegible]

SHEET 1 OF 1

GENERAL HIGHWAY MAP

ANOKA

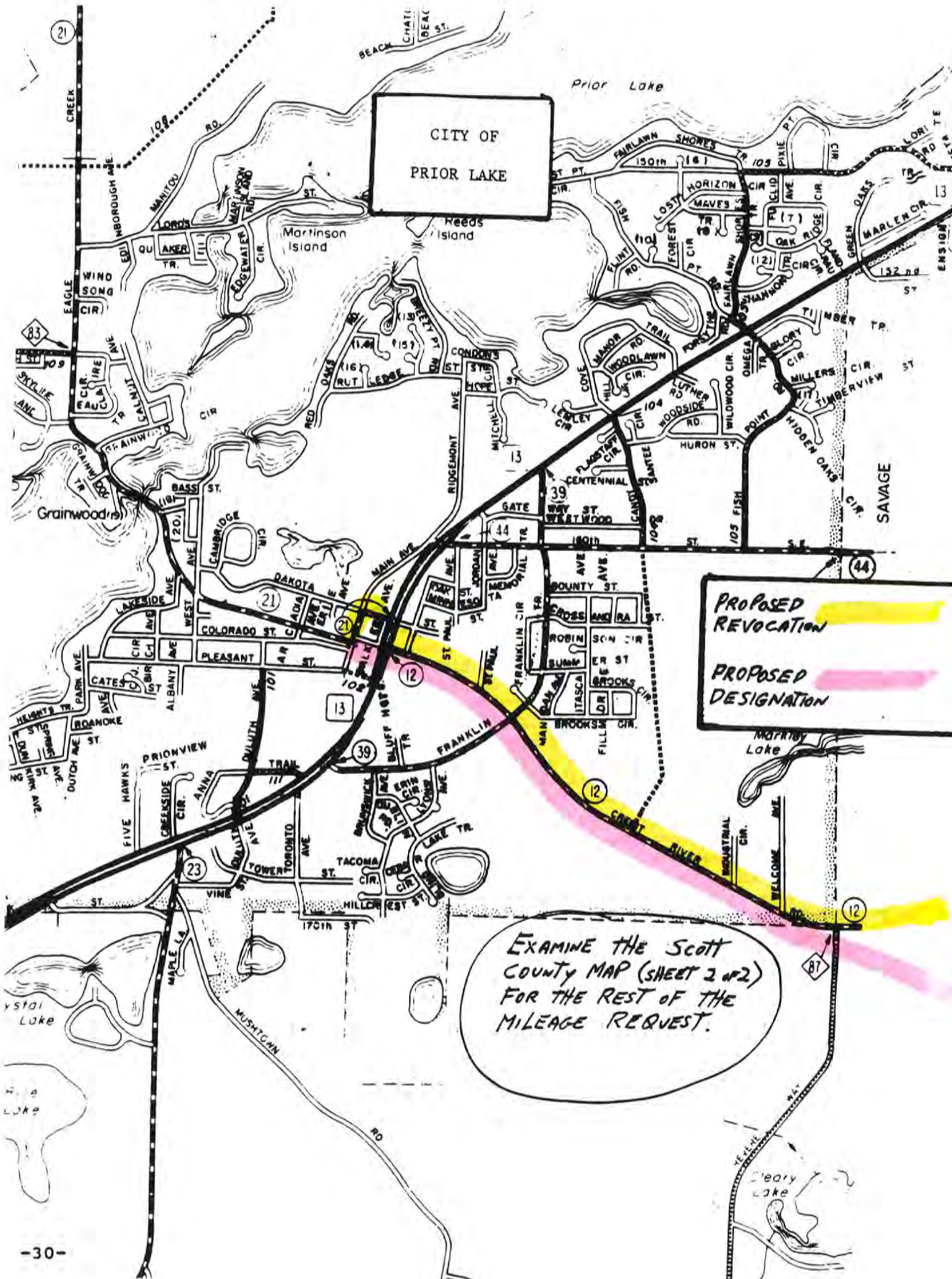
COUNTY

MINNESOTA



* NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE, ARE CURRENT AS OF JANUARY 1, 1987.

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

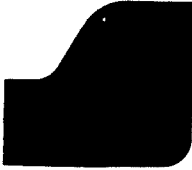


CITY OF
PRIOR LAKE

PROPOSED
REVOCATION

PROPOSED
DESIGNATION

EXAMINE THE SCOTT
COUNTY MAP (SHEET 2 of 2)
FOR THE REST OF THE
MILEAGE REQUEST.



SCOTT COUNTY
HIGHWAY DEPARTMENT

800 COUNTRY TRAIL EAST
JORDAN, MN 55352-9339 (612) 937-6346

MAR 25 1988

BRADLEY J. LARSON
Highway Engineer

DANIEL M. JOBE
Asst. Highway Engineer

March 24, 1988

Mr. C. E. Weichselbaum
District 5 State Aid Engineer
2055 North Lilac Drive
Golden Valley, MN 55422

Re: Proposed CSAH Mileage
Request

Dear Mr. Weichselbaum:

Scott County requests the following changes be made in the
County State Aid Highway system:

CSAH 21 Revocation (Portion)

Revoke that portion of County State Aid Highway 21 between
the intersection of Main Avenue with the new alignment of
CSAH 21 and TH 13 in Prior Lake. The total length of the
revocation is 0.165 miles (Attached Map).

CSAH 12 Revocation (Portion)

Revoke that portion of County State Aid Highway 12 between
TH 13 in Prior Lake and CSAH 27 in Credit River Township.
The total length of the revocation is 2.33 miles (Attached
Map).

CSAH 21 Designation

Designate the proposed alignment from the intersection of
existing CSAH 21 and Main Avenue in Prior Lake
southeasterly to 185th Street East in the City of
Lakeville, Dakota County. The total length of the
designation is 6 miles (Attached Map).

The Comprehensive Plan of Scott County designated a route from
Prior Lake east to I-35 in Dakota County to provide a more
direct connection between TH 13 and I-35. The realignment
would follow the abandoned Chicago, Milwaukee, St. Paul and
Pacific Railroad line and connect with 185th Street. This

Mr. C.E. Weichselbaum
Re: CSAH Mileage Request
March 22, 1988
Page 2

proposed highway would be the only east-west Minor Arterial between TH 19 on the south border of Scott County and CSAH 42. The proposed design is for a 4-lane urban section within the city limits of Prior Lake and 2-lane (Ultimate 4-lane) rural design in Credit River Township.

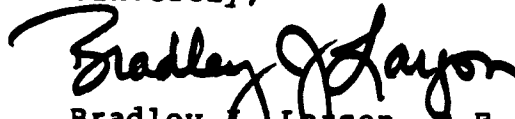
The 1986 AADT was 1950 vpd for the easterly segment (CR 91) and 3100 for a section of CSAH 21 immediately west of this proposed alignment. The year 2000 projections indicate an AADT of 3000 vpd on the east end and 9000 vpd on the west end.

At present, all but three parcels of right-of-way have been acquired and the easterly 1.8 miles of the alignment have been constructed (0.8 miles gravel surface, 1 mile bituminous). Future segments are proposed for construction starting in 1988 with completion of this route in 1990-91.

Scott County has reviewed its State Aid system and finds no other segments that could logically be deleted without affecting the continuity of the system.

Please consider this a formal request for your approval and forwarding to State Aid for consideration by the Screening Committee.

Sincerely,



Bradley J. Larson, P.E.
County Highway Engineer

BJL/kmg
Att.

R E F E R E N C E

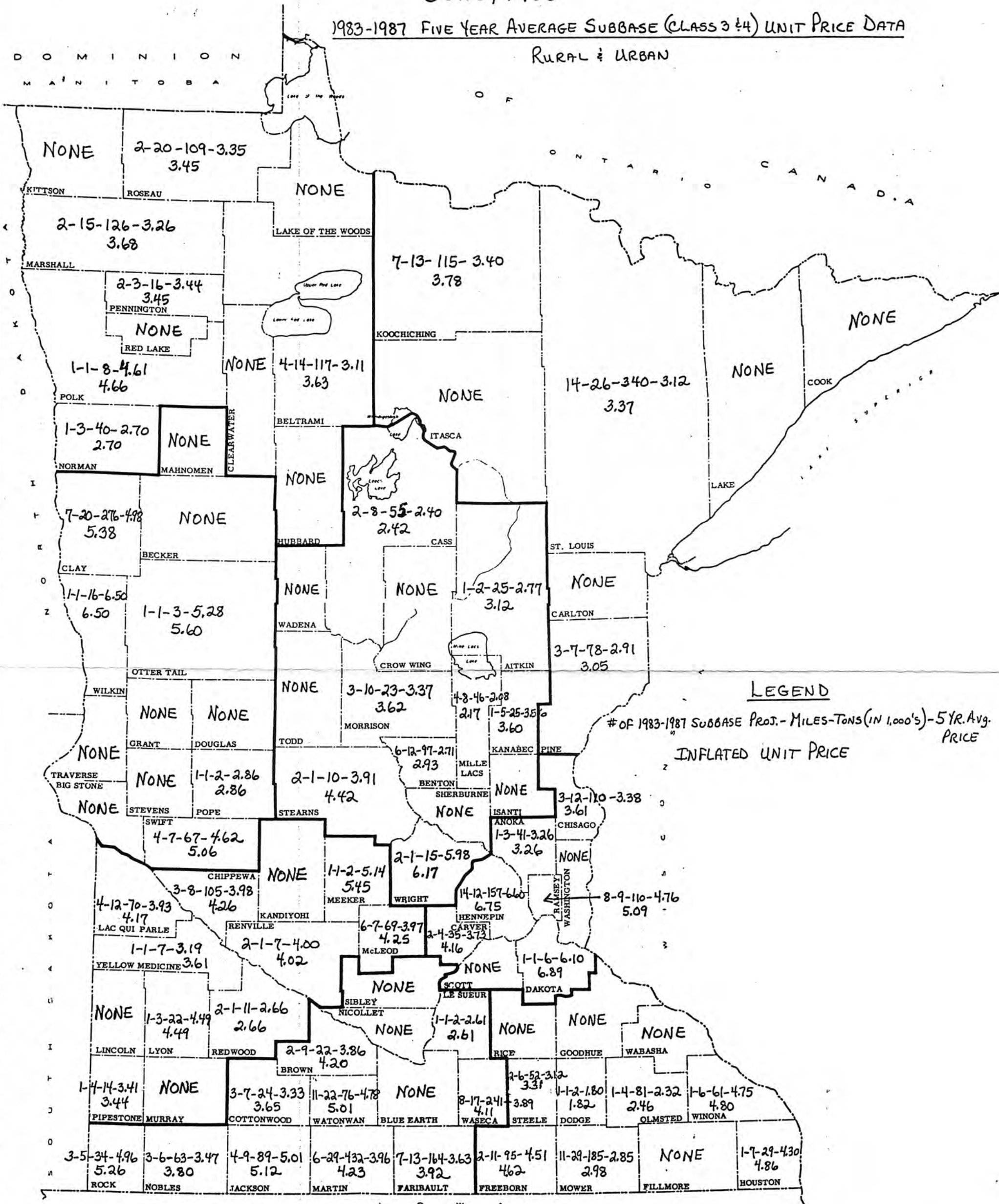
M A T E R I A L

* * * * *

1988 COUNTY SCREENING BOARD DATA

1983-1987 FIVE YEAR AVERAGE SUBBASE (CLASS 3 & 4) UNIT PRICE DATA

D O M I N I O N
M A N I T O B A



1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

1983-1987 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 1983-1987 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.

1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

FAS Fund Balance Deductions

The following resolution was adopted by the County Screening Board in October 1973, revised in June, 1980, in October, 1982, and again in June, 1985.

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 September 1 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 April 19, 1988 and do not represent the final data to be used for the 1989 Apportionment.

County	FAS Fund Balance as of April 19, 1988	Maximum Balance	Tentative Deduction From the 1988 25-Year C.S.A.H. Construction Needs
Anoka	\$923,094	\$477,884	\$445,210
Fillmore	750,502	633,585	116,917
Hennepin	592,729	579,285	13,444
Houston	687,589	430,528	257,061
Itasca	1,001,414	872,148	129,266
Ramsey	427,154	350,000	77,154
Rice	515,608	433,564	82,044
Rock	523,501	440,308	83,193
Roseau	717,182	579,524	137,658
Winona	454,204	434,323	19,881

1988 COUNTY SCREENING BOARD DATA
JUNE, 1988

1987 CSAH Urban Design Grade Widening Cost Study
.....

The following information was requested from all county engineers relative to the CSAH segments which have urban design grade widening needs in the 1987 CSAH needs study. The proposed costs shown were submitted to the individual District State Aid Engineers, summarized by State Aid, and approved by the General Subcommittee.

County	Urban Design Grade Widening Segments							
	County Average Urban Complete Grading Cost/Mile	Number of Segments	Miles	Range of Feet of Widening	Present Needs Cost	Proposed Needs Cost	Needs Increase	Average Proposed Grade Widen Cost/Mile
Carlton	\$137,000	2	0.84	8-16	\$23,382	\$106,615	\$83,233	\$126,923
Cook	94,000	2	0.25	11	7,232	24,106	16,874	96,424
Itasca	146,000	6	2.05	8-20	67,405	338,385	270,980	165,066
Pine	156,000	2	0.77	8-11	27,612	73,708	46,096	95,725
St.Louis	270,000	8	1.42	8-12	27,835	392,950	365,115	276,725
District 1 Totals		20	5.33	8-20	153,466	935,764	782,298	
Polk	146,000	1	0.23	18	6,835	19,704	12,869	85,670
Red Lake	166,000	1	0.07	16	1,862	3,983	2,121	56,900
District 2 Totals		2	0.30	16-18	8,697	23,687	14,990	
Benton	158,000	2	0.34	4	10,196	17,226	7,030	50,665
Cass	166,000	1	0.19	14	4,144	8,039	3,895	42,311
Todd	137,000	1	0.25	16	6,656	44,000	37,344	176,000
Wadena	141,000	1	0.25	20	9,045	31,328	22,283	125,312
District 3 Totals		5	1.03	4-20	30,041	100,593	70,552	
Becker	84,000	2	0.23	6-16	5,677	9,493	3,816	41,274
Clay	220,000	4	1.00	10-18	33,173	134,763	101,592	134,765
Douglas	186,000	4	1.99	4-24	47,907	273,385	225,478	137,379
Otter Tail	212,000	5	2.35	12-20	71,059	252,836	181,777	107,590
Traverse	159,000	1	0.10	16	3,075	13,500	10,425	135,000
District 4 Totals		16	5.67	6-24	160,891	683,979	523,088	

Urban Design Grade Widening Segments

County	County Average Urban Complete Grading Cost/Mile	Number of Segments	Miles	Range of Feet of Widening	Present Needs Cost	Proposed Needs Cost	Needs Increase	Average Proposed Grade Widen Cost/Mile
Anoka	230,000	6	5.46	4-32	\$288,183	\$1,828,123	\$1,539,940	\$334,821
Carver	136,000	13	4.18	4-24	129,389	182,890	53,501	43,754
Hennepin	403,000	88	43.67	4-34	2,198,545	10,156,185	7,957,640	232,567
Scott	205,000	1	0.46	14	9,318	21,025	11,707	45,707
District 5 Totals		108	53.77	4-34	2,625,435	12,188,223	9,562,788	
Dodge	238,000	2	0.90	16-20	30,648	42,084	11,436	46,760
Freeborn	155,000	3	0.82	5-12	19,897	48,421	28,524	59,050
Mower	204,000	2	0.27	4-6	4,328	18,039	13,711	66,811
Olmsted	227,000	1	0.81	28	34,084	258,039	223,955	318,567
Rice	307,000	1	0.17	12	6,557	46,809	40,252	275,347
Steele	181,000	2	0.43	4-8	12,780	110,830	98,050	257,744
District 6 Totals		11	3.40	4-28	108,294	524,222	415,928	
Brown	91,000	3	0.70	8-18	15,045	98,137	83,092	140,196
Cottonwood	145,000	1	0.24	18	7,134	34,406	27,272	143,358
Sibley	147,000	5	0.78	8-22	26,640	60,427	33,787	77,471
District 7 Totals		9	1.72	8-22	48,819	192,970	144,151	
Kandiyohi	210,000	1	0.12	6	2,184	14,216	12,032	118,467
Lyon	238,000	1	0.08	8	1,557	17,410	15,853	217,625
Yellow Medicine	188,000	2	0.35	18-20	12,958	19,455	6,497	55,586
District 8 Totals		4	0.55	6-20	16,699	51,081	34,382	
Dakota	231,000	18	13.16	6-48	467,385	1,098,375	630,990	83,463
Ramsey	395,000	17	9.11	4-28	255,969	2,557,217	2,301,248	280,704
Washington	213,000	6	3.03	48-52	36,798	207,218	170,420	68,389
District 9 Totals		41	25.30	4-52	760,152	3,862,810	3,102,658	
State Total		216	97.07	4-52	\$3,912,494	\$18,563,329	\$14,650,835	\$191,237

1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

County State Aid Maintenance Transfer

County	Transfers	30-Year Total 1958-1987	County	Transfers	30-Year Total 1958-1987
Carlton	1	\$20,839	Carver	1	\$20,000
Cook	4	128,598	Hennepin	5	575,219
Lake	4	115,000	Scott	3	75,000
Pine	6	311,194	District 5 Totals	9	670,219
St. Louis	3	853,000			
District 1 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
District 2 Totals	6	171,960	Steele	4	101,188
			Wabasha	2	33,714
Aitkin	9	245,000	District 6 Totals	18	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	Waseca	2	45,000
District 3 Totals	28	768,000	Watsonwan	3	124,000
			District 7 Totals	16	552,235
Big Stone	2	46,007			
Douglas	3	110,000	Lac Qui Parle	3	220,264
Pope	3	72,700	Lyon	1	48,110
Stevens	4	259,501	Meeker	4	58,236
Swift	1	40,000	Murray	3	104,000
Traverse	4	430,000	Renville	1	10,800
District 4 Totals	17	958,208	District 8 Totals	12	441,410
			STATE TOTALS		\$5,387,110

of Tranfers 124

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

1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

County State Aid Hardship Transfers

County	Transfers	30-Year Total 1958-1987	County	Transfers	30-Year Total 1958-1987
Cook	17	\$619,625	Big Stone	1	\$35,000
Koochiching	4	155,000	Grant	1	30,000
Lake	1	65,000	Mahnomen	15	223,000
Pine	11	534,600	Traverse	1	75,000
District 1 Totals	33	1,374,225	District 4 Totals	18	363,000
Beltrami	1	30,000	Fillmore	1	40,000
Clearwater	1	12,000	District 6 Totals	1	40,000
Hubbard	5	292,500	Watsonwan	1	40,000
Lake of the Woods	18	1,228,000	District 7 Totals	1	40,000
Norman	1	100,000	Lac Qui Parle	1	100,000
Pennington	1	20,000	Pipestone	1	75,000
Red Lake	1	44,000	District 8 Totals	2	175,000
Roseau	6	155,000	Chisago	1	30,000
District 2 Totals	34	1,881,500	Ramsey	1	75,000
Aitkin	18	1,025,000	District 9 Totals	2	105,000
Benton	5	100,000	STATE TOTALS		\$5,523,725
Cass	6	220,000			
Crow Wing	1	20,000	# of Transfers	128	
Kanabec	5	150,000			
Wright	2	30,000			
District 3 Totals	37	1,545,000			

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

1988 COUNTY SCREENING BOARD DATA

JUNE, 1988

Needs Adjustments for Variances Granted on CSAHs

The adjustments shown below are for those variances granted for which projects have been awarded prior to April 22, 1988 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee.

County -----	Project -----	Recommended 1988 Needs Adjustments -----
Becker	03-606-14	\$ 654,000
Beltrami	04-605-17	\$ 119,240
Beltrami	04-632-12	\$ 342,715
Fillmore	23-615-05	\$ 185,616
Hennepin	27-652-12	\$ 38,080
Hubbard	29-611-04	\$ 81,673
Koochiching	36-694-04	\$ 69,419
Lac Qui Parle	37-615-04	\$ 146,520
Murray	51-642-09	\$ 28,930
Pipestone	59-613-06	\$ 64,380
Ramsey	164-020-58	\$3,161,600

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 28 & 29, 1987

Meeting was called to order at 1:00 P.M. October 28, 1987 by Chairman Lee Amundson. Chairman Amundson requested that only delegates speak to an issue and that others receive approval from the respective District delegate before speaking to an issue. Mike Rardin assumed Secretary duties in Duane Blanck's absence.

Roll call of members:

Dick Hansen.....	St. Louis County.....	District 1.....	Present
Dave Olsonawski.....	Kittson County.....	District 2.....	Present
Duane Lorsung.....	Todd County.....	District 3.....	Present
Lee Amundson.....	Stevens/Traverse County.....	District 4.....	Present
Roger Gustafson.....	Carver County.....	District 5.....	Present
Mike Pinsonneault.....	Goodhue County.....	District 6.....	Present
Bob McPartlin.....	Waseca County.....	District 7.....	Present
Don Paulson.....	Yellow Medicine County.....	District 8.....	Present
Ken Weltzin.....	Ramsey County.....	District 9.....	Present

Chairman Amundson called for approval of the June 17th & 18, 1987 Screening Board minutes. Duane Lorsung moved and Dave Olsonawski second a motion to approve the minutes as distributed. Motion carried unanimously.

Chairman Amundson introduced the Mn/DOT Personnel from State-Aid in attendance:

Roy Hanson.....	Assistant State-Aid Engineer
Ken Hoeschen.....	Manager, County State-Aid Needs Unit
Ken Straus.....	Manager, Municipal State-Aid Needs Unit
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
Larry Hoben.....	District 7 State-Aid Engineer
John Hoeke.....	District 8 State-Aid Engineer
Elmer Morris.....	District 9 State-Aid Engineer

Chairman Amundson then introduced Art Tobkin, Clearwater County, General Subcommittee Chairman; Dave Everds, Dakota County, and Dick Skalicky, Steele County, members of the General Sub-Committee.

Chairman Amundson recognized others present:

Mike Rardin.....	Polk County.....	District 2 Alternate
Tom Richels.....	Wilkins County.....	District 4 Alternate
Neil Britton.....	Fillmore County.....	District 6 Alternate
Bob Witty.....	Martin County.....	District 7 Alternate
Tom Behm.....	Lyon County.....	District 8 Alternate
Dave Everds.....	Dakota County.....	District 9 Alternate
Herb Klossner.....	Hennepin County	

Duane Blanck resumed Secretary duties.

Chairman Amundson then asked Ken Hoeschen to lead the discussion of the Screening Board booklet of information related to the County State-Aid Highway system mileage, needs and apportionment.

Page 3 & Figure "A" - Comparison of 1986 to 1987 Basic Construction Needs

Ken went thru each of the effects of Needs changes on Figure A, including traffic count information on Pages 83 and 84. Duane Lorsung asked if in fact the 4-year Rural and 2-year Metro cycle is being attained in that there seems to be a delay in getting data to the counties. Ken Hoeschen stated the scheduling for actual counting indicates achieving the 4-year Rural cycle for 1988 and 1989, and the 2-year Urban cycle is being accomplished.

Pages 5 thru 7 - Restriction of 25-Year Construction Needs Change

Ken provided replacement pages for Pages 6 and 7 due to errors in the data for Lake and Traverse counties; he pointed out that there are five counties that have restrictions which are Anoka, Hennepin, Dakota, Ramsey and Renville counties. Ken Weltzin expressed concern about the harshness of the 20% tempering factor.

Page 8 - FAS Fund Balance Deductions

Ken noted that an error existed in the resolution: June 30th should read September 1st; balances listed are as of September 1st.

Pages 9 thru 12 - CSAH Fund Balance "Needs" Deductions

Roger Gustafson presented a proposed amendment to the current resolution as follows: after the first sentence insert the following sentence, "That for the computation of this deduction, reports of State-Aid contracts that have been received before September 1st by the District State-Aid Engineer for payment shall be considered as being encumbered and the construction balances shall be so adjusted."

Ken Weltzin commented on the balances and spoke in favor or support of being able to have balances without necessarily being penalized due to a number of factors over which counties have no control.

Mike Pinsonneault questioned if there in fact is any delay in the reporting that creates unnecessary deductions. Roy Hanson pointed out that the State-Aid Office telephoned each District State-Aid Engineer on September 1st to inquire of any contract status reports not yet received by the State-Aid Office and thus he felt there was no problem or delays causing undue deductions.

Pages 13 thru 15 - Special Resurfacing Projects

Ken reviewed the current Screening Board resolution and the totals being deducted. There were no comments. Roy Hanson passed on a request from District #3 for additional information as to number of projects each year.

Page 17 thru 27 - Comparison of 1984-86 Rural Design Grading to Needs Study Costs

Ken briefly reviewed the resolution dealing with grading cost adjustments. He provided replacement pages for Pages 20 and 27 due to an error in the Stearns County data (The cost factor should be positive in lieu of negative.). Ken pointed out that the State-wide average of the Construction costs is within 6% of the average Needs costs; no further discussion or comments.

Page 28 - Variance Adjustments

These adjustments were approved at the June meeting; no further discussion or comments.

Pages 29 thru 30 - Bond Account Adjustments

Ken noted a correction in the data for Yellow Medicine County: the 08-01-86 Bond Issue adjustment should read 400,000 in lieu of -0-.

Pages 31 thru 34 - After-the-Fact Needs

No questions were raised and no comments made.

Pages 35 thru 37 - Mill Levy Deductions

Don Paulson asked why the difference between Rural and Urban deduction rate; clarification was offered by several members in that this deals with the original State-Aid system philosophy of local effort and the average costs of maintaining a road system.

Page 39 & Figure D - Tentative 1988 Money Needs Apportionment

Ken reviewed Figure D in detail and further discussed the restricted Needs in response to certain questions; no further comments or discussion.

Pages 40 thru 42 - Recommendation to Commissioner of Transportation

Must be sent to the Commissioner by November 1st each year. Slight adjustments to the data are necessary due to other corrections already noted.

Pages 43 thru 46 - Tentative CSAH Apportionments

No discussion.

Pages 47 thru 49 - Comparison of 1987 to Tentative 1988 CSAH Apportionments

No questions were raised by the delegates. Ken advised that he has prepared tentative data without the 20% limitation factor as a matter of information.

Pages 50 thru 59 - History of Mileage Requests

No mileage requests were received for this meeting. A mileage issue concerning Hennepin County is identified on Pages 57 and 58 involving Hennepin County CSAH -62 and State TH -169 wherein joint designation exists. A question raised is if the portion of CSAH -62 also designated TH -169 should be part of the CSAH Needs Study.

Dick Hansen asked about dollar amounts of Needs being received by Hennepin County which information was provided by Ken; Needs to date (recently) have been minimal.

Roger Gustafson presented a letter from Hennepin County dated October 28, 1987 signed by County Engineer Vern Genzlinger. Herb Klossner, representing Hennepin County, summarized the letter reviewing the history of CSAH -62; he pointed out that Hennepin County is working with Mn/DOT to accept jurisdiction of CSAH -62 and desires to continue to draw Needs until such time that a transfer occurs.

Dick Hansen asked what the status of the legislative study dealing with this issue is; Herb responded that they did not know in that negotiations have broken down over a year ago.

Dave Olsonawski asked about drawing Needs on a road which is a trunk highway and expressed his beliefs that should not be. Herb advised that there is joint designation but that is not totally clear.

Other general questions were asked about joint designations. Comments of a general nature were expressed about a trunk highway corridor, Hennepin County's desire to transfer CSAH -62 to Mn/DOT, the need for clarification of such joint designations and particularly this one. Herb noted that the Minnesota County Highway Engineers Association last year supported the transfer of CSAH -62 to Mn/DOT jurisdiction.

Roy Hanson commented that no action was really necessary at this time in terms of an effect this year on Needs.

Pages 60 thru 81 - State Park Road Account

Ken briefly reviewed the law and advised the information included was received from the DNR.

Bob McPartlin asked if projects were to be approved as a package or on an individual project basis since his district questioned the validity of some of the projects. Duane Lorsung commented that District #3 questioned the Cottonwood and Murray counties project. McPartlin further commented about the lesser-type facilities involved with these projects rather than with more major facilities. Roger Gustafson commented regarding Subdivision 5 of Chapter 162.06 questioning the equalization deduction and how it applies to the Needs Study. Various comments and discussion about this matter followed. Ken H. advised that they have interpreted that aspect of the law as applying to Needs adjustment for a particular road. Additional general discussion followed regarding the State Park Road Account.

Pages 83 & 84 - CSAH 20-Year Traffic Projection Factors

Ken reviewed the data identifying 1985 and 1986 counts and noted the data also takes into consideration the change regarding System 70 counts of the metro area; he also advised a counting schedule would be available.

Pages 85 thru 90 - June Screening Board Minutes

No comments.

Page 91 - September General Sub-Committee Minutes

Ken advised there were three (3) matters referred to the Sub-Committee and each member addressed an issue. The first item, an annual adjustment procedure to the Urban Design Grading costs was assigned to Dick Skalicky. Data is being compiled to be reviewed during the winter, but it appears the basic approach will be to handle this the same as the Rural Design Grading cost adjustment. The second item, a method to determine widening needs for Urban Design segments, was assigned to Art Tobkin. Being considered is a method utilizing a dollar-per-foot of widening concept based on data available along with a review of current methods. The third item, non-reporting of work accomplished on the CSAH System with local funds was assigned to Dave Everds; a penalty system may be necessary as some sort of monitoring seems to be appropriate.

Bob McPartlin commented that his District thought that perhaps a "reward system" in lieu of a "penalty system" would be a better way to go but did not know for sure what the procedure would be.

Pages 92 thru 103 - History of Screening Board Resolutions

No discussion or comments.

Other Business

Roy Hanson noted Washington County's adjustment for a bridge and a resolution on Page 101 and asked if Needs should be drawn since a study indicated no bridge was needed. Elmer Morris, District #9 State-Aid Engineer, advised the study did conclude no bridge is needed at this time but it did not say no bridge is needed; it said by the Year 2000 a bridge would be needed. Dave Everds, Dakota County Engineer, commented further about the study Elmer referred to and emphasized the need for a bridge does exist. General discussion followed with various comments to better understand this matter and the validity of the bridge being in the Needs Study.

Meeting recessed at 3:25 P.M. on October 28, 1987 to 8:45 A.M. on October 29, 1987.

Chairman Amundson reconvened the meeting at 8:50 A.M. on October 29, 1987; he advised the meeting would proceed in similar manner to the previous day with Ken reviewing and action taken by the Screening Board as necessary. Ken handed out copies of the Traffic Count Schedule through 1991.

Page 3 & Figure "A" - Comparison of 1986 to 1987 Construction Needs

No comments or questions were raised; no action required.

Pages 5 thru 7 - Restriction of 25-Year Construction Needs Changes

Ken called attention to the corrected pages. No comments or questions were raised; no action required.

Page 8 - FAS Fund Balance Adjustments

No comments.

Pages 9 thru 12 - State-Aid Construction Fund Balance Adjustments

Roger Gustafson moved and Dick Hansen second a motion that the following sentence be added to the CSAH Fund Balances resolution, "That for the computation of this deduction, projects that have been received before September 1st by the District State-Aid Engineer for payment shall be considered as encumbered and the construction balances shall be so adjusted."

Mike Pinsonneault asked how long it typically takes to get from the District State-Aid Engineer to the State-Aid Office--generally 3 to 5 days was the response. Dave Olsonawski expressed that the existing resolution established necessary guidelines and questioned if any further language would really be helpful. Ken Weltzin believes this language would be helpful. Bob McPartlin spoke in support. Roy Hanson and Ken Hoeschen don't believe there is any problem and the motion would do little if anything to change existing procedures. Chairman Amundson suggested that this language is more clarification than anything else.

Motion carried unanimously by voice vote.

Pages 13 thru 15 - Special Resurfacing Projects

No comments.

Pages 17 thru 27 - Comparison of 1984-86 Rural Design Grading to Needs Study Costs

No comments.

Page 28 - Variance Adjustments

No comments.

Pages 29 thru 30 - Bond Account Adjustments

Ken noted the corrections; no other comments.

Pages 31 thru 34 - After-the-Fact Needs

No comments.

Pages 35 thru 37 - Mill Levy Deductions

No comments.

Page 39 & Figure "D" - Tentative 1988 Money Needs Apportionment

This includes the effect of the adjustments just discussed.

Pages 40 thru 42 - Recommendation to Commissioner of Transportation

Chairman Amundson advised that the recommendation would be executed at the conclusion of the meeting.

Pages 43 thru 49 - Tentative CSAH Apportionments and Comparison of 1987 to Tentative 1988 CSAH Apportionments

Ken commented again on the slight adjustments necessary due to the corrections noted previously.

Pages 50 thru 59 - History of Mileage Requests

Ken pointed out that there were no mileage requests but noted the Hennepin County issue on Pages 57 and 58. Much discussion followed.

Dick Hansen moved and Duane Lorsung second a motion to allow Hennepin County 50% Needs due to the 50-50 participation with Mn/DOT for this segment of CSAH -62. Bob McPartlin commented that for this year regardless of any action there would be no affect in apportionment due to restrictions of the 25-Year Needs. Ken Weltzin recommended support by the Minnesota County Highway Engineers Association in Hennepin County's efforts to effect a turnup. Mike Pinsonneault expressed concern and his belief that it should not be part of the Needs Study. Roger Gustafson pointed out that Hennepin County has been expending significant funds. Other various comments and questions were raised identifying the need to straighten out this issue.

Motion failed by voice vote.

Ken Weltzin moved and Bob McPartlin second a motion to recommend to the Minnesota County Highway Engineers Association Executive Committee to develop support for Hennepin County's efforts to revert this segment of CSAH -62 to Mn/DOT. Motion carried unanimously by voice vote.

Dave Olsonawski moved and Don Paulson second a motion to refer to the General Sub-Committee for review and study of this segment of CSAH -62/TH -169. Ken Weltzin asked what the Sub-Committee is going to do with this issue. Mike Pinsonneault expressed that he did not believe it was a good idea to just leave things hanging. Chairman Amundson suggested that the Sub-Committee review and report back by Fall 1988. Motion carried by voice vote.

Mike Pinsonneault moved and Bob McPartlin second a motion to request an Attorney General's opinion as to the jurisdiction of this segment of CSAH -62. Roger Gustafson suggested waiting until Spring 1988 for such a request. Herb Klossner expressed concern about any action which would result in any impediments to negotiations with Mn/DOT.

Dave Olsonawski offered a friendly amendment that an Attorney General's opinion not be requested until Spring 1988; this was acceptable to the maker. Bob McPartlin moved and Roger Gustafson second a motion to table this matter; motion to table carried by hand vote: 8 Yes, 1 No.

Bob McPartlin moved and Mike Pinsonneault second a motion that the Screening Board urges the Commissioner of Mn/DOT to resolve the jurisdictional issue of Hennepin County CSAH -62 and State Trunk Highway -169 and that the Screening Board believes that CSAH funds should not be expended on Trunk Highways.

Roger Gustafson moved to amend and Dick Hansen second a motion to delete the second part of the motion as to opinion. Motion to amend carried unanimously by voice vote.

Much discussion followed. Motion as amended carried unanimously by voice vote.

Pages 60 thru 81 - State Park Road Account

Ken commented on the fact that any projects using from the \$600,000 State Park Road Account must be approved by the Screening Board.

Bob McPartlin moved and Dave Olsonawski second a motion to act on individual projects. No discussion. Motion carried by voice vote.

Ken Weltzin moved and Bob McPartlin second a motion to accept the Anoka County project. No discussion. Motion carried unanimously by voice vote.

Bob McPartlin moved and Dave Olsonawski second a motion to deny the Mille Lacs County project. Bob McPartlin referred to spot improvements being authorized by the County Board in 1982 but none were done because apparently it wasn't important but now it is because of State money. Roy Hanson commented that it may not be important to the County but it is important to the DNR and this is DNR funds for which they establish their own program. Dave Olsonawski asked if there are any particular guidelines for what is a qualifying route for these projects and how does the Screening Board know that these projects satisfy the Law. Further discussion followed about the data supporting this project. Motion failed by hand vote: 3 Yes, 6 No.

Other discussion followed as to just what function the Screening Board is serving in this approval process. Expression was offered that if DNR is complying with the Law that the Screening Board is obligated to approve; DNR does not approve the plans per se but approves the funding portion.

Mine Pinsonneault moved and Dick Hansen second a motion to approve all the rest of the projects as submitted by the DNR. No discussion. Motion carried by voice vote.

Pages 83 & 84 - CSAH 20-Year Traffic Projection Factors

No comments.

Pages 85 thru 90 - June Screening Board Minutes

Minutes were approved on October 28, 1987. No further comments.

Page 91 - September General Sub-Committee Minutes

Art Tobkins, Chairman of the General Sub-Committee, pointed out the three matters which have been assigned to the Sub-Committee; no recommendations are made for action at this time in that recommendations on these three items are expected to be made Spring 1988. Chairman Amundson thanked Art and the Sub-Committee for their work on these matters.

Pages 92 thru 102 - History of Screening Board Resolutions

No comments.

Other Business

Dave Olsonawski moved and Ken Weltzin second a motion that an amount of \$422,588 (not to exceed 1/4 of 1% of the 1987 CSAH Apportionment sum of \$169,035, 460) shall be set aside from the 1988 CSAH Apportionment Fund and be credited to the Research Account. No discussion. Motion carried unanimously by voice vote.

Chuck Weichselbaum, District #5 State-Aid Engineer, as a matter of information noted the following: a) the Hennepin County CSAH -62 segment is an issue needing

to be resolved; b) Mn/DOT has a funding proposal based on a 5-point program defining the dollars required and equating to a per-gallon gas tax increase for a 12,000 mile trunk highway system.

Chairman Amundson advised that the MSA Screening Board has taken action recommending to the Commissioner of Mn/DOT that an additional staff person be employed to work solely on County/City cooperative agreements whose salary would be paid from the State-Aid Administrative Fund. The MSA Screening Board requests the CSAH Screening Board's support in this matter. Ken Weltzin moved and Roger Gustafson second a motion to support the MSA Screening Board's position and recommend same to the Minnesota County Highway Engineers Association Executive Committee. Motion carried unanimously by voice vote.

Roy Hanson, Assistant State-Aid Engineer, commented that the Combined Road Plan is in effect and is being reviewed by the District State-Aid Engineers for uniform compliance. He also noted that bridge bonding for under 20 feet will need the support of County Engineers.

Chairman Amundson recognized the efforts of the General Sub-Committee and particularly those of Art Tobkin; a hearty thank-you applause was extended by the Screening Board.

Chairman Amundson thanked the out-going (even District) representatives; a thank-you applause was extended by the Screening Board.

Chairman Amundson thanked the Board for the opportunity to serve as Chairman in that it has been a learning experience and a real honor and expressed his hope that in the future the Board will continue to function in a very positive, professional manner to keep a good system operating. A round of applause was extended by the Board.

Mike Pinsonneault moved and Dave Olsonawski second a motion to adjourn. Motion carried. Chairman Amundson declared the meeting adjourned at 12:05 P.M. October 29, 1987.

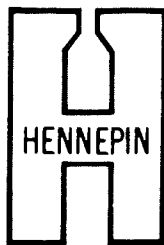
Respectfully submitted,

Duane A. Blanck

Duane A. Blanck

Crow Wing County

Screening Board Secretary



BUREAU OF PUBLIC SERVICE
A-2307 Government Center
Minneapolis, Minnesota 55487-0237



Phone (612) 348-4077

October 28, 1987

CSAH Screening Board and
all Minnesota County Engineers

Re: Crosstown Mileage

The State-Aid Office has introduced an issue in the Fall Screening Board Report regarding a section of Crosstown Highway in Hennepin County. We were surprised to discover this issue in the data book since the State Aid Office did not raise this issue in talks or other correspondence with Hennepin County, nor was the county informed in advance that this issue would be brought before the screening board in this fashion.

I feel compelled to reply and must present the full facts to the Screening Board and all county engineers.

HISTORY

The alignment of the Crosstown Highway was originally established in the late 1950's. In the early 1960's, as the time approached for construction of the segment between County Road 18 and TH 100, Mn/DOT approached the County with a request for a shared alignment of the Crosstown Highway and TH 169. At that time, the TH 169 alignment was on a diagonal that intercepted the proposed Crosstown alignment just east of County Road 18 and extended northeasterly to TH 100 at approximately 50th Street. Rather than developing the northeasterly diagonal as a separate major route, Mn/DOT developed a plan to share a common alignment with Crosstown Highway for the section between County Road 18 and TH 100. The existing TH 169 alignment southwest of the intersection with County Road 18 was to be reconstructed and the alignment shifted so that the merging of traffic lanes of Crosstown and TH 169 occurred at and west of the County Road 18 intersection. Mn/DOT offered to share the cost of constructing the road and bridges and to share equally in the cost of the subsequent maintenance.

At the time, it appeared as a win-win situation. It saved money for both agencies. Hennepin County was dedicated to the goal of constructing both the Crosstown Highway and County Road 18, and it seemed as though all we were doing was allowing Mn/DOT to put signing along our route.

HENNEPIN COUNTY

an equal opportunity employer

The joint section of freeway was constructed in four separate projects, which were let between the years 1961 to 1967. The projects were let and administered by Hennepin County with 50 percent participation by Mn/DOT. Hennepin County property taxes paid for all of the cost of the right-of-way. Property taxes also paid for a substantial amount of the County's share of construction costs, with the remainder coming from CSAH funds, Federal Aid and municipal participation for work involving city streets. The total cost for this section came to \$8,014,500, with the following breakdown for revenue sources: Hennepin County property taxes - \$3,184,081; State-Aid - \$724,768; Mn/DOT and other cost participation - \$2,880,857; and Federal Aid - \$1,224,794.

After the last contract was let for construction of the new road, Mn/DOT turned the old TH 169 alignment back to Hennepin County. Because this route was deficient, it was put on the list for turnback funds and a project was subsequently let in 1971. While it was on the turnback funding list, it didn't qualify for needs or needs apportionment. Since the reconstruction in 1971, it has been drawing only resurfacing needs except for a 845 foot section on the northeast end, which qualifies for widening needs.

ANALYSIS

Hennepin County received needs on this section of CSAH 62 only for the period of years between the inception of the CSAH program in 1958 until the time of the various contract awards, which ranged from 1961 to 1967.

Since 1967, the only needs we have received for this section of Crosstown have been for resurfacing and reshoulder. In the 1986 Needs Study, the total needs allowed on this section were \$328,794, which represents the cost of additional surfacing and reshoulder. The amount of actual apportionment earned by this section under the money-needs apportionment in 1987 was approximately \$4,450. Under the mileage apportionment, the road earned \$4,462, for a total of \$8,912.

The total average annual cost of maintaining this section of Crosstown over the past 5 years was \$61,680, with Hennepin County and Mn/DOT splitting the costs 50-50.

CURRENT STATUS

The traffic volumes on CSAH 62 have grown far beyond original estimates. Current volumes on this section of road range from 71,000 to 74,000 vehicles per day. In 1986, Hennepin County has submitted needs requests for six-lane needs on several portions of Crosstown Highway, including the section in question. Our focus in recent years has been to transfer these routes to State jurisdiction. If that transfer had taken place, this would be a dead issue. But we have been unsuccessful in making this transfer.

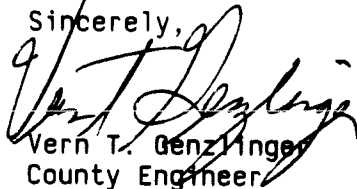
RECOMMENDATION

The simplest and most desirable solution from my standpoint, would be to transfer jurisdiction of the Crosstown Highway and County Road 18 to Mn/DOT to be placed on the trunk highway system. Hennepin County has attempted for the past ten years to transfer both of these freeways to state jurisdiction. Mn/DOT has repeatedly refused to accept them despite increased concessions from Hennepin County. A law was passed in 1985 which specifically permits the transfer of these freeways to Mn/DOT in exchange for certain trunk highways which would be turned back to Hennepin County. Two years later, we still don't have an agreement for the transfer. In 1987, legislation was drafted by Hennepin County for a unilateral transfer of County Road 18 and Crosstown Highway to Mn/DOT, but the bills never got out of the transportation committees.

Some have recommended that we simply inform Mn/DOT that CSAH rules do not allow a joint designation of this type and that we are notifying them that we are turning over full jurisdiction of this section of road to them. While we may approach Mn/DOT on this subject, we are bound by legal agreements entered into in good faith and cannot abandon them.

Hennepin County continues to work with MnDOT to accept jurisdiction of CSAH's 18 and 62 as endorsed by the Minnesota County Highway Engineers Association in 1987. Until such time as the transfer occurs, however, it is my position that CSAH 62 be included in the needs study as requested.

Sincerely,



Vern T. Genzlinger
County Engineer

VTG:meh

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
January 27, 1988

Members Present: Dave Everds, Chairman - Dakota County
Dick Skalicky - Steele County
Dennis Berend - Otter Tail County

Others in Attendance: Ken Hoeschen - State Aid, MN/Dot

The meeting was called to order by Chairman Everds at 7:15 A.M. on January 27, 1988 at Craguns Conference Center.

The first item presented was the Hennepin CSAH 62/TH 169 dual designation situation. The Screening Board asked the Subcommittee to review this situation and report back by the Fall, 1988 Screening Board meeting. After reviewing the dual designation and going over some of the comments and discussion from the October, 1987 Screening Board meeting the Subcommittee requested State Aid to secure any existing agreements between Hennepin County and Mn/DOT concerning this road and to send copies to the Subcommittee. Further action may take place at the next meeting.

The Subcommittee then discussed the urban design grade widening study. A summary of each county's reporting was presented by State Aid. The Subcommittee decided to review this data and to defer any recommendation till the next meeting.

Ken Hoeschen then presented several urban design grading cost comparisons using available 1987 projects. The Subcommittee reviewed the information briefly but didn't take any action. They decided to review the comparisons individually and to discuss the subject further at the next meeting.

The next meeting was tentatively scheduled for mid-March. The meeting was adjourned at 8:40 A.M.

Respectfully submitted,



Ken Hoeschen
Acting Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
APRIL 15, 1988

Members Present: Dave Everds, Chairman - Dakota County
 Dick Skalicky - Steele County
 Dennis Berend - Otter Tail County

Others in Attendance: Ken Hoeschen - State Aid, Mn/Dot
 Roy Hanson - State Aid, Mn/Dot

The meeting was called to order by Chairman Everds at 9:30 A.M. on April 15, 1988 in Room 419 of the Mn/DOT Building.

The first item for discussion was the unit prices to be recommended to the County Screening Board for use in the 1988 CSAH needs study.

A map showing each county's five year average gravel base unit price data was presented by State Aid. This data included all rural and urban design project information and was produced using the same procedure that was used in 1987. The Subcommittee discussed the large changes from last year's prices and then approved the recommendation of the 1988 gravel base unit prices as shown. They also directed that a copy of this map be sent to each county engineer as soon as possible.

After reviewing the data presented the Subcommittee further recommended using the increment method to determine each county's bituminous base, bituminous surface, gravel surface, gravel shoulders and rural design subbase unit prices. Briefly, the increment method involves applying the difference between the 1987 state average unit price of gravel base and the 1987 state average unit price of each of the other items to each county's individually determined gravel base unit price.

For urban design subbase, the Subcommittee recommends using a unit price the same as gravel base. The reason for this being that the use of the increment method would result in each county's urban design subbase price being \$1.72 higher than their gravel base price. This seemed unrealistic to the Subcommittee.

For concrete surface, the Subcommittee recommends using the 1987 Mn/DOT average prices in the following manner:

Rural Design - 90% Reg. 8"(\$11.53) + 10% Irr. 8"(\$14.22) = \$11.80

Urban Design - 30% Reg. 9"(\$11.94) + 70% Irr. 9"(\$16.15) = \$14.89

The Subcommittee also recommends using \$3.25 as a cubic yard price for urban design grading if the new Urban Design Grade Widening Cost Study is not approved.

For the other miscellaneous unit prices (i.e. storm sewer, removal items, bridges, etc.) the Subcommittee generally agrees with those prices recommended by Mn/DOT or in some cases the MSAS Subcommittee. The one area where they differ is on bridge widening. The County Subcommittee recommends staying at the old price of \$100 per square foot rather than increasing to \$120.

All of the unit price recommendations will be shown individually in the Screening Board Report.

The Subcommittee then reviewed the data previously presented relative to a comparison of urban design complete grading costs (needs vs. construction). The Subcommittee discussed the rural design grading comparison procedure in detail. They agreed to recommend the adoption of an urban design complete grading cost comparison and adjustment procedure similar to the rural. Since the regular account can be spent on any part of the CSAH system, the Subcommittee recommends that the adjustment resulting from the urban grading comparison should be made to the regular account.

The subject of adding the value of recycled bituminous material when this material is used in conjunction with deep strength projects was introduced and discussed by the Subcommittee. The consensus of the Subcommittee was to leave the procedure as is and not to add the value of the recycled bituminous to the cost of these type projects. Some of the reasons were:

- 1) The counties have already had the cost of removing the salvaged bituminous included in the grading cost comparison.
- 2) The salvaged material involved is already included in the plan quantities.
- 3) Only seven counties submitted projects from the last five years which had used salvaged bituminous in the base reconstruction.
- 4) In some cases the reporting submitted resulted in "double dipping" when the needs unit delved into the projects to determine final costs.

The Hennepin CSAH 62/TH 169 common designation was next on the agenda. The Subcommittee spent considerable time reviewing the many aspects involved in this situation. An agreement is presently being worked on between Mn/DOT and Hennepin County relative to a swap of mileage which would include this section. The Subcommittee is confident that this agreement will be

finalized by the date of the Screening Board meeting. Therefore, no further action by the Subcommittee was deemed necessary at this time.

The final item for discussion was urban design grade widening needs. In October, 1987 the Screening Board directed that each county submit estimated grading costs for all CSAH segments which had urban design grade widening needs. They were submitted to the respective District State Aid Engineer, reviewed by him, and sent to State Aid in St. Paul. The results of this reporting were summarized and presented to the Subcommittee in January, 1988. The Subcommittee reviewed the reporting and even though, in some cases, some widening costs greatly exceed the average complete urban grading costs in a county, they are recommending approval of the grade widening costs. However, they would like the District State Aid Engineers, at their next meeting, to review all urban design grade widening costs submitted state wide. They were informed that the next District State Aid Engineers' meeting will be held in early May.

The Subcommittee will be requested to attend the Screening Board meeting in June. The meeting was adjourned at 2:15 P.M.

Respectfully submitted,



Ken Hoeschen,
Acting Secretary

CURRENT RESOLUTIONS OF THE
COUNTY SCREENING BOARD

January, 1988

BE IT RESOLVED:

ADMINISTRATIVE

Improper Needs Report - Oct. 1961 (Rev. Jan. 1969)

That the Office of State Aid and the District State Aid Engineer be requested to recommend an adjustment in the needs reporting whenever there is reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Board with a copy to the county engineer involved.

Type of Needs Study - Oct. 1961 (Rev. June 1965)

That the Screening Board shall, from time to time, make recommendations to the Commissioner of Transportation as to the extent and type of needs study to be subsequently made on the County State Aid Highway System consistent with the requirements of law.

Appearance at Screening Board - Oct. 1962

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment Amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the Commissioner of Transportation through proper channels. The Commissioner shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons to appear before the Screening Board for discussion purposes.

Construction Cut Off Date - Oct. 1962 (Rev. June 1983)

That for the purpose of measuring the needs of the County State Aid Highway System, the annual cut off date for recording construction accomplishments based upon the project letting date shall be December 31.

Screening Board Vice-chairman - June 1968

That at the first County Screening Board meeting held each year, a Vice-chairman shall be elected and he shall serve in that capacity until the following year when he shall succeed to the chairmanship.

Screening Board Secretary - Oct. 1961

That, annually, the Commissioner of Transportation may be requested to appoint a secretary, upon recommendation of the County Highway Engineers' Association as a non-voting member of the County Screening Board for the purpose of recording all Screening Board actions.

Research Account - Oct. 1961

That the Screening Board annually consider setting aside a reasonable amount of County State Aid Highway Funds for the Research Account to continue local road research activity.

Annual District Meeting - Oct. 1963 (Rev. June 1985)

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.

General Subcommittee - Oct. 1986

That the Screening Board Chairman appoint a Subcommittee to annually study all unit prices and variations thereof, and to make recommendations to the Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years, and representing the north (Districts 1, 2, 3 and 4), the south (Districts 6, 7 and 8) and the metro area (Districts 5 and 9) of the state. Subsequent terms will be for three years.

NEEDS ADJUSTMENTS

Deficiency Adjustment - Oct. 1961 (Rev. June 1965)

That any money needs adjustment made to any county within the deficiency classification pursuant to Minnesota Statutes Chapter 162.07, Subdivision 4, shall be deemed to have such money needs adjustment confined to the rural needs only, and that such adjustment shall be made prior to computing the Municipal Account allocation.

Minimum Apportionment - Oct. 1961 (Latest Rev. Dec. 1966)

That any county whose total apportionment percentage falls below .586782, which is the minimum percentage permitted for Red Lake, Mahnomen and Big Stone Counties, shall have its money needs adjusted so that its total apportionment factor shall at least equal the minimum percentage factor.

Fund to Townships - April 1964 (Rev. June 1965)

That this Screening Board recommend to the Commissioner of Transportation, that he equalize the status of any county allocating County State Aid Highway Funds to the township by deducting the township's total annual allocation from the gross money needs of the county for a period of twenty-five years.

Bond Adjustment - Oct. 1962 (Latest Rev. Oct. 1985)

That a separate annual adjustment shall be made in total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.181 for use on State Aid projects except bituminous overlay or concrete joint repair projects. That this adjustment, which covers the amortization period, which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

FAS Fund Balances - Oct. 1973 (Latest Rev. June 1985)

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 September 1 of the current year.

County State Aid Construction Fund Balances - May 1975
(Latest Rev. October 1987)

That, for the determination of County State Aid Highway 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.

That, for the computation of this deduction, projects that have been received before September 1 by the District State Aid Engineer for payment shall be considered as being encumbered and the construction balances shall be so adjusted.

Rural Grading Cost Adjustment - Oct. 1968 (Latest Rev. Oct. 1985)

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. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. Oct. 1985)

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 or lesser 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.

Trunk Highway Turnback - June 1965 (Latest Rev. June 1977)

That any Trunk Highway Turnback which reverts directly to the county and becomes part of the State Aid Highway System shall not have its construction needs considered in the money needs apportionment determination as long as the former Trunk Highway is fully eligible for 100 percent construction payment from the County Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation of the county imposed by the Turnback shall be computed on the basis of the current year's apportionment data and the existing traffic, and shall be accomplished in the following manner:

Existing ADT Turnback Maintenance/Mile/2 Lanes

0 - 999 VPD Current mileage apportionment/mile

1,000 - 4,999 VPD 2 X current mileage apportionment/mile

For every additional

5,000 VPD Add current mileage apportionment/mile

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial Turnback adjustment, when for less than 12 full months, shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of the Turnback maintenance per mile in apportionment funds for each month, or part of a month, that the county had maintenance responsibility during the initial year.

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per mile shall be added to the annual money needs. This needs adjustment per mile shall produce sufficient needs apportionment funds so that when added to the mileage apportionment per mile, the Turnback maintenance per mile prescribed shall be earned for each mile of Trunk Highway Turnback on the County State Aid Highway System. Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the County Turnback Account payment provisions, or at the end of the calendar year during which the period of

eligibility for 100 percent construction payment from the County Turnback Account expires. The needs for these roadways shall be included in the needs study for the next apportionment.

That Trunk Highway Turnback maintenance adjustments shall be made prior to the computation of the minimum apportionment county adjustment.

Those Turnbacks not fully eligible for 100 percent reimbursement for reconstruction with County Turnback Account funds are not eligible for maintenance adjustments and shall be included in the needs study in the same manner as normal County State Aid Highways.

MILEAGE

Mileage Limitation - Oct. 1961 (Latest Rev. June 1986)

That any request, after July 1, 1966, by any county for County State Aid Highway designation, other than Trunk Highway Turnbacks, or minor increases due to construction proposed on new alignment, that results in a net increase over the county's approved apportionment mileage for the preceding year shall be submitted to the Screening Board for consideration. Such request should be accompanied by supporting data and be concurred on by the District State Aid Engineer. All mileage requests submitted to the County State Aid Highway Screening Board will be considered as originally proposed only, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted through the Office of State Aid. The Screening Board shall review such requests and make its recommendation to the Commissioner of Transportation. If approved, the needs on mileage additions shall be submitted to the Office of State Aid for inclusion in the subsequent year's study of needs.

Revisions in the County State Aid Highway System not resulting in an increase in mileage do not require Screening Board review.

Mileage made available by an internal revision will not be held in abeyance for future designation.

Mileage made available by reason of shortening a route by construction shall not be considered as designatable mileage elsewhere.

That any additions to a county's State Aid System, required by State Highway construction, shall not be approved unless all mileage made available by revocation of State Aid roads which results from the aforesaid construction has been used in reducing the requested additions.

That in the event a County State Aid Highway designation is revoked because of the proposed designation of a Trunk Highway over the County State Aid Highway alignment, the mileage revoked shall not be considered as eligible for a new County State Aid Highway designation.

That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county.

That, whereas, former Municipal State Aid street mileage located in municipalities which fell below 5,000 population under the 1980 Federal census, is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said former M.S.A.S.'s shall not create eligible mileage for State Aid Designation on other roads in the county.

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 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.

TRAFFIC

Traffic Projection Factors - Oct. 1961 - (Latest Rev. June, 1987)

That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles from the last four traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any

specific segments where conditions warrant, with the approval of the District State Aid Engineer.

Because of the limited number of CSAH's counted in the metro area under a "System 70" procedure used in the mid-1970's, those "System 70" count years shall not be used in the least squares traffic projection. Count years which show representative traffic figures for the majority of their CSAH system will be used until the "System 70" count years drop off the twelve year minimum period mentioned previously.

Minimum Requirements - Oct. 1963 (Rev. June 1985)

That the minimum requirements for 4 - 12 foot traffic lanes be established as 5,000 projected vehicles per day for rural design and 7,000 for urban design. Traffic projections of over 20,000 vehicles per day 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.

ROAD NEEDS

Method of Study - Oct. 1961 (Rev. Nov. 1965)

That, except as otherwise specifically provided, the Manual of Instruction for Completion of Data Sheets shall provide the format for estimating needs on the County State Aid Highway System.

Soil - Oct. 1961 (Latest Rev. June 1985)

Soil classifications established using a U.S. Soil Conservation Service Soil Map must have supporting verification using standard testing procedures; such as soil borings or other approved testing methods. A minimum of ten percent of the mileage requested to be changed must be tested at the rate of ten tests per mile. The mileage to be tested and the method to be used shall be approved by the District State Aid Engineer.

Soil classifications established by using standard testing procedures, such as soil borings or other approved testing methods, shall have one hundred percent of the mileage requested to be changed tested at the rate of ten tests per mile.

All soil classification determinations must be approved by the District State Aid Engineer.

Unit Costs - Oct. 1961 (Rev. Nov. 1965)

That the unit costs for base, surface and shouldering quantities obtained from the 5-Year Average Construction Cost Study and approved by the Screening Board shall be used for estimating needs.

Design - Oct. 1961 (Latest Rev. June 1982)

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

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

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

Grading - Oct. 1961 (Rev. Nov. 1965)

That all grading costs shall be determined by the county engineer's estimated cost per mile except for urban design where the cost is computed using estimated quantities and unit prices.

Rural Design Grade Widening - June 1980

That rural design grade widening needs be limited to the following widths and costs:

Feet of Widening

Needs Cost/Mile

4 - 8 Feet 50% of Average Complete Grading Cost/Mile

9 - 12 Feet 75% of Average Complete Grading Cost/Mile

Any segments which are less than 4 feet deficient in width shall be considered adequate. Any segments which are more than 12 feet deficient in width shall have needs for complete grading.

Storm Sewer - Oct. 1961 (Rev. Nov. 1965)

That storm sewer mains may be located off the County State Aid Highway if, in so doing, it will satisfactorily accommodate the drainage problem of the County State Aid Highway.

Base and Surface - June 1965 (Rev. June 1985)

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 shall be 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.

Construction Accomplishments - June 1965 (Latest Rev. Oct. 1983)

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

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

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

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

Special Resurfacing Projects - May 1967 (Latest Rev. Oct. 1985)

That any county using non-local construction funds for special bituminous resurfacing or concrete joint repair projects shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.

Items Not Eligible For Apportionment Needs - Oct. 1961 (Latest Rev. June 1985)

That Adjustment of Utilities, Miscellaneous Construction, or Maintenance Costs shall not be considered a part of the Study of Apportionment Needs of the County State Aid Highway System.

Right of Way - Oct. 1979

That for the determination of total needs, proposed right-of-way widths shall be standardized in the following manner:

	<u>Projected ADT</u>	<u>Proposed R/W Width</u>
Proposed Rural Design -	0 - 749	100 Feet
	750 - 999	110 Feet
	1,000 & Over (2 Lane)	120 Feet
	5,000 & Over (4 Lane)	184 Feet

	<u>Proposed Roadbed Width</u>	<u>Proposed R/W Width</u>
Proposed Urban Design -	0 - 44 Feet	60 Feet
	45 & Over	Proposed Roadbed Width + 20 Feet

Also, that the total needs cost for any additional right of way shall be based on the estimated market value of the land involved, as determined by each county's assessor.

Forest Highways and State Park Access Roads - Oct. 1961
(Latest Rev. June 1985)

That for the determination of needs for those County State Aid Highways which are designated as a part of the Forest Highway System or are state park access roads, the appropriate standards documented in the "Rules for State Aid Operations" shall be used.

Loops and Ramps - May 1966

That any county may include the cost of loops and ramps in the needs study with the approval of the District State Aid Engineer.

BRIDGE NEEDS

Bridge Widening - April 1964 (Latest Rev. June 1985)

That the minimum bridge widening be 4 feet.

Bridge Cost Limitations - July 1976 (Rev. Oct. 1986)

That the total needs of the Minnesota River bridge between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference shall be added to the 25-year needs of the respective counties for a period of 15 years.

AFTER THE FACT NEEDS

Bridge Deck Rehabilitation - Dec. 1982 (Latest Rev. Oct. 1986)

That needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

Right of Way - June 1984 (Latest Rev. Oct. 1986)

That needs for Right-of-Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made by the County and shall be comprised of actual monies paid to property owners. Only those Right of Way costs actually incurred by the county will be eligible. Acceptable justification of R/W purchases will be copies of the warrants paid to the property owners. It shall be the County Engineer's responsibility to submit said justification in the manner prescribed to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

Traffic Signals, Lighting, Retaining Walls, and Sidewalk - June 1984 (Latest Rev. Oct. 1986)

That needs for Traffic Signals, Lighting, Retaining Walls, and Sidewalk (as eligible for State Aid participation) on County State Aid Highways 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. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

VARIANCES

Variance Subcommittee - June 1984

That a Variance Subcommittee be appointed to develop guidelines for use in making needs adjustments for variances granted on County State Aid Highways.

Guidelines for Needs Adjustments on Variances Granted - June 1985

That the following guidelines be used to determine 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 and 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.