

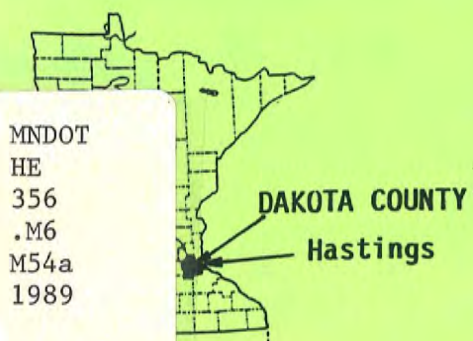
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1989 County Screening Board Data



MISSISSIPPI RIVER BRIDGES - HASTINGS

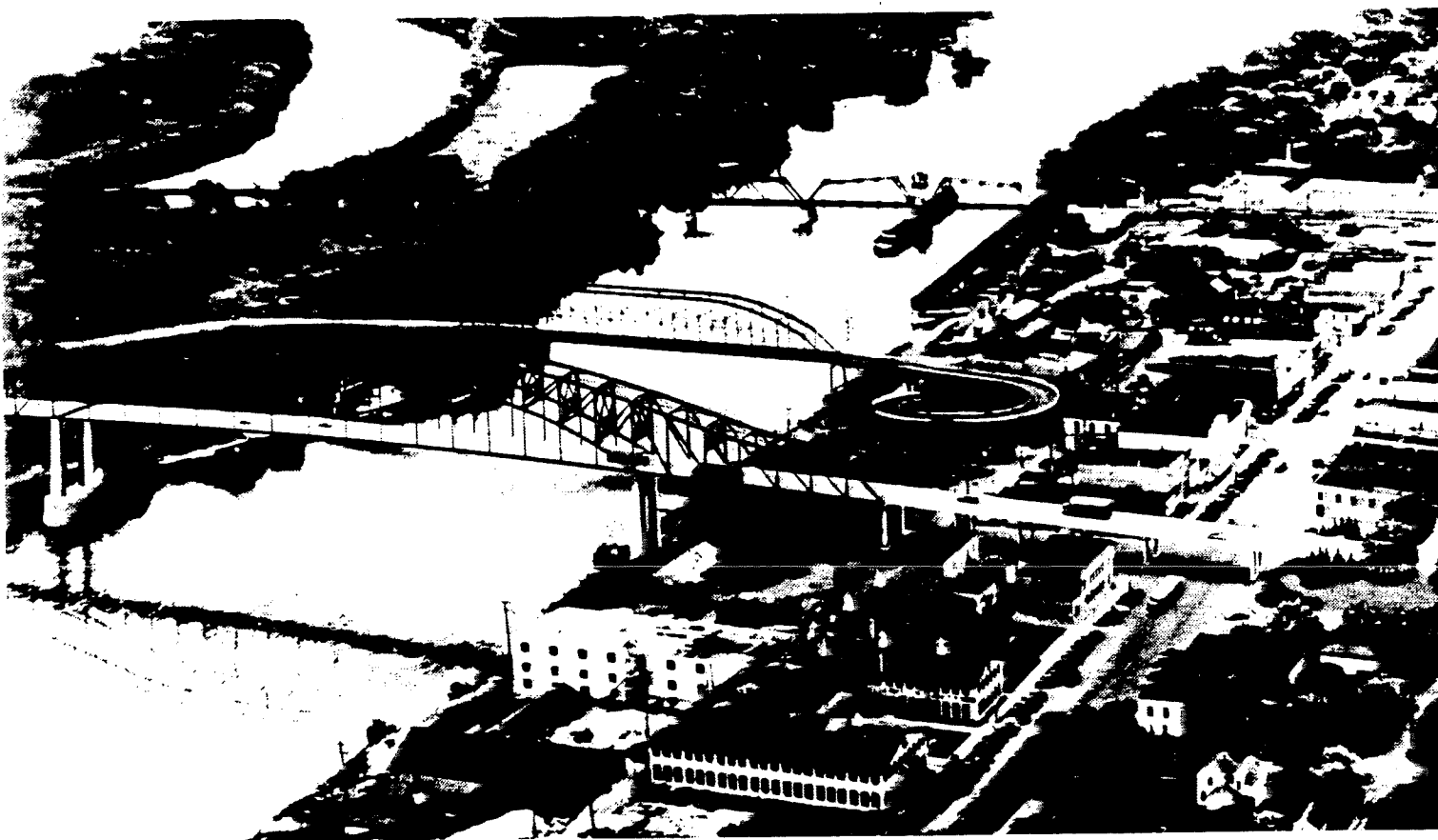
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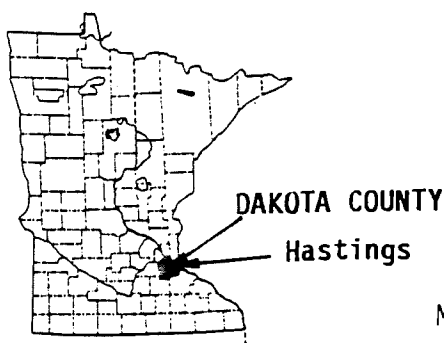
June 1989

1989 County Screening Board Data



MISSISSIPPI RIVER BRIDGES - HASTINGS

Circa 1950



MINNESOTA DEPARTMENT OF TRANSPORTATION

June 1989

(as of 5/1/89)

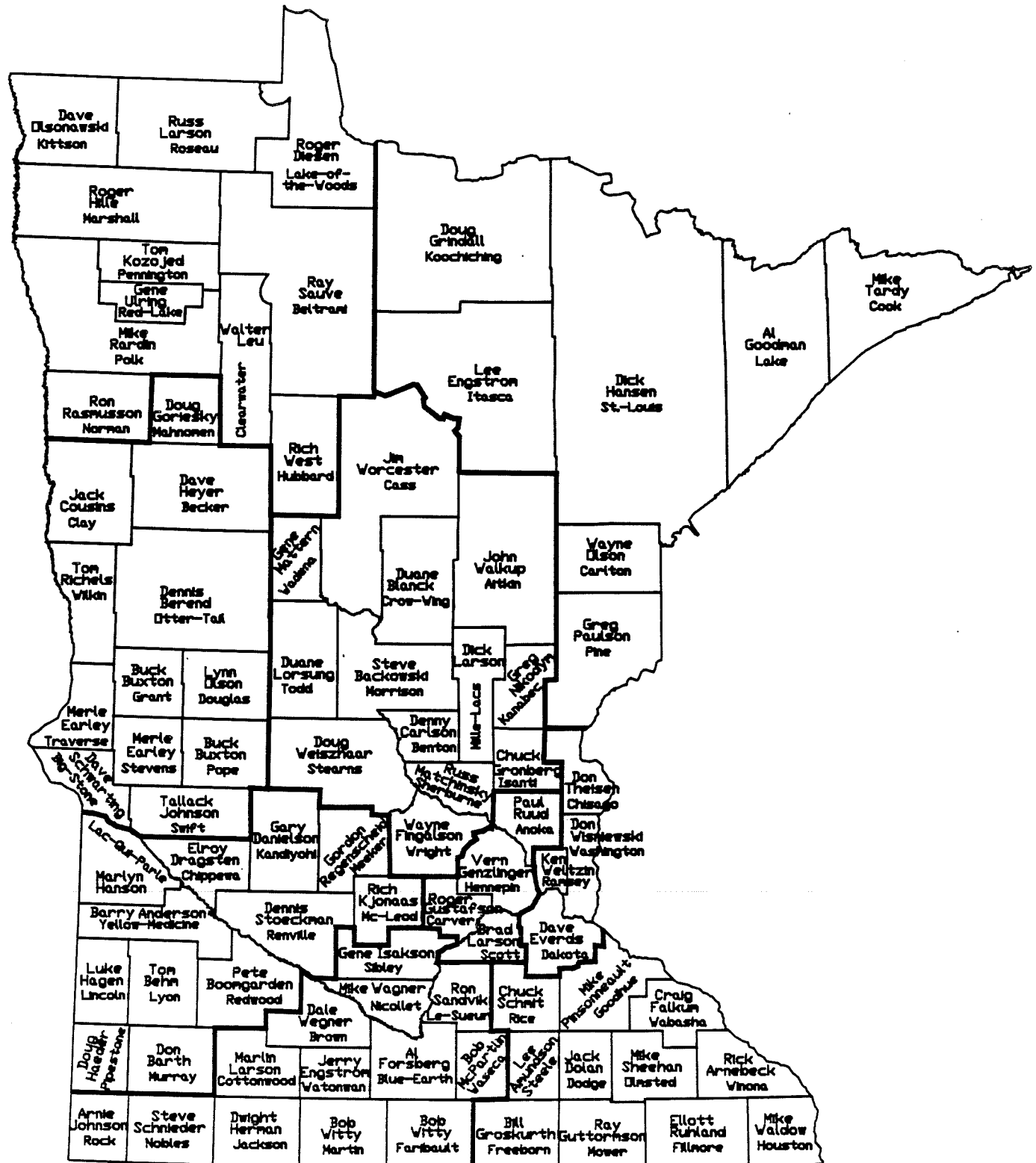


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TO BE PRESENTED AT THE JUNE 14-15, 1989 MEETING

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1989 COUNTY SCREENING BOARD

Al Goodman	(89-90) - Lake County	- District 1
Mike Rardin, Chairman	(88-89) - Polk County	- District 2
Gene Mattern	(89-90) - Wadena County	- District 3
Tom Richels	(88-89) - Wilkin County	- District 4
Vern Genzlinger	(89-90) - Hennepin County	- District 5
Rick Arnebeck	(88-89) - Winona County	- District 6
Bob Witty	(89-90) - Faribault/Martin Counties	- District 7
Tom Behm	(88-89) - Lyon County	- District 8
Dave Everds	(89-90) - Dakota County	- District 9
Duane Blanck (Secretary)	- Crow Wing County	

1989 SCREENING BOARD ALTERNATES

Lee Engstrom	- Itasca County	District 1
Roger Hille	- Marshall County	District 2
John Walkup	- Aitkin County	District 3
Tallack Johnson	- Swift County	District 4
Brad Larson	- Scott County	District 5
Mike Sheehan	- Olmsted County	District 6
Arnie Johnson	- Rock County	District 7
Doug Haeder	- Pipestone County	District 8
Don Theisen	- Chisago County	District 9

1989 CSAH GENERAL SUBCOMMITTEE

Dave Everds, Chairman	(June, 89) - Dakota County
Bill Groskurth	(June, 90) - Freeborn County
Dennis Berend	(June, 91) - Otter Tail County

1989 CSAH MILEAGE SUBCOMMITTEE

Roger Gustafson, Chair.	(Oct. 89) - Carver County
Duane Lorsung	(Oct. 90) - Todd County
Gene Isakson	(Oct. 91) - Sibley County

CSAH VARIANCE SUBCOMMITTEE (STANDING)

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

1989 COUNTY SCREENING BOARD DATA

JUNE, 1989

Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1989 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 1983 construction projects and added the 1988 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1984 through 1988, are the basic source of information for compiling the data used for computing the recommended 1989 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 1988 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 meeting held April 27, 1989 are included in the "Reference Material" section of this report. Dave Everds, chairman of the General Subcommittee and Roger Gustafson, chairman of the Mileage Subcommittee will attend the Screening Board meeting to review and explain the recommendations of their respective groups.

1989 COUNTY SCREENING BOARD DATA

JUNE, 1989

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

(Base on State Averages from 1978-1988)

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.

1989 COUNTY SCREENING BOARD DATA
JUNE, 1989

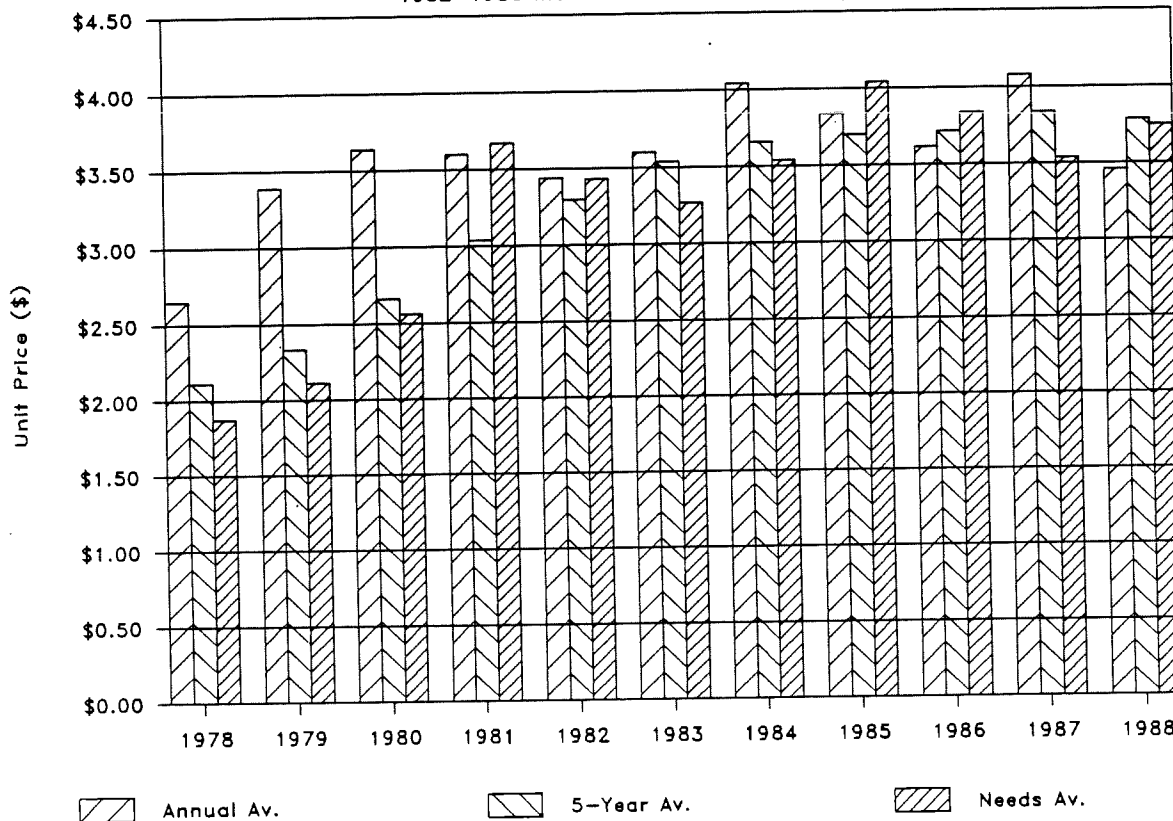
TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4

1982-1988 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
1988	1,007,982	3,487,420	3.46	3.79	3.75

Trend of CSAH Unit Prices-Subbase 3-4

1982-1988 Includes Rural & Urban Proj.



1989 COUNTY SCREENING BOARD DATA
JUNE, 1989

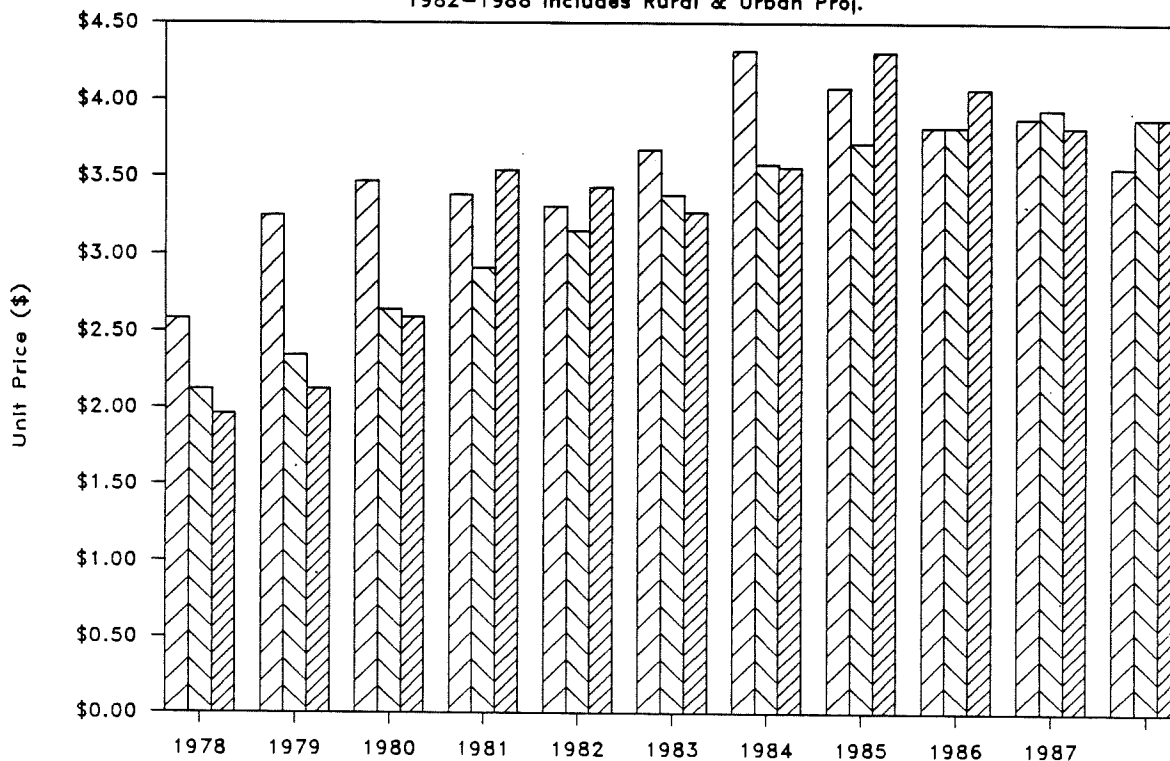
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6

1982-1988 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	\$2.58	\$2.12	\$1.96
1979	2,115,430	6,885,598	3.25	2.34	2.12
1980	1,468,830	5,099,343	3.47	2.64	2.59
1981	1,840,881	6,218,533	3.38	2.91	3.54
1982	2,467,051	8,167,357	3.31	3.15	3.43
1983	1,938,168	7,113,486	3.67	3.38	3.27
1984	1,862,681	8,042,583	4.32	3.58	3.56
1985	2,574,482	10,479,018	4.08	3.72	4.31
1986	2,298,971	8,783,496	3.82	3.82	4.07
1987	2,856,606	11,084,646	3.88	3.94	3.82
1988	3,431,852	12,214,660	3.56	3.88	3.88

Trend of CSAH Unit Prices—Base 5 & 6

1982-1988 Includes Rural & Urban Proj.



Annual Av.



5-Year Av.



Needs Study Av.

1989 COUNTY SCREENING BOARD DATA
JUNE, 1989

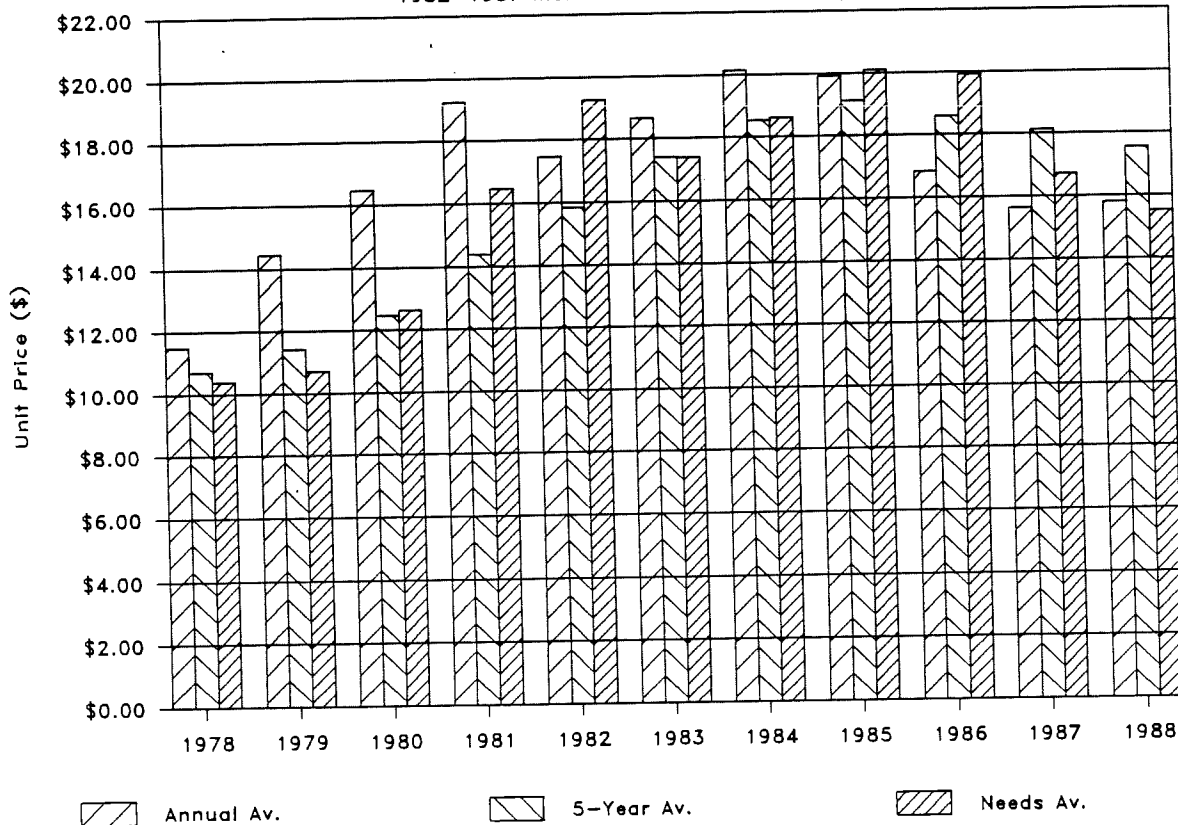
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331

1982-1988 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
1988	2,645,480	41,786,879	15.79	17.55	15.51

Trend of CSAH Unit Prices - Bit. 2331

1982-1987 Includes Rural & Urban Proj.



1989 COUNTY SCREENING BOARD DATA
JUNE, 1989

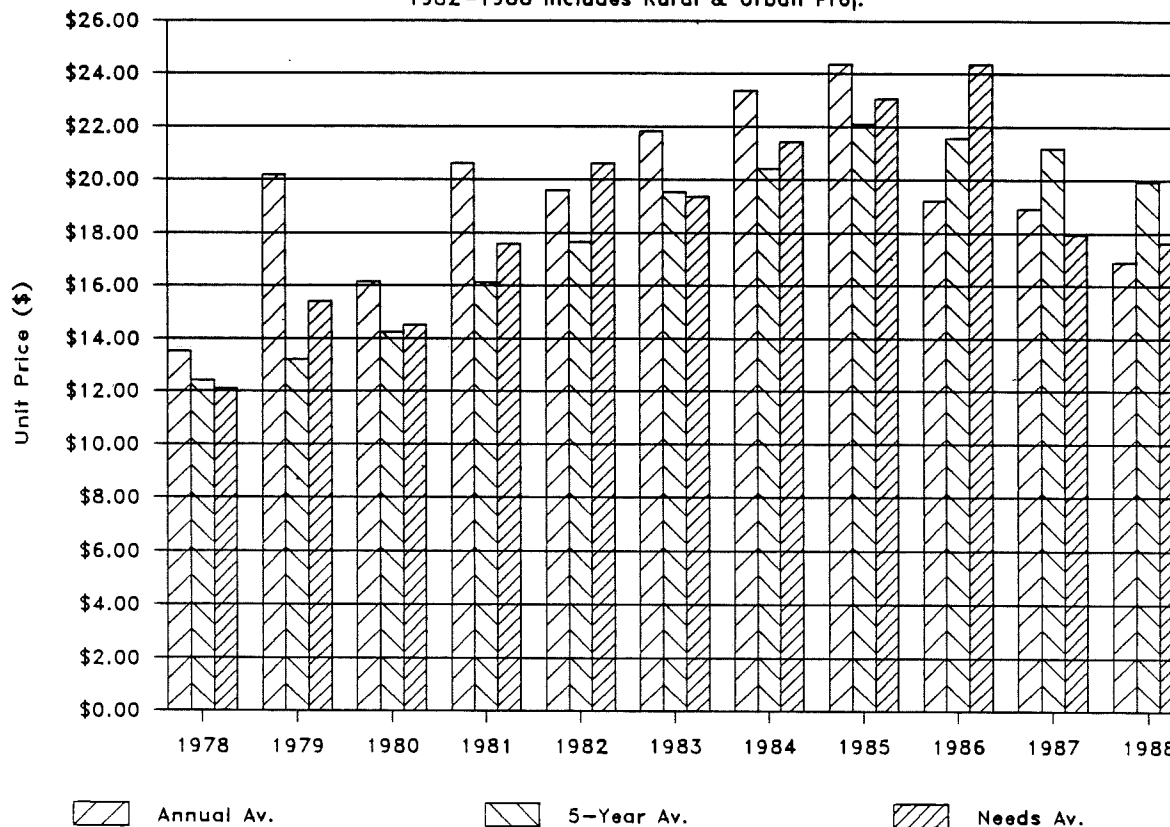
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341

1982-1988 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	\$13.52	\$12.41	\$12.11
1979	64,840	1,308,883	20.18	13.20	15.41
1980	87,488	1,413,751	16.16	14.24	14.52
1981	63,541	1,310,395	20.63	16.13	17.58
1982	191,268	3,749,375	19.60	17.66	20.63
1983	146,503	3,199,774	21.84	19.54	19.39
1984	172,277	4,028,081	23.39	20.42	21.44
1985	223,479	5,451,659	24.39	22.10	23.06
1986	258,737	4,976,856	19.24	21.58	24.39
1987	299,548	5,666,289	18.92	21.19	17.95
1988	356,034	6,023,837	16.92	19.96	17.64

Trend of CSAH Unit Prices - Bit. 2341

1982-1988 Includes Rural & Urban Proj.



1989 COUNTY SCREENING BOARD DATA
JUNE, 1989

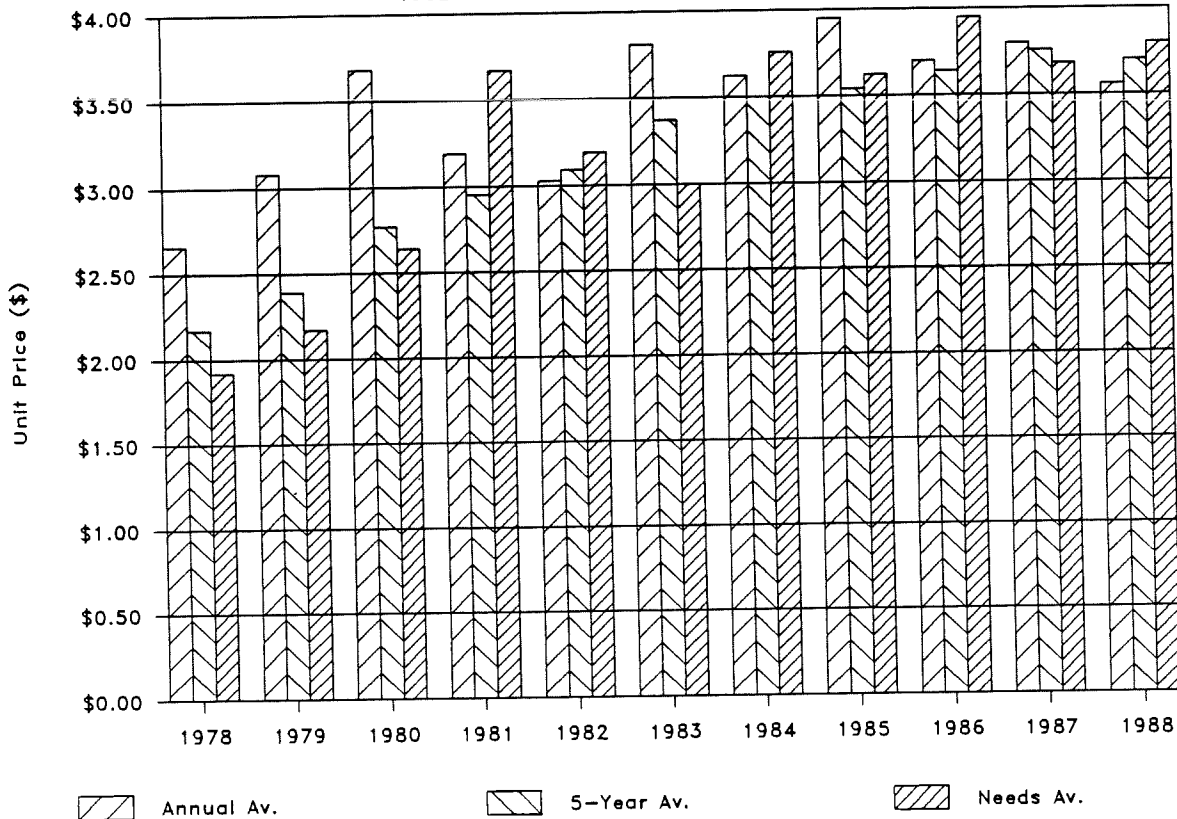
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

1982-1988 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
1988	393,828	1,403,295	3.56	3.70	3.80

Trend of CSAH Unit Prices Gr.Surf. 2118

1982-1988 Includes Rural & Urban Proj.



1989 COUNTY SCREENING BOARD DATA
JUNE, 1989

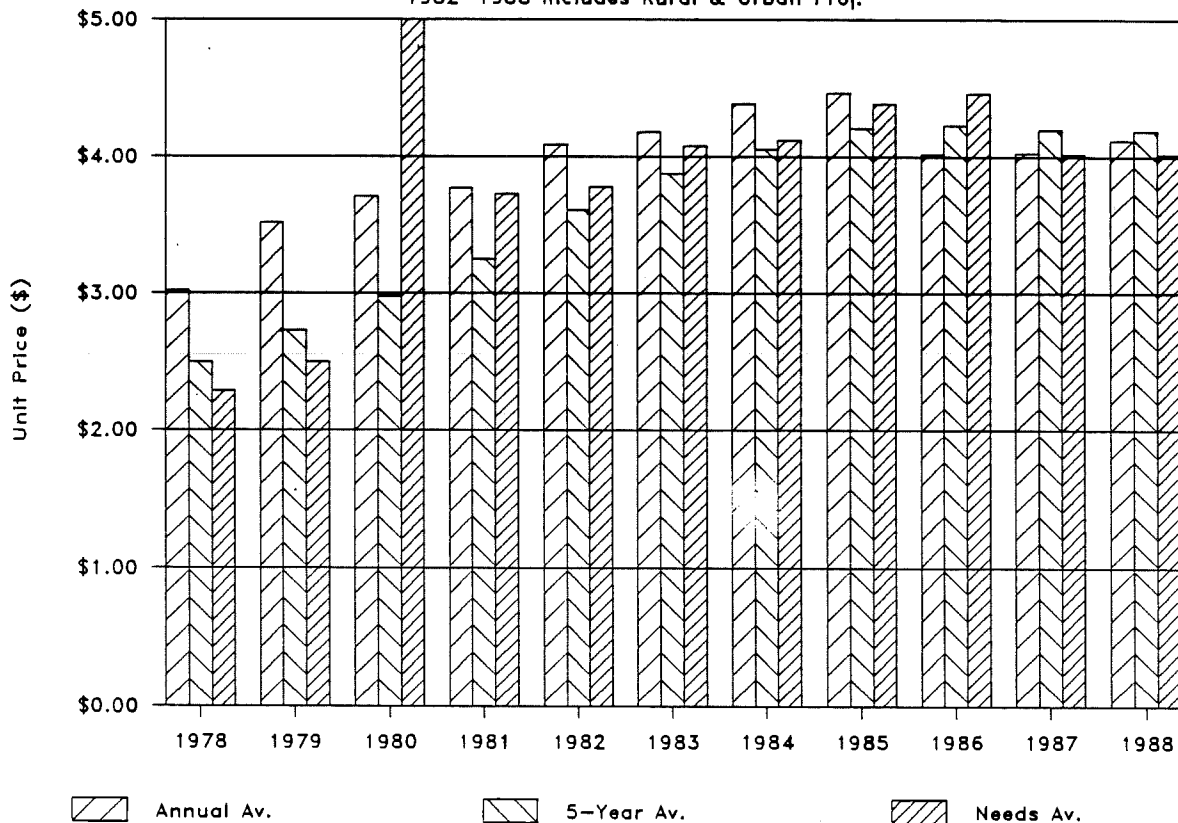
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

1982-1988 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	\$2.50	\$2.29
1979	641,380	2,255,009	3.52	2.73	2.50
1980	528,325	1,963,507	3.71	2.98	5.00
1981	606,762	2,287,661	3.77	3.25	3.73
1982	760,901	3,111,555	4.09	3.61	3.78
1983	838,572	3,504,333	4.18	3.88	4.08
1984	812,267	3,565,540	4.39	4.06	4.12
1985	988,140	4,411,565	4.47	4.21	4.39
1986	1,097,504	4,415,374	4.02	4.23	4.46
1987	1,118,628	4,506,428	4.03	4.20	4.02
1988	1,068,084	4,402,450	4.12	4.19	4.02

Trend of CSAH Unit Prices Gr.Shld. 2221

1982-1988 Includes Rural & Urban Proj.



NOTES & COMMENTS

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1989 COUNTY SCREENING BOARD DATA
JUNE, 1989

1989 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1988 CSAH needs study gravel base unit price, the gravel base data in the 1984-1988 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1989. 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 27, 1989 meeting to determine the 1989 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 subbase material from that county's five-year average unit price study is added to the gravel base material to equal 50,000 tons, and a weighted average unit price inflated by the proper factors is determined.

If a county has less than 50,000 tons of combined gravel base and subbase material in 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, the Subcommittee Chairman, will attend the Screening Board meeting to discuss their recommendations.

1989 COUNTY SCREENING BOARD DATA
JUNE, 1989

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

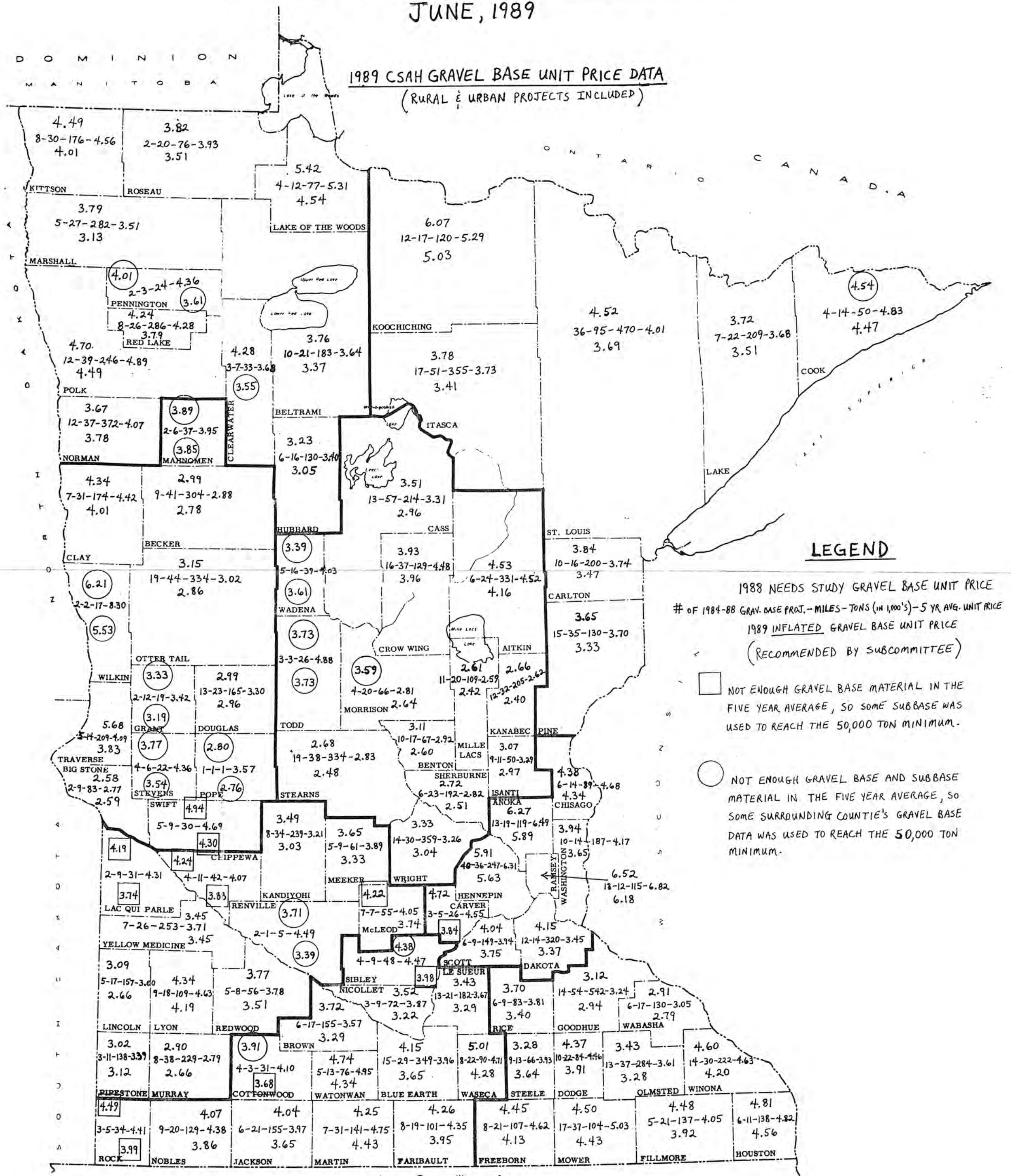
Year	Quantity	Cost	Annual Average	Inflation Factor
1984	1,862,681	\$8,042,583	\$4.32	\$3.56/\$4.32 = 0.82
1985	2,574,482	\$10,479,018	\$4.07	\$3.56/\$4.07 = 0.87
1986	2,298,971	\$8,783,496	\$3.82	\$3.56/\$3.82 = 0.93
1987	2,856,606	\$11,084,646	\$3.88	\$3.56/\$3.88 = 0.92
1988	3,431,852	\$12,214,660	\$3.56	

Subbase Base - #2211 Class 3 - 4

Year	Quantity	Cost	Annual Average	Inflation Factor
1984	645,084	\$2,605,291	\$4.04	\$3.46/\$4.04 = 0.86
1985	729,577	\$2,804,858	\$3.84	\$3.46/\$3.84 = 0.90
1986	801,779	\$2,904,511	\$3.62	\$3.46/\$3.62 = 0.96
1987	1,015,708	\$4,147,919	\$4.08	\$3.46/\$4.08 = 0.85
1988	1,007,982	\$3,487,420	\$3.46	

In order to reflect current prices in the 1984-1988 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate inflation factor.

1989 COUNTY SCREENING BOARD DATA
JUNE, 1989



1989 COUNTY SCREENING BOARD DATA

JUNE, 1989

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

The following tabulation of roadway construction prices shows the average unit prices in the 1988 C.S.A.H. needs study, the 1984-1988 C.S.A.H. five-year average unit prices, the 1988 average and the Subcommittee's recommended unit prices for use in the 1989 needs study.

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

1989 COUNTY SCREENING BOARD DATA

JUNE, 1989

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

Construction Item	1988 CSAH Needs Study Average	1984-1988 CSAH 5-Year Construction Average	1988 CSAH Construction Average	1989 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
<u>Rural & Urban Design</u>				
Grav. Base Cl 5 & 6/Ton	\$3.88	\$3.88	\$3.56	*
<u>Rural Design</u>				
Subbase Cl 3 & 4/Ton	\$3.75	\$3.61	\$3.41	G.B. - \$ 0.15
Bit.Base & Surf. 2331/Ton	15.51	17.39	15.53	G.B. + 11.97
Bit.Surf. 2341/Ton	17.64	18.77	16.15	G.B. + 12.59
Con.Surf. 2301/Sq.Yd.	11.80	---	(11.80)	11.80
			.(1987-Mn/DOT)	
Gravel Surf. 2118/Ton	3.80	3.69	3.55	G.B. - 0.01
Gravel Shldr. 2221/Ton	4.02	4.18	4.11	G.B. + 0.55
<u>Urban Design</u>				
Subbase Cl 3 & 4/Ton	\$3.88	\$5.35	4.75	G.B.
Bit.Base & Surf. 2331/Ton	17.68	19.81	18.34	G.B. + 14.78
Bit.Surf. 2341/Ton	24.90	24.39	19.26	G.B. + 15.70
Con.Surf. 2301/Sq.Yd.	14.89	---	(14.89)	14.89
			(1987-Mn/DOT)	

* 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.

1989 COUNTY SCREENING BOARD DATA

JUNE, 1989

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

The following report lists the miscellaneous unit prices used in the 1988 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 meeting on April 27, 1989 which are printed in the "Reference Material" section of this booklet.

1989 COUNTY SCREENING BOARD DATA

JUNE, 1989

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

Construction Item	1989 CSAH Needs Study Average	Prices Recommended For 1989 By MSAS Subcommittee or Mn/Dot	1989 CSAH Unit Price Recommended by CSAH Subcommittee
<u>Other Urban Design</u>			
Storm Sewer - Complete/Mi.	\$196,000	\$196,000	\$196,000
Storm Sewer - Partial/Mi.	62,000	62,000	62,000
Curb & Gutter Const./Lin.Ft.	6.00	5.50	5.50
<u>Bridges</u>			
0-149 Ft.Long/Sq.Ft.	\$42.00	\$45.00	\$45.00
150-499 Ft.Long/Sq.Ft.	47.00	50.00	50.00
500 Ft. & Longer/Sq.Ft.	56.00	60.00	60.00
Widening/Sq.Ft.	100.00	100.00	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
<u>Railroad Protection</u>			
Signs	\$300	\$300	\$300
Signals	65,000	70,000	70,000
Signals & Gates	95,000	99,000	99,000

This image shows a full page of a handwriting practice worksheet. It features multiple sets of horizontal dashed lines spaced evenly down the page, providing a guide for letter height and placement. The background is plain white, and there are no other markings or text present.

M I L E A G E

R E Q U E S T S

* * * * *

Lotus-2.01-3(Criteria)

1989 COUNTY SCREENING BOARD DATA
JUNE, 1989

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.

1989 COUNTY SCREENING BOARD DATA

JUNE, 1989

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								10.42		12.46
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

Approved by the County Engineers' Screening Board

Total
Miles
Requested
& Approved
To Date

[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						3.50		20.86
Sherburne		5.42										5.42
Sibley	1.50											1.50
Stearns	0.08	0.70		3.90								4.68
Steele		1.55										1.55
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

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
Washington	2.33 *		0.40	0.33		1.33				8.05		12.44
Watsonwan			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	23.47	0.00	407.03

* Some Trunk Highway Turnback Mileage

DATE : March 22, 1989
 TO : Manager, State Aid Needs Unit - Ken Hoeschen - 420
 FROM : John J. Hoeke District State Aid Engineer
 SUBJECT : Request for Approval of a System Revision
 (XXXXXX) (County) of Chippewa

Attached is a request and supporting data for the revision to the State Aid System. The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

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

Comments: The proposed change will require .05 increase in CSAH mileage. The realignment of CSAH 16 provides a better intersection to CSAH 15 and also provides a direct connection to TH 212. There will be a payback for the .4 mile revoked on CSAH 16. Construction is tentatively planned for 1991.

RECOMMENDED APPROVAL OR DENIAL:

John J. Hoeke
District State Aid Engineer

3-22-89

Date

RECOMMENDED APPROVAL OR DENIAL:

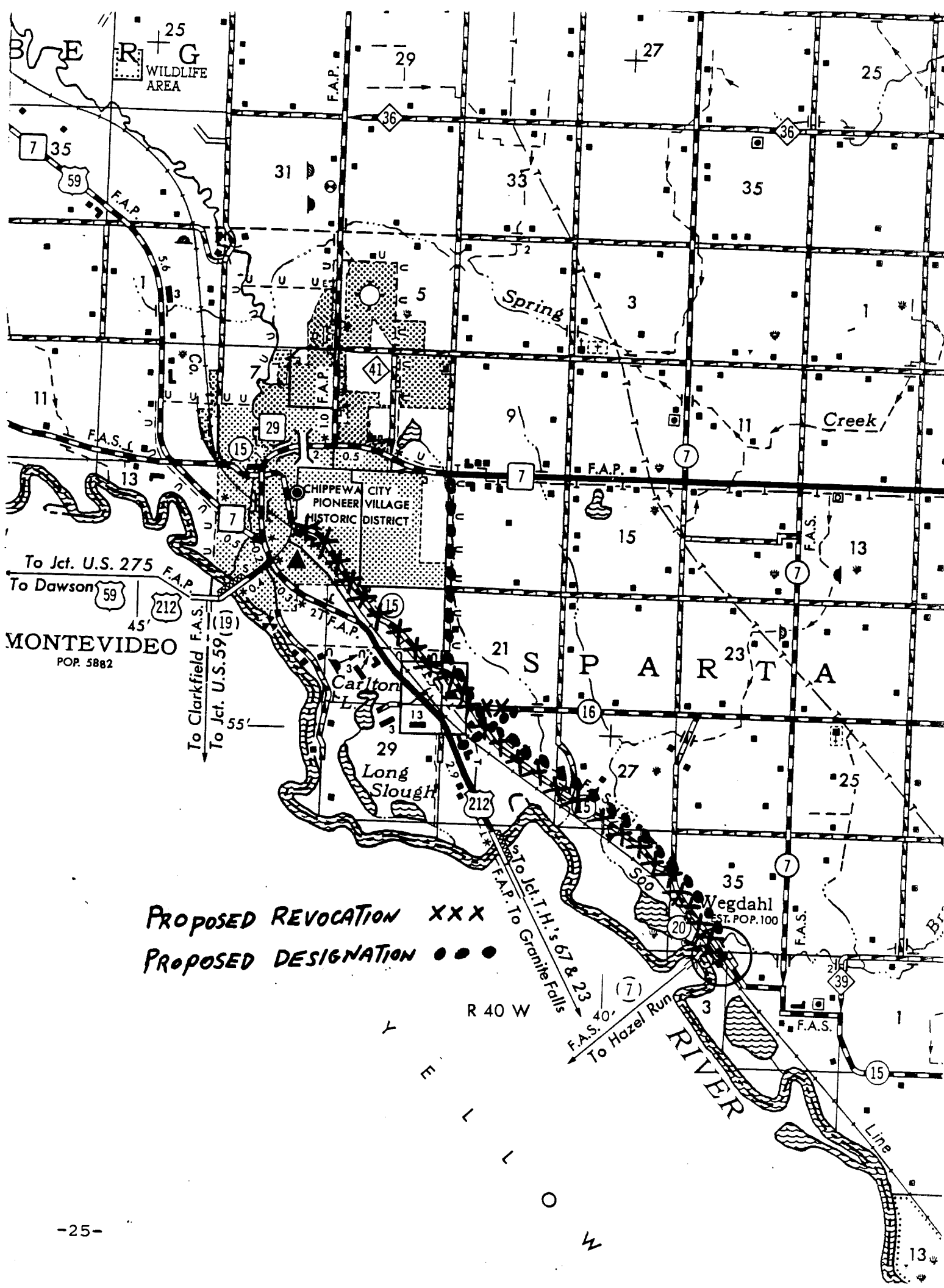
Manager, State Aid Needs Unit

Date

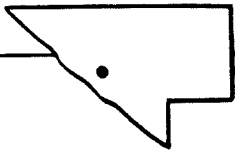
APPROVAL OR DENIAL:

State Aid Engineer

Date



PROPOSED REVOCATION xxx
PROPOSED DESIGNATION . . .



CHIPPEWA COUNTY HIGHWAY DEPARTMENT

ELROY DRAGSTEN, ENGINEER

COURTHOUSE

MONTEVIDEO, MINNESOTA 56265

Route 2 Box 61E

TELEPHONE 612-289-2151

February 6, 1989

John Hoeke
District State Aid Engineer
Minnesota Department of Transportation
Box 768
Willmar, MN 56201

RE: Proposed CSAH Mileage Changes

Dear Mr. Hoeke:

Chippewa County requests the following changes be made to our County State Aid System. These changes will result in the addition of 0.05 mile to our CSAH System.

Revoke

CSAH 15 from 1st Street in Montevideo to River Street in Wegdahl	5.31 miles
CSAH 16 from Jct. CSAH 15 to 0.4 mile East	0.40 miles

Designations

CSAH 15 from TH 7 to River Street in Wegdahl	5.08 miles
CSAH 16 from TH 212 to 0.4 mile East Jct. CSAH 15	0.68 mile

The City of Montevideo, Montevideo School Superintendent, Sparta Township Board and a coalition of farmers have requested that Chippewa County relocate CSAH 15 and extend CSAH 16 to provide a route from TH 7 to TH 212 around the south and east side of Montevideo for the following reasons:

1. Relieve congestion on TH 7 beltline.
2. Provide a direct route for farm trucks to elevators on TH 212.
3. Provide better access to high school.

Very truly yours,

Elroy Dragsten
Chippewa County Highway Engineer

ED:bj

**MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD**

Date: Spring, 1989
Subcommittee: Roger Gustafson, Carver County (Chairman)
Duane Lorsung, Todd County
Gene Isakson, Sibley County
Request: Chippewa County Mileage Addition

PROPOSED SYSTEM REVISION(S)

. Designations	1) <u>CSAH 15 (TH 7 to RIVER ST)</u>	+	<u>5.08</u>	Mile(s)
	2) <u>CSAH 16 (TH 212 to 0.4 M E. of CSAH 15)</u>	+	<u>0.68</u>	Mile(s)
	3) _____	+	_____	Mile(s)
. Revocations	1) <u>CSAH 15 (1ST ST to RIVER ST)</u>	-	<u>5.31</u>	Mile(s)
	2) <u>CSAH 16 (CSAH 15 to 0.4 MILES E)</u>	-	<u>0.40</u>	Mile(s)
	3) _____	-	_____	Mile(s)
				<hr/>
Total Addition				+ <u>0.05</u> Mile(s)

REVIEW RESOURCES

 X Road Tour (April 17, 1989)
 X County Engineer's Request Cover Letter
 X TH, CSAH, CR, MSAS Systems Map(s)
 X Functional Classification Map(s)
 Comprehensive Transportation Plan(s)
 X Traffic Map(s) and Data
 Construction "Needs" of System Revision
 X Anticipated Construction Program
 X Recommendation(s) of District State Aid Engineer
 X Conference with DSAE (April 17, 1989)
 X Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

1. It is the opinion of the mileage subcommittee that the proposed route does meet the criteria for a CSAH.
2. The segment of CSAH 15 between TH 7 and 1st Street was discussed as a possible revocation. After gaining a better understanding of the TH, CSAH, and MSAS systems in Montevideo and after considering the length of roadway involved, revocation of this segment does not appear appropriate at this time.
3. It appears to the mileage subcommittee that the proposed CSAH revision provides a positive response to area transportation needs and provides a positive enhancement to the CSAH system.

RECOMMENDATION TO THE SCREENING BOARD

 X RECOMMEND APPROVAL

The mileage subcommittee recommends approval of the Chippewa County request for 0.05 mile of additional CSAH.

 RECOMMEND DENIAL

[illegible]

DATE : December 16, 1988
 TO : Manager, State Aid Needs Unit
 FROM : John J. Hoeke District State Aid Engineer
 SUBJECT : Request for Approval of a System Revision
 (Municipality) (County) of Lincoln

Attached is a request and supporting data for the revision to the State Aid System. The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles		Comments: Redesignation of CSAH routes to in place County Roads
Available		with higher traffic counts is practical. Bituminous surfacing
Revoked		on these routes will make additional traffic increases. The
Requested		redesignation does increase the CSAH mileage; therefore, it will
Balance		be necessary for approval from the County Screening Committee.

Enc: Ltr. dated December 14, 1988 and City/County Map.

RECOMMENDED APPROVAL OR DENIAL: John J. Hoeke
 District State Aid Engineer

12/16/88
 Date

RECOMMENDED APPROVAL OR DENIAL: _____
 Manager, State Aid Needs Unit

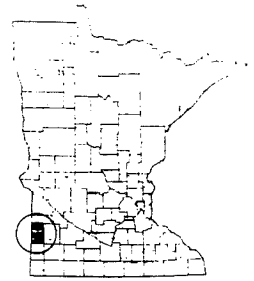
 Date

APPROVAL OR DENIAL: _____
 State Aid Engineer

 Date

LINCOLN COUNTY HIGHWAY DEPARTMENT

Post Office Box 97
IVANHOE, MINNESOTA 56142



Luthard M. Hagen, P.E.

Engineer's Office 507-694-1464
Maintenance Office 507-694-1730

December 14, 1988

Mr. J.J. Hoeke:
District State Aid Engineer
Mn/DOT
Box 768
Willmar, MN 56201

RE: Proposed CSAH Mileage Changes

Dear Mr. Hoeke:

Lincoln County requests the following changes to be made in our County State Aid Highway System.

The following are roads to be revoked from State Aid designation:

1. CSAH 13
From the West County (State) Line to CSAH 1
Segment length: 1.50 miles
2. CSAH 15
From the West County (State) Line to CSAH 1
Segment length: 1.60 miles
3. CSAH 20
From the West County (State) Line to CSAH 1
Segment length: 1.60 miles

The following roads are requested to be added to our County State Aid System:

1. County Road 119 from CSAH 21 to TH 14 (New CSAH 21)
Segment length: 0.35 miles 1985 ADT: 380 estimated

This route would tie the stub end of CSAH 21 within the City of Lake Benton to Trunk Highway 14. This roadway provides access to the County Park, ski hill, Lake Benton School sports field and provides a through route for business. This segment would be built to suburban or rural standards with an estimated 1985 ADT of 380 vehicles per day.

2. County Road 137 (New CSAH 13) from the West County (State) Line to CSAH 1
Segment length: 1.50 miles 1985 ADT: 45

This route will tie between CSAH 1 and TH 14 in South Dakota. The west end of CR 137 is connected to Brookings County Road 32. There is a 1.5 mile length in each County for a 3 mile total length to tie into TH 14 which leads directly into Brookings, South Dakota.

This is a major connection for the farming area as well as for commuting for jobs and business.

Brookings County Road is classified as a minor collector along with the Lincoln County Road.

This route is tentatively being planned with Brookings County, South Dakota for regrading and bituminous surfacing.

3. County Road 131 (New CSAH 14) from the West County (State) Line to CSAH 1
Segment length: 1.60 miles 1985 ADT: 100

This route will begin at Brookings County Road 35 and end at CSAH 1. The residential development along the lake as well as recreation and business interests has changed the roadway characteristics. A Frontage road has been developed along part of the roadway to reduce traffic hazards and dust. Contact has been made with Brookings County, South Dakota for regrading and bituminous surfacing of our 1.6 mile and their 3 mile segment.

4. County Road 139 (New CSAH 19) from TH 271 to CSAH 1
Segment length: 1.60 miles 1985 ADT: 110

This roadway is a main connection between CSAH 1 and Highway 271. It serves both local and through traffic from other small communities in South Dakota.

The total length of roads to be revoked will be 4.7 miles. The total length of road to be added will be 5.05 miles for an addition of 0.35 miles to the system.

The proposed roads CR 137, CR 131, and CR 119 would be put on the 5-Year Project Plan for reconstruction following acceptance.

Lincoln County has thoroughly reviewed our current system and it is our opinion that the four segments described are reasonable changes to the County State Aid System. We are looking forward to a favorable response to these requests by the County Screening Board.

Please consider this request for your approval and if there are any questions, please let me know.

Sincerely,


Luthard Hagen
County Engineer

enclosures

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Spring, 1989
Subcommittee: Roger Gustafson, Carver County (Chairman)
Duane Lorsung, Todd County
Gene Isakson, Sibley County
Request: Lincoln County Mileage Addition

PROPOSED SYSTEM REVISION(S)

. Designations	1) <u>CR 119 (CSAH 21 to TH 14)</u>	+	<u>0.35</u>	Mile(s)		
	2) <u>CR 137 (West Co Line to CSAH 1)</u>	+	<u>1.50</u>	Mile(s)		
	3) <u>CR 131 (West Co Line to CSAH 1)</u>	+	<u>1.60</u>	Mile(s)		
	4) <u>CR 139 (West Co Line to CSAH 1)</u>	+	<u>1.60</u>	Mile(s)		
. Revocations	1) <u>CSAH 13 (West Co Line to CSAH 1)</u>	-	<u>1.50</u>	Mile(s)		
	2) <u>CSAH 15 (West Co Line to CSAH 1)</u>	-	<u>1.60</u>	Mile(s)		
	3) <u>CSAH 20 (West Co Line to CSAH 1)</u>	-	<u>1.60</u>	Mile(s)		
Total Addition				+	<u>0.35</u>	Mile(s)

REVIEW RESOURCES

 X Road Tour (April 18, 1989)
 X County Engineer's Request Cover Letter
 X TH, CSAH, CR, MSAS Systems Map(s)
 X Functional Classification Map(s)
 Comprehensive Transportation Plan(s)
 X Traffic Map(s) and Data
 Construction "Needs" of System Revision
 X Anticipated Construction Program
 X Recommendation(s) of District State Aid Engineer
 X Conference with DSAE (April 17, 1989)
 X Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

1. In the opinion of the mileage subcommittee, the three revocations and the 3 designations between the South Dakota border and Lincoln CSAH 1 appear valid. The miles of CSAH revocation and designation included in these 6 system changes are equal. Therefore, it appears these changes could be accomplished administratively.
2. The mileage request from Lincoln County focuses on the extension of CSAH 21 in the City of Lake Benton. CSAH 21 east of Center Street and CSAH 22 north of Center Street, both in Lake Benton, did not appear good candidates for revocation because of system continuity, business locations, and grade separations along TH 14.
3. The objective of extending CSAH 21 designation to an appropriate terminus is supported. However, the mileage subcommittee recognizes there are numerous "stub end" CSAH designations throughout the state that will probably exist as such for many years. Therefore, the need to add this segment of roadway to the CSAH system was given careful consideration. It was the opinion of the mileage subcommittee that this particular roadway segment serves primarily as an interior park road. Access to the park property and its interior road system is provided by TH 14, CSAH 21, and CR 119.

RECOMMENDATION TO THE SCREENING BOARD

 RECOMMEND APPROVAL

 X RECOMMEND DENIAL

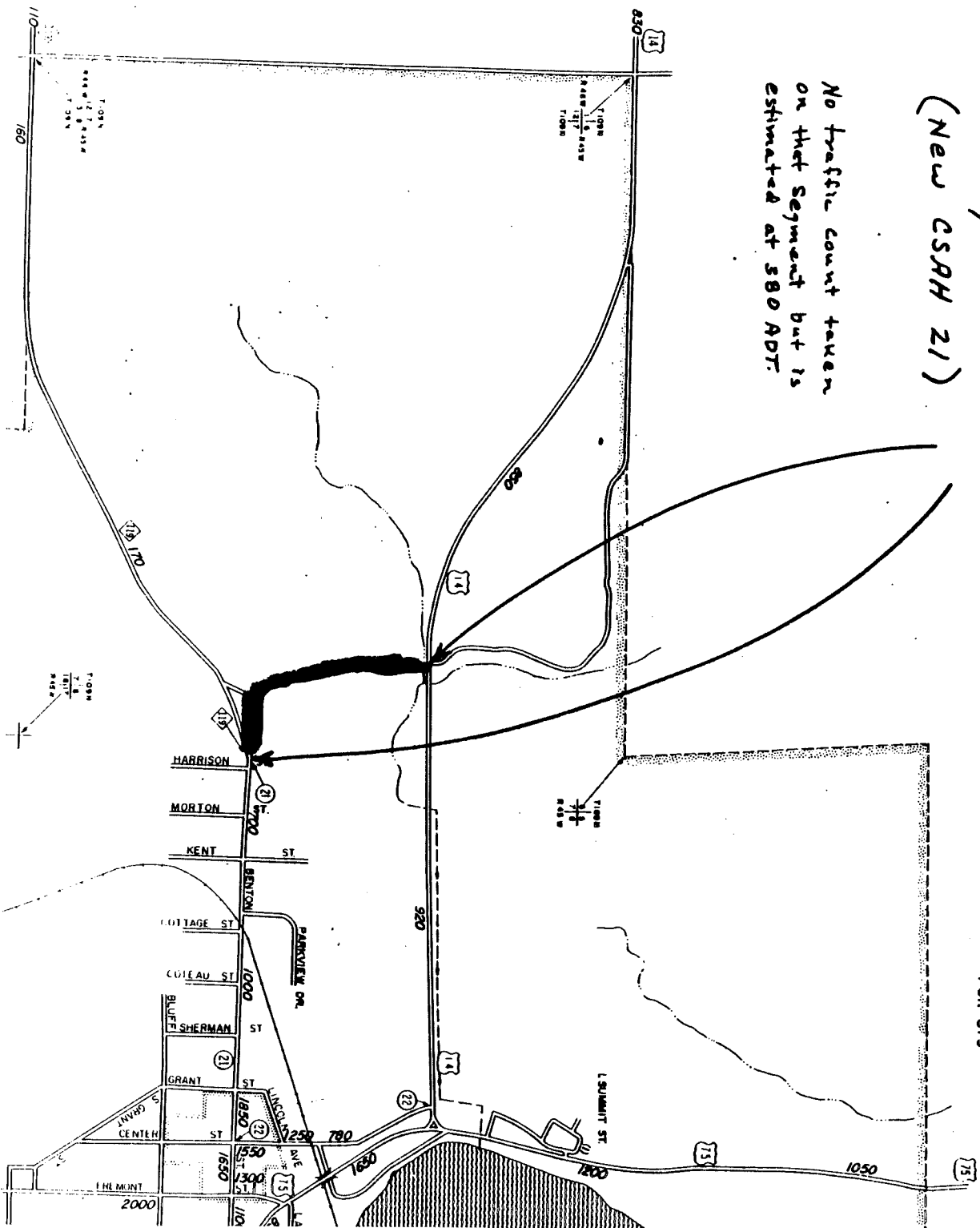
It is the recommendation of the mileage subcommittee that the request of Lincoln County for 0.35 mile of additional CSAH be denied. This length of CSAH was needed in the City of Lake Benton to extend CSAH 21 through the county park to TH 14. The subcommittee characterizes this roadway as being an interior park road. The subcommittee is of the opinion that the criteria for a CSAH to provide access to a recreational area is already met by existing CSAH 21. The subcommittee is of the opinion and understanding that the other elements of this same category of criteria for CSAH designation are not met by this segment of roadway.

1985 Traffic Data

County Road 119
(New CSRH 21)

No traffic count taken
on that Segment but is
estimated at 380 ADT.

MAP OF
LAKE BENTON
LINCOLN COUNTY
POP. 879



DATE : March 28, 1989
 TO : Manager, State Aid Needs Unit - Ken Hoeschen
 FROM : John J. Hoeke District State Aid Engineer
 SUBJECT : Request for Approval of a System Revision
(XXXXXXXXXX) (County) of McLeod

Attached is a request and supporting data for the revision to the State Aid System.
 The proposed route meets the following criteria (indicated by an "X")
 necessary for designation:

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles	Comments: The attached request includes three (3) additional miles; therefore, it will have to be approved by the screening committee. This proposal has been discussed with the City of Hutchinson and McLeod County. It will provide a south ring road that will tie in two CSAH routes and two trunk highways for east and west traffic.
Available	
+ Revoked	
- Requested	
Balance	

RECOMMENDED APPROVAL OR DENIAL: John J. Hoeke
 District State Aid Engineer

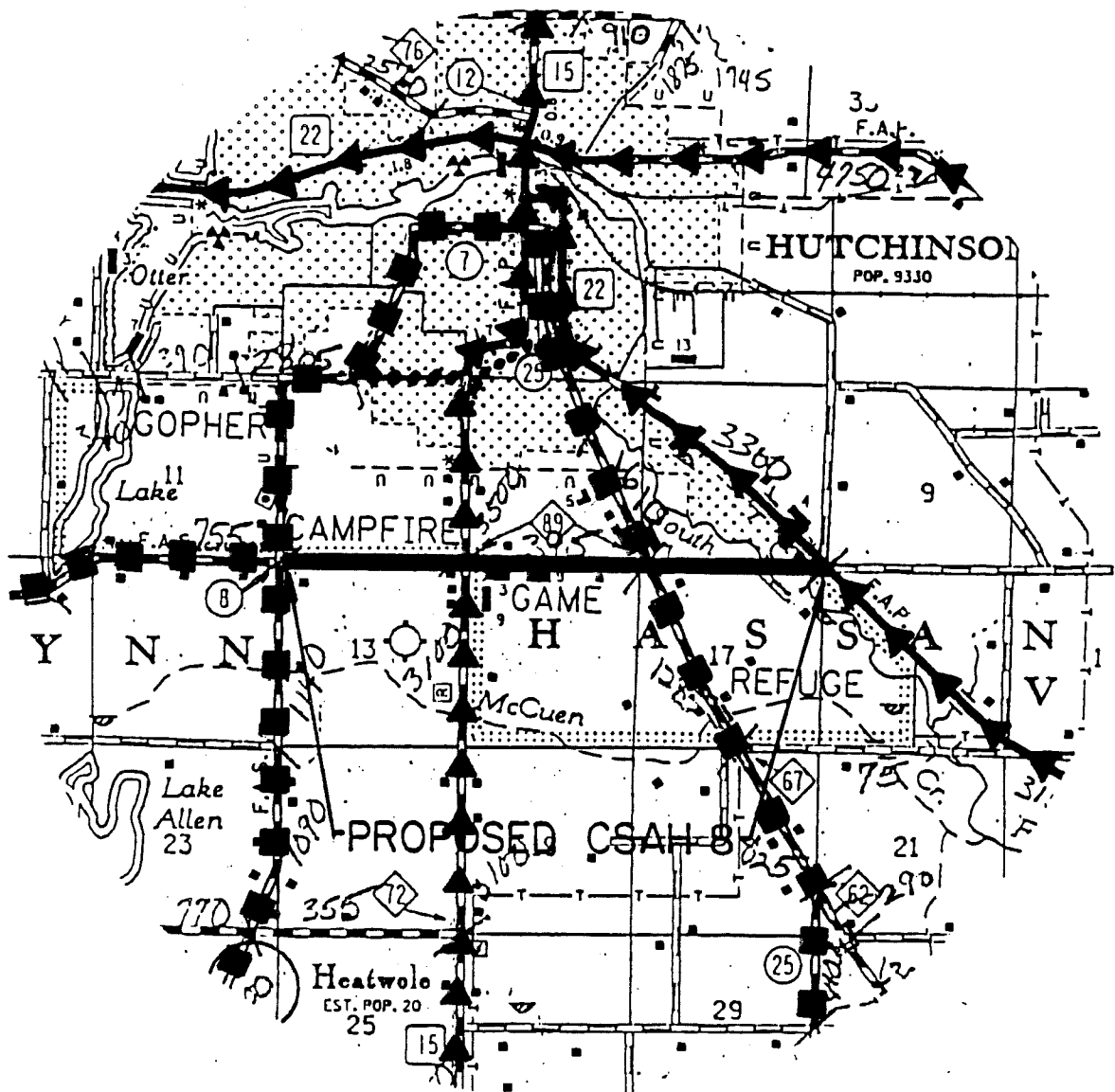
3-28-89
 Date

RECOMMENDED APPROVAL OR DENIAL: _____
 Manager, State Aid Needs Unit

 Date

APPROVAL OR DENIAL: _____
 State Aid Engineer

 Date



- CITY STREETS USED AS CUT ACROSS ROUTES
- COUNTY STATE AID HIGHWAYS LEADING INTO HUTCHINSON
- ▲▲▲ TRUNK HIGHWAYS LEADING INTO HUTCHINSON

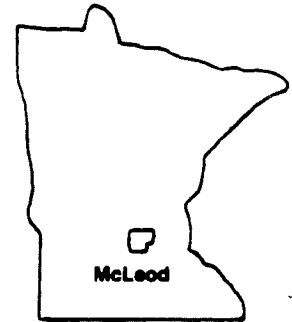
DUE TO THE TRUNK HIGHWAYS AND COUNTY STATE AID HIGHWAYS CONVERGING IN THE DOWNTOWN AREA, THE PROPOSED ROUTE IS NEEDED TO KEEP SYSTEM CONTINUITY BY OFFERING AN OPPORTUNITY FOR TRAFFIC TO SWITCH FROM ONE OF FIVE MAIN HIGHWAYS TO ANOTHER ROUTE OUTSIDE OF THE CITY LIMITS

COUNTY OF McLEOD

HIGHWAY DEPARTMENT

March 27, 1989

Mr. John Hoeke
District 3 State Aid Engineer
Mn/DOT
Box 768
Willmar, MN 56201



Re: CSAH Mileage Request

Dear Mr. Hoeke:

This letter transmits McLeod County's request to the Screening Board for CSAH designation of a 3 mile extension of CSAH 8, South of the City of Hutchinson. There is a lack of east-west highway connections with TH 15 in that area. The County and the City have cooperatively looked at this problem and have identified a solution, that being the construction of this proposed mileage. The need for highway connections has increased over the years in great part due to the southern development of Hutchinson, including the 3M plant located on TH 22 at the southern edge of Hutchinson, the shopping mall, hospital, clinic and vocational school on TH 15 at the south end of Hutchinson, and the new K-1 School and Junior High School on CSAH 7, also at the south end of the City. The extension of CSAH 8 would provide improved access to the Southern part of Hutchinson by connecting TH 22, CSAH 25 and CSAH 7 with TH 15 approximately 1 mile south of the City Limits.

The 1976 Functional Classification Map of McLeod County, updated by Mn/DOT in 1988, shows no westerly arterials leading from TH 22 between Glencoe and Hutchinson, a distance of 7 miles, north and south. Within Hutchinson, TH 22 goes to the central business district where it connects with TH 15. The only other city connection between TH 22 and TH 15 are residential streets which are therefore often subjected to amounts and types of traffic in excess of which the City would desire.

The lack of an integrated and coordinated highway system to connect CSAH 7, CSAH 25 and TH 22 with TH 15 has been the subject of discussion and planning over the years. However the deficiency has remained. Growth and development have increased the need for this highway connection and therefore this request has the whole-hearted support of the County and its population.

The proposed alignment is expected to carry a relatively heavy traffic volume. The center mile (between TH 15 and CSAH 25), currently existing as County Road 89, has a traffic count of 395 vehicles per day. Oakland Avenue in Hutchinson has a traffic count of 7350 vehicles per day and runs through a residential area and past a cemetery. It is expected that some of the traffic using Oakland Avenue as a connection between TH 22 and TH 15 will use the proposed CSAH 8 extension as a preferred route. Also some of the existing

2805 vehicles per day using South Grade Road past the new school complex to get from TH 15 to CSAH 7 will use the proposed CSAH 3 extension as a better highway connection. Considering these amounts of traffic, it is felt that the proposed CSAH 8 extension will carry a minimum of 1000 vehicles per day which, for highway design purposes, would project to 1500 vehicles per day.

The need sheets for the proposed CSAH 8 extension are attached. The County Commission feels that if this mileage request is granted, construction will take place within a few years. CSAH 7 is currently being improved to a 9 ton highway with 8 foot shoulders. From the intersection of CSAH 8 and CSAH 7, the proposed alignment would be new for one mile to TH 15. From TH 15 to CSAH 25 existing CR 89, which is a 5 ton highway with 2 foot shoulders, would require widening and strengthening for the projected traffic. From CSAH 25 to TH 22, the proposed highway would follow a low grade gravel township road, assumed non-existent as a highway on the needs sheets, for 1/2 mile and then cross the South Fork of the Crow River over a new bridge.

Funding for the new bridge would be a major construction item. One mile south of this request is CR 67 which is a gravel County highway between CSAH 25 and TH 22. This highway contains a deficient bridge with a sufficiency rating of 32.7, eligible and prioritized by the County Commission for replacement with Federal Funding. The County Commission feels that functional replacement of this bridge might be better accomplished at the requested alignment of CSAH 8. Therefore some Federal Funding for the new bridge might be received if it is done as a bridge replacement project for the structure on CR 67. The District State Aid Engineer has approved the CR 67 bridge for replacement, a consultant has been hired to do waterway analysis of replacements in several locations and public meetings on the alternatives are planned for this summer after the decision of the Screening Board concerning this request is known.

McLeod County has thoroughly reviewed its State Aid system and has no segments which could be deleted without loss of system integrity. The County Commission feels that the projected traffic count and highway function qualify the proposed CSAH 8 extension to be added to the State Aid system and, upon approval of this mileage request, they pledge to continue their commitment to a progressive highway construction program and to make this 3 mile extension of CSAH 8 a priority project in that program.

Respectfully submitted,



Richard B. Kjonaas
McLeod County Highway Engineer

Enclosures: Hutchinson Letter of Support
Color Coded Map
Functional Classification Maps, County and City
Traffic Count Maps, County and City
Needs Sheets
5 Year Highway Construction Plan



(612) 587-5151

CITY OF HUTCHINSON

37 WASHINGTON AVENUE WEST
HUTCHINSON, MINN. 55350

March 17, 1989

RE: County Road 8 Extension
State-Aid Designation

Mr. Richard B. Kjonaas
County Highway Engineer
McLeod County Highway Dept.
P.O. Box 236
Glencoe, MN 55336-0236

Dear Mr. Kjonaas:

On behalf of the City of Hutchinson, I want to extend our support for the extension of County Road 8 east to County Road 89, and thereafter east to State Hwy. 22, crossing the Crow River. Specifically, the city requests this be included in the County state-aid system.

Our 1989 City Comprehensive Plan identifies a severe deficiency or lack of east/west traffic corridors. Special concerns exist regarding "public safety" in terms of police, fire, and ambulance access. In addition, the east/west traffic, including the heavy truck traffic, is presently funneled through a narrow street that is completely "residential," known as Oakland Avenue.

Key public facilities in Hutchinson on the south and southwest end of town have poor access from State Hwy. 22 coming north from south and southeast. These facilities include the Hutchinson Community Hospital, Hutchinson Medical Center, Technical Institute of Hutchinson, and the Senior/Junior/ and K-1 grade school campus of District No. 423.

On behalf of the residents of Hutchinson, City Council, City Planning Commission, I would urge immediate designation and construction of this connecting corridor.

Thank you for your consideration.

Sincerely,

CITY OF HUTCHINSON

Gary D. Plotz
City Administrator

cc: Mayor & City Council

**MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD**

Date: Spring, 1989
Subcommittee: Roger Gustafson, Carver County (Chairman)
Duane Lorsung, Todd County
Gene Isakson, Sibley County
Request: McLeod County Mileage Addition

PROPOSED SYSTEM REVISION(S)

. Designations	1) <u>CR 89 Extended (CSAH 7 to TH 22)</u>	+	<u>3.0</u>	Mile(s)	
	2) _____	+	_____	Mile(s)	
	3) _____	+	_____	Mile(s)	
. Revocations	1) <u>None</u>	-	_____	Mile(s)	
	2) _____	-	_____	Mile(s)	
	3) _____	-	_____	Mile(s)	

Total Addition				+	<u>3.0</u> Mile(s)

REVIEW RESOURCES

 X Road Tour (April 17, 1989)
 X County Engineer's Request Cover Letter
 X TH, CSAH, CR, MSAS Systems Map(s)
 X Functional Classification Map(s)
_____ Comprehensive Transportation Plan(s)
 X Traffic Map(s) and Data
 X Construction "Needs" of System Revision
 X Anticipated Construction Program
 X Recommendation(s) of District State Aid Engineer
 X Conference with DSAE (April 17, 1989)
 X Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

1. It is understood that the City of Hutchinson is currently updating its community development (comprehensive) plan. It is understood that the east-west extension of CR 89 as a CSAH between CSAH 7 and TH 22 is supported by the City of Hutchinson as a complementing element of the conceptual development plan for the community. However, this plan is not completed, and the conclusion regarding the CR 89 corridor may be premature.
2. Possible industrial development and land use changes within and abutting the City of Hutchinson may impact the value and feasibility of extending the CR 89 corridor as a CSAH. Expansions and/or relocations of the 3M plant, the county fair grounds, and the municipal airport could, it is understood, impact the proposed CSAH corridor.
3. The City of Hutchinson is currently in the process of filling its vacant city engineer position. It is understood that an indepth review of the MSAS and CSAH systems involving the city engineer, the county engineer, and the district state aid engineer has not been possible because of this vacancy. It appears a number of designations and revocations within these systems may be warranted and may provide mileage for the CR 89 extended corridor.
4. Comparing the road systems within the counties visited by the mileage subcommittee on April 17th and 18th, it was noted that McLeod County has a rather low percentage (44%) of township roads. This may suggest that a comprehensive review of jurisdiction and designation assignments is warranted, and such a review may be desirable at the time of considering a revision in the CSAH system.

RECOMMENDATION TO THE SCREENING BOARD

 RECOMMEND APPROVAL

 X RECOMMEND DENIAL

It is the opinion of the mileage subcommittee that the "interval" spacing, the corridor continuity, and the integration and coordination of the existing and proposed TH, CSAH, and MSAS systems within and abutting the City of Hutchinson should be a priority topic in the updating of the community's development plan. It appears that the CR 89 corridor extended is a valid candidate for CSAH designation. It, also, appears that a number of MSAS and CSAH system changes in the Hutchinson area can be developed as possible alternatives for partially or totally accomplishing CSAH designation on the CR 89 corridor. The mileage subcommittee recommends the denial of the McLeod County request as the appropriate action to defer this request until a more comprehensive study of system designations in the Hutchinson area and throughout the county has been completed.

[illegible]

DATE : March 29, 1989
 TO : Manager, State Aid Needs Unit - Ken Hoeschen
 FROM : John J. Hoeke District State Aid Engineer
 SUBJECT : Request for Approval of a System Revision
 (Municipality) (County) of Pipestone

Attached is a request and supporting data for the revision to the State Aid System. The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C. S. A. H. CRITERIA

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

M. S. A. S. CRITERIA

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

M. S. A. S. Miles		Comments: The proposed revision includes designation of in place
Available		street that was once Trunk Highway 23. The present traffic
+ Revoked		on this street justifies designation as a CSAH street.
- Requested		-----
Balance		-----

RECOMMENDED APPROVAL OR ~~REVISION~~: John J. Hoeke
 District State Aid Engineer

3-29-89
 Date

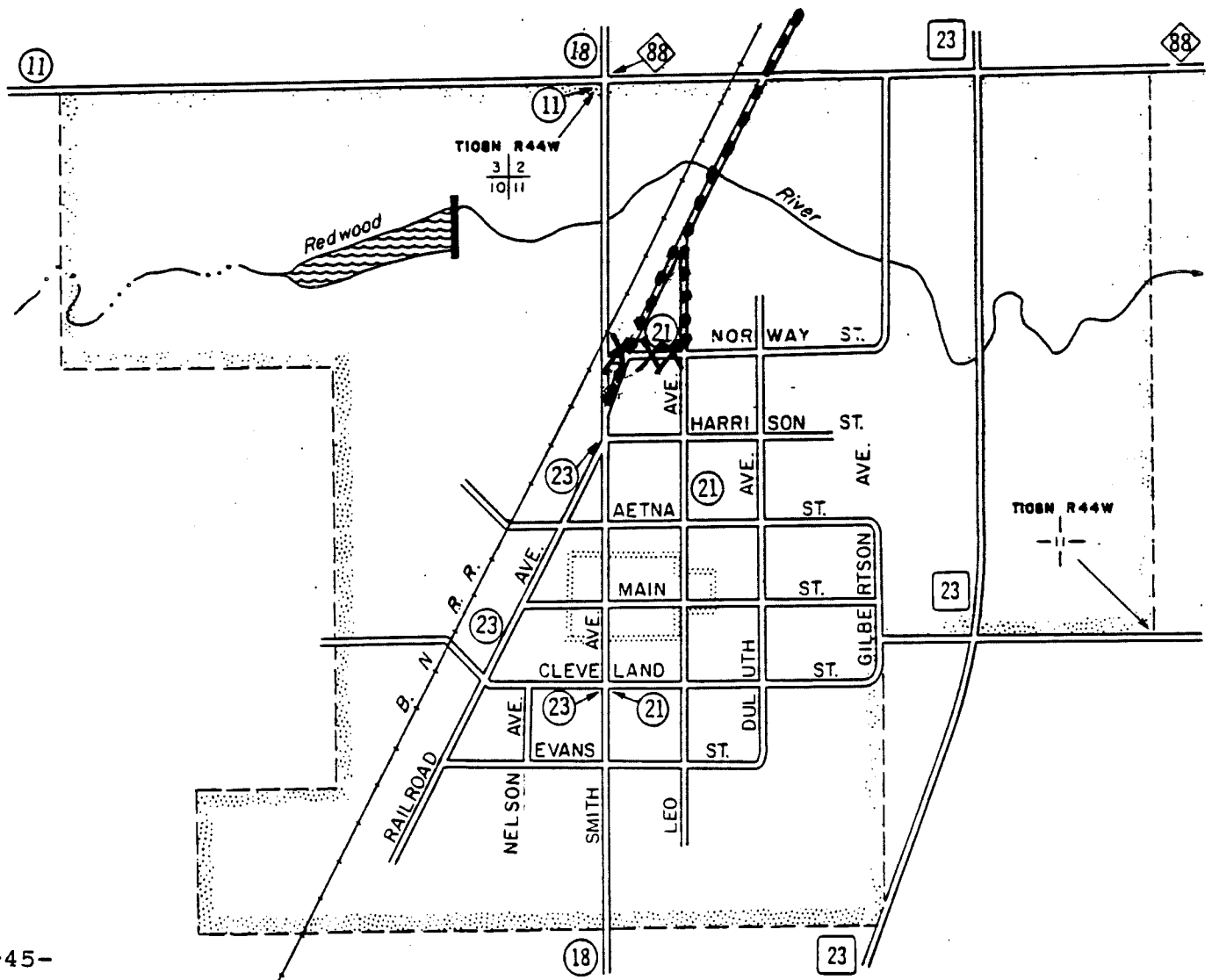
RECOMMENDED APPROVAL OR DENIAL: _____
 Manager, State Aid Needs Unit

 Date

APPROVAL OR DENIAL: _____
 State Aid Engineer

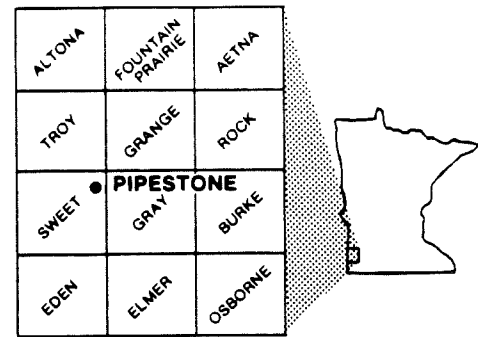
 Date

xxxx REVOCATION
..... DESIGNATION
MAP OF
RUTHTON
PIPESTONE COUNTY
POP. 328



Pipestone County Highway Department

DOUGLAS E. HAEDER, P.E. - HIGHWAY ENGINEER
600 4TH ST. N.W./TELEPHONE 507 - 825-4445
MAILING ADDRESS/P.O. BOX 276
PIPESTONE, MINNESOTA 56164



MARCH 27, 1989

MR. JOHN J. HOEKE
ASSISTANT DISTRICT ENGINEER-STATE AID
MINNESOTA DEPARTMENT OF TRANSPORTATION
P.O. BOX 768
WILLMAR, MN 56201

RE: MILEAGE REQUEST

DEAR MR. HOEKE:

THE PIPESTONE COUNTY BOARD OF COMMISSIONERS REQUESTS A REVISION OF COUNTY STATE AID HIGHWAY MILEAGE WHICH IS LARGELY AN INTERNAL REVISION, BUT WHICH DOES INVOLVE A SMALL INCREASE IN TOTAL MILEAGE IN THE AMOUNT OF 0.37 MILE.

THE PROPOSED REVOCATIONS ARE:

-COUNTY STATE AID HIGHWAY 12 FROM 0.4 MILE WEST OF TRUNK HIGHWAY 23 TO TRUNK HIGHWAY 23 (0.40).

-COUNTY STATE AID HIGHWAY 21 FROM LEO AVENUE TO COUNTY STATE AID HIGHWAY 18 IN RUTHTON (0.08 MILE).

THE PROPOSED DESIGNATIONS ARE:

-EXTENSION OF COUNTY STATE AID HIGHWAY 21 ALONG LEO AVENUE FROM NORWAY STREET TO OLD TRUNK HIGHWAY 23 IN RUTHTON (0.10 MILE).

-OLD TRUNK HIGHWAY 23 FROM COUNTY STATE AID HIGHWAY 18 IN RUTHTON TO PRESENT TRUNK HIGHWAY 23 (0.75 MILE).

PROPOSED REVOCATIONS

(R1) COUNTY STATE AID HIGHWAY 12 FROM 0.4 MILE WEST OF TRUNK HIGHWAY 23 TO TRUNK HIGHWAY 23 WAS GRADED TO 36 FEET OF WIDTH IN 1978. AT ITS WEST TERMINUS THIS SEGMENT ABUTS THE EAST TERMINUS OF LINCOLN COUNTY STATE AID HIGHWAY 7 ON THE LINCOLN-PIPESTONE COUNTY LINE.

MR. JOHN J. HOEKE
MARCH 27, 1989

PAGE 2

I HAVE DISCUSSED THIS WITH THE LINCOLN COUNTY HIGHWAY ENGINEER, AND HE HAS INDICATED GENERAL AGREEMENT WITH THE PROPOSED REVOCATION, NOTING THAT LINCOLN COUNTY HAS REQUESTED A REVISION OF MILEAGE INVOLVING A SMALL MILEAGE INCREASE.

THIS SEGMENT HAS A 34 FOOT WIDE GRAVEL SURFACE AND A 1985 TRAFFIC COUNT OF 50. OUR CURRENT PROJECTION FACTOR IS 1.4, SO THIS SEGMENT DOES NOT QUALIFY FOR BASE AND BITUMINOUS NEEDS. PRESENT NEEDS ARE FOR MINOR GRADING AND GRAVEL SURFACING FOR A TOTAL OF \$3,834.

- (R2) COUNTY STATE AID HIGHWAY 21 FROM LEO AVENUE TO COUNTY STATE AID HIGHWAY 18 WAS DESIGNATED IN 1987 TO PROVIDE A CONNECTION FOR A STUB END WHICH EXISTED DUE TO THE TRUNK HIGHWAY 23 TURNBACK. THIS SEGMENT WAS GRADED IN ABOUT 1900 TO A WIDTH OF 32 FEET. IT IS SURFACED WITH 32 FEET OF BITUMINOUS WITH A RURAL DESIGN. 1988 TRAFFIC WAS 200. THIS SEGMENT PRESENTLY DRAWS COMPLETE GRADING, BASE AND SURFACE NEEDS AND CURB AND GUTTER NEEDS. TOTAL NEEDS APPORTIONMENT COST IS \$39,954 IN THE CURRENT NEEDS STUDY.

WE NOW PROPOSE TO EXCHANGE THIS SEGMENT FOR THE SEGMENT THAT IT REPLACED IN 1987. THE STUB CONFIGURATION WILL NO LONGER BE A PROBLEM IF THIS MILEAGE REVISION/REQUEST IS APPROVED. THE TURNBACK OF OLD TRUNK HIGHWAY 23 CREATED THE STUB CONFIGURATION, AND THE TURNBACK SEGMENT IS THE REQUESTED NEW DESIGNATION DESCRIBED BELOW.

PROPOSED DESIGNATIONS

- (D1) OLD TRUNK HIGHWAY 23 FROM COUNTY STATE AID HIGHWAY 18 TO PRESENT TRUNK HIGHWAY 23 IS 0.75 MILE IN LENGTH. ALTHOUGH WE DO NOT HAVE RELIABLE TRAFFIC FIGURES FOR THIS SEGMENT, I WOULD ESTIMATE THE ADT AT 500. IT IS PRESENTLY RURAL DESIGN, BITUMINOUS SURFACED, AND DEFICIENT IN CROSS SECTION AND STRUCTURE. NEEDS FOR PROPOSED DESIGN ARE ESTIMATED AT \$80,000, INCLUDING GRADING, BASE, SURFACE AND SHOULDERS.
- (D2) EXTENSION OF COUNTY STATE AID HIGHWAY 21 ALONG LEO AVENUE FROM NORWAY STREET TO OLD TRUNK HIGHWAY 23 (PROPOSED FOR DESIGNATION AS A CSAH ABOVE) IS 0.10 MILE IN LENGTH WITH A 1985 ADT OF 280. THIS SEGMENT WAS DESIGNATED AS CSAH UNTIL 1987, WHEN IT WAS REVOKED TO PROVIDE A SHORT SEGMENT DESIGNATION ON A DIFFERENT ALIGNMENT TYING IN TO ANOTHER CSAH. THE NEEDS APPORTIONMENT COST PRIOR TO THAT TIME FOR THIS SEGMENT WAS APPROXIMATELY \$60,000.

MR. JOHN J. HOEKE
MARCH 27, 1989

PAGE 3

NEITHER OF THE PROPOSED DESIGNATIONS ARE NOW INCLUDED IN PIPESTONE COUNTY'S 5 YEAR IMPROVEMENT PROGRAM AT THIS TIME. A COPY OF OUR 5 YEAR PROGRAM IS ENCLOSED. PROPOSED DESIGNATION D1 ABOVE IS A SEGMENT WHICH NEEDS WORK AND WILL VERY LIKELY BE CONSIDERED FOR INCLUSION AT AN EARLY DATE. PROPOSED DESIGNATION D2 ABOVE IS A SEGMENT WHICH WAS A PART OF THE CSAH SYSTEM UNTIL 1987. IT WAS RESURFACED IN 1981. IT IS PRESENTLY CONSIDERED DEFICIENT IN STRUCTURE, ALTHOUGH THE ALIGNMENT AND SURFACE CONDITION ARE GOOD. IT IS NOT CONTEMPLATED THAT THIS SEGMENT WOULD SOON BE INCLUDED IN THE COUNTY'S 5 YEAR IMPROVEMENT PROGRAM. RATHER, OUR REQUEST IS SIMPLY DESIGNED TO MORE REALISTICALLY CONFIGURE THIS ROADWAY SECTION, AS IT WAS BEFORE THE TRUNK HIGHWAY 23 TURNBACK. ENCLOSED IS A COPY OF OUR FUNCTIONAL CLASSIFICATION PLAN, ALTHOUGH THE SEGMENTS IN QUESTION ARE CLASSIFIED AS LOCAL AND WILL REMAIN SO. PIPESTONE COUNTY DOES NOT HAVE A COMPREHENSIVE TRANSPORTATION PLAN.

ALSO ENCLOSED ARE COLOR CODED MAPS SHOWING PROPOSED REVOCATIONS AND DESIGNATIONS AND NEEDS GRADING COST ESTIMATE SHEETS FOR THE PROPOSED DESIGNATIONS, AS WELL AS NEEDS STUDY SHEETS FOR THE PROPOSED REVOCATIONS.

CONSIDERING TRAFFIC COUNTS AND CONFIGURATION OF THE SEGMENTS DISCUSSED HEREIN, I BELIEVE IT IS EVIDENT THAT THE CSAH CRITERIA ARE BETTER MET BY THE PROPOSED DESIGNATION SEGMENTS THAN BY THE PROPOSED REVOCATION SEGMENTS.

PLEASE LET ME KNOW IF ADDITIONAL INFORMATION IS NEEDED.
THANK YOU FOR YOUR CONSIDERATION.

SINCERELY,



DOUGLAS E. HAEDER, P.E.
COUNTY HIGHWAY ENGINEER

ENCLOSURES

**MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD**

Date: Spring, 1989
Subcommittee: Roger Gustafson, Carver County (Chairman)
Duane Lorsung, Todd County
Gene Isakson, Sibley County
Request: Pipestone County Mileage Addition

PROPOSED SYSTEM REVISION(S)

. Designations	1) <u>LEO AVE (NORWAY ST to OLD TH 23)</u>	+	<u>0.10</u>	Mile(s)		
	2) <u>OLD TH 23 (CSAH 18 to TH 23)</u>	+	<u>0.75</u>	Mile(s)		
	3) _____	+	_____	Mile(s)		
. Revocations	1) <u>CSAH 12 (0.4 MILE W to TH 23)</u>	-	<u>0.40</u>	Mile(s)		
	2) <u>CSAH 21 (LEO AVE to CSAH 18)</u>	-	<u>0.08</u>	Mile(s)		
	3) _____	-	_____	Mile(s)		
Total Addition				+	<u>0.37</u>	Mile(s)

REVIEW RESOURCES

<u>X</u>	Road Tour (<u>April 18, 1989</u>)
<u>X</u>	County Engineer's Request Cover Letter
<u>X</u>	TH, CSAH, CR, MSAS Systems Map(s)
<u>X</u>	Functional Classification Map(s)
_____	Comprehensive Transportation Plan(s)
<u>X</u>	Traffic Map(s) and Data
<u>X</u>	Construction "Needs" of System Revision
<u>X</u>	Anticipated Construction Program
<u>X</u>	Recommendation(s) of District State Aid Engineer
<u>X</u>	Conference with DSAE (<u>April 17, 1989</u>)
<u>X</u>	Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

1. The mileage subcommittee could not support the opinion that the requested addition to the CSAH system in and near Ruthton occurs at reasonable intervals consistent with the density of population. Further increasing the high percentage of CSA funded highways in relationship to the total mileage and population of this community is not warranted in the subcommittee's opinion.
2. It is the opinion of the mileage subcommittee that a dense system of CSAH's in Ruthton is in conflict with providing an integrated and coordinated CSAH network consistent with projected traffic volumes. This opinion is supported by the functional classification of several CSAH segments in Ruthton as "local". Also, the two segments of roadway proposed to be added to the CSAH system are classified as "local". This suggests that consideration to revising the existing CSAH system in Ruthton may be warranted.

RECOMMENDATION TO THE SCREENING BOARD

☐ RECOMMEND APPROVAL

☒ RECOMMEND DENIAL

The mileage subcommittee recommends that the request of Pipestone County for the addition of 0.37 mile to its CSAH system be denied. The mileage subcommittee is of the opinion that criteria 3 and 4 for designating a roadway as a CSAH are not satisfied.

[illegible]

DATE : March 14, 1989
 TO : Manager, State Aid Needs Unit - Ken Hoeschen
 FROM : J. J. Hoeke District State Aid Engineer
 SUBJECT : Request for Approval of a System Revision
 (Municipality) (County) of Redwood

Attached is a request and supporting data for the revision to the State Aid System.
 The proposed route meets the following criteria (indicated by an "X")
 necessary for designation:

C.S.A.H. CRITERIA

- | | | |
|---|--|---|
| X | | Projected to carry a relatively heavier traffic volume,

 or is functionally classified as collector or arterial |
| X | | Connects towns, communities, shipping points, and markets within a
 county or in adjacent counties,

 or provides access to rural churches, schools, community meeting
 halls, industrial areas, state institutions and recreational areas,

 or serves as a principal rural mail route and school bus route. |
| X | | Occurs at reasonable intervals consistent with the density of population. |
| X | | Provides an integrated and coordinated highway system affording, within practical
 limits, a State-Aid highway network consistent with projected traffic demands. |

M.S.A.S. CRITERIA

- | | |
|--|---|
| | Projected to carry a relatively heavier traffic volume,

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

M.S.A.S. Miles		Comments: Request includes both revocation and designation of additional mileage. Proposed changes from the past jurisdictional study are a part of the system revision. Review of needs indicates that routes proposed for revocation, CSAH 14 and 12 do not require a buy-back.
Available		
+ Revoked		
- Requested		
Balance		

RECOMMENDED APPROVAL OR DENIAL: John J. Hoeke
 District State Aid Engineer

3-14-89
 Date

RECOMMENDED APPROVAL OR DENIAL: _____
 Manager, State Aid Needs Unit

Date

APPROVAL OR DENIAL: _____
 State Aid Engineer

Date



Peter E. Boomgarden, Highway Engineer
635 West Bridge Street
P.O. Box 6
Redwood Falls, Minnesota 56283

Telephone 507-637-2934

February 24, 1989

Mr. John J. Hoeke
District State-Aid Engineer
P.O. Box 768
Willmar, MN 56201

RE: Proposed CSAH Mileage Request

Dear John:

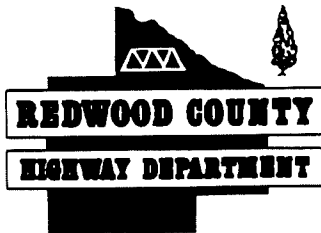
Redwood County hereby requests that changes be allowed in its County State-Aid Highway System as detailed in an accompanying County Board of Commissioners resolution dated February 14, 1989.

There are both additions and revocations involved, with a net increase in CSAH mileage of 3.8 ~~miles~~. *4.8 miles*

Segment 1 (CSAH 14) is being recommended for revocation. It carries an AADT of 60-70 vehicles, and carries a needs value of \$183,415 for complete regrading and gravel surfacing. It is not a Federal-Aid route and has been recommended for revocation by the recent highway jurisdictional study of 1986-1987. It will become a County Road if this package of changes is accepted.

Segment 2 (CSAH 12) is being recommended for revocation. It involves two parts separated by a one mile segment which happens to be common also to CSAH 17 N-S and is needed intact for continuity of that route. It carries an AADT of 30-55 vehicles and carries a value of \$223,646 for complete regrading and gravel surfacing. It is a Federal-Aid major collector route, but has been recommended for change to unclassified pursuant to the recent jurisdictional study. This same study also recommended a change to Township road status. This recommendation will occur if the herein proposed package of changes is accepted, and if all other legal requirements are met.

Segment 3 (Twp. Rd. 57) is being recommended for County State-Aid Highway Status pursuant to the jurisdictional study. It is presently a township road within two townships. It has been recommended for change from Federal-aid unclassified to major collector pursuant to the jurisdictional study. There is no needs value formally established. However, the AADT is estimated at 50 to 60 vehicles, and the needs are estimated at \$575,000 for complete regrading and gravel surfacing. The change is also subject to other legal requirements.



Peter E. Boomgarden, Highway Engineer
635 West Bridge Street
P.O. Box 6
Redwood Falls, Minnesota 56283

Telephone 507-637-2934

Page 2

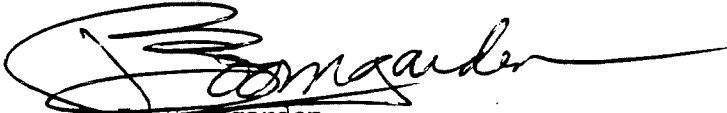
Segment 4 (Co. Rd. 70) is being recommended for County State-Aid Highway Status pursuant to the jurisdictional study. It is presently a County road serving a small unincorporated village of Rowena which has as its main business a commercial grain elevator operation requiring the movement of heavy commercial traffic east (to T.H. 71) and west (to T.H. 68 via CSAH 17). There is no railroad outlet. Co. Rd. 70 is presently gravel surfaced and requires a 7 ton posting during the spring restriction period, thereby effectively prohibiting economical and efficient heavy commercial traffic during that period each year. This segment has an estimated AADT of 45-80 vehicles, and although there is no formal needs value established, it is estimated that this figure will be \$570,000 for complete regrading, base, bituminous surfacing and shouldering. Redwood County is scheduling complete regrading on the part of this segment from Rowena east to T.H. 71 in 1990 followed by base, surfacing and shouldering in 1992 in accordance with its 5-year plan for Highway Construction. The part from Rowena west to CSAH 17 is not in the program.

As can be seen, all the segments are currently low volume roads having less than 100 AADT, with gravel surfacing in place.

No right-of-way has been acquired on any of the proposed added routes.

Redwood County has reviewed its State-Aid system for further revocations. CSAH's 33 and 18 north and west of Wabasso were considered as recommended by the recent jurisdictional study, to be revoked to County Road status. However, recently increased traffic volumes per a 1987 count, together with current plans to improve these segments to surfaced status to afford the City of Wabasso and vicinity an all weather outlet for local traffic to the north and west, have caused this recommendation to be rejected locally. No other segments are available that could logically be deleted without affecting the continuity of the system.

Sincerely,



P. E. Boomgarden
County Engineer

PEB/po

Enclosures:

1. Jurisdictional study recommendation maps (2 sheets).
2. Needs study sheets for CSAH's 12 and 14 (3 sheets).
3. County Board Resolution (1 sheet).
4. Map showing additions and revocations (1 sheet).



Peter E. Boomgarden, Highway Engineer
635 West Bridge Street
P.O. Box 6
Redwood Falls, Minnesota 56283

Telephone 507-637-2934

April 18, 1989

Mr. John J. Hoeke
District State-Aid Engineer
P.O. Box 768
Willmar, MN 56201

Re: Proposed CSAH Mileage Request Submitted February 24, 1989.
Change in anticipated needs value due to traffic count data.
Correction of Mileage Requested.

Dear John:

Upon review of our records, we were reminded that a traffic count had been done at our request in 1986 by Mn/DOT on Segment 3 of the subject request (Twp. Rd. 57). A copy each of a letter and map from Mr. Keith Voss, then Ass't District Traffic Engineer, are attached to support an upward revision in traffic volume, and subsequently an upward revision in estimated needs value.

Since both the segments lying just east and west of T.H. 71 have AADT's of 100, we now estimate needs value as follows:

- a) From CSAH 6 to CSAH 17 - complete regrading and gravel surfacing of 3.0 miles, subtotal \$195,000.
- b) From CSAH 17 to T.H. 71 - complete regrading, base, bituminous surfacing, and shouldering of 2.5 miles, subtotal \$410,000.
- c) From T.H. 71 to CSAH 1 - complete regrading, base, bituminous surfacing, and shouldering of 2.5 miles, subtotal \$410,000.
- d) From CSAH 1 to T.H. 67 - complete regrading and gravel surfacing of 1.8 miles, subtotal \$115,000.

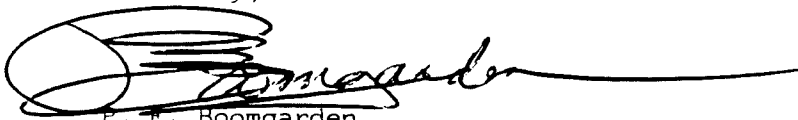
The total of all needs estimated on segment 3 should be revised upward to \$1,130,000, instead of the previously estimated \$575,000.

In addition, segment 3 was incorrectly described previously as being 8.8 miles in length. This should have been 9.8 miles, resulting in an overall increase in the mileage request from 3.8 miles to 4.8 miles.

Please process these revisions through the office of State-Aid as usual. Feel free to contact me about any questions you may have.

Copies of this letter are being provided to members of the State-Aid mileage subcommittee with whom I will be meeting today to review the proposed changes.

Sincerely,



P. E. Boomgarden
County Engineer

PEB/po



Minnesota
Department of Transportation

BOX 768
2505 TRANSPORTATION ROAD
WILLMAR, MINNESOTA 56201

612/231-5466

October 23, 1986

Mr. Pete Boomgarden
Redwood County Engineer
Box 6
Redwood Falls, MN 56283

Dear Mr. Boomgarden:

We have completed the traffic study you requested for the township road located four miles south of Redwood Falls between C.S.A.H. No. 6 and MN. T.H. 67. A distance of approximately 10 miles.

Memory recorders with tapes were used to count the traffic for 24 hours at four locations as shown on the attached partial map of Redwood County. Sixteen hour (6 AM-10 PM) vehicle class counts were also taken at the four locations shown on the map.

The ADT & HCADT for the segment of the township road has been determined using the "Procedures Manual for Forecasting Traffic on Rural Trunk Highway System" (dated April, 1985).

ADT & HCADT for the four locations are as follows:

<u>Location</u>	<u>ADT</u>	<u>HCADT</u>
East of C.S.A.H. 6	50	10
West of U.S. T.H. 71	100	10
East of U.S. T.H. 71	100	10
West of MN. T.H. 67	50	10

Summary copies of the vehicle classification data and machine traffic recorded data are attached.

If you have any questions, please call.

Sincerely,

Keith Voss
Assistant District Traffic Engineer

Enclosures

**MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD**

Date: Spring, 1989
Subcommittee: Roger Gustafson, Carver County (Chairman)
Duane Lorsung, Todd County
Gene Isakson, Sibley County
Request: Redwood County Mileage Addition

PROPOSED SYSTEM REVISION(S)

. Designations	1) <u>TWP RD 57 (CSAH 6 to TH 67)</u>	+	<u>9.8</u>	Mile(s)		
	2) <u>CR 70 (CSAH 17 to TH 71)</u>	+	<u>3.5</u>	Mile(s)		
	3) _____	+	_____	Mile(s)		
. Revocations	1) <u>CSAH 14 (CSAH 8 to CSAH 5)</u>	-	<u>4.0</u>	Mile(s)		
	2) <u>CSAH 12 (CSAH 6 to CSAH 17)</u>	-	<u>2.0</u>	Mile(s)		
	3) <u>CSAH 12 (CSAH 17 to TH 71)</u>	-	<u>2.5</u>	Mile(s)		
Total Addition				+	<u>4.8</u>	Mile(s)

REVIEW RESOURCES

☒ Road Tour (April 18, 1989)
☒ County Engineer's Request Cover Letter
☒ TH, CSAH, CR, MSAS Systems Map(s)
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☒ Anticipated Construction Program
☒ Recommendation(s) of District State Aid Engineer
☒ Conference with DSAE (April 17, 1989)
☒ Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

1. The mileage requests of Redwood County represent the conclusions of a jurisdiction study completed by the county in 1987. That study proposed a revision of the CSAH system of approximately equal miles of designations and revocations. The proposed revocation mileage was subsequently reduced resulting in a need for additional CSAH mileage.
2. The mileage subcommittee did review the percentages of each roadway system in the respective counties requesting additional CSAH mileage in the Spring of 1989. Redwood County does have a relatively low percentage of CR's (7%) and a generally representative percentage of CSAH's (23%). The mileage subcommittee is of the opinion that increasing the CR system mileage is an appropriate action by Redwood County.
3. The mileage subcommittee did identify several clusters of CSAH's where residents do not travel more than one mile of township road before a CSAH or TH is reached. The mileage subcommittee is of the opinion that this spacing may not be at reasonable intervals consistent with the density of the population of Redwood County. Expanding this spacing could result in the revocation of CSAH's in excess of 14 miles. All are gravel surfaced roadways, and the 1987 traffic volumes on the segments involved ranged from 37 to 90 ADT.
4. The designation of Township Road 57 between CSAH 6 and TH 67 does appear logical in the opinion of the mileage subcommittee. The addition of this roadway to the CSAH system would result in an improved east-west corridor and would be located at a reasonable interval with other CSAH's. Though a low volume roadway, it is projected to carrying an increasing traffic volume.
5. The request to add CR 70 to the CSAH system represents a corridor, in the opinion of the mileage subcommittee, that does not appear to fully meet the criteria for a CSAH. There is a rural elevator in the unincorporated community of Rowena, but no other traffic generators of significance exist in Rowena or along CR 70. Traffic volumes are relatively low, and the roadway is not projected to carry a relatively heavier traffic volume. The functional classification of CR 70 is local, and offers little, if any, enhancement to the CSAH system in the opinion of the mileage subcommittee.

RECOMMENDATION TO THE SCREENING BOARD

 RECOMMEND APPROVAL

 X RECOMMEND DENIAL

The mileage subcommittee recommends that the request to add 4.8 miles to the CSAH system in Redwood County be denied. It is the opinion of the subcommittee that CR 70 is not an appropriate candidate for CSAH designation. The need and justification of providing an improved roadway to the Rowena elevator and other properties along CR 70 is a local matter, in the opinion of the subcommittee, and the designation of this roadway as a CSAH is not appropriate. Township Road 57 appears to warrant CSAH designation. However, the mileage subcommittee is of the opinion that further review of several revocation candidates to reduce or eliminate the need for an addition to the CSAH system in Redwood County is warranted.

[illegible]

DATE : 3-31-89
 TO : Manager, State Aid Needs Unit
 FROM : D. O. Reed District State Aid Engineer
 SUBJECT : Request for Approval of a System Revision
~~Municipality~~ (County) of Stearns

Attached is a request and supporting data for the revision to the State Aid System.
 The proposed route meets the following criteria (indicated by an "X")
 necessary for designation:

C.S.A.H. CRITERIA

- | | |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | Projected to carry a relatively heavier traffic volume, |
| <input 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, |
| <input type="checkbox"/> | or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas, |
| <input type="checkbox"/> | 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, |
| <input type="checkbox"/> | 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. |

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

Comments: This request will have to be referred to the screening board for action

RECOMMENDED APPROVAL OR DENIAL: D. O. Reed
 District State Aid Engineer

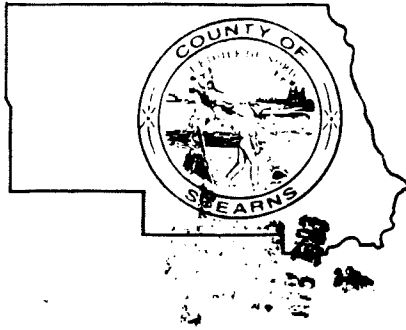
3/31/89
 Date

RECOMMENDED APPROVAL OR DENIAL: _____
 Manager, State Aid Needs Unit

 Date

APPROVAL OR DENIAL: _____
 State Aid Engineer

 Date



COUNTY OF STEARNS

Department of Highways

425 So. 72nd Ave. • Box 246 • St. Cloud, MN 56302 • 612-255-6180

DOUGLAS J. WEISZHAAR, P.E.
Highway Engineer

MITCHELL A. ANDERSON
Asst. Highway Engineer

MARVIN J. STRANSKY
Maint. Superintendent

March 31, 1989

Mr. David O. Reed, P.E.
District State Aid Engineer
Transportation District 3A
301 Laurel Street
P.O. Box 978
Brainerd, Minnesota 56401

RE: Revisions to County State Aid System in St. Cloud and Waite Park

Dear Dave:

Recently, Stearns County conducted discussions including yourself and representatives of City of St. Cloud and Sherburne County, pertaining to redesignation of certain state aid routes within the St. Cloud area. As a result of these discussions, Stearns County is requesting the following changes be made in our County State Aid highway system.

REVOCATIONS

- 1) CSAH 7 (10th Street South) from 9th Avenue South to East Stearns County Line.

This segment length is 0.561 miles. This segment would retain its current MSAS designation. Sherburne County proposes to remove its CSAH designation on its' side of the line as well.

NEW DESIGNATIONS

- 1) Existing C.R. 135 (3rd Street North) from the Burlington Northern Railway to T.H. 15.

This segment length is 0.401 mile. 1987 traffic on this segment was 10,620. The year 2000 traffic projections vary between 16,500 and 21,300. This segment of roadway was built to 48' width in 1979. No further improvements to this segment are programmed.

Mr. David O. Reed, P.E.
March 31, 1989
Page 2

NEW DESIGNATIONS (cont)

2) C.R. 138 from CSAH 75 to CSAH 81 (3rd Street North).

This segment length is 0.410 mile. It was a continuation of 3rd Street North to a connection with CSAH 75. 1987 traffic counts were 3,865 and the year 2000 traffic projections are 4,750. This roadway was reconstructed in 1974 as a two-lane facility with a 36 foot-wide paved surface. No improvements to this segment are programmed.

A recap of the proposed system changes would be as follows:

PROPOSED ADDITIONS	0.811
PROPOSED REVOCATIONS	0.561
ADDITIONAL	0.250 Miles

We feel that this proposed revision would create a more logical CSAH system within the St. Cloud/Waite Park metropolitan area. We have reviewed the remainder of our CSAH system and have been unable to identify additional mileage which might be revoked to offset the requested increase in mileage.

We request your review, approval and submittal to the County Screening Board for their consideration. I would be happy to answer any questions concerning this request.

Sincerely,



Douglas J. Weiszhaar, P.E.
County Highway Engineer

DJW/ljs

Attachment

cc: File

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: - Spring, 1989
Subcommittee: Roger Gustafson, Carver County (Chairman)
 Duane Lorsung, Todd County
 Gene Isakson, Sibley County
Request: Stearns County Mileage Addition

PROPOSED SYSTEM REVISION(S)

. Designations	1) <u>CR 135 (BN RR to TH 15)</u>	+	<u>0.401</u>	Mile(s)
	2) <u>CR 138 (CSAH 75 to CSAH 81)</u>	+	<u>0.410</u>	Mile(s)
	3) _____	+	_____	Mile(s)
. Revocations	1) <u>CSAH 7 (9th AVE S to East Co Line)</u>	-	<u>0.561</u>	Mile(s)
	2) _____	-	_____	Mile(s)
	3) _____	-	_____	Mile(s)
Total Addition				+
				<u>0.250</u> Mile(s)

REVIEW RESOURCES

 X Road Tour (April 17, 1989)
 X County Engineer's Request Cover Letter
_____ TH, CSAH, CR, MSAS Systems Map(s)
_____ Functional Classification Map(s)
_____ Comprehensive Transportation Plan(s)
 X Traffic Map(s) and Data
_____ Construction "Needs" of System Revision
 X Anticipated Construction Program
 X Recommendation(s) of District State Aid Engineer
_____ Conference with DSAE (_____)
 X Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

1. It is understood that this request is a product of a cooperative effort by Stearns County, Sherburne County, and the City of St. Cloud to separate dual MSAS and CSAH designations on various roadway corridors. As a result of this joint effort, Sherburne County has submitted documents to the MnDOT Office of State Aid which will reduce the CSAH system in that county by 0.35 mile. This will result in no additional CSAH mileage within the City of St. Cloud.
2. Stearns CSAH 81 presently does not terminate at a TH, CSAH, or MSAS. The requested additions will result in CSAH 81 intersecting CSAH 75 to the west and new TH 15 to the east. Third Street (CSAH 81) between new TH 15 and 37th Avenue is in the process of being designated a MSAS by the City of St. Cloud.
3. The mileage subcommittee is of the opinion that the criteria for the designation of a CSAH are satisfied by this request.

RECOMMENDATION TO THE SCREENING BOARD

 X RECOMMEND APPROVAL

The mileage subcommittee recommends approval of the Stearns County request for 0.25 mile of additional CSAH subject to the revocation of a minimum of 0.25 mile of Sherburne CSAH on or before said designation being made. It is understood that this condition represents the mutual commitment between Stearns County and Sherburne County.

 RECOMMEND DENIAL

[illegible]

GENERAL HIGHWAY MAP STEARNS COUNTY MINNESOTA

SCALE OF STATUTE MILES

1 0 1 2 3

BASIC DATA - 1977

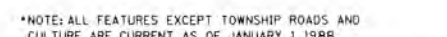
North American Datum



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

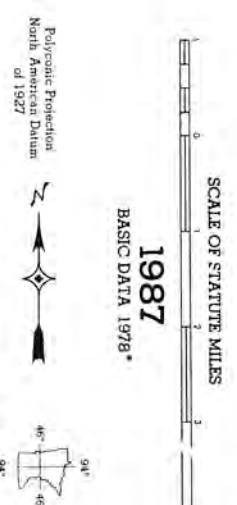
Outline Map of this County:
 Shaded portion being area delineated on this sheet.

Area of this County	1394 Sq. Miles
Land Area	1342 Sq. Miles
1980 TOTAL COUNTY POPULATION	106,161

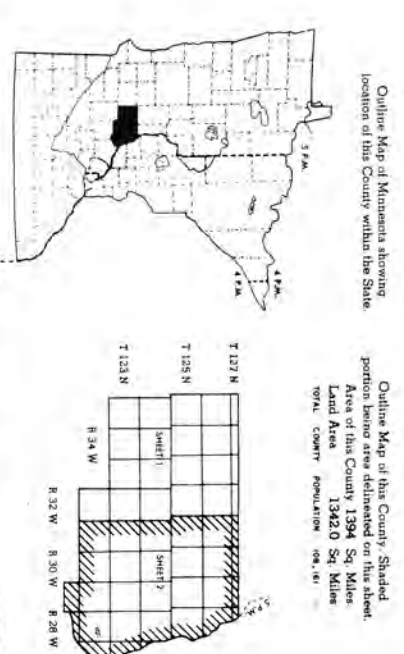


STEARNS COUNTY MINNESOTA

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



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



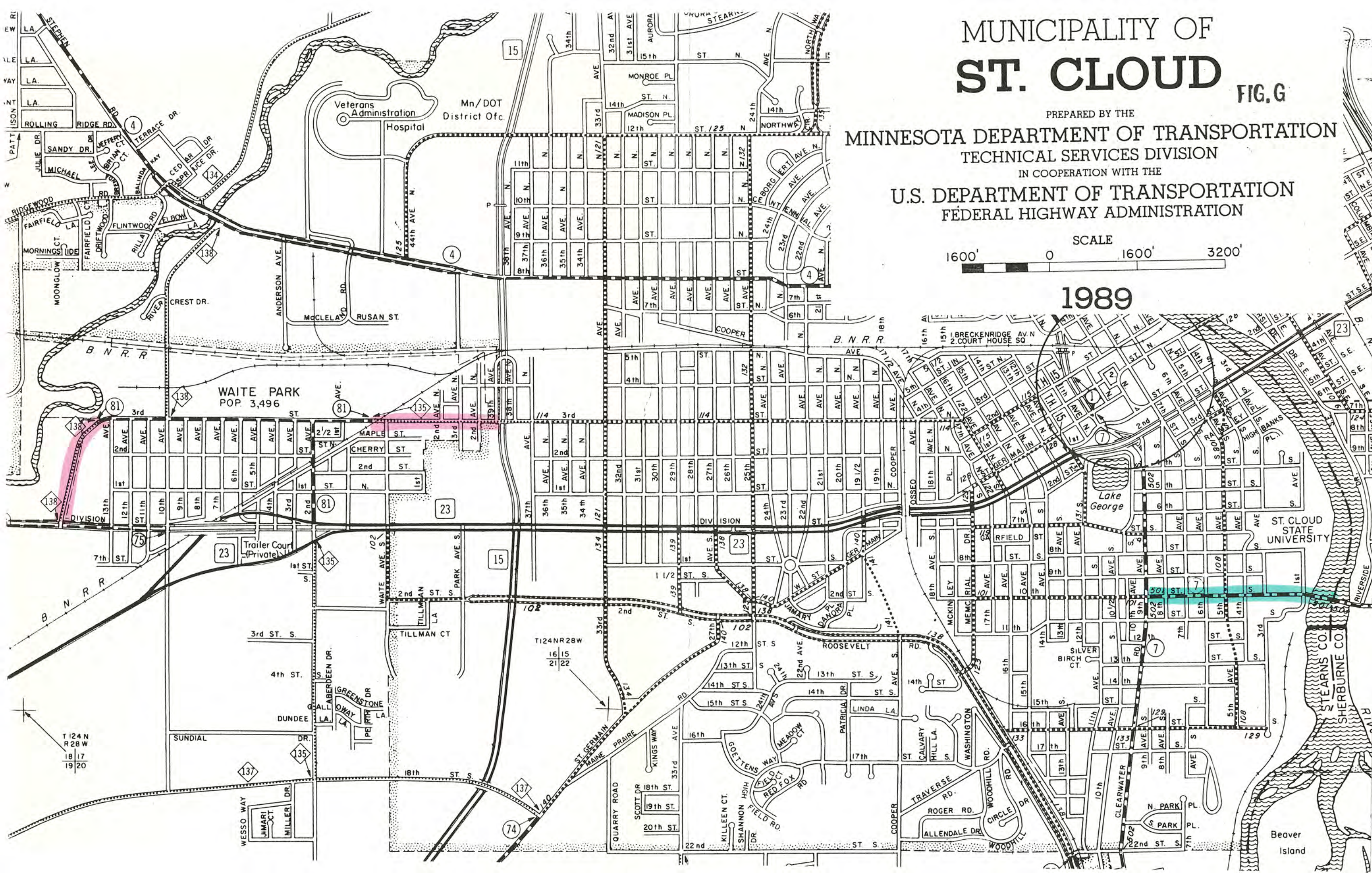
MUNICIPALITY OF ST. CLOUD

FIG. G

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

SCALE
1600' 0 1600' 3200'

1989



REFERENCE

MATERIAL

1989 COUNTY SCREENING BOARD DATA

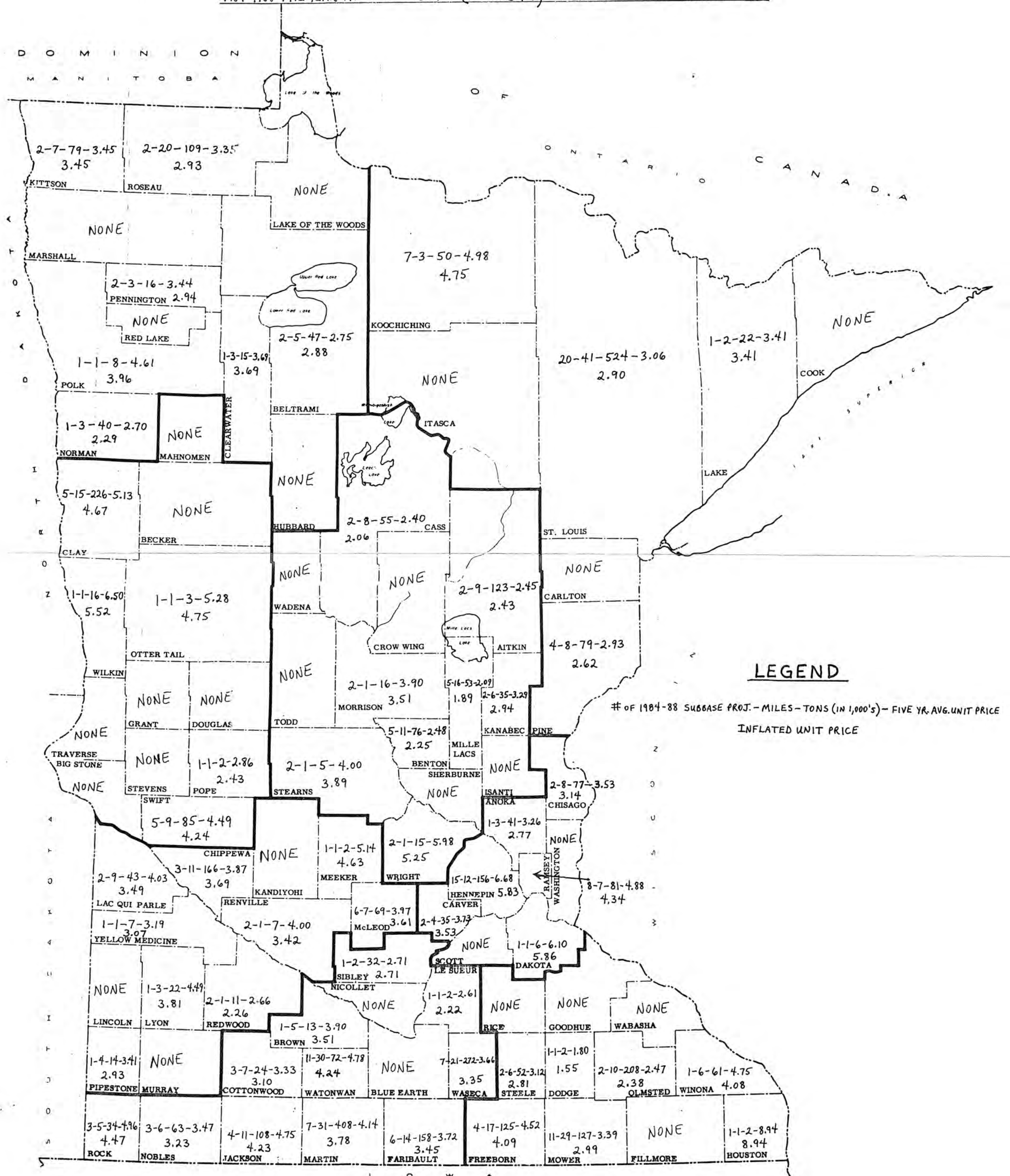
JUNE, 1989

1984-1988 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 1984-1988 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.

1989 COUNTY SCREENING BOARD DATA

1984-1988 FIVE YEAR AVERAGE SUBBASE (CLASS 3 & 4) UNIT PRICE DATA - RURAL & URBAN



1989 COUNTY SCREENING BOARD DATA
JUNE, 1989

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 May 1, 1989 and do not represent the final data to be used for the 1990 Apportionment.

County	FAS Fund Balance as of May 1, 1989	Maximum Balance	Needs Deduction From the 1989 25-Year C.S.A.H. Construction Needs
Anoka	\$996,468	\$445,747	\$550,721
Beltrami	819,698	775,992	43,706
Carlton	595,780	494,012	101,768
Carver	591,019	562,210	28,809
Clay	769,696	734,228	35,468
Cottonwood	650,200	552,417	97,783
Crow Wing	781,279	771,455	9,824
Fillmore	870,134	619,631	250,503
Hennepin	623,756	548,890	74,866
Houston	768,939	421,382	347,557
Hubbard	514,855	463,542	51,313
Itasca	1,160,390	844,123	316,267
Kanabec	351,557	350,000	1,557
Kandiyohi	651,558	579,539	72,019
Le Sueur	391,020	376,260	14,760
Meeker	389,720	350,000	39,720
Nobles	734,382	719,700	14,682
Ramsey	437,379	350,000	87,379
Renville	895,900	842,331	53,569
Rice	594,220	422,153	172,067
Roseau	825,739	568,261	257,478
Scott	487,746	394,256	93,490
Steele	421,652	418,042	3,610
Winona	534,970	421,796	113,174

1989 COUNTY SCREENING BOARD DATA

JUNE, 1989

County State Aid Maintenance Transfer

County	Transfers	31-Year Total 1958-1988	County	Transfers	31-Year Total 1958-1988
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	Dodge	2	37,610
District 1 Totals	18	1,428,631	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
Aitkin	9	245,000	Wabasha	2	33,714
Benton	1	60,000	District 6 Totals	18	396,447
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
Big Stone	2	46,007	District 7 Totals	16	552,235
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.

1989 COUNTY SCREENING BOARD DATA

JUNE, 1989

County State Aid Hardship Transfers

County	Transfers	31-Year Total 1958-1988	County	Transfers	31-Year Total 1958-1988
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.

1989 COUNTY SCREENING BOARD DATA
JUNE, 1989
Needs Adjustments for Variances Granted on CSAHs

The adjustments shown below are for those variances granted for which projects have been awarded prior to March 15, 1989 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee. Their latest meeting was held on March 10, 1989 during which some new guidelines were recommended. Minutes of that meeting are included in the "Reference Material" portion of the report. Since the guidelines are a part of the Screening Board resolutions, the recommendations must be acted upon by the Screening Board.

<u>County</u>	<u>Project</u>	<u>Recommended 1989 Needs Adjustments</u>
DODGE	20-609-17	\$ 68,585
DODGE	20-612-03	68,585
DODGE	20-624-13	62,350
FARIBAULT	22-613-19	124,100
FILLMORE	23-623-07	648,315
HENNEPIN	27-615-14	660,217
JACKSON	32-603-02	1,322,590
KOOCHICHING	36-603-05	1,326,692
MCLEOD	43-607-05	49,712
STEARNS	73-626-04	165,893
STEARNS	73-627-03	166,763
STEELE	74-645-17	434,303
WINONA	85-606-11	75,321
<hr/>		
TOTAL		<hr/> \$5,173,426

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 CSAH VARIANCE SUBCOMMITTEE
MEETING HELD MARCH 10, 1989

The meeting convened at 10:00 A.M. in Room 612A of the Mn/DOT Building in St. Paul.

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

Others present: Ken Hoeschen - State Aid (Mn/DOT)

A copy of the present "Guidelines for Needs Adjustments on Variances Granted" was distributed and briefly reviewed by the members. These are a part of the Screening Board Resolutions.

The Subcommittee then reviewed in detail the variances granted which the Office of State Aid felt were not covered by the present guidelines.

After considerable discussion the following additions to the present guidelines were recommended:

- 1) No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.
- 2) Those variances requesting acceptance of pavement strength 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 pavement strength and constructed pavement strength for a accumulative period of 10 years applied as a single one year deduction.

3) ADD TO PRESENT GUIDELINE 3C

If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.

These recommended guidelines will be presented to the County Screening Board at their June, 1989 meeting.

The meeting adjourned at 1:35 P.M.

Respectfully submitted,



Kenneth M. Hoeschen
Acting Secretary

Minutes of the County Engineers Screening Board Meeting

October 19 & 20, 1988

Meeting was called to order at 1:10 P.M. October 19, 1988 by Chairman Bob McPartlin.

Roll call of members:

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

Chairman McPartlin called for approval of the June 22 & 23, 1988 Screening Board minutes. Dick Hansen moved and Rick Arnebeck second a motion to approve the minutes as distributed. Motion carried unanimously.

Chairman McPartlin introduced the Mn/DOT Personnel from State-Aid in Attendance:

Gordon Fay.....	State-Aid Engineer
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 McPartlin then introduced Dave Everds, Dakota County, General Sub-Committee Chairman.

Chairman McPartlin recognized others present:

Al Goodman.....	Lake County.....	District 1 Alternate
Roger Hille.....	Marshall County.....	District 2 Alternate
John Walkup.....	Aitkin County.....	District 3 Alternate
Tallack Johnson.....	Swift County.....	District 4 Alternate
Vern Genzlinger.....	Hennepin County.....	District 5 Alternate
Mike Sheehan.....	Olmsted County.....	District 6 Alternate
Bob Witty.....	Martin County.....	District 7 Alternate
Doug Haeder.....	Pipestone County.....	District 8 Alternate
Dave Everds.....	Dakota County.....	District 9 Alternate
Paul Ruud.....	Anoka County.....	County Engineer
Mark Mattson	Washington County.....	Asst. County Engineer
Walter Leu.....	Clearwater County.....	Computer Committee

Chairman McPartlin 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. Ken announced that any pictures available from any county for future booklets would be appreciated.

Page 3 & Figure "A" - Comparison of 1987 to 1988 Basic Construction Needs

Ken went thru each of the effects of Needs changes on Figure "A". Ken noted that the Statewide change is an increase of 2.3%. No questions.

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

Ken pointed out that there are five counties that have restrictions which are Hennepin, Big Stone, Scott, Murray and Ramsey. The Statewide needs increased 4.7%; therefore, the limiting range is minus 15.3% to plus 24.7%. No questions.

Page 8 - FAS Fund Balance Deductions

Ken noted that Rock County had a project which was not noted until recently and therefore should be removed from the list. Rick Arnebeck asked about situations when a county (Houston County as an example) may be restricted from using FAS funds and if that county should suffer as a result; has this been brought up before? Ken responded in the affirmative. No further questions or comments.

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

Ken reviewed this data and pointed out these are adjustments to the 25-Year Needs and not Apportionment. No questions.

Pages 13 thru 15 - Special Resurfacing Projects

Ken reviewed the current Screening Board resolution and pointed out there have been \$110 million worth of these type of projects. There were no comments.

Pages 17 thru 27 - Comparison of 1984-87 Rural Design Grading Construction Costs to Needs Study Costs

Ken briefly reviewed the resolution dealing with grading cost adjustments. He provided replacement pages for Pages 19 and 27 due to an error in the Clearwater County data (The cost factor should be negative in lieu of positive.). Ken pointed out that there has been over 1,000 miles of complete grading accomplished in the last four years and that the Statewide average of the Construction Costs is within 7% of the average Needs Costs; no further discussion or comments.

Pages 29 thru 39 - Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

Ken pointed out this is the same type of comparison dealing with Urban Design Grading Construction Costs as with Rural Design just begun as the result of recent Screening Board action so there is only one year of comparison. He noted an error on Page 35: Goodhue County had one (1) project, not six (6). Ken noted the Statewide average Construction Costs is within 1% of the Needs Costs. No questions or comments.

Pages 41 & 42 - Bond Account Adjustments

Ken noted corrections in the data for Norman and Yellow Medicine counties; revised pages were handed out. No questions.

Pages 43 thru 46 - After-the-Fact Needs

Ken commented these are Needs which have to be reported to the District State-Aid Engineer and to the State-Aid Office by July 1st after the year of construction. No questions were raised.

Pages 47 thru 29 - Mill Levy Deductions

Ken noted this is based on a county's total tax valuation and this adjustment is made to the annual Needs; no further comments or questions.

Page 51 & Figure "B" - Tentative 1988 Money Needs Apportionment

The tentative apportionment was developed on the basis of an increase of 19.5% over last year's Statewide dollars based on information after the Legislative Session and this may be conservative. A revised Figure "B" was handed out. Ken noted that there is a new "minimum county" this year: Kanabec County. No questions.

Pages 52 thru 54 - 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 the corrections already noted; revised Pages 53 & 54 handed out. No questions.

Pages 55 thru 58 - Tentative CSAH Apportionments

Revised Pages 56, 57 & 58 were handed out. No discussion and no questions.

Pages 59 thru 61 - Comparison of 1988 to Tentative 1989 CSAH Apportionments

Revised Pages 60 & 61 handed out. This is based on a 19.5% increase. Ken noted the largest increase is that of Hennepin County at 35.2% or \$3.6 million.

Duane Lorsung asked about anticipated amounts for 1990 & 1991 in relationship to the 3¢ gas tax increase and the MVET; Ken responded the increase or impact is half-n-half. No further discussion or questions.

Pages 62 thru 67 - History of Mileage Requests

Information only; no discussion

Pages 68 thru 75 & Figure "C" - Anoka County Mileage Request

There are three requests from Anoka County: 51, 78 and 112. Ken noted that the Screening Board created a Mileage Sub-Committee at the last meeting; this Committee did look at the metro area requests and reviewed all the data from all counties. The Committee's report is on Pages 92 thru 96. Roger Gustafson was called upon to lead the discussion; he suggested each of the three roads be handled individually since they are separate requests.

First one - County Road 51; Questions: Dick Hansen expressed concern as to the relationship to CSAH 11 and CSAH 12 and the possibility of revoking these from the CSAH system. Paul Ruud, Anoka County Engineer, responded that these routes are critical in the overall traffic pattern and explained about each.

Rick Arnebeck asked if the reason for placing on the CSAH system is to utilize CSAH funds for reconstruction in the near future. Paul Ruud responded yes and elaborated on work that has been done with Local monies and what is anticipated in the future with CSAH funds and Local monies. Rick Arnebeck asked if the immediate benefit then would be to apply CSAH maintenance funds to it; Paul indicated yes.

Mike Rardin asked a general question regarding the different "systems" as to classifications. Paul Ruud commented on the county thoroughfare plan, the metro highway system and the Federal functional classification system. Roger Gustafson also commented on the various "systems". Tom Behm asked if there are presently any plans to go north of TH 242. Paul advised no. Rick Arnebeck asked what the impact on the Needs would be. Referred to Mileage Sub-Committee report on Page 94. Bob McPartlin noted the Committee did study that information. Paul Ruud again reviewed what the planned expenditures of Local monies is for each roadway.

Second one - County Road 78; Questions: Bob McPartlin asked if there is any MSAS mileage available in the City of Coon Rapids. Paul Ruud did not know specifically but he doubted it in that the City is rather aggressive. Bob McPartlin stated that Coon Rapids has 5.9 miles of undesignated MSAS capacity and questioned if any discussion with the City to designate; Paul Ruud said they had not talked specifically with the City. Ken Straus clarified that Coon Rapids has designated over four (4) miles since last September. Mike Rardin asked about extension north; Paul Ruud explained existing construction.

Third one - County Road 112; Questions: Bob McPartlin asked about MSAS mileage available in the City of Blaine. No.

No further discussion or questions about Anoka County's mileage request.

Pages 76 thru 81 & Figure "D" - Lyon County Mileage Request

Tom Behm explained the request which basically provides an access to the northern part of the City of Marshall and Southwest State University and to link up three trunk highways. Questions: Rick Arnebeck asked if the purpose to get it on the system is to use CSAH funds for construction. Tom Behm responded yes to 10-Ton standards and they have secured donations on the right-of-way. Rick Arnebeck asked what the population growth condition is; Tom Behm advised Lyon County is the only County in southwest Minnesota with a projected population increase. Dick Hansen asked about "trade-offs"; Tom Behm referred to a letter and difficulty with stub ends in a search for trade-offs. Ken Weltzin asked if this was located outside the City Limits of Marshall; only a small portion of it.

No further discussion or questions about Lyon County's mileage request.

Pages 82 thru 91 and Figures "E1" & "E2" - Washington County Mileage Report

Ken Weltzin was called upon to lead the discussion; he noted the complexity of the request and deferred to MarkMattson, Washington County Assistant Engineer. The request is in two parts consisting of proposed revocations of 7.39 miles and proposed additions of 7.67 miles for a net change additional of 0.28 miles. Bob McPartlin asked why existing CSAH roads no longer eligible for CSAH designation or why they don't meet the CSAH criteria. MarkMattson responded that it is the result of changes in traffic patterns and Ken Weltzin noted the development which has occurred. Tom Richels asked about municipal approval; yes, and actual resolutions have been secured from the affected municipalities. Mike Rardin asked about the county and the cities working together closely in such a case; generally, but the county transportation plan is relied upon also. Bob McPartlin asked about the municipal approval resolutions being in hand or not; Ken Hoeschen noted that Screening Board approval can be conditioned. Tom Behm asked if CSAH 13 has been regraded in the last 20 years; no. Rick Arnebeck asked if the intention of adding to the CSAH system is to use CSAH funds for construction; MarkMattson responded about the conditions of various segments. Bob McPartlin asked about the North-South No. 17 which appears to deadend with

MSAS street in Lake Elmo and why not designate all of it MSAS; Mark Mattson noted there is no MSAS mileage of significance to designate and the City is desirous to maintain a CSAH as main street.

No further discussion or questions about Washington County's mileage request.

Chairman McPartlin declared a recess for refreshments.

Pages 92 thru 96 - Mileage Sub-Committee Report

Chairman McPartlin served as Sub-Committee Chairman and led the discussion of the report; he introduced the other Sub-Committee members, Duane Lorsung, Todd County, and Roger Gustafson, Carver County (Dick Hansen, St. Louis County, was the original northern counties' representative but was unable to meet due to other commitments.). Bob McPartlin noted the creation of the Sub-Committee and explained what the Sub-Committee did; recommendations are on Page 95. Bob McPartlin asked for questions and discussion: Ken Weltzin commented questioning just what "we" are getting into when dealing with CSAH and MSAS systems; there is a need to cooperate as much as possible with municipalities. Mike Rardin commented in general and called attention to an article entitled "Beyond Gridlock" raising the questions how do we address the total public's needs; we cannot work independently and we must cooperate. Bob McPartlin commented about the nature and makeup of the Sub-Committee and noted Commissioner Levine's suggestions as well as the conclusions on Page 96. Bob McPartlin handed out policy information regarding this Sub-Committee noting it was "draft" data for discussion and asked for further questions and discussion.

Doug Haeder asked about the provision "...the county cannot make new arrangements if the mileage is disapproved." as did Dave Everds; Bob McPartlin responded the provision is intended so as not to put pressure on the Screening Board. Roger Hille asked if it is the suggestion that each county would be required to develop a comprehensive transportation plan; yes. Doug Haeder asked what is the difference between a comprehensive plan and the functional classification plan; Rick Arnebeck commented that one may be existing and one is for future planning. Mike Rardin commented that the county comprehensive plans would probably be integrated into a regional plan. Tom Behm commented about visitation of sites, need to do it for all requests; need more District State-Aid Engineer input; and is a real criteria to have the potential needs identified. Rick Arnebeck commented that the handout seemed to be more procedure than policy. Earl Welshons asked just what the District State-Aid Engineers are expected to do as proposed; Bob McPartlin responded that the DSAE is involved with both the CSAH and MSAS systems and thus should be able to provide important input. Bob McPartlin noted that the Screening Board is to recommend to Commissioner Levine the makeup of the Mileage Sub-Committee. No further discussion or questions.

Pages 98 thru 116 - State Park Road Account

Ken briefly reviewed the law and advised the information included was received from the DNR. The projects requiring approval are Nos. 3, 4 & 6 as they are on CSAHs; the others are on CRs and do not need Screening Board approval. Bob McPartlin asked what the effect is if not approved. Ken Hoeschen was not sure but assumed if not approved, the State Park funds would not be used on these projects. Other general discussion followed.

Pages 117 & 118 - CSAH 20-Year Traffic Projection Factors

Ken reviewed the data. No questions.

Pages 119 thru 126 - June Screening Board Minutes

No comments.

Pages 127 thru 140 - History of Screening Board Resolutions

No discussion or comments.

Other Business

Roy Hanson noted the resolution on Page 9 should be clarified; the second paragraph should read: That, for the computation of this deduction, a Report of State-Aid Contract (Form #) that has been received before September 1st by the District State-Aid Engineer for processing or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.

Meeting recessed at approximately 4:00 P.M. on October 19, 1988 to 8:30 A.M. on October 20, 1988.

Chairman McPartlin reconvened the meeting at 8:40 A.M. on October 20, 1988; 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.

Pages 3 thru 51 - Needs and Adjustments

Ken asked if there were any questions or concerns about the Needs and Adjustments regarding the first 50 pages of the booklet. No questions or concerns; Chairman McPartlin noted that the information is straight forward and that there appears to be no controversial issues this year.

Rick Arnebeck moved and Duane Lorsung second a motion to approve the Needs Adjustment as presented and corrected in the booklet Pages 53 thru 61. Motion carried unanimously by voice vote. The original draft of Page 52 was signed by all representatives.

Pages 62 thru 91 - Mileage Requests

Chairman McPartlin noted the Mileage Sub-Committee did make a recommendation regarding the requests. Anoka County: Ken Weltzin suggested each county road request be considered separately. County Road 51: Dick Hansen asked if the guidelines presented by the Mileage Sub-Committee were followed in reviewing the requests; Bob McPartlin responded not specifically, but Roger Gustafson commented the Sub-Committee did generally apply them and he also commented on the CSAH and MSAS relationship. Ballots were distributed and marked..

County Road No. 78: Roger Gustafson expressed support and urged approval. Tom Richels commented as to how many more requests will be submitted in the future regarding County Road 78. Dick Hansen asked how many miles left on the CSAH system to designate; Ken Hoeschen replied about 680 miles. Bob McPartlin expressed concern about jurisdictional "swaps" in relationship to the MSAS system. Ballots were distributed and marked.

County Road 112: Bob McPartlin expressed concern about any MSAS mileage available. Ballots were distributed and marked.

Lyon County: Roger Gustafson asked what will happen if not approved since construction is planned in 1989 with CSAH funds; Tom Behm indicated he did not expect it would be constructed without CSAH funds; however, it may be possible to grade it. Duane Lorsung asked for clarification of the traffic projections and Ken Weltzin asked about the volumes; Tom Behm advised that a consultant was involved in arriving at projections. Ballots were distributed and marked.

Washington County: Chairman McPartlin noted the request is in two parts. First part: Tom Richels asked if same procedure to be used since one part appears to

depend on the other. Bob McPartlin concluded the first part needed to be decided first. Duane Lorsung asked for clarification regarding the stub of No. 17 south of No. 5. Ken Weltzin expressed support. Rick Arnebeck commented that it appears necessary to revise procedure and let the results of the first part of the request to be known before acting on the second part; he moved and Roger Gustafson second a motion to announce the results of balloting on the first part prior to action on the second part. Motion carried unanimously by voice. Ballots were distributed and marked; request is approved.

Second part: Ken Weltzin expressed support and regrets that Don Wisniewski, Washington County, is not present due to a serious family illness so he could fully explain the request. Ballots were distributed and marked.

The results of the balloting were reported as follows:

Anoka County - County Road 51:

7 Approve; 2 Deny.

Anoka County - County Road 78:

7 Approve; 2 Deny.

Anoka County - County Road 112:

6 Approve; 3 Deny.

Lyon County - :

8 Approve; 1 Deny.

Washington County - First Part:

9 Approve; 0 Deny.

Washington County - Second Part:

6 Approve; 3 Deny.

All mileage requests as submitted are therefore approved.

Pages 92 thru 96 - Mileage Sub-Committee Report

Chairman McPartlin, as the Sub-Committee Chairman, noted the report and pointed out there is no action required on the report but that a number of items have been brought up, including a draft policy, and should be further discussed. Rick Arnebeck commented about the history of mileage requests Page 63 and following and noted that requests in the past involved small amounts of mileage thus indicating revisions of systems, but now recent requests involve much more significant requests which indicates increasing of systems; he presented certain information and data for the Sub-Committee's future consideration as a concern about a wholesale raid on the available undesignated CSAH mileage. Rick Arnebeck read his handout material: policy needed to recognize the impact of population growth in a county and/or population shifts; allow for one percent (1%) increase over 20 years for realignment and allow increase not to exceed annual population growth rate with a limiting factor such that the net increase in the total annual apportionment due to CSAH mileage for any county will not exceed three percent (3%) of the previous year's total annual allotment, and CSAH segments may not be removed from the present system unless certain criteria are met; and any mileage requests not meeting these guidelines must be submitted to the Spring Meeting of the Screening Board for review and comment and then take appropriate action to approve, deny or refer to an established sub-committee of Screening Board alternates composed of two (2) northern, two (2) metro and two (2) southern county representatives who shall report back to the Fall Meeting of the Screening Board.

Bob McPartlin asked about the increase numbers and how they were determined; Rick Arnebeck replied that one percent (1%) is about one-half of the remaining mileage which would be earmarked for general revisions.

Ken Weltzin expressed concern that we may be over-reacting to what has not been a problem in that less than six (6) miles per year have been added to the CSAH system.

Roger Gustafson noted that what we ought to decide now if we are going to continue the Mileage Sub-Committee and if it is decided to continue, then decide upon the makeup of the Sub-Committee and then welcome any and all input such as Rick Arnebeck's and others.

Bob McPartlin commented that there simply is no allowance for growth in the system in a convenient way. Al Goodman noted that there is some interaction with the MCHEA Executive Committee.

Mike Rardin moved and Tom Richels second a motion to continue the Mileage Sub-Committee composed of the nine (9) Screening Board alternate delegates with the task to develop a firm policy statement and procedural guidelines to evaluate mileage requests.

Discussion: Roger Gustafson asked when the change of alternates would occur; at the time of the MCHEA Annual Meeting. Ken Weltzin expressed concern about the continuity of such a committee. Roger Gustafson asked if the proposed committee is just to make policy. Mike Rardin stated this would resolve the makeup of the Mileage Sub-Committee. Dick Hansen expressed that the Mileage Sub-Committee should be composed similar to the General Sub-Committee.

Chairman McPartlin declared a recess for refreshments.

Discussion regarding the Mileage Sub-Committee resumed: Ken Weltzin again expressed concern about continuity and that present Screening Board members should be retained; Dick Hansen concurred. Rick Arnebeck made some general comments regarding his information handout and that maybe a special meeting at a later date to discuss only this topic is required. Various comments offered regarding no mileage requests to be acted upon until policy procedure completed, but no consensus arrived at. Duane Lorsung suggested a 5-member committee of outgoing Screening Board delegates. Ken Weltzin expressed opposition to motion and referred to Page 96. Roger Gustafson expressed concern about the time involved in establishing policy, etc. so that no unnecessary delays or barriers occur with mileage requests. Ken Weltzin and Rick Arnebeck also commented about delays. No further discussion. Motion failed by show of hands: 3 Yes; 6 No.

Ken Weltzin moved and Dick Hansen second a motion to continue current three member (delegates from Districts 3, 5 & 7) Mileage Sub-Committee plus the Screening Board Vice Chairman to develop a firm policy statement and procedural guidelines to evaluate mileage requests, to review any mileage requests received and to make a report at the first meeting of the Screening Board in 1989. General discussion followed. Motion carried by voice vote: 8 Yes; 1 No.

Rick Arnebeck moved and Duane Lorsung second a motion that the Screening Board reconvene in January at the MCHEA Annual Meeting. Motion carried unanimously by voice vote.

Pages 98 thru 116 - State Park Road Account

Dick Hansen moved and Mike Rardin second a motion to approve the DNR request as set forth on Page 100. No discussion. Motion carried unanimously by voice vote.

Roy Hanson, Assistant State-Aid Engineer, commented that when counties work with DNR officials to impress upon them that a project must be a State-Aid job.

Pages 117 & 118 - CSAH 20-Year Traffic Projection Factors

No comments; no action required.

Pages 119 thru 126 - June Screening Board Minutes

Minutes were approved on October 19, 1988. No further comments.

Pages 127 thru 140 - History of Screening Board Resolutions

No comments; no action required.

Other Business

Ken Weltzin moved and Rick Arnebeck second a motion that an amount of \$442,390 (not to exceed 1/4 of 1% of the 1988 CSAH Apportionment) shall be set aside from the 1989 CSAH Apportionment Fund and be credited to the Research Account. No discussion. Motion carried unanimously by voice vote.

Roy Hanson noted the resolution on Page 9 for clarification. Rick Arnebeck moved and Duane Lorsung second a motion to clarify the resolution as presented by State-Aid staff. Motion carried unanimously by voice vote.

Chairman McPartlin called upon Gordon Fay, State-Aid Engineer, for remarks. Gordon made the following comments:

1. Caution must be exercised in doing work and signing plans not in accordance with standards, etc. and good engineering practices. The City of St. Paul Council is seeking ways to work around established State-Aid rules and regulations.
2. The MCHEA Executive Committee has recommended a bridge bonding program in the amount of \$10 million over the next four years.
3. A County Road Needs Study may be required in the future.
4. The MCHEA Annual Conference or Institute program is now finalized.
5. The video on transportation by the MCHEA was shown at the 2020 Forum in Washington.
6. Quality Control project candidates are being solicited.
7. The annual meeting of MGRI is today, and tonight is the farewell party for retiring Executive Director Bob Johnson.
8. The MVET transfer will sunset in 1991 which is not far off; continuation of MVET to counties is important.
9. The State of New York is developing a Local Road Research Board program patterned after Minnesota's LRRB.
10. Computer training is being developed and scheduled.
11. The \$250,000 program appropriated by the Legislature to assist townships in maintaining roadways to recreation areas, etc. now has nearly 100 requests which far exceeds the amount available; the County Engineer and District State-Aid Engineer will be requested to review these requests.
12. Overall State-Aid operations are going along well.

Ken Hoeschen reminded the counties which had mileage requests approved that all necessary resolutions and other paperwork must be submitted to the State-Aid Office.

Dick Larson asked about the checking on township road mileage; he recently had two Mn/DOT employees in his county verifying the town road mileage certification.

There was no specific answer available but Mr. Fay indicated they would check on it.

Gordon Fay also commented about the Attorney General's memo regarding the "little Davis-Bacon Act" and the affirmative action or human rights policy that is now required by each county.

With no other business to come before the Board, Chairman McPartlin declared the meeting adjourned at approximately 11:30 A.M. October 20, 1988.

Respectfully submitted,

Duane A. Blanck

Duane A. Blanck
Crow Wing County
Screening Board Secretary

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MINUTES OF THE JANUARY 11, 1989
COUNTY SCREENING BOARD MEETING
WERE NOT RECEIVED IN TIME TO
BE INCLUDED IN THIS REPORT

* * * * *

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
APRIL 27, 1989

Members Present: Dave Everds, Chairman - Dakota County
 Bill Groskurth - Freeborn 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 10:00 A.M. on April 27, 1989 in Room 419 of the Mn/DOT Building.

The first item for discussion was the determination of the 1989 CSAH needs study gravel base unit price recommendations to be made to the County Screening Board in June.

Maps showing each county's five year average gravel base unit price data were sent to the members prior to the meeting. After reviewing previous years' procedures, the Subcommittee directed that the prices as shown on the map be recommended to the Screening Board for use in the 1989 CSAH needs study.

The method used to convert deep strength bituminous projects to normal type aggregate base projects was brought up by Ken. A concern was registered that perhaps the cost of the shouldering material placed outside the bituminous base which would normally be aggregate base should be included in the conversion cost. The Subcommittee felt that the present procedure was adequate and that, in most cases, the gravel base unit prices resulting from the conversion process were already higher than the actual gravel base prices.

The Subcommittee then reviewed the unit price data presented regarding the other roadway items. After a short discussion, the Subcommittee recommended using the "increment method" to determine each county's bituminous base, bituminous surface, gravel surface, gravel shoulders and rural design subbase unit prices. Simply explained, the "increment method" involves applying the difference between the 1988 state average CSAH construction unit price of gravel base (\$3.56) and the 1988 state average CSAH construction unit price of each of the other items to each county's previously 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 increment method would result in each county's urban design subbase price being \$1.19 higher than their gravel base price. This did not seem realistic to the Subcommittee.

Minutes of the CSAH General Subcommittee Meeting
April 27, 1989
Page 2

For concrete surface, the Subcommittee recommends using the same unit prices as last year (\$11.80 for rural design - \$14.89 for urban design). Normally, average concrete prices from the previous year are received from the Mn/DOT Estimating Section and used to determine CSAH needs study prices. But a new computerized procedure made it impossible to retrieve averages this year. They recommended retaining last year's prices.

For the other miscellaneous unit prices (i.e. storm sewer, curb and gutter construction, bridges, and railroad crossing protection) the Subcommittee agrees with those prices recommended by Mn/DOT and the MSAS Subcommittee.

There being no further items for action by the Subcommittee, the meeting was adjourned at 11:40 A.M.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'Ken Hoeschen', written in a cursive style.

Ken Hoeschen
Acting Secretary

CURRENT RESOLUTIONS OF THE
COUNTY SCREENING BOARD

January, 1989

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 1988)

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~~ a Report of State Aid Contract (Form #30172) that ~~has~~ has ~~not~~ has been received before September 1 by the District State Aid Engineer for ~~payment~~ processing or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.

Grading Cost Adjustment - Oct. 1968 (Latest Rev. June, 1988)

That, annually, a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustments 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:

<u>Existing ADT</u>	<u>Turnback Maintenance/Mile/2 Lanes</u>
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. June, 1988)

That all grading costs shall be determined by the county engineer's estimated cost per mile.

Rural Design Grade Widening - June 1980

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

<u>Feet of Widening</u>	<u>Needs Cost/Mile</u>
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.