

1991 COUNTY SCREENING BOARD DATA



June 1991

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1991 COUNTY SCREENING BOARD DATA



June 1991

MINNESOTA DEPARTMENT OF TRANSPORTATION



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TO BE PRESENTED AT THE JUNE 18-19, 1991 MEETING

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LOTUS-FILE_123 (SCBOARD)

1991 COUNTY SCREENING BOARD

LEE ENGSTROM	(91–92)– Itasca County	-	DISTRICT	1
WALTER LEU	(90-91)- Lake of the Woods County	-	DISTRICT	2
JOHN WALKUP	(91-92)- AITKIN COUNTY	-	DISTRICT	3
JACK COUSINS	(90-91)- CLAY COUNTY		DISTRICT	4
BRAD LARSON	(91-92)- Scott County		DISTRICT	5
Mike Sheehan	(90-91)- OLMSTED COUNTY	-	DISTRICT	6
STEVE SCHNEIDER	(91-92)- Nobles County	-	DISTRICT	7
Pete Boomgarden	(90-91)- REDWOOD COUNTY	-	DISTRICT	8
Don Theisen	(91-92)- Chisago County	-	DISTRICT	9
AL FORSBERG (SECRET	ary) - Blue Earth County			
	1991 SCREENING BOARD ALTERNATES			
Wayne Olson Russ Larson Chuck Gronberg Dave Heyer Roger Gustafson Bill Groskurth Gene Isakson Gary Danielson Don Wisniewski	- CARLTON COUNTY - ROSEAU COUNTY - ISANTI COUNTY - BECKER COUNTY - CARVER COUNTY - FREEBORN COUNTY - SIBLEY COUNTY - KANDIYOHI COUNTY - WASHINGTON COUNTY		DISTRICT DISTRICT DISTRICT DISTRICT DISTRICT DISTRICT DISTRICT DISTRICT	123456789
· · ·	1991 CSAH GENERAL SUBCOMMITTEE			
BILL GROSKURTH, CHA Ken Weltzin Dick Larson	IR. (JUNE, 91) - FREEBORN COUNTY (JUNE, 92) - RAMSEY COUNTY (JUNE, 93) - MILLE LACS COUNTY 1991 CSAH MILEAGE SUBCOMMITTEE			
• •				
GENE ISAKSON, CHAIR Paul Ruud Wayne Olson	(Oct. 91)- Sibley County (Oct. 92)- Anoka County (Oct. 93)- Carlton County			
	CSAH VARIANCE SUBCOMMITTEE (STANDING)			
kon Sandvik Pete Boomgarden Don Wisniewski	- LE SUEUR COUNTY - Redwood County - Washington County			

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dmg-WP50-(Introduc)

1991 COUNTY SCREENING BOARD DATA

JUNE, 1991

Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1991 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 1985 construction projects and added the 1990 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1986 through 1990, are the basic source of information for compiling the data used for computing the recommended 1991 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 1990 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 May 1, 1991 are included in the "Reference Material" section of this report. Bill Groskurth, Freeborn County, chairman of the General Subcommittee and Gene Isakson, Sibley County, chairman of the Mileage Subcommittee will attend the Screening Board meeting to review and explain the recommendations of their respective groups.

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dmg-WP50-trendpr

1991 COUNTY SCREENING BOARD DATA

JUNE, 1991

Trend of C.S.A.H. Unit Prices (Base on State Averages from 1978-1990)

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.

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4 1982-1990 Includes Rural & Urban Design Projects

YEAR	QUANTITIES	Соѕт	Annual Average	5-Year Average	(Rural Design) Needs Study Average
1978	1,408,202	\$3,725,724	\$2.65	\$2.11	\$1.87
19/9	1,148,6/2	3,891,149	3.39	2.33	2.11
1980	1,000,475	4,589,136	3.60	2.00	2.50
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	798,321	2,871,121	3.60	3.72	3.84
1987	1,015,708	4,147,919	4.08	3.84	3.54
1988	981,435	3,316,895	3.38	3.79	3.75
1989	1,584,966	6,024,671	3.80	3.74	3.41
1990	850,693	3,148,478	3.70	3.73	3.73



Unit Price (\$)

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(ONLY)

LOTUS-FILE_456(BASE_5&6)

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6 1982-1990 Includes Rural & Urban Design Projects

Year	QUANTITIES	Соѕт	Annual Average	5-Year Average	NEEDS STUDY Average
1978 1979 1980 1981 1982 1983 1984 1985 1986 1985 1988 1988 1989 1990	2,383,648 2,115,430 1,468,830 1,840,881 2,467,051 1,938,168 1,862,681 2,574,482 2,296,457 2,856,606 3,413,807 3,290,437 3,740,797	\$6,150,942 6,885,598 5,099,343 6,218,533 8,167,357 7,113,486 8,042,583 10,479,018 8,768,366 11,084,646 12,092,134 12,704,852 14,545,409	\$2.58 3.25 3.47 3.38 3.31 3.67 4.32 4.07 3.82 3.88 3.54 3.86 3.89	\$2.12 2.34 2.64 2.91 3.15 3.38 3.58 3.72 3.82 3.94 3.88 3.82 3.80	\$1.96 2.12 2.59 3.54 3.43 3.27 3.56 4.31 4.07 3.82 3.88 3.56 3.87



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LOTUS-FILE_456(BIT_2331)

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331 1982-1990 Includes Rural & Urban Design Projects

Year	QUANTITIES	Соѕт	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	2,546,367	42,789,582	16.80	18.60	19.91
1986	2,483,491	38,875,784	15.65	18.15	16.71
1987	2,582,858	40,775,683	15.79	17.55	15.51
1988	2,962,563	42,987,747	14.51	16.46	15.53
1988	2,524,687	37,140,840	14.71	15.46	14.29



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LOTUS-FILE_456(BIT 2341)

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341 1982-1990 INCLUDES RURAL & URBAN DESIGN PROJECTS

(ONLY)

(RURAL DESIGN) ANNUAL 5-YEAR NEEDS STUDY YEAR QUANTITIES Соѕт AVERAGE Average 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 1,310,395 3,749,375 1981 63,541 191,268 20.63 16.13 17.58 1982 19.60 17.66 20.63 1983 3, 199, 774 146,503 21.84 19.54 19.39 1984 172,277 4,028,081 23.39 20.42 21.44 223, 479 258, 737 1985 5,451,659 24.39 22.10 23.06 1986 4,976,856 19.24 21.58 24.39 299,548 1987 5,666,289 18.92 21.1917.95 1988 355,070 16.90 16.22 6,001,226 19.96 17.64 4,980,376 4,575,717 1989 307,106 18.76 16.151990 270,025 16.95 17.58 15.82



LOTUS-FILE_456(SURF2118)

1990 COUNTY SCREENING BOARD DATA JUNE, 1990

TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118 1982-1989 Includes Rural & Urban Design Projects

YEAR	QUANTITIES	Соѕт	Annual Average	5-Year Average	(Only) (Rural Design) Needs Study Average
1978 1979 1980 1981 1982 1983 1984 1985 1986 1985 1988 1988 1989 1990	388,427 261,637 291,915 177,479 169,755 176,024 283,698 194,555 257,323 252,093 393,590 417,908 531,937	\$1,032,379 806,744 1,072,984 565,415 514,181 669,773 1,027,910 769,340 951,855 957,420 1,400,145 1,548,428 2,244,411	\$2.66 3.08 3.68 3.19 3.03 3.81 3.62 3.95 3.70 3.80 3.56 3.71 4.22	\$2.17 2.39 2.77 2.95 3.09 3.37 3.50 3.54 3.64 3.76 3.70 3.71 3.83	\$1.92 2.17 2.64 3.67 3.19 3.00 3.76 3.62 3.95 3.68 3.80 3.55 3.70





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LOTUS-FILE_456(SHLDR2221)

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221 1982-1990 Includes Rural & Urban Design Projects

(ONLY)

YEAR	QUANTITIES	Соѕт	Annual Average	5-Year Average	(RURAL DESIGN) Needs Study Average
1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990	748,028 641,380 528,325 606,762 760,901 838,572 812,267 988,140 1,094,004 1,118,478 1,050,781 1,174,522 1,089,251	\$2,259,804 2,255,009 1,963,507 2,287,661 3,111,555 3,504,333 3,565,540 4,411,565 4,402,874 4,505,873 4,300,402 4,531,872 4,452,067	\$3.02 3.52 3.71 3.77 4.09 4.18 4.39 4.47 4.03 4.03 4.03 4.09 3.86 4.09	\$2.50 2.73 2.98 3.25 3.61 3.88 4.06 4.21 4.23 4.20 4.19 4.08 4.02	\$2.29 2.50 5.00 3.73 3.78 4.08 4.12 4.39 4.46 4.02 4.02 4.02 4.11 3.85



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NOTES & CC)MMENTS
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1991 COUNTY SCREENING BOARD DATA JUNE, 1991

<u>1991 C.S.A.H. Gravel Base Unit Price Data</u>

The map (figure A) indicates each county's 1990 CSAH needs study gravel base unit price, the gravel base data in the 1986-1990 five-year average unit price study for each county, and an <u>inflated</u> gravel base unit price which is the Subcommittee's recommendation for 1991. 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 May 1, 1991 meeting to determine the 1991 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, <u>inflated</u> 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 <u>inflated</u> by the proper factors is determined.

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As you can see, the counties whose recommeded unit prices have either a square or a circle around them have less than 50,000 tons of gravel base material in their current fiveyear average unit price study. Therefore, these prices were determined using either the second or third part of the procedure above. Bill Groskurth, the Subcommittee Chairman, will attend the Screening Board meeting to discuss their recommendations. JUNE, 1991



1991 COUNTY SCREENING BOARD DATA



June 1991

MINNESOTA DEPARTMENT OF TRANSPORTATION



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LOTUS-FILE_123(SCBOARD)

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1991 COUNTY SCREENING BOARD

LEE ENGSTROM	(91-92)- Itasca County	-	DISTRICT	1
WALTER LEU	(90-91)- Lake of the Woods County	-	DISTRICT	2
John Walkup	(91-92)- Aitkin County	-	DISTRICT	3
Jack Cousins	(90-91) - CLAY COUNTY	-	DISTRICT	4
Brad Larson	(91-92)- Scott County	-	DISTRICT	5
Mike Sheehan	(90-91)- OLMSTED COUNTY	-	DISTRICT	6
Steve Schneider	(91-92)- NOBLES COUNTY	-	DISTRICT	7
PETE BOOMGARDEN	(90-91)- Redwood County	-	DISTRICT	8
Don Theisen	(91-92)- Chisago County	-	DISTRICT	9
AL FORSBERG (SECRET	ARY) - BLUE EARTH COUNTY			
	1991 SCREENING BOARD ALTERNATES			
WAYNE OLSON RUSS LARSON CHUCK GRONBERG DAVE HEYER ROGER GUSTAFSON BILL GROSKURTH GENE ISAKSON GARY DANIELSON DON WISNIEWSKI	- CARLTON COUNTY - ROSEAU COUNTY - ISANTI COUNTY - BECKER COUNTY - CARVER COUNTY - FREEBORN COUNTY - SIBLEY COUNTY - KANDIYOHI COUNTY - WASHINGTON COUNTY		DISTRICT DISTRICT DISTRICT DISTRICT DISTRICT DISTRICT DISTRICT DISTRICT	123456789
• •	1991 CSAH GENERAL SUBCOMMITTEE			
BILL GROSKURTH, CHAI Ken Weltzin Dick Larson	R.(JUNE, 91)- FREEBORN COUNTY (JUNE, 92)- Ramsey County (June, 93)- Mille Lacs County 1991 CSAH MILEAGE SUBCOMMITTEE			
Gene Isakson, Chair. Paul Ruud Wayne Olson	(Oct. 91)- Sibley County (Oct. 92)- Anoka County (Oct. 93)- Carlton County			
	CSAH VARIANCE SUBCOMMITTEE (STANDING)			
Ron Sandvik Pete Boomgarden Don Wisniewski	- LE SUEUR COUNTY - Redwood County - Washington County			

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dmg-WP50-(Introduc)

1991 COUNTY SCREENING BOARD DATA

JUNE, 1991

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dmg-WP50-trendpr

1991 COUNTY SCREENING BOARD DATA

JUNE, 1991

Trend of C.S.A.H. Unit Prices (Base on State Averages from 1978-1990)

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.

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4 1982-1990 Includes Rural & Urban Design Projects

(Only) (Rural Design)

YEAR	QUANTITIES	Соѕт	Annual Average	5-YEAR Average	NEEDS STUDY Average
1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990	1,408,202 1,148,672 1,006,473 1,274,775 474,716 838,004 645,084 729,577 798,321 1,015,708 981,435 1,584,966 850,693	\$3,725,724 3,891,149 3,665,775 4,589,136 1,633,375 3,015,160 2,605,291 2,804,858 2,871,121 4,147,919 3,316,895 6,024,671 3,148,478	\$2.65 3.39 3.64 3.60 3.44 3.60 4.04 3.84 3.60 4.08 3.38 3.80 3.70	\$2.11 2.33 2.66 3.04 3.30 3.54 3.66 3.70 3.72 3.84 3.79 3.74 3.73	\$1.87 2.11 2.56 3.67 3.43 3.27 3.54 4.04 3.84 3.54 3.54 3.75 3.41 3.73





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LOTUS-FILE_456(BASE_5&6)

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6 1982-1990 Includes Rural & Urban Design Projects

Year	QUANTITIES	Соѕт	Annual Average	5-Year Average	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	4.07	3.72	4.31
1986	2,296,457	8,768,366	3.82	3.82	4.07
1987	2,856,606	11,084,646	3.88	3.94	3.82
1988	3,413,807	12,092,134	3.54	3.88	3.88
1989	3,290,437	12,704,852	3.86	3.82	3.56
1990	3,740,797	14,545,409	3.89	3.80	3.88



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LOTUS-FILE_456(BIT_2331)

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331 1982-1990 Includes Rural & Urban Design Projects

Year	QUANTITIES	Созт	Annual Average	5-Year Average	(UNLY) (Rural Design) Needs Study Average
1978 1979 1980 1981 1982 1983 1984 1985 1985 1985 1987 1988 1989 1990	1,738,385 1,640,936 1,218,694 1,825,702 1,911,929 2,141,604 2,115,153 2,491,261 2,546,367 2,483,491 2,582,858 2,962,563 2,524,687	\$20,006,836 23,711,868 20,084,084 35,165,185 33,405,746 39,959,758 42,616,496 49,596,550 42,789,582 38,875,784 40,775,683 42,987,747 37,140,840	\$11.51 14.45 16.48 19.26 17.47 18.66 20.15 19.91 16.80 15.65 15.79 14.51 14.71	\$10.70 11.43 12.47 14.39 15.85 17.40 18.55 19.13 18.60 18.15 17.55 16.46 15.46	\$10.38 10.70 12.64 16.48 19.27 17.39 18.61 20.10 19.91 16.71 15.51 15.53 14.29



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LOTUS-FILE_456(BIT_2341)

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341 1982-1990 INCLUDES RURAL & URBAN DESIGN PROJECTS

(ONLY)

YEAR	QUANTITIES	Соѕт	Annual Average	5-Year Average	(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	355,070	6,001,226	16.90	19.96	17.64
1989	307,106	4,980,376	16.22	18.76	16.15
1990	270,025	4,575,717	16.95	17.58	15.82



1990 COUNTY SCREENING BOARD DATA JUNE, 1990

TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118 1982-1989 Includes Rural & Urban Design Projects

Year	QUANTITIES	Соѕт	Annual Average	5-Year Average	(Only) (Rural Design) Needs Study Average
1978 1979 1980 1981 1982 1983 1984 1985 1985 1986 1987 1988 1989 1990	388,427 261,637 291,915 177,479 169,755 176,024 283,698 194,555 257,323 252,093 393,590 417,908 531,937	\$1,032,379 806,744 1,072,984 565,415 514,181 669,773 1,027,910 769,340 951,855 957,420 1,400,145 1,548,428 2,244,411	\$2.66 3.08 3.68 3.19 3.03 3.81 3.62 3.95 3.70 3.80 3.56 3.71 4.22	\$2.17 2.39 2.77 2.95 3.09 3.37 3.50 3.54 3.64 3.76 3.70 3.71 3.83	\$1.92 2.17 2.64 3.67 3.19 3.00 3.76 3.62 3.95 3.68 3.80 3.55 3.70





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LOTUS-FILE_456(SHLDR2221)

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221 1982-1990 INCLUDES RURAL & URBAN DESIGN PROJECTS

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(ONLY)

YEAR	QUANTITIES	Соѕт	Annual Average	5-Year Average	(RURAL DESIGN) Needs Study Average
1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990	748,028 641,380 528,325 606,762 760,901 838,572 812,267 988,140 1,094,004 1,118,478 1,050,781 1,174,522 1,089,251	\$2,259,804 2,255,009 1,963,507 2,287,661 3,111,555 3,504,333 3,565,540 4,411,565 4,402,874 4,505,873 4,300,402 4,531,872 4,452,067	\$3.02 3.52 3.71 3.77 4.09 4.18 4.39 4.47 4.03 4.03 4.03 4.09 3.86 4.09	\$2.50 2.73 2.98 3.25 3.61 3.88 4.06 4.21 4.23 4.20 4.19 4.08 4.02	\$2.29 2.50 5.00 3.73 3.78 4.08 4.12 4.39 4.46 4.02 4.02 4.02 4.11 3.85



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1991 COUNTY SCREENING BOARD DATA JUNE, 1991

1991 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1990 CSAH needs study gravel base unit price, the gravel base data in the 1986-1990 five-year average unit price study for each county, and an <u>inflated</u> gravel base unit price which is the Subcommittee's recommendation for 1991. 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 May 1, 1991 meeting to determine the 1991 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, <u>inflated</u> 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 <u>inflated</u> by the proper factors is determined.

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As you can see, the counties whose recommeded unit prices have either a square or a circle around them have less than 50,000 tons of gravel base material in their current fiveyear average unit price study. Therefore, these prices were determined using either the second or third part of the procedure above. Bill Groskurth, the Subcommittee Chairman, will attend the Screening Board meeting to discuss their recommendations.

LOTUS-FILE_456(INFLATIO)

1991 COUNTY SCREENING BOARD DATA JUNE, 1991

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 BA	SE - #2211 CLAS	ss 5 - 6		
Year	QUANTITY	Соѕт	Annual Average	INFLATION Factor	
1986	2,296,457	\$8,768,366	\$3.82	\$3.89/\$3.82 =	1.02
1987	2,856,606	\$11,084,646	\$3.88	\$3.89/\$3.88 =	1.00
1988	3,413,807	\$12,092,134	\$3.54	\$3.89/\$3.54 =	1.10
1989	3,290,437	\$12,704,852	\$3.86	\$3.89/\$3.86 =	1.01
1990	3,740,797	\$14,545,409	\$3.89		
	Subbase	- #2211 Class	3 - 4		
Year	QUANTITY	Соѕт	Annual Average	INFLATION Factor	
1986	798,321	\$2,871,121	\$3.60	\$3.70/\$3.60 =	1.03
1987	1,015,708	\$4,147,919	\$4.08	\$3.70/\$4.08 =	0.91
1988	981,435	\$3,316,895	\$3.38	\$3.70/\$3.38 =	1.09
1989	1,584,966	\$6,024,671	\$3.80	\$3.70/\$3.80 =	0.97
1990	850,693	\$3,148,478	\$3.70		

IN ORDER TO REFLECT CURRENT PRICES IN THE 1986-1990 FIVE-YEAR AVERAGE UNIT PRICE STUDY, EACH PROJECT'S GRAVEL BASE AND SUBBASE COSTS WERE MULTIPLIED BY THE APPROPRIATE INFLATION FACTOR. dmg-WP50-Roadpr

1991 COUNTY SCREENING BOARD DATA

JUNE, 1991

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

The following tabulation of roadway construction prices shows the average unit prices in the 1990 C.S.A.H. needs study, the 1986-1990 C.S.A.H. five-year average unit prices, the 1990 average and the Subcommittee's recommended unit prices for use in the 1991 needs study.

The Subcommittee's recommended prices were determined at their meeting on May 1, 1991. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet. LOTUS-FILE_123 (UNITCOMP)

1991 COUNTY SCREENING BOARD DATA

JUNE, 1991

C.S.A.H. ROADWAY UNIT PRICE REPORT

CONSTRUCTION ITEM	1990 CSAH Needs Study Average	1986-1990 CSAH 5-Year Construction Average	1990 CSAH Construction Average	1991 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
RURAL & URBAN DESIGN				
GRAV. BASE CL 5 & 6/TON	\$3.87	\$3.80	\$3.89	*
RURAL DESIGN				
SUBBASE CL 3 & 4/TON BIT.BASE & SURF. 2331/TON BIT.SURF. 2341/TON CON.SURF. 2301/SQ.YD.	\$3.73 N 14.29 15.82 11.80	\$3.61 15.26 16.72	\$3.64 14.39 16.23 (11.80) (87.00 Ma//	G.B \$ 0.25 G.B. + 10.50 G.B. + 12.34 11.80
GRAVEL SURF. 2118/TON GRAVEL SHLDR. 2221/TON	3.70 3.85	3.83 4.01	4.22 4.08	G.B. + 0.33 G.B. + 0.19
URBAN DESIGN		• 1		
SUBBASE CL 3 & 4/TON BIT.BASE & SURF. 2331/TO BIT.SURF. 2341/TON CON.SURF. 2301/SQ.YD.	\$3.87 N 17.13 18.41 14.89	\$5.24 18.15 21.17	\$4.83 19.52 19.66 (14.89) (87-90,MN/	G.B. G.B. + 15.63 G.B. + 15.77 14.89 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.

dmg-WP50-(unitpr)

1991 COUNTY SCREENING BOARD DATA

JUNE, 1991

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

The following report lists the miscellaneous unit prices used in the 1990 C.S.A.H. needs study, those recommended by the M.S.A.S. Sub-committee 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 May 1, 1991 which are printed in the "Reference Material" section of this booklet.

LOTUS-FILE_123(UNITPRIC)

1991 COUNTY SCREENING BOARD DATA

JUNE, 1991

C.S.A.H. MISCELLANEOUS UNIT PRICE REPORT

1991 Prices 1990 Recommended CSAH FOR 1991 By MSAS UNIT PRICE CSAH RECOMMENDED Needs STUDY SUBCOMMITTEE Average or Mn/Dot ву СЅАН SUBCOMMITTEE CONSTRUCTION ITEM ______ _____ OTHER URBAN DESIGN _____ STORM SEWER - COMPLETE/MI. \$196,000 STORM SEWER - PARTIAL/MI. 62,000 CURB & GUTTER CONST./LIN.FT. 5.50 \$196,000 \$196,000 62,000 62,000 5.50 BRIDGES _____ \$55.00 \$55.00 0-149 FT.Long/Sq.Ft. \$55.00 150-499 FT.LONG/SQ.FT. 500 FT. & LONGER/SQ.FT. WIDENING/SQ.FT. RR OVER HWY - 1 TRACK/LIN.FT. 60.00 65.00 60.00 65.00 60.00 65.00 150.00 150.00 150.00 4,000 4,000 3,000 4,000 3,000 3,000 EACH ADD. TRACK/LIN.FT. **RAILROAD PROTECTION** _____ \$500 \$500 \$400 Signs 75,000 80,000 80,000 SIGNALS 110,000 110,000 SIGNALS & GATES 110,000

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NOTES & COMMENTS
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MILEAGE

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REQUESTS

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OTUS-FILE_123-(CRITERIA)

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1991 COUNTY SCREENING BOARD DATA JUNE, 1991

CRITERIA NECESSARY FOR COUNTY STATE AID HIGHWAY DESIGNATION

IN THE PAST, THERE HAS BEEN CONSIDERABLE SPECULATION AS TO WHICH REQUIREMENTS A ROAD MUST MEET IN ORDER TO QUALIFY FOR DESIGNATION AS A COUNTY STATE AID HIGHWAY. THE FOLLOWING SECTION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION RULES WHICH WAS UPDATED IN MARCH, 1984, DEFINITELY SETS FORTH WHAT CRITERIA ARE NECESSARY.

PORTION OF MINNESOTA RULES FOR STATE AID OPERATIONS STATE AID ROUTES SHALL BE SELECTED ON THE BASIS OF THE FOLLOWING CRITERIA:

- A. A COUNTY STATE-AID HIGHWAY WHICH:
 - (1) IS PROJECTED TO CARRY A RELATIVELY HEAVIER TRAFFIC VOLUME OR IS FUNCTIONALLY CLASSIFIED AS COLLECTOR OR ARTERIAL AS IDENTIFIED ON THE COUNTY'S FUNCTIONAL PLANS AS APPROVED BY THE COUNTY BOARD;
 - (2) CONNECTS TOWNS, COMMUNITIES, SHIPPING POINTS, AND MARKETS WITHIN A COUNTY OR IN ADJACENT COUNTIES;
 - (A) OR PROVIDES ACCESS TO RURAL CHURCHES, SCHOOLS, COMMUNITY MEETING HALLS, INDUSTRIAL AREAS, STATE INSTITUTIONS, AND RECREATIONAL AREAS;
 - (B) OR SERVES AS A PRINCIPAL RURAL MAIL ROUTE AND SCHOOL BUS ROUTE;
 - (3) OCCURS AT REASONABLE INTERVALS CONSISTENT WITH THE DENSITY OF POPULATION; AND
 - (4) PROVIDES AN INTEGRATED AND COORDINATED HIGHWAY SYSTEM AFFORDING, WITHIN PRACTICAL LIMITS, A STATE-AID HIGHWAY NETWORK CONSISTENT WITH PROJECTED TRAFFIC DEMANDS.

Lotus-2.01-3(History)			1991 COUNTY SCREENING BOARD DATA JUNE, 1991												
			History	of C.S.A.H.	. Additio	onal Mile	eage kequ	lests						Total	
			Approved	by the Cou	unty Eng	ineers' S	Screening	, Board						Miles Requested	
	1958-	1965-	1971-	1977-										& Approved	
County	1964	1970	1976	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	To Date	County
Aitkin	6.10			0.60										6.70	Aitkin
Anoka	1.33	0.71								10.42				12.46	Anoka
Becker		10.07												10.07	Becker
Beltrami	6.84 *	0.69	0.16											7.69	Beltrami
Benton	3.18 *													3.18	Benton
Big Stone	1.40		0.16											1.56	Big Stone
Blue Earth	15.29 *			0.25							×.			15.54	Blue Earth
Brown	3.81	3.63	0.13											7.57	Brown
Carlton	3.62													3.62	Carlton
Carver	1.55	0.94	0.48						0.08					3.05	Carver
Cass		7.90												7.90	Cass
Chippewa	14.00	1.00									0.05			15.05	Chippewa
Chisago	3.24													3.24	Chisago
Clay	1.18	0.82	0.10											2.10	Clay
Clearwater	0.30 *		1.00	l .										1.30	Clearwater
Cook	3.60													3.60	Cook
Cottonwood	3.37	1.80	1.30	1										6.47	Cottonwood
Crow Wing	13.00 *													13.00	Crow Wing
Dakota	1.65 *		2.47				2.26							6.38	Dakota
Dodge							0.11							0.11	Dodge
Douglas	7.40 *	3.25												10.65	Douglas
Faribault		0.37	1.20	0.09										1.66	Faribault
Fillmore	1.12			1.10										2.22	Fillmore
Freeborn	0.05	0.90	0.65	i										1.60	Freeborn
Goodhue			0.08	1										0.08	Goodhue
Grant	5.30	0.12												5.42	Grant
Hennepin	4.50		0.24	0.85										5.59	Hennepin

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			History of C.S.A.H. Additional Mileage Requests												
			Approved	d by the Co	unty Engi	ineers'	Screening	g Board						Total Miles Requested	
County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	& Approved To Date	County
Houston			0.12	2										0.12	Houston
Hubbard	0.60	1.25	0.26	6 0.06										2.17	Hubbard
Isanti	1.06	0.74												1.80	Isanti
Itasca														0.00	Itasca
Jackson		0.10												0.10	Jackson
Kanabec														0.00	Kanabec
Kandi yohi		0.44												0.44	Kandi yohi
Kittson	6.60 *													6.60	Kittson
Koochiching	9.27 *							0.12						9.39	Koochiching
Lac Qui Parle	1.70	0.23												1.93	Lac Qui Parle
Lake	3.24 *	1.58	0.56	6										5.38	Lake
Lake of the Woods	0.56	0.33												0.89	Lake of the Woods
Le Sueur	2.70		0.83	6			0.02							3.55	Le Sueur
Lincoln	5.65 *	0.90												6.55	Lincoln
Lyon	2.00									1.50				3.50	Lyon
Mc Leod	0.09		0.50)								0.32		0.91	Mc Leod
Mahnomen	1.00	0.42												1.42	Mahnomen
Marshall	15.00 *		1.00)										16.00	Marshall
Martin		1.52												1.52	Martin
Meeker	0.80		0.50	ł										1.30	Meeker
Mille Lacs			0.74											0.74	Mille Lacs
Morrison														0.00	Morrison
Mower	9.28 *	3.83		0.09										13.20	Mower
Murray	3.52		1.10											4.62	Murray
Nicollet					0.60									0.60	Nicollet
Nobles		13.71	0.23											13.94	Nobles
Norman	1.31													1.31	Norman

			History of C.S.A.H. Additional Mileage Requests											Total		
County			Approved	l by the Cou	unty Engi	neers' S	Screening	Board					1	Miles Requested		
	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	& Approved To Date	County	
Olmsted	10.77 *	4.55												15.32	01msted	
Otter Tail				0.36										0.36	Otter Tail	
Pennington	0.84													0.84	Pennington	
Pine	9.25													9.25	Pine	
Pipestone		0.50	I											0.50	Pipestone	
Polk	4.00		1.55	5 0.67										6.22	Polk	
Роре	1.63	2.00	1.20)										4.83	Роре	
Ramsey	9.45 *	0.67	0.61	L	0.21		0.92							11.86	Ramsey	
Red Lake			0.50)										0.50	Red Lake	
Redwood	2.30	1.11		0.13										3.54	Redwood	
Renville														0.00	Renville	
Rice	1.70													1.70	Rice	
Rock	0.50			0.54										1.04	Rock	
Roseau	5.20	1.60)											6.80	Roseau	
St. Louis	7.71 *	11.43	l											19.14	St. Louis	
Scott	8.65 *	5 3.44	5.1	5 0.12						3.50				20.86	Scott	
Sherburne		5.42	!											5.42	Sherburne	
Sibley	1.50													1.50	Sibley	
Stearns	0.08	0.70)	3.90							0.25			4.93	Stearns	
Steele		1.55	5											1.55	Steele	
Stevens		1.00)											1.00	Stevens	
Swift		0.78	3	0.24										1.02	Swift	
Todd	1.90 *	t												1.90	Todd	
Traverse	0.20		0.5	6		1.60								2.36	Traverse	
Wabasha	0.43	*	0.3	0						•				0.73	Wabasha	
Wadena														0.00	Wadena	
Waseca	4.10	0.43	8 0.14	4			0.05							4.72	Waseca	

		1965- 1970	History of C.S.A.H. Additional Mileage Requests												
			Approved by the County Engineers' Screening Board											Total Miles Requested	
County	1958-		1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	& Approved To Date	County
Washington	2.33 *		0.40	0.33		1.33				8.05				12.44	Washington
Watonwan			0.04	0.68			0.19							0.91	Watonwan
Wilkin														0.00	Wilkin
Winona	7.40 *	,												7.40	Vinona
Wright	0.45			1.38										1.83	Wright
Yellow Medicine			1.39											1.39	Yellow Medicine
Totals	246.60	92.43	25.65	11.39	0.81	2.93	3.55	0.12	0.08	23.47	0.30	0.32	0.00	407.65	Totals

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* Some Trunk Highway Turnback Mileage

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Max/DOT-TP30758 NINNESOTA DEPARTMENT OF TRANSPORTATION (10-80) Rev. 2-84 / 5-88

DATE	:	3.22-91
TD	:	Manager, State Aid Needs Unit
FROM	:	J. R. J. (SAACSON District State Aid Engineer
SUBJECT	:	Request for Approval of a System Revision
	_	(Municipality) (County) of BELTRAMI

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,

 I
 or is functionally classified as collector or arterial

 X
 I

 Connects towns, communities, shipping points, and markets within a

 X
 I

 County or in adjacent counties,

 X
 I

 I
 or provides access to rural churches, schools, community meeting

 I
 halls, industrial areas, state institutions and recreational areas,

 X
 I

 I
 or serves as a principal rural mail route and school bus route.

 X
 I

 I
 Occurs at reasonable intervals consistent with the density of population.

 I
 Provides an integrated and coordinated highway system affording, within practical

 X
 I

 I
 limits, a State-Aid highway network consistent with projected traffic demands.

M.S.A.S. CRITERIA

I Projected to carry a relatively heavier traffic volume,	
E or is functionally classified as collector or arterial	
I Connects the points of major traffic interest within an urban π	unicipality.
IP Provides an integrated street system affording, within practical IP a State-Aid street network consistent with projected traffic dem	limits, mands.
Image: M.S.A.S. Miles Image: Comments:) <u>REQUIRED</u>
RECOMMENDED APPROVAL OR DENER: <u>IN Acaucian</u> District State Aid Engineer	<i>3-22-9/</i> Date
RECOMMENDED APPROVAL OR DENIAL:	Date
APPROVAL OR DENIAL:State Aid Engineer	Date

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BAY SAUVE County Highway Engineer XXXXXXXXXXXXX SELADE, MICHEROTA 566 (1 Telephone 751-4845 2493 Adams Avenue N.W.

March 22, 1991

Jack Isaacson District State Aid Engineer Mn/Department of Transportation Bemidji, MN 56601

RE: CSAH mileage request for existing County Road 507 and Township Road

Dear Jack,

Beltrami County requests approval to add the existing 0.464 miles of County Road #507 and the existing 1.786 miles of Township Road to the County State Aid Highway system of Beltrami County.

The total length of the proposed CSAH is 2.25 miles. The 0.464 miles on C.R. #507, from T.H. #2 to the Northwoods Panelboard Co., has been constructed to 9 tons with 4 inches of bituminous surfacing. No work on this portion will be required at the present time. The remainder of the roadway, from the Northwoods Panelboard Co., belongs to the Township system. This 1.786 mile segment is in bad need of upgrading.

This road serves the Northwoods Panelboard Co. It would also connect CSAH #16 to T.H. #2, which would increase the present traffic upon reconstruction.

This roadway carries a relatively heavier traffic volume than other roads in the area. Truck traffic into the Northwoods Plant has 41% of the traffic. The traffic count on this roadway is 540 vehicles per day. The break down of the traffic is as follows:

Average # trucks to Plant per day = 110 x 2 = 220 Average # employee vehicles per day = 140 x 2 = 280 Average # of local or venders per day = $20 \times 2 = 40$

Total Number of Vehicles per day = 540

This roadway connects a very large forest area from the south to the shipping point in the industrial area of Northwoods Plant. It also serves as a principal mail route.

This proposed CSAH occurs at reasonable intervals consistent with the density of population and traffic count. The

March 22, 1991 Jack Isaacson Page 2

nearest CSAH to the west is 2 1/2 miles and to the East is 3 miles.

It is believed that the proposed roadway would help provide an integrated and coordinated highway system affording, within practical limits, a State-Aid highway network consistent with projected traffic demands.

For these reasons, I request your approval to add the above referenced roadway to the county state-aid highway system.

The enclosed map shows T.H. #2 in Green, CSAH #5, #14 & #16 in Blue, the cities of Solway and Wilton in Yellow, and the proposed new CSAH in Red.

Sincerely

Ray Sauve, County Highway Engineer Beltrami County Highway Department

RS/llg

Attachments



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MILEAGE SUBCOMMITTEE REPORT

TO THE

COUNTY STATE AID HIGHWAY SCREENING BOARD

Spring 1991 Date:

Subcommittee: Gene Isakson - Sibley County (Chairman) Paul Rudd - Anoka County Wayne Olson - Carlton County

Request: Beltrami County

PROPOSED SYSTEM REVISION(S)

Designations	1) 2)	C.R. 507 Township Road	+0.464 +1.786	Mile(s) Mile(s)
Revocations		None	0.000	Mile(s)
		Total Addition (Proposed CSAH 57)	+2.250	Mile(s)

REVIEW RESOURCES

Х	Road Tour	(April 19,	1991	W/DSAE	& County	Engineer
X	County Eng	ineer's Re	auest	Cover I	Letter	

- TH, CSAH, CR, MSAS System Map(s)
- X Functional Classification Map(s)
- Comprehensive Transportation Plan(s)
- Traffic Map(s) and Data
- Construction "Needs" of System Revision
- X X X X Anticipated Construction Program
- Recommendation(s) of DSAE
- Х Conference with DSAE & County Engineer
- X Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

- The proposed C.S.A.H. No. 57 would provide an alternative (more convenient) route for trucks delivering raw materials to the existing Northwoods Panelboard Co. from the South. The \$75 Million manufacturing plant is located just South of the railroad tracks and approximately 1/2 mile South of T.H. 2.
- 2. The improvement would alleviate truck hauling through the streets of Wilton when arriving from the Southeast.

RECOMMENDATION OF THE SCREENING BOARD

RECOMMEND APPROVAL

X RECOMMEND DENIAL

It is the opinion of the milage subcommittee that the proposed route improvement falls in the category of convenience more than necessity in serving the manufacturing The plant is currently being served by Co. Rd. 507, plant. a 9 ton 1/2 mile access road from TH 2. The roadway from the south would be utilized primarily for incoming material shipments since outgoing shipping would continue to use T.H. 2 or rail shipment. Incoming trucks from the Southwest have an excellent connection to T.H. 2 which is a 4 Lane Highway through this area with very little inconvenience. Trucks arriving from the Southeast have several alternate routes onto T.H. 2 if they prefer to by pass Wilton and/or improvements could possibly be made at Wilton to eliminate all the turning movements.

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Ma/DOT-TP30758 MINNESOTA DEPARTMENT OF TRANSPORTATION (10-80) Rev. 2-84 / 5-88

.

DATE	:	KEN HOESCHEN
то	:	Manager, State Aid Needs Unit
FROM	:	D. E. HAEDER District State Aid Engineer
SUBJECT	:	Request for Approval of a System Revision
		(Municipality) (County) of NOBLES

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	t	Projected to carry a relatively heavier traffic volume,
		or is functionally classified as collector or arterial
	1	Connects towns, communities, shipping points, and markets within a county or in adjacent counties,
Х	1	or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,
Х	1	or serves as a principal rural mail route and school bus route.
	I	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,	
l or is functionally classified as collector or arterial	
i Connects the points of major traffic interest within an urban i	sunicipality.
Provides an integrated street system affording, within practica. a State-Aid street network consistent with projected traffic deprices.	l limits, mends.
M.S.A.S. Miles Comments: This proposed revision eliver Available ends, one of which (csAH II) had contended •Revoked spent on it in 1967. I do not contended •Requested reasonable interval criterion. Balance interval criterion.	minates 4 stub nstruction funds cur in the
RECOMMENDED APPROVAL OR DENIAL: District State Aid Engineer	<u>2-6-91</u> Date
RECOMMENDED APPROVAL OR DENIAL:	Date
APPROVAL OR DENIAL:State Aid Engineer	Date

-30-

<section-header><section-header></section-header></section-header>	BELTRAMI COUNTY MINNESOTA
	NRHIP ROADS NOTE FOR DETAIL OF COUNTY STATE AD HIGHWAYS AND COUNTY F JANUARY 1, 1989. ROADS IN INCORPORATED FLACES, SEE MAPS OF MUNICIPALITIES. GENERAL HIGHWAY MAP
	To CE AL FATURES EXCEPT TO AND CUTURE ARE CURRENT AS

ElG. B



STEPHEN P. SCHNIEDER Highway Engineer COUNTY OF NOBLES OFFICE OF HIGHWAY ENGINEER P. O. BOX 187 WORTHINGTON, MINNESOTA 56187

Phone 376-3109 Area Code 507

> - 1967 CONST .

December 5, 1990

Mr. Douglas Haeder District State Aid Engineer Mn/DOT P. O. Box 4039 Mankato, MN 56001

Dear Mr. Haeder:

Re: Proposed CSAH Mileage Request

Nobles County requests the addition of 0.12 mile to our CSAH system via the extension of CSAH 27 in the City of Rushmore and Dewald township.

The proposed extension would complete a connection of an existing stub end CSAH with another CSAH.

The existing road is a gravel city street and township road with poor cross section and structural strength. The roadway has been closed at various times during spring postings due to damage from the amount and type of vehicle usage and the poor existing subgrade conditions.

The present traffic volume based on a raw count done in 1990 is 127 to 208 ADT. The traffic volume is anticipated to increase after the road is regraded and paved. This projection is based on the present serviceability of the existing road surface restricting potential usage.

This roadway will connect an existing route within the community of Rushmore which serves as a shipping point for farm commodities, provides access to churches and community meeting halls, is used by mail carriers and as a school bus route, occurs at a reasonable interval consistent with the population density and provides an integrated and coordinated highway system affording, within practical limits, a State-Aid Highway network consistent with projected traffic demands.

Nobles County has thoroughly reviewed our current system. Several stub end CSAH segments have been identified within various communities. These communities have been contacted and are willing to allow the CSAH designation to be revoked from these segments. The three segments are CSAH 11 from T.H. 91 to 0.26 mile east in the City of Ellsworth, CSAH 23 from CSAH 18 to 0.17 mile northwest in the city of Kinbrae, and CSAH 27 from the south Timits of Rushmore to CSAH 26, 0.18 mile in the city of Rushmore. The total mileage available for redesignation in 0.61 mile.

- An Equal Opportunity Employer -

Mr. Douglas Haeder

The segment of roadway to be designated CSAH is from the existing north termini of CSAH 27, west and north to CSAH 35, a distance of 0.73 mile. Thus the request for 0.12 mile to complete the route connection.

Nobles County has scheduled the reconstruction and surfacing of this segment of road in their proposed 5-year improvement program for 1994. The segments to be revoked are drawing needs for complete regrading and surfacing at this time. 260 feet of segment will begin drawing needs in 1993.

This roadway redesignation has been requested by both the City of Rushmore and Dewald Township. The request was discussed at a regularly scheduled County Board meeting and is supported by the Nobles County Board of Commissioners.

Please consider this request for your approval.

Sincerely,

Stephen P. Schnieden

Stephen P. Schnieder, P.E. Nobles County Engineer

SPS: jks

Enc.

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STEPHEN P. SCHNIEDER Highway Engineer COUNTY OF NOBLES OFFICE OF HIGHWAY ENGINEER P. O. BOX 187 WORTHINGTON, MINNESOTA 56187

Phone 376-3109 Area Code 507

March 8, 1991

Mr. Ken Hoeschen Office of State Aid Mn/DOT, Room 420 Transportation Building 395 John Ireland Blvd. St. Paul, MN 55155

Dear Mr. Hoeschen:

Re: Nobles County Mileage Request

I have some additional information to submit for the mileage request by Nobles County. Enclosed is a copy of the 1990 5-year road program. The proposed segment of roadway is shown as County Road 80 from CSAH 27 to CSAH 35 in 1993. I mistakenly referenced 1994 in my initial request letter.

The funding for this project is listed under Local participation. The anticipated Construction Needs for this project, if the mileage is approved, would be approximately \$150,000. Both Municipal and Rural State Aid funding would be used.

I have also enclosed a map showing the roadway functional classification for Nobles County. This was last reviewed and approved in 1987.

I feel that the proposed restructuring of the Municipal State Aid System is an improvement. The revision eliminates three stub end roads and completes the connection of a fourth. It is difficult to get communities to allow the State Aid designation to be revoked.

It is also difficult to locate a route that matches the mileage revoked and meets the proper criteria for a State Aid Route. The proposed route is the best that can be done within the system I had to work with.

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Sincerely,

Stephen P. Schnieden

Stephen P. Schnieder, P.E. Nobles County Engineer

SPS: jks

Enc.



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MAP OF KINBRAE NOBLES COUNTY POP. 40



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MILEAGE SUBCOMMITTEE REPORT

TO THE

COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Spring 1991

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Subcommittee: Gene Isakson - Sibley County (Chairman) Paul Rudd - Anoka County Wayne Olson - Carlton County

Request: Nobles County Mileage Addition

PROPOSED SYSTEM REVISION(S)

- Designations 1) From the existing North Termini at CSAH 27, West and North to CSAH 35 +0.73 mile(s)
- Revocations 1) CSAH 11 from T.H. 91 to 0.26 miles East in the city of Ellsworth -0.26 mile(s)
 - 2) CSAH 23 from CSAH 18 to 0.17 miles Northwest in the city of Kinbrae -0.17 mile(s)
 - 3) CSAH 27 from the South limits of Rushmore to CSAH 26 -0.18 mile(s)
 - Total Addition +0.12 Mile(s)

REVIEW RESOURCES

	Road Tour
X	County Engineer's Request Cover Letter
X	TH, CSAH, CR, MSAS System Map(s)
	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 DSAE
X	Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

- Elimination of three stub end CSAH roads in three communities within the county and developing continuity from CSAH 27 to CSAH 35 is a major political achievement and should be encouraged.
- 2. Since the proposed addition is partially within the city and partially rural, the "reasonable interval" criterion would not necessarily apply in this situation.

RECOMMENDATION OF THE SCREENING BOARD

X RECOMMEND APPROVAL

RECOMMEND DENIAL

It is the opinion of the subcommittee that a mileage request such as this which "cleans up" a county system is an excellent candidate for utilization of the remaining undesignated milage.

NOTES & COMMENTS

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FIG. C



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REFERENCE

MATERIAL

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FIGURE D

1991 COUNTY SCREENING BOARD DATA



1991 COUNTY SCREENING BOARD DATA

JUNE, 1991

1986-1990 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 1986-1990 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.

1991 C.S.A.H. APPORTIONMENT DATA

FAS Fund Balance Deductions

The following resolution was adopted by the County Screening Board in October 1973, revised in June, 1980, in October, 1982, in June, 1985 and again in June, 1989.

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. Further, in the event that a County has a Federal Aid project to the point that a Right-of-Way Certificate No. 1 has been signed and the project plan has been approved by the State Aid Office prior to September 1st and the project cannot proceed because of the non-availability of Federal Funds, the State Aid estimate of the F.A.S. portion of the project cost shall be deducted from the F.A.S. Fund Balance.

In conforming with	this resolution,	the following dat	Needs Deduction
	FAS Fund		From the 1991
	Balance as of	Maximum	25-Year C.S.A.H.
County	May 2, 1991	Balance	Construction Needs
Anoka	\$417,739	\$378 , 049	\$ 39,690
Beltrami	1,116,306	744,464	371,842
Big Stone	375,723	350,000	25,723
Carlton	810,991	511,552	299,439
Chippewa	476,804	449,366	27,438
Chisago	661,367	486,094	175,273
Fillmore	1,112,859	604,402	508,457
Grant	390,659	350,000	40,659
Hennepin	783,033	518,658	264,375
Houston	924,074	400,783	523,291
Hubbard	708,624	461,139	247,485
Le Sueur	544,171	371,986	172,185
Lincoln	504,536	369,997	134,539
Otter Tail	1,430,531	1,162,804	267,727
Pope	463,754	350,000	113,754
Ramsey	456,371	350,000	106,371
Renville	1,176,474	747,287	429,187
Rice	750,591	395,861	354,730
Roseau	795,598	564,007	231,591
St. Louis	2,653,284	2,627,678	25,606
Scott	656,768	396,322	260,446
Siblev	620,175	509,542	110,633
Steele	583,606	401,691	181,915

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1991 COUNTY SCREENING BOARD DATA JUNE, 1991 Needs Adjustments for Variances Granted on CSAHs

The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 1991 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee. The guidelines are a part of the Screening Board resolutions.

County	Project	Recommended 1991 Needs <u>Adjustments</u>
BELTRAMI	04-622-12	\$ 225,942
BROWN	08-626-02	29,135
CASS	11-609-02	143,960
FILLMORE	23-617-11	213,170
HENNEPIN	27-670-01	1,109,411
ITASCA	31-609-02	86,820
WRIGHT	86-642-04	89,685

TOTAL

\$1,898,123

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

Minutes of the County Engineers Screening Board Meeting

<u>October 30 & 31, 1990</u>

The meeting was called to order at 1:00 P.M. October 30, 1990 by Chairman Robert Witty.

ATTENDANCE

Roll call of members:

Al Goodman	Lake County	District 1	Present
Roger Hille	Marshall	District 2	Present
Gene Mattern	Wadena	District 3	Absent
Jack Cousins	Clay	District 4	Present
Vern Genzlinger	Hennepin	District 5	Present
Mike Sheehan	Olmsted	District 6	Present
Bob Witty	Fairbault/Martin	District 7	Present
Pete Boomgarden	Redwood	District 8	Present
Dave Everds	Dakota	District 9	Absent

John Walkup, Aitkin County was seated as the alternate for District 3. Don Theisen, Chisago County was seated as the alternate for District 9.

Chairman Witty called for approval of the June 13 & 14, 1990 minutes. Jack Cousins moved and Al Goodman seconded a motion to approve the minutes. Motion carried.

Chairman Witty recognized the following MnDot personnel:

Dennis Carlson	Director, Office of State Aid
Roy Hanson	Aséistant State Aid Engineer
Ken Hoesch en	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
Tallack Johnson	District 4 State Aid Engineer
Chuck Weichselbaum	District 5 State Aid Engineer
Earl Welshons	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
John Hoeke	District 8 State Aid Engineer
Elmer Morris	District 9 State Aid Engineer

Chairman Witty recognized Bill Groskurth as the Chairman of the General Subcommittee.

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Chairman Witty recognized the following alternates in attendance:

Lee Engstrom Walter Leu John Walkup Dave Heyer Brad Larson Bill Groskurth Arnie Johnson Gary Danielson Don Theisen

Itasca Clearwater Aitkin Becker Scott Freeborn Rock Kandiyohi Chisago

District 1 District 2 District 3 District 4 District 5 District 6 District 7 District 8 District 9

REVIEW OF SCREENING BOOK

Ken Hoeschen led a review of the 1990 County Screening Board Data book. He had previously reviewed the book with each District. Action was deferred until October 31.

- A) General Information and Basic Needs Data Pages 1-3. No questions.
- B) Needs Adjustment Pages 4-51.

The following revisions to the County State Aid Construction Fund Balance "Needs" Deduction table was reviewed:

State Aid is reviewing Todd County data on page 10 for possible error and revision. This review resulted in the adjustment being removed. Swift County should read that a municipal account needs deduction of 0 rather than 95,234 on page 11. Ramsey County should read a regular account needs deduction of 110,373 rather than 1,407,483 on page 12.

A revision to the "Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs" table on page 37 was made. The Chippewa County adjustment should be 0 rather than a minus 174,690. The project should be removed from the comparison.

Roger Hille inquired about the "Needs Adjustment for "Credit for Local Effort"" resolution on page 47. A discussion on whether 100% local funds was required in order to get a needs credit adjustment. Ken Hoeschen said his interpretation was that credit would be given for a project funded partially with local funds based on the District State Aid Engineer's submittal. The Board also discussed the eligibility of nonconstruction items such as engineering and design costs for the credit.

C. Tentative Apportionment Data - pages 52 - 63. There were no questions.

- D. Mileage Requests pages 64 -71. There were no mileage requests.
- E. State Park Road Account pages 72 -77. Roy Hanson said the Lac qui Parle County project on pages 75 and 76 had been constructed using State Aid Funds and the request for State Park Road Account funds was withdrawn.
- F. Reference Material pages 78 103.

No action has been taken on implementing further study of the Traffic Projection Factor proposal reviewed at the June, 1990 meeting.

The report of the CSAH General Subcommittee on pages 87 and 88 was reviewed. The resolution proposed by the Subcommittee on page 87 to eliminate non-existing CSAH designation mileage was discussed. Several members felt that the December 1, 1992 date would not provide sufficient time to plan, design and construct the mileage. Alternate proposals to extend the time to 1995 or for a 10 year period were discussed. Non-existing mileage would go into a County's mileage bank if removed.

The resolution proposed by the Subcommittee on page 88 to provide greater flexibility for redesignation of Trunk Highway turnback mileage was discussed. The proposed resolution would allow Trunk Highway turnback mileage to be redesignated to other roads in the County by approval of the Screening Board.

RESEARCH ACCOUNT

The research account amount was discussed. Vern Genzlinger indicated concern that available funds be fully used for beneficial research projects. In the past, surplus funds have been turned back to the CSAH fund.

MISCELLANEOUS ITEMS

Jack **Isaacson** inquired whether utility relocations were eligible for State Aid participation and after the fact right of way needs. Ken Hoeschen indicated they were eligible with adequate documentation.

Al Goodman inquired about the future of the mill levy deduction and minimum county adjustment. The concensus was that it depends on the actions of the Transportation Study Board and future legislation.

Pete Boomgarden inquired whether the traffic projection factor could be less than 1. The present resolution on page 96 indicates 1. is the minimum value.

Roy Hanson indicated CSAH Rules administrative hearings are tentatively scheduled for December 11, 1990 in Brainard and

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December 18, 1990 in St. Paul. The hearings are being held based on concerns received by the State Aid Office on the appropriateness of design standards, force account work and hold harmless language.

The meeting was recessed until October 31, 1990 at 8:30 AM.

The meeting was reconvened at 8:30 AM on October 31, 1990. The same members were on the Board.

John Walkup inquired about the schedule for rural grading cost restudy. The rural grading cost was restudied in 1983 and urban in 1986. Another study is not scheduled but could be considered on the request of the Screening Board.

It was reconfirmed that utility relocations were eligible for State Aid participation and after the fact needs on submittal of warrant copies documenting these costs.

ACTION ON SCREENING BOOK

A. Apportionment data.

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The "Needs Adjustment for "Credit for Local Effort"" was discussed.

A motion was made by Roger Hille and seconded by Pete Boomgarden that Counties should get an after the fact needs adjustment for local effort only if their CSAH construction balance is 0.

Roger Hille was concerned that Counties would use local funds rather than available CSAH funds in order to collect after the fact needs. Vern Genzlinger said CSAH balances can result from programming delays. Alan Forsberg indicated the credit for local effort adjustment was needed so that Counties revising their systems to higher traffic volume miles would not be penalized since these high traffic volume miles are generally considerable more costly to construct. Pete Boomgarden suggested that the credit be monitored by the Screening Board for potential abuse. Dennis Carlson emphasized the importance of using available highway construction funding. The motion failed.

The Board then discussed whether the credit should be applied to non-construction State Aid participating items such as engineering and design. A motion was made by John Walkup and seconded by Peter Boomgarden to add the words "for construction items" between the words "effort" and "which" in the first paragraph of the resolution. The motion passed.

Pete Boomgarden made a motion seconded by Mike Sheehan to approve the 1990 County Screening Board Data Report. Roger Hille stated the traffic projection factor for Roseau County appeared to be in error. Russ Larson, Roseau County Engineer, said his review of the traffic count data showed the traffic projection factor for Roseau County shown on page 80 appeared to be in error. Ken Hoeschen said a corrected factor could be used in the 1991 funding allocation if received before December 1, 1990. Pete Boomgarden made a motion seconded by Al Goodman to amend the motion to approve the report with a revision to the Roseau County traffic projection factor if provided by the MnDot traffic office prior to December 1, 1990. Dennis Carlson indicated concern about how prevalent errors in the traffic counts and projections are.

The motion to amend the motion passed. The motion to approve the report passed. A letter submitting the approved report to the Commissioner of Transportation was signed by the Board members and secretary.

B. State Park Road Account.

Al Goodman made a motion seconded by Pete Boomgarden to approve the Lac qui Parle County project described on page 74 for State Park Road Account reimbursement. The motion passed.

C. CSAH General Subcommittee.

Pete Boomgarden made a motion seconded by John Walkup to accept the Subcommittee proposed resolution on non-existing mileage given on page 87 verbatim. Mike Sheehan indicated 10 years is needed to ensure adequate time for programming, planning and contracting. Roger Hille concurred. Bill Grosskurth, subcommittee chair, discussed the committee's concern to remove mileage from the CSAH system which had been on the system for an extended time without progress toward construction. The motion failed.

Mike Sheehan made a motion seconded by Al Goodman to insert the words "that have drawn needs for 10 years or more" between the words "designations" and "have" in the first sentence and add the words "after 10 years" at the end of the second sentence. The motion passed.

Pete Boomgarden made a motion seconded by Roger Hille to approve the subcommittee resolution on page 88 regarding Trunk Highway turnback mileage verbatim. Bill Groskurth, Subcommittee chair, indicated the resolution was needed to allow Counties the flexibility needed to adjust their CSAH systems. The motion passed.

D. Research Account

Jack Cousins made a motion seconded by Pete Boomgarden to pass the following resolution:

Be it resolved that an amount of \$587,427 (not to exceed 1/4 of 1% of the 1990 CSAH Apportionment sum of \$234,971,125) shall be set aside from the 1991 Apportionment fund and be credited to the research account.

The motion passed.

The need to encourage meaningful transportation research was stressed by Dennis Carlson and Vern Genzlinger.

E. Comments by Dennis Carlson, Director of State Aid.

Dennis Carlson discussed the following items:

a) MnDot State Aid will be testifying at November 7 and 8th, 1990 Washington D.C. hearings on the Combined Road Plan. A National plan may be drafted.

b) Mn/Dot will develop accident analysis information for Counties upon request at no cost to the County.

c) Bridge scour and fracture critical bridge inspection completion dates will probably be extended to December 31, 1992. Divers and special equipment can be procured through MnDot programs. The estimated cost of these services is \$2,000 to \$3,000 per bridge.

d) MnDot State Aid is considering advancing Federal Aid projects using State Aid. There is a concern that Counties with sufficient funds will be able to use the limited Federal funds and place Counties with less funding at a disadvantage.

e) Fuel escalation clauses for contracts awarded after August 5, 1990 are being developed by MnDot. Escalation / deescalation clauses for 1991 projects should be considered. MnDot will provide sample language.

f) Urban area parking meter relocation cost is not a State Aid participating item because revenue from the meters generally accrues to a local general revenue fund.

Chairman Bob Witty thanked the outgoing District representatives:

District 1 District 3 District 5		Al Goodman Gene Mattern	
District 7	^ت ور .	Bob Witty	
District 9		Dave Everds	

Chairman Bob Witty also thanked the outgoing Mileage Subcommittee Chairman, Duane Lorsung, for his fine work; Ken Hoeschen for his excellent support and wished Roger Hille well in his new position with MnDot.

Roger Hille made a motion seconded by Vern Genzlinger to adjourn the meeting. The motion passed.

Alan Forster
MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING May 1, 1991

Members present	: Bill Gro Ken Welt Dick Lar	skurth, Chai zin son	irman - - -	 Freeborn County Ramsey County Mille Lacs County 					
Others in atter	dance: Roy Ken	Hanson Hoeschen	-	State State	Aid, Aid,	Mn/DOT Mn/DOT			

The meeting was called to order by Chairman Groskurth at 1:10 P.M. on May 1, 1991 at the Sunwood Inn in St. Cloud, Minnesota.

Maps showing each county's 1986 - 1990 five year average gravel base unit price data were sent to the Subcommittee members prior to the meeting. Also the procedure used to determine gravel base prices in past years was sent to the members. After discussing past procedure and reviewing the data presented, the Subcommittee directed that the gravel base unit prices shown on the map, which were computed using past procedure, be recommended to the Screening Board for use in the 1991 CSAH needs study. The Subcommittee also requested the Office of State Aid to send a copy of the map showing all recommended gravel base prices to each county.

There was some concern by the Subcommittee in relation to the definition of "surrounding" counties in the gravel base unit price determination procedure. State Aid personnel explained that if the surrounding counties concept was used; they would be those appearing to touch the county involved on the state map used for presentation of unit price data. The Subcommittee agreed that this method was logical even though some "surrounding" counties' boundaries appear that they touch, but in reality are off by a few hundred feet.

The unit price data regarding the other roadway items was then reviewed by the Subcommittee. It was the consensus of the members to continue using the "increment method" to determine each county's bituminous base, bituminous surface, gravel surface, gravel shoulders, and rural design subbase unit prices. The "increment method" simply involves applying the difference between the 1990 state average CSAH construction unit price of gravel base (\$3.89) and the 1990 state average CSAH construction unit price 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 \$0.94 higher than their gravel base price. This did not seem realistic to the Subcommittee. For concrete surface, the Subcommittee recommends using the same unit prices as last year (\$11.80 for rural design - \$14.89 for urban design). The Mn/DOT Estimating Section informed us that their experience has shown that concrete prices have not changed in the last several years. These prices were arrived at in the following manner:

Rural Des.-90% (Reg.8"Conc.11.53) + 10% (Irr.8"Conc.14.22) = 11.80Urban Des.-30% (Reg.9"Conc.11.94) + 70% (Irr.9"Conc.16.15) = 14.89

For the other unit prices: storm sewer, curb and gutter construction, bridges and railroad crossing protection; the Subcommittee agreed with the prices recommended by Mn/DOT and the MSAS Subcommittee.

There being no other items for discussion, the meeting was adjourned at 3:15 P.M.

Respectfully submitted,

Ken Hoeschen Acting Secretary

CSAHGENS.WP

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

January, 1991

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.

<u> Appearance at Screening Board - Oct. 1962</u>

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.

<u>Screening Board Secretary - Oct. 1961</u>

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.

<u>Mileage Subcommittee - Jan. 1989</u>

That the Screening Board Chairman appoint a Subcommittee to review all additional mileage requests submitted and to make recommendations on these requests to the County Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years and representing the metro (Districts 5 and 9), the north (Districts 1, 2, 3 and 4) and the south area (Districts 6, 7 and 8) of the state respectively. Subsequent terms will be for three years and appointments will be made after each year's Fall Screening Board Meeting. Mileage requests must be in the District State Aid Engineer's Office by April 1 to be considered at the spring meeting and by August 1 to be considered at the fall meeting.

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 1989)

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 25year 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. Further, in the event that a County has a Federal Aid project to the point that a Right-of-Way Certificate No. 1 has been signed and the project plan has been approved by the State Aid Office prior to September 1st and the project cannot proceed because of the non-availability of Federal Funds, the State Aid estimate of the F.A.S. portion of the project cost shall be deducted from the F.A.S. Fund Balance. <u>County State Aid Construction Fund Balances - May 1975 (Latest</u> <u>Rev. October 1988)</u>

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, a Report of State Aid Contract (Form #30172) that has been received before September 1 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.

<u>Needs Credit for Local Effort - Oct. 1989 (Latest Rev.</u> <u>Oct., 1990</u>

That annually a needs adjustment for local effort <u>for</u> <u>construction items</u> which reduce State Aid needs shall be made to the CSAH 25 year construction needs.

The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation. This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of ten years.

It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1.

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.

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

The CSAH construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs shall be restricted to 20 percentage points greater than or lesser than the statewide average percent change from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs. Any needs restriction determined by this Resolution shall be made to the regular account of the county involved.

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

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

Existing ADT	<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 The needs for these roadways shall be included expires. 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. Oct. 1990)

Mileage made available by an internal revision after July 1, 1990, will be held in abeyance (banked) for future designation.

That any request, after July 1, 1990, 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 greater than the total of the county's approved apportionment mileage for the preceding year plus any "banked" mileage 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.

Any requested CSAH mileage increase must be reduced by the amount of CSAH mileage being held in abeyance from previous internal revisions (banked mileage). 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 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, <u>unless approved by</u> <u>the Screening Board.</u>

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. Non-existing County State Aid Highway Designations - Oct. 1990

That all counties which have non-existing CSAH designations, that have drawn needs for 10 years or more, have until December 1, 1992 to either remove them from their CSAH system or to let a contract for the construction of the roadway. After that date, any non-existing CSAH designation will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years.

TRAFFIC

<u>Traffic Projection Factors - Oct. 1961 - (Latest Rev.</u> <u>Oct. 1989)</u>

That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection 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.

Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.

<u>Minimum Requirements - Oct. 1963 (Rev. June 1985)</u>

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 multiplelane 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.

<u>Soil - Oct. 1961 (Latest Rev. June 1985)</u>

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.

<u>Rural Design Grade Widening - June 1980</u>

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.

<u>Storm Sewer - Oct. 1961 (Rev. Nov. 1965)</u>

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.

<u>Construction Accomplishments - June 1965 (Latest Rev.</u> <u>Oct. 1983)</u>

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. June 1990)

That any county using non-local construction funds for special bituminous or concrete 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.

For needs purposes, a special resurfacing project shall be defined as a bituminous or concrete resurfacing or concrete joint repair project which has been funded at least partially with money from the CSAH Construction Account and is considered deficient (i.e. segments drawing needs for more than additional surfacing) in the CSAH Needs Study in the year after the resurfacing project is let.

<u>Items Not Eligible For Apportionment Needs - Oct. 1961 (Latest</u> 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-ofway widths shall be standardized in the following manner:

Proposed

			Projected ADT					<u>R/W Width</u>				
Proposed	Rural	Design	-	0 ·	-	749				100	Feet	
			7	750 ·	-	999				110	Feet	
			1,0	000	<u>&</u>	Over	(2	Lan	e)	120	Feet	
			5,0	000	£	Over	(4	Lan	e)	184	Feet	
			Pro	opos	ed Wi	<u>Road</u> dth	lbec	1	<u>Prop</u> R/W	oosed Wid	<u>1</u> <u>-h</u> ,	
Proposed	Urban	Design	-	0 -	4	4 Fee	et			60	Feet	
				45	&	Over]	Prop Wid	oseo th -	1 Roa + 20	adbed 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.

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

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.

<u>Guidelines for Needs Adjustments on Variances Granted - June</u> 1985 (Latest Rev. June 1989)

That the following guidelines be used to determine needs adjustments due to variances granted on County State Aid Highways:

 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. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.
- 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.
- 8) No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.
- 9) 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 an accumulative period of 10 years applied as a single one year deduction.