

### MINNESOTA DEPARTMENT OF TRANSPORTATION

OFFICE OF STATE AID

420 TRANSPORTATION BUILDING ST. PAUL, MINNESOTA 55155 395 JOHN IRELAND BOULEVARD

DATE : May 13, 1992

(612) 296-1660

TO : County Highway Engineers District State Aid Engineers

SUBJECT : County Engineers' Screening Board Report

Enclosed herewith is a copy of the 1992 Spring County Engineers' Screening Board Report. This report has been prepared by the State Aid Needs Unit, Office of State Aid, Minnesota Department of Transportation.

The unit price data included in this booklet has been analyzed by the County State Aid Highway General Subcommittee and will be recommended to the Screening Board to be used in the 1992 C.S.A.H. Needs Study.

Also, the mileage requests, have been reviewed by the Mileage Subcommittee and their recommendations are included in this booklet.

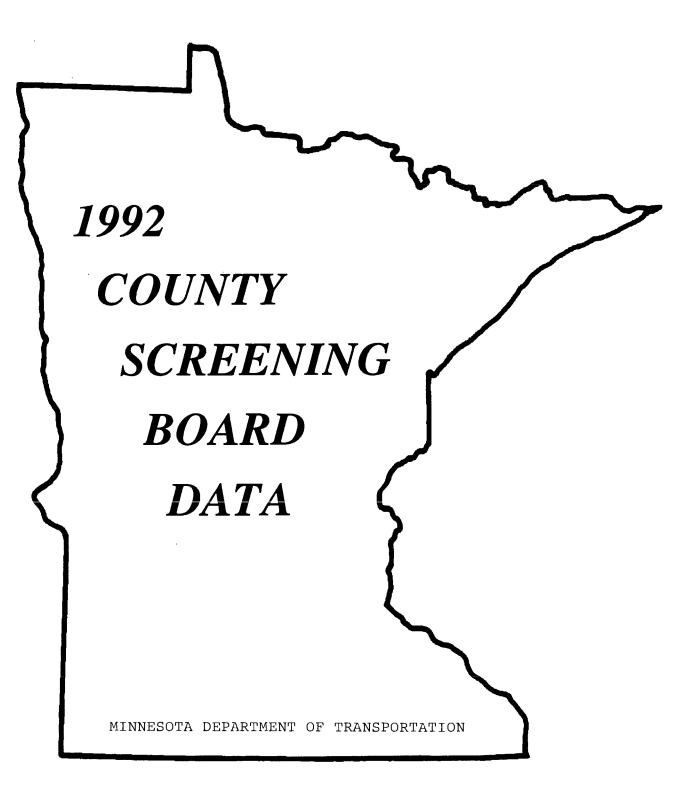
If you have any comments, questions, or recommendations regarding this report, please forward them to your District Representative with a copy to this office prior to the meeting which is scheduled for June 16-17, 1992.

Sincerely,

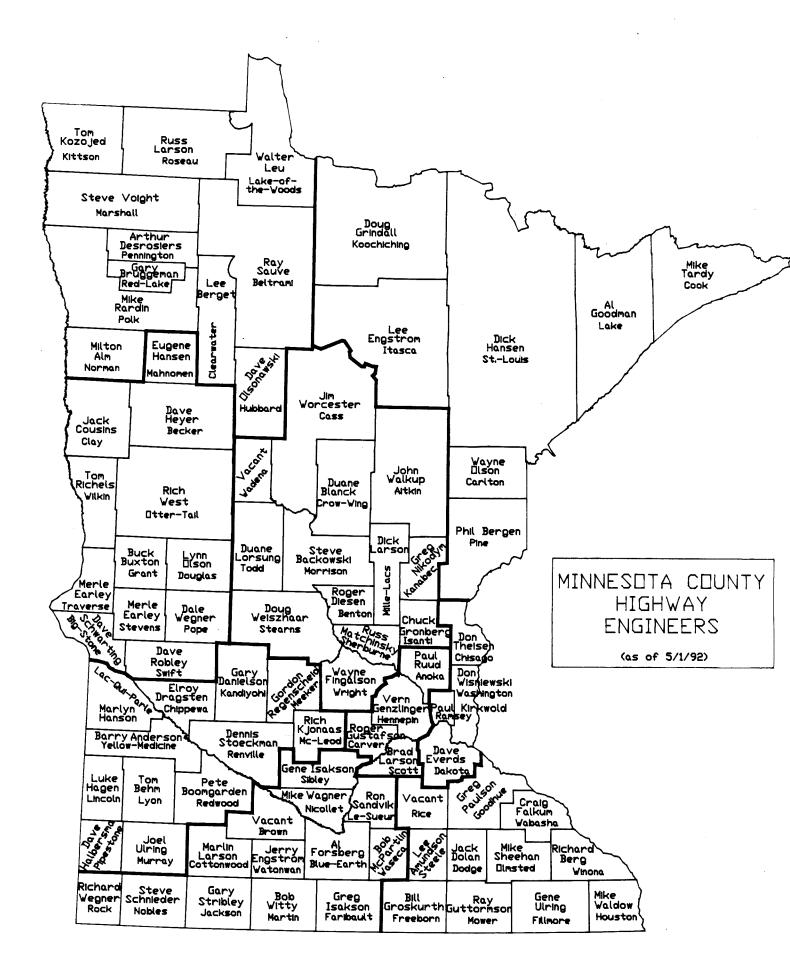
Kenneth M. Hoeschen Manager County State Aid Needs Unit

Enclosure: County Screening Board Report

dmg-wp51-memospbk



# June 1992



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#### TO BE PRESENTED AT THE JUNE 16-17, 1992 MEETING

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Lotus-File\_123(Scboard)

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Loo Engetrem			
Lee Engstrom	(91–92)	<ul> <li>Itasca County</li> </ul>	<ul> <li>District 1</li> </ul>
Walter Leu	(92-93)	<ul> <li>Lake of the Woods County</li> </ul>	<ul> <li>District 2</li> </ul>
John Walkup	(91–92)	<ul> <li>Aitkin County</li> </ul>	- District 3
Dave Heyer	(92-93)	<ul> <li>Becker County</li> </ul>	<ul> <li>District 4</li> </ul>
Brad Larson	(91–92)	<ul> <li>Scott County</li> </ul>	<ul> <li>District 5</li> </ul>
Bill Groskurth	(92–93)	<ul> <li>Freeborn County</li> </ul>	- District 6
Steve Schnieder	(91–92)	<ul> <li>Nobles County</li> </ul>	- District 7
Gary Danielson	(92-93)	<ul> <li>Kandiyohi County</li> </ul>	- District 8
Don Theisen	(91-92)	<ul> <li>Chisago County</li> </ul>	- District 9
Al Forsberg (Secretary)		<ul> <li>Blue Earth County</li> </ul>	

# **1992 SCREENING BOARD ALTERNATES**

Mours Olean		
Wayne Olson	<ul> <li>Carlton County</li> </ul>	District 1
Russ Larson	<ul> <li>Roseau County</li> </ul>	District 2
Chuck Gronberg	- Isanti County	
Dave Schwarting		District 3
	<ul> <li>Big Stone County</li> </ul>	District 4
Roger Gustafson	<ul> <li>Carver County</li> </ul>	District 5
Craig Falkum	<ul> <li>Wabasha County</li> </ul>	District 6
Gene Isakson	<ul> <li>Sibley County</li> </ul>	District 7
Gordon Regenscheid	<ul> <li>Meeker County</li> </ul>	
Don Wisniewski		District 8
DUIT WISHIEWSKI	<ul> <li>Washington County</li> </ul>	District 9

# 1992 CSAH GENERAL SUBCOMMITTEE

Dave Everds Dick Larson, Chairman Bob Witty	(June, 92) – Dakota County (June, 93) – Mille Lacs County (June, 94) – Martin County	
BOD WITTY	(June, 94) – Martin County	

# 1991 CSAH MILEAGE SUBCOMMITTEE

Paul Ruud, Chairman	(Oct., 92) – Anoka County
Wayne Olson	(Oct., 93) – Carlton County
Jack Dolan	(Oct., 94) – Dodge County

# CSAH VARIANCE SUBCOMMITTEE (STANDING)

Ron Sandvik Pete Boomgarden	<ul> <li>Le Sueur County</li> <li>Redwood County</li> </ul>
Don Wisniewski	– Washington County

#### JUNE, 1992

#### Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1992 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 1986 construction projects and added the 1991 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1987 through 1991, are the basic source of information for compiling the data used for computing the recommended 1992 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 1991 projects was transmitted to each county engineer for his approval. Any necessary corrections or changes received from the county engineers were made prior to the Subcommittee's review and recommendation.

Minutes of the Subcommittee meeting held April 29, 1992 are included in the "Reference Material" section of this report. Dick Larson, Mille Lacs County, chairman of the General Subcommittee and Paul Ruud, Anoka County, chairman of the Mileage Subcommittee will attend the Screening Board meeting to review and explain the recommendations of their respective groups.

JUNE, 1992

### <u>Trend of C.S.A.H. Unit Prices</u> (Base on State Averages from 1978-1991)

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.

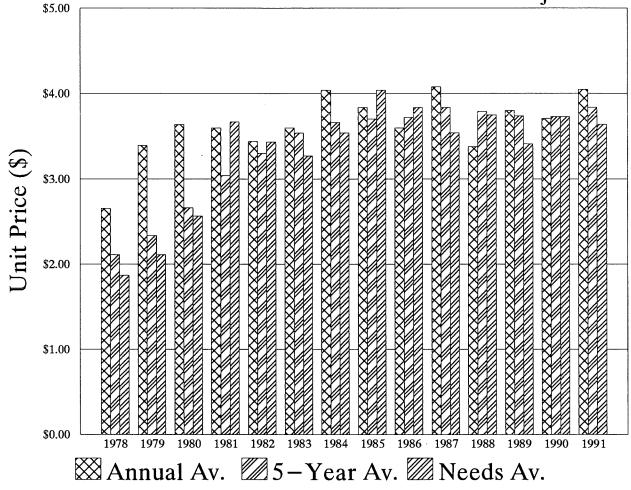
Please note that urban design projects were included in the study beginning with the 1982 projects.

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

Year	Quantities	Cost	Annual Average	5–Year Average	(Rural Design Only) Needs Study Average
1978	1,408,202	\$3,725,724	\$2.65	\$2.11	\$1.87
1979	1,148,672	3,891,149	3.39	2.33	2.11
1980	1,006,473	3,665,775	3.64	2.66	2.56
1981	1,274,775	4,589,136	3.60	3.04	3.67
1982	474,716	1,633,375	3.44	3.30	3.43
1983	838,004	3,015,160	3.60	3.54	3.27
1984	645,084	2,605,291	4.04	3.66	3.54
1985	729,577	2,804,858	3.84	3.70	4.04
1986	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	3,154,601	3.71	3.73	3.73
1991	1,770,188	7,167,715	4.05	3.84	3.64

1982-1991 Includes Rural & Urban Design Projects

Trend of CSAH Unit Prices-Subbase 3-4 1982-1991 Includes Rural & Urban Projects

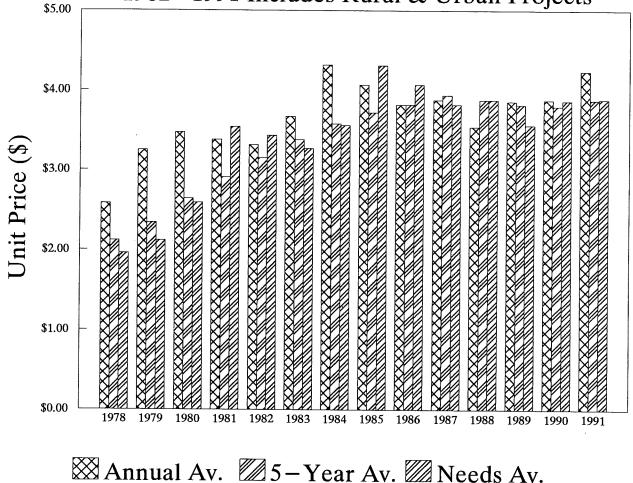


# TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6

1962–1991 Includes Rufal & Orban Design Projects							
Year	Quantities	Cost	Annual Average	5–Year Average	(RURAL DESIGN ONLY) 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	3,712,962	14,400,029	3.88	3.80	3.87		
1991	3,401,344	14,435,530	4.24	3.88	3.89		

1982-1991 Includes Rural & Urban Design Projects





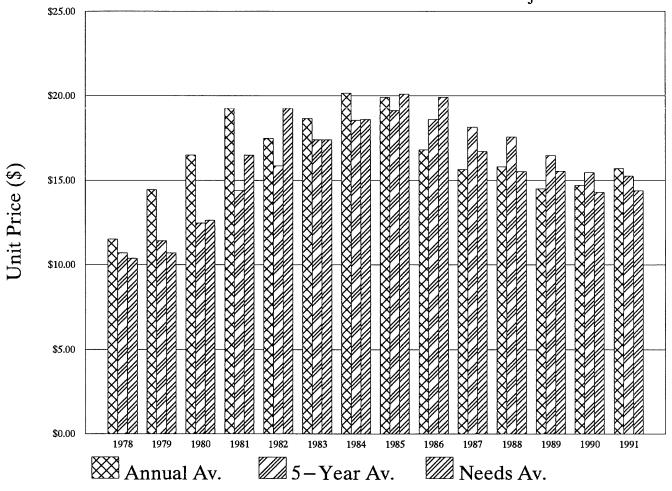
-5-

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

Year	Quantities	Cost	Annual Average	5–Year Average	(Rural Design Only) 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
1987	2,483,491	38,875,784	15.65	18.15	16.71
1988	2,582,858	40,775,683	15.79	17.55	15.51
1989	2,962,563	42,987,747	14.51	16.46	15.53
1990	2,524,687	37,142,266	14.71	15.46	14.29
1991	2,390,567	37,520,416	15.70	15.24	14.39

1982–1991 Includes Rural & Urban Design Projects

# Trend of CSAH Unit Prices – Bit. 2331 1982–1991 Includes Rural & Urban Projects

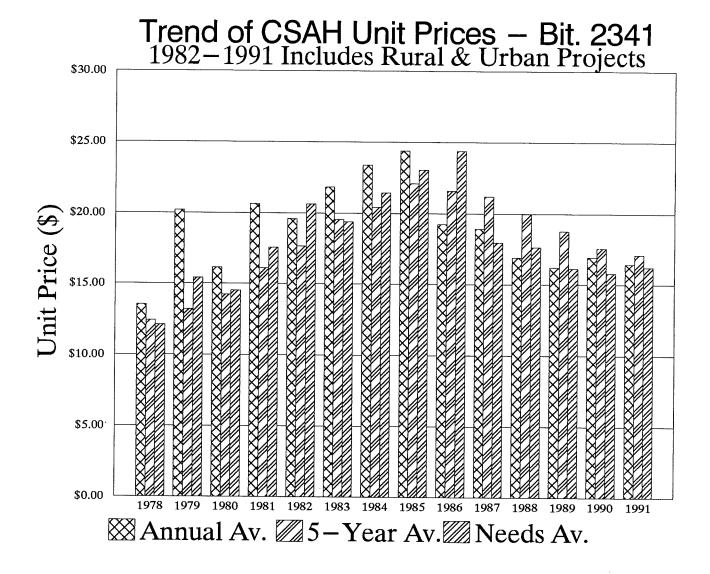


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# TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341

1902 – 1991 includes Rulai & Orban Design Projects							
Year	<u>Quantities</u>	<u>Cost</u>	Annual Average	5–Year Average	(Rural Design Only) 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	<b>2</b> 1.84	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	21.1 <b>9</b>	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		
1991	251,981	4,145,265	16.45	17.10	16.23		

# 1982-1991 Includes Rural & Urban Design Projects

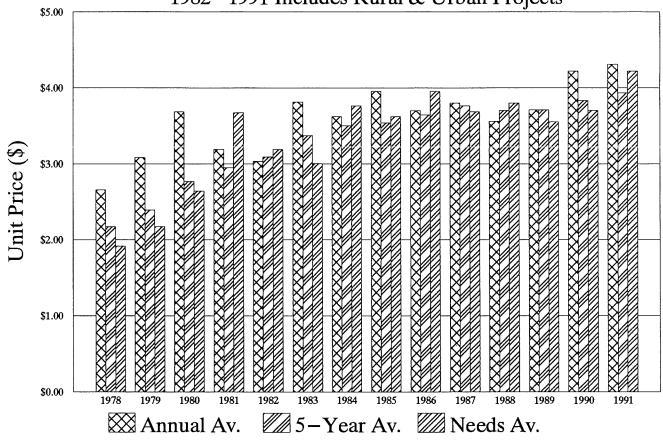


# TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

	1002 1001 110	Judes nulai à O	Dan Design	110/00/0	
Year	Quantities	Cost	Annual Average	5–Year Average	(Rural Design Only) Needs Study Average
1978	388,427	\$1,032,379	\$2.66	\$2.17	\$1.92
1979	261,637	806,744	3.08	2.39	2.17
1980	291,915	1,072,984	3.68	2.77	2.64
1981	177,479	565,415	3.19	2.95	3.67
1982	169,755	514,181	3.03	3.09	3.19
1983	176,024	669,773	3.81	3.37	3.00
1984	283,698	1,027,910	3.62	3.50	3.76
1985	194,555	769,340	3.95	3.54	3.62
1986	257,323	951,855	3.70	3.64	3.95
1987	252,093	957,420	3.80	3.76	3.68
1988	393,590	1,400,145	3.56	3.70	3.80
1989	417,908	1,548,428	3.71	3.71	3.55
1990	531,937	2,244,411	4.22	3.83	3.70
1991	332,482	1,431,490	4.31	3.93	4.22

#### 1982-1991 Includes Rural & Urban Design Projects

# Trend of CSAH Unit Prices Gr. Surf. 2118 1982–1991 Includes Rural & Urban Projects



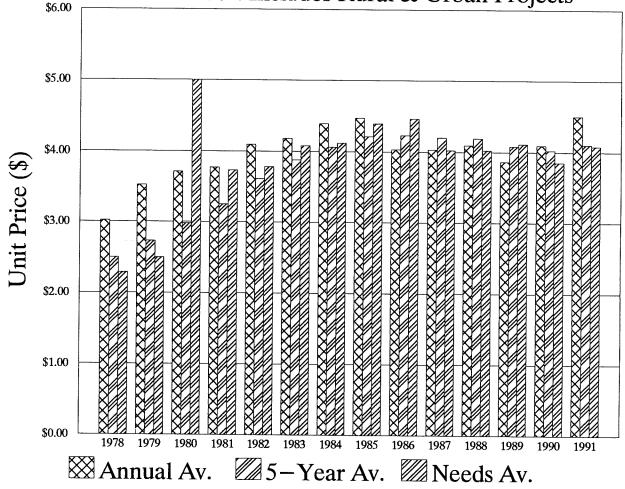
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# TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

	1502-1551 III	Judes Rulai & U	iban Design	Frojecis	
Year	Quantities	<u>Cost</u>	Annual Average	5–Year Average	(Rural Design Only) Needs Study Average
1978	748,028	\$2,259,804	\$3.02	\$2.50	\$2.29
1979	641,380	2,255,009	3.52	2.73	2.50
1980	528,325	1,963,507	3.71	2.98	5.00
1981	606,762	2,287,661	3.77	3.25	3.73
1982	760,901	3,111,555	4.09	3.61	3.78
1983	838,572	3,504,333	4.18	3.88	4.08
1984	812,267	3,565,540	4.39	4.06	4.12
1985	988,140	4,411,565	4.47	4.21	4.39
1986	1,094,004	4,402,874	4.03	4.23	4.46
1987	1,118,478	4,505,873	4.03	4.20	4.02
1988	1,050,781	4,300,402	4.09	4.19	4.02
1989	1,174,522	4,531,872	3.86	4.08	4.11
1990	1,089,251	4,452,591	4.09	4.02	3.85
1991	936,976	4,213,550	4.50	4.10	4.08

### 1982-1991 Includes Rural & Urban Design Projects





# **NOTES & COMMENTS**

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#### 1992 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1991 CSAH needs study gravel base unit price, the gravel base data in the 1987-1991 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 1992. As directed by the 1986 Screening Board, all urban design projects were also included in the five year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was implemented by the Subcommittee at their April 29, 1992 meeting to determine the 1992 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.

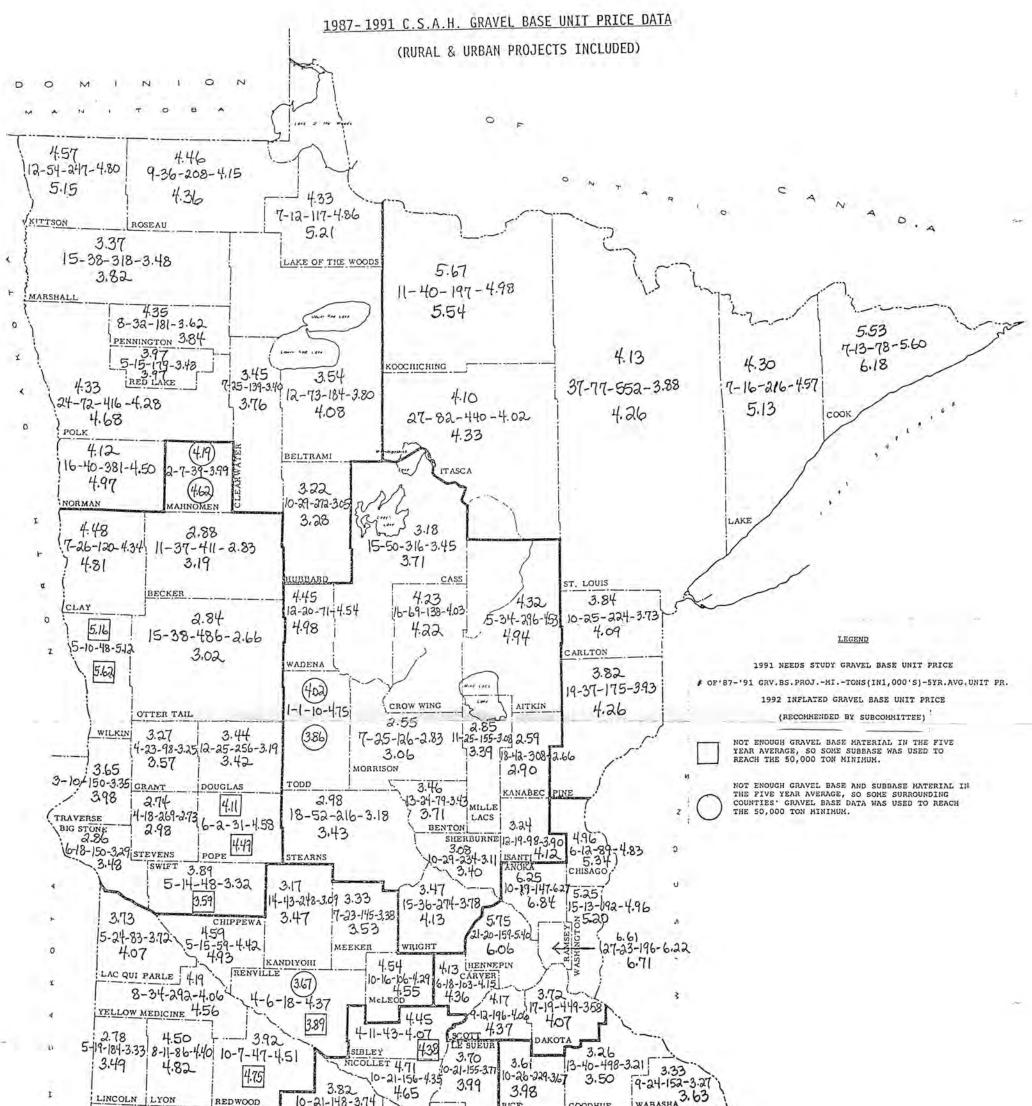
> If a county has less than 50,000 tons of gravel base material in its five-year average unit price study, then enough subbase material from that county's five-year average unit price study is added to the gravel base material to equal 50,000 tons, and a weighted average unit price inflated by the proper 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.

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. Dick Larson, the Subcommittee Chairman, will attend the Screening Board meeting to discuss their recommendations. FIGURE A

1992 COUNTY SCREENING BOARD DATA

JUNE, 1992



9-15-1	-64 74-3.63	2.90 1-68-598-2.84 3.12	412 BROW	3.70 19.	41-471-4.19 4-30	1.66 4.15 -106-52810-17-87-34	(4.9) 3.9	8 4.85 -239-4.06 17-35-33	1-4.92
PIP	ESTONE	one	4.25 COTTONWOOD	3.97	7.55	5.53 4.26	(4,43) 4	41 5.3	3
6-11-7	19-3.24	4.38	7-21-109-4.07	4.55	4.10 9-22-84-4.41	4.76	5.34	4.86	4.92
ROC	х44 :к	4.99 NOBLES	4.60	5.09	4.76	5.21 FREEBORN	575	5.32 FILLMORE	5.39 HOUSTON

### Unit Price Inflation Factor Study

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

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

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

## Gravel Base - #2211 Class 5 - 6

<u>Year</u> 1987	<u>Quantity</u> 2,856,606	<u>Cost</u> \$11,084,646	Annual <u>Average</u> \$3.88	Inflation <u>Factor</u> \$4.24/\$3.88 = 1.09
1988	3,413,807	\$12,092,134	\$3.54	\$4.24/\$3.54 = 1.20
1989	3,290,437	\$12,704,852	\$3.86	\$4.24/\$3.86 = 1.10
1990	3,712,962	\$14,400,029	\$3.88	\$4.24/\$3.88 = 1.09
1991	3,401,344	\$14,435,530	\$4.24	

### Subbase – #2211 Class 3 – 4

<u>Year</u> 1987	<u>Quantity</u> 1,015,708	<u>Cost</u> \$4,147,919	Annual <u>Average</u> \$4.08	Inflation <u>Factor</u> \$4.05/\$4.08 = 0.99
1988	981,435	\$3,316,895	\$3.38	\$4.05/\$3.38 = 1.20
1989	1,584,966	\$6,024,671	\$3.80	\$4.05/\$3.80 = 1.07
1990	850,693	\$3,154,601	\$3.71	\$4.05/\$3.71 = 1.09
1991	1,770,188	\$7,167,715	\$4.05	

In order to reflect current prices in the 1987–1991 five–year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate factor.

dmg-WP51-Roadpr

#### 1992 COUNTY SCREENING BOARD DATA

#### JUNE, 1992

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

The following tabulation of roadway construction prices shows the average unit prices in the 1991 C.S.A.H. needs study, the 1987-1991 C.S.A.H. five-year average unit prices, the 1991 average and the Subcommittee's recommended unit prices for use in the 1992 needs study.

The Subcommittee's recommended prices were determined at their meeting on April 29, 1992. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

# JUNE, 1992

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

Construction Item	1991 CSAH Needs Study <u>Average</u>	1987–1991 CSAH 5–Year Construction <u>Average</u>	1991 CSAH Construction <u>Average</u>	1992 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
Rural & Urban Design				
Grav. Base CI 5 & 6/Ton	\$3.89	\$3.88	\$4.24	*
Rural Design				
Subbase CI 3 & 4/Ton Bit.Base & Surf. 2331/Ton Bit.Surf. 2341/Ton Con.Surf. 2301/Sq.Yd.	\$3.64 14.39 16.23 11.80	\$3.75 15.00 16.38 	\$4.03 15.42 16.05 (12.86) (1991 Mn/DOT)	G.B \$ 0.21 G.B. + 11.18 G.B. + 11.81 12.86
Gravel Surf. 2118/Ton Gravel Shldr. 2221/Ton	4. <u>22</u> 4.08	3.93 4.09	(1991 Wil/DOT) 4.31 4.49	G.B. + 0.07 G.B. + 0.25
Urban Design				
Subbase CI 3 & 4/Ton Bit.Base & Surf. 2331/Ton Bit.Surf. 2341/Ton Con.Surf. 2301/Sq.Yd.	\$3.89 19.52 19.66 14.89	\$5.52 18.39 20.45	\$8.53 20.05 21.22 (16.23) (1991 Mn/DOT)	G.B. G.B. + 15.81 G.B. + 16.98 16.23

\* 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-WP51-(unitpr)

### 1992 COUNTY SCREENING BOARD DATA

#### JUNE, 1992

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

The following report lists the miscellaneous unit prices used in the 1991 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 April 29, 1992 which are printed in the "Reference Material" section of this booklet.

# JUNE, 1992

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

Construction Item	1991 CSAH Needs Study <u>Average</u>	Prices Recommended For 1992 By MSAS Subcommittee <u>or Mn/Dot</u>	1992 CSAH Unit Price Recommended by CSAH <u>Subcommittee</u>
Other Urban Design			
Storm Sewer – Complete/Mi. Storm Sewer – Partial/Mi. Curb & Gutter Const./Lin.Ft.	\$196,000 62,000 5.50	\$199,500 62,000 5.50	\$199,500 62,000 5.50
Bridges			
0–149 Ft.Long/Sq.Ft. 150–499 Ft.Long/Sq.Ft. 500 Ft. & Longer/Sq.Ft. Widening/Sq.Ft. RR over Hwy – 1 Track/Lin.ft. Each Add.Track/Lin.ft.	\$55.00 60.00 65.00 150.00 4,000 3,000	\$55.00 60.00 65.00 150.00 4,000 3,000	\$55.00 60.00 65.00 150.00 4,000 3,000
Railroad Protection			
Signs Signals Signals & Gates	\$500 80,000 110,000	\$1,350 80,000 110,000	\$1,000 80,000 110,000

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# **NOTES & COMMENTS**


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# MILEAGE

# REQUESTS

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# Lotus-File\_123-(Criteria)

# **1992 COUNTY SCREENING BOARD DATA** JUNE, 1992

# 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 July, 1991, definitely sets forth what criteria are necessary.

# Portion of Minnestoa Rules For State Aid Operations

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

Subp. 2. A county state-aid highway maybe selected it it:

- (A) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;
- (B) connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and
- (C) provides an integrated and coordinated highway system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

# Lotus-File\_123(History)

# **1992 COUNTY SCREENING BOARD DATA**

June, 1992

Julie, 1992
History of C.S.A.H. Additional Mileage Requests
Approved by the County Engineers' Screening Board

<u>History of C.S.A.H. Additional Mileage Requests</u> Approved by the County Engineers' Screening Board										Total			
										Miles Requested	•		
											4000		
	<u>1970</u>	<u>1976</u>		1983	1984	1985	1986	1987	<u> 1988                                   </u>	1989	1990		County Aitkin
			0.60						40.40				
1.33									10.42				Anoka
	10.07											10.07	Becker
6.84 *	0.69	0.16										7.69	Beltrami
3.18 *												3.18	Benton
1.40		0.16										1.56	Big Stone
15 29 *			0.25									15.54	Blue Earth
		0.13	•.=•									7.57	Brown
	0.00	0.10											Carlton
1.55								0.08					Carver
14.00	1.00									0,05		15.05	Chippewa
3 24												3.24	Chisago
	0.82	0 10											
													Clearwater
0.00													
3,60												3.60	Cook
3.37	1.80	1.30										6.47	Cottonwood
												13.00	Crow Wing
1 65 *		2 47				2 26						6.38	Dakota
1.00		<b>E</b>											
7.40 *	3.25					••••							Douglas
	0.07	1.00	0.00									1 66	Faribault
1 10	0.37	1.20											Fillmore
	0 00	0 65	1.10										Freeborn
0.05	0.90	0,00										1.00	
		0.08											Goodhue
	0.12												
4.50		0.24	0.85									5.59	Hennepin
		0.12										0.12	Houston
0.60	1 25		0.06										Hubbard
1.06	0.74		0.00										Isanti
	3.18 * 1.40 15.29 * 3.81 3.62 1.55 14.00 3.24 1.18 0.30 * 3.60 3.37 13.00 * 1.65 * 7.40 * 1.12 0.05 5.30 4.50 0.60	$\begin{array}{c cccccc} \underline{1964} & \underline{1970} \\ \hline 6.10 \\ \hline 1.33 & 0.71 \\ \hline 10.07 \\ \hline 6.84 * & 0.69 \\ \hline 3.18 * \\ \hline 1.40 \\ \hline 15.29 * \\ \hline 3.81 & 3.63 \\ \hline 3.62 \\ \hline 1.55 & 0.94 \\ \hline 7.90 \\ \hline 1.55 & 0.94 \\ \hline 7.90 \\ \hline 14.00 & 1.00 \\ \hline 3.24 \\ \hline 1.18 & 0.82 \\ \hline 0.30 * \\ \hline 3.60 \\ \hline 3.37 & 1.80 \\ \hline 3.60 \\ \hline 3.37 & 1.80 \\ \hline 1.65 * \\ \hline 7.40 * & 3.25 \\ \hline 0.37 \\ \hline 1.12 \\ 0.05 & 0.90 \\ \hline 5.30 & 0.12 \\ \hline 4.50 \\ \hline 0.60 & 1.25 \\ \hline \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Approve           1958-         1965-         1971-         1977-           1964         1970         1976         1982           6.10         0.60           1.33         0.71           10.07         6.84 *         0.69         0.16           3.18 *         0.16           1.40         0.16           15.29 *         0.25           3.81         3.63         0.13           3.62         0.48           7.90         14.00         1.00           3.24         1.18         0.82         0.10           0.30 *         1.00         3.60         3.37         1.80         1.30           1.65 *         2.47         7.40 *         3.25         0.37         1.20         0.09           1.12         0.37         1.20         0.09         1.10         0.05         0.90         0.65           0.08         5.30         0.12         0.24         0.85           0.60         1.25         0.26         0.06	Approved by the           1958- 1965- 1971- 1977- 1964 1970 1976 1982 1983           6.10         0.60           1.33         0.71           10.07         0.60           6.84 *         0.69         0.16           3.18 *         0.16           15.29 *         0.25           3.81         3.63         0.13           3.62         0.48           1.55         0.94         0.48           7.90         0.48           1.18         0.82         0.10           3.62         0.10           3.62         0.13           1.55         0.94         0.48           7.90         14.00         1.00           3.60         3.37         1.80         1.30           3.60         3.37         1.80         1.30           1.65 *         2.47         1.10           0.05         0.90         0.65           0.37         1.20         0.09           1.12         0.08         5.30         0.12           0.60         1.25         0.26         0.06	Approved by the County         1958 -       1965 -       1971 -       1977 -         1964       1970       1976       1982       1983       1984         6.10       0.60       1.33       0.71       10.07         6.84 *       0.69       0.16       3.18 *       1.40       0.16         15.29 *       0.25       3.81       3.63       0.13         3.62       1.55       0.94       0.48       7.90         14.00       1.00       3.62       0.10       0.30 *         1.18       0.82       0.10       0.30 *       1.00         3.60       3.37       1.80       1.30       1.30         13.00 *       1.30       1.30       1.10       0.05         0.37       1.20       0.09       1.12       1.10         0.05       0.90       0.65       0.08       0.35         0.08       5.30       0.12       0.24       0.85         0.60       1.25       0.26       0.06	Approved by the County Engined           1958 -         1965 -         1971 -         1977 -           1964         1970         1976         1982         1983         1984         1985           6.10         0.60         1.33         0.71         0.60         1.33         0.71           10.07         6.84 *         0.69         0.16         3.18 *         1.40         0.16           15.29 *         0.25         3.81         3.63         0.13         3.62           1.55         0.94         0.48         7.90         14.00         1.00           3.62         1.50         0.40         1.00         3.64         1.30           3.60         3.37         1.80         1.30         1.30           3.60         3.37         1.80         1.30         1.10           3.60         3.37         1.20         0.09         1.11           7.40 *         3.25         0.11         1.10         0.05         0.90         0.65           0.08         5.30         0.12         0.24         0.85         0.06           0.12         0.26         0.06         0.06         0.12	Approved by the County Engineers' Screet           1958-         1965-         1971-         1976         1982         1983         1984         1985         1986           6.10         0.60         1.33         0.71         0.60         1.33         10.07           6.84 *         0.69         0.16	Approved by the County Engineers' Screening B           1958 -         1965 -         1971 -         1977 -         1983         1984         1985         1986         1987           6.10         0.60         0.60         1.33         0.71         10.07           6.84 *         0.69         0.16         3.18 *         1.40         0.16           15.29 *         0.25         3.81         3.63         0.13           3.62         0.13         0.25         0.08           7.90         0.48         0.08         0.08           7.90         1.00         0.00         0.08           3.24         1.18         0.82         0.10         0.08           3.37         1.80         1.30         1.30         1.30           13.00 *         0.07         2.26         0.11         0.12           0.37         1.20         0.09         1.10         0.05         0.90         0.65           0.08         5.30         0.12         0.24         0.85         0.06	Approved by the County Engineers' Screening Board           1958 -         1965 -         1971 -         1977 -           1964         1970         1976         1982         1983         1984         1985         1986         1987         1988 -           6.10         0.60         0.60         10.42         10.42         10.42           1.33         0.71         10.42         10.42           6.84 *         0.69         0.16         188         10.42           15.29 *         0.25         3.81         3.63         0.13           3.62         0.94         0.48         0.08         0.08           7.90         14.00         1.00         0.08         0.08           3.24         1.18         0.82         0.10         0.08           3.37         1.80         1.30         1.30         1.11           7.40 *         3.25         0.11         0.11         0.11           7.40 *         3.25         0.09         0.65         0.08         0.08           5.30         0.12         0.24         0.85         0.06         0.06	Approved by the County Engineers' Screening Board           1958-1965-1971-1977- 1964         1970         1982         1983         1984         1985         1986         1987         1988         1989	Approved by the County Engineers' Screening Board           1968 1970 1976 1982 1983 1984 1985 1986 1987 1988 1989 1990           6.10         0.60         10.42           1.33         0.71         10.42           1.007         0.60         10.42           6.84 *         0.69         0.16           3.18 *         1.40         0.16           15.29 *         0.25           3.81         3.63           1.55         0.94         0.48           7.90         1.00         0.05           3.41         0.62         0.10           0.30 *         1.00         0.05           3.24         1.18         0.82         0.10           0.30 *         1.00         0.05           3.60         3.337         1.80         1.30           1.300 *         1.00         0.11           7.40 *         3.25         0.11           0.05         0.99         0.65           0.37         1.20         0.09           1.12         0.12         0.26           0.60         1.25         0.26	Approved by the County Engineers' Screening Board         Total Miles Requested & Approved by the County Engineers' Screening Board         Total Miles Requested & Approved by the County Engineers' Screening Board         Total Miles Requested & Approved by the County Engineers' Screening Board         Total Miles Requested & Approved by the County Engineers' Screening Board         Total Miles Requested & Approved by the County Engineers' Screening Board         Total Miles Requested & Approved by the County Engineers' Screening Board         Total Miles Requested & Approved by the County Engineers' Screening Board         Total Miles Requested & Approved by the County Engineers' Screening Board         Total Miles Requested & Approved by the County Engineers' Screening Board         Total Miles Requested & Approved by the County Engineers' Screening Board         Approved Board

#### 1992 COUNTY SCREENING BOARD DATA June, 1992 <u>History of C.S.A.H. Additional Mileage Requests</u> Approved by the County Engineers' Screening Board

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Total

				Approve	ed by the	e County	y Engine	ers' Scr	eening Board	Ē				Miles	
	1958-	1965-	1971-	1977-										Requested	
County	<u>1964</u>	<u>1970</u>	<u>1976</u>	<u>1982</u>		1984	1985	1986	1987 19	<u>88</u>	1989	1990	1991	& Approved <u>1992</u> <u>To Date</u>	County
Itasca							· · · · · · · · · · · · · · · · · · ·	····						0.00	Itasca
Jackson		0.10													Jackson
Kanabec															Kanabec
Kandiyohi		0.44													· · · · · · · · · · · · · · · · · · ·
Kittson	6.60 *													0.44	Kandiyohi
Koochiching	9.27 *													6.60	Kittson
Rootmening	9.21							0.12						9.39	Koochiching
Lac Qui Parle	1.70	0.23												1.00	
Lake	3.24 *	1.58	0.56												Lac Qui Parle
Lake of the Woods	0.56	0.33													Lake
														0.89	Lake of the Wood
Le Sueur	2.70		0.83				0.02							3 55	Le Sueur
Lincoln	5.65 *	0.90													Lincoln
Lyon	2.00								1	50				3.50	
														0.00	Lyon
Mc Leod	0.09		0.50									0.32		0.91	Mc Leod
Mahnomen	1.00	0.42													Mahnomen
Marshall	15.00 *		1.00												Marshall
Martin		4 50													indionali -
Meeker	0.00	1.52												1.52	Martin
Mille Lacs	0.80		0.50												Meeker
			0.74										_		Mille Lacs
Morrison															
Mower	9.28 *	3.83		0.09											Morrison
Murray	3.52	0.00	1.10	0.09											Mower
	0.02		1.10											4.62	Murray
Nicollet					0.60										
Nobles		13.71	0.23										0.10		Nicollet
Norman	1.31												0.12		Nobles
														1.31	Norman
Olmsted	10.77 *	4.55												15 20	Olmsted
Otter Tail				0.36											Official Official
Pennington	0.84														
		-				·								0.04	Pennington
Pine	9.25													9.25	Pine
Pipestone		0.50													Pipestone
Polk	4.00		1.55	0.67										6.22	
<b>)</b>		<b>-</b>												0.22	
ope	1.63	2.00	1.20											4.00	Deee

 Pope
 1.63
 2.00
 1.20
 4.83
 Pope

 Ramsey
 9.45 \*
 0.67
 0.61
 0.21
 0.92
 11.86
 Ramsey

 Bed Lake
 0.52
 0.52
 11.86
 Ramsey
 11.86
 Ramsey

				<b>1992</b> History Approved	of C.S./		92 ditional	Mileage	e Requ	<u>ests</u>				F	Total Miles Requested	
	1958-	1965-	1971-	1977 -												t i
County	<u>1964</u>	<u>1970</u>	<u>1976</u>	1982	<u>1983</u>	<u>1984</u>	<u>1985</u>	1986	<u>1987</u>	<u>1988</u>	<u>1989</u>	1990	1991	1992	To Date	County
Redwood	2.30	1.11		0.13							-				3.54	Redwood
Renville															0.00	Renville
Rice	1.70													terration and the second second	1.70	Rice
Rock	0.50			0.54											1.04	Rock
Roseau	5.20	1.60													6.80	Roseau
St. Louis	7.71 *				-											St. Louis
Scott	8.65 *	3.44	5.15	0.12						3.50					20.86	Scott
Sherburne	0.00	5.42	0.10	0.12						0.00						Sherburne
Sibley	1.50	0.42				-										Sibley
Stearns	0.08	0.70		3.90							0.25				4 93	Stearns
Steele	0.00	1.55		3.30							0.20					Steele
Stevens		1.00														Stevens
51848115		1.00								,					1.00	Olevens
Swift		0.78		0.24											1.02	Swift
Todd	1.90 *														1.90	Todd
Traverse	0.20		0.56			1.60									2.36	Traverse
Wabasha	0.43 *		0.30												0.73	Wabasha
Wadena															0.00	Wadena
Waseca	4.10	0.43	0.14				0.05								4.72	Waseca
Washington	2.33 *		0.40	0.33		1.33				8.05					12.44	Washington
Watonwan	2.00		0.04	0.68		1.00	0.19			0.00						Watonwan
Wilkin			0,04									<u> </u>				Wilkin
Winona	7.40 *														7 40	Winona
Wright	0.45			1.38												Wright
Yellow Medicine	0.40		1.39	1.00												Yellow Medicine
				44.00	0.04		0.55	0.10	0.00	00.47	0.20	0.20	0.10	0.00		
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	0.12	0.00	407.77	IOTAIS

\* Some Trunk Highway Turnback Mileage

# -22-

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#### BANKEDMI.WP

### **1992 COUNTY SCREENING BOARD DATA** JUNE, 1992

#### "BANKED" CSAH MILEAGE

The Screening Board, at its June, 1990 meeting, revised the mileage resolution to read as follows:

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

The following mileage presently represents the "banked" mileage available.

County	Banked Mileage	<u>Year Made Available</u>
Anoka	0.45	1991
Becker	0.40	1991
Blue Earth	2.10	1991
Goodhue	0.50	1991
Hennepin	0.10	1992
Isanti	0.22	1992
Itasca	1.00	1992
McLeod	0.30	1992
Mille Lacs	1.20	1992
Renville	1.00	1992
Roseau	0.80	1991
Stearns	0.37	1992
Wadena	0.03	1991
<u>Wright</u>	0.68	1992
Total	9.15	

An updated report showing the available mileages will be included in each Screening Board booklet. Mn/DOT-TP30758 MINNESOTA DEPARTMENT OF TRANSPORTATION (10-80) Rev. 2-84 / 5-88

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:	3/10/92
	Manager, State Aid Needs Unit
:	Elizzer Morris District State Aid Engineer
:	Request for Approval of a System Revision (Humerpoorty) (County) of Chisago
	:

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

XI	Projected to carry a relatively heavier traffic volume,
1	or is functionally classified as collector or arterial
$\times^{1}$	Connects towns, communities, shipping points, and markets within a county or in adjacent counties,
$\times$	or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,
Xľ	or serves as a principal rural mail route and school bus route.
$\times$ '	Occurs at reasonable intervals consistent with the density of population.
$\times$ :	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

i Projected to carry a relatively heavier traffic volume,	
<pre>! or is functionally classified as collector or arterial</pre>	
I Connects the points of major traffic interest within an urban mu	inicipality.
<ul> <li>Provides an integrated street system affording, within practical</li> <li>a State-Aid street network consistent with projected traffic demonstration</li> </ul>	
M.S.A.S. Miles   Comments: <u>Reguires</u> <u>Sercenise</u> <u>Board</u>	action
RECOMMENDED APPROVAL OR CENTRE District State Aid Engineer	<u>3/10/97</u> Dete
RECOMMENDED APPROVAL OR DENIAL: Manager, State Aid Needs Unit	Date
APPROVAL OR DENIAL:State Aid Engineer	Date '

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**CHISAGO COUNTY** 

DEPARTMENT OF PUBLIC WORKS

Mail: 313 North Main Street Room 400 Center City, MN 55012-9663 Office: Center Avenue and Schulze Street, Center City (612) 257-5708 • 462-7999 Ext. 258 • 674-4433 Ext. 259 Facsimile Machine (612) 257-1166 Donald J. Theisen, P.E. Public Works Director/County Engineer

Paul M. Halverson, P.E. Deputy Director/Assistant Engineer

David H. Ohnstad Highway Superintendent

Craig R. Poorker Right of Way Administrator

Laird Mork Parks Director

Marvin Beecher Building & Grounds Supervisor

March 6, 1992

Mr. Elmer Morris, District State Aid Engineer Minnesota Department of Transportation, Metro District 3485 Hadley Avenue Box 2050 Oakdale, MN 55128

Re: State Aid Mileage request

Dear Elmer,

Chisago County is requesting designation of 2.2 miles of County Road 54 as a County State Aid Highway (CSAH). The designation would begin at Trunk Highway 361 in the City of Rush City and extend north to CSAH 3. This request will require that additional mileage be approved for our system by the County Screening Board.

This action has been necessitated by the growth in population that Chisago County has experienced. This growth has resulted in the Rush City School District now beginning construction of a new High School facility along County Road 54. This road will be the primary access to serve school bus, vehicle, and pedestrian needs.

County Road 54 is presently an unimproved gravel road. The 1989 ADT ranges from 490 near Trunk Highway 361 to 180 near CSAH 3. We anticipate a large increase in these numbers after the school opens in 1993. No facility exists on the planned school site.

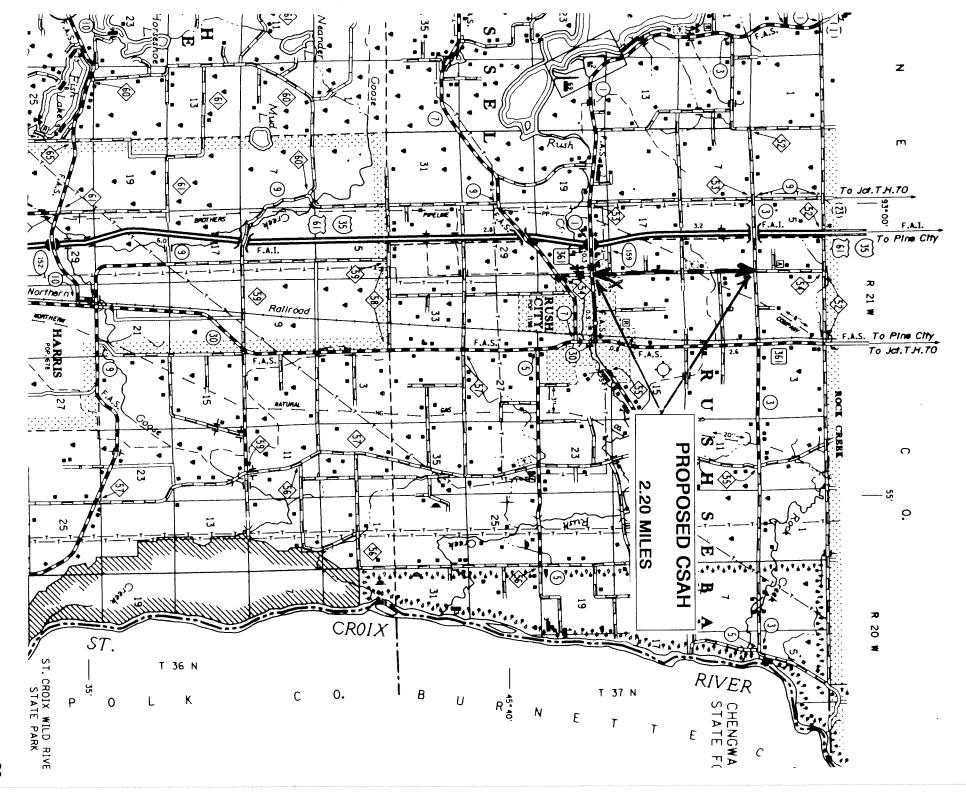
In 1989 Chisago County completed a major internal revision of our State Aid Highway system. A new CSAH designation was made on 12.55 miles of County Roads. This was made possible by removing CSAH designation from 12.57 miles of existing CSAH roads that no longer met CSAH criteria. Some roads were also turnbacked to local jurisdictions. We do not feel that there is any existing CSAH mileage that can be used on CR 54 that would not affect the integrity of the County State Aid Highway system.

We appreciate your review of this request and assistance as we respond to the needs of our growing community.

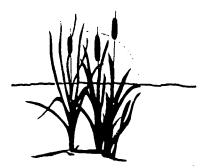
Sincerely Donald J. Theisen, P.E.

Director and County Engineer

An Equal Opportunity Employer



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# **City of Rush City**

Box 556 • Rush City, Minnesota 55069 Telephone: (612) 358-4743

March 12, 1992

15

Mr. Don Theisen Chisago County Highway Engineer Chisago County Government Center Center City, MN 55012

Dear Mr. Theisen:

At the direction of the City Council of Rush City, I am writing to you in regard to County State Aid Highway status for County Road 54.

The City Council agrees that County State Aid Highway status is very important to the future of this road. The Council views CSAH status as particularly important due to the fact that a new high school will be built adjacent to this road.

The City Council supports the efforts of Chisago County in establishing County Road 54 as a County State Aid Highway.

Sincerely,

Muche F

Mike F. Thompson City Administrator

MFT/11

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# COUNTY BOARD MOTION AND C.I.P. INFORMATION

The County Board of Commissioners have committed to improving County Road 54 to State Aid standards if it becomes a State Aid Highway. This was done with passage of the following motion on March 26, 1992:

"Motion by Leier, second by Delaney and passed that County Road 54 be improved to State Aid Standards from Trunk Highway 361 thru new Rush City High School site in 1993 if the road becomes a County State Aid Highway. Further that all of CR 54 be incorporated into 1993-1998 Construction Improvement Plan for improvement to State Aid Standards."

# ESTIMATE OF CONSTRUCTION NEEDS

COUNTY ROAD 54 FROM TH 361 TO COUNTY STATE AID HIGHWAY 3

Segment Lengths

The road would be constructed to an urban section for approximately 0.4 miles and rural section for 1.8 miles.

# Estimated Needs

Using the "Average Needs Cost/Mile" from the October 1991 Screening Board Data:

Urban Section Needs = 0.4 x \$145,848 = \$ 58,340

Rural Section Needs =  $1.8 \times \$ 93,630 = 168,530$ 

\$226,870 <u>SAY \$227.000</u>

# Impact on Needs

The 1991 Basic 25 year Construction Needs for Chisago County was \$45,851,284. The proposed CSAH designation adds an estimated \$227,000 to this amount.

The increase in Needs would be less than one half of one percent.

# Mileage Subcommittee Report to the County State-Aid Highway Screening Boared

Date:	Spring 1992
Subcommittee:	Paul Ruud - Anoka County (Chair) Wayne Olson - Carlton County Jack Dolan - Dodge County
Request:	Chisago County Mileage Addition

# **Proposed System Revisions**

# Designate:

County Road No. 54 from Trunk Highway 361 to County State-Aid Highway No. 3 22 miles

# **Review Resources**

<u>x</u>	Road Tour
X	County Engineer's Request - Cover Letter
<u>x</u>	TH, CSAH, CR & MSAS System Maps
X	Functional Classification Maps
	Comprehensive Transportation Plans
<u> </u>	Traffic Maps and Data
<u>x</u>	Construction "Needs" of System Revision
X	Anticipated Construction Program
X	Recommendation of DSAE

## \_\_\_\_\_ Mileage Verification by State-Aid Engineer

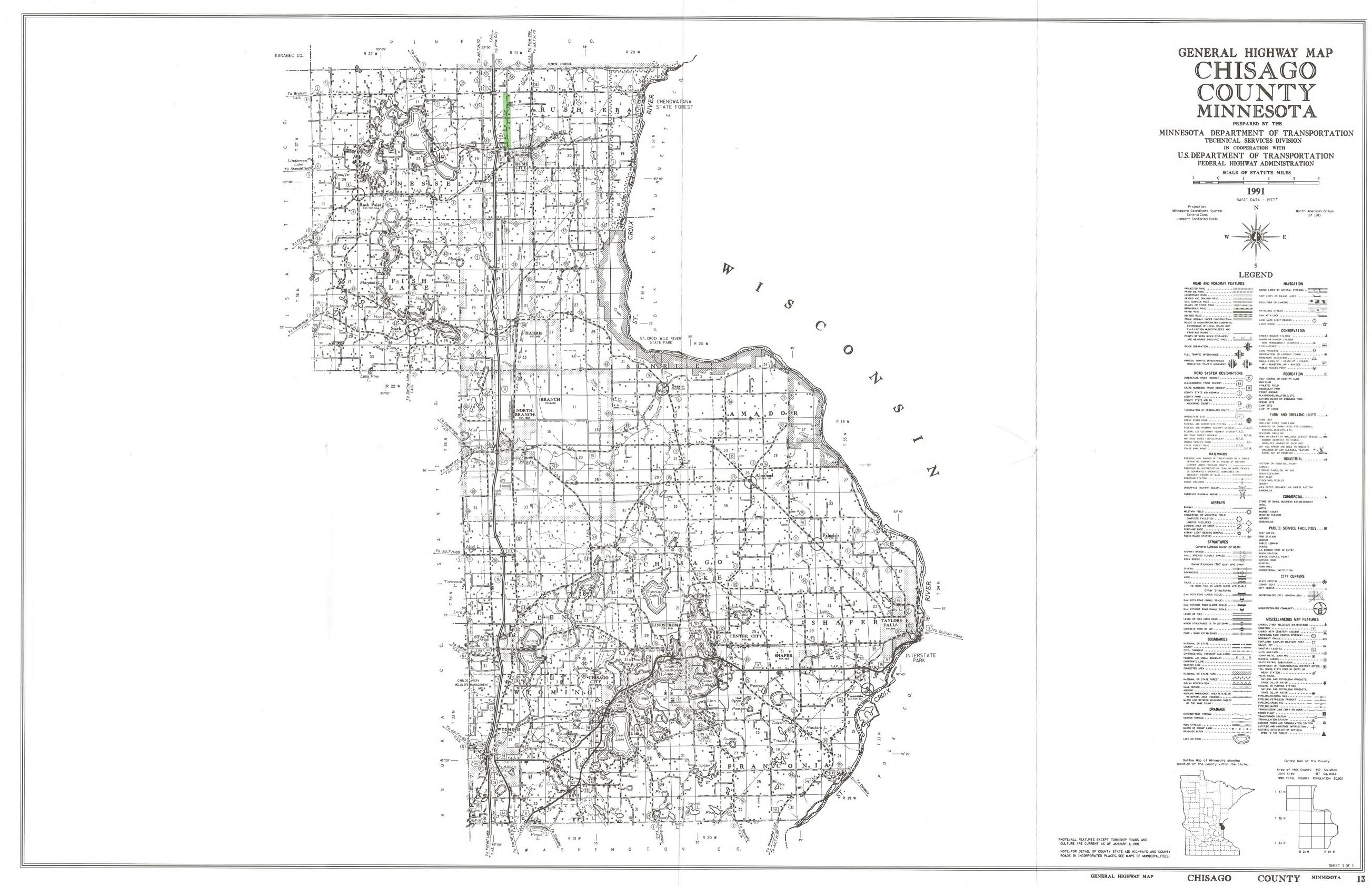
### Merits of the Mileage Request

- 1. Chisago County made significant revisions in their County State-Aid System in 1989, thereby eliminating several short segments from their system.
- 2. This segment of the Chisago County System will provide the access for the Rush City High School, the school district offices and the school district bus garage.
- 3. This segment will provide a connection between an interchange with I-35 (@ CSAH No. 1) and a crossing of I-35 (@ CSAH No. 3).

### Recommendation to the Screening Board

The Mileage Subcommittee of the County State-Aid Highway Screening Board unanimously recommends approval of the request of Chisago County to add CR No. 54 from Trunk Highway 361 t CSAH No. 3, a length of 2.2 miles to their County State-Aid Highway System.

# **NOTES & COMMENTS**



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

# **STATE PARK**

# ROAD

# ACCOUNT

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

#### 1992 COUNTY SCREENING BOARD DATA JUNE, 1992

#### State Park Road Account

Legislation passed in 1989 amended Minnesota Statutes 1986, section 162.06, subdivision 5, to read as follows:

Subd. 5. (STATE PARK ROAD ACCOUNT.) After deducting for administrative costs and for the disaster account and research account as heretofore provided from the remainder of the total sum provided for in subdivision 1, there shall be deducted a sum equal to the three-quarters of one percent of the remainder. The sum so deducted shall be set aside in a separate account and shall be used for (1) the establishment, location, relocation, construction, reconstruction, and improvement of those roads included in the county state-aid highway system under Minnesota Statutes 1961, section 162.02, subdivision 6 which border and provide substantial access to an outdoor recreation unit as defined in section 86A.04 or which provide access to the headquarters of or the principal parking lot located within such a unit, and (2) the reconstruction, improvement, repair, and maintenance of county roads, city streets, and town roads that provide access to public lakes, rivers, state parks, and state campgrounds. Roads described in clause (2) are not required to meet county state-aid highway standards. At the request of the commissioner of natural resources the counties wherein such roads are located shall do such work as requested in the same manner as on any county state-aid highway and shall be reimbursed for such construction, reconstruction or improvements from the amount set aside by this subdivision. Before requesting a county to do work on a county state-aid highway as provided in this subdivision, the commissioner of natural resources must obtain approval for the project from the county state-aid screening board. The screening board, before giving its approval, must obtain a written comment on the project from the county engineer of the county requested to undertake the project. Before requesting a county to do work on a county road, city street, or a town road that provides access to a public lake, a river, a state park, or a state campground, the commissioner of natural resources shall obtain a written comment on the project from the county engineer of the county requested to undertake the project. Any sums paid to counties or cities in accordance with this subdivision shall reduce the money needs of said counties or cities in the amounts necessary to equalize their status with those counties or cities not receiving such payments. Any balance of the amount so set aside, at the end of each year shall be transferred to the county state-aid highway fund.

Pursuant to this legislation, the following information has been submitted by the Department of Natural Resources and the county involved.

# MARSHALL COUNTY HIGHWAY DEPARTMENT

January 3, 1992

(218) 745-4381

208 East Colvin Warren, Minnesota 56762

Mr. John Strohkirch, Manager MN/DNR Park Development & Resources Box 39, 500 Lafayette Road St. Paul, MN 55155-4039

RE: Park Road Account Funds CSAH #49 (Thief Lake Refuge)

Dear Mr. Strohkirch,

Marshall County is requesting consideration for funds from the State Park Road Account to reconstruct and surface the CSAH #49 access to the Thief Lake State Wildlife Management Area.

The proposed project on CSAH #49 is between CSAH #6 and CSAH #48 for approximately six miles. The road is currently very narrow and has several tight curves and steep inslopes. There are two bridges within the Refuge limits that are in poor condition and will need to be replaced. The proposed project also includes reconstruction of the road bed to accommodate an asphalt surface. Construction of these six miles is scheduled as a four-year staged construction project.

The total cost for reconstruction of the road, replacement of the bridges and other drainage structures, as well as placement of an asphalt surface is estimated to be \$375,000.00 per year.

Sincerely, Refuge Headquarter R 42 Steven P. Voigt, P.E. Marshall Co. HWY Engineer SPV:krl ิ่ิิ่RIVER Project Termini C.SAH. 49 WHITE FORD ROLLIS

DEPARTMENT OF NATURAL RESOURCES Division of Parks & Recreation

STATE OF MINNESOTA OFFICE MEMORANDUM

DATE: January 7, 1992

TO: Julie Skallman, Assistant State Aid Engineer 420 Transportation Bldg.

FROM: John Strohkirch DY Park Development & Acquisition Manager

PHONE: 296-8289

SUBJECT: C.S.A.H. SCREENING BOARD APPROVAL

Steven Voigt, Marshall County Highway Engineer, is requesting screening board approval of the project outlined in the attached letter. The DNR sees this project as a high priority for funding from the state park road account.

Please consider including this project on the agenda of the Spring Screening board meeting. If you need additional information from my office please let me know.

JS:ss

cc: Steven Voigt Marshall County Engineer 208 East Colvin Warren, MN 56762 Richard Carlson - Division of Wildlife Tim Bremiker - Division of Wildlife \* \* \* \* \* \* \* \* \* \* \* \* \* \*

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# REFERENCE

# MATERIAL

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

dmg-wp51-subprice

#### 1992 COUNTY SCREENING BOARD DATA

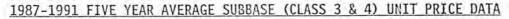
#### JUNE, 1992

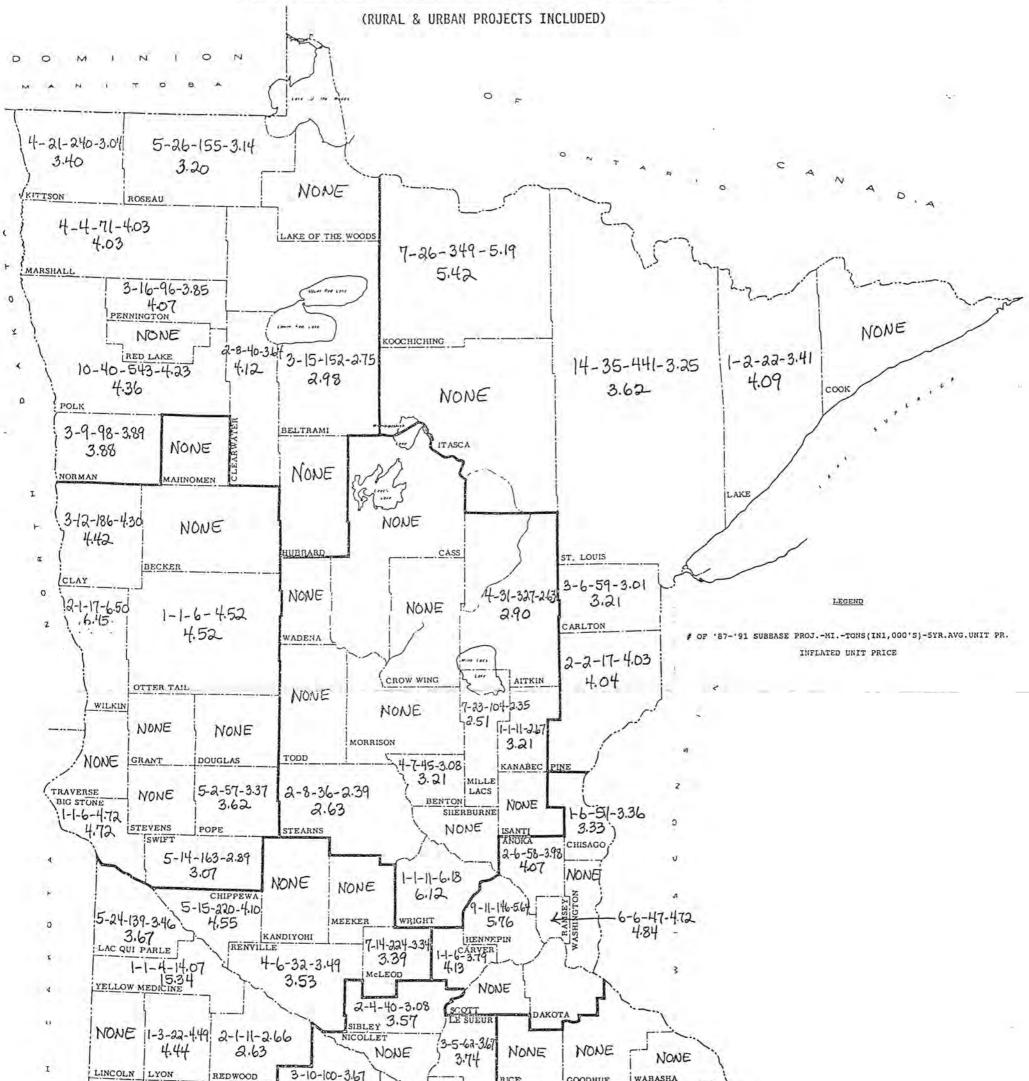
# 1987-1991 Five-Year Average Subbase (Class 3 & 4) Unit Price Data

The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1987-1991 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. FIGURE C

1992 COUNTY SCREENING BOARD DATA

JUNE, 1992





÷.	NONE	NONE	(BROW) 1-6-2-2.80	T	NONE 11-3	0-335- 3-3-14-3.62	NONE 1-6-6	7 25/ 1001	
2	PIPESTONE		2.77 COTTONWOOD	8-26-86-3.50 3.73 WATONWAN BL	4	4.1 3.63 42 SECA STEELE	3.	07-2.56 NON 07 OLMSTED WINONA	<u> </u>
ð	1+1-11-3.95	6-18-177-4.17	6-17-172-4.44	8-34-352-4.61 4.81	6-21-282-418 4.34	6-15-145-4.66 4.94	5-13-35-4.08	NONE	1-1-2-8.94
^ 		NOBLES	JACKSON	MARTIN	FARIBAULT	TTT	4.43	FILLMORE	HOUSTON

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dmg-wp51-(Fasfund)

#### 1992 COUNTY SCREENING BOARD 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.

WITH	THE	RECENTLY	DEV	ELOPED	)	
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SCREEN	NING	BOARD	WISH	то	RETAIN	THIS
RESOLU	JTION?					

#### 1992 COUNTY SCREENING BOARD DATA

#### JUNE, 1992

#### 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, 1992 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	Variance From	Recommended 1992 Needs Adjustments
HENNEPIN	27-619-11	Roadway Width	\$ 58,303
LAC QUI PARLE	31-631-05	Inplace Br.Width	1,164,000
RENVILLE	65-624-06	Design Speed	102,030
ST. LOUIS	69-691-11	Design Speed	513,950
WATONWAN	83-601-04	Inplace Br.Width	462,000
TOTAL			\$2,300,283

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 ENGINEER'S SCREENING BOARD MEETING OCTOBER 30 AND 31, 1991 AT BREEZY POINT

The meeting was called to order at 1:00 P.M. October 30, 1991 by Chairman Michael Sheehan, Olmsted County.

#### ATTENDANCE

Roll Call of Members:

Lee Engstrom	Itasca	Dist 1
Walter Leu	Lake of the Woods	Dist 2
John Walkup	Aitkin	Dist 3
Jack Cousins	Clay	Dist 4
Brad Larson	Scott	Dist 5
Mike Sheehan	Olmsted	Dist 6
Steve Schnieder	Nobles	Dist 7
Pete Boomgarden	Redwood	Dist 8
Don Theisen	Chisago	Dist 9

Jack Cousins made a motion seconded by Pete Boomgarden to approve the minutes of the June 18 and 19, 1991 Screening Board meeting. The motion passed.

Secretary Forsberg recognized the following MnDot staff:

Dennis Carlson	State Aid Engineer
Julie Skallman	Assistant State Aid Engineer
Ken Hoeschen	Manager County State Aid Needs Unit
Ken Straus	Manager Municipal State Aid Needs Unit
Bill Croke	Dist 1 S. A. Engineer
Jack Isaacson	Dist 2 S. A. Engineer
Dave Reed	Dist 3 S. A. Engineer
Tallack Johnson	Dist 4 S. A. Engineer
Mike Pinsonneault	Dist 6 S. A. Engineer
Doug Haeder	Dist 7 S. A. Engineer
Elliot Ruhland	Metro District Assignment

Dick Larson, Mille Lacs County, Chairman of the General Subcommittee was introduced.

The following alternates were in attendance:

Wayne Olson	Carlton	Dist 1
Russ Larson	Roseau	Dist 2
Roger Gustafson	Carver	Dist 5
Bill Groskurth	Freeborn	Dist 6
Gene Isakson	Sibley	Dist 7
Don Wisniewski	Washington	Dist 9

A review of the entire report led by Ken Hoeschen was conducted. Issues were discussed and action deferred until Thursday.

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The following needs related items were discussed:

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- a) Comparison of basic 25-year construction needs. p. 3 6. Ken noted that the Redwood and Cottonwood Counties figures included corrections from earlier errors. He also noted there has been a delay in processing traffic count data. Maps for counties counted in 1989 should be out soon.
- b) Needs adjustment. p. 8 11. No comments.
- c) FAS fund balances. p. 12. A discussion was held on whether funds borrowed to another County should be deducted from a County's fund balance. The Board concluded that Dennis Carlson should make an administrative decision on how to handle this question based on a review of past action. It was also noted there were no Federal funds available for obligation but that balances were reduced when plans were approved and the ROW certificate #1 completed.
- d) CSAH fund balances. p. 13 16. Ken noted a correction for Clearwater County: column 4 should be 89,615; column 6 should be 0; and column 7 should be 0.
- e) Special resurfacing. p. 17 19. No comments.
- f) Comparison of rural construction to needs costs. p. 21 31. Ken noted a correction to Swift County data: column 1 should be 14; column 2 should be 40.0; and column 12 should be 616,701.
- g) Comparison of urban construction to needs costs. p. 33 43. Ken noted a correction to Swift County data: column 1 should be 2; column 2 should be 0.7; and column 12 should be minus 371,169.
- h) Needs adjustments for variances. p. 44. No comments.
- i) Bond account adjustments. p. 45, 46. Steve Schnieder suggested removing counties from the tabulation with an unauthorized bond account of 0.
- j) After the fact right of way, bridge deck, miscellaneous needs.
   P. 47 50. No comments.
- k) Needs adjustment for "Credit for Local Effort". p 51. Walter Leu noted Dakota County had a large unencumbered CSAH fund balance. The Board noted that funds for S.A. eligible items could be paid for by a city or by assessments and still meet the requirement of "not state aid or Federal aid".
- 1) Mill levy deduction. p. 53 55. No comments.
- m) Tentative apportionment data. p. 57 and fig A. There may be a small increase in funding if some turnback funds are transferred to the CSAH account.

There were no mileage requests.

The banked CSAH mileage table on p. 74 was reviewed.

The reference material on p. 77 to 96 was reviewed with no comments.

The Minutes of the General Subcommittee on p. 97, 98 were reviewed and the following items discussed:

- a) The State requested clarification from the Screening Board on the non-existing CSAH designation resolution. The Subcommittee recommended that the resolution be interpreted to mean that the "needs" but not mileage be removed after 10 years.
- b) The question of whether a value should be assigned to R.A.P. provided by the County when computing the equivalent gravel cost for the needs study was discussed. Dick Larson reviewed the rationale for the subcommittee's recommendation, as summarized on p. 98. Rick Kjonaas, McLeod and Pete Boomgarden, Redwood, discussed a recent McLeod County contract and a rationale for providing a value to R.A.P. Rick suggested a unit value of \$4.00 per ton would be appropriate.
- c) The subcommittee recommends that the newly adopted state aid design standards be reflected in the 1992 needs study. No comments.

Dennis Carlson made several comments:

- Additional spaces are available for the November 13, 14, 1991 FHWA Regional meeting. Please contact Dennis soon if interested.
- b) The U.S. Senate and House have passed a new Federal Transportation Authorization Bill and a Conference Committee is being established. The bill will probably be significantly different than the existing bill. Urban and Rural secondary road grants, more funding flexibility, and increased funding appear likely.
- c) The Metro S. A. office is being reorganized. Dennis reviewed possible staffing.
- d) Considerable concern was expressed about the County traffic counting program conducted by MnDot. Reduction in counts, delays in producing maps and accuracy are matters of concern. Currently Federal funds pay 85% and State funds 15% of the traffic counting costs.

The meeting was recessed until 9:00 A.M. on Thursday, October 31, 1991.

The meeting was reconvened at 9:00 A.M. on Thursday, October 31, 1991.

The FAS balance deduction on p. 12 was discussed. Pete Boomgarden made a motion seconded by Jack Cousins that Dennis Carlson review precedence for County's borrowing FAS funds and make an administrative decision on whether a County's FAS balance should be reduced if the County borrows FAS funds to another County. The motion passed.

There was no further discussion on rest of the needs related material.

Steve Schnieder made a motion seconded by John Walkup that the letter to Commissioner Ed Cohoon be executed. The motion passed and all Board representatives and the Secretary signed the letter.

The R.A.P. paragraph in the General Subcommittee letter on page 97 was then discussed. Alan Forsberg stated that the County providing the R.A.P. resulted in construction of the road at less cost and it may be appropriate that the needs not be increased by providing a value for R.A.P. Rick Kjonaas indicated he believes \$4.00 ton would be an equitable value to assign to R.A.P. Steve Schnieder indicated that situation was analogous to a value being assigned to County provided gravel.

Pete Boomgarden made a motion that \$4.00 per ton value be assigned to the R.A.P. for the McLeod County project. There was not a second. Walter Leu indicated the material was probably paid for under an earlier S.A. contract and removal and stockpiling paid for under a S.A. grading contract. Dick Larson noted that the use of R.A.P. will become more prevalent and reviewed the Subcommittee's rationale for recommending that no value be assigned to it. Steve Schnieder noted that a County could require that a contractor use R.A.P. and assign a cost to it. Brad Larson made a motion seconded by Lee Engstrom to approve the General Subcommittee recommendation on R.A.P. The motion passed.

Pete Boomgarden made a motion seconded by John Walkup that the General Subcommittee recommendation on interpretation of the nonexisting mileage resolution be approved. The motion passed.

Jack Cousins made a motion seconded by Lee Engstrom that the Subcommittee recommendation on the 1992 effective date for reflecting the new design standards in the needs process be approved. The motion passed.

Dennis Carlson discussed the value of Research and the support for increasing the 1/4 of 1% of CSAH funds used for research. He indicated there is no current backlog of projects. The Board concurred with the importance of research, and indicated support for increasing the funds if sufficient good research projects can be solicited to generate a backlog of projects.

Walter Leu made a motion seconded by Brad Larson to approve the 1/4 of 1% for research. The motion passed. Mike Wagner discussed the work of the LRRB. Brad Larson suggested that the law be changed so that funds can be carried over in order to encourage the development of more long range research projects. Dennis Carlson discussed the following items:

- a) The House Federal Transportation Authorization bill includes a provision that the current large balance be invested in transportation rather than not spent.
- b) He urged Counties to prepare plans in case funds do become available.
- c) Dennis provided additional information on the proposed Metro S.A. reorganization.
- d) He thanked the MnDot S.A. staff for their excellent work.

Secretary Forsberg thanked the outgoing District Representatives:

Walte	er Leu	Dist	2
Jack	Cousins	Dist	4
Mike	Sheehan	Dist	6
Pete	Boomgarden	Dist	8

Secretary Forsberg also thanked Ken Hoeschen for the excellent work done by the CSAH Needs unit in the preparation of the report and service provided to the Counties throughout the year.

Gene Isakson, outgoing Mileage Subcommittee Chairman, was acknowledged by Chairman Sheehan for his fine work on that Subcommittee.

Lee Engstrom made a motion seconded by Jack Cousins to adjourn the meeting at 10:25 a.m. The motion passed.

Respectfully Submitted:

Alan Forsberg

Screening Board Secretary

SCRNBRD.MIN

### MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING April 29, 1992

The meeting was called to order by Chairman Larson at 10:10 A.M. on April 29, 1992 at the Transportation Building, Room 419, St. Paul, MN.

Members present:	Richard Larson, Chairmar Dave Everds Robert Witty	n Mille Lacs County Dakota County Martin County
Others in attenda	nce: Ken Hoeschen Diane Gould	State Aid Mn/DOT State Aid Mn/DOT

Maps showing each county's 1987-1991 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 (those with less than 50,000 tons) 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 price shown on the map, which were computed using past procedure, be recommended to the Screening Board for use in the 1992 CSAH needs study.

The unit price data regarding the other roadway items was then reviewed by the Subcommittee. There was some concern about urban design subbase being higher than gravel base. After thorough discussion, 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 1991 state average CSAH construction unit price of gravel base (\$4.24) and the 1991 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 \$4.29 higher than their gravel base price. This did not seem realistic to the Subcommittee.

For concrete surface, the Subcommittee recommends using average 1991 prices as recommended by the MN/DOT Estimating Section. The following formulas were used to develope the rural and urban design concrete prices. This is the procedure used in past years also.

Rural Des. 90%(Reg.8"Conc.\$12.57) +10% (Irr.8"Conc.\$15.50)=\$12.86 Urban Des. 30%(Reg.9"Conc.\$13.02) +70% (Irr.9"Conc.\$17.60)=\$16.23 A price listing used for minor structures (less than 20 foot span) for the CSAH Needs Study was given to the Subcommittee members for their information. The MN/DOT Estimating section recommended continuing the use of these prices since no price changes had taken place on these items.

For the other unit prices: storm sewer, curb and gutter construction, bridges, and railroad crossing protection except signs; the Subcommittee agreed with the prices recommended by MN/DOT and the MSAS Subcommittee. For the railroad signs protection the Subcommittee recommended using \$1,000.

The meeting was adjourned at 11:30 P.M.

Respectfully submitted,

Diare Gould

Diane Gould, Acting Secretary

#### CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

January, 1992

BE IT RESOLVED:

#### ADMINISTRATIVE

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

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

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

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

#### Appearance at Screening Board - Oct. 1962

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

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

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

#### Screening Board Vice-chairman - June 1968

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

#### Screening Board Secretary - Oct. 1961

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

#### Research Account - Oct. 1961

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

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

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

#### General Subcommittee - Oct. 1986

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

#### <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 for construction items 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:

<u>Existing ADT</u>	<u>Turnback Maintenance/Mile/2 Lanes</u>
0 - 999 VPD	Current mileage apportionment/mile
1,000 - 4,999 VPD	2 X current mileage apportionment/mile
For every additional 5,000 VPD	Add current mileage apportionment/mile

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per mile shall be added to the annual money needs. This needs adjustment per mile shall produce sufficient needs apportionment funds so that when added to the mileage apportionment per mile, the Turnback maintenance per mile prescribed shall be earned for each mile of Trunk Highway Turnback on the County State Aid Highway System. Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the County Turnback Account payment provisions, or at the end of the calendar year during which the period of eligibility for 100 percent construction payment from the County Turnback Account expires. The needs for these roadways shall be included in the needs study for the next apportionment.

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

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

#### MILEAGE

#### <u> Mileage Limitation - Oct. 1961 (Latest Rev. Oct. 1990)</u>

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, unless approved by the Screening Board.

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.

#### <u>TRAFFIC</u>

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

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.

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

That the minimum requirements for 4 - 12 foot traffic lanes be established as 5,000 projected vehicles per day for rural design and 7,000 for urban design. Traffic projections of over 20,000 vehicles per day for urban design will be the minimum requirements for 6 - 12 foot lanes. The use of these 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.

#### <u>Unit Costs - Oct. 1961 (Rev. Nov. 1965)</u>

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.

#### <u>Design - Oct. 1961 (Latest Rev. June 1982)</u>

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.

#### <u>Grading - Oct. 1961 (Rev. June, 1988)</u>

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

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).

#### <u>Special Resurfacing Projects - May 1967 (Latest Rev. June 1990)</u>

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> <u>Rev. June 1985)</u>

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.

#### <u>Right of Way - Oct. 1979</u>

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

Pro	pos	ed

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

	<u>Pr</u>	<u>oposed Roadb</u> <u>Width</u>	<u>ed Proposed</u> <u>R/W Width</u>
Proposed Urban Design	1 -	0 - 44 Feet	60 Feet
		45 & Over	Proposed Roadbed Width + 20 Feet

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

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

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

#### Loops and Ramps - May 1966

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

#### BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

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

#### AFTER THE FACT NEEDS

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

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

#### <u>Right of Way - June 1984 (Latest Rev. Oct. 1986)</u>

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> <u>1985 (Latest Rev. June 1989)</u>

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

1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.

- 2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.
  - Examples: a) Segments whose needs are limited to the center 24 feet.
    - b) Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).
- 3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.
  - a) The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.
  - b) The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.
  - C) In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. 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.