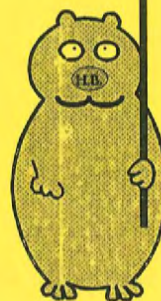


1993 County Screening Board Data



June 1993




STATE OF MINNESOTA OFFICE MEMORANDUM

**Department of Transportation
State Aid Division
420 Transportation Building**

PHONE: 296-1660

DATE: May 17, 1993

TO: County Engineers
District State Aid Engineers

FROM: Kenneth M. Hoeschen, Manager
County State Aid Needs Unit 

SUBJECT: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 1993 Spring County Engineers' Screening Board Report. This report has been prepared by the State Aid Needs Unit, State Aid Division, 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 1993 C.S.A.H. Needs Study.

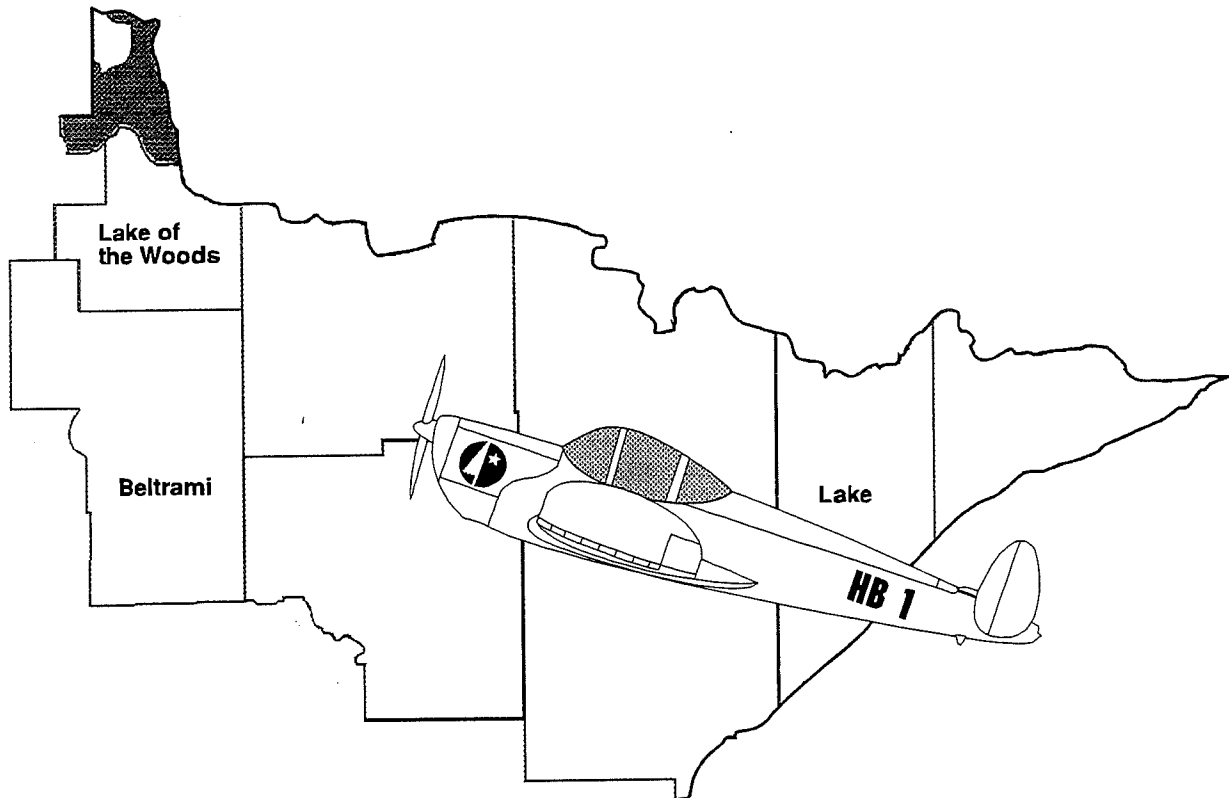
Also, the mileage requests have been reviewed by the Mileage Subcommittee and their recommendations are included in this booklet.

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 8-9, 1993.

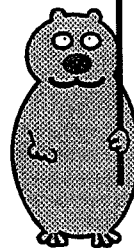
If you have a scenic picture that represents your county which could be used for a future book cover, please send it to our office. Any 4" x 6" black and white original would be great. We would appreciate your ideas.

Enclosure: 1993 County Screening Board Report

1993 County Screening Board Data



June 1993



Minnesota Department of Transportation

1993 COUNTY SCREENING BOARD

Wayne Olson	(93-94)	- Carlton County	- District 1
Walter Leu	(92-93)	- Lake of the Woods County	- District 2
Greg Nikodym	(93-94)	- Kanabec County	- District 3
Dave Heyer	(92-93)	- Becker County	- District 4
Roger Gustafson	(93-94)	- Carver County	- District 5
Bill Groskurth	(92-93)	- Freeborn County	- District 6
Gene Isakson	(93-94)	- Sibley County	- District 7
Gary Danielson	(92-93)	- Kandiyohi County	- District 8
Paul Kirkwold	(93-94)	- Ramsey County	- District 9
Secretary		- County	

1993 SCREENING BOARD ALTERNATES

Doug Grindall	- Koochiching County	District 1
Russ Larson	- Roseau County	District 2
Steve Backowski	- Morrison County	District 3
Dave Schwarting	- Big Stone County	District 4
Paul Ruud	- Anoka County	District 5
Craig Falkum	- Wabasha County	District 6
Al Forsberg	- Blue Earth County	District 7
Gordon Regenscheid	- Meeker County	District 8
Don Wisniewski	- Washington County	District 9

1993 CSAH GENERAL SUBCOMMITTEE

Dick Larson, Chairman	(June, 93)	- Mille Lacs County
Bob Witty	(June, 94)	- Martin County
Vern Genzlinger	(June, 95)	- Hennepin County

1993 CSAH MILEAGE SUBCOMMITTEE

Wayne Olson, Chairman	(Oct., 93)	- Carlton County
Jack Dolan	(Oct., 94)	- Dodge County

CSAH VARIANCE SUBCOMMITTEE

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

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TO BE PRESENTED AT THE JUNE 8-9, 1993 MEETING

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1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1993 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 1987 construction projects and added the 1992 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1988 through 1992, are the basic source of information for compiling the data used for computing the recommended 1993 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 1992 projects was transmitted to each county engineer for his approval. Any necessary corrections or changes received from the county engineers were made prior to the Subcommittee's review and recommendation.

Minutes of the Subcommittee meeting held May 5, 1993 are included in the "Reference Material" section of this report. Dick Larson, Mille Lacs County, chairman of the General Subcommittee and Wayne Olson, Carlton County, chairman of the Mileage Subcommittee will attend the Screening Board meeting to review and explain the recommendations of their respective groups.

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

Trend of C.S.A.H. Unit Prices (Base on State Averages from 1978-1992)

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.

1993 COUNTY SCREENING BOARD DATA

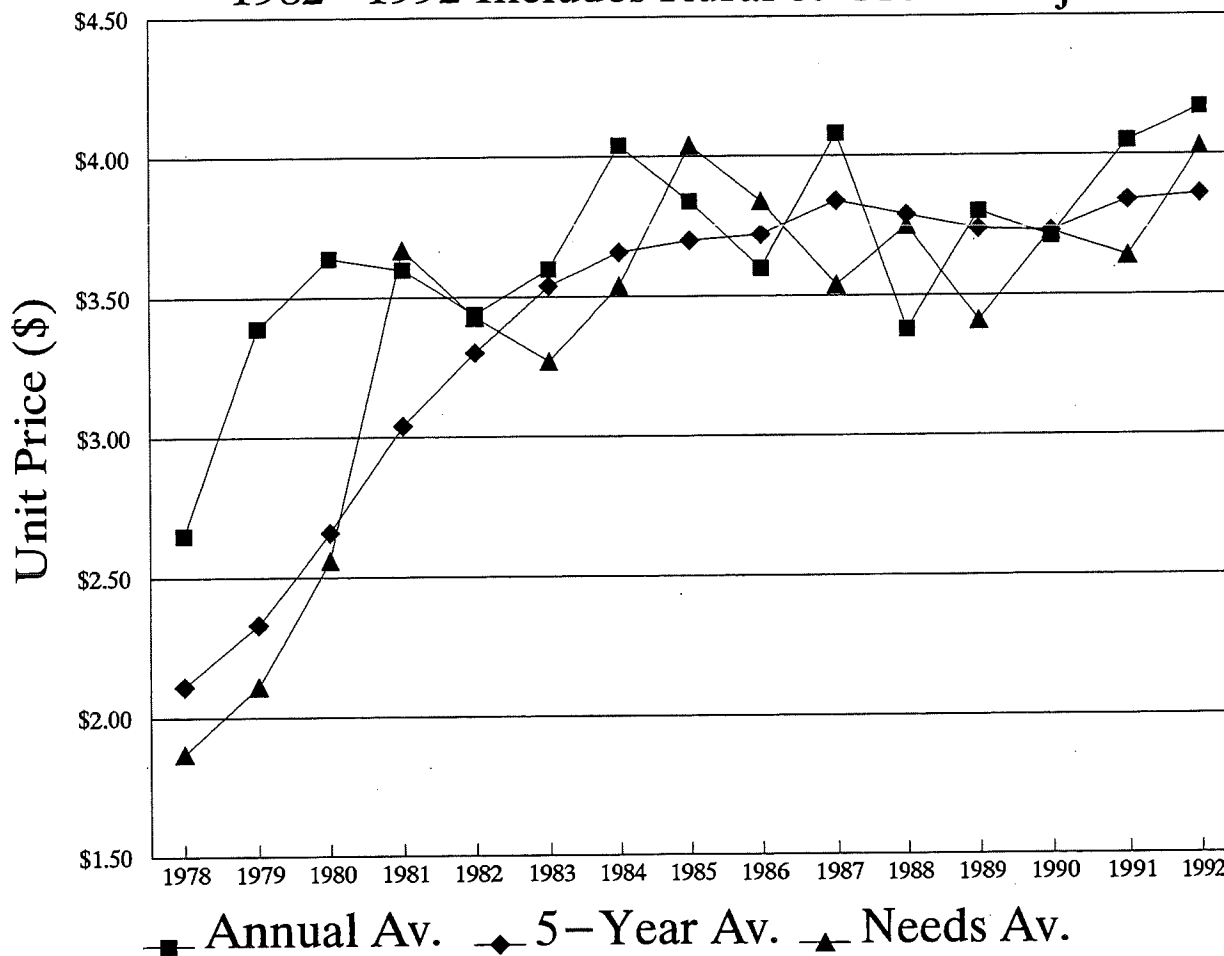
JUNE, 1993

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

1982–1992 Includes Rural & Urban Design Projects

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
1992	1,246,099	5,197,840	4.17	3.86	4.03

Trend of CSAH Unit Prices – Subbase 3–4
1982–1992 Includes Rural & Urban Projects



1993 COUNTY SCREENING BOARD DATA

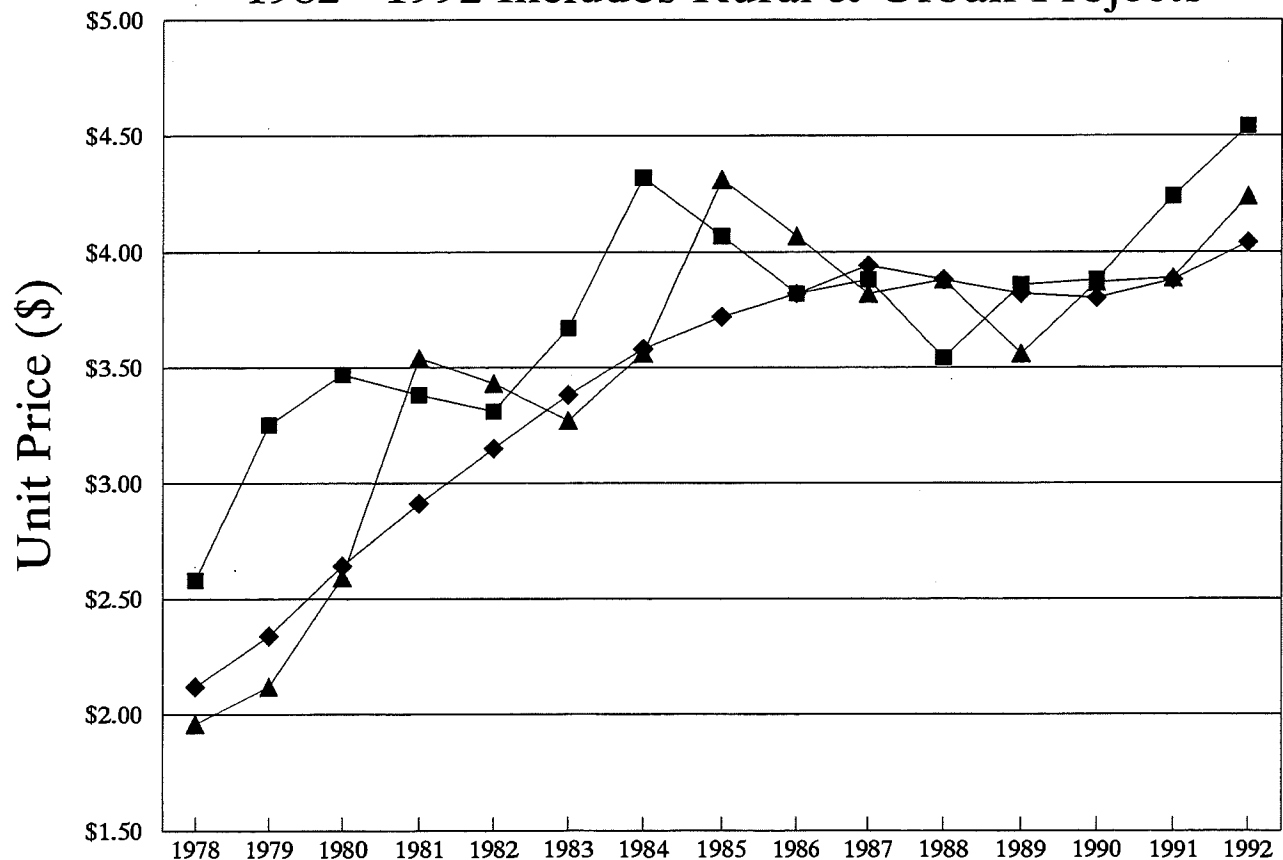
JUNE, 1993

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

1982–1992 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5–Year Average	Needs Study Average
1978	2,383,648	\$6,150,942	\$2.58	\$2.12	\$1.96
1979	2,115,430	6,885,598	3.25	2.34	2.12
1980	1,468,830	5,099,343	3.47	2.64	2.59
1981	1,840,881	6,218,533	3.38	2.91	3.54
1982	2,467,051	8,167,357	3.31	3.15	3.43
1983	1,938,168	7,113,486	3.67	3.38	3.27
1984	1,862,681	8,042,583	4.32	3.58	3.56
1985	2,574,482	10,479,018	4.07	3.72	4.31
1986	2,296,457	8,768,366	3.82	3.82	4.07
1987	2,856,606	11,084,646	3.88	3.94	3.82
1988	3,413,807	12,092,134	3.54	3.88	3.88
1989	3,290,437	12,704,852	3.86	3.82	3.56
1990	3,712,962	14,400,029	3.88	3.80	3.87
1991	3,401,344	14,435,530	4.24	3.88	3.89
1992	4,369,934	19,823,389	4.54	4.04	4.24

Trend of CSAH Unit Prices – Base 5 & 6
1982–1992 Includes Rural & Urban Projects



■ Annual Av. ◆ 5–Year Av. ▲ Needs Av.

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

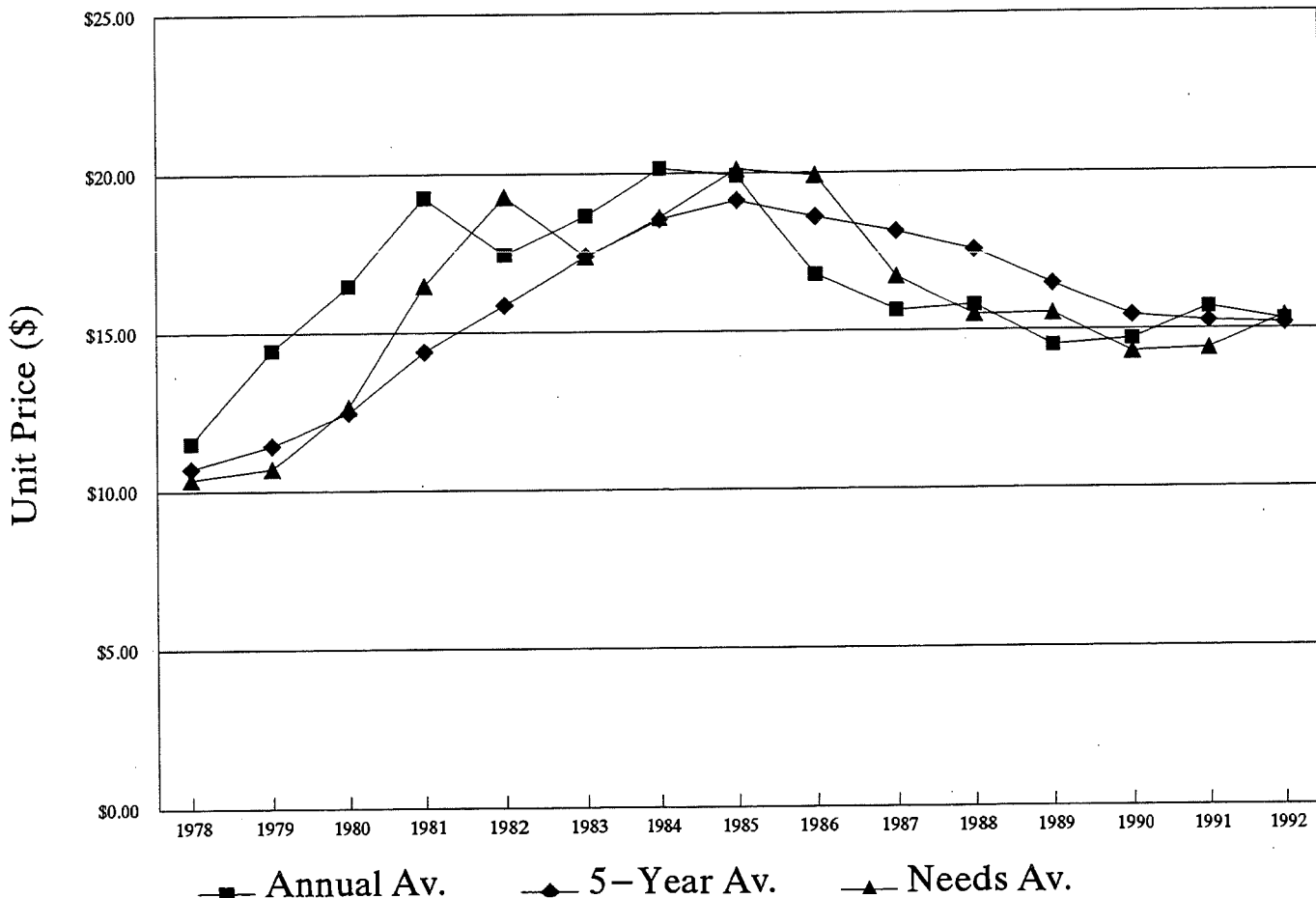
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS – 2331

1982–1992 Includes Rural & Urban Design Projects

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
1992	2,761,590	42,200,099	15.28	15.17	15.42

Trend of CSAH Unit Prices – Bit. 2331

1982–1992 Includes Rural & Urban Projects



1993 COUNTY SCREENING BOARD DATA

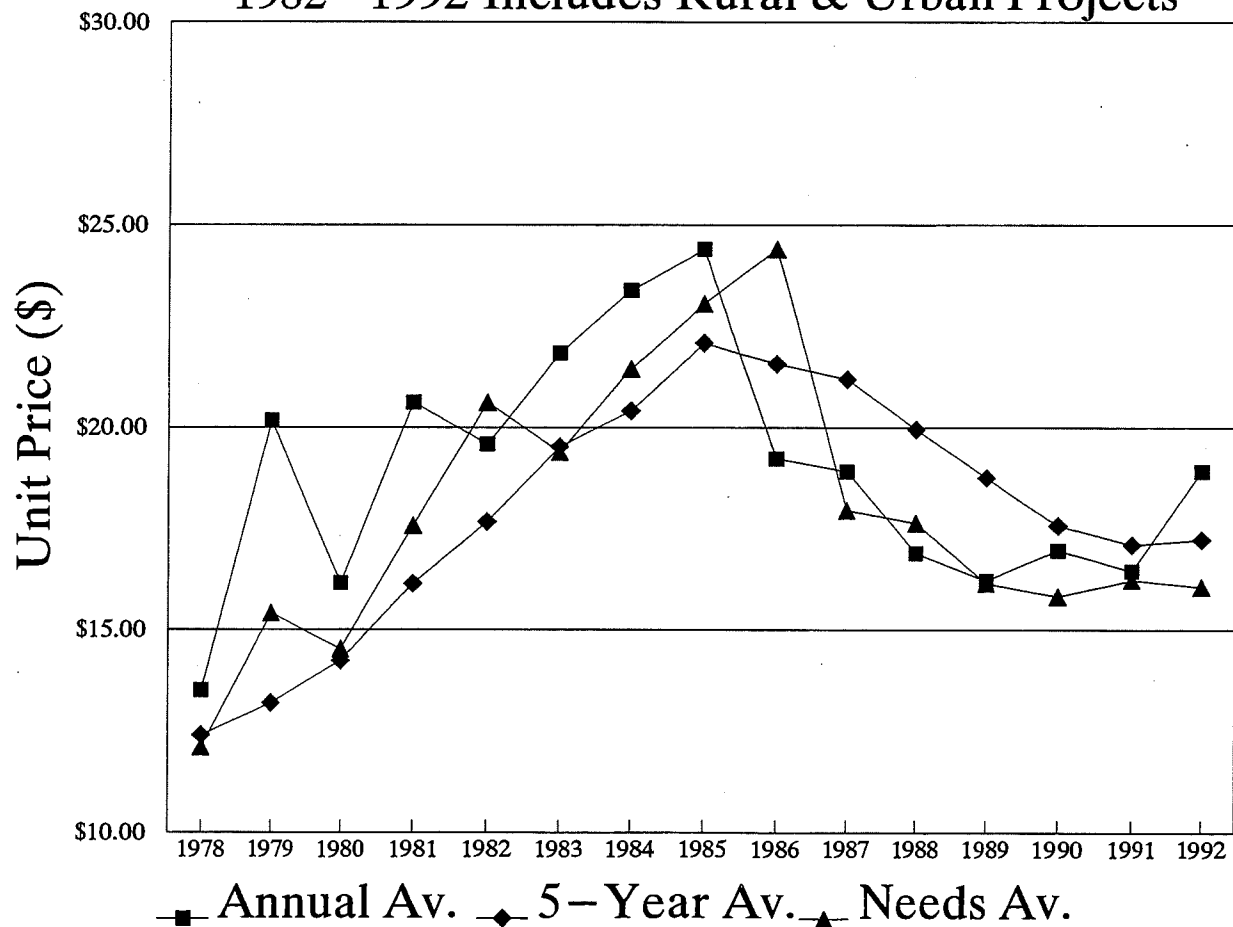
JUNE, 1993

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

1982–1992 Includes Rural & Urban Design Projects

Year	Quantities	Cost	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	21.84	19.54	19.39
1984	172,277	4,028,081	23.39	20.42	21.44
1985	223,479	5,451,659	24.39	22.10	23.06
1986	258,737	4,976,856	19.24	21.58	24.39
1987	299,548	5,666,289	18.92	21.19	17.95
1988	355,070	6,001,226	16.90	19.96	17.64
1989	307,106	4,980,376	16.22	18.76	16.15
1990	270,025	4,575,717	16.95	17.58	15.82
1991	251,981	4,145,265	16.45	17.10	16.23
1992	421,691	7,977,658	18.92	17.23	16.05

Trend of CSAH Unit Prices – Bit. 2341
1982–1992 Includes Rural & Urban Projects



1993 COUNTY SCREENING BOARD DATA

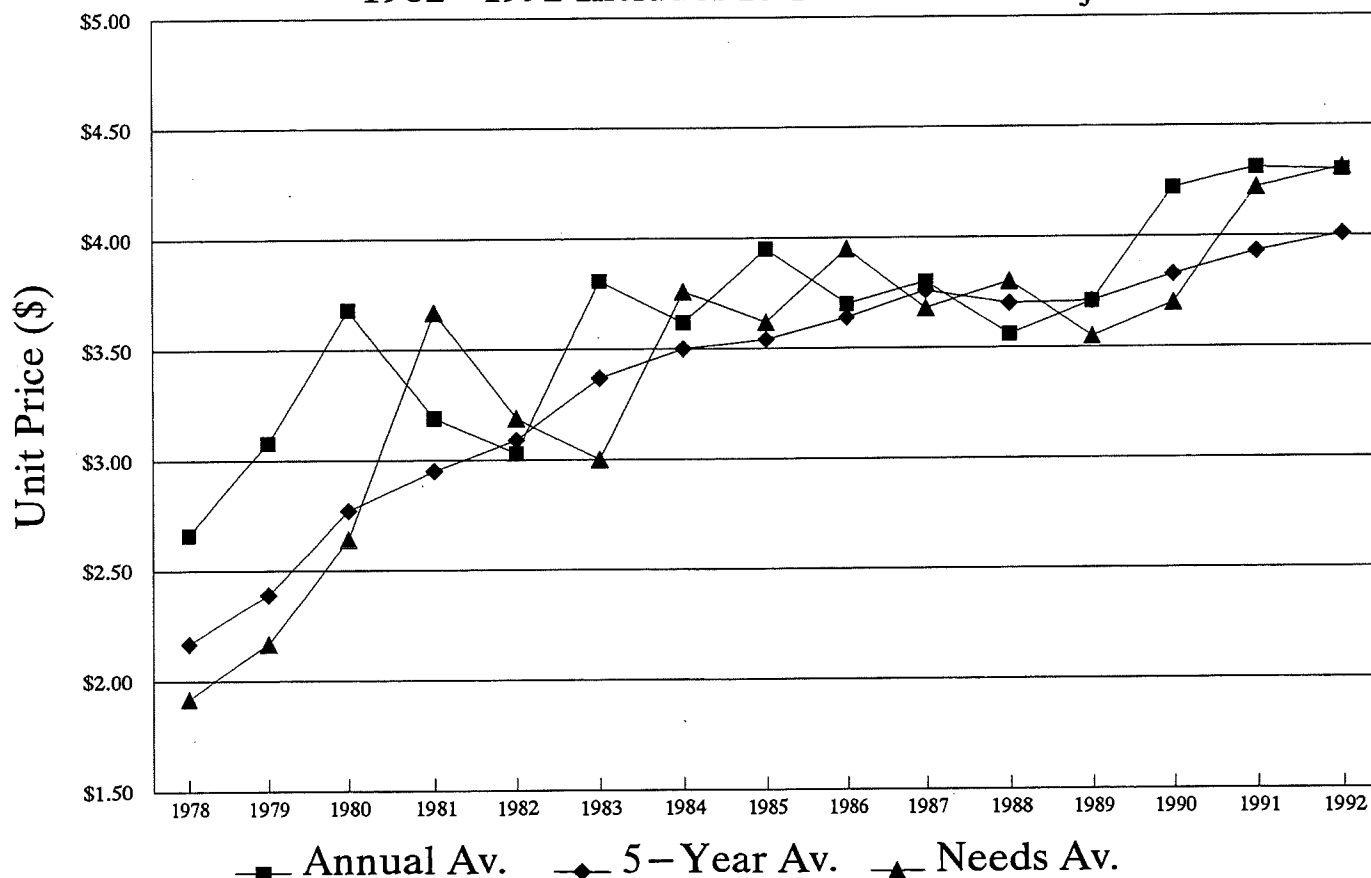
JUNE, 1993

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

1982-1992 Includes Rural & Urban Design Projects

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
1992	336,981	1,449,622	4.30	4.01	4.31

Trend of CSAH Unit Prices Gravel Surface 2118
1982-1992 Includes Rural & Urban Projects



1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

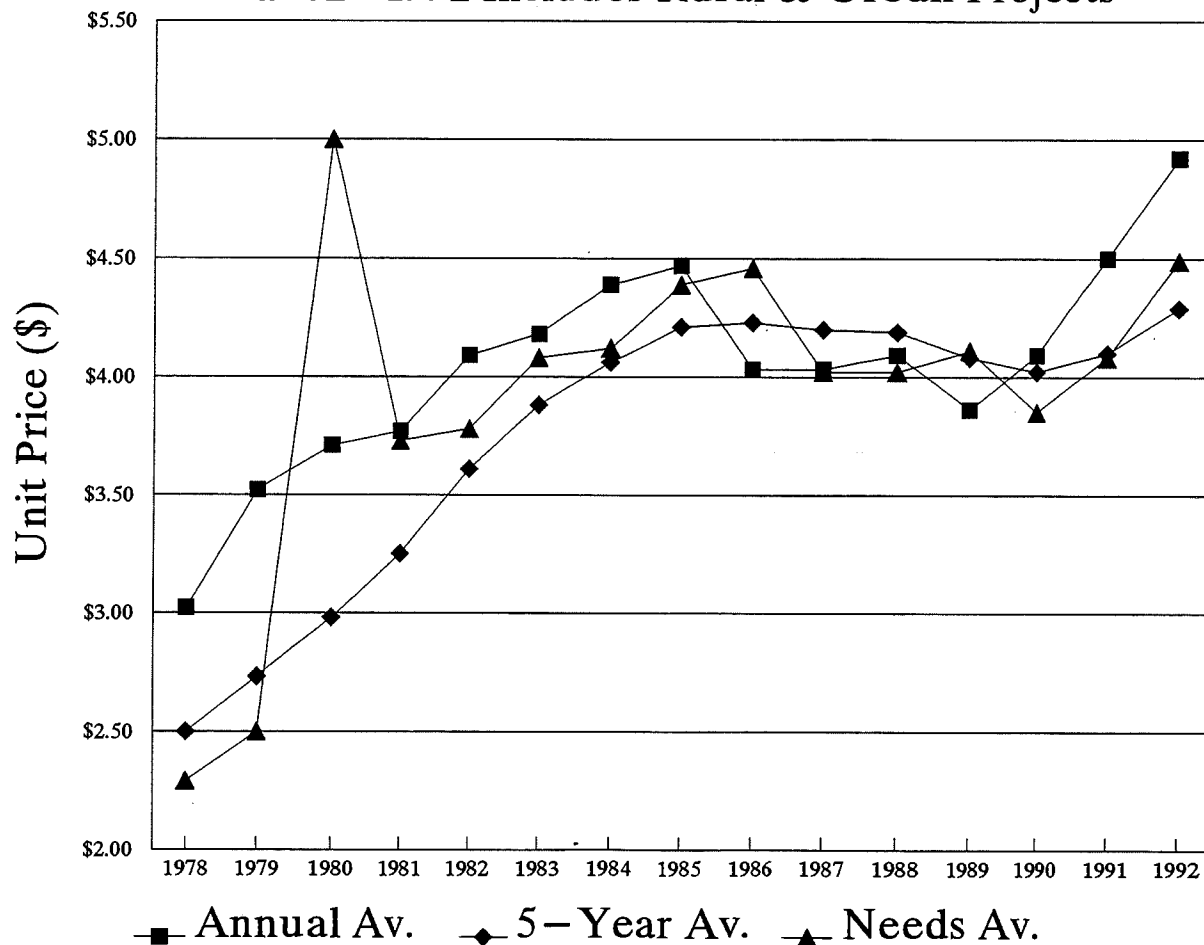
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS – 2221

1982–1992 Includes Rural & Urban Design Projects

Year	Quantities	Cost	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
1992	1,201,633	5,913,750	4.92	4.29	4.49

Trend of CSAH Unit Prices Gravel Shld. 2221

1982–1992 Includes Rural & Urban Projects



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

1993 COUNTY SCREENING BOARD DATA JUNE, 1993

1993 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1992 CSAH needs study gravel base unit price, the gravel base data in the 1988-1992 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1993. As directed by the 1986 Screening Board, all urban design projects were also included in the five year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was implemented by the Subcommittee at their May 5, 1993 meeting to determine the 1993 gravel base unit prices:

If a county has at least 50,000 tons of gravel base in its current five-year average unit price study, that five-year average unit price, inflated by the factors shown in the inflation factor report, is used.

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

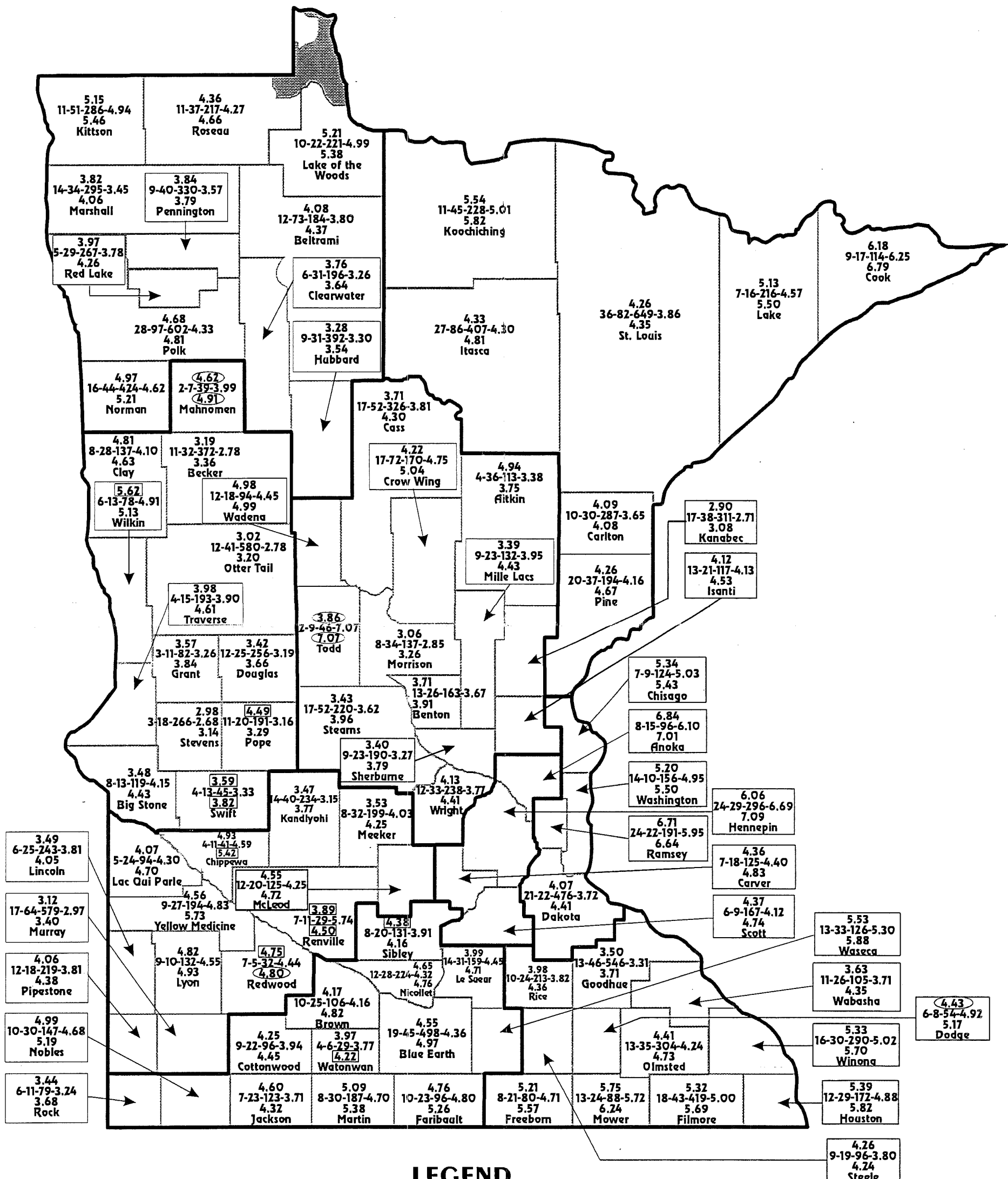
If a county has less than 50,000 tons of combined gravel base and subbase material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the combined gravel base and subbase material to equal 50,000 tons, and a weighted average unit price inflated by the proper factors is determined.

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

FIG. A



1993 COUNTY SCREENING BOARD DATA
JUNE, 1993
1988-1992 C.S.A.H. GRAVEL BASE UNIT PRICE DATA
(RURAL AND URBAN PROJECTS INCLUDED)



LEGEND

4.13
37-77-552-3.88
4.26

1992 Needs Study GRAVEL BASE UNIT PRICE
'88 TO '92 GRAVEL BASE PROJ. - MILES - TONS (IN 1000'S) - 5 YEAR AVG. UNIT PRICE
1993 INFLATED GRAVEL BASE UNIT PRICE
(As Recommended by General Subcommittee with the exception of Todd. Co.)
- Gen. Sub. Recommends \$4.21, See minutes of Subcommittee Meeting.



NOT ENOUGH GRAVEL BASE MATERIAL IN THE 5 YEAR AVERAGE, SO SOME SUBBASE WAS USED TO REACH THE 50,000 TON MINIMUM.



NOT ENOUGH GRAVEL BASE AND SUBBASE MATERIAL IN THE 5 YEAR AVERAGE, SO SOME SURROUNDING COUNTIES' GRAVEL BASE DATA WAS USED TO REACH THE 50,000 TON MINIMUM.

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

Unit Price Inflation Factor Study

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

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

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

Gravel Base - #2211 Class 5 - 6

Year	Quantity	Cost	Annual Average	Inflation Factor	
1988	3,413,807	\$12,092,134	\$3.54	$\$4.54/\$3.54 =$	1.28
1989	3,290,437	\$12,704,852	\$3.86	$\$4.54/\$3.86 =$	1.18
1990	3,712,962	\$14,400,029	\$3.88	$\$4.54/\$3.88 =$	1.17
1991	3,458,436	\$14,647,973	\$4.24	$\$4.54/\$4.24 =$	1.07
1992	4,369,934	\$19,823,389	\$4.54	$\$4.54/\$4.54 =$	

Subbase - #2211 Class 3 - 4

Year	Quantity	Cost	Annual Average	Inflation Factor	
1988	981,435	\$3,316,895	\$3.38	$\$4.17/\$3.38 =$	1.23
1989	1,584,966	\$6,024,671	\$3.80	$\$4.17/\$3.80 =$	1.10
1990	850,693	\$3,154,601	\$3.71	$\$4.17/\$3.71 =$	1.12
1991	1,770,188	\$7,167,715	\$4.05	$\$4.17/\$4.05 =$	1.03
1992	1,246,099	\$5,197,840	\$4.17	$\$4.17/\$4.17 =$	

In order to reflect current prices in the 1988-1992 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate factor.

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

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

The following tabulation of roadway construction prices shows the average unit prices in the 1992 C.S.A.H. needs study, the 1988-1992 C.S.A.H. five-year average unit prices, the 1992 average and the Subcommittee's recommended unit prices for use in the 1993 needs study.

The Subcommittee's recommended prices were determined at their meeting on May 5, 1993. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

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

<u>Construction Item</u>	<u>1992 CSAH Needs Study Average</u>	<u>1988-1992 CSAH 5-Year Construction Average</u>	<u>1992 CSAH Construction Average</u>	<u>1993 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee</u>
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Rural & Urban Design

Grav. Base Cl 5 & 6/Ton	\$4.24	\$4.04	\$4.54	*
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Rural Design

Subbase Cl 3 & 4/Ton	\$4.03	\$3.79	\$4.00	G.B. - \$ 0.54
Bit.Base & Surf. 2331/Ton	15.42	14.90	14.98	G.B. + 10.44
Bit.Surf. 2341/Ton	16.05	16.74	18.48	G.B. + 13.94
Con.Surf. 2301/Sq.Yd.	12.86	---	(13.69)	13.69
			(1992 Mn/DOT)	
Gravel Surf. 2118/Ton	4.31	4.01	4.34	G.B. - 0.20
Gravel Shldr. 2221/Ton	4.49	4.25	4.78	G.B. + 0.24

Urban Design

Subbase Cl 3 & 4/Ton	\$4.24	\$5.17	\$5.03	G.B.
Bit.Base & Surf. 2331/Ton	20.05	18.60	18.86	G.B. + 14.32
Bit.Surf. 2341/Ton	21.22	19.94	23.01	G.B. + 18.47
Con.Surf. 2301/Sq.Yd.	16.23	---	(18.90)	18.90
			(1992 Mn/DOT)	

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

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

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

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

The following report lists the miscellaneous unit prices used in the 1992 C.S.A.H. needs study, those recommended by the M.S.A.S. Sub-committee or Mn/DOT and the unit prices recommended by the C.S.A.H. Subcommittee.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meeting on May 5, 1993 which are printed in the "Reference Material" section of this booklet.

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

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

Construction Item	1992 CSAH Needs Study Average	Prices Recommended For 1993 By MSAS Subcommittee or Mn/Dot	1993 CSAH Unit Price Recommended by CSAH Subcommittee
-------------------	---	---	--

Other Urban Design			
Storm Sewer – Complete/Mi.	\$199,500	\$206,000	\$206,000
Storm Sewer – Partial/Mi.	62,000	64,000	64,000
Curb & Gutter Const./Lin.Ft.	5.50	5.50	5.50

Bridges			
0–149 Ft.Long/Sq.Ft.	\$55.00	\$55.00	\$55.00
150–499 Ft.Long/Sq.Ft.	60.00	55.00	55.00
500 Ft. & Longer/Sq.Ft.	65.00	55.00	55.00
Widening/Sq.Ft.	150.00	**	150.00
RR over Hwy – 1 Track/Lin.ft.	4,000	5,000	5,000
Each Add.Track/Lin.ft.	3,000	4,000	4,000

Railroad Protection			
Signs	\$1,000	\$1,350	\$1,000
Signals	80,000	80,000	80,000
Signals & Gates	110,000	110,000	110,000

** WILL USE RECONDITIONING COST AS REPORTED

This image shows a single page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, typical of notebook paper. There is no handwriting or other markings on the page.

* * * * *

MILEAGE REQUESTS

* * * * *

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

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 Minnesota 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 may be selected if 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.*

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

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

Approved by the County Engineers' Screening Board

County	1958 1964	1965 1970	1971 1976	1977 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	Total Miles To Date	County
Aitkin	6.10			0.60												6.70	Aitkin
Anoka	1.33	0.71								10.42						12.46	Anoka
Becker		10.07														10.07	Becker
Beltrami	6.84 *	0.69	0.16													7.69	Beltrami
Benton	3.18 *															3.18	Benton
Big Stone	1.40		0.16													1.56	Big Stone
Blue Earth	15.29 *			0.25												15.54	Blue Earth
Brown	3.81	3.63	0.13													7.57	Brown
Carlton	3.62															3.62	Carlton
Carver	1.55	0.94	0.48						0.08							3.05	Carver
Cass		7.90														7.90	Cass
Chippewa	14.00	1.00									0.05					15.05	Chippewa
Chisago	3.24													2.20		5.44	Chisago
Clay	1.18	0.82	0.10													2.10	Clay
Clearwater	0.30 *		1.00													1.30	Clearwater
Cook	3.60															3.60	Cook
Cottonwood	3.37	1.80	1.30													6.47	Cottonwood
Crow Wing	13.00 *															13.00	Crow Wing
Dakota	1.65 *		2.47				2.26									6.38	Dakota
Dodge							0.11									0.11	Dodge
Douglas	7.40 *	3.25														10.65	Douglas
Faribault		0.37	1.20	0.09												1.66	Faribault
Fillmore	1.12			1.10												2.22	Fillmore
Freeborn	0.05	0.90	0.65													1.60	Freeborn
Goodhue			0.08													0.08	Goodhue
Grant	5.30	0.12														5.42	Grant
Hennepin	4.50		0.24	0.85												5.59	Hennepin
Houston			0.12													0.12	Houston
Hubbard	0.60	1.25	0.26	0.06												2.17	Hubbard
Isanti	1.06	0.74														1.80	Isanti

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

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

Approved by the County Engineers' Screening Board

[illegible]

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

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

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	Total Miles To Date	County
Pope	1.63	2.00	1.20													4.83	Pope
Ramsey	9.45 *	0.67	0.61		0.21		0.92									11.86	Ramsey
Red Lake			0.50													0.50	Red Lake
Redwood	2.30	1.11		0.13												3.54	Redwood
Renville																0.00	Renville
Rice	1.70															1.70	Rice
Rock	0.50			0.54												1.04	Rock
Roseau	5.20	1.60														6.80	Roseau
St. Louis	7.71 *	11.43														19.14	St. Louis
Scott	8.65 *	3.44	5.15	0.12						3.50						20.86	Scott
Sherburne		5.42														5.42	Sherburne
Sibley	1.50															1.50	Sibley
Stearns	0.08	0.70		3.90							0.25					4.93	Stearns
Steele		1.55														1.55	Steele
Stevens		1.00														1.00	Stevens
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			0.04	0.68			0.19									0.91	Watonwan
Wilkin																0.00	Wilkin
Winona	7.40 *															7.40	Winona
Wright	0.45			1.38												1.83	Wright
Yellow Medicine			1.39													1.39	Yellow Medicine
Totals	246.60	92.43	25.65	11.39	0.81	2.93	3.55	0.12	0.08	23.47	0.30	0.32	0.12	2.20	0.00	409.97	Totals

* Some Trunk Highway Turnback Mileage

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

"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. Only mileage made available by commissioners orders received before May 1, 1993 is included.

<u>County</u>	<u>Banked Mileage</u>	<u>Year Made Available</u>
Aitkin	1.70	1993
Anoka	0.58	1991
Becker	0.40	1991
Blue Earth	2.10	1991
Carlton	0.65	1992
Douglas	2.00	1992
Goodhue	0.30	1991
Hennepin	0.10	1992
Isanti	0.22	1992
Itasca	1.00	1992
McLeod	0.30	1992
Mille Lacs	1.10	1992
Polk	2.00	1992
Pope	1.20	1992
Ramsey	0.24	1992
Renville	1.35	1992
Roseau	0.80	1991
Stearns	0.46	1992
Wadena	0.03	1991
<u>Wright</u>	<u>0.68</u>	1992
Total	17.21	

An updated report showing the available mileages will be included in each Screening Board booklet.

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 3/18/93

TO: Manager, State Aid Needs Unit

FROM: J. C. Tosa, District State Aid Engineer

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

Attached is a request and supporting data for a 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

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles

Comments:

Available _____
+ Revoked _____
- Requested _____
= Balance _____

RECOMMENDED APPROVAL J. C. Tosa
District State Aid Engineer

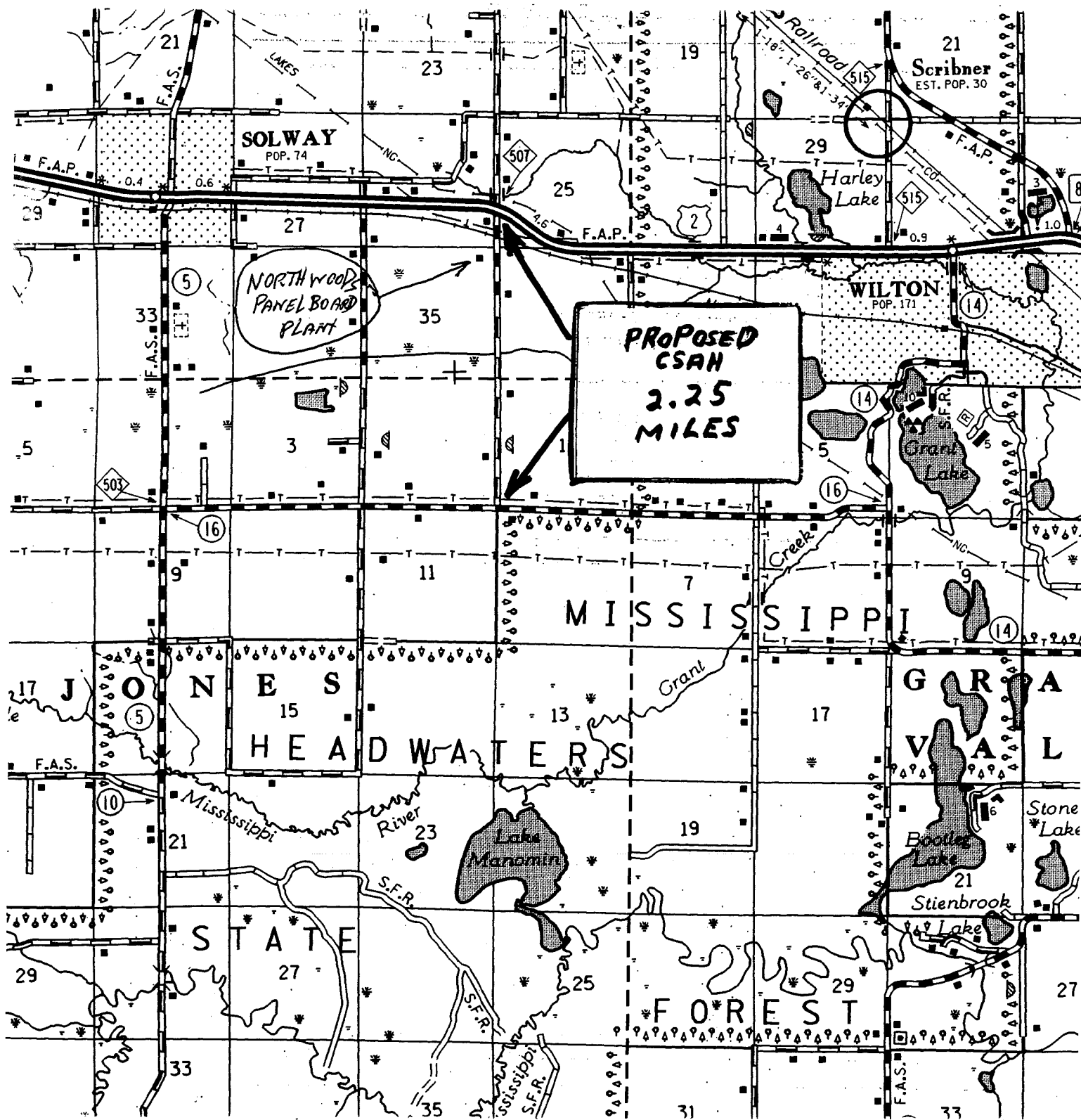
3/18/93
Date

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

Date

APPROVAL OR DENIAL: _____
State Aid Engineer

Date





Beltrami County

Bemidji, Minnesota 56601
(218) 751-7300

March 18, 1993

Lou Tasa
District State Aid Engineer
Mn/DOT
Bemidji, MN 56601

Re: CSAH Mileage Request for Existing
County Road 507 and Township Road
in Lammers & Jones Township

Dear Mr. Tasa:

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

The total length of the proposed C.S.A.H. is 2.25 miles. The 0.464 miles on C.R. 507, from T.H. 2 to the Northwoods Panelboard Co., has been constructed to 9 tons with 4 inches of bituminous surfacing. No work on this portion will be required at the present time. The remainder of the roadway, from the Northwoods Panelboard Co., belongs to the Township system. This 0.786 mile segment is in Lammers Township. The 1.0 mile segment is in Jones Township.

Out of the 23,040 acres in Jones Township only 10,600 are taxable. Out of the 1,955,200 acres in Beltrami County only 354,955 acres are tillable. Beltrami County also has 351,040 acres of water area. Therefore both Beltrami County and Jones Township have a poor tax base.

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

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

Average # trucks to Plant per day	= 110 x 2 = 220
Average # employee vehicles per day	= 140 x 2 = 280
Average # of local or vendors per day	= 20 x 2 = 40
Total Number of Vehicles per day	= 540

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

This proposed CSAH occurs at reasonable intervals consistent with the density of population and traffic count. The nearest CSAH to the west is 2 1/2 miles and to the east is 3 miles.

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

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

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

Sincerely,

A handwritten signature in cursive script that reads "Ray Sauve".

Ray Sauve, County Highway Engineer
Beltrami County Highway Department

RS/11g

Attachments

Solway, Minn.
July 29, 1992

Mr. Ray Sauer
County Engineer
Beltrami Co.

Mr. Sauer:

The Lammers Town Board again requests the road past the Northwoods Panelboard Plant be upgraded to a state aid road. The reason being that traffic has increased in size and numbers because of the plant. The townships involved, Lammers and Jones, do not have the resources to rebuild this road sufficiently to handle present traffic flow.

I hope this will receive your immediate attention.

Sincerely
Dale Moe, Clerk
Lammers Township.

Mr. Ray Sauve
Beltrami County Engineer
2493 Adams N. W.
Bemidji, MN 56601

Aug 18, 1992

Dear Mr. Sauve,

This letter represents a formal request from the Jones Township Board to initiate appropriate action at County level to effect a transfer of responsibility from Jones Township to Beltrami County concerning the one mile of gravel road between section 1 and section 2, commonly called the lower portion of the Northwoods road.

This particular stretch of road receives a tremendous amount of heavy truck traffic that causes wear and tear on the road surface that we have been unable to keep up with. The Jones Township Board desires to be relieved of the responsibility of maintaining this road as we are financially unable to maintain or improve the road in a manner that guarantees safe access to the Northwoods Panelboard Plant. The present condition is detrimental to public safety and we do not have the resources to effect a long term solution to this problem.

Your support in this matter is appreciated.

Sincerely,

Bev Roberts
Jones Township Clerk
Solway, MN 56678

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Spring 1993
Subcommittee: Wayne Olson - Carlton County (Chairman)
Jack Dolan - Dodge County
Request: Beltrami County

PROPOSED SYSTEM REVISIONS

Designate CSAH - CSAH 16 to TH 2	
1) CR 507	+0.464 Mile
2) Township Road	+1.786 Miles
Revoke CSAH	
None	<u>0.000 Mile</u>
Total Addition	+2.250 Miles

REVIEW RESOURCES

<u>X</u>	Road Tour - April 21, 1993 w/DSAE & County Engineer
<u>X</u>	County Engineer's Request Cover Letter
<u>X</u>	TH, CSAH, CR, MSAS System Maps
<u>X</u>	Functional Classification Maps
<u>X</u>	Comprehensive Transportation Plans
<u>X</u>	Traffic Maps and Data
<u>X</u>	Construction "Needs" of System Revision
<u>X</u>	Anticipated Construction Program
<u>X</u>	Recommendation of DSAE
<u>X</u>	Conference with DSAE & County Engineer
<u>X</u>	Mileage Verification by District State Aid Engineer

MERITS OF THE MILEAGE REQUEST

1. The proposed CSAH would provide an alternative (more convenient) route for trucks delivering raw materials to the existing Northwoods Panelboard Company from the south. The \$75 million manufacturing plant is located just south of the railroad tracks and approximately 1/2 mile south of TH 2.
2. The improvement would alleviate truck hauling through the streets of Wilton when arriving from the southeast.

RECOMMENDATION TO THE SCREENING BOARD

 APPROVE








 X DENY

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

SCALE OF STATUTE MILES

LEGEND









































CONSERVATION












FOREST RANGER STATION 
GUARD OR BARRIER STATION 
INLET REMAINING OCCUPIED
FISH HATCHERY 
GAME PRESERVE 
OBSERVATION AND LOOKOUT TOWER 
PROMINENT ELEVATION
SMALL PARK SP - STATE, CP - COUNTY, 
MP - MUNICIPAL, WP - WAYSIDE 
PUBLIC ACCESS POINT 

INDICATING TRAFFIC MOVEMENT.....		RECREATION.....
ROAD SYSTEM DESIGNATIONS		
TERRESTRIAL TRUCK HIGHWAY.....		GOLF COURSE OR COUNTRY CLUB
UNNUMBERED TRUCK HIGHWAY.....		GUN CLUB
NUMBERED TRUNK HIGHWAY.....		ATHLETIC FIELD OR AMUSEMENT PARK
UNNUMBERED TRUNK HIGHWAY.....		PONIC BEACH, RAILFELD, ETC.
COUNTY STATE AID HIGHWAY.....		BATING GRASS OR SWIMMING POOL
COUNTY ROAD.....		SCENIC SITE
COUNTY STATE AID HIGHWAY IN		CAMP SITE
ADJOINING COUNTY.....		CAMP OR LODGE
ADJOINING RIVER ROAD.....		
		FARM AND DWELLING UNITS.....

GENERAL INTERSTATE SYSTEM.....	I.A.	F.A.R.	FARM UNIT
DEVELOP AND PRIMARY HIGHWAY SYSTEM.....	I.A.P.	F.A.P.	DWELLING OTHER THAN FARM
GENERAL AND SECONDARY HIGHWAY SYSTEM.....	I.A.S.	F.A.S.	BARRACKS OR QUARTERS FOR STUDENTS,
LOCAL OR FEDERAL ROUTE.....	I.A.S.	F.A.S.	WORKERS, MIGRANTS, ETC.
NATIONAL FOREST HIGHWAY.....	N.F.H.	N.F.D.	SEASONAL DWELLING
NATIONAL FOREST DEVELOPMENT.....	N.F.D.	N.F.D.	ROMS OR GROUPS OF DWELLINGS CLOSELY SPACED
STATE HIGHWAY.....	S.H.	S.F.R.	NUMBER PER AGENT TO SYMBOL
STATE FOREST ROAD.....	S.F.R.	S.F.R.	SHOWS UNIT, CLOSURE SPACED INDICATES
STATE PARK ROAD.....	S.P.R.	S.P.R.	NUMBER OF EACH UNIT
			DOT TO INDICATE LOCATION OF ANY
			CULTURAL FEATURE SHOWN OUT OF POSITION
RAILROADS			INDUSTRIAL
RAILROAD (ANY NUMBER OF TRACKS) USED BY A SINGLE			

CARRIERING COMPANY OR BY TRAINS OF ANOTHER	FACTORY OR INDUSTRIAL PLANT
.....	SAWMILL
.....	GROUP OR STORAGE TANKS, OIL OR GAS
.....	SEASONAL INDUSTRY (CANNERY OR SMALL
.....	GRAIN MILL)
.....	GRAIN ELEVATOR
.....	BEET DUMP
.....	STOCKYARD—LOADING PEN
.....	QUARRY
.....	MILK DEPOT, CREAMERY OR CHEESE FACTORY
.....	WAREHOUSE—GENERAL
AIRWAYS	COMMERCIAL

.....		STORE OR SMALL BUSINESS ESTABLISHMENT
MILITARY FIELD.....		HOTEL
.....		TOURIST COURT; HOTEL
COMPLETE FACILITIES.....		COMBINED DWELLING AND STORE OR
LIMITED FACILITIES.....		SMALL BUSINESS
.....		DRIVE-IN THEATRE
.....		NURSERY
.....		GREENHOUSE
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General Symbols (over 20' span)		DWELLING, BUSINESS AND POST OFFICE
GHYVAYT DRIVE		DWELLING AND POST OFFICE
HALL BRIDGES CLOSELY SPACED		FIRE ENGINE HOUSE
LAKE/ENGINE		MUSEUM
		PUBLIC LIBRARY
General Symbols (300' span and over)		CHURCH AND SCHOOL
GENERAL		U.S. BORDER PORT OF ENTRY
LAKE/ENGINE		RADIO STATION (WITH CALL LETTERS)
CH		SEWAGE DISPOSAL PLANT
		FRESH AIR OR REST HOME
SWISS (W-WORD, S-STEEL)		HOSPITAL
THE WORD TON IS USED WHERE APPLICABLE		TOWN HALL OR COMMUNITY HALL
		COUNTY PARK

Other Structures

AVENUE WITH ROAD (LARGE SCALE)		SCHOOL AND CONSOLIDATED OR LARGE SCHOOLS CORRELATIONAL INSTITUTION
AVENUE WITH ROAD (SMALL SCALE)		CITY AND VILLAGE CENTERS
AVENUE WITHOUT ROAD (LARGE SCALE)		STATE CAPITOL
AVENUE WITHOUT ROAD (SMALL SCALE)		COUNTY SEAT
AVENUE OR DIRT		CITY OR VILLAGE CENTER
AVENUE OR DIRT (WITH ROAD)		INCORPORATED CITY OR VILLAGE (GENERALIZED)
SMALL STRUCTURES (5' TO 20' SPAN)		
CONCRETE FORD OR DIP		
PAVED—ROAD ESTABLISHED		UNINCORPORATED COMMUNITY

BOUNDARIES		MISCELLANEOUS MAP FEATURES	
NATIONAL OR STATE	----	CHURCH, OTHER RELIGIOUS INSTITUTIONS	⛪
COUNTY	----	CEMETERY	⚰
WELF TOWNSHIP	----	CHURCH WITH CHURCHYARD ADJACENT	⛪
WELF TOWNSHIP	----	FAIR GROUND, RACE COURSE, SPEEDWAY	🏎
FEDERAL AND URBAN BOUNDARY	==	MONUMENT (SMALL)	⚰
CORPORATE CITY	==	FORT, ARMY CAMP, BARRACKS (OCCUPY FORT)	🏰
SECTION LINE	----	GRAVEL PIT	⚰
UNDISTURBED AREA	----	SANITARY LANDFILL	🗑
NATIONAL OR STATE PARK	////	AUTO JUNKYARD	🚗
NATIONAL OR STATE FOREST	////		

[illegible]

END OF OR LAKE.....
 SERVICE, FLOWAGE LIMITS.....
 TRANSMISSION LINE (33KV OR OVER).....
 POWER PLANT.....
 TRANSFORMER STATION.....
 LATTICE AND LONG-SPAN INTERSECTION.....
 TRIANGULATION STATION.....
 LOOKOUT TOWER AND TRIANGULATION STATION.....
 HISTORIC SITE NATIONAL OR STATE.....

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

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

Area of this County, 3,056.85 Miles

Land Area 2507 Sq. Miles
TOTAL COUNTY POPULATION 14,104

5 P.M. SH

*NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE, ARE CURRENT AS OF JANUARY 1, 1991.

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

SEE THE

LAKE COUNTY HIGHWAY DEPARTMENT



North Shore Scenic Drive
Lake Superior
International Highway

HC4-200

Two Harbors, Minnesota 55616
Phone (218) 834-8380

March 30, 1993

Mr. William Croke
District 1 State Aid Engineer
Minnesota Department of Transportation
1123 Mesaba Avenue
Duluth, Minnesota 55811

RE: CSAH Mileage Request

Dear Bill,

This letter is Lake County's formal request to the Screening Board for CSAH designation for the portion of our Forest Highway 11 between CSAH 2 and CSAH 4. This is a 17.9 mile segment of roadway. To partially offset this mileage, Lake County is willing to revoke 2.5 miles of our CSAH 13 and 4.0 miles of our CSAH 23. Additional State Aid mileage is thus 11.4.

Subject to its construction, Forest Highway 11 has been recommended for classification as a minor arterial by the Arrowhead Regional Development Commission Regional Transportation Advisory Committee. Routes to be revoked; CSAH 13 and 23, are classified as local roads.

Forest Highway 11, which we would designate as an extension of our CSAH 15, is a route which has been in the planning process since at least the early 1960s. It was not, however, until the approval of a Final Environmental Impact Statement in 1987 that this route between Hoyt Lakes and Silver Bay, began to be funded for construction. A schedule showing the anticipated dates and funding sources for the segments of Forest Highway 11 between our CSAH 2 and CSAH 4 is attached for your information.

This schedule outlines the fact that approximately 80 percent of the funding to upgrade the route is Federal Aid. While matching funds may be requested from our State Aid Construction Account, construction needs (other than overlay needs) will be eliminated for a period of 25 years.

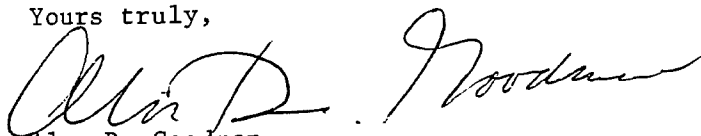
Other than Trunk Highway 1, Forest Highway 11 will serve as the only direct link between Minnesota's Iron Range and the North Shore. This link will be especially convenient for Lake County's taconite producer, Cyprus Northshore, Inc., which has a processing plant in Silver Bay and a mine near Biwabik. Also, the route will serve as a commercial and tourism link between the Iron Range and the North Shore. To accommodate heavy vehicles, the route is being built to 10 ton design.

William Croke, DSAE
CSAH Mileage Request
March 30, 1993
Page 2

In the Final EIS, Barton-Aschman Associates, Inc., consultants for the environmental study, estimate future traffic in the range from 750 to 1000 vehicles per day. Given this potential for future traffic, the invaluable linkages supplied by this route, and the level of Federal interest as demonstrated by proven funding sources for its construction, Lake County requests your concurrence with this request.

Lake County has reviewed its State Aid system, and we feel that these proposed changes makes for a logical system. No other mileage is available for revocation. With a proposed total State Aid mileage of 225.42 miles for the total of 2301 square miles contained in Lake County, our density of 10.2 square miles per mile of County State Aid Highway is among the lowest in the State. Certainly this request will not provide for an extraordinary amount of State Aid mileage in Lake County.

Yours truly,

A handwritten signature in cursive script, appearing to read "Alan D. Goodman".

Alan D. Goodman
Lake County Highway Engineer

ADG/RKM

Enclosures: Color Coded Map
Proposed Construction Schedule

cc: Lake County Board of Commissioners

FROM: Lake County's Five Year Action Plan for Road Improvements and 1993 Work Program

PROJECT NO.	ESTIMATED YEAR	ROAD NO.	GEOGRAPHICAL LOCATION	CLASS WORK	ESTIMATED COST	FUNDING SOURCE
1.	Complete	F.H.11	From: CSAH 2 To: 4.6 Mi. East CSAH 2 Length: 4.6 Miles	Grading, Aggregate Base	Complete	Complete
2.	1993	F.H.11	From: 4.6 Mi. East CSAH 2 To: 8.4 Mi. East CSAH 2 Length: 3.8 Miles	Grading, Aggregate Base	\$1,465,000	\$560,000 Federal Public Lands Fun \$724,000 Federal Demonstration Fu \$181,000 State a Local Funding
3.	1994	F.H.11	From: CSAH 2 To: 4.6 Mi. East CSAH 2 Length: 4.6 Miles	Bituminous Surfacing	\$ 200,000	\$160,000 Federal Demonstration Fu \$40,000 State an Local Funding
4.	1995	F.H.11	From: CSAH 4 To: 5.5 Mi. West CSAH 4 Length: 5.5 Miles	Grading, Aggregate Base	\$1,850,000	\$1,480,000 Feder Demonstration Fu \$370,000 State a Local Funding
5.	1997	F.H.11	From: 8.4 Mi. E. CSAH 2 To: 5.5 Mi. W. CSAH 4 Length: 4.0 Miles	Grading, Aggregate Base	\$1,725,000	\$1,380,000 Feder Demonstration Fu \$345,000 State a Local Funding
6.	1997-8	F.H.11	From: CSAH 2 To: CSAH 4 Length: 17.9 Miles	Aggregate Base, Bituminous Surfacing	\$1,770,000	\$1,416,000 Feder Demonstration and/or Forest Hi way Funds \$345,000 State a and Local Fundin

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Spring 1993
Subcommittee: Wayne Olson - Carlton County (Chairman)
Jack Dolan - Dodge County
Request: Lake County

PROPOSED SYSTEM REVISIONS

Designate CSAH -	
Forest Hwy 11, CSAH 2 to CSAH 4	+17.9 Miles
Revoke CSAH	
CSAH 13	- 2.50 Miles
CSAH 23	- 4.00 Miles
CSAH 19	- 0.90 Mile
Total Addition	+10.50 Miles*

REVIEW RESOURCES

<u>X</u>	Road Tour - April 30, 1993 w/DSAE & County Engineer
<u>X</u>	County Engineer's Request Cover Letter
<u>X</u>	TH, CSAH, CR, MSAS System Maps
<u>X</u>	Functional Classification Maps
<u> </u>	Comprehensive Transportation Plan
<u>X</u>	Traffic Maps and Data
<u>X</u>	Construction "Needs" of System Revision
<u>X</u>	Anticipated Construction Program (1992-1998)
<u>X</u>	Recommendation of DSAE
<u>X</u>	Conference with DSAE & County Engineer
<u>X</u>	Mileage Verification by District State Aid Engineer

MERITS OF MILEAGE REQUEST

1. When constructed, this route will make a more direct link between the Iron Range area and the North Shore.
2. The roadway would improve access to timber and recreation areas.
3. The route between Silver Bay and Hoyt Lakes is currently a major collector and is recommended by the Regional Development Commission to be minor arterial on completion (a non-existent route cannot be designated as arterial).

RECOMMENDATION TO THE SCREENING BOARD

 X APPROVE (Contingent on Further System Revisions)*

 DENY

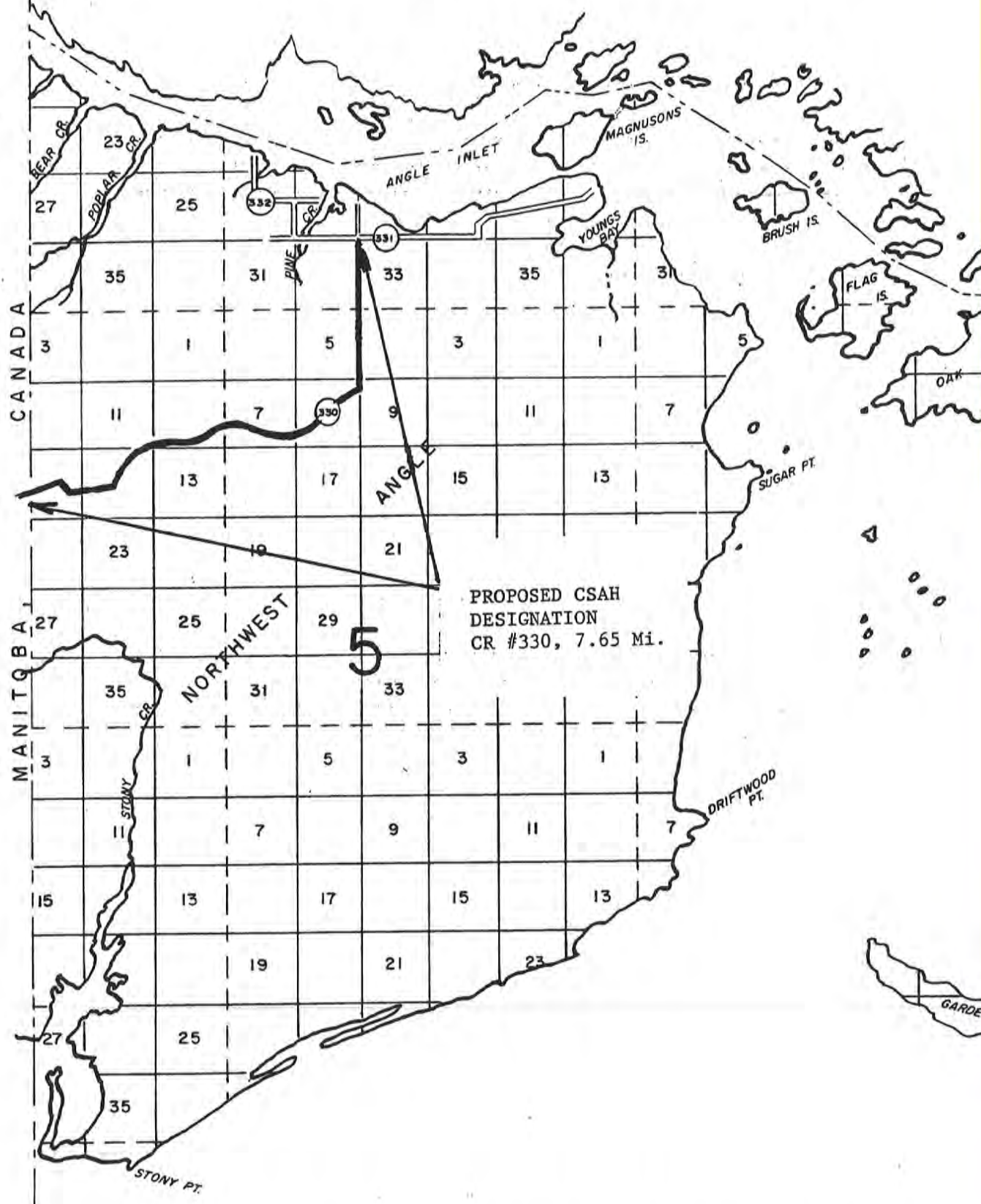
*The Committee, on review of recent internal system revisions, believes that approximately 1 mile of revocation could be accomplished in Two Harbors of a portion of CSAH 19 or non-existent CSAH 26, which are parallel, about 3 blocks apart and serve as similar connections. Though CSAH 19 was recently constructed, the County Engineer will discuss the financial implications with the County Board and will advise State Aid of their decision prior to the District Meetings. Total payback of revoked CSAH would be \$792,055.

R-35-W

R-34-W

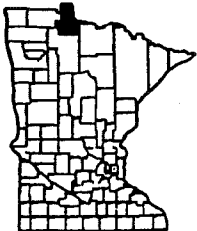
R-33-W

T-168-N



LAKE OF THE WOODS COUNTY, MINNE

REVISED JANUARY 1991 : COUNTY HIGHWAY DEPT.



Lake of The Woods County Highway Department

BAUDETTE, MINNESOTA 56623 • (218) 634-1767

February 24, 1993

Lou Tasa
District State Aid Engineer
MN Dept. of Transportation
P.O. Box 490
Bemidji, MN 56601

Re: State Aid Mileage Request
Northwest Angle

Dear Lou:

Lake of the Woods County is requesting designation of 7.65 miles of County Road #330 at the Northwest Angle as a County State Aid Highway. The proposed designation would start at the Manitoba, Canada border at the junction with Provincial Highway #525 and extend east and north to the intersection with County Road #331. This request will require that additional mileage be approved for our system by the County Screening Board.

This action is necessitated by the tremendous development at the Angle since establishment of year-around road access in 1970. County Road #330 now serves over 200 platted lots and 14 resorts.

CR #330 is the only road access to the Angle. There are no alternative routes. Currently there are no State Aid designated roads at the Angle. The area serves a large seasonal population that comes from all over the Midwest area. Twice in the last ten years, CR #330 has been completely closed to traffic due to roadbed failure. Failure occurred during peak seasonal times and caused considerable economic loss to the area.

CR #330 is classified as a major collector and serves as a school and mail route. If this route receives State Aid designation, reconstruction is scheduled for 1997.

Estimated needs based upon a 1990 State traffic count of 110 vehicles per day and 1.3 projection factor amounts to a total construction cost of \$535,500. Based upon \$25/\$1,000 of needs, the increase in annual apportionment would be \$13,387.00. Since Lake of the Woods is a minimum county, the additional mileage and needs would not result in any increase in apportionment.

CSAH designation would allow for a greatly improved maintenance level of service and provide a source of funds for future construction. CR #330 serves a vast recreational area and access

to State resources. County wide Road and Bridge levies were increased 10 percent this year, along with a 100% increase in special township road levy at the Angle. With 80% of land in non-private ownership, generation of needed road revenue is severely limited.

Lake of the Woods County has reviewed existing mileage for possible transfer. Internal system revisions were made in 1988 and 1989. There are no feasible mileage transfers available. Existing CSAH mileage is 187.07, third lowest in the State. Lake of the Woods County must maintain an additional 350 miles of local roads. The addition of 7.65 miles of CSAH would result in a total CSAH mileage of 194.72, still third lowest in the State.

Lake of the Woods County and the residents and users of the Northwest Angle appreciate your review and assistance in this request.

Sincerely,



Walter Leu
County Highway Engineer

WL:mp

JUSTIFICATION FOR CSAH MILEAGE DESIGNATION

AT THE NORTHWEST ANGLE

- Classified as a Major Collector.
- School bus and mail route.
- No alternative land access routes.
- Connects to Provincial Highway.
- Serves State, Federal and tribal interests.
- Received #2 Region 5 FHWA priority for Federal Lands Funding improvements that were lost due to Red Lake Tribal Council action.
- Currently no State Aid designations at the Northwest Angle.
- Northwest Angle residents receive no benefit from gas & vehicle registration fees paid. Significant fuel sales in the area.
- Only 6% of land area is private and must fund 100% of road system.

BENEFITS TO THE NORTHWEST ANGLE

- Increased level of service and safety on main route through the Northwest Angle.
- Allow County to continue right-of-way negotiations with the Red Lake Band and to fund preliminary engineering costs, etc.
- Allow more of local funds to be used on remaining local roads which are in great need of structural repair.
- Provide for future structural upgrading to handle spring traffic loads with CSAH maintenance or construction funds.

BENEFITS TO THE STATE

- Preservation of a unique area of Minnesota.
- Provide all weather main road for tourism and timber industry.
- Provide continuity of service between road systems.
- Results in no offset or increase in CSAH fund share due to Lake of the Woods' status as a minimum county.

NEED FOR ADDITIONAL MILEAGE

- Lake of the Woods County is responsible for funding and maintaining a very large local system of roads. Of the total 575 miles of road under County jurisdiction, currently only 187 miles are designated as CSAH. It is very difficult to fund such a large system of local roads when about 80% of the County is in State, Federal or Tribal ownership. The County does receive some payment-in-lieu of taxes, but last year the amount received for Road and Bridge was only \$2,713.06.
- The Road and Bridge budget was increased by 12.4% last year in order to meet growing local road needs. Currently, the local Road & Bridge levy is \$122.00 per capita.
- The County has also reviewed its entire CSAH system as part of the ISTEA functional reclassification. The County completed Phase I of internal CSAH mileage transfers in 1989 and 1990. Phase II of the plan calls for an additional 8 miles of internal CSAH transfers in 1994 and 1995. These transfers will be made when transferred segments have been upgraded with CSAH maintenance and local funds and following approval of ISTEA functional class designations. Once Phase II is complete, all available CSAH's designated as Local will be transferred to roads with a collector functional class.
- Because Lake of the Woods is a minimum county, the CSAH system as a whole is not affected by the additional mileage requested for the Northwest Angle. The designation will allow Lake of the Woods to better utilize its CSAH and Local funds for the betterment of the traveling public and safety.

Independent School District No. 690

Pat Mohrbacher, Chairman
Gary Zaiser, Vice-Chairman
Art Brandli, Clerk

John V. Reishus, Superintendent
David Kragness, High School Principal
Charles Woolcock, Middle School Principal
Ronald J. Ditsch, Elementary Principal
Emily Turner, Business Manager

Richard Myers, Treasurer
Edward Furuseth, Director
Liz Hardwick, Director

**510 Cedar Avenue
WARROAD, MINNESOTA 56763**

(218) 386-1472
Fax (218) 386-1909

February 10, 1993

County Screening Board
Needs Unit
Room 420
Office of State Aid
St. Paul, MN 55155

Dear Persons:

Last year I wrote to the Lake of the Woods County Board requesting they improve the roads at the Northwest Angle.

At this time, I understand they are seeking CSAH designation for road #330.

The Warroad School District operates a 20 passenger school bus twice a day on road #330. Last spring the bus had to be towed with a caterpillar type vehicle on numerous occasions. There was also a period of time when parents had to meet students with boats because the bus could not get through.

Towing school busses is not a safe way to transport children. Alternate transportation such as boats or all-terrain vehicles are not as safe as busses.

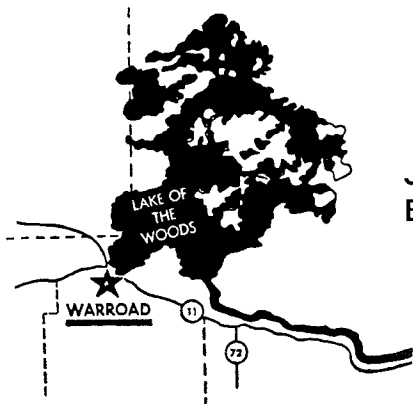
Please give careful consideration to helping us provide equal educational opportunity to the children of the Angle by helping Lake of the Woods County rebuild and maintain county road #330.

Sincerely,



John V. Reishus
Superintendent

JVR/rg
Encl:



An Equal Opportunity Employer

LeROY A. STUMPF
Senator 1st District
Room G24-H
State Capitol Building
St. Paul, MN 55155
(612) 296-8660

Senate
State of Minnesota

March 3, 1993

TO: County Screening Board - Needs Unit

FROM: State Senator LeRoy Stumpf *LS*

RE: Designation of Lake of the Woods County Road #330 as a
County State Aid Highway

On behalf of the many Minnesotans who reside in and vacation near Lake of the Woods, I urge you to approve this request. C.R. 330 is an important lifeline to the people in the most remote area of Minnesota, the Northwest Angle.

Last year this area had a great deal of difficulty with this road at the beginning of the fishing season. Wet weather caused hundreds of vehicles to become stuck in mud. This was not only a great inconvenience for the people involved, but may have long-lasting implications for the development of tourism in the area.

Designation as a C.S.A.H. is necessary for reasons beyond the difficulty of current travel on CR 330. Because 80 percent of the Northwest Angle is under tribal ownership, it generates little property tax revenue. This makes it impossible for the local tax base to support the necessary upgrading of the road. Safety is also important because the area needs a better road for the proper operation of emergency services.

Again, I urge you to approve this request as soon as possible. Thank you for your consideration.

Jim Tunheim
State Representative

District 1A
Kittson, Beltrami, Lake of the Woods,
Marshall and Roseau Counties



Minnesota House of Representatives

Robert Vanasek, Speaker

CHAIR, ETHICS COMMITTEE

COMMITTEES: EDUCATION; EDUCATION FINANCE DIVISION; ETHICS; REGULATED INDUSTRIES; TRANSPORTATION

April 7, 1993

County Screening Board
Needs Unit
Office of Aid, Room 420
MN Dept of Transportation
St. Paul, MN 55155

Dear Board Members:

I am writing to lend my full support to the proposal by the Lake of the Woods Highway Dept. that CR #330 in the Northwest Angle be designated as a County State Aid Highway.

As I am sure you are aware this road is used not only by the residents of the Angle but by a large number of anglers from all over the state of Minnesota every fishing season. These people must often endure the poor condition of CR #330 at their own expense when they are unable to get through or end up stuck. Tourism is the number one industry in the Angle. Resorts in the area depend on CR #330 to maintain traffic flow to their businesses.

Please note also that the County State Aid Highway designation is of such great importance to Lake of the Woods County because of the large percentage of land in the Angle that is under tribal ownership and thus provides little or no tax revenue.

Your favorable action on this proposal would be much appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Tunheim", is written over a horizontal line.

Jim Tunheim
State Representative

cc: Walter Leu

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Spring 1993
Subcommittee: Wayne Olson - Carlton County (Chairman)
Jack Dolan - Dodge County
Request: Lake of the Woods County

PROPOSED SYSTEM REVISIONS

Designate CSAH - Canadian Provincial Hwy 525 to CR 331
1) CR 330 +7.65 Miles

Revoke CSAH
None

0.00 Mile
Total Addition +7.65 Miles

REVIEW RESOURCES

X Road Tour - April 21, 1993 w/DSAE & County Engineer
X County Engineer's Request Cover Letter
X TH, CSAH, CR, MSAS System Maps
X Functional Classification Maps
X Comprehensive Transportation Plans
X Traffic Maps and Data
X Construction "Needs" of System Revision
X Anticipated Construction Program (1997)
X Recommendation of DSAE
X Conference with DSAE & County Engineer
X Mileage Verification by District State Aid Engineer

MERITS OF THE MILEAGE REQUEST

1. This segment provides the only road access for the expanded tourism in the area. Tourism is the only significant source of income or development available to the private land in the area.
2. The connection in Manitoba, Canada was built and is maintained by agreement with Manitoba, Minnesota and the Federal Government. Congress appropriates funds for this. CSAH designation of CR 330 would provide a reasonable jurisdictional connection from Canada to the resort area.
3. Although CSAH designation will not increase the (minimum County) allocation, it would allow use of CSAH construction and maintenance dollars to be spent on the road, freeing local dollars for other needs.

RECOMMENDATION TO THE SCREENING BOARD

 X APPROVE

 DENY

The mileage subcommittee of the County State Aid Screening Board recommends approval of the request to designate 7.65 miles of Lake of the Woods County Road 330 as CSAH.

This image shows a single page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, typical of notebook paper. There is no handwriting or other markings on the page.

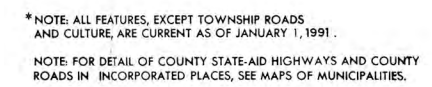
* * * * *

REFERENCE

MATERIAL

* * * * *

HEET 1 OF 3



1993 COUNTY SCREENING BOARD DATA

JUNE, 1992

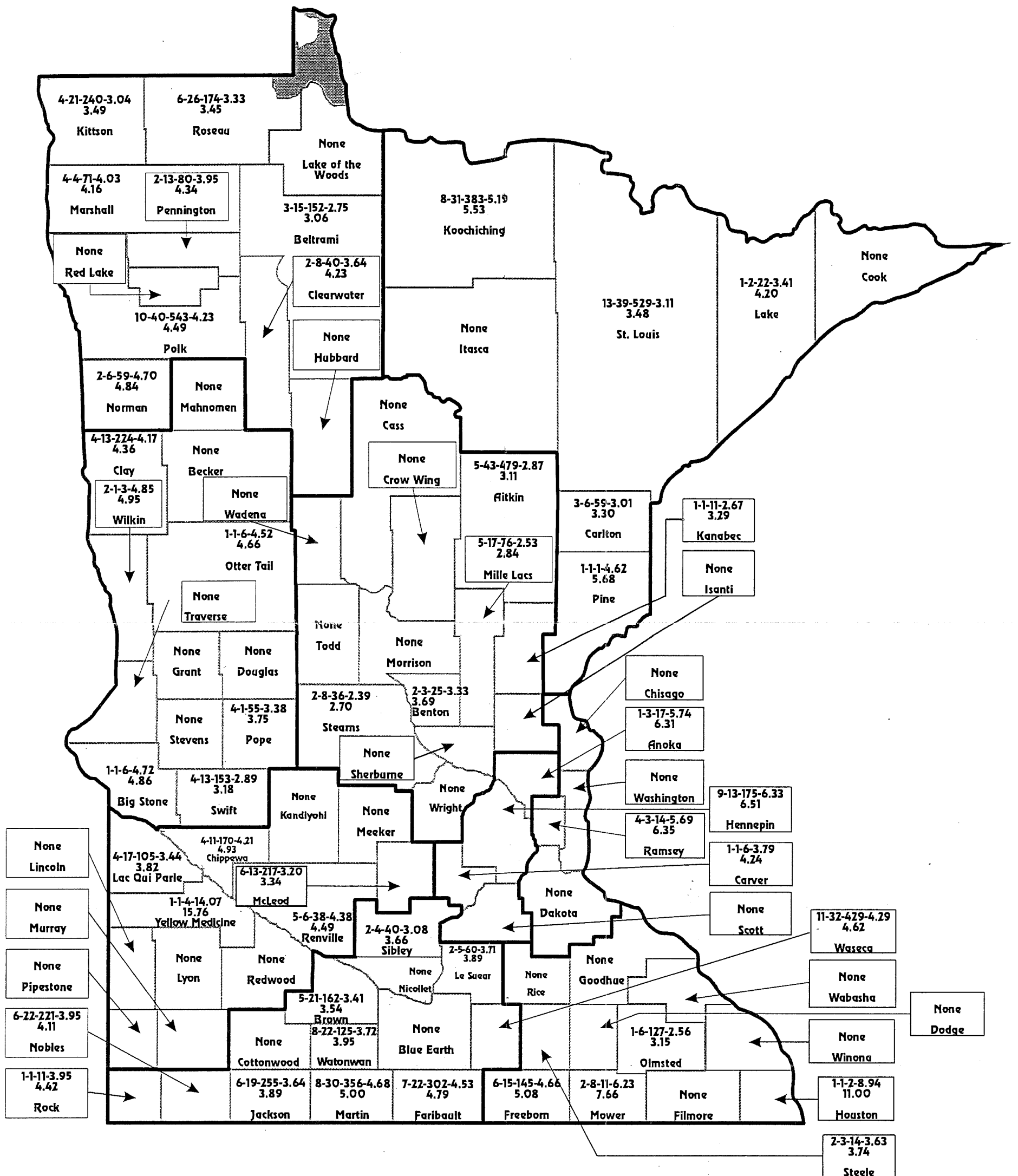
1988-1992 Five-Year Average Subbase (Class 3 & 4) Unit Price Data

The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1988-1992 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.

FIG. E



1993 COUNTY SCREENING BOARD DATA
JUNE, 1993
1988-1992 FIVE YEAR AVERAGE SUBBASE (CLASS 3&4) UNIT PRICE DATA
(RURAL AND URBAN PROJECTS INCLUDED)



LEGEND

37-77-552-3.88 # '88 TO '92 Subbase Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price
4.26 1993 Inflated Subbase Unit Price

1993 COUNTY SCREENING BOARD DATA

JUNE, 1993

Needs Adjustments for Variances Granted on CSAHs

The adjustments shown below are for those variances granted for which projects have been awarded prior to April 15, 1993 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.

<u>County</u>	<u>Project</u>	<u>Variance From</u>	<u>Recommended 1993 Needs Adjustments</u>
COOK	16-602-13	Bit. Surface	\$ 246,520
MOWER	50-605-10	Inplace Br.Width	1,349,460
ST. LOUIS	69-669-01	Design Speed	1,414,400
WADENA	80-602-05	Inplace Br.Width	36,000
<hr/> TOTAL			<hr/> \$3,046,380

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 28 AND 29, 1992
RADISSON ARROWWOOD, ALEXANDRIA

The meeting was called to order at 1:00 P.M., October 28, 1992 by Chair, Lee Engstrom, Itasca County.

Attendance

Roll Call of Members:

Lee Engstrom, Itasca	District 1
Walter Leu, Lake of The Woods	District 2
John Walkup, Aitkin	District 3
David Schwarting, Big Stone	District 4 (Alternate)
Brad Larson, Scott	District 5
Bill Groskurth, Freeborn	District 6
Steve Schnieder, Nobles	District 7
Gary Danielson, Kandiyohi	District 8
Paul Kirkwold, Ramsey	District 9

Dave Schwarting announced that the District 4 representative, David Heyer of Becker County was unable to attend due to illness.

Steve Schnieder made a motion, seconded by Paul Kirkwold, to approve the minutes of the June 16 and 17, 1992 Screening Board Meeting at Maddens Resort, Brainerd. The motion passed.

Acting Secretary, Dick Hansen, introduced the MN/DOT State Aid Staff in attendance:

Dennis Carlson, Director, Division of State Aid for Local Transportation
Julie Skallman, Assistant State Aid Engineer
Ken Hoeschen, Manager, County State Aid Needs Unit
Ken Straus, Manager, Municipal State Aid Needs Unit
Bill Croke, District 1 State Aid Engineer
Lou Tasa, District 2 State Aid Engineer
Mike Tardy, District 3 State Aid Engineer
Tallack Johnson, District 4 State Aid Engineer
Mike Pinnsonneault, District 6 State Aid Engineer
Doug Haeder, District 7 State Aid Engineer
Tom Behm, District 8 State Aid Engineer
Elmer Morris, Metro District State Aid Engineer

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

The following alternates were in attendance:

Wayne Olson, Carlton	District 1
Russ Larson, Roseau	District 2
Greg Nikodym, Kanabec	District 3
Roger Gustafson, Carver	District 5
Craig Falkum, Wabasha	District 6
Gene Isakson, Sibley	District 7
Gordon Regenscheid, Meeker	District 8

A review of the entire 1992 County Screening Board Data report, dated October 1992, was conducted by Ken Hoeschen. Issues were discussed at length and action deferred until the Thursday, October 29, 1992 meeting.

- a) Pages 1 through 8 contain General Information and Basic Needs Data. The 1993 CSAH mileage figure at the bottom of Page 3 should be corrected to read 30, 130.03. There were no other comments relating to these items.
- b) Needs Adjustments, P. 9-13. No comments.
- c) Construction Fund Balance "Needs Deductions, P. 14-17
It was noted that Martin County's Municipal Account Unencumbered Construction Fund Balance as of September 1, 1992 should read \$5,567. The needs deduction will be corrected for this discrepancy.
- d) Special Resurfacing Needs Deduction. - P. 18- P. 21, No Comments.
- e) Comparison of 1984-1991 Rural Design Grading Construction Costs to Needs Study Costs. P. 22- P. 33
The fourth column from the left on all of these sheets should be corrected to read, "% of System that has been graded".
- f) Comparison of 1987-1991 Urban Design Grading Construction Costs to Needs Study Cost. P. 34 - P. 44.
The fourth column from the left on all these sheets should be corrected to read, "% of System that has been graded".
- g) Needs Adjustments for Variances Granted on CSAH's. P. 45
The project number for Lac Qui Parle should be corrected to read 37-631-05 and the project number for St. Louis County should be changed to read 69-691-11.
- h) Bond Account Adjustments. P. 46 - P. 47. No comments.
- i) After-the-Fact Right-of-Way Needs. P. 48 - P. 49
After-the-Fact Bridge Deck Rehabilitation Needs. P. 50
Miscellaneous After-the-Fact Needs. P. 51
"Credit for Local Effort" Needs Adjustment. P. 52- P. 53
There is some confusion about what starts the clock on needs adjustments for the after the fact needs. On all after the fact needs adjustments, the contract letting date is the controlling factor. It is important to submit this data to the State Aid office promptly, for insertion into the needs study. If the information is not received in a timely manner, the County may not receive the full term of the adjustment credit.

Polk County transmitted a letter dated June 11, 1992, to Lou Tasa, District 2 State Aid Engineer, for three locally funded projects on the CSAH system. The total cost of these three projects was \$1,547,367. Ken Hoeschen stated that this will be corrected administratively since the District State Aid Engineer had been notified in a timely manner.
- j) Mill Levy Deductions P. 54 - P. 56. No Comments

- k) Tentative Apportionment Data, P. 57 - P. 68.
This entire section is devoted to the establishment of a tentative 1993 C.S.A.H. Apportionment. If the Screening Board accepts the mileage and needs data as shown in this report, the original of the letter shown on P. 59 must be signed by all Screening Board members and submitted to the Commissioner of Transportation.

The 1993 Apportionment may be less than 1992 since the CSAH fund received \$12 Million from the turnback account that will not be received this year.

- l) Mileage Requests, P. 69 - P. 76
There are no mileage requests to be acted upon at this meeting.
The "Banked" CSAH mileage chart on P. 75 should be corrected to show Polk County with 2.00 banked miles in 1992.

- m) State Park Road Account, P. 77 - P. 82
A project submitted by Olmsted County, in the amount of \$300,000, for construction of a pedestrian bridge over CSAH 22 at the Douglas Trail Crossing, Northwest of Rochester, generated a lengthy discussion. The major concerns expressed during this discussion related to whether the proposed project conforms with the intent of Minnesota Statutes 1986, Section 162.06, Subdivision 5, i.e. using funds for a bridge that's not eligible for State Aid expenditures; and building a pedestrian bridge that would not reduce the needs on the State Aid system.

Mike Sheehan, Olmsted County Engineer, gave a detailed description of the project and described the safety improvement to the CSAH system by eliminating an at-grade crossing of a heavily travelled trail with a CSAH.

- n) Reference Material, P. 83 - P. 110
Brad Larson made a presentation on behalf of Hennepin County relating to the Traffic Projection Factor for Hennepin County. A "Traffic Projection Factor Plot" based on the "Least-Squares" method and a chart titled "Effect of Using Combined Data Sets on Hennepin County's Traffic Project Factor" were submitted to the Screening Board and discussed at length. Action was delayed until tomorrow's meeting.

The minutes of the CSAH General Subcommittee Meeting and the accompanying recommendations of the General Subcommittee on Pages 93 through 95, relating to the rural and urban 10 ton route system, and the determination of aggregate surfacing needs on low volume aggregate surfaced roads for the needs study were thoroughly discussed. Dick Larson explained the rationale for the recommendation contained in the subcommittee minutes.

Walter Leu discussed the Lake of the Woods gravel construction policy and stated that he would be proposing a motion tomorrow to revise the recommended 6" minimum as an average for the gravel surfacing needs in the needs study to use a modified version of the Design Table shown on Page 94 of the 1992 Screening Board Data book. Steve Schnieder asked the reason for the subcommittee's recommendation to use an average thickness of 6" of aggregate base for needs determination. Dick Larson responded that it was the subcommittee's feeling that this would simplify the needs study computations. Paul Kirkwold asked Mr. Hoeschen what

impact this recommendation would have on the needs study. Ken Hoeschen responded that the gravel needs would double under this scenario.

Brad Larson asked whether the General Subcommittee had considered recommending 10 ton after the fact needs. Dick Larson's response was "No, they had not". The committee felt that the needs costs should be based on State Aid Standards wherever possible.

On Page 90 of the 1992 Screening Board Data book a June, 1992 motion by Brad Larson, seconded by Bill Groskurth to pass the revision of the October 1990 resolution on non-existing CSAH designations is shown. Page 103 of the book has the existing October 1990 resolution printed. The intent of the revised resolution is to allow projects which are included in approved, current transportation plans to draw needs for a maximum of 25 years. If the project is not included in an approved plan, it could draw needs for only a maximum of 10 years. This motion was tabled at the June 1992 meeting on motion of Dave Heyer, seconded by Gary Danielson.

On motion of Brad Larson, seconded by Paul Kirkwold, the revised resolution was removed from the table for further discussion. The motion carried. Brad stated that the intent of the June tabling motion was to bring this subject back to the districts for further discussion and the intent of the revision was to require that the non-existing CSAH segments must be included in a county's future (20-25 year) transportation plan. District 3 felt that a 10 year time frame for drawing needs was more appropriate than the suggested 25 year maximum.

Research Account

It will be necessary at tomorrow's meeting for the Screening Board to adopt a resolution to set aside a certain amount of money for research projects. In past years this amount has been a sum not to exceed 1/4 of 1% of the preceding years CSAH Apportionment, which in 1993 would amount to \$611,885.00 credited to the research account.

Brad Larson questioned the process necessary to carry over research money from one year to the next on long term research projects. Dennis Carlson stated that legislative change would be necessary to accomplish this. He said he would support such legislation since there are many projects that do carry over from year to year.

Paul Kirkwold discussed the road consolidation plan in Ramsey County which resulted from legislation passed in 1991. No mileage requests for additional CSAH mileage will be processed until all of the jurisdictional changes have been completed. This lengthy process may take two to three years to accomplish. Trunk Highway turnbacks are involved, along with the juggling of city streets and county roads, and CSAH routes.

The Municipal Screening Board supported two resolutions at their meeting here this morning relating to the Ramsey County road consolidation plan:

- A. Must be allowed to reconstruct county road turnbacks as an eligible off-system expense.

- B. County Road turnbacks will be treated the same as trunk highway turnbacks with respect to the maintenance allowance. (\$7200/mile)

If County Road turnbacks to cities are in need of reconstruction, Ramsey County will be reimbursing the city approximately \$100,000 per mile. The key to acceptance of the entire plan is finding revenue for the cities to maintain the turnbacks. Legislation along these lines is being prepared for this winter's session.

It was generally agreed that the Mileage Subcommittee would be able to handle the mileage requests as they filter through the system since they will not all occur at the same time.

Dennis Carlson passed out a chart on five transportation funding scenarios prepared by MN/DOT. This chart will be used in a statewide educational campaign to provide information on current transportation funding policy and the options that exist for the future. The five scenarios address factors such as the state's annual construction program, highway rebuilding cycle, greater Minnesota and Twin Cities transit, economic development, job creation and others. The scenarios clearly indicate the level of state investment that would be needed to attain those options. This educational effort recognizes that it is up to the citizens of Minnesota and their elected officials to collectively decide, based on the facts, what level of transportation service and investment Minnesota should have. Mr. Carlson was actively involved in determining the future funding needs for the local governmental road & street systems. An editorial comment letter from Commissioner Denn titled "Sound Transportation Decisions Require Knowledge of Options", was distributed to the Screening Board along with the scenario chart.

The Region V FHWA meeting scheduled for November 18 and 19 has six people signed up thus far. Dennis recommends that it would be appropriate that a District State Aid Engineer should also attend this informative meeting. It is desirable that one person from each district should also attend, so Dennis encouraged those interested to sign up soon so that travel arrangements may be finalized.

Dennis Carlson then discussed the Quality Improvement Task Forces recommendations. Fourteen issues were identified and prioritized in a survey conducted by the Task Force through the City and County Engineers.

1. Allow construction funds to be advanced from the State Aid Account.
2. Federal plans be allowed to be reviewed prior to obtaining permits.
3. Include more lighting participation excluding ornamental lighting and poles.
4. Sidewalk and bikeway be eligible for MSAS and CSAH with no limit on surface widths.
5. Plan review before r/w acquisition is completed.
6. Preliminary Engineering be paid prior to contract award and actual costs be paid - requires rule changes.
7. Construction engineering limits be dropped.
8. 5% Limit on Landscaping participation.
9. Sidewalk be eligible for participation on the CSAH system.

10. County's not be required to obtain City approval of CSAH routes within municipalities.
11. S.A. office form an internal task force to examine the plan review process and streamline where possible.
12. Bridge plan review be improved by forming a issue resolution task force of MN/DOT Bridge, State Aid Bridge, Consultants, City and County Engineers.
13. Cooperative Agreements - municipal agreements section to be asked why an agreement can't be drafted prior to plan approval, and why a project cannot be awarded prior to agreement completion. It was recommended that a position in the S.A. office be dedicated to processing agreements.
14. Less S.A. review. Concern expressed over District and St. Paul plan review time and manpower.

There currently exists a balance of approximately \$124 Million in the CSAH account and \$130 Million in the MSAS account. The municipal screening board last year passed a resolution eliminating the penalties for excessive balances in their construction account. As a result their balance increased \$11 million in one year. This year they have reinstituted the penalty clause in their apportionment formula. They are also considering an incentive provision for those municipalities which do well in keeping these balances down. This is presently not possible under current State Aid rules, but Dennis feels that if this Board has the power to penalize they maybe should have the power to reward also.

The Polk County study, conducted on the highway systems by the University of Minnesota, and the press release relating to this study were discussed. Some erroneous information contained in the press release stated that the study recommended that the county's CSAH system should be reduced by 50% and then all of it should be paved. What the study actually said was that the township road system should be reduced by 40% and some of the other roads up to 10%. The journalist added these two figures together and inserted reference to the CSAH system. The study concludes that the use of highway user funds on the CSAH system is money well spent and should be continued. Dennis Carlson plans to use the results of this study to tell the legislators this study was done and that the study supports the use of highway user funding on the CSAH and MSAS systems.

Many municipalities hire consulting firms to perform both preliminary and construction engineering for their projects., Dennis discussed comments from the Federal Aid Policy Guide and the Federal Register that consider it a conflict of interest to have the same consulting firm performing both preliminary and construction engineering services since it is possible for the field inspector to make changes which would result in higher project costs, which would ultimately affect the consultant's fee. It is now allowed to have a government employed person in responsible charge of the project for the city and the consultant would report to that person. The work "Engineer" was removed from the requirement for the government employee.

Dennis Carlson discussed the improved communication in the MN/DOT organization that has resulted since State Aid has become a Division within the department.

The State Aid Division for Local Transportation now has a voice at the Commissioner's table and information is now received fast and first hand.

The meeting was recessed at 4:15 P.M. Wednesday, October 28, 1992.

The meeting was reconvened at 8:30 A.M. Thursday, October 29, 1992.

Motion by Walter Leu to adjust the municipal account unencumbered construction fund balance as of September 1, 1992 of Martin County down to \$5,567.00 and to correct the Construction Fund Balance "Needs" Deduction to reflect this change. The motion was seconded by Brad Larson. Motion carried.

Ken Hoeschen stated that an administrative "Needs" adjustment will be made for Polk County to allow "Credit for Local Effort" for three locally funded projects totalling \$1,547,367 on their CASH system. This will revise the figures on Page 52 of the Screening Board Data Book.

Motion by Brad Larson, seconded by Paul Kirkwold that all resolutions relating to "After the Fact" Needs and to "Needs Credit for Local Effort" be modified so that the starting time for the inclusion of the needs adjustments would not begin until submittal of all required documentation from the County Engineer to the District State Aid Engineer had occurred. Motion carried.

Motion by Walter Leu, seconded by Bill Groskurth, to approve the signing of the letter of recommendation to Commissioner Denn relating to the mileage and money needs as shown on Page 59 of the Screening Board Data Book. Motion carried.

Ken Hoeschen pointed out a correction that needs to be made to the "Banked" CSAH mileage chart on Page 75. Add Polk County, 2.0 Banked Mileage, Year 1992.

A lengthy discussion followed relating to the Olmsted County request for State Park Road Account Funds in the amount of \$300,000 for a DNR trail bridge over Olmsted County CSAH 22. Several questions were raised relative to who is responsible for determining whether a project is eligible for State Park Road Account Funds under the intent of the statute. Julie Skallman stated that the Commissioner of the Department of Natural Resources is responsible for determining whether projects are eligible for State Park Road Account Funds.

Brad Larson moved and Paul Kirkwold seconded a motion to return the Olmsted County request to the DNR without action, based on an interpretation of Minnesota Statutes 1986, Section 162.06, Subd. 5, that this project does not require action by the County Screening Board and noting that the Committee agrees that this should be a high priority DNR project. This motion failed. Those opposed to this motion were concerned that the DNR might receive the wrong message by returning this request to them and that they may then expand the use of these funds to other projects off of the State Aid system, such as township roads and city streets.

Mike Sheehan explained that the completed bridge will be on the county bridge inventory and the County will be responsible for all future maintenance. The County will also be responsible for the type of structure being built, and all preliminary and construction engineering responsibilities.

Motion by Steve Schnieder, seconded by Bill Groskurth, to approve the Olmsted County/DNR request for \$300,000 for a trail over CSAH 22. Motion carried.

Motion by Paul Kirkwold, seconded by John Walkup, that all grade separation structures for pedestrians and non-motorized vehicles be eligible for State Aid funding. Steve Schnieder felt that this should be discussed with all county engineers before action is taken and moved to table the motion to the Spring, 1993, meeting. The tabling motion was seconded by Dave Schwarting. The tabling motion carried.

Traffic Projection Factors

Motion by Brad Larson, seconded by Walter Leu, that the Traffic Projection Factor for Hennepin County be based on the current highway system, and using the traffic volumes of that system for the entire formula period. Motion carried.

Non-Existing County State Aid Highway Designations - October 1990

The motion of Brad Larson, seconded by Bill Groskurth, relating to non-existing CSAH designations, which was tabled at the October, 1991 meeting was removed from the table during yesterday's meeting. Brad's motion to amend the October, 1990 resolution is printed on Page 90, of the October, 1992 Screening Board Data Book.

John Walkup moved, and Gary Danielson seconded, a motion to amend Brad Larson's amendment to change the last sentence to read - - - "to a maximum of 15 years- - - -". Motion Failed.

After much discussion Brad's original motion, to amend the October 1990 resolution, as printed on Page 90, was voted on. The motion carried.

Minutes of the General Subcommittee Dated September 9, 1992

Contained a recommendation relating to 10 ton rural design needs and a revision to State Aid Standards to include the designation of an urban 10 ton system of roads. The subcommittee also recommended the use of 6" of gravel as an average surface thickness for all gravel roads with projected ADT of 150 or less for determining surfacing needs.

Motion by Walter Leu, seconded by Dave Schwarting, to use the Design Table on Page 94 of the October 1992 Screening Board Data Book, modified to the extent that the Projected ADT numbers would read 1-49 and 50-149, the current ADT column be eliminated, and the Soil Factor and Aggregate Surface Thickness columns would remain as printed to determine aggregate surfacing needs for the needs study. Brad Larson expressed concern that state wide cost impacts of this motion were unknown at this time and moved to table the motion until the Spring meeting. Paul Kirkwold seconded the tabling motion. The tabling motion carried.

Motion by Walter Leu to table the motions until the Spring meeting relating to 10 ton route designations until state wide impacts are determined. Seconded by Brad Larson. The motion carried.

Motion by Bill Groskurth, seconded by Walter Leu, to direct the State Aid office to determine the impacts of the motions contained in the Subcommittee report, based on old design standards, and to report to the Spring 1993 Screening Board meeting. Paul Kirkwold questioned why we are holding up the rest of the standards waiting for this resolution. With that Bill Groskurth moved to withdraw his motion, seconded by Walter Leu. Motion was withdrawn.

Motion by Brad Larson, seconded by Paul Kirkwold to waive Roberts Rules of Order in order to revise the 10 ton/design recommendations of the Subcommittee. Motion carried.

Motion by Gary Danielson, seconded by Walter Leu, to remove the 10 ton route recommendation from the table. Motion carried.

Motion by Gary Danielson, seconded by Walter Leu to modify the needs study to reflect current 10 ton design standards. Walter Leu moved to modify the motion to send the urban 10 ton design back to the rules committee. Walter's motion to modify the original motion died for lack of a second. Gary's original motion was then voted on. The motion carried.

A motion was then introduced by John Walkup, seconded by Gary Danielson to remove from the table the Aggregate Surfacing motion of Walter Leu. Motion carried. Steve Schnieder moved to amend Walter Leu's motion to accept the subcommittee's recommendation of 6" of gravel base for any road under 150 ADT for computing needs. This motion was seconded by John Walkup. The motion failed. Another vote was taken on Walter Leu's original motion, using the Design table on Page 94, with suggested modifications as noted previously. This motion carried.

Based on the previous actions, Ken Hoeschen stated that the 10 ton route and Aggregate Surfacing recommendations as moved at this meeting will be incorporated into the 1993 Needs Study for 1994 Apportionment.

Motion by Walter Leu to send to the Rules Committee for consideration the 10 ton designation for the urban road system. Seconded by Dave Schwarting. After discussion, Walter withdrew the motion. Dave Schwarting also withdrew his second.

Motion by Walter Leu, seconded by Dave Schwarting to allow 10 ton needs for the designated 10 ton route system on both urban and rural routes., Ken Hoeschen commented that the needs study is driven by projected traffic. To say that 10 ton systems will draw 10 ton needs will involve some major computer reprogramming. This would involve a substantial amount of time commitment. Walter Leu stated that the intent of the motion is to reflect the intent of the General Subcommittee recommendation to be equitable on the 10 ton system. Paul Kirkwold commented that the Ramsey County designated 10 ton route system is a very small percentage of their total system. When you introduce a traffic volume criteria, as opposed to routes that have been designated as 10 ton routes under the Statute, the numbers will be tremendously larger in terms of miles. Steve Schnieder remarked that in the rural area there is a different problem in that every road is used as a 10 ton route so there is more of a blend of people using their system. Gary Danielson stated that he felt this motion should be voted down since it will add another complication to the system at this time. Motion failed.

The Screening Committee determined that no action would be taken on Washington County's request to waive 1992 CSAH Construction Fund Balance "Needs" Deductions since this is a problem common to counties state wide.

Motion by John Walkup, seconded by Paul Kirkwold to amend the Miscellaneous After the Fact Needs resolution on Page 51 of the 1992 County Screening Board Data Book to include wetland mitigation costs, including r/w acquisition costs outside of the roadway. A friendly amendment by Paul Kirkwold was offered to make all expenses after January 1, 1990 eligible for State Aid reimbursement. John accepted the amendment as stated. Motion carried.

Research Account

Chair Lee Engstrom read the resolution relating to money set aside by the County Engineers Screening Board for research projects as follows:

Be It Resolved, that an amount of \$611,885 (not to exceed 1/4 of 1% of the 1992 C.S.A.H. Apportionment sum of \$244,754,252) shall be set aside from the 1993 Apportionment Fund and be credited to the research account.

Brad Larson moved to add the following to the resolution: "Be it Further Resolved, that this committee supports legislation that would allow carryover of research funds, thereby promoting more long-range research." Bill Groskurth seconded the motion. Motion carried.

State Aid Comments

Dennis Carlson discussed the status of the Natural Preservation Route rules which were advertised for intent to promulgate without public hearing. Last week, 33 signatures were received which is the minimum required to hold a public hearing. The requirement of a public hearing will delay the finalization and implementation of the rules for at least four months. After the hearing, a 30 day comment period is required, and then the hearing judge must comment on his findings. Dennis feels that it may be next June (1993) before the NPR rules may be implemented. Everything will be done that's possible to expedite the process.

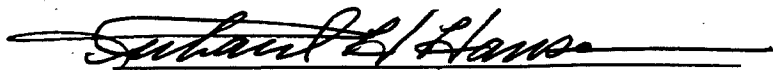
The outgoing district representatives were recognized and thanked for their diligent service to the Screening Board. They are:

District 1 - Lee Engstrom
District 3 - John Walkup
District 5 - Brad Larson
District 7 - Steve Schnieder
District 9 - Paul Kirkwold

The outgoing Mileage Subcommittee Chairman, Paul Ruud, was thanked for his fine work on that subcommittee.

Motion by Bill Groskurth, seconded by Steve Schnieder, to adjourn.
The meeting was adjourned at 11:15 A.M.

Respectfully submitted,



Richard H. Hansen, P.E.
Acting Screening Board Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
May 5, 1993

The meeting was called to order by Chairman Larson at 9:30 A.M. May 5, 1993 at the Transportation Building, Room 419, St. Paul, MN.

Members present:	Richard Larson, Chairman	Mille Lacs County
	Robert Witty	Martin County
	Vern Genzlinger	Hennepin County

Others in attendance:	Ken Hoeschen	State Aid Mn/DOT
	Diane Gould	State Aid Mn/DOT

Maps showing each county's 1988-1992 five year average gravel subbase and base unit price data were sent to the Subcommittee members prior to the meeting. The procedure used to determine gravel base prices for those counties with less than 50,000 tons was also sent to the members. Ken discussed past procedures and reviewed the data presented. The Subcommittee noted that the gravel subbase unit price shown on the map were higher than the gravel base unit price for some counties, but that they were not included in any unit price determination.

The General Subcommittee recommends eliminating the cost of rental equipment from the calculation for Todd County's gravel base unit price shown on the 1993 screening board data map. Although it has been past practice to include rental equipment in the unit price, all of the rental equipment on this project was used for shoulder widening. This changes Todd County's 1993 recommended gravel base unit price from \$7.07 to \$4.21.

The General Subcommittee further recommends that the gravel base unit prices shown for the other counties on the map be used in the 1993 CSAH Needs Study.

The General Subcommittee also recommends that beginning with the 1993 construction projects, only the cost of the Aggregate Base Class 5 and 6 or Crushed Rock Class 2 be used in the gravel base unit price study. The cost of equipment rental, water, and a portion of mobilization; which previously was included in the gravel base cost, shall be included in the grading cost.

The unit price data regarding the other roadway items was also reviewed by the Subcommittee. It was the consensus of the members to continue using the "increment method" to determine each county's bituminous base, bituminous surface, gravel surface, gravel shoulders, and rural design subbase unit prices. The "increment method" simply involves applying the difference between the 1992 state average CSAH construction unit price of gravel base (\$4.54) and the 1992 state average CSAH construction unit price of the other items to each county's previously determined gravel base unit price.

The General Subcommittee recommends using the gravel base unit price for urban design subbase. The reason for this being that the increment method would result in each county's urban design subbase price being higher than their gravel base price.

The Subcommittee recommends using average 1992 prices for concrete surface as recommended by the MN/DOT Estimating Section. The following formulas were used to develop the rural and urban design concrete prices. This is the procedure used in past years also.

Rural Des. 90% (Reg. 8" Conc. \$13.35) + 10% (Irr. 8" Conc. \$16.72) = \$13.69

Urban Des. 30% (Reg. 9" Conc. \$15.38) + 70% (Irr. 9" Conc. \$20.41) = \$18.90

The General Subcommittee recommends for other CSAH miscellaneous unit prices: storm sewer, curb and gutter construction, bridges construction (except widening) and for railroad crossing protection signals, and for signals and gates, the prices recommended by MN/DOT and the MSAS Subcommittee.

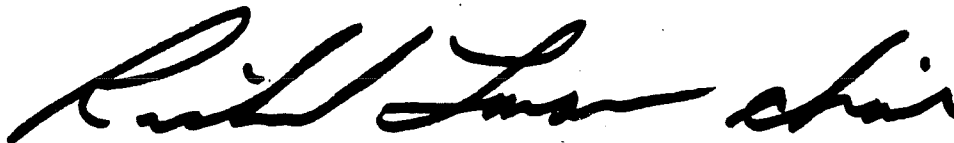
The General Subcommittee recommends using last years price of \$1,000 for the railroad signs protection. Essentially, this follows the MSAS Subcommittee's recommendation, allowing for approximately half the cost of striping (\$400) (rather than \$750) to be added to the cost of signs (\$600). Approximately half the railroad crossings requiring signs are on gravel roads.

The General Subcommittee recommends \$150 per square foot, for bridge widening, the same as last year.

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

Respectfully submitted,

Richard C. Larson,
Acting Secretary/Chairman

A handwritten signature in cursive script, reading "Richard C. Larson", followed by the word "Chairman" in a similar cursive style.

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

January, 1993

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.

Mileage Subcommittee - Jan. 1989

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.

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

County State Aid Construction Fund Balances - May 1975 (Latest Rev. October 1988)

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as of September 1 of the current year; not including the current year's regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000, whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisition which is being actively engaged in shall be considered encumbered funds.

That, for the computation of this deduction, 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.

Needs Credit for Local Effort - Oct. 1989 (Latest Rev. Oct., 1992)

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 beginning with the first apportionment year after the documentation has been submitted.

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 to be included in the following years apportionment determination.

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

That, annually, a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustments shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be

received by the Needs Section by July 1 of the Needs Study year involved.

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

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

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

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

Existing ADT Turnback Maintenance/Mile/2 Lanes

0 - 999 VPD Current mileage apportionment/mile

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

For every additional 5,000 VPD Add current mileage apportionment/mile

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

Mileage Limitation - Oct. 1961 (Latest Rev. Oct. 1990)

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

That any request, after July 1, 1990, by any county for County State Aid Highway designation, other than Trunk Highway Turnbacks, or minor increases due to construction proposed on new alignment, that results in a net increase greater than the total of the county's approved apportionment mileage for the preceding year plus any "banked" mileage shall be submitted to the Screening Board for consideration. Such request should be accompanied by supporting data and be concurred on by the District State Aid Engineer.

Any requested CSAH mileage increase must be reduced by the amount of CSAH mileage being held in abeyance from previous internal revisions (banked mileage).

All mileage requests submitted to the County State Aid Highway Screening Board will be considered as originally proposed only, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted through the Office of State Aid. The Screening Board shall review such requests and make its recommendation to the Commissioner of Transportation. If approved, the needs on mileage additions shall be submitted to the Office of State Aid for inclusion in the subsequent year's study of needs.

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

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

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

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

That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, 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 and 1990 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 - (Latest Rev. Oct. 1992)

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, or incorporate the route in a transportation plan adopted by the County and approved by the District State Aid Engineer. After that date, any non-existing CSAH designation not a part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years or until constructed.

TRAFFIC

Traffic Projection Factors - Oct. 1961 - (Latest Rev. Oct. 1992)

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, due to the major mileage swap between Hennepin County and Mn/DOT which occurred in 1988, the traffic projection factor for Hennepin County shall be based on the current highway system, using the traffic volumes of that system for the entire formula period.

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 multiple-lane designs in the needs study, however, must be requested by the county engineer and approved by the District State Aid Engineer.

ROAD NEEDS

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

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

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

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

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

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

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

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

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

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

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

Grading - Oct. 1961 (Rev. June, 1988)

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

Rural Design Grade Widening - June 1980

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

<u>Feet of Widening</u>	<u>Needs Cost/Mile</u>
4 - 8 Feet	50% of Average Complete Grading Cost/Mile
9 - 12 Feet	75% of Average Complete Grading Cost/Mile

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

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

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

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

That base and surface quantities shall be determined by reference to traffic volumes, soil factors, and State Aid standards. Rigid base is not to be used as the basis for estimating needs on County State Aid Highways. Replacement mats shall be 3" bituminous surface over existing concrete or 2" bituminous surface over existing bituminous. To be eligible for concrete pavement in the needs study, 2,500 VPD or more per lane projected traffic is necessary.

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

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

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

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

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

Special Resurfacing Projects - May 1967 (Latest Rev. June 1990)

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

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

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

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

Right of Way - Oct. 1979

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

	<i>Projected ADT</i>	<i>Proposed R/W Width</i>
<i>Proposed Rural Design</i>	0 - 749	100 Feet
	750 - 999	110 Feet
	1,000 & Over (2 Lane)	120 Feet
	5,000 & Over (4 Lane)	184 Feet
	<i>Proposed Roadbed Width</i>	<i>Proposed R/W Width</i>
<i>Proposed Urban Design</i>	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. 1992)

That needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and the documentation has been submitted 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 to be included in the following years apportionment determination.

Right of Way - June 1984 (Latest Rev. Oct. 1992)

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 the documentation has been submitted 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 to be included in the following years apportionment determination.

Traffic Signals, Lighting, Retaining Walls, Sidewalk, and Wetland Mitigation - June 1984 (Latest Rev. Oct. 1992)

That needs for Traffic Signals, Lighting, Retaining Walls, ~~and~~ Sidewalk, and Wetland Mitigation (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 the documentation has been submitted 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 to be included in the following years apportionment determination.

VARIANCES

Variance Subcommittee - June 1984

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

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

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.*