

MN DEPT OF TRANSPORTATION
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1994
COUNTY SCREENING
BOARD DATA

JUNE 1994

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M54a
1994

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STATE PARK

ROAD

ACCOUNT

* * * * *

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DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS & RECREATION

STATE OF MINNESOTA
OFFICE MEMORANDUM

DATE: November 30, 1993

TO: Mark Gieseke,
State Aid Plans Engineer
420 Transportation Bldg.
MNDOT

FROM: John Strohkirch, Manager *JS*
Park Development & Real Estate

PHONE: 6-8289

SUBJECT: STATE PARK ROAD ACCOUNTS

I've attached a list of projects funded by the State Park Road Account from 1987 thru 1993. I think this list is fairly complete but does not include the one time allocation of maintenance funds for township roads. If you recall, this was set up in 1987 or 1988 through special legislation.

I may have missed some projects but the list shows everything I have a file on.

STATE PARK ROAD ACCOUNT

11-30-93

Projects funded 1987 thru 1993

<u>County</u>	<u>Project</u>	<u>Amount</u>
2 Anoka	Coon Lake	\$ 52,750
7 Blue Earth	Madison Lake	\$125,000
8 Brown	Flandrau State Park	\$180,000
77 Todd	Birch Lake	\$330,492
73 Stearns	Birch Lake	\$198,655
77 Todd	Beauty Lake	\$194,770
56 Otter Tail	Big Pine Lake	\$ 66,444
23 Fillmore	Forest resources center	\$ 46,095
79 Wabasha	Goose Lake	\$ 84,500
48 Mille Lacs	Rum River	\$ 93,000-
67 Rock	Blue Mounds State Park	\$ 25,000
51 Murray	Lake Shetek	\$120,657
18 Crow Wing	Bay Lake	\$ 28,720
4 Beltrami	- Big Bass Lake	\$ 44,000-
77 Todd	Lake Osakis	\$ 80,000
12 Chippewa	Lac Qui Parle WMA	\$250,000
48 Mille Lacs	'	\$648,000
39 Lake of the Woods	Beltrami Island S.F.	\$100,000
48 Mille Lacs	Rum River S.F.	\$ 93,000✓
69 St. Louis	Wake-em-up-bay C.G.	\$250,000
22 Fillmore	Forestville State Park	\$767,500
59 Pipestone	Split Rock Creek S.P.	\$157,335
69 St. Louis	Soudan Mine State Park	\$ 20,000
79 Wabasha	Carley State Park	\$ 50,000
56 Otter Tail	E. Lida Lake Road	\$275,370
- 4 Beltrami	- Bass Lake Road	\$ 44,000 -
86 Wright	Locke Lake	\$136,375
30 Isanti	Fannie Lake	\$ 70,000
18 Crow Wing	N. Long Lake	\$122,000
56 Otter Tail	Cross Point Road	\$136,278
13 Chisago	Comfort Lake	\$ 55,000
46 Rice	French Lake	\$145,000
2 Becker	Island Lake	\$ 69,537
56 Otter Tail	Ten Mile Lake	\$ 29,275
21 Douglas	Lake Miltona	\$ 61,000
32 Jackson	Fish Lake	\$ 90,000
32 Jackson	Round Lake	\$ 60,000
18 Crow Wing	Pelican Lake Beach	\$ 50,000
31 Itasca	Five Island Lake	\$ 30,000
73 Stearns	Rice Lake	\$ 52,875
35 Lake	White Iron Lake	\$145,000
4 Beltrami	Beltrami Lake	\$ 60,000
79 Steele	Rice Lake	\$ 26,000
1 Aitkin	Clear Lake Beach	\$ 71,877
85 Winona	Garvin Brook	\$ 26,250

<u>County</u>	<u>Project</u>	<u>Amount</u>
48 Mille Lacs	Dirty 8 Road	\$136,000
45 Marshall	Thief Lake WMA	\$800,000
	to date	
44 Mahnomen	So. Twin Lake	\$ 40,697
18 Crow Wing	Horse Shoe Lake	\$ 81,000
40 LeSeuer	Lake Tetonka	\$126,308
13 Chisago	Franconia	\$ 27,794
- 79 Wabasha	Half Moon Lake	\$210,000
- 56 Otter Tail	Stalker Lake	\$269,000
9 Carlton	Ditch Bank Rd.	\$400,000
48 Mille Lacs	Mille Lacs WMA -	\$ 77,985 +
49 Morrison	Pine Lake	\$ 35,000
18 Crow Wing	Cullen Lake	\$ 38,670
- 69 St. Louis	Cedar Island Dr. to Ely	\$ 91,200
- 55 Olmsted	Douglas Trail	\$300,000
49 Morrison	WMA at Parker Twp.	\$ 78,000
19 Dakota	River access	\$130,000
21 Douglas	Lake Geneva	\$ 50,000
49 Morrison	Miss. R., Green Prairie	
	Lake, Sullivan Lake	\$ 46,400
34 Kandiyohi	Long Lake & bike path	\$ 23,143
		<hr/>
		\$8,722,972

1994 COUNTY SCREENING BOARD DATA
JUNE, 1994State Park Road Account

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

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

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

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS & RECREATION

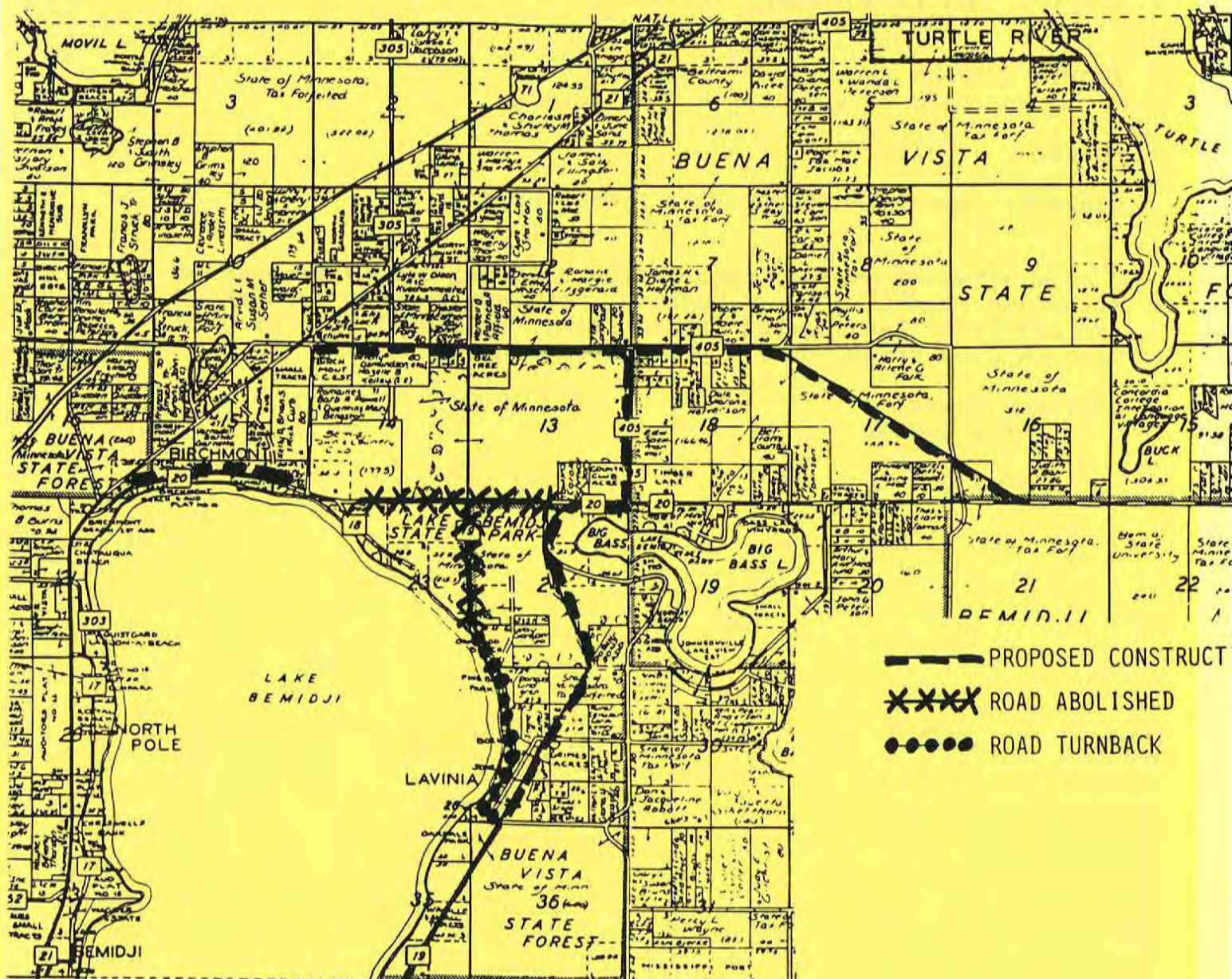
STATE OF MINNESOTA
OFFICE MEMORANDUM

DATE: November 30, 1993
TO: ^{Ken H} Julie Skallman, Assistant
State Aid Engineer
FROM: John Strohkirch, Manager ^{JAS}
Park Development & Real Estate
PHONE: 6-8289
SUBJECT: BELTRAMI COUNTY ROAD IMPROVEMENTS

I have attached correspondence from Beltrami County requesting State Aid screening board approval for improvements to CSAH 19 and CSAH near Lake Bemidji State Park. This will be a project that will be staged over 5 years beginning in 1995.

cc: Ray Sauve'
Merle DeBoer

SAU 219



PROPOSED CONSTRUCT

~~XXXX~~ ROAD ABOLISHED

ROAD TURNBACK



Beltrami County

Bemidji, Minnesota 56601

HIGHWAY DEPARTMENT

RAY SAUVE', COUNTY ENGINEER

November 23, 1993

Mr. John Strohkirch, Manager
DNR Park Development and Resources
Division of Parks and Recreation
Box 39, 500 Lafayette Road
St. Paul, MN 55155-4039

Re: Park Road Account Funds for CSAH 19 and CSAH 20 (Lake Bemidji State Park)

Dear Mr. Strohkirch:

Beltrami County is requesting consideration for funds from the State Park Road Account for the purpose of realignment of roads around Lake Bemidji State Park.

The proposed project would call for the realignment of roads around Lake Bemidji State Park to fulfill the goals of the DNR objectives to consolidate the park based upon the enormous natural and recreational values.

The following components are critical to the current agreement between the County of Beltrami and the Department of Natural Resources. Enclosed is a copy of the map showing the routes.

1. Reroute CSAH 20 onto Sumac Road with a diagonal connecting link to the current CSAH 20. It is recommended by the DNR that this portion be the first construction phase of the entire realignment plan.
2. Relocate CSAH 19 and close portion of Lavinia Road through the park.
3. Reconstruct the junctions and install stop signs at each end of the portion of CSAH 20 which is to be turned over to the DNR. These would be installed at the junction of the new CSAH 19, and at the junction with the road into the park. This stretch should also be signed with reduced speeds as a park drive, with no maintenance or improvements, and closed after an anticipated life-span of approximately 10 years.
4. Close the existing Bass Lake Road from the current railroad grade to the new CSAH 19, and construct a new connecting link for Bass Lake residents to new CSAH 19.

With the above criteria, the local DNR recommendation for a funding schedule from the State Park Road account should be as follows:

- a. \$300,000 from 1995 DNR State Park Funds.

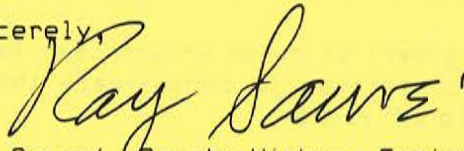
- b. \$500,000 from 1996 DNR State Park Funds.
- c. \$350,000 from 1997 DNR State Park Funds.
- d. \$350,000 from 1998 DNR State Park Funds.
- e. \$500,000 from 1999 DNR State Park Funds.

Beltrami County greatly appreciates your support for this project, which will provide enormous benefits in consolidating unique park wetlands and park recreation facilities.

If the DNR views this project as a high priority for funding from the state park road account, could you request Julie Skallman, Assistant State Aid Engineer, to submit this request as outlined in this letter to the screening board for approval at their 1994 spring screening board meeting.

Thank you. If you have any questions please contact me at your earliest convenience.

Sincerely,



Ray Sauve', County Highway Engineer
Beltrami County Highway Department

RS/11g

c: Merele DeBoer, DNR Bemidji
County Board of Commissioners
Lou Tasa, DSAE
Dennis Carlson, SAE

Dear Ken,

I am writing to inform you that I oppose the use of 2 million dollars from the State Park Road Account Fund, that will soon be requested by Region 1 and Minnesota Department of Natural Resources, to eliminate and reconstruct Beltrami County Roads 19 and 20. I believe that this would be a mismanagement of funds originally slated for other purposes such as improving road access to public lakes and rivers and would be unfair to all Minnesotans.

Sincerely,

Genne Phipp

May Phipp

1-24-94

January, 1994

Dear Ken Hoeschen :

I am writing to inform you that I oppose the use of 2 million dollars from the State Park Road Account Fund, that will soon be requested by Region 1 and Minnesota Department of Natural Resources, to eliminate and reconstruct Beltrami County Roads 19 and 20. I believe that this would be a mismanagement of funds originally slated for other purposes such as improving road access to public lakes and rivers and would be unfair to all Minnesotans.

Sincerely, Linda Kesch
Bemidji, MN



MINNESOTA DEPARTMENT OF TRANSPORTATION

**State Aid Division
395 John Ireland Boulevard Mail Stop 500 Transportation Bldg.
St. Paul, Minnesota 55155**

PHONE: 296-1660

May 16, 1994

TO: County Engineers
District State Aid Engineers

SUBJECT: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 1994 Spring County Engineers' Screening Board Report. This report has been prepared by the County 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 1994 C.S.A.H. Needs Study.

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

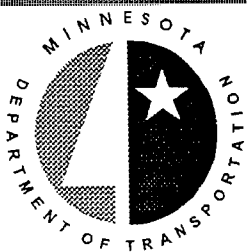
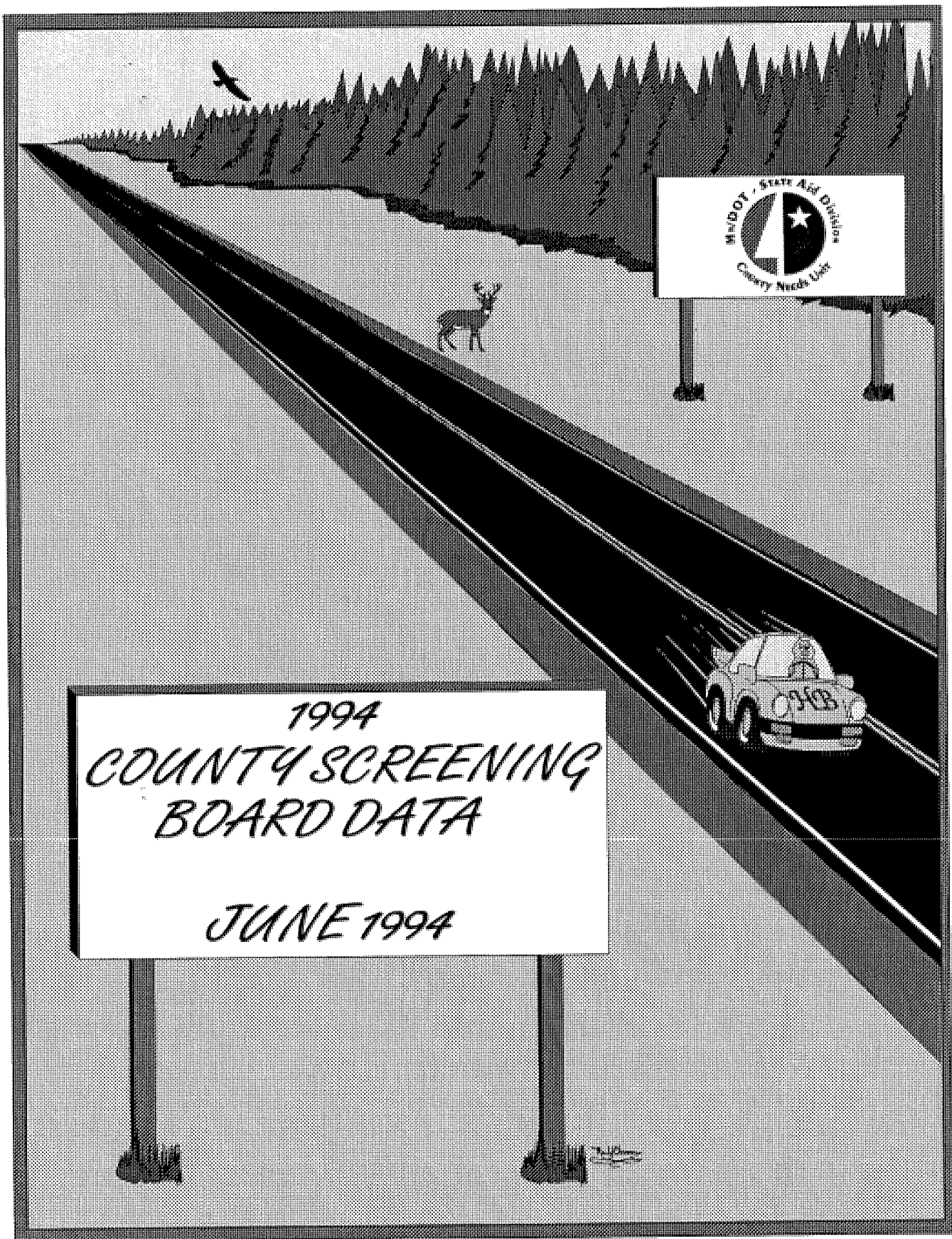
If you have any comments, questions, or recommendations regarding this report, please forward them to your District Representative with a copy to this office prior to the meeting which is scheduled for June 7-8, 1994.

Sincerely,


H.B.

Kenneth M. Hoeschen, Manager
County State Aid Needs Unit

Enclosure: 1994 County Screening Board Report



MINNESOTA DEPARTMENT OF TRANSPORTATION

1994 COUNTY SCREENING BOARD

Wayne Olson	(93-94)	- Carlton County	- District 1
Russ Larson	(94-95)	- Lake of the Woods County	- District 2
Greg Nikodym	(93-94)	- Kanabec County	- District 3
Dale Wegner	(94-95)	- Becker County	- District 4
Roger Gustafson	(93-94)	- Carver County	- District 5
Craig Falkum	(94-95)	- Freeborn County	- District 6
Gene Isakson	(93-94)	- Sibley County	- District 7
Gordon Regensheid	(94-95)	- Kandiyohi County	- District 8
Paul Kirkwold	(93-94)	- Ramsey County	- District 9
Dave Olsonawski, Secretary		- Hubbard County	

1994 SCREENING BOARD ALTERNATES

Doug Grindall	- Koochiching County	District 1
Lee Berget	- Roseau County	District 2
Steve Backowski	- Morrison County	District 3
Rick West	- Pope County	District 4
Paul Ruud	- Anoka County	District 5
Gene Uling	- Wabasha County	District 6
Al Forsberg	- Blue Earth County	District 7
Luke Hagen	- Meeker County	District 8
Don Wisniewski	- Washington County	District 9

1994 CSAH GENERAL SUBCOMMITTEE

Bob Witty, Chariman	(June, 94)	- Martin County
Vern Genzlinger	(June, 95)	- Hennepin County
Mike Rardin	(June, 96)	- Polk County

1994 CSAH MILEAGE SUBCOMMITTEE

Jack Dolan, Chairman	(Oct., 94)	- Dodge County
Dave Everds	(Oct., 95)	- Dakota County
Lee Berget	(Oct., 96)	- Clearwater County

CSAH VARIANCE SUBCOMMITTEE

Pete Boomgarden	- Redwood County
Don Wisniewski	- Washington County
Dave Schwarting	- Sherburne County

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TO BE PRESENTED AT THE JUNE 7-8, 1994 MEETING

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1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1994 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 1988 construction projects and added the 1993 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1989 through 1993, are the basic source of information for compiling the data used for computing the recommended 1994 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 1993 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 4, 1994 are included in the "Reference Material" section of this report. Bob Witty, Martin County, chairman of the General Subcommittee and Jack Dolan, Dodge County, chairman of the Mileage Subcommittee will attend the Screening Board meeting to review and explain the recommendations of their respective groups.

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

Trend of C.S.A.H. Unit Prices (Base on State Averages from 1980-1993)

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.

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

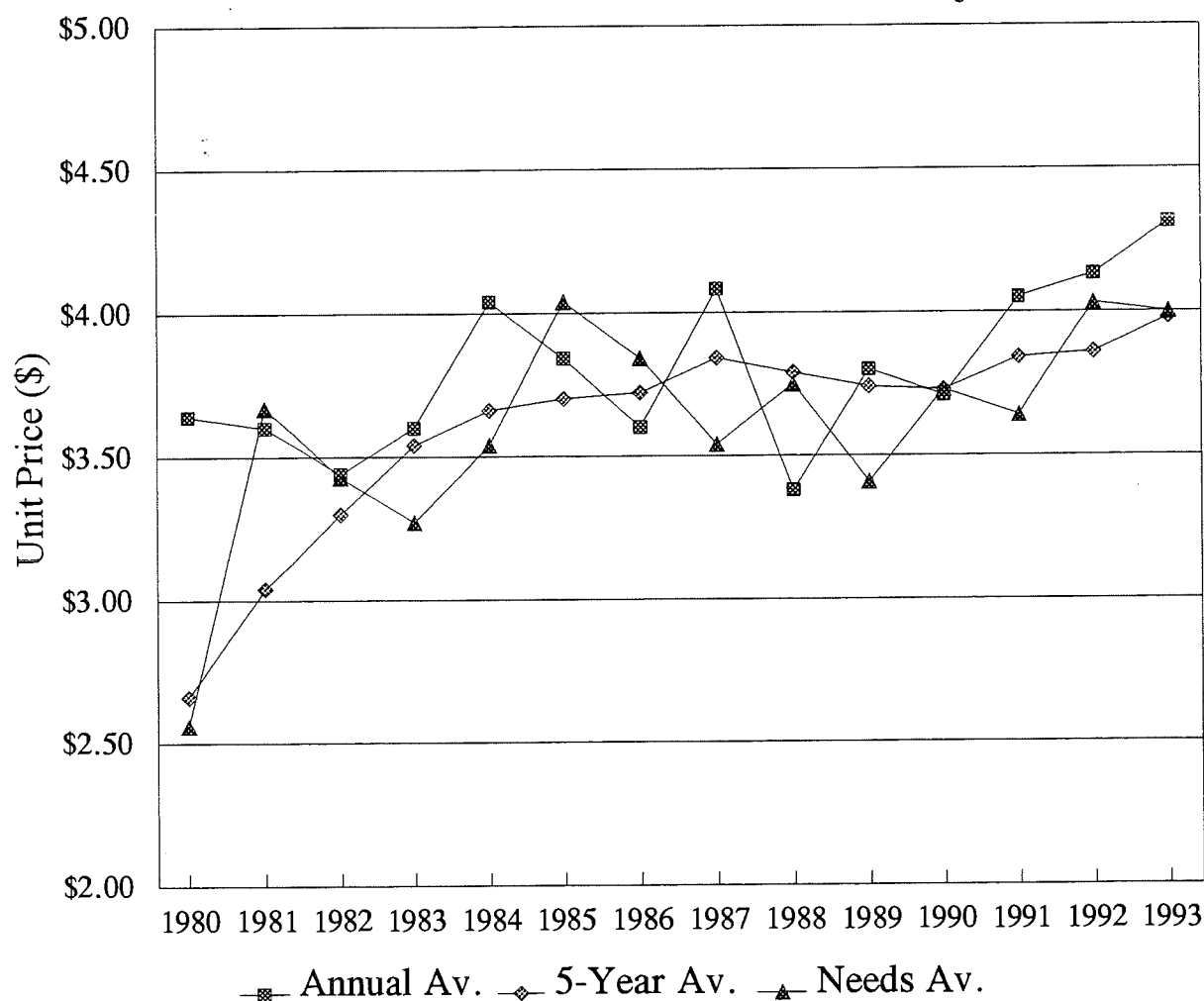
TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4

1982-1993 Includes Rural & Urban Design Projects

1982-1993 includes Rural & Urban Design Projects					(Rural Design Only)
Year	Quantities	Cost	Annual Average	5-Year Average	Needs Study Average
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	1,285,948	\$5,309,585	\$4.13	\$3.86	\$4.03
1993	654,741	\$2,823,272	\$4.31	\$3.98	\$4.00

Trend of CSAH Unit Prices-Subbase 3-4

1982-1993 Includes Rural & Urban Projects



1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

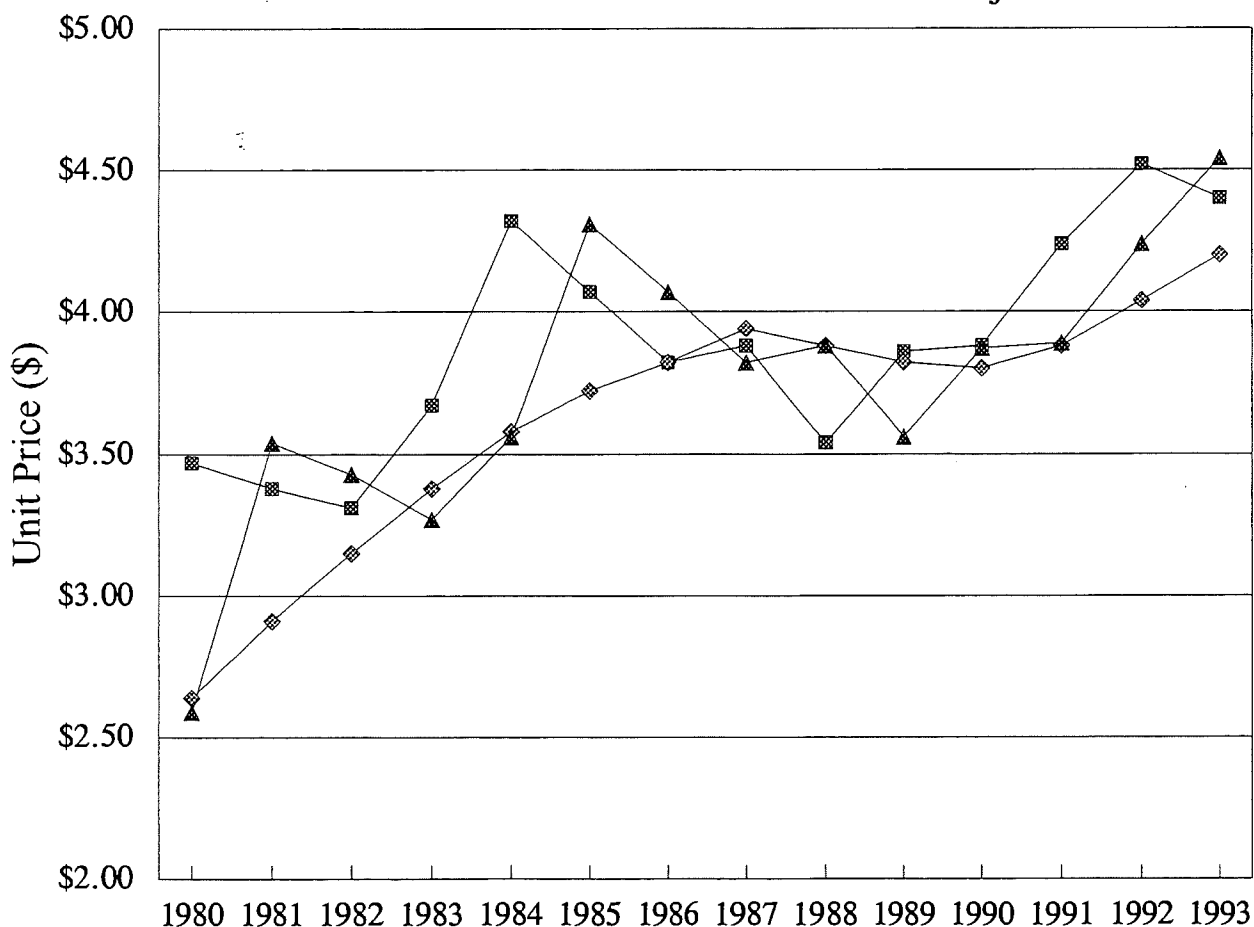
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6

1982-1993 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	Needs Study Average
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	4,654,602	\$19,823,389	\$4.52	\$4.04	\$4.24
1993	3,353,017	\$14,752,832	\$4.40	\$4.20	\$4.54

Trend of CSAH Unit Prices-Base 5 & 6

1982-1993 Includes Rural & Urban Projects



1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

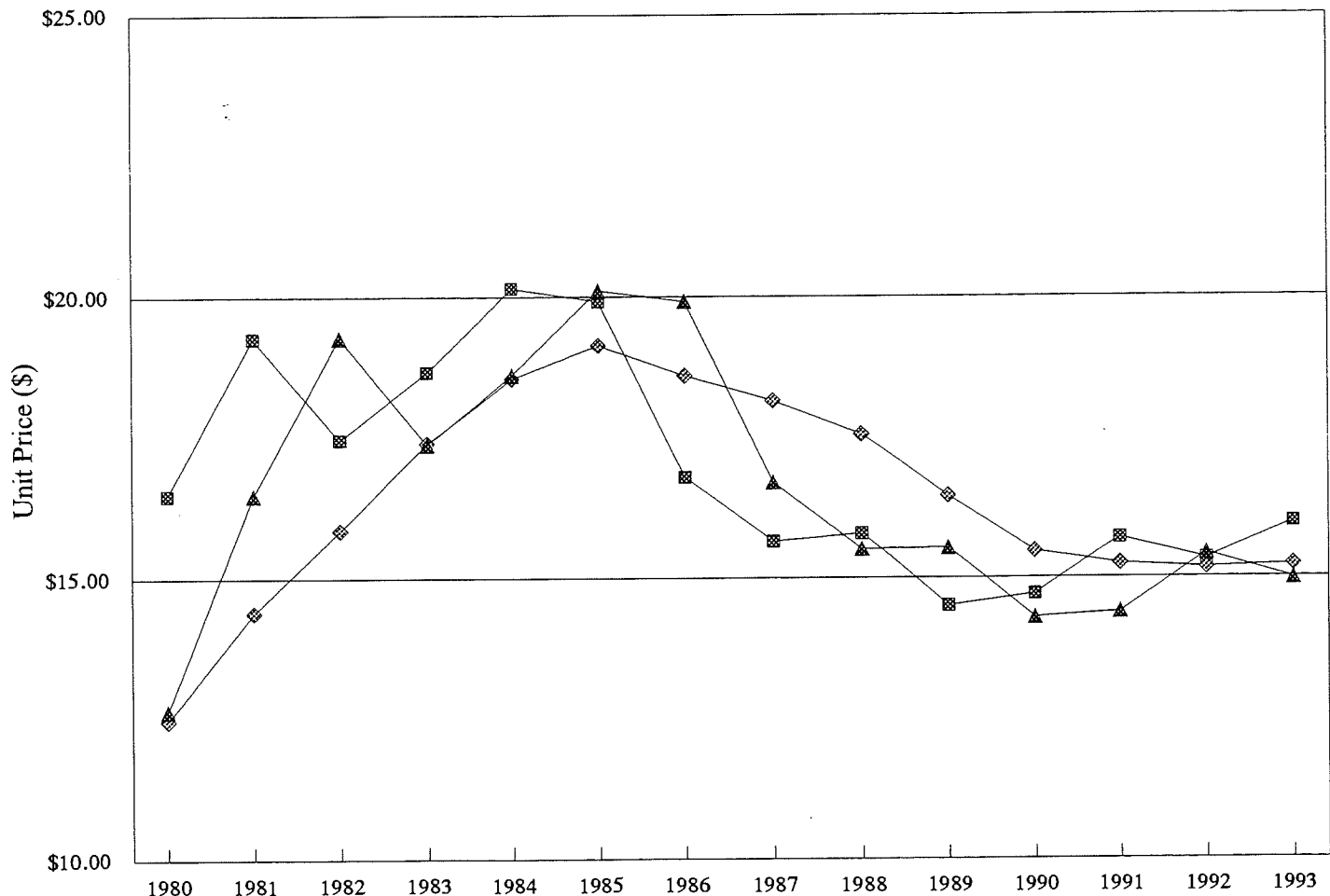
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331

1982-1993 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	2,928,337	\$44,889,921	\$15.33	\$15.17	\$15.42
1993	2,475,840	\$39,567,841	\$15.98	\$15.22	\$14.98

Trend of CSAH Unit Prices - Bit. 2331

1982-1993 Includes Rural & Urban Projects



—■— Annual Av. —▲— 5-Year Av. —◆— Needs Av.

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

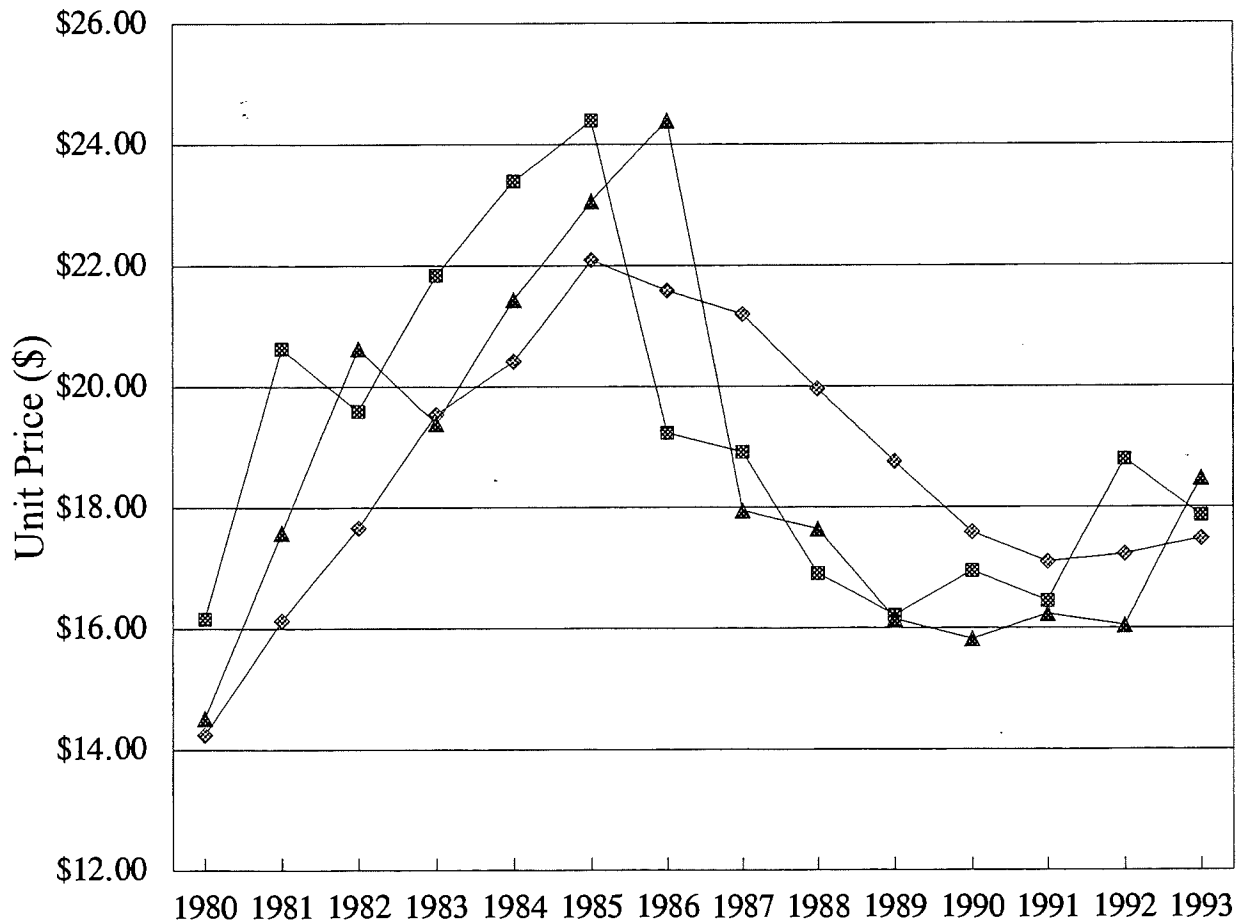
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341

1982-1993 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	468,235	\$8,804,005	\$18.80	\$17.23	\$16.05
1993	431,474	\$7,704,674	\$17.86	\$17.48	\$18.48

Trend of CSAH Unit Prices - Bit. 2341

1982-1993 Includes Rural & Urban Projects



1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

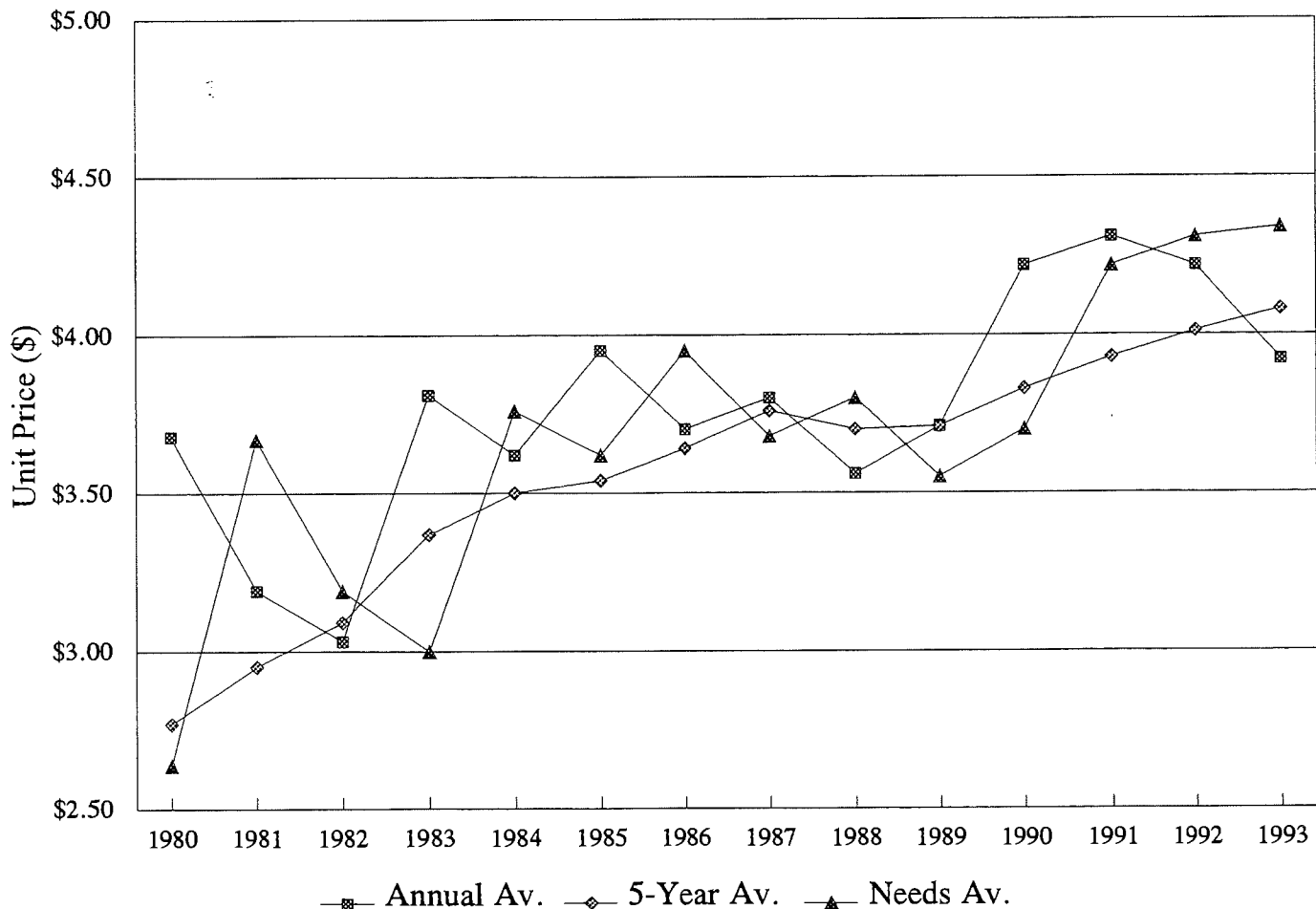
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

1982-1993 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	368,606	1,555,978	4.22	4.01	4.31
1993	296,458	1,161,064	3.92	4.08	4.34

Trend of CSAH Unit Prices Gravel Surface 2118

1982-1993 Includes Rural & Urban Projects



1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

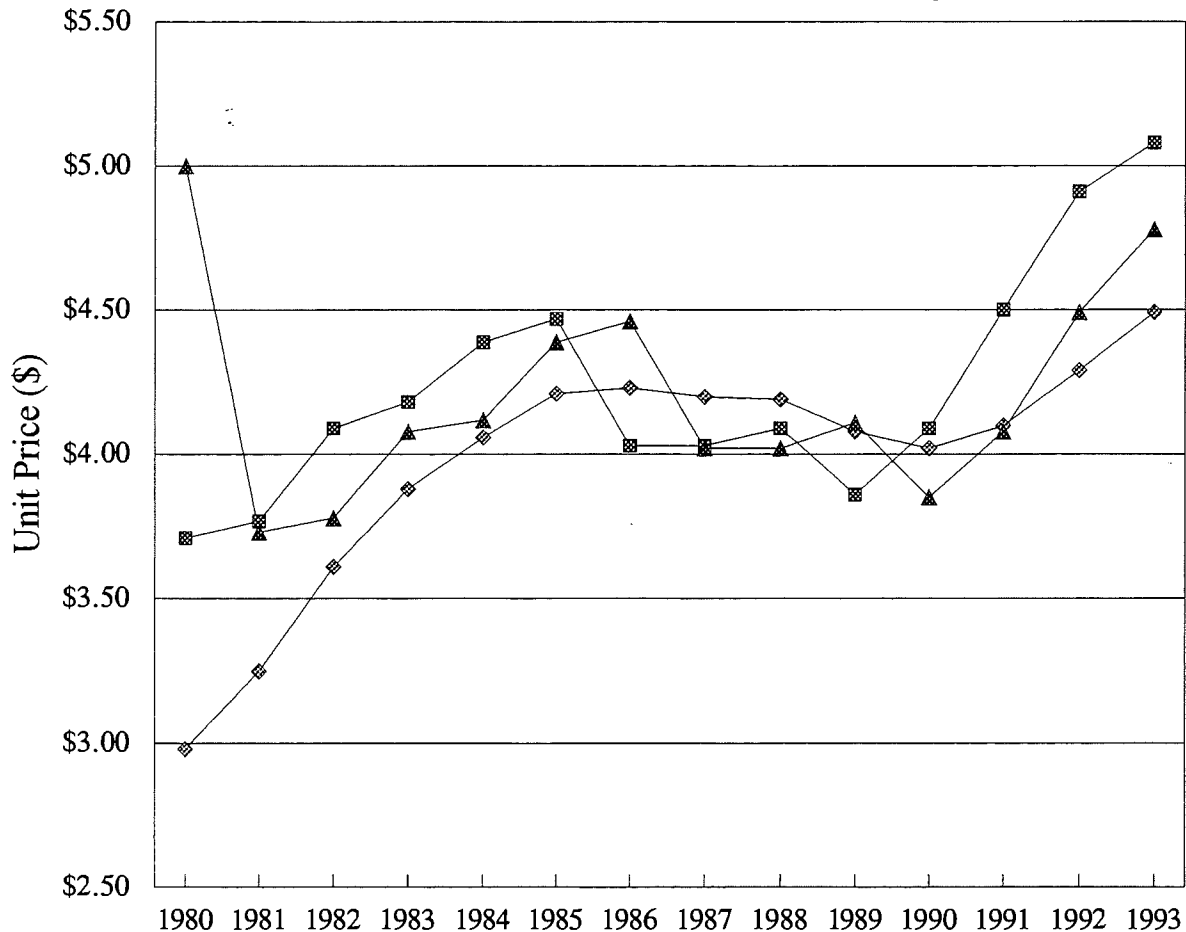
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

1982-1993 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	1,264,986	\$6,210,827	\$4.91	\$4.29	\$4.49
1993	1,078,454	\$5,475,803	\$5.08	\$4.49	\$4.78

Trend of CSAH Unit Prices Gravel Shld. 2221

1982-1993 Includes Rural & Urban Projects



—■— Annual Av. —◆— 5-Year Av. —▲— Needs Av.

1994 COUNTY SCREENING BOARD DATA JUNE, 1994

1994 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1993 CSAH needs study gravel base unit price, the gravel base data in the 1989-1993 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1994. 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 4, 1994 meeting to determine the 1994 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.

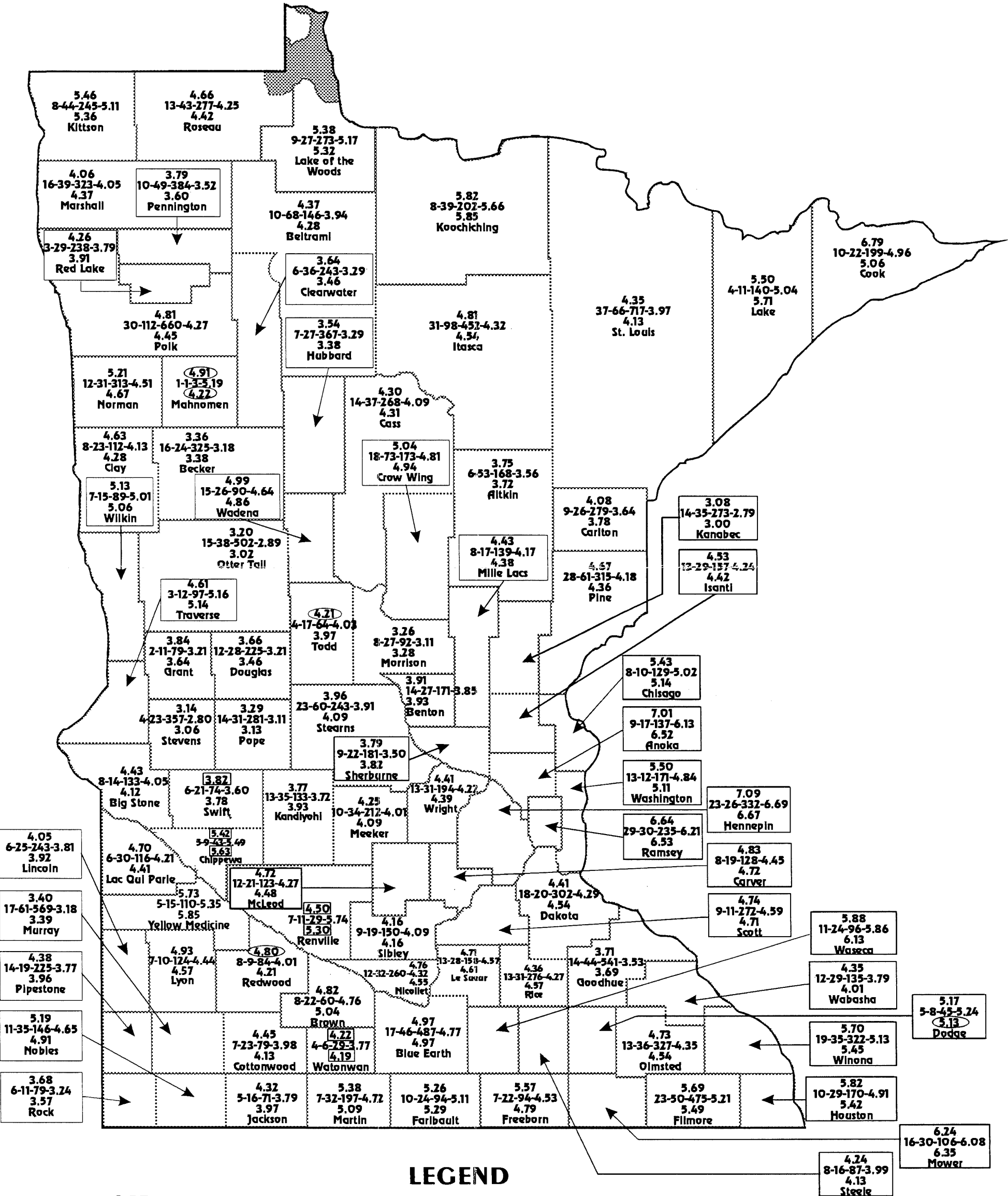
If a county has less than 50,000 tons of combined gravel base and subbase material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the combined gravel base and subbase material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

FIG. A



1994 COUNTY SCREENING BOARD DATA
JUNE, 1994
1989-1993 C.S.A.H. GRAVEL BASE UNIT PRICE DATA
(RURAL AND URBAN PROJECTS INCLUDED)



1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

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	
1989	3,290,437	\$12,704,852	\$3.86	$\$4.40/\$3.86 =$	1.14
1990	3,712,962	\$14,400,029	\$3.88	$\$4.40/\$3.88 =$	1.13
1991	3,458,436	\$14,647,973	\$4.24	$\$4.40/\$4.24 =$	1.04
1992	4,654,602	\$21,049,797	\$4.52	$\$4.40/\$4.52 =$	0.97
1993	3,353,017	\$14,752,832	\$4.40	$\$4.40/\$4.40 =$	

Subbase - #2211 Class 3 - 4

Year	Quantity	Cost	Annual Average	Inflation Factor	
1989	1,584,966	\$6,024,671	\$3.80	$\$4.31/\$3.80 =$	1.13
1990	850,693	\$3,154,601	\$3.71	$\$4.31/\$3.71 =$	1.16
1991	1,770,188	\$7,167,715	\$4.05	$\$4.31/\$4.05 =$	1.06
1992	1,285,948	\$5,309,585	\$4.13	$\$4.31/\$4.13 =$	1.04
1993	654,741	\$2,823,272	\$4.31	$\$4.31/\$4.31 =$	

In order to reflect current prices in the 1989-1993 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate factor.

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

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

The following tabulation of roadway construction prices shows the average unit prices in the 1993 C.S.A.H. needs study, the 1989-1993 C.S.A.H. five-year average unit prices, the 1993 average and the Subcommittee's recommended unit prices for use in the 1994 needs study.

The Subcommittee's recommended prices were determined at their meeting on May 4, 1994. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

dmg-WP51-Roadpr

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

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

<u>Construction Item</u>	<u>1993 CSAH Needs Study Average</u>	<u>1989-1993 CSAH 5-Year Construction Average</u>	<u>1993 CSAH Construction Average</u>	<u>1994 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee</u>
--------------------------	--	---	---	--

Rural & Urban Design

Grav. Base Cl 5 & 6/Ton	\$4.54	4.20	\$4.40	*
-------------------------	--------	------	--------	---

Rural Design

Subbase Cl 3 & 4/Ton	\$4.00	\$3.91	\$4.19	G.B. - \$ 0.21
Bit.Base & Surf. 2331/Ton	14.98	14.92	15.65	G.B. + 11.25
Bit.Surf. 2341/Ton	18.48	16.97	17.25	G.B. + 12.85
Con.Surf. 2301/Sq.Yd.	13.69	---	(13.69)	13.69
			(1993 Mn/DOT)	
Gravel Surf. 2118/Ton	4.34	4.08	3.88	G.B. - 0.52
Gravel Shldr. 2221/Ton	4.78	4.45	5.05	G.B. + 0.65

Urban Design

Subbase Cl 3 & 4/Ton	\$5.03	\$5.35	\$6.47	G.B.
Bit.Base & Surf. 2331/Ton	18.86	18.79	18.93	G.B. + 14.53
Bit.Surf. 2341/Ton	23.01	20.16	19.78	G.B. + 15.38
Con.Surf. 2301/Sq.Yd.	18.90	---	(18.90)	18.90
			(1993 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.

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

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

The following report lists the miscellaneous unit prices used in the 1993 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 4, 1994 which are printed in the "Reference Material" section of this booklet.

dmg-WP51- (unitpr)

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

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

<u>Construction Item</u>	1993 CSAH Needs Study Average	Prices Recommended For 1994 By MSAS Subcommittee or Mn/Dot	1994 CSAH Unit Price Recommended by CSAH Subcommittee

Other Urban Design

Storm Sewer - Complete/Mi.	\$206,000	\$216,500	\$216,500
Storm Sewer - Partial/Mi.	64,000	67,100	67,100
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.	55.00	55.00	55.00
500 Ft. & Longer/Sq.Ft.	55.00	55.00	55.00
Widening/Sq.Ft.	150.00	**	150.00
RR over Hwy - 1 Track/Lin.ft.	5,000	5,000	5,000
Each Add.Track/Lin.ft.	4,000	4,000	4,000

Railroad Protection

Signs	\$1,000	\$1,550	\$1,200
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 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.

* * * * *

MILEAGE REQUESTS

* * * * *

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

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.*

JUNE, 1994

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
Itasca																0.00	Itasca
Jackson		0.10														0.10	Jackson
Kanabec																0.00	Kanabec

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

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

Approved by the County Engineers' Screening Board

[illegible]

JUNE, 1994

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
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	17.96	427.93	Totals

* Some Trunk Highway Turnback Mileage

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

"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, 1994 is included.

County	Banked Mileage	Year Made Available
Anoka	0.58	1991
Becker	0.40	1991
Big Stone	2.50	1993
Blue Earth	2.10	1991
Carlton	0.65	1992
Clay	5.00	1993
Douglas	1.90	1992
Faribault	2.65	1993
Fillmore	0.50	1993
Goodhue	0.30	1991
Hennepin	0.10	1992
Isanti	0.22	1992
Itasca	1.00	1992
Kandiyohi	0.20	1993
McLeod	1.23	1992 & 1994
Mille Lacs	1.10	1992
Nicollet	1.30	1993
Norman	2.00	1993
Polk	2.00	1992
Pope	0.40	1992
Ramsey	0.24	1992
Renville	1.35	1992
Rock	1.60	1993
Roseau	0.80	1991
Stearns	0.08	1992
Wabasha	0.40	1993
Waseca	0.21	1993
Wadena	1.73	1991 & 1994
Washington	1.21	1994
Wilkin	0.10	1993
Wright	1.07	1992 & 1993
Yellow Medicine	0.12	1993
Total	35.04	

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 3-18-94

TO: Manager, State Aid Needs Unit Ken Hoeschen

FROM: Tallack Johnson, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision

(~~Municipality~~) (County) of WILKIN

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: Requires Screening Board approval

Available 0.10
+ Revoked 0.00
- Requested 0.21
= Balance -0.11

RECOMMENDED APPROVAL OR DENIAL: Tallack Johnson
District State Aid Engineer

3-18-94
Date

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

Date

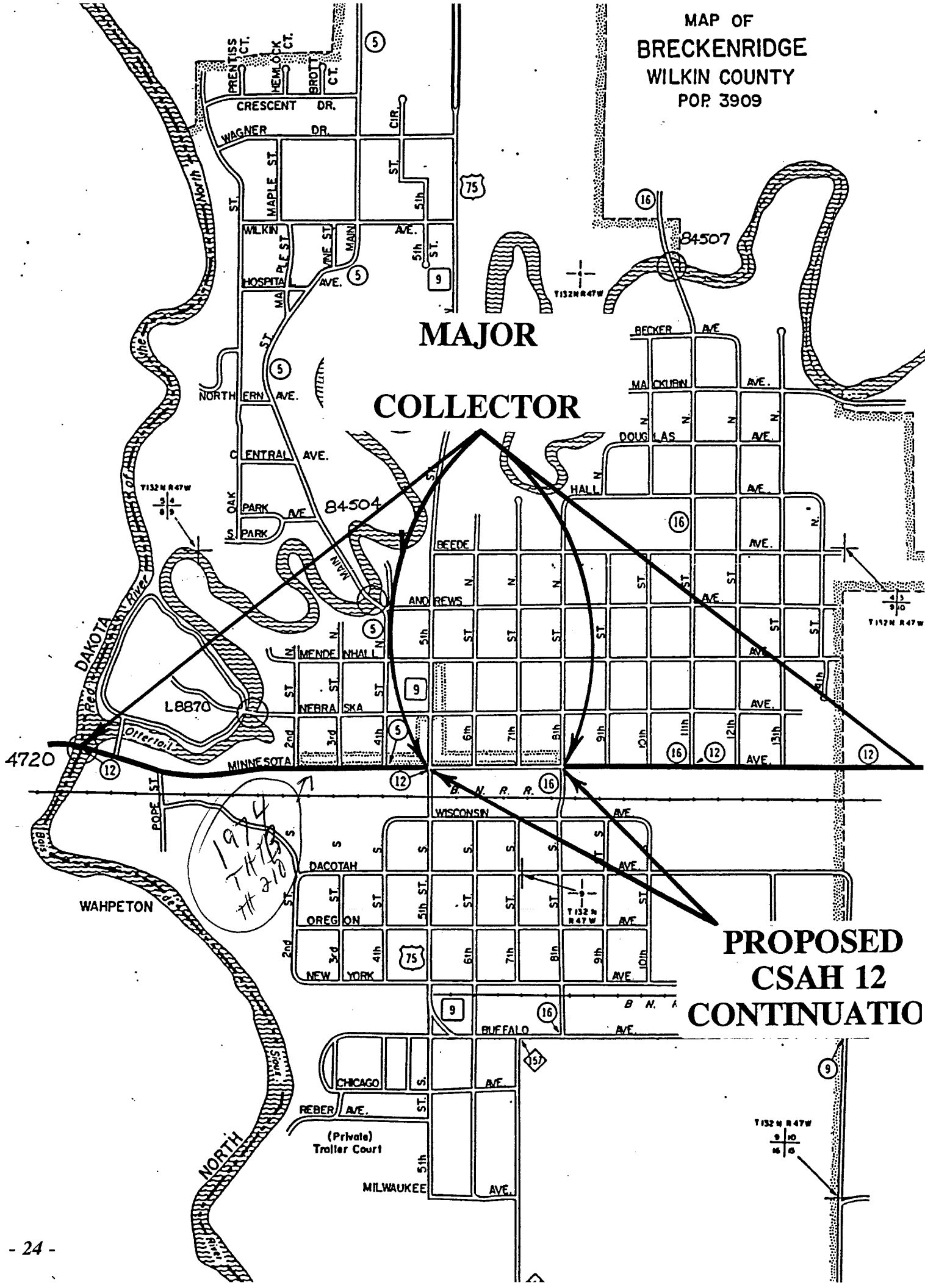
APPROVAL OR DENIAL: _____
State Aid Engineer

Date

MAP OF
BRECKENRIDGE
WILKIN COUNTY
POP. 3909

MAJOR
COLLECTOR

PROPOSED
CSAH 12
CONTINUATION





Wilkin County, Minnesota

TELEPHONE (218) 643-4772

515 SOUTH 8TH STREET
BRECKENRIDGE, MINNESOTA 56520-2428

Mr. Tallack Johnson
District State Aid Engineer
MNDOT
PO Box 666
Detroit Lakes, MN 56501

Re: County State Aid Highway Additional
Mileage Request

Dear Mr. Johnson:

Wilkin County hereby formally requests the addition of 0.21 miles (1087.61 feet) to our County State Aid Highway System. The designation would be on Minnesota Avenue (*the main street in the City of Breckenridge, population 3708*), and would begin at the intersection of Minnesota Avenue (CSAH 12) and TH 75, thence proceed easterly 3 city blocks to the intersection of Minnesota Avenue and our CSAH 16.

This request for additional mileage will require approval by the County Screening Board. In 1993, we made a CSAH designation change resulting in the banking of 0.10 miles.

The attached map indicates the proposed addition. It should be noted that the westerly portion of CSAH 12 from the North Dakota-Minnesota border to TH 75 had been a Trunk Highway until 1974 when it was turned back to Wilkin County. This explains why this 0.21 mile portion was not originally on our CSAH system. The proposed designation would connect TH 75 to other CSAH routes in Breckenridge.

The existing street consists of a concrete slab that has been widened and overlayed several times with bituminous pavement. It is currently in fair to poor structural condition, requiring excessive maintenance. The storm sewer system is inadequate and deteriorated. There is virtually no curb and gutter section remaining.

County State Aid Highway 12 west of the proposed designation is shown on our functional classification map as a Major Collector. CSAH 16 and CSAH 12 east of the proposed designation are also shown as Major Collectors. The 1991 ADT for the 3 block portion is 5200. The HCADT is somewhat higher than normal due to the grain handling facilities on the proposed designation, and also the facilities just east of Breckenridge.

Wilkin County has scheduled the total reconstruction of this 3 block segment, pending Screening Board approval, for 1997 (*see copy of 5 Year Construction Program*). The

County also plans to reconstruct the 6 blocks immediately east of the proposed designation in 1997. The funding for approximately 80 percent of the project is proposed to be Federal Aid. If not, the Wilkin County's Municipal Construction Account will be utilized. The roadway will be constructed to a 10 ton design.

Wilkin County has thoroughly reviewed its current CSAH system, and was unable to find any portions that would be an acceptable revocation.

This roadway designation has been requested by the City of Breckenridge (*see enclosed Resolution*), and also supported by the Wilkin County Board of Commissioners (*see enclosed Resolution*).

This designation would provide for an integrated and coordinated CSAH system within the City of Breckenridge, also benefitting the general population of Wilkin County. The additional 0.11 miles would increase the County's total CSAH mileage to 312.26 miles. Wilkin County has never requested any additional mileage.

PROPOSED SYSTEM REVISION

Current CSAH Mileage =	312.15
Proposed Designation =	0.21 miles
Bank Mileage =	<u>- 0.10</u>
Total Addition =	0.11 miles

We appreciate your review of this request, and if any additional information is required, we would be glad to provide it.

Sincerely,

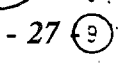


Thomas G. Richels
Wilkin County Engineer

TGR/cz

c: City of Breckenridge

1991 Traffic
Count



ESTIMATE OF CONSTRUCTION NEEDS

CSAH 12 from TH 75 to CSAH 16

Segment Length:

The roadway would be constructed to a 10 Ton urban section for the entire 0.21 miles.

Estimated Needs:

Using an Average Needs Cost/Mile computed by the State Aid Needs Unit at MN/DOT, this 0.21 44 foot urban section would cost approximately \$208,646.

Impact on Needs:

The 1993 Basic 25 Year Construction Needs for Wilkin County was \$30,005,627. The proposed CSAH designation adds an estimated \$208,646 to this amount. The actual Money Needs apportionment increase, using a conversion factor of \$22.13/\$1000 in Needs, would be \$4,617 per year.

PROPOSED 5-YEAR CONSTRUCTION PROGRAM FOR WILKIN COUNTY

1994 - 1998

OVERLAY/SURFACING/RECONSTRUCTION

ROAD NUMBER	TYPE OF WORK MILES	PROPOSED PROJECT NUMBER	LOCATION	PROPOSED YR OF CONST	APPROX COST
CSAH 16	OVERLAY 12-MILES	SAP 84-616-23	BR 90007 TO E CO LN 5 MI S OF ROTHSA	1994	\$ 767,500
CSAH 17	SURFACING 2-MILES	SAP 84-617-05	CSAH 14, TO TH 210 8.5 MI E OF BRECK	1994	\$ 286,600
CSAH 32	SURFACING 6-MILES	SAP 84-632-05	CSAH 52 TO E CO LINE 3 MI S OF BARNSVILLE	1995	\$ 800,000
CSAH 21 CSAH 52	OVERLAY 6-MILES	SAP 84-621- SAP 84-652-	CSAH 26 IN ROTHSA TO TH 108 (50% OTTER TAIL)	1995	\$ 150,000
CSAH 19	OVERLAY 7-MILES	SAP 84-619-21	TH 210 TO CSAH 16, 7 MI N OF FOXHOME	1996	\$ 350,000
CSAH 19	OVERLAY 18-MILES	SAP 84-619-	S CO LINE TO TH 210 IN FOXHOME	\$ 950,000
CSAH 26	OVERLAY 14-MILES	SAP 84-626-	TH 75 TO CSAH 3 & TH 9 TO CSAH 21 IN ROTHSA	\$ 700,000

MUNICIPAL PROJECTS

ROAD NUMBER	TYPE OF WORK MILES	PROPOSED PROJECT NUMBER	LOCATION	PROPOSED YR OF CONST	APPROX COST
CSAH 21	OVERLAY 1-MILE	SAP 84-621-07	S LIMITS OF ROTHSA TO CSAH 52 (50% OTTER TAIL)	1994	\$ 20,000
CSAH 12 & CSAH 16	RECONSTRUCTION TOTAL 0.65-MILES	SAP 84-612-08 SAP 84-616-22	5TH ST N TO 8TH ST N AND 11TH ST N TO E CITY LIMITS 8TH ST N TO 11TH ST N	1997	\$750,000

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Spring 1994

Subcommittee: Jack Dolan - Dodge County (Chairman)
Dave Everds- Dakota County
Lee Berget - Clearwater County

Request: Wilkin County

PROPOSED SYSTEM REVISIONS

Current CSAH Mileage	=	312.15	
Proposed CSAH Designation	=		0.21
Bank Mileage	=		<u>- 0.10</u>
Total Addition	=		0.11

REVIEW RESOURCES

- X Road Tour - April 11, 1994 with DSAE and County Engineer.
- X County Engineer's Request Cover Letter and Resolutions.
- X TH, CSAH, CR, System Maps
- X Functional Classification Maps
- X Traffic Maps and Data (1991 Traffic Counts)
- X Construction "Needs" of System Revision - Complete Regrading.
- X Anticipated Construction Program (5 Year Programmed 1997)
- X Recommendation of DSAE
- X Conference with DSAE and County Engineer

Wilkin County

MERITS OF THE MILEAGE REQUEST

1. Would improve continuity of the CSAH system.
Additional funding source.
2. Would provide a 10 ton route to a grain
handling facility.

CONCERNS OF MILEAGE SUBCOMMITTEE

1. No significant concerns.

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 0.21 miles of CSAH
for Wilkin County.

NOTES & COMMENTS

[illegible]

* * * * *

REFERENCE

MATERIAL

* * * * *

WILKIN COUNTY

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

Area of this County 751 Sq. Miles

Land Area 751 Sq. Miles

TOTAL	COUNTY	POPULATION	TIME

R. 47 W R. 45 W

T. 136 N

T. 134 N

T. 132 N

T. 130 N

1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

1989-1993 Five-Year Average Subbase (Class 3 & 4) **Unit Price Data**

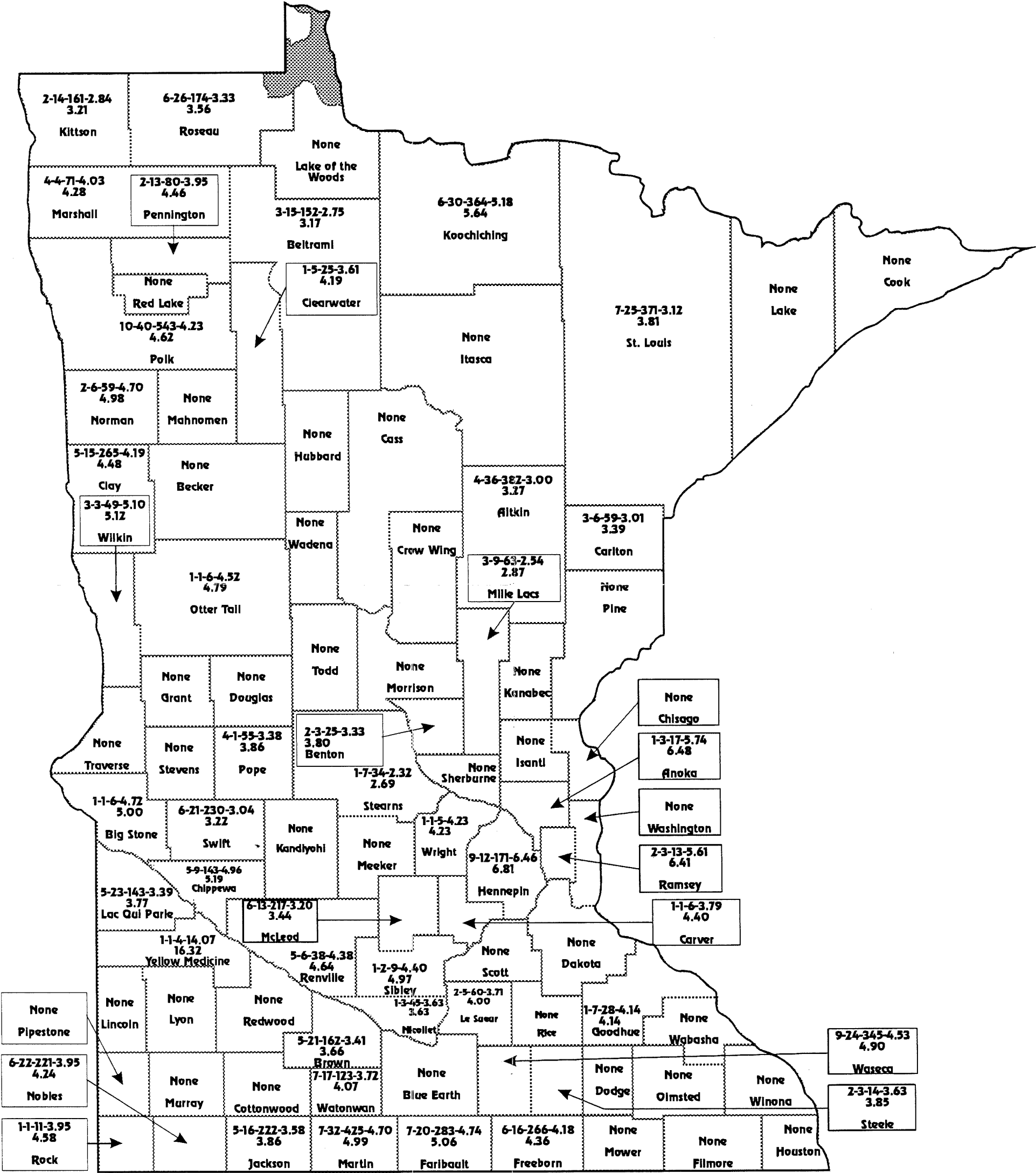
The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1989-1993 five-year average unit price study and the inflated subbase unit price, the determination of which is explained in another write-up in this section. This data is being included in the report because in some cases the gravel base unit prices recommended by the Subcommittee, as shown on Fig. A, were determined using this subbase information.

dmg-wp51-subprice

FIG. C



1994 COUNTY SCREENING BOARD DATA
JUNE, 1994
1989-1993 FIVE YEAR AVERAGE SUBBASE (CLASS 3&4) UNIT PRICE DATA
(RURAL AND URBAN PROJECTS INCLUDED)



1994 COUNTY SCREENING BOARD DATA

JUNE, 1994

Needs Adjustments for Variances Granted on CSAHs

The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 1994 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 1994 Needs Adjustments</u>	<u>Approx. 1995 Apport. Loss</u>
COOK	16-602-12&15	Bit. Surface	\$ 326,750	\$ 7,231
DODGE	20-604-08	Shoulder Width	\$ 51,210	\$ 1,133
ITASCA	31-612-06	Design Speed	\$ 19,875	\$ 440
ROCK	67-605-06	Bridge Width	\$ 407,000	\$ 9,007
ST. LOUIS	69-656-08	Design Speed	\$1,339,580	\$29,645
<hr/>			<hr/>	<hr/>
TOTAL			\$2,144,415	\$47,456

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 26 AND 27, 1993

RUTTGER'S BAY LAKE LODGE, DEERWOOD

The meeting was called to order at 1:00 p.m., October 26, 1993 by Chairman, Walter Leu, Lake of the Woods County Engineer.

ATTENDANCE

Roll call of members:

Wayne Olson, Carlton	District 1	
Walter Leu, Lake of the Woods	District 2	
Greg Nikodym, Kanabec	District 3	
Dave Heyer, Becker	District 4	
Roger Gustafson, Carver	District 5	
Bill Groskurth, Freeborn	District 6	
Gene Isakson, Sibley	District 7	
Gordon Regenscheid, Meeker	District 8	Alternate
Paul Kirkwold, Ramsey	District 9	

Chairman Leu asked for a motion to approve the June 8 and 9, 1993 Screening Board Minutes held at Maddens Resort, Brainerd. Motion by Wayne Olson seconded by Bill Groskurth, motion passed unanimously.

Chairman Walter Leu recognized the following Department of Transportation personnel 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
Mike Tardy,	District 3 State Aid Engineer
Tallack Johnson,	District 4 State Aid Engineer
Mike Pinsonneault,	District 6 State Aid Engineer
Doug Haeder,	District 7 State Aid Engineer
Tom Behm,	District 8 State Aid Engineer
Mary Beringer,	Metro Division State Aid Personnel
Kathy Vesely,	Metro Division State Aid Personnel

Chairman Walter Leu recognized Bob Witty, Martin County, Chairman of the General Subcommittee and Wayne Olson, Carlton County, Chairman of the Mileage Subcommittee.

Chairman Walter Leu recognized the following alternates in attendance:

Doug Grindall, Koochiching	District 1
Russ Larson, Roseau	District 2
Steve Backowski, Morrison	District 3
Dale Wegner, Pope	District 4
Paul Ruud, Anoka	District 5
Craig Falkum, Wabasha	District 6

Others in attendance were:

Delton D. Schulz, Pennington
Roger Diesen, Benton

Dick Hansen, St. Louis
Steve Voigt, Marshall (Wednesday)

REVIEW OF SCREENING BOARD REPORT

Ken Hoeschen reviewed the 1993 County Screening Board report which he has previously done out in all the Districts. Chairman Leu suggested that any action taken on the report shall wait until October 27, 1993.

- A) General Information and Basic Needs Data - Pages 1-6, is a basic comparison of the Basic 1992 to the Basic 1993 25-Year Construction Needs which is broken down into five basic sections: 1) effect of the standards update; 2) effect of the Unit price revisions; 3) effect of the Bridge cost update; 4) effect of the Normal update; 5) effect of the 1991 traffic counts and traffic factors - page 122 is a short report showing these results. The needs effect total effect was 1.6%. No comments or questions.
- B) Needs Restriction Adjustment - Pages 8-10, no comments or questions.
- C) Construction Fund Balance "Needs" Deductions - Pages 12-15, Walt indicated he received a letter from Mary L. Bieringer, Assistant State Aid Engineer, Metro Division from Washington County stated that a project was over looked and inadvertently omitted. Ken will make the adjustment administratively so no action was taken by the board. This will change Washington County's Need Deduction from \$2,010,737 to \$1,637,857 in the regular account and \$281,917 to \$0 in the municipal account. There were no comments or questions.
- D) Special Resurfacing Projects - Pages 16-18, no comments or questions.
- E) Grading Cost Comparisons - Pages 20-30, Rural Design Grading Construction Costs; Pages 32-42, Urban Design Grading Construction Cost, no comments or questions.
- F) Needs Adjustments for Variances Granted on CSAHs - Page 43, no comments or questions.
- H) Bond Account Adjustments - Pages 44-45, Ken stated there is an error in Red Lake's Bond Account Adjustment should be approximately positive \$1.2 million which will be clarified later with finance. Paul Kirkwold asked why would they sell more bonds before using up their previous balance, some discussion followed.
- I) After the Fact Right of Way Needs - Pages 46-47, Roger Gustafson reminded the board of the resolution change made last June.
After the Fact Bridge Deck Rehabilitation Needs - Page 48
Miscellaneous After the Fact Needs - Page 49
Credit for Local Effort Needs Adjustment - Page 50
No comments or questions.

- J) Non Existing CSAH Needs Adjustment - Pages 52-53, this is the first year for this adjustment. Paul Kirkwold asked if there is a similar adjustment for MSAS roads. Ken Straus stated that they still draw full needs. No comments.
- K) Mill Levy Deductions - Pages 54-56, no comments or questions.
- L) Tentative 1994 CSAH Money Needs Apportionment - Page 58, shown in Figure A, Pennington County was added as a minimum county, no comments.
- M) Comparison of the Actual 1993 to the TENTATIVE 1994 CSAH Apportionment - Pages 67-68, Ken stated there may be a small increase this year but that's not for sure.
- N) Mileage Requests - Pages 70-74, shows the history of additional mileage and banked mileage on the system. Mileage subcommittee is composed of Chairman Wayne Olson, Carlton; Jack Dolan, Dodge; Dave Everds, Dakota who review all mileage requests and give their recommendations to the Screening Board.

1) *Benton County Mileage Request - Pages 75-80*

Walt Leu asked Roger Diesen, Benton County if he had any comments for the Screening Board. Roger handed out two pages (exhibit #1) showing Sauk Rapids expansion of their industrial park. Roger answered questions pertaining to his mileage request from Walt and Roger Gustafson.

2) *Aitkin County, Beltrami County, Cass County, and Morrison County Mileage Requests of Roadways on the GREAT RIVER ROAD ROUTE - Pages 81-111*

At this time Walt recognized a delegation from the Mississippi River Parkway Commission of Minnesota. Present was Chairman Rep. Don Frerichs, Secretary Andrew Golfis, Executive Director John Edman, County Engineers Jim Worcester, John Walkup, and Steve Backowski. Rep. Don Frerichs started the presentation stating that he disagreed with the mileage committee's recommendation to deny all the requests. He then discussed some background and events that brought everyone up to this point in requesting that these Great River Road miles be designated as CSAH miles. Secretary Andrew Golfis presented information on how the Great River Road was selected (exhibit #2) and the process of designation of these miles and why it is so important that we maintain the integrity of this system. Executive Director John Edman presented the marketing and brochures used for the Great River Road and Mississippi River. After the presentation Rep. Don Frerichs asked the group to allow the County Engineers present to express the thoughts and concerns about their request for redesignation of their Great River Road miles to CSAH mileage. Jim Worcester, Cass County stated that these requests are not individual request but a group request along with the Mississippi River Parkway Commission of Minnesota. Jim's request is for 2.7 miles, he stated the Screening Board sets on some 600 miles of nonexistent CSAH miles, therefor, he feels the Screening Board has an opportunity to provide help in improving the Great River Road. He would rather have help from the Screening Board than going back through the legislators for additional funding. Walt asked whether US Forest funds are used on this road because of it's designation. John Walkup, Aitkin County discussed their request of 6.8 miles of County Road 69 for redesignation. Some discussion followed. Steve Backowski, Morrison County discussed their request for 10.1 miles of County Road 224 and two Township Roads (which were taken over by the County) for redesignation. Steve stated that

these requests are much more important than a single request, because of the Great River Road's national and international recognition. Discussion continued with numerous questions and answers. Walt Leu thanked the delegation for their presentation. Chairman Wayne Olson of the mileage subcommittee gave his comments on how the committee looked at these request from the Mississippi River Parkway Commission.

O) State Park Road Account - Pages 114-120, no comments.

P) Traffic Projection Factors - Pages 122-123, no comments.

The minutes of the CSAH General Subcommittee meeting and their accompanying recommendations to the Screening Board on page 135, relates to subbase prices, full depth asphalt project conversion to subbase and gravel base quantities, and review of the aggregate surfaced road study and the depth of aggregate surface in the CSAH Needs Study for Low Volume Roads. Wayne Olson stated that District one was disappointed that the depth was not increased and Walt offered his disappointment also.

Ken mentioned there was a request for city dollars to be included as dollars for Credit for Local Effort. In talking to the District State Aid Engineers they decided as long as it was local dollars it would be credited.

The meeting was recessed at 3:30 pm Tuesday, October 26, 1993.

The meeting was reconvened at 8:30 am Wednesday, October 27, 1993.

All members present with Craig Falkum, Wabasha County replacing Bill Groskurth, Bill had other personal commitments that suddenly came up.

ACTION ON SCREENING BOOK

A) *Needs Adjustment Review - Pages 1-68.*

Walt asked if there were any questions on the book, because on Tuesday there was very little discussion. Hearing done he called for a motion to accept the information available in relation to the mileage and money needs of the CSAH system, Dave Heyer made the motion, it was seconded by Greg Nikodym, the motion passed.

B) *Mileage Requests*

Ken passed out ballots for all the Mileage Requests. Walt asked if there were questions on the Benton County mileage request.

- 1) Benton County mileage request for an additional 0.70 miles was voted on by secret ballot, the additional mileage request was DENIED by a vote of 6 to 3.
- 2) The Great River Road request for system additions of 21.60 miles was discussed. Paul Kirkwold asked if there could be some research on different avenues to fund these matching funds for these roads. To allow time for this to be looked into, Paul made a motion to table this request until next spring, motion was seconded by Gene Isakson, the motion passed.

Commissioner Margaret Sherman from Aitkin County was present to offer her concurrence in tabling the Great River Road requests so there can be further studies done on other possible funding sources.

C) *State Park Road Account*

Roger G. asked if the board could request a report of the expenses of this account and where the monies are being spent. Dennis C. felt that is not required by law. However, he felt it could be done for future meetings. Craig F. expressed his concerns about administrating these projects. Craig F. made a motion to approve the additional \$80,000.00 from the State Park Road Account to cover the additional cost, seconded by Wayne O. motion passed.

D) *Reference Material*

Walt asked for a motion to approve or disapprove the General Subcommittee report. Motion to approve by Paul K., seconded by Wayne O. motion carried.

Walt asked for a motion to approve the resolution: Be it resolved that an amount of \$611,249 (not to exceed 1/4 of 1% of the 1993 CSAH Apportionment sum of \$244,499,683) shall be set aside from the 1994 Apportionment Fund and be credited to the research account. Motion by Roger G., seconded by Dave H. motion carried.

Walt asked Dennis if he would like to comment on any items.

Dennis commented that State Aid personnel will occasionally be attending these meetings to get acquainted with our procedures and be able to meet some of the people they talk with on the phone. He expressed his concerns of our Fund Balances and a continued urgency to keep spending these funds down or we may lose those dollars available to Counties. We should look at transportation planning on our systems. There may be possible changes that could be made. Ramsey County is going through a jurisdiction realignment. Items like this will help show our interests in planning for the future. ISTEA was discussed and where we are possibly heading with this new program. Dennis felt items coming up in the 1994 legislation will be: a) the research account will be requested to increase to 1/2% and allow 1 - 2 years to complete projects; b) Bridge bonding request will be 30 million for 6 years; c) possibly look at increasing the disaster account which has been \$300,000 since 1958; d) Cities will be requesting to increase their MSAS miles above 2500 miles, Dennis feels a percent change is better than capping the numbers of miles; e) Screening Board make up will be looked at again; f) he feels the Constitutional Formula (62-29-9) will again be discussed;

There was a question answer period on numerous items:

- Paul K. asked if there is different ways to fund the Disaster Fund and a l s o wondered if borrowing money was still being looked at.
- Paul Ruud commented that his committee has met and have started studying some possible processes.
- Bob Witty expressed his concerns about the ISTEA process in MnDOT including the Counties and their projects.
- Paul Ruud commented in their meetings MnDOT has put their money on the table and has suggested State Aid do the same.
- Dennis expressed the same concern, which he hopes never happens.

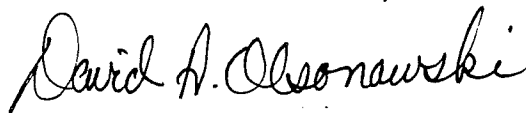
The whole ISTE program was discussed to great length. The one thing that was common to everyone was the "Trust Factor" between MnDOT and the counties.

Walt welcomed Roger Gustafson as the new Chairman for next year, Roger informed him that Walt has the duty until June. Ken stated the June Meeting is tentatively set up at Maddens on June 7-8, 1994.

Walt thanked the out going even numbered District Screening Board members and Mileage Subcommittee Chairman, Wayne Olson for their dedicated and fine work while serving on these committees.

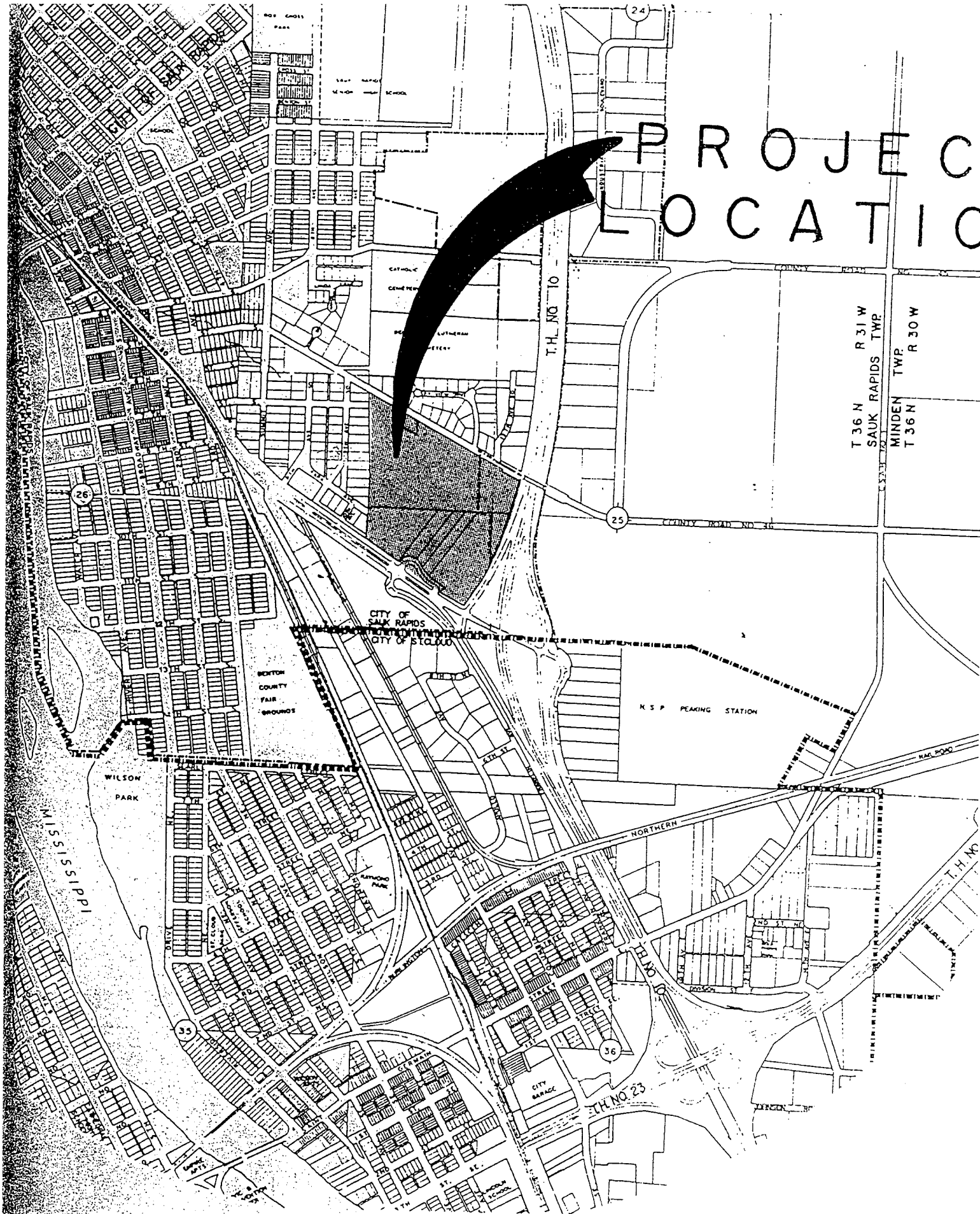
Gordon Regenscheid moved and Roger Gustafson seconded a motion to adjourn at 11:00 am. Motion carried.

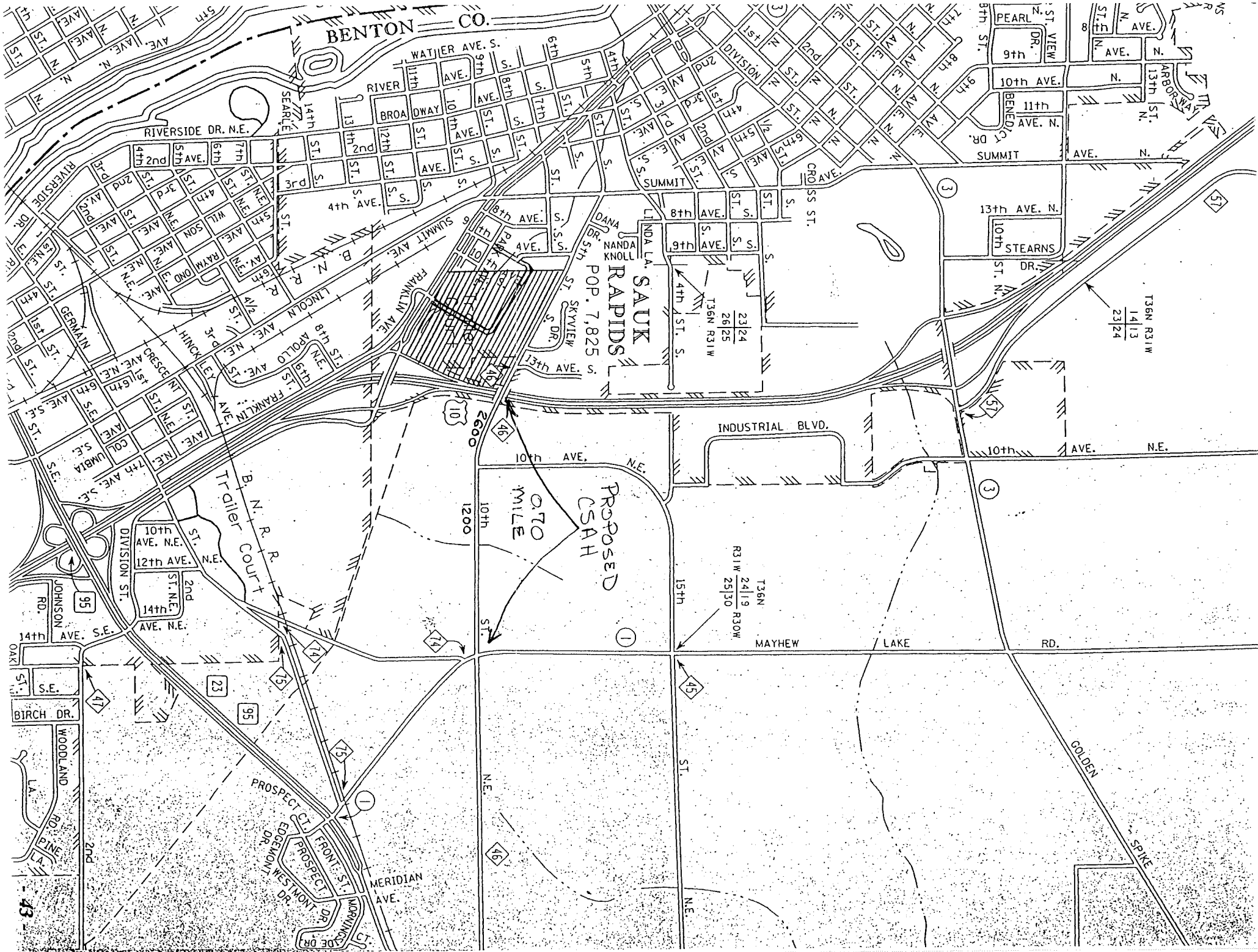
Respectively Submitted,

A handwritten signature in cursive script, reading "David A. Olsonawski".

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

PROJECT LOCATION





BENTON CO.

SAUK RAPIDS
POP. 7,825

PROPOSED
0.70 MILE
CSAH

136N R31W
1413
23124

136N
24119 R30W
23130

HAND OUT 10-26-

ANDREW GOL FIS



B. Location Criteria

Federal-Aid Highway Program Manual
Transmittal 219, October 8, 1976

Vol. 6, Ch. 9
Sec. 15

LOCATION CRITERIA

a. In establishing the specific location of the Great River Road, the following criteria shall be adhered to:

- * (1) The road shall originate at the headwaters of the Mississippi River at Lake Itasca in Minnesota, extend generally parallel and in proximity to the river, and terminate near the Gulf of Mexico in the vicinity of Venice, Louisiana.
- * (2) The road shall be located to take advantage of scenic river views and provide the user opportunities to stop and enjoy unique features and recreational activities.
- * (3) The road shall provide for a variety of experiences or themes, such as scenery, nature, history, geology and land use for scientific or cultural purposes.
- (4) The road shall include, or allow for subsequent development, conveniently spaced roadside rest areas and other facilities so that the user may view and otherwise take advantage of the scenic, recreational and cultural areas of interest along the route.
- (5) The road shall be located so that the unique values of the corridor may be protected. This may be accomplished by appropriate route selection, effective control or elimination of development inconsistent with the nature and performance of the highway through zoning or other land use restrictions; the acquisition of scenic easements and where necessary the direct acquisition of scenic historic, wood land or other areas of interest in fee or by other appropriate measures.
- (6) The road shall be located so as to provide for convenient access to:
 - (a) large population centers of the states through which the Great River Road passes,
 - (b) other elements of the federal-aid system, particularly the Interstate System,
 - (c) sites of historical, archeological, scientific, scenic, or cultural interest in the areas through which the route passes, and
 - (d) local services such as gas, food, and lodging and recreational facilities to a degree not inconsistent with the purposes of the route.

segment inventory

During August 1977, a resource inventory of the various route alternatives was completed. The inventory examined road characteristics, land use, vegetation, views and existing recreational areas. Potential development opportunities and possible social, economic and physical impacts were recorded.

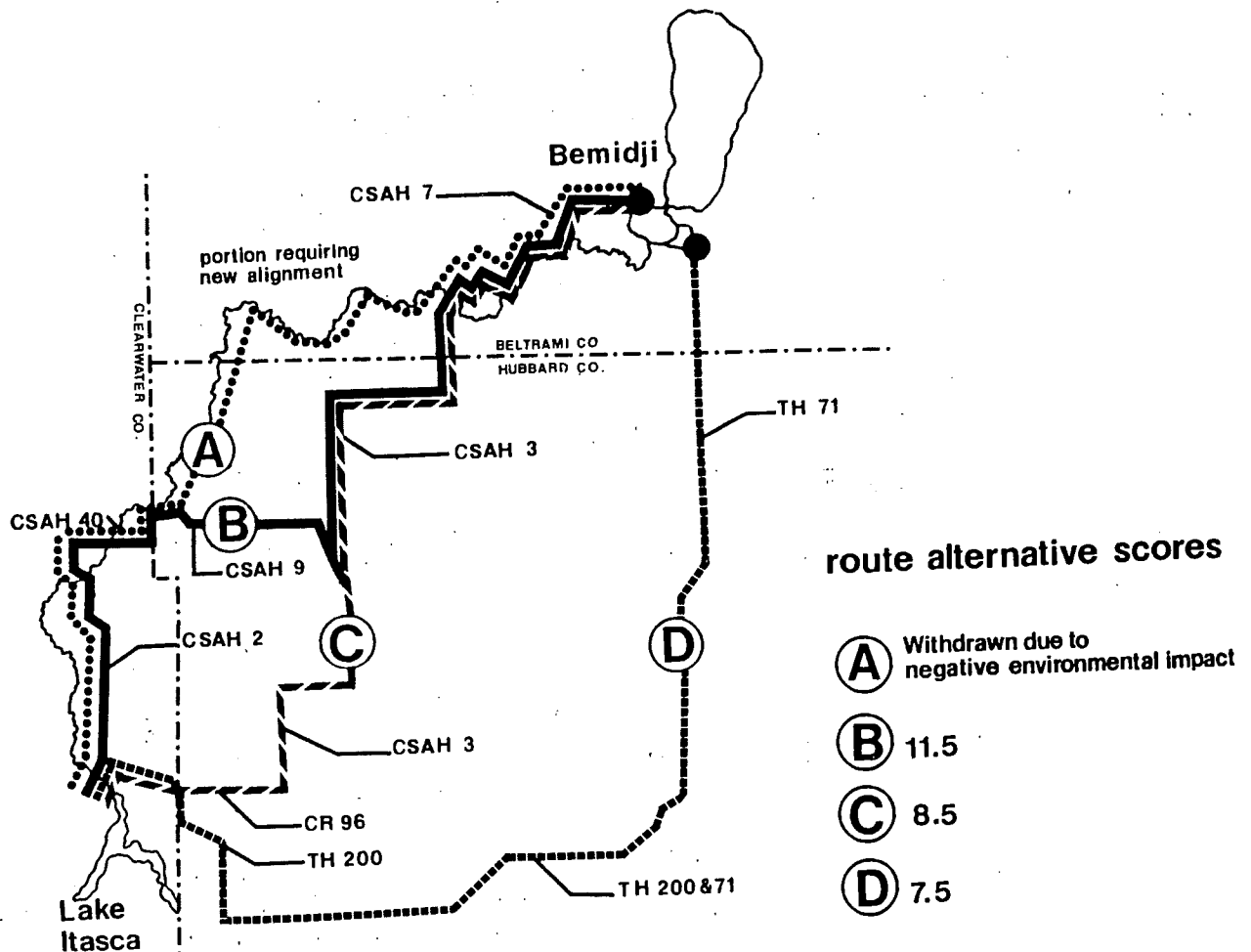


Figure 3. Evaluation scores are shown for each of the 4 alternatives between Lake Itasca and Bemidji. High scores denote more desirable routes.

route evaluation

An evaluation of the route alternatives was made in conjunction with the segment inventory. Items which could be quantified (existing facilities, physical features) were mapped and a

Great River Road projects shall be implemented under normal federal-aid project procedures as established by the Federal-Aid Highway Program Manual unless otherwise approved by the administrator of the FHWA. (Refer to Appendix A for eligibility guidelines.)

project development report

A Project Development Report (PDR) has been completed which provides a statewide plan for developing the Great River Road in Minnesota. The PDR has received FHWA approval and fulfills the State Action Plan requirements. This document allows communities or other agencies involved in the program the ability to prepare a short supplement to the FHWA-approved PDR which will hasten the project review process.

Study area: route selection

route alternatives

Four route alternatives were selected to be studied for potential route designation.

Alternative A - This route was proposed by a joint Federal Highway Administration/National Park Service study (Phase II Report - October, 1976). The route follows Clearwater CSAH 2 and CSAH 40, located on new alignment through Hubbard County to a point near the Mississippi River crossing of Beltrami CSAH 7 and continues on CSAH 7.

Because of potential negative and environment impacts and cost constraints posed by new alignment, Alternate A was withdrawn from consideration.

Alternative B - Engineers from the Beltrami, Clearwater and Hubbard County Highway Departments jointly proposed Route B. The route includes Clearwater CSAH 2 and CSAH 40, Hubbard CSAH 9 and CSAH 3 and Beltrami CSAH 7.

Alternative C - This route is a combination of county roads and trunk highways. Those roads included are TH 200, Hubbard County 96 and CSAH 3 and Beltrami CSAH 7.

Alternative D - The 1973-74 Minnesota State Legislature designated a GRR route comprised of trunk highways. Route D is located on TH 71 and TH 200.

Study area: route selection

route alternatives

Three route alternatives (or combinations) were selected to be studied for route designation (refer to figure 3):

Alternative A - The Minnesota legislature in 1974 designated a route comprised of trunk highways as the Great River Road. This route follows TH 65, TH 210 and TH 169.

Alternative B - This route is a combination of county roads and trunk highways. The roads include TH 65, TH 232, Aitkin County 69, TH 169 and Aitkin County 54. (The 1958 National Park Service study recommended TH 65, TH 232, Aitkin County 69, TH 169 and new alignment from the TH 169 river crossing to Aitkin.)

Alternative C - Alternative C evolved as a result of studies by the Minnesota Department of Transportation and a resolution by the Aitkin County Commissioners. The route follows Aitkin CSAH 10, Aitkin County 69, TH 169 and Aitkin CSAH 21.

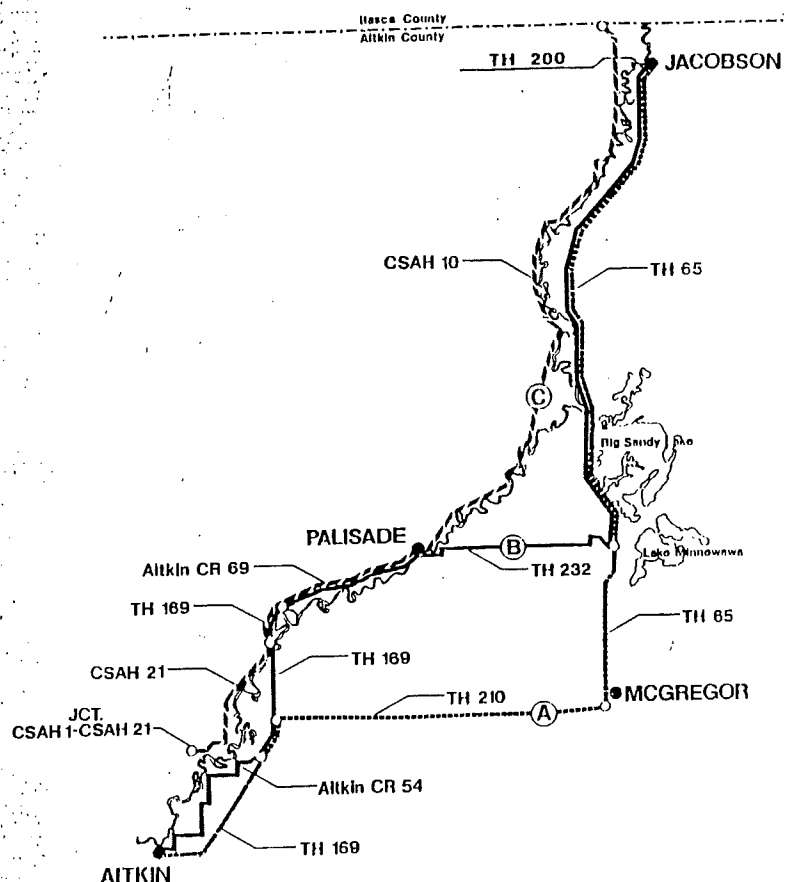


Figure 3. Three route alternatives were studied for the Great River Road designation.

ROUTE SELECTION AND DESIGNATION APPROVAL

Final route selection and designation for this segment occurred in three parts. From north to south those parts are:

- (1) From the junction of TH 210 and East River Road in Brainerd to the Crow Wing/Morrison County line.
- (2) From the Crow Wing/Morrison County line to the junction of Stearns CSAH 1 and CSAH 17 near Rice.
- (3) From the junction of Stearns County CSAH 1 and CSAH 17 to the junction of Stearns County 1 and CSAH 78 at the Sartell Bridge.

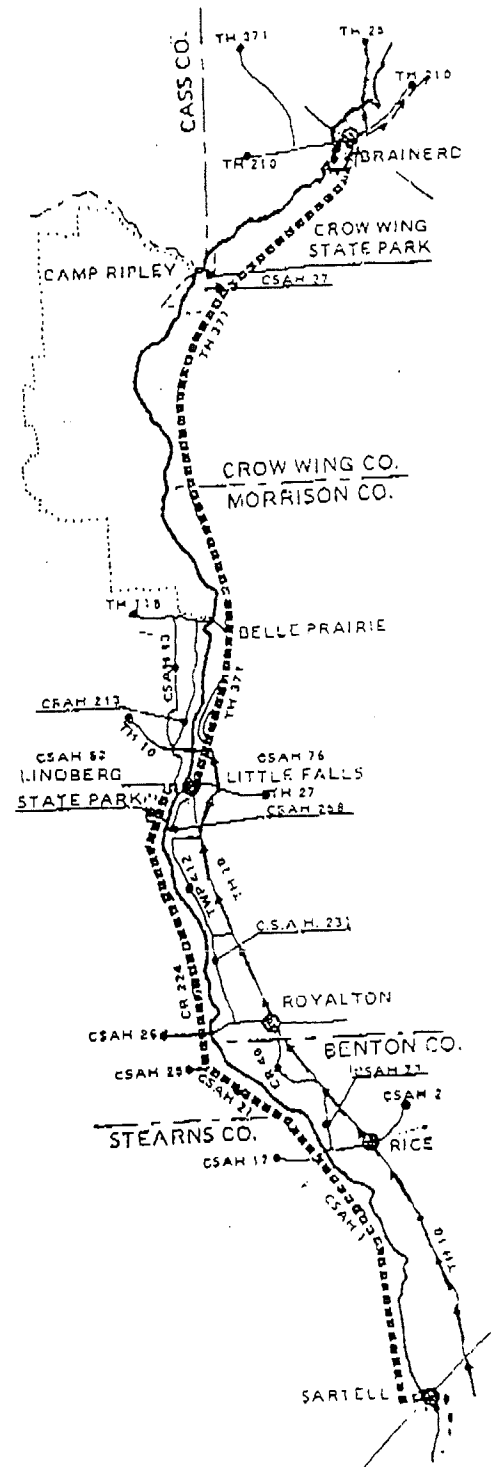
Routes selected in this segment were the result of public and agency input, as indicated earlier in the Public and Agency Participation section on page _____ and the evaluation of the data collected on each of the potential route alternatives. After assessing the alternate route evaluations and comments from the public and local agencies, a route was then selected. Local governing agencies along that route were then asked to concur with that route, or indicate their preference for an alternative.

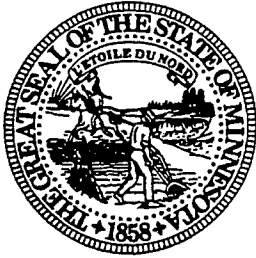
The first section of this segment to be selected and designated was the route between Rice and Sartell. There were three alternatives considered for that part of the segment (figure _____).

Alternative B, Benton County CSAH 55 and CASH 33. This alternative was rejected because it would have required displacement of a number of homes to achieve suitable roadway alignment.

Alternative C, TH 10 from Rice to Sartell. This alternative was rejected because it lacked the scenic qualities that are an integral part of the Great River Road program and it lacked access to and visual contact with the river.

Alternative A, Stearns County CSAH 1 from CSAH 17 to the Sartell Bridge. Stearns CSAH





Mississippi River Parkway Commission of Minnesota

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DON FRERICHS

Vice Chairman
JAMES METZEN

Treasurer
GENE HOLLENSTEIN

Secretary
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SKIP FINN

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DON FRERICHS
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KRIS HASSKAMP

Commissioners' Appointees

GENE HOLLENSTEIN
MEL FREDERICK
JOHN BERNHAGEN

October 26, 1993

SUMMARY NOTE

TO: Walter Leu, Chair
St. Aid Screening Board

FROM: Rep. Don Frerichs, Chair
MNMRPC

We respectfully request you to consider the following points prior to making your final decision on the joint State Aid application for the Great River Road.

1. The State Aid system received an additional \$150 million in 1977 through 1987, which reduced State Aid needs.
2. We feel that based on your county State Aid criteria we do meet those categories to qualify as a State Aid road.
 - A. Projected to carry a relatively heavier traffic volume, or is functionally classified as collector or arterial.
 - B. 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.
 - C. Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands.

Based on testimony projected and comments received, we feel that these segments should be included on the State Aid system as per our requests.

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

May 4, 1994

The meeting was called to order by Chairman Witty at 11:30 A.M. May 4, 1994 at the Transportation Building, Room 419, St. Paul, MN.

Members present: Robert Witty, Chairman
Vern Genzlinger
Mike Rardin

Martin County
Hennepin County
Polk County

Others in attendance: Ken Hoeschen
Diane Gould
Julie Skallman

State Aid Mn/DOT
State Aid Mn/DOT
State Aid Mn/DOT

Maps showing each county's 1989-1993 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.

Renville county's gravel base price for 1993 was found to be in error. The Subcommittee reviewed the figures and discussed the matter with the consensus that if errors result in overpayment, no adjustment is made. Therefore, an error resulting in underpayment should not be adjusted for previous years allotments. It is the responsibility of each County Engineer to review the information sent out from State Aid for accuracy. The recommendation by the General Subcommittee is to make the corrections only for the 1994 gravel base unit price determination for Renville County.

The General Subcommittee further recommends that the gravel base unit prices as shown for the counties on the map be used in the 1994 CSAH Needs Study.

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 1993 state average CSAH construction unit price of gravel base (\$4.40) and the 1993 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 the same prices for concrete surface as last year. This was recommended by the MN/DOT Estimating Section. The following formulas were used to develop the rural and urban design concrete prices.

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 \$1,200 for the railroad signs protection. Essentially, this follows the MSAS Subcommittee's recommendation, allowing for approximately half the cost of pavement marking (\$400) (rather than \$750) to be added to the cost of signs (\$800). Approximately half the railroad crossings requiring signs are on gravel roads, thereby not requiring pavement marking.

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

The meeting was adjourned at 1:30 P.M.

Respectfully submitted,

Diane Gould

for Robert Witty,
Acting Secretary/Chairman

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

January, 1994

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 of the vehicle miles from the last four traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any specific segments where conditions warrant, with the approval of the District State Aid Engineer.

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

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.

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. June 1993)

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 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 will be eligible. It shall be the County Engineer's responsibility to submit justification 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, 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.*