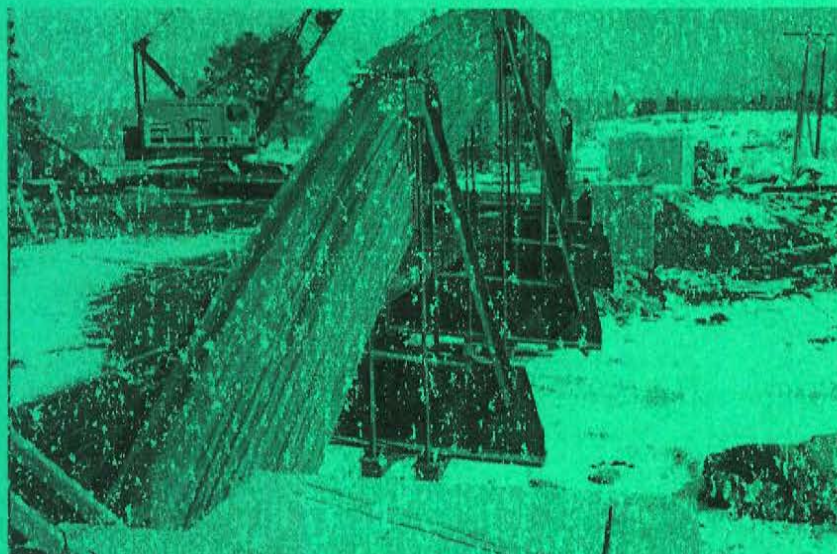
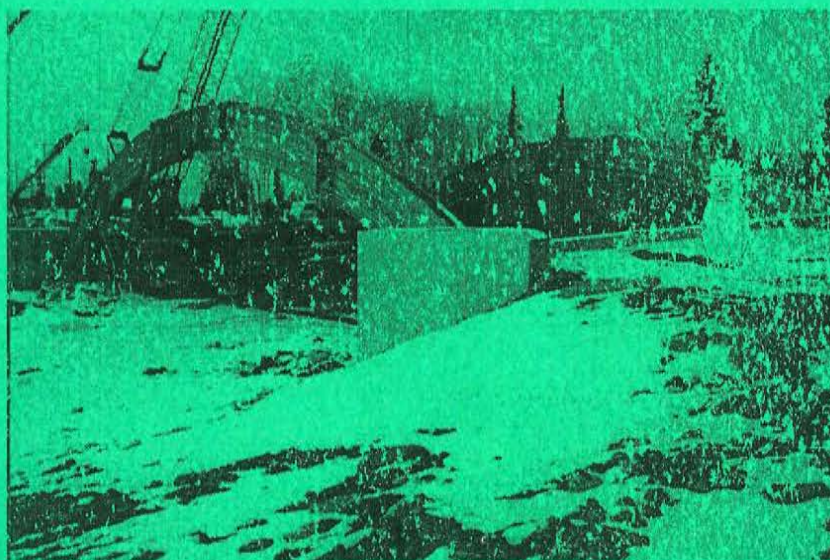


1996 County Screening Board Data



H.B. helps out with Bridge Inspection on the 3-Pin Timber Arch Bridge.

3-Pin Timber Arch Bridge under construction near Hoyt Lakes in St. Louis County.



June, 1996



Minnesota Department of Transportation

State Aid for Local Transportation Division

Mail Stop 500, Room 420
395 John Ireland Boulevard
St. Paul, MN 55155

Office tel: 612/296-3013
Fax: 612/282-2727

PHONE: 296-1660

DATE: May 17, 1996

TO: County Engineers
District State Aid Engineers

SUBJECT: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 1996 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 1996 C.S.A.H. Needs Study.

The additional mileage requests in the report have been reviewed by the Mileage Subcommittee and their recommendations are included in the individual sections.

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 5-6, 1996.

If you have a scenic picture or photo that represents your county which could be used for a future book cover, please send it to our office. We would appreciate your ideas.

Sincerely,

Kenneth M. Hoeschen, Manager
County State Aid Needs Unit

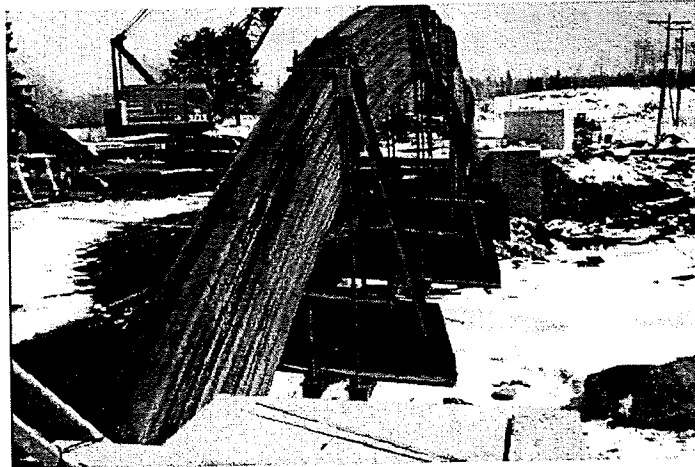
Enclosure: 1996 County Screening Board Report

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Begin 1985

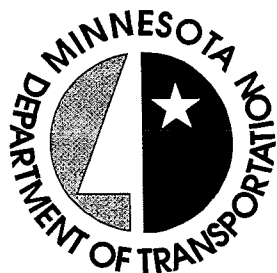
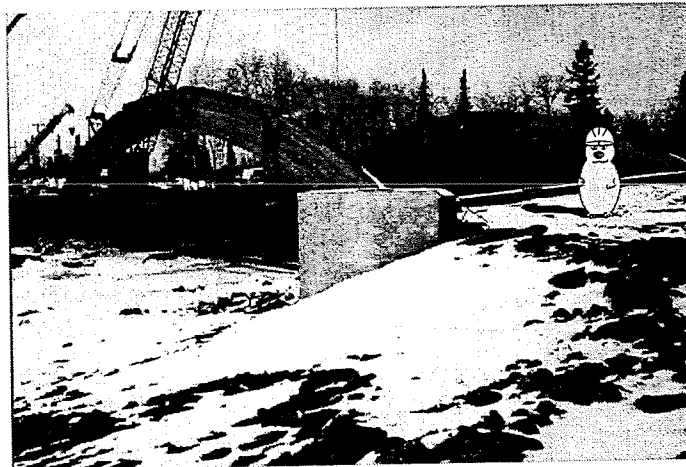
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MADOT HC 356.M6 MTHB
Begin 1984

1996 County Screening Board Data



H.B. helps out with Bridge Inspection on the 3-Pin Timber Arch Bridge.

3-Pin Timber Arch Bridge under construction near Hoyt Lakes in St. Louis County.



June, 1996



MINNESOTA DEPARTMENT OF TRANSPORTATION

1996 COUNTY SCREENING BOARD

Doug Grindall	(95-96)	- Koochiching County	- District 1
Lee Breget	(96-97)	- Clearwater County	- District 2
Steve Backowski	(95-96)	- Morrison County	- District 3
Rick West	(96-97)	- Otter Tail County	- District 4
Jon Olson	(95-96)	- Anoka County	- Metro West
Gene Ulring	(96-97)	- Fillmore County	- District 6
Alan Forsberg	(95-96)	- Blue Earth County	- District 7
Luke Hagen	(96-97)	- Lincoln County	- District 8
Don Wisniewski	(95-96)	- Washington County	- Metro East
Dave Olsonawski, Secretary		- Hubbard County	

1996 SCREENING BOARD ALTERNATES

Phil Bergem	- Pine County	District 1
Milt Alm	- Norman County	District 2
Dave Schwarting	- Sherburne County	District 3
Merle Early	- Stevens County	District 4
Vern Genzlinger	- Hennepin County	Metro West
Greg Paulson	- Goodhue County	District 6
Marlin Larson	- Cottonwood County	District 7
Rick Kjonaas	- Mc Leod County	District 8
Ken Anderson	- Chisago County	Metro East

1996 CSAH GENERAL SUBCOMMITTEE

Jack Cousins, Chairman	(June, 96)	- Clay County
Greg Isakson	(June, 97)	- Faribault County
Brad Larson	(June, 98)	- Scott County

1996 CSAH MILEAGE SUBCOMMITTEE

Lee Berget, Chairman	(Oct., 96)	- Clearwater County
Dave Robley	(Oct., 97)	- Douglas County
Paul Kirkwold	(Oct., 98)	- Ramsey County

CSAH VARIANCE SUBCOMMITTEE

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



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1996 COUNTY SCREENING BOARD DATA
JUNE, 1996

Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1996 County State Aid Highway Needs Study, and to review the recommendations of the Mileage Subcommittee relative to the mileage requests submitted.

As in other years, in order to keep the five-year average unit price study current, we have removed the 1990 construction projects and added the 1995 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1991 through 1995, are the basic source of information for compiling the data used for computing the recommended 1996 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 1995 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 General Subcommittee meeting held April 29, 1996 are included in the "Reference Material" section of this report. Jack Cousins, Clay County, Chairman of the General Subcommittee along with the other members of the Subcommittee will attend the Screening Board meeting to review and explain the recommendations of the group.

The recommendations of the Mileage Subcommittee are included in the individual mileage request section of the report. Chairman Lee Berget, Clearwater County, and the other members of the Mileage Subcommittee will be in attendance to answer any questions relative to their recommendations.

1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

Trend of C.S.A.H. Unit Prices ***(Based on State Averages from 1980-1995)***

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.

dmg-WP51-trendpr

1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

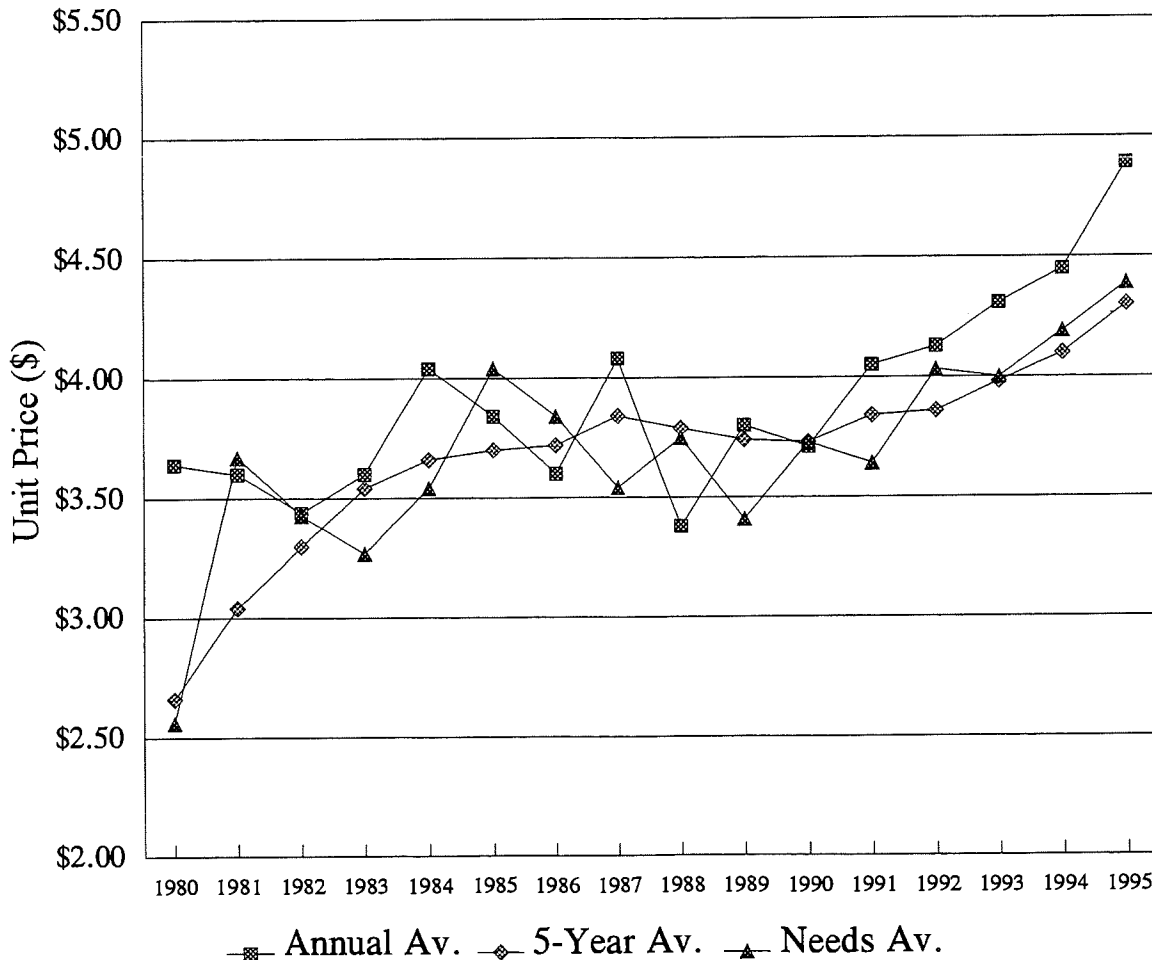
TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4

1982-1995 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) 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
1994	683,741	\$3,040,350	\$4.45	\$4.10	\$4.19
1995	944,079	\$4,619,762	\$4.89	\$4.30	\$4.39

Trend of CSAH Unit Prices-Subbase 3-4

1982-1995 Includes Rural & Urban Projects



1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

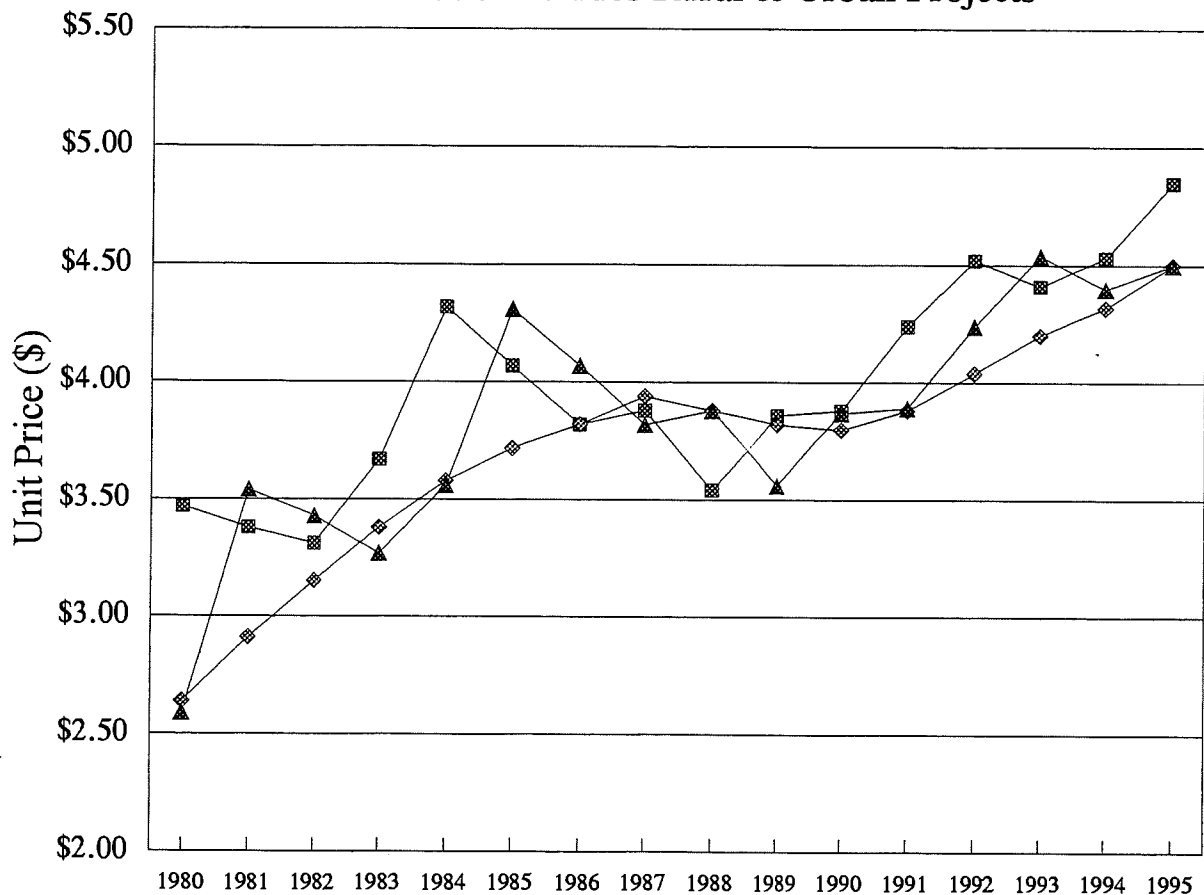
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6

1982-1995 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	3,461,225	\$14,666,244	\$4.24	\$3.88	\$3.89
1992	4,660,355	\$21,080,095	\$4.52	\$4.04	\$4.24
1993	3,818,839	\$16,847,613	\$4.41	\$4.20	\$4.54
1994	2,966,410	\$13,430,054	\$4.53	\$4.32	\$4.40
1995	2,959,296	\$14,344,293	\$4.85	\$4.50	\$4.50

Trend of CSAH Unit Prices-Base 5 & 6

1982-1995 Includes Rural & Urban Projects



■ Annual Av. ♦ 5-Year Av. ▲ Needs Av.

1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

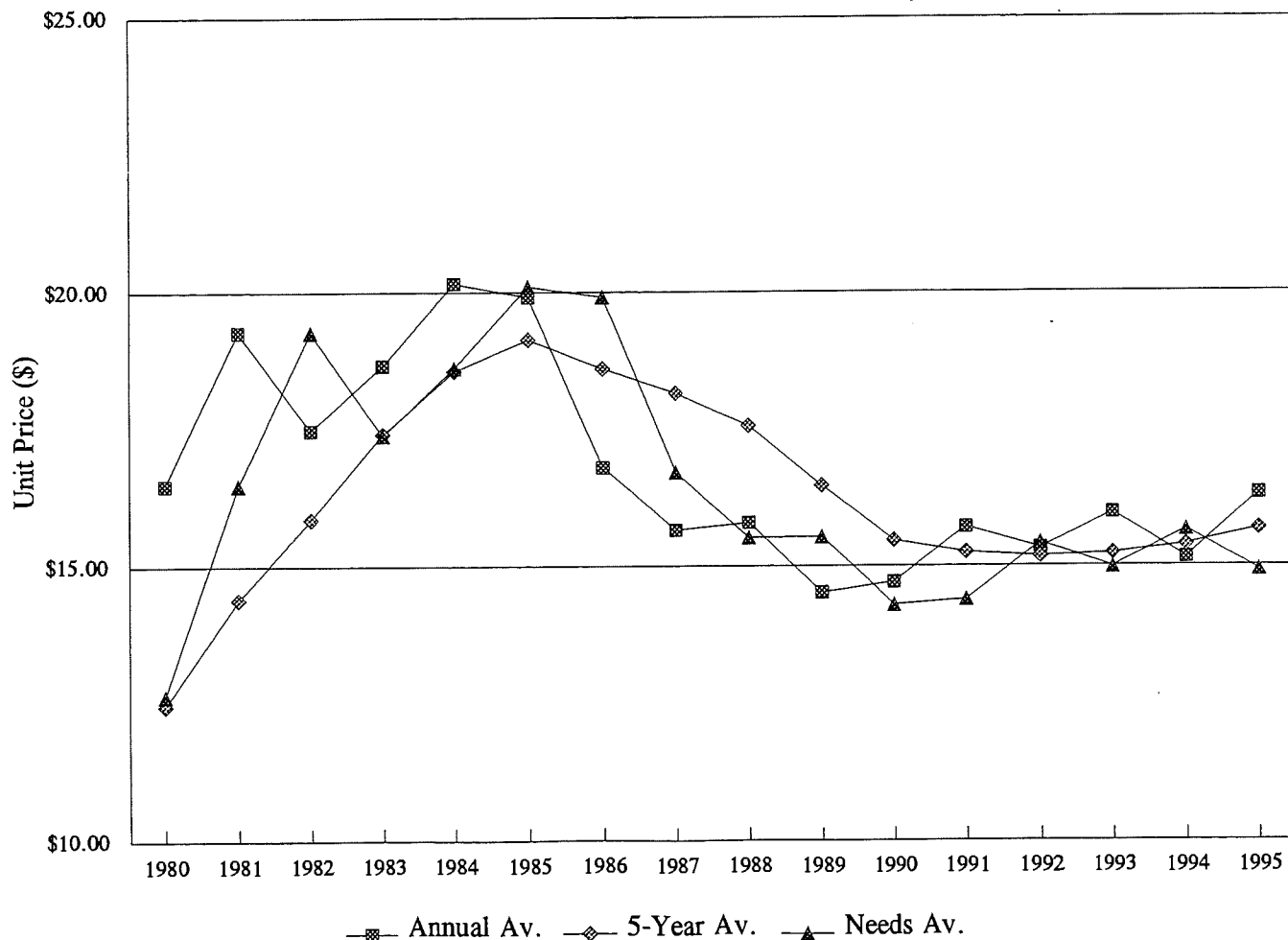
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331

1982-1995 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	2,391,952	\$37,557,020	\$15.70	\$15.24	\$14.39
1992	2,930,927	\$44,944,076	\$15.33	\$15.17	\$15.42
1993	2,620,040	\$41,816,913	\$15.96	\$15.22	\$14.98
1994	2,201,449	\$33,334,062	\$15.14	\$15.38	\$15.65
1995	2,149,289	\$35,075,388	\$16.32	\$15.67	\$14.92

Trend of CSAH Unit Prices - Bit. 2331

1982-1995 Includes Rural & Urban Projects



1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

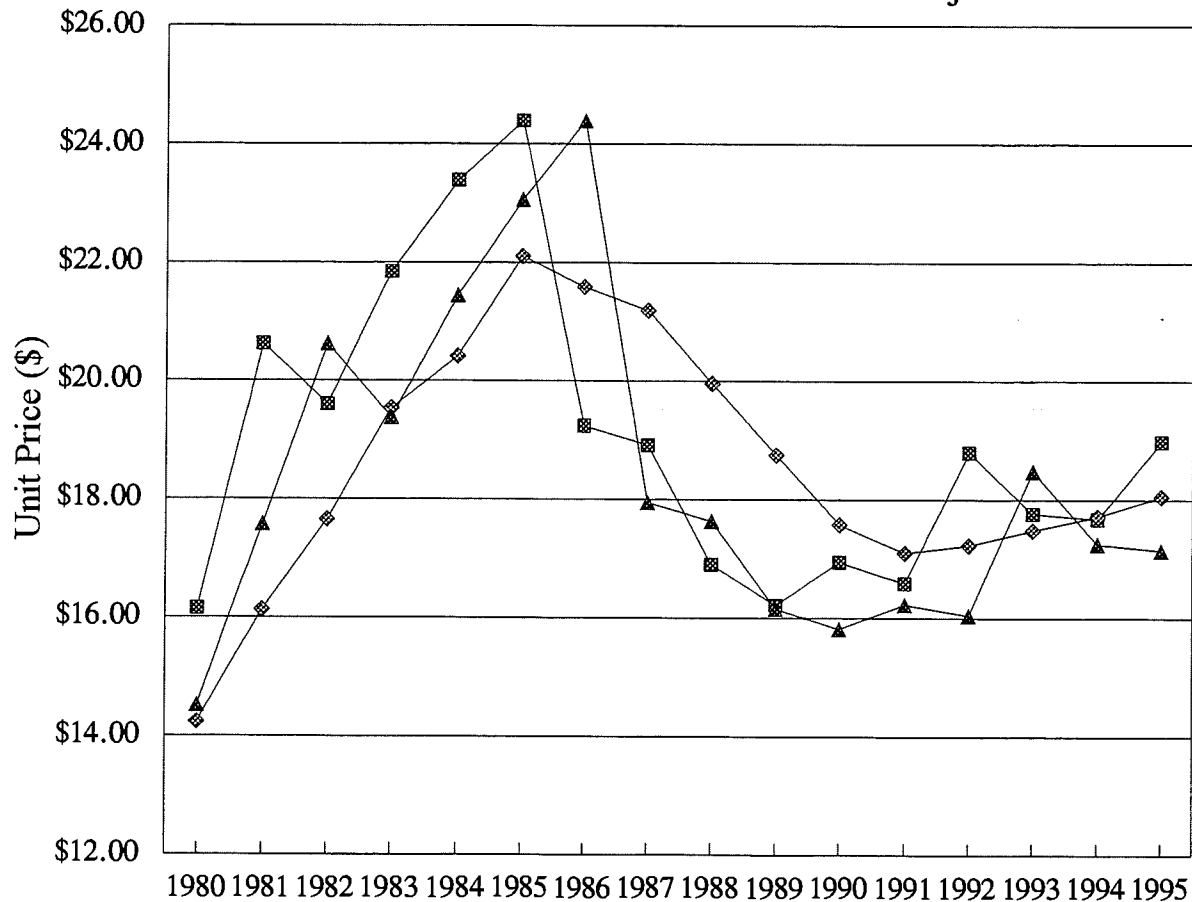
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341

1982-1994 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	255,721	\$4,243,941	\$16.59	\$17.10	\$16.23
1992	468,235	\$8,804,005	\$18.80	\$17.23	\$16.05
1993	461,842	\$8,204,134	\$17.76	\$17.48	\$18.48
1994	611,244	\$10,807,452	\$17.68	\$17.72	\$17.25
1995	426,013	\$8,087,976	\$18.99	\$18.06	\$17.14

Trend of CSAH Unit Prices - Bit. 2341

1982-1995 Includes Rural & Urban Projects



1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

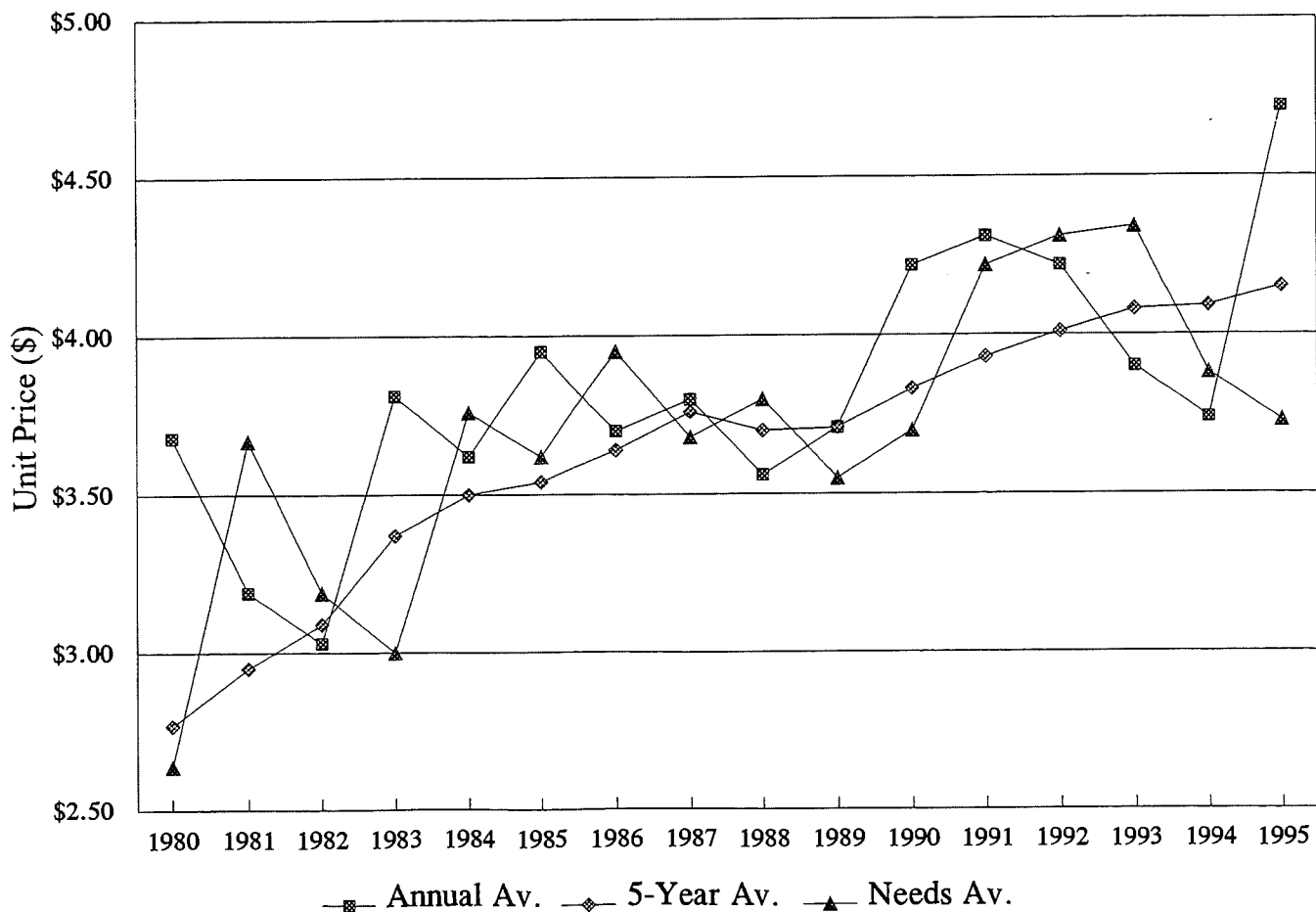
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

1982-1995 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	310,653	\$1,212,579	\$3.90	\$4.08	\$4.34
1994	351,774	\$1,341,281	\$3.74	\$4.09	\$3.88
1995	246,859	\$1,164,838	\$4.72	\$4.15	\$3.73

Trend of CSAH Unit Prices Gravel Surface 2118

1982-1995 Includes Rural & Urban Projects



1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

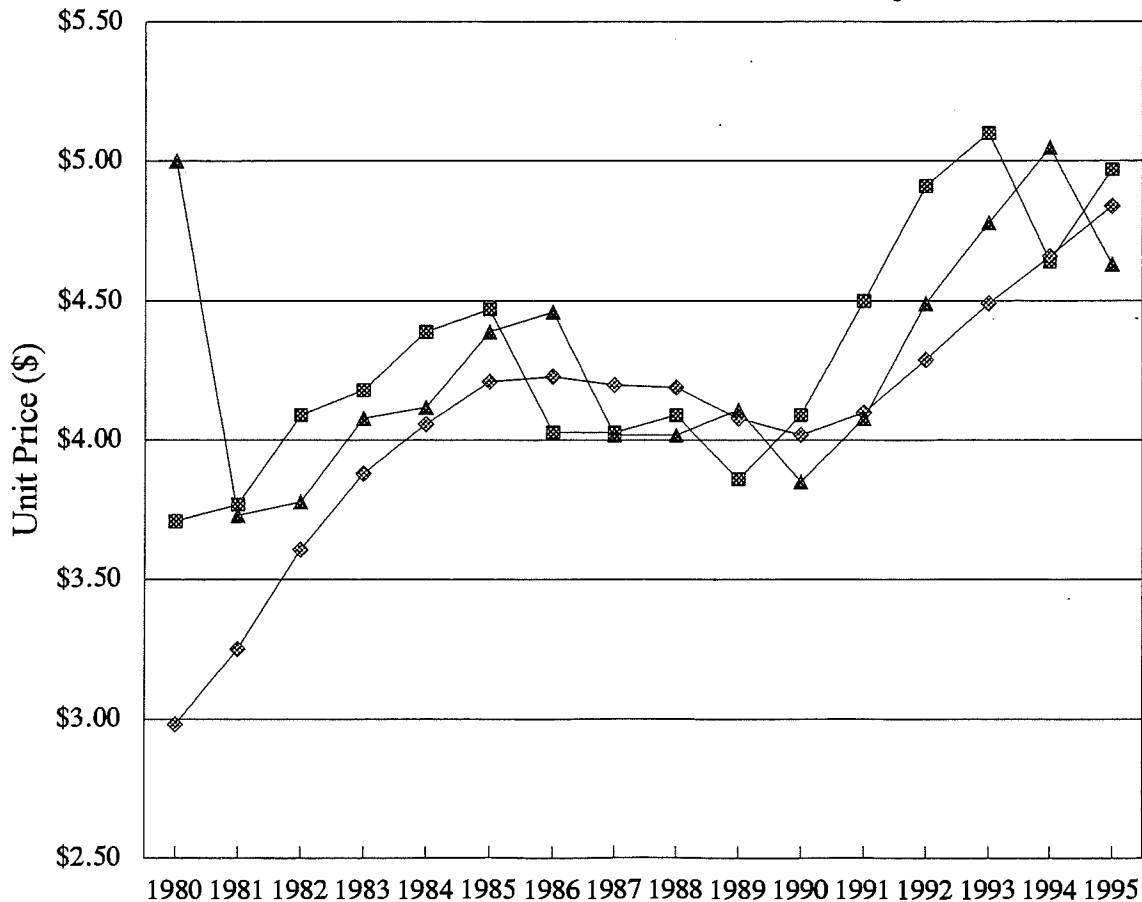
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

1982-1995 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	937,460	\$4,217,785	\$4.50	\$4.10	\$4.08
1992	1,264,986	\$6,210,827	\$4.91	\$4.29	\$4.49
1993	1,118,334	\$5,707,149	\$5.10	\$4.49	\$4.78
1994	1,037,627	\$4,811,871	\$4.64	\$4.66	\$5.05
1995	1,065,180	\$5,291,713	\$4.97	\$4.84	\$4.63

Trend of CSAH Unit Prices Gravel Shld. 2221

1982-1995 Includes Rural & Urban Projects



■ Annual Av. ♦ 5-Year Av. ▲ Needs Av.



NOTES & COMMENTS

@#*\$!!

Lined area for notes and comments.

1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

1996 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1995 CSAH needs study gravel base unit price, the gravel base data in the 1991-1995 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1996. As directed by the 1986 Screening Board, all urban design projects were also included in the five year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was implemented by the Subcommittee at their April 29, 1996 meeting to determine the 1996 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.

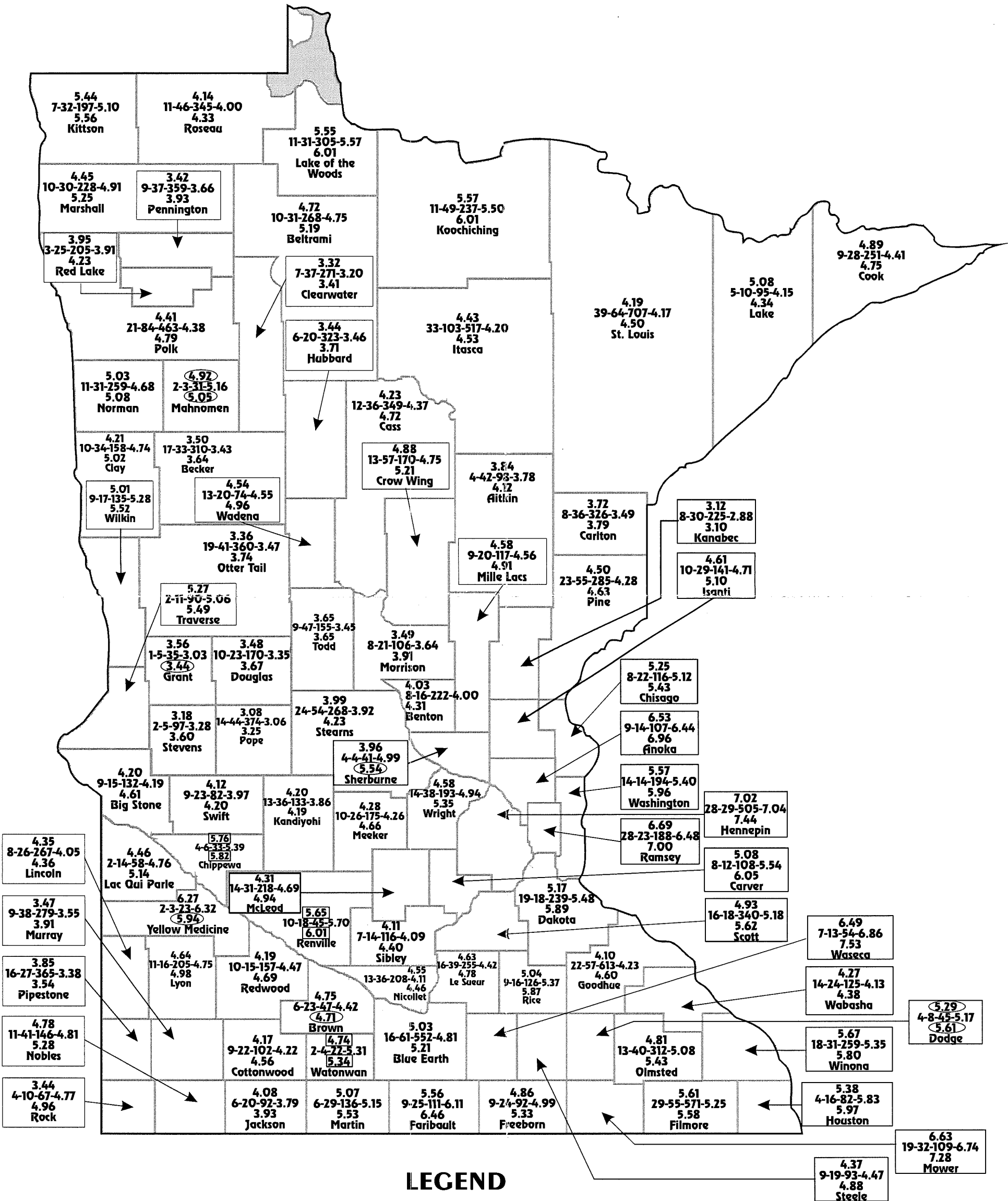
As you can see, the counties whose recommended unit prices have either a square or a circle around them have less than 50,000 tons of gravel base material in their current five-year average unit price study. Therefore, these prices were determined using either the second or third part of the procedure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

dmg-wp51-GRAVBASE.WP

FIG. A



1996 COUNTY SCREENING BOARD DATA
JUNE, 1996
1991-1995 C.S.A.H. GRAVEL BASE UNIT PRICE DATA
(RURAL AND URBAN PROJECTS INCLUDED)



1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

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	
1991	3,461,225	\$14,666,244	\$4.24	$\$4.85/\$4.24 =$	1.14
1992	4,660,355	\$21,080,095	\$4.52	$\$4.85/\$4.52 =$	1.07
1993	3,818,839	\$16,847,613	\$4.41	$\$4.85 / \$4.41 =$	1.10
1994	2,966,410	\$13,430,054	\$4.53	$\$4.85/\$4.53 =$	1.07
1995	2,959,296	\$14,344,293	\$4.85	$\$4.85/\$4.85 =$	

Subbase - #2211 Class 3 - 4

Year	Quantity	Cost	Annual Average	Inflation Factor	
1991	1,770,188	\$7,167,715	\$4.05	$\$4.89/\$4.05 =$	1.21
1992	1,285,948	\$5,309,585	\$4.13	$\$4.89/\$4.13 =$	1.18
1993	654,741	\$2,823,272	\$4.31	$\$4.89/\$4.31 =$	1.14
1994	658,778	\$2,928,115	\$4.44	$\$4.89/\$4.44 =$	1.10
1995	944,079	\$4,619,762	\$4.89	$\$4.89/\$4.89 =$	

In order to reflect current prices in the 1991-1995 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate factor.

1996 COUNTY SCREENING BOARD DATA JUNE, 1996

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

The following tabulation of roadway construction prices shows the average unit prices in the 1995 C.S.A.H. needs study, the 1991-1995 C.S.A.H. five-year average unit prices, the 1995 average and the Subcommittee's recommended unit prices for use in the 1996 needs study.

The Subcommittee's recommended prices were determined at their meeting on April 29, 1996. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

dmg-WP51-Roadpr

1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

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

<u>Construction Item</u>	<u>1995 CSAH Needs Study Average</u>	<u>1991-1995 CSAH 5-Year Construction Average</u>	<u>1995 CSAH Construction Average</u>	<u>1996 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee</u>
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Rural & Urban Design

Grav. Base Cl 5 & 6/Ton	\$4.50	4.50	\$4.85	*
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Rural Design

Subbase Cl 3 & 4/Ton	\$4.39	\$4.24	\$4.94	G.B. - \$ 0.11
Bit.Base & Surf. 2331/Ton	14.92	15.37	15.99	G.B. + 11.14
Bit.Surf. 2341/Ton	17.14	17.47	18.04	G.B. + 13.19
Con.Surf. 2301/Sq.Yd.	14.10	---	14.80	14.80
(1995 Mn/DOT)				
Gravel Surf. 2118/Ton	3.73	4.15	4.72	G.B. - 0.13
Gravel Shldr. 2221/Ton	4.63	4.79	4.90	G.B. + 0.05

Urban Design

Subbase Cl 3 & 4/Ton	\$4.50	\$5.20	\$3.73	G.B.
Bit.Base & Surf. 2331/Ton	18.59	19.42	20.87	G.B. + 16.02
Bit.Surf. 2341/Ton	20.02	20.74	21.15	G.B. + 16.30
Con.Surf. 2301/Sq.Yd.	18.90	---	19.65	19.65
(1995 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.

***1996 COUNTY SCREENING BOARD DATA
JUNE, 1996***

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

The following report lists the miscellaneous unit prices used in the 1995 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 for use in the 1996 CSAH needs study.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meeting on April 29, 1996 which are printed in the "Reference Material" section of this booklet.

dmg-WP51-(unitpr)

1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

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

Construction Item	1995 CSAH Needs Study Average	Prices Recommended For 1996 By MSAS Subcommittee or Mn/Dot	1996 CSAH Unit Price Recommended by CSAH Subcommittee
-------------------	-------------------------------------------	---------------------------------------------------------------------------	----------------------------------------------------------------------

Other Urban Design			
Storm Sewer - Complete/Mi.	\$223,000	\$229,700	\$229,700
Storm Sewer - Partial/Mi.	69,100	71,200	71,200
Curb & Gutter Const./Lin.Ft.	5.75	6.00	6.00

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	**	**
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	\$1,200	\$1,550	\$1,550
Signals	80,000	80,000	80,000
Signals & Gates	110,000	110,000	110,000

** WILL USE RECONDITIONING COST AS REPORTED



@#*\$!!)

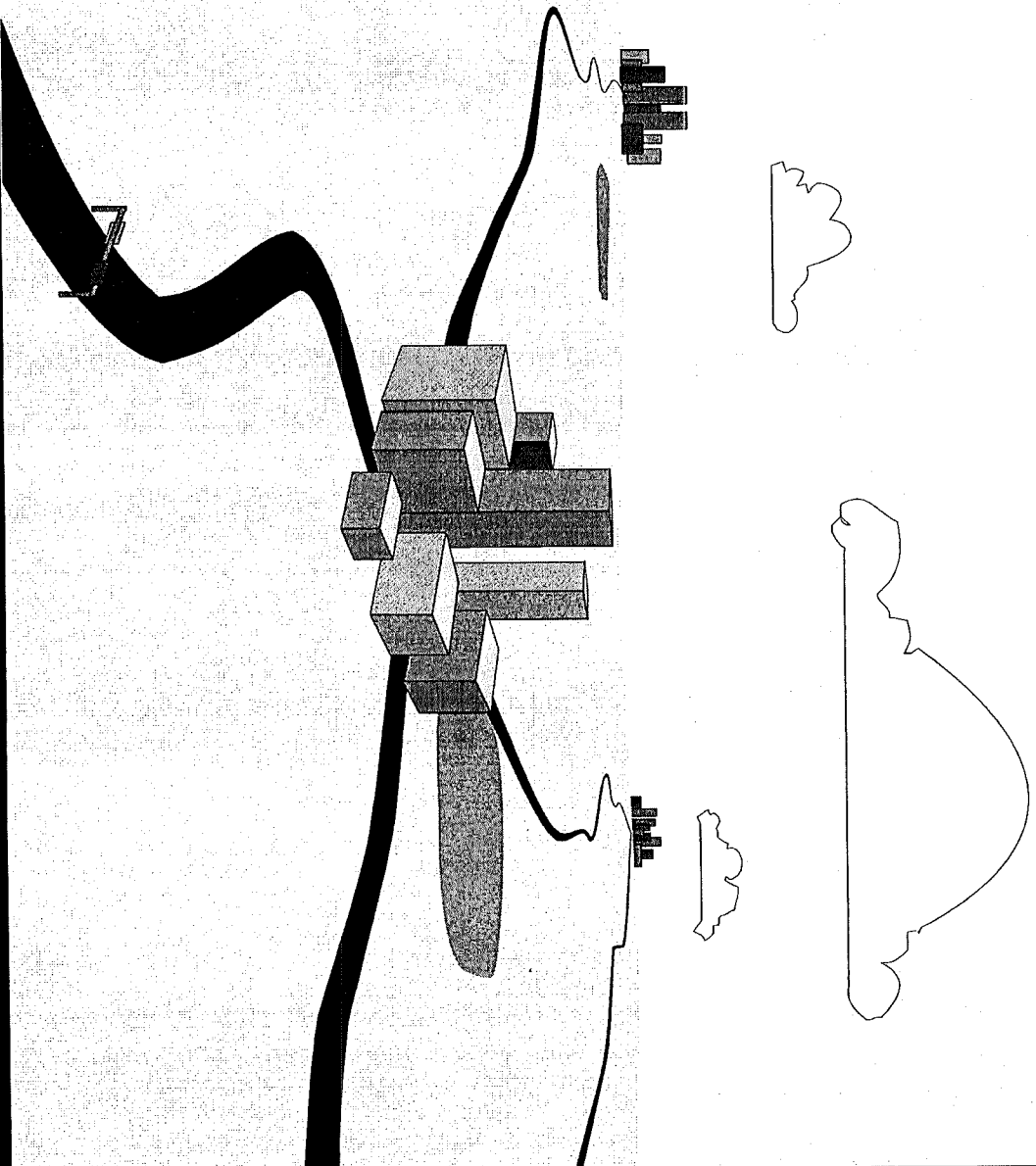
- 16 -

* * * * *

MILEAGE

REQUESTS

* * * * *



1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

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, 1996

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

County	1958- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	Total Miles To Date	County
Aitkin	6.10		0.60												7.12	**	13.82	Aitkin
Anoka	2.04								10.42								29.20	Anoka
Becker	10.07																10.07	Becker
Beltrami	7.53 *	0.16													2.10	**	9.79	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	7.44	0.13															7.57	Brown
Carlton	3.62																3.62	Carlton
Carver	2.49	0.48						0.08									3.05	Carver
Cass	7.90														2.80	**	10.70	Cass
Chippewa	15.00								0.05								15.05	Chippewa
Chisago	3.24												2.20				5.44	Chisago
Clay	2.00	0.10															2.10	Clay
Clearwater	0.30 *	1.00															1.30	Clearwater
Cook	3.60																3.60	Cook
Cottonwood	5.17	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	10.65 *																10.65	Douglas
Faribault	0.37	1.20	0.09														1.66	Faribault
Fillmore	1.12		1.10														2.22	Fillmore
Freeborn	0.95	0.65															1.60	Freeborn
Goodhue		0.08															0.08	Goodhue
Grant	5.42																5.42	Grant
Hennepin	4.50	0.24	0.85														5.59	Hennepin
Houston		0.12															0.12	Houston
Hubbard	1.85	0.26	0.06														2.17	Hubbard
Isanti	1.80																1.80	Isanti
Itasca																	0.00	Itasca
Jackson	0.10																0.10	Jackson
Kanabec																	0.00	Kanabec

JUNE, 1996

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

Approved by the County Engineers' Screening Board

[illegible]

1996 COUNTY SCREENING BOARD DATA

dmg\file_123\history

JUNE, 1996

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

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	Total Miles To Date	County
Redwood	3.41		0.13														3.54	Redwood
Renville																	0.00	Renville
Rice	1.70																1.70	Rice
Rock	0.50		0.54														1.04	Rock
Roseau	6.80																6.80	Roseau
St. Louis	19.14 *																19.14	St. Louis
Scott	12.09 *	5.15	0.12						3.50								20.86	Scott
Sherburne	5.42																5.42	Sherburne
Sibley	1.50																1.50	Sibley
Stearns	0.78		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	4.53	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															0.11		0.11	Wilkin
Winona	7.40 *																7.40	Winona
Wright	0.45		1.38														1.83	Wright
Yellow Medicine		1.39															1.39	Yellow Medici
Totals	339.03	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	21.83	16.74	466.50	Totals

* Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

** Great River Road Mileage Added to system by Administrative Decision of the State Aid Division Director.

1996 COUNTY SCREENING BOARD DATA

June, 1996

"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, 1996 is included.

County	Banked Mileage	Year Made Available
Becker	0.40	1991
Big Stone	2.50	1993
Blue Earth	0.10	1991
Carlton	0.86	1992 & 1994
Clay	3.20	1993
Dakota	0.22	1994
Dodge	0.60	1994
Douglas	1.90	1992
Faribault	2.68	1993
Fillmore	0.50	1993
Hennepin	9.11	1992, 1994 & 1996
Hubbard	0.30	1996
Isanti	0.22	1992
Itasca	2.95	1992 & 1995
Kandiyohi	0.20	1993
Koochiching	0.25	1994 & 1995
Lincoln	1.10	1996
McLeod	1.23	1992 & 1994
Marshall	1.70	1994
Mille Lacs	1.10	1992
Nicollet	1.26	1993 & 1995
Norman	0.50	1993
Pennington	1.65	1995
Pipestone	0.10	1996
Polk	1.00	1995
Pope	0.40	1992
Ramsey	1.24	1992 & 1995
Red Lake	1.00	1994
Redwood	0.20	1995
Renville	1.35	1992
Rice	0.90	1994
Rock	1.60	1993
Roseau	0.80	1991
St. Louis	0.76	1996
Sibley	0.04	1995
Stearns	0.08	1992
Wabasha	0.33	1993
Waseca	0.61	1993 & 1995
Wadena	0.07	1991 & 1994
Washington	1.21	1994
Wright	1.07	1992 & 1993
Yellow Medicine	0.68	1993 & 1995
Total	47.97	

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

MINNESOTA DEPARTMENT OF TRANSPORTATION
METROPOLITAN DIVISION

COUNTY REQUEST DATE=MARCH 28, 1996

TO: KEN HOESCHEN
MANAGER, C.S.A.H. NEEDS UNIT

FROM: ROBERT BROWN
DISTRICT STATE AID ENGINEER

SUBJECT: REQUEST FOR APPROVAL OF A SYSTEM REVISION FOR= ANOKA CO.

NEW?	CSAH #	ROAD NAME	FROM	TO
EXT	7	7th AVE N.	CSAH 22	CSAH 24
	52	RADISSON RD	CSAH 12	CSAH 116

C. S. A. H. CRITERIA FOR DESIGNATION

X indicates that revision meets that criteria

☒
☒

PROJECTED TO CARRY A RELATIVELY HEAVIER TRAFFIC VOLUME,
OR IS FUNCTIONALLY CLASSIFIED AS A 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 NETWORK CONSISTENT WITH
PROJECTED TRAFFIC DEMANDS.

COMMENTS

SUBJECT TO MILEAGE INCREASE APPROVAL BY SCREENING BOARD

 DISTRICT STATE AID ENGINEER
RECOMMENDED FOR ~~DENIAL~~ - APPROVAL

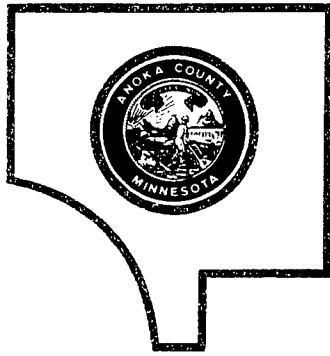
DATE 4-1-96

MANAGER C.S.A.H. NEEDS UNIT
RECOMMENDED FOR DENIAL - APPROVAL

DATE _____

STATE AID ENGINEER

DENIED ----- APPROVED _____ DATE _____



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD NW, ANDOVER, MINNESOTA 55304

(612) 754-3520

FAX (612) 754-3532

JON G. OLSON, PE
County Engineer

March 28, 1996

Mr. Bob Brown
Metro District State Aid Engineer
Waters Edge
1500 W. County Road B2
Roseville, MN. 55113

RE: CSAH Mileage Request

Dear Mr. Brown:

As you are aware, Anoka County did very well during the 1995 Fall Screening Board Meeting where approximately 18 miles of additional State Aid Highway were allotted for Anoka County. However, the County Board feels that while several segments of roadway were added to this system, two segments in particular warrant addition as a County State Aid Highway mileage and are requesting that these segments be revisited as potential candidates for addition to the County State Aid Highway System in Anoka County. Each of these segments are discussed in detail in the following narrative and illustrated on the attached maps.

Segment 1:

This segment is the northerly extension of CSAH 7 (7th Avenue N) from CSAH 22 to CSAH 24 in the City of St. Francis. This roadway is classified as a Major Collector and parallels TH 47 at a distance of approximately 1.5 miles East for its entire length. This highway section is 4.01 miles in length, and is connected to CSAH 7 at CSAH 22 on the South, CSAH 24 on the North. The traffic volume on this segment of roadway is 3,160 VPD on the south end and 2,800 VPD on the north end.

The bridge over Seelye Brook was reconstructed to a 40 foot wide bridge in 1984. The remainder of this roadway is a 30 foot wide rural section which is scheduled for reconstruction in 1997 and when completed, will be a 40 foot roadway with 8 foot paved shoulders. The 2.35 segment south of this section was added to the CSAH System in 1995.

Segment 2:

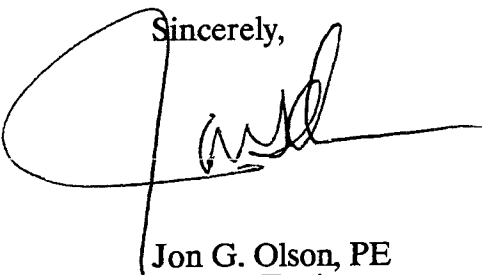
Segment 2 is the northerly extension of CR 52 (Radisson Road). This segment will begin at County State Aid Highway Number 12 (109th Avenue NE) and extend northward across County State Aid Highway Number 14 (Main Street) to CSAH 116 (Bunker Lake Boulevard) which was added to the CSAH System in 1995. This section of roadways is 4.242 miles in length and is a Minor Arterial A route serving as a reliever to TH 65. Traffic is controlled by an all-way stop at the north and south end of the proposed segment and by a signal system at CSAH 14.

-2-

The section of CR 52 is a four-lane undivided rural section from CSAH 12 to ½ mile north. From ½ mile north of CSAH 12 to CSAH 116, CR 52 is a rural two lane section with a surface width of 30 feet. With the exception of the intersection of CSAH 14 which was realigned and widened during the Summer of 1995. The traffic volumes of CR 52 are 5,710 on the south end of the section and 2,043 at its intersection with CSAH 116.

It is our opinion that each of these segments by nature of their classification, utilization and location within our system warrant inclusion as segments of our CSAH System. We request your favorable review of the addition of each of the CSAH System and look forward to your preliminary approval of these segments so that the formal request can be included for the Spring Screening Board Meeting. We would be pleased to meet with you to answer questions, or provide additional data as you may need.

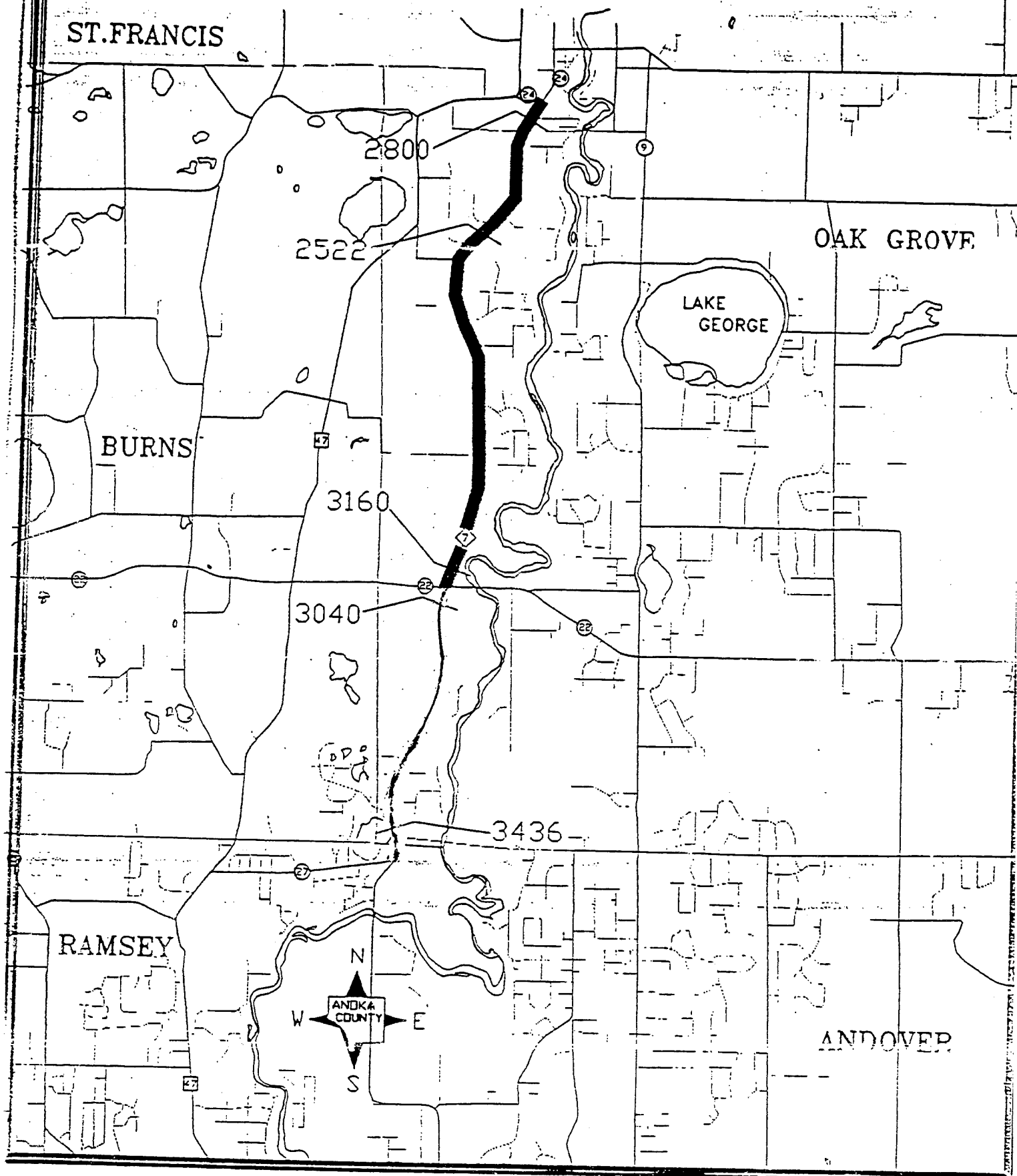
Sincerely,



Jon G. Olson, PE
County Engineer

dmh/2MILEAGE

HIGHWAY SEGMENT ①
CR 7 (RUM RIVER BLVD) FROM CSAH 22 TO CSAH 24



HIGHWAY SEGMENT ②
CR 52 (RADISSON RD) FROM CSAH 12 TO CR 116

HAM LAKE

2043

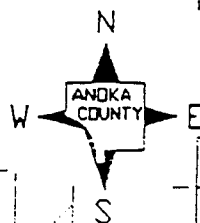
COON
RAPIDS

3844

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BLAINE

5710



MILEAGE SUBCOMMITTEE REPORT

To The

COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: May 1996

Subcommittee: Lee Berget Clearwater County (Chair)
 Dave Robley Douglas County
 Paul Kirkwold Ramsey County



Requested By: **Anoka County**

Proposed System Revisions:

Anoka County is requesting consideration of two segments from the 1995 request. The requested mileage would add 8.252 miles of County State Aid Highway and remove 8.252 miles of County Aid Road.

Current CSAH Mileage:	270.43
Proposed CSAH Designation:	<u>8.252</u>
Total CSAH Mileage, as proposed:	278.682

Review Resources	
X	Road Tour - May 7, 1996 with DSAE & County Engineer
X	County Engineer's Request Cover Letter
X	TH, CSAH, CR System Maps with traffic count data
X	Functional Classification Maps
	Construction "Needs" of System Revision
	Anticipated Construction Program
X	Recommendation of DSAE
X	Conference with DSAE & County Engineer

Mileage Subcommittee Report
Anoka County
May 1996

Merits of the Request

1. Segment 1 provides a third north-south access for St. Francis.
2. Segment 1 appears to provide a more direct access from St. Francis to the urban areas south of St. Francis.

Concerns of the Mileage Subcommittee

1. Segment 1 is a third north-south access from the St. Francis area and is functionally classified as a major collector. The other two routes are minor arterials and they are located in close proximity to the proposed route.
2. Segment 2 is functionally classified as a minor arterial A, reliever. While there appears to be significant traffic volumes on the route, they appear to be small in comparison to the traffic volumes on TH 65. In addition, the traffic volumes appear comparable to what you might expect from the local development in the area.
3. Nothing has changed from the subcommittee review in 1995.


Recommendation to the Screening Board

_____ Approve

 X _____ Deny

Comments

1. Anoka County should consider opening a discussion with Mn/DOT about a trade or re-routing of TH 47 if the location of CR 7 is a more desirable access to and from St. Francis. These routes are close enough to consider several possibilities.

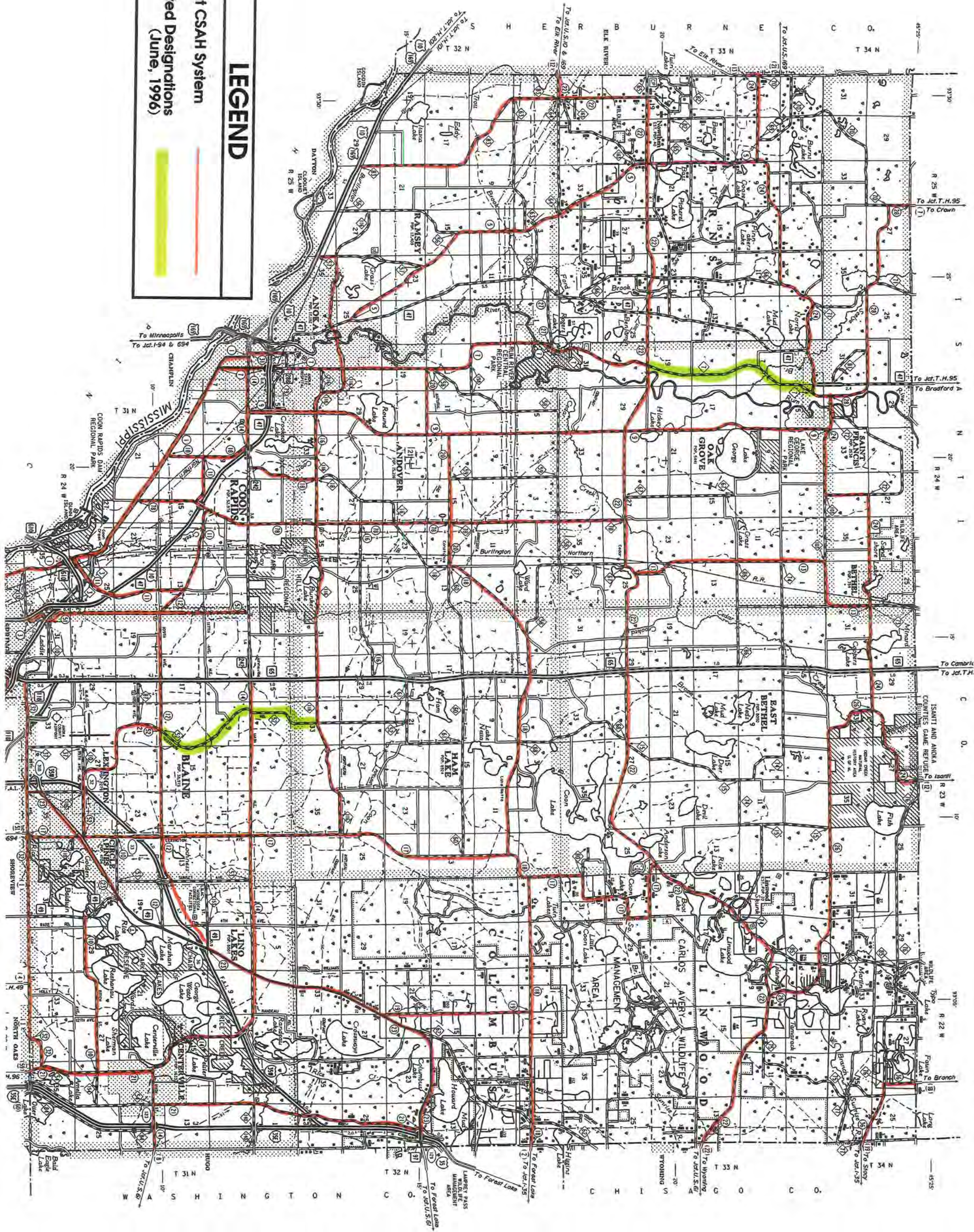
This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

ANOKA CO.

Fig. B

Present CSAH System

Requested Designations
(June, 1996)



MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 3/20/96

TO: Manager, State Aid Needs Unit

FROM: D.E. HAEDER, District State Aid Engineer

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

Attached is a request and supporting data for 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

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles

Available _____
+ Revoked _____
- Requested _____
= Balance _____

Comments: _____

RECOMMENDED APPROVAL OR DENIAL: D.E. Haeder
District State Aid Engineer

3/20/96
Date

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

Date

APPROVAL OR DENIAL: _____
State Aid Engineer

Date

COUNTY OF NOBLES

OFFICE OF

HIGHWAY ENGINEER

P. O. BOX 187

WORTHINGTON, MINNESOTA 56187

STEPHEN P. SCHNIEDER

Highway Engineer

Phone 376-3109
Area Code 507

March 19, 1996

Mr. Doug Haeder
District State Aid Engineer
Mn/DOT
P. O. Box 4039
Mankato, MN 56002-4039

Dear Mr. Haeder:

Re: CSAH Mileage Request

Nobles County is making a system revision in 1996 which will result in a "Banked" CSAH mileage of 2.0 miles.

The Nobles County Board of Commissioners has identified 2.20 miles of County Roads which they would like to designate as part of the State Aid system.

Three segments listed below presently do not terminate at a like or higher roadway designation. A fourth segment serves as the only access to a community.

The 2.20 miles of roadway now being proposed for State Aid designation are:

- 1) County Road 51 from CSAH 3 to CSAH 21 in the City of Round Lake. The length of this segment is 0.29 mile. This designation will complete an existing CSAH route. The segment is the main entrance to Sather's, a major employer and shipper in Nobles County. The 1994 AADT is 700, and the road serves as a mail and school bus route for the community. The roadway is also designated as a minor collector.
- 2) County Road 55 from CSAH 1 South to CSAH 1 North in the City of Dundee. The length of the segment is 1.26 miles. The City of Dundee is the only community in Nobles County which does not have a CSAH serving it. The AADT is 285, and the road serves as a mail and school bus route. The roadway is also designated as a minor collector.

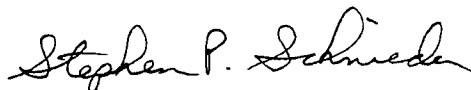
- 3) County Road 57 from TH 60 to CSAH 25 in the City of Worthington. The length of the segment is 0.12 mile. This roadway serves as a major access route into the City of Worthington. Oxford Labs, a veterinary medical research facility and major employer, has their only access off this roadway. The 1994 AADT is 3,350, and the road serves as a mail and school bus route. The roadway is also designated as a minor arterial.
- 4) County Road 52 from TH 60 to CSAH 24 in the City of Bigelow. The length of the segment is 0.53 mile. This designation will complete an existing CSAH route. Nobles County has jurisdiction over this segment of roadway, while Osceola County, IA, has jurisdiction from CSAH 24 east to TH 59. This roadway provides access to the grain elevators and cooperative services located on TH 60 in Bigelow. The 1994 AADT is 175, and the road serves as a mail and school bus route. The roadway is also designated as a minor collector.

A mileage request is being made for an additional 0.2 mile.

Please submit this mileage request to the Screening Board for review and approval.

I have enclosed a map showing the locations of the proposed four routes.

Sincerely,

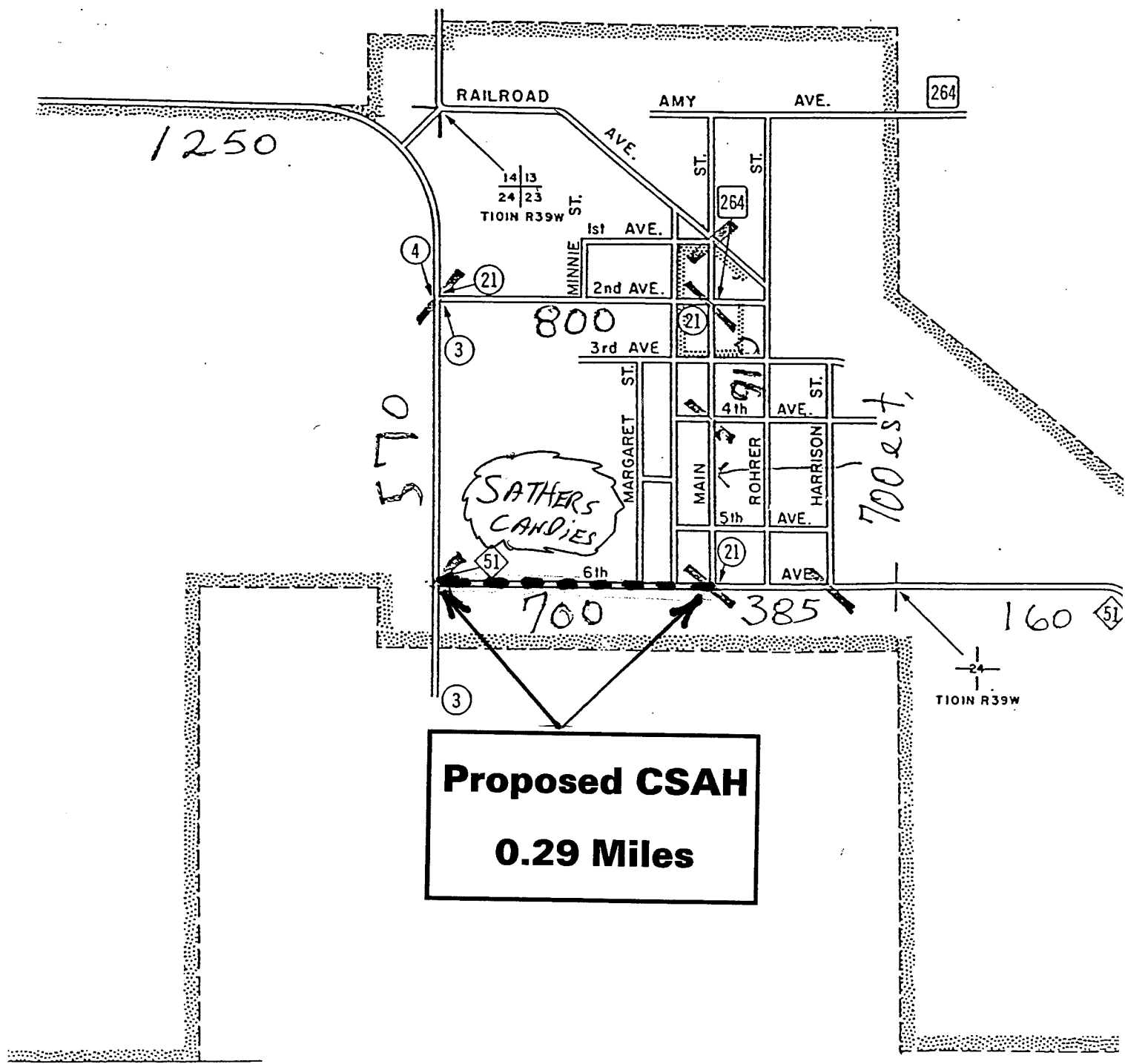


Stephen P. Schnieder, P.E.
Nobles County Engineer

SPS:jks

Enc.

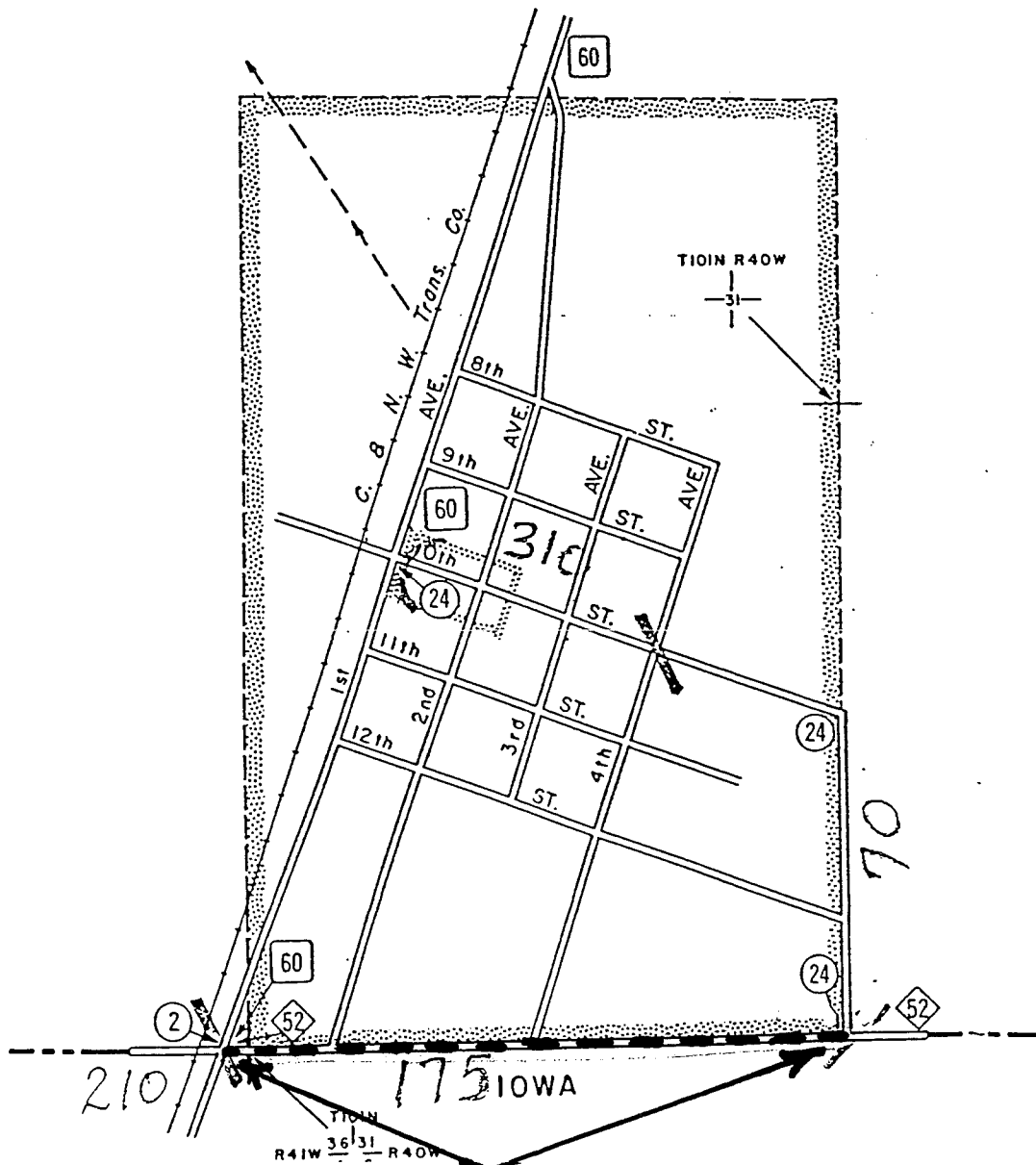
MAP OF
ROUND LAKE
NOBLES COUNTY
POP. 463



The map shows a proposed route (CSAH) running north-south through Murray and Cottonwood Counties. The route is marked with a dashed line and mile markers. Key features include:

- Counties:** Murray CO. (top) and Cottonwood CO. (bottom).
- Streets:** MYRTLE ST., 1st, 2nd, 3rd, 4th, SPENCER ST., CARPENTER ST., and NOBLES ST.
- Highways:** T104N R39W (running east-west) and Highway 55 (running north-south).
- Mileage:** The proposed route is 1.26 miles long. Handwritten mile markers include 190, 185, 180, 175, 170, 165, 160, 155, 150, 145, 140, 135, 130, 125, 120, 115, 110, 105, 100, 95, 90, 85, 80, 75, 70, 65, 60, 55, 50, 45, 40, 35, 30, 25, 20, 15, 10, 5, and 0.
- Other Markings:** A box labeled "Proposed CSAH 1.26 Miles" with arrows pointing to the route. A box labeled "36 21 T104N R39W" is also present.

MAP OF
BIGELOW
NOBLES COUNTY
POP. 232



Proposed CSAH
0.53 Miles

MILEAGE SUBCOMMITTEE REPORT

To The

COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: May 1996

Subcommittee: Lee Berget Clearwater County (Chair)
 Dave Robley Douglas County
 Paul Kirkwold Ramsey County



Requested By: **Nobles County**

Proposed System Revisions:

Nobles County is in the process of an internal system revision that will result in banking 2.0 miles of CSAH designation. The County has identified 2.20 miles of County roads which they would like to designate, resulting in a request for 0.20 miles of additional designation.

Current CSAH Mileage:	345.48
Proposed CSAH Designation:	2.20
Banked mileage	<u>-2.00</u>
Total CSAH Mileage, as proposed:	345.68

Review Resources	
X	Road Tour - May 6, 1996 with DSAE & County Engineer
X	County Engineer's Request Cover Letter
X	TH, CSAH, CR System Maps with traffic count data
X	Functional Classification Maps
	Construction "Needs" of System Revision
	Anticipated Construction Program
X	Recommendation of DSAE
X	Conference with DSAE & County Engineer

Mileage Subcommittee Report
Nobles County
May 1996

Merits of the Request

1. Segment 1 (CR 51), in the City of Round Lake, would service a very large candy factory. The factory generates a large volume of commercial traffic. This designation would complete an access through town for the factory.
2. Segment 3 (CR 57), in the City of Worthington, would connect a stub end CSAH to TH 60.
3. Segment 4 would connect a TH 60 to a higher volume north-south route out of Iowa (L-144). This would enhance access to the elevator in Bigelow.

Concerns of the Mileage Subcommittee

1. Segment 1 serves a very large commercial shipper. In the short time of our visit we encountered 4 semi-trucks originating at this plant. The main entrance to the plant is CR 51. This entrance was opened after a modification to the facility, originally the entrance was on CSAH 3. It was also noted that Round Lake is accessible by TH 264, a stub end route.
2. Segment 2 was a CSAH designated route prior to reconstruction of CSAH 1. While the community of Dundee has no internal CSAH route it seems to be serviced adequately by the County road. CSAH 1 is in close proximity to the proposed route.
3. Segment 3 resolves a stub end CSAH route and serves commercial and industrial enterprises in the area. It also provides an opportunity for the city to tie the MSAS System to TH 60. Originally the city limits did not allow for MSAS designation past the railroad tracks.
4. Segment 4 is intended to tie CSAH 24 as a stub end back to TH 60. CSAH 24 is a stub end route through Bigelow and the majority of the town has been relocated to TH 60. CSAH 24 as it currently exists does not serve a CSAH function in its entirety.

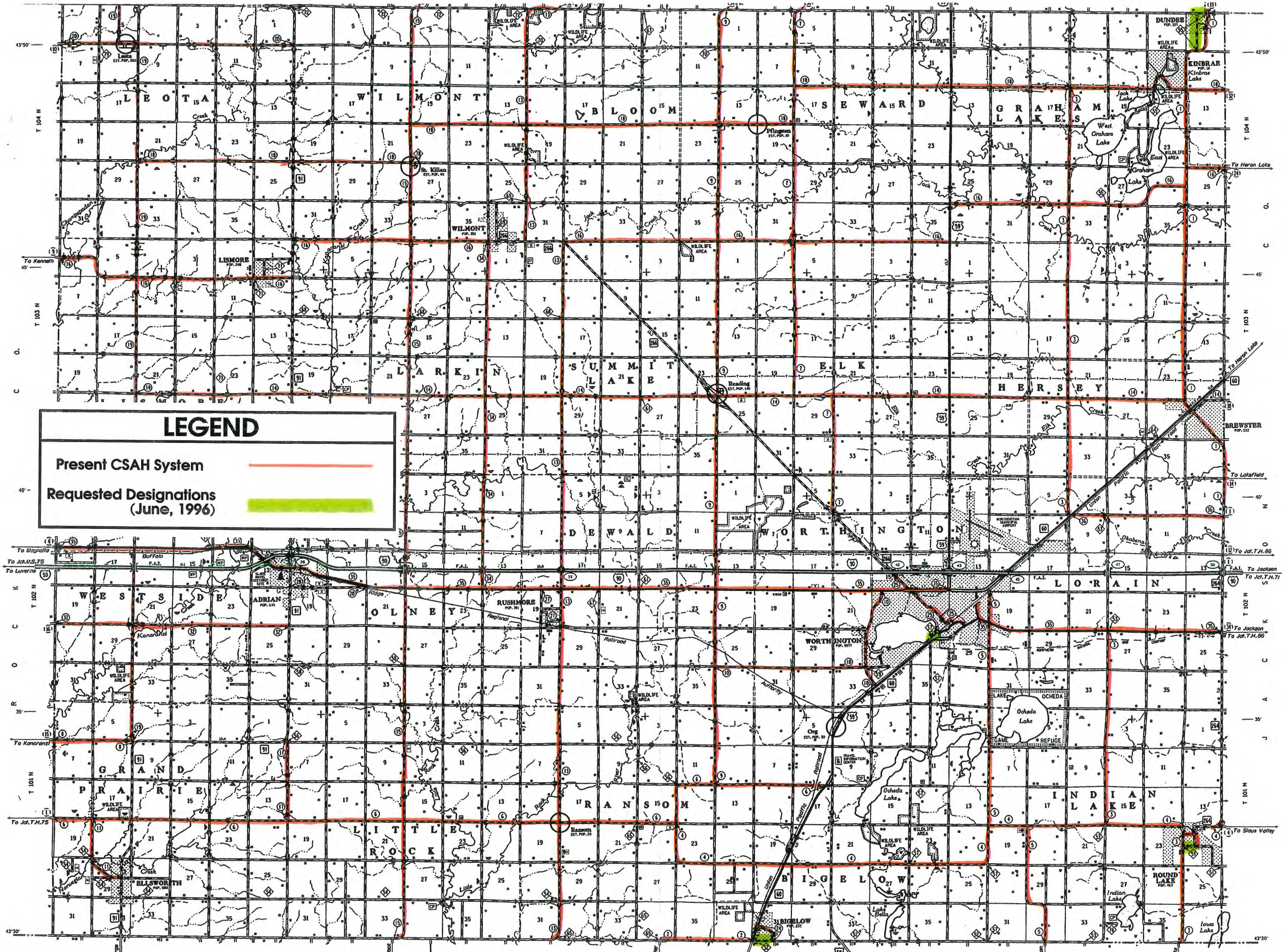
Recommendation to the Screening Board

_____ Approve
__X__ Deny

Mileage Subcommittee Report
Nobles County
May 1996

Comments

1. Nobles County can do the changes that it desires internally, without Screening Board approval if they modify the designations in Dundee and/or Bigelow.
2. The designations in Worthington (segment 3) and Round Lake (Segment 1) seem very appropriate.
3. Segment 2 in Dundee, could be shortened to loop through town and would more than adequately serve this community.
4. Segment 4 in Bigelow, would connect a collector route in Iowa to TH 60 and the local elevator. However, CSAH 24 through Bigelow should be redesignated as a loop through town and back out to TH 60. This would free up some additional existing mileage.
5. The mileage freed up by the suggested changes could be used to develop extensions of the stub ends at Wilmont and Lismore.



LEGEND

Present CSAH System



Requested Designations
(June, 1996)



NOBLES CO.
Fig. C

MINNESOTA DEPARTMENT OF TRANSPORTATION
METROPOLITAN DIVISION

COUNTY REQUEST DATE= SEPT. 11, 1995

TO: KEN HOESCHEN
MANAGER, C.S.A.H. NEEDS UNIT

FROM: ROBERT BROWN
DISTRICT STATE AID ENGINEER

SUBJECT: REQUEST FOR APPROVAL OF A SYSTEM REVISION FOR= WASHINGTON CO.

NEW? CSAH # ROAD NAME FROM TO

SYSTEM REVISIONS BASED ON 2015 TRANSPORTATION PLAN

PROPOSED CHANGES TO OCCUR ON YEARLY SCHEDULE
APPX. 19 ADDITIONAL MILES (16 REVOKED, 35 NEW)

C. S. A. H. CRITERIA FOR DESIGNATION

X indicates that revision meets that criteria



PROJECTED TO CARRY A RELATIVELY HEAVIER TRAFFIC VOLUME,
OR IS FUNCTIONALLY CLASSIFIED AS A 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 NETWORK CONSISTENT WITH
PROJECTED TRAFFIC DEMANDS.

COMMENTS

SEE ATTACHED LETTER - TABLES - MAPS

 DISTRICT STATE AID ENGINEER
RECOMMENDED FOR ~~DENIAL~~ - APPROVAL



DATE 4-1-96

MANAGER C.S.A.H. NEEDS UNIT
RECOMMENDED FOR DENIAL - APPROVAL

DATE _____

STATE AID ENGINEER

DENIED ---- APPROVED _____ DATE _____



WASHINGTON COUNTY

PUBLIC WORKS DEPARTMENT

PARKS • HIGHWAYS • FACILITIES

11660 MYERON ROAD NORTH • STILLWATER, MINNESOTA 55082-9573
612-430-4300 Facsimile Machine 612-430-4350

Donald C. Wisniewski, P.E.
Director Public Works/County Engineer

John P. Parkovich, Deputy Director
Operations Division

Donald J. Theisen, P.E., Deputy Director
Technical & Administrative Division

Sandra K. Cullen, P.E.
Traffic/Transportation Engineer

Edward Kapler,
Facilities Operations Manager

April 15, 1996

Dear Fellow County Engineers and State Aid Officials:

Washington County is an area of abundant beauty, historical character, and agricultural heritage located just on the eastern edge of the Twin Cities Metropolitan Area. The County has historically played a diverse role in the region, serving the Twin Cities with its commercial, industrial, community, natural, and agricultural resources. Today the County is not less diverse; from the cornfields of Denmark Township to the residential communities of Woodbury; from the office and retail complexes along I-94 to the cooling waters of the St. Croix; from the lake communities around White Bear and Forest Lake to the pastoral wooded settings of New Scandia and May Townships; each area of the County plays a unique role in the countywide and regional contexts.

This context has created an attractive place for people to live. In 1990, 145,880 people lived in Washington County. The County's population has been increasing at more than 30,000 people per decade since 1960. This has made Washington County the fastest growing county in the Twin Cities Metropolitan Area and one of the fifty fastest growing counties in the United States. Similar population increases are projected for the next two decades with the population forecasted to grow to over 236,000 by 2015. Today, nearly 50% of the land is unplatted. While growth may be inevitable, choices can still be made that can shape and direct that growth.

This setting created a need to develop a 2015 Comprehensive Plan. The Comprehensive Plan contains several elements, including a 2015 Transportation Plan. This document is now in final draft form. A two year process of public involvement was used to develop this plan. The process included weekend and night workshops, citizen committees, including a transportation committee, newsletters to every county resident, and public hearings at the Planning Commission stage of plan development. Public Works has also conducted meetings with city and township engineers and officials to discuss specific impacts of the transportation plan.

The vision of the Comprehensive Plan is simply to "accommodate the County's projected population growth of 63,000 people by 2015 while maintaining the "rural character" of the County". A critical element of accommodating this growth is construction and maintenance of a county road system. As growth occurs, the demand for regional trips increases. This can only be accomplished with a County road system integrated with local roads and state highways.

The 2015 Transportation Plan identifies jurisdictional issues that should be addressed to provide this integrated roadway system. For example, we have identified 50 miles of trunk highway which should revert to County jurisdiction. This is somewhat balanced by 39 miles of County roads which are identified as turnbacks to local units.

As the jurisdiction of our roadway system evolves, our County State Aid Highway (CSAH) system must also evolve. The 2015 Transportation Plan identifies CSAH changes that will assist us in meeting our vision. The CSAH changes provide us an opportunity to be proactive in directing and shaping the development patterns in Washington County.

We are asking for your help in making our Comprehensive Plan vision a reality. The enclosed 2015 CSAH system changes are being submitted for Screening Board approval. The information contained herein will provide you detailed information on our request and its associated impacts. The following page is a summary of these individual actions that constitute our request package.

State, County, and City Engineers know the difficulty in completing jurisdictional transfers. Your assistance will help us in this challenge that faces us.

I look forward to discussing this important issue with you.

Sincerely,



Donald C. Wisniewski
Director of Public Works/County Engineer

DJT:kh

...ldjt\2015.let

WASHINGTON COUNTY 2015 COUNTY STATE AID HIGHWAY SYSTEM

COUNTY STATE AID HIGHWAYS TO BE DELETED

DELETION SEGMENT NO.	CSAH	SEGMENT	FUNCTIONAL CLASSIFICATION	RATIONALE	MILES
1	7	TH 95 to TH 95	Local	Functions as local road	0.78
2	15	I-94 to TH 95	Minor Arterial	Provide truck route bypass of Afton	0.0 *
3	21	CSAH 28 to CSAH 23	Minor Arterial	Becomes discontinuous with new Stillwater Bridge	0.20
4	22	TH 61 to CR 19A	Minor Arterial	Transfer of roads with Cottage Grove	4.41
5	23	CSAH 21 to CSAH 24	Minor Arterial	Becomes discontinuous with new Stillwater Bridge	1.04
6	28	CSAH 21 to CSAH 14	Local and Collector	Functions as local road	0.62
7	30	TH 95 to TH 95	Local	Functions as local road	1.34
8	31	TH 95 to TH 95	Local	Functions as local road	1.01
9	32	TH 95 to CSAH 31	Local	Functions as local road	0.67
10	33	TH 95 to end	Local	Internal State Park road	1.10
11	36	CSAH 12 to TH 244	Local	Functions as local road	1.17
	TOTAL MILES				12.34

Revised 04/17/96

*Route to be designated as a Trunk Highway (4.0 miles). Per Screening Board resolution, "the mileage revoked shall not be considered as eligible for a new County State Aid Highway designation".

WASHINGTON COUNTY 2015 COUNTY STATE AID HIGHWAY SYSTEM

NEW COUNTY STATE AID HIGHWAYS DESIGNATIONS

NEW DESIGNATION SEGMENT NO.	ROAD	SEGMENT	FUNCTIONAL CLASSIFICATION	CONNECTS	2015 ADT	MILES
1	CR 8A	TH 61 to CSAH 7	Collector	Hugo to Grant Township	1,000-5,000	6.0
2	CR 13A	CSAH 16 to CSAH 20	Minor Arterial	Woodbury to Cottage Grove	8,000-12,000	3.5
3	CR 15A	TH 97 to North County Line	Collector	Forest Lake to Chisago City	1,000-3,000	3.0
4	CR 17A	TH 36 to CSAH 12	Collector	Lake Elmo to Grant Township	3,000-5,000	1.5
5	CR 17B	CSAH 10 to 20th St.	Minor Arterial	Lake Elmo CSAH System	9,000-12,000	1.0
6	CR 19A	CSAH 22 to TH 61	Minor Arterial	Woodbury to Cottage Grove	11,000-12,000	3.1
7	CR 67	TH 36 to CSAH 14	Minor Arterial	Replaces Stillwater Bridge impacts	12,000-25,000	1.3
8	Stonebridge Trail	TH 96 to TH 95	Collector Local (MN/DOT)	TH 95 to Stillwater	3,000-5,000	3.5
9	Greeley Avenue	TH 36 to CSAH 5	Minor Arterial and Collector	Oak Park Heights to Stillwater	15,000-20,000	1.2
10	Hinton Avenue	CSAH 20 to 80th St.	Minor Arterial and Local	Woodbury to Cottage Grove	7,000-10,000	2.5
11	Jamaca Avenue	TH 36 to CSAH 12	Minor Arterial	Lake Elmo to Mahtomedi	5,000-15,000	1.5
12	Manning Avenue	TH 5 to TH 36	Minor Arterial Local (MN/DOT)	Manning Avenue	10,000-15,000	0.8
13	Northbrook Blvd.	TH 36 to CSAH 14	Collector	Oak Park Heights to Baytown Twp.	8,000-11,000	2.1
14	Pickett Avenue	TH 95 to CSAH 21	Collector	Replaces Stillwater Bridge impacts	5,000-7,000	0.2
15	Valley Creek Road	CSAH 19 to CSAH 15	Minor Arterial	Woodbury CSAH System	5,000-10,000	2.0
16	80th Street	TH 61 to CR 19A	Minor Arterial	Cottage Grove CSAH System	5,000-18,000	3.1
					TOTAL MILES	36.3

...ldjtltable-1

Revised 04/17/96

WASHINGTON COUNTY 2015 COUNTY STATE AID HIGHWAY SYSTEM

MN DOT TRUNK HIGHWAY TURNBACKS

TRUNK HIGHWAY	SEGMENT	FUNCTIONAL CLASSIFICATION	CONNECTS	2015 ADT	YEAR PROGRAMMED	MILES
5	TH 36 to West County Line	Minor Arterial	Stillwater to Oakdale	10,000- 23,000	2008	8.8
61	South County Line to North County Line	Minor Arterial	White Bear Lake to Forest Lake	9,000- 13,000	2005	13.0
95	I-94 to Manning Avenue	Minor Arterial	Wisconsin to Woodbury	6,000- 9,000	1997	8.7
96	TH 95 to West County Line	Minor Arterial	Stillwater to White Bear Lake	3,000- 10,000	2002	9.5
120	TH 244 to I-494	Minor Arterial	White Bear Lake to Woodbury	11,000- 41,000	1997	9.6 (5.2) *
244	Th 96 to West County Line	Minor Arterial	Dellwood to White Bear Lake	9,000- 15,000	1999	5.2
TOTAL MILES						50.4

*8.8 miles of TH 120 shared with Ramsey County, actual additions will be 5.2 miles

Revised 04/03/96

WASHINGTON COUNTY 2015 TRANSPORTATION SYSTEM

2015 CSAH SYSTEM REVISION IMPACTS

<u>ACTION</u>	<u>CENTERLINE MILES</u>	<u>APPORTIONMENT IMPACT</u>
Programmed CSAH Deletions	(16.34)	(206,205)
Deletion Mileage Not Eligible For Transfer	4.0	
Banked Mileage	(1.21)	
New CSAH Designations	<u>36.30</u>	<u>\$628,883</u>
New Mileage/Apportionment	22.75	\$422,678
Trunk Highway Turnbacks	<u>50.40</u>	<u>\$327,258 *</u>
2015 Total CSAH Revision	73.15	\$749,936

*Mileage apportionment only. Assumes all the THTB are receiving screening board adjustments in the same year.

ROAD SYSTEM MILEAGE IMPACTS

<u>ROAD SYSTEM</u>	<u>EXISTING MILES</u>	<u>2015 PLAN REVISIONS</u>	<u>2015 SYSTEM MILEAGE</u>
CSAH	201.54	73.15	274.69
CR	<u>98.98</u>	(47.8) *	<u>51.18</u>
TOTAL	300.52		325.87

*CR mileage revision from 2015 Transportation Plan. Includes turnbacks to local units and conversion of CR's to CSAH's.

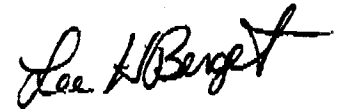
MILEAGE SUBCOMMITTEE REPORT

To The

COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: May 1996

Subcommittee: Lee Berget Clearwater County (Chair)
 Dave Robley Douglas County
 Paul Kirkwold Ramsey County



Requested By: **Washington County**

Proposed System Revisions:

Washington County has requested mileage based on a transportation plan for the year 2015. Implementation of the plan will be completed as funding, politics, and environmental considerations allow. It is proposed to have the Screening Board authorize a total mileage increase that would be "watch dogged" by State Aid personnel and the mileage would fluctuate between the current mileage and the maximum set. At the conclusion of 2015, the plan should be completed and the mileage should be as authorized.

Current CSAH Mileage:	201.54
Proposed CSAH Designation:	36.30
CSAH Deletions	-12.34
Banked mileage	<u>-1.21</u>
Total CSAH Mileage, as proposed:	224.29 *

*- Excludes planned THTB mileage as part of total system revisions (50.4 miles), bringing total CSAH mileage up to 274.69 miles by 2015.

Review Resources	
X	Road Tour - May 6, 1996 with DSAE & County Engineer
X	County Engineer's Request Cover Letter
X	TH, CSAH, CR System Maps with traffic count data
X	Functional Classification Maps
X	Construction "Needs" of System Revision

Mileage Subcommittee Report
Washington County
May 1996

Review Resources (Cont.)	
X	Anticipated Construction Program
X	Recommendation of DSAE
X	Conference with DSAE & County Engineer
X	Washington County Transportation Plan for 2015

Merits of the Request

1. This request is based on a very comprehensive study and planning effort that will respond to the growth Washington County has experienced since the original CSAH system was established.

Concerns of the Mileage Subcommittee

1. Segment 3 (CR 15A) connects with a township road in Chisago County. This segment should be treated as a separate mileage request when Washington and Chisago Counties work out a system revision in the area. If this request is made in the future it should include the deletion of CSAH 1 immediately to the east of this roadway.

2. CSAH 34 is a local street in Forest Lake. This segment should be deleted. The County Engineer indicated he had no problem with this during our road tour.

3. The proposal sets a precedent in making mileage requests in that the Screening Board is being requested to approve mileage changes that may not be implemented for up to 20 years. Political, monetary, and environmental issues need to be managed to make these changes a reality. When system mileage is added or deleted will be a function of the County Board resolution process and will only be limited by the total authorized mileage of 224.29 miles. The transportation plan also calls for a total of 50.4 miles of THTB mileage for a total system of 274.69 miles. These changes would have to be approved individually through Mn/DOT by commissioner's order.

Recommendation to the Screening Board

 X Approve

 Deny

Mileage Subcommittee Report
Washington County
May 1996

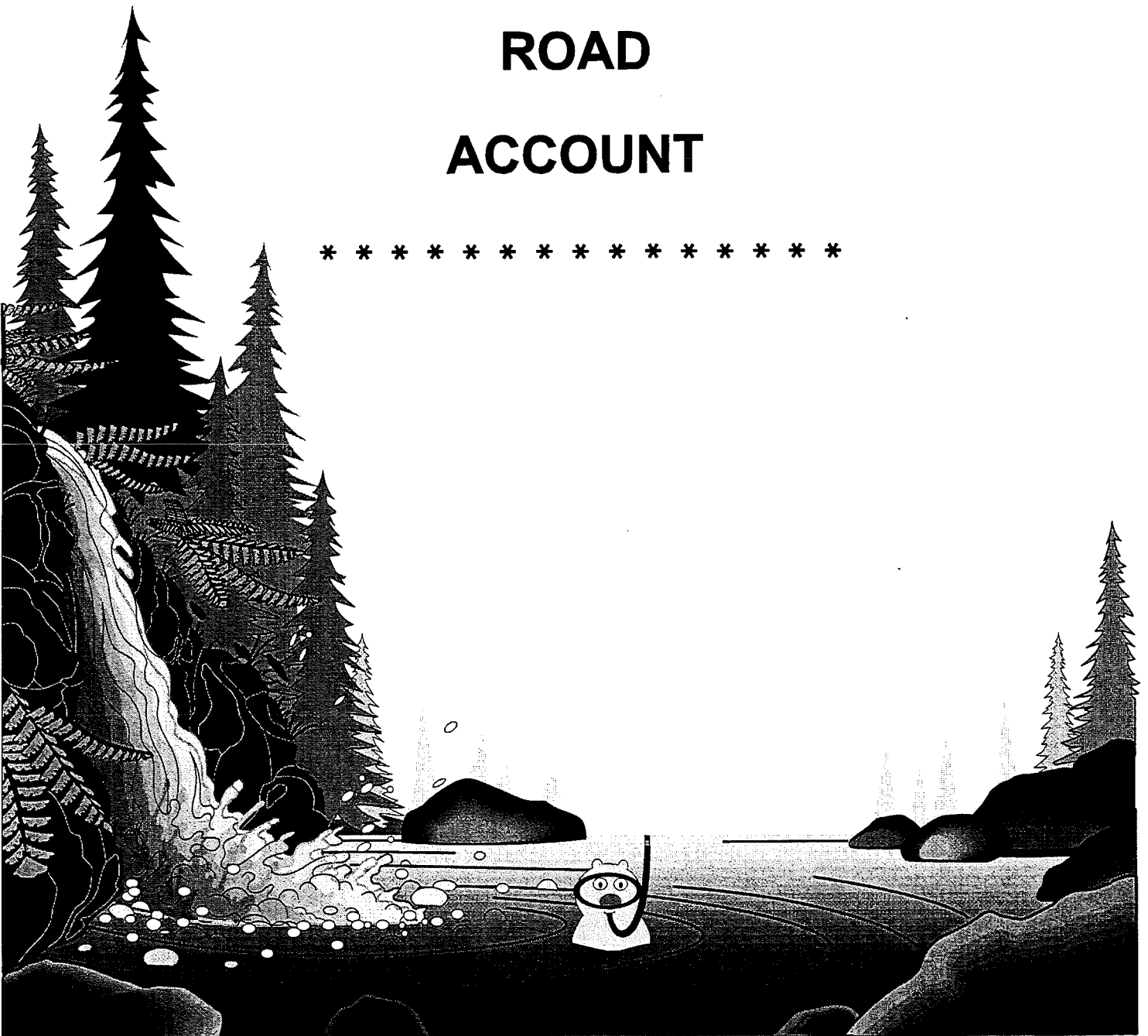
Comments

1. Approval is recommended by the mileage subcommittee with the recognition that this mileage request may set a precedent for other counties in the future. Careful consideration of this request as it affects Screening Board policy may be appropriate.
2. Delete Segment 3, CR 15A, from the request as it would only create a stub end at this time.
3. Delete CSAH 34 in Forest Lake as part of the proposal.

* * * * *

STATE PARK ROAD ACCOUNT

* * * * *



1996 COUNTY SCREENING BOARD DATA
JUNE, 1996

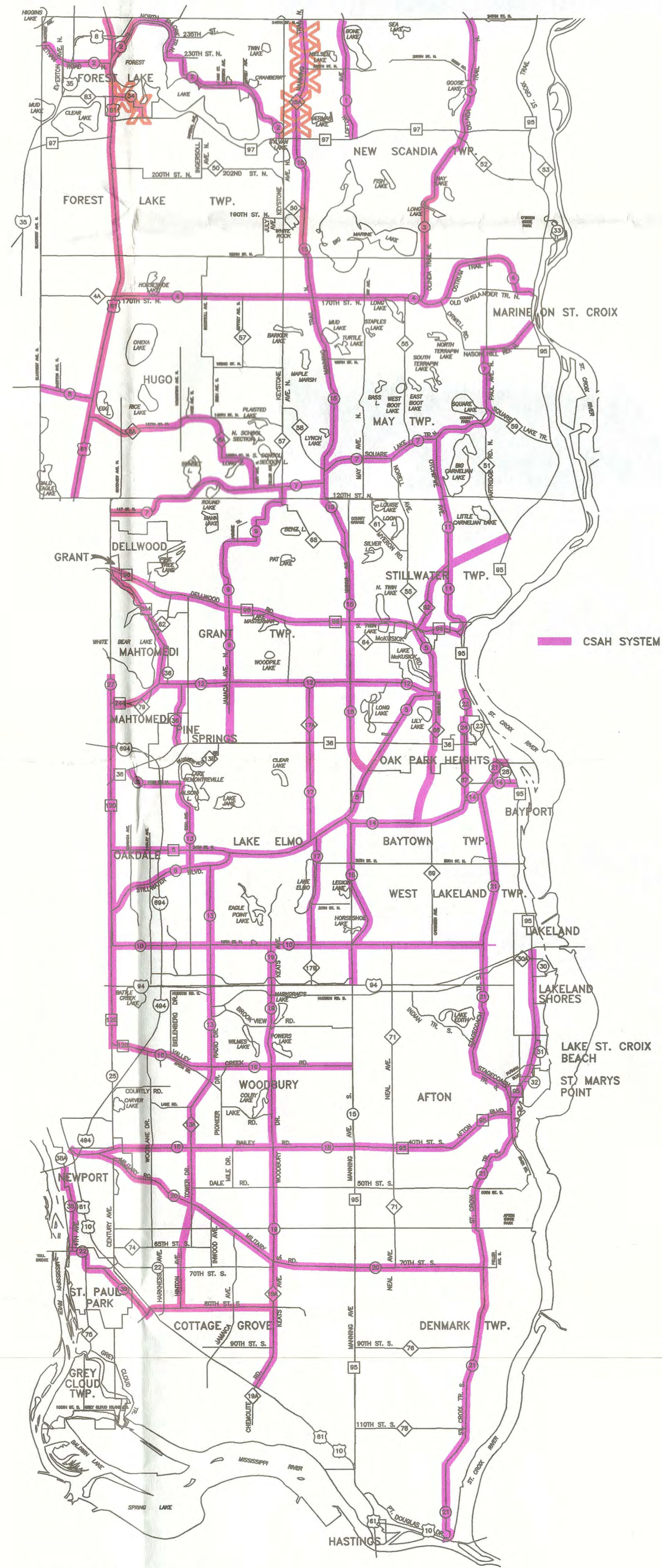
State Park Road Account

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

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

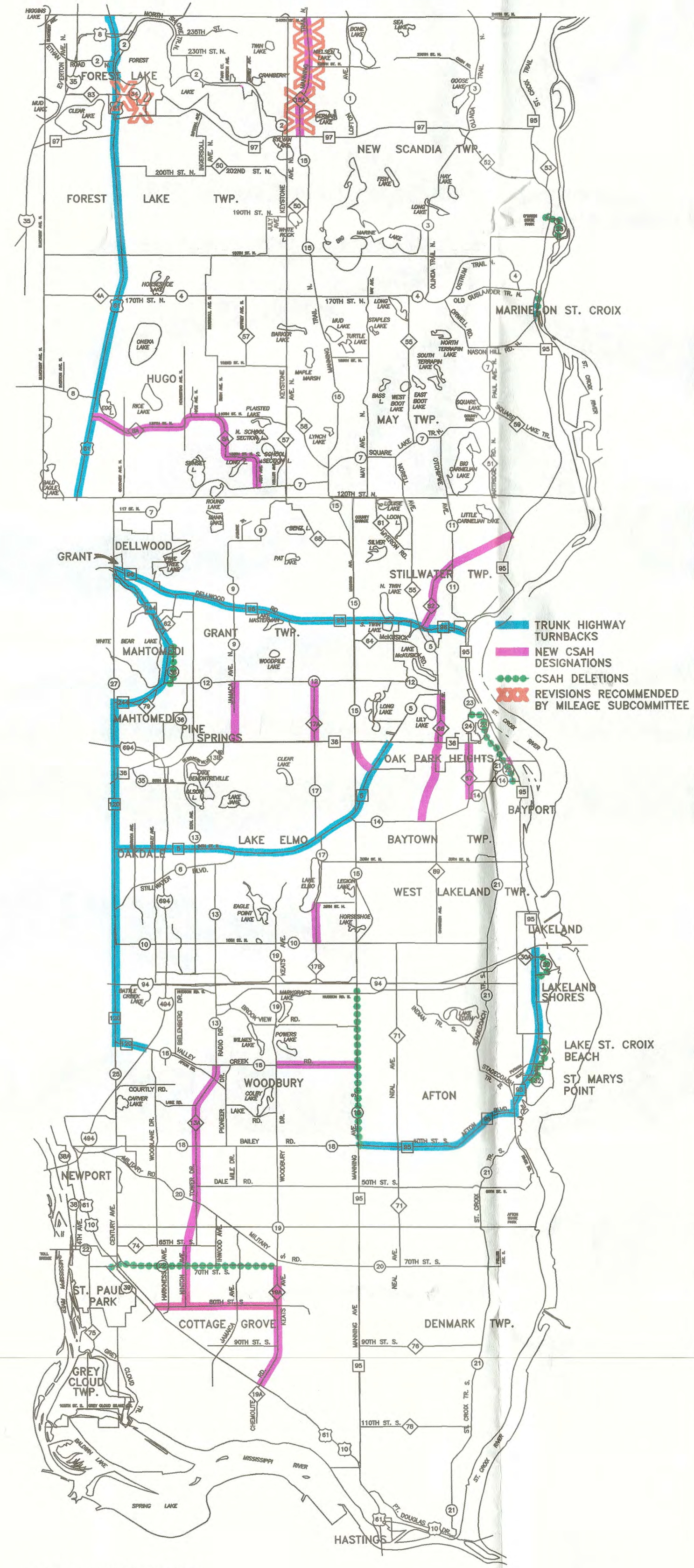
Pursuant to this legislation, the following information has been submitted by the Department of Natural Resources and the county involved.

WASHINGTON COUNTY 2015 CSAH SYSTEM



THE DATA MAP USED IN THIS DRAWING WAS CREATED BY THE WASHINGTON COUNTY PLANNING AND DEVELOPMENT DEPARTMENT FOR THEIR USE ONLY. THE DATA MAP WAS REVISED PRIOR TO JANUARY 1, 1990.

WASHINGTON COUNTY 2015 CSAH SYSTEM CHANGES



THE DATA MAP USED IN THIS DRAWING WAS CREATED BY THE WASHINGTON COUNTY PLANNING AND DEVELOPMENT DEPARTMENT FOR THEIR USE ONLY. THE DATA MAP WAS REVISED PRIOR TO JANUARY 1, 1990.

Department of Natural Resources
Division of Parks & Recreation

STATE OF MINNESOTA
OFFICE MEMORANDUM

Date: February 6, 1996

To: Ken Hoeschen
MnDOT Office of State Aid
420 Transportation Bldg.

From: John Strohkirch, Manager *JAS*
Park Development & Real Estate

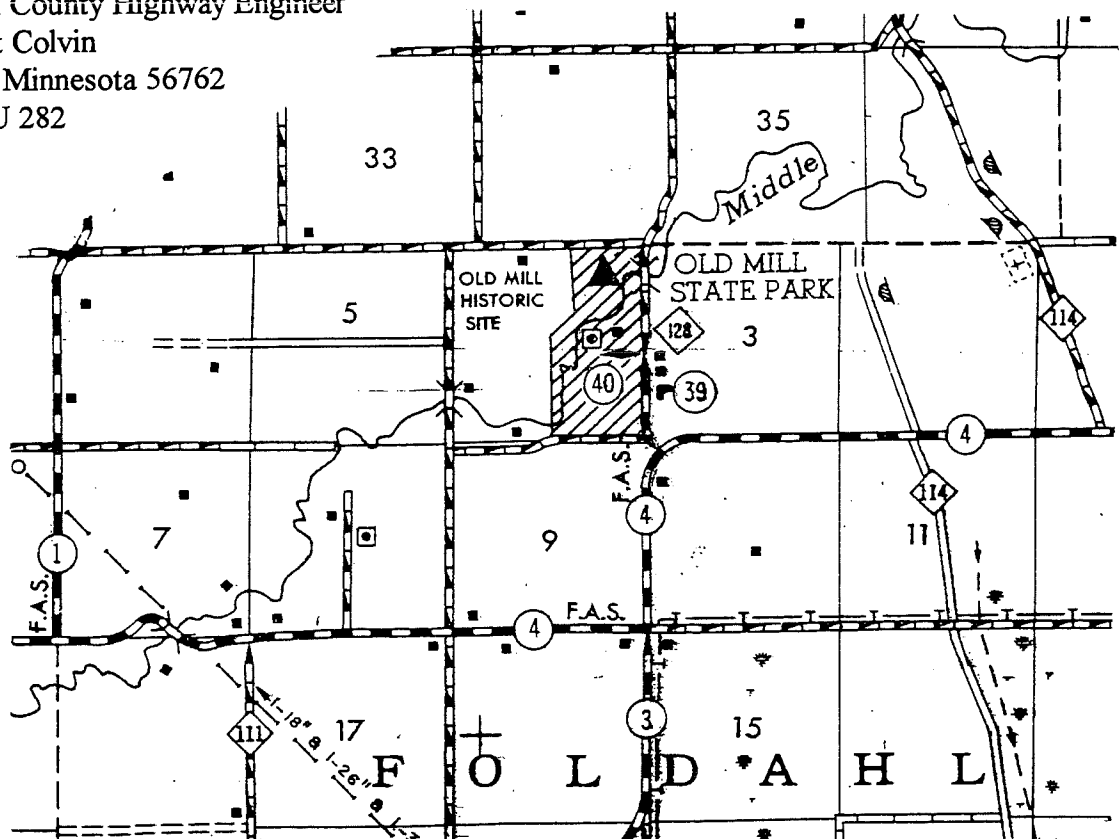
Phone: 612-296-8289

Subject: Marshall County Road Improvement Project - CSAH 39 which provides access to Old Mill State Park

I have attached Marshall County's request for funding from the State Park Road account. This request is for \$20,000 to upgrade Marshall CSAH 39 which serves as the access to Old Mill State Park.

Please place this project on the State Aid Screening Board agenda for approval. The DNR has approved funding for this project in the amount of \$20,000.00. If you need any additional information, please contact me.

c: Jeffrey Langan
Marshall County Highway Engineer
208 East Colvin
Warren, Minnesota 56762
File SAU 282



MARSHALL COUNTY HIGHWAY DEPARTMENT

January 5, 1996

(218) 745-4381 • FAX (218) 745-4343 • 208 East Colvin
Warren, Minnesota 56762

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 39 to Old Mill State Park

Dear Mr. Strohkirch,

Marshall County is requesting consideration for \$20,000 in funding from the State Park Road Account, as per Minnesota Statute, Section 162.06, Subd. 5, for the purpose of assisting in the upgrading of approximately 1/2 mile of CSAH 39 leading to Old Mill State Park from the junction of CSAH 4 in Marshall County.

With this funding we will be able to provide a permanent solution to severe flooding problems for both the farm lands and the park, which has been a costly problem for many years. Flood waters will be diverted directly into the Middle River along the East side of CSAH 39, thereby eliminating both the runoff through the park and flooding of farm fields due to the back up of water onto the fields during heavy rains and spring runoff. This project will also eliminate any further water problems and ditch cleanup or construction through the park, improving usability of more park lands for the public.

Construction will involve additional right of way, ditching, and utility relocation to accomplish the project.

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

Sincerely,



Jeffery J. Langan
Marshall County Highway Engineer

JJL:krl

CC: Merle DeBoer, DNR Bemidji
County Board of Commissioners
Lou Tasa, DSAE
Pat Murphy, SAE



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

500 LAFAYETTE ROAD, ST. PAUL, MINNESOTA 55155-4037

OFFICE OF THE
COMMISSIONER

DNR INFORMATION
(612) 296-6157

January 24, 1996

Mr. James Denn, Commissioner
Department of Transportation
Transportation Building
St. Paul, MN 55155

Dear Commissioner Denn:

Minnesota Statutes Chapter 162.06 Subdivision 5 as amended by Laws of 1989 Ch. 268 authorizes funds for "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.....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."

This letter serves as notice that \$20,000 of the 1996 State Park Fund are hereby authorized to Marshall County for improvement to CSAH 39, which provides access to Old Mill State Park.

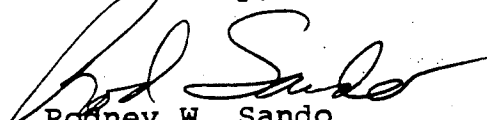
The following criteria must be met before authorization to proceed to letting and award of contract can be issued:

1. The unit of government (county, township, city) initiating this project must review the project with the area DNR Area Hydrologist and Wildlife Manager to determine if the project has any adverse affect on protected waters or lands currently enrolled in the Reinvest in Minnesota (RIM) program.
2. A plan must be developed, signed by a registered engineer and submitted to the MN/DOT District State Aid Engineer through the County Engineer.
3. The Department of Transportation, Office of State Aid, will review the plan and if acceptable will notify the county engineer and the local unit of government to proceed with a letting, force account or negotiated agreement.

James Denn
Page 2

- A. The county shall administer the contract, force account or negotiated agreement.
 - B. On the projects the County Engineer will supervise the construction and submit estimates as the work progresses.
 - C. On all projects, the District State Aid Engineer will monitor the progress of the project according to the specifications and proposal.
- 4. Payment requests as submitted by the County Engineer and based on estimates or force account agreements, shall be administered in accordance with State Aid rules and payments will be made to the County Treasurer.
 - 5. Overruns are the responsibility of the local unit of government unless approved by the Department of Natural Resources and the State Aid Engineer.
 - 6. Right-of-way costs (payment to the land owners) is a reimbursable cost.
 - 7. Preliminary and construction engineering costs are the responsibility of the local unit of government.
 - 8. The minimum standards for which any improvement must be designed are shown on the attached sheet.

Yours truly,


Rodney W. Sando
Commissioner

cc: Julie Skallman
Jeffrey Langan
Mary Henry
Merle DeBoer
File SAU 282 ✓



Diane Gould

* * * * *

REFERENCE MATERIAL

* * * * *



1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

1991-1995 Five-Year Average Subbase (Class 3 & 4) Unit Price Data

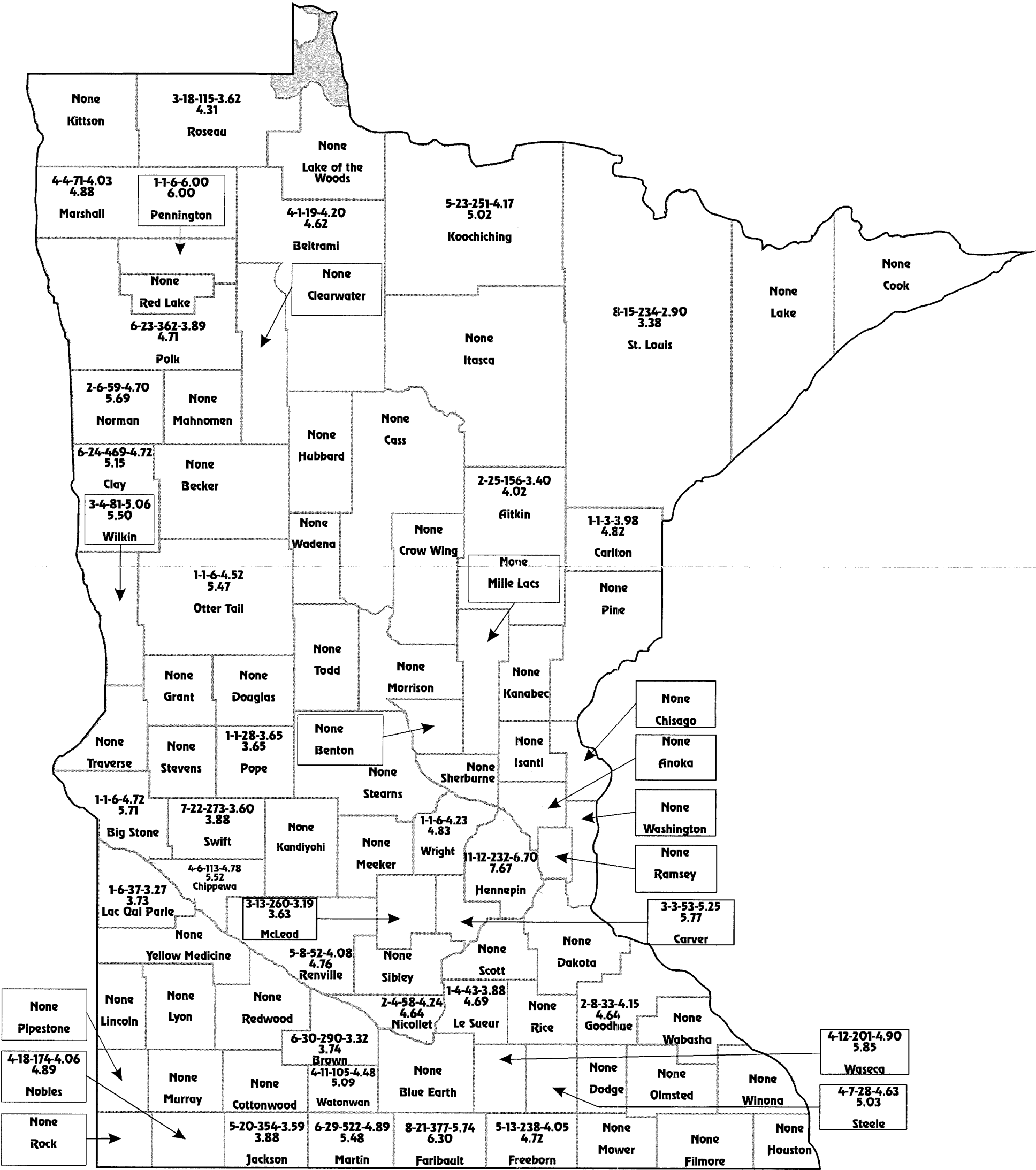
The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1991-1995 five-year average unit price study and the inflated subbase unit price, the determination of which is explained in another write-up in this section. This data is being included in the report because in some cases the gravel base unit prices recommended by the Subcommittee, as shown on Fig. E, were determined using this subbase information.

dmg-wp51-subprice

Fig. E



1996 COUNTY SCREENING BOARD DATA
JUNE, 1996
1991-1995 FIVE YEAR AVERAGE SUBBASE (CLASS 3&4) UNIT PRICE DATA
(RURAL AND URBAN PROJECTS INCLUDED)



LEGEND

7-17-152-3.88 # '91 TO '95 SUBBASE PROJ. - MILES - TONS (IN 1000'S) - 5 YEAR AVG. UNIT PRICE
4.26 1996 INFLATED SUBBASE UNIT PRICE

1996 COUNTY SCREENING BOARD DATA

JUNE, 1996

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, 1996 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 1996 Needs Adjustments</u>	<u>Approx. 1997 Apport. Loss</u>
CHIPPEWA	12-613-16	Bridge Width	\$ 327,800	\$ 7,700
COOK	16-602-16	Surface Type	\$ 407,790	\$ 9,579
ISANTI	30-601-07	Design Speed	\$ 126,230	\$ 2,965
ITASCA	31-616-09	Design Speed	\$ 181,240	\$ 4,257
LAC QUI PARLE	37-633-06	Bridge Width	\$ 327,800	\$ 7,700
MARTIN	46-626-18	Bridge Width	\$ 347,600	\$ 8,165
REDWOOD	64-617-24	Bridge Width	\$ 491,040	\$11,534
STEELE	74-623-08	Design Speed	\$ 24,522	\$ 576
<hr/>			<hr/>	<hr/>
TOTAL			\$2,234,022	\$52,476

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.

1996 County Screening Board Data

June, 1996

Advancement of CSAH Construction Funds from the General CSAH Construction Account.

Resolutions adopted at the October, 1995 County Screening Board meeting indicate the guidelines to be used to advance CSAH construction funds to individual counties. Below is a summary of action taken since these resolutions were adopted.

CSAH construction funds advanced in 1995 and repaid in 1996:

Lake of the Woods	\$ 482,774
Lyon	229,430
Olmsted	1,151,878
Ramsey	<u>1,287,332</u>
Total	\$3,151,414

CSAH Construction Funds reserved by resolution for a possible transfer in 1996. (No dollars have been advanced yet):

Becker	\$ 900,000
Clay	1,137,891
Cottonwood	800,000
Dodge	694,000
Lake of the Woods	600,000
Mahnomen	544,000
Nobles	300,000
Redwood	300,000
Washington	<u>1,800,000</u>
Total	\$7,075,891

Note: The maximum dollar amount of State Aid advances which could be made in 1996 is \$52,925,333.


DEPARTMENT : TRANSPORTATION
Office of Bridges and Structures
Waters Edge Building
1500 West County Road B2
Roseville, Minnesota 55113-3105

STATE OF MINNESOTA
Office Memorandum



DATE : February 8, 1996

TO : K. E. Straus
State Aid Needs Unit

FROM : 
Yvonne Crocker
Hydraulic Design Engineer

SUBJECT : State Aid Storm Sewer Construction Costs for 1995

We have analyzed the State Aid storm sewer construction costs for 1995 and find that for planning and needs purposes, a figure of approximately \$229,700 per mile can be used. For Storm sewer adjustments, we suggest approximately \$71,200 per mile.

**M.S.A.S. UNIT PRICE STUDY
1995 CURB AND GUTTER CONSTRUCTION**

MUNICIPALITY	NO. OF PROJECTS	TOTAL QUANTITY	TOTAL AMOUNT	AVERAGE UNIT PRICE
DISTRICT 1				
CLOQUET	1	2,303	\$17,042	\$7.40
DULUTH	7	3,896	33,465	8.59
GRAND RAPIDS	2	7,752	57,954	7.48
HIBBING	1	1,458	9,987	6.85
VIRGINIA	1	4,132	32,436	7.85
DISTRICT TOTAL	12	19,541	\$150,884	\$7.72
DISTRICT 2				
BEMIDJI	5	3,202	\$30,893	\$9.65
CROOKSTON	5	5,634	52,002	9.23
EAST GRAND FORKS	2	7962	62,652	7.87
THIEF RIVER FALLS	2	4,034	26,624	6.60
DISTRICT TOTAL	14	20,832	\$172,171	\$8.26
DISTRICT 3				
CAMBRIDGE	1	2,900	\$16,675	\$5.75
MONTICELLO	1	5,645	29,636	5.25
OTSEGO	1	1,166	6,063	5.20
ST. CLOUD	2	8,230	44,860	5.45
SAUK RAPIDS	2	5,150	30,900	6.00
WAITE PARK	1	5,024	32,744	6.52
DISTRICT TOTAL	8	28,115	\$160,878	\$5.72
DISTRICT 4				
ALEXANDRIA	2	615	\$5,627	\$9.15
DETROIT LAKES	1	3,705	28,899	7.80
MOORHEAD	1	1,050	12,600	12.00
DISTRICT TOTAL	4	5,370	\$47,126	\$8.78
METRO WEST				
BROOKLYN CENTER	3	6,879	\$59,507	\$8.65
BROOKLYN PARK	1	2,539	13,304	5.24
CHAMPLIN	2	5,239	26,615	5.08
CHANHASSEN	1	2,244	12,118	5.40
CHASKA	3	15,255	84,484	5.54
COLUMBIA HEIGHTS	1	1,200	8,340	6.95
COON RAPIDS	2	960	16,223	16.90
CRYSTAL	1	5,140	29,144	5.67
EDINA	2	9,758	74,282	7.61
EDEN PRAIRIE	2	1,010	7,323	7.25
MAPLE GROVE	1	6,200	43,400	7.00
MINNEAPOLIS	6	18,006	141,124	7.84
MINNETONKA	2	18,337	95,093	5.19
NEW HOPE	1	250	1,418	5.67
ORONO	1	750	11,250	15.00
PLYMOUTH	2	15,460	94,056	6.08
PRIOR LAKE	1	9,608	51,883	5.40
RAMSEY	1	1,540	9,009	5.85
RICHFIELD	1	2,521	14,924	5.92
ST. LOUIS PARK	5	9,219	69,388	7.53
SHAKOPEE	1	7,200	41,112	5.71
SPRING LAKE PARK	2	10,400	54,050	5.20
DISTRICT TOTAL	42	149,715	\$958,047	\$6.40

**M.S.A.S. UNIT PRICE STUDY
1995 CURB AND GUTTER CONSTRUCTION**

MUNICIPALITY	NO. OF PROJECTS	TOTAL QUANTITY	TOTAL AMOUNT	AVERAGE UNIT PRICE
DISTRICT 6				
ALBERT LEA	1	1,810	\$12,218	\$6.75
AUSTIN	1	130	2,170	16.69
FARIBAULT	3	5,443	39,735	7.30
NORTHFIELD	1	5,084	28,674	5.64
OWATONNA	6	13,839	100,664	7.27
RED WING	2	3,766	21,277	5.65
ROCHESTER	2	5,486	42,317	7.71
WINONA	1	535	9,282	17.35
DISTRICT TOTAL	17	36,093	\$256,337	\$7.10
DISTRICT 7				
FAIRMONT	1	3,845	\$25,377	\$6.60
MANKATO	3	565	6,215	11.00
NORTH MANKATO	1	7,875	41,738	5.30
WORTHINGTON	1	99	869	8.78
DISTRICT TOTAL	6	12,384	\$74,199	\$5.99
DISTRICT 8				
MARSHALL	1	996	\$6,773	\$6.80
MONTEVIDEO	1	5,100	33,558	6.58
WILLMAR	1	4,620	31,416	6.80
DISTRICT TOTAL	3	10,716	\$71,747	\$6.70
METRO EAST				
APPLE VALLEY	2	5,344	\$30,988	\$5.80
BURNSVILLE	2	4,489	28,504	6.35
COTTAGE GROVE	1	5,985	35,312	5.90
EAGAN	2	43,397	216,849	5.00
FOREST LAKE	1	2,600	13,000	5.00
HASTINGS	1	13,150	67,065	5.10
LAKEVILLE	1	34,950	192,484	5.51
MENDOTA HEIGHTS	1	3,563	18,421	5.17
NEW BRIGHTON	1	9,650	57,900	6.00
OAKDALE	1	80	1,200	15.00
ROSEVILLE	2	599	5,105	8.52
ST. PAUL	4	21,427	136,688	6.38
SOUTH ST. PAUL	1	610	3,642	5.97
STILLWATER	3	10,685	53,250	4.98
VADNAIS HEIGHTS	1	1,937	11,235	5.80
WHITE BEAR LAKE	1	6,000	33,780	5.63
WOODBURY	2	5,790	31,753	5.48
DISTRICT TOTAL	27	170,256	\$937,176	\$5.50

DISTRICT TOTALS				
DISTRICT 1	12	19,541	\$150,884	\$7.72
DISTRICT 2	14	20,832	172,171	8.26
DISTRICT 3	8	28,115	160,878	5.72
DISTRICT 4	4	5,370	47,126	8.78
METRO-WEST	42	149,715	958,047	6.40
DISTRICT 6	17	36,093	256,337	7.10
DISTRICT 7	6	12,384	74,199	5.99
DISTRICT 8	3	10,716	71,747	6.70
METRO-EAST	27	170,256	937,176	5.50
TOTAL	133	453,022	\$2,828,565	\$6.24

1995 BRIDGE CONSTRUCTION COSTS

<u>Bridges 0-149 Feet</u>					
BRIDGE NUMBER	AGENCY	DECK AREA	BRIDGE COST	COST SQ. FT.	LENGTH
01518	CO	2,784	\$130,305	\$46.80	77.33
02536	CO	4,196	302,058	71.99	69.17
05015	TH	7,120	347,837	48.85	138.71
18521	CO	2,615	164,317	62.84	66.48
25011	TH	6,650	442,338	66.52	114.00
25575	CO	5,489	270,765	49.33	126.67
31532	CO	5,588	315,002	56.37	127.00
33528	CO	4,559	290,794	63.78	145.50
33531	CO	3,192	205,488	64.38	84.00
33532	CO	3,166	154,209	48.71	80.50
35524	CO	3,653	183,224	50.16	114.17
42544	CO	5,664	293,420	51.80	144.00
42545	CO	2,778	172,954	62.26	88.67
42550	CO	2,968	140,069	47.19	84.00
42551	CO	1,771	102,377	57.81	55.00
43529	CO	5,427	239,158	44.07	114.67
45554	CO	3,845	196,291	51.05	120.17
45557	CO	4,901	259,166	52.88	136.08
50576	CO	4,467	206,238	46.17	103.08
59524	CO	3,427	197,709	57.69	97.00
61509	CO	2,270	129,749	57.16	64.25
63511	CO	4,836	266,348	55.08	136.89
64548	CO	4,841	213,494	44.10	137.00
67532	CO	3,330	157,457	47.28	94.25
67533	CO	3,063	159,113	51.95	85.08
69596	CO	4,263	769,102	180.41	92.33
72533	CO	1,958	123,399	63.02	65.25
73549	CO	5,186	233,178	44.96	119.67
74825	TH	5,345	303,950	56.87	121.00
74826	TH	5,345	294,072	55.02	121.00
74827	TH	5,398	392,762	72.76	120.60
74828	TH	5,398	426,131	78.94	120.60
76520	CO	4,134	216,794	52.44	117.00
85022	TH	6,153	285,300	46.37	142.00
86512	CO	6,325	315,611	49.90	133.64
STATE AID PROJECTS		110,696	\$6,407,787	\$57.89	Average
TRUNK HWY. PROJECTS		41,409	\$2,492,390	\$60.19	Average
TOTAL		152,105	\$8,900,177	\$58.51 AVERAGE	

<u>Railroad Bridges</u>					
BRIDGE NUMBER	AGENCY	No of Tracks	BRIDGE COST	COST LIN. FT.	LENGTH
27A04	City	1	\$1,048,011	\$12,966	80.83

1995 BRIDGE CONSTRUCTION COSTS

Bridges 150-499 Feet

BRIDGE NUMBER	AGENCY	DECK AREA	BRIDGE COST	COST SQ. FT.	LENGTH
05007	TH	16,071	\$825,326	\$51.35	225.29
07002	TH	17,100	618,542	36.17	317.36
09517	CO	10,582	705,218	66.64	199.67
14011	TH	13,352	1,007,771	75.48	282.08
19531	CO	27,863	1,297,334	46.56	241.17
21825	TH	11,780	767,938	65.19	229.50
25012	TH	15,430	980,956	63.57	292.15
27063	TH	12,710	792,747	62.37	166.40
27071	TH	22,237	1,406,114	63.23	258.93
27A17	CO	18,515	826,027	44.61	433.08
27A18	CO	18,730	899,412	48.02	433.08
27A22	CO	16,720	1,492,322	89.25	211.90
27A23	CO	13,360	1,164,097	87.13	160.90
28520	CO	6,777	382,711	56.47	156.40
30511	TH	17,560	951,013	54.16	277.27
36522	CO	7,693	411,655	53.51	195.58
55038	TH	13,242	868,561	65.59	260.50
55042	TH	8,082	400,715	49.58	159.00
60021	TH	11,076	898,833	81.15	234.00
64009	TH	16,175	1,070,422	66.18	315.10
64010	TH	21,482	1,083,357	50.43	371.50
69544	CO	6,076	393,130	64.70	193.92
70011	TH	24,486	1,127,411	46.04	242.03
70012	TH	9,649	470,497	48.76	209.00
70013	TH	9,958	481,723	48.38	215.70
76011	TH	9,655	571,360	59.18	158.71
85021	TH	8,869	407,775	45.98	204.67
STATE AID PROJECTS		126,316	\$7,571,906	\$59.94	AVERAGE
TRUNK HWY. PROJECTS		258,914	\$14,731,061	\$56.90	AVERAGE
TOTAL		385,230	\$22,302,967	\$57.90	AVERAGE

Bridges 500 Feet and Over

BRIDGE NUMBER	AGENCY	DECK AREA	BRIDGE COST	COST SQ. FT.	LENGTH
27A15	CO	28,725	\$1,247,658	\$43.43	671.92
27A16	CO	28,725	1,199,887	41.77	671.92
07569	CO	49,678	2,777,124	55.90	706.73
09008	TH	50,623	2,651,263	52.37	536.02
STATE AID PROJECTS		107,128	\$5,224,669	\$48.77	AVERAGE
TRUNK HWY. PROJECTS		50,623	\$2,651,263	\$52.37	AVERAGE
TOTAL		157,751	\$7,875,932	\$49.93	AVERAGE

STATE OF MINNESOTA**DEPARTMENT OF TRANSPORTATION
MS 470, Transportation Building****Office Memorandum****TO: Kenneth Straus
Highway Needs Unit****DATE: March 26, 1996****FROM: Robert G. Swanson, Director
Railroad Administration****PHONE: 296-2472****SUBJECT: Projected Railroad Grade Crossing
Improvements - Cost for 1996**

We have projected 1996 costs for railroad-highway work at grade crossing improvements. For planning purposes, we recommend using the following figures:

Railroad Grade Crossings:		
Signals (Single Track - Low Speed)*		
(Average Price)	per system	\$60-80,000.00
Signals and Gates:		
(Multiple Track - High & Low Speed)** (Average Price)	per System	\$90-110,000.00
Signs (Advance warning signs & crossbucks Pavement Markings (Tape) (Paint)	per Crossing per Crossing per Crossing	\$800.00 \$5,500.00 \$750.00
Crossing Surfaces: (Rubber Crossing Surface) Complete reconstruction of the crossing. Labor and Materials	per track ft	\$750.00

- * Modern signals with motion sensors - signals are activated when train enters electrical circuit - deactivated if train stops before reaching crossing.
- ** Modern signals with grade crossing predictors - has capabilities in (*) above, plus ability to gauge speed and distance of train from crossing to give constant 20-25 second warning of approaching trains traveling from 5 to 80 MPH.

As part of any project in the vicinity of railroad crossings, a review of advance warning signs should be conducted. In addition, pavement markings (RxR, STOP BAR, and NO PASSING STRIPE), if required, should be installed.

We also recommend that projects are not designed so that they start or end at railroad crossings. A project should be carried through the crossing area so that the crossing does not become the transition zone between two different roadway sections or widths.

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 25 AND 26, 1995
BREEZY POINT, PEQUOT LAKES

The meeting was called to order at 1:00 p.m., October 25, 1995 by Chairman, Gordon Regenscheid, Meeker County Engineer.

ATTENDANCE

Roll call of members:

Doug Grindall, Koochiching	District 1
Russ Larson, Roseau	District 2
Steve Backowski, Morrison	District 3
Dale Wegner, Pope	District 4
Jon Olson, Anoka	Metro West
Craig Falkum, Wabasha	District 6
Al Forsberg, Blue Earth	District 7
Gordon Regenscheid, Meeker	District 8
Don Wisniewski, Washington	Metro East

Chairman Regenscheid asked for a motion to approve the June 14 and 15, 1995 Screening Board Meeting Minutes held at Ruttger's Resort, Grand Rapids. Motion by Dale Wegner, seconded by Al Forsberg, motion passed unanimously.

Roll call of MnDot personnel:

Pat Murphy,	Director, SALT Division
Julie Skallman,	Assistant State Aid Engineer
Ken Hoeschen,	Manager, County State Aid Needs Unit
Ken Straus,	Manager, Municipal State Aid Needs Unit
Marshall Johnston,	Municipal State Aid Needs Unit
Bill Croke,	District 1 State Aid Engineer (not present)
Lou Tasa,	District 2 State Aid Engineer
Mike Tardy,	District 3 State Aid Engineer
Tallack Johnson,	District 4 State Aid Engineer
Mike Pinsonneault,	District 6 State Aid Engineer (not present)
Doug Haeder,	District 7 State Aid Engineer
Tom Behm,	District 8 State Aid Engineer
Bob Brown,	Metro Division State Aid Engineer
Larry Erb,	Metro Division, State Aid

Chairman Gordon Regenscheid recognized Jack Cousins, Clay County, the Chairman of the General Subcommittee and Paul Kirkwold, Ramsey County. Greg Isakson, Faribault County was not present. Also recognized was Dave Everds, Dakota County, the Chairman of the Mileage Subcommittee, Lee Berget, Clearwater County, and Dave Robley, Douglas County.

Chairman Gordon Regenscheid recognized the following alternates and other engineers in attendance:

Phil Bergem, Pine	District 1	
Lee Berget, Clearwater	District 2	
Mark Daly, Wadena	District 3	
Rick West, Otter Tail	District 4	
Vern Genzlinger, Hennepin	Metro West	(not present)
Gene Ullring, Fillmore	District 6	
Marlin Larson, Cottonwood	District 7	
Luke Hagen, Lincoln	District 8	
Ken Anderson, Chisago	Metro East	

Others in attendance were:

Dick Hansen, St. Louis	District 1
Wayne Fingalson, Wright	District 3
Doug Weiszhaar, Stearns	District 3
Dave Heyer, Becker	District 4
Merle Earley, Stevens	District 4
Gary Bruggeman, Houston	District 6
Cliff Hill, Brown	District 7
Dale Smolnisky	Meeker County Commissioner
Ron Kutzke	Meeker County Commissioner

REVIEW OF SCREENING BOARD REPORT

Chairman Gordon asked Ken Hoeschen to review the Screening Board book but with a change of menu going over the mileage requests first, to allow a member of the Mileage Subcommittee to leave early. Chairman Gordon suggested that any action taken on the report shall wait until Thursday morning.

Ken informed the group that Mark Sehr will be taking over Rock County in the near future. Welcome to Mark.

- A) Mileage Requests - Pages 69-74, shows the history of additional mileage and banked mileage on the system. The Mileage Subcommittee is composed of Chairman Dave Everds, Dakota; Lee Berget, Clearwater; and Dave Robley, Douglas County who review all mileage requests and give their recommendations to the Screening Board. Ken asked if there were questions from the Board. Russ Larson suggested to review, up front, the options of the mileage requests and whether we are handling the requests in the proper manner based on resolutions allowing the Subcommittee some flexibility. Dave Everds and Lee Berget discussed the format and reasoning used by the Subcommittee in reviewing the requests from the perspective of county engineers. Gordon commented that the Subcommittee did a very thorough job of researching Meeker County's request. Al Forsberg felt that the Subcommittee has proven to be very valuable to the Screening Board and has allowed excellent information to be gathered for making their decisions. Russ Larson wondered how the relationship of CSAH versus MSAS works when identifying new mileage. Pat Murphy and others discussed different scenarios of cities and counties cooperation in great length.

1) Meeker County Mileage Request - Pages 75-78

Gordon explained to the Screening Board the reasons for his mileage request. The new school being built is in need of the township road south of the school property to be upgraded. The Meeker County commissioners addressed the safety issues and the lack of township cooperation. Russ asked if Meeker County considered designating it a county road. Gordon thought it would be a step backward for Meeker County at this time. Don Wisniewski wondered why the school district did not include the road improvements in their bond sales and development of the property.

2) Anoka County Mileage Request - Pages 79-96

Ken explained what Anoka County's mileage request consisted of and what the Mileage Subcommittee looked at as far as their recommendations. Gordon asked Jon Olson if Anoka County agreed with the Subcommittee. He stated that Anoka County is willing to except the recommendation of the Subcommittee. Russ asked is that for this year or forever? Jon stated that he felt their original request was reasonable and he feels he will be directed to bring back in the future the remaining mileage for another look. Russ asked Jon a question about MSAS mileage and CSAH mileage designations within city limits. Don Wisniewski commented about the history of the CSAH system that was designated in 1957. He felt that it was done well but in some cases no longer fits. Discussion centered around the planning process of road systems within the Metro area. Jack Cousins stated this was the largest mileage request ever to come before the Screening Board and he was wondering if any other revocations within their system were looked at besides CSAH 12. Jon commented they did but could not justify at this time removing roads from the system. Craig Falkum wondered if the board should look at tempering the larger mileage requests in some way. Gordon agreed but how do we come up with the proper criteria. Pat Murphy suggested you look at the whole picture rationally and not put stipulations on needed changes in the CSAH system. Discussion continued on with what may be coming in the future for changes to our system.

Gordon asked to end the discussion so we could move on with the rest of the book.

Ken reviewed the rest of the 1995 County Screening Board report which he has previously done in all the Districts. Chairman Gordon suggested that any action taken on the report shall wait until Thursday morning.

B) General Information and Basic Needs Data - Pages 1-6, is a comparison of the Basic 1994 to the Basic 1995 25-Year Construction Needs which is broken down into two sections: 1) effect of the Normal update; and 2) effect of the Unit Price Update. The total needs effect was +1.1%. Ken mentioned since the report was published two errors were discovered; one in Blue Earth County and one in Faribault County with the corrections handed out. There were no questions or comments.

C) Needs Adjustment - Pages 8-11, page 11 corrected, no comments or questions.

- D) Construction Fund Balance "Needs" Deductions - Pages 12-15, no comments or questions.
- E) Special Resurfacing Projects - Pages 16-18, Russ Larson presented a request from Roger Diesen, Polk County to consider not deducting the cost of the overlay, shouldering nor the cost of the concrete planing on a segment of highway, because it was unlikely this would have been improved if it was not used for a haul road. No further questions or comments.
- F) Grading Cost Comparisons - Pages 20-30, Rural Design Grading Construction Costs; Pages 32-42, Urban Design Grading Construction Cost, page 39 & page 42 correction for Faribault County. No comments or questions.
- G) Needs Adjustments for Variances Granted on CSAHs - Page 43, no comments or questions.
- H) Bond Account Adjustments - Pages 44-45, no comments or questions.
- I) After the Fact Needs - Pages 46-50, date on page 50 was corrected the resolution was adopted in 1992, no comments or questions.

Credit for Local Effort Needs Adjustment - Page 51
No comments or questions.
- J) Non Existing CSAH Needs Adjustment - Pages 52-53, no comments.
- K) Mill Levy Deductions - Pages 54-56, no comments or questions.
- L) Tentative 1996 CSAH Money Needs Apportionment - Page 58, no comments.

Ken commented that the letter to the commissioner states there may be adjustments to the mileage and money needs if the traffic updates for these counties counted in 1993 & 1994 are completed before January 1, 1996.

- M) Comparison of the Actual 1995 to the TENTATIVE 1996 CSAH Apportionment and a tabulation listing a TENTATIVE 1996 Apportionment based on an estimated \$249 million - Pages 62-68, no comments.
- N) Traffic Project Factors - Pages 100-101, no comments.
- O) Minutes of the June 14 & 15, 1995 Screening Board meeting - Pages 102-106, no comments.

The minutes of the CSAH General Subcommittee meeting and their accompanying recommendations to the Screening Board on page 107-109, relates borrowing of State Aid Construction Funds and the concept of Life Cycle Costing in place of the Needs Study System. Jack Cousins reviewed the Subcommittee's report. Pat Murphy handed out a "Discussion Draft" Guidelines for advancement of County State Aid Construction Funds from the general CSAH Construction Account, which is basically the same as in the book with a few minor changes. Discussion continued dealing with the advancing of funds. Jack commented, they had no strong feeling for or against the study of Life Cycle Costing, but probably should have a survey sent out to all counties identifying the items to be considered. Pat Murphy discussed his reasons for considering this study and he does support the General Subcommittee's comments. Russ Larson, Steve Backowski, and Craig Falkum gave their reasons for possible difficulties in using life cycle costing.

Gordon brought up the Research Account money set aside every year, which will be addressed tomorrow by resolution.

Gordon asked if there are other items to be looked at. Don Wisniewski handed out information put together by Ramsey County. Paul Kirkwold is wondering if the needs study would have to be done annually, so they were asking the Screening Board whether it should be studied. Doug Grindall asked about mileage requests and how they would be handled, how could a gas tax increase be handled, etc. Russ Larson suggested freezing the system the way it exists today and we wouldn't have to meet again. Some discussion followed with a suggestion that maybe the General Subcommittee could study this matter.

Local Road Research Board played a video for the group.

The meeting recessed at 4:20 P.M. until Thursday morning.

The meeting was reconvened by Gordon Regenscheid at 8:30 A.M. Thursday, October 26, 1995.

ACTION ON SCREENING BOARD REPORT

A) Needs Adjustment Review - Pages 1-68.

Gordon asked if the Screening Board wanted to include the 1993 & 1994 traffic counts in the 1996 Apportionment computations if time permits. Al Forsberg made the motion, Doug Grindall seconded, motion carried unanimously.

Gordon asked how they wanted to handle Polk County's request to exclude from their needs reduction in the Special Resurfacing section, Russ Larson made a motion to approve their request, motion died for a lack of a second.

Gordon asked for a motion to approve the letter of recommendation to Commissioner Denn, motion by Dale Wegner, seconded by Doug Grindall, motion carried unanimously.

B) Mileage Requests

- 1) Meeker County mileage request for an additional 0.50 mile was discussed briefly. Gordon wondered if the Mileage Subcommittee decided if the segment does meet CSAH designation. Lee Berget stated they felt there could be changes made within the system. Al Forsberg felt it does meet the criteria and it seems to be a political request. Russ Larson agreed with the Mileage Subcommittee because of what happened in Warroad with their school bond including the road improvements. Meeker County Commissioner Smolnisky commented they are trying to build the best roads they can with what they have to work with. The request was voted on by secret ballot, the additional mileage request was DENIED by a vote of 6 to 3.
- 2) Anoka County mileage request for an additional 32.664 miles was reviewed by the Mileage Subcommittee and they suggested a change down to recommending approval of only an increase of 16.736 miles. Jon Olson stated they are willing to accept the Mileage Subcommittee's recommendation at this time. Russ Larson made a motion, to vote on the Mileage Subcommittee's recommendation not the entire request, seconded by Dale Wegner, passed unanimously. The request was voted on by secret ballot, the Mileage Subcommittee's recommendation of approving an increase of 16.736 miles was APPROVED by a vote of 8 to 1.

With the confusion of Anoka County's mileage request vote, Don Wisniewski made a motion to approve or deny the Mileage Subcommittee's recommendation for Meeker County, seconded by Russ Larson, motion carried and the board voted again. The recommendation was to deny Meeker County's request, the board approved the recommendation by a vote of 6 to 3 thus denying the mileage request for Meeker County.

C) Reference Material

Gordon asked for a motion to approve the resolution: Be it resolved that an amount of \$1,249,630 (not to exceed 1/2 of 1% of the 1995 CSAH Apportionment sum of \$249,926,147) shall be set aside from the 1996 Apportionment Fund and be credited to the research account. Motion by Don Wisniewski, seconded by Steve Backowski, motion carried.

Gordon asked if something should be done on Ramsey County's request. Don Wisniewski made a motion to recommend a study be done by the General Subcommittee on our annual needs update, seconded by Al Forsberg. Considerable discussion followed with several pros and cons introduced. Gordon clarified the motion after all the discussion. The motion is to study the concept of how often the Needs Study, the Screening Board Reports, the Needs Adjustments etc. should be updated, reviewed, published, etc. Motion by show of hands passed.

Gordon asked for discussion on the General Subcommittee's recommendation on borrowing of State Aid funds, based on information handed out. Considerable discussion followed with a motion by Al Forsberg to approve the General Subcommittee's recommendation as amended by the "Discussion Draft" (handed out by Pat Murphy) and amending item 6 to allow for all contracts, Russ Larson seconded, motion carried.

Gordon asked for discussion on the Life Cycle Costing studied by the General Subcommittee, Russ Larson recommended to drop the topic. Don Wisniewski stated he would like it to go further to see if it has merit. Discussion continued looking at the pros and cons. Jack Cousins commented that the Subcommittee did not want to study it again but would be willing to work with State Aid to set up a survey to be sent out. Russ Larson made a motion to drop the issue of studying Life Cycle Costing, seconded by Dale Wegner, motion carried.

Gordon wondered why both the CSAH maintenance and construction money was based on Construction Needs. Pat Murphy explained it by discussing the distribution formula and how and why the money was setup the way it exists today.

Julie Skallman handed out and discussed the Administrative Account expenditures looking for input from the board on how to handle some of the expenditures, like State Aid mandated items, technical development, employee development, and operations training.

Don Wisniewski and Russ Larson suggested the Chairman write a letter to the traffic office asking if they could possibly speed up their operation and try to get traffic results and maps out sooner.

Julie asked for pictures of deficient bridges and poor approaches so she can put some pictorial data together with charts and graphs for the bridge bonding legislation this year.

The outgoing Districts 2 - Russ Larson; 4 - Dale Wegner; 6 - Craig Falkum; 8 - Gordon Regenscheid were thanked for their time and excellent work. Gordon thanked the outgoing Mileage Subcommittee Chairman, Dave Everds for his outstanding work. Gordon will be responsible for recommending a new member from the Metro Counties before the next meeting. Russ Larson asked if Lee Berget could be on the Mileage Subcommittee and also be the District 2 Screening Board member next year. There did not seem to be a concern from anyone.

Meeting was adjourned by a motion by Al Forsberg, seconded by Dale Wegner, carried.

Respectively Submitted,

David A. Olsonawski

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

GUIDELINES FOR ADVANCEMENT OF COUNTY STATE AID CONSTRUCTION
FROM THE GENERAL CSAH CONSTRUCTION ACCOUNT

The following guidelines which have been recommended by the County Screening Board will be used when Counties request an advance of funds from the General CSAH Construction Account. Such advances shall be repaid from the following year's construction apportionment.

- (1) The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year and \$50 million. Advanced funding will be granted on a first come-first served basis.
- (2) Total advances to the Regular Account shall be limited to the county's last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.
- (3) Total advances to the Municipal Account shall be limited to the county's last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.
- (4) According to Minnesota Statute 162.08 subdivision 5 and 7: Total advances to all State Aid Construction accounts shall not exceed 40 percent of the county's last total apportionment (Construction and Maintenance) preceding the first outstanding advance. Also total advances to the Municipal account shall not exceed 30% of the county's last total apportionment (Construction and Maintenance) preceding the first outstanding advance. This naturally takes precedence over (2) and (3).
- (5) Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested on the resolution, after that County's construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come-first served" basis. First come-first served is established by payment requests and/or by the process described in (6).

(6) Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request to Reserve Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:

- a) the amount requested is within the amount authorized by the County Board Resolution,
- b) the amount requested is consistent with the other provisions of this guideline, and
- c) the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State-Aid approval.

Upon receiving the approved Request to Reserve Advanced Funding, the County Engineer knows that funds have been reserved for the project.

RESOLUTION

Whereas, the County of _____ is planning on implementing County State Aid Highway Project(s) in 199__ which will require State Aid funds in excess of those available in its State Aid (Regular, Municipal) Construction Account, and

Whereas, said county is prepared to proceed with the construction of said project(s) through the use of advance encumbrances from the general State Aid Construction Account to supplement the available funds in their State Aid (Regular, Municipal) Construction Account, and

Whereas, repayment of the funds so advanced will be made in accordance with the provisions of Minnesota Statutes 162.08, Subdivision 7 and Minnesota Rules, Chapter 8820.

Now, Therefore, Be It Resolved: That the Commissioner of Transportation be and is hereby requested to approve this advance for financing approved County State Aid Highway Projects of _____ County in an amount up to \$ _____ in accordance with Minnesota Rules 8820.1500, Subparagraph 9, and to authorize repayments from the following year's accruals to the (Regular, Municipal) Construction Account of the County State Aid Highway fund for said county.

I, _____, duly appointed and qualified Auditor in and for the County of _____, State of Minnesota, do hereby certify that the above is a true and full copy of a resolution duly adopted by the County Board of _____ County, Minnesota, assembled in (regular) (special) session on the _____ day of _____, 19____.

County Auditor

County

(Seal)

ADVANCE ENCUMBRANCE - GENERAL STATE AID FUNDS (COUNTY)

REQUEST TO RESERVE ADVANCED FUNDING

The County/City of _____ hereby requests that \$ _____
(name) (amount)
of advanced construction funds be reserved for SAP _____ for the
(project number)
following purpose (check one):

_____ The County/City intends to enter into a contract for _____
(type of service)
by _____. This proposed contract is eligible for use of
(date)
State Aid construction account funds.

_____ The County/City has submitted a completed plan for State Aid approval
and intends to advertise for bids and award a contract after receiving State
Aid approval of the plan.

County Board/City Council Resolution No. _____ authorizing this
advanced funding is attached, or has been previously submitted.

County/City Engineer

Date

This project is eligible for advanced funding from the CSAH/MSA General Construction
Account.

State Aid Division

Date

CSAH/MSA Construction account funds in the amount of \$ _____ are
reserved for SAP _____ as an advance from the CSAH/MSA General
Construction Account.

State Aid Accountant

Date

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
April 29, 1996

The meeting was called to order by Chairman Cousins at 10:30 A.M. April 29, 1996 at the Transportation Building, Room 413, St. Paul, MN.

Members present:	Jack Cousins, Chairman	Clay County
	Brad Larson	Scott County

Others in attendance:	Julie Skallman	State Aid MN/DOT
	Ken Hoeschen	State Aid MN/DOT
	Diane Gould	State Aid MN/DOT
	Mark Channer	State Aid MN/DOT

Member Absent	Greg Isakson	Faribault County
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Prior to the meeting, maps showing each county's 1991-1995 five year average gravel base and subbase unit price data were sent to the Subcommittee members. The procedure used to determine gravel base prices for those counties with less than 50,000 tons was also sent to the members. After Ken presented the data and a thorough discussion on past procedures took place, the General Subcommittee recommended the gravel base unit prices as shown on the map be used in the 1996 CSAH Needs Study.

The Subcommittee also reviewed the unit price data regarding the other roadway items. It was the consensus of the members to continue using the "increment method" to determine each county's bituminous base, bituminous surface, gravel surface, and gravel shoulder unit prices. The "increment method" simply involves applying the difference between the 1995 state average CSAH construction unit price of gravel base (\$4.85) and the 1995 state average CSAH construction unit price of the other items to each county's previously determined gravel base unit price.

Due to the small number of rural design subbase projects in 1995 (also they were mostly deep strength converted projects) the 1995 rural design subbase unit price was \$4.94 (\$0.09 higher than gravel base). Because of this, the General Subcommittee recommended using the -\$0.11 increment from last years recommendation for rural design subbase.

Because of a very limited number of urban design subbase projects in 1995, the Subcommittee's recommendation for urban design subbase is to use the county's gravel base unit price.

The Subcommittee is recommending using the updated prices for concrete surface as received from MN/DOT's Estimating Section in the following formulas to develop the rural and urban design concrete prices.

Rural Des. 90%(Reg.8"Conc.\$14.22) + 10% (Irr.8"Conc.\$20.03)=\$14.80
Urban Des. 30%(Reg.9"Conc.\$15.38) + 70% (Irr.9"Conc.\$21.48)=\$19.65

For the other CSAH miscellaneous unit prices; storm sewer, curb and gutter construction, bridge construction and widening and for the majority of railroad crossing protection; the prices recommended by MN/DOT and the MSAS Subcommittee are being recommended for the 1996 CSAH Needs Study.

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). This was done because it was felt approximately half the railroad crossings requiring signs are on gravel roads, thereby not requiring pavement marking.

A discussion was begun by Ken regarding the resolution for the Guidelines for Advancement of County State Aid Construction Funds. He stated that because of 1996 Legislation, the #4 section of this resolution can be eliminated.

Ken mentioned Turnback maintenance and that some concern was expressed regarding the extremely high per mile rates on some THTB's. (See page 66 in the 1996 C.S.A.H. Apportionment Book). The Screening Board resolution which established the rates has been followed, but the Subcommittee felt perhaps this subject should be looked at by the Screening Board. Also this resolution will have to be revised with the advent of lane/mileage Apportionment in place of centerline mileage Apportionment. The Subcommittee felt that discussion at the District meetings and the Screening Board meeting should take place regarding this item before any recommendations are made. The meeting was adjourned at 12:00 P.M.

Respectfully submitted,



Jack Cousins,

Acting Secretary/Chairman

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

January, 1996

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.

Guidelines For Advancement of County State Aid Construction Funds From The General CSAH Construction Account - October, 1995

- 1) *The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year and \$50 million. Advanced funding will be granted on a first come-first served basis.*
- 2) *Total advances to the Regular Account shall be limited to the county's last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.*
- 3) *Total advances to the Municipal Account shall be limited to the county's last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.*
- 4) *According to Minnesota Statute 162.08 subdivision 5 and 7: Total advances to all State Aid Construction accounts shall not exceed 40 percent of the county's last total apportionment (Construction and Maintenance) preceding the first outstanding advance. Also, total advances to the Municipal account shall not exceed 30 percent of the county's last total apportionment (Construction and Maintenance) preceding the first outstanding advance. This naturally takes precedent over (2) and (3).*
- 5) *Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that County's construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come - first served" basis. First come first served is established by payment requests and/or by the process described in (6).*

6) *Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:*

- a) the amount requested is within the amount authorized by the County Board Resolution,*
- b) the amount requested is consistent with the other provisions of this guideline, and*
- c) the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State Aid approval.*

Upon receiving the approved Request to Reserve Advanced Funding, the County Engineer knows that funds have been reserved for the project.

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 bonded 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:

<u>Existing ADT</u>	<u>Turnback Maintenance/Mile/2-LanesLane Mile</u>
0 - 999 VPD	Current <u>lane</u> mileage apportionment/ <u>lane</u> mile
1,000 - 4,999 VPD	2 X current <u>lane</u> mileage apportionment/ <u>lane</u> mile
For every additional 5,000 VPD	Add current <u>lane</u> mileage apportionment/ <u>lane</u> 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 lane 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 lane mile shall be added to the annual money needs. This needs adjustment per lane mile shall produce sufficient needs apportionment funds so that when added to the lane mileage apportionment per lane mile, the Turnback maintenance per lane mile prescribed shall be earned for each lane 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. 1994)

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 proposed, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted prior to publication of the Screening Board Report by 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

Feet of Widening

Needs Cost/Mile

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 1994)

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 with local or State Aid funds. 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 standard 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.*