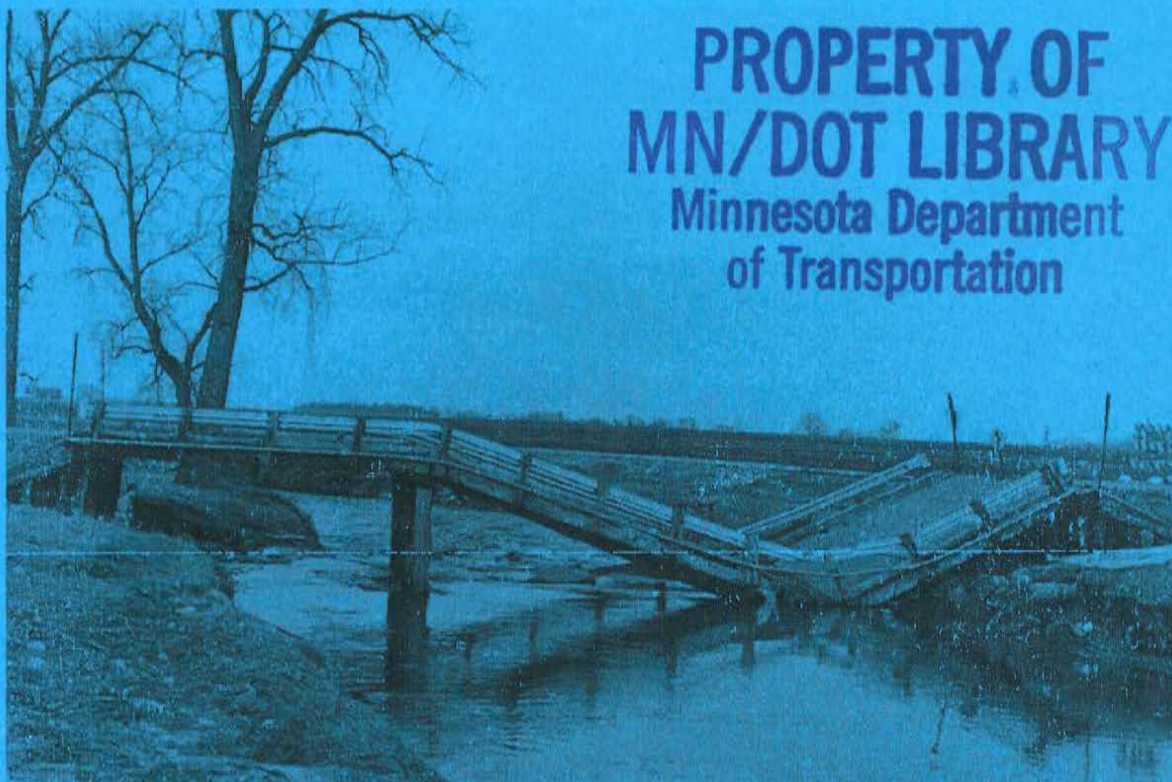




1997 COUNTY SCREENING BOARD DATA

A Casualty of the Floods of '97



The bridge over Middle Branch of Rush River on CSAH 9 in Sibley County was washed out in April as flood waters moved through the area.



 **JUNE, 1997**



Minnesota Department of Transportation

Memo

State Aid for Local Transportation Division

Mail Stop 500, 7th Floor
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Office Tel.: 612 296-3011
Fax: 612 282-2727

PHONE: 296-1660

DATE: May 29, 1997

TO: County Engineers
District State Aid Engineers

SUBJECT: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 1997 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 1997 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 25-26, 1997.

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,

A handwritten signature in black ink, appearing to be 'K. Hoeschen'.

Kenneth M. Hoeschen, Manager
County State Aid Needs Unit
Enclosure: 1997 County Screening Board Report

wp51\dmg\memo\memospbk.wp


1997 COUNTY SCREENING BOARD DATA

A Casualty of the Floods of '97



The bridge over Middle Branch of Rush River on CSAH 9 in Sibley County was washed out in April as flood waters moved through the area.



 **JUNE, 1997**



MINNESOTA DEPARTMENT OF TRANSPORTATION

1997 COUNTY SCREENING BOARD

Chuck Schmidt	(97-98)	- Cook County	- District 1
Lee Berget	(96-97)	- Clearwater County	- District 2
Dave Schwarting	(97-98)	- Sherburne County	- District 3
Rick West	(96-97)	- Otter Tail County	- District 4
Ken Anderson	(96-99)	- Chisago County	- Metro
Brad Larson	(96-97)	- Scott County	- Metro
Gene Uling	(96-97)	- Fillmore County	- District 6
Marlin Larson	(97-98)	- Cottonwood County	- District 7
Luke Hagen	(96-97)	- Lincoln County	- District 8
Jon Olson	Permanent	- Anoka County	- Urban
Dave Everds	Permanent	- Dakota County	- Urban
Vern Genzlinger	Permanent	- Hennepin County	- Urban
Paul Kirkwold	Permanent	- Ramsey County	- Urban
Dick Hansen	Permanent	- St. Louis County	- Urban
Don Wisniewski	Permanent	- Washington County	- Urban
Dave Olsonawski, Secretary		- Hubbard County	

1997 SCREENING BOARD ALTERNATES

Dave Rholl	- Pine County	District 1
Milt Alm	- Norman County	District 2
Rich Heilman	- Isanti County	District 3
Merle Early	- Stevens County	District 4
Roger Gustafson	- Carver County	Metro
Greg Paulson	- Goodhue County	District 6
Gary Stribley	- Jackson County	District 7
Rick Kjonaas	- Mc Leod County	District 8

1997 CSAH GENERAL SUBCOMMITTEE

Greg Isakson, Chairman	(June, 97)	- Faribault County
Brad Larson	(June, 98)	- Scott County
Jack Cousins	(June, 99)	- Clay County

1996 CSAH MILEAGE SUBCOMMITTEE

Dave Robley, Chairman	(Oct., 97)	- Douglas County
Paul Kirkwold	(Oct., 98)	- Ramsey County
Al Goodman	(Oct., 99)	- Lake County

CSAH VARIANCE SUBCOMMITTEE

Bill Groskurth	- Freeborn County
Don Wisniewski	- Washington County
Dave Schwarting	- Sherburne County



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1997 COUNTY SCREENING BOARD DATA
JUNE, 1997

Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1997 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 1991 construction projects and added the 1996 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1992 through 1996, are the basic source of information for compiling the data used for computing the recommended 1997 unit prices. As 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 1996 projects was transmitted to each county engineer for their 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 May 2, 1997 are included in the "Reference Material" section of this report. Greg Isakson, Faribault 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 Dave Robley, Douglas County, and the other members of the Mileage Subcommittee will be in attendance to answer any questions relative to their recommendations.

1997 COUNTY SCREENING BOARD DATA
JUNE, 1997

Trend of C.S.A.H. Unit Prices
(Based on State Averages from 1980-1996)

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

1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

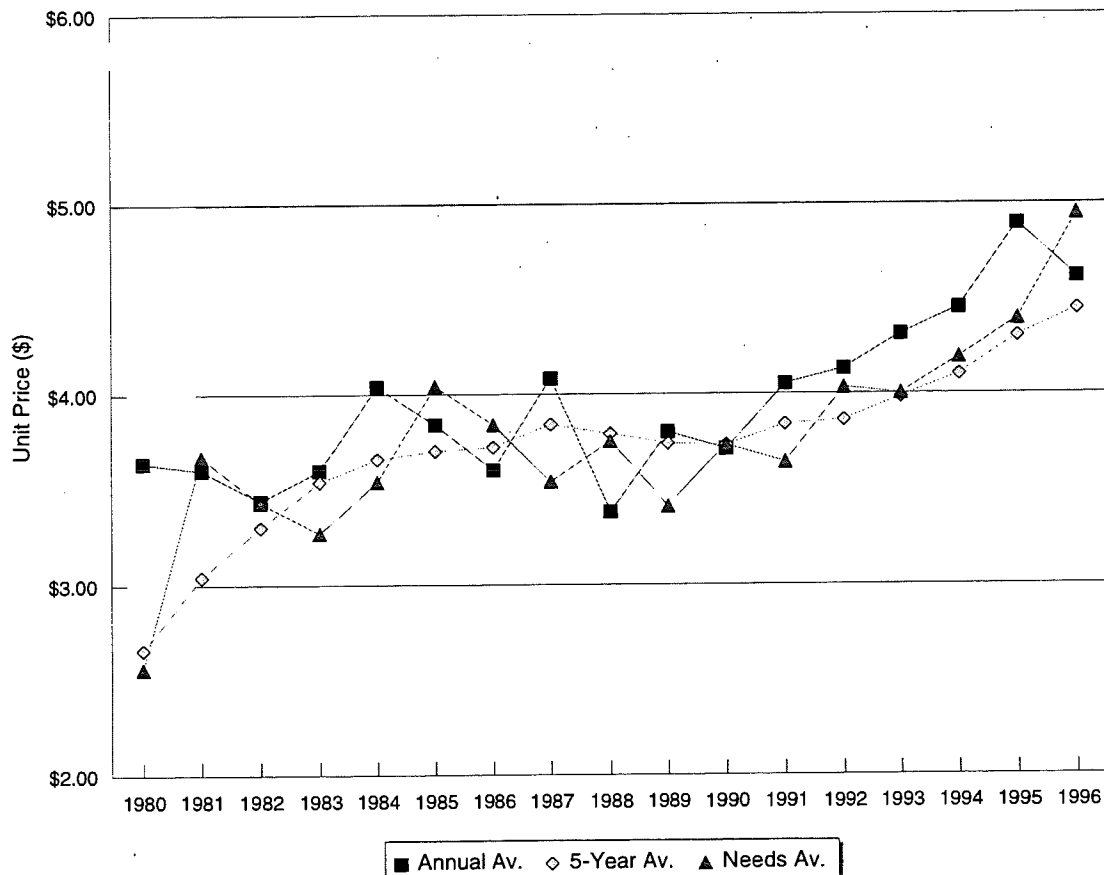
TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4

1982-1996 Includes Rural & Urban Design Projects

1982-1996 includes Rural & Urban Design Projects					(Rural Design Only)
Year	Quantities	Cost	Annual Average	5-Year Average	Needs Study Average
1980	1,006,473	\$3,665,775	\$3.64	\$2.66	\$2.56
1981	1,274,775	\$4,589,136	\$3.60	\$3.04	\$3.67
1982	474,716	\$1,633,375	\$3.44	\$3.30	\$3.43
1983	838,004	\$3,015,160	\$3.60	\$3.54	\$3.27
1984	645,084	\$2,605,291	\$4.04	\$3.66	\$3.54
1985	729,577	\$2,804,858	\$3.84	\$3.70	\$4.04
1986	798,321	\$2,871,121	\$3.60	\$3.72	\$3.84
1987	1,015,708	\$4,147,919	\$4.08	\$3.84	\$3.54
1988	981,435	\$3,316,895	\$3.38	\$3.79	\$3.75
1989	1,584,966	\$6,024,671	\$3.80	\$3.74	\$3.41
1990	850,693	\$3,154,601	\$3.71	\$3.73	\$3.73
1991	1,770,188	\$7,167,715	\$4.05	\$3.84	\$3.64
1992	1,285,948	\$5,309,585	\$4.13	\$3.86	\$4.03
1993	654,741	\$2,823,272	\$4.31	\$3.98	\$4.00
1994	683,741	\$3,040,350	\$4.45	\$4.10	\$4.19
1995	944,079	\$4,619,762	\$4.89	\$4.30	\$4.39
1996	327,780	\$1,512,522	\$4.61	\$4.44	\$4.94

Trend of CSAH Unit Prices-Subbase 3-4

1982-1996 Includes Rural & Urban Projects



1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

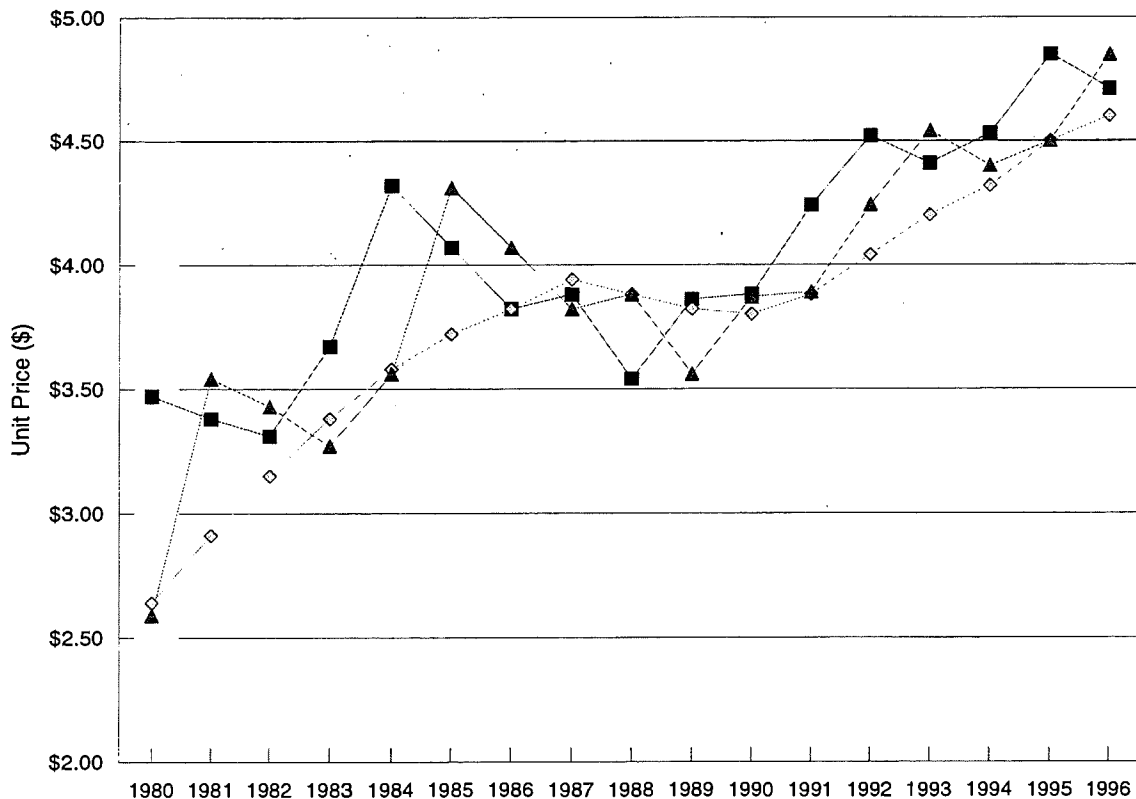
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6

1982-1996 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
1996	4,311,004	\$20,320,780	\$4.71	\$4.60	\$4.85

Trend of CSAH Unit Prices-Base 5 & 6

1982-1996 Includes Rural & Urban Projects



1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

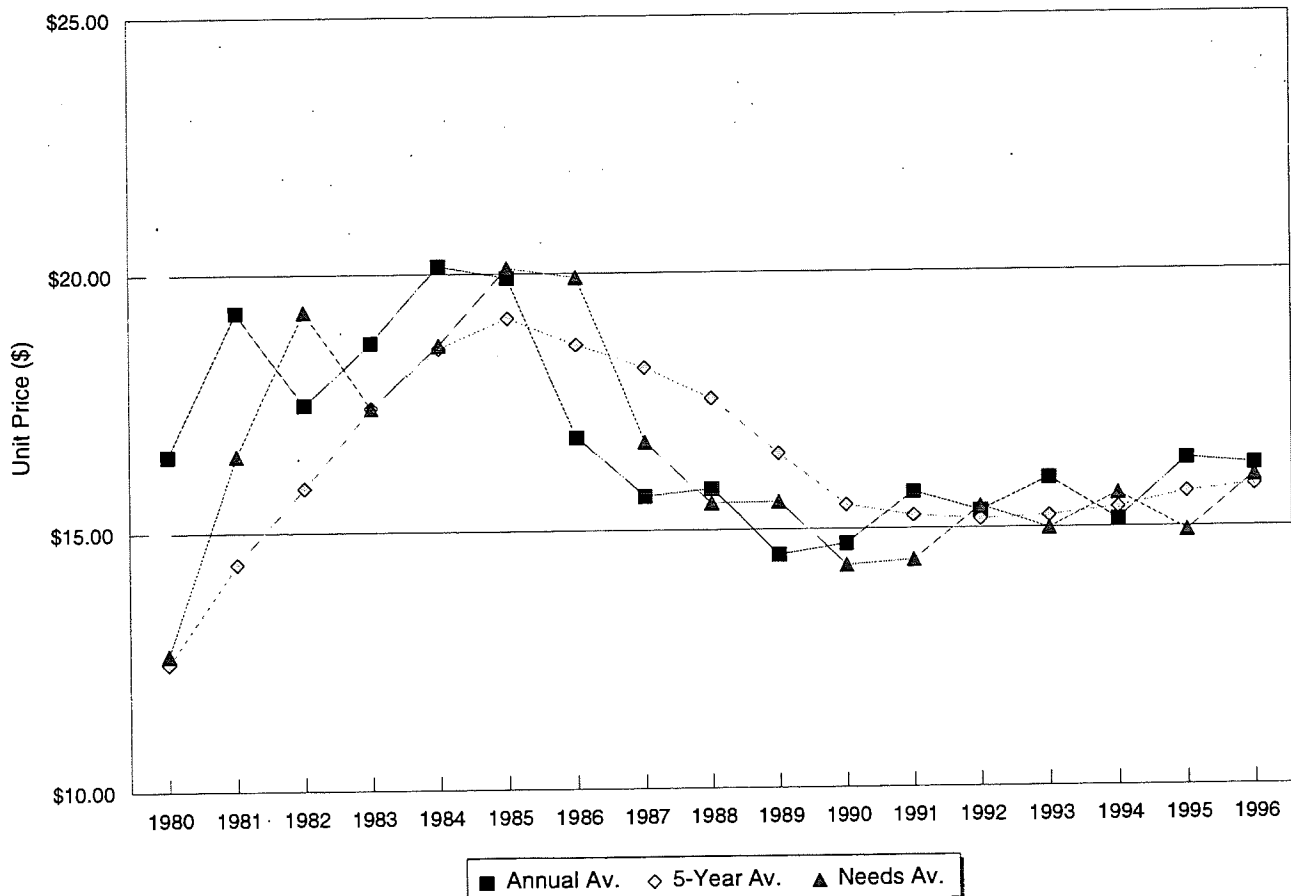
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331

1982-1996 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
1996	2,777,325	\$45,016,240	\$16.21	\$15.80	\$15.99

Trend of CSAH Unit Prices - Bit. 2331

1982-1996 Includes Rural & Urban Projects



1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

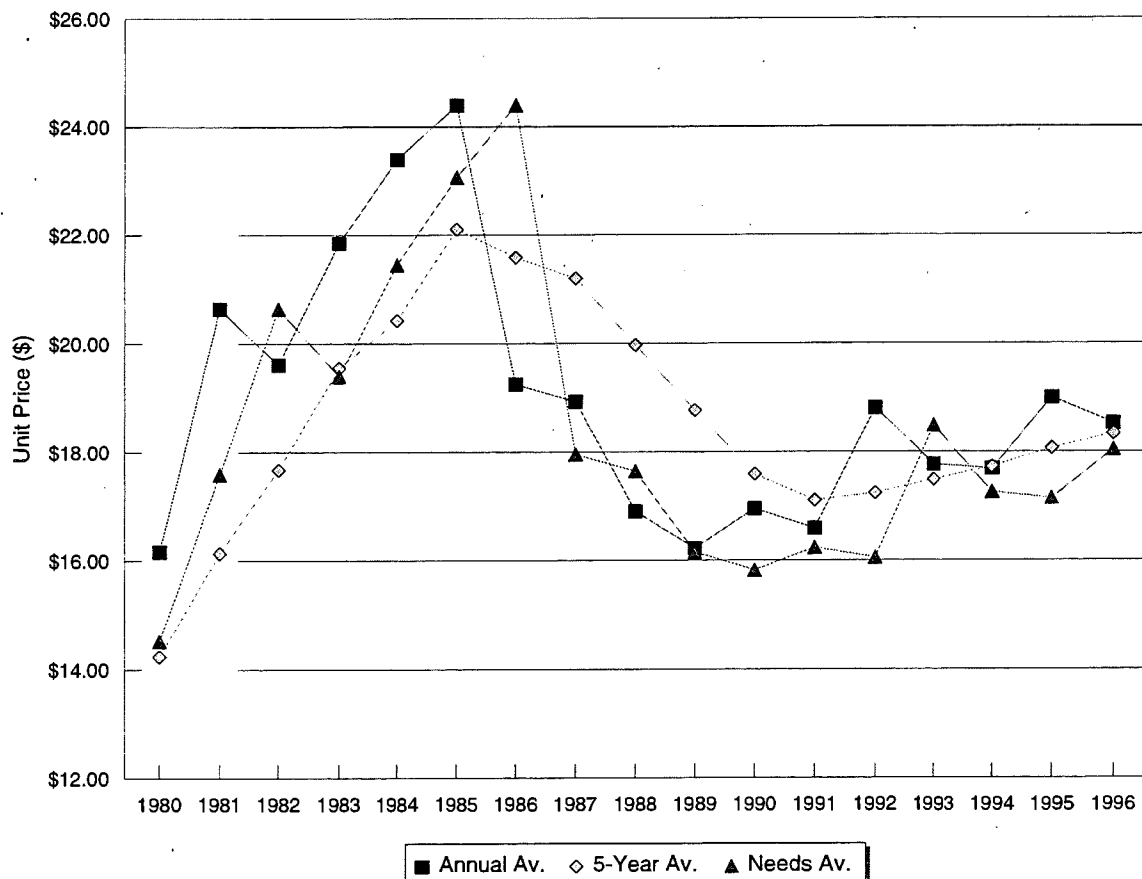
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341

1982-1996 Includes Rural & Urban Design Projects

1982-1996 Includes Rural & Urban Design Projects					(Rural Design Only)
Year	Quantities	Cost	Annual Average	5-Year Average	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
1996	668,036	\$12,374,266	\$18.52	\$18.33	\$18.04

Trend of CSAH Unit Prices - Bit. 2341

1982-1996 Includes Rural & Urban Projects



1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

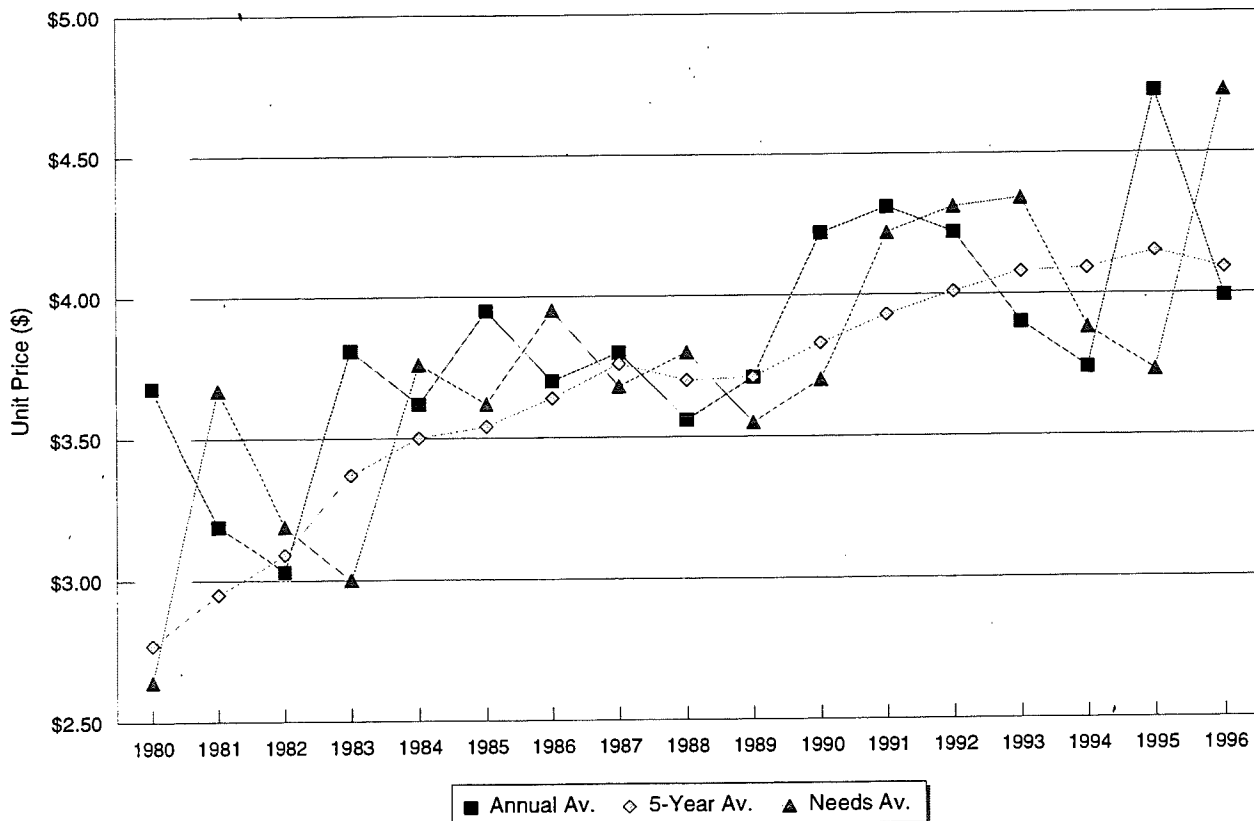
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

1982-1996 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
1996	242,059	\$965,952	\$3.99	\$4.09	\$4.72

Trend of CSAH Unit Prices Gravel Surface 2118

1982-1996 Includes Rural & Urban Projects



1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

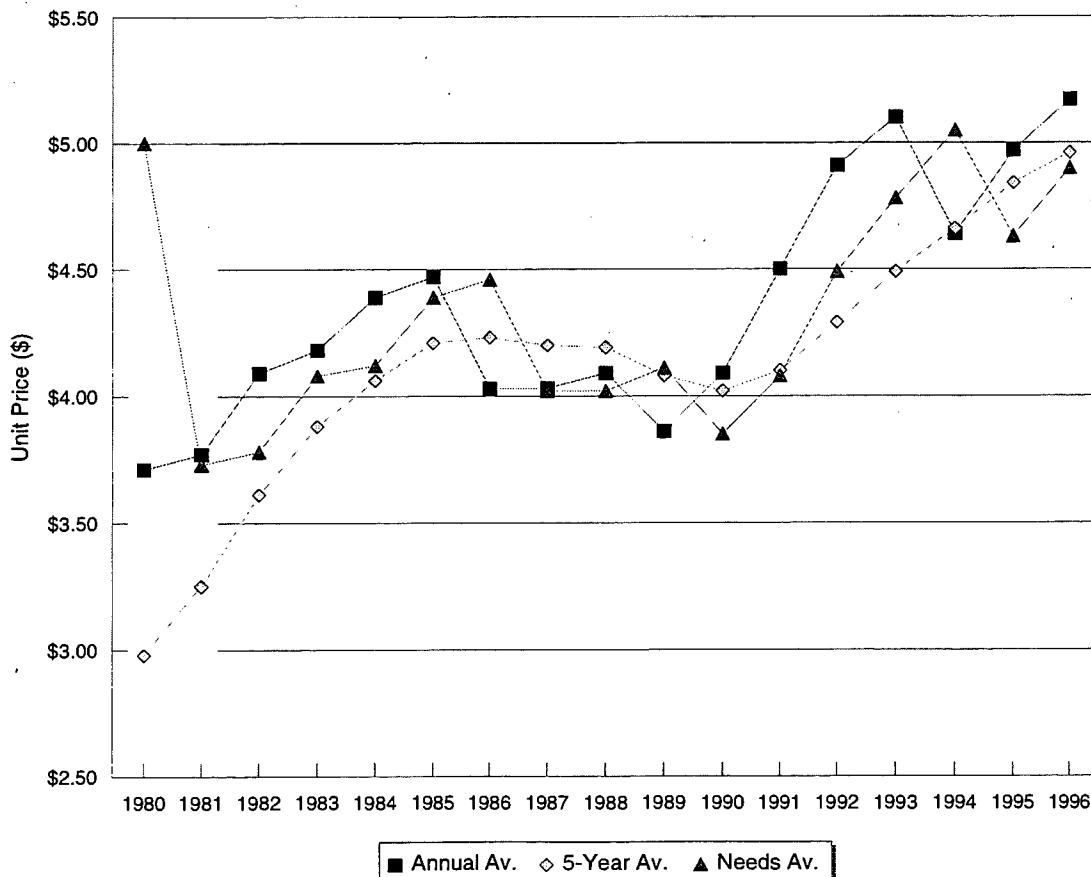
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

1982-1996 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
1996	1,113,557	\$5,752,319	\$5.17	\$4.96	\$4.90

Trend of CSAH Unit Prices Gravel Shld. 2221

1982-1996 Includes Rural & Urban Projects





NOTES & COMMENTS

@#*\$!!

Lined area for notes and comments.

1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

1997 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1996 CSAH needs study gravel base unit price, the gravel base data in the 1992-1996 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1997. As directed by the 1986 Screening Board, all urban design projects were also included in the five year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was implemented by the Subcommittee at their May 2, 1997 meeting to determine the 1997 gravel base unit prices:

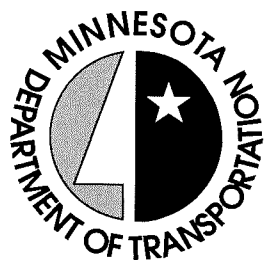
If a county has at least 50,000 tons of gravel base in its current five-year average unit price study, that five-year average unit price, inflated by the factors shown in the inflation factor report, is used.

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.

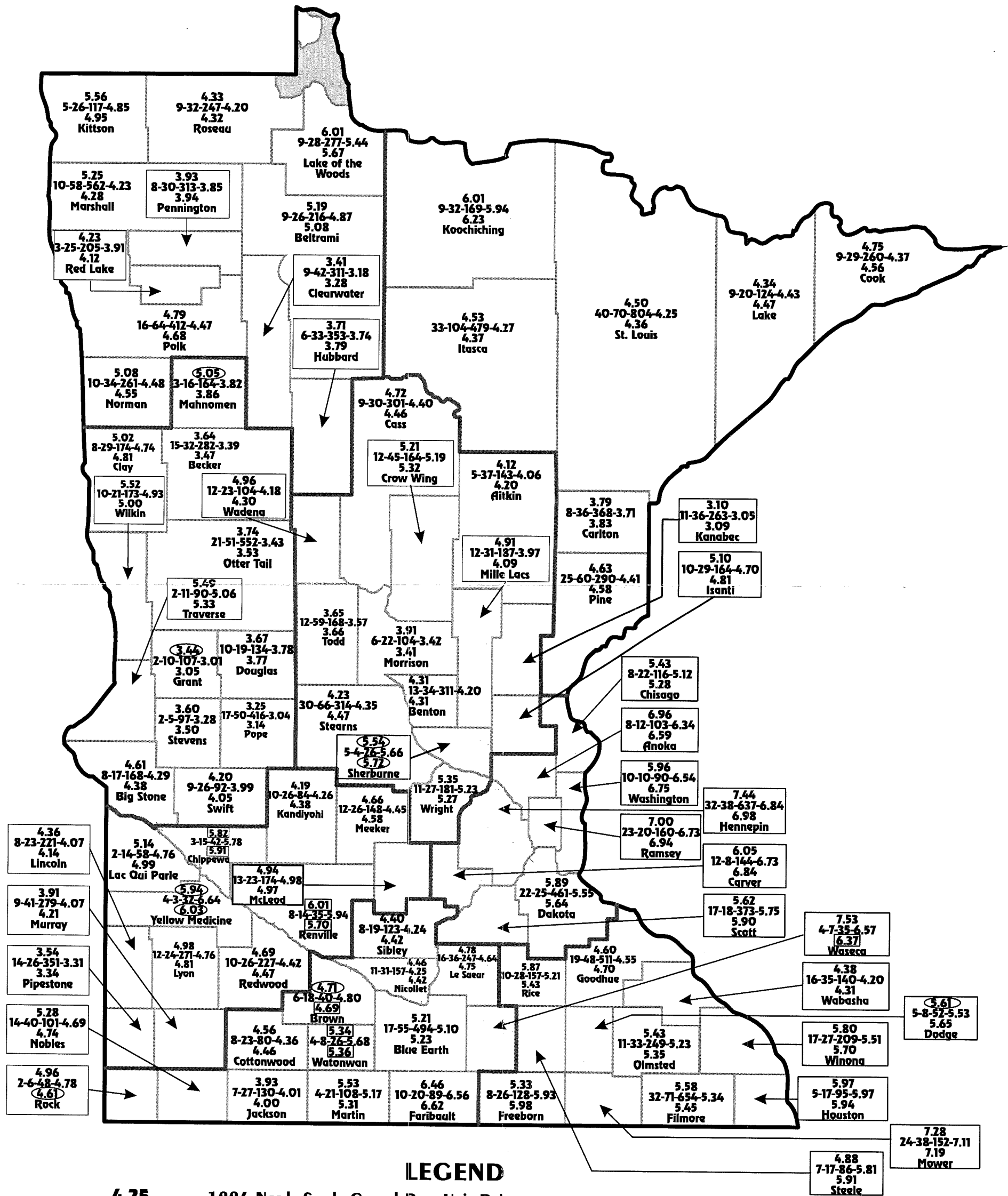
If a county has less than 50,000 tons of combined gravel base and subbase material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the combined gravel base and subbase material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

FIG. A



1997 COUNTY SCREENING BOARD DATA
JUNE, 1997
1992-1996 C.S.A.H. GRAVEL BASE UNIT PRICE DATA
(RURAL AND URBAN PROJECTS INCLUDED)



1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

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
1992	4,660,355	\$21,080,095	\$4.52	$\$4.71/\$4.52 = 1.04$
1993	3,818,839	\$16,847,613	\$4.41	$\$4.71/\$4.41 = 1.07$
1994	2,966,410	\$13,430,054	\$4.53	$\$4.71/\$4.53 = 1.04$
1995	3,001,501	\$14,550,848	\$4.85	$\$4.71/\$4.85 = 0.97$
1996	4,311,004	\$20,320,780	\$4.71	$\$4.71/\$4.71 =$

Subbase - #2211 Class 3 - 4

Year	Quantity	Cost	Annual Average	Inflation Factor
1992	1,285,948	\$5,309,585	\$4.13	$\$4.61/\$4.13 = 1.12$
1993	654,741	\$2,823,272	\$4.31	$\$4.61/\$4.31 = 1.07$
1994	658,778	\$2,928,115	\$4.44	$\$4.61/\$4.44 = 1.04$
1995	944,079	\$4,619,762	\$4.89	$\$4.61/\$4.89 = 0.94$
1996	327,780	\$1,512,522	\$4.61	$\$4.61/\$4.61 =$

In order to reflect current prices in the 1992-1996 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate factor.

***1997 COUNTY SCREENING BOARD DATA
JUNE, 1997***

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

The following tabulation of roadway construction prices shows the average unit prices in the 1996 C.S.A.H. needs study, the 1992-1996 C.S.A.H. five-year average unit prices, the 1996 average and the Subcommittee's recommended unit prices for use in the 1997 needs study.

The Subcommittee's recommended prices were determined at their meeting on May 2, 1997. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

dmg-WP51-Roadpr

1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

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

Construction Item	1996 CSAH Needs Study Average	1992-1996 CSAH 5-Year Construction Average	1996 CSAH Construction Average	1997 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
-------------------	---	--	---	--

Rural & Urban Design

Grav. Base CI 5 & 6/Ton	\$4.85	4.60	\$4.71	*
-------------------------	--------	------	--------	---

Rural Design

Subbase CI 3 & 4/Ton	\$4.74	\$4.37	\$4.52	G.B. - \$ 0.19
Bit.Base & Surf. 2331/Ton	15.99	15.55	16.14	G.B. + 11.43
Bit.Surf. 2341/Ton	18.04	17.86	18.38	G.B. + 13.67
Con.Surf. 2301/Sq.Yd.	14.80	---	15.46	15.46
			(1996 Mn/DOT)	
Gravel Surf. 2118/Ton	4.72	4.08	3.98	G.B. - 0.73
Gravel Shldr. 2221/Ton	4.90	4.91	5.16	G.B. + 0.45

Urban Design

Subbase CI 3 & 4/Ton	\$4.85	\$5.13	\$5.44	G.B.
Bit.Base & Surf. 2331/Ton	20.87	19.20	18.32	G.B. + 13.61
Bit.Surf. 2341/Ton	21.15	20.63	20.06	G.B. + 15.35
Con.Surf. 2301/Sq.Yd.	19.65	---	19.86	19.86
			(1996 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.

***1997 COUNTY SCREENING BOARD DATA
JUNE, 1997***

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

The following report lists the miscellaneous unit prices used in the 1996 C.S.A.H. needs study, those recommended by Mn/DOT and the unit prices recommended by the C.S.A.H. Subcommittee for use in the 1997 CSAH needs study.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meeting on May 2, 1997 which are printed in the "Reference Material" section of this booklet.

1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

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

<u>Construction Item</u>	<u>1996 CSAH Needs Study Average</u>	<u>Prices Recommended For 1997 By Mn/Dot</u>	<u>1997 CSAH Unit Price Recommended by CSAH Subcommittee</u>
--------------------------	--	--	--

Other Urban Design

Storm Sewer - Complete/Mi.	\$229,700	\$238,000	\$238,000
Storm Sewer - Partial/Mi.	71,200	74,000	74,000
Curb & Gutter Const./Lin.Ft.	6.00	7.50	7.50

Bridges

0-149 Ft.Long/Sq.Ft.	\$55.00	\$54.00	\$55.00
150-499 Ft.Long/Sq.Ft.	55.00	54.00	55.00
500 Ft. & Longer/Sq.Ft.	55.00	54.00	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	\$1,400	\$1,400 *
Signals	80,000	80,000	80,000
Signals & Gates	110,000	110,000	125,000

** WILL USE RECONDITIONING COST AS REPORTED

* \$1,000 Per Signs & 1/2 Paint Cost

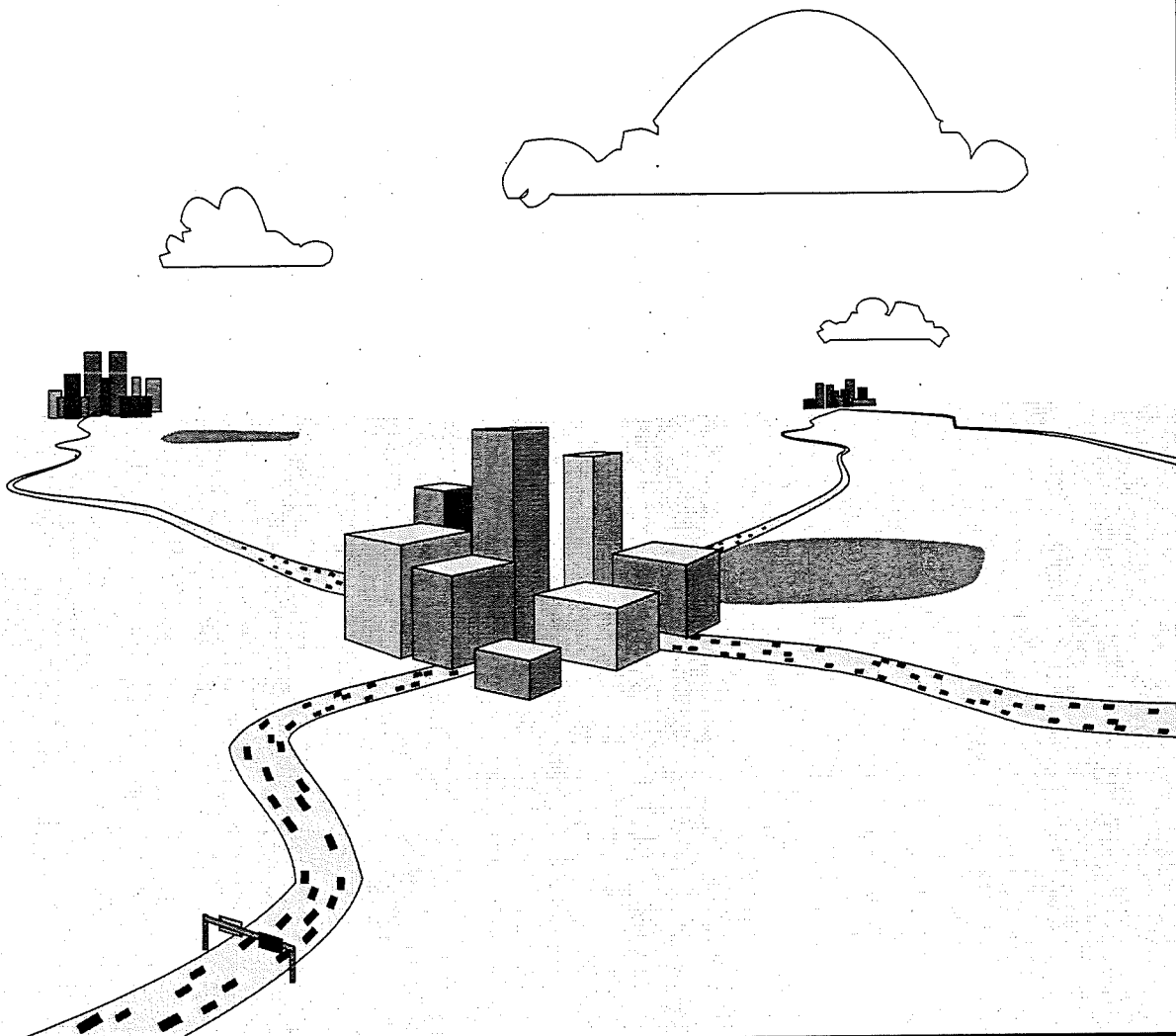


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* * * * *

MILEAGE REQUESTS

* * * * *



1997 COUNTY SCREENING BOARD DATA

June, 1997

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.*

1997 COUNTY SCREENING BOARD DATA

dmg\file_123\history

June, 1997

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	1996	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

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June, 1997

Approved by the County Engineers' Screening Board

[illegible]

1997 COUNTY SCREENING BOARD DATA

dmg\file_123\history

June, 1997

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	1996	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								18.52	30.96	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	18.52	485.02	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.

1997 COUNTY SCREENING BOARD DATA

June, 1997
"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, 1997 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	5.00	1993 & 1997
Dakota	6.78	1994 & 1996
Dodge	0.60	1994
Douglas	1.90	1992
Faribault	2.54	1993
Fillmore	0.50	1993
Hennepin	4.04	1994 & 1996
Hubbard	0.30	1996
Isanti	0.22	1992
Kandiyohi	0.20	1993
Koochiching	0.25	1994 & 1995
Lincoln	1.10	1996
McLeod	3.30	1992, 94, 96 & 97
Marshall	1.42	1994
Mille Lacs	1.10	1992
Nicollet	1.20	1993
Norman	0.50	1993
Pennington	1.65	1995
Pipestone	0.10	1996
Pope	0.40	1992
Ramsey	1.32	1995 & 1996
Red Lake	1.00	1994
Redwood	0.20	1995
Renville	2.35	1992 & 1996
Rice	0.90	1994
Rock	1.60	1993
Roseau	0.80	1991
St. Louis	0.76	1996
Sibley	0.01	1995
Stearns	1.07	1992 & 1997
Wabasha	0.33	1993
Waseca	0.01	1995
Wadena	0.07	1991 & 1994
Wright	1.07	1992 & 1993
Yellow Medicine	0.68	1993 & 1995
Total	49.13	

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

MJC000123\FILE_123\BANKED97.WK3

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 3-20-97

TO: Manager, State Aid Needs Unit

FROM: Tom Bohm, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision

(Municipality) (County) of Meeker

Attached is a request and supporting data for a revision to the State Aid System. The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles

Available

+ Revoked

- Requested

= Balance

Comments:

RECOMMENDED APPROVAL OR DENIAL: Thomas H. Bohm
District State Aid Engineer

3-20-97
Date

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

Date

APPROVAL OR DENIAL: _____
State Aid Engineer

Date

MEEKER COUNTY HIGHWAY DEPARTMENT

325 North Sibley Avenue
LITCHFIELD, MINNESOTA 55355-2155
(320) 693-5360

Gordon F. Regenscheid
County Engineer

Marland R. Meyer
Assistant Engineer

March 10, 1997

Mr Thomas Behm
District 8 State Aid Engineer
1800 East College Drive
Box 29
Marshall MN 56258

Re: County Screening Board Mileage Request

Dear Mr. Behm;

Meeker County is hereby requesting 0.56 miles of additional CSAH designation. The need for additional mileage comes from the construction of a new regional high school on the southern edge of Grove City. While the access to the school will be on Mn Hwy 4, this segment is on the south edge of the school property, and therefore there is a major increase in traffic when school is open.

I have reviewed the County's current CSAH system for possible revocations, but taking only a half mile out of the system is difficult without leaving a stub end somewhere. I believe this segment meets all of the CSAH criteria because of the new school. Currently, it is a township road with a traffic volume of about 250 during non-school days and about 350 during school days.

It is my opinion that when compared to other roads in the county, this road performs the function of a County State Aid Highway and therefore should be designated as one.

Sincerely;



Gordon Regenscheid
Meeker County Engineer

[illegible]

ACTON

RANGE 32 W

US HWY 12

MIN HWY 4

CSAH 32

GROVE CITY

New School

PROPOSED CSAH DESIGNATION 0.56 MILE

27976 27962 54336 54384 54346 54316 54679 54717 54747 55271 55629 55555 12

53247 53290 53502 53504 53536 53754 54026 27539 27259 27250 27126 54846 55134 55492 26802 26609 54497 25923 25919 25869 25749 25625 25598 25454 25211 54880 550 25250 25255 25255 25255 25709

280 270 545 255 550

10 11 14 15

1 1

Grove Creek

ACTON

RANGE 32 W

US HWY 12

MIN HWY 4

CSAH 32

GROVE CITY

New School

PROPOSED CSAH DESIGNATION 0.56 MILE

27976 27962 54336 54384 54346 54316 54679 54717 54747 55271 55629 55555 12

53247 53290 53502 53504 53536 53754 54026 27539 27259 27250 27126 54846 55134 55492 26802 26609 54497 25923 25919 25869 25749 25625 25598 25454 25211 54880 550 25250 25255 25255 25255 25709

280 270 545 255 550

11 32 14 15 10 2 1/1

Grove Creek

ACTON

RANGE 32 W

US HWY 12

MIN HWY 4

CSAH 32

GROVE CITY

New School

PROPOSED CSAH DESIGNATION 0.56 MILE

27976 27962 54336 54384 54346 54316 54679 54717 54747 55271 55629 55555 12

53247 53290 53502 53504 53536 53754 54026 27539 27259 27250 27126 54846 55134 55492 26802 26609 54497 25923 25919 25869 25749 25625 25598 25454 25211 54880 550 25250 25255 25255 25255 25709

280 270 545 255 550

10 11 14 15

1 1

Grove Creek

ACTON

RANGE 32 W

US HWY 12

MIN HWY 4

CSAH 32

GROVE CITY

New School

PROPOSED CSAH DESIGNATION 0.56 MILE

27976 27962 54336 54384 54346 54316 54679 54717 54747 55271 55629 55555 12

53247 53290 53502 53504 53536 53754 54026 27539 27259 27250 27126 54846 55134 55492 26802 26609 54497 25923 25919 25869 25749 25598 25454 25211 54880 550 25250 25255 25255 25255 25709

280 270 545 255 550

10 11 14 15

1 1

Grove Creek

RESOLUTION ESTABLISHING COUNTY STATE AID HIGHWAYS

WHEREAS, it appears to the County Board of the County of Meeker that the road hereinafter described should be designated County State Aid Highway under the provisions of Minnesota Law.

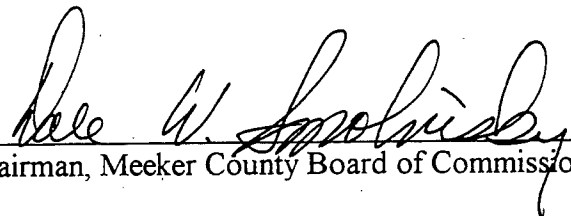
NOW THEREFORE BE IT RESOLVED, by the County Board of the County of Meeker that the road described as follows, to wit:

Beginning at Minnesota Highway Number 4, where it crosses the section line between sections 3 and 10, T119N, R32W, and continuing eastward along said section line to the common corners of sections 3, 4, 10, & 11, all in T119N, R32W. Said segment is approximately 0.5 miles in length.

be, and hereby is established, located, and designated a County State Aid Highway of said County, subject to the approval of the Commissioner of Transportation of the State of Minnesota.

BE IT FURTHER RESOLVED, that the County Auditor is hereby authorized and directed to forward two certified copies of this resolution to the Commissioner of Transportation for his consideration, and that upon his approval of the designation of said road or portion thereof, that same be constructed, improved and maintained as a County State Aid Highway of the County of Meeker, to be numbered and known as County State Aid Highway 40.

ADOPTED MARCH 19, 1997.


Chairman, Meeker County Board of Commissioners

ATTEST:


Meeker County Auditor

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted and approved by the County Board of said County on March 19, 1997.

(SEAL)


Meeker County Auditor

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: May, 1997

Subcommittee: David Robley, Douglas County, Chair
Paul Kirkwold, Ramsey County
Alan Goodman, Lake County



Request: Meeker County

The mileage subcommittee completed a field review on May 5, 1997 of Meeker County's request. Others in attendance included Gordon Regenschied, Meeker County Engineer; Tom Behm, District 8 State Aid Engineer; and Ken Hoeschen, CSAH Needs Unit Manager. Subsequent discussion by the subcommittee resulted in the following recommendation.

This mileage request is the same request submitted by Meeker County in 1995 because of the construction of a new school. The school district has indicated the main entrance for the school is located on TH 4. A driveway from the school parking lot to the proposed CSAH route was built as a construction entrance for the new school. The driveway has remained in place upon completion of the school construction.

The subcommittee was concerned about the intersection of the proposed route at TH 4. This intersection is located on a curve with some sight distance limitations. The subcommittee also felt the school was adequately served by TH 4 along the west and CSAH 11 to the east. This 0.5 mile section of roadway functions more as a local access road than a collector or arterial and is functionally classified as a local road.

Discussion was also held regarding any precedence that may have been set during the initial request. Additional information submitted by Meeker County with this request was the traffic counts of 250 vpd during non-school days and 350 vpd during school days. This appeared to be about the average traffic volume on Meeker County's State Aid system. The subcommittee felt that this alone did not warrant state aid designation.

The subcommittee's recommendation is to deny this request.



NOTES & COMMENTS

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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 is no text or other markings on the paper.

HISTORICAL DOCUMENTATION FOR THE WASHINGTON COUNTY C.S.A.H MILEAGE REQUEST

Washington County CSAH Mileage (1/96)	201.54
Requested Revocations (6/96)	(12.34)
Requested Additions (6/96)	36.30
Screening Board Denial of CSAH 15 addition (6/96)	(3.00)
Screening Board Recommendation to Revoke CSAH 34 (6/96)	(1.23)
Banked Mileage (6/96)	(1.21)
TOTAL	220.06*

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	201.54	201.54
06/1996	Banked Mileage	(1.21)	201.54	200.33
01/08/97	Rev. 33, Ext. 5, 8, 13, 17, 19 & 24	17.30	200.33	217.63

* Screening Board directed that at no time may Washington County's CSAH mileage exceed this total (due to revisions made by this Mileage Request)



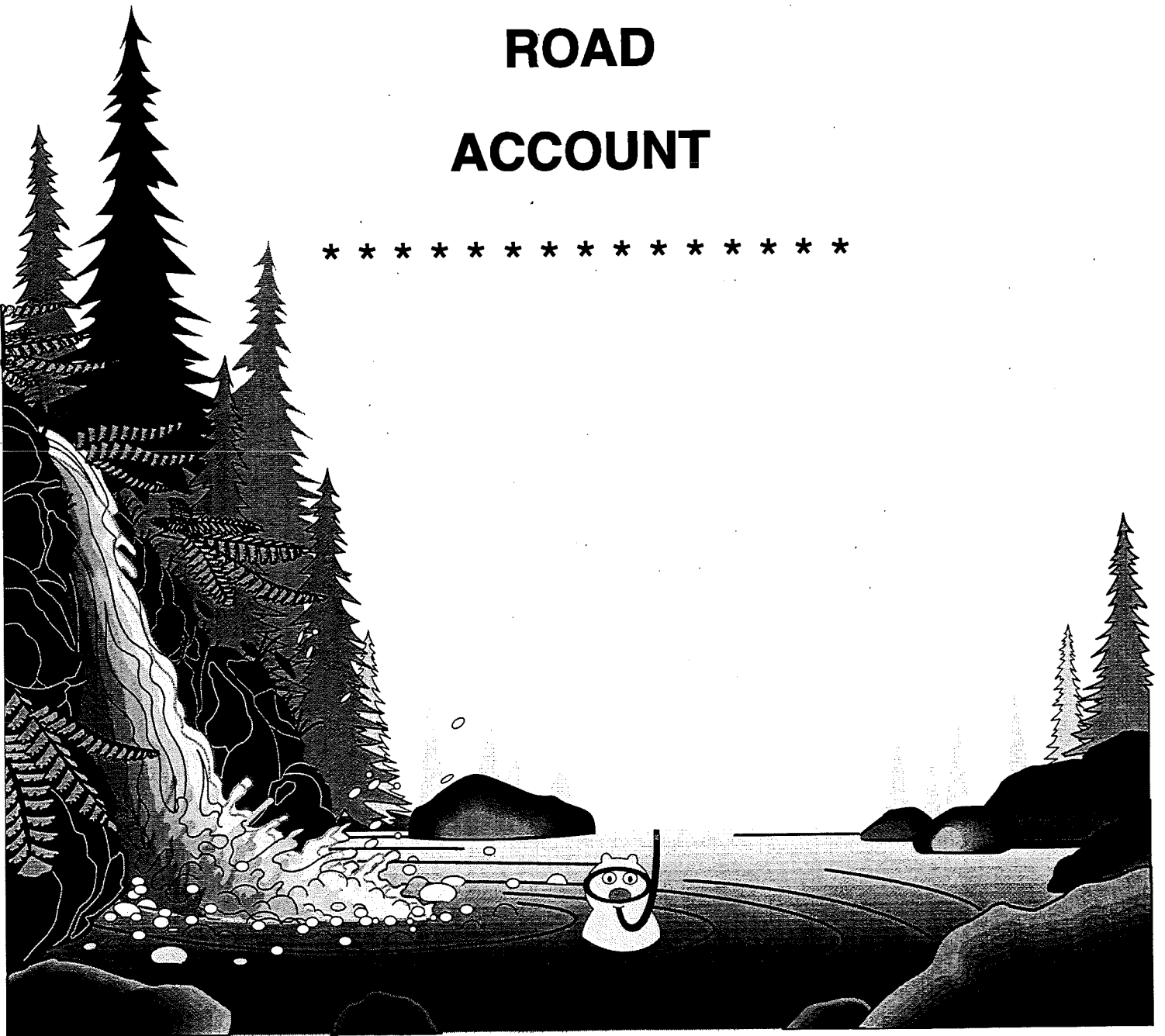
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* * * * *

STATE PARK ROAD ACCOUNT

* * * * *



1997 COUNTY SCREENING BOARD DATA
JUNE, 1997

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.

DMG\WP5\1\PARKROAD.WP

BLUE EARTH COUNTY

Offices in Mankato, Minnesota 56002

March 14, 1997



Commissioners

District 1 - Colleen Landkamer
District 2 - Leon Tacheny
District 3 - Linley Barnes
District 4 - Al Bennett
District 5 - Alvis More

Julie Skallman
Assistant State Aid Engr
Mn/DOT
State Aid Office
420 Transportation Bldg
St Paul MN 55155

RE: State Park Road Account Funds for Sakatah Trail/CSAH 12 Separated Grade Crossing

Dear Julie:

This is a request for \$165,000 in State Park Road Account funding to construct a tunnel to carry the Sakatah Trail under Blue Earth CSAH 12. This request has been coordinated with Mr. John Strohkirch of the Minnesota Department of Natural Resources. Mr. Strohkirch has indicated funds would be allocated to this project for 1997 construction contingent on Screening Board approval. Please forward this request for consideration at the Spring Screening Board meeting.

CSAH 12 has a current ADT of 3,750. This section of the Sakatah Trail lies just north of Mankato and is heavily used. Limited sight distance on CSAH 12 as well as limited sight distance for trail users and the heavy traffic volumes has resulted in an at grade trail crossing less safe than desirable. This section of CSAH 12 is planned for reconstruction in 1997 as part of a joint project with MnDot for the improvement of TH 22. Constructing the tunnel as part of this project will result in a more cost efficient project than constructing as a separate project in the future.

If you have any questions or need additional information, please call. Thank you for your assistance!

Sincerely,

Alan Forsberg, P.E.
PUBLIC WORKS DIRECTOR
Blue Earth County Highway Dept.

AF/kls

cf: John Strohkirch, Mn/DNR, St. Paul
Bob Kaul, Mn/DNR Trails, New Ulm
Randy Geerdes, SRF
Doug Haeder, Mn/DOT, District State Aid Engineer
John Arndorfer, Associate Engineer
Larry Lapoint, Associate Engineer
Joe Styndl, Road Maintenance Superintendent

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COURTHOUSE

204 South Fifth Street
P.O. Box 8608
Phone (507) 389-8100
TDD (Hearing Impaired) 389-8399
FAX (507) 389-8344

COUNTY GOVERNMENT CENTER

410 South Fifth Street
P.O. Box 3526
Phone (507) 389-8100
TDD (Hearing Impaired) 389-8399
FAX (507) 389-8379 Human Services Admin.
FAX (507) 389-8387 Human Services

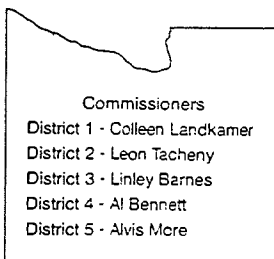
PUBLIC WORKS AND PARKS DEPARTMENT

35 Map Drive
P.O. Box 3083
Phone (507) 625-3281
FAX (507) 625-5271

LAW ENFORCEMENT CENTER

710 South Front Street
P.O. Box 228
Phone (507) 387-8710
TDD (Hearing Impaired) 387-5601
Law Enforcement Services 911
FAX (507) 387-4929





Commissioners
District 1 - Colleen Landkamer
District 2 - Leon Tacheny
District 3 - Linley Barnes
District 4 - Al Bennett
District 5 - Alvis More

BLUE EARTH COUNTY

Offices in Mankato, Minnesota 56002

April 3, 1997



Mr. John Strohkirch
Development & Acquisition Manager
MN Dept. of Natural Resources
500 Lafayette Road
St. Paul, MN 55155

Re: CSAH 12 Underpass for Sakatah Trail

Dear John:

This responds to your March 18, 1997, letter requesting a project location map, cost estimate, and additional information on the project. A project location map, plan view and cross section is attached.

CSAH 12 has a current ADT of 3,750 and traffic is projected to increase significantly due to its location relative to Mankato, the Mankato Airport and the planned TH 22 four lane extension. The Sakatah Trail lies just north of Mankato and is also heavily used. Limited sight distance on CSAH 12 as well as limited sight distance for trail users and the heavy traffic volumes has resulted in an at grade trail crossing which is less safe than desirable. This section of CSAH 12 is planned for reconstruction in 1997 as part of a joint project with MnDot for the improvement of TH 22. Constructing the tunnel as part of this project will result in a more cost efficient project than constructing as a separate project in the future.

Please note the plan, cross section and cost estimate is based on a 30' span, 12' high precast arch structure with cast in place headwalls. This is consistent with my earlier conversations with Bob Kaul of the MnDNR New Ulm Trails Office.

The total cost estimate is \$478,711, with \$240,000 for the arch tunnel structure and headwalls. The earlier estimate of \$165,000 for the tunnel was for a shorter tunnel requiring guardrails along CSAH 12. I believe the higher cost for the longer tunnel without guardrail is justified by the safety and aesthetic advantages. If additional State Park Road account funds are not available for this difference, the County would propose using County State Aid Highway funds.

COURTHOUSE
204 South Fifth Street
P.O. Box 8608
Phone (507) 389-8100
TDD (Hearing Impaired) 389-8399
FAX (507) 389-8344

COUNTY GOVERNMENT CENTER
410 South Fifth Street
P.O. Box 3526
Phone (507) 389-8100
TDD (Hearing Impaired) 389-8399
FAX (507) 389-8379 Human Services Admin.
FAX (507) 389-8387 Human Services

**PUBLIC WORKS AND
PARKS DEPARTMENT**
35 Map Drive
P.O. Box 3083
Phone (507) 625-3281
FAX (507) 625-5271

LAW ENFORCEMENT CENTER
710 South Front Street
P.O. Box 228
Phone (507) 387-8710
TDD (Hearing Impaired) 387-5601
Law Enforcement Services 911
FAX (507) 387-4929

Mr. John Strohkirch

2

April 3, 1997

I believe this is an excellent project for the safety and enjoyment of both trail and highway users. I very much appreciate your support for the project. If you have any questions or need additional information, please call.

Sincerely,



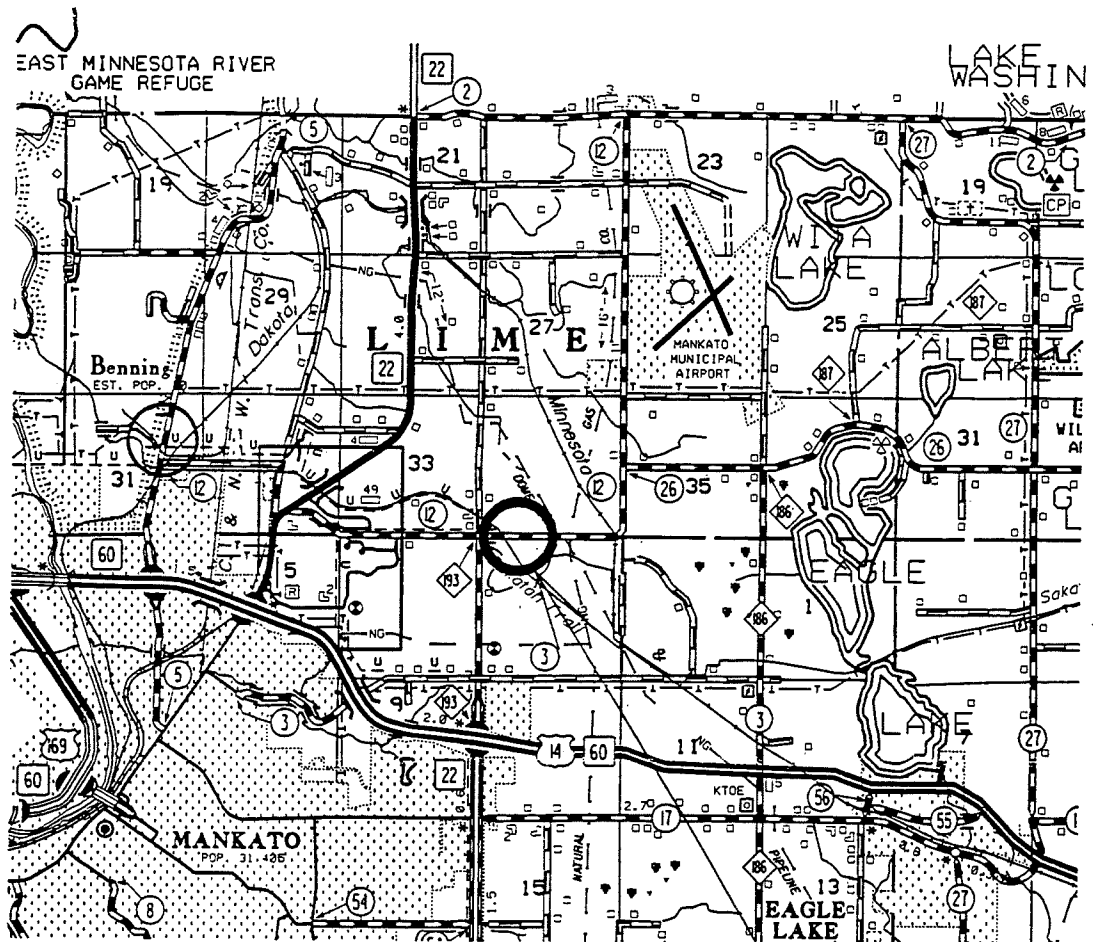
Alan Forsberg
PUBLIC WORKS DIRECTOR

cc: Julie Skallman, MnDOT
Doug Haeder, MnDot Mankato
Randy Geerdes, SRF
John Arndorfer
Larry LaPoint

f.saktun

BLUE EARTH COUNTY

SAKATAH TRAIL & CSAH 12 CROSSING



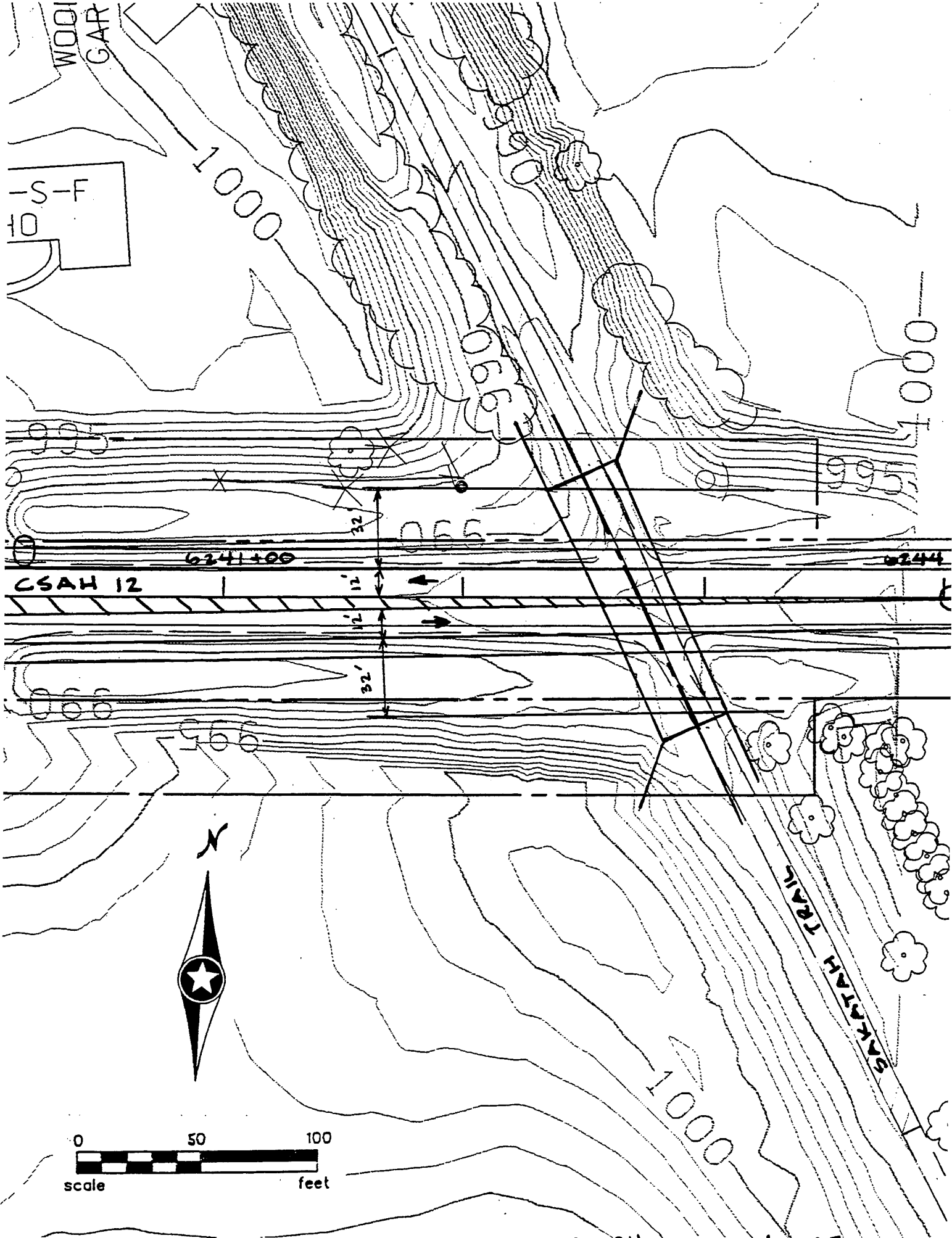
Sakatah Trail Crossing

**SAKATAH TRAIL
UNDERPASS
CROSSING**

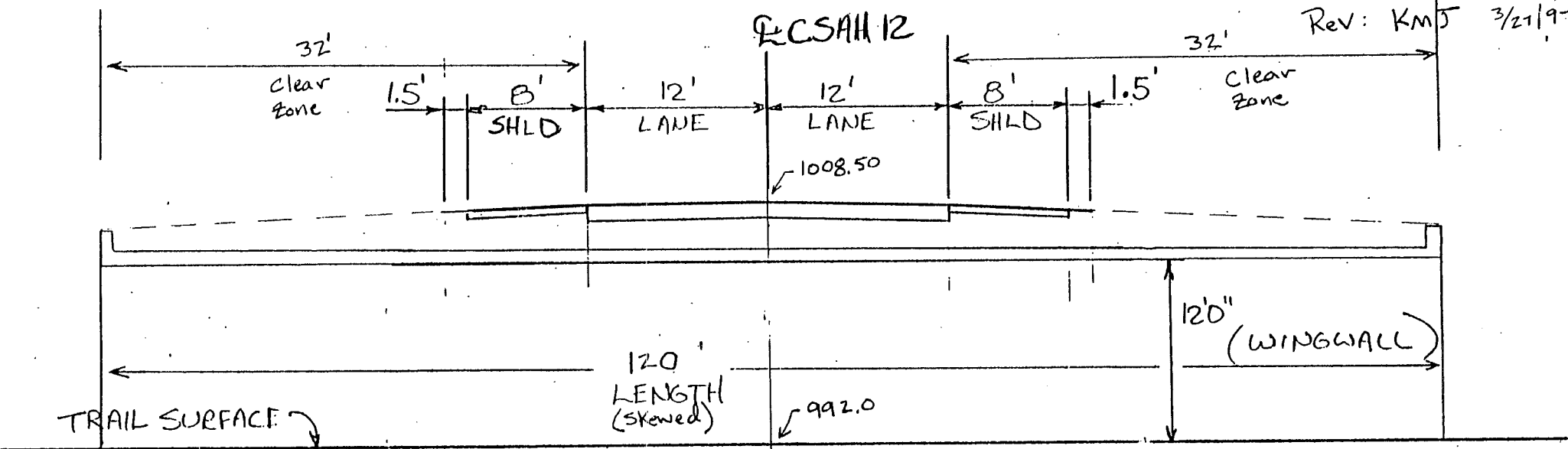
ESTIMATED ADDITIONAL CONSTRUCTION COSTS FOR SAKATAH TRAIL UNDERPASS									
ITEM DESCRIPTION	UNIT	BLUE EARTH COUNTY			DNR			TOTAL	
		QUANTITY	PRICE	COST	ESTIMATED QUANTITY	PRICE	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST
COMMON BORROW (CV) (1)	CU. YD.	48100.0	\$2.50	\$120,250				48100.0	\$120,250
COMMON EXCAVATION (CV) (3)	CU. YD.	3000.0	\$2.50	\$7,500				3000.0	\$7,500
TREE REMOVAL	EACH	25.0	\$100.00	\$2,500				25.0	\$2,500
BITUMINOUS PAVING (4)	TONS	611.0	\$22.00	\$13,442				611.0	\$13,442
72" RC PIPE CULVERT	EACH	100.0	\$60.00	\$6,000				100.0	\$6,000
EROSION CONTROL (5)	LUMP SUM	1.0	\$5,000.00	\$5,000				1.0	\$5,000
TURF ESTABLISHMENT	LUMP SUM	1.0	\$5,000.00	\$5,000				1.0	\$5,000
LANDSCAPING AND DRIVEWAYS (6)	LUMP SUM	1.0	\$10,000.00	\$10,000				1.0	\$10,000
FENCE	LIN. FT.	250.0	\$6.00	\$1,500				250.0	\$1,500
UNDERPASS LIGHTING (7)	LUMP SUM				1.0	\$10,000.00	\$10,000	1.0	\$10,000
SELECT GRANULAR BORROW (CV) (2)	CU. YD.				2,000.0	\$7.00	\$14,000	2000.0	\$14,000
CONCRETE ARCH UNDERPASS STRUCTURE (8)	LIN. FT.				120.0	\$2,000.00	\$240,000	120.0	\$240,000
EST. TOTAL CONSTRUCTION COST				\$171,192			\$264,000		\$435,192
CONTINGENCY (10%)				\$17,119			\$26,400		\$43,519
ESTIMATED TOTAL CONSTRUCTION COST (9)				\$188,311			\$290,400		\$478,711

NOTES/ASSUMPTIONS:

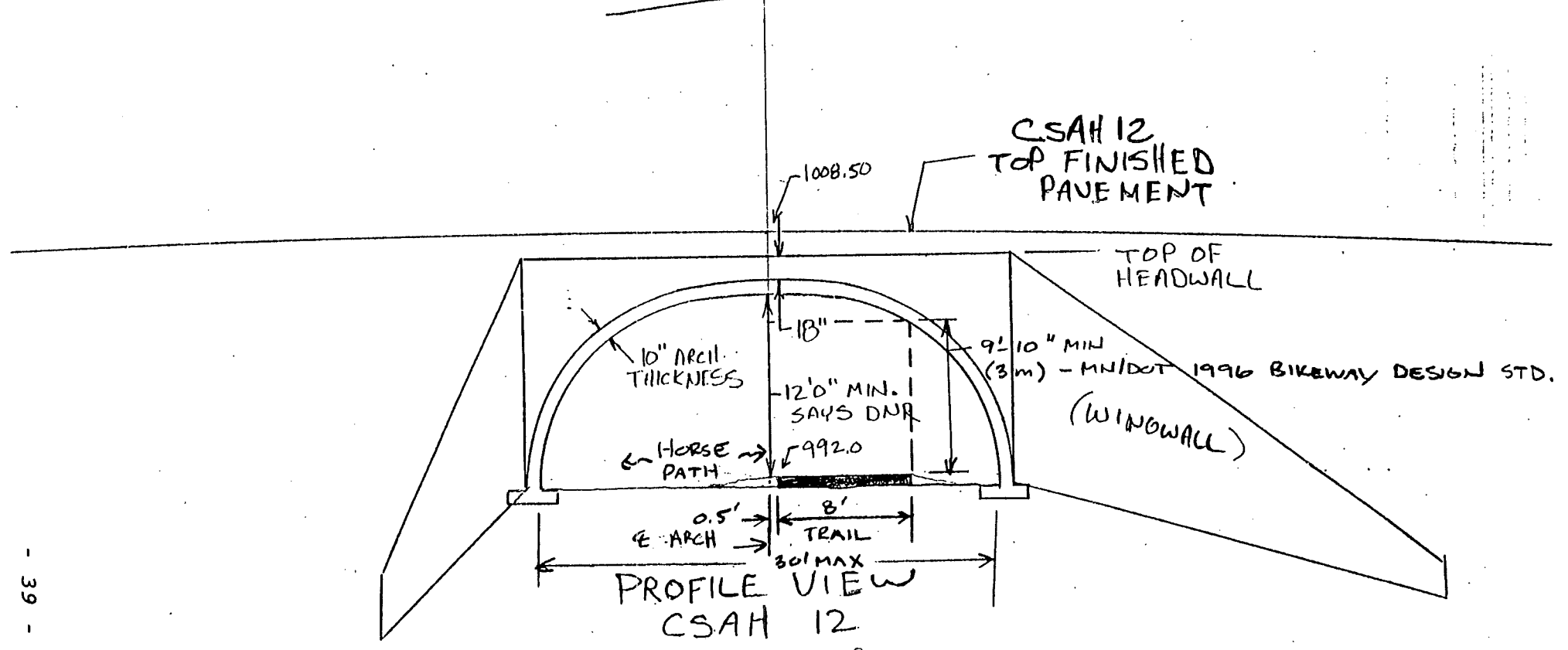
- (1) BASED ON PRELIMINARY PROFILES
- (2) GRANULAR FILL ABOVE ARCH STRUCTURE
- (3) INCLUDES 1690 SQ YDS OF PAVEMENT REMOVAL
- (4) 8" PAVEMENT THICKNESS
- (5) EXTENSIVE EROSION CONTROL AT RAVINE
- (6) RESTORATION OF PRIVATE PROPERTY
- (7) 3 FIXTURES AND 1 CABINET
- (8) BASED ON PRELIMINARY PROFILE. INCLUDES COST OF CAST-IN-PLACE WINGWALLS AND FOOTINGS
- (9) DOES NOT INCLUDE AMOUNTS FOR ENGINEERING, INSPECTION, OR RIGHT-OF-WAY ACQUISITION.



CSAH 12



X-SECT VIEW CSAH 12 THRU TUNNEL





Minnesota Department of Natural Resources

500 Lafayette Road
St. Paul, Minnesota 55155-40__

April 10, 1997

Mr. Alan Forsberg
Public Works Director
Blue Earth County
P.O. Box 3083
35 Map Drive
Mankato, MN 56002

Dear Alan:

Due to other commitments from the State Park Road Account for 1997, we will only be able to fund \$165,000 for the CSAH 12 trail underpass. I have prepared the allocation letter for the commissioner's signature so the funds should be set up in a week or so.

By copy of this letter to Julie Skallman, at the Office of State Aid, I am requesting the project be put on the State Aid Screening Board agenda for approval this spring. If you need any further information from me please give me a call.

Yours truly,

A handwritten signature in cursive script, reading 'John Strohkirch'.

John Strohkirch
Development & Acquisition Manager
State Parks

JS/mas

c: Tom Danger
Kim Lockwood
Julie Skallman
File SAN 304

DNR Information: 612-296-6157, 1-800-766-6000 • TTY: 612-296-5484, 1-800-657-3929

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STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

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

DNR INFORMATION
(612) 296-6157

OFFICE OF THE
COMMISSIONER

April 10, 1997

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 \$165,000 of the 1997 State Park Fund are hereby authorized to Blue Earth County for improvement to, CSAH 12 which crosses the Sakatah Singing Hills Trail. This allocation is a supplement to complete the project.


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
Kim Lockwood
Tom Danger
SAN 304 File

MAR 12 1997



March 3, 1997

Minnesota Department of Natural Resources

500 Lafayette Road
St. Paul, Minnesota 55155 40...

Mr. Richard Hansen
St. Louis County Engineer
100 North 5th Ave West #1
Duluth, Mn 55802-1284

Dear Mr. Hansen:

The Department of Natural Resources will be allocating \$60,000, from the state park road account for improvements to CSAH #128 which provides access to Bearhead Lake State Park.

As per Minn Statute Chapter 162.06 Subdivision 5 all CSAH projects recommended for funding from this account must be reviewed by the State Aid screening board.

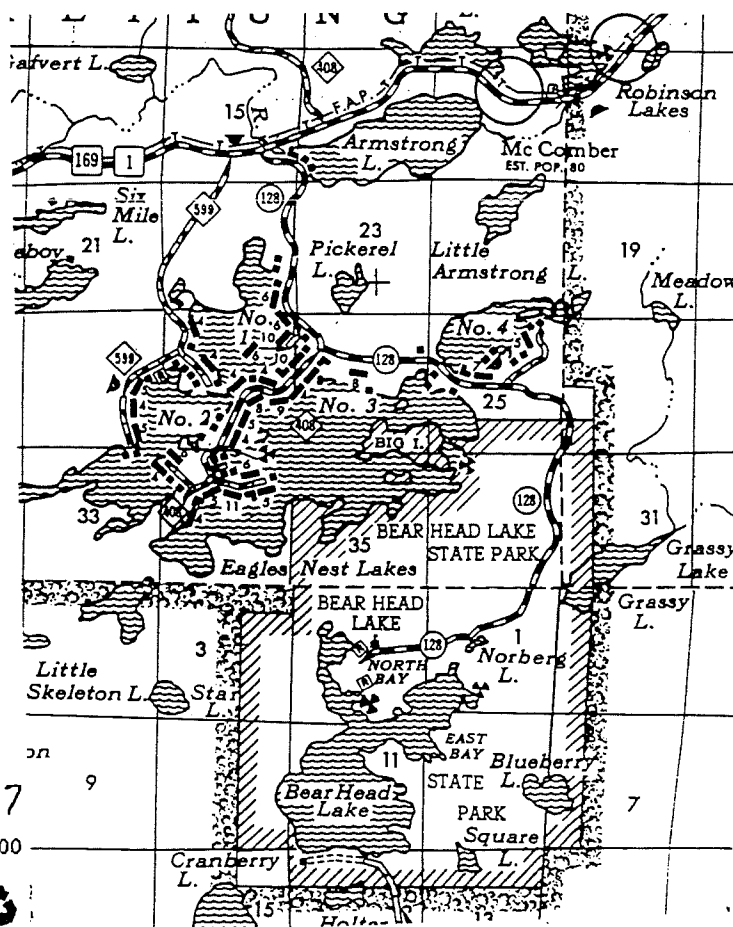
I am writing to request that your office notify the screening board of this project to assure its review at the next meeting of the board.

Yours truly,

A handwritten signature in dark ink, appearing to read 'John Strohkirch', is written over the typed name.

John Strohkirch
Development & Acquisition Manager
State Parks

JS/mas
c: Julie Skallman



Copy faxed to Ken Haeschen 3/12/97

DNR Information: 612-296 6157, 1 800-766-6000

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Saint Louis County

Public Works Department • Administration / Engineering 100 North 5th Avenue West, #1
Duluth, Minnesota 55802-1284 (218) 726-2588



Richard H. Hansen, P.E.
Public Works Director /
Highway Engineer

March 25, 1997

Pat Murphy
State Aid Engineer
Minnesota Department of Transportation
Mail Stop 500, Room 420
395 John Ireland Boulevard
St. Paul, MN 55155

Dear Mr. Murphy:

St. Louis County has been notified that \$60,000.00 of State Park Funds have been allocated for improvements to CSAH 128, Bearhead Lake State Park Road. This project is for the highway construction items that are a part of the new Contact Station at the Park entrance. We are coordinating this project with other associated work at this location that will be preformed by the Department of Natural Resources.

St. Louis County and the MN Department of Natural will provide all of the engineering and required inspection for the project. The plans for this project will be submitted to the District State Aid office in the near future for your review. The improvements to this 600 foot segment of CSAH 128 will accommodate the new Contact Station for the Park and will include the following items: Curb and Gutter, Aggregate Base, Bituminous Wear, Concrete Walks and Sodding.

We are requesting that this project be added to the agenda of the next State Aid screening board meeting for review.

Sincerely,

Richard H. Hansen, P.E.
Public Works Director/Highway Engineer

cc: Julie Skallman
Kevin Adolfs
Roger Manninen



* * * * *

REFERENCE MATERIAL

* * * * *



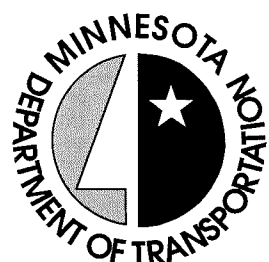
1997 COUNTY SCREENING BOARD DATA
JUNE, 1997

1992-1996 Five-Year Average Subbase (Class 3 & 4)
Unit Price Data

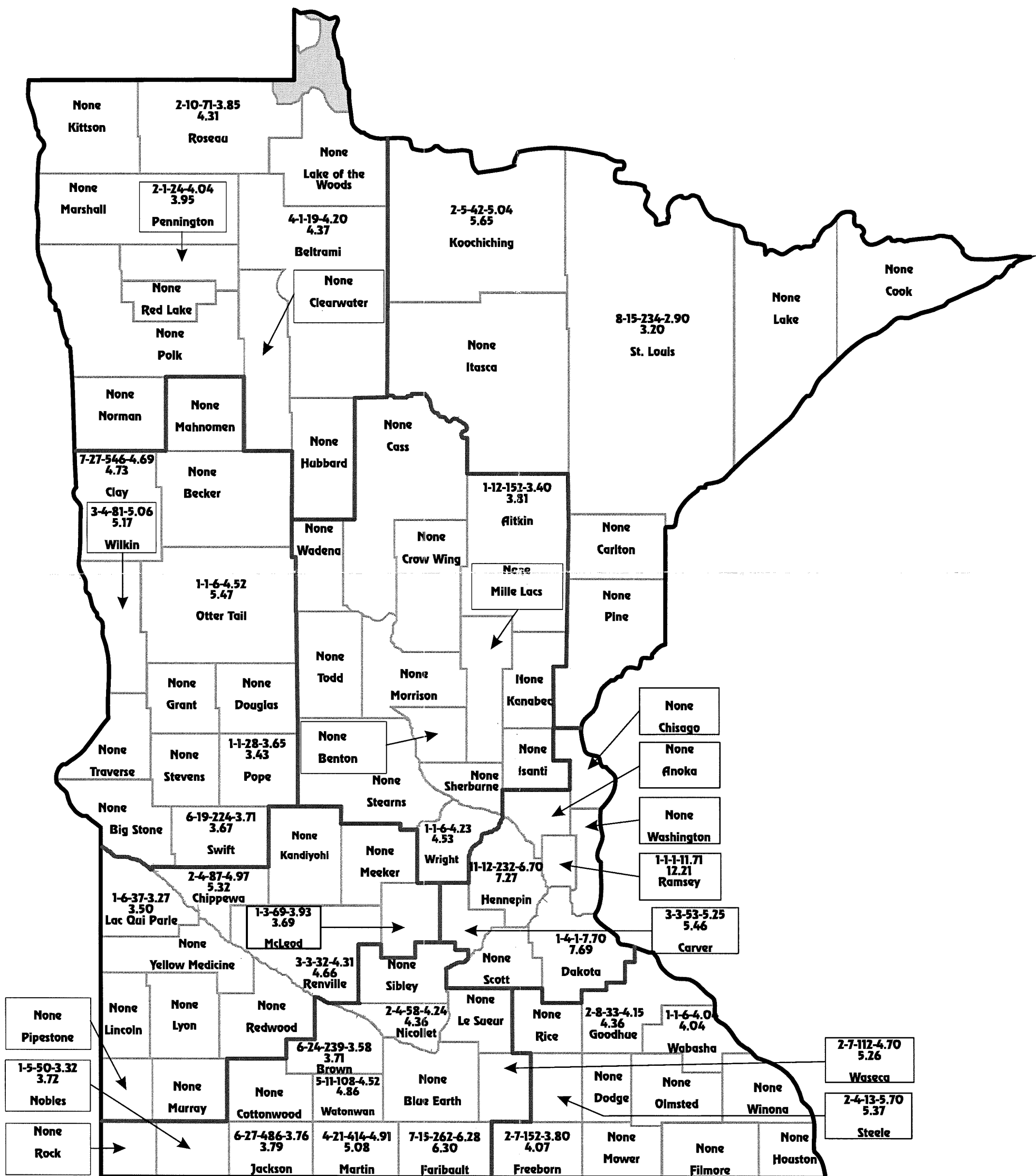
The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1992-1996 five-year average unit price study and the inflated subbase unit price, the determination of which is explained in another write-up in this section. This data is being included in the report because 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.wp

FIG. C



1997 COUNTY SCREENING BOARD DATA **JUNE, 1997** **1992-1996 FIVE YEAR AVERAGE SUBBASE (CLASS 3&4) UNIT PRICE DATA** **(RURAL AND URBAN PROJECTS INCLUDED)**



LEGEND

7-17-152-3.88 # '92 TO '96 SUBBASE PROJ. - MILES - TONS (IN 1000'S) - 5 YEAR AVG. UNIT PRICE
4.26 1997 INFLATED SUBBASE UNIT PRICE

1997 COUNTY SCREENING BOARD DATA

JUNE, 1997

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, 1997 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 1997 Needs Adjustments</u>	<u>Approx. 1998 Apport. Loss *</u>
Brown	08-607-11	Design Speed	\$ 47,016	\$ 1,041
Fillmore	23-612-16	Design Speed	82,100	1,818
Morrison	49-601-14	Design Speed	68,840	1,524
St. Louis	69-661-08	Design Speed	112,836	2,498
Stearns	73-602-34	Design Speed	63,370	1,403
Waseca	81-635-01	Design Speed	106,620	2,361
<hr/>			<hr/>	<hr/>
TOTAL			\$ 480,782	\$10,645

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.

* Based on \$22.14 earning factor for each \$1,000 of 25 year money needs.

1997 County Screening Board Data

June, 1997

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.

HISTORY OF CSAH CONSTRUCTION FUND BALANCES

Total 1995 Advance/Repaid in 1996 - \$3,151,414
Total 1996 Advance/Prepaid in 1997 - \$13,526,279

1997 SUMMARY TO DATE

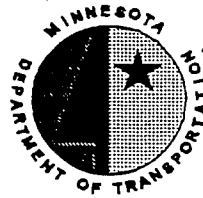
County	\$'s Reserved By Resolution	\$'s Actually Advanced
Becker	\$1,200,000	\$1,200,000
Cook	850,000	850,000
Dodge	1,000,000	1,000,000
Hubbard	1,331,000	1,331,000
McLeod (THTB)	3,690,000	3,690,000
Mille Lacs (THTB)	146,410	146,410
Olmsted	2,181,707	2,141,859
Ramsey (THTB)	14,126,464	14,126,464
Redwood	800,000	800,000
St. Louis (THTB)	49,149	49,149
Watonwan	251,785	251,785
TOTAL	25,626,515	25,586,667

Note: The maximum dollar amount of State Aid advances which can be made in 1997 is \$46,722,111.

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 : April 17, 1997

TO : Diane Gould
Assistant Manager
County State Aid Highway Needs Section

FROM : Mike Leuer *ML*
State Aid Hydraulic Technician

PHONE : 582-1184

SUBJECT : State Aid Storm Sewer
Construction Costs For 1996

As per our telephone conversation today, I have analyzed the State Aid storm sewer costs incurred during 1996 and the following assumptions can be utilized for planning purposes per roadway mile:

approximately \$238,000 for new construction, and
approximately \$ 74,000 for adjustment of existing systems

CC : J. L. Boynton (file)

STATE OF MINNESOTA**DEPARTMENT OF TRANSPORTATION****MS 470, Transportation Building****Office Memorandum****TO:** Kenneth Straus/Diane Gould
Needs Unit**DATE:** April 29, 1997**FROM:** Robert G. Swanson, Director
Railroad Administration**PHONE:** 296-2472**SUBJECT:** Projected Railroad Grade Crossing
Improvements - Cost for 1997

We have projected 1997 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	\$80,000.00
Signals and Gates:		
(Multiple Track - High & Low Speed)** (Average Price)	per System	\$100-150,000.00
Signs (Advance warning signs & crossbucks	per Crossing	\$1000.00
Pavement Markings		
(Tape)	per Crossing	\$5,500.00
(Paint)	per Crossing	\$750.00
Crossing Surfaces:		
(Rubber Crossing Surface)		
Complete reconstruction of the crossing.		
Labor and Materials	per track ft	\$800.00

* 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 23 AND 24, 1996
GRAND VIEW LODGE, BRAINERD**

The meeting was called to order at 1:00 p.m., October 23, 1996 by Chairman, Al Forsberg, Blue Earth County Engineer.

ATTENDANCE

Roll call of members:

Doug Grindall, Koochiching	District 1
Lee Berget, Clearwater	District 2
Steve Backowski, Morrison	District 3
Rick West, Otter Tail	District 4
Ken Anderson, Chisago	Metro
Gene Ullring, Fillmore	District 6
Al Forsberg, Blue Earth	District 7
Luke Hagen, Lincoln	District 8
Brad Larson, Scott	Metro
Jon Olson, Anoka	Urban
Dave Everds, Dakota	Urban
Vern Genzlinger, Hennepin	Urban
Paul Kirkwold, Ramsey	Urban
Dick Hansen, St. Louis	Urban
Don Wisniewski, Washington	Urban

Chairman Al Forsberg asked for a motion to approve the June 5 and 6, 1996 Screening Board Minutes for the meeting held at Ruttger's Bay Lake Lodge, Deerwood. Motion by Luke Hagen, seconded by Paul Kirkwold, 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
Bill Croke,	District 1 State Aid Engineer
Lou Tasa,	District 2 State Aid Engineer
Dick Staudinger,	District 2 Assistant
Mike Tardy,	District 3 State Aid Engineer
Tallack Johnson,	District 4 State Aid Engineer
Mike Pinsonneault,	District 6 State Aid Engineer
Doug Haeder,	District 7 State Aid Engineer
Tom Behm,	District 8 State Aid Engineer
Bob Brown,	Metro Division State Aid Engineer
Greg Coughlin,	Metro Division Assistant
Greg Felt,	Metro Division Assistant

Chairman Al Forsberg recognized Greg Isakson, Faribault County, the chairman of the General Subcommittee and the other representatives, Jack Cousins, Clay County and Brad Larson, Scott County. Chairman Al Forsberg also recognized Lee Berget, Clearwater County, the chairman of the Mileage Subcommittee and the other representatives, Dave Robley, Douglas County and Paul Kirkwold, Ramsey County.

Chairman Al Forsberg recognized the following alternates and other engineers in attendance:

Charles Schmit, Cook	District 1
Milton Alm, Norman	District 2
Dave Schwarting, Sherburne	District 3
Merle Early, Stevens	District 4
Roger Gustafson, Carver	Metro
Greg Paulson, Goodhue	District 6
Marlin Larson, Cottonwood	District 7
Rick Kjonaas, McLeod	District 8

Others in attendance were:

Scott Merkley, Scott	Engineering Coordinator
Doug Fischer, Assistant Anoka	Metro
Jeff Langan, Marshall	District 2
Dick Larson, Mille Lacs	District 3
Russ Larson, Wadena	District 3
Wayne Fingalson, Wright	District 3
Dave Heyer, Becker	District 4
Mike Sheehan, Olmsted	District 6
Steve Voigt, Lyon	District 8

REVIEW OF SCREENING BOARD REPORT

Chairman Al Forsberg asked Ken Hoeschen to review the screening board book. Ken reviewed the report which he has previously done out in all the Districts. Chairman Forsberg suggested that any action taken on the report shall wait until October 24, 1996. Ken Hoeschen announced the new county engineer in Red Lake County was Terra Ratzlaff. He also mentioned that Kittson County was vacant, Graig Kvale went with Minnesota Power in Duluth. Ken asked if everyone received the corrected yellow sheets and Figure A.

- A) General Information and Basic Needs Data - Pages 4-6, is a comparison of the Basic 1995 to the Basic 1996 25-Year Construction Needs which is broken down into three sections: 1) effect of Traffic Update, 2) effect of the Normal update; and 3) effect of the Unit Price update. Ken mentioned since the report was published one error was discovered in Pine County. The statewide needs change was an increase of 5.1%. There were no questions or comments.
- B) Needs Restrictions - Pages 8-11, Ken noted the yellow sheets are the corrections, and also that two Counties were adjusted (Crow Wing and Sherburne) and they will pick up the remaining needs next year, no comments or questions.
- C) Construction Fund Balance "Needs" Deductions - Pages 12-15, Ken mentioned that a deduction was missed in Hennepin County, possibly during Ray Nibbe's absence, and Carver County presented a document showing a deduction was also over looked. Discussion about the reporting process was thoroughly reviewed from changing the resolution date of September 1 to December 31 (similarly to what the Municipal Screening Board has done), using the Department of Finance numbers, balances will be lower if date is changed, some liked the way it works now, why change the resolution - consideration should be given to transferring up to two years of Municipal money which is possible due to legislative changes, whether it was possible to combine the regular and municipal accounts into one (Pat Murphy mentioned that the accounts were set by legislation), Al Forsberg suggested we discuss this matter in the evening.

- D) Special Resurfacing Projects - Pages 16-18, No questions or comments.
- E) Grading Cost Comparisons - Pages 20-30, Rural Design Grading Construction Costs; Pages 32-42, Urban Design Grading Construction Cost. No comments or questions.
- F) Needs Adjustments for Variances Granted on CSAHs - Page 43, which were approved at the Spring meeting, no comments or questions.
- G) Bond Account Adjustments - Pages 44-45, no comments or questions.
- H) After the Fact Needs - Pages 46-50, question - why the July 1 date, no further comments or questions.

Credit for Local Effort Needs Adjustment - Page 51, question - why the ten year period, nobody could quite remember other than the fact these issues were very controversial at the time, no further comments or questions.

- I) Non Existing CSAH Needs Adjustment - Pages 52-53, no comments.
- J) Mill Levy Deductions - Pages 54-56, no comments or questions.
- K) Tentative 1997 CSAH Money Needs Apportionment - Page 58 and Figure A, no comments.

Ken commented again that through page 68 the yellow sheets should be used. Page 59 is a copy of the letter to the commissioner that should be signed tomorrow recommending adjustments to the mileage, lane miles and money needs may be necessary before January 1, 1997 and used as the basis for apportioning to the counties the 1997 Apportionment Sum.

- L) Banked CSAH Mileage - Page 74, no comments or questions.
- M) Mileage Requests - Pages 75-90

- 1) **Chisago County** mileage request for an additional 14.0 miles was discussed by Ken Anderson and the Mileage Subcommittee. Ken Anderson passed out a letter that addresses the Mileage Subcommittee's recommendations, which agrees with the Mileage Subcommittee's conditional approval as suggested in the report. There was further discussion on changing the mileage through North Branch to MSAS versus CSAH mileage. This may be a maintenance problem. Would the revocation of CSAH 31 be possible at the present time? Jurisdictional boundaries were discussed between Trunk Highways, Counties, and Cities. The concern the Mileage Subcommittee has with the criteria used and how each member can view the criteria differently was discussed.
- 2) **Scott County** mileage request for an additional 40.83 miles was discussed by Brad Larson with the use of a computer slide presentation based on a transportation plan for the year 2015. Lee Berget discussed the Mileage Subcommittee's concerns as addressed in their report. Some issues discussed were: have resolutions been passed, will there be a phase in of these miles or will this happen all at once, what happens to the Rice County line road, use of traffic counts versus grid spacing, what happens to the County Road system (reduced by 39 miles).

- N) Mileage Subcommittee Study of proposed concepts - Pages 91-95, Items reviewed were: Jurisdictional transfers between counties and cities; MSAS designations and CSAH changes when a City reaches 5000 population; CSAH stubs connecting MSA streets; Issues for future Mileage Subcommittees. Lee Berget discussed the content of the report and answered questions. Pat Murphy reminded everyone that this was intended as a guide for State Aid and how they do business. The issues for future Mileage Subcommittees was discussed extensively and recommended a study of these issues be done for future guidance and possible rule changes. Everyone felt the Mileage Subcommittee has been an excellent avenue and resource for the Screening Board in understanding mileage requests.
- O) State Park Road Account - Pages 98-101
- Ken discussed the Hennepin County request for approximately \$55,000 for improvement of CSAH 51/CSAH 135 intersection and approaches to properly serve the public access to Maxwell Bay, Lake Minnetonka in Orono. Vern Genzlinger explained the reasoning for this improvement.
- P) New Screening Board Information - Pages 104-105
- Information discusses the make up of the new screening board, District Representatives, Metro Division Representatives, and Urban County Representatives which was approved by the MCEA Executive Committee on September 20, 1996.
- Q) Traffic Project Factors - Pages 106-107, no comments.
- R) Advancement of CSAH Construction Funds from the General CSAH Construction Account - Page 108
- S) Minutes of the September 6, 1996 CSAH General Subcommittee meeting - Pages 118-119, Paul Kirkwold, Dave Everds, Vern Genzlinger, discussed the lane mile definition, "through traffic", what about the turn lanes, truck runout lanes, continuous left turn lanes, and parking lanes, etc. Lee Berget suggested that it should be consistent through the state. Ken mentioned the lanes reported in the needs are the number of through traffic lanes and parking lanes. Al Forsberg brought up bike lanes, shoulders, etc. The resolution dealing with Trunk Highway Turnback Maintenance funding was discussed, with Greg Isakson explaining what the committee felt would be workable.

Al brought up the Research Account money which is set aside every year. This will be addressed tomorrow by resolution.

Al asked if there were other items to be looked at, none were suggested. Motion by Dave Everds, seconded by Luke Hagen to adjourn the meeting until tomorrow morning.

The meeting was reconvened by Al Forsberg at 8:30 am Thursday, October 24, 1996.

ACTION ON SCREENING BOARD REPORT

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

Motion by Dave Everds, seconded by Dick Hansen to change the date from September 1 to December 31 in the resolution on page 12, effective for this year to allow Hennepin and Carver Counties to get their paper work in prior to this date to clear Finance. Discussion followed with the resolution changed to read: That, for the determination of the County State

Aid Highway needs, the amount of the unencumbered construction fund balance as of ~~September 1~~ December 31 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 acquisitions 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. Motion carried unanimously.~~

Al Forsberg suggested that everyone take back to their districts the idea of combining the Municipal and Regular Account columns. With some discussion following Jon Olson asked Ken Hoeschen how much work would this involve, Ken Hoeschen said it would not mean any additional work because finance has it separated now. Ken Anderson made a motion to combine the columns with a second from Doug Grindall, motion failed.

Ken Hoeschen asked everyone to check over the Special Resurfacing Projects and if there are changes to be made, please contact him as soon as possible.

Ken Hoeschen discussed the grading cost comparisons for rural and urban design grading construction costs, needs adjustments for variances granted on CSAHs, Bond Account Adjustments, the "After the Fact" Needs, adjustment for "Credit For Local Effort" - Paul Kirkwold made a motion to change the adjustment from ten years to twenty five years, seconded by Jon Olson, discussion on reasons for the adjustment years, why they are different then other adjustments. Nobody could remember why the number of years were set where they were for each of these resolutions. Dave Everds and Jon Olson asked if the projects from October 1989 would continue on for the remaining twenty five years if this is changed. Ken Hoeschen said yes because no project has been dropped off yet. Motion carried unanimously.

Ken Hoeschen discussed the Tentative Apportionment Data with the revisions as handed out and the letter to Commissioner Denn recommending that the mileage, lane miles and money needs be used as the basis for apportioning to the counties the 1997 Apportionment Sum. Brad Larson made a motion to approve the letter, seconded by Luke Hagen, motion carried unanimously.

B) *Mileage Requests*

- 1) Chisago County mileage request for an additional 14.0 miles was discussed briefly. Dick Hansen made a motion to approve the mileage request as recommended by the Mileage Subcommittee, except for the segment through North Branch to remain CSAH rather than MSAS, seconded by Paul Kirkwold, discussion by Pat Murphy, that the revocation of CSAH 31 may be impossible at this time and Ken Anderson needs Municipal concurrence to remove it. Dick Hansen indicated that he would modify his motion to remove the revocation of CSAH 31. Ken Anderson discussed his feelings about the Mileage Subcommittee's recommendation. He agrees with their conclusion and speaks in favor of the motion. The motion was clarified to request 10.3 miles of additional mileage with 1.0 mile to be taken off at sometime down the road. Don Wisniewski, Dave Everds, Gene Ulring asked some basic needs questions. Lee Berget spoke against the motion for various reasons and did not feel comfortable with the whole request. The motion was voted on by secret ballot, the additional mileage request was DENIED by a vote of 8 to 7.

- 2) Scott County mileage request for an additional 40.83 miles was reviewed by the Mileage Subcommittee and they suggested a change down to recommending approval of only an increase of 38.12 miles. Paul Kirkwold made a motion to approve the mileage request as recommended by the Mileage Subcommittee, seconded by Vern Genzlinger. Discussion from Dick Hansen speaking in favor of the motion. The motion was voted on by secret ballot, the Mileage Subcommittee's recommendation of approving an increase of 38.12 miles was APPROVED by a vote of 15 to 0.

Lee Berget asked if the motion approved to increase the adjustment for "Credit For Local Effort" from 10 years to 25 years could be reviewed to find out what the effect will be if any. Lee Berget made a motion to have the General Subcommittee study the effect of this change, seconded by Luke Hagen, motion carried unanimously. (Greg Isakson, Chairman of the General Subcommittee asked if anyone has information or ideas on this matter to please call him at 507-526-3291 or Fax: 507-526-5159.)

Ken Hoeschen discussed the Proposed Concepts studied by the Mileage Subcommittee, Lee Berget made a motion to accept the Mileage Subcommittee's recommendations as a guide to be used by the State Aid Office, seconded by Steve Backowski with a revision to 2.b.iv. in the fifth line the word shall be changed to should. Motion passed unanimously. Issues for future Mileage Subcommittees was discussed extensively with the pros and cons to Lee Berget's philosophical ideas. Dave Everds made a motion to have State Aid come up with some factors for review by the Mileage Subcommittee and then be presented to the Screening Board, seconded by Rick West, Don Wisniewski spoke against the motion, feeling the criteria is vague for good reasons. Pat Murphy explained why the Mileage Subcommittee at times have to make some difficult decisions. Lee Berget stated that the rules should stay in place, but still have some additional guidance for the judgement calls that are made based on the criteria. Motion carried 8 to 7.

C) *State Park Road Account*

Don Wisniewski made a motion approving Hennepin County's request, seconded by Gene Ulring, motion carried unanimously.

D) *Reference Material*

Ken Hoeschen and Pat Murphy discussed the memo on page 104 relating to the New Screening Board makeup. Lee Berget asked if the District Representative's, 2 year term should be extended to a longer period because the Metro Division member will mostly be a permanent member along with the Urban Counties.

Ken Hoeschen discussed briefly the items addressed in the CSAH General Subcommittee meeting minutes on the issue of a lane mile definition and Trunk Highway Turnback Maintenance funding. Dave Everds made a motion to have the lane mile issue be restudied to look at more issues, seconded by Steve Backowski. Discussion followed with the members of the General Subcommittee stating they probably would not change their mind with further study. Dave Everds and Steve Backowski withdrew their motion and second because the Subcommittee felt they had studied all the issues. More discussion followed based on available funding, needs reporting, etc. Luke Hagen made a motion to approve the General Subcommittee's recommendation on item one "Clarify the definition of a lane mile", seconded by Lee Berget, motion carried unanimously. Al Forsberg's understanding was that State Aid would be reviewing this matter and may bring back additional information back to the Screening Board. The second item of the report dealt with Trunk Highway Turnback Maintenance funding. Lee Berget suggested that maybe the reporting mechanism could be looked at. Paul Kirkwold stated that he felt the formula in place works just fine and we should leave it as is. Don Wisniewski made a motion to leave formula as is, seconded by Jon

Olson, motion failed 8 to 7. Motion by Paul Kirkwold to require reporting of every segment and remove the cap on the money that can be collected, seconded by Vern Genzlinger, discussion followed. Gene Ullring offered a friendly amendment to Paul Kirkwold's motion, stating that you would get reimbursed as we presently do now, with a requirement that the cost be recorded and records be kept. Don Wisniewski asked what is the real problem with the way it is done now. Ken Hoeschen said he brought it up because there was a concern that more money was being allocated than was being actually spent for the maintenance of these Turnbacks. Dave Everds agreed with Don Wisniewski. Gene Ullring removed his friendly amendment after discussing it further. With further discussion Paul Kirkwold and Vern Genzlinger withdrew their motion and second. Jon Olson asked for clarification on what they had just done. Gene Ullring made a motion to leave everything the way it was before all this discussion, seconded by Dave Everds, motion passed unanimously.

Al Forsberg asked for a motion to approve the resolution: Be it resolved that an amount of \$1,391,915 (not to exceed 1/2 of 1% of the 1996 CSAH Apportionment sum of \$278,383,076) shall be set aside from the 1997 Apportionment Fund and be credited to the research account. Motion by Dick Hansen, seconded by Rick West, motion carried unanimously.

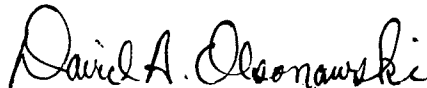
Pat Murphy stated it had been a very interesting two days but had nothing further to share with the group. Julie Skallman discussed the Administrative Account Expenditures and what the money has been spent on to date.

Dave Everds shared his observation on how well the meeting went considering the controversial items that were discussed and feels that this will continue at future meetings.

The outgoing Districts 1 - Doug Grindall; 3 - Steve Backowski; 7 - Al Forsberg were thanked for their time and excellent work. Al Forsberg stated his enjoyment and opportunity to serve the Screening Board and has seen numerous changes take place over the years. Al thanked the outgoing Mileage Subcommittee Chairman, Lee Berget for his outstanding work. Al will be responsible for recommending a new member from the Northern Counties - District 1,2,3,& 4.

Meeting was adjourned by a motion by Luke Hagen, seconded by Dave Everds, motion carried unanimously.

Respectively Submitted,



David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

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CSAH GENERAL SUBCOMMITTEE
MEETING MINUTES

A meeting of the General Subcommittee was held at 7:30 a.m. on January 24, 1997 at Cragin's resort. The following were present:

Brad Larson - Scott County
Greg Isakson - Faribault County
Ken Hoeschen - State Aid Needs

Jack Cousins - Clay County was not present.

The County Screening Board directed the General Subcommittee to determine the effects of increasing the Credit for Local Effort Needs Adjustment from 10 to 25 years.

The current resolution reads, (in part):

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.

No one could remember why the limitation was set for ten years. Speculation was that it was the result of compromise reached when the issue was first addressed by the Screening Board.

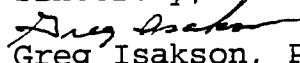
This adjustment exists to give credit to a county who used local funds to improve the State Aid system, and in the process lost needs.

It was pointed out that if credit is earned for 25 years, then that road segment would not stop earning needs during this reconstruction cycle because grading needs are reinstated in the 26th year.

Ken will calculate the financial impact of changing current credits from 10 to 25 years.

The subcommittee will meet again (maybe April) to continue this discussion.

Sincerely,


Greg Isakson, P.E.
Chairman, General Subcommittee

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

MAY 2, 1997

The meeting was called to order by Chairman Greg Isakson at 10:15 A.M., May 2, 1997 at the Transportation Building, Room 716, St. Paul, Minnesota.

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

The General Subcommittee met to recommend Unit Prices for the spring Screening Board meeting and to discuss the financial impacts of applying Credit for Local Effort for 25 years in lieu of 10 years.

1. Unit Prices

Prior to the meeting, maps showing each county's 1992-1996 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 1997 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 subbase, bituminous base, bituminous surface, gravel surface and gravel shoulder unit prices. The "increment method" simply involves applying the difference between the 1996 state average CSAH construction unit price of Gravel Base (\$4.71) and the 1996 state average CSAH construction unit price of the other roadway items to each county's previously determined Gravel Base unit price.

Because of a very limited number of urban design subbase projects in 1996, the average subbase unit price was higher than the average Gravel Base price. The Subcommittee recommended using the county's Gravel Base Unit Price for the urban design subbase unit price.

The Subcommittee recommended 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: $90\%(\text{Reg.8" Conc. @ } \$14.95) + 10\%(\text{Irr.8" Conc. @ } \$20.03) = \$15.46$

Urban Des: $30\%(\text{Reg.9" Conc. @ } \$16.08) + 70\%(\text{Irr.9" Conc. @ } \$21.48) = \$19.86$

Unit prices for other CSAH **miscellaneous** items were based on information from several sources.

The subcommittee recommended using the Storm Sewer prices provided from Mn/DOT.

Curb & Gutter @ \$6.00/lin. ft. and Bridge construction costs @ \$55/sq. ft. were provided from the MSAS Needs section using 1995 project averages.

The accuracy of the recommended prices was questioned since the MSAS Needs Unit Prices are now updated every two years. The General Subcommittee recommended a unit price of \$7.50/lin. ft. for curb and gutter based on information received from the Mn/DOT Estimating Section. The Mn/DOT Bridge Division recommended \$54/sq. ft. for all highway bridges but the General Subcommittee is suggesting keeping the \$55/sq. ft. cost.

The General Subcommittee recommended using \$1,400 for the railroad signs and pavement marking protection. The Railroad Administration section projected a cost of \$1000 per crossing for signs and \$800 per crossing for pavement markings. The General Subcommittee recommended using a unit price of \$1,400 since about half of the CSAH crossings are on gravel roads which do not require the pavement markings. Railroad Administration recommended \$80,000 per signal system and \$100,000 to \$150,000 per signal and gate system. The General Subcommittee recommended using \$80,000 per signal and \$125,000 per signal and gate system.

2. Financial Effect of Increasing the Credit For Local Effort from 10 to 25 years.

The General Subcommittee looked at the following four different scenarios and the needs and apportionment generated by each. The General Subcommittee felt these scenarios illustrate the financial effects of increasing the credit to 25 years.

To put this all in a "Needs" perspective, Ken made the following assumptions and comparisons. He used a segment of road that had complete needs of one million dollars. The construction cost of rebuilding the road was also one million dollars. The resurfacing needs after construction was \$150,000. The road was reconstructed in 1996 except in Scenario #1.

Scenario #1 Road Not Built

Retains complete needs for 25 years (1997-2021)

1997-2021 complete needs (25 years) = \$25,000,000

or approx. \$553,500 in Money Needs Apportionment.

Scenario #2 Road Built with State Aid Funds (State Aid Project)

Loses complete need for 25 years (1997-2021) but does receive resurfacing needs for those 25 years

1997-2021 Resurfacing needs (25 years) = \$3,750,000

or approx. \$83,025 in Money Needs Apportionment.

Scenario #3 Road Built with Local Funds (State Aid Project) - Old Resolution

Loses complete needs for 25 years (1997-2021) but does receive resurfacing needs in those 25 years. Also receive amount of local dollars spent on the construction project for a period of 10 years (\$10 million).

1997-2006 Resurfacing Needs (10 years) = \$ 1,500,000

1997-2006 Needs Credit for Local Effort (10 years) = 10,000,000

2007-2021 Resurfacing Needs (15 years) = 2,250,000

Total 25 year needs = \$13,750,000

or approximately \$304,425 in Money Needs Apportionment

Scenario #4 Road Built with Local Funds (State Aid Project) - New Resolution

Loses complete needs for 25 years (1997-2021) but does receive resurfacing needs in those 25 years. Also receives amount of local dollars spent on the construction project for a period of 25 years (\$25 million).

1997-2021 Needs Credit for Local Effort (25 years) = \$25,000,000

1997-2021 Resurfacing Needs (25 years) = 3,750,000

Total 25 year needs = \$28,750,000

or approximately \$636,525 in Money Needs Apportionment

The approximate money needs apportionment computed in all cases is based on the fact that \$22.14 in money needs apportionment is earned for every \$1,000 in 25 year money needs (1997 CSAH Apportionment Earning Power).

In all four scenarios, the assumed \$1 million of complete needs would be reinstated or remain for the 2022 needs study.

Ken had compiled the following table showing the total 25 year Construction Needs and the amount of Credit for Local Effort for the past five years.

APPORT. YEAR	BASIC 25 YEAR CONSTR. NEEDS	NEEDS CREDIT FOR LOCAL EFFORT	
1997	\$5,775,789,344	\$24,605,048	0.42%
1996	5,472,714,828	24,288,336	0.44%
1995	5,390,579,832	15,745,001	0.29%
1994	5,313,983,542	9,931,556	0.19%
1993	5,231,737,317	8,201,771	0.16%

The last column shows the % of the 25 Year construction derived from the Credit for Local Effort, which is quite small. The General Subcommittee felt the revised time frame of 25 years for applying the Credit for Local Effort had a minimal effect on the Total Needs.

The issue of receiving both resurfacing needs and Credit for Local Effort at the same time was discussed. Is this double-dipping? Should both types of needs be earned at the same time? The Screening Board may want to discuss this issue and/or return it to the General Subcommittee for further consideration.

Respectfully submitted,



Greg Isakson
Chairman

GENSUB-4.WPD

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

January, 1997

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 Meeting Dates and Locations - June, 1996

That the Screening Board Chairman, with the assistance of State Aid personnel, determine the dates and the locations for that year's Screening Board meetings.

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 (Rev. June, 1996)

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 of the state. Subsequent terms will be for three years.

Mileage Subcommittee - Jan. 1989(Rev. June, 1996)

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, 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 (Rev. June, 1996)

- 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) *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 describe in (5).*

- 5) *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 bond amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

County State Aid Construction Fund Balances - May 1975 (Latest Rev. October 1996)

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as of ~~September 1~~ December 31 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., 1996)

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~~ twenty-five 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 1996)

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

Existing ADT Turnback Maintenance/Lane Mile/Lane

0 - 999 VPD Current lane mileage apportionment/lane

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

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

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:

	Projected ADT	Proposed R/W Width
Proposed Rural Design	0 - 749	100 Feet
	750 - 999	110 Feet
	1,000 & Over (2 Lane)	120 Feet
	5,000 & Over (4 Lane)	184 Feet
	Proposed Roadbed Width	Proposed R/W Width
Proposed Urban Design	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 standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.*
- a) *The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.*
 - b) *The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.*
 - c) *In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.*
- 4) *Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.*
- 5) *On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical needs calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.*
- Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.*
- 6) *On resurfacing projects, the needs deduction for bridge width variances shall be the difference between theoretical needs based on the width of the bridge which could be left in place and the width of the bridge actually left in place. This difference shall be computed to cover a ten year period and will be applied cumulatively in a one year deduction.*
- Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.*
- 7) *There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.*

- 8) *No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.*
- 9) *Those variances requesting acceptance of pavement strength less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.*

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