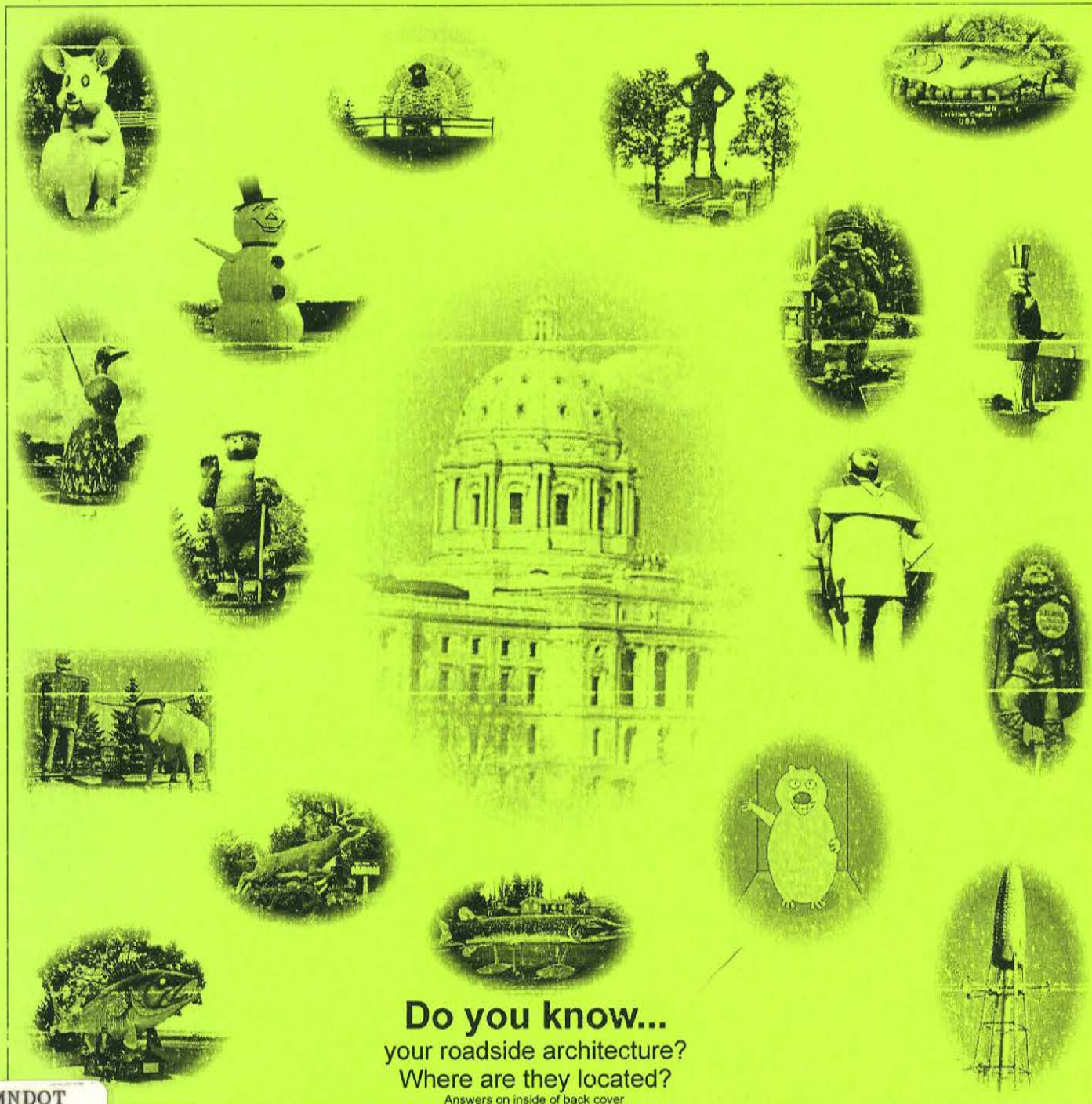




SCREENING BOARD DATA



126 88 339 C.1



Minnesota Department of Transportation

Memo

State Aid for Local Transportation Division

Mail Stop 500, 4th Floor
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Office Tel.: 651 296-3011
Fax: 651 282-2727

PHONE: 651 296-1660

DATE: May 11, 1998

TO: County Engineers
District State Aid Engineers

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

A handwritten signature in black ink, appearing to be 'K. Hoeschen', written over the printed name.

SUBJECT: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 1999 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 1999 C.S.A.H. Needs Study.

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 3-4, 1999.

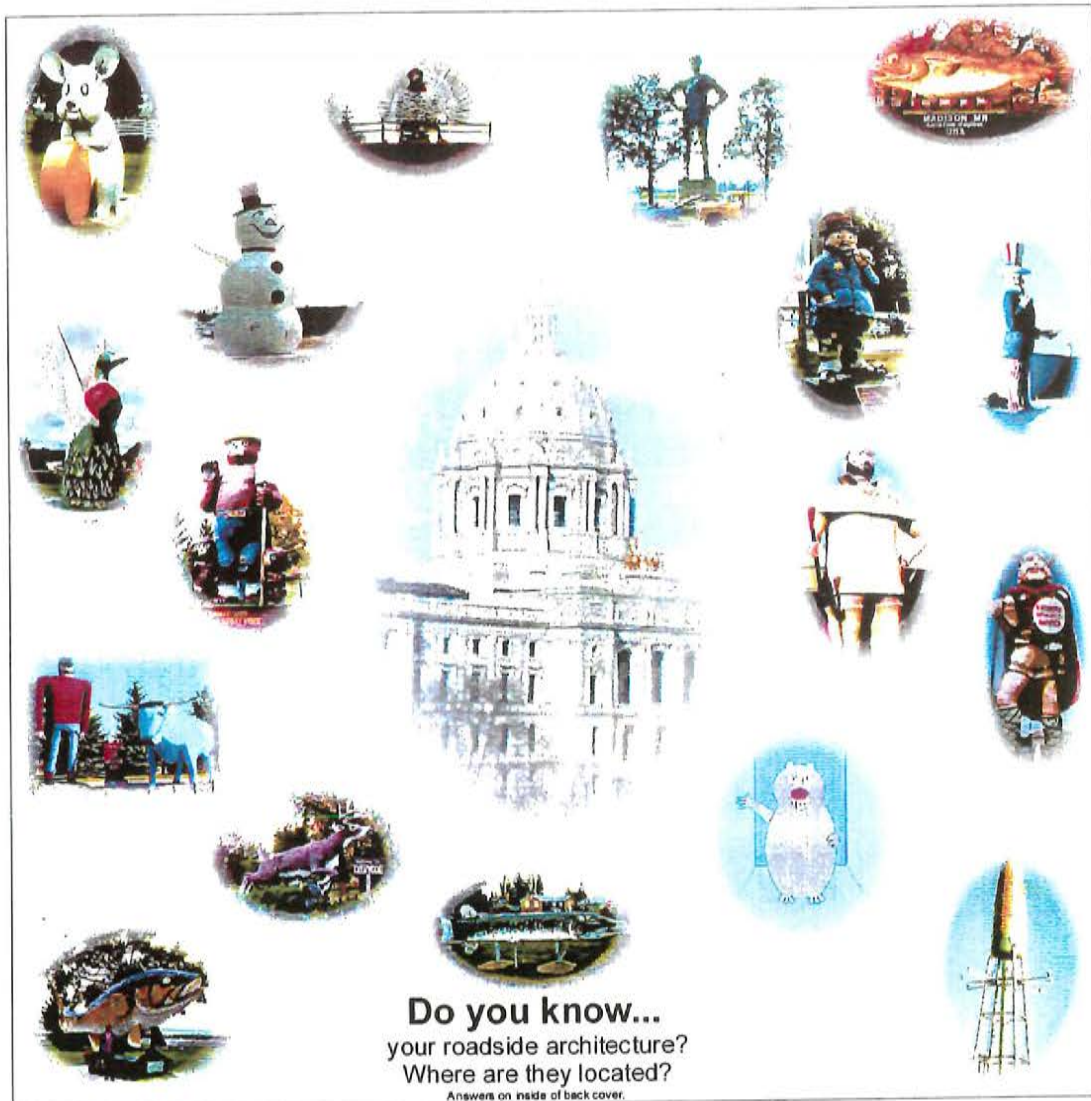
If you have a scenic picture or photo that represents your county which could be used for a future book cover, please send it to our office. We would appreciate your ideas.

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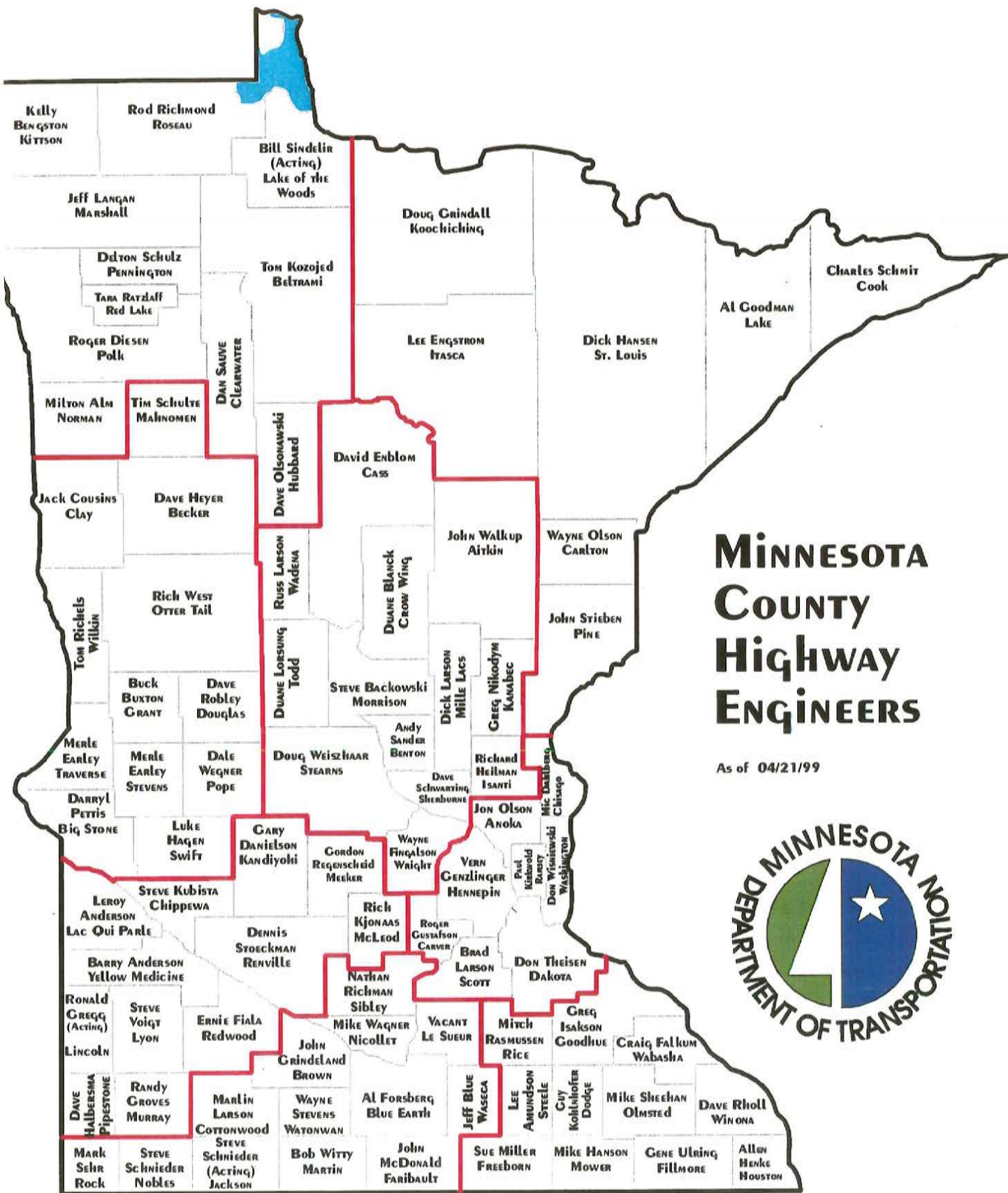
1999 COUNTY SCREENING BOARD DATA



JUNE, 1999



MINNESOTA DEPARTMENT OF TRANSPORTATION



1999 COUNTY SCREENING BOARD

Lee Engstrom	(99-00)	- Itasca County	- District 1
Mick Alm	(98-99)	- Norman County	- District 2
Rich Heilman	(99-00)	- Isanti County	- District 3
Merle Earley	(98-99)	- Stevens County	- District 4
Mic Dahlberg	(99-03)	- Chisago County	- Metro
Roger Gustafson	(98-01)	- Carver County	- Metro
Mitch Rasmussen, Chairman	(98-99)	- Rice County	- District 6
Jeff Blue	(99-00)	- Waseca County	- District 7
Rick Kjonaas	(98-99)	- McLeod County	- District 8
Jon Olson	Permanent	- Anoka County	- Urban
Don Theisen	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	

1999 SCREENING BOARD ALTERNATES

John Stieben	- Pine County	District 1
Tara Ratzlaff	- Red Lake County	District 2
Doug Weiszhaar	- Stearns County	District 3
Dave Robley	- Douglas County	District 4
Brad Larson	- Scott County	Metro
Dave Rholl	- Winona County	District 6
Mark Sehr	- Rock County	District 7
Barry Anderson	- Yellow Medicine County	District 8

1999 CSAH GENERAL SUBCOMMITTEE

Jack Cousins, Chairman	(June, 99)	- Clay County
Rick Kjonaas	(June, 00)	- McLeod County
Roger Gustafson	(June, 01)	- Carver County

1999 CSAH MILEAGE SUBCOMMITTEE

Al Goodman, Chairman	(Oct., 99)	- Lake County
Craig Falkum	(Oct., 00)	- Wabasha County
Don Theisen	(Oct., 01)	- Dakota County

CSAH VARIANCE SUBCOMMITTEE

Mike Wagner	- Nicollet County
Don Wisniewski	- Washington County
Dave Schwarting	- Sherburne County

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1999 COUNTY SCREENING BOARD DATA
JUNE, 1999

Introduction

The primary task of the Screening Board at this meeting are to establish unit prices to be used for the 1999 County State Aid Highway Needs Study.

As in other years, in order to keep the five-year average unit price study current, we have removed the 1993 construction projects and added the 1998 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1994 through 1998, are the basic source of information for compiling the data used for computing the recommended 1999 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 1998 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 January 22, 1999 and April 19, 1999 are included in the "Reference Material" section of this report. Jack Cousin, Clay County, Chairman of the General Subcommittee along with the other members of the Subcommittee will attend the Screening Board meeting to review and explain the recommendations of the group.

There were no requests for the Mileage Subcommittee for this report.

GOULDIA\WP51\INTRODUC.WP6.WPD

***1999 COUNTY SCREENING BOARD DATA
JUNE, 1999***

***Trend of C.S.A.H. Unit Prices
(Based on State Averages from 1982-1998)***

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

1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

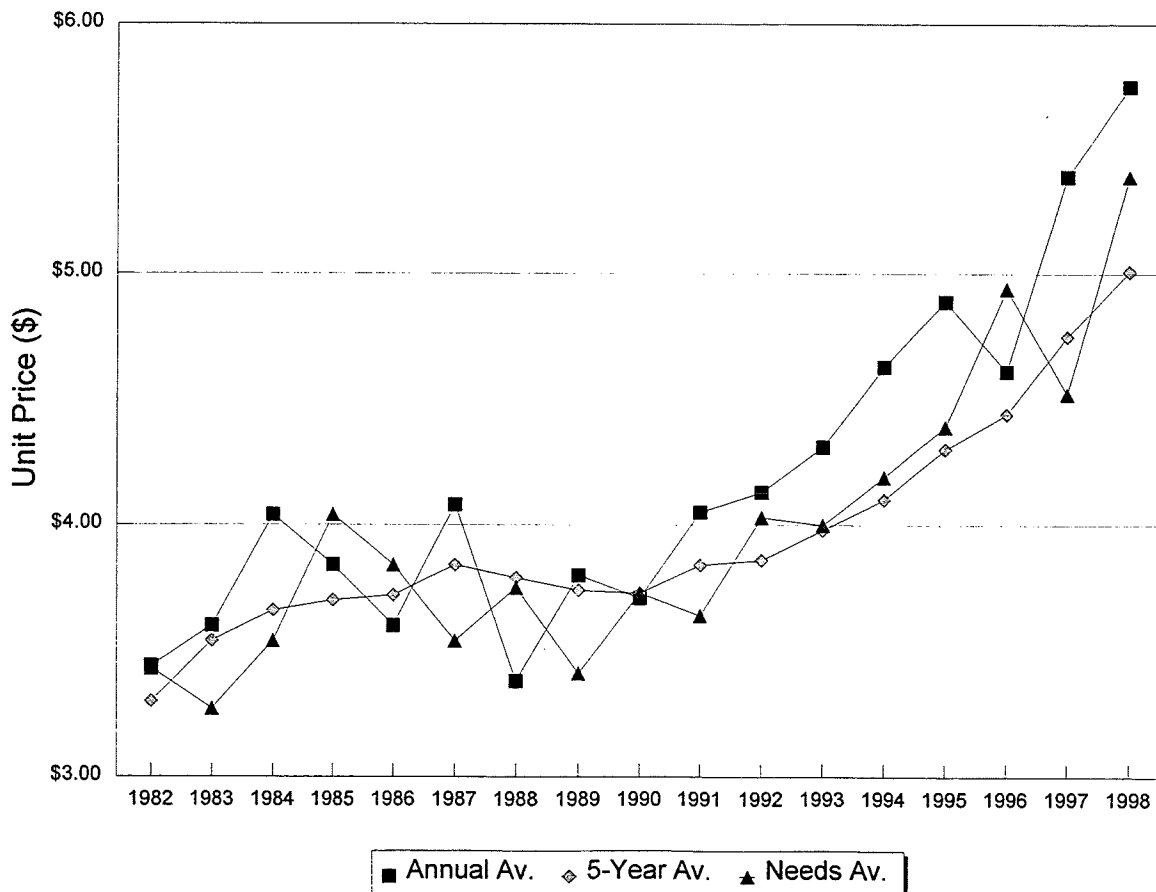
TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	802,119	\$3,717,669	\$4.63	\$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
1997	604,533	\$3,256,041	\$5.39	\$4.75	\$4.52
1998	432,195	\$2,484,336	\$5.75	\$5.01	\$5.39

Trend of CSAH Unit Prices-Subbase 3-4

Includes Rural & Urban Projects



1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

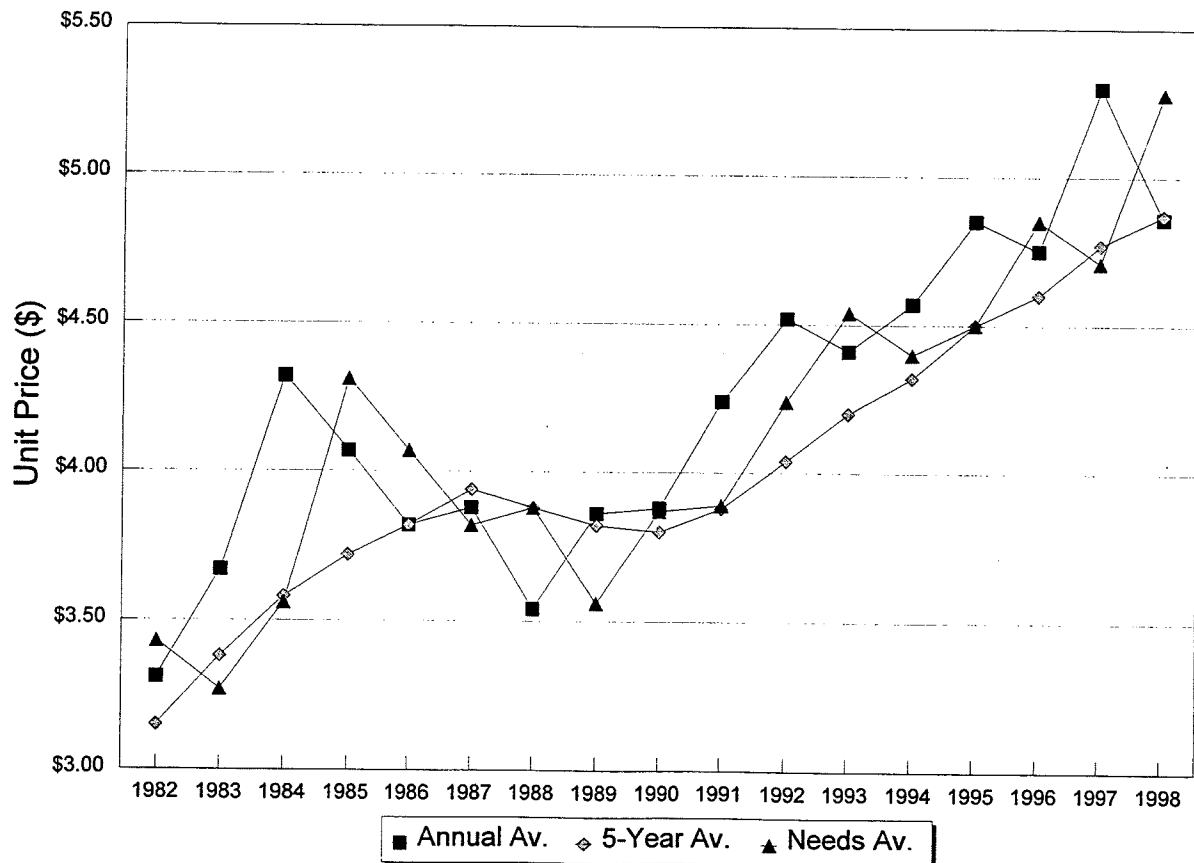
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	Needs Study Average
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	3,004,088	\$13,716,749	\$4.57	\$4.32	\$4.40
1995	3,004,556	\$14,567,960	\$4.85	\$4.50	\$4.50
1996	4,534,126	\$21,525,409	\$4.75	\$4.60	\$4.85
1997	3,663,090	\$19,430,239	\$5.30	\$4.77	\$4.71
1998	3,442,757	\$16,723,329	\$4.86	\$4.87	\$5.28

Trend of CSAH Unit Prices-Base 5 & 6

Includes Rural & Urban Projects



1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

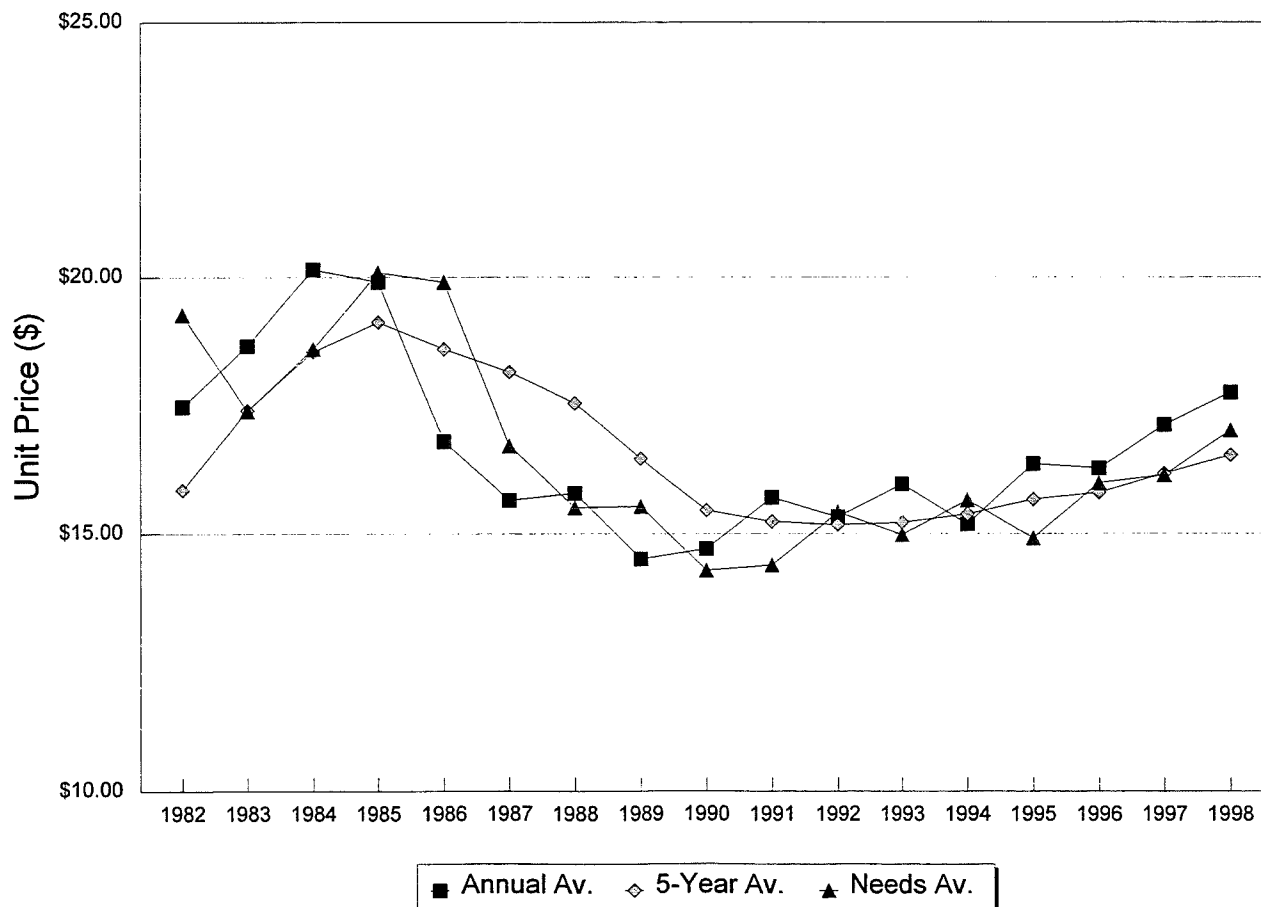
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	2,218,402	\$33,702,397	\$15.19	\$15.38	\$15.65
1995	2,175,113	\$35,576,062	\$16.36	\$15.67	\$14.92
1996	2,862,858	\$46,602,060	\$16.28	\$15.80	\$15.99
1997	2,366,043	\$40,515,855	\$17.12	\$16.17	\$16.14
1998	2,212,197	\$39,252,526	\$17.75	\$16.53	\$17.01

Trend of CSAH Unit Prices - Bit. 2331

Includes Rural & Urban Projects



1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

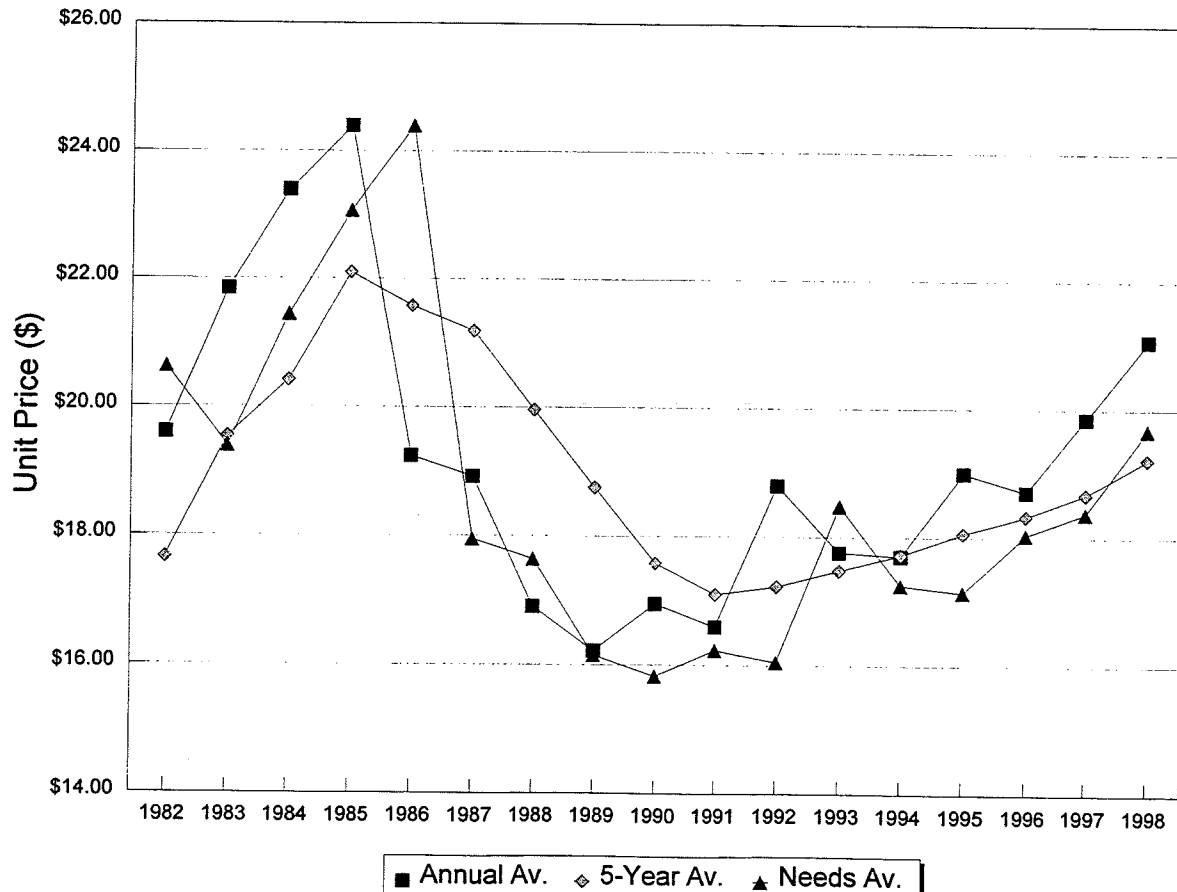
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	613,763	\$10,860,437	\$17.70	\$17.72	\$17.25
1995	428,378	\$8,141,155	\$19.00	\$18.06	\$17.14
1996	695,324	\$13,006,295	\$18.71	\$18.33	\$18.04
1997	728,103	\$14,457,466	\$19.86	\$18.67	\$18.38
1998	731,037	\$14,538,632	\$21.07	\$19.22	\$19.68

Trend of CSAH Unit Prices - Bit. 2341

Includes Rural & Urban Projects



1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

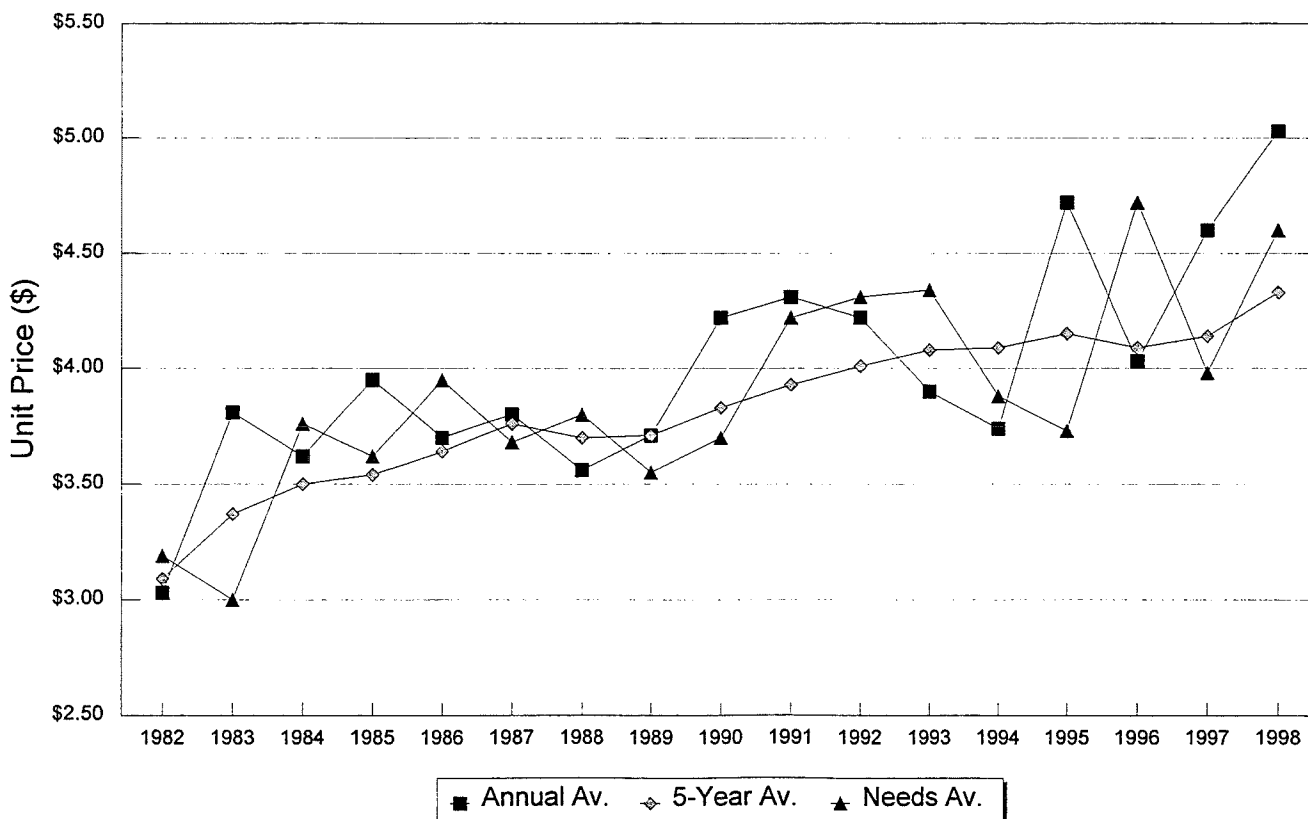
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	247,659	\$1,168,838	\$4.72	\$4.15	\$3.73
1996	253,345	\$1,020,275	\$4.03	\$4.09	\$4.72
1997	227,024	\$1,044,112	\$4.60	\$4.14	\$3.98
1998	178,592	\$898,293	\$5.03	\$4.33	\$4.60

Trend of CSAH Unit Prices Gravel Surface 2118

Includes Rural & Urban Projects



1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

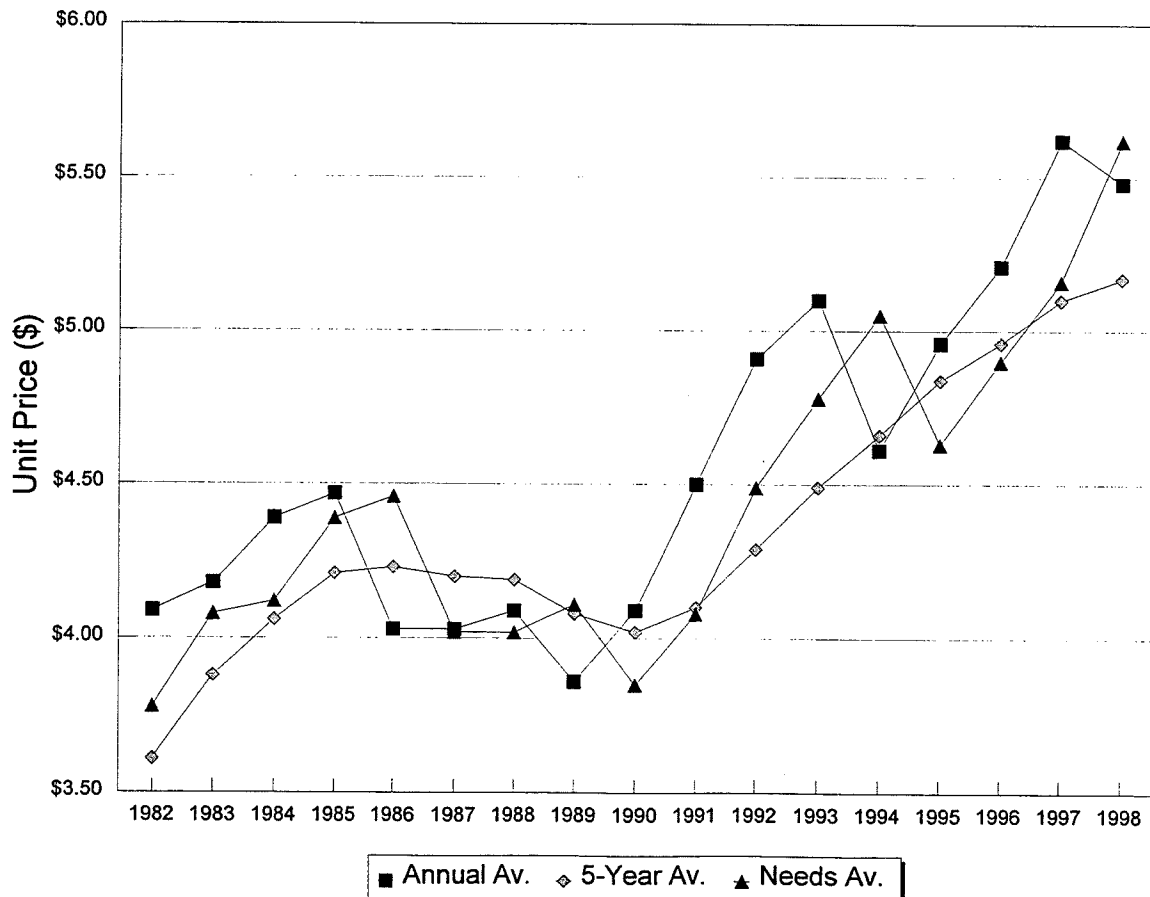
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

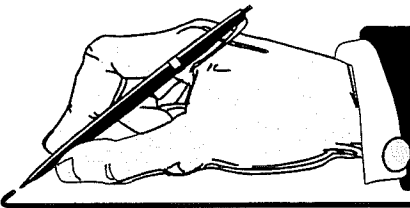
Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	1,017,982	\$4,691,994	\$4.61	\$4.66	\$5.05
1995	1,068,078	\$5,301,656	\$4.96	\$4.84	\$4.63
1996	1,142,751	\$5,955,808	\$5.21	\$4.96	\$4.90
1997	974,111	\$5,477,646	\$5.62	\$5.10	\$5.16
1998	966,319	\$5,297,994	\$5.48	\$5.17	\$5.62

Trend of CSAH Unit Prices Gravel Shld. 2221

Includes Rural & Urban Projects





NOTES and COMMENTS

1999 COUNTY SCREENING BOARD DATA JUNE, 1999

1999 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1998 CSAH needs study gravel base unit price, the gravel base data in the 1994-1998 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1999. As directed by the 1986 Screening Board, all urban design projects were also included in the five year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was implemented by the Subcommittee at their April 19, 1999 meeting to determine the 1999 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.

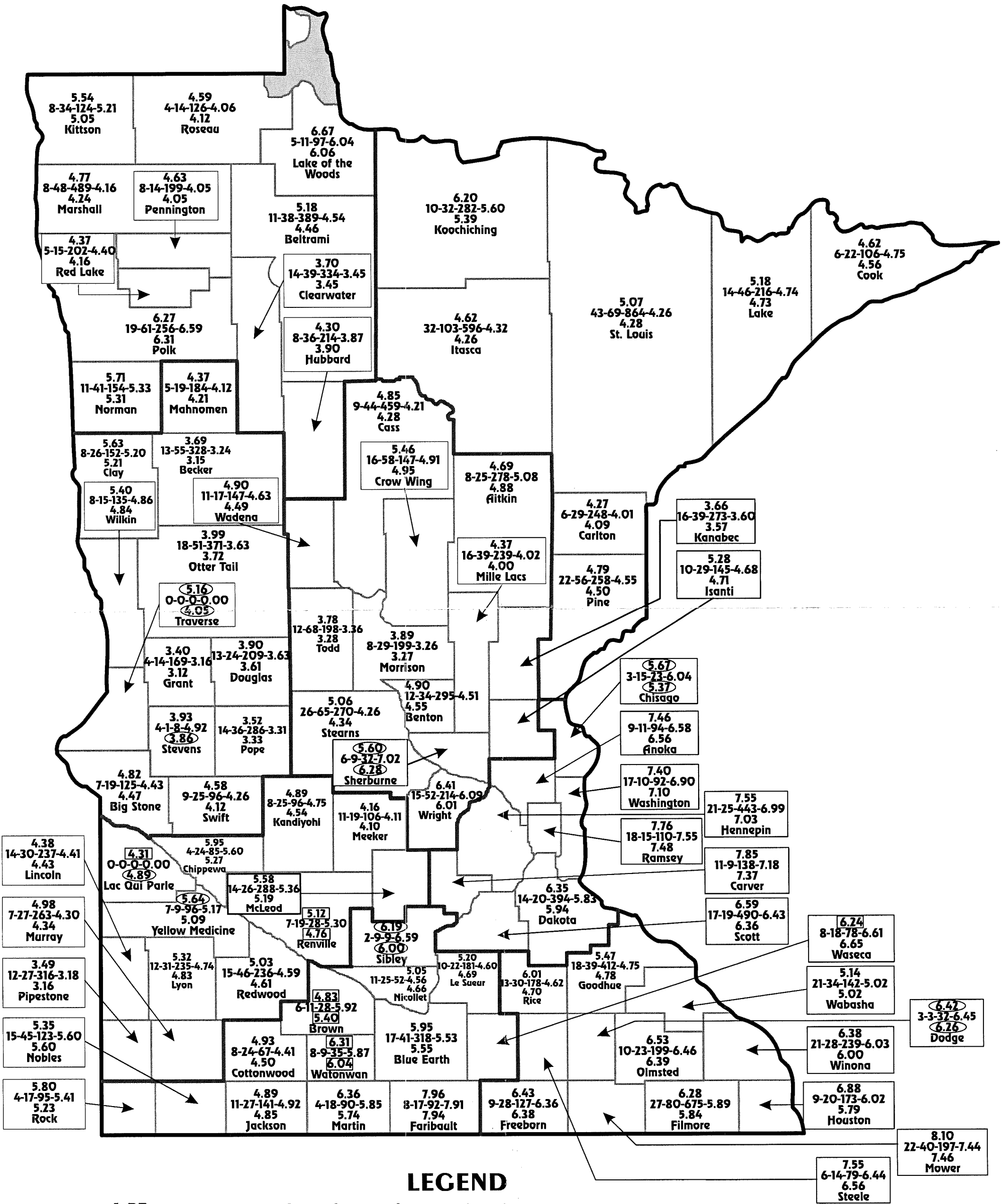
If a county has less than 50,000 tons of gravel base material in its five-year average unit price study, then enough subbase material from that county's five-year average unit price study is added to the gravel base material to equal 50,000 tons, and a weighted average unit price inflated by the proper 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 and the calculation of these is shown in a special section of the "Reference Material" area of this booklet. Jack Cousins, Chairman of the General Subcommittee, will attend the Screening Board meeting to discuss their recommendations.



1999 COUNTY SCREENING BOARD DATA
JUNE, 1999
1994-1998 C.S.A.H. GRAVEL BASE UNIT PRICE DATA
(RURAL AND URBAN PROJECTS INCLUDED)



LEGEND

1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

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	
1994	3,004,088	\$13,716,749	\$4.57	$\$4.86/\$4.57 =$	1.06
1995	3,004,556	\$14,567,960	\$4.85	$\$4.86/\$4.85 =$	1.00
1996	4,534,126	\$21,525,409	\$4.75	$\$4.86/\$4.75 =$	1.02
1997	3,663,090	\$19,430,239	\$5.30	$\$4.86/\$5.30 =$	0.92
1998	3,442,757	\$16,723,329	\$4.86		

Subbase - #2211 Class 3 - 4					
Year	Quantity	Cost	Annual Average	Inflation Factor	
1994	802,119	\$3,717,669	\$4.63	$\$5.75/\$4.63 =$	1.24
1995	944,079	\$4,619,762	\$4.89	$\$5.75/\$4.89 =$	1.18
1996	327,780	\$1,512,522	\$4.61	$\$5.75/\$4.61 =$	1.25
1997	604,533	\$3,256,041	\$5.39	$\$5.75/\$5.39 =$	1.07
1998	432,195	\$2,484,336	\$5.75		

In order to reflect current prices in the 1994-1998 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate factor. This is shown in two tabulations (Subbase and Gravel Base) in the "Reference Material" section of the report.

***1999 COUNTY SCREENING BOARD DATA
JUNE, 1999***

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

The following tabulation of roadway construction prices shows the average unit prices in the 1998 C.S.A.H. needs study, the 1994-1998 C.S.A.H. five-year average unit prices, the 1998 average and the Subcommittee's recommended unit prices for use in the 1999 needs study.

The Subcommittee's recommended prices were determined at their meeting on April 19, 1999. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

dmg-WP51-Roadpr

1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

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

<u>Construction Item</u>	<u>1998 CSAH Needs Study Average</u>	<u>1994-1998 CSAH 5-Year Construction Average</u>	<u>1998 CSAH Construction Average</u>	<u>1999 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee</u>
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Rural & Urban Design

Grav. Base Cl 5 & 6/Ton	\$5.28	4.87	\$4.86	*
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Rural Design

Subbase Cl 3 & 4/Ton	\$5.39	\$4.98	\$5.62	G.B.
Bit.Base & Surf. 2331/Ton	17.01	16.31	17.25	G.B. + 12.39
Bit.Surf. 2341/Ton	19.68	18.84	20.69	G.B. + 15.83
Con.Surf. 2301/Sq.Yd.	15.56	---	16.99	16.99
(1998 Mn/DOT)				
Gravel Surf. 2118/Ton	4.60	4.32	5.02	G.B. + 0.16
Gravel Shldr. 2221/Ton	5.62	5.15	5.47	G.B. + 0.61

Urban Design

Subbase Cl 3 & 4/Ton	\$5.38	\$5.59	\$8.64	G.B.
Bit.Base & Surf. 2331/Ton	20.83	20.72	22.98	G.B. + 18.12
Bit.Surf. 2341/Ton	21.57	21.12	21.98	G.B. + 17.12
Con.Surf. 2301/Sq.Yd.	20.75	---	21.74	21.74
(1998 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.

1999 COUNTY SCREENING BOARD DATA JUNE, 1999

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

The following report lists the miscellaneous unit prices used in the 1998 C.S.A.H. needs study, those recommended by Mn/DOT or average 1998 construction prices, and the unit prices recommended by the C.S.A.H. Subcommittee for use in the 1999 CSAH needs study.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meeting on April 19, 1999 which are printed in the "Reference Material" section of this booklet.

1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

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

<u>Construction Item</u>	<u>1998 CSAH Needs Study Average</u>	<u>Prices Recommended For 1999 By Mn\DOT or Average 1998 Construction Prices</u>	<u>1999 CSAH Unit Price Recommended by CSAH Subcommittee</u>
--------------------------	--	--	--

Other Urban Design

Storm Sewer - Complete/Mi.	\$245,000	\$246,000	\$246,000
Storm Sewer - Partial/Mi.	76,000	79,000	79,000
Curb & Gutter Const./Lin.Ft.	7.50	(MSAS) 7.70	7.70

Bridges

0-149 Ft.Long/Sq.Ft.	\$65.00	\$68.00	\$65.00
150-499 Ft.Long/Sq.Ft.	60.00	59.00	60.00
500 Ft. & Longer/Sq.Ft.	60.00	66.00	60.00
Widening/Sq.Ft.	150.00	**	150.00
RR over Hwy - 1 Track/Lin.ft.	5,000	8,100	6,000
Each Add.Track/Lin.ft.	4,000		4,000

Railroad Protection

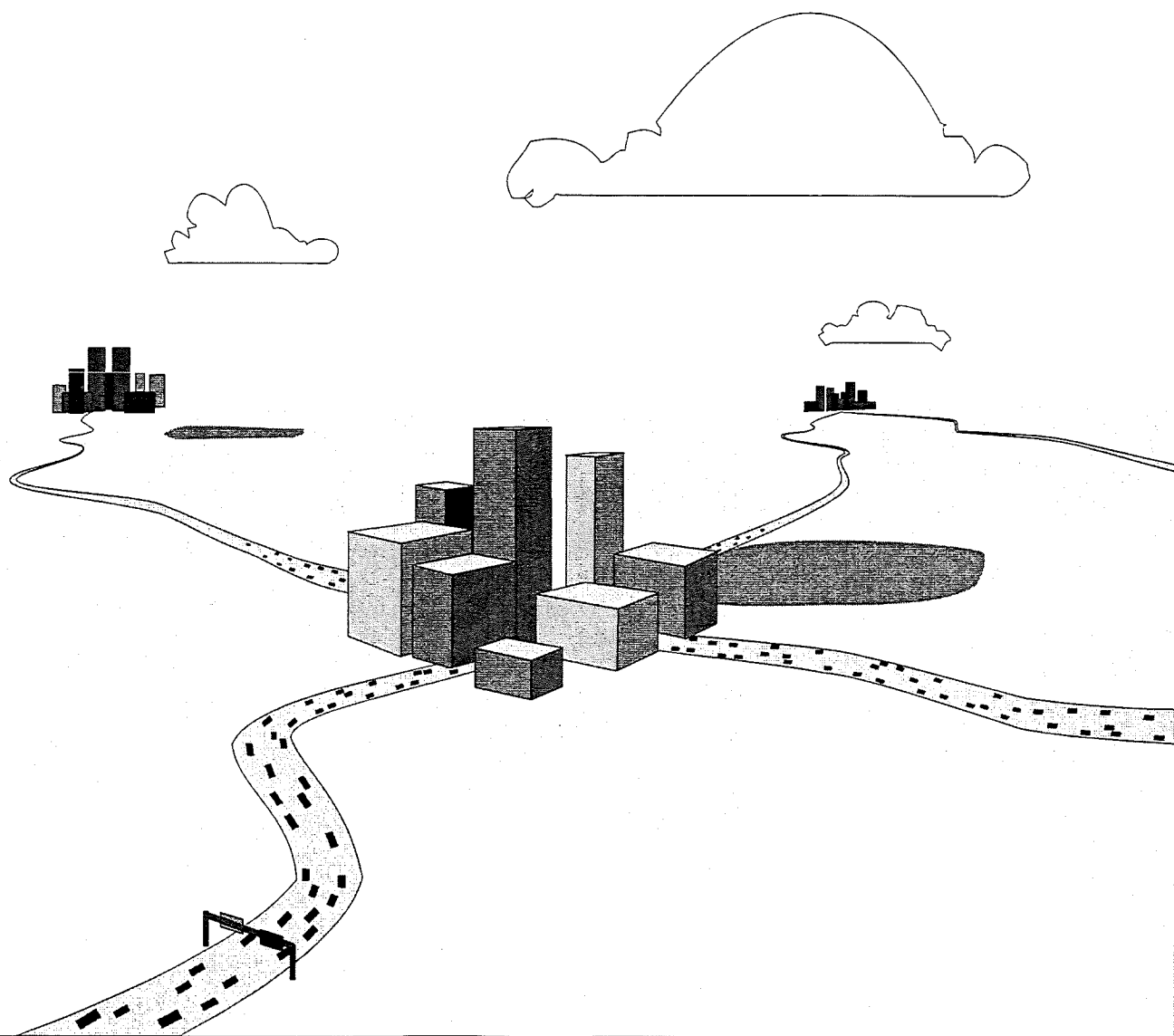
Signs	\$1,400	\$1,400	\$1,400 *
Signals	80,000	90,000	90,000
Signals & Gates	125,000	\$125,000-\$170,000	150,000

** WILL USE RECONDITIONING COST AS REPORTED
 * \$1,000 Per Signs & 1/2 Paint Cost

123\file_123\UNITPRIC.WK1

[illegible]

MILEAGE REQUESTS



1999 COUNTY SCREENING BOARD DATA

June, 1999

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.*

1999 COUNTY SCREENING BOARD DATA

June, 1999

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	1997	1998	Total Miles To Date	County
Aitkin	6.10		0.60												7.12 **					13.82	Aitkin
Anoka	2.04								10.42							16.74		8.25		37.45	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																	19.00	Blue Earth
Brown	7.44	0.13																	3.46	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														42.01	Dakota
Dodge						0.11													35.63	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

[illegible]

1999 COUNTY SCREENING BOARD DATA

June, 1999

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	1997	1998	Total Miles To Date	County
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								38.12			58.98	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 Medicine
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	56.64	8.25	39.09	570.48	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.

1999 COUNTY SCREENING BOARD DATA

June, 1999

"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, 1999 is included.

County	Banked Mileage	Year Made Available
Becker	0.40	1991
Big Stone	0.50	1993
Brown	0.56	1999
Carlton	0.46	1992 & 1994
Chippewa	0.71	1999
Clay	5.00	1993 & 1997
Clearwater	0.60	1997
Dakota *	8.31	1994, 96 & 98
Dodge	0.07	1994
Douglas	1.90	1992
Faribault	2.54	1993
Hennepin	4.77	1994, 96 & 97
Hubbard	0.52	1996 & 1997
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.20	1993
Kittson	0.93	1998
Koochiching	0.45	1994, 95 & 98
Lake	1.10	1998
Lincoln	0.70	1996
McLeod	0.30	1997
Millie Lacs	1.10	1992
Nicollet	1.73	1993 & 1997
Nobles	0.07	1997
Norman	1.00	1997
Olmsted	0.73	1997 & 1998
Otter Tail	0.03	1998
Pennington	1.65	1995
Pipestone	0.10	1996
Polk	1.50	1997
Ramsey	1.60	1995, 96 & 98
Red Lake	0.50	1994
Redwood	0.20	1995
Renville	2.65	1992, 96 & 97
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
Stevens	1.08	1998
Todd	0.28	1999
Wabasha	0.42	1993 & 1998
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Wright	0.04	1997
Yellow Medicine	0.68	1993 & 1995
Total	51.57	

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

- * This banked mileage will be eliminated when Dakota County completes their system revisions that were approved by the County Screening Board at their June, 1998 meeting.

1999 COUNTY SCREENING BOARD DATA

June, 1999

SUMMARY OF ACTIVITY RESULTING FROM THE APPROVAL OF THE SCOTT COUNTY CSAH MILEAGE REQUEST

Scott County CSAH mileage 1/96	189.44
Requested Revocations (10/96)	(19.09)
Requested Additions (10/96)	59.92
Screening Board Denial of CSAH 31 & 74 additions (10/96)	(2.71)
TOTAL	227.56

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	189.44	189.44
03/11/98	Revoke 7,15,16,29,33,56,80 & 103	(17.57)	189.44	171.87
03/11/98	Designate 2,5,15,18,21,42,59,68,78,82 86 & (Rice County) CSAH 86	49.20	171.87	221.07
	(Mileage varies somewhat from request due to rounding to 0.1 in rural areas and designation of existing roadway instead of realigned route after construction.)			

The only portions of the request left to be accomplished are the revocation of CSAH 39 and CSAH 106 (Approximately 1.52 miles) and the extension of CSAH 91 (Approximately 7.66 miles).

1999 COUNTY SCREENING BOARD DATA

June, 1999

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	17.35	200.33	217.68
09/15/97	Revoke Portion 36	(1.17)	217.68	216.51
12/16/98	Revoke 30, 31 & 32	(3.02)	216.51	213.49

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

STATE PARK ROAD ACCOUNT



1999 COUNTY SCREENING BOARD DATA

June, 1999

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\WP51\1\PARKROAD99.WP



AITKIN COUNTY HIGHWAY DEPARTMENT

AIRPARK LANE

AITKIN, MINNESOTA 56431

Phone 218/927-3741 ⇌ FAX 218/927-2356

March 23, 1999

Mr. John Strohkirch
Park Development & Acquisition Manager
Minnesota Department of Natural Resources
500 Lafayette Road
St. Paul, Minnesota 55155-4037

Dear John:

Thank you for speaking with me on the telephone a couple of weeks ago about the possibility of obtaining some State Park Road Account Funds for Aitkin County State-Aid Highway No. 14, leading from Trunk Highway 65 to Savanna State Park.

Aitkin County is proposing to resurface County State-Aid Highway No. 14 from a point 2.3 miles east of Trunk Highway 65 to Savanna State Park. The first 2.3 miles was constructed several years ago to 9-ton spring axle load capacity with 12 foot lanes and 10 foot paved shoulders. This section is in reasonably good condition.

The remaining eight (8) plus miles of road to Savanna Park has a 24 foot paved surface with varying width gravel shoulders. The first section north to the Junction with County State-Aid Highway No. 36 is posted to a 7-ton spring axle load, and from there to the Savanna State Park is posted to a 5-ton axle load.

The pavement on this eight (8) + miles of road is deteriorating and is seriously in need of resurfacing.

The tentative plan is to resurface with a 30-foot wide pavement (two twelve-foot driving lanes and three feet of the shoulder paved) and five feet of gravel shoulders.

From the Prairie River to County Road No. 64, the tentative plan is to pave a twenty-eight-foot width (twenty-four foot driving surface with two foot paved shoulder) with a one foot wide gravel shoulder.

From County Road No. 64 to Savanna Park, the proposal is to pave a twenty-six-foot wide surface (two eleven foot wide driving lane with two foot paved shoulder) with a one foot wide gravel shoulder.

The spring load would also be up graded in the process to 9-ton per axle spring loading to County State-Aid Highway No. 36. From County State-Aid Highway No. 36 to Savanna State Park the spring loading would be increased to 7-ton per axle.

The estimated construction cost is estimated at \$475,000.000, including engineering costs.

The County has requested and received \$380,000.00 Federal-Aid Funding for part of this project.

The County hereby respectfully requests \$95,000.00 from the State Park Account to supplement the Federal-Aid portion.

If there were a need to pave some roads in the State Park, perhaps they could be constructed in conjunction with this project.

Thank you for your consideration in this matter.

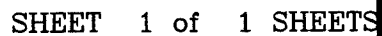
Sincerely,

John L. Walkup, P.E.
Aitkin County Engineer

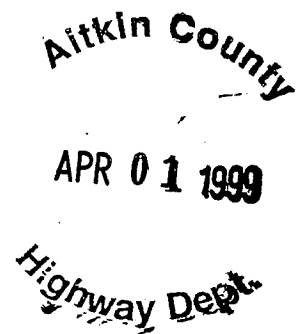
JLW/bc

PROPOSED BITUMINOUS OVERLAY 8.6 MILES

END PROJ. S.P. 01-614-10



Letter to
John Walkup
Aitkin Co. Eng.
Aitkin Co. Hwy Dept
Airport Lane
Aitkin, Minn 56431



Dear John:

Thank you for the letter of March 23 1999 regarding improvements to CSAH No. 14 which provides access to Savanna Portage State Park. I will put your request for \$95,000 on our list of projects for the 2000 allocation.

As you are probably aware this project must be approved by the State Aid Screening Board before it can be funded. I will assume you will bring this before the board next fall for approval. I will inform our people of your intention to upgrade CSAH 14 and maybe we can initiate a project to improve the park roads which would get us a better price. If I can be of any further assistance please let me know.

Yours Truly

John Strohkirch

c. Savanna Portage state park
David Novitzki - Reg 3

File SAU 348



Kittson County Highway Department

401 2nd Street S.W.
P.O. Box 159
Hallock, MN 56728
Phone: (218) 843-2686
Fax: (218) 843-2488

COPY

November 3, 1998

John Strohkirch
DNR Park Development & Real Estate
Minnesota DNR
500 Lafayette Rd.
Box 39
St. Paul, MN 55155-4039

Dear John,

I would like to request funding from the State Park Road Account for Kittson County State Aid Highway #28 from the entrance of Lake Bronson State Park to CSAH #10, a length of 1.00 miles. This letter is a request for \$150,000.00 to rebuild and resurface this road. Please see the attached map and estimate for details. Thank you.

Sincerely,

Kelly Bengtson
KCHD Administrator

attachments

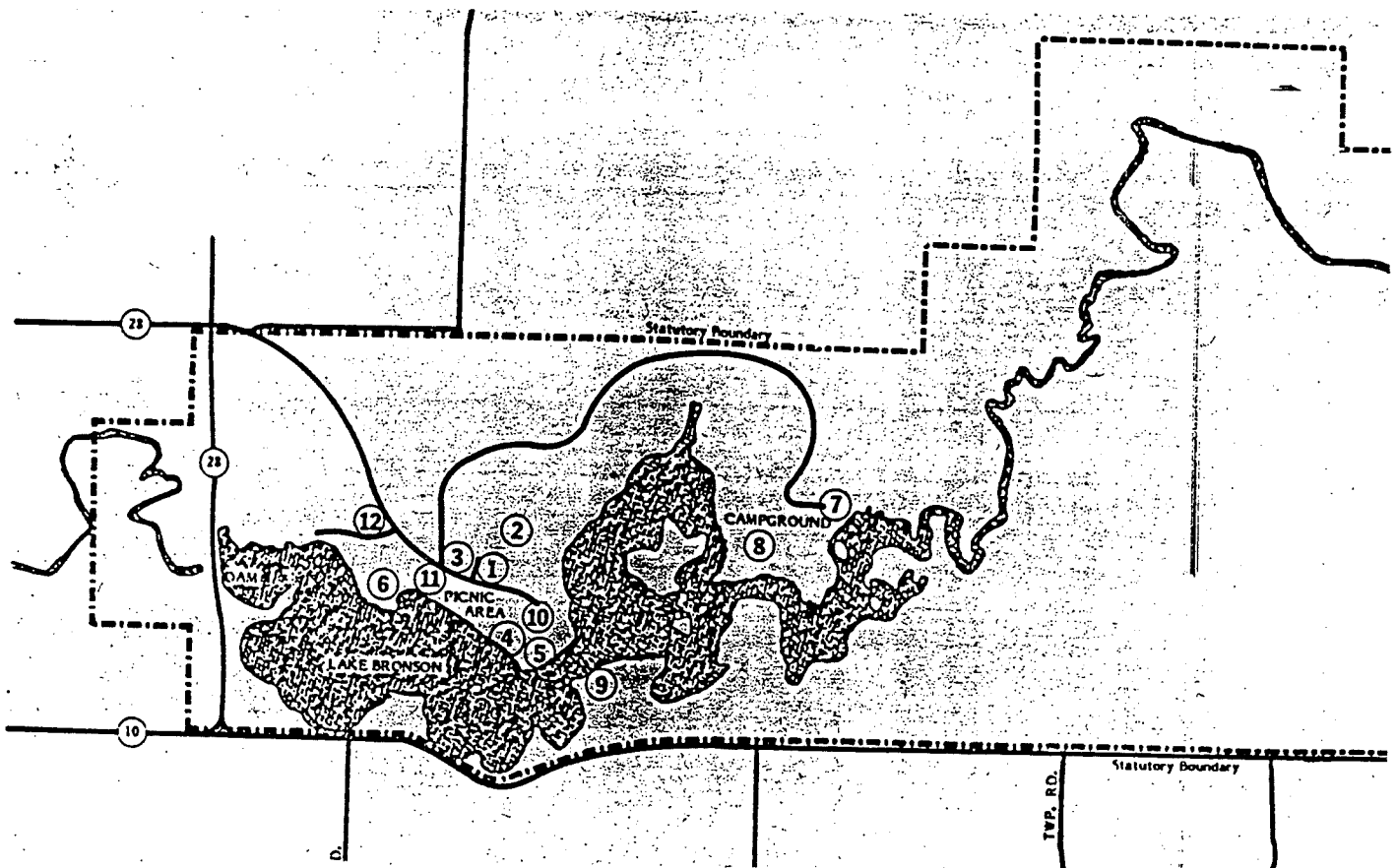
cc: Lou Tasa - DSAE
Ken Hoeschen - Need Unit Mgr.
W. Dykhuis - Asst. Co. Eng.
G. Barvels - Lark Bronson State Park Mgr.
file

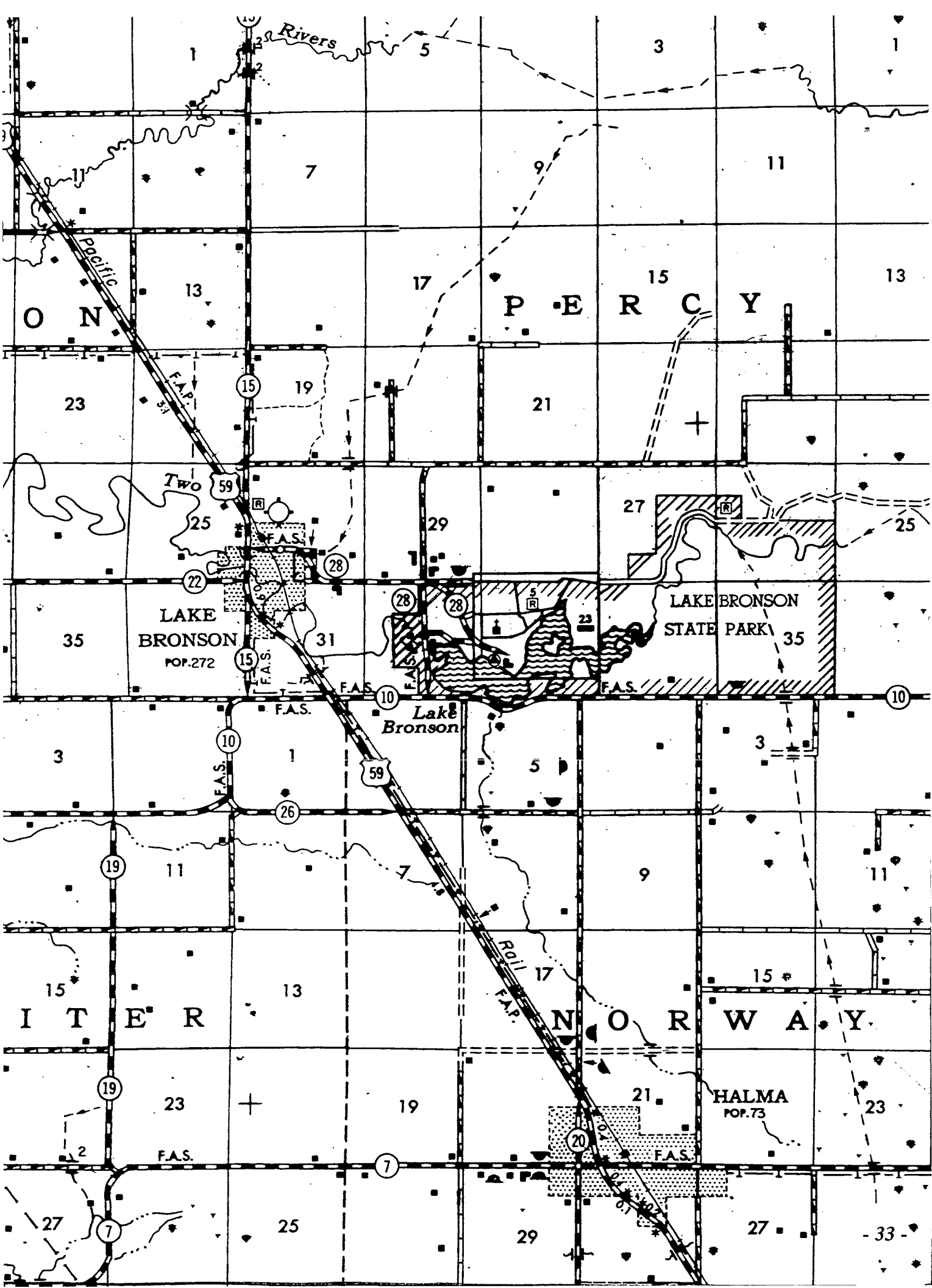
PARK ROAD FUNDS
CSAH 28 ESTIMATE

50 mm Wearing	1,409 t	x	20.00 t	=	\$ 28,180.00
50 mm Base	1,409 t	x	20.00 t	=	\$ 28,180.00
238 mm CL 5	9,233 t	x	5.00 t	=	\$ 46,165.00
100 mm CL 1	882 t	x	6.00 t	=	\$ 5,292.00
Pavement Removal	11,830 m ²	x	2.00 m ²	=	\$ 23,660.00
2105 Common Exc.	2,000 m ³	x	2.50 m ³	=	<u>\$ 5,000.00</u>

\$136,477.00

Approximately \$150,000.00 would provide a 9 ton road







Minnesota Department of Natural Resources

OFFICE OF THE COMMISSIONER

500 Lafayette Road
St. Paul, Minnesota 55155-4037

February 19, 1999

Mr. Elwyn Tinklenberg, Commissioner
Department of Transportation
395 John Ireland Blvd
St. Paul, MN 55155

Dear Commissioner Tinklenberg:

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 \$50,000 of the 1999 State Park Fund are hereby authorized to Kittson County for improvement to CSAH 28 which provides access to Lake Bronson State Park.

The total project cost is estimated at \$150,000. The remaining \$100,000 will be allocated in the Spring of 2000. This letter should serve as the request for the Office of State Aid to present this project to the State Aid Screening Board.

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 effect 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.

DNR Information: 612-296-6157, 1-800-766-6000 • TTY: 612-296-5484, 1-800-657-3929 • FAX: 612-296-4799

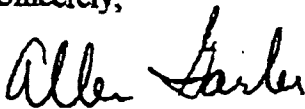
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3. The Department of Transportation, Office of State Aid, will review the plan and if acceptable will notify the county engineer and the local unit of government to proceed with a letting, force account or negotiated agreement.
 - A. The county shall administer the contract, force account or negotiated agreement.
 - B. On the projects the County Engineer will supervise the construction and 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 proposals.
4. Payment requests as submitted by the County Engineer and based on estimates or force 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 as shown on the attached sheet.

Sincerely,



Allen Garber
Commissioner

Attachment: Minimum Standards

c: Paul Stine - Assistant State Aid Engineer
Kelly Bengtson - Administrator Kittson Co. Highway Dept.
Gary Barvels - Manager Lake Bronson State Park
John Winter - Region 1 Administrator
File - SAU 340



Saint Louis County

Public Works Department • Highway Division / 7823 State Highway 135 Virginia, Minnesota
55792-2999



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

February 17, 1999

Mr. John Strohkirch, Manager
Park Development and Real Estate
Minnesota Department of Natural Resources
500 Lafayette Road
St. Paul, MN 55155

RE: SAU 310

Dear Mr. Strohkirch:

We met with Jim Willford, Regional Parks Manager, on February 4, 1999 to discuss their plans for the road work at the entrance to the new contact station at McCarthy Beach State Park. As a result of this meeting we have agreed to combine our application for State Park Road funds for County Road numbers 65 and 915 (SAU 310) and the work at the contact station into one project. We will perform all engineering and construction inspection needed for this work also.

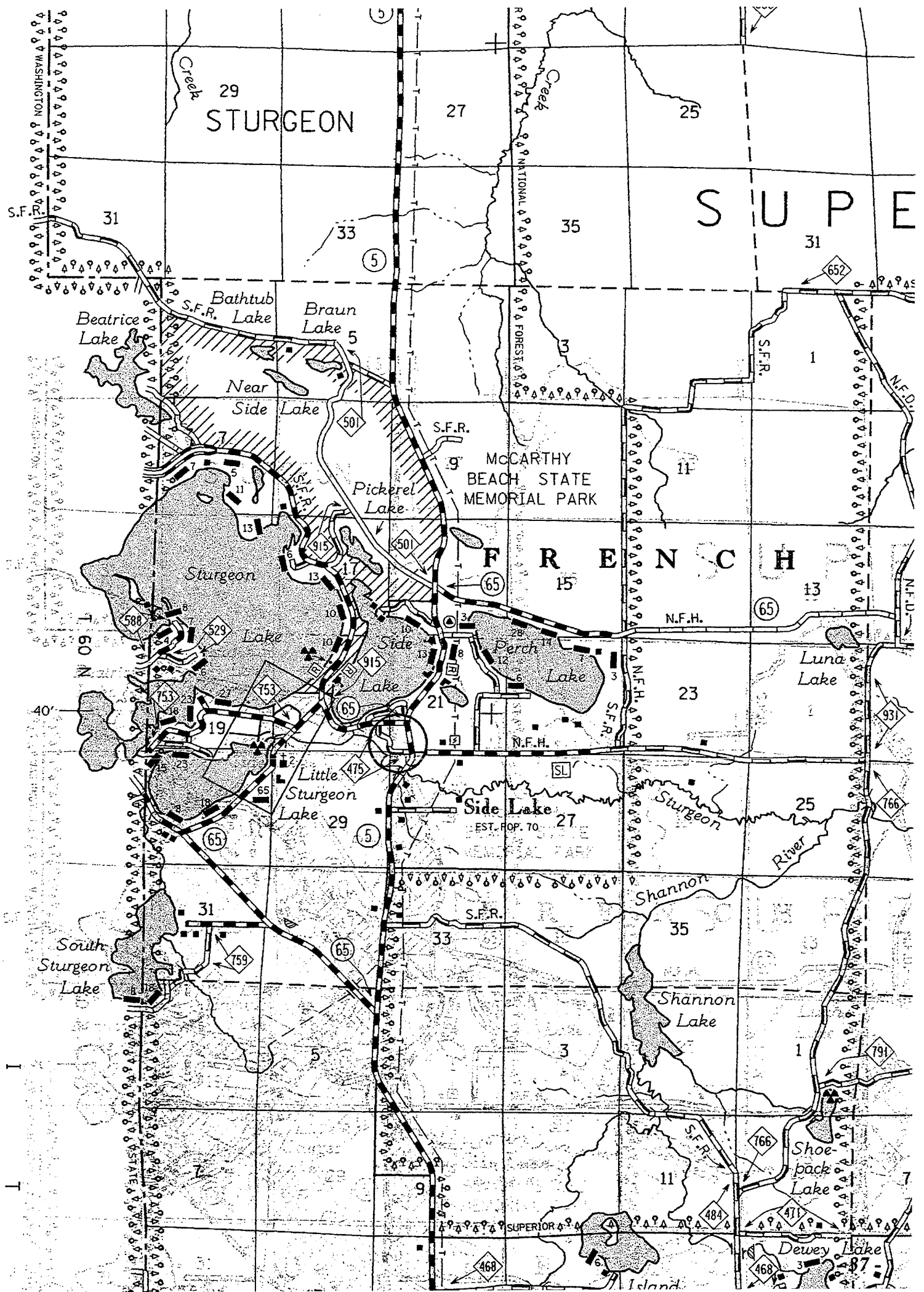
Please revise the engineers estimate for the entire project to \$120,000.00. See attached letter of support from the Park Manager.

Very truly yours,

Kevin Adolfs, P.E.
Resident Engineer

Attachment

cc: Richard Hansen
Ronald Karels
Mike Pinsonneault
Dave Skelton
Jeff Schanche





Minnesota Department of Natural Resources

OFFICE OF THE COMMISSIONER

500 Lafayette Road

St. Paul, Minnesota 55155-4037

February 19, 1999

Mr. Elwyn Tinklenberg, Commissioner
Department of Transportation
395 John Ireland Blvd.
St. Paul, MN 55155

Dear Commissioner Tinklenberg:

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 \$120,000 of the 1999 State Park Fund are hereby authorized to St. Louis County for improvements to ~~CR~~ 65 and 915 which provides access to McCarthy Beach State Park. *CSAH Co. RD*

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

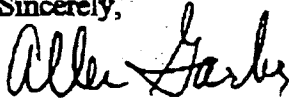
1. The unit of government (county, township, city) initiating this project must review the project with the area DNR Area Hydrologist and Wildlife Manager to determine if the project has any adverse effect on protected waters or lands currently enrolled in the Reinvest in Minnesota (RIM) program.
2. 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.

DNR Information: 612-296-6157, 1-800-766-6000 • TTY: 612-296-5484, 1-800-657-3929 • FAX: 612-296-4799



- A. The county shall administer the contract, force account or negotiated agreement.
 - B. On the projects the County Engineer will supervise the construction and 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 proposals.
-
- 4. Payment requests as submitted by the County Engineer and based on estimates or force 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 as shown on the attached sheet.

Sincerely,



Allen Garber
Commissioner

Attachment: Minimum Standards

c: Paul Stine - Assistant State Aid Engineer
Kevin Adolfs - St. Louis County Resident Engineer
Jim Willford - Region 2 Parks Administrator
Ron Karels - Manager McCarthy Beach State Park
File - SAU 310



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REFERENCE MATERIAL



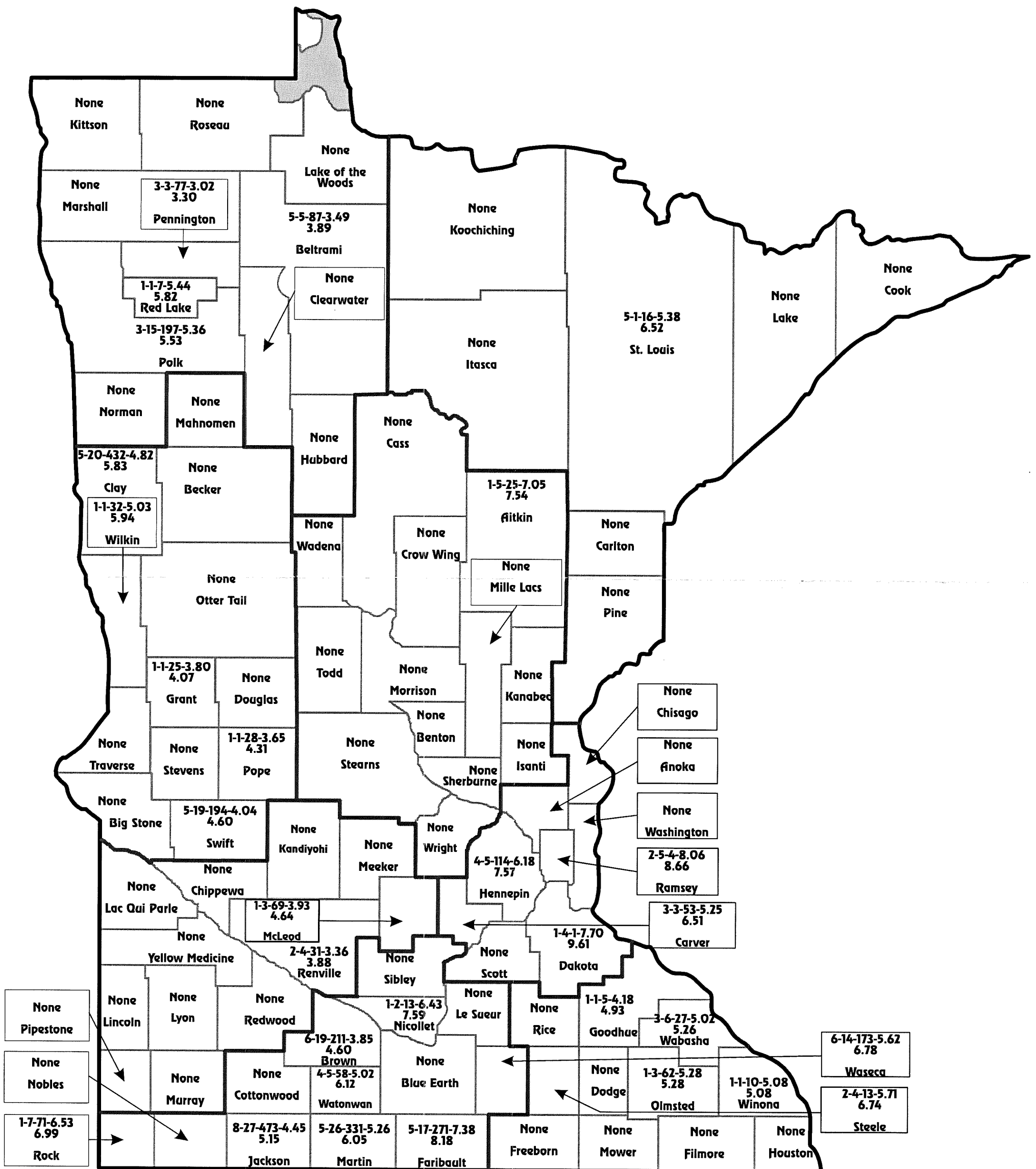
***1999 COUNTY SCREENING BOARD DATA
JUNE, 1999***

***1994-1998 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 1994-1998 five-year average unit price study and the inflated subbase unit price, the determination of which is explained in another write-up in this booklet. This data is being included in the report because in some cases the gravel base unit prices recommended by the Subcommittee, as shown on Fig. A, were determined using this subbase information.

dmg-wp51-subprice.wp

1994-1998 FIVE YEAR AVERAGE SUBBASE (CLASS 3&4) UNIT PRICE DATA (RURAL AND URBAN PROJECTS INCLUDED)



7-17-152-3.88 # '94 TO '98 SUBBASE PROJ. - Miles - TONS (in 1000's) - 5 YEAR AVG. UNIT PRICE
4.26 1999 INFLATED SUBBASE UNIT PRICE

1999 COUNTY SCREENING BOARD DATA JUNE, 1999

Inflated Subbase and Gravel Base Unit Prices

The next four pages indicate how the inflation factors are used on the first four years of projects in each county's five year average unit price study for both subbase and gravel base.

1999 COUNTY SCREENING BOARD DATA

Procedure for Inflating Subbase Unit Prices

26-Apr-99

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		INFLATED		INFLATED		INFLATED		INFLATED		TOTAL		1994-1998			
		1994		1995		1996		1997		1998		TOTAL		1994-1998	
		COSTS		COSTS		COSTS		COSTS		COSTS		INFLATED		TOTAL	
		(X 1.24)		(X 1.18)		(X 1.25)		(X 1.07)				1994-1998		INFLATED	
												INFLATED		SUBBASE	
												COSTS		UNIT PR.	
												COSTS		QUANTITY	
												COSTS		COSTS	
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JUNE, 1999

Procedure for Inflating Subbase Unit Prices

26-Apr-99

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Procedure for Inflating Subbase Unit Prices											TOTAL 1994-1998 INFLATED COSTS	TOTAL 1994-1998 QUANTITY	1994-1998 INFLATED SUBBASE UNIT PR.	COUNTY
NO.	COUNTY	1994 COSTS	INFLATED 1994 COSTS (X 1.24)	1995 COSTS	INFLATED 1995 COSTS (X 1.18)	1996 COSTS	INFLATED 1996 COSTS (X 1.25)	1997 COSTS	INFLATED 1997 COSTS (X 1.07)	1998 COSTS				
		0	0	0	0	0	0	0	0	0	0	0	0.00	Dodge
20	Dodge	0	0	0	0	0	0	0	0	0	0	0	0.00	Fillmore
23	Fillmore	0	0	0	0	0	0	0	0	0	0	0	0.00	Freeborn
24	Freeborn	0	0	0	0	0	0	0	0	0	24,264	4,921	4.93	Goodhue
25	Goodhue	0	0	20,563	24,264	0	0	0	0	0	0	0	0.00	Houston
28	Houston	0	0	0	0	0	0	0	0	0	0	0	0.00	Mower
50	Mower	0	0	0	0	0	0	0	0	325,053	325,053	61,563	5.28	Olmsted
55	Olmsted	0	0	0	0	0	0	0	0	0	0	0	0.00	Rice
66	Rice	0	0	0	0	0	0	0	0	0	89,066	13,211	6.74	Steele
74	Steele	0	0	75,480	89,066	25,419	31,774	2,180	2,333	108,413	142,520	27,096	5.26	Wabasha
79	Wabasha	0	0	0	0	0	0	0	0	52,126	52,126	10,261	5.08	Winona
85	Winona	0	0	0	0	0	0	0	0	0	0	0	0.00	Blue Earth
District 6 Totals		0	0	96,043	113,330	25,419	31,774	2,180	2,333	485,592	633,029	117,052	5.41	District 6 Totals
7	Blue Earth	0	0	0	0	0	0	0	0	0	0	0	0.00	Brown
8	Brown	414,955	514,544	139,741	164,894	115,676	144,595	57,009	61,000	83,584	968,617	210,750	4.60	Cottonwood
17	Cottonwood	0	0	0	0	0	0	0	0	848,777	2,216,968	270,939	8.18	Faribault
22	Faribault	179,036	222,005	971,344	1,146,186	0	0	0	0	122,136	2,436,089	472,689	5.15	Jackson
32	Jackson	0	0	724,408	854,801	645,764	807,205	609,296	651,947	0	0	0	0.00	Le Sueur
40	Le Sueur	0	0	0	0	0	0	0	0	0	0	0	0.00	Martin
46	Martin	482,728	598,583	609,581	719,306	0	0	502,225	537,381	145,400	2,000,670	330,904	6.05	Nicollet
52	Nicollet	0	0	81,630	96,323	0	0	0	0	0	96,323	12,698	7.59	Nobles
53	Nobles	0	0	0	0	0	0	0	0	0	0	0	0.00	Rock
67	Rock	0	0	0	0	0	0	463,382	495,819	0	495,819	70,962	6.99	Sibley
72	Sibley	0	0	0	0	0	0	0	0	0	0	0	0.00	Waseca
81	Waseca	789,554	979,047	0	0	0	0	184,603	197,525	0	1,176,572	173,480	6.78	Watonwan
83	Watonwan	234,396	290,651	9,409	11,103	16,237	20,359	31,654	33,870	0	355,983	58,166	6.12	District 7 Totals
District 7 Totals		2,100,669	2,604,830	2,536,113	2,992,613	777,727	972,159	1,848,169	1,977,542	1,199,897	9,747,041	1,600,588	6.09	District 7 Totals
12	Chippewa	0	0	0	0	0	0	0	0	0	0	0	0.00	Kandiyohi
34	Kandiyohi	0	0	0	0	0	0	0	0	0	0	0	0.00	Lac Qui Parle
37	Lac Qui Parle	0	0	0	0	0	0	0	0	0	0	0	0.00	Lincoln
41	Lincoln	0	0	0	0	0	0	0	0	0	0	0	0.00	Lyon
42	Lyon	0	0	0	0	0	0	0	0	0	0	0	0.00	Mc Leod
43	Mc Leod	0	0	272,601	321,669	0	0	0	0	0	321,669	69,364	4.64	Meeker
47	Meeker	0	0	0	0	0	0	0	0	0	0	0	0.00	Murray
51	Murray	0	0	0	0	0	0	0	0	0	0	0	0.00	Pipestone
59	Pipestone	0	0	0	0	0	0	0	0	0	0	0	0.00	Redwood
64	Redwood	0	0	0	0	0	0	0	0	0	0	0	0.00	Renville
65	Renville	67,097	83,200	0	0	0	0	0	0	36,744	119,944	30,925	3.88	Yellow Medicine
87	Yellow Medicine	0	0	0	0	0	0	0	0	0	0	0	0.00	District 8 Totals
District 8 Totals		67,097	83,200	272,601	321,669	0	0	0	0	36,744	441,613	100,289	4.40	District 8 Totals
13	Chisago	0	0	0	0	0	0	0	0	0	0	0	0.00	Chisago
19	Dakota	0	0	0	0	7,728	9,660	0	0	0	9,660	1,005	9.61	Dakota
62	Ramsey	881	1,092	0	0	0	0	33,800	36,166	0	37,258	4,300	8.66	Ramsey
82	Washington	0	0	0	0	0	0	0	0	0	0	0	0.00	Washington
District 9 Totals		881	1,092	0	0	7,728	9,660	33,800	36,166	0	46,918	5,305	8.84	District 9 Totals
STATE TOTALS		\$3,717,669	\$4,609,909	\$4,619,762	\$5,451,319	\$1,512,522	\$1,890,654	\$3,256,041	\$3,483,966	\$2,484,336	\$17,920,184	3,110,706	\$5.76	STATE TOTALS

1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

Procedure For Inflating Gravel Base Unit Prices

1994-1998

26-Apr-99

NO.	COUNTY	1994 COSTS	INFLATED 1994 COSTS (X 1.06)	1995 COSTS	INFLATED 1995 COSTS (X 1.00)	1996 COSTS	INFLATED 1996 COSTS (X 1.02)	1997 COSTS	INFLATED 1997 COSTS (X 0.92)	1998 COSTS	TOTAL 1994-1998 INFLATED COSTS	TOTAL 1994-1998 QUANTITY	INFLATED GRAVEL BASE UNIT PRICE	COUNTY
9	Carlton	\$435,007	\$461,107	\$0	\$0	\$406,279	\$414,405	\$153,967	\$141,650	\$0	\$1,017,162	248,457	\$4.09	Carlton
16	Cook	0	0	139,037	139,037	63,342	64,609	271,910	250,157	31,344	485,147	106,415	4.56	Cook
31	Itasca	509,112	539,659	377,619	377,619	386,120	393,842	890,728	819,470	408,350	2,538,940	595,961	4.26	Itasca
36	Koochiching	337,324	357,563	61,540	61,540	3,000	3,060	982,342	903,755	196,101	1,522,019	282,320	5.39	Koochiching
38	Lake	253,501	268,711	139,361	139,361	154,124	157,206	262,738	241,719	213,525	1,020,522	215,798	4.73	Lake
58	Pine	176,897	187,511	136,878	136,878	192,434	196,283	364,513	335,352	304,154	1,160,178	258,013	4.50	Pine
69	St. Louis	656,617	696,014	495,201	495,201	762,166	777,409	503,437	463,162	1,266,762	3,698,548	864,079	4.28	St. Louis
District 1 Totals		2,368,458	2,510,565	1,349,636	1,349,636	1,967,465	2,006,814	3,429,635	3,155,265	2,420,236	11,442,516	2,571,043	4.45	District 1 Totals
4	Beltrami	746,675	791,476	4,930	4,930	63,618	64,890	951,172	875,078	0	1,736,374	389,182	4.46	Beltrami
15	Clearwater	254,883	270,176	164,073	164,073	120,044	122,445	231,142	212,651	381,164	1,150,509	333,945	3.45	Clearwater
29	Hubbard	0	0	219,371	219,371	455,344	464,451	25,445	23,409	126,200	833,431	213,758	3.90	Hubbard
35	Kittson	220	233	153,992	153,992	10,670	10,883	242,539	223,136	239,289	627,533	124,199	5.05	Kittson
39	Lake of the Woods	231,424	245,309	206,952	206,952	0	0	147,003	135,243	0	587,504	96,926	6.06	Lake of the Woods
45	Marshall	189,900	201,294	347,018	347,018	1,391,444	1,419,273	0	0	104,625	2,072,210	489,110	4.24	Marshall
54	Norman	0	0	161,248	161,248	392,963	400,822	122,872	113,042	142,158	817,270	153,797	5.31	Norman
57	Pennington	0	0	255,635	255,635	149,868	152,865	26,641	24,510	375,051	808,061	199,423	4.05	Pennington
60	Polk	20,150	21,359	3,200	3,200	332,601	339,253	986,168	907,275	346,987	1,618,074	256,449	6.31	Polk
63	Red Lake	41,062	43,526	0	0	0	0	657,427	604,833	189,120	837,479	201,536	4.16	Red Lake
68	Roseau	62,837	66,607	239,424	239,424	209,561	213,752	0	0	0	519,783	126,186	4.12	Roseau
District 2 Totals		1,547,151	1,639,980	1,755,843	1,755,843	3,126,113	3,188,634	3,390,409	3,119,177	1,904,594	11,608,228	2,584,511	4.49	District 2 Totals
1	Aitkin	0	0	0	0	220,119	224,521	761,012	700,131	429,382	1,354,034	277,512	4.88	Aitkin
5	Benton	385,991	409,150	0	0	484,708	494,402	261,122	240,232	201,106	1,344,890	295,417	4.55	Benton
11	Cass	392,515	416,066	358,312	358,312	460,109	469,311	0	0	720,358	1,964,047	459,029	4.28	Cass
18	Crow Wing	139,343	147,704	0	0	338,510	345,280	122,104	112,336	121,280	726,600	146,758	4.95	Crow Wing
30	Isanti	82,661	87,621	107,092	107,092	273,715	279,189	66,656	61,324	149,902	685,128	145,411	4.71	Isanti
33	Kanabec	0	0	176,829	176,829	309,855	316,052	174,127	160,197	323,730	976,808	273,459	3.57	Kanabec
48	Mille Lacs	209,417	221,982	0	0	240,712	245,526	280,810	258,345	231,196	957,049	239,152	4.00	Mille Lacs
49	Morrison	29,013	30,754	153,085	153,085	133,160	135,823	20,558	18,913	313,754	652,329	199,185	3.27	Morrison
71	Sherburne	0	0	0	0	6,360	6,487	103,800	95,496	116,914	218,897	32,344	6.77	Sherburne
73	Stearns	393,089	416,674	67,751	67,751	441,848	450,685	137,571	126,565	109,458	1,171,133	269,819	4.34	Stearns
77	Todd	123,487	130,896	151,318	151,318	64,940	66,239	297,616	273,807	27,888	650,148	198,210	3.28	Todd
80	Wadena	74,280	78,737	0	0	162,437	165,686	355,144	326,732	89,849	661,004	147,170	4.49	Wadena
86	Wright	54,642	57,921	246,894	246,894	380,700	388,314	362,066	333,101	262,366	1,288,596	214,475	6.01	Wright
District 3 Totals		1,884,438	1,997,505	1,261,281	1,261,281	3,517,173	3,587,515	2,942,586	2,707,179	3,097,183	12,650,663	2,897,941	4.37	District 3 Totals
3	Becker	29,690	31,471	449,698	449,698	0	0	418,406	384,934	167,563	1,033,666	328,436	3.15	Becker
6	Big Stone	48,700	51,622	14,370	14,370	380,731	388,346	69,906	64,314	40,086	558,738	124,927	4.47	Big Stone
14	Clay	200,736	212,780	230,724	230,724	164,130	167,413	157,650	145,038	34,333	790,288	151,574	5.21	Clay
21	Douglas	6,100	6,466	166,561	166,561	286,039	291,760	116,660	107,327	184,764	756,878	209,477	3.61	Douglas
26	Grant	106,050	112,413	0	0	216,000	220,320	210,830	193,964	0	526,697	168,850	3.12	Grant
44	Mahnomen	161,676	171,377	0	0	462,858	472,115	21,960	20,203	111,224	774,919	183,978	4.21	Mahnomen
56	Otter Tail	335,085	355,190	48,470	48,470	656,781	669,917	5,550	5,106	299,237	1,377,920	370,654	3.72	Otter Tail
61	Pope	196,490	208,279	210,774	210,774	122,181	124,625	96,668	88,935	320,146	952,759	285,698	3.33	Pope
75	Stevens	34,340	36,400	0	0	0	0	0	0	6,028	42,428	8,202	5.17	Stevens
76	Swift	0	0	151,493	151,493	74,829	76,326	180,710	166,253	0	394,072	95,637	4.12	Swift
78	Traverse	0	0	0	0	0	0	0	0	0	0	0	0.00	Traverse
84	Wilkin	94,193	99,845	273,689	273,689	140,385	143,193	139,860	128,671	5,957	651,355	134,578	4.84	Wilkin
District 4 Totals		1,213,060	1,285,843	1,545,779	1,545,779	2,503,934	2,554,015	1,418,200	1,304,745	1,169,338	7,859,720	2,062,011	3.81	District 4 Totals
2	Anoka	134,015	142,056	125,545	125,545	41,762	42,597	135,941	125,066	184,834	620,098	94,480	6.56	Anoka
10	Carver	261,644	277,343	0	0	561,206	572,430	0	0	170,142	1,019,915	138,390	7.37	Carver
27	Hennepin	660,896	700,550	931,457	931,457	822,464	838,913	477,638	439,427	208,589	3,118,936	443,389	7.03	Hennepin
70	Scott	345,542	366,275	291,593	291,593	794,773	810,668	860,945	792,069	860,945	3,121,550	490,499	6.36	Scott
District 5 Totals		1,402,097	1,486,224	1,348,595	1,348,595	2,220,205	2,264,608	1,474,524	1,356,562	1,424,510	7,880,499	1,166,768	8.75	District 5 Totals

JUNE, 1999

26-Apr-99

Procedure For Inflating Gravel Base Unit Prices

Procedure For Inflating Gravel Base Unit Prices											INFLATED		COUNTY	
NO.	COUNTY	1994 COSTS	INFLATED 1994 COSTS (X 1.06)	1995 COSTS	INFLATED 1995 COSTS (X 1.00)	1996 COSTS	INFLATED 1996 COSTS (X 1.02)	1997 COSTS	INFLATED 1997 COSTS (X 0.92)	1998 COSTS	TOTAL 1994-1998 INFLATED COSTS	TOTAL 1994-1998 QUANTITY		INFLATED GRAVEL BASE UNIT PRICE
20	Dodge	0	0	0	0	131,849	134,486	0	0	74,562	209,048	31,992	6.53	Dodge
23	Fillmore	674,259	714,715	892,603	892,603	789,436	805,225	1,189,575	1,094,409	433,256	3,940,208	675,242	5.84	Fillmore
24	Freeborn	1,650	1,749	185,735	185,735	399,207	407,191	70,532	64,889	148,663	808,227	126,763	6.38	Freeborn
25	Goodhue	343,188	363,779	402,516	402,516	343,347	350,214	206,534	190,011	660,801	1,967,321	411,611	4.78	Goodhue
28	Houston	0	0	314,063	314,063	89,866	91,663	541,445	498,129	99,378	1,003,233	173,414	5.79	Houston
50	Mower	85,297	90,415	180,769	180,769	567,292	578,638	144,696	133,120	490,589	1,473,531	197,419	7.46	Mower
55	Olmsted	143,917	152,552	456,143	456,143	240,300	245,106	332,367	305,778	115,534	1,275,113	199,463	6.39	Olmsted
66	Rice	131,755	139,660	0	0	387,890	395,648	17,294	15,910	286,631	837,849	178,292	4.70	Rice
74	Steele	80,207	85,019	50,350	50,350	235,816	240,532	0	0	144,623	520,524	79,382	6.56	Steele
79	Wabasha	144,919	153,614	114,955	114,955	144,905	147,803	136,188	125,293	171,537	713,202	141,940	5.02	Wabasha
85	Winona	311,675	330,376	159,425	159,425	271,431	276,860	419,278	385,736	278,646	1,431,043	238,697	6.00	Winona
District 6 Totals		1,916,867	2,031,879	2,756,559	2,756,559	3,601,339	3,673,366	3,057,909	2,813,275	2,904,220	14,179,299	2,454,215	5.78	District 6 Totals
7	Blue Earth	206,750	219,155	572,825	572,825	571,603	583,035	212,613	195,604	193,718	1,764,337	317,673	5.55	Blue Earth
8	Brown	37,384	39,627	19,180	19,180	28,819	29,395	0	0	79,450	167,652	27,846	6.02	Brown
17	Cottonwood	110,444	117,071	70,530	70,530	51,387	52,415	16,183	14,888	48,621	303,525	67,398	4.50	Cottonwood
22	Faribault	47,859	50,731	275,919	275,919	18,051	18,412	2,755	2,535	379,686	727,283	91,556	7.94	Faribault
32	Jackson	972	1,030	193,919	193,919	204,234	208,319	173,064	159,219	121,254	683,741	141,054	4.85	Jackson
40	Le Sueur	210,095	222,701	225,059	225,059	203,093	207,155	0	0	191,830	846,745	180,600	4.69	Le Sueur
46	Martin	131,092	138,958	161,901	161,901	0	0	223,419	205,545	11,125	517,529	90,105	5.74	Martin
52	Nicollet	121,039	128,301	83,540	83,540	0	0	26,120	24,030	6,440	242,311	51,993	4.66	Nicollet
53	Nobles	72,863	77,235	130,080	130,080	158,032	161,193	107,998	99,358	219,225	687,091	122,798	5.60	Nobles
67	Rock	0	0	231,316	231,316	0	0	205,437	189,002	76,451	496,769	94,927	5.23	Rock
72	Sibley	0	0	9,324	9,324	47,838	48,795	0	0	0	58,119	8,665	6.71	Sibley
81	Waseca	286,695	303,897	0	0	0	0	184,493	169,734	43,275	516,906	77,784	6.65	Waseca
83	Watonwan	105,129	111,437	11,087	11,087	32,829	33,486	28,750	26,450	25,774	208,234	34,667	6.01	Watonwan
District 7 Totals		1,330,322	1,410,143	1,984,680	1,984,680	1,315,886	1,342,205	1,180,832	1,086,365	1,396,849	7,220,242	1,307,066	5.52	District 7 Totals
12	Chippewa	0	0	0	0	102,371	104,418	368,452	338,976	5,550	448,944	85,120	5.27	Chippewa
34	Kandiyohi	38,314	40,613	110,551	110,551	14,375	14,663	291,167	267,874	0	433,701	95,629	4.54	Kandiyohi
37	Lac Qui Parle	0	0	0	0	0	0	0	0	0	0	0	0.00	Lac Qui Parle
41	Lincoln	139,943	148,340	206,836	206,836	133,606	136,278	61,225	56,327	501,580	1,049,361	236,790	4.43	Lincoln
42	Lyon	268,481	284,590	345,593	345,593	357,299	364,445	28,903	26,591	114,202	1,135,421	235,296	4.83	Lyon
43	Mc Leod	140,046	148,449	489,048	489,048	85,073	86,774	744,164	684,631	85,084	1,493,986	287,764	5.19	Mc Leod
47	Meeker	23,254	24,649	23,519	23,519	167,312	170,658	74,808	68,823	145,779	433,428	105,713	4.10	Meeker
51	Murray	56,261	59,637	0	0	399,127	407,110	32,844	30,216	644,865	1,141,828	263,286	4.34	Murray
59	Pipestone	137,687	145,948	590,623	590,623	0	0	201,741	185,602	76,827	999,000	316,428	3.16	Pipestone
64	Redwood	176,467	187,055	307,032	307,032	322,923	329,381	126,866	116,717	149,214	1,089,399	236,067	4.61	Redwood
65	Renville	91,269	96,745	16,653	16,653	0	0	12,000	11,040	30,599	155,037	28,407	5.46	Renville
87	Yellow Medicine	0	0	0	0	93,507	95,377	124,696	114,720	278,349	488,446	96,026	5.09	Yellow Medicine
District 8 Totals		1,071,722	1,136,026	2,089,855	2,089,855	1,675,593	1,709,104	2,066,866	1,901,517	2,032,049	8,868,551	1,986,526	4.46	District 8 Totals
13	Chisago	23,615	25,032	114,069	114,069	0	0	0	0	0	139,101	22,802	6.10	Chisago
19	Dakota	420,623	445,860	173,722	173,722	1,389,140	1,416,923	146,573	134,847	169,625	2,340,977	394,169	5.94	Dakota
62	Ramsey	203,363	215,565	118,072	118,072	106,600	108,732	276,477	254,359	122,526	819,254	109,506	7.48	Ramsey
82	Washington	335,033	355,135	69,869	69,869	101,961	104,000	46,228	42,530	82,199	653,733	92,069	7.10	Washington
District 9 Totals		982,634	1,041,592	475,732	475,732	1,597,701	1,629,655	469,278	431,736	374,350	3,953,065	618,546	6.39	District 9 Totals
STATE TOTALS		\$13,716,749	\$14,539,757	\$14,567,960	\$14,567,960	\$21,525,409	\$21,955,916	\$19,430,239	17,875,821	16,723,329	\$85,662,783	17,648,617	\$4.84	STATE TOTALS

1999 COUNTY SCREENING BOARD DATA

June, 1999

Calculation of Gravel Base Unit Prices for Counties Without 50,000 Tons

The following three pages indicate the procedures used to calculate the 1999 CSAH Needs Study Gravel Base Unit Prices for those ten counties who do not have at least 50,000 tons of gravel base material in their 5-year average Unit Price Study.

1999 COUNTY SCREENING BOARD DATA

Calculation of Gravel Base Unit Prices For Counties without 50,000 Tons

District 3	TONS		INFLATED UNIT PRICE	
SHERBURNE	32	X	6.77 =	216.64
Subbase	0	X	0.00 =	0.00
Surrounding	18	X	5.40 =	97.20
	50			313.84 = \$6.28

Surrounding Counties -	Inflated Cost	-	Quantity	
Benton	\$1,344,890	-	295,417	
Mille Lacs	957,049	-	239,152	
Isanti	685,128	-	145,411	
Anoka	620,098	-	94,480	
Hennepin	3,118,936	-	443,389	
Wright	1,288,596	-	214,475	
Stearns	1,171,133	-	269,819	
	\$9,185,830		1,702,143 =	\$5.40

District 4	TONS		INFLATED UNIT PRICE	
STEVENS	8	X	5.17 =	41.36
Subbase	0	X	0.00 =	0.00
Surrounding	42	X	3.61 =	151.62
	50			192.98 = \$3.86

Surrounding Counties -	Inflated Cost	-	Quantity	
Grant	\$526,697	-	168,850	
Douglas	756,878	-	209,477	
Pope	952,759	-	285,698	
Swift	394,072	-	95,637	
Big Stone	558,738	-	124,927	
	\$3,189,144		884,589 =	\$3.61

District 4	TONS		INFLATED UNIT PRICE	
TRAVERSE	0	X	0.00 =	0.00
Subbase	0	X	0.00 =	0.00
Surrounding	50	X	4.05 =	202.50
	50			202.50 = \$4.05

Surrounding Counties -	Inflated Cost	-	Quantity	
Wilkin	\$651,355	-	134,578	
Grant	526,697	-	168,850	
Big Stone	558,738	-	124,927	
	\$1,736,790		428,355 =	\$4.05

District 6

DODGESubbase
Surrounding

TONS

INFLATED UNIT PRICE

32 X
0 X
18 X
506.53 =
0.00 =
5.77 =208.96
0.00
103.86
312.82 =

\$6.26

Surrounding Counties -

Inflated

Cost

Quantity

Goodhue

\$1,967,321

411,611

Olmsted

1,275,113

199,463

Mower

1,473,531

197,419

Freeborn

808,227

126,763

Steele

520,524

79,382

Rice

837,849

178,292

\$6,882,565

\$1,192,930 =

\$5.77

District 7

BROWN

Subbase

TONS

INFLATED UNIT PRICE

28 X
22 X
506.02 =
4.60 =168.56
101.20
269.76 =

\$5.40

District 7

SIBLEY

Subbase

Surrounding

TONS

INFLATED UNIT PRICE

9 X
0 X
41 X
506.71 =
0.00 =
5.85 =60.39
0.00
239.85
300.24 =

\$6.00

Surrounding Counties -

Inflated

Cost

Quantity

LeSueur

\$846,745

180,600

Nicollet

242,311

51,993

McLeod

1,493,986

287,764

Carver

1,019,915

138,390

Scott

3,121,550

490,499

\$6,724,507

1,149,246 =

\$5.85

District 7

WATONWAN

Subbase

TONS

INFLATED UNIT PRICE

35 X
15 X
506.01 =
6.12 =210.35
91.80
302.15 =

\$6.04

District 8	TONS		INFLATED UNIT PRICE		
LAC QUI PARLE	0	X	0.00	=	0.00
Subbase	0	X	0.00	=	0.00
Surrounding	<u>50</u>	<u>X</u>	<u>4.89</u>	=	<u>244.50</u>
	50				244.50 = \$4.89

Surrounding Counties -	Inflated Cost	-	Quantity	
Big Stone	\$558,738	-	124,927	
Chippewa	448,944	-	85,120	
Yellow Medicine	<u>488,446</u>	-	<u>96,026</u>	
	\$1,496,128		306,073	= \$4.89

District 8	TONS		INFLATED UNIT PRICE		
RENVILLE	28	X	5.46	=	152.88
Subbase	<u>22</u>	<u>X</u>	<u>3.88</u>	=	<u>85.36</u>
	50				238.24 = \$4.76

District 9	TONS		INFLATED UNIT PRICE		
CHISAGO	23	X	6.10	=	140.3
Subbase	0	X	0.00	=	0
Surrounding	<u>27</u>	<u>X</u>	<u>4.74</u>	=	<u>127.98</u>
	50				268.28 = \$5.37

Surrounding Counties -	Inflated Cost	-	Quantity	
Pine	\$1,160,178	-	258,013	
Kanabec	\$976,808	-	273,459	
Isanti	685,128	-	145,411	
Anoka	620,098	-	94,480	
Washington	<u>653,733</u>	-	<u>92,069</u>	
	4,095,945		863,432	\$4.74

1999 COUNTY SCREENING BOARD DATA

JUNE, 1999

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, 1999 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee. The guidelines are a part of the Screening Board resolutions.

County	Project	Variance From	Recommended 1999 Needs Adjustments	Approx. 2000 Apport. Loss *
Clay	14-636-06	Bridge Width	\$476,950	\$10,607
Koochiching	36-602-12	Pavement Strength	786,750	17,497
Otter Tail	56-610-11	Design Speed	89,950	2,000
Pine	58-622-14	Design Speed	29,750	662
Pine	58-627-04	Design Speed	175,500	3,903
TOTAL			\$1,558,900	\$34,669

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 \$22.24 earning factor for each \$1,000 of 25 year money needs.

MJC000\MEMO\VARIAN99.WP

1999 County Screening Board Data

June, 1999

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/Repaid in 1997 - \$13,526,279
Total 1997 Advance/Repaid in 1998 - \$17,976,381
Total 1998 Advance/Repaid in 1999 - \$22,849,960

1999 SUMMARY TO DATE

County	\$'s Reserved By Resolution	\$'s Actually Advanced
Anoka	\$3,429,791	\$0
Becker	1,800,000	1,800,000
Fillmore	2,500,000	2,500,000
Hubbard	950,000	950,000
Kandiyohi	51,556	44,344
LeSueur	928,000	0
Martin	1,450,000	997,344
McLeod	1,500,000	1,481,141
Otter Tail	2,764,274	2,764,274
Red Lake	900,000	0
Roseau	1,500,000	1,105,000
Winona	500,000	0
TOTAL	\$18,273,621	\$11,642,103

Note: The maximum dollar amount of State Aid advances which can be made in 1999 is \$62,958,200.




Minnesota Department of Transportation

Memo

Office of Bridges and Structures
Waters Edge Building
1500 West County Road B2, Suite 200
Roseville, MN 55113-3105

Date: March 15, 1999

To: Kenneth Straus
Manager, Municipal State Aid Street Needs Section

From: Mike Leuer 
State Aid Hydraulic Technician

Phone: (651) 582-1184

Subject: State Aid Storm Sewer
Construction Costs for 1998

We have completed our analysis of storm sewer construction costs incurred for 1998 and the following assumptions can be utilized for planning purposes per roadway mile:

- approximately \$246,000 for new construction, and
- approximately \$ 79,000 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: March 23, 1999

FROM: Robert G. Swanson, Director
Railroad Administration

PHONE: 651-296-2472

SUBJECT: Projected Railroad Grade Crossing
Improvements - Cost for 1999

We have projected 1999 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	\$90,000.00
Signals and Gates:		
(Multiple Track - High & Low Speed)** (Average Price)	per System	\$125-170,000.00
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	\$850.00

* 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.

Page 2

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.

Please let me know if you have any questions, comments, or concerns.

cc: Rashmi Brewer
Jerry Dempsey
John Driscoll
Tim Spencer



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**MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 28 & 29, 1998
ARROWWOOD RESORT, ALEXANDRIA**

The meeting was called to order at 1:00 p.m., October 28, 1998 by Chairman, Paul Kirkwold, Ramsey County Engineer.

ATTENDANCE

Roll call of members:

Chuck Schmit, Cook	District 1
Mick Alm, Norman	District 2
Dave Schwarting, Sherburne	District 3
Merle Earley, Stevens	District 4
Ken Anderson, Chisago	Metro East
Mitch Rasmussen, Rice	District 6
Marlin Larson, Cottonwood	District 7
Rick Kjonaas, McLeod	District 8
Roger Gustafson, Carver	Metro West
Jon Olson, Anoka	Urban
Don Theisen, Dakota	Urban
Jim Grube, Hennepin	Urban
Paul Kirkwold, Ramsey	Urban
Dick Hansen, St. Louis	Urban
Don Wisniewski, Washington	Urban

Chairman Paul Kirkwold asked for a motion to approve the June 10 and June 11, 1998 Screening Board Minutes held at Maddens Resort near Brainerd. Motion by Ken Anderson, seconded by Jim Grube, motion passed unanimously.

Roll call of MnDOT personnel:

Pat Murphy	Director, SALT Division
Mike Pinsonneault	Assistant State Aid Engineer
Khani Sahebjam	Pre-letting Engineer, SALT Division
Ken Hoeschen	Manager, County State Aid Needs Unit
Ken Straus	Manager, Municipal State Aid Needs Unit
Mike Tardy	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Tallack Johnson	District 4 State Aid Engineer
Greg Paulson	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 State Aid
Greg Felt	Metro Division State Aid
Iqbal Ahmad	Grad Engineer on rotation at State Aid
Andy Schmidt	Assistant District 6 State Aid Engineer

Chairman Paul Kirkwold recognized Jack Cousins, Clay County, the chairman of the General Subcommittee and the other representatives, Roger Gustafson, Carver County and Rick Kjonaas, McLeod County, of the General Subcommittee.

Chairman Paul Kirkwold recognized the following alternates and other engineers in attendance:

Lee Engstrom, Itasca	District 1
Tara Ratzlaff, Red Lake	District 2
Rich Heilman, Isanti	District 3
Dave Robley, Douglas	District 4
Brad Larson, Scott	Metro
Dave Rholl, Winona	District 6
Gary Stribley, Jackson	District 7
Barry Anderson, Yellow Medicine	District 8

Others in attendance were:

Doug Grindall, Koochiching	District 1
Russ Larson, Wadena	District 3
Dick Larson, Mille Lacs	District 3
Rick West, Otter Tail	District 4
Dale Wegner, Pope	District 4
Gene Ulring, Fillmore	District 6
Mike Sheehan, Olmsted	District 6
Steve Schnieder, Nobles	District 7
John Grindeland, Brown	District 7
Gordy Regenscheid, Meeker	District 8

Jim Grube informed the group that Vern Genzlinger was in a hunting accident and he was having some surgery so he was filling in for him until he got back on his feet.

ELECTION OF VICE-CHAIRMAN

Chairman Paul Kirkwold reminded the group that we lost another Vice Chairman, Greg Paulson took the DSAE position in District 6, so he asked for Vice Chairman nominations, Don Wisniewski nominated Mitch Rasmussen, Dick Hansen seconded, the motion passed unanimously.

REVIEW OF SCREENING BOARD REPORT

Chairman Paul Kirkwold asked Ken Hoeschen to review the screening board book. Ken reviewed the report which he has previously done out in all the Districts. Chairman Paul Kirkwold suggested that any action taken on the report shall wait until October 29, 1998. Ken H. discussed the filled and vacant counties and Pat Murphy's retirement in December. Julie Skallman will be taking over Pat's position upon his retirement, congratulations Julie, welcome back.

- A) General Information and Basic Needs Data - Pages 1-6, is general information and is a comparison of the Basic 1997 to the Basic 1998 25-Year Construction Needs which is broken down into three sections: 1) effect of Normal Update, 2) effect of the Unit Price update; 3) effect of the Bridge update, and 4) effect of the Traffic update. Ken mentioned since the report was published one error was discovered in the District 8 totals. Instead of 12.1% the change in the Normal update should be 1.1%, instead of 8.4% the change in the Traffic update should be 0.8%, and instead of 62.2%, the total percent change should be 5.6%. There were no questions or comments.
- B) Needs Restriction - Pages 8-11, there were no comments or questions.

- C) Construction Fund Balance "Needs" Deductions - Pages 12-15, there were no comments or questions.
- D) Special Resurfacing Projects - Pages 16-18, Ken H. mentioned that Polk County's Regular Account Deduction would be approximately \$130,000 less because one project was included in error. There were no questions or comments.
- E) Grading Cost Comparisons - Pages 20-30, Rural Design Grading Construction Costs; Pages 32-42, Urban Design Grading Construction Cost.

Ken H. explained that a Cook county project was included in the rural design grading cost comparison and should not have been. This will be corrected and will drastically increase their rural design grading cost adjustment.

Ken H. discussed the blue sheet handed out earlier on a request to make a needs adjustment for Nobles County. Steve Schneider explained what happened was that from when the needs were calculated to what the project actually cost due to a bridge being added to the grading project. Ken Anderson asked Ken H. what effect this request would have on all counties needs reporting. He stated that it would be extremely difficult to go back on all projects and if we thought it was not working then we should go back and redo the whole study.

- F) Needs Adjustments for Variances Granted on CSAHs - Page 43, these 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, no comments or questions.

Credit for Local Effort Needs Adjustment - Page 51, no comments or questions.

- I) Non Existing CSAH Needs Adjustment - Pages 52-53, no comments or questions.
- J) Mill Levy Deductions - Pages 54-56, no comments or questions, Ken H. distributed handouts showing what effect no mill levy deduction would have on the apportionment and what effect using the same factor for all counties (rural and urban) would have on the apportionment.
- K) Tentative 1999 CSAH Money Needs Apportionment - Page 58 and Figure A, no comments.

Ken commented that page 59 through 61 is a copy of the letter to the commissioner that should be signed tomorrow recommending the mileage, lane miles and money needs to be used as the basis for apportioning to the counties the 1999 Apportionment Sum. Pages 66 through 68 shows the comparison of the actual 1998 to the Tentative 1999 CSAH Apportionment using 1998 dollars.

- L) CSAH Mileage requests - page 69 through 76, no mileage requests were received. This section also shows the history of mileage requests, banked mileage, and recaps of Scott and Washington County's request. Ken H. explained the pink sheet reviewing the effect of major system revisions approved at recent screening board meetings.
- M) State Park Road Account - page 78, there were no State Aid projects to review.
- N) Traffic Project Factors - pages 80 & 81, no comments or questions.

- O) Advancement of CSAH Construction Funds from the General CSAH Construction Account - pages 82 & 83, the group discussed how the fund advances have worked so far. Pat Murphy discussed lowering the \$50 million target in the resolution to \$40 million, which generated more discussion by the group.
- P) Minutes of the September 25, 1998 CSAH General Subcommittee meeting, pages 91 & 92, members of the subcommittee were Jack Cousins, Chairman, Rick Kjonaas, and Roger Gustafson. Jack Cousins explained to the group what three items they were directed to review. The first item was to determine what effect the new rules or the new geometric design standards would have on the needs reporting. The next item they looked at was the statute which allows State Aid Bonds to be used by counties to construct maintenance facilities. The last item reviewed was the adoption of a reconditioning standard which permits rehabilitation or replacement of the pavement, etc., down to the subgrade.

Mick Alm asked if there could be some guidelines written to help engineers to design roadways beyond the rules minimum shoulder width of 4 feet. Pat Murphy said the rules do suggest that these are only minimum standards and you can design to what ever would fit your situation, like farming operations or logging operations and safety reasons.

Gene Ulring asked when do we start designing with the new rules. Pat Murphy suggested it depends when you get the design in and the plans approved, because he was going to sign the new rules into effect by December.

The meeting was adjourned at 3:25 P.M. on Wednesday, October 28, 1998.

The meeting was reconvened by Paul Kirkwold at 8:30 a.m. Thursday, October 29, 1998.

ACTION ON SCREENING BOOK

Paul Kirkwold went over the items that will need action on: review of the book and signing the letter to the Commissioner, the resolution change to adjust the 50 million to 40 million, the Nobles County request, and the research account approval.

Paul Kirkwold asked the group if there was anyone that wanted to do something with the Nobles County request. With no response from the group, Paul suggested that the needs compilations remain the way they were computed.

Paul Kirkwold asked if there were questions concerning the book, Dick Hansen made a motion to approve the book and the tentative apportionment for 1999, seconded by Mick Alm, motion passed unanimously. Ken H. passed around the letter to the Commissioner for everyone's signature.

Paul Kirkwold asked for a motion to approve the Research Account resolution: *Be it resolved that an amount of \$ 1,467,553 (not to exceed ½ of 1% of the 1998 C.S.A.H. Apportionment sum of \$ 293,510,766) shall be set aside from the 1999 Apportionment Fund and be credited to the research account.* Motion by Ken Anderson, seconded by Roger Gustafson, motion carried unanimously.

Pat Murphy explained the way the resolution on page 95, Guidelines For Advancement of County State Aid Construction Funds From the General CSAH Construction Account - October, 1995 (Latest Rev. October, 1997) was working. Upon Pat's recommendation, Don Wisniewski made a motion to change the dollar amount in paragraph 1 and 1a from \$ 50 million to \$ 40 million, seconded by Dick Hansen, motion carried unanimously.

Paul Kirkwold asked Pat Murphy if he had some closing comments. Pat Murphy handed out a Turnback Funding Proposal sheet and proceeded to explain and discuss the material. Pat M. also discussed the Administrative account and how State Aid has been spending this money. It has been merely discretionary decisions. Pat explained what projects have been receiving money, like adding assistants to some of the Districts, for classes on Performance and Evaluations, for classes on Mechanic's training, and Construction management and Administration. These items are brought to the Screening Board for input, but do not need approval.

Pat Murphy's parting thoughts to the Screening Board were that he feels this Board is very important to the allocations of allotment of money to all the Counties and Cities and he feels it really works well. Pat encouraged everyone to continue being involved with the Screening Board because of the major decisions that have been and will be made over time in addition to the enjoyable comaraderie which has been established. He thanked us for allowing him to be a part of it all. The group gave him a resounding applause and wished him well.

Paul Kirkwold commented on his and our appreciation for what Pat has done for State Aid; allowing flexibility and focused on working together. Pat always had an open door policy and listened with an open mind and was willing to try anything. Paul stated that Pat Murphy's presence will be missed and wished him the best on his retirement.

The secretary thanked the outgoing members: Districts 1 - Chuck Schmit; 3 - Dave Schwarting; 7 - Marlin Larson; Metro - retiring Ken Anderson for their time and fine work. He also thanked the outgoing Mileage Subcommittee Chairman, Paul Kirkwold for his outstanding work on the Subcommittee, and asked what is the secret was for no mileage requests this fall. Paul Kirkwold, as Chairman of the Screening Board, is responsible for recommending a new member from the Metro counties for his replacement.

Paul Kirkwold asked for closing comments from State Aid, the Screening Board and the floor. Hearing no comments, the meeting was adjourned by a motion by Mick Alm, seconded by Dave Schwarting, motion carried unanimously.

Respectively Submitted,



David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

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MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

JANUARY 22, 1999

The meeting was called to order by Chairman Jack Cousins at 2:30 p.m. on January 20, 1999 at the Craguns Conference Center near Brainerd, Minnesota.

Members present: Jack Cousins, Chairman - Clay County
 Rick Kjonaas - McLeod County
 Roger Gustafson - Carver County

Others present: Ken Hoeschen - Mn/DOT, State Aid

The Subcommittee's charge by the Screening Board was to review the new rules and to bring to the Screening Board any recommended additions or revisions of Screening Board resolutions which relate to the CSAH needs study. Discussion of these rules changes has occurred at previous Subcommittee meetings so this is just a continuation of those discussions.

The new rural geometric design standards was the first item introduced. The new rules dictate 9 ton design for all rural design CSAH's with projected ADT from 150 to 1499 and 10 ton design with projected ADT of 1500 and above. Also, the shoulder width for 2 lane CSAH's with projected ADT from 150 to 1499 shall be 4 feet and the shoulder width for 2 lane CSAH's with projected ADT of 1500 or more shall be 6 feet except those functionally classified as minor and principal arterials which shall be 8 feet. These revision will also reduce the bridge widths in some traffic categories. The Subcommittee recommends unanimously that the Screening Board direct the Needs Unit to make these changes in the 1999 CSAH Needs Study with the understanding that the segments qualifying for 8 foot shoulders will be manually entered for this initial update. After that it shall be the county engineers' responsibility to request this 8 foot shoulder design for any new CSAH's which would fall into this category.

The next subject for discussion was actually the result of a change in Minnesota Statutes which allows the use of State Aid bond money to be used for the construction of maintenance facilities. Since the principal on these bonds is paid with State Aid construction dollars, the subject of a possible needs adjustment was introduced. The Subcommittee held a lengthy discussion on this topic involving the legality of such a "needs" adjustment, the number of counties that have exercised this option already, the use of maintenance transfers to accomplish the same purpose, etc. After considerable deliberation, the Subcommittee made the following recommendations to the Screening Board:

- 1) Adopt a needs adjustment resolution similar to the Special Resurfacing resolution which would read:

That any county which uses CSAH construction monies to fund the construction of maintenance facilities shall have the amount of those construction funds annually deducted from its 25 year County State Aid Highway construction needs for a period of ten (10) years. This was passed on a 2 to 1 vote.

- 2) That these maintenance facility type of projects be excluded from the Bond Account adjustment procedure the same as bituminous overlay and concrete joint repair projects are excluded. This was unanimously approved.

In regards to retroactive application of these recommendations, the Subcommittee felt that a summary of what has taken place as far as funding of maintenance facilities should be completed and made available to all counties before the Spring Screening Board meeting.

The final issue for consideration by the Subcommittee was the adoption of a reconditioning standard in the rules which "permits rehabilitation or replacement of the pavement etc. down to the subgrade" and how this should be handled in the CSAH needs study. All members agreed that either the actual "needs" in the needs study should be removed or some sort of adjustment should be made to the county's 25 year needs.

After considerable discussion, the following unanimous recommendations were made to the Screening Board:

- 1) Include "reconditioning projects as defined in State Aid Rules Chapter 8820.0100 Subp. 13b." in the Special Resurfacing Projects resolution and retitle it "Special Resurfacing and Reconditioning Projects". This will essentially give a 10 year needs deduction in the amount of the reconditioning project the same as a special resurfacing project.
- 2) Reconditioning projects of this type also be excluded from the Bond Account adjustment procedure.

The Subcommittee then reviewed their actions and discussed when the next meeting would be held. It was determined that the Need Unit will contact the members when the necessary unit price data is available (perhaps in April).

The meeting was adjourned at 4:10 p.m.

Respectfully submitted,



Jack Cousins, Chairman

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

April 19, 1999

The meeting was called to order by Chairman Jack Cousins at 10:00 A.M., April 19, 1999 at the Transportation Building, Room 438, St. Paul, Minnesota.

Members present:	Jack Cousins, Chairman	Clay County
	Rick Kjonaas	McLeod County
	Roger Gustafson	Carver County

Others in attendance:	Julie Skallman	State Aid MN/DOT
	Mike Pinsonneault	State Aid MN/DOT
	Khani Sahebjam	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.

Prior to the meeting, maps showing each county's 1994-1998 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. It was noted that Lac Qui Parle and Traverse counties had no gravel base projects in their five year average study and that surrounding counties made up their entire 50,000 ton sample. The decrease in the 1998 average unit price for gravel base down to levels closer to 1994, 1995 and 1996 resulted in overall lower inflated gravel base prices than for the 1998 needs study. For some reason, the gravel base unit prices in 1997 were considerably higher than the other 4 years. After a thorough discussion on past procedures, etc, Roger made a motion seconded by Rick to recommend the gravel base unit prices, as shown on the map, be used in the 1999 CSAH Needs Study.

The Subcommittee then reviewed the unit price data regarding the other **roadway** items. It was the consensus of the members to continue using the "increment method" to determine each county's bituminous base, bituminous surface, gravel surface and gravel shoulder unit prices. A lengthy discussion was held concerning urban design bit. base & surface 2331 and bit. surface 2341 unit prices for 1998 because the prices for 2331 was higher than that for 2341. The Subcommittee felt it was best to leave the averages as they were rather than trying to adjust them for one year. The "increment method" simply involves applying the difference between the 1998 state average CSAH construction unit price of Gravel Base (\$4.86) and the 1998 state average CSAH construction unit price of the other roadway items to each county's previously determined Gravel Base unit price.

Ken informed the Subcommittee of the very limited number of subbase projects in 1998. Seven of the fourteen subbase projects used for 1998 were deep strength "converted" projects (19.7 Miles out of 39.1 Miles). Because unit prices from converted projects are generally higher than normal projects, the 1998 state average subbase price is higher than the 1998 state average for gravel base. The Subcommittee recommended using each county's Gravel Base Unit Price for their rural and 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: $90\%(\text{Reg.8"Conc.}@ \$16.51) + 10\% (\text{Irr.8"Conc.}@ \$21.29) = \$16.99$

Urban Des: $30\%(\text{Reg.9"Conc.}@ \$18.58) + 70\% (\text{Irr.9"Conc.}@ \$23.10) = \$21.74$

We received information from various sources for the CSAH **miscellaneous** unit prices.

The recommended storm sewer prices are up from last year but the Subcommittee recommended using the prices provided by Mn/DOT. Complete storm sewer at \$246,000 and partial storm sewer at \$79,000.

The MSAS average unit price for curb & gutter construction from 1998 projects was \$7.70/lin. ft. The General Subcommittee is recommending that price of \$7.70 for curb and gutter for 1999.

The 1998 average bridge costs were compiled based on 1998 project information received from the State Aid Bridge Office and the Mn/DOT Bridge Office from Waters Edge on TH, SAP, and SP bridges. In addition to the normal bridge materials and construction costs; prorated mobilization, bridge removal and riprap costs are included if these items are part of the contract. Traffic control, field office, and field lab costs **are not included** The average unit prices for 1998 bridge construction were:

\$68/sq. ft. for 0-149 ft. long bridges

\$59/sq. ft. for 150-499 ft. long bridges

\$66/sq. ft. for bridges over 500 ft. long

The General Subcommittee is suggesting to continue using \$65/sq. ft. on bridges less than 150 foot long, \$60/sq. ft. on all bridges 150 feet and longer, and \$150/sq. ft for any bridge widening needs.

Only one RR/Hwy bridge was included from 1998 construction at a cost of \$8,139/lin ft.. There was also only one RR/Hwy bridge in 1997 at \$8,698. The Subcommittee is recommending raising the lineal foot price for 1 track bridges to \$6,000 and leaving the \$4,000/lin. ft price for each additional track as is.

Mn/DOT's Railroad Administration section projected a cost of \$1000 per crossing for signs and \$750 per crossing for pavement markings. The General Subcommittee recommended to continue 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 \$90,000 per signal system and \$125,000 to \$170,000 per signal and gate system. The General Subcommittee recommended using \$90,000 per signal and \$150,000 per signal and gate system.

Ken presented a portion of the Screening Board Resolutions on proposed Right of Way widths from 1979 and explained since R/W needs are now given After the Fact, this has no application in the present CSAH Needs Study. If this does not apply to the Needs Study the Subcommittee recommended this be removed from the resolutions. Ken will present this to the Screening Board.

Ken presented a handout on the actual funding approved for county maintenance facilities in 1998 and possible funding proposals for 1999. This summary was requested as a follow up to the recommended resolution from the January 22, 1999 Subcommittee meeting. The resolution states:

"That any county which uses CSAH construction monies to fund the construction of maintenance facilities shall have the amount of those construction funds annually deducted from its 25 year County State Aid Highway construction need for a period of ten(10) years.

The Subcommittee had concerns regarding for what years' projects the recommended resolution should be applied (If asked, a 2 to 1 vote from the Subcommittee will be reported). Ken will present this information at the District meetings prior to the Screening Board meeting.

Ken also mentioned an e-mail he received from Nobles county regarding possible needs credit for bridge construction costs where proposed minor structures were replaced by bridges. The Subcommittee discussed possibly the county should take a look at a five year plan. This information will also be presented to the Districts and the Screening Board.

Khani presented information regarding how the Town Bridge account is managed. There is concern with the high balance of \$18.6 million at the end of 1998. Some counties do not accumulate sufficient funds to fund larger bridge projects. In 1998 the rules were changed to be able to advance 100% of a previous year's allotment, however, in many cases 100% is not enough to fund a larger bridge. Perhaps it would be possible to create a flexible account and be able to spend down the balance and fully and efficiently use up each years' allotments. Two possible solutions were introduced:

ALTERNATE 1:

Utilize the statewide town bridge account as one account for all state township bridges. Maintain current balances for each county and spend until gone. Future apportionments starting in 2000 would be to a statewide account. When individual balances for each county are fully spent, then use funds from the statewide account. Continue to calculate individual county shares based on needs but only use as a target for reference purposes.

ALTERNATE 2:

Each year set a percentage (say 20%) of the annual Town Bridge Apportionment aside into a separate statewide account. The Commissioner would determine the percentage based on the total apportionment and previous years' activities. The other 80% would be allocated as is done now (based on each county's township bridge needs.)

The Subcommittee was in favor of Alternate 2. This information will be presented at the District meetings and the Screening Board Meeting by Khani.

The meeting was adjourned at 1:35 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "John A. Cousins". The signature is fluid and cursive, with the first name "John" being the most prominent.

John A. Cousins, Chairman

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CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

January, 1999

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 (Latest Rev. October, 1998)

- 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 plus any repayment due from the previous years advancing and ~~\$50~~ \$40 million. Advanced funding will be granted on a first come-first served basis.*
- 1a) *In order to allow for some flexibility in the advancement limits previously stated, the ~~\$50~~ \$40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.*
- 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).*

Guidelines For Advancement of County State Aid Construction Funds From The General CSAH Construction Account - October, 1995 (Latest Rev. October, 1998)

- 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 plus any repayment due from the previous years advancing and \$40 million. Advanced funding will be granted on a first come-first served basis.*
- 1a) *In order to allow for some flexibility in the advancement limits previously stated, the \$40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.*
- 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 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 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. October, 1997)

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 twenty 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. 1997)

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, but may be considered for State Aid designation within that municipality.

That, whereas, the county engineers are sending in many requests for additional mileage to the C.S.A.H. system up to the date of the Screening Board meetings, and whereas this creates a burden on the State Aid Staff to prepare the proper data for the Screening Board, be it resolved that the requests for the spring meeting must be in the State Aid Office by April 1 of each year, and the requests for the fall meeting must be in the State Aid Office by August 1 of each year. Requests received after these dates shall carry over to the next meeting.

Non-existing County State Aid Highway Designations - Oct. 1990 - (Latest Rev. Oct. 1992)

That all counties which have non-existing CSAH designations, that have drawn needs for 10 years or more, have until December 1, 1992 to either remove them from their CSAH system or to let a contract for the construction of the roadway, or incorporate the route in a transportation plan adopted by the County and approved by the District State Aid Engineer. After that date, any non-existing CSAH designation not a part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years or until constructed.

TRAFFIC

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

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

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

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

Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.

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

That the minimum requirements for 4 - 12 foot traffic lanes be established as 5,000 projected vehicles per day for rural design and 7,000 for urban design. Traffic projections of over 20,000 vehicles per day for urban design will be the minimum requirements for 6 - 12 foot lanes. The use of these multiple-lane designs in the needs study, however, must be requested by the county engineer and approved by the District State Aid Engineer.

ROAD NEEDS

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

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

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

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

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

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

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

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

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

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

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

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

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

Rural Design Grade Widening - June 1980

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

Feet of Widening

Needs Cost/Mile

4 - 8 Feet 50% of Average Complete Grading Cost/Mile

9 - 12 Feet 75% of Average Complete Grading Cost/Mile

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

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

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

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

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

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

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

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

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

The restrictions above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the County Engineer, and justification to the satisfaction of the State

Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

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

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

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

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

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

Right of Way - Oct. 1979

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

	<i>Projected ADT</i>	<i>Proposed R/W Width</i>
<i>Proposed Rural Design</i>	0 - 749	100 Feet
	750 - 999	110 Feet
	1,000 & Over (2 Lane)	120 Feet
	5,000 & Over (4 Lane)	184 Feet
	<i>Proposed Roadbed Width</i>	<i>Proposed R/W Width</i>
<i>Proposed Urban Design</i>	0 - 44 Feet	60 Feet
	45 & Over	Proposed Roadbed Width + 20 Feet

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

Loops and Ramps - May 1966

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

That the total needs of the Minnesota River bridge between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by

Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference shall be added to the 25-year needs of the respective counties for a period of 15 years.

AFTER THE FACT NEEDS

Bridge Deck Rehabilitation - Dec. 1982 (Latest Rev. Oct. 1992)

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

Right of Way - June 1984 (Latest Rev. June 1994)

That needs for Right-of-Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made and the documentation has been submitted and shall be comprised of actual monies paid to property owners with local or State Aid funds. Only those Right of Way costs actually incurred will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

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

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, and Wetland Mitigation (as eligible for State Aid participation) on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

Mn/DOT Bridges - June, 1997

That, Needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement 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.

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.

Answers



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