2005

COUNTY SCREENING BOARD DATA

Hennepin County CSAH 36 (University Ave) in Minneapolis

JUNE, 2005

Minnesota Department of Transportation

MEMO
State Aid for Local Transportation Division
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395 John Ireland Boulevard
St. Paul, MN 55155-1899
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May 5, 2005

To: County Engineers
District State Aid Engineers

From: Diane Gould, Manager
County State Aid Highway Needs Unit

Subject: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 2005 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 2005 CSAH 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 1-2, 2005.

This report is also available for either printing or reviewing on the State Aid Web Site. Go to www.dot.state.mn.us/stateaid/ and follow the links to the report.

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.

N\CSAH\Book\Spring 2005\Memo

An equal opportunity employer

The State Aid Program Mission Study

Mission Statement:

The purpose of the state-aid program is to provide resources, from the Highway Users Tax Distribution Fund, to assist local governments with the construction and maintenance of community-interest highways and streets on the state-aid system.

Program Goals:

The goals of the state-aid program are to provide users of secondary highways and streets with:

- Safe highways and streets;
- Adequate mobility and structural capacity on highways and streets; and
- An integrated transportation network.

Key Program Concepts:

Highways and streets of community interest are those highways and streets that function as an integrated network and provide more than only local access. Secondary highways and streets are those routes of community interest that are not on the Trunk Highway system.

A community interest highway or street may be selected for the state-aid system if it:

A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial

B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.

C. Provides an integrated and coordinated highway and street system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

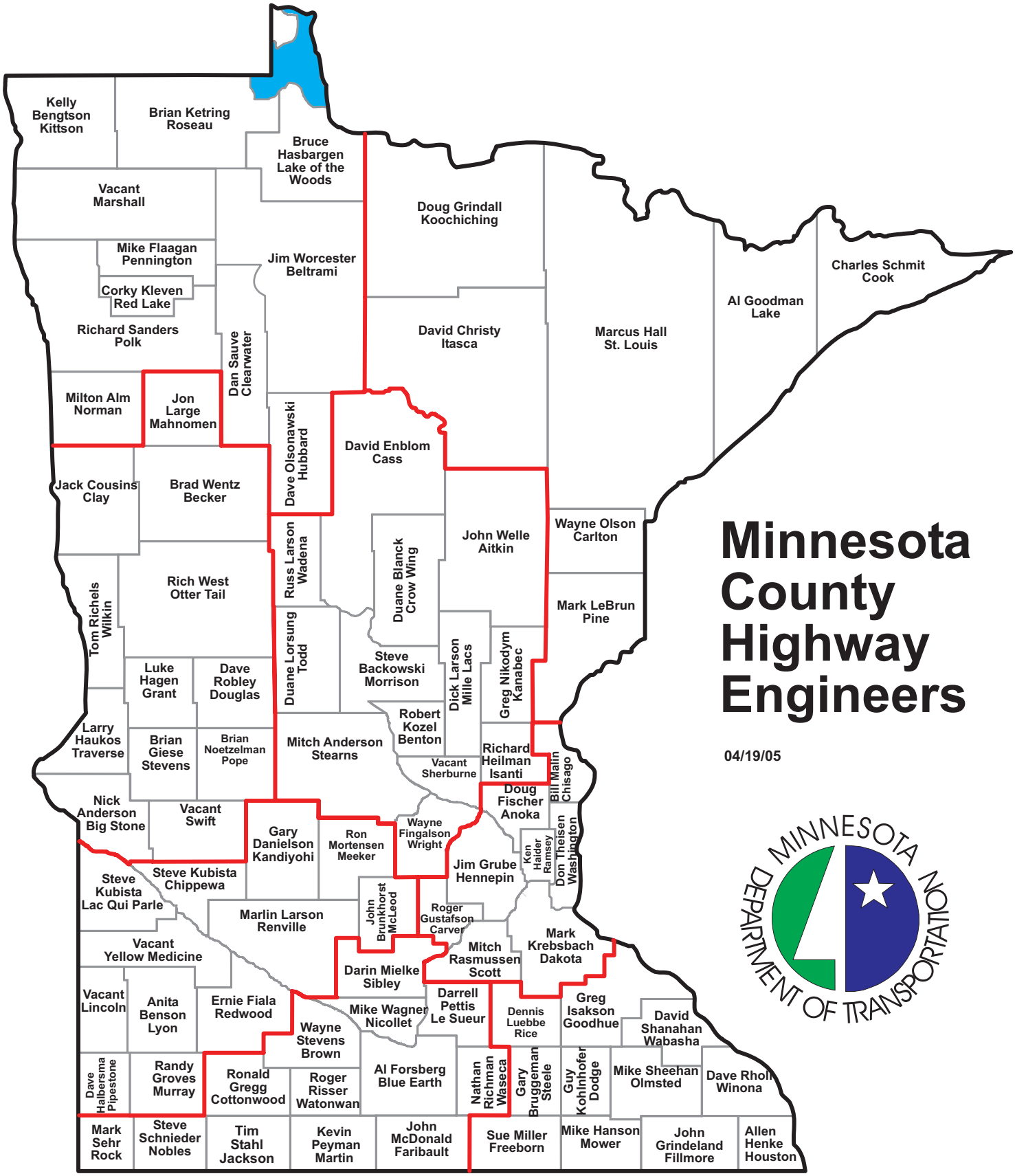
The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

State-aid funds are the funds collected by the state according to the constitution and law, distributed from the Highway Users Tax Distribution Fund, apportioned among the counties and cities, and used by the counties and cities for aid in the construction, improvement and maintenance of county state-aid highways and municipal state-aid streets.

The *Needs* component of the distribution formula estimates the relative cost to build county highways or build and maintain city streets designated as state-aid routes.

Minnesota County Highway Engineers

04/19/05



2005 COUNTY SCREENING BOARD

Chuck Schmit	(05-06)	-	Cook County	-	District 1
Kelly Bengtson	(04-05)	-	Kittson County	-	District 2
Mitch Anderson	(05-06)	-	Stearns County	-	District 3
Larry Haukos	(04-05)	-	Traverse County	-	District 4
Bill Malin	(02-05)	-	Chisago County	-	Metro East
Roger Gustafson	(04-07)	-	Carver County	-	Metro West
Allen Henke	(04-05)	-	Houston County	-	District 6
Wayne Stevens	(05-06)	-	Brown County	-	District 7
Steve Kubista	(04-05)	-	Chippewa County	-	District 8
Doug Fischer	Permanent	-	Anoka County	-	Urban
Mark Krebsbach	Permanent	-	Dakota County	-	Urban
Jim Grube	Permanent	-	Hennepin County	-	Urban
Ken Haider	Permanent	-	Ramsey County	-	Urban
Marcus Hall	Permanent	-	St. Louis County	-	Urban
Don Theisen	Permanent	-	Washington County	-	Urban
Dave Olsonawski, Secretary		-	Hubbard County		

2005 SCREENING BOARD ALTERNATES

Dave Christy	-	Itasca County	District 1
Dan Sauve	-	Clearwater County	District 2
John Welle	-	Aitkin County	District 3
Brad Wentz	-	Becker County	District 4
Mitch Rasmussen	-	Scott County	Metro
Dennis Luebbe	-	Rice County	District 6
John McDonald	-	Faribault County	District 7
Randy Groves	-	Murray County	District 8

2005 CSAH GENERAL SUBCOMMITTEE

Rich Heilman, Chairman	(June, 05)	-	Isanti County
Dave Rholl	(June, 06)	-	Winona County
Doug Fischer	(June, 07)	-	Anoka County

2005 CSAH MILEAGE SUBCOMMITTEE

Rick West, Chairman	(Oct., 05)	-	Otter Tail County
John Brunkhorst	(Oct., 06)	-	McLeod County
Jim Grube	(Oct., 07)	-	Hennepin County

CSAH VARIANCE SUBCOMMITTEE

Mike Wagner	-	Nicollet County
Don Theisen	-	Washington County
Rhonda Lewis	-	Acting Sherburne County

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Introduction

JUNE, 2005

The primary task of the Screening Board at this meeting is to establish unit prices to be used for the 2005 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 1999 construction projects and added the 2004 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 2000 through 2004, are the basic source of information for compiling the data used for computing the recommended 2005 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 2004 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 meetings held January 19, 2005 and March 30, 2005 are included in the "Reference Material" section of this report. Richard Heilman, Isanti County, Chairman, along with Dave Rholl, Winona County, and Doug Fischer, Anoka County will attend the Screening Board meeting to review and explain the recommendations of the group.

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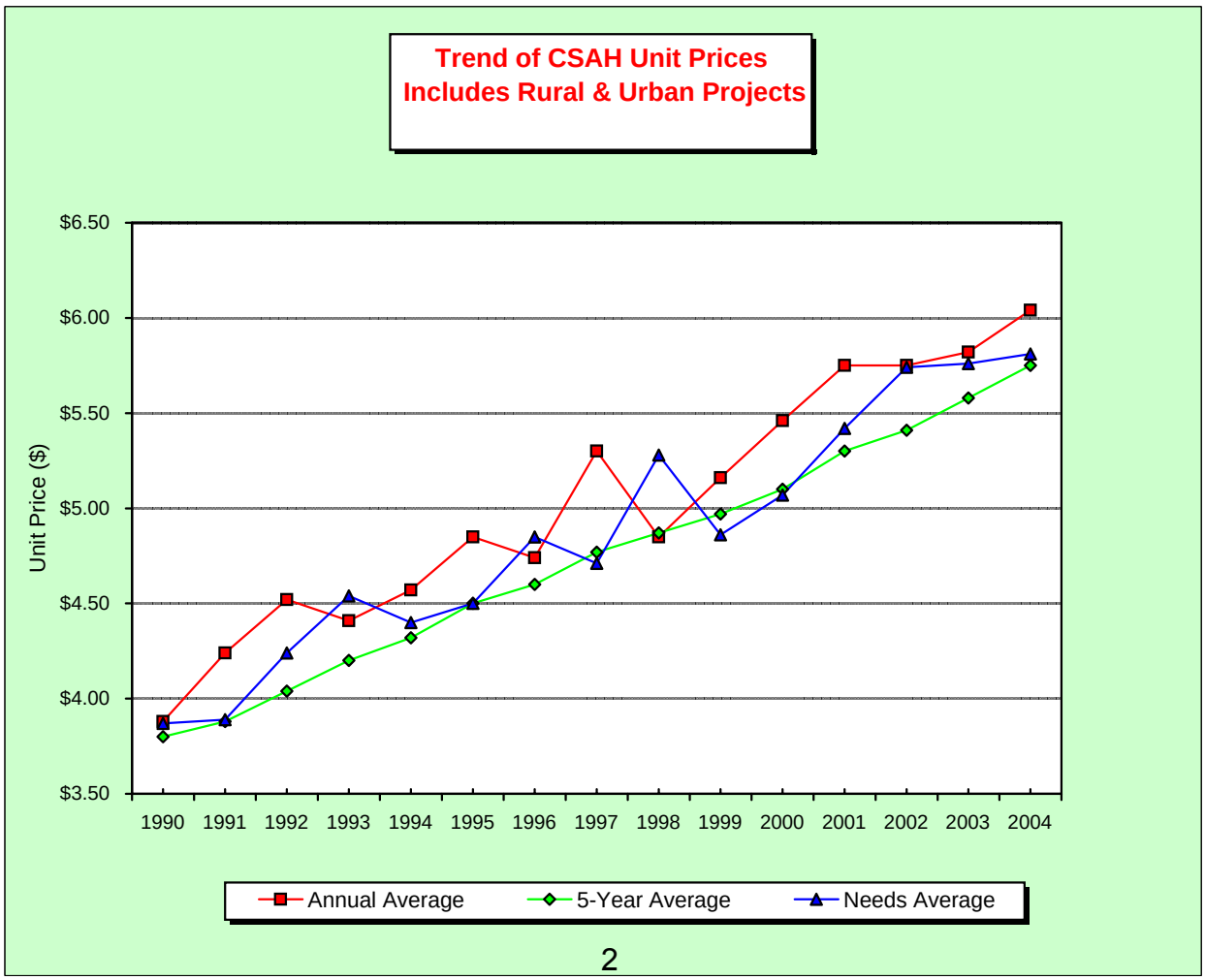
TREND OF CSAH UNIT PRICES FOR GRAVEL BASE - 2211

JUNE, 2005

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	Needs Study Average
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	4,528,901	$21,480,625	$4.74	$4.60	$4.85
1997	3,638,274	$19,277,621	$5.30	$4.77	$4.71
1998	3,552,980	$17,242,125	$4.85	$4.87	$5.28
1999	3,515,739	$18,123,703	$5.16	$4.97	$4.86
2000	4,396,204	$24,000,864	$5.46	$5.10	$5.07
2001	3,986,366	$22,937,093	$5.75	$5.30	$5.42
2002	3,977,867	$22,872,578	$5.75	$5.41	$5.74
2003	2,891,134	$16,838,261	$5.82	$5.58	$5.76
2004	3,675,865	$22,188,974	$6.04	$5.75	$5.81

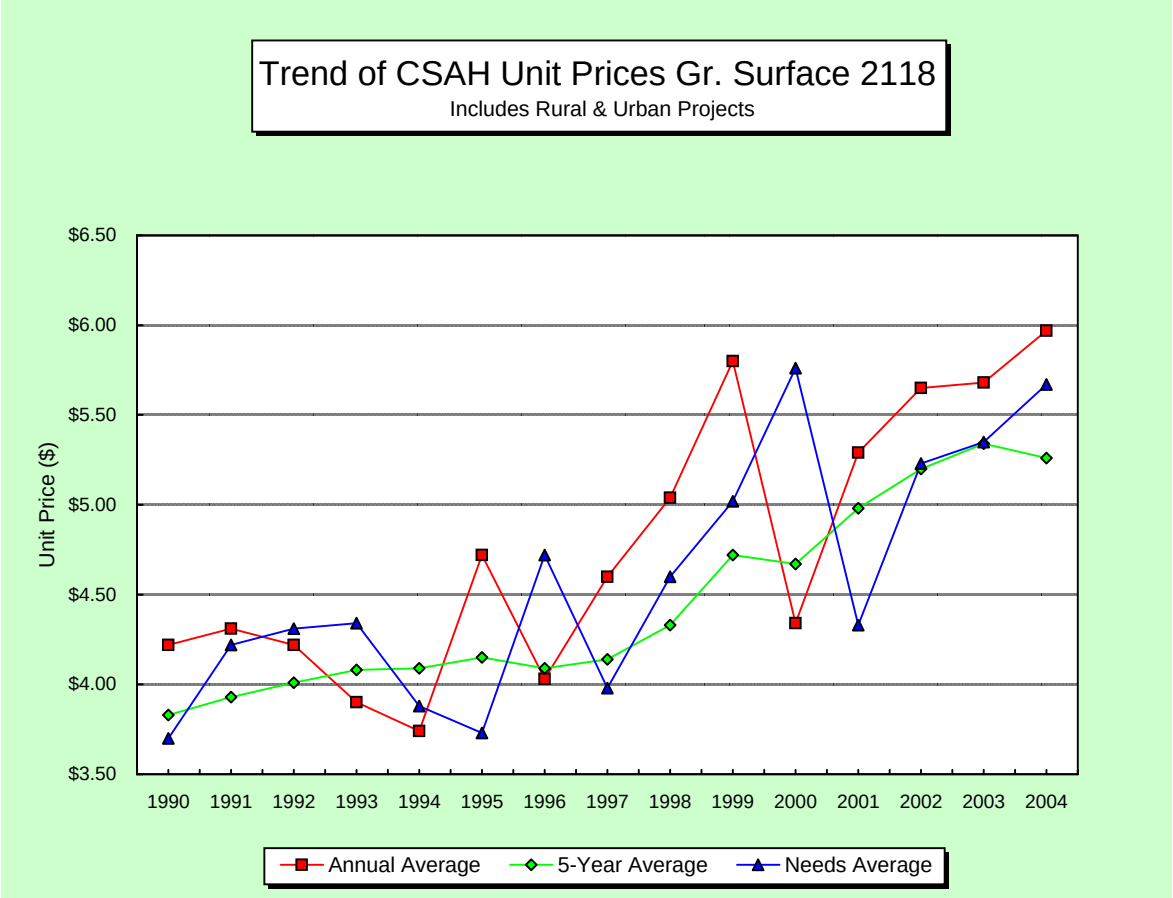


TREND OF CSAH UNIT PRICES FOR GRAVEL SURFACE - 2118

JUNE, 2005

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	184,747	$931,545	$5.04	$4.33	$4.60
1999	128,625	$746,191	$5.80	$4.72	$5.02
2000	118,764	$515,119	$4.34	$4.67	$5.76
2001	161,906	$856,115	$5.29	$4.98	$4.33
2002	78,241	$441,746	$5.65	$5.20	$5.23
2003	125,210	$710,802	$5.68	$5.34	$5.35
2004	83,395	$500,008	$5.97	$5.26	$5.67



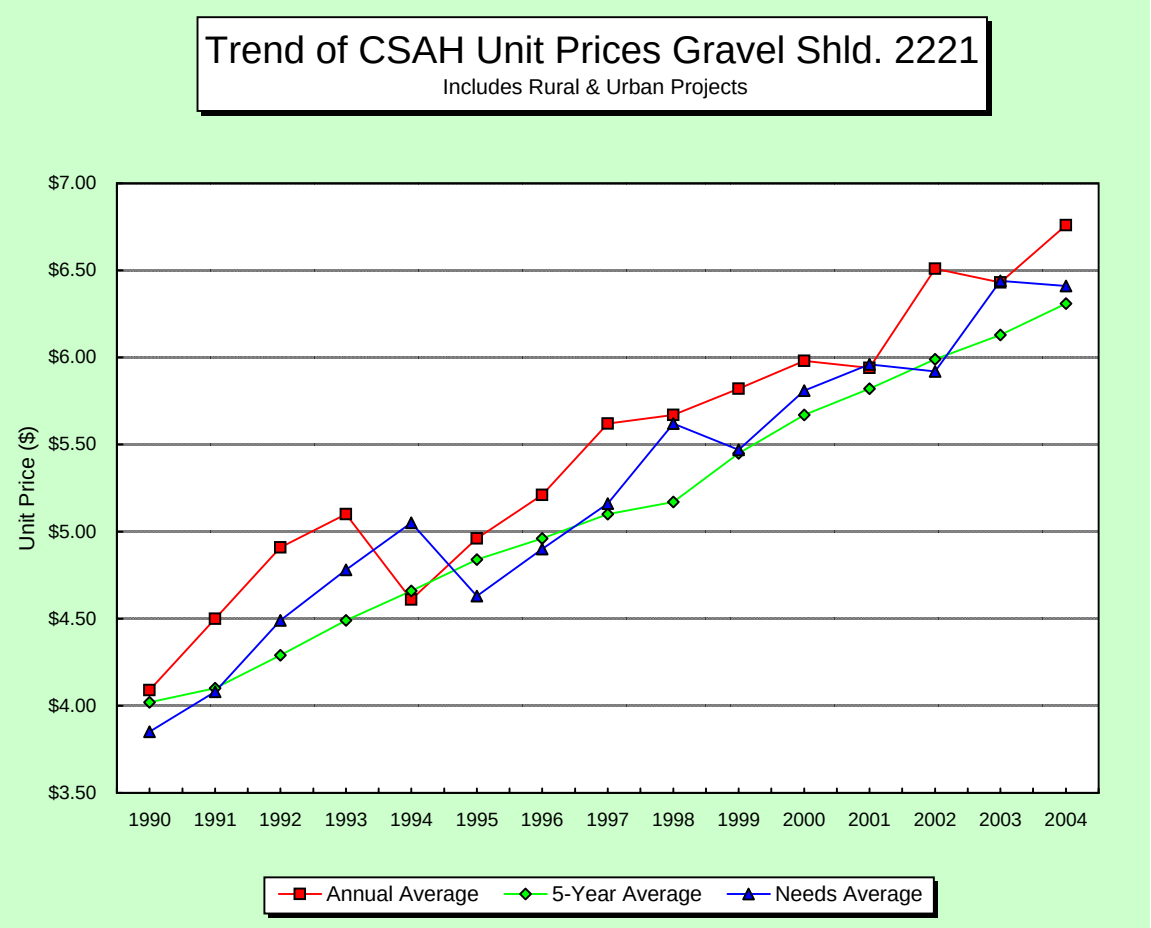
N\CSAH\BOOKS\SPRING 2005\Unit Price Trends

TREND OF CSAH UNIT PRICES FOR GRAVEL SHOULDERS - 2221

JUNE, 2005

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
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	861,018	$4,886,241	$5.67	$5.17	$5.62
1999	1,162,291	$6,762,983	$5.82	$5.45	$5.47
2000	1,211,498	$7,248,847	$5.98	$5.67	$5.81
2001	1,118,348	$6,645,813	$5.94	$5.82	$5.96
2002	1,152,207	$7,498,988	$6.51	$5.99	$5.92
2003	11,175,256	$7,553,003	$6.43	$6.13	$6.44
2004	1,140,716	$7,723,084	$6.76	$6.31	$6.41



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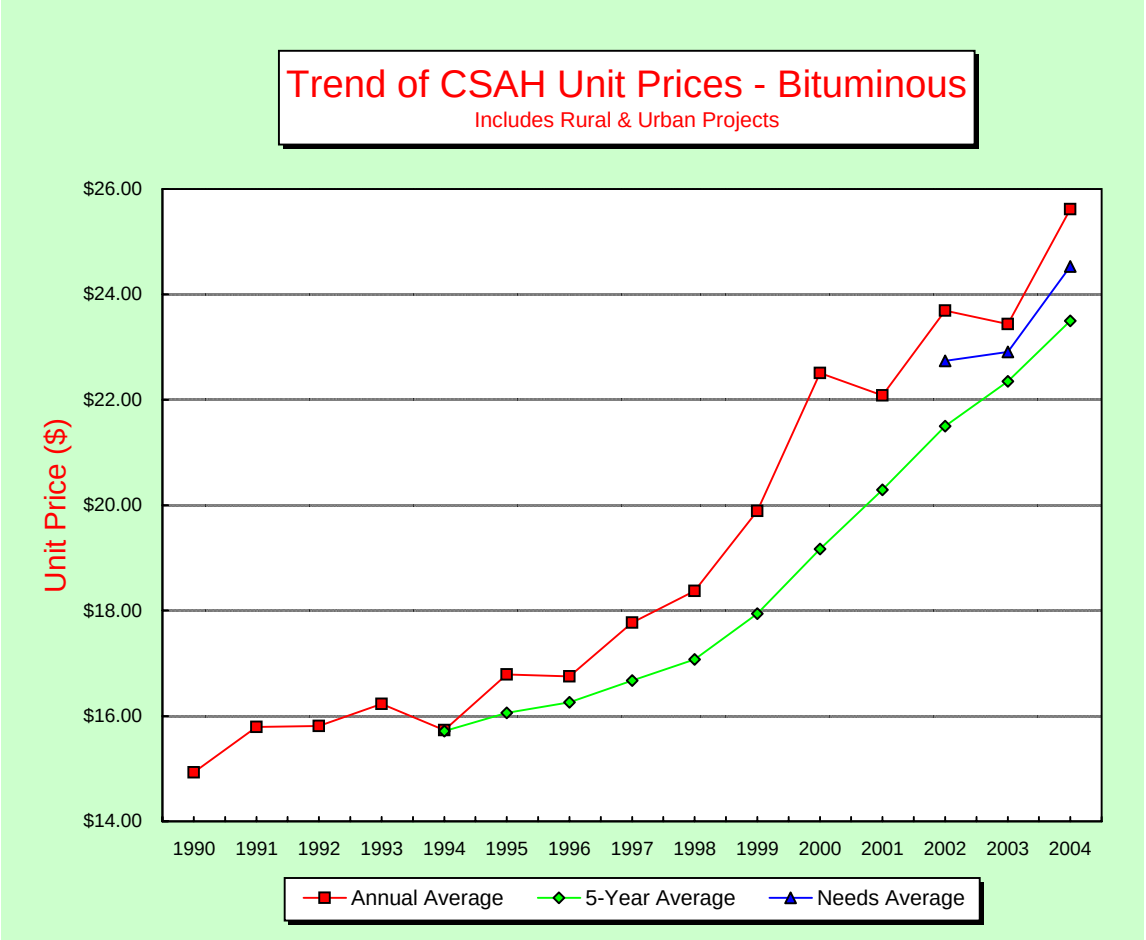
TREND OF CSAH UNIT PRICES FOR COMBINED BITUMINOUS

(2331, 2341, 2350, & 2361)
JUNE, 2005

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1990	2,794,712	$41,717,983	$14.93		
1991	2,647,673	$41,800,961	$15.79		
1992	3,399,162	$53,748,081	$15.81		
1993	3,081,882	$50,021,047	$16.23		
1994	2,832,165	$44,562,834	$15.73	$15.71	
1995	2,603,491	$43,717,217	$16.79	$16.06	
1996	3,552,133	$59,486,700	$16.75	$16.26	
1997	3,094,146	$54,973,321	$17.77	$16.67	
1998	2,719,741	$49,953,079	$18.37	$17.07	
1999	3,412,964	$67,888,679	$19.89	$17.94	
2000	3,820,968	$85,993,780	$22.51	$19.17	
2001	3,283,478	$72,510,391	$22.08	$20.29	
2002	3,779,651	$89,531,961	$23.69	$21.50	$22.74
2003	3,340,503	$78,291,373	$23.44	$22.35	$22.91
2004	3,760,415	$96,334,709	$25.62	$23.50	$24.53



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2005 CSAH Gravel Base Unit Price Data

JUNE, 2005

The map (figure A) indicates each county's 2004 CSAH needs study gravel base unit price, the gravel base data in the 2000-2004 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 2005. 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 modified by the June 2003 Screening Board to determine the 2005 gravel base unit prices.

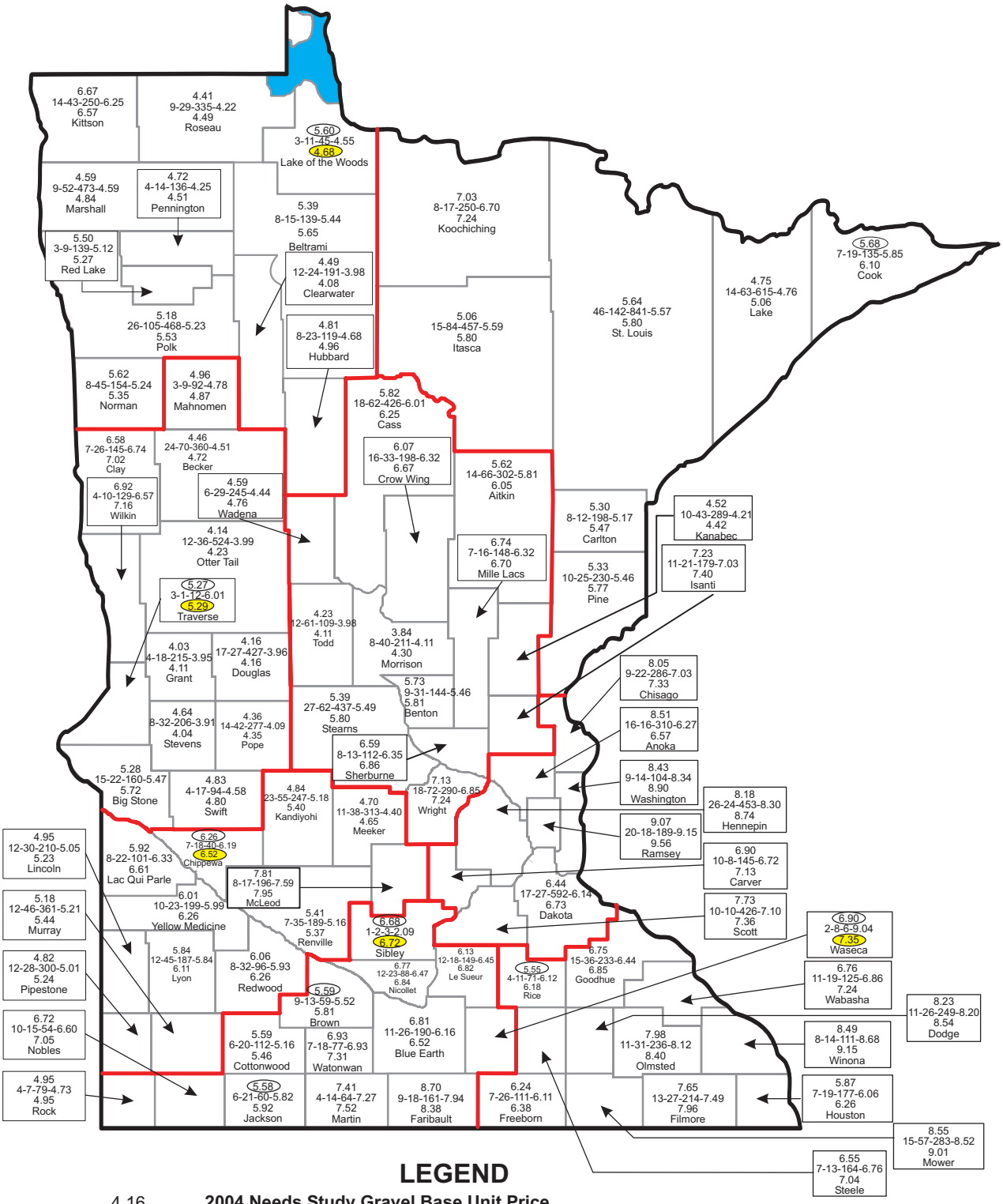
> **If a county has at least 50,000 tons of gravel base in its current five-year average unit price study, that five-year average unit price, inflated by the factors shown in the inflation factor report, is used.**
>
> **If a county has less than 50,000 tons of gravel base material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages 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.**

As you can see, the counties whose recommended unit prices have 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 the procedure above and the calculation of these is shown. Rich Heilman, Chairman, Dave Rholl, and Doug Fischer of the General Subcommittee, will attend the Screening Board meeting to discuss their recommendations.

N\CSAH\Books\Spring 2005\gravel base

FIG. A

2000-2004 C.S.A.H. Gravel Base Unit Price Data
(Rural and Urban Projects Included)
June, 2005



LEGEND

4.16	**2004 Needs Study Gravel Base Unit Price**
10-34-212-4.01	**# '00 to '04 Gravel Base Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price**
4.26	**2005 Inflated Gravel Base Unit Price**

(As Recommended by the General Subcommittee)

Not enough gravel base material in the 5 year average, so some surrounding counties' gravel base data was used to reach the 50,000 ton minimum.

Unit Price Inflation Factor Study

JUNE, 2005

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 price is the basis for the other needs study construction item unit prices, the needs unit concentrated on this item 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 - #2215

Year	Quantity	Cost	Annual Average	Inflation Factor	
2000	4,396,204	$24,000,864	$5.46	$6.04/$5.46=	1.11
2001	3,986,366	$22,937,093	$5.75	$6.04/$5.75=	1.05
2002	3,977,867	$22,872,578	$5.75	$6.04/$5.75=	1.05
2003	2,891,134	$16,838,261	$5.82	$6.04/$5.82=	1.04
2004	3,675,865	$22,188,976	$6.04		

In order to reflect current prices in the 2000-2004 five-year average unit price study, each county's gravel base cost was multiplied by the appropriate factor.

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Procedure for Inflating Gravel Base Unit Prices

JUNE, 2005

27-Apr-05

NO.	COUNTY	2000 COSTS	INFLATED 2000 COSTS (X 1.11)	2001 COSTS	INFLATED 2001 COSTS (X 1.05)	2002 COSTS	INFLATED 2002 COSTS (X 1.05)	2003 COSTS	INFLATED 2003 COSTS (X 1.04)	2004 COSTS	TOTAL 2000-2004 INFLATED COSTS	TOTAL 2000-2004 QUANTITY	2000-2004 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
9	Carlton	$186,340	$206,837	$148,324	$155,740	$424,389	$445,608	$264,962	$275,560	$0	$1,083,745	198,132	$5.47	Carlton
16	Cook	41,785	46,381	110,358	115,876	0	0	588,285	611,816	51,056	825,129	135,351	6.10	Cook
31	Itasca	357,258	396,556	32,280	33,894	746,061	783,364	473,951	492,909	944,830	2,651,553	456,879	5.80	Itasca
36	Koochiching	937,448	1,040,567	202,241	212,353	298,872	313,816	180,213	187,422	59,850	1,814,008	250,477	7.24	Koochiching
38	Lake	928,151	1,030,248	1,348,202	1,415,612	0	0	372,762	387,672	273,918	3,107,450	614,566	5.06	Lake
58	Pine	288,624	320,373	240,163	252,171	508,501	533,926	61,241	63,691	156,585	1,326,746	229,923	5.77	Pine
69	St. Louis	833,534	925,223	305,563	320,841	1,281,473	1,345,547	671,095	697,939	1,592,475	4,882,025	841,279	5.80	St. Louis
	District 1 Totals	**3,573,140**	**3,966,185**	**2,387,131**	**2,506,487**	**3,259,296**	**3,422,261**	**2,612,509**	**2,717,009**	**3,078,714**	**15,690,656**	**2,726,607**	**5.75**	**District 1 Totals**
4	Beltrami	7,350	8,159	40,185	42,194	279,117	293,073	308,015	320,336	120,185	783,947	138,820	5.65	Beltrami
15	Clearwater	0	0	14,400	15,120	184,634	193,866	218,111	226,835	342,585	778,406	191,006	4.08	Clearwater
29	Hubbard	128,910	143,090	125,132	131,389	245,385	257,654	0	0	55,250	587,383	118,507	4.96	Hubbard
35	Kittson	225,189	249,960	392,974	412,623	667,994	701,394	51,336	53,389	228,871	1,646,237	250,498	6.57	Kittson
39	Lake of the Woods	0	0	11,520	12,096	12,488	13,112	0	0	180,158	205,366	44,892	4.57	Lake of the Woods
45	Marshall	132,405	146,970	524,010	550,211	1,481,874	1,555,968	32,052	33,334	0	2,286,483	472,623	4.84	Marshall
54	Norman	15,445	17,144	118,321	124,237	179,023	187,974	0	0	492,092	821,447	153,515	5.35	Norman
57	Pennington	105,105	116,667	161,333	169,400	296,690	311,525	17,405	18,101	0	615,693	136,489	4.51	Pennington
60	Polk	732,393	812,956	459,445	482,417	505,665	530,948	283,018	294,339	469,451	2,590,111	468,343	5.53	Polk
63	Red Lake	0	0	66,228	69,539	350,900	368,445	0	0	293,120	731,104	138,838	5.27	Red Lake
68	Roseau	544,474	604,366	98,943	103,890	195,889	205,683	381,694	396,962	193,171	1,504,072	334,731	4.49	Roseau
	District 2 Totals	**1,891,271**	**2,099,312**	**2,012,491**	**2,113,116**	**4,399,659**	**4,619,642**	**1,291,631**	**1,343,296**	**2,374,883**	**12,550,249**	**2,448,262**	**5.13**	**District 2 Totals**
1	Aitkin	145,828	161,869	731,227	767,788	321,410	337,481	64,783	67,374	492,294	1,826,806	302,079	6.05	Aitkin
5	Benton	300,717	333,796	104,900	110,145	237,120	248,976	0	0	145,783	838,700	144,328	5.81	Benton
11	Cass	360,414	400,060	420,333	441,350	409,612	430,093	554,118	576,283	814,237	2,662,023	425,891	6.25	Cass
18	Crow Wing	412,159	457,496	182,235	191,347	205,036	215,288	141,935	147,612	311,025	1,322,768	198,245	6.67	Crow Wing
30	Isanti	244,276	271,146	373,428	392,099	229,436	240,908	250,059	260,061	161,855	1,326,069	179,216	7.40	Isanti
33	Kanabec	348,080	386,369	105,715	111,001	160,347	168,364	297,366	309,261	305,799	1,280,794	289,447	4.42	Kanabec
48	Mille Lacs	290,772	322,757	132,693	139,328	212,106	222,711	162,809	169,321	140,136	994,253	148,489	6.70	Mille Lacs
49	Morrison	256,500	284,715	73,645	77,327	11,070	11,624	218,555	227,297	304,850	905,813	210,594	4.30	Morrison
71	Sherburne	363,540	403,529	109,066	114,519	132,100	138,705	108,927	113,284	0	770,037	112,326	6.86	Sherburne
73	Stearns	787,200	873,792	515,689	541,473	244,960	257,208	219,841	228,635	629,299	2,530,407	436,653	5.80	Stearns
77	Todd	10,250	11,377	48,447	50,869	173,500	182,175	44,712	46,500	156,623	447,544	108,975	4.11	Todd
80	Wadena	457,789	508,146	231,660	243,243	164,499	172,724	234,300	243,672	0	1,167,785	245,240	4.76	Wadena
86	Wright	529,812	588,091	243,532	255,709	91,570	96,149	980,931	1,020,168	142,136	2,102,253	290,233	7.24	Wright
	District 3 Totals	**4,507,337**	**5,003,143**	**3,272,570**	**3,436,198**	**2,592,766**	**2,722,406**	**3,278,336**	**3,409,468**	**3,604,037**	**18,175,252**	**3,091,716**	**5.88**	**District 3 Totals**
3	Becker	208,034	230,918	798,603	838,533	63,146	66,303	248,084	258,007	306,680	1,700,441	359,889	4.72	Becker
6	Big Stone	173,254	192,312	131,543	138,120	222,837	233,979	49,014	50,975	296,329	911,715	159,500	5.72	Big Stone
14	Clay	186,161	206,639	178,797	187,737	245,178	257,437	0	0	367,293	1,019,106	145,080	7.02	Clay
21	Douglas	276,226	306,611	473,323	496,989	289,721	304,207	444,000	461,760	208,339	1,777,906	427,100	4.16	Douglas
26	Grant	0	0	494,500	519,225	0	0	232,130	241,415	120,576	881,216	214,600	4.11	Grant
44	Mahnomen	0	0	39,900	41,895	0	0	172,220	179,109	225,500	446,504	91,600	4.87	Mahnomen
56	Otter Tail	516,433	573,241	628,676	660,110	293,322	307,988	638,159	663,685	15,000	2,220,024	524,364	4.23	Otter Tail
61	Pope	394,026	437,369	263,132	276,289	115,905	121,700	258,962	269,320	102,404	1,207,082	277,340	4.35	Pope
75	Stevens	44,598	49,504	309,950	325,448	134,044	140,746	0	0	315,746	831,444	205,857	4.04	Stevens
76	Swift	0	0	36,770	38,609	223,022	234,173	172,222	179,111	0	451,893	94,233	4.80	Swift
78	Traverse	9,304	10,327	0	0	30,685	32,219	0	0	34,401	76,947	12,388	6.21	Traverse
84	Wilkin	593,340	658,607	0	0	88,800	93,240	164,800	171,392	0	923,239	128,885	7.16	Wilkin
	District 4 Totals	**2,401,376**	**2,665,528**	**3,355,194**	**3,522,955**	**1,706,660**	**1,791,992**	**2,379,591**	**2,474,774**	**1,992,268**	**12,447,517**	**2,640,836**	**4.71**	**District 4 Totals**

Procedure for Inflating Gravel Base Unit Prices

JUNE, 2005

27-Apr-05

NO.	COUNTY	2000 COSTS	INFLATED 2000 COSTS (X 1.11)	2001 COSTS	INFLATED 2001 COSTS (X 1.05)	2002 COSTS	INFLATED 2002 COSTS (X 1.05)	2003 COSTS	INFLATED 2003 COSTS (X 1.04)	2004 COSTS	TOTAL 2000-2004 INFLATED COSTS	TOTAL 2000-2004 QUANTITY	2000-2004 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
2	Anoka	394,011	437,352	424,891	446,136	474,575	498,304	99,169	103,136	551,858	2,036,786	310,184	6.57	Anoka
10	Carver	230,178	255,498	58,275	61,189	470,421	493,942	187,720	195,229	29,422	1,035,280	145,141	7.13	Carver
27	Hennepin	831,486	922,949	1,226,726	1,288,062	269,932	283,429	819,156	851,922	617,616	3,963,978	453,429	8.74	Hennepin
70	Scott	161,420	179,176	348,206	365,616	1,480,290	1,554,305	0	0	1,038,174	3,137,271	426,258	7.36	Scott
	District 5 Totals	**1,617,095**	**1,794,975**	**2,058,098**	**2,161,003**	**2,695,218**	**2,829,980**	**1,106,045**	**1,150,287**	**2,237,070**	**10,173,315**	**1,335,012**	**7.62**	**District 5 Totals**
20	Dodge	$300,757	$333,840	$251,797	$264,387	$187,248	$196,610	$728,208	757,336	$571,699	$2,123,872	248,767	$8.54	Dodge
23	Fillmore	415,082	460,741	628,304	659,719	178,887	187,831	378,093	393,217	0	1,701,508	213,638	7.96	Fillmore
24	Freeborn	181,007	200,918	104,288	109,502	0	0	120,687	125,514	274,955	710,889	111,374	6.38	Freeborn
25	Goodhue	624,505	693,201	182,422	191,543	165,060	173,313	202,288	210,380	326,473	1,594,910	232,883	6.85	Goodhue
28	Houston	0	0	390,025	409,526	0	0	436,768	454,239	243,303	1,107,068	176,728	6.26	Houston
50	Mower	511,020	567,232	904,920	950,166	525,820	552,111	239,729	249,318	231,504	2,550,331	283,102	9.01	Mower
55	Olmsted	47,001	52,171	292,042	306,644	360,794	378,834	739,887	769,482	477,015	1,984,146	236,183	8.40	Olmsted
66	Rice	13,095	14,535	0	0	53,445	56,117	0	0	365,458	436,110	70,547	6.18	Rice
74	Steele	0	0	95,341	100,108	807,901	848,296	0	0	207,706	1,156,110	164,268	7.04	Steele
79	Wabasha	169,924	188,616	210,776	221,315	322,530	338,657	24,439	25,417	127,529	901,534	124,584	7.24	Wabasha
85	Winona	266,441	295,750	286,876	301,220	74,545	78,272	116,355	121,009	215,550	1,011,801	110,626	9.15	Winona
	District 6 Totals	**2,528,832**	**2,807,004**	**3,346,791**	**3,514,130**	**2,676,230**	**2,810,041**	**2,986,454**	**3,105,912**	**3,041,192**	**15,278,279**	**1,972,700**	**7.74**	**District 6 Totals**
7	Blue Earth	441,110	489,632	138,553	145,481	231,649	243,231	50,227	52,236	307,875	1,238,455	189,874	6.52	Blue Earth
8	Brown	92,792	102,999	27,048	28,400	11,789	12,378	119,087	123,850	75,136	342,763	59,021	5.81	Brown
17	Cottonwood	204,558	227,059	0	0	224,541	235,768	0	0	148,292	611,119	111,970	5.46	Cottonwood
22	Faribault	251,981	279,699	828,113	869,519	28,188	29,597	6,965	7,244	163,092	1,349,151	161,016	8.38	Faribault
32	Jackson	17,719	19,668	26,042	27,344	0	0	72,695	75,603	231,649	354,264	59,812	5.92	Jackson
40	Le Sueur	341,260	378,799	211,300	221,865	106,145	111,452	39,780	41,371	261,771	1,015,258	148,793	6.82	Le Sueur
46	Martin	34,837	38,669	0	0	236,005	247,805	0	0	194,250	480,724	63,944	7.52	Martin
52	Nicollet	202,343	224,601	79,400	83,370	93,015	97,666	25,959	26,997	167,360	599,994	87,780	6.84	Nicollet
53	Nobles	131,397	145,851	82,440	86,562	0	0	144,279	150,050	0	382,463	54,238	7.05	Nobles
67	Rock	0	0	212,003	222,603	35,250	37,013	128,237	133,366	0	392,982	79,402	4.95	Rock
72	Sibley	0	0	0	0	0	0	7,296	7,588	0	7,588	3,491	2.17	Sibley
81	Waseca	52,187	57,928	0	0	0	0	0	0	0	57,928	5,770	10.04	Waseca
83	Watonwan	79,360	88,090	309,978	325,477	0	0	110,200	114,608	32,672	560,847	76,753	7.31	Watonwan
	District 7 Totals	**1,849,544**	**2,052,995**	**1,914,877**	**2,010,621**	**966,582**	**1,014,910**	**704,725**	**732,913**	**1,582,097**	**7,393,536**	**1,101,864**	**6.71**	**District 7 Totals**
12	Chippewa	91,035	101,049	21,250	22,313	42,340	44,457	92,486	96,185	0	264,004	39,909	6.62	Chippewa
34	Kandiyohi	32,725	36,325	252,712	265,348	564,321	592,537	236,032	245,473	192,536	1,332,219	246,638	5.40	Kandiyohi
37	Lac Qui Parle	0	0	225,057	236,310	241,760	253,848	113,271	117,802	59,732	667,692	101,050	6.61	Lac Qui Parle
41	Lincoln	1,680	1,865	274,785	288,524	233,800	245,490	296,665	308,532	251,712	1,096,123	209,719	5.23	Lincoln
42	Lyon	173,931	193,063	0	0	590,552	620,080	15,263	15,874	311,645	1,140,662	186,818	6.11	Lyon
43	Mc Leod	48,990	54,379	1,004,908	1,055,153	74,620	78,351	261,369	271,824	102,202	1,561,909	196,478	7.95	Mc Leod
47	Meeker	333,138	369,783	512,608	538,238	223,166	234,324	85,650	89,076	223,330	1,454,751	313,120	4.65	Meeker
51	Murray	204,250	226,717	464,300	487,515	440,360	462,378	345,260	359,070	428,133	1,963,813	360,984	5.44	Murray
59	Pipestone	346,315	384,410	282,034	296,136	378,204	397,114	0	0	494,956	1,572,616	299,878	5.24	Pipestone
64	Redwood	93,522	103,809	184,479	193,703	41,370	43,439	239,372	248,947	13,466	603,364	96,450	6.26	Redwood
65	Renville	161,639	179,419	74,822	78,563	333,344	350,011	30,408	31,624	375,564	1,015,181	188,982	5.37	Renville
87	Yellow Medicine	184,198	204,460	372,398	391,018	317,355	333,223	0	0	318,750	1,247,451	199,119	6.26	Yellow Medicine
	District 8 Totals	**1,671,423**	**1,855,279**	**3,669,353**	**3,852,821**	**3,481,192**	**3,655,252**	**1,715,776**	**1,784,407**	**2,772,026**	**13,919,785**	**2,439,145**	**5.71**	**District 8 Totals**
13	Chisago	527,591	585,626	322,898	339,043	253,326	265,992	0	0	906,399	2,097,060	286,055	7.33	Chisago
19	Dakota	2,856,438	3,170,646	454,888	477,632	146,753	154,091	32,683	33,990	145,638	3,981,997	592,022	6.73	Dakota
62	Ramsey	251,534	279,203	102,225	107,336	629,542	661,019	301,503	313,563	449,252	1,810,373	189,420	9.56	Ramsey
82	Washington	325,283	361,064	40,577	42,606	65,354	68,622	429,008	446,168	5,400	923,860	103,797	8.90	Washington
	District 9 Totals	**3,960,846**	**4,396,539**	**920,588**	**966,617**	**1,094,975**	**1,149,724**	**763,194**	**793,721**	**1,506,689**	**8,813,290**	**1,171,294**	**7.52**	**District 9 Totals**
	STATE TOTALS	**$24,000,864**	**$26,640,960**	**$22,937,093**	**$24,083,948**	**$22,872,578**	**$24,016,208**	**$16,838,261**	**$17,511,787**	**$22,188,976**	**$114,441,879**	**18,927,436**	**$6.05**	**STATE TOTALS**

Calculation of Gravel Base Unit Prices
For Counties with less than 50,000 Tons

JUNE, 2005

District 2	TONS (1,000)		INFLATED UNIT PRICE			
LAKE OF THE WOODS	45	X	4.57	=	205.65	
Surrounding	5	X	5.67	=	28.35	
	50				234.00	= $4.68

Surrounding Counties -	Inflated Cost		Quantity		
Roseau	$1,504,072	-	334,731		
Beltrami	783,947	-	138,820		
Koochiching	1,814,008	-	250,477		
	$4,102,027		724,028	=	$5.67

District 4	TONS (1,000)		INFLATED UNIT PRICE			
TRAVERSE	12	X	6.21	=	74.52	
Surrounding	38	X	5.00	=	190.00	
	50				264.52	= $5.29

Surrounding Counties -	Inflated Cost		Quantity		
Wilkin	$923,239	-	128,885		
Grant	881,216	-	214,600		
Stevens	831,444	-	205,857		
Big Stone	911,715	-	159,500		
	$3,547,614		708,842	=	$5.00

District 7	TONS (1,000)		INFLATED UNIT PRICE			
SIBLEY	3	X	2.17	=	6.51	
Surrounding	47	X	7.01	=	329.47	
	50				335.98	= $6.72

Surrounding Counties -	Inflated Cost		Quantity		
LeSueur	$1,015,258	-	148,793		
Nicollet	599,994	-	87,780		
McLeod	1,561,909	-	196,478		
Carver	1,035,280	-	145,141		
Scott	3,137,271	-	426,258		
Renville	1,015,181	-	188,982		
	$8,364,893		1,193,432	=	$7.01

Calculation of Gravel Base Unit Prices
For Counties with less than 50,000 Tons

JUNE, 2005

District 7	TONS (1,000)		INFLATED UNIT PRICE			
WASECA	6	X	10.04	=	60.24	
Surrounding	44	X	6.98	=	307.12	
	50				367.36	= $7.35

Surrounding Counties -	Inflated Cost		Quantity		
Faribault	$1,349,151	-	161,016		
Freeborn	710,889	-	111,374		
Steele	1,156,110	-	164,268		
Le Sueur	1,015,258	-	148,793		
Rice	436,110	-	70,547		
Blue Earth	1,238,455	-	189,874		
	$5,905,973		845,872	=	$6.98

District 8	TONS (1,000)		INFLATED UNIT PRICE			
CHIPPEWA	40	X	6.62	=	264.80	
Surrounding	5	X	5.69	=	28.45	
	45				293.25	= $6.52

Surrounding Counties -	Inflated Cost		Quantity		
Renville	$1,015,181	-	188,982		
Kandiyohi	1,332,219	-	246,638		
Swift	451,893	-	94,233		
Big Stone	911,715	-	159,500		
Lac Qui Parle	667,692	-	101,050		
Yellow Medicine	1,247,451	-	199,119		
	$5,626,151		989,522	=	$5.69

CSAH Roadway Unit Price Report

JUNE, 2005

Construction Item	2004 CSAH Needs Study Average	2000-2004 CSAH 5-Year Const. Average	2004 CSAH Const. Average		2005 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
Rural & Urban Design					
Gravel Base Cl 5 & 6/Ton	$5.81	$5.75	$6.04		*
Outstate(Gravel Base Cl 5 & 6/Ton)	5.57	5.53	5.96		*
Metro (Gravel Base Cl 5 & 6/Ton)	8.84	7.17	6.43		*
Rural Design					
Outstate(2331,2341,2350,& 2361)/Ton)	22.78	22.45	24.34	$24.34 - $5.96 = G.B.	+18.38
Gravel Surf. 2118/Ton	5.67	5.26	5.97	$5.97 - $6.04 = G.B.	-0.07
Gravel Shldr. 2221/Ton	6.41	6.31	6.76	$6.76 - $6.04 = G.B.	+0.72
Urban Design					
Outstate(2331,2341,2350,& 2361/Ton)	32.16	29.66	31.85	$31.85 - $5.96 = G.B.	+25.89
Rural & Urban Design					
Metro (2331, 2341, 2350, & 2361)	33.47	31.16	38.44	$38.44 - $6.43 = G.B.	+32.01

*** 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

n:\csah\Books\Spring 2005\2005 Roadway Unit Price

Gravel Base Spec 2215

JUNE, 2005

Rural & Urban Projects let during 2004

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	28 (1 Urban) (27 Rural)	$3,078,714	477,795	$6.44	109.70
2	21 (5 Urban) (16 Rural)	2,374,883	482,598	4.92	79.29
3	33 (8 Urban) (25 Rural)	3,604,037	583,170	6.18	101.28
4	22 (5 Urban) (17 Rural)	1,992,268	420,819	4.73	64.53
6	22 (3 Urban) (19 Rural)	3,041,192	390,375	7.79	54.45
7	20 (6 Urban) (14 Rural)	1,582,097	242,300	6.53	44.75
8	19 (3 Urban) (16 Rural)	2,772,026	496,177	5.59	56.35
Metro	**23 (18 Urban) (5 Rural)**	**3,743,759**	**582,631**	**6.43**	**21.94**
State Total	**188 (49 Urban) (139 Rural)**	**$22,188,976**	**3,675,865**	**$6.04**	**532.29**
Outstate	**165 (31 Urban) (134 Rural)**	**18,445,217**	**3,093,234**	**5.96**	**510.35**

n:CSAH\Books\Spring 2005\Gravel Base Spec 2215.xls

Bituminous Surface Spec 2331, 2341, 2350, 2361

JUNE,2005

Rural & Urban Projects let during 2004

Urban Projects let during 2004

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	1	$132,277	2,584	$51.19	0.60
2	4	769,953	25,964	29.65	4.05
3	7	1,226,796	36,601	33.52	4.33
4	5	598,000	19,157	31.22	3.10
6	3	579,956	17,571	33.01	3.74
7	5	1,239,464	42,045	29.48	4.06
8	3	466,729	13,499	34.58	0.94
Metro	**25**	**8,157,946**	**212,222**	**38.44**	**20.88**
State Total	**53**	**$13,171,121**	**369,643**	**$35.63**	**41.70**
Outstate	**28**	**5,013,175**	**157,421**	**31.85**	**20.82**

Rural Projects let during 2004

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	44	$15,041,717	632,641	$23.78	185.12
2	35	12,626,321	540,188	23.37	175.60
3	39	11,805,410	489,994	24.09	151.87
4	28	8,640,228	384,221	22.49	97.67
6	27	8,844,222	310,493	28.48	92.04
7	41	11,935,153	457,515	26.09	133.83
8	48	11,576,243	490,764	23.59	183.59
Metro	**10**	**2,694,294**	**84,956**	**31.71**	**12.16**
State Total	**272**	**$83,163,588**	**3,390,772**	**$24.53**	**1,031.88**
Outstate	**262**	**80,469,294**	**3,305,816**	**24.34**	**1,019.72**

n:CSAH/Books/Spring 2005/Spec 2331,2341,2350,2361 usage2004.xls

CSAH Miscellaneous Unit Price Report

JUNE, 2005

Construction Item	2004 CSAH Needs Study Average	Prices Recommended For 2005 By Mn\DOT or Average 2004 Construction Prices	2005 CSAH Unit Price Recommended by CSAH Subcommittee
Other Urban Design			
Storm Sewer - Complete/Mi.	$262,780	$265,776	$265,776
Storm Sewer - Partial/Mi.	83,775	85,099	85,099
Curb & Gutter Const./Lin.Ft.	8.76	8.77	9.31
Bridges			
0-149 Ft.Long/Sq.Ft.	$84.00	$90.00	$90.00
150 & longer.Long/Sq.Ft.	79.00	86.00	86.00
Widening/Sq.Ft.	150.00	**	150.00
RR over Hwy - 1 Track/Lin.ft.	14,000	N/A	14,000
Each Add.Track/Lin.ft.	4,000	N/A	4,000
Railroad Protection			
Signs	$1,400	$1,400 *	$1,400
Signals	120,000	150,000	150,000
Signals & Gates	187,500	150,000 - 225,000	225,000

** WILL USE RECONDITIONING COST AS REPORTED

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

N\CSAH\Books\Spring 2005\2005 Misc Unit Price

Minnesota Department of Transportation

Memo

Bridge Office
3485 Hadley Avenue North
Oakdale, MN 55128-3307

Date: March 7, 2005

To: Marshall Johnston
Manager, Municipal State Aid Street Needs Section

From: Mike Leuer MSL
State Aid Hydraulic Specialist

Phone: (651) 747-2167

Subject: State Aid Storm Sewer
Construction Costs for 2004

We have completed our analysis of storm sewer construction costs incurred for 2004 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $265,776 for new construction, and
- Approximately $85,099 for adjustment of existing systems

The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices from approximately 96 plans for 2004.

CC: Andrea Hendrickson

Minnesota Department of Transportation

Memo

Office of Freight & Commercial Vehicle Operations
Railroad Administration Section
Mail Stop 420
1110 Centre Pointe Curve
Mendota Heights, MN 55120-4798

Office Tel: 651/406-4798
Fax: 651/406-4811

April 27, 2005

To: Marshall Johnson
Needs Unit – State Aid

From: Susan H. Aylesworth
Director, Rail Administration Section

Subject: Projected Railroad Grade Crossing Improvements – Cost for 2005

We have projected 2005 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals (single track, low speed, average price)*	$150,000.00
Signals & Gates (multiple track, high/low speed, average price)*	$150,000 - $225,000.00
Signs (advance warning signs and crossbucks)	$1,000 per crossing
Pavement Markings (tape)	$5,500 per crossing
Pavement Markings (paint)	$ 750 per crossing
Crossing Surface (concrete, complete reconstruction)	$1,000 per track ft.

*Signal costs include sensors to predict the motion of train or predictors which can also gauge the speed of the approaching train and adjust the timing of the activation of signals.

Our recommendation is that roadway projects be designed to carry any improvements through the crossing area – thereby avoiding the crossing acting as a transition zone between two different roadway sections or widths. We also recommend a review of all passive warning devices including advance warning signs and pavement markings – to ensure compliance with the MUTCD and OFCVO procedures.

2004 Bridge Construction Projects

JUNE, 2005

After compiling the information received from the Mn/DOT Bridge Office and the State Aid Bridge Office at Oakdale, these are the average costs arrived at for 2004. In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

N:CSAH\Books\Spring 2005\Bridge Projects 2004.xls

Bridges Let In Calendar Year 2004

JUNE, 2005

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER		LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
1523	SAP	1-599-026	47.08	1,446	203,588	141
10536	SP	10-610-029	97.80	6,251	648,480	104
18527	SAP	18-601-013	128.75	5,586	556,043	100
19550	SAP	19-598-014	89.25	3,503	308,554	88
19543	SAP	19-599-025	115.40	4,485	526,881	117
19553	SAP	19-599-028	145.50	5,143	432,859	84
19549	SAP	19-694-013	86.50	3,403	320,741	94
24541	SAP	24-618-005	68.25	2,652	259,639	98
28533	SAP	28-599-057	122.60	3,841	263,735	69
28530	SP	28-610-016	125.50	4,936	422,102	86
29524	SP	29-598-012	89.50	3,345	302,060	90
29526	SP	29-618-009	87.58	3,432	305,614	89
37549	SAP	37-599-083	87.75	3,080	199,292	65
45566	SP	45-632-001	128.58	4,543	345,753	76
46559	SP	46-636-001	99.90	4,300	348,853	81
50585	SAP	50-608-022	130.04	5,115	360,523	70
51530	SAP	51-599-077	119.91	3,758	243,051	65
51531	SAP	51-599-079	124.25	3,898	302,675	78
55542	SAP	55-598-021	119.00	6,296	662,754	105
55576	SAP	55-601-014	120.75	10,318	678,695	66
59534	SAP	59-617-008	102.75	4,042	268,156	66
60551	SAP	60-599-187	130.75	4,620	391,330	85
60548	SAP	60-599-189	84.17	2,974	289,538	97
65560	SAP	65-599-053	139.25	4,309	360,841	84
69648	SAP	69-661-014	38.33	1,815	475,575	262
73567	SAP	73-599-077	64.30	2,056	237,306	115
74544	SAP	74-645-021	62.02	2,666	273,491	103
74545	SAP	74-645-022	61.84	2,928	241,760	83
76534	SAP	76-599-039	141.50	5,000	335,775	67
78516	SAP	78-598-025	78.08	2,418	195,199	81
78515	SAP	78-599-049	46.00	1,441	147,413	102
81529	SAP	81-599-028	74.50	2,674	272,630	102
86527	SP	86-606-005	141.17	6,627	512,033	77
56533	SP	128-109-012	125.06	6,250	575,904	92
2569	SAP	199-109-002	98.67	6,512	900,047	138
State Aid Projects				**145,663**	**13,168,890**	**$90**
TOTALS				**145,663**	**13,168,890**	**$90**

BRIDGES LET IN CALENDAR YEAR 2004

BRIDGE LENGTH 150 FEET & OVER

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
8546	SP	8-597-001	161.38	7,279	1,167,613	160
14541	SAP	14-640-002	196.58	6,946	576,418	83
32554	SP	32-619-008	172.90	6,695	500,293	75
55579	SP	55-598-053	152.67	5,355	$499,086	93
70535	SP	70-601-004	603.17	38,856	2,904,290	75
62616	SP	164-288-004	183.18	17,019	1,381,931	81
62617	SP	164-288-004	185.06	10,130	952,794	94
19557	SAP	208-104-004	210.00	14,770	1,200,170	81
State Aid Projects				**107,050**	**$9,182,595**	**$86**
TOTALS				**107,050**	**$9,182,595**	**$86**

BRIDGES LET IN CALENDAR YEAR 2004

Railroad Bridges

NEW BRIDGE NUMBER	PROJECT NUMBER	Number of Tracks	Bridge Cost	Cost Per Lin. Ft.	Bridge Length
TOTALS			**$0**	**$0**	**0**

Minor Structure Unit Prices

JUNE, 2005

The prices below have been revised as of March, 2004 for the CSAH Needs Study from the Mn/DOT Estimating Office. The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts. The end section costs are recommended by State Aid Bridge.

	Cost/Lineal Foot	+ End Sections	
CULVERT SIZE	CURRENT COST	CURRENT COST	Recommended Price
C 8 x 6 single	$400	0	$10,400
C 8 x 8 single	$400	0	$10,600
C 10 x 4 single	$800	0	$11,000
C 10 x 5 single	$800	0	$11,200
C 10 x 6 single	$800	0	$12,000
C 10 x 7 single	$800	0	$12,600
C 10 x 8 single	$800	0	$12,978
C 10 x 9 single	$800	0	$13,646
C 10 x 10 single	$800	0	$16,000
C 12 x 6 single	$800	0	$13,400
C 12 x 8 single	$800	0	$16,600
C 12 x 10 single	$800	0	$20,000
C 12 x12 single	$800	0	$23,400
C 12 x 14 single	$800	0	$26,600
C 8 x 6 Double	$756	$15,500	$20,800
C 8 x 8 Double	$786	$16,000	$21,200
C 10 x 4 Double	$800	$16,500	$22,000
C 10 x 5 Double	$830	$17,000	$22,400
C 10 x 6 Double	$840	$18,000	$24,000
C 10 x 7 Double	$850	$19,000	$25,200
C 10 x 8 Double	$860	$19,467	$25,956
C 10 x 9 Double	$870	$20,469	$27,292
C 10 x 10 Double	$890	$24,000	$32,000

Minor Structure Unit Prices

JUNE, 2005

	Cost/Lineal Foot	+ End Sections	
CULVERT SIZE	CURRENT COST	CURRENT COST	Recommended Price
C 12 x 6 Double	$846	$20,000	$26,800
C 12 x 8 Double	$980	$25,000	$33,200
C 12 x 10 Double	$1,350	$30,000	$40,000
C 12 x12 Double	$1,750	$35,000	$46,800
C 12 x 14 Double	$2,000	$40,000	$53,200
C 10 x 5 Triple	$1,245	$22,666	$34,200
C 10 x 6 Triple	$1,260	$24,000	$36,000
C 10 x 8 Triple	$1,290	$26,000	$39,000
C 10 x 10 Triple	$1,335	$32,000	$48,000
C 12 x 6 Triple	$1,269	$26,666	$40,200
C 12 x 8 Triple	$1,470	$33,333	$49,800
C 12 x 10 Triple	$1,550	$40,000	$60,000
C 12 x 12 Triple	$1,659	$46,666	$70,200

CSAH MINOR DRAINAGE COSTS

LESS THAN 10 FOOT SPAN - $400 Current Cost/LINEAL FOOT
10 FOOT - 20 FOOT SPAN - $800 Current Cost/LINEAL FOOT

n:CSAH\Books\Spring 2005\box culvert prices 2005.xls

Needs Adjustments for Variances Granted on CSAHs

JUNE, 2005

Pursuant to Minnesota Statutes, Chapter 162.07, subdivision 2: "any variance granted… shall be reflected in the estimated costs in determining needs."

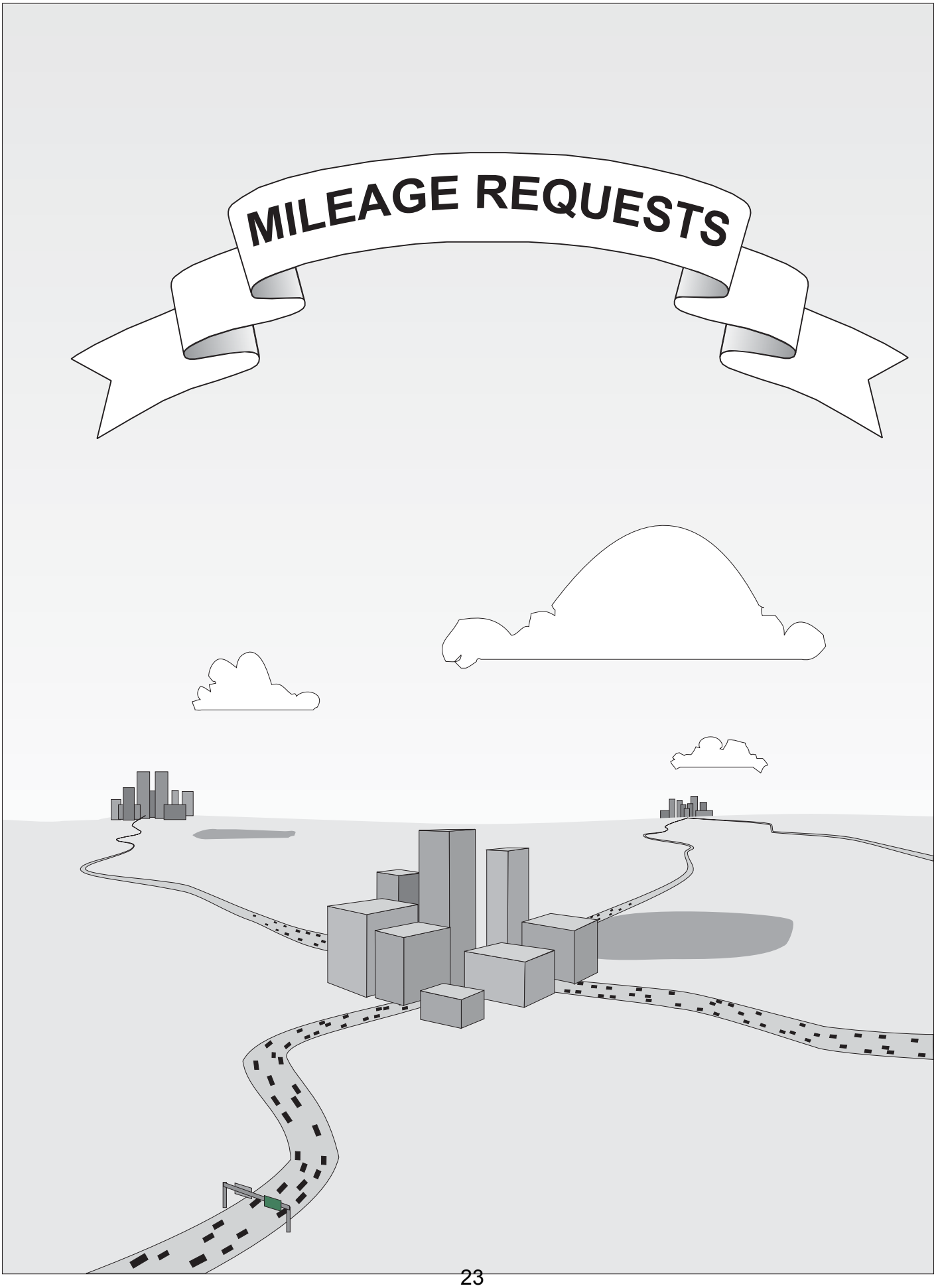
The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 2005 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee. The guidelines are a part of the Screening Board resolutions.

County	Project	Variance From	Recommended 2005 Needs Adjustments	Approx. 2006 Apport. Loss*
Carlton	09-601-40	Design Speed	$88,180	$1,734
Fillmore	23-620-22	Design Speed	$606,390	$11,922
Fillmore	23-623-22	Design Speed	$376,430	$7,401
Marshall	45-606-23	Bridge Width	$28,310	$557
Todd	77-611-29	Design Speed	$145,880	$2,868
Winona	85-625-51	Design Speed	$373,340	$7,340
Total			$1,618,530	$31,822

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 $19.66 earning factor for each $1,000 of 25 year money needs.

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

JUNE, 2005

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.

History of CSAH Additional Mileage Requests

JUNE, 2005

Approved by the County Engineers' Screening Board

County	1958-1970		1971-1976	1977-1982	1983-1987	1988-1992	1993	1994		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total Miles To Date	County
Carlton	3.62																				3.62	**Carlton**
Cook	3.60																				3.60	**Cook**
Itasca																					0.00	**Itasca**
Koochiching	9.27	*			0.12																9.39	**Koochiching**
Lake	4.82	*	0.56				10.31									7.30					22.99	**Lake**
Pine	9.25																				9.25	**Pine**
St. Louis	19.14	*														7.60					26.74	**St. Louis**
District 1 Totals	**49.70**		**0.56**	**0.00**	**0.12**	**0.00**	**10.31**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**14.90**	**0.00**	**0.00**	**0.00**	**0.00**	**75.59**	**District 1 Totals**
Beltrami	7.53	*	0.16					2.10	**												9.79	**Beltrami**
Clearwater	0.30	*	1.00																		1.30	**Clearwater**
Hubbard	1.85		0.26	0.06																	2.17	**Hubbard**
Kittson	6.60	*																			6.60	**Kittson**
Lake of 'Woods	0.89						7.65														8.54	**Lake of 'Woods**
Marshall	15.00	*	1.00																		16.00	**Marshall**
Norman	1.31																				1.31	**Norman**
Pennington	0.84																				0.84	**Pennington**
Polk	4.00		1.55	0.67																	6.22	**Polk**
Red Lake			0.50																		0.50	**Red Lake**
Roseau	6.80																				6.80	**Roseau**
District 2 Totals	**45.12**		**4.47**	**0.73**	**0.00**	**0.00**	**7.65**	**2.10**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**60.07**	**District 2 Totals**
Aitkin	6.10			0.60				7.12	**												13.82	**Aitkin**
Benton	3.18	*																			3.18	**Benton**
Cass	7.90							2.80	**												10.70	**Cass**
Crow Wing	13.00	*																			13.00	**Crow Wing**
Isanti	1.80																				1.80	**Isanti**
Kanabec																					0.00	**Kanabec**
Mille Lacs			0.74																		0.74	**Mille Lacs**
Morrison								9.70	**												9.70	**Morrison**
Sherburne	5.42																		26.68		32.10	**Sherburne**
Stearns	0.78			3.90		0.25											29.24				34.17	**Stearns**
Todd	1.90	*																			1.90	**Todd**
Wadena																					0.00	**Wadena**
Wright	0.45			1.38																	1.83	**Wright**
District 3 Totals	**40.53**		**0.74**	**5.88**	**0.00**	**0.25**	**0.00**	**19.62**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**29.24**	**0.00**	**26.68**	**0.00**	**122.94**	**District 3 Totals**

History of CSAH Additional Mileage Requests

JUNE, 2005

Approved by the County Engineers' Screening Board

County	1958-1970		1971-1976	1977-1982	1983-1987	1988-1992	1993	1994		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total Miles To Date	County
Becker	10.07																				10.07	**Becker**
Big Stone	1.40		0.16																		1.56	**Big Stone**
Clay	2.00		0.10																		2.10	**Clay**
Douglas	10.65	*																			10.65	**Douglas**
Grant	5.42																				5.42	**Grant**
Mahnomen	1.42																				1.42	**Mahnomen**
Otter Tail				0.36																	0.36	**Otter Tail**
Pope	3.63		1.20																		4.83	**Pope**
Stevens	1.00																				1.00	**Stevens**
Swift	0.78			0.24																	1.02	**Swift**
Traverse	0.20		0.56		1.60																2.36	**Traverse**
Wilkin								0.11													0.11	**Wilkin**
District 4 Totals	**36.57**		**2.02**	**0.60**	**1.60**	**0.00**	**0.00**	**0.11**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**40.90**	**District 4 Totals**
Anoka	2.04					10.42				16.74		8.25									37.45	**Anoka**
Carver	2.49		0.48		0.08											11.70					14.75	**Carver**
Hennepin	4.50		0.24	0.85																	5.59	**Hennepin**
Scott	12.09	*	5.15	0.12		3.50					38.12										58.98	**Scott**
District 5 Totals	**21.12**		**5.87**	**0.97**	**0.08**	**13.92**	**0.00**	**0.00**		**16.74**	**38.12**	**8.25**	**0.00**	**0.00**	**0.00**	**11.70**	**0.00**	**0.00**	**0.00**	**0.00**	**116.77**	**District 5 Totals**
Dodge					0.11																0.11	**Dodge**
Fillmore	1.12			1.10																	2.22	**Fillmore**
Freeborn	0.95		0.65																		1.60	**Freeborn**
Goodhue			0.08																		0.08	**Goodhue**
Houston			0.12																		0.12	**Houston**
Mower	13.11	*		0.09																	13.20	**Mower**
Olmsted	15.32	*																			15.32	**Olmsted**
Rice	1.70																				1.70	**Rice**
Steele	1.55																				1.55	**Steele**
Wabasha	0.43	*	0.30																		0.73	**Wabasha**
Winona	7.40	*																			7.40	**Winona**
District 6 Totals	**41.58**		**1.15**	**1.19**	**0.11**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**44.03**	**District 6 Totals**

History of CSAH Additional Mileage Requests

JUNE, 2005

Approved by the County Engineers' Screening Board

County	1958-1970		1971-1976	1977-1982	1983-1987	1988-1992	1993	1994		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total Miles To Date	County
Blue Earth	15.29	*		0.25									3.46								19.00	**Blue Earth**
Brown	7.44		0.13																		7.57	**Brown**
Cottonwood	5.17		1.30																		6.47	**Cottonwood**
Faribault	0.37		1.20	0.09																	1.66	**Faribault**
Jackson	0.10																				0.10	**Jackson**
Le Sueur	2.70		0.83		0.02																3.55	**Le Sueur**
Martin	1.52																				1.52	**Martin**
Nicollet					0.60													0.54			1.14	**Nicollet**
Nobles	13.71		0.23			0.12															14.06	**Nobles**
Rock	0.50			0.54																	1.04	**Rock**
Sibley	1.50																				1.50	**Sibley**
Waseca	4.53		0.14		0.05																4.72	**Waseca**
Watonwan			0.04	0.68	0.19																0.91	**Watonwan**
District 7 Totals	**52.83**		**3.87**	**1.56**	**0.86**	**0.12**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.46**	**0.00**	**0.00**	**0.00**	**0.00**	**0.54**	**0.00**	**0.00**	**63.24**	**District 7 Totals**
Chippewa	15.00					0.05															15.05	**Chippewa**
Kandiyohi	0.44																				0.44	**Kandiyohi**
Lac Qui Parle	1.93																				1.93	**Lac Qui Parle**
Lincoln	6.55	*																			6.55	**Lincoln**
Lyon	2.00					1.50															3.50	**Lyon**
Mc Leod	0.09		0.50			0.32															0.91	**Mc Leod**
Meeker	0.80		0.50																		1.30	**Meeker**
Murray	3.52		1.10																		4.62	**Murray**
Pipestone	0.50																				0.50	**Pipestone**
Redwood	3.41			0.13																	3.54	**Redwood**
Renville																					0.00	**Renville**
Yellow Medicine			1.39																		1.39	**Yellow Medicine**
District 8 Totals	**34.24**		**3.49**	**0.13**	**0.00**	**1.87**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**39.73**	**District 8 Totals**
Chisago	3.24					2.20															5.44	**Chisago**
Dakota	1.65	*	2.47		2.26								35.63								42.01	**Dakota**
Ramsey	10.12	*	0.61		1.13																11.86	**Ramsey**
Washington	2.33	*	0.40	0.33	1.33	8.05					18.52										30.96	**Washington**
District 9 Totals	**17.34**		**3.48**	**0.33**	**4.72**	**10.25**	**0.00**	**0.00**		**0.00**	**18.52**	**0.00**	**35.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**90.27**	**District 9 Totals**
Totals	**339.03**		**25.65**	**11.39**	**7.49**	**26.41**	**17.96**	**21.83**		**16.74**	**56.64**	**8.25**	**39.09**	**0.00**	**0.00**	**26.60**	**29.24**	**0.54**	**26.68**	**0.00**	**653.54**	**Totals**

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

N\CSAH\BOOK\SPRING 2005\Mileage History

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

Banked CSAH Mileage

JUNE, 2005

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, 2005 is included.

County	Banked Mileage	Year Made Available
Anoka	1.04	2000
Beltrami	2.41	2002 & 2004
Blue Earth	0.55	2000 & 2003
Brown	0.56	1999
Carlton	0.88	92, 94 & 2001
Carver	0.40	2001
Cass	0.55	2002
Chippewa	0.71	1999
Clay	3.60	1993 & 1997
Clearwater	0.60	1997
Cottonwood	0.60	2004
Crow Wing	0.50	2003
Dakota	1.32	2000 & 2004
Dodge	1.56	1994, 2000, 2005
Douglas	3.06	1992 & 2002
Faribault	2.54	1993
Goodhue	1.78	2003
Hennepin	3.72	99, 02 & 04
Hubbard	0.40	2002
Isanti	0.22	1992
Itasca	0.15	1997
Kanabec	0.98	2005
Kandiyohi	1.20	1993, 2003 & 2004
Kittson	0.26	1999
Koochiching	1.13	1994, 95, 98 & 03
Le Sueur	0.80	2003 & 2004
Lincoln	1.70	1996, 2002 & 2003
Marshall	0.63	2004
McLeod	1.19	97, 03, 04, 05
Meeker	0.81	2001 & 2003

County	Banked Mileage	Year Made Available
Morrison	1.90	2001
Nicollet	0.02	1999
Nobles	0.07	1997
Norman	0.91	1997 & 2002
Olmsted	0.92	1997, 1998 & 2004
Otter Tail	0.06	1998
Pennington	0.35	1995
Pine	1.00	2001
Pipestone	0.10	1996
Pope	0.42	2002
Ramsey	1.41	2004
Red Lake	0.50	1994
Redwood	0.20	1995
Renville	2.47	1992, 96, 97 & 99
Rice	0.65	2000
Rock	1.10	1993
Roseau	0.30	1991
St. Louis	0.76	1996
Scott	0.82	2001
Sibley	0.01	1995
Stearns	0.52	1997 & 2001
Steele	0.24	1999
Stevens	1.78	1998 & 2001
Todd	0.48	2000
Wabasha	1.51	93,98,2002 & 2003
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Watonwan	0.20	2003
Wright	0.30	1997, 2001 & 2002
Yellow Medicine	0.78	1993, 1995 & 2001
Total Banked Mileage	**56.31**	

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

N\CSAH\Books\Spring 2005\BANKED 05.xls

Historical Documentation for the
Carver County CSAH Mileage Request

JUNE, 2005

Carver County CSAH Mileage (1/01)	207.94
Requested Additions (7/01)	12.10
Banked Mileage (12/01)	(0.40)
TOTAL	219.64

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/2001	Beginning Balance	0.00	207.94	207.94
12/2001	Banked Mileage	(0.40)	207.94	207.54
6/2002	Designate CSAH 11, 15, 30 & 34	7.76	207.54	215.30

These designation are left to be completed:

Pioneer Trail (CSAH 11 to TH 41) (+2.65 Miles) as CSAH 14
Pioneer Trail (TH 41 to CSAH 15) (+1.56 Miles) as CSAH 14

Historical Documentation for the
Dakota County CSAH Mileage Request

JUNE, 2005

Dakota County CSAH Mileage (1/98)	283.78
Requested Revocations (6/98)	(2.58)
Requested Additions (6/98)	66.58
Screening Board Denial of CSAH 81, 79, 96 &Part 28 addition (6/9	(18.75)
Banked Mileage (6/98)	(8.19)
Revocation of CSAH 9	(1.31)
TOTAL	319.53

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1998	Beginning Balance	0.00	283.78	283.78
06/1998	Banked Mileage	(8.19)	283.78	275.59
08/1999	Revoked CSAH 9	(1.31)	275.59	274.28
09/1999	Designate CSAH 38, 46, 62, 85, & 91	31.00	274.28	305.28
03/2000	Designate CSAH 11	3.40	305.28	308.68
06/2002	Designate CSAH 28 - Eagan Portion, 30 & 43	9.07	308.68	317.75

The only portions of this request left to be accomplished are the revocation of CSAH 45 (-1.45) and part of CSAH 48 (-1.13)

AND

The CSAH designation of Co. Rd. 8 (+2.54),Portion left Co.Rd. 28 (+1.82)

Historical Documentation for the
Lake County CSAH Mileage Request

JUNE, 2005

Lake County CSAH mileage (1/01)	222.94
Requested Additions (10/01)	7.30
TOTAL	230.24

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-02	Beginning Balance	0.00	222.94	222.94

This designation is left to be completed:

Forest Service Road 424 - from St. Louis Co. Line to TH 1 (7.3 miles)

n:\CSAH\Books\Spring 2005\LAKE Co mileage request.XLS

Historical Documentation for the
St. Louis County CSAH Mileage Request

JUNE, 2005

St. Louis County CSAH mileage (1/01)	1,378.88
Requested Additions (10/01)	7.60
TOTAL	1,386.48

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-02	Beginning Balance	0.00	1,378.88	1,378.88

These designations are left to be completed:

Forest Service Road 424	2.9 miles
Forest Service Road 623	4.7 miles

n:\CSAH\Books\Spring 2005\ST LOUIS Co mileage request.XLS

Historical Documentation for the
Washington County CSAH Mileage Request

JUNE, 2005

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

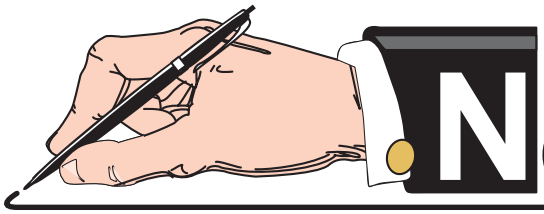
Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	201.54	201.54
06/1996	Banked Mileage	(1.21)	201.54	200.33
01/08/97	Rev. 33, Ext. 5, 8, 13, 17, 19 & 24	17.35	200.33	217.68
09/15/97	Revoke Portion 36	(1.17)	217.68	216.51
12/16/98	Revoke 30, 31 & 32	(3.02)	216.51	213.49
03/09/00	Revoke Portion 7	(0.78)	213.49	212.71
11/12/02	Designate CSAH 13 - Extension	1.64	212.71	214.35

The portion of this request left to be accomplished are the revocations of part of CSAH 21 (-0..20), CSAH 22 (-4.41), CSAH 23 (-1.04), CSAH 28 (-0.62), and CSAH 34 (-1.23).

AND

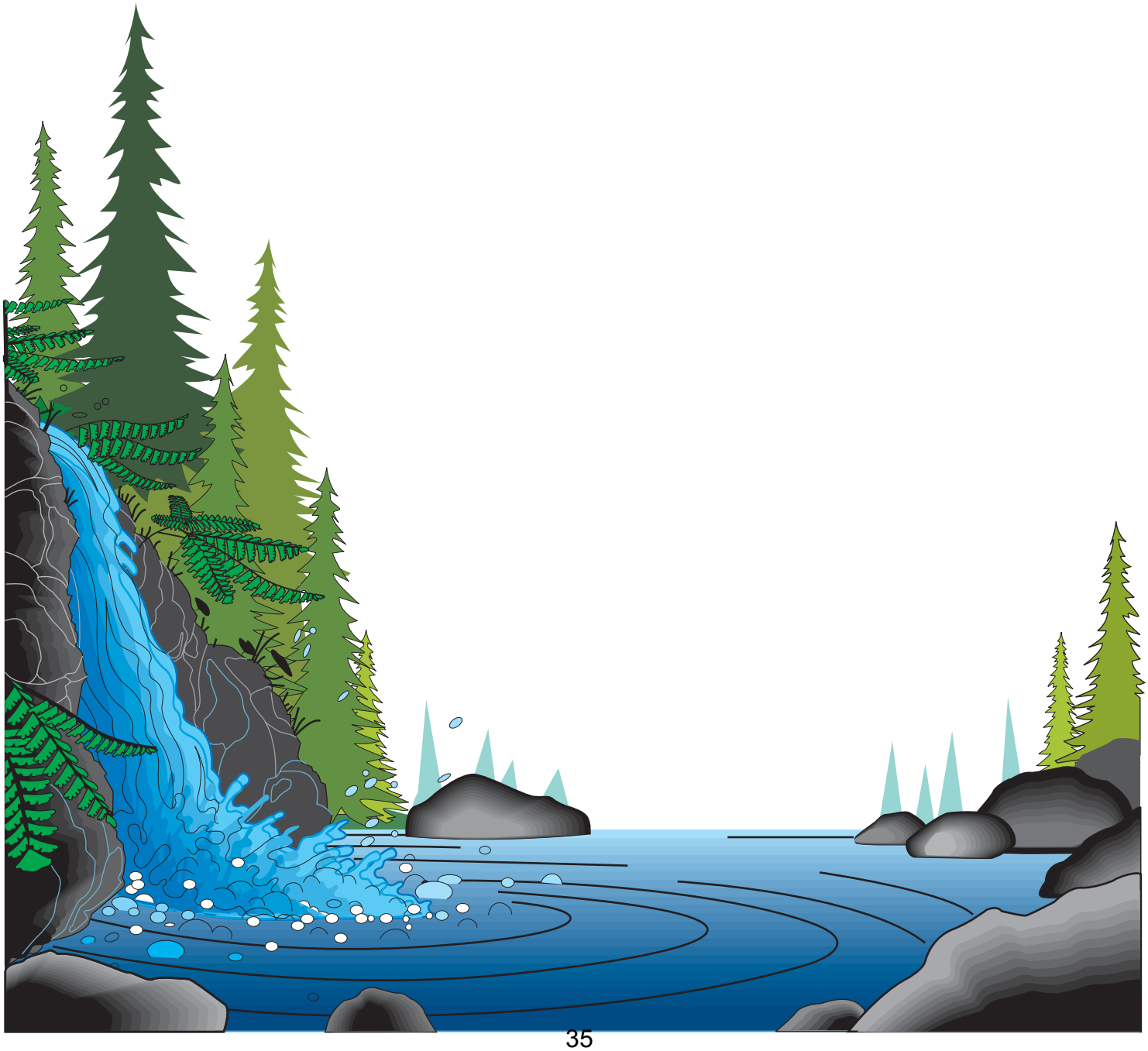
The designation of parts of Stonebridge Trail (+1.50), Greeley Ave. (+1.20), Hinton Ave. (+0.86), Jamaica Ave. (+1.50), Manning Ave. (+0.80), Northbrook Blvd. (+2.10), Pickett Ave. (+0.20), Valley Creek Road (+2.00), and 80th St. (+3.10).

n:CSAH\Books\Spring 2005\Washington Co Mileage Request.XLS



NOTES and COMMENTS

STATE PARK ROAD ACCOUNT



State Park Road Account

JUNE, 2005

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.

N\CSAH\Books\Spring 2005\Parkroad.doc

Historical Review of 2003 State Park Road Account

JUNE, 2005

2003 Allotment $2,536,372

2003 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated	
Becker	06/03	03-646-05	CSAH	CSAH 46;access to Boot Lake	road improvements	$225,000	
Isanti		30-600-04	City	277th Ave; access to Blue Lake	street improvements	28,000	*
Koochiching	06/02	36-685-02	CSAH	CSAH 85; access to Franz Jevne State Park & Rainy River	road improvements	118,811	
St Louis	06/02	69-661-14	CSAH	CSAH 61 & 33; construction of McQuade Road Small Craft Harbor	road improvements	1,000,000	
St Louis	06/03	69-728-09	CSAH	CSAH 128; access to Bear Head Lake State Park	road improvements	345,428	*
					June Total =	**$1,717,239**	
				PROJECTS ADDED AFTER JUNE 2003			
Aitkin		01-600-12	City	435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake	street improvements	28,500	*
Big Stone		06-600-02	Twp	Mallard Point Township Road; access to Big Stone Lake	road improvements	180,000	
Crow Wing		18-600-24	Co Rd	Co Rd 114, Fairfield twp Rd, City of Cross Lake Street; access to Greer Lake Forestry Campground.	road & street improvements	200,000	
Crow Wing		18-600-25	City	Mill Road in the City of Emily; access to Ruth Lake	road improvements	60,000	
Douglas		21-600-11	Twp	South Park Drive; access to Lake Carlos State Park	road improvements	50,000	
Douglas		21-600-12	Co Rd	Co Rd 86; access to Lake Union	road improvements	60,000	
Douglas		21-600-13	Twp	Sunset Strip Road; access to Lake Ida	road improvements	23,000	
Douglas		21-600-14	Twp	Sandy Beach Road;access to Lake Miltona	road improvements	30,000	
Douglas		21-600-15	Twp	South Park Drive; access to Lake Carlos State Park	road improvements	50,000	
Hubbard	06/03	29-626-03	CSAH	CSAH 26; access to the Heartland and Paul Bunyan State Trails	road improvements	200,000	*
St Louis		69-600-30	Co Rd	Cedar Island Dr, Co Rd 629; access to Ely Lake	road improvements	45,000	
St Louis		69-600-31	City	Cedar Island Dr in City of Gilbert; access to Lake Ore-Be-Gone	street improvements	109,562	
St Louis		69-600-33	City	Clyde Ave in City of Duluth; access to the St Louis River at the Willard Munger Landing	street improvements	46,885	
					TOTAL:	**$2,800,186**	

* Supplement to a previous allocation

N\CSAH\BOOKS\FALL 2004\2004 History State Park Rd Acct

Historical Review of 2004 State Park Road Account

JUNE, 2005

2004 Allotment $2,708,776

2004 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated	
Beltrami	10/03	04-619-05	CSAH	CSAH 19; access to Lake Bemidji State Park	road improvements	$305,500	
Douglas		21-600-15	Twp	South Park Drive; access to Lake Carlos State Park	road improvements	150,000	*
Houston	06/02	28-601-09	CSAH	CSAH 1; access to Beaver Creek Valley State Park	road improvements	50,000	*
Koochiching		36-600-08	Twp	Unorganized Twp Rd 392 (Vidas Access); access to Rainey River	road improvements	23,915	*
Meeker		47-600-05	Twp	Kingston Twp Road 0.5 mi. access to Lake Francis Landing	bit surface	14,144	*
Meeker		47-600-06	City	746th Ave in Collinwood; access to Collinwood Lake	street improvements	1,460	*
Otter Tail		56-600-21	Twp	Maplewood Township Roads; access to Maplewood State Park	road improvements	520,000	
Otter Tail		56-600-22	Twp	Little McDonald Drive; access to Little McDonald Lake	road Improvements	77,230	
Pine		58-600-08	Twp	Dago Lake Road; access to General Andrews State Forest	road improvements	450,000	
St Louis		69-600-29	Co Rd	Co Rd 238 (Abbott Rd); access to Island Lake	road improvements	28,000	
St Louis		69-600-34	City	St Louis Ave in Duluth; access to the St. Louis River	street improvements	33,530	
St Louis	06/02	69-661-14	CSAH	CSAH 61; construct bridge over McQuade Rd, access to Lake Superior	road improvements	281,751	*
Scott		70-600-07	Twp	St Lawrence Twp Rd 57; access to Minnesota Valley State Recreation Area	road improvements	200,000	*
Watonwan		83-600-01	City	Kansas Lake Park Access Road in St James; access to St. James Lake	road improvements	30,892	
					June Total =	**$2,166,422**	
				PROJECTS ADDED AFTER JUNE 2004			
Anoka		02-600-13	Twp	Hornsby St in Columbus Township; access to Clear Lake	road improvements	15,900	
Waseca	10/04	81-604-21 81-613-05	CSAH	CSAH 4 & 13; access to Clear Lake	road improvements	65,000	
					TOTAL:	**$2,247,322**	

* Supplement to a previous allocation

N\CSAH\BOOKS\FALL 2004\2004 History State Park Rd Acct

Historical Review of 2005 State Park Road Account

JUNE, 2005

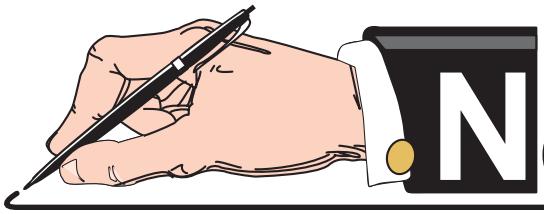
2005 Allotment $2,709,838

2005 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Anoka		02-600-14	Co. Rd.	Twin Lakes County Park access road to East Twin Lake	road improvements	$50,000
Beltrami	10/03	04-619-06	CSAH	CSAH 19; access to Lake Bemidji State Park	road improvements	$1,200,000 *
Crow Wing		18-600-27	Twp	Cullen Channel Lane: access to Middle Cullen Lake	road improvements	$65,000
Goodhue		25-600-04	Twp	Sunset Trail; access to Doer Memorial Hardwood Forest & Cannon Riv	road improvements	$180,000
Itasca		31-600-08	Co.Rd.	Co.Rd 527; access to South Sturgeon Lake	road improvements	$150,000
McLeod		43-600-02	Co. Rd.	CO. Rd; Pipenburg Co. Park, access to Belle Lake	road improvements	$55,000
Otter Tail		56-600-23	Twp	Beaver Dam Twp Rd; access to Star Lake	road improvements	$101,000
Scott		70-600-09	Twp	Twp 57; access to Mn Valley State Recreation Area	road improvements	$225,000 *
Sherburne		71-600-03	Twp	233rd Ave Orrock Twp: access to Sand Dunes State Forest	road improvements	$300,000
Wright		86-600-05	Twp	Armitage Ave Silver Ck Twp; access to Eagle Lake	road improvements	$100,000
					TOTAL:	**$2,426,000**

* Supplement to a previous allocation

N\CSAH\BOOKS\Spring 2005\2005 History State Park Rd Acct



NOTES and COMMENTS

REFERENCE MATERIAL

Advance of CSAH Construction Funds from the State Aid Construction Account

JUNE, 2005

Resolutions adopted at the October, 1995 County Screening Board meeting indicate the guidelines to be used to advance CSAH construction funds to individual counties.

Actual Expenditures as of 5/01/2005	
Maximim $'s Allowable to Advance:	**$13,159,425**
Less $'s Actual Advances:	**$4,536,607**
Less Outstanding Reserve $ Amount:	**$8,622,818**
Remaining Available to Advance:	**$0**

The following listings for "$ Approved for Advancing" and "Request to Reserve" includes multiple year repayments and outstanding previous year advances.

County	$'s Approved for Advancing by Resolution	Request to Reserve Advance Funding	$'s Actually Advanced
Anoka	$3,824,165	$0	$545,584
Becker	1,055,137	1,055,137	0
Brown	108,422	108,422	108,422
Cass	2,641,633	2,428,984	1,227,563
Clay	1,400,000	0	0
Dodge	1,441,486	1,441,486	0
Hubbard	1,451,901	1,151,901	1,058,298
LeSueur	1,869,832	1,831,337	168,650
Lyon	740,000	0	
Mower	500,000	0	
Mille Lacs	1,838	1,838	1,838
Olmsted	2,400,000	36,586	36,586
Pope	600,000	600,000	600,000
Pipestone	100,000	100,000	100,000
Ramsey	5,956,340	0	
Rice	770,000	0	
St. Louis	6,613,116	2,413,116	
Sibley	632,292	632,293	29,122
Stearns	1,500,000	0	
Wilkin	600,000	600,000	600,000
Wright	1,506,772	212,746	60,544
TOTAL	**$35,712,934**	**$12,613,846**	**$4,536,607**

n:CSAH/books/Spring 2005/Advance const fund June 2005

Hardship Transfers

JUNE, 2005

State Aid Rules 8820.1800 TRANSFER FOR HARDSHIP CONDITION OR LOCAL OTHER USE.

Subpart 1. **Hardship.** When the county board or governing body of an urban municipality desires to use a part of its state-aid allocation off an approved state-aid system, it shall certify to the commissioner that it is experiencing a hardship condition in regard to financing its local roads or streets while holding its current road and bridge levy or budget equal to or greater than the levy or budget for previous years. Approval may be granted only if the county board or governing body of an urban municipality demonstrates to the commissioner that the request is made for good cause. If the requested transfer is approved, the commissioner, without requiring progress reports and within 30 days, shall authorize either immediate payment of at least 50 percent of the total amount authorized, with the balance to be paid within 90 days, or schedule immediate payment of the entire amount authorized on determining that sufficient funds are available.

	CY 1997		
Big Stone		$600,000	Abnormal winter conditions
Grant		$500,000	Abnormal winter conditions
Mahnomen		$250,000	Abnormal winter conditions
Pennington		$150,000	Snow & spring flooding
Pope		$250,000	Abnormal winter conditions
Stevens		$500,000	Abnormal winter conditions
Swift		$100,000	Abnormal winter conditions
Traverse		$480,000	Abnormal 1997 winter conditions
Traverse		$420,000	Spring 1997 flood damage
		$3,250,000	
	CY 2001		
Pennington		$296,000	#24 & #27
		$296,000	
	CY 2003		
Traverse		$268,915	Disastrous fire destroying
		$268,915	Wheaton Hwy shop
	CY 2004		
Kittson		$100,000	wet weather, poor drying &
		$100,000	heavy comm truck damage
Total		$3,618,915	

Maintenance Facilities

JUNE, 2005

Under Minnesota Statute, 162.08, Subd. 9, it allows the use of State Aid bond money to be used for the construction of maintenance facilities.

State Aid Rules 8820.1500, Subp. 11. **County or municipal bond account.** With regard to a county or municipal bond account, a county or urban municipality that resolves to issue bonds payable from the appropriate state-aid fund in accordance with law for the purpose of establishing, locating, relocating, constructing, reconstructing, or improving state-aid streets or highways and, for a county only, constructing buildings and other facilities for maintaining a county state-aid highway under its jurisdiction, shall certify to the commissioner within 30 days following issuance of the bond, the amount of the total obligation and the amount of principal and interest that will be required annually to liquidate the bonded debt. The commissioner shall set up a bond account, itemizing the total amount of principal and interest involved and shall annually certify to the commissioner of finance the amount needed from the appropriate state-aid construction fund to pay the principal due on the obligation, and the amount needed from the appropriate state-aid maintenance fund to pay the current interest. The total maximum annual repayment of funds loaned from the transportation revolving loan fund and state-aid bond funds that may be paid with state-aid funds is limited to 50 percent of the amount of the county's or urban municipality's last annual construction allotment preceding the bond issue. Proceeds from bond sales are to be expended only on approved state-aid projects and for items determined to be eligible for state-aid reimbursement. A county or urban municipality that intends to expend bond funds on a specific state-aid project shall notify the commissioner of this intent without delay upon awarding a contract or executing a force account agreement. Upon completion of each such project, a statement of final construction costs must be furnished to the commissioner by the county or the urban municipality. **Counties may only fund the portion of maintenance buildings and structures related to state-aid transportation maintenance operations.** If a building or structure or any portion of it is used for other than state-aid maintenance purposes during its useful life, the commissioner may determine an amount the county shall pay back to the county's maintenance account.

Maintenance Facilities

CY 1997			
Cook	665,000.00	*	Original Bond $650,000-added 15,000 when refinanced
Rice	108,004.47		Computerized Fuel System
	773,004.47		
CY 1998			
Koochiching	118,543.41		International Falls Storage Shed
Lake of the Woods	300,872.29		Maintenance Facility
Pipestone	31,131.16		Fueling System & Remodeling
	450,546.86		
CY 1999			
Morrison	33,590.98		2 salt storage buildings
Waseca	1,800,000.00	*	Maintenance Facility
	1,833,590.98		
CY 2000			
Carver	343,632.04		Public Work Bldg
Mahnomen	422,867.00		Maintenance Facility
Pine	363,848.03		Sandstone Bldg Addition
	1,130,347.07		

Maintenance Facilities

	CY 2001	
Carver	500,000.00	Public Work Bldg
Nobles	500,000.00	Maintenance Facility
	1,000,000.00	
	CY 2002	
Carver	168,398.26	Public Work Bldg
Dodge	115,216.86	Access to maintenance facility
Hennepin	260,000.00	Salt/Sand storage facility-Orono
	543,615.12	
	CY 2003	
Cottonwood	90,458.55	Salt shed
	90,458.55	
	CY 2004	
Carlton	550,000.00	Maintenance Facility
	550,000.00	
	CY 2005	
Morrison	1,134,368.89	Public Works Bldg
	1,134,368.89	
Total to date	7,505,931.94	

Approved projects without payment requests

Cottonwood	200,000.00	Windom addition
Hubbard	280,000.00	Maintenance Facility
Swift	486,200.00	Admin office & outshops

***** - Projects funded with bonds

Local Road Research Board Program for Calendar Year 2005

JUNE, 2005

INV	TITLE	PROJECT TOTAL	2004	2005	2006
645	Implementation of Research Findings	Ongoing	$ 150,000	**$200,000**	*$200,000*
668*	Technology Transfer Center, U of M - Base	Ongoing	150,000	**185,000**	*185,000*
	Technology Transfer Center, U of M - Cont. Projects:				
	Circuit Training and Assist.Program (CTAP), Instructor-$57,500, T^2 Center-$70,000	Ongoing	127,500	**127,500**	*127,500*
	Minnesota Maintenance Research Expos	Ongoing	20,000	**26,000**	*26,000*
	Transportation Student Development	Ongoing	4,000	**5,500**	*5,500*
676	Minnesota Road Research: Facility Support-$500,000, Staff Support-$60,000	Ongoing	560,000	**560,000**	*560,000*
745	Library Services for Local Governments	Ongoing	60,000	**60,000**	*60,000*
768	Geosynthetics in Roadway Design	30,000	3,000	**3,000**	**3,000**
792*	Pavement Research Institute	800,000	60,000	**60,000**	**60,000**
797*	Urbanization of MN's Countryside: 2000-2005 - Future Geographics & Trans. Impacts	138,277	20,000	**10,000**	**0**
805	Safety Impacts of Street Lighting at Isolated Rural Intersections – Phase II	51,180	17,060	**17,060**	
808	Pavement Rehabilitation Selection	101,000	50,500	**50,500**	0
809	Research Tracking for Local Roads	60,000	12,000	**12,000**	**12,000**
810*	Coal Ash Utilization in Gravel Roads	212,995	73,445	**75,835**	0
812	Resilient Modulus & Strength of Base Course with Recycled Asphalt Pavements	94,000	47,000	**47,000**	0
813	Human-Centered Interventions Toward Zero Deaths in Rural Minnesota	188,804	94,402	**94,402**	0
815	Calibration of the 2002 AASHTO Pavement Design Guide for Minnesota Portland Cement Concrete Pavements and Hot Mix Asphalt Pavements	126,600	63,300	**63,300**	0
816*	Enhancements to University Pavement Laboratory	155,000	95,000	**7,000**	0
817*	Determination of Optimum Time for the Application of Surface Treatments to Asphalt Concrete Pavements	226,000	56,000	**56,000**	0
822	Crack Sealing & Filling Performance	72,802	0	**39,154**	**33,648**
823	The Road to a Thoughtful Street Tree Master Plan	30,450	0	**15,225**	**15,225**
824	Dev of Improved Proof Rolling Methods for Roadway Embankment Construction	110,000	0	**20,000**	**55,000**
825*	Perf Monitoring of Olmsted CR 177/104 & Aggregate Base Material Update	100,000	0	**7,500**	**7,500**
826	Appropriate Use of RAP	30,789	0	**15,395**	**15,394**
827	Investigation of Winter Pavement Tenting	25,126	0	**19,000**	**6,126**
828	Local Road Material Properties and Calibration of MnPAVE	56,000	0	**41,000**	**15,000**
829	Validation of DCP/LWD Moisture Specifications for Granular Material	32,700	0	**32,700**	0
830	Evaluating Roadway Subsurface Drainage Practices	186,735	0	**93,368**	**93,367**
831*	Investigation of Stripping in MN Class 7 (Rap) & Full Depth Reclamation Base Material	81,656	0	**15,000**	**25,828**
832*	Volume Warrants for Right Turn Lanes	55,000	0	**5,000**	**10,000**
833*	Design Tool for Controlling Runoff & Sediment from Highway Construction	89,000	0	**10,000**	**34,500**
834	Assessment of Storm Water Management Practices on the Water Quality of Runoff	138,600	0	**69,300**	**69,300**
835	Best Use of Cone Penetration Testing	55,000	0	**55,000**	
836	Design Procedures for Bituminous Stabilized Road Surfaces for low Volume Roads	60,080	0	**29,000**	**31,080**
837	Mn/Road Low Volume Road Reconstruction Assistance		0	**40,000**	
998	Operational Research Program	140,000	70,000	**70,000**	*70,000*
999	Program Administration	Ongoing	150,000	**202,000**	*210,000*
	TOTALS			**$2,438,739**	*$1,930,968*

Local Road Research Board Program for Calendar Year 2005

JUNE, 2005

Footnotes from Page 1:

*Projects co-funded from other sources

Bold = Funding Previously Approved

Italics = Anticipated Approved Funding

INV 825: Funded $25,000 for follow up in CY2009

C.Y. 2005 SUMMARY:

Funds Allotted for 2005	$ 2,346,760	City	$555,713
Unprogrammed Funds Carried over from 2004	60,019	County	1,791,047
Cancellation of INV 814	45,000		
Reduction of INV 813	157		
Total Funds Available for 2005	2,451,936	**Total**	**$2,346,760**
Total 2005 Commitments, Carryover & Continuation Projects	$2,438,739		
CY 2005 Funds Available for Programming	**$13,197**		

INV 999 - Project Administration

Expenditure	2005 Estimate
1) Salary -2 positions - Research Services	$120,000
Travel:	
2) Travel Expense (In State)	2,000
3) Travel Expense (Out of State)	18,000
4) Private Auto Mileage (In State & Out of State)	800
5) Expense Reimbursement (Lodging, Meals, etc.)	17,000
6) Printing and Duplicating	10,000
7) Registrations (Conferences)	500
8) Purchased Services - Room Rental & Food Services for meetings (LRRB & RIC)	2,700
9) Editorial Review (Consultant)	10,000
Marketing/Outreach:	
10) Consultant	0
11) New Logo	0
12) Exhibit Space	0
13) Web Site Dev. & Maint (Consultant)	18,000
14) Conference Opportunities	2,000
15) Miscellaneous	1,000
Totals	**$202,000**

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 20-21, 2004
ARROWWOOD CONFERENCE CENTER

Chairman, Nathan Richman, Sibley County Engineer called the meeting to order at 1:05 p.m., October 20, 2004

ATTENDANCE

Roll call of members:

Chuck Schmit, Cook	District 1 (alternate)
Kelly Bengtson, Kittson	District 2
Russ Larson, Wadena	District 3
Larry Haukos, Traverse	District 4
Bill Malin, Chisago	Metro East
Greg Ilkka, Acting Scott	Metro West (alternate)
Allen Henke, Houston	District 6
Nathan Richman, Sibley	District 7
Steve Kubista, Chippewa/Lac Qui Parle	District 8
Sandy Cullen, Washington	Urban (alternate)
Doug Fisher, Anoka	Urban
Mark Krebsbach, Dakota	Urban
Jim Grube, Hennepin	Urban
Ken Haider, Ramsey	Urban
Marcus Hall, St. Louis	Urban

Chairman, Nathan Richman asked for a motion to approve the June 2-3, 2004 Screening Board Minutes held at Cragun's Conference Center. Motion by Marcus Hall and seconded by Bill Malin, motion passed unanimously.

Roll call of MnDOT personnel:

Julie Skallman	Director, Salt Division
Rick Kjonaas	Assistant State Aid Engineer, Salt Division
Patti Simmons	State Aid Programs Engineer
Diane Gould	Manager, County State Aid Needs Unit
Norman Cordes	CSAH Needs
Marshall Johnston	Manager, Municipal State Aid Needs Unit
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Bob Kotaska	District 4 Assistant State Aid Engineer
Steven Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Mark Gieseke	Metro District State Aid Engineer
Dan Erickson	Metro District State Aid
Mike Kowski	Metro District State Aid

Chairman Nathan Richman recognized, Chairman, Ken Haider, Ramsey County, Rick West, Otter Tail County and John Brunkhorst, McLeod County as members of the Mileage Subcommittee.

Chairman Nathan Richman had the secretary recognized the following alternates and other engineers in attendance:

Dan Sauve, Clearwater	District 2
Mitch Anderson, Stearns	District 3
Brad Wentz, Becker	District 4
Dennis Luebbe, Rice	District 6
Wayne Stevens, Brown	District 7
Randy Groves, Murray	District 8

Others in attendance were:

Jeff Langan, Marshall
Dave Robley, Douglas
Dave Halbersma, Pipestone
John Brunkhorst, McLeod
David Enblom, Cass
Dave Rholl, Winona
Nick Anderson, Big Stone
Corky Kleven, Red Lake
Doug Grindall, Koochiching
Brian Giese, Stevens
Jack Cousins, Clay
Rick West, Otter Tail
Dave Schwarting, Sherburne
Luke Hagen, Grant

REVIEW OF SCREENING BOARD REPORT

Chairman, Nathan Richman asked Diane Gould to review the Screening Board book. Diane reviewed the report which she had previously done out in all the Districts. Chairman, Nathan Richman suggested that any action taken on the report should wait until Thursday, October 21, 2004.

A) General Information and Basic Needs Data - Pages 1-6, is general information showing the CSAH Mileage, Needs and Apportionment from 1958 through 2005, Diane stated that 82% of the system is paved and only 26% of those miles are adequate with the remaining 74% being deficient. And a comparison of the Basic 2003 to the Basic 2004 25-Year Construction Needs which is broken down into four sections: 1) Normal Update which reflects the changes in needs because of construction accomplishments, system revisions, needs reinstatement; anything that happened on your system in calendar year 2003; 2) effect of the Traffic updates counted in 2003, 3) effect of the 2004 Bridge updates on bridges 500 feet and longer, 4) effect of the Unit Prices & Design Chart Tables.

B) Needs Adjustment - Pages 7-11, the resolution states that the CSAH construction needs change in anyone 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 5 percentage points lesser than the statewide average, which was 3.9%. There were 10 counties restricted to a minus 1.1% based on the approved resolution. There were no comments or questions.

B1) Construction Fund Balance "Needs" Deductions - Pages 12-15, this is based on your construction fund balance, the adjustments shown are as of September 1, 2004. The resolution was changed a number of years ago to use the balance as of December 31 each year for the following years actual allocation.

B2) Special Resurfacing Projects - Pages 16-18, this is where a county uses construction money to overlay or recondition segments of road still drawing complete needs in the needs study. This is a ten-year adjustment. There were no questions or comments.

B3) Grading Cost Comparisons - Pages 20-30, Rural Design Grading Construction costs; Pages 32-42, Urban Design Grading Construction Cost. This compares grading construction costs on projects that were let from 1984 to 2003 for rural projects and 1987 to 2003 for urban projects to the needs cost on those same sections of road that are in the needs study. The second part uses that comparison to adjust the remaining complete grading needs in your needs study, so the results in the last column of all the charts is actually what your county is receiving in needs for complete rural design and for complete urban design grading.

B4) Needs Adjustments for Variances Granted on CSAHs - Page 43, this is where a county asks for a variance to the rules and the adjustment is the difference between what you've been drawing in needs and what the variance allows you to build, these were approved at the June Screening Board meeting. No comments or questions.

B5) Bond Account Adjustments and Transportation Revolving Loan Fund- Pages 44-45, there is a correction to Polk County's Bond Account Adjustment, it should be $3,177,206. No comments or questions.

B6) After the Fact Needs - Pages 46-51, these are items that are not in your needs study. They are for items that you get needs for after the fact; after the right of way is purchased, after the signals are installed, etc. To get these needs you have to report these items to your DSAE by July 1 each year. If you miss a year or forget just send it in and it will be taken care of the year it was submitted.

Credit for Local Effort Needs Adjustment - Page 52, this is similar to After the Fact Needs but quite different. It's an adjustment for local dollars that are used on State Aid projects that reduce needs and has to be reported to your DSAE by July 1. No comments or questions.

B7) Non Existing CSAH Needs Adjustment - Pages 54-55, this is where there are designated CSAH's that do not exist and have been on the system longer than the resolution allows. The needs are subtracted but mileage is still counted. No comments or questions.

B8) Mill Levy Deductions - Pages 56-58, Minnesota Statutes, Chapter 162.07, Subdivision 3 and 4 requires that a two-mill levy on each rural county, and a one and two-tenths mill levy on each urban county be computed and subtracted from such county's total estimated construction cost. No comments or questions.

C) Tentative 2005 CSAH Money Needs Apportionment - Page 60 and Figure A, this is a development of a tentative 2005 CSAH Money Needs Apportionment. (All the information is based on last year's dollars so we can make a comparison.) No comments.

Diane commented page 61 through 63 is a copy of the letter to the Lieutenant Governor & Transportation Commissioner that should be signed tomorrow recommending the mileage, lane miles and money needs to be used for apportioning to the counties the 2005 Apportionment Sum. (The letter states that any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2005.) Pages 64 through 70 shows a comparison of the Actual 2004 to a tentative 2005 CSAH Apportionment by the four factors, equalization (10%), motor vehicle registration (10%), lane miles (30%) and money needs (50%), based on all the figures in this book.

D) CSAH Mileage requests pages 72 through 75, a list of criteria for State Aid Designation is included. Also shown is a history of previous mileage requests. Banked mileage is shown on page 76. This is where a county has made a change in their system and they end up with less mileage then they started with, so this becomes banked mileage until they want to use it sometime in the future. Diane advised not to leave it there too long because it does not draw needs or mileage apportionment.

Mileage request from Sherburne County is on pages 77 to 78.

Dave Schwarting presented a power point presentation to the group showing his reasons for proposed changes to his system. Sherburne County is requesting a total of 42.98 additional miles, however after review by the Mileage Subcommittee they recommended only 26.68 additional miles. Of these miles 16.44 miles will come on the system as adequate and 10.24 miles will be deficient. Ken Haider, Chairman of the Mileage Subcommittee commented on their reasons for their decision of recommending the request be reduced to 26.68 miles. Chairman Nathan Richman asked for comments from District 3, no comments or questions. Dave Schwarting answered some questions and commented that he does agree with the Mileage Subcommittee, however based on what is happening in his county he will be back again with additional mileage requests.

Pages 83 through 88 shows a recap of Carver, Dakota, Lake, St. Louis, and Washington County's recent requests. These have not been totally completed.

E) State Park Road Account, pages 89 to 98, shows a Historical review of projects and one project request from Waseca County. They are requesting funding for improvements to the primary access route to Clear Lake for the amount of $ 65,032.50.

F) Traffic Project Factors, pages 100 & 101, No comments or questions.

F1) Advancement of CSAH Construction Funds from the General CSAH Construction Account page 102. This is a report on the advancing process that has been on going since 1995. Rick Kjonaas explained that the money has been used that's the good news, however there will not be as much available for next year. So be cautious in planning projects beyond your means of obtaining funding, State Aid will try and work with those counties that may be desperately in need of additional funding.

G) Minutes of the June 2 & 3, 2004 Screening Board, pages 103 through 108.

H) Current list of the resolutions of the Screening Board, pages 109 through 120. Diane took us to page 114 the second paragraph from the bottom, she would like to change the second line where the dates are "under the 1980 and 1990 Federal census" to read **"under the most current Federal census".** Action will be taken tomorrow.

Chairman, Nathan Richman introduced Mark Gieseke to present and narrate the final draft report of the State Aid Mission Study. Mark was supported by the committee members that were present.

Chairman, Nathan Richman asked if Julie or Rick had any comments for the group. They would like to wait until tomorrow.

Other business was asked for, Steve Kubista, District 8 wanted to have the adjusted Traffic Projections factors that are made through the DSAE reviewed so there could be some consistency across the state. It was discussed that the General Subcommittee should look at this item. Russ Larson asked if the items from the last meeting were reviewed by the General Subcommittee, Diane explained that items were taken care of administratively and some items were delayed until the mission study was completed.

Chairman, Nathan Richman asked for a motion to adjourn the meeting until 8:30 a.m. on Thursday morning, motion by Russ Larson second by Marcus Hall, motion carried.

Chairman, Nathan Richman reconvened the meeting at 8:30 a.m. Thursday, October 21, 2004.

ACTION ON SCREENING BOOK

Russ Larson made a motion to accept the book with changes as discussed and approval to sign the letter to the Lieutenant Governor/Commissioner of Transportation, Jim Grube seconded the motion. Motion passed unanimously.

Brad Wentz took Larry Haukos place representing District 4, (Larry Haukos showed up later).

Chairman, Nathan Richman asked for discussion on the Sherburne County mileage request. Dave Schwarting was present for questions. Doug Fischer made a motion to approve the Mileage Subcommittee's recommendation of 26.68 miles, and Marcus Hall seconded the motion. Hearing no discussion on the motion Chairman, Nathan Richman asked for the vote with out using ballots, it passed unanimously.

Chairman, Nathan Richman asked if there were any questions concerning the State Park Road Account request from Waseca County for improvements to the access route to Clear Lake for $ 65,032.50. Motion to accept the request by Marcus Hall, seconded by Bill Malin. Motion passed unanimously.

Diane brought up the resolution for the research account, Chairman, Nathan Richman stated the resolution: "Be it resolved that an amount of $1,792,307 (not to exceed ½ of 1% of the 2004 CSAH Apportionment sum of $358,461,318) shall be set aside from the 2005 Apportionment Fund and be credited to the research account." Motion by Sandy Cullen and seconded by Allen Henke the motion passed unanimously.

Chairman, Nathan Richman asked the group to consider Diane's request to change the wording on page 114 that was discussed Wednesday. Jim Grube made the motion to change the paragraph to read from "under the 1980 and 1990 Federal census" to read **"under the most current Federal census"** motion was seconded by Doug Fischer, the motion passed unanimously.

Chairman, Nathan Richman discussed the item brought up on how adjusting the Traffic Projection Factors differ from district to district by each DSAE. He directed the General Subcommittee to review this item based on, do nothing as the book reads on page 115, "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" or develop some guidelines to follow when the normal factors are requested to be changed.

Chairman, Nathan Richman thanked Ken Haider for his work on the Mileage Subcommittee and appointed Jim Grube to take his place, hearing no objections Jim will replace Ken. The other committee members are

Rick West and John Brunkhorst.

Julie Skallman had no additional comments for the group.

Secretary, David A. Olsonawski thanked the outgoing district representatives: Al Goodman, Lake County, Russ Larson, Wadena County and Nathan Richman, Sibley County.

Chairman, Nathan Richman announced the Spring Screening Board meeting will meet June 1 and 2, 2005 at Breezy Point Resort near Pequot Lakes.

Chairman, Nathan Richman asked for any other discussion to come before the Screening Board, hearing no comments, the meeting was adjourned by a motion by Doug Fischer, seconded by Steve Kubista, motion carried unanimously.

Respectively Submitted,

David A. Olsonawski

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

MINUTES OF THE CSAH GENERAL SUBCOMMITTE MEETING

January 19, 2005

The meeting was called to order by Chairman Richard Heilman, at 1:00 P.M. January 19, 2005 at Cragun's Resort in Brainerd Minnesota.

Members Present:	Richard Heilman, Chairman	Isanti County
	Dave Rholl,	Winona County
	Doug Fischer,	Anoka County

Others in Attendance; Diane Gould, State Aid Mn/DOT

The General Subcommittee met to review how adjusting the Traffic Projection Factors differ from District to District.

The Screening Board, at it's October 2004 meeting, directed the General Subcommittee to review this item based on, do nothing as the book reads on page 115, **"These normal factors may, however, may be changed by the county engineer for any specific segments where conditions warrant, with the approval of the District State Aid Engineer"** or develop some guidelines to follow when the normal factors are requested to be changed.

Prior to the meeting the DSAE's were asked to submit a summary of how they handle traffic projection factor change requests. The DSAE's comments included items such as system consistency, traffic study, traffic count, planning study, grid system, tonnage system, and paved so should draw paving needs, etc.

Also prior to the meeting Diane prepared a breakdown of the segments of roadways with other than a normal projection factor. These segments were broken down by districts, counties, ADT's, and mileages.

A summary of the mileage with projection factor changes is as follows;

Total Mileage with factor change	=	1,413
Mileage with factor change but did not change traffic group	=	157
Mileage with factor change and did change traffic group	=	1,256

The 1,256 miles shown above account for approximately a $114,000,000 increase in the 25 year needs per Diane's calculations which is 1% of the total 25 year construction needs. Using $20 per $1000 of needs this equates to a $2,280,000 increase in needs annually.

The subcommittee discussed recommending one of three options;

1) Leave as is.
2) Not allow any projection factor changes. The thinking being that the factor reflects the average of the county, so if you are going to ask to increase one segment then shouldn't you also request to lower other segments.
3) Better define the conditions that warrant a factor change.

After much discussion the subcommittee choose option 3. The subcommittee agreed that factor changes should only be considered when actual traffic counts or a completed traffic study justify the requested change. Therefore, in order to try and bring some consistency to this issue from District to District the subcommittee is recommending revising the existing Screening Board Traffic resolution as follows;

"That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles for 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. These normal factors may, however, be changed by the county engineer for any specific segments where (conditions warrant) **a traffic count or a traffic study warrant a change,** with the approval of the District State Aid Engineer."

The subcommittee would also recommend to bring any other than normal existing projection factors into compliance with this resolution as the next scheduled traffic counts are taken.

Minutes of the CSAH General Subcommittee Meeting

March 31, 2005

The meeting was started at 12:12 p.m. March 31, 2005 at the Transportation Building, Room 426, St. Paul, Minnesota.

Members Present:	Rich Heilman, Chairman	Isanti County
	Dave Rholl	Winona County
	Doug Fischer	Anoka County
Others in attendance:	Julie Skallman	State Aid, Mn/DOT
	Diane Gould	State Aid, Mn/DOT
	Kim DeLaRosa	State Aid, Mn/DOT

The General Subcommittee met to recommend unit prices for the Spring Screening Board meeting and make a recommendation as to how to proceed with the changing of traffic factors.

Unit Prices

Diane explained the procedure for inflating gravel base unit prices. The inflated gravel base unit price is calculated by taking four years of inflated cost plus the current years cost and the total is divided by the total quantity for those five years.

The counties that had less than 50,000 tons of gravel base and had to use surrounding counties is; Lake of the Woods, Traverse, Sibley, Waseca and Chippewa. The inflated gravel base unit prices for these counties were determined by taking the tonnage used in their county, adding enough gravel base quantity from the surrounding counties that have more than 50,000 tons and dividing by the total inflated price.

The gravel base unit price map was reviewed. The map shows the 2004 Needs Study gravel base price on the top, number of 2000-2004 gravel base projects, miles, tons (in 1,000's), the five year average unit price, and the 2005 inflated gravel base price on the bottom for each county. Diane explained the reason for large changes in prices depends on how many projects are being dropped and added each year.

Doug asked why Anoka County had such a large change in price. Anoka dropped 6 projects with 110,107 tons and an average cost of $7.62. This year they added one project with 141,319 tons and an average cost of $3.91. In 2004 there were 188 gravel base projects. There was discussion on how to better account for gravel costs when class 7 is used and bids are lopsided. The CSAH Unit will watch the costs and contact the counties when bids do not appear to be

inline with costs. The counties will provide to the CSAH Unit justification for gravel base costs when class 7 is used or other processes have been used to produce the gravel base for their projects. District State Aid Engineer approval is also needed with this justification.

The Subcommittee approved the 2005 gravel base Needs Study Unit Price cost for outstate at $5.96, metro $6.43 and average state combined price of $6.04.

For Rural Design:

Outstate Combined Bituminous Base & Surface (2331, 2341, 2350 & 2361)/ton	$24.34 -$5.96(GB)= GB + $18.38
Gravel Surf 2118/ton	$5.97 - $6.04(GB) = GB – $0.07
Gravel Shldr 2221/ton	$6.76 - $6.04(GB) = GB + $0.72

For Urban Design:

Outstate Combined Bituminous Base & Surface (2331, 2341, 2350 &2361)/ton	$31.85-$5.96(GB)= GB + $25.89

Metro (Rural & Urban) Bituminous Base & Surf. $38.44-$6.43(GB)= GB + $32.01

The recommended storm sewer prices were again obtained from the Mn/DOT Hydraulics section. Mn/DOT recommended $265,776/mile for complete storm sewer construction and $85,099/mile for partial storm sewer systems. The Subcommittee recommends using these prices for the 2005 CSAH Needs Study.

The municipal needs unit did not do a unit price study this year for curb and gutter construction. They apply a construction inflation factor of 6.29% to their costs. The Subcommittee agreed to apply that to last years' curb and gutter cost of $8.76. The approved cost for curb and gutter is $9.31/linear foot.

The 2004 average bridge costs were compiled based on 2004 project information received from the State Aid Bridge Office on 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 2004 bridge construction were:

$90/sq. ft. for 0 – 149 ft. long bridges
$86/sq. ft. for 150 ft. and over bridges

There was only one bridge project over 500 feet and the Subcommittee felt that was not enough representation to split the costs over 500 foot.

Bridge widening will remain at the $150 sq/ft because there is no data to support a change. There is only ten bridge receiving widening needs.

There were no RR/Hwy bridges constructed in 2004. Thus the subcommittee recommends keeping the $14,000/lineal foot price for a 1 track bridge and $4,000/lineal foot for each additional track. The subcommittee would like to know how many of these bridges are in the system and how many are drawing needs.

Diane presented costs from the State Aid Bridge Office for box culverts. Currently box culverts do not earn needs for end sections on single culverts; they earn needs for three end sections on double box culverts and for four end sections on triple box culverts. The bridge office recommends needs for two end sections on single, four on double and six on triple box culverts. They have also recommended eliminating the structural pipe arch and redoing the equation to account for a different slope other than the 4:1 and skewed structures. The Subcommittee agrees with the bridge office's recommendation.

Mn/DOT's Railroad Administration section projected a cost of $1,000 per crossing for signs and $750 per crossing for pavement markings. The General Subcommittee recommended continuing using a unit price of $1,400 for signs. Railroad Administration recommended $150,000 per signal system and $150,000 to $225,000 per signal and gate system. The General Subcommittee recommends $150,000 per signal and a price of $225,000 per signal and gate system.

Traffic Projection Factors

Dave Rholl reiterated the responsibility of the County Engineers to police their own system before somebody else does. As discussed at the January 19, 2005 meeting at Cragun's, **only a traffic count or a traffic study** warrant a change in traffic projection factors, with the approval of the District State Aid Engineer.

Diane explained the impact of the workload to the CSAH unit to go back and change all segments at one time. Rich felt that future financial projections by the counties have already been made and the net effect to the apportionment did not warrant changing all segments in the needs at this time. It was decided that this will be implemented at the time of each counties next traffic count.

Meeting adjourned at 1:25 p.m.

Respectfully submitted,

Kim DeLaRosa

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

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, determines 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 appoints 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 appoints 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, 2002)

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 counties 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 counties 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) In addition to the total advances allowed under 2) and 3) above, a county may request an advance in an amount equal to the Federal Funds formally programmed by an Area Transportation Partnership (ATP) in any future programmed year for a State Aid Project and for items that are State Aid eligible. Should Federal Funds fail to be programmed or the project or a portion of the project be declared federally ineligible, the local agency shall be required to pay back the advance under a payment plan agreed to between State Aid and the County.

5) Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that Counties 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).

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

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

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

Bond Adjustment & Transportation Revolving Loan Fund - Oct. 1962 (Latest Rev. June, 2002)

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, or has accepted a TRLF loan Pursuant to Minnesota Statutes, Section 162.06 for use on State Aid projects, except bituminous or concrete resurfacing projects, concrete joint repair projects, reconditioning projects or maintenance facility construction 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 year’s 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. June 2003)

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 5 percentage points less 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 design table 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 MSAS'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 CSAH 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 2003)

That the minimum requirements for 4 - 12 foot traffic lanes be established as 7,000 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 2003)

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 2" bituminous surface over existing bituminous.

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 and Reconditioning Projects - May 1967 (Latest Rev. June 1999)

That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules Chapter 8820.0100 Subp. 13b 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, projects covered by this resolution shall be defined as those projects which have been funded at least partially with money from the CSAH Construction Account and are considered deficient (i.e. segments drawing needs for more than additional surfacing) in the CSAH Needs Study in the year after the 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.

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 year’s apportionment determination.

Right of Way - June 1984 (Latest Rev. June 2000)

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 by the County 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 year’s apportionment determination.

Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation and Concrete Paving - June 1984 (Latest Rev. June 2003)

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation and Concrete paving (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 year’s apportionment determination.

Mn/DOT Bridges - June 1997 (Latest Rev. June 2000)

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 by the County will be eligible. It shall be the County Engineers 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 year's 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 need 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.

N\CSAH\BOOK\SPRING 2005\RESOLUTION 2005

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