

2003
COUNTY SCREENING
BOARD DATA



OCTOBER, 2003



Minnesota Department of Transportation

MEMO

State Aid for Local Transportation Division

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September 18, 2003

To: County Engineers
District State Aid Engineers

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

Subject: County Engineers' Screening Board Report

Enclosed is a copy of the 2003 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 22-23, 2003 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 2004 Apportionment.

If you have any questions or comments, please contact your Screening Board representative or this office. The district representatives should be well informed regarding any mileage requests or other specific items which may involve your county. Probably, district meetings will be held in advance of the Screening Board meeting to discuss this report.

This presentation has only preliminary status. The final determination of the apportionment will be made in January by the Commissioner with the assistance of the recommendations of the County Screening Board.

Enclosure: County Screening Board Report

N\CSAH\Books\Fall 2003\memo fall book 2003

2003
COUNTY SCREENING
BOARD DATA



OCTOBER, 2003



Minnesota Department of Transportation

TABLE OF CONTENTS FOR THE OCTOBER 22-23, 2003 COUNTY SCREENING BOARD DATA

I. GENERAL INFORMATION & BASIC NEEDS DATA Pages 11-16

| | |
|---|-------|
| A. County Screening Board Members & Various Committees | 11 |
| B. C.S.A.H. Mileage, Needs and Apportionment-1958 through 2004 | 12-13 |
| C. Comparison of the Basic 2002 to the Basic 2003 25-Year Construction Needs..... | 14-16 |

II. NEEDS ADJUSTMENTS Pages 17-68

| | |
|--|-------|
| A. Restriction of 25-Year Construction Needs Changes | 18-21 |
| B. County State Aid Construction Fund Balance Needs Deductions | 22-25 |
| C. Special Resurfacing Projects | 26-28 |
| D. Comparison of 1984-2002 "Rural Design" Grading Construction Costs to Needs Study Costs | 30-40 |
| E. Comparison of 1987-2002 "Urban Design" Grading Construction Costs to Needs Study Costs | 42-52 |
| F. Variance Adjustments..... | 53 |
| G. Bond Account Adjustments..... | 54-55 |
| H. "After the Fact" Right of Way Needs | 56-57 |
| I. Miscellaneous "After the Fact" Needs | 58-59 |
| J. "After the Fact" Bridge Deck Rehabilitation Needs | 60 |
| K. "After the Fact" Mn/DOT Bridge Needs | 61 |
| L. Credit For Local Effort..... | 62 |
| M. Non Existing CSAH Needs Adjustment | 64-65 |
| N. Mill Levy Deductions | 66-68 |

III. TENTATIVE APPORTIONMENT DATA Pages 69-80

| | |
|---|-------|
| A. Development of the Tentative 2004 C.S.A.H. Money Needs Apportionment | 70 |
| B. Recommendation to the Commissioner | 71-73 |
| C. Total Tentative 2004 C.S.A.H. Apportionment | 74-76 |
| D. Comparison of the Actual 2003 to a Tentative 2004 C.S.A.H. Apportionment | 78-80 |

IV. MILEAGE REQUESTS Pages 81-96

| | |
|--|-------|
| A. Criteria Necessary for County State Aid Highway Designation | 82 |
| B. History of the C.S.A.H. Additional Mileage Requests | 83-86 |
| C. Banked C.S.A.H. Mileage..... | 86 |
| D. Nicollet County THTB Request..... | 87-89 |
| E. Carver County Historical Documentation | 90 |
| F. Dakota County Historical Documentation | 91 |
| G. Lake County Historical Documentation | 92 |
| H. St. Louis County Historical Documentation | 93 |
| I. Stearns County Historical Documentation | 94 |
| J. Washington County Historical Documentation | 95 |

V. STATE PARK ROAD ACCOUNT Pages 97-102

| | |
|--|-----|
| A. State Park Road Account Statutes | 98 |
| B. History of 2001 State Park Road Account | 99 |
| C. History of 2002 State Park Road Account | 100 |
| D. History of 2003 State Park Road Account | 101 |

VI. REFERENCE MATERIAL Pages 103-106

| | |
|--|---------|
| A. C.S.A.H. 20 Year Traffic Projection Factors | 104-105 |
| B. Advancement of Construction Funds | 106 |

VII. MEETING MINUTES, RESOLUTIONS, & COUNTY ENGINEERS Pages 107-131

| | |
|---|---------|
| A. Minutes of the June 4 & 5, 2003 County Engineers Screening Board Meeting | 107-112 |
| B. Current Resolutions of the County Screening Board..... | 113-124 |
| C. County Engineers List..... | 125-131 |

VIII. FIGURE A, Insert after page 70 – Print on 11 X 17 paper Page 133

2003 COUNTY SCREENING BOARD

| | | | |
|----------------------------|-----------|---------------------------|--------------|
| Al Goodman | (03-04) | - Lake County | - District 1 |
| Jeff Langen | (01-03) | - Marshall County | - District 2 |
| Russ Larson | (03-04) | - Wadena County | - District 3 |
| Nick Anderson | (02-03) | - Big Stone County | - District 4 |
| Mic Dahlberg | (99-03) | - Chisago County | - Metro East |
| Brad Larson | (02-05) | - Scott County | - Metro West |
| Greg Isakson | (02-03) | - Goodhue County | - District 6 |
| Nathan Richman | (03-04) | - Sibley County | - District 7 |
| Dave Halbersma | (02-03) | - Pipestone County | - District 8 |
| Doug Fischer | Permanent | - Anoka County | - Urban |
| Mark Krebsbach | Permanent | - Dakota County | - Urban |
| Gary Erickson | Permanent | - Hennepin County | - Urban |
| Ken Haider | Permanent | - Ramsey County | - Urban |
| Marcus Hall | Permanent | - Acting St. Louis County | - Urban |
| Don Theisen | Permanent | - Washington County | - Urban |
| Dave Olsonawski, Secretary | | - Hubbard County | |

2003 SCREENING BOARD ALTERNATES

| | | |
|-----------------|-------------------|------------|
| Chuck Schmidt | - Cook County | District 1 |
| Kelly Bengtson | - Kittson County | District 2 |
| Mitch Anderson | - Stearns County | District 3 |
| Larry Haukos | - Traverse County | District 4 |
| Roger Gustafson | - Carver County | Metro |
| Allen Henke | - Houston County | District 6 |
| Wayne Stevens | - Brown County | District 7 |
| Steve Kubista | - Chippewa County | District 8 |

2003 CSAH GENERAL SUBCOMMITTEE

| | | |
|------------------------|------------|------------------|
| Mic Dahlberg, Chairman | (June, 04) | - Chisago County |
| Rich Heilman | (June, 05) | - Isanti County |
| Dave Rholl | (June, 06) | - Winona County |

2003 CSAH MILEAGE SUBCOMMITTEE

| | | |
|-------------------------|------------|---------------------|
| John McDonald, Chairman | (Oct., 03) | - Faribault County |
| Ken Haider | (Oct., 04) | - Ramsey County |
| Richard West | (Oct., 05) | - Otter Tail County |

CSAH VARIANCE SUBCOMMITTEE

| | |
|-----------------|---------------------|
| Mike Wagner | - Nicollet County |
| Don Theisen | - Washington County |
| Dave Schwarting | - Sherburne County |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2004

The information listed below is presented as historical data for the 46 years of County State Aid Apportionments and preliminary data for the 47th year.

Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,390 miles of which almost 980 miles can be attributed to the turnback law which was enacted in 1965. Needs have increased since 1958 substantially due to revised design standards, increasing traffic, and ever rising construction costs.

The apportionment for 2004 has been estimated to be approximately \$335 million (the same as for 2003). The actual apportionment which will be made by the Commissioner in January will reflect any additional change in income to the County State Aid Highway Fund.

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2004

| <u>Year</u> | <u>Mileage</u> | <u>Needs</u> | <u>Apportionment</u> | <u>Accumulative Apportionment</u> |
|-------------|----------------|---------------|--------------------------|-----------------------------------|
| 1958 | 29,003.30 | \$705,318,817 | \$23,895,255 | |
| 1959 | 29,128.00 | 792,766,387 | 26,520,631 | \$50,415,886 |
| 1960 | 29,109.15 | 781,163,725 | 26,986,118 | 77,402,004 |
| 1961 | 29,177.31 | 881,168,466 | 29,195,071 | 106,597,075 |
| 1962 | 29,183.50 | 836,684,473 | 28,398,346 | 134,995,421 |
| 1963 | 29,206.63 | 812,379,561 | 30,058,060 | 165,053,481 |
| 1964 | 29,250.40 | 844,850,828 | 34,655,816 | 199,709,297 |
| 1965 | 29,285.26 | 1,096,704,147 | 35,639,932 | 235,349,229 |
| 1966 | 29,430.36 | 961,713,095 | 36,393,775 | 271,743,004 |
| 1967 | 29,518.48 | 956,436,709 | 39,056,521 | 310,799,525 |
| 1968 | 29,614.63 | 920,824,895 | 45,244,948 | 356,044,473 |
| 1969 | 29,671.50 | 907,383,704 | 47,316,647 | 403,361,120 |
| 1970 | 29,732.84 | 871,363,426 | 51,248,592 | 454,609,712 |
| 1971 | 29,763.66 | 872,716,257 | 56,306,623 | 510,916,335 |
| 1972 | 29,814.83 | 978,175,117 | 56,579,342 | 567,495,677 |
| 1973 | 29,806.67 | 1,153,027,326 | 56,666,390 | 624,162,067 |
| 1974 | 29,807.37 | 1,220,857,594 | 67,556,282 | 691,718,349 |
| 1975 | 29,857.90 | 1,570,593,707 | 69,460,645 | 761,178,994 |
| 1976 | 29,905.06 | 1,876,982,838 | 68,892,738 | 830,071,732 |
| 1977 | 29,929.57 | 2,014,158,273 | 84,221,382 | 914,293,114 |
| 1978 | 29,952.03 | 1,886,535,596 | 86,001,153 | 1,000,294,267 |
| 1979 | 30,008.47 | 1,964,328,702 | 93,482,005 | 1,093,776,272 |
| 1980 | 30,008.25 | 2,210,694,426 | 100,581,191 | 1,194,357,463 |
| 1981 | 30,072.55 | 2,524,102,659 | 104,003,792 | 1,298,361,255 |
| 1982 | 30,086.79 | 2,934,808,695 | 122,909,078 | 1,421,270,333 |
| 1983 | 30,084.16 | 3,269,243,767 | 127,310,171 | 1,548,580,504 |
| 1984 | 30,087.24 | 3,363,921,407 | 143,696,365 | 1,692,276,869 |
| 1985 | 30,089.03 | 3,628,382,077 | 171,133,770 | 1,863,410,639 |
| 1986 | 30,095.37 | 4,742,570,129 | 176,412,995 | 2,039,823,634 |
| 1987 | 30,095.26 | 4,656,668,402 | 169,035,460 | 2,208,859,094 |
| 1988 | 30,101.37 | 4,694,034,188 | 176,956,052 | 2,385,815,146 |
| 1989 | 30,119.91 | 4,801,166,017 | 224,066,256 | 2,609,881,402 |
| 1990 | 30,139.52 | 4,710,422,098 | 234,971,125 | 2,844,852,527 |
| 1991 | 30,144.88 | 4,905,899,327 | 228,425,033 | 3,073,277,560 |
| 1992 | 30,142.84 | 4,965,601,700 | 244,754,252 | 3,318,031,812 |
| 1993 | 30,130.03 | 5,231,566,081 | 244,499,683 | 3,562,531,495 |
| 1994 | 30,149.73 | 5,313,983,542 | 245,557,356 | 3,808,088,851 |
| 1995 | 30,200.17 | 5,390,579,832 | 249,926,147 | 4,058,014,998 |
| 1996 | 30,212.15 | 5,472,714,828 | 278,383,078 | 4,336,398,076 |
| 1997 | 30,272.41 | 5,775,789,344 | 280,824,171 | 4,617,222,247 |
| 1998 | 30,289.09 | 5,767,000,396 | 293,510,766 | 4,910,733,013 |
| 1999 | 30,322.88 | 6,221,807,797 | 310,854,283 | 5,221,587,296 |
| 2000 | 30,328.79 | 6,211,014,218 | 327,806,772 | 5,549,394,068 |
| 2001 | 30,356.26 | 6,480,813,015 | 342,079,509 | 5,891,473,577 |
| 2002 | 30,365.98 | 6,672,655,716 | 356,235,225 | 6,247,708,802 |
| 2003 | 30,386.86 | 7,265,051,156 | 335,646,516 | 6,583,355,318 |
| 2004 | 30,401.58 * | 7,421,208,589 | \$335,646,516 EST | \$6,919,001,834 |

* Does not include 2003 Trunk Highway Turn Back Mileage

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of the Basic 2002 to the Basic 2003 25-Year Construction Needs

The following tabulation indicates the various stages of the 2003 update of the C.S.A.H. Needs Study and shows the needs effect each phase produced.

Normal Update

- Reflects the needs changes due to 2002 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1977 or earlier are eligible for complete needs. Also, any bridges built prior to 1967 are eligible for reconstruction needs. This increased several counties' needs considerably.

2002 Traffic & Factor Update

- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2002 and for which the needs unit has received updated traffic maps. A map showing the new traffic projection factors is included in the reference material portion of this report.

The counties involved are:

| | | | |
|---------|-----------|-------------------|---------|
| Carlton | Freeborn | Lake of the Woods | Nobles |
| Dodge | Kanabec | Marshall | Olmsted |
| Douglas | Kandiyohi | Mille Lacs | Rock |

Dodge and Freeborn County were completed late in 2001 and therefore, included with the 2002 data.

The Seven Metro Counties were not counted in 2002. They will be included with next years data.

2003 Bridge Update

- Reflects the needs cost revision on bridges 500 feet and longer.

2003 Unit Prices & Design Chart Tables

- Shows the needs impact of the unit prices approved at the June 4-5, 2003 meeting. Shows the effect of the rural and urban design chart changes that were also approved at the June 2003 Screening Board Meeting.

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of the Basic 2002 to the Basic 2003 25-Year Construction Needs

| County | Revised Basic 2002 25-Year Const. Needs | | Effect of Normal Update | | Effect of Traffic Update | | Effect of Bridge Update | | Effect of Design & Unit Price Update | | Basic 2003 25-Year Const. Needs | Total Change From 2002 Needs | Total % Change | County |
|--------------------------|---|--|-------------------------|-------------|--------------------------|--------------|-------------------------|-------------|--------------------------------------|-------------|---------------------------------|------------------------------|----------------|--------------------------|
| | | | % Change | | % Change | | % Change | | % Change | | | | | |
| Carlton | \$69,067,253 | | (\$774,646) | -1.1% | \$1,179,133 | 1.7% | \$0 | 0.0% | \$2,071,172 | 3.0% | \$71,542,912 | \$2,475,659 | 3.6% | Carlton |
| Cook | 44,685,233 | | 348,300 | 0.8% | 0 | 0.0% | 0 | 0.0% | 1,268,279 | 2.8% | 46,301,812 | 1,616,579 | 3.6% | Cook |
| Itasca | 129,172,062 | | (1,169,731) | -0.9% | 0 | 0.0% | 0 | 0.0% | 8,338,245 | 6.5% | 136,340,576 | 7,168,514 | 5.5% | Itasca |
| Koochiching | 35,789,727 | | (929,562) | -2.6% | 0 | 0.0% | 0 | 0.0% | 4,658,445 | 13.4% | 39,518,610 | 3,728,883 | 10.4% | Koochiching |
| Lake | 64,425,702 | | 242,156 | 0.4% | 0 | 0.0% | 0 | 0.0% | 1,575,898 | 2.4% | 66,243,756 | 1,818,054 | 2.8% | Lake |
| Pine | 122,861,031 | | (2,311,010) | -1.9% | 0 | 0.0% | 0 | 0.0% | 5,876,820 | 4.9% | 126,426,841 | 3,565,810 | 2.9% | Pine |
| St. Louis | 404,259,084 | | 52,937,801 | 13.1% | 0 | 0.0% | 0 | 0.0% | 16,585,130 | 3.6% | 473,782,015 | 69,522,931 | 17.2% | St. Louis |
| District 1 Totals | 870,260,092 | | 48,343,308 | 5.6% | 1,179,133 | 0.1% | 0 | 0.0% | 40,373,989 | 4.4% | 960,156,522 | 89,896,430 | 10.3% | District 1 Totals |
| Beltrami | 90,558,338 | | 3,024,667 | 3.3% | 0 | 0.0% | 0 | 0.0% | 5,279,833 | 5.6% | 98,862,838 | 8,304,500 | 9.2% | Beltrami |
| Clearwater | 44,963,209 | | 735,859 | 1.6% | 0 | 0.0% | 0 | 0.0% | 3,491,218 | 7.6% | 49,190,286 | 4,227,077 | 9.4% | Clearwater |
| Hubbard | 52,064,710 | | 1,244,213 | 2.4% | 0 | 0.0% | 0 | 0.0% | 2,796,507 | 5.2% | 56,105,430 | 4,040,720 | 7.8% | Hubbard |
| Kittson | 51,485,396 | | (1,211,070) | -2.4% | 0 | 0.0% | 0 | 0.0% | 3,905,583 | 7.8% | 54,179,909 | 2,694,513 | 5.2% | Kittson |
| Lake of the Woods | 23,879,550 | | 970,831 | 4.1% | (846,326) | -3.4% | 0 | 0.0% | 371,462 | 1.5% | 24,375,517 | 495,967 | 2.1% | Lake of the Woods |
| Marshall | 72,195,139 | | (3,255,764) | -4.5% | (559,487) | -0.8% | 0 | 0.0% | 7,633,626 | 11.2% | 76,013,514 | 3,818,375 | 5.3% | Marshall |
| Norman | 49,602,705 | | 1,950,490 | 3.9% | 0 | 0.0% | 65,280 | 0.1% | 2,254,263 | 4.4% | 53,872,738 | 4,270,033 | 8.6% | Norman |
| Pennington | 29,557,326 | | (208,422) | -0.7% | 0 | 0.0% | 0 | 0.0% | 1,466,813 | 5.0% | 30,815,717 | 1,258,391 | 4.3% | Pennington |
| Polk | 128,531,327 | | 3,393,045 | 2.6% | 0 | 0.0% | 221,732 | 0.2% | 3,163,627 | 2.4% | 135,309,731 | 6,778,404 | 5.3% | Polk |
| Red Lake | 25,495,190 | | (567,473) | -2.2% | 0 | 0.0% | 0 | 0.0% | 2,459,164 | 9.9% | 27,386,881 | 1,891,691 | 7.4% | Red Lake |
| Roseau | 55,068,400 | | 2,460,775 | 4.5% | 0 | 0.0% | 0 | 0.0% | 6,673,643 | 11.6% | 64,202,818 | 9,134,418 | 16.6% | Roseau |
| District 2 Totals | 623,401,290 | | 8,537,151 | 1.4% | (1,405,813) | -0.2% | 287,012 | 0.0% | 39,495,739 | 6.3% | 670,315,379 | 46,914,089 | 7.5% | District 2 Totals |
| Aitkin | 58,699,417 | | (1,336,376) | -2.3% | 0 | 0.0% | 0 | 0.0% | 5,034,676 | 8.8% | 62,397,717 | 3,698,300 | 6.3% | Aitkin |
| Benton | 33,398,520 | | 127,993 | 0.4% | 0 | 0.0% | 0 | 0.0% | 2,333,751 | 7.0% | 35,860,264 | 2,461,744 | 7.4% | Benton |
| Cass | 84,022,111 | | (1,986,532) | -2.4% | 0 | 0.0% | 0 | 0.0% | 3,218,746 | 3.9% | 85,254,325 | 1,232,214 | 1.5% | Cass |
| Crow Wing | 80,748,013 | | 6,941,220 | 8.6% | 0 | 0.0% | 0 | 0.0% | 2,227,549 | 2.5% | 89,916,782 | 9,168,769 | 11.4% | Crow Wing |
| Isanti | 38,524,766 | | 138,608 | 0.4% | 0 | 0.0% | 0 | 0.0% | 3,325,462 | 8.6% | 41,988,836 | 3,464,070 | 9.0% | Isanti |
| Kanabec | 31,444,242 | | (683,351) | -2.2% | 1,026,387 | 3.3% | 0 | 0.0% | 1,864,577 | 5.9% | 33,651,855 | 2,207,613 | 7.0% | Kanabec |
| Mille Lacs | 53,464,485 | | 8,113,559 | 15.2% | 359,901 | 0.6% | 0 | 0.0% | 6,343,331 | 10.2% | 68,281,276 | 14,816,791 | 27.7% | Mille Lacs |
| Morrison | 73,507,991 | | 5,434,568 | 7.4% | 0 | 0.0% | 0 | 0.0% | 5,859,200 | 7.4% | 84,801,759 | 11,293,768 | 15.4% | Morrison |
| Sherburne | 41,436,010 | | 1,921,649 | 4.6% | 0 | 0.0% | 0 | 0.0% | (800,913) | -1.8% | 42,556,746 | 1,120,736 | 2.7% | Sherburne |
| Stearns | 140,251,309 | | 7,638,422 | 5.4% | 0 | 0.0% | 0 | 0.0% | 3,899,001 | 2.6% | 151,788,732 | 11,537,423 | 8.2% | Stearns |
| Todd | 46,557,693 | | 405,901 | 0.9% | 0 | 0.0% | 0 | 0.0% | 5,076,486 | 10.8% | 52,040,080 | 5,482,387 | 11.8% | Todd |
| Wadena | 30,705,241 | | (621,638) | -2.0% | 0 | 0.0% | 0 | 0.0% | 1,566,516 | 5.2% | 31,650,119 | 944,878 | 3.1% | Wadena |
| Wright | 139,880,957 | | 339,589 | 0.2% | 0 | 0.0% | 0 | 0.0% | (2,368,841) | -1.7% | 137,851,705 | (2,029,252) | -1.5% | Wright |
| District 3 Totals | 852,640,755 | | 26,433,612 | 3.1% | 1,386,288 | 0.2% | 0 | 0.0% | 37,579,541 | 4.3% | 918,040,196 | 65,399,441 | 7.7% | District 3 Totals |
| Becker | 62,711,912 | | 427,779 | 0.7% | 0 | 0.0% | 0 | 0.0% | 5,203,994 | 8.2% | 68,343,685 | 5,631,773 | 9.0% | Becker |
| Big Stone | 20,913,578 | | 4,420,874 | 21.1% | 0 | 0.0% | 0 | 0.0% | 3,175,156 | 12.5% | 28,509,608 | 7,596,030 | 36.3% | Big Stone |
| Clay | 67,459,211 | | (771,272) | -1.1% | 0 | 0.0% | 19,520 | 0.0% | 4,109,788 | 6.2% | 70,817,247 | 3,358,036 | 5.0% | Clay |
| Douglas | 59,385,426 | | 3,299,995 | 5.6% | 799,979 | 1.3% | 0 | 0.0% | 4,219,308 | 6.6% | 67,704,708 | 8,319,282 | 14.0% | Douglas |
| Grant | 23,155,728 | | 708,264 | 3.1% | 0 | 0.0% | 0 | 0.0% | 2,478,678 | 10.4% | 26,342,670 | 3,186,942 | 13.8% | Grant |
| Mahnomen | 20,818,494 | | 2,503,628 | 12.0% | 0 | 0.0% | 0 | 0.0% | 1,293,427 | 5.5% | 24,615,549 | 3,797,055 | 18.2% | Mahnomen |
| Otter Tail | 168,880,876 | | 754,450 | 0.4% | 0 | 0.0% | 0 | 0.0% | 12,827,469 | 7.6% | 182,462,795 | 13,581,919 | 8.0% | Otter Tail |
| Pope | 41,439,308 | | (690,533) | -1.7% | 0 | 0.0% | 0 | 0.0% | 3,775,651 | 9.3% | 44,524,426 | 3,085,118 | 7.4% | Pope |
| Stevens | 30,371,731 | | (111,138) | -0.4% | 0 | 0.0% | 0 | 0.0% | 2,262,219 | 7.5% | 32,522,812 | 2,151,081 | 7.1% | Stevens |
| Swift | 42,559,656 | | (811,113) | -1.9% | 0 | 0.0% | 0 | 0.0% | 1,807,418 | 4.3% | 43,555,961 | 996,305 | 2.3% | Swift |
| Traverse | 29,198,577 | | 314,891 | 1.1% | 0 | 0.0% | 0 | 0.0% | 3,283,479 | 11.1% | 32,796,947 | 3,598,370 | 12.3% | Traverse |
| Wilkin | 45,423,870 | | 1,380,436 | 3.0% | 0 | 0.0% | 0 | 0.0% | 2,843,756 | 6.1% | 49,648,062 | 4,224,192 | 9.3% | Wilkin |
| District 4 Totals | \$612,318,367 | | \$11,426,261 | 1.9% | \$799,979 | 0.1% | \$19,520 | 0.0% | \$47,280,343 | 7.6% | \$671,844,470 | \$59,526,103 | 9.7% | District 4 Totals |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of the Basic 2002 to the Basic 2003 25-Year Construction Needs

| County | Revised Basic 2002 25-Year Const. Needs | Effect of Normal Update | % Change | Effect of Traffic Update | % Change | Effect of Bridge Update | % Change | Effect of Design & Unit Price Update | % Change | Basic 2003 25-Year Const. Needs | Total Change From 2002 Needs | Total % | County |
|--------------------------|---|-------------------------------|-------------|--------------------------------|--------------|-------------------------------|-------------|--|--------------|---------------------------------------|------------------------------------|--------------|--------------------------|
| Anoka | \$132,982,897 | \$27,153,251 | 20.4% | \$0 | 0.0% | \$0 | 0.0% | (\$8,110,809) | -5.1% | \$152,025,339 | \$19,042,442 | 14.3% | Anoka |
| Carver | 83,443,017 | (1,126,676) | -1.4% | 0 | 0.0% | 0 | 0.0% | 1,600,690 | 1.9% | 83,917,031 | 474,014 | 0.6% | Carver |
| Hennepin | 623,553,166 | 29,870,675 | 4.8% | 0 | 0.0% | 147,136 | 0.0% | (38,970,037) | -6.0% | 614,600,940 | (8,952,226) | -1.4% | Hennepin |
| Scott | 100,080,030 | 4,593,629 | 4.6% | 0 | 0.0% | 24,066 | 0.0% | 8,700,489 | 8.3% | 113,398,214 | 13,318,184 | 13.3% | Scott |
| District 5 Totals | 940,059,110 | 60,490,879 | 6.4% | 0 | 0.0% | 171,202 | 0.0% | (36,779,667) | -3.7% | 963,941,524 | 23,882,414 | 2.5% | District 5 Totals |
| Dodge | 51,223,841 | 2,203,812 | 4.3% | 1,841,381 | 3.4% | 0 | 0.0% | 1,412,199 | 2.6% | 56,681,233 | 5,457,392 | 10.7% | Dodge |
| Fillmore | 120,545,638 | 1,153,090 | 1.0% | 0 | 0.0% | 50,232 | 0.0% | 5,870,161 | 4.8% | 127,619,121 | 7,073,483 | 5.9% | Fillmore |
| Freeborn | 78,461,071 | 4,373,443 | 5.6% | 1,013,298 | 1.2% | 0 | 0.0% | 7,761,744 | 9.3% | 91,609,556 | 13,148,485 | 16.8% | Freeborn |
| Goodhue | 81,913,022 | 513,487 | 0.6% | 0 | 0.0% | 0 | 0.0% | 2,322,025 | 2.8% | 84,748,534 | 2,835,512 | 3.5% | Goodhue |
| Houston | 70,586,404 | 2,227,999 | 3.2% | 0 | 0.0% | 0 | 0.0% | (358,928) | -0.5% | 72,455,475 | 1,869,071 | 2.6% | Houston |
| Mower | 83,535,396 | 3,254,958 | 3.9% | 0 | 0.0% | 0 | 0.0% | 5,494,299 | 6.3% | 92,284,653 | 8,749,257 | 10.5% | Mower |
| Olmsted | 121,104,198 | 7,928,220 | 6.5% | 4,419,365 | 3.4% | 0 | 0.0% | 2,900,386 | 2.2% | 136,352,169 | 15,247,971 | 12.6% | Olmsted |
| Rice | 64,694,538 | 8,039,475 | 12.4% | 0 | 0.0% | 0 | 0.0% | 3,300,709 | 4.5% | 76,034,722 | 11,340,184 | 17.5% | Rice |
| Steele | 68,679,067 | (2,076,605) | -3.0% | 0 | 0.0% | 0 | 0.0% | 904,684 | 1.4% | 67,507,146 | (1,171,921) | -1.7% | Steele |
| Wabasha | 72,754,840 | (1,187,768) | -1.6% | 0 | 0.0% | 0 | 0.0% | 4,172,685 | 5.8% | 75,739,757 | 2,984,917 | 4.1% | Wabasha |
| Winona | 96,791,758 | 2,721,430 | 2.8% | 0 | 0.0% | 0 | 0.0% | 6,436,616 | 6.5% | 105,949,804 | 9,158,046 | 9.5% | Winona |
| District 6 Totals | 910,289,773 | 29,151,541 | 3.2% | 7,274,044 | 0.8% | 50,232 | 0.0% | 40,216,580 | 4.2% | 986,982,170 | 76,692,397 | 8.4% | District 6 Totals |
| Blue Earth | 104,639,205 | 6,585,331 | 6.3% | 0 | 0.0% | 32,844 | 0.0% | 3,896,770 | 3.5% | 115,154,150 | 10,514,945 | 10.0% | Blue Earth |
| Brown | 59,250,748 | (366,670) | -0.6% | 0 | 0.0% | 0 | 0.0% | 2,717,455 | 4.6% | 61,601,533 | 2,350,785 | 4.0% | Brown |
| Cottonwood | 48,703,356 | 58,976 | 0.1% | 0 | 0.0% | 0 | 0.0% | 1,539,160 | 3.2% | 50,301,492 | 1,598,136 | 3.3% | Cottonwood |
| Faribault | 78,511,854 | (3,519,119) | -4.5% | 0 | 0.0% | 0 | 0.0% | 4,351,884 | 5.8% | 79,344,619 | 832,765 | 1.1% | Faribault |
| Jackson | 68,115,254 | 1,874,572 | 2.8% | 0 | 0.0% | 0 | 0.0% | 3,787,668 | 5.4% | 73,777,494 | 5,662,240 | 8.3% | Jackson |
| Le Sueur | 59,591,436 | 3,246,699 | 5.4% | 0 | 0.0% | 0 | 0.0% | 5,857,832 | 9.3% | 68,695,967 | 9,104,531 | 15.3% | Le Sueur |
| Martin | 64,403,211 | (1,195,244) | -1.9% | 0 | 0.0% | 0 | 0.0% | 1,980,326 | 3.1% | 65,188,293 | 785,082 | 1.2% | Martin |
| Nicollet | 49,363,859 | 1,392,292 | 2.8% | 0 | 0.0% | 32,844 | 0.1% | 2,897,879 | 5.7% | 53,686,874 | 4,323,015 | 8.8% | Nicollet |
| Nobles | 86,144,231 | 1,063,045 | 1.2% | (1,185,206) | -1.4% | 0 | 0.0% | 10,052,442 | 11.7% | 96,074,512 | 9,930,281 | 11.5% | Nobles |
| Rock | 44,865,463 | (250,862) | -0.6% | (261,925) | -0.6% | 0 | 0.0% | 997,874 | 2.2% | 45,350,550 | 485,087 | 1.1% | Rock |
| Sibley | 52,648,931 | (1,472,746) | -2.8% | 0 | 0.0% | 24,066 | 0.0% | 3,492,896 | 6.8% | 54,693,147 | 2,044,216 | 3.9% | Sibley |
| Waseca | 46,219,873 | 3,395,924 | 7.3% | 0 | 0.0% | 0 | 0.0% | 3,940,927 | 7.9% | 53,556,724 | 7,336,851 | 15.9% | Waseca |
| Watonwan | 36,761,028 | 998,288 | 2.7% | 0 | 0.0% | 0 | 0.0% | 2,690,212 | 7.1% | 40,449,528 | 3,688,500 | 10.0% | Watonwan |
| District 7 Totals | 799,218,449 | 11,810,486 | 1.5% | (1,447,131) | -0.2% | 89,754 | 0.0% | 48,203,325 | 6.0% | 857,874,883 | 58,656,434 | 7.3% | District 7 Totals |
| Chippewa | 38,663,954 | 1,431,378 | 3.7% | 0 | 0.0% | 0 | 0.0% | 2,523,364 | 6.3% | 42,618,696 | 3,954,742 | 10.2% | Chippewa |
| Kandiyohi | 85,506,304 | (100,474) | -0.1% | 1,197,562 | 1.4% | 0 | 0.0% | 2,309,267 | 2.7% | 88,912,659 | 3,406,355 | 4.0% | Kandiyohi |
| Lac Qui Parle | 36,612,301 | 2,052,800 | 5.6% | 0 | 0.0% | 0 | 0.0% | 5,144,005 | 13.3% | 43,809,106 | 7,196,805 | 19.7% | Lac Qui Parle |
| Lincoln | 34,309,955 | 500,740 | 1.5% | 0 | 0.0% | 0 | 0.0% | 2,764,849 | 7.9% | 37,575,544 | 3,265,589 | 9.5% | Lincoln |
| Lyon | 52,294,275 | 531,573 | 1.0% | 0 | 0.0% | 0 | 0.0% | 4,498,295 | 8.5% | 57,324,143 | 5,029,868 | 9.6% | Lyon |
| Mc Leod | 53,875,784 | 1,032,593 | 1.9% | 0 | 0.0% | 0 | 0.0% | 5,368,179 | 9.8% | 60,276,556 | 6,400,772 | 11.9% | Mc Leod |
| Meeker | 40,495,608 | (203,482) | -0.5% | 0 | 0.0% | 0 | 0.0% | 3,439,932 | 8.5% | 43,732,058 | 3,236,450 | 8.0% | Meeker |
| Murray | 45,127,128 | 828,590 | 1.8% | 0 | 0.0% | 0 | 0.0% | 3,904,005 | 8.5% | 49,859,723 | 4,732,595 | 10.5% | Murray |
| Pipestone | 34,520,963 | 1,493,129 | 4.3% | 0 | 0.0% | 0 | 0.0% | 3,913,551 | 10.9% | 39,927,643 | 5,406,680 | 15.7% | Pipestone |
| Redwood | 83,642,583 | (1,121,605) | -1.3% | 0 | 0.0% | 0 | 0.0% | 1,636,138 | 2.0% | 84,157,116 | 514,533 | 0.6% | Redwood |
| Renville | 76,095,282 | 942,202 | 1.2% | 0 | 0.0% | 0 | 0.0% | 8,290,269 | 10.8% | 85,327,753 | 9,232,471 | 12.1% | Renville |
| Yellow Medicine | 51,818,651 | 260,167 | 0.5% | 0 | 0.0% | 0 | 0.0% | 4,922,052 | 9.5% | 57,000,870 | 5,182,219 | 10.0% | Yellow Medicine |
| District 8 Totals | 632,962,788 | 7,647,611 | 1.2% | 1,197,562 | 0.2% | 0 | 0.0% | 48,713,906 | 7.6% | 690,521,867 | 57,559,079 | 9.1% | District 8 Totals |
| Chisago | 71,493,949 | 2,233,569 | 3.1% | 0 | 0.0% | 0 | 0.0% | 5,627,092 | 7.6% | 79,354,610 | 7,860,661 | 11.0% | Chisago |
| Dakota | 211,479,503 | 3,981,750 | 1.9% | 0 | 0.0% | 161,000 | 0.1% | (19,383,272) | -9.0% | 196,238,981 | (15,240,522) | -7.2% | Dakota |
| Ramsey | 270,379,087 | 13,823,623 | 5.1% | 0 | 0.0% | 101,808 | 0.0% | (16,037,324) | -5.6% | 268,267,194 | (2,111,893) | -0.8% | Ramsey |
| Washington | 154,193,605 | 1,697,392 | 1.1% | 0 | 0.0% | 161,000 | 0.1% | 1,618,796 | 1.0% | 157,670,793 | 3,477,188 | 2.3% | Washington |
| District 9 Totals | 707,546,144 | 21,736,334 | 3.1% | 0 | 0.0% | 423,808 | 0.1% | (28,174,708) | -3.9% | 701,531,578 | (6,014,566) | -0.9% | District 9 Totals |
| STATE TOTALS | \$6,948,696,768 | \$225,577,183 | 3.2% | \$8,984,062 | 0.1% | \$1,041,528 | 0.0% | \$236,909,048 | 3.3% | \$7,421,208,589 | \$472,511,821 | 6.8% | STATE TOTALS |

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2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Restriction of 25-Year Construction Needs Changes

In order to temper any large needs changes, the 1975 County Screening Board adopted the original resolution. The latest revision was made by the Screening Board at the June, 2003 meeting.

That, the C.S.A.H. construction needs change in any one county from the previous year's restricted C.S.A.H. needs to the current year's basic 25 year C.S.A.H. construction needs shall be restricted to 20 percentage points greater than or 5 percentage points lesser than the statewide average percent change from the previous year's restricted C.S.A.H. needs to the current year's basic 25 year C.S.A.H. construction needs. Any needs restriction determined by this resolution shall be made to the regular account of the county involved.

This year the statewide needs increased 6.8%, thereby limiting any individual county's needs change to a range from a plus 1.8% to a plus 26.8%. As you can see, thirteen counties required a needs restriction.

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

17-Sep-03

| COUNTY | RESTRICTED 2002 25 YEAR CONSTRUCTION NEEDS | BASIC 2003 25-YEAR CONSTRUCTION NEEDS | CHANGE FROM RESTRICTED 2002 NEEDS | % CHANGE FROM RESTRICTED 2002 NEEDS | RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS | 2003 SCREENING BOARD RESTRICTION | COUNTY | |
|--------------------------|--|---|---|---|--|---|--------------------------|------------|
| Carlton | \$69,067,253 | \$71,542,912 | \$2,475,659 | 3.6% | | | Carlton | |
| Cook | 44,685,233 | 46,301,812 | 1,616,579 | 3.6% | | | Cook | |
| Itasca | 129,172,062 | 136,340,576 | 7,168,514 | 5.6% | | | Itasca | |
| Koochiching | 35,789,727 | 39,518,610 | 3,728,883 | 10.4% | | | Koochiching | |
| Lake | 64,425,702 | 66,243,756 | 1,818,054 | 2.8% | | | Lake | |
| Pine | 122,861,031 | 126,426,841 | 3,565,810 | 2.9% | | | Pine | |
| St. Louis | 404,259,084 | 473,782,015 | 69,522,931 | 17.2% | | | St. Louis | |
| District 1 Totals | 870,260,092 | 960,156,522 | 89,896,430 | 10.3% | | | District 1 Totals | |
| Beltrami | 90,558,338 | 98,862,838 | 8,304,500 | 9.2% | | | Beltrami | |
| Clearwater | 44,963,209 | 49,190,286 | 4,227,077 | 9.4% | | | Clearwater | |
| Hubbard | 52,064,710 | 56,105,430 | 4,040,720 | 7.8% | | | Hubbard | |
| Kittson | 51,485,396 | 54,179,909 | 2,694,513 | 5.2% | | | Kittson | |
| Lake of 'Woods | 23,879,550 | 24,375,517 | 495,967 | 2.1% | | | Lake of 'Woods | |
| Marshall | 72,195,139 | 76,013,514 | 3,818,375 | 5.3% | | | Marshall | |
| Norman | 49,602,705 | 53,872,738 | 4,270,033 | 8.6% | | | Norman | |
| Pennington | 29,557,326 | 30,815,717 | 1,258,391 | 4.3% | | | Pennington | |
| Polk | 128,531,327 | 135,309,731 | 6,778,404 | 5.3% | | | Polk | |
| Red Lake | 25,495,190 | 27,386,881 | 1,891,691 | 7.4% | | | Red Lake | |
| Roseau | 55,068,400 | 64,202,818 | 9,134,418 | 16.6% | | | Roseau | |
| District 2 Totals | 623,401,290 | 670,315,379 | 46,914,089 | 7.5% | | | District 2 Totals | |
| Aitkin | 58,699,417 | 62,397,717 | 3,698,300 | 6.3% | | | Aitkin | |
| Benton | 33,398,520 | 35,860,264 | 2,461,744 | 7.4% | | | Benton | |
| Cass | 84,022,111 | 85,254,325 | 1,232,214 | 1.5% | 1.8% | \$85,534,509 | \$280,184 | Cass |
| Crow Wing | 80,748,013 | 89,916,782 | 9,168,769 | 11.4% | | | Crow Wing | |
| Isanti | 38,524,766 | 41,988,836 | 3,464,070 | 9.0% | | | Isanti | |
| Kanabec | 31,444,242 | 33,651,855 | 2,207,613 | 7.0% | | | Kanabec | |
| Mille Lacs | 53,464,485 | 68,281,276 | 14,816,791 | 27.7% | 26.8% | 67,792,967 | (488,309) | Mille Lacs |
| Morrison | 73,507,991 | 84,801,759 | 11,293,768 | 15.4% | | | Morrison | |
| Sherburne | 41,436,010 | 42,556,746 | 1,120,736 | 2.7% | | | Sherburne | |
| Stearns | 140,251,309 | 151,788,732 | 11,537,423 | 8.2% | | | Stearns | |
| Todd | 46,557,693 | 52,040,080 | 5,482,387 | 11.8% | | | Todd | |
| Wadena | 30,705,241 | 31,650,119 | 944,878 | 3.1% | | | Wadena | |
| Wright | 139,880,957 | 137,851,705 | (2,029,252) | -1.5% | 1.8% | 142,398,814 | 4,547,109 | Wright |
| District 3 Totals | 852,640,755 | 918,040,196 | 65,399,441 | 7.7% | | | District 3 Totals | |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

17-Sep-03

| COUNTY | RESTRICTED 2002 25 YEAR CONSTRUCTION NEEDS | BASIC 2003 25-YEAR CONSTRUCTION NEEDS | CHANGE FROM RESTRICTED 2002 NEEDS | % CHANGE FROM RESTRICTED 2002 NEEDS | RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS | 2003 SCREENING BOARD RESTRICTION | COUNTY |
|--------------------------|--|---|---|---|--|---|--------------------------|
| Becker | \$62,711,912 | \$68,343,685 | \$5,631,773 | 9.0% | | | Becker |
| Big Stone | 20,913,578 | 28,509,608 | 7,596,030 | 36.3% | 26.8% | \$26,518,417 (\$1,991,191) | Big Stone |
| Clay | 67,459,211 | 70,817,247 | 3,358,036 | 5.0% | | | Clay |
| Douglas | 59,385,426 | 67,704,708 | 8,319,282 | 14.0% | | | Douglas |
| Grant | 23,155,728 | 26,342,670 | 3,186,942 | 13.8% | | | Grant |
| Mahnomen | 20,818,494 | 24,615,549 | 3,797,055 | 18.2% | | | Mahnomen |
| Otter Tail | 168,880,876 | 182,462,795 | 13,581,919 | 8.0% | | | Otter Tail |
| Pope | 41,439,308 | 44,524,426 | 3,085,118 | 7.4% | | | Pope |
| Stevens | 30,371,731 | 32,522,812 | 2,151,081 | 7.1% | | | Stevens |
| Swift | 42,559,656 | 43,555,961 | 996,305 | 2.3% | | | Swift |
| Traverse | 29,198,577 | 32,796,947 | 3,598,370 | 12.3% | | | Traverse |
| Wilkin | 45,423,870 | 49,648,062 | 4,224,192 | 9.3% | | | Wilkin |
| District 4 Totals | 612,318,367 | 671,844,470 | 59,526,103 | 9.7% | | | District 4 Totals |
| Anoka | 132,982,897 | 152,025,339 | 19,042,442 | 14.3% | | | Anoka |
| Carver | 83,443,017 | 83,917,031 | 474,014 | 0.6% | 1.8% | 84,944,991 1,027,960 | Carver |
| Hennepin | 623,553,166 | 614,600,940 | (8,952,226) | -1.4% | 1.8% | 634,777,123 20,176,183 | Hennepin |
| Scott | 99,641,997 | 113,398,214 | 13,756,217 | 13.8% | | | Scott |
| District 5 Totals | 939,621,077 | 963,941,524 | 24,320,447 | 2.6% | | | District 5 Totals |
| Dodge | 51,223,841 | 56,681,233 | 5,457,392 | 10.7% | | | Dodge |
| Fillmore | 120,545,638 | 127,619,121 | 7,073,483 | 5.9% | | | Fillmore |
| Freeborn | 78,461,071 | 91,609,556 | 13,148,485 | 16.8% | | | Freeborn |
| Goodhue | 81,913,022 | 84,748,534 | 2,835,512 | 3.5% | | | Goodhue |
| Houston | 70,586,404 | 72,455,475 | 1,869,071 | 2.7% | | | Houston |
| Mower | 83,535,396 | 92,284,653 | 8,749,257 | 10.5% | | | Mower |
| Olmsted | 121,104,198 | 136,352,169 | 15,247,971 | 12.6% | | | Olmsted |
| Rice | 64,694,538 | 76,034,722 | 11,340,184 | 17.5% | | | Rice |
| Steele | 68,679,067 | 67,507,146 | (1,171,921) | -1.7% | 1.8% | 69,915,290 2,408,144 | Steele |
| Wabasha | 72,754,840 | 75,739,757 | 2,984,917 | 4.1% | | | Wabasha |
| Winona | 96,791,758 | 105,949,804 | 9,158,046 | 9.5% | | | Winona |
| District 6 Totals | 910,289,773 | 986,982,170 | 76,692,397 | 8.4% | | | District 6 Totals |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

17-Sep-03

| COUNTY | RESTRICTED 2002 25 YEAR CONSTRUCTION NEEDS | BASIC 2003 25-YEAR CONSTRUCTION NEEDS | CHANGE FROM RESTRICTED 2002 NEEDS | % CHANGE FROM RESTRICTED 2002 NEEDS | RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS | 2003 SCREENING BOARD RESTRICTION | COUNTY | |
|--------------------------|--|---|---|---|--|---|--------------------------|-----------|
| Blue Earth | \$104,639,205 | \$115,154,150 | \$10,514,945 | 10.1% | | | Blue Earth | |
| Brown | 59,250,748 | 61,601,533 | 2,350,785 | 4.0% | | | Brown | |
| Cottonwood | 48,703,356 | 50,301,492 | 1,598,136 | 3.3% | | | Cottonwood | |
| Faribault | 78,511,854 | 79,344,619 | 832,765 | 1.1% | 1.8% | \$79,925,067 | \$580,448 | Faribault |
| Jackson | 68,115,254 | 73,777,494 | 5,662,240 | 8.3% | | | Jackson | |
| Le Sueur | 59,591,436 | 68,695,967 | 9,104,531 | 15.3% | | | Le Sueur | |
| Martin | 64,403,211 | 65,188,293 | 785,082 | 1.2% | 1.8% | 65,562,469 | 374,176 | Martin |
| Nicollet | 49,363,859 | 53,686,874 | 4,323,015 | 8.8% | | | Nicollet | |
| Nobles | 86,144,231 | 96,074,512 | 9,930,281 | 11.5% | | | Nobles | |
| Rock | 44,865,463 | 45,350,550 | 485,087 | 1.1% | 1.8% | 45,673,041 | 322,491 | Rock |
| Sibley | 52,648,931 | 54,693,147 | 2,044,216 | 3.9% | | | Sibley | |
| Waseca | 46,219,873 | 53,556,724 | 7,336,851 | 15.9% | | | Waseca | |
| Watonwan | 36,761,028 | 40,449,528 | 3,688,500 | 10.0% | | | Watonwan | |
| District 7 Totals | 799,218,449 | 857,874,883 | 58,656,434 | 7.3% | | | District 7 Totals | |
| Chippewa | 38,663,954 | 42,618,696 | 3,954,742 | 10.2% | | | Chippewa | |
| Kandiyohi | 85,506,304 | 88,912,659 | 3,406,355 | 4.0% | | | Kandiyohi | |
| Lac Qui Parle | 36,612,301 | 43,809,106 | 7,196,805 | 19.7% | | | Lac Qui Parle | |
| Lincoln | 34,309,955 | 37,575,544 | 3,265,589 | 9.5% | | | Lincoln | |
| Lyon | 52,294,275 | 57,324,143 | 5,029,868 | 9.6% | | | Lyon | |
| Mc Leod | 53,875,784 | 60,276,556 | 6,400,772 | 11.9% | | | Mc Leod | |
| Meeker | 40,495,608 | 43,732,058 | 3,236,450 | 8.0% | | | Meeker | |
| Murray | 45,127,128 | 49,859,723 | 4,732,595 | 10.5% | | | Murray | |
| Pipestone | 34,520,963 | 39,927,643 | 5,406,680 | 15.7% | | | Pipestone | |
| Redwood | 83,642,583 | 84,157,116 | 514,533 | 0.6% | 1.8% | 85,148,149 | 991,033 | Redwood |
| Renville | 76,095,282 | 85,327,753 | 9,232,471 | 12.1% | | | Renville | |
| Yellow Medicine | 51,818,651 | 57,000,870 | 5,182,219 | 10.0% | | | Yellow Medicine | |
| District 8 Totals | 632,962,788 | 690,521,867 | 57,559,079 | 9.1% | | | District 8 Totals | |
| Chisago | 71,493,949 | 79,354,610 | 7,860,661 | 11.0% | | | Chisago | |
| Dakota | 211,479,503 | 196,238,981 | (15,240,522) | -7.2% | 1.8% | 215,286,134 | 19,047,153 | Dakota |
| Ramsey | 270,379,087 | 268,267,194 | (2,111,893) | -0.8% | 1.8% | 275,245,911 | 6,978,717 | Ramsey |
| Washington | 154,193,605 | 157,670,793 | 3,477,188 | 2.3% | | | Washington | |
| District 9 Totals | 707,546,144 | 701,531,578 | (6,014,566) | -0.9% | | | District 9 Totals | |
| STATE TOTALS | \$6,948,258,735 | \$7,421,208,589 | \$472,949,854 | 6.8% | | | STATE TOTALS | |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

County State Aid Construction Fund Balance "Needs" Deductions

The resolution below was originally adopted by the Screening Board at its May, 1975 meeting. The latest revision was made by the Screening Board at the October, 1996 meeting.

That, for the determination of the County State Aid Highway needs, the amount of the unencumbered construction fund balance as of December 31 of the current year; not including the current year's regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisitions which is being actively engaged 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.

The following listing indicates the balances as of September 1, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which would be made to the 2003 25-year construction needs **if** the cut off date was September 1. The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 2004 CSAH apportionments.

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

| County | Regular Account | | | Municipal Account | | | Total 2003 Construction Fund Balance "Needs" Deduction | County |
|--------------------------|--|--|--|--|--|--|---|--------------------------|
| | Unencumbered Construction Fund Balance As of September 1, 2003 | Maximum Balance 2003 Const. Apportionment | 2003 Construction Fund Balance "Needs" Deduction | Unencumbered Construction Fund Balance As of September 1, 2003 | Maximum Balance Larger of Either \$100,000 or 2001-2003 Const. Apport. | 2003 Construction Fund Balance "Needs" Deduction | | |
| Carlton | \$1,494,171 | \$1,770,066 | \$0 | \$406,456 | \$545,324 | \$0 | \$0 | Carlton |
| Cook | 3,547,512 | 1,176,395 | 2,371,117 | 0 | 259,848 | 0 | 2,371,117 | Cook |
| Itasca | 522,244 | 3,486,474 | 0 | 1,866,515 | 1,261,258 | 605,257 | 605,257 | Itasca |
| Koochiching | 2,658,449 | 2,140,001 | 518,448 | 714,428 | 228,255 | 486,173 | 1,004,621 | Koochiching |
| Lake | 3,881,070 | 1,692,023 | 2,189,047 | 435,401 | 300,122 | 135,279 | 2,324,326 | Lake |
| Pine | 1,278,341 | 2,762,427 | 0 | 1,137,646 | 1,232,126 | 0 | 0 | Pine |
| St. Louis | 12,585,041 | 9,782,120 | 2,802,921 | 1,077,160 | 1,709,694 | 0 | 2,802,921 | St. Louis |
| District 1 Totals | 25,966,828 | 22,809,506 | 7,881,533 | 5,637,606 | --- | 1,226,709 | 9,108,242 | District 1 Totals |
| Beltrami | 4,366,188 | 2,417,256 | 1,948,932 | 261,547 | 311,978 | 0 | 1,948,932 | Beltrami |
| Clearwater | 0 | 1,350,494 | 0 | 0 | 336,412 | 0 | 0 | Clearwater |
| Hubbard | 0 | 1,604,826 | 0 | 42,432 | 327,702 | 0 | 0 | Hubbard |
| Kittson | 0 | 1,464,693 | 0 | 489,746 | 628,727 | 0 | 0 | Kittson |
| Lake of the Woods | 1,536,415 | 1,456,880 | 79,535 | 357,882 | 174,390 | 183,492 | 263,027 | Lake of the Woods |
| Marshall | 435,567 | 2,314,732 | 0 | 650,404 | 582,232 | 68,172 | 68,172 | Marshall |
| Norman | 1,948,818 | 1,556,961 | 391,857 | 380,490 | 404,024 | 0 | 391,857 | Norman |
| Pennington | 766,198 | 1,130,591 | 0 | 221,245 | 230,653 | 0 | 0 | Pennington |
| Polk | 2,834,193 | 3,496,060 | 0 | 560,046 | 786,998 | 0 | 0 | Polk |
| Red Lake | 1,566,176 | 1,113,523 | 452,653 | 213,940 | 246,943 | 0 | 452,653 | Red Lake |
| Roseau | 218,265 | 1,724,796 | 0 | 845,153 | 635,009 | 210,144 | 210,144 | Roseau |
| District 2 Totals | 13,671,820 | 19,630,812 | 2,872,977 | 4,022,885 | --- | 461,808 | 3,334,785 | District 2 Totals |
| Aitkin | 2,594,750 | 1,924,673 | 670,077 | 92,816 | 246,021 | 0 | 670,077 | Aitkin |
| Benton | 1,148,804 | 1,195,727 | 0 | 159,308 | 241,440 | 0 | 0 | Benton |
| Cass | 949,001 | 2,344,009 | 0 | 88,606 | 798,984 | 0 | 0 | Cass |
| Crow Wing | 1,401,653 | 1,816,536 | 0 | 287,287 | 1,278,659 | 0 | 0 | Crow Wing |
| Isanti | 2,395,262 | 1,339,919 | 1,055,343 | 4,978 | 142,939 | 0 | 1,055,343 | Isanti |
| Kanabec | 2,002,261 | 1,072,400 | 929,861 | 235,507 | 341,018 | 0 | 929,861 | Kanabec |
| Mille Lacs | 3,238,339 | 1,518,863 | 1,719,476 | 671,569 | 549,392 | 122,177 | 1,841,653 | Mille Lacs |
| Morrison | 2,691,497 | 2,084,185 | 607,312 | 783,066 | 581,357 | 201,709 | 809,021 | Morrison |
| Sherburne | 1,421,933 | 1,249,648 | 172,285 | 474,891 | 208,625 | 266,266 | 438,551 | Sherburne |
| Stearns | 0 | 3,358,531 | 0 | 0 | 1,435,664 | 0 | 0 | Stearns |
| Todd | 2,347,764 | 1,521,361 | 826,403 | 524,566 | 775,928 | 0 | 826,403 | Todd |
| Wadena | 0 | 1,019,272 | 0 | 337,158 | 479,259 | 0 | 0 | Wadena |
| Wright | 934,687 | 3,044,308 | 0 | 1,724,381 | 1,391,472 | 332,909 | 332,909 | Wright |
| District 3 Totals | 21,125,951 | 23,489,432 | 5,980,757 | 5,384,133 | --- | 923,061 | 6,903,818 | District 3 Totals |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

| County | Regular Account | | | Municipal Account | | | Total | | County |
|--------------------------|--|--|--|--|--|--|--|--|--------------------------|
| | Unencumbered Construction Fund Balance As of September 1, 2003 | Maximum Balance 2003 Const. Apportionment | 2003 Construction Fund Balance "Needs" Deduction | Unencumbered Construction Fund Balance As of September 1, 2003 | Maximum Balance Larger of Either \$100,000 or 2001-2003 Const. Apport. | 2003 Construction Fund Balance "Needs" Deduction | 2003 Construction Fund Balance "Needs" Deduction | 2003 Construction Fund Balance "Needs" Deduction | |
| Becker | \$0 | \$1,957,682 | \$0 | \$100,760 | 377,180 | \$0 | \$0 | \$0 | Becker |
| Big Stone | 405,012 | 1,068,264 | 0 | 0 | 339,325 | 0 | 0 | 0 | Big Stone |
| Clay | 711,546 | 2,001,952 | 0 | 412,180 | 592,193 | 0 | 0 | 0 | Clay |
| Douglas | 0 | 1,713,005 | 0 | 14,198 | 724,839 | 0 | 0 | 0 | Douglas |
| Grant | 1,101,396 | 1,068,264 | 33,132 | 390,976 | 306,741 | 84,235 | 117,367 | 117,367 | Grant |
| Mahnomen | 1,674,367 | 1,131,367 | 543,000 | 220,165 | 153,193 | 66,972 | 609,972 | 609,972 | Mahnomen |
| Otter Tail | 3,009,460 | 4,447,953 | 0 | 554,591 | 1,154,283 | 0 | 0 | 0 | Otter Tail |
| Pope | 816,926 | 1,530,748 | 0 | 181,736 | 264,746 | 0 | 0 | 0 | Pope |
| Stevens | 173,681 | 1,134,322 | 0 | 14,635 | 173,841 | 0 | 0 | 0 | Stevens |
| Swift | 73,471 | 1,389,290 | 0 | 190,735 | 322,080 | 0 | 0 | 0 | Swift |
| Traverse | 2,740,482 | 1,066,137 | 1,674,345 | 190,870 | 356,654 | 0 | 1,674,345 | 1,674,345 | Traverse |
| Wilkin | 0 | 1,377,675 | 0 | 0 | 623,517 | 0 | 0 | 0 | Wilkin |
| District 4 Totals | 10,706,341 | 19,886,659 | 2,250,477 | 2,270,846 | --- | 151,207 | 2,401,684 | 2,401,684 | District 4 Totals |
| Anoka | 0 | 3,674,490 | 0 | 295,502 | 792,777 | 0 | 0 | 0 | Anoka |
| Carver | 1,477,755 | 1,814,453 | 0 | 293,346 | 892,729 | 0 | 0 | 0 | Carver |
| Hennepin | 17,108,263 | 11,661,584 | 5,446,679 | 969,000 | 4,396,455 | 0 | 5,446,679 | 5,446,679 | Hennepin |
| Scott | 346,059 | 2,696,734 | 0 | 159,775 | 286,514 | 0 | 0 | 0 | Scott |
| District 5 Totals | 18,932,077 | 19,847,261 | 5,446,679 | 1,717,623 | --- | 0 | 5,446,679 | 5,446,679 | District 5 Totals |
| Dodge | 0 | 1,345,148 | 0 | 86,559 | 527,853 | 0 | 0 | 0 | Dodge |
| Fillmore | 810,851 | 2,626,430 | 0 | 137,901 | 1,103,243 | 0 | 0 | 0 | Fillmore |
| Freeborn | 0 | 2,240,583 | 0 | 343,019 | 343,019 | 0 | 0 | 0 | Freeborn |
| Goodhue | 386,657 | 2,093,458 | 0 | 148,868 | 751,899 | 0 | 0 | 0 | Goodhue |
| Houston | 991,108 | 1,856,824 | 0 | 196,644 | 243,034 | 0 | 0 | 0 | Houston |
| Mower | 117,318 | 2,141,639 | 0 | 450,043 | 450,043 | 0 | 0 | 0 | Mower |
| Olmsted | 0 | 2,757,334 | 0 | 105,189 | 232,688 | 0 | 0 | 0 | Olmsted |
| Rice | 1,221,847 | 1,809,299 | 0 | 0 | 184,545 | 0 | 0 | 0 | Rice |
| Steele | 1,066,512 | 1,845,732 | 0 | 254,197 | 243,985 | 10,212 | 10,212 | 10,212 | Steele |
| Wabasha | 561,002 | 1,653,106 | 0 | 0 | 861,157 | 0 | 0 | 0 | Wabasha |
| Winona | 685,467 | 2,029,643 | 0 | 437,145 | 633,628 | 0 | 0 | 0 | Winona |
| District 6 Totals | 5,840,762 | 22,399,196 | 0 | 2,159,565 | --- | 10,212 | 10,212 | 10,212 | District 6 Totals |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

| County | Regular Account | | | Municipal Account | | | Total 2003 Construction Fund Balance "Needs" Deduction | County |
|--------------------------|--|--|--|--|--|--|---|--------------------------|
| | Unencumbered Construction Fund Balance As of September 1, 2003 | Maximum Balance 2003 Const. Apportionment | 2003 Construction Fund Balance "Needs" Deduction | Unencumbered Construction Fund Balance As of September 1, 2003 | Maximum Balance Larger of Either \$100,000 or 2001-2003 Const. Apport. | 2003 Construction Fund Balance "Needs" Deduction | | |
| Blue Earth | \$1,276,079 | \$2,610,320 | \$0 | \$18,488 | 644,791 | \$0 | \$0 | Blue Earth |
| Brown | 1,257,861 | 1,622,893 | 0 | 271,821 | 388,471 | 0 | 0 | Brown |
| Cottonwood | 2,194,743 | 1,501,657 | 693,086 | 188,126 | 390,502 | 0 | 693,086 | Cottonwood |
| Faribault | 0 | 1,795,742 | 0 | 183,975 | 1,138,980 | 0 | 0 | Faribault |
| Jackson | 2,467,028 | 1,809,659 | 657,369 | 890,371 | 542,673 | 347,698 | 1,005,067 | Jackson |
| Le Sueur | 0 | 1,350,778 | 0 | 0 | 1,400,821 | 0 | 0 | Le Sueur |
| Martin | 1,748,443 | 1,872,655 | 0 | 0 | 367,429 | 0 | 0 | Martin |
| Nicollet | 0 | 1,496,898 | 0 | 25,730 | 232,537 | 0 | 0 | Nicollet |
| Nobles | 3,231,819 | 2,130,655 | 1,101,164 | 47,838 | 325,633 | 0 | 1,101,164 | Nobles |
| Rock | 92,880 | 1,232,515 | 0 | 961,662 | 597,236 | 364,426 | 364,426 | Rock |
| Sibley | 72,672 | 1,444,466 | 0 | 312,600 | 467,747 | 0 | 0 | Sibley |
| Waseca | 0 | 1,331,218 | 0 | 301,277 | 259,411 | 41,866 | 41,866 | Waseca |
| Watonwan | 0 | 1,035,364 | 0 | 766,298 | 668,205 | 98,093 | 98,093 | Watonwan |
| District 7 Totals | 12,341,525 | 21,234,820 | 2,451,619 | 3,968,186 | --- | 852,083 | 3,303,702 | District 7 Totals |
| Chippewa | 0 | 1,219,569 | 0 | 0 | 262,464 | 0 | 0 | Chippewa |
| Kandiyohi | 0 | 2,439,851 | 0 | 438,404 | 491,880 | 0 | 0 | Kandiyohi |
| Lac Qui Parle | 180,294 | 1,365,473 | 0 | 435,101 | 408,024 | 27,077 | 27,077 | Lac Qui Parle |
| Lincoln | 455,520 | 1,126,210 | 0 | 177,460 | 383,915 | 0 | 0 | Lincoln |
| Lyon | 0 | 1,434,278 | 0 | 693,885 | 673,259 | 20,626 | 20,626 | Lyon |
| Mc Leod | 1,925,693 | 1,503,618 | 422,075 | 548,975 | 524,531 | 24,444 | 446,519 | Mc Leod |
| Meeker | 1,534,186 | 1,357,589 | 176,597 | 213,685 | 287,753 | 0 | 176,597 | Meeker |
| Murray | 504,681 | 1,471,823 | 0 | 416,936 | 481,645 | 0 | 0 | Murray |
| Pipestone | 55,156 | 954,454 | 0 | 231,053 | 771,839 | 0 | 0 | Pipestone |
| Redwood | 2,866,085 | 1,908,069 | 958,016 | 802,877 | 769,216 | 33,661 | 991,677 | Redwood |
| Renville | 1,180,078 | 2,249,104 | 0 | 189,256 | 295,200 | 0 | 0 | Renville |
| Yellow Medicine | 1,507,255 | 1,498,717 | 8,538 | 660,182 | 579,221 | 80,961 | 89,499 | Yellow Medicine |
| District 8 Totals | 10,208,948 | 18,528,755 | 1,565,226 | 4,807,814 | --- | 186,769 | 1,751,995 | District 8 Totals |
| Chisago | 3,012,225 | 1,725,641 | 1,286,584 | 531,527 | 654,066 | 0 | 1,286,584 | Chisago |
| Dakota | 361,904 | 4,960,627 | 0 | 553,913 | 554,183 | 0 | 0 | Dakota |
| Ramsey | 1,855,657 | 6,154,292 | 0 | 0 | 177,854 | 0 | 0 | Ramsey |
| Washington | 3,408,298 | 2,791,971 | 616,327 | 2,248,857 | 2,218,836 | 30,021 | 646,348 | Washington |
| District 9 Totals | 8,638,084 | 15,632,531 | 1,902,911 | 3,334,297 | --- | 30,021 | 1,932,932 | District 9 Totals |
| STATE TOTALS | \$127,432,336 | \$183,458,972 | \$30,352,179 | \$33,302,955 | \$52,962,936 | \$3,841,870 | \$34,194,049 | STATE TOTALS |

2003 C.S.A.H. SCREENING BOARD DATA

OCTOBER, 2003

Special Resurfacing Projects

Due to the necessity for some counties to resurface certain substandard bituminous County State Aid Highways, the 1967 County Screening Board adopted the following resolution:

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.

The following list shows the counties, by district, that awarded special resurfacing projects from 1993 through 2002, the number of projects awarded and the project costs in each account which have been deducted from the 2003 County State Aid Highway Money needs. In 2002 alone, more than \$37.0 million of special resurfacing projects were awarded.

| County | Number of Special Resurf. Projects 1993-2002 | Spec. Resurf. 2002 | Regular Account Deduction | Municipal Account Deduction | Total Special Resurfacing Cost Deducted from 2003 25-Yr. Const. Needs |
|--------------------------|---|--------------------------|---------------------------------|-----------------------------------|--|
| Carlton | 14 | 1 | \$2,351,177 | \$48,641 | \$2,399,818 |
| Cook | 4 | 0 | 1,744,500 | 0 | 1,744,500 |
| Itasca | 19 | 2 | 3,770,994 | 337,607 | 4,108,601 |
| Koochiching | 20 | 4 | 2,629,275 | 83,562 | 2,712,837 |
| Lake | 7 | 0 | 4,027,024 | 0 | 4,027,024 |
| Pine | 16 | 2 | 4,549,050 | 479,061 | 5,028,111 |
| St. Louis | 16 | 2 | 3,960,844 | 63,917 | 4,024,761 |
| District 1 Totals | 96 | 11 | 23,032,864 | 1,012,788 | 24,045,652 |
| Beltrami | 6 | 0 | 2,777,141 | 0 | 2,777,141 |
| Clearwater | 11 | 0 | 2,273,037 | 44,462 | 2,317,499 |
| Hubbard | 5 | 1 | 2,105,746 | 11,832 | 2,117,578 |
| Kittson | 10 | 1 | 2,078,278 | 260,727 | 2,339,005 |
| Lake of the Woods | 8 | 4 | 2,358,321 | 60,307 | 2,418,628 |
| Marshall | 1 | 0 | 0 | 42,754 | 42,754 |
| Norman | 19 | 4 | 2,941,449 | 97,880 | 3,039,329 |
| Pennington | 2 | 0 | 318,149 | 0 | 318,149 |
| Polk | 5 | 1 | 1,300,693 | 69,202 | 1,369,895 |
| Red Lake | 8 | 0 | 3,521,919 | 120,537 | 3,642,456 |
| Roseau | 10 | 1 | 3,073,016 | 30,757 | 3,103,773 |
| District 2 Totals | 85 | 12 | 22,747,749 | 738,458 | 23,486,207 |

| County | Number of Special Resurf. Projects 1993-2002 | Spec. Resurf. 2002 | Regular Account Deduction | Municipal Account Deduction | Total Special Resurfacing Cost Deducted from 2003 25-Yr. Const. Needs |
|--------------------------|---|--------------------------|---------------------------------|-----------------------------------|--|
| Aitkin | 5 | 0 | \$1,222,895 | \$0 | \$1,222,895 |
| Benton | 9 | 1 | 2,082,999 | 44,359 | 2,127,358 |
| Cass | 6 | 0 | 1,627,471 | 0 | 1,627,471 |
| Crow Wing | 11 | 1 | 2,403,743 | 140,757 | 2,544,500 |
| Isanti | 26 | 0 | 2,360,524 | 0 | 2,360,524 |
| Kanabec | 4 | 1 | 0 | 112,050 | 112,050 |
| Mille Lacs | 26 | 0 | 3,973,980 | 197,318 | 4,171,298 |
| Morrison | 29 | 1 | 7,707,555 | 143,706 | 7,851,261 |
| Sherburne | 7 | 1 | 920,424 | 22,509 | 942,933 |
| Stearns | 34 | 4 | 9,701,905 | 24,458 | 9,726,363 |
| Todd | 4 | 0 | 1,439,418 | 32,391 | 1,471,809 |
| Wadena | 8 | 1 | 1,785,430 | 0 | 1,785,430 |
| Wright | 15 | 2 | 4,478,705 | 420,938 | 4,899,643 |
| District 3 Totals | 184 | 12 | 39,705,049 | 1,138,486 | 40,843,535 |
| Becker | 30 | 4 | 5,465,831 | 208,209 | 5,674,040 |
| Big Stone | 7 | 4 | 1,790,106 | 0 | 1,790,106 |
| Clay | 0 | 0 | 0 | 0 | 0 |
| Douglas | 18 | 0 | 3,378,917 | 56,482 | 3,435,399 |
| Grant | 14 | 1 | 4,300,749 | 215,523 | 4,516,272 |
| Mahnomen | 4 | 0 | 1,419,555 | 0 | 1,419,555 |
| Otter Tail | 41 | 2 | 8,560,458 | 355,914 | 8,916,372 |
| Pope | 6 | 1 | 940,000 | 12,673 | 952,673 |
| Stevens | 10 | 1 | 3,101,118 | 29,602 | 3,130,720 |
| Swift | 12 | 0 | 1,833,429 | 174,179 | 2,007,608 |
| Traverse | 7 | 0 | 2,276,265 | 154,843 | 2,431,108 |
| Wilkin | 11 | 0 | 3,633,442 | 119,046 | 3,752,488 |
| District 4 Totals | 160 | 13 | 36,699,870 | 1,326,471 | 38,026,341 |
| Anoka | 4 | 0 | 789,459 | 0 | 789,459 |
| Carver | 2 | 0 | 144,970 | 0 | 144,970 |
| Hennepin | 3 | 1 | 274,123 | 14,555 | 288,678 |
| Scott | 0 | 0 | 0 | 0 | 0 |
| District 5 Totals | 9 | 1 | 1,208,552 | 14,555 | 1,223,107 |
| Dodge | 8 | 0 | 1,810,200 | 30,333 | 1,840,533 |
| Fillmore | 4 | 0 | 857,698 | 58,131 | 915,829 |
| Freeborn | 40 | 6 | 14,295,849 | 347,492 | 14,643,341 |
| Goodhue | 4 | 1 | 1,431,033 | 0 | 1,431,033 |
| Houston | 7 | 3 | 1,495,683 | 179,863 | 1,675,546 |
| Mower | 6 | 0 | 736,441 | 0 | 736,441 |
| Olmsted | 4 | 0 | 4,113,989 | 56,429 | 4,170,418 |
| Rice | 15 | 0 | 3,224,047 | 0 | 3,224,047 |
| Steele | 20 | 0 | 3,732,042 | 0 | 3,732,042 |
| Wabasha | 14 | 0 | 2,263,856 | 76,869 | 2,340,725 |
| Winona | 37 | 6 | 6,256,462 | 286,908 | 6,543,370 |
| District 6 Totals | 159 | 16 | 40,217,300 | 1,036,025 | 41,253,325 |

| County | Number of Special Resurf. Projects 1993-2002 | Spec. Resurf. 2002 | Regular Account Deduction | Municipal Account Deduction | Total Special Resurfacing Cost Deducted from 2003 25-Yr. Const. Needs |
|--------------------------|---|--------------------------|---------------------------------|-----------------------------------|--|
| Blue Earth | 29 | 3 | \$4,023,696 | \$29,919 | \$4,053,615 |
| Brown | 29 | 4 | 3,638,617 | 109,105 | 3,747,722 |
| Cottonwood | 12 | 1 | 2,181,961 | 0 | 2,181,961 |
| Faribault | 4 | 0 | 496,516 | 51,037 | 547,553 |
| Jackson | 9 | 4 | 1,702,111 | 0 | 1,702,111 |
| LeSueur | 14 | 2 | 4,016,697 | 807,904 | 4,824,601 |
| Martin | 1 | 0 | 176,431 | 0 | 176,431 |
| Nicollet | 8 | 2 | 1,139,022 | 122,244 | 1,261,266 |
| Nobles | 10 | 5 | 2,029,671 | 54,145 | 2,083,816 |
| Rock | 10 | 0 | 2,459,942 | 165,078 | 2,625,020 |
| Sibley | 18 | 1 | 2,589,188 | 129,735 | 2,718,923 |
| Waseca | 14 | 5 | 4,310,461 | 23,176 | 4,333,637 |
| Watonwan | 18 | 0 | 1,581,381 | 55,625 | 1,637,006 |
| District 7 Totals | 176 | 27 | 30,345,694 | 1,547,968 | 31,893,662 |
| Chippewa | 12 | 2 | 3,424,149 | 0 | 3,424,149 |
| Kandiyohi | 0 | 0 | 0 | 0 | 0 |
| Lac Qui Parle | 10 | 0 | 1,120,639 | 46,682 | 1,167,321 |
| Lincoln | 18 | 3 | 1,050,831 | 178,196 | 1,229,027 |
| Lyon | 17 | 3 | 2,513,681 | 380,344 | 2,894,025 |
| Mc Leod | 5 | 3 | 483,426 | 8,310 | 491,736 |
| Meeker | 8 | 1 | 1,395,438 | 182,965 | 1,578,403 |
| Murray | 21 | 2 | 2,459,126 | 57,248 | 2,516,374 |
| Pipestone | 10 | 3 | 821,012 | 460,198 | 1,281,210 |
| Redwood | 23 | 0 | 2,633,276 | 441,300 | 3,074,576 |
| Renville | 13 | 0 | 2,881,280 | 42,698 | 2,923,978 |
| Yellow Medicine | 5 | 1 | 1,367,911 | 0 | 1,367,911 |
| District 8 Totals | 142 | 18 | 20,150,769 | 1,797,941 | 21,948,710 |
| Chisago | 6 | 1 | 1,894,119 | 517,930 | 2,412,049 |
| Dakota | 1 | 0 | 0 | 27,238 | 27,238 |
| Ramsey | 13 | 1 | 2,576,284 | 0 | 2,576,284 |
| Washington | 14 | 1 | 1,850,152 | 629,727 | 2,479,879 |
| District 9 Totals | 34 | 3 | 6,320,555 | 1,174,895 | 7,495,450 |
| STATE TOTALS | 1,045 | 113 | \$220,428,402 | \$9,787,587 | \$230,215,989 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

In order to partially offset the expected rapid rate of inflation without reviewing all rural design complete grading costs each year, the 1968 County Screening committee adopted the resolution below.

That, annually a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustment 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.

The original adjustment procedure established that if a county had 30% or more of its rural design mileage in the grading study, then 100% of the rural grading cost factor was used to adjust the remaining rural design complete grading needs.

This procedure was revised in 1984 so that the entire Rural Grading Cost Factor would be applied if the mileage in the grading comparison equaled 10% or more of that county's rural design system that had complete grading remaining in the needs study.

All rural complete grading costs in the needs study were updated in 1984. Because of this, it was necessary to begin the grading comparison over again starting with the 1984 projects.

Below is an example showing St. Louis County's rural design grading cost adjustment computation for the 2004 apportionment.

- 1) 174.8 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-2002. This represents 17% of the 1,024.50 miles of C.S.A.H.'s which still have rural design complete grading required in their needs study.
- 2) The Rural Grading Cost Factor of 62% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.
$$\frac{\$317,837 - \$196,483}{\$196,483} = 62\%$$
- 3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs.
If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.
- 4) Then by multiplying the Adjusted Factor (62%) times the complete rural design grading needs remaining in the 2003 study (\$168,771,406) an adjustment (+\$104,638,272) to the 2003 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete rural grading needs after the adjustment is applied.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 2003 25-year construction needs) have been used in calculating the 2003 annual County State Aid Highway money needs.

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-2002 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading Remaining in the 2003 Needs Study | | | | Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|----------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------|-----------------------|--|-------------------------------------|
| | Projects | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Rural Miles | Total Cost | Average Cost Per Mile | | |
| | # | (Col. 2) Miles | | | | | | | | | | | |
| Carlton | 25 | 61.7 | 33% | \$178,804 | \$116,694 | 53% | 53.0% | 187.75 | 67.9% | \$22,898,718 | \$121,964 | \$12,136,321 | \$186,605 |
| Cook | 12 | 28.7 | 20% | 221,293 | 159,613 | 39% | 39.0% | 140.90 | 81.4% | 20,993,554 | 148,996 | 8,187,486 | 207,105 |
| Itasca | 36 | 114.7 | 24% | 162,916 | 84,386 | 93% | 93.0% | 478.76 | 76.3% | 49,422,406 | 103,230 | 45,962,838 | 199,234 |
| Koochiching | 20 | 69.8 | 52% | 130,631 | 79,163 | 65% | 65.0% | 132.98 | 58.1% | 9,357,644 | 70,369 | 6,082,469 | 116,109 |
| Lake | 23 | 44.1 | 28% | 322,670 | 198,515 | 63% | 63.0% | 158.38 | 72.4% | 31,595,798 | 199,494 | 19,905,353 | 325,175 |
| Pine | 45 | 104.6 | 33% | 193,045 | 134,897 | 43% | 43.0% | 312.90 | 68.6% | 48,757,644 | 155,825 | 20,965,787 | 222,830 |
| St. Louis | 79 | 174.8 | 17% | 317,837 | 196,483 | 62% | 62.0% | 1,024.50 | 81.0% | 168,771,406 | 164,735 | 104,638,272 | 266,871 |
| District 1 Totals | 240 | 598.4 | 25% | \$225,876 | \$140,697 | 61% | | 2,436.17 | 75.0% | \$351,797,170 | \$144,406 | \$217,878,526 | \$233,841 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-2002 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading Remaining in the 2003 Needs Study | | | | Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|----------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------|-----------------------|--|-------------------------------------|
| | Projects | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Rural Miles | Total Cost | Average Cost Per Mile | | |
| | # | (Col. 2) Miles | | | | | | | | | | | |
| Beltrami | 25 | 85.6 | 26% | \$119,559 | \$93,538 | 28% | 28.0% | 324.20 | 72.9% | \$26,858,241 | \$82,845 | \$7,520,307 | \$106,041 |
| Clearwater | 31 | 83.9 | 40% | 80,137 | 70,467 | 14% | 14.0% | 211.84 | 66.6% | 14,025,192 | 66,207 | 1,963,527 | 75,475 |
| Hubbard | 15 | 54.6 | 22% | 112,978 | 85,370 | 32% | 32.0% | 251.06 | 79.9% | 17,858,024 | 71,131 | 5,714,568 | 93,892 |
| Kittson | 29 | 99.8 | 42% | 69,531 | 65,971 | 5% | 5.0% | 239.22 | 65.0% | 15,978,829 | 66,796 | 798,941 | 70,135 |
| Lake of the Woods | 14 | 39.9 | 34% | 69,807 | 61,029 | 14% | 14.0% | 115.95 | 60.9% | 7,125,002 | 61,449 | 997,500 | 70,052 |
| Marshall | 50 | 245.2 | 74% | 59,190 | 58,210 | 2% | 2.0% | 331.14 | 52.3% | 19,182,678 | 57,929 | 383,654 | 59,088 |
| Norman | 28 | 78.2 | 30% | 66,191 | 61,139 | 8% | 8.0% | 263.94 | 68.6% | 14,897,246 | 56,442 | 1,191,780 | 60,957 |
| Pennington | 12 | 54.4 | 34% | 70,290 | 51,808 | 36% | 36.0% | 160.23 | 62.4% | 8,288,551 | 51,729 | 2,983,878 | 70,352 |
| Polk | 56 | 255.8 | 61% | 73,427 | 75,003 | -2% | -2.0% | 422.35 | 53.3% | 30,436,028 | 72,064 | (608,721) | 70,622 |
| Red Lake | 11 | 33.4 | 23% | 87,534 | 79,632 | 10% | 10.0% | 143.97 | 78.9% | 9,771,526 | 67,872 | 977,153 | 74,659 |
| Roseau | 29 | 113.4 | 42% | 50,068 | 58,245 | -14% | -14.0% | 272.57 | 58.0% | 15,386,093 | 56,448 | (2,154,053) | 48,545 |
| District 2 Totals | 300 | 1,144.1 | 42% | \$73,192 | \$68,101 | 7% | | 2,736.47 | 62.9% | \$179,807,410 | 65,708 | \$19,768,534 | \$72,932 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-2002 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading Remaining in the 2003 Needs Study | | | | Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|----------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------|-----------------------|--|-------------------------------------|
| | Projects | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Rural Miles | Total Cost | Average Cost Per Mile | | |
| | # | (Col. 2) Miles | | | | | | | | | | | |
| Aitkin | 23 | 92.3 | 36% | \$136,533 | \$77,830 | 75% | 75.0% | 259.52 | 69.9% | \$20,970,484 | \$80,805 | \$15,727,863 | \$141,409 |
| Benton | 32 | 66.1 | 51% | 124,573 | 50,924 | 145% | 145.0% | 129.03 | 60.1% | 6,413,966 | 49,709 | 9,300,251 | 121,787 |
| Cass | 23 | 95.5 | 27% | 116,664 | 86,588 | 35% | 35.0% | 354.17 | 68.1% | 25,072,164 | 70,791 | 8,775,257 | 95,568 |
| Crow Wing | 30 | 94.5 | 43% | 78,102 | 61,581 | 27% | 27.0% | 220.79 | 62.5% | 16,834,112 | 76,245 | 4,545,210 | 96,831 |
| Isanti | 22 | 53.7 | 33% | 157,036 | 84,251 | 86% | 86.0% | 161.87 | 72.5% | 13,236,552 | 81,773 | 11,383,435 | 152,097 |
| Kanabec | 25 | 69.5 | 57% | 113,623 | 83,084 | 37% | 37.0% | 121.35 | 58.1% | 9,902,022 | 81,599 | 3,663,748 | 111,790 |
| Mille Lacs | 16 | 31.7 | 19% | 170,063 | 79,562 | 114% | 114.0% | 167.45 | 73.4% | 13,733,745 | 82,017 | 15,656,469 | 175,516 |
| Morrison | 7 | 36.8 | 10% | 89,841 | 58,587 | 53% | 53.0% | 363.67 | 86.2% | 25,042,298 | 68,860 | 13,272,418 | 105,356 |
| Sherburne | 20 | 55.6 | 44% | 54,034 | 37,345 | 45% | 45.0% | 126.71 | 62.2% | 5,706,349 | 45,035 | 2,567,857 | 65,300 |
| Stearns | 20 | 60.1 | 13% | 115,519 | 77,238 | 50% | 50.0% | 461.69 | 83.2% | 36,986,626 | 80,111 | 18,493,313 | 120,167 |
| Todd | 11 | 38.7 | 23% | 80,374 | 65,659 | 22% | 22.0% | 164.90 | 41.6% | 10,674,986 | 64,736 | 2,348,497 | 78,978 |
| Wadena | 12 | 38.5 | 25% | 106,918 | 65,511 | 63% | 63.0% | 152.47 | 69.5% | 8,088,952 | 53,053 | 5,096,040 | 86,476 |
| Wright | 28 | 64.1 | 22% | 215,538 | 95,313 | 126% | 126.0% | 285.06 | 76.8% | 26,467,313 | 92,848 | 33,348,814 | 209,837 |
| District 3 Totals | 269 | 797.1 | 27% | \$119,648 | \$72,144 | 66% | | 2,968.68 | 69.3% | \$219,129,569 | \$73,814 | \$144,179,172 | \$122,381 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-2002 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading Remaining in the 2003 Needs Study | | | | Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|----------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------|-----------------------|--|-------------------------------------|
| | Projects | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Rural Miles | Total Cost | Average Cost Per Mile | | |
| | # | (Col. 2) Miles | | | | | | | | | | | |
| Becker | 23 | 90.4 | 27% | \$58,178 | \$42,797 | 36% | 36.0% | 331.23 | 74.1% | \$17,309,456 | \$52,258 | \$6,231,404 | \$71,071 |
| Big Stone | 17 | 39.0 | 25% | 77,553 | 42,823 | 81% | 81.0% | 153.02 | 75.6% | 7,120,937 | 46,536 | 5,767,959 | 84,230 |
| Clay | 29 | 111.8 | 42% | 77,419 | 44,036 | 76% | 76.0% | 267.66 | 69.0% | 16,231,515 | 60,642 | 12,335,951 | 106,730 |
| Douglas | 18 | 57.8 | 22% | 92,276 | 62,127 | 49% | 49.0% | 266.59 | 74.8% | 13,846,650 | 51,940 | 6,784,859 | 77,390 |
| Grant | 5 | 27.5 | 14% | 70,631 | 40,701 | 74% | 74.0% | 196.05 | 87.3% | 8,768,262 | 44,725 | 6,488,514 | 77,821 |
| Mahnomen | 9 | 51.2 | 39% | 91,092 | 41,498 | 120% | 120.0% | 132.56 | 69.0% | 6,313,879 | 47,630 | 7,576,655 | 104,787 |
| Otter Tail | 34 | 91.1 | 13% | 116,711 | 77,402 | 51% | 51.0% | 725.85 | 83.1% | 62,552,234 | 86,178 | 31,901,639 | 130,129 |
| Pope | 20 | 52.4 | 25% | 141,910 | 74,027 | 92% | 92.0% | 210.70 | 73.1% | 16,170,240 | 76,745 | 14,876,621 | 147,351 |
| Stevens | 8 | 34.0 | 17% | 68,683 | 49,894 | 38% | 38.0% | 194.56 | 81.7% | 10,709,116 | 55,043 | 4,069,464 | 75,959 |
| Swift | 28 | 84.0 | 37% | 58,028 | 42,010 | 38% | 38.0% | 224.25 | 69.0% | 12,487,096 | 55,684 | 4,745,096 | 76,844 |
| Traverse | 5 | 23.4 | 11% | 36,009 | 43,432 | -17% | -17.0% | 207.62 | 86.4% | 11,690,352 | 56,306 | (1,987,360) | 46,734 |
| Wilkin | 16 | 49.8 | 24% | 66,867 | 32,320 | 107% | 107.0% | 210.51 | 69.0% | 9,323,742 | 44,291 | 9,976,404 | 91,683 |
| District 4 Totals | 212 | 712.4 | 23% | \$81,877 | \$50,645 | 62% | | 3,120.60 | 76.5% | \$192,523,479 | \$61,694 | \$108,767,206 | \$96,549 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-2002 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading Remaining in the 2003 Needs Study | | | | Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|----------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|--------------|-----------------------|--|-------------------------------------|
| | Projects | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Rural Miles | Total Cost | Average Cost Per Mile | | |
| | # | (Col. 2) Miles | | | | | | | | | | | |
| Anoka | 19 | 33.4 | 27% | \$272,326 | \$150,873 | 81% | 81.0% | 122.53 | 64.9% | \$21,888,009 | \$178,634 | \$17,729,287 | \$323,327 |
| Carver | 17 | 25.3 | 19% | 211,792 | 115,743 | 83% | 83.0% | 136.05 | 75.1% | 14,205,371 | 104,413 | 11,790,458 | 191,076 |
| Hennepin | 16 | 40.9 | 43% | 598,878 | 316,788 | 89% | 89.0% | 95.98 | 75.2% | 24,112,134 | 251,220 | 21,459,799 | 474,807 |
| Scott | 12 | 14.9 | 12% | 345,541 | 90,301 | 283% | 283.0% | 121.98 | 73.6% | 12,948,514 | 106,153 | 36,644,295 | 406,565 |
| District 5 Totals | 64 | 114.5 | 24% | \$385,036 | \$194,438 | 98% | | 476.54 | 71.9% | \$73,154,028 | \$153,511 | \$87,623,839 | \$337,386 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-2002 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading Remaining in the 2003 Needs Study | | | | Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|----------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------|-----------------------|--|-------------------------------------|
| | Projects | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Rural Miles | Total Cost | Average Cost Per Mile | | |
| | # | (Col. 2) Miles | | | | | | | | | | | |
| Dodge | 22 | 49.4 | 31% | \$92,866 | \$63,545 | 46% | 46.0% | 159.48 | 67.0% | \$9,912,587 | \$62,156 | \$4,559,790 | \$90,747 |
| Fillmore | 33 | 89.2 | 32% | 170,654 | 135,045 | 26% | 26.0% | 275.96 | 70.3% | 41,776,826 | 151,387 | 10,861,975 | 190,748 |
| Freeborn | 17 | 50.0 | 15% | 133,757 | 64,028 | 109% | 109.0% | 342.27 | 80.5% | 17,660,226 | 51,597 | 19,249,646 | 107,838 |
| Goodhue | 22 | 72.4 | 38% | 188,950 | 108,995 | 73% | 73.0% | 192.40 | 61.8% | 18,843,545 | 97,939 | 13,755,788 | 169,435 |
| Houston | 14 | 32.9 | 16% | 235,066 | 156,822 | 50% | 50.0% | 203.10 | 84.4% | 33,823,017 | 166,534 | 16,911,509 | 249,801 |
| Mower | 24 | 66.9 | 26% | 101,509 | 64,462 | 57% | 57.0% | 253.71 | 71.4% | 17,313,256 | 68,240 | 9,868,556 | 107,137 |
| Olmsted | 20 | 46.8 | 22% | 158,811 | 131,682 | 21% | 21.0% | 215.95 | 75.2% | 21,910,409 | 101,461 | 4,601,186 | 122,767 |
| Rice | 16 | 39.9 | 20% | 108,363 | 59,946 | 81% | 81.0% | 203.70 | 79.1% | 14,721,669 | 72,271 | 11,924,552 | 130,811 |
| Steele | 19 | 47.5 | 25% | 123,449 | 53,478 | 131% | 131.0% | 192.89 | 71.7% | 12,697,277 | 65,827 | 16,633,433 | 152,059 |
| Wabasha | 18 | 48.9 | 27% | 188,590 | 130,991 | 44% | 44.0% | 181.47 | 70.7% | 23,341,540 | 128,625 | 10,270,278 | 185,220 |
| Winona | 30 | 47.0 | 21% | 137,695 | 114,745 | 20% | 20.0% | 223.14 | 75.2% | 25,467,450 | 114,132 | 5,093,490 | 136,959 |
| District 6 Totals | 235 | 590.8 | 24% | \$148,950 | \$99,242 | 50% | | 2,444.07 | 73.4% | \$237,467,802 | \$97,161 | \$123,730,203 | \$147,785 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-2002 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading Remaining in the 2003 Needs Study | | | | Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|--------------------------|--------------------------------|----------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|----------------------|-----------------------|--|-------------------------------------|
| | Projects | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Rural Miles | Total Cost | Average Cost Per Mile | | |
| | # | (Col. 2) Miles | | | | | | | | | | | |
| Blue Earth | 28 | 85.6 | 34% | \$139,747 | \$98,057 | 43% | 43.0% | 253.12 | 64.1% | \$20,272,256 | \$80,090 | \$8,717,070 | \$114,528 |
| Brown | 17 | 57.3 | 26% | 113,660 | 96,118 | 18% | 18.0% | 217.24 | 71.3% | 13,465,929 | 61,986 | 2,423,867 | 73,144 |
| Cottonwood | 18 | 50.2 | 22% | 91,216 | 54,156 | 68% | 68.0% | 227.60 | 73.6% | 12,107,104 | 53,195 | 8,232,831 | 89,367 |
| Faribault | 19 | 78.0 | 36% | 87,881 | 57,317 | 53% | 53.0% | 217.82 | 65.7% | 12,010,553 | 55,140 | 6,365,593 | 84,364 |
| Jackson | 17 | 44.5 | 16% | 77,761 | 56,611 | 37% | 37.0% | 285.94 | 79.6% | 17,618,652 | 61,617 | 6,518,901 | 84,415 |
| Le Sueur | 23 | 66.6 | 45% | 92,210 | 64,885 | 42% | 42.0% | 146.33 | 60.3% | 10,935,159 | 74,729 | 4,592,767 | 106,116 |
| Martin | 17 | 87.8 | 36% | 88,516 | 64,245 | 38% | 38.0% | 247.07 | 66.6% | 13,659,556 | 55,286 | 5,190,631 | 76,295 |
| Nicollet | 25 | 56.5 | 36% | 111,725 | 70,969 | 57% | 57.0% | 156.00 | 66.3% | 14,937,400 | 95,753 | 8,514,318 | 150,332 |
| Nobles | 17 | 47.6 | 20% | 82,941 | 56,489 | 47% | 47.0% | 240.35 | 72.3% | 16,042,370 | 66,746 | 7,539,914 | 98,116 |
| Rock | 12 | 44.9 | 25% | 85,502 | 48,871 | 75% | 75.0% | 180.60 | 72.2% | 8,853,119 | 49,021 | 6,639,839 | 85,786 |
| Sibley | 21 | 66.6 | 37% | 79,716 | 57,414 | 39% | 39.0% | 181.22 | 64.5% | 10,493,347 | 57,904 | 4,092,405 | 80,486 |
| Waseca | 26 | 65.2 | 43% | 69,918 | 54,712 | 28% | 28.0% | 151.90 | 64.6% | 8,512,033 | 56,037 | 2,383,369 | 71,727 |
| Watonwan | 15 | 48.3 | 46% | 72,851 | 60,364 | 21% | 21.0% | 104.49 | 47.3% | 7,112,246 | 68,066 | 1,493,572 | 82,360 |
| District 7 Totals | 255 | 799.0 | 31% | \$93,573 | \$66,044 | 42% | | 2,609.68 | 67.5% | \$166,019,724 | \$63,617 | \$72,705,077 | \$91,477 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-2002 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading Remaining in the 2003 Needs Study | | | | Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|--------------------------|--------------------------------|----------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|----------------------|-----------------------|--|-------------------------------------|
| | Projects | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Rural Miles | Total Cost | Average Cost Per Mile | | |
| | # | (Col. 2) Miles | | | | | | | | | | | |
| Chippewa | 12 | 38.5 | 23% | \$138,713 | \$102,650 | 35% | 35.0% | 164.20 | 69.3% | \$14,844,664 | \$90,406 | \$5,195,632 | \$122,048 |
| Kandiyohi | 36 | 114.2 | 47% | 113,322 | 70,418 | 61% | 61.0% | 243.63 | 62.2% | 20,279,751 | 83,240 | 12,370,648 | 134,016 |
| Lac Qui Parle | 23 | 97.9 | 42% | 68,959 | 48,044 | 44% | 44.0% | 235.14 | 66.2% | 9,867,263 | 41,963 | 4,341,596 | 60,427 |
| Lincoln | 20 | 64.3 | 40% | 64,544 | 46,599 | 39% | 39.0% | 161.83 | 66.4% | 8,923,447 | 55,141 | 3,480,144 | 76,646 |
| Lyon | 31 | 86.2 | 48% | 83,644 | 60,153 | 39% | 39.0% | 181.18 | 59.7% | 9,841,072 | 54,317 | 3,838,018 | 75,500 |
| Mc Leod | 27 | 55.3 | 39% | 121,653 | 76,168 | 60% | 60.0% | 140.60 | 59.5% | 9,634,249 | 68,522 | 5,780,549 | 109,636 |
| Meeker | 24 | 53.9 | 30% | 87,029 | 55,039 | 58% | 58.0% | 181.31 | 68.2% | 10,960,086 | 60,449 | 6,356,850 | 95,510 |
| Murray | 22 | 72.6 | 27% | 74,633 | 50,763 | 47% | 47.0% | 273.47 | 78.9% | 14,644,699 | 53,551 | 6,883,009 | 78,721 |
| Pipestone | 24 | 68.5 | 48% | 63,855 | 50,751 | 26% | 26.0% | 141.67 | 64.0% | 7,405,897 | 52,276 | 1,925,533 | 65,867 |
| Redwood | 31 | 78.8 | 31% | 62,984 | 47,630 | 32% | 32.0% | 253.75 | 68.1% | 13,603,844 | 53,611 | 4,353,230 | 70,767 |
| Renville | 16 | 67.2 | 20% | 86,364 | 53,084 | 63% | 63.0% | 341.35 | 77.5% | 18,989,182 | 55,630 | 11,963,185 | 90,676 |
| Yellow Medicine | 29 | 107.5 | 52% | 57,811 | 52,691 | 10% | 10.0% | 206.25 | 61.3% | 12,538,835 | 60,794 | 1,253,884 | 66,874 |
| District 8 Totals | 295 | 904.9 | 36% | \$82,428 | \$57,693 | 43% | | 2,524.38 | 67.3% | \$151,532,989 | \$60,028 | \$67,742,278 | \$86,863 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-2002 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading Remaining in the 2003 Needs Study | | | | Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|----------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|--------------|-----------------------|--|-------------------------------------|
| | Projects | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Rural Miles | Total Cost | Average Cost Per Mile | | |
| | # | (Col. 2) Miles | | | | | | | | | | | |
| Chisago | 17 | 27.3 | 17% | \$243,232 | \$122,616 | 98% | 98.0% | 157.92 | 74.3% | \$14,750,598 | \$93,406 | \$14,455,586 | \$184,943 |
| Dakota | 13 | 17.3 | 15% | 226,731 | 174,441 | 30% | 30.0% | 117.05 | 86.7% | 13,392,636 | 114,418 | 4,017,791 | 148,744 |
| Ramsey | 3 | 3.5 | 59% | 503,673 | 338,416 | 49% | 49.0% | 5.90 | 74.2% | 1,377,290 | 233,439 | 674,872 | 347,824 |
| Washington | 17 | 21.2 | 18% | 361,506 | 172,943 | 109% | 109.0% | 115.94 | 82.0% | 16,021,686 | 138,189 | 17,463,638 | 288,816 |
| District 9 Totals | 50 | 69.3 | 12% | \$288,503 | \$161,797 | 78% | | 396.81 | 79.8% | \$45,542,210 | \$114,771 | \$36,611,887 | 207,036 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-2002 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading Remaining in the 2003 Needs Study | | | | Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|----------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|-----------------|-----------------------|--|-------------------------------------|
| | Projects | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Rural Miles | Total Cost | Average Cost Per Mile | | |
| | # | (Col. 2) Miles | | | | | | | | | | | |
| District 1 Totals | 240 | 598.4 | 25% | \$225,876 | \$140,697 | 61% | | 2,436.17 | 75.0% | \$351,797,170 | \$144,406 | \$217,878,526 | \$233,841 |
| District 2 Totals | 300 | 1,144.1 | 42% | 73,192 | 68,101 | 7% | | 2,736.47 | 62.9% | 179,807,410 | 65,708 | 19,768,534 | 72,932 |
| District 3 Totals | 269 | 797.1 | 27% | 119,648 | 72,144 | 66% | | 2,968.68 | 69.3% | 219,129,569 | 73,814 | 144,179,172 | 122,381 |
| District 4 Totals | 212 | 712.4 | 23% | 81,877 | 50,645 | 62% | | 3,120.60 | 76.5% | 192,523,479 | 61,694 | 108,767,206 | 96,549 |
| District 5 Totals | 64 | 114.5 | 24% | 385,036 | 194,438 | 98% | | 476.54 | 71.9% | 73,154,028 | 153,511 | 87,623,839 | 337,386 |
| District 6 Totals | 235 | 590.8 | 24% | 148,950 | 99,242 | 50% | | 2,444.07 | 73.4% | 237,467,802 | 97,161 | 123,730,203 | 147,785 |
| District 7 Totals | 255 | 799.0 | 31% | 93,573 | 66,044 | 42% | | 2,609.68 | 67.5% | 166,019,724 | 63,617 | 72,705,077 | 91,477 |
| District 8 Totals | 295 | 904.9 | 36% | 82,428 | 57,693 | 43% | | 2,524.38 | 67.3% | 151,532,989 | 60,028 | 67,742,278 | 86,863 |
| District 9 Totals | 50 | 69.3 | 17% | 288,503 | 161,797 | 78% | | 396.81 | 79.8% | 45,542,210 | 114,771 | 36,611,887 | 207,036 |
| STATE TOTAL | 1,920 | 5,730.4 | 29% | \$108,764 | \$78,272 | 39% | | 19,713.40 | 70.2% | \$1,616,974,381 | \$82,024 | \$879,006,722 | \$126,613 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987 - 2002 Urban Design Grading Construction Costs to Needs Study Costs

In 1986, all counties estimated their grading costs on all urban design segments requiring complete grading. In order to keep their costs relatively up to date, the Screening Board directed that an adjustment to these costs be applied in the same manner as has been done to the rural design complete grading costs.

An explanation of Pine County's urban design grading cost adjustments for the 2004 apportionment is shown below.

- 1) 2.0 miles of C.S.A.H.'s which had urban design complete grading needs were graded in Pine County in 1987 - 2002. This represents 15% of the 13.60 miles of C.S.A.H.'s which still have urban design complete grading required in their needs study.
- 2) The Urban Grading Cost Factor of 196% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$568,917 - \$192,320}{\$192,320} = 196\%$$

- 3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs. If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.
- 4) Then, by multiplying the Adjusted Factor (196.0%) times the complete urban design grading needs remaining in the 2003 needs study (\$3,408,412) an adjustment (+\$6,680,488) to the 2003 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete urban grading needs after the adjustment is applied.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 2003 25-year construction needs) have been used in calculating the 2003 annual County State Aid Highway money needs.

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

| County | 1987-2002 Urban Design Grading | | | | | Urban Grading Cost Factor | Adjusted Urban Grading Cost Factor | Urban Complete Grading Remaining in the 2003 Needs Study | | | | Urban Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|-------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|--------------|-----------------------|--|-------------------------------------|
| | Projects (Col. 2) | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) | % of Total Urban Miles | Total Cost | Average Cost per Mile | | |
| | # | Miles | | | | | | | | | | | |
| Carlton | 3 | 1.4 | 13% | \$114,584 | \$127,504 | -10% | -10.0% | 10.63 | 67.6% | \$2,521,360 | \$237,193 | (\$252,136) | \$213,474 |
| Cook | 3 | 0.6 | 14% | 202,949 | 122,969 | 65% | 65.0% | 4.26 | 72.5% | 1,490,595 | 349,905 | 968,887 | 577,343 |
| Itasca | 12 | 5.7 | 63% | 263,221 | 161,803 | 63% | 63.0% | 9.07 | 45.2% | 1,595,006 | 175,855 | 1,004,854 | 286,644 |
| Koochiching | 4 | 2.3 | 18% | 147,234 | 163,330 | -10% | -10.0% | 12.99 | 72.7% | 2,138,416 | 164,620 | (213,842) | 148,158 |
| Lake | 1 | 1.2 | 43% | 782,333 | 237,475 | 229% | 229.0% | 2.77 | 53.7% | 666,460 | 240,599 | 1,526,193 | 791,571 |
| Pine | 6 | 2.0 | 15% | 568,917 | 192,320 | 196% | 196.0% | 13.60 | 73.8% | 3,408,412 | 250,619 | 6,680,488 | 741,831 |
| St. Louis | 19 | 9.6 | 15% | 640,035 | 284,712 | 125% | 125.0% | 65.31 | 57.6% | 26,185,893 | 400,948 | 32,732,366 | 902,132 |
| District 1 Totals | 48 | 22.8 | 19% | \$453,063 | \$217,097 | 109% | | 118.63 | 60.4% | \$38,006,142 | \$320,375 | \$42,446,810 | \$678,184 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

| County | 1987-2002 Urban Design Grading | | | | | Urban Grading Cost Factor | Adjusted Urban Grading Cost Factor | Urban Complete Grading Remaining in the 2003 Needs Study | | | | Urban Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|--------------------------|--------------------------------|-------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|--------------------|-----------------------|--|-------------------------------------|
| | Projects (Col. 2) | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Urban Miles | Total Cost | Average Cost per Mile | | |
| | # | Miles | | | | | | | | | | | |
| Beltrami | 8 | 5.1 | 39% | \$145,410 | \$120,890 | 20% | 20.0% | 13.00 | 60.6% | \$2,234,269 | \$171,867 | \$446,854 | \$206,240 |
| Clearwater | 2 | 0.8 | 14% | 101,273 | 162,565 | -38% | -38.0% | 5.66 | 76.3% | 818,133 | 144,546 | (310,891) | 89,619 |
| Hubbard | 5 | 2.3 | 44% | 289,900 | 166,877 | 74% | 74.0% | 5.23 | 59.0% | 482,976 | 92,347 | 357,402 | 160,684 |
| Kittson | 2 | 0.6 | 13% | 264,912 | 323,522 | -18% | -18.0% | 4.72 | 93.7% | 958,296 | 203,029 | (172,493) | 166,484 |
| Lake of the Woods | 1 | 0.7 | 21% | 143,151 | 87,479 | 64% | 64.0% | 3.32 | 74.4% | 464,971 | 140,052 | 297,581 | 229,684 |
| Marshall | 1 | 0.3 | 6% | 164,975 | 105,050 | 57% | 34.2% | 5.44 | 82.6% | 795,631 | 146,256 | 272,106 | 196,275 |
| Norman | 4 | 1.1 | 27% | 109,332 | 103,815 | 5% | 5.0% | 4.09 | 57.3% | 603,956 | 147,667 | 30,198 | 155,050 |
| Pennington | 1 | 0.2 | 12% | 140,095 | 227,380 | -38% | -38.0% | 1.67 | 78.0% | 160,491 | 96,102 | (60,987) | 59,583 |
| Polk | 10 | 2.7 | 26% | 162,949 | 138,959 | 17% | 17.0% | 10.48 | 70.1% | 1,786,414 | 170,459 | 303,690 | 199,437 |
| Red Lake | 3 | 1.1 | 83% | 228,484 | 149,842 | 52% | 52.0% | 1.32 | 40.4% | 173,795 | 131,663 | 90,373 | 200,127 |
| Roseau | 2 | 0.7 | 8% | 239,273 | 136,499 | 75% | 60.0% | 9.19 | 75.5% | 1,372,787 | 149,378 | 823,672 | 239,005 |
| District 2 Totals | 39 | 15.6 | 24% | \$179,955 | \$141,875 | 27% | | 64.12 | 68.6% | \$9,851,719 | \$153,645 | \$2,077,505 | 186,045 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

| County | 1987-2002 Urban Design Grading | | | | | Urban Grading Cost Factor | Adjusted Urban Grading Cost Factor | Urban Complete Grading Remaining in the 2003 Needs Study | | | | Urban Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|--------------------------|--------------------------------|-------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------------|-----------------------|--|-------------------------------------|
| | Projects (Col. 2) | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Urban Miles | Total Cost | Average Cost per Mile | | |
| | # | Miles | | | | | | | | | | | |
| Aitkin | 2 | 1.5 | 119% | \$392,697 | \$403,404 | -3% | -3.0% | 1.26 | 47.0% | \$278,038 | \$220,665 | (\$8,341) | \$214,045 |
| Benton | 5 | 1.7 | 24% | 199,014 | 154,565 | 29% | 29.0% | 7.19 | 66.3% | 1,082,703 | 150,585 | 313,984 | 194,254 |
| Cass | 4 | 1.6 | 26% | 113,774 | 145,858 | -22% | -22.0% | 6.19 | 56.4% | 993,615 | 160,519 | (218,595) | 125,205 |
| Crow Wing | 5 | 2.8 | 18% | 158,841 | 151,560 | 5% | 5.0% | 15.36 | 63.7% | 2,498,488 | 162,662 | 124,924 | 170,795 |
| Isanti | 4 | 0.5 | 29% | 117,311 | 277,887 | -58% | -58.0% | 1.74 | 42.8% | 541,666 | 311,302 | (314,166) | 130,747 |
| Kanabec | 1 | 0.5 | 16% | 43,498 | 110,750 | -61% | -61.0% | 3.05 | 95.9% | 433,029 | 141,977 | (264,148) | 55,371 |
| Mille Lacs | 7 | 5.5 | 26% | 299,456 | 167,377 | 79% | 79.0% | 21.11 | 76.5% | 4,552,931 | 215,677 | 3,596,815 | 386,061 |
| Morrison | 8 | 3.6 | 25% | 197,801 | 113,411 | 74% | 74.0% | 14.35 | 69.6% | 2,182,651 | 152,101 | 1,615,162 | 264,656 |
| Sherburne | 1 | 0.3 | 11% | 193,119 | 84,194 | 129% | 129.0% | 2.82 | 23.7% | 226,455 | 80,303 | 292,127 | 183,894 |
| Stearns | 30 | 12.1 | 49% | 223,874 | 152,973 | 46% | 46.0% | 24.86 | 50.2% | 3,909,531 | 157,262 | 1,798,384 | 229,602 |
| Todd | 5 | 1.9 | 15% | 311,495 | 143,115 | 118% | 118.0% | 12.45 | 80.6% | 1,690,024 | 135,745 | 1,994,228 | 295,924 |
| Wadena | 5 | 1.8 | 58% | 236,279 | 104,723 | 126% | 126.0% | 3.10 | 40.3% | 500,849 | 161,564 | 631,070 | 365,135 |
| Wright | 5 | 2.4 | 12% | 199,458 | 228,898 | -13% | -13.0% | 19.67 | 60.9% | 4,059,257 | 206,368 | (527,703) | 179,540 |
| District 3 Totals | 82 | 36.2 | 27% | \$227,901 | \$163,899 | 39% | | 133.15 | 60.3% | \$22,949,237 | \$172,356 | \$9,033,741 | \$240,203 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

| County | 1987-2002 Urban Design Grading | | | | | Urban Grading Cost Factor | Adjusted Urban Grading Cost Factor | Urban Complete Grading Remaining in the 2003 Needs Study | | | | Urban Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|--------------------------|--------------------------------|-------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------------|-----------------------|--|-------------------------------------|
| | Projects (Col. 2) | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Urban Miles | Total Cost | Average Cost per Mile | | |
| | # | Miles | | | | | | | | | | | |
| Becker | 8 | 2.2 | 23% | \$101,557 | \$108,116 | -6% | -6.0% | 9.76 | 51.5% | \$1,155,013 | \$118,341 | (\$69,301) | \$111,241 |
| Big Stone | 6 | 1.4 | 29% | 247,487 | 184,408 | 34% | 34.0% | 4.81 | 57.1% | 421,426 | 87,615 | 143,285 | 117,404 |
| Clay | 5 | 2.2 | 40% | 287,810 | 222,846 | 29% | 29.0% | 5.50 | 49.3% | 1,253,547 | 227,918 | 363,529 | 294,014 |
| Douglas | 16 | 8.1 | 57% | 159,604 | 194,792 | -18% | -18.0% | 14.24 | 52.3% | 3,274,329 | 229,939 | (589,379) | 188,550 |
| Grant | 4 | 1.7 | 88% | 284,150 | 130,812 | 117% | 117.0% | 1.93 | 47.4% | 288,209 | 149,331 | 337,205 | 324,049 |
| Mahnomen | 2 | 0.7 | 43% | 225,403 | 208,131 | 8% | 8.0% | 1.63 | 59.5% | 253,813 | 155,713 | 20,305 | 168,171 |
| Otter Tail | 13 | 6.2 | 19% | 291,705 | 183,570 | 59% | 59.0% | 32.66 | 75.7% | 8,071,190 | 247,128 | 4,762,002 | 392,933 |
| Pope | 5 | 2.1 | 32% | 187,561 | 144,789 | 30% | 30.0% | 6.51 | 65.7% | 1,191,136 | 182,970 | 357,341 | 237,861 |
| Stevens | 3 | 0.7 | 49% | 152,875 | 163,079 | -6% | -6.0% | 1.42 | 28.3% | 235,709 | 165,992 | (14,143) | 156,032 |
| Swift | 5 | 1.7 | 61% | 240,564 | 208,369 | 15% | 15.0% | 2.77 | 61.6% | 587,196 | 211,984 | 88,079 | 243,782 |
| Traverse | 5 | 1.6 | 66% | 235,104 | 158,321 | 48% | 48.0% | 2.44 | 46.9% | 316,626 | 129,765 | 151,980 | 192,052 |
| Wilkin | 5 | 2.2 | 71% | 369,907 | 225,803 | 64% | 64.0% | 3.11 | 44.0% | 499,082 | 160,477 | 319,412 | 263,181 |
| District 4 Totals | 77 | 30.8 | 35% | \$228,649 | \$181,625 | 26% | | 86.78 | 58.9% | \$17,547,276 | \$202,204 | \$5,870,315 | \$269,850 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

| County | 1987-2002 Urban Design Grading | | | | | Urban Grading Cost Factor | Adjusted Urban Grading Cost Factor | Urban Complete Grading Remaining in the 2003 Needs Study | | | | Urban Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|-------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------|-----------------------|--|-------------------------------------|
| | Projects (Col. 2) | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Urban Miles | Total Cost | Average Cost per Mile | | |
| | # | Miles | | | | | | | | | | | |
| Anoka | 14 | 12.7 | 29% | \$596,358 | \$216,248 | 176% | 176.0% | 43.59 | 44.5% | \$10,877,408 | \$249,539 | \$19,144,238 | \$688,728 |
| Carver | 11 | 8.2 | 47% | 420,629 | 156,169 | 169% | 169.0% | 17.59 | 51.4% | 2,475,619 | 140,740 | 4,183,796 | 378,591 |
| Hennepin | 47 | 41.0 | 15% | 683,188 | 508,846 | 34% | 34.0% | 269.71 | 68.6% | 118,991,900 | 441,185 | 40,457,246 | 591,187 |
| Scott | 19 | 18.8 | 79% | 585,371 | 261,884 | 124% | 124.0% | 23.88 | 36.3% | 4,989,279 | 208,931 | 6,186,706 | 468,006 |
| District 5 Totals | 91 | 80.7 | 23% | \$620,054 | \$369,466 | 68% | | 354.77 | 60.0% | \$137,334,206 | \$387,108 | \$69,971,986 | \$584,340 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

| County | 1987-2002 Urban Design Grading | | | | | Urban Grading Cost Factor | Adjusted Urban Grading Cost Factor | Urban Complete Grading Remaining in the 2003 Needs Study | | | | Urban Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|--------------------------|--------------------------------|-------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------------|-----------------------|--|-------------------------------------|
| | Projects (Col. 2) | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Urban Miles | Total Cost | Average Cost per Mile | | |
| | # | Miles | | | | | | | | | | | |
| Dodge | 9 | 3.1 | 58% | \$261,691 | \$178,709 | 46% | 46.0% | 5.36 | 47.3% | \$1,466,065 | \$273,520 | \$674,390 | \$399,339 |
| Fillmore | 10 | 4.1 | 30% | 287,324 | 87,578 | 228% | 228.0% | 13.61 | 71.3% | 1,557,458 | 114,435 | 3,551,004 | 375,346 |
| Freeborn | 1 | 0.5 | 3% | 81,945 | 125,124 | -35% | -10.5% | 16.52 | 75.8% | 2,342,605 | 141,804 | (245,974) | 126,915 |
| Goodhue | 9 | 3.2 | 32% | 221,408 | 142,488 | 55% | 55.0% | 10.08 | 66.6% | 2,117,592 | 210,079 | 1,164,676 | 325,622 |
| Houston | 5 | 2.8 | 105% | 282,648 | 138,948 | 103% | 103.0% | 2.66 | 29.4% | 312,486 | 117,476 | 321,861 | 238,476 |
| Mower | 11 | 2.6 | 26% | 153,173 | 206,088 | -26% | -26.0% | 10.01 | 55.4% | 1,990,061 | 198,807 | (517,416) | 147,117 |
| Olmsted | 0 | 0.0 | 0% | 0 | 0 | 0% | 0.0% | 22.57 | 70.9% | 3,783,415 | 167,630 | 0 | 167,630 |
| Rice | 8 | 4.8 | 29% | 225,069 | 253,310 | -11% | -11.0% | 16.29 | 66.8% | 5,541,814 | 340,197 | (609,600) | 302,776 |
| Steele | 5 | 1.7 | 16% | 428,355 | 180,452 | 137% | 137.0% | 10.65 | 46.2% | 1,940,930 | 182,247 | 2,659,074 | 431,925 |
| Wabasha | 7 | 2.4 | 25% | 346,923 | 422,394 | -18% | -18.0% | 9.43 | 63.8% | 2,496,149 | 264,703 | (449,307) | 217,056 |
| Winona | 0 | 0.0 | 0% | 0 | 0 | 0% | 0.0% | 16.46 | 87.9% | 3,641,702 | 221,246 | 0 | 221,246 |
| District 6 Totals | 65 | 25.2 | 19% | \$261,161 | \$194,074 | 35% | | 133.64 | 64.5% | \$27,190,277 | \$203,459 | \$6,548,708 | \$252,462 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

| County | 1987-2002 Urban Design Grading | | | | | Urban Grading Cost Factor | Adjusted Urban Grading Cost Factor | Urban Complete Grading Remaining in the 2003 Needs Study | | | | Urban Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|--------------------------|--------------------------------|-------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------------|-----------------------|--|-------------------------------------|
| | Projects (Col. 2) | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) | % of Total Urban Miles | Total Cost | Average Cost per Mile | | |
| | # | Miles | | | | | | | | | | | |
| Blue Earth | 8 | 5.3 | 27% | \$336,781 | \$128,314 | 162% | 162.0% | 19.78 | 60.8% | \$3,839,968 | \$194,134 | \$6,220,748 | \$508,631 |
| Brown | 11 | 4.9 | 72% | 178,714 | 104,508 | 71% | 71.0% | 6.78 | 52.8% | 969,347 | 142,972 | 688,236 | 244,481 |
| Cottonwood | 4 | 2.0 | 49% | 147,491 | 153,062 | -4% | -4.0% | 4.05 | 43.1% | 486,384 | 120,095 | (19,455) | 115,291 |
| Faribault | 10 | 3.9 | 47% | 367,492 | 173,834 | 111% | 111.0% | 8.23 | 52.8% | 1,795,452 | 218,159 | 1,992,952 | 460,316 |
| Jackson | 7 | 10.6 | 170% | 67,068 | 76,524 | -12% | -12.0% | 6.22 | 55.4% | 1,086,246 | 174,638 | (130,350) | 153,681 |
| Le Sueur | 13 | 3.7 | 24% | 311,570 | 139,253 | 124% | 124.0% | 15.74 | 64.2% | 2,546,827 | 161,806 | 3,158,065 | 362,445 |
| Martin | 6 | 1.4 | 31% | 197,513 | 184,599 | 7% | 7.0% | 4.55 | 64.5% | 879,202 | 193,231 | 61,544 | 206,757 |
| Nicollet | 3 | 4.2 | 85% | 270,341 | 213,152 | 27% | 27.0% | 4.95 | 45.5% | 1,029,192 | 207,918 | 277,882 | 264,055 |
| Nobles | 13 | 4.6 | 71% | 482,752 | 225,168 | 114% | 114.0% | 6.46 | 50.6% | 1,264,089 | 195,679 | 1,441,061 | 418,754 |
| Rock | 6 | 1.9 | 27% | 213,308 | 145,729 | 46% | 46.0% | 6.91 | 62.2% | 750,431 | 108,601 | 345,198 | 158,557 |
| Sibley | 2 | 0.4 | 7% | 271,810 | 123,590 | 120% | 84.0% | 5.92 | 71.9% | 941,660 | 159,064 | 790,994 | 292,678 |
| Waseca | 2 | 0.6 | 5% | 110,707 | 207,275 | -47% | -23.5% | 11.12 | 75.4% | 1,939,008 | 174,371 | (455,667) | 133,394 |
| Watonwan | 9 | 2.8 | 44% | 270,580 | 207,144 | 31% | 31.0% | 6.42 | 45.2% | 1,323,600 | 206,168 | 410,316 | 270,080 |
| District 7 Totals | 94 | 46.3 | 43% | \$242,376 | \$145,380 | 67% | | 107.13 | 57.9% | \$18,851,406 | \$175,968 | \$14,781,524 | \$313,945 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

| County | 1987-2002 Urban Design Grading | | | | | Urban Grading Cost Factor | Adjusted Urban Grading Cost Factor | Urban Complete Grading Remaining in the 2003 Needs Study | | | | Urban Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|--------------------------|--------------------------------|-------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------------|-----------------------|--|-------------------------------------|
| | Projects (Col. 2) | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Urban Miles | Total Cost | Average Cost per Mile | | |
| | # | Miles | | | | | | | | | | | |
| Chippewa | 8 | 3.3 | 99% | \$247,157 | \$290,597 | -15% | -15.0% | 3.35 | 50.0% | \$831,346 | \$248,163 | (\$124,702) | 210,939 |
| Kandiyohi | 8 | 7.2 | 48% | 378,326 | 229,465 | 65% | 65.0% | 14.97 | 51.1% | 2,790,752 | 186,423 | 1,813,989 | 307,598 |
| Lac Qui Parle | 3 | 0.4 | 6% | 214,271 | 190,007 | 13% | 7.8% | 6.63 | 87.8% | 1,330,949 | 200,746 | 103,814 | 216,405 |
| Lincoln | 5 | 1.9 | 41% | 333,018 | 167,339 | 99% | 99.0% | 4.59 | 50.7% | 503,771 | 109,754 | 498,733 | 218,410 |
| Lyon | 12 | 5.7 | 73% | 128,920 | 228,672 | -44% | -44.0% | 7.83 | 51.2% | 1,529,206 | 195,301 | (672,851) | 109,368 |
| Mc Leod | 8 | 3.6 | 35% | 190,040 | 177,366 | 7% | 7.0% | 10.42 | 52.7% | 1,502,634 | 144,207 | 105,184 | 154,301 |
| Meeker | 3 | 1.3 | 28% | 64,102 | 72,185 | -11% | -11.0% | 4.57 | 66.1% | 558,140 | 122,131 | (61,395) | 108,697 |
| Murray | 2 | 0.9 | 17% | 324,141 | 180,257 | 80% | 80.0% | 5.30 | 70.8% | 435,859 | 82,238 | 348,687 | 148,028 |
| Pipestone | 15 | 5.1 | 58% | 132,122 | 135,693 | -3% | -3.0% | 8.76 | 64.6% | 1,492,002 | 170,320 | (44,760) | 165,210 |
| Redwood | 4 | 1.4 | 15% | 114,874 | 142,801 | -20% | -20.0% | 9.34 | 73.1% | 1,918,584 | 205,416 | (383,717) | 164,333 |
| Renville | 9 | 2.6 | 120% | 375,742 | 178,931 | 110% | 110.0% | 2.16 | 39.2% | 319,983 | 148,140 | 351,981 | 311,094 |
| Yellow Medicine | 4 | 1.2 | 20% | 331,014 | 131,225 | 152% | 152.0% | 5.95 | 68.6% | 698,697 | 117,428 | 1,062,019 | 295,919 |
| District 8 Totals | 81 | 34.6 | 41% | \$238,359 | \$194,067 | 23% | | 83.87 | 58.8% | \$13,911,923 | \$165,875 | \$2,996,982 | \$201,609 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

| County | 1987-2002 Urban Design Grading | | | | | Urban Grading Cost Factor | Adjusted Urban Grading Cost Factor | Urban Complete Grading Remaining in the 2003 Needs Study | | | | Urban Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|--------------------------|--------------------------------|-------------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|---------------------|-----------------------|--|-------------------------------------|
| | Projects (Col. 2) | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) Miles | % of Total Urban Miles | Total Cost | Average Cost per Mile | | |
| | # | Miles | | | | | | | | | | | |
| Chisago | 3 | 2.7 | 21% | \$365,361 | \$161,647 | 126% | 126.0% | 12.78 | 59.9% | \$1,527,302 | 119,507 | \$1,924,401 | \$270,086 |
| Dakota | 28 | 43.1 | 59% | 432,250 | 250,271 | 73% | 73.0% | 73.22 | 38.8% | 13,692,257 | 187,002 | 9,995,348 | 323,513 |
| Ramsey | 45 | 34.4 | 22% | 661,560 | 403,779 | 64% | 64.0% | 156.09 | 61.4% | 64,101,109 | 410,668 | 41,024,710 | 673,495 |
| Washington | 11 | 5.1 | 13% | 402,808 | 224,930 | 79% | 79.0% | 40.47 | 55.1% | 8,656,390 | 213,896 | 6,838,548 | 382,875 |
| District 9 Totals | 87 | 85.3 | 30% | \$520,826 | \$307,867 | 69% | | 282.56 | 52.6% | \$87,977,058 | \$311,357 | \$59,783,007 | \$522,933 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

| County | 1987-2002 Urban Design Grading | | | | | Urban Grading Cost Factor | Adjusted Urban Grading Cost Factor | Urban Complete Grading Remaining in the 2003 Needs Study | | | | Urban Grading Cost Adjustment To The 2003 - 25 Year Construction Needs | Actual Adjusted Needs Cost Per Mile |
|-------------------|--------------------------------|-------|---|--------------------------------|-------------------------|---------------------------|------------------------------------|--|------------------------|------------|-----------------------|--|-------------------------------------|
| | Projects (Col. 2) | | % of System With Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | | | (Col. 8) | % of Total Urban Miles | Total Cost | Average Cost per Mile | | |
| | # | Miles | | | | | | | | | | | |
| District 1 Totals | 48 | 22.8 | 19% | \$453,063 | \$217,097 | 109% | 118.63 | 60.4% | \$38,006,142 | \$320,375 | \$42,446,810 | \$678,184 | |
| District 2 Totals | 39 | 15.6 | 24% | 179,955 | 141,875 | 27% | 64.12 | 68.6% | 9,851,719 | 153,645 | 2,077,505 | 186,045 | |
| District 3 Totals | 82 | 36.2 | 27% | 227,901 | 163,899 | 39% | 133.15 | 60.3% | 22,949,237 | 172,356 | 9,033,741 | 240,203 | |
| District 4 Totals | 77 | 30.8 | 35% | 228,649 | 181,625 | 26% | 86.78 | 58.9% | 17,547,276 | 202,204 | 5,870,315 | 269,850 | |
| District 5 Totals | 91 | 80.7 | 23% | 620,054 | 369,466 | 68% | 354.77 | 60.0% | 137,334,206 | 387,108 | 69,971,986 | 584,340 | |
| District 6 Totals | 65 | 25.2 | 19% | 261,161 | 194,074 | 35% | 133.64 | 64.5% | 27,190,277 | 203,459 | 6,548,708 | 252,462 | |
| District 7 Totals | 94 | 46.3 | 43% | 242,376 | 145,380 | 67% | 107.13 | 57.9% | 18,851,406 | 175,968 | 14,781,524 | 313,945 | |
| District 8 Totals | 81 | 34.6 | 41% | 238,359 | 194,067 | 23% | 83.87 | 58.8% | 13,911,923 | 165,875 | 2,996,982 | 201,609 | |
| District 9 Totals | 87 | 85.3 | 30% | 520,826 | 307,867 | 69% | 282.56 | 52.6% | 87,977,058 | 311,357 | 59,783,007 | 522,933 | |
| STATE TOTAL | 664 | 377.5 | 28% | \$350,229 | \$249,826 | 40% | 1,364.65 | 58.8% | \$373,619,244 | \$273,784 | \$213,510,578 | \$430,242 | |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Needs Adjustments for Variances Granted on CSAHs

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, 2003 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee and were approved at the June 4-5, 2003 Screening Board meeting.

| County | Project | Variance From | 2003 Needs Adjustments | Approx. 2004 Apport. Loss* |
|-----------------|----------------|----------------------|-------------------------------|-----------------------------------|
| Carver | 10-631-09 | Design Speed | \$91,660 | \$1,915 |
| Houston | 28-625-15 | Design Speed | \$62,870 | \$1,313 |
| Steele | 74-645-19 | Design Speed | \$39,530 | \$826 |
| Yellow Medicine | 87-644-03 | Design Speed | \$277,770 | \$5,803 |
| TOTAL | | | \$471,830 | \$9,857 |

* Based on \$20.89 earning factor for each \$1,000 of 25 year money needs.

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Bond Account Adjustments

To compensate for unpaid County State Aid Highway bond obligations that are not reflected in the County State Aid Highway Needs Studies, the County Engineers Screening Board passed a resolution which provides that a separate annual adjustment shall be made to the total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.181, for use on State Aid projects or has accepted a TRLF loan, except bituminous or concrete resurfacing/joint repair projects, reconditioning projects, or maintenance facility construction projects. This Bond Account Adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding the adjustment to the 25-year construction need of the county.

The Bond Account and TRLF Loan Adjustment consists of the total Bond or TRLF dollars of projects applied minus the principal paid as of December 31st of the previous year. Since overlay, joint repair, reconditioning, or maintenance facility construction does not reduce needs, Bond or TRLF dollars used for those type of projects would not be used to compute the adjustment.

STATE AID BOND RECORD AS OF DECEMBER 31, 2002

| <u>County</u> | <u>Date of Issue</u> | <u>Amount of Issue</u> | <u>Total \$'s Applied to Projects</u> | <u>Principal Paid to Date</u> | <u>\$'s Applied Less Principal To Be Paid</u> | <u>Total \$'s Applied to Ineligible Projects</u> | <u>Bond Account Adjustment</u> |
|-------------------|----------------------|------------------------|---------------------------------------|-------------------------------|---|--|--------------------------------|
| Polk | 04/01/98 | \$2,000,000 | \$2,000,000 | \$1,600,000 | \$400,000 | \$0 | \$400,000 |
| District 2 Totals | | 2,000,000 | 2,000,000 | 1,600,000 | 400,000 | 0 | 400,000 |
| Benton | 06/01/95 | 720,000 | 720,000 | 460,000 | 260,000 | 153,399 | 106,601 |
| District 3 Totals | | 720,000 | 720,000 | 460,000 | 260,000 | 153,399 | 106,601 |
| Anoka | 05/18/99 | 6,400,000 | 6,400,000 | 1,835,000 | 4,565,000 | 0 | 4,565,000 |
| Anoka | 03/01/01 | 4,575,000 | 4,575,000 | 370,000 | 4,205,000 | 0 | 4,205,000 |
| District 5 Totals | | \$10,975,000 | \$10,975,000 | \$2,205,000 | \$8,770,000 | \$0 | \$8,770,000 |

STATE AID BOND RECORD AS OF DECEMBER 31, 2002

| <u>County</u> | <u>Date of Issue</u> | <u>Amount of Issue</u> | <u>Total \$'s Applied to Projects</u> | <u>Principal Paid to Date</u> | <u>\$'s Applied Less Principal To Be Paid</u> | <u>Total \$'s Applied to Ineligible Projects</u> | <u>Bond Account Adjustment</u> |
|---------------------|----------------------|------------------------|---------------------------------------|-------------------------------|---|--|--------------------------------|
| Waseca | 09/01/91 | \$2,580,000 | \$2,580,000 | \$2,304,599 | \$275,401 | \$0 | \$275,401 |
| District 7 Totals | | 2,580,000 | 2,580,000 | 2,304,599 | 275,401 | 0 | 275,401 |
| Kandiyohi | 01/01/99 | 3,250,000 | 3,240,192 | 465,000 | 2,775,192 | 0 | 2,775,192 |
| District 8 Totals | | 3,250,000 | 3,240,192 | 465,000 | 2,775,192 | 0 | 2,775,192 |
| STATE TOTALS | | \$19,525,000 | \$19,515,192 | \$7,034,599 | \$12,480,593 | \$153,399 | \$12,327,194 |

TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2002

| | | | | | | | |
|-------------------|----------|-------------|-----|-----|-----|-----|-----|
| Pine | 08/30/01 | \$2,225,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| District 1 Totals | | 2,225,000 | 0 | 0 | 0 | 0 | 0 |
| Pennington | 07/14/01 | 2,000,000 | 0 | 0 | 0 | 0 | 0 |
| District 1 Totals | | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

"After the Fact" Right of Way Needs

At your June, 1984 meeting, the following resolution dealing with Right-of-Way needs was adopted:

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

The Board directed that R/W needs to be included should begin with that purchased in 1978.

Pursuant to this resolution, the following R/W needs will be added to each county's 2003 25-year needs and are shown on the 2004 Money Needs Apportionment Chart.

| <u>County</u> | <u>After the Fact R/W Needs</u> | <u>County</u> | <u>After the Fact R/W Needs</u> |
|-------------------|-------------------------------------|-------------------|-------------------------------------|
| Carlton | \$767,883 | Aitkin | \$1,012,211 |
| Cook | 290,821 | Benton | 1,250,962 |
| Itasca | 1,262,000 | Cass | 1,231,687 |
| Koochiching | 1,150,454 | Crow Wing | 1,125,127 |
| Lake | 1,082,866 | Isanti | 668,584 |
| Pine | 1,013,052 | Kanabec | 362,375 |
| St. Louis | 9,374,026 | Mille Lacs | 306,773 |
| District 1 Totals | \$14,941,102 | Morrison | 255,686 |
| | | Sherburne | 458,486 |
| Beltrami | \$1,205,509 | Stearns | 1,446,846 |
| Clearwater | 513,544 | Todd | 426,987 |
| Hubbard | 1,446,732 | Wadena | 382,807 |
| Kittson | 1,254,122 | Wright | 2,715,294 |
| Lake of the Woods | 176,828 | District 3 Totals | \$11,643,825 |
| Marshall | 1,969,223 | | |
| Norman | 686,097 | | |
| Pennington | 531,560 | | |
| Polk | 3,930,780 | | |
| Red Lake | 341,906 | | |
| Roseau | 726,477 | | |
| District 2 Totals | \$12,782,778 | | |

"After the Fact" Right of Way Needs

| <u>County</u> | <u>After the Fact R/W Needs</u> | <u>County</u> | <u>After the Fact R/W Needs</u> |
|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| Becker | \$859,488 | Blue Earth | \$5,064,552 |
| Big Stone | 194,537 | Brown | 559,061 |
| Clay | 1,511,158 | Cottonwood | 935,910 |
| Douglas | 1,181,251 | Faribault | 849,561 |
| Grant | 48,142 | Jackson | 490,418 |
| Mahnomen | 440,791 | Le Sueur | 1,288,175 |
| Otter Tail | 1,136,906 | Martin | 499,471 |
| Pope | 700,281 | Nicollet | 1,321,449 |
| Stevens | 483,713 | Nobles | 334,815 |
| Swift | 512,851 | Rock | 611,529 |
| Traverse | 160,653 | Sibley | 551,663 |
| Wilkin | 761,623 | Waseca | 323,108 |
| District 4 Totals | \$7,991,394 | Watsonwan | 530,589 |
| | | District 7 Totals | \$13,360,301 |
| Anoka | \$7,734,317 | Chippewa | \$721,249 |
| Carver | 2,097,278 | Kandiyohi | 1,869,236 |
| Hennepin | 65,976,610 | Lac Qui Parle | 597,053 |
| Scott | 12,083,300 | Lincoln | 830,690 |
| District 5 Totals | \$87,891,505 | Lyon | 1,266,894 |
| Dodge | \$811,609 | Mc Leod | 2,487,550 |
| Fillmore | 1,613,134 | Meeker | 685,952 |
| Freeborn | 496,889 | Murray | 677,058 |
| Goodhue | 2,830,457 | Pipestone | 460,763 |
| Houston | 741,985 | Redwood | 1,050,452 |
| Mower | 187,423 | Renville | 1,848,791 |
| Olmsted | 4,813,721 | Yellow Medicine | 779,824 |
| Rice | 498,752 | District 8 Totals | \$13,275,512 |
| Steele | 257,441 | Chisago | \$2,630,373 |
| Wabasha | 795,557 | Dakota | 30,519,647 |
| Winona | 612,598 | Ramsey | 14,182,163 |
| District 6 Totals | \$13,659,566 | Washington | 3,691,743 |
| | | District 9 Totals | \$51,023,926 |
| | | STATE TOTALS | \$226,569,909 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Miscellaneous "After the Fact" Needs

In 1984, the Screening Board adopted the following resolution dealing with miscellaneous "After the Fact" Needs.

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

The Board directed that the initial inclusion of these type items begin with construction costs as of January 1, 1984. Pursuant to the resolution above, the following "After the Fact" needs have been added to each county's 2003 25-year needs.

| County | Traffic Signals | Lighting | Retaining Walls | Sidewalk | Wetland Mitigation | RR-xing Surfacing | Total |
|--------------------------|-----------------|----------|-----------------|----------|--------------------|-------------------|------------------|
| <u>District 1</u> | | | | | | | |
| Carlton | \$39,454 | | | | | | \$39,454 |
| Cook | 6,976 | --- | --- | \$16,161 | --- | --- | 23,137 |
| Itasca | 80,395 | 143,725 | --- | \$86,190 | --- | --- | 310,310 |
| Lake | 89,138 | 64,970 | 15,801 | 66,378 | 4,442 | --- | 240,729 |
| Pine | 58,386 | \$9,112 | --- | 14,612 | --- | --- | 82,110 |
| St. Louis | 648,475 | 180,188 | 26,280 | 203,919 | 92,123 | --- | 1,150,985 |
| <u>District 2</u> | | | | | | | |
| Beltrami | 76,884 | --- | 46,760 | 48,748 | 29,464 | 94,350 | 296,206 |
| Clearwater | --- | --- | --- | 57,509 | 32,134 | --- | 89,643 |
| Hubbard | --- | --- | --- | --- | 18,213 | --- | 18,213 |
| Marshall | --- | --- | --- | 80,678 | 18,732 | --- | 99,410 |
| Polk | --- | --- | --- | 22,975 | 4,970 | 88,883 | 116,828 |
| Red Lake | --- | 193,218 | --- | 61,553 | 1,953 | --- | 256,724 |
| <u>District 3</u> | | | | | | | |
| Aitkin | --- | --- | --- | --- | 7,534 | --- | 7,534 |
| Benton | 150,409 | --- | --- | --- | --- | --- | 150,409 |
| Crow Wing | 109,067 | --- | 38,369 | 97,802 | 97,562 | --- | 342,800 |
| Mille Lacs | 70,653 | --- | 16,473 | 42,402 | 44,417 | --- | 173,945 |
| Stearns | 615,840 | --- | 46,500 | 33,697 | --- | --- | 696,037 |
| Todd | 16,745 | --- | --- | --- | --- | --- | 16,745 |
| <u>District 4</u> | | | | | | | |
| Becker | 8,883 | --- | --- | 115,520 | 37,561 | 19,576 | 181,540 |
| Douglas | 183,684 | 15,871 | 18,398 | 116,142 | --- | --- | 334,095 |
| Swift | --- | 20,054 | --- | 35,904 | --- | --- | 55,958 |

| County | Traffic Signals | Lighting | Retaining Walls | Sidewalk | Wetland Mitigation | RR-xing Surfacing | Total |
|--------------------------|---------------------|--------------------|--------------------|--------------------|--------------------|-------------------|---------------------|
| <u>District 5</u> | | | | | | | |
| Anoka | \$5,843,736 | \$77,611 | \$610,267 | \$572,318 | \$1,357,226 | --- | \$8,461,158 |
| Carver | 37,029 | 204,557 | --- | --- | 17,279 | 50,581 | 309,446 |
| Hennepin | 10,720,405 | 2,072,226 | 2,853,872 | 2,318,825 | 39,636 | --- | 18,004,964 |
| Scott | 2,963,596 | 41,500 | 581,872 | 1,048,436 | 179,709 | --- | 4,815,113 |
| <u>District 6</u> | | | | | | | |
| Dodge | --- | --- | --- | 48,264 | 22,268 | --- | 70,532 |
| Fillmore | --- | 221,020 | 35,790 | 191,377 | --- | --- | 448,187 |
| Freeborn | 144,736 | --- | --- | --- | --- | --- | 144,736 |
| Goodhue | 210,370 | 87,328 | 271,798 | 66,674 | --- | 36,513 | 672,683 |
| Houston | --- | 153,749 | 57,742 | 62,111 | 122,040 | --- | 395,642 |
| Olmsted | 1,574,663 | --- | 90,033 | --- | --- | --- | 1,664,696 |
| Rice | --- | --- | 63,815 | 272,181 | --- | --- | 335,996 |
| Wabasha | --- | --- | 57,971 | 75,787 | 5,100 | --- | 138,858 |
| Winona | --- | --- | 2,760 | --- | --- | --- | 2,760 |
| <u>District 7</u> | | | | | | | |
| Blue Earth | --- | 218,091 | 9,942 | 172,205 | 639,919 | 54,132 | 1,094,289 |
| Faribault | 99,989 | --- | --- | 3,386 | --- | --- | 103,375 |
| Le Sueur | --- | 9,650 | 42,122 | 113,672 | --- | --- | 165,444 |
| Nicollet | --- | --- | 50,232 | 23,340 | --- | --- | 73,572 |
| Nobles | 37,255 | --- | --- | 6,039 | --- | --- | 43,294 |
| Watonwan | 1,626 | 324,117 | --- | 312,004 | --- | --- | 637,747 |
| <u>District 8</u> | | | | | | | |
| Chippewa | --- | --- | --- | --- | --- | 37157 | 37,157 |
| Kandiyohi | 68,554 | --- | 47,085 | 47,194 | 89,093 | 22,270 | 274,196 |
| Lyon | --- | --- | --- | 73,849 | 7,824 | --- | 81,673 |
| McLeod | --- | --- | 40,294 | --- | 16,400 | --- | 56,694 |
| Meeker | 8,439 | --- | --- | --- | --- | 23,762 | 32,201 |
| Murray | --- | --- | 22,988 | 193,323 | --- | --- | 216,311 |
| Pipestone | --- | 216 | 3,150 | 78,575 | --- | 15,000 | 96,941 |
| Yellow Medicine | --- | --- | --- | --- | --- | 5000 | 5,000 |
| <u>District 9</u> | | | | | | | |
| Chisago | 83,255 | --- | 4,599 | 110,419 | --- | --- | 198,273 |
| Dakota | 5,127,389 | --- | 2,441,139 | 1,169,098 | 435,535 | 98,758 | 9,271,919 |
| Ramsey | 8,552,650 | 989,464 | 2,297,443 | 1,170,031 | 875,191 | --- | 13,884,779 |
| Washington | 2,956,053 | 23,107 | 167,588 | 276,574 | 92,785 | --- | 3,516,107 |
| TOTAL | \$40,584,734 | \$5,049,774 | \$9,961,083 | \$9,505,872 | \$4,289,110 | \$545,982 | \$69,936,555 |

In the future the justification of these type needs should include a breakdown of the eligible project costs for each item and should be approved by the District State Aid Engineer before being sent to the State Aid Office.

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

"After The Fact" Bridge Deck Rehabilitation Needs

The resolution below dealing with bridge deck rehabilitation was originally adopted in 1982 by the County Screening Board.

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 cost incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the 2004 Money Needs Apportionment Form.

| <u>County</u> | <u>Letting Date Or Reporting Date</u> | <u># of Projects</u> | <u>Regular Eligible "After the Fact" Bridge Deck Rehab. Needs</u> | <u>Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs</u> | <u>Total Bridge Deck Rehab. Needs</u> | <u>Added to the Needs for these Apport. Years</u> |
|--------------------|---------------------------------------|----------------------|---|---|---------------------------------------|---|
| Itasca | 1999 | 2 | \$256,076 | \$210,838 | \$466,914 | 2001-2015 |
| Lake | 1999 | 1 | 113,025 | 0 | 113,025 | 2001-2015 |
| District 1 | | | | | | |
| Beltrami | 2002 | 1 | 270,771 | 0 | 270,771 | 2004-2018 |
| Polk | 1988 | 1 | 201,689 | 0 | 201,689 | 1994-2008 |
| District 2 | | | | | | |
| Anoka | 2000 | 1 | 179,005 | 0 | 179,005 | 2001-2015 |
| Hennepin | 1989 | 2 | 348,771 | 0 | 348,771 | 1991-2005 |
| Hennepin | 1994 | 1 | 45,520 | 0 | 45,520 | 1996-2010 |
| Hennepin | 2000 | 1 | 88,131 | 0 | 88,131 | 2002-2016 |
| Hennepin | 2002 | 1 | 1,687,062 | 0 | 1,687,062 | 2004-2018 |
| District 5 | | | | | | |
| Houston | 2002 | 1 | 0 | 138,340 | 138,340 | 2004-2018 |
| Olmsted | 1993 | 1 | 52,831 | 0 | 52,831 | 1995-2009 |
| Olmsted | 1999 | 2 | 228,355 | 0 | 228,355 | 2003-2017 |
| Olmsted | 2000 | 3 | 295,336 | 0 | 295,336 | 2003-2017 |
| Rice | 1999 | 1 | 0 | 299,733 | 299,733 | 2004-2018 |
| Wabasha | 1998 | 1 | 27,500 | 0 | 27,500 | 1999-2013 |
| District 6 | | | | | | |
| Nicollet | 1999 | 1 | 0 | 114,468 | 114,468 | 2000-2014 |
| Nicollet | 2001 | 1 | 37,813 | 0 | 37,813 | 2003-2017 |
| District 7 | | | | | | |
| Kandiyohi | 2001 | 1 | 19,828 | 0 | 19,828 | 2002-2016 |
| District 8 | | | | | | |
| Ramsey | 1979 | 1 | 79,075 | 0 | 79,075 | 2003-2017 |
| Ramsey | 1986 | 1 | 555,051 | 0 | 555,051 | 2003-2017 |
| Ramsey | 1988 | 4 | 344,783 | 0 | 344,783 | 1993-2007 |
| District 9 | | | | | | |
| State Total | | 29 | \$4,830,622 | \$763,379 | \$5,594,001 | 2004 Apport. |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

"After The Fact" Mn/DOT Bridge Needs

The resolution below dealing with using county funds on Mn/Dot bridges was adopted in June, 1997 by the County Screening Board.

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 Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

Pursuant to this resolution, the following counties have reported and justified county funds used on Mn/DOT bridges in the amounts and for the years indicated. These adjustments are shown on the 2004 Money Needs Apportionment Form.

| <u>County</u> | <u>Project #</u> | <u>Reporting Date</u> | <u>County Funds used on Mn/DOT Bridges</u> | | | <u>Added to the Needs for these Apport. Years</u> |
|--------------------|------------------|-----------------------|--|------------------|--------------------|---|
| | | | <u>Regular</u> | <u>Municipal</u> | <u>Total</u> | |
| Anoka | 02-617-11 | 2000 | \$1,666,997 | \$0 | \$1,666,997 | 2001-2035 |
| State Total | | | \$1,666,997 | \$0 | \$1,666,997 | 2001-2035 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

NEEDS ADJUSTMENT FOR "CREDIT FOR LOCAL EFFORT"

The resolution below dealing with "Credit for Local Effort" was adopted in October 1989 by the County Screening Board and revised in October, 1997.

That annually a needs adjustment for local effort for construction items which reduce State Aid needs shall be made to the CSAH 25 year construction needs.

The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation. This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of twenty years beginning with the first apportionment year after the documentation has been submitted.

It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These amounts have been added to each County's 2003 money needs

| <u>District</u> | <u>County</u> | <u>Regular Account Adjustment</u> | <u>Municipal Account Adjustment</u> | <u>Total Adjustment</u> |
|--------------------|---------------|---|---|-----------------------------|
| 1 | Carlton | \$21,550 | \$0 | \$21,550 |
| 2 | Polk | 6,113,142 | 0 | 6,113,142 |
| 3 | Stearns | 0 | 11,584 | 11,584 |
| 4 | Clay | 55,021 | 0 | 55,021 |
| 5 | Anoka | 4,691,021 | 0 | 4,691,021 |
| | Carver | 5,071,477 | 0 | 5,071,477 |
| | Hennepin | 2,322,171 | 0 | 2,322,171 |
| | Scott | 7,465,978 | 0 | 7,465,978 |
| 6 | Dodge | 238,653 | 87,897 | 326,550 |
| | Fillmore | 4,039,189 | 95,238 | 4,134,427 |
| | Goodhue | 5,535,970 | 0 | 5,535,970 |
| | Olmsted | 3,138,610 | 0 | 3,138,610 |
| | Winona | 334,953 | 0 | 334,953 |
| 7 | Blue Earth | 2,375,882 | 0 | 2,375,882 |
| | Brown | 533,246 | 355,015 | 888,261 |
| | Faribault | 606,206 | 34,377 | 640,583 |
| | Martin | 280,303 | 0 | 280,303 |
| | Nicollet | 1,197,304 | 0 | 1,197,304 |
| | Nobles | 0 | 62,245 | 62,245 |
| | Waseca | 491,421 | 0 | 491,421 |
| | Watonwan | 211,289 | 0 | 211,289 |
| 8 | Chippewa | 0 | 28,964 | 28,964 |
| | Kandiyohi | 1,742,508 | 0 | 1,742,508 |
| | Mcleod | 461,794 | 214,710 | 676,504 |
| | Redwood | 7,599 | 0 | 7,599 |
| | Renville | 0 | 311,633 | 311,633 |
| Yellow Medicine | 624,153 | 14,416 | 638,569 | |
| 9 | Dakota | 6,440,318 | 0 | 6,440,318 |
| | Ramsey | 455,138 | 0 | 455,138 |
| | Washington | 1,986,309 | 0 | 1,986,309 |
| State Total | | \$56,441,205 | \$1,216,079 | \$57,657,284 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Non Existing CSAH Needs Adjustment

In 1990 (REV.1992) the following resolution dealing with non-existing County State Aid Highway designations was adopted.

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.

The following segments are covered by this resolution and the corresponding needs will be subtracted from the 2003 25 year needs, as shown on the 2004 Money Needs Apportionment Form.

NON EXISTING CSAH NEEDS ADJUSTMENT

| County | CSAH | Miles | Termini | Year Designation | Needs Deduction |
|--------------------|------|-------------|-------------------------------------|------------------|---------------------|
| ITASCA | 83 | 0.70 | 1.5 M E of TH 169 to TH 65 | 1976 | \$653,067 |
| DISTRICT 1 | | 0.70 | | | 653,067 |
| KANABEC | 9 | 0.70 | CO RD 51 to 0.70 M N | 1958 | 115,771 |
| DISTRICT 3 | | 0.70 | | | 115,771 |
| CARVER | 14 | 1.05 | CSAH 15 to 0.12 M West of CSAH 17 | 1992 | 673,827 |
| HENNEPIN | 17 | 0.57 | CSAH 16 to FAI 394 in Golden Valley | 1958 | 2,411,434 |
| SCOTT | 27 | 0.92 | CSAH 16 to TH 13 | 1979 | 2,159,466 |
| DISTRICT 5 | | 2.54 | | | 5,244,727 |
| DAKOTA | 5 | 1.35 | TH 13 to FAI 35W | 1975 | 2,189,150 |
| DAKOTA | 32 | 1.15 | CSAH 71 to 105th St | 1975 | 769,058 |
| DAKOTA | 70 | 1.08 | CSAH 23 to TH 50 | 1973 | 1,487,388 |
| DISTRICT 9 | | 3.58 | | | 4,445,596 |
| STATE TOTAL | | 7.52 | | | \$10,459,161 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Mill Levy Deductions

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.

The 1971 Legislature amended Laws pertaining to taxation and assessment of property valuations. Previously, the term "full and true" (1/3 of market value) was interpreted to mean Taxable Value. The 1971 Legislature deleted the term "full and true" and inserted "market" value where applicable. Also, all adjustments made to market value to arrive at the full and true value were negated. The result of this change in legislation was an increase in Taxable Value by approximately 300%.

To obviate any conflict, the 1971 Legislature enacted the following:

Chapter 273.1102 RATE OF TAXATION, TERMINOLOGY OF LAWS OF CHARTERS. The rate of taxation by any political subdivision or of the public corporation for any purpose for which any law or charter now provides a maximum tax rate expressed in mills times the assessed value times the full and true value of taxable property (except any value determined by the state equalization aid review committee) shall not exceed 33 1/3 percent of such maximum tax rate until and unless such law or charter is amended to provide a different maximum tax rate. (1971 C 427 S 24)

We have therefore, reduced the mill rate by the required 33 1/3% to equal a 0.6667 mill levy for rural counties and a 0.4000 mill levy of urban counties.

THE 1985 LEGISLATURE REVISED THE DEFINITION OF URBAN COUNTIES FROM THOSE HAVING A POPULATION OF 200,000 OR MORE TO THOSE HAVING A POPULATION OF 175,000 OR MORE. THIS LEGISLATION GIVES URBAN COUNTY STATUS TO ANOKA AND DAKOTA COUNTIES IN ADDITION TO HENNEPIN, RAMSEY AND ST. LOUIS WHICH WERE CONSIDERED URBAN COUNTIES PRIOR TO 1985.

Action at the 1989 Legislative session resulted in the elimination of references to "Mill Rates". In order to continue the Mill Levy Deduction procedure the Legislature enacted the following:

Chapter 277, Article 4 MILL RATE Conversions, Section 12 & 13 converts Mill Rate Levy limits based on the old assessed value system to an equivalent percentage of taxable market value limit in order to conform with the new tax capacity system.
(Rural counties - 0.01596%, Urban counties - 0.00967%)

In addition to the previously mentioned five "urban" counties, Washington County recently was declared an urban county because their population has been estimated to be over 175,000 population by the metropolitan council.

The following listed figures comply with the above requirements of computation.

| County | County Total Real & Personal Market Value (Taxes Payable 2003) | Mill Levy Deduction |
|--------------------------|---|--------------------------------|
| Carlton | \$1,214,986,658 | \$193,912 |
| Cook | 325,746,643 | 51,989 |
| Itasca | 2,050,765,104 | 327,302 |
| Koochiching | 421,005,596 | 67,192 |
| Lake | 472,373,960 | 75,391 |
| Pine | 942,694,416 | 150,454 |
| St. Louis* | 7,346,910,350 | 710,446 |
| District 1 Totals | 12,774,482,727 | 1,576,686 |
| Beltrami | 1,105,816,356 | 176,488 |
| Clearwater | 256,106,334 | 40,875 |
| Hubbard | 917,537,091 | 146,439 |
| Kittson | 171,372,369 | 27,351 |
| Lake of the Woods | 135,594,635 | 21,641 |
| Marshall | 235,969,812 | 37,661 |
| Norman | 128,487,540 | 20,507 |
| Pennington | 329,330,730 | 52,561 |
| Polk | 797,899,728 | 127,345 |
| Red Lake | 87,526,200 | 13,969 |
| Roseau | 409,662,810 | 65,382 |
| District 2 Totals | 4,575,303,605 | 730,219 |
| Aitkin | 587,265,998 | 93,728 |
| Benton | 1,427,828,250 | 227,881 |
| Cass | 1,466,932,710 | 234,122 |
| Crow Wing | 3,234,369,935 | 516,205 |
| Isanti | 1,499,665,050 | 239,347 |
| Kanabec | 501,612,446 | 80,057 |
| Mille Lacs | 848,797,000 | 135,468 |
| Morrison | 1,096,762,405 | 175,043 |
| Sherburne | 4,400,229,163 | 702,277 |
| Stearns | 5,803,847,607 | 926,294 |
| Todd | 630,366,730 | 100,607 |
| Wadena | 359,556,159 | 57,385 |
| Wright | 5,578,968,893 | 890,403 |
| District 3 Totals | 27,436,202,346 | 4,378,817 |
| Becker | 1,157,837,016 | 184,791 |
| Big Stone | 111,249,035 | 17,755 |
| Clay | 1,575,448,170 | 251,442 |
| Douglas | 1,731,645,900 | 276,371 |
| Grant | 164,538,280 | 26,260 |
| Mahnomen | 117,889,645 | 18,815 |
| Otter Tail | 2,258,631,732 | 360,478 |
| Pope | 376,233,015 | 60,047 |
| Stevens | 281,626,110 | 44,948 |
| Swift | 295,525,890 | 47,166 |
| Traverse | 96,017,565 | 15,324 |
| Wilkin | 177,879,385 | 28,390 |
| District 4 Totals | \$8,344,521,743 | \$1,331,787 |
| Anoka* | \$17,867,606,220 | \$1,727,798 |
| Carver | 5,369,663,800 | 856,998 |
| Hennepin* | 88,257,832,595 | 8,534,532 |
| Scott | 7,046,079,674 | 1,124,554 |
| District 5 Totals | 118,541,182,289 | 12,243,882 |

| <u>County</u> | <u>County Total Real & Personal Market Value (Taxes Payable 2003)</u> | <u>Mill Levy Deduction</u> |
|-------------------|---|--------------------------------|
| Dodge | 683,307,495 | 109,056 |
| Fillmore | 666,959,973 | 106,447 |
| Freeborn | 1,102,702,140 | 175,991 |
| Goodhue | 2,607,407,050 | 416,142 |
| Houston | 683,040,916 | 109,013 |
| Mower | 1,210,929,748 | 193,264 |
| Olmsted | 7,050,349,286 | 1,125,236 |
| Rice | 2,642,414,993 | 421,729 |
| Steele | 1,617,082,170 | 258,086 |
| Wabasha | 860,303,701 | 137,304 |
| Winona | 2,005,688,821 | 320,108 |
| District 6 Totals | 21,130,186,293 | 3,372,376 |
| Blue Earth | 2,443,504,049 | 389,983 |
| Brown | 908,287,150 | 144,963 |
| Cottonwood | 309,632,205 | 49,417 |
| Faribault | 391,367,336 | 62,462 |
| Jackson | 294,001,378 | 46,923 |
| Le Sueur | 1,195,057,900 | 190,731 |
| Martin | 694,622,571 | 110,862 |
| Nicollet | 1,306,000,800 | 208,438 |
| Nobles | 536,534,445 | 85,631 |
| Rock | 265,500,975 | 42,374 |
| Sibley | 486,039,594 | 77,572 |
| Waseca | 680,452,935 | 108,600 |
| Watsonwan | 262,339,204 | 41,869 |
| District 7 Totals | 9,773,340,542 | 1,559,825 |
| Chippewa | 371,715,313 | 59,326 |
| Kandiyohi | 1,591,971,385 | 254,079 |
| Lac Qui Parle | 156,931,808 | 25,046 |
| Lincoln | 174,860,630 | 27,908 |
| Lyon | 910,675,029 | 145,344 |
| Mc Leod | 1,468,557,335 | 234,382 |
| Meeker | 842,051,680 | 134,391 |
| Murray | 225,411,234 | 35,976 |
| Pipestone | 248,938,420 | 39,731 |
| Redwood | 389,379,530 | 62,145 |
| Renville | 464,310,765 | 74,104 |
| Yellow Medicine | 260,051,760 | 41,504 |
| District 8 Totals | 7,104,854,889 | 1,133,936 |
| Chisago | 2,462,835,490 | 393,069 |
| Dakota* | 25,789,259,900 | 2,493,821 |
| Ramsey* | 28,850,203,504 | 2,789,815 |
| Washington* | 15,717,192,569 | 1,519,853 |
| District 9 Totals | 72,819,491,463 | 7,196,558 |
| STATE TOTALS | \$282,499,565,897 | \$33,524,086 |

* Denotes Urban County.

* * * * *

TENTATIVE
APPORTIONMENT
DATA

* * * * *

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Development of the Tentative 2004 C.S.A.H. Money Needs Apportionment

This chart was prepared in order to determine an annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner on or before November 1, for her use in apportioning the 2004 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2004 money needs apportionment figure for each county based on an estimated apportionment sum.

The Trunk Highway Turnback Adjustment column is the same as was used for the 2003 money needs apportionment determination because more current data was not available at the time the chart was printed. Current data will be used for the final 2004 Apportionment.

Adjustments must be made for any turnback activity in 2003, construction fund balances as of 12/31/03, and possibly for any action taken by this Board.

October 23, 2003

Carol Molnau
Minnesota Department of Transportation
MS 100, Transportation Building
St. Paul, Minnesota 55155

Dear Lieutenant Governor/ Commissioner Molnau:

We, the undersigned, as members of the 2003 County Screening Board, having reviewed all information available in relation to the mileage, lane miles and money needs of the County State Aid Highway System, do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, traffic and construction accomplishments. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 2003; construction fund balances as of December 31, 2003; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2004.

This Board, therefore recommends that the mileage, lane miles and money needs as listed be modified as required and used as the basis for apportioning to the counties the 2004 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary
County Screening Board

APPROVED

Al Goodman, District 1

Brad Larson, Metro

Mark Krebsbach, Urban

Jeff Langan, District 2

Greg Isakson, District 6

Gary Erickson, Urban

Russ Larson, District 3

Nathan Richman, District 7

Ken Haider, Urban

Nick Anderson, District 4

Dave Halbersma, District 8

Marcus Hall, Urban

Mic Dahlberg, Metro

Doug Fischer, Urban

Don Theisen, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

2003 COUNTY STATE AID HIGHWAY NEEDS STUDY

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE, LANE MILES AND MONEY NEEDS AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR USE BY THE COMMISSIONER OF TRANSPORTATION IN APPORTIONING THE 2004 C.S.A.H. FUND

| <u>County</u> | <u>County State Aid Highway Mileage</u> | <u>County State Aid Highway Lane Miles</u> | <u>Annual County State Aid Highway Money Needs</u> |
|--------------------------|---|--|--|
| Carlton | 292.21 | 595.34 | \$2,987,285 |
| Cook | 178.89 | 357.48 | 1,953,426 |
| Itasca | 647.29 | 1,293.18 | 6,664,341 |
| Koochiching | 246.73 | 493.16 | 4,455,343 |
| Lake | 223.94 | 440.88 | 3,137,309 |
| Pine | 474.87 | 949.65 | 5,678,283 |
| St. Louis | 1,378.96 | 2,772.47 | 23,162,094 |
| District 1 Totals | 3,442.89 | 6,902.16 | 48,038,081 |
| Beltrami | 466.18 | 932.36 | 3,858,386 |
| Clearwater | 325.68 | 651.36 | 1,866,142 |
| Hubbard | 323.00 | 646.00 | 2,244,637 |
| Kittson | 373.20 | 746.40 | 2,057,422 |
| Lake of the Woods | 194.81 | 389.62 | 2,726,013 |
| Marshall | 639.76 | 1,279.52 | 3,013,550 |
| Norman | 391.65 | 784.54 | 2,010,845 |
| Pennington | 258.74 | 515.48 | 1,266,085 |
| Polk | 807.14 | 1,614.28 | 5,477,918 |
| Red Lake | 185.66 | 371.32 | 1,763,114 |
| Roseau | 481.92 | 963.84 | 2,275,151 |
| District 2 Totals | 4,447.74 | 8,894.72 | 28,559,263 |
| Aitkin | 373.98 | 748.56 | 2,905,531 |
| Benton | 225.43 | 452.98 | 1,554,402 |
| Cass | 530.80 | 1,062.22 | 3,407,552 |
| Crow Wing | 377.62 | 756.60 | 3,192,165 |
| Isanti | 227.24 | 455.38 | 1,719,526 |
| Kanabec | 212.00 | 422.60 | 1,450,921 |
| Mille Lacs | 255.63 | 511.26 | 3,030,691 |
| Morrison | 442.74 | 888.68 | 3,371,334 |
| Sherburne | 215.54 | 438.94 | 1,044,925 |
| Stearns | 604.48 | 1,246.68 | 5,486,208 |
| Todd | 412.08 | 821.16 | 2,017,680 |
| Wadena | 227.24 | 454.48 | 1,379,840 |
| Wright | 403.31 | 813.02 | 5,835,924 |
| District 3 Totals | 4,508.09 | 9,072.56 | 36,396,699 |
| Becker | 465.74 | 931.48 | 2,531,277 |
| Big Stone | 210.86 | 421.72 | 1,590,766 |
| Clay | 399.06 | 798.24 | 3,056,662 |
| Douglas | 383.47 | 766.94 | 2,524,209 |
| Grant | 228.65 | 457.30 | 1,466,204 |
| Mahnomen | 194.81 | 389.62 | 1,716,895 |
| Otter Tail | 916.80 | 1,833.60 | 7,848,920 |
| Pope | 298.31 | 596.62 | 2,250,104 |
| Stevens | 243.29 | 486.58 | 1,339,448 |
| Swift | 329.41 | 658.82 | 1,775,540 |
| Traverse | 245.42 | 490.84 | 1,398,129 |
| Wilkin | 312.26 | 625.68 | 2,181,773 |
| District 4 Totals | 4,228.08 | 8,457.44 | 29,679,927 |

| <u>County</u> | <u>County State Aid Highway Mileage</u> | <u>County State Aid Highway Lane Miles</u> | <u>Annual County State Aid Highway Money Needs</u> |
|--------------------------|---|--|--|
| Anoka | 286.81 | 737.51 | \$6,899,116 |
| Carver | 215.40 | 437.78 | 3,338,492 |
| Hennepin | 521.01 | 1,521.27 | 22,149,261 |
| Scott | 231.56 | 535.98 | 6,134,651 |
| District 5 Totals | 1,254.78 | 3,232.54 | 38,521,520 |
| Dodge | 249.22 | 498.94 | 2,271,531 |
| Fillmore | 411.80 | 823.60 | 5,611,254 |
| Freeborn | 446.95 | 896.34 | 3,577,053 |
| Goodhue | 326.51 | 655.02 | 3,757,888 |
| Houston | 249.62 | 499.24 | 3,355,525 |
| Mower | 373.66 | 750.08 | 3,733,901 |
| Olmsted | 319.02 | 688.66 | 4,610,221 |
| Rice | 281.78 | 565.84 | 2,898,394 |
| Steele | 292.06 | 587.80 | 3,073,516 |
| Wabasha | 271.63 | 543.26 | 3,132,404 |
| Winona | 315.36 | 630.78 | 3,780,157 |
| District 6 Totals | 3,537.61 | 7,139.56 | 39,801,844 |
| Blue Earth | 427.69 | 863.80 | 4,915,855 |
| Brown | 317.46 | 635.92 | 2,280,530 |
| Cottonwood | 318.57 | 637.14 | 2,146,744 |
| Faribault | 346.98 | 694.60 | 3,404,671 |
| Jackson | 370.64 | 741.28 | 2,978,278 |
| Le Sueur | 267.19 | 534.38 | 2,649,765 |
| Martin | 378.15 | 757.54 | 2,662,912 |
| Nicollet | 246.12 | 490.96 | 2,279,069 |
| Nobles | 345.12 | 692.30 | 3,885,767 |
| Rock | 261.31 | 522.62 | 1,909,360 |
| Sibley | 289.34 | 580.98 | 2,151,776 |
| Waseca | 249.99 | 499.98 | 1,919,562 |
| Watsonwan | 235.18 | 470.36 | 1,588,566 |
| District 7 Totals | 4,053.74 | 8,121.86 | 34,772,855 |
| Chippewa | 243.56 | 487.12 | 1,690,142 |
| Kandiyohi | 421.06 | 844.86 | 4,012,081 |
| Lac Qui Parle | 362.91 | 726.08 | 1,824,412 |
| Lincoln | 252.80 | 505.60 | 1,569,450 |
| Lyon | 319.03 | 637.66 | 2,144,781 |
| Mc Leod | 256.05 | 512.10 | 2,445,513 |
| Meeker | 272.75 | 545.50 | 1,770,101 |
| Murray | 354.20 | 708.40 | 2,116,827 |
| Pipestone | 235.02 | 470.20 | 1,555,223 |
| Redwood | 385.54 | 771.56 | 3,280,065 |
| Renville | 445.87 | 891.74 | 3,686,253 |
| Yellow Medicine | 345.25 | 690.50 | 2,248,652 |
| District 8 Totals | 3,894.04 | 7,791.32 | 28,343,500 |
| Chisago | 233.96 | 468.12 | 3,305,146 |
| Dakota | 323.61 | 857.14 | 8,167,880 |
| Ramsey | 262.23 | 753.91 | 11,620,825 |
| Washington | 214.81 | 470.48 | 5,924,007 |
| District 9 Totals | 1,034.61 | 2,549.65 | 29,017,858 |
| STATE TOTALS | 30,401.58 | 62,161.81 | \$313,131,547 |

Does not include 2003 T.H. Turnback Mileage

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Total Tentative 2004 C.S.A.H. Apportionment

The following tabulation lists a **TENTATIVE** 2004 Apportionment based on an estimate of \$335 million (same as 2003 apportionment).

The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures.

Each county's tentative 2004 Lane Mile Apportionment has been computed using the 2003 CSAH Needs Study lane miles. The limitation by the 1997 legislation which states that no county shall ever receive less in Lane Mile Apportionment than they received in Mileage Apportionment in 1998 was not necessary this year. Also, 2003 Trunk Highway Turnback Mileage is not included, but will be when the Final 2004 Apportionment is determined.

The Money Needs Apportionment is based on the actual 2003 25-year construction needs, however, these needs will be adjusted by 2003 turnback activity, construction fund balances as of 12/31/03, and by any other action taken at this meeting.

We wish to emphasize that the **apportionment as shown is TENTATIVE** and the final apportionment will be determined in January, 2004, by the Commissioner with the assistance of recommendations by your Screening Board.

2003 C.S.A.H. COUNTY SCREENING BOARD DATA

OCTOBER, 2003

COMPONENTS OF THE TENTATIVE 2004 APPORTIONMENT

| County | Equalization Apportionment | Motor Vehicle Registration Apportionment | Lane Mile (Mileage) Apportionment | Money Needs Apportionment | Tentative 2004 CSAH Apportionment |
|--------------------------|---------------------------------------|---|--|--------------------------------------|--|
| Carlton | \$385,801 | \$243,042 | \$964,346 | \$1,601,039 | \$3,194,228 |
| Cook | 385,801 | 43,231 | 579,091 | 1,046,941 | 2,055,064 |
| Itasca | 385,801 | 368,003 | 2,094,736 | 3,571,762 | 6,420,302 |
| Koochiching | 385,801 | 118,987 | 798,805 | 2,387,847 | 3,691,440 |
| Lake | 385,801 | 85,858 | 714,122 | 1,681,445 | 2,867,226 |
| Pine | 385,801 | 215,653 | 1,538,302 | 3,043,283 | 5,183,039 |
| St. Louis | 385,801 | 1,373,969 | 4,491,051 | 12,413,754 | 18,664,575 |
| District 1 Totals | \$2,700,607 | \$2,448,743 | \$11,180,453 | \$25,746,071 | \$42,075,874 |
| Beltrami | 385,801 | 255,729 | 1,510,309 | 2,067,907 | 4,219,746 |
| Clearwater | 385,801 | 69,680 | 1,055,071 | 1,000,161 | 2,510,713 |
| Hubbard | 385,801 | 147,315 | 1,046,412 | 1,203,016 | 2,782,544 |
| Kittson | 385,801 | 43,634 | 1,209,032 | 1,102,678 | 2,741,145 |
| Lake of the Woods | 385,801 | 37,458 | 631,150 | 1,461,010 | 2,515,419 |
| Marshall | 385,801 | 89,886 | 2,072,684 | 1,615,116 | 4,163,487 |
| Norman | 385,801 | 61,558 | 1,270,858 | 1,077,715 | 2,795,932 |
| Pennington | 385,801 | 103,815 | 835,055 | 678,560 | 2,003,231 |
| Polk | 385,801 | 228,072 | 2,614,921 | 2,935,897 | 6,164,691 |
| Red Lake | 385,801 | 37,324 | 601,445 | 944,943 | 1,969,513 |
| Roseau | 385,801 | 135,702 | 1,561,260 | 1,219,370 | 3,302,133 |
| District 2 Totals | \$4,243,811 | \$1,210,173 | \$14,408,197 | \$15,306,373 | \$35,168,554 |
| Aitkin | 385,801 | 143,355 | 1,212,557 | 1,557,223 | 3,298,936 |
| Benton | 385,801 | 243,277 | 733,757 | 833,084 | 2,195,919 |
| Cass | 385,801 | 214,780 | 1,720,658 | 1,826,282 | 4,147,521 |
| Crow Wing | 385,801 | 448,424 | 1,225,546 | 1,710,845 | 3,770,616 |
| Isanti | 385,801 | 257,877 | 737,684 | 921,582 | 2,302,944 |
| Kanabec | 385,801 | 121,571 | 684,518 | 777,623 | 1,969,513 |
| Mille Lacs | 385,801 | 188,700 | 828,208 | 1,624,303 | 3,027,012 |
| Morrison | 385,801 | 255,628 | 1,439,521 | 1,806,871 | 3,887,821 |
| Sherburne | 385,801 | 501,523 | 711,000 | 560,029 | 2,158,353 |
| Stearns | 385,801 | 1,009,793 | 2,019,417 | 2,940,340 | 6,355,351 |
| Todd | 385,801 | 196,957 | 1,330,167 | 1,081,378 | 2,994,303 |
| Wadena | 385,801 | 108,011 | 736,174 | 739,527 | 1,969,513 |
| Wright | 385,801 | 737,046 | 1,316,976 | 3,127,771 | 5,567,594 |
| District 3 Totals | \$5,015,413 | \$4,426,942 | \$14,696,183 | \$19,506,858 | \$43,645,396 |
| Becker | 385,801 | 236,463 | 1,508,899 | 1,356,641 | 3,487,804 |
| Big Stone | 385,801 | 48,031 | 683,108 | 852,573 | 1,969,513 |
| Clay | 385,801 | 315,810 | 1,293,011 | 1,638,222 | 3,632,844 |
| Douglas | 385,801 | 278,385 | 1,242,362 | 1,352,853 | 3,259,401 |
| Grant | 385,801 | 57,093 | 740,805 | 785,814 | 1,969,513 |
| Mahnomen | 385,801 | 32,390 | 631,150 | 920,172 | 1,969,513 |
| Otter Tail | 385,801 | 463,259 | 2,970,170 | 4,206,639 | 8,025,869 |
| Pope | 385,801 | 93,276 | 966,461 | 1,205,946 | 2,651,484 |
| Stevens | 385,801 | 77,601 | 788,232 | 717,879 | 1,969,513 |
| Swift | 385,801 | 87,000 | 1,067,155 | 951,603 | 2,491,559 |
| Traverse | 385,801 | 39,304 | 795,079 | 749,329 | 1,969,513 |
| Wilkin | 385,801 | 57,429 | 1,013,485 | 1,169,324 | 2,626,039 |
| District 4 Totals | \$4,629,612 | \$1,786,041 | \$13,699,917 | \$15,906,995 | \$36,022,565 |

2003 C.S.A.H. COUNTY SCREENING BOARD DATA

OCTOBER, 2003

COMPONENTS OF THE TENTATIVE 2004 APPORTIONMENT

| County | Equalization Apportionment | Motor Vehicle Registration Apportionment | Lane Mile (Mileage) Apportionment | Money Needs Apportionment | Tentative 2004 CSAH Apportionment |
|-------------------|-------------------------------|--|---|------------------------------|---|
| Anoka | \$385,801 | \$2,021,196 | \$1,194,633 | \$3,697,590 | \$7,299,220 |
| Carver | 385,801 | 460,574 | 709,188 | 1,789,269 | 3,344,832 |
| Hennepin | 385,801 | 6,416,252 | 2,464,283 | 11,870,925 | 21,137,261 |
| Scott | 385,801 | 671,763 | 868,183 | 3,287,874 | 5,213,621 |
| District 5 Totals | \$1,543,204 | \$9,569,785 | \$5,236,287 | \$20,645,658 | \$36,994,934 |
| Dodge | 385,801 | 141,609 | 808,170 | 1,217,430 | 2,553,010 |
| Fillmore | 385,801 | 169,837 | 1,334,094 | 3,007,359 | 4,897,091 |
| Freeborn | 385,801 | 255,125 | 1,451,906 | 1,917,126 | 4,009,958 |
| Goodhue | 385,801 | 345,917 | 1,061,012 | 2,014,045 | 3,806,775 |
| Houston | 385,801 | 145,671 | 808,673 | 1,798,398 | 3,138,543 |
| Mower | 385,800 | 280,735 | 1,215,074 | 2,001,189 | 3,882,798 |
| Olmeda | 385,800 | 839,418 | 1,115,588 | 2,470,854 | 4,811,660 |
| Rice | 385,800 | 393,478 | 916,617 | 1,553,398 | 3,249,293 |
| Steele | 385,800 | 253,212 | 952,162 | 1,647,255 | 3,238,429 |
| Wabasha | 385,800 | 174,637 | 879,964 | 1,678,816 | 3,119,217 |
| Winona | 385,800 | 316,011 | 1,021,742 | 2,025,980 | 3,749,533 |
| District 6 Totals | \$4,243,805 | \$3,315,650 | \$11,565,002 | \$21,331,850 | \$40,456,307 |
| Blue Earth | 385,800 | 381,093 | 1,399,243 | 2,634,659 | 4,800,795 |
| Brown | 385,800 | 229,582 | 1,030,099 | 1,222,253 | 2,867,734 |
| Cottonwood | 385,800 | 98,982 | 1,032,113 | 1,150,550 | 2,667,445 |
| Faribault | 385,800 | 133,654 | 1,125,154 | 1,824,738 | 3,469,346 |
| Jackson | 385,800 | 93,410 | 1,200,775 | 1,596,212 | 3,276,197 |
| Le Sueur | 385,800 | 208,604 | 865,666 | 1,420,145 | 2,880,215 |
| Martin | 385,800 | 175,845 | 1,227,157 | 1,427,191 | 3,215,993 |
| Nicollet | 385,800 | 198,300 | 795,281 | 1,221,470 | 2,600,851 |
| Nobles | 385,800 | 154,834 | 1,121,429 | 2,082,582 | 3,744,645 |
| Rock | 385,800 | 76,829 | 846,534 | 1,023,324 | 2,332,487 |
| Sibley | 385,800 | 126,203 | 941,086 | 1,153,247 | 2,606,336 |
| Waseca | 385,800 | 142,985 | 809,881 | 1,028,792 | 2,367,458 |
| Watsonwan | 385,800 | 94,048 | 761,951 | 851,394 | 2,093,193 |
| District 7 Totals | \$5,015,400 | \$2,114,369 | \$13,156,369 | \$18,636,557 | \$38,922,695 |
| Chippewa | 385,800 | 109,085 | 789,038 | 905,834 | 2,189,757 |
| Kandiyohi | 385,800 | 320,610 | 1,368,532 | 2,150,280 | 4,225,222 |
| Lac Qui Parle | 385,800 | 70,452 | 1,176,105 | 977,796 | 2,610,153 |
| Lincoln | 385,800 | 53,334 | 819,045 | 841,149 | 2,099,328 |
| Lyon | 385,800 | 192,426 | 1,032,919 | 1,149,498 | 2,760,643 |
| McLeod | 385,800 | 288,320 | 829,517 | 1,310,676 | 2,814,313 |
| Meeker | 385,800 | 189,405 | 883,589 | 948,688 | 2,407,482 |
| Murray | 385,800 | 79,313 | 1,147,508 | 1,134,516 | 2,747,137 |
| Pipestone | 385,800 | 75,319 | 761,649 | 833,524 | 2,056,292 |
| Redwood | 385,800 | 149,867 | 1,249,914 | 1,757,955 | 3,543,536 |
| Renville | 385,800 | 148,894 | 1,444,555 | 1,975,652 | 3,954,901 |
| Yellow Medicine | 385,800 | 93,982 | 1,118,609 | 1,205,168 | 2,803,559 |
| District 8 Totals | \$4,629,600 | \$1,771,007 | \$12,620,980 | \$15,190,736 | \$34,212,323 |
| Chisago | 385,800 | 371,092 | 758,427 | 1,771,397 | 3,286,716 |
| Dakota | 385,800 | 2,226,109 | 1,388,570 | 4,377,586 | 8,378,065 |
| Ramsey | 385,800 | 2,970,171 | 1,221,317 | 6,228,196 | 10,805,484 |
| Washington | 385,800 | 1,354,570 | 762,253 | 3,174,980 | 5,677,603 |
| District 9 Totals | \$1,543,200 | \$6,921,942 | \$4,130,567 | \$15,552,159 | \$28,147,868 |
| STATE TOTALS | \$33,564,652 | \$33,564,652 | \$100,693,955 | \$167,823,257 | \$335,646,516 |

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of the Actual 2003 to a TENTATIVE 2004 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 2003 C.S.A.H. Apportionment and what each county's 2004 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 2004 C.S.A.H. road user fund would remain the same as 2003. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 2004 Apportionment. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.

2003 COUNTY SCREENING BOARD DATA

October, 2003

Comparison of the Actual 2003 to the TENTATIVE 2004 CSAH Apportionment

| County | Actual 2003 CSAH Apportionment | TENTATIVE 2004 CSAH Apportionment | Increase or Decrease | % + or - |
|-------------------|--------------------------------------|---|----------------------------|-------------|
| Carlton | \$3,249,020 | \$3,194,228 | (\$54,792) | -1.7% |
| Cook | 2,098,531 | 2,055,064 | (43,467) | -2.1% |
| Itasca | 6,628,025 | 6,420,302 | (207,723) | -3.1% |
| Koochiching | 3,691,440 | 3,691,440 | 0 | 0.0% |
| Lake | 2,978,495 | 2,867,226 | (111,269) | -3.7% |
| Pine | 5,312,768 | 5,183,039 | (129,729) | -2.4% |
| St. Louis | 17,252,602 | 18,664,575 | 1,411,973 | 8.2% |
| District 1 Totals | 41,210,881 | 42,075,874 | 864,993 | 2.1% |
| Beltrami | 4,197,499 | 4,219,746 | 22,247 | 0.5% |
| Clearwater | 2,445,749 | 2,510,713 | 64,964 | 2.7% |
| Hubbard | 2,802,504 | 2,782,544 | (19,960) | -0.7% |
| Kittson | 2,790,529 | 2,741,145 | (49,384) | -1.8% |
| Lake of the Woods | 2,515,419 | 2,515,419 | 0 | 0.0% |
| Marshall | 4,160,793 | 4,163,487 | 2,694 | 0.1% |
| Norman | 2,805,942 | 2,795,932 | (10,010) | -0.4% |
| Pennington | 2,019,202 | 2,003,231 | (15,971) | -0.8% |
| Polk | 6,241,850 | 6,164,691 | (77,159) | -1.2% |
| Red Lake | 1,969,513 | 1,969,513 | 0 | 0.0% |
| Roseau | 3,181,341 | 3,302,133 | 120,792 | 3.8% |
| District 2 Totals | 35,130,341 | 35,168,554 | 38,213 | 0.1% |
| Aitkin | 3,325,857 | 3,298,936 | (26,921) | -0.8% |
| Benton | 2,207,067 | 2,195,919 | (11,148) | -0.5% |
| Cass | 4,277,544 | 4,147,521 | (130,023) | -3.0% |
| Crow Wing | 3,731,231 | 3,770,616 | 39,385 | 1.1% |
| Isanti | 2,312,997 | 2,302,944 | (10,053) | -0.4% |
| Kanabec | 1,969,513 | 1,969,513 | 0 | 0.0% |
| Mille Lacs | 2,834,441 | 3,027,012 | 192,571 | 6.8% |
| Morrison | 3,789,290 | 3,887,821 | 98,531 | 2.6% |
| Sherburne | 2,195,831 | 2,158,353 | (37,478) | -1.7% |
| Stearns | 6,380,467 | 6,355,351 | (25,116) | -0.4% |
| Todd | 2,967,350 | 2,994,303 | 26,953 | 0.9% |
| Wadena | 1,971,207 | 1,969,513 | (1,694) | -0.1% |
| Wright | 5,836,704 | 5,567,594 | (269,110) | -4.6% |
| District 3 Totals | 43,799,499 | 43,645,396 | (154,103) | -0.4% |
| Becker | 3,485,529 | 3,487,804 | 2,275 | 0.1% |
| Big Stone | 1,969,513 | 1,969,513 | 0 | 0.0% |
| Clay | 3,665,370 | 3,632,844 | (32,526) | -0.9% |
| Douglas | 3,178,589 | 3,259,401 | 80,812 | 2.5% |
| Grant | 1,969,513 | 1,969,513 | 0 | 0.0% |
| Mahnomen | 1,969,513 | 1,969,513 | 0 | 0.0% |
| Otter Tail | 8,016,063 | 8,025,869 | 9,806 | 0.1% |
| Pope | 2,704,023 | 2,651,484 | (52,539) | -1.9% |
| Stevens | 1,969,513 | 1,969,513 | 0 | 0.0% |
| Swift | 2,532,243 | 2,491,559 | (40,684) | -1.6% |
| Traverse | 1,969,513 | 1,969,513 | 0 | 0.0% |
| Wilkin | 2,586,892 | 2,626,039 | 39,147 | 1.5% |
| District 4 Totals | \$36,016,274 | \$36,022,565 | \$6,291 | 0.0% |

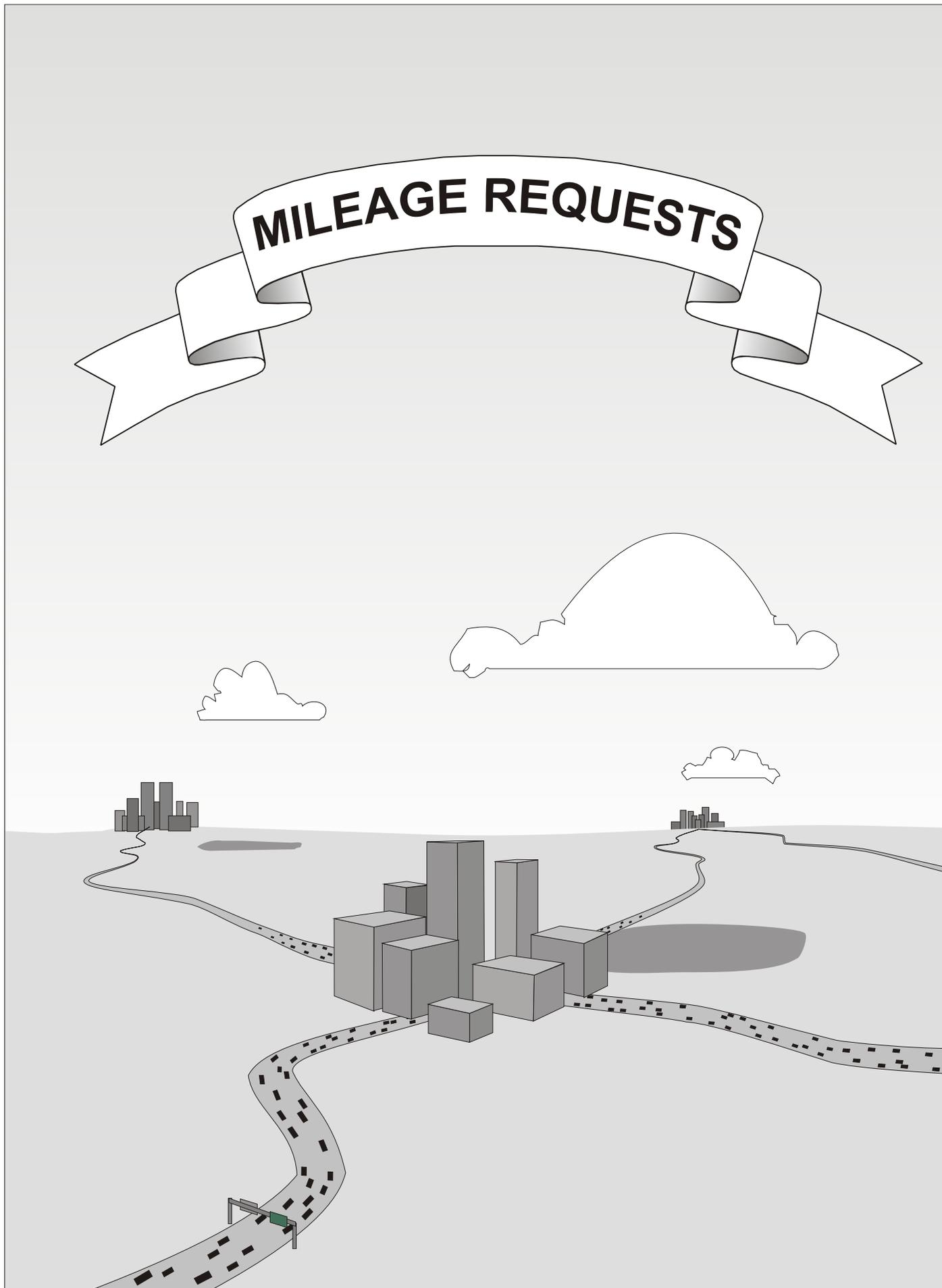
2003 COUNTY SCREENING BOARD DATA

October, 2003

Comparison of the Actual 2003 to the TENTATIVE 2004 CSAH Apportionment

| County | Actual 2003 CSAH Apportionment | TENTATIVE 2004 CSAH Apportionment | Increase or Decrease | % + or - |
|---------------------|--------------------------------------|---|----------------------------|-------------|
| Anoka | \$6,664,471 | \$7,299,220 | \$634,749 | 9.5% |
| Carver | 3,459,264 | 3,344,832 | (114,432) | -3.3% |
| Hennepin | 22,125,950 | 21,137,261 | (988,689) | -4.5% |
| Scott | 4,863,984 | 5,213,621 | 349,637 | 7.2% |
| District 5 Totals | 37,113,669 | 36,994,934 | (118,735) | -0.3% |
| Dodge | 2,485,217 | 2,553,010 | 67,793 | 2.7% |
| Fillmore | 4,965,834 | 4,897,091 | (68,743) | -1.4% |
| Freeborn | 3,913,545 | 4,009,958 | 96,413 | 2.5% |
| Goodhue | 3,886,706 | 3,806,775 | (79,931) | -2.1% |
| Houston | 3,222,309 | 3,138,543 | (83,766) | -2.6% |
| Mower | 3,825,312 | 3,882,798 | 57,486 | 1.5% |
| Olmsted | 4,716,777 | 4,811,660 | 94,883 | 2.0% |
| Rice | 3,116,794 | 3,249,293 | 132,499 | 4.3% |
| Steele | 3,207,068 | 3,238,429 | 31,361 | 1.0% |
| Wabasha | 3,158,158 | 3,119,217 | (38,941) | -1.2% |
| Winona | 3,740,727 | 3,749,533 | 8,806 | 0.2% |
| District 6 Totals | 40,238,447 | 40,456,307 | 217,860 | 0.5% |
| Blue Earth | 4,748,401 | 4,800,795 | 52,394 | 1.1% |
| Brown | 2,921,920 | 2,867,734 | (54,186) | -1.9% |
| Cottonwood | 2,715,376 | 2,667,445 | (47,931) | -1.8% |
| Faribault | 3,612,436 | 3,469,346 | (143,090) | -4.0% |
| Jackson | 3,302,418 | 3,276,197 | (26,221) | -0.8% |
| Le Sueur | 2,798,379 | 2,880,215 | 81,836 | 2.9% |
| Martin | 3,301,344 | 3,215,993 | (85,351) | -2.6% |
| Nicollet | 2,620,345 | 2,600,851 | (19,494) | -0.7% |
| Nobles | 3,731,313 | 3,744,645 | 13,332 | 0.4% |
| Rock | 2,395,837 | 2,332,487 | (63,350) | -2.6% |
| Sibley | 2,648,745 | 2,606,336 | (42,409) | -1.6% |
| Waseca | 2,349,568 | 2,367,458 | 17,890 | 0.8% |
| Watonwan | 2,077,542 | 2,093,193 | 15,651 | 0.8% |
| District 7 Totals | 39,223,624 | 38,922,695 | (300,929) | -0.8% |
| Chippewa | 2,178,113 | 2,189,757 | 11,644 | 0.5% |
| Kandiyohi | 4,320,921 | 4,225,222 | (95,699) | -2.2% |
| Lac Qui Parle | 2,514,128 | 2,610,153 | 96,025 | 3.8% |
| Lincoln | 2,077,265 | 2,099,328 | 22,063 | 1.1% |
| Lyon | 2,741,044 | 2,760,643 | 19,599 | 0.7% |
| Mc Leod | 2,787,829 | 2,814,313 | 26,484 | 1.0% |
| Meeker | 2,414,779 | 2,407,482 | (7,297) | -0.3% |
| Murray | 2,706,054 | 2,747,137 | 41,083 | 1.5% |
| Pipestone | 2,010,266 | 2,056,292 | 46,026 | 2.3% |
| Redwood | 3,634,832 | 3,543,536 | (91,296) | -2.5% |
| Renville | 3,886,073 | 3,954,901 | 68,828 | 1.8% |
| Yellow Medicine | 2,805,640 | 2,803,559 | (2,081) | -0.1% |
| District 8 Totals | 34,076,944 | 34,212,323 | 135,379 | 0.4% |
| Chisago | 3,250,528 | 3,286,716 | 36,188 | 1.1% |
| Dakota | 8,624,537 | 8,378,065 | (246,472) | -2.9% |
| Ramsey | 11,008,704 | 10,805,484 | (203,220) | -1.9% |
| Washington | 5,953,068 | 5,677,603 | (275,465) | -4.6% |
| District 9 Totals | 28,836,837 | 28,147,868 | (688,969) | -2.4% |
| STATE TOTALS | \$335,646,516 | \$335,646,516 | \$0 | 0.0% |

MILEAGE REQUESTS



2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Criteria Necessary For County State Aid Highway Designation

In the past, there has been considerable speculation as to which requirements a road must meet in order to qualify for designation as a County State Aid Highway. The following section of the Minnesota Department of Transportation Rules which was updated in July, 1991, definitely sets forth what criteria are necessary.

Portion of Minnesota Rules For State Aid Operations

State Aid Routes shall be selected on the basis of the following criteria:

Subp. 2. A county state-aid highway may be selected if it:

- (A) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;
- (B) connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and
- (C) provides an integrated and coordinated highway system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

2003 COUNTY SCREENING BOARD

OCTOBER, 2003

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

Approved by the County Engineers' Screening Board

| County | 1958-1970 | 1971-1976 | 1977-1982 | 1983-1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 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 | 0.00 | 0.00 | 0.00 | 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 | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 7.65 | 2.10 | 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 | | | | | | | | | | | | | | | | | | | | | | 5.42 | 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 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 19.62 | 0.00 | 29.24 | 0.00 | 0.00 | 96.26 | District 3 Totals | |

2003 COUNTY SCREENING BOARD

OCTOBER, 2003

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

Approved by the County Engineers' Screening Board

| County | 1958-1970 | 1971-1976 | 1977-1982 | 1983-1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 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 | 0.00 | 0.00 | 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 | 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 | Carver |
| Hennepin | 4.50 | 0.24 | 0.85 | | | | | | | | | | | | | | | | | | | 5.59 | Hennepin |
| Scott | 12.09 * | 5.15 | 0.12 | | 3.50 | | | | | | | | | | | | | | | | | 38.12 | Scott |
| District 5 Totals | 21.12 | 5.87 | 0.97 | 0.08 | 13.92 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 16.74 | 38.12 | 8.25 | 0.00 | 0.00 | 0.00 | 11.70 | 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 | 0.00 | 0.00 | 0.00 | 44.03 | District 6 Totals |

2003 COUNTY SCREENING BOARD

OCTOBER, 2003

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

Approved by the County Engineers' Screening Board

| County | 1958-1970 | 1971-1976 | 1977-1982 | 1983-1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 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 | | | | | | | | | | | | | | | | | | 0.60 | 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 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 62.70 | 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 | 1.50 | 0.05 | 0.32 | 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 | 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 | 8.05 | 0.00 | 0.00 | 0.00 | 2.20 | 0.00 | 0.00 | 0.00 | 18.52 | 0.00 | 35.63 | 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 | 23.47 | 0.30 | 0.32 | 0.12 | 2.20 | 17.96 | 21.83 | 16.74 | 56.64 | 8.25 | 39.09 | 0.00 | 0.00 | 26.60 | 29.24 | 0.00 | 626.32 | Totals | |

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

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

2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

"BANKED" CSAH MILEAGE

The Screening Board, at its June, 1990 meeting, revised the mileage resolution to read as follows:

Mileage made available by an internal revision after July 1, 1990 will be held in abeyance (banked) for future designation.

The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before May 1, 2003 is included.

| County | Banked Mileage | Year Made Available |
|-------------|----------------|-----------------------|
| Anoka | 1.04 | 2000 |
| Becker | 0.40 | 1991 |
| Beltrami | 0.31 | 2002 |
| Blue Earth | 0.55 | 2000 & 2003 |
| Brown | 0.56 | 1999 |
| Carlton | 0.88 | 92, 94 & 2001 |
| Carver | 0.40 | 2001 |
| Cass | 1.45 | 2002 |
| Chippewa | 0.71 | 1999 |
| Clay | 5.00 | 1993 & 1997 |
| Clearwater | 0.60 | 1997 |
| Dakota | 0.34 | 2000 |
| Dodge | 0.71 | 1994 & 2000 |
| Douglas | 3.06 | 1992 & 2002 |
| Faribault | 2.54 | 1993 |
| Goodhue | 1.68 | 2003 |
| Hennepin | 5.29 | 1994, 96, 97, 99 & 02 |
| Hubbard | 0.40 | 2002 |
| Isanti | 0.22 | 1992 |
| Itasca | 0.15 | 1997 |
| Kandiyohi | 0.70 | 1993 & 2003 |
| Kittson | 0.26 | 1999 |
| Koochiching | 0.45 | 1994, 95 & 98 |
| Lincoln | 1.70 | 1996, 2002 & 2003 |
| McLeod | 0.40 | 1997 & 2003 |
| Meeker | 0.81 | 2001 & 2003 |
| Mille Lacs | 1.10 | 1992 |
| Morrison | 1.90 | 2001 |

| County | Banked Mileage | Year Made Available |
|-----------------------------|----------------|---------------------|
| Nicollet | 0.02 | 1999 |
| Nobles | 0.07 | 1997 |
| Norman | 0.91 | 1997 & 2002 |
| Olmsted | 0.73 | 1997 & 1998 |
| Otter Tail | 0.06 | 1998 |
| Pennington | 1.65 | 1995 & 1999 |
| Pine | 1.00 | 2001 |
| Pipestone | 0.10 | 1996 |
| Pope | 0.42 | 2002 |
| Ramsey | 0.79 | 1999 |
| Red Lake | 0.50 | 1994 |
| Redwood | 0.20 | 1995 |
| Renville | 2.47 | 1992, 96, 97 & 99 |
| Rice | 0.65 | 2000 |
| Rock | 1.60 | 1993 |
| Roseau | 0.30 | 1991 |
| St. Louis | 0.76 | 1996 |
| Scott | 0.77 | 2001 |
| Sibley | 0.01 | 1995 |
| Stearns | 0.52 | 1997 & 2001 |
| Steele | 0.24 | 1999 |
| Stevens | 1.78 | 1998 & 2001 |
| Todd | 0.48 | 2000 |
| Wabasha | 2.41 | 93,98,2002 & 2003 |
| Wadena | 0.67 | 1991, 94 & 98 |
| Waseca | 0.01 | 1995 |
| Watsonwan | 1.50 | 2003 |
| Wright | 0.30 | 1997, 2001 & 2002 |
| Yellow Medicine | 0.78 | 1993, 1995 & 2001 |
| Total Banked Mileage | 55.31 | |

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

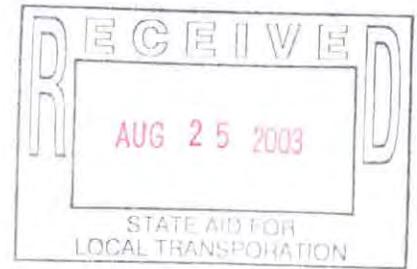
MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 8/22/03

TO: Manager, State Aid Needs Unit Diane Gould

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

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



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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles Available _____
 + Revoked _____
 - Requested _____
 = Balance _____

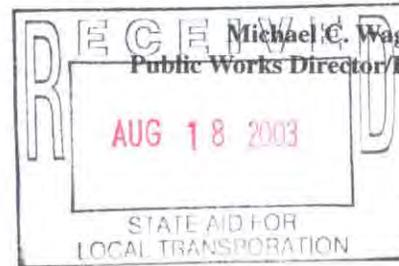
Comments: T.H. turn back segment, needing Screening Board approval to be moved as CSAH to another alignment. This move is consistent with City/County planning.

RECOMMENDED APPROVAL OR DENIAL: D.E. Haeder 8/22/03
 District State Aid Engineer Date

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

APPROVAL OR DENIAL: _____
 State Aid Engineer Date

Date: August 13, 2003
To: CSAH Screening Board Members
From: Mike Wagner
Re: Nicollet CSAH 36 Mileage



Michael C. Wagner, P. E.
Public Works Director/Highway Engineer

CSAH 36 is a former TH 169 Turnback located fully within the City limits of St. Peter. It is currently listed in the Needs as a 0.91 mile segment. Both the City and the County desire to designate an additional, new, 0.54 mile segment of CSAH 20 for a new growth area on the west side of the City. Initially this 0.54 mile was to be a mileage proposal, since turnback mileage is not to be moved.

However, moving CSAH designations from inner-city to new growth areas has been a uniform, historical practice in Nicollet County. In this instance the County is willing to remove the entire 0.91 mile designation of CSAH 36 and retain only the 0.54 mile for new CSAH 20. It appears logical to bring the matter to the Screening Board to see if this could be acted on without taking it to the mileage subcommittee.

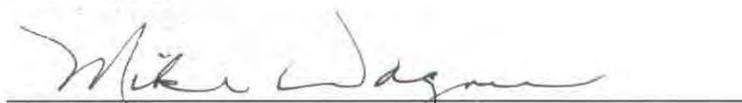
The Screening Board Resolution states: That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, unless approved by the Screening Board. It appears the Screening Board can approve this Nicollet County request.

Approval would also require Nicollet County to pay back \$35,014 for resurfacing done in 1997 and the County does agree to that. The funds would be adjusted by the State-aid Office on the next construction contract.

A map is enclosed. Nicollet County is cooperating with the City of St. Peter to construct a long-planned, Nicollet Avenue (CSAH 20), north/south route along the western side of the City. The 0.54 mile is the next desired segment to connect, southerly, to a mainline County route.

The proposal is supported by the City and Mr. Doug Haeder, the District Seven State Aid Engineer.

Thank-you,


Nicollet County Engineer

NICOLLET
COUNTY

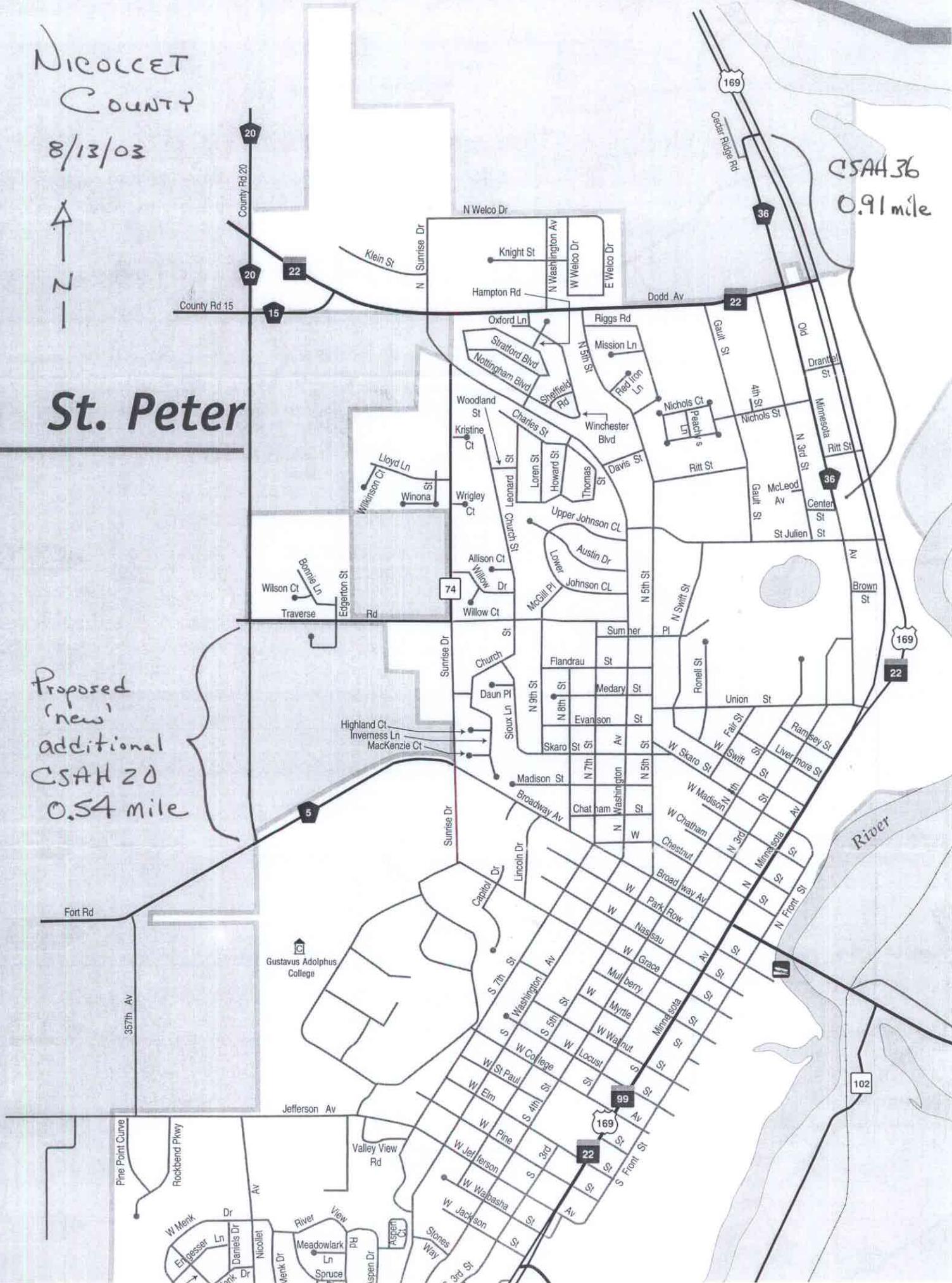
8/13/03



St. Peter

CSAH 36
0.91 mile

Proposed
'new'
additional
CSAH 20
0.54 mile



2003 COUNTY SCREENING BOARD DATA

October, 2003

HISTORICAL DOCUMENTATION FOR THE CARVER COUNTY CSAH MILEAGE REQUEST

| | |
|-----------------------------------|---------------|
| 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

2003 COUNTY SCREENING BOARD DATA

October, 2003

HISTORICAL DOCUMENTATION FOR THE DAKOTA COUNTY CSAH MILEAGE REQUEST

| | |
|---|---------|
| 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 (6/98) | (18.75) |
| Banked Mileage (6/98) | (8.19) |
| Revocation of CSAH 9 (in Progress) | (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)

2003 COUNTY SCREENING BOARD DATA

October, 2003

HISTORICAL DOCUMENTATION FOR THE LAKE COUNTY CSAH MILEAGE REQUEST

| | |
|---------------------------------|--------|
| 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)

2003 COUNTY SCREENING BOARD DATA

October, 2003

HISTORICAL DOCUMENTATION FOR THE ST. LOUIS COUNTY CSAH MILEAGE REQUEST

| | |
|--------------------------------------|----------|
| 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

2003 COUNTY SCREENING BOARD DATA

October, 2003

HISTORICAL DOCUMENTATION FOR THE STEARNS COUNTY CSAH MILEAGE REQUEST

| | |
|------------------------------------|--------|
| Stearns County CSAH mileage (1/02) | 603.60 |
| Requested Additions (10/02) | 29.89 |
| Bank Mileage | (0.65) |
| TOTAL | 632.84 |

| Date | Type of Transaction | Mileage Change | Starting Mileage | Ending Mileage |
|--------|---------------------|----------------|------------------|----------------|
| Jan-02 | Beginning Balance | 0.00 | 603.60 | 603.60 |

These designations are left to be completed:

| | |
|----------------------------------|------------|
| CR 133 from CSAH 75 to CSAH 78 | 7.01 miles |
| CR 120 from CSAH 4 to TH15 | 1.92 miles |
| CR 134 from CSAH 75 to CSAH 4 | 2.19 miles |
| CR 138 from CSAH 81 to CSAH 4 | 0.74 miles |
| CR 138 from TH 23 to CSAH 75 | 5.36 miles |
| CR 136 from TH 15 to 33rd Street | 5.20 miles |
| CR 137 from CSAH 6 to CSAH 74 | 5.17 miles |
| CR 115 from CR 136 to CSAH 7 | 2.30 miles |

2003 COUNTY SCREENING BOARD DATA

October, 2003

HISTORICAL DOCUMENTATION FOR THE WASHINGTON COUNTY CSAH MILEAGE REQUEST

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

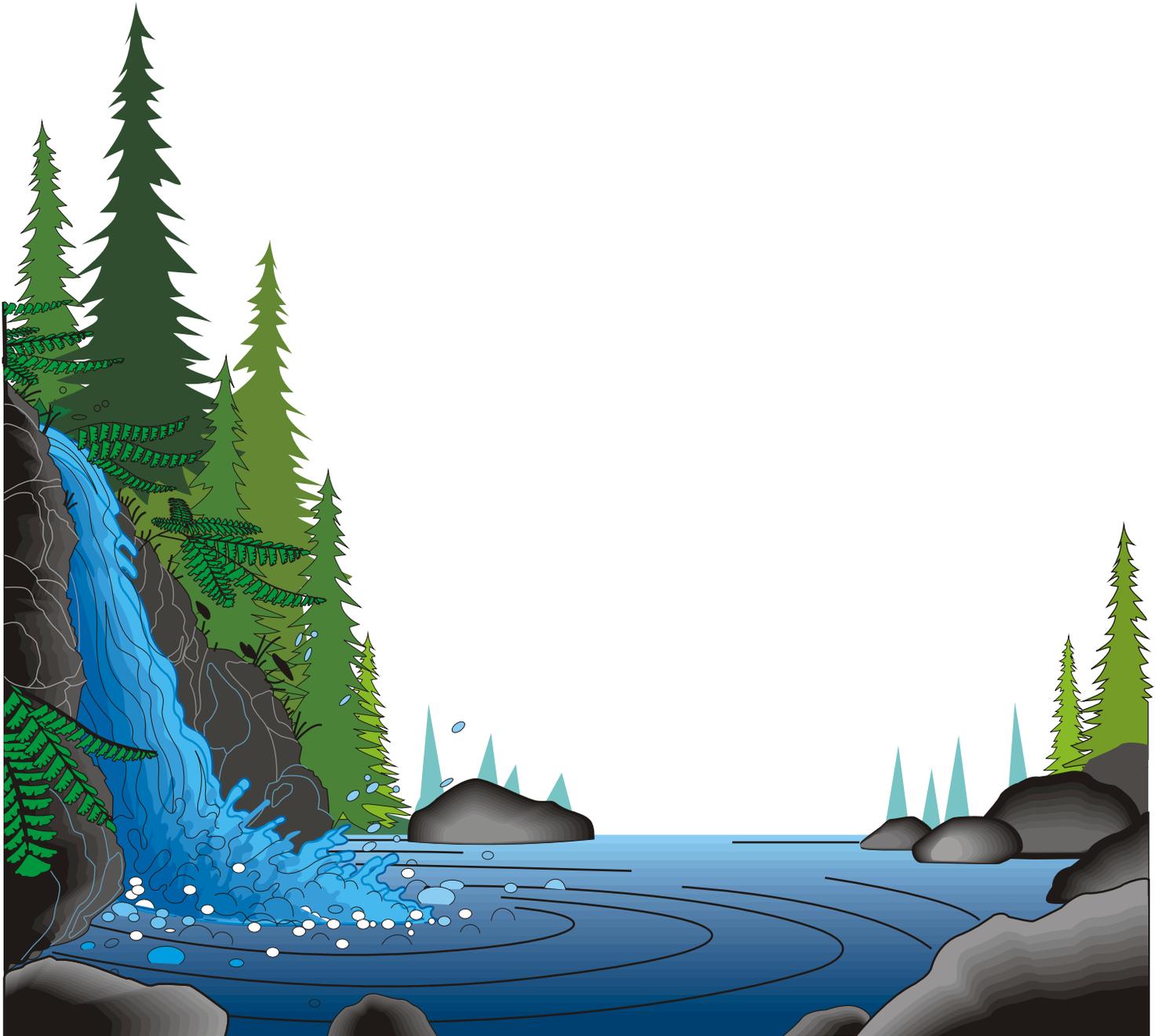
| Date | Type of Transaction | Mileage Change | Starting Mileage | Ending Mileage |
|----------|-------------------------------------|----------------|------------------|----------------|
| 01/1996 | Beginning Balance | 0.00 | 201.54 | 201.54 |
| 06/1996 | Banked Mileage | (1.21) | 201.54 | 200.33 |
| 01/08/97 | Rev. 33, Ext. 5, 8, 13, 17, 19 & 24 | 17.35 | 200.33 | 217.68 |
| 09/15/97 | Revoke Portion 36 | (1.17) | 217.68 | 216.51 |
| 12/16/98 | Revoke 30, 31 & 32 | (3.02) | 216.51 | 213.49 |
| 3/9/00 | Revoke Portion 7 | (0.78) | 213.49 | 212.71 |

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. (+2.50), 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).

STATE PARK ROAD ACCOUNT



2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

State Park Road Account

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

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

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

2003 County Screening Board Data

OCTOBER, 2003

Historical Review of 2001 State Park Road Account

2001 Allotment \$2,584,984

2001 Projects

| County | Appr | Project # | Jurisdiction | Location | Type of Work | SPR \$ Allocated |
|--|-------|------------------------|--------------|--|----------------------|---------------------|
| Aitkin | | 01-600-10 | TWP | Ball Bluff Rd.; access to Hay Lake Forestry Campground | Road Improvements | \$25,000 |
| Becker | | 03-600-07 | TWP | Erie Town Rd T-22; access to West Peckerel Lake | Road Improvements | 33,000 * |
| Becker | | 03-600-08 | TWP | Lake Eunice Rd; access to Pearl Lake | Road Improvements | 159,000 |
| Benton | | 05-600-03 | Co. Rd. | Co. Rd. 55; access to the Mississippi River | Road Improvements | 150,000 |
| Chisago | | 13-600-07 | PARK | Little Lake Rd.; access to Little Lake | Road Improvements | 34,656 * |
| Clearwater | | 15-600-07 15-600-08 | Co. Rd. | Co. Rd. 122 in Itasca State Park | Road Improvements | 100,000 * |
| Hubbard | | 29-600-07 | Co. Rd. | Co. Rd. 122 & 123; access to Itasca State Park | Road Improvements | 57,000 * |
| Kittson | 6/01 | 35-628-06 35-628-07 | CSAH | CSAH28; access to Lake Bronson State Park | Road Improvements | 15,635 * |
| Kittson | 6/01 | 35-628-08 | CSAH | CSAH 28; access to Lake Bronson State Park | Road Improvements | 90,000 * |
| Lake | | 38-600-12 | TWP | Fall Lake Twp Rd 60; access to White Iron Lake | Road Improvements | 33,529 * |
| Lake o' Wood | | 39-600-03 | City | Tourist Park Ave.; access to Rainy River | Street Improvements | 60,000 |
| Morrison | | 49-600-21 | TWP | Stanchfield Lake Rd.; access to Stanchfield Lake | Road Improvements | 75,000 * |
| Morrison | | 49-600-22 | TWP | Bellevue Twp Rd T-33; access to Crane Meadows WMA and the Mississippi River | Road Improvements | 21,000 |
| Morrison | | 49-600-23 | TWP | Bellevue Twp Rd T-304 & T-306; access to the Mississippi River | Road Improvements | 10,349 |
| Morrison | | 49-600-24 | TWP | Birch Rd in Scandia Valley Twp; access to Round Lake | Road Improvements | 100,000 |
| Pine | | 58-600-07 | City | Doc Street, city of Willow River; access to Willow River Forestry Campground | Street Improvements | 90,000 |
| Rice | 6/01 | 66-640-04 | CSAH | CSAH 40; access to Nerstrand Woods State Park | Road Improvements | 21,891 |
| St. Louis | | 69-600-27 | TWP | Cedar Lake Rd.; access to Cedar Lake | Road Improvements | 106,000 |
| St. Louis | | 69-600-28 | TWP | Canosia Twp Rd 5529; access to Pike Lake | Road Improvements | 75,000 |
| Scott | | 70-600-04 | TWP | St. Lawrence Twp Rd. 57; access to Minnesota Valley State Recreation Area | Road Improvements | 100,000 |
| Wabasha | | 79-600-09 | Co. Rd. | County Rd 84; access to the Half Moon Lake Boat Landing | Road Improvements | 100,000 |
| Pre June Total = | | | | | | \$1,457,060 |
| <u>PROJECTS ADDED AFTER JUNE 2001</u> | | | | | | |
| Benton | | 05-600-03 | Co. Rd. | Co. Rd. 55; access to Mississippi River | Road Improvements | \$62,143 * |
| Brown | 10/01 | 08-626-03 | CSAH | CSAH 26; access to Flandrau State Park | Road Improvements | 199,895 |
| Cass | | 11-600-12 | Co Rd | County Road 139; access to Mud Goose Wildlife Management | Road Improvements | 150,000 * |
| Cass | | 11-600-14 | Twp | Birch Lake Twp Road #65; access to Stoney Lake | Road Improvements | 5,974 * |
| Dakota | | 19-600-19 | City | 280th Street & Oliver Trail; access to Trout Brook and Cannon R | Road Improvements | 49,000 |
| Douglas | | 21-600-10 | Co Rd | County Road 108; access to Little Chippewa Lake | reconstruction | 256,883 |
| Isanti | | 30-600-04 | City | 277th Ave; access to Blue Lake | grade and pave | 50,000 |
| Itasca | 10/01 | 31-675-03 | CSAH | CSAH 75; access to Scenic State Park | Road Improvements | 315,000 |
| Marshall | | 45-600-03 | Twp | Moose RiverTwp Road; access to Thief Lake Wildlife Management | grading | 112,500 |
| Mille Lacs | | 48-600-08 | Twp | Onamia Twp Road (80th Ave); access to Mille Lacs Wildlife Man | gravel surf | 20,600 |
| Pine | | 58-600-05 | Co. Rd. | Co Rd.118; access to Chenqwantana State Forest Camp & river | Road Improvements | 81,597 * |
| Rock | | 67-090-02 | Trail | access to Blue Mound State Park | New Trail - Bit Surf | 61,711 |
| Pre June Total = | | | | | | \$2,822,363 |

* Supplement to a previous allocation

2003 County Screening Board Data

OCTOBER, 2003

Historical Review of 2002 State Park Road Account

2002 Allotment \$2,691,954

2002 Projects

| County | Appr | Project # | Jurisdiction | Location | Type of Work | SPR \$ Allocated |
|--|-------|------------|--------------|---|---------------------|---------------------|
| Becker | | 03-600-09 | Twp | Wolf Lake Twp Road 0.7 mi access to Wolf Lake | Agg Base, Bit Surf | \$45,000 |
| Fillmore | | 23-600-04 | Twp | Twp Rd 454; access to Brighsdale Forestry Unit | road improvements | \$50,000 |
| Fillmore | 06/02 | 23-621-19 | CSAH-Twp | CSAH 21; access to Brighsdale Forestry Unit | road improvements | 100,000 |
| Goodhue | 06/02 | 25-628-02 | CSAH | CSAH 28; Access to Frontenac State Park | Road Improvements | 80,000 |
| Houston | 06/02 | 28-601-09 | CSAH | CSAH 1; Entrance to Beaver Creek Valley SP | reconst & resurf | 60,000 |
| Kooch | | 36-600-09 | Twp | UT 392; access to Rainey River | Bit Surf | 75,000 |
| Kooch | 06/02 | 36-718-02 | CSAH | CSAH 118; access to Rainey River | Bit Surf | 135,000 |
| Meeker | | 47-600-04 | Twp | Kingston Twp Road 0.5 mi access to Lake Francis landing | Bit surf | 42,000 |
| Meeker | | 47-600-05 | Twp | 670th Ave in Ellsworth Township; access to Lake Erie | Bit surf | 75,000 |
| Morrison | | 49-600-25 | Co Rd | County Road 273; access to Round Lake | Bit Surf | 50,000 |
| Olmsted | | 55-600-05 | city | 2 bridges on Douglas Trail crossing 50th Ave NW & 55th St NW | bridge | 200,000 |
| Pine | | 58-600-09 | Co Rd | Co Rd 118; access to Chengwatana State Forest campground | road improvements | 350,000 |
| Rice | | 66-600-03 | Twp | Wells Twp Rd; access to Dudley Lake | road improvements | 16,000 |
| Rock | | 67-090-04 | Co Rd | Trail along Co Rd 18; access to Blue Mound State Park | bike trail | 99,000 |
| Scott | | 70-600-05 | Twp | Twp Rd 57; access to Minnesota Valley State Rec Area | bit upgrade | 100,000 |
| Pre June Total = | | | | | | \$1,477,000 |
| <u>PROJECTS ADDED AFTER JUNE 2002</u> | | | | | | |
| Aitkin | | 01-600-12 | City | 435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake | street improvements | 53,500 |
| Aitkin | | 01-600-13 | Co Rd | Co Rd 78; access to Gun and French Lakes | road improvements | 30,000 |
| Big Stone | | 06-600-01 | Twp | Louisburg Rd in Akron Twp access to Lac Qui Parle Wildlife Management Area. | road improvements | 45,000 |
| Crow Wing | 01/03 | 18-627-24 | CSAH | CSAH 27; access to Crow Wing State Park | road improvements | 450,000 |
| Hubbard | | 29-600-08 | Co Rd | Co Rd 109; access to Second Crow Wing Lake | road improvements | 6,250 |
| Hubbard | 06/03 | 29-626-02 | CSAH | CSAH 26; access to the Heartland Trail | road improvements | 175,000 |
| Lac Qui Parle | | 37-600-01 | Co Rd | County Road 68; access to Lac Qui Parle Lake | road improvements | 150,000 |
| Lake of the Woods | | 39-600-03 | City | Tourist Park Ave; access to Rainy River | Street Improvements | 20,000 |
| Meeker | | 47-600-06 | City | 746th Ave in Collinwood access to Collinwood Lake | street improvements | 45,000 |
| Otter Tail | | 56-600-20 | TWP | West Lida Lake Rd, access to Maplewood State Park | road improvements | 100,500 |
| St Louis | | 69-600-18 | Co Rd | Co Rd 284; access to Canosia Wildlife Management Area | road improvements | 166,228 |
| St Louis | 06/03 | 69-728-09 | CSAH | CSAH 128; access to Bear Head Lake State Park | road improvements | 154,572 |
| E Grand Forks | | 119-600-01 | City | city street access to Red River State Recreation Area Camp | street improvements | 235,000 |
| TOTAL: | | | | | | 3,108,050 |

* Supplement to a previous allocation

2003 County Screening Board Data
 OCTOBER, 2003
Historical Review of 2003 State Park Road Account

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 | 117,000 |
| 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 |
| Pre June Total = | | | | | | \$1,715,428 |
| <u>PROJECTS ADDED AFTER JUNE 2003</u> | | | | | | |
| 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 and 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 | | 21-600-12 | Co Rd | Co Rd 86; access to Lake Union | road improvements | 60,000 |
| Douglas | | 21-600-09 | Twp | Sandy Beach Road in Miltona Twp; access to Lake Miltona | road improvements | 30,000 |
| 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 |
| Scott | | 70-600-05 | Twp | Twp Rd 57; access to Minnesota Valley State Rec Area | road improvements | 100,000 |
| TOTAL: | | | | | | \$2,392,313 |
| <u>PROJECTS ADDED AFTER JUNE 2003</u> | | | | | | |
| Aitkin | | 01-600-12 | City | 435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake | street improvements | 28,500 |
| 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 | 100,000 |

* Supplement to a previous allocation

REFERENCE MATERIAL



2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

C.S.A.H. 20-Year Traffic Projection Factors (For Use in the 2003 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 2003 Needs Study.

For those counties whose traffic was counted in 2002 and for which we received traffic maps in 2003, two factors are shown. The first factor is the one used in the 2002 Needs Study and the second one was computed using 2002 traffic and has been used for the 2003 Needs Study.

The resolution on traffic projection factors limits the change in factors to a decrease of 0.3 from one traffic count interval to the next.

The following counties were counted in 2002 and we received new traffic maps in 2003.

| | | | |
|---------|-----------|-------------------|---------|
| Carlton | Freeborn | Lake of the Woods | Nobles |
| Dodge | Kanabec | Marshall | Olmsted |
| Douglas | Kandiyohi | Mille Lacs | Rock |

Dodge and Freeborn counties were completed late in 2001 and therefore, included with the 2002 data.

The Seven Metro Counties were not counted in 2002. They will be included with next years data.

2003 County Screening Board Data

OCTOBER, 2003

Advancement of CSAH Construction Funds from the General CSAH Construction Account

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

HISTORY OF CSAH CONSTRUCTION FUND BALANCES

| |
|--|
| Total 1995 Advance/Repaid in 1996 - \$ 3,151,414 |
| Total 1996 Advance/Repaid in 1997 - \$13,526,279 |
| Total 1997 Advance/Repaid in 1998 - \$17,976,381 |
| Total 1998 Advance/Repaid in 1999 - \$22,849,960 |
| Total 1999 Advance/Repaid in 2000 - \$42,926,910 |
| Total 2000 Advance/Repaid in 2001 - \$31,156,013 |
| Total 2001 Advance/Repaid in 2002 - \$20,662,808 |

2003 SUMMARY TO DATE

| County | \$'s Reserved by Resolution | \$'s Actually Advanced |
|--------------|-----------------------------|------------------------|
| Anoka | 2,709,490 | 1,481,674 |
| Becker | 2,091,317 | 1,375,219 |
| Cass | 2,566,527 | 0 |
| Chippewa | 1,219,569 | 622,363 |
| Clearwater | 880,000 | 811,813 |
| Crow Wing | 1,000,000 | 0 |
| Dodge | 1,100,000 | 370,283 |
| Douglas | 790,000 | 53,085 |
| Faribault | 515,881 | 134,016 |
| Freeborn | 900,000 | 759,037 |
| Hubbard | 1,400,000 | 182,926 |
| Itasca | 1,143,663 | 0 |
| Kandiyohi | 790,100 | 144,722 |
| LeSeur | 1,500,000 | 1,200,132 |
| Lyon | 1,434,278 | 215,127 |
| Nicollet | 500,000 | 90,918 |
| Nobles | 2,000,000 | 0 |
| Olmsted | 2,757,334 | 1,161,201 |
| Polk | 334,289 | 18,752 |
| Pope | 1,191,666 | 0 |
| Scott | 34,036 | 0 |
| Sibley | 1,225,908 | 0 |
| St. Louis | 7,000,000 | 0 |
| Stearns | 2,744,201 | 1,221,382 |
| Stearns | 468,581 | 0 |
| Wabasha | 500,000 | 194,562 |
| Wadena | 500,000 | 166,002 |
| Waseca | 1,131,218 | 977,970 |
| Wilkin | 1,174,460 | 398,600 |
| Wright | 647,194 | 0 |
| TOTAL | \$42,249,712 | \$11,579,784 |

| | |
|---|---------------------|
| Max Allowable to Advance: | \$30,316,008 |
| Less Actual Advances: | \$11,579,784 |
| Less Outstanding Reserve Amount: | \$10,056,773 |
| Remaining Available to Advance: | \$8,679,451 |

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 4 & 5, 2003
SUGAR LAKE RESORT NEAR GRAND RAPIDS

Chairman Gary Erickson, Hennepin County Engineer called the meeting to order at 1:10 p.m., June 4, 2003

ATTENDANCE

Roll call of members:

| | |
|---------------------------|------------|
| Al Goodman, Lake | District 1 |
| Jeff Langan, Marshall | District 2 |
| Russ Larson, Wadena | District 3 |
| Nick Anderson, Big Stone | District 4 |
| Mic Dahlberg, Chisago | Metro East |
| Brad Larson, Scott | Metro West |
| Greg Isakson, Goodhue | District 6 |
| Nathan Richman, Sibley | District 7 |
| Dave Halbersma, Pipestone | District 8 |
| Don Theisen, Washington | Urban |
| Doug Fisher, Anoka | Urban |
| Mark Krebsbach, Dakota | Urban |
| Gary Erickson, Hennepin | Urban |
| Ken Haider, Ramsey | Urban |
| Marcus Hall, St. Louis | Urban |

Chairman Gary Erickson asked for a motion to approve the October 30 & 31, 2002 Screening Board Minutes held at Arrowwood Resort near Alexandria. Motion by Don Theisen and seconded by Mic Dahlberg, motion passed unanimously.

Roll call of MnDOT personnel:

| | |
|-------------------|---|
| Julie Skallman | Division Director, State Aid Engineer |
| Rick Kjonaas | Deputy State Aid Engineer |
| Mark Gieseke | Program Delivery Engineer |
| Diane Gould | Manager, County State Aid Needs Unit |
| Norman Cordes | CSAH Needs Specialist |
| 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 |
| Steven Kirsch | District 6 State Aid Engineer |
| Doug Haeder | District 7 State Aid Engineer (not present) |
| Tom Behm | District 8 State Aid Engineer |
| Bob Brown | Metro Division State Aid Engineer |
| Dan Erickson | Metro Division State Aid |

Chairman Gary Erickson recognized, Chairman, Jeff Blue, Waseca County (not present), Mic Dahlberg, Chisago County and Rich Heilman, Isanti County as members of the General Subcommittee.

Chairman Gary Erickson recognized the following alternates and other engineers in attendance:

| | | |
|-------------------------|------------|---------------|
| Chuck Schmidt, Cook | District 1 | |
| Kelly Bengston, Kittson | District 2 | (not present) |
| Mitch Anderson, Stearns | District 3 | |
| Larry Haukos, Traverse | District 4 | |
| Roger Gustafson, Carver | Metro | |
| Alan Henke, Houston | District 6 | |
| Mark Sehr, Rock | District 7 | |
| Steve Kubista, Chippewa | District 8 | |

Others in attendance were:

Doug Grindall, Koochiching
Mic Alm, Norman
Dave Christy, Itasca
David Enblom, Cass
Dave Schwarting, Sherburne
Anita Benson, Lyon
Lyndon Robjent, Anoka
Gary Bruggeman, Steele

ELECTION OF VICE-CHAIRMAN

Chairman Gary Erickson asked for Vice Chairman nominations, Don Theisen nominated Nathan Richman, Sibley County, Al Goodman seconded the nomination, motion passed, congratulations Nathan.

REVIEW OF SCREENING BOARD REPORT

Chairman Gary Erickson asked Diane Gould to review the Screening Board book. Diane reviewed the report which she has previously done out in all the Districts. Chairman Gary Erickson suggested that any action taken on the report should wait until Thursday, June 5, 2003.

A) General Information - pages 1-9

No comments or questions.

B) Unit Price Recommendations - Pages 10-16

Diane informed the Board that the General Subcommittee suggested a change in the procedure to arrive at the inflated gravel base prices. Subbase quantities will no longer be used in calculating the inflated gravel base price because of the new design charts. Those counties that do not have 50,000 tons or more of gravel base will use the surrounding counties that do have over 50,000 tons. The proposed changes are shown on page 10 of the Screening Board book.

Diane reviewed the map in Figure A, gravel base unit prices, there were 8 counties with less than 50,000 tons, 48 counties increased, 37 decreased and 2 stayed the same. Nobles County had the largest increase of \$ 0.89 and Lake of the Woods County had the largest decrease of \$ 0.90.

The unit price inflation factor is applied to each of the previous four years, where they divide the annual average by the current year's average to come up with the inflation factor. Then the factor is applied back in the reference material on pages 47 to 48.

C.S.A.H. roadway unit prices were figured using the increment method to determine each county's unit prices. This is done by taking your inflated gravel base price and using the increments for each spec item as shown on page 13.

C.S.A.H. miscellaneous unit prices were figured using the recommended Mn/DOT prices. Storm Sewer prices were taken from Mn/DOT's estimating section. Curb and Gutter was taken from the MSAS subcommittee report, which was recommended to stay the same, however the prices should be \$ 8.00 because the MSAS subcommittee used a nation wide inflation factor. Bridge prices were recommended to use the State Aid average only for the 0-149 & 150-499 and the bridges 500 and longer. Prices were also listed for TH bridges. Railroad crossing protection stayed the same as last year.

C) Mileage Requests - Pages 17-28

The criteria necessary for CSAH designation is on page 18.

The History of Additional Mileage request approved by previous Screening Boards can be found on pages 19-21.

On page 22 is a list of Banked mileage, this mileage is banked due to a change in their system and does not earn either needs apportionment or money needs apportionment.

Reports of Historical documentation for the Carver County, Washington County, Dakota County, Lake County, St. Louis County, Stearns County (correction on their Starting and Ending Mileage should be 603.60) and Scott County CSAH mileage requests is shown on pages 23-28 only as information.

D) State Park Road Account - Pages 29-44

Diane Gould explained page 30 covers the Minnesota Statute on State Park Road Account and pages 41-43 are the history of SPR Account Projects from 2001 to 2003.

Diane Gould introduced the project from **Hubbard County**, a request for 0.60 miles on CSAH 26 for \$ 175,000, which includes a connecting trail for the Paul Bunyan and Heartland Trails along with a parking lot.

Diane Gould introduced the project from **St. Louis County**, a request for 5.2 miles of reclamation and resurfacing on CSAH 128 for \$ 500,000, which is the entrance to the Bear Head Lake State Park.

Diane Gould introduced the project from **Becker County**, a request for improvements to 3 miles of the Boot Lake access road CSAH 46 for \$ 225,000, which serves the northern end of the lake.

Russ Larson asked if the **Crow Wing County** request that was reviewed and voted on by e-mail should be acknowledged at the this meeting. Chairman Gary Erickson thought it would be a good idea to approve it officially at this meeting.

E) Reference Material - Pages 45-62

The Procedure for inflating gravel base unit prices is shown on pages 47 – 48 and the counties with less than 50,000 tons of gravel base is shown on pages 50 – 52 using surrounding counties.

The State Aid Storm Sewer costs are based on the average cost per mile of storm sewer constructed using prices from approximately 131 plans for 2002.

The letter from the Railroad Office recommends using the figures on page 54 for planning purposes.

The General Subcommittee used the information on pages 56 – 57 to determine the average bridge costs for those bridges with lengths of 0 - 149, 150 – 499, & over 500 feet.

Diane Gould discussed the variances granted on page 58, this is a one time adjustment made for projects that ask for something to be built other than what the rules call for and other than what you draw needs for and the one time 10 year adjustment is the difference between what they have been drawing needs for and what the variance allows them to do. Carver, Houston, Steele, & Yellow Medicine Counties are requesting a variance for a Design Speed change.

Diane Gould discussed the advancing of CSAH Construction money with a report on page 59, 21.9 million has been requested and there is still 60 million available to advance.

Pages 60-62 is the report the Board asked for about the Local Road Research Board Projects from the last three years.

F) Proposed Design Chart Changes - Pages 63-71

Diane Gould indicated that on pages 64 & 65 are the new Rural and Urban Design charts that State Aid is moving forward with and along with the changes on page 66 there will have to be some housekeeping language changes needed. The resolution for Base and Surface – June 1965 (Rev. June 1985) will have to be revised to reflect the changes. Al Goodman stated that District 1 will introduce a request for some consideration in looking at possibly some changes in the soil factors for lower volume roads, because of their heavier loads on logging roads there is a need to have more base material to accommodate the tonnage.

Diane Gould explained and reviewed the addendums on page 67, 1) After the Fact Concrete, 2) Safety Net – Needs Restriction 20% Increase or 5% Decrease, 3) Bituminous

Price Increment – Outstate & Metro, and 4) Rural Design Projected ADT 7,000 – allow 4 lanes. Which were proposed by districts and were reviewed by State Aid and the General Subcommittee, which can be administered and they are consistent with the needs process. Consideration and action will be required by the Screening Board, if any of the following addendums are adopted. Al Goodman asked if they looked at the difference between Urban Counties and Metro Counties, Diane said they did review previous prices which would have come out less.

Al Goodman handed out a resolution from District 1, asking that the General Subcommittee review design data for low-volume roads of ADT 149 and less to determine if the general practice of providing 6 inches of gravel surfacing for needs be adjusted depending on soil factors. Gary Erickson asked everyone to review the resolution before tomorrow's meeting at which time a decision can be made on how to handle the request.

Rick Kjonaas asked the group if anything is referred to the General Subcommittee that its review could be held over to 2004, so everything that has happened can be caught up with before new material is reviewed.

Gary Erickson asked for a motion to adjourn until tomorrow morning at 8:30, Greg Isakson made the motion with a second from Marcus Hall, motion carried.

The meeting reconvened at 8:30 a.m. June 5, 2003 with all members present.

Chairman Gary Erickson started the meeting with action on the Screening Book, identifying the items from the index.

ACTION ON SCREENING BOOK

A) Unit Prices Recommendations, Pages 10-16

Motion by Marcus Hall, to make the changes to the resolution on page 10 as shown and recommended by the General Subcommittee, seconded by Greg Isakson, motion carried.

Motion by Nick Anderson, to accept the unit prices as shown on page 13, seconded by Brad Larson, motion carried.

Motion by Al Goodman, to accept the miscellaneous unit prices, with the change to the Curb & Gutter Construction cost of \$8.00, on page 15, seconded by Brad Larson, motion carried.

Russ Larson commented that there seems to be no real controversy on approving items in the book, so Russ made a motion to approve the entire book as discussed on Wednesday, with the items as recommended by State Aid and the General Subcommittee, along with the two additional State Park Road projects from Crow Wing and Becker County, the motion was seconded by Nathan Richman. Gary Erickson asked for discussion, Diane Gould told the group they will use abstract prices for after the fact concrete eligible items. Doug Fischer asked if the State Aid office has authority to implement the changes as outlined in the new Design Chart tables, Rick Kjonaas replied they felt they were able to make the necessary changes, because of the lengthy time these issues have been discussed. Russ Larson's motion passed with one opposing vote.

Gary Erickson read the resolution presented by District 1 concerning gravel surfacing for needs be adjusted depending on soil factors. Al Goodman made a motion to accept the resolution with a second from Marcus Hall, discussion from Russ Larson suggesting this resolution go back to District 1 and provide additional information for the fall meeting. Al Goodman and Marcus Hall agreed to retract their motion and second and include the information in the Fall Book.

Chairman Gary Erickson thanked Jeff Blue for his excellent work as the Chairman on the General Subcommittee. Gary Erickson will be appointing someone from the southern counties to that position within a few weeks.

Julie Skallman expressed to the group she was very pleased with their performance in working together to arrive at the results approved in this spring screening board book. It shows how working and discussing items together, solutions can be resolved. Julie discussed the legislation presented require counties to use plastic pipe on projects, she explained we do have the option to use it now. Larry Haukos said when they make plastic pipe so it does not burn then he will consider using it on his projects. Julie informed the group her feelings on future funding (State, Federal & Bridge bonding). Rick Kjonaas commented that there is 83 million dollars of bridge projects waiting for funding, the group felt that a letter from the MCEA requesting bonding next year would have more effect then individual letters.

Rick Kjonaas explained what he knew about BWSR and wetland banking, he feels the group should be prepared to get involved to help resolve the issue that may come next year with these items. He commented that AMC is interested in streamlining the environmental process.

Mic Dahlberg expressed his feelings about possibly moving back to having an engineering background for the position of Commissioner of Transportation.

Greg Isakson commented that legislative issues should be approached earlier in the year so we are ready for the legislator when they get started for next year's session.

Motion to adjoin by Russ Larson, seconded by Nick Anderson, motion passed.

The next meeting will be October 22 & 23 near Deerwood at Ruttgers Bay Lake Resort.

Respectively Submitted,



David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

October, 2003

BE IT RESOLVED:

ADMINISTRATIVE

Improper Needs Report - Oct. 1961 (Rev. Jan. 1969)

That the Office of State Aid and the District State Aid Engineer be requested to recommend an adjustment in the needs reporting whenever there is reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Board with a copy to the county engineer involved.

Type of Needs Study - Oct. 1961 (Rev. June 1965)

That the Screening Board shall, from time to time, make recommendations to the Commissioner of Transportation as to the extent and type of needs study to be subsequently made on the County State Aid Highway System consistent with the requirements of law.

Appearance at Screening Board - Oct. 1962

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment Amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the Commissioner of Transportation through proper channels. The Commissioner shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons to appear before the Screening Board for discussion purposes.

Construction Cut Off Date - Oct. 1962 (Rev. June 1983)

That for the purpose of measuring the needs of the County State Aid Highway System, the annual cut off date for recording construction accomplishments based upon the project letting date shall be December 31.

Screening Board Vice-chairman - June 1968

That at the first County Screening Board meeting held each year, a Vice-chairman shall be elected and he shall serve in that capacity until the following year when he shall succeed to the chairmanship.

Screening Board Meeting Dates and Locations - June, 1996

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

Screening Board Secretary - Oct. 1961

That, annually, the Commissioner of Transportation may be requested to appoint a secretary, upon recommendation of the County Highway Engineers' Association, as a non-voting member of the County Screening Board for the purpose of recording all Screening Board actions.

Research Account - Oct. 1961

That the Screening Board annually consider setting aside a reasonable amount of County State Aid Highway Funds for the Research Account to continue local road research activity.

Annual District Meeting - Oct. 1963 (Rev. June 1985)

That the District State Aid Engineer call a minimum of one district meeting annually at the request of the District Screening Board Representative to review needs for consistency of reporting.

General Subcommittee - Oct. 1986 (Rev. June, 1996)

That the Screening Board Chairman appoint a Subcommittee to annually study all unit prices and variations thereof, and to make recommendations to the Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years, and representing the north (Districts 1, 2, 3 and 4), the south (Districts 6, 7 and 8) and the metro area of the state. Subsequent terms will be for three years.

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

That the Screening Board Chairman appoint a Subcommittee to review all additional mileage requests submitted and to make recommendations on these requests to the County Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years and representing the metro, the north (Districts 1, 2, 3 and 4) and the south area (Districts 6, 7 and 8) of the state respectively. Subsequent terms will be for three years and appointments will be made after each year's Fall Screening Board Meeting. Mileage requests must be in the District State Aid Engineer's Office by April 1 to be considered at the spring meeting and by August 1 to be considered at the fall meeting.

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

Grading Cost Adjustment - Oct. 1968 (Latest Rev. June, 1988)

That, annually, a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustments shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. 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 designatable mileage elsewhere.

That any additions to a county's State Aid System, required by State Highway construction, shall not be approved unless all mileage made available by revocation of State Aid roads which results from the aforesaid construction has been used in reducing the requested additions.

That in the event a County State Aid Highway designation is revoked because of the proposed designation of a Trunk Highway over the County State Aid Highway alignment, the mileage revoked shall not be considered as eligible for a new County State Aid Highway designation.

That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, unless approved by the Screening Board.

That, whereas, former Municipal State Aid street mileage located in municipalities which fell below 5,000 population under the 1980 and 1990 Federal census, is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said former M.S.A.S.'s shall not create eligible mileage for State Aid Designation on other roads in the county, but may be considered for State Aid designation within that municipality.

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

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

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

TRAFFIC

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

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

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

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

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

Minimum Requirements - Oct. 1963 (Rev. June 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:

| <u>Feet of Widening</u> | <u>Needs Cost/Mile</u> |
|-------------------------|---|
| 4 - 8 Feet | 50% of Average Complete Grading Cost/Mile |
| 9 - 12 Feet | 75% of Average Complete Grading Cost/Mile |

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

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

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

Base and Surface - June 1965 (Rev. June 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 years 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 years 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 years 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 years apportionment determination.

VARIANCES

Variance Subcommittee - June 1984

That a Variance Subcommittee be appointed to develop guidelines for use in making needs adjustments for variances granted on County State Aid Highways.

Guidelines for Needs Adjustments on Variances Granted - June 1985 (Latest Rev. June 1989)

That the following guidelines be used to determine needs adjustments due to variances granted on County State Aid Highways:

- 1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.
- 2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.

Examples:
 - a) Segments whose needs are limited to the center 24 feet.
 - b) Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).
- 3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.
 - a) The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.
 - b) The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.
 - c) In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.

- 4) Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.
- 5) On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical needs calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.

Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.

- 6) On resurfacing projects, the needs deduction for bridge width variances shall be the difference between theoretical needs based on the width of the bridge which could be left in place and the width of the bridge actually left in place. This difference shall be computed to cover a ten year period and will be applied cumulatively in a one year deduction.

Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.

- 7) There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.
- 8) No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.
- 9) Those variances requesting acceptance of pavement strength less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.

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D 7 Blue Earth County Engineer
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Mankato, MN 56001
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FAX: (507) 625-5271
- 9 Wayne Olson
D 1 Carlton County Engineer
PO Box 120
Carlton, MN 55718
Main: (218) 384-4281
FAX: (218) 384-9123
- 11 David E Enblom
D 3 Cass County Engineer
Dept Of Public Works
PO Box 579
Walker, MN 56484
Main: (218) 547-1211
FAX: (218) 547-1099
- 13 Mic Dahlberg
D 5 Chisago County Engineer
400 Government Center
313 North Main
Center City, MN 55012
Main: (651) 213-0769
FAX: (651) 213-0772
- 2 Douglas Fischer
D 5 Anoka County Engineer
1440 Bunker Lake Blvd NW
Andover, MN 55304
Main: (763) 862-4200
FAX: (763) 862-4201
- 4 Jim Worcester
D 2 Beltrami County Engineer
2491 Adams Avenue NW
Bemidji, MN 56601
Main: (218) 759-8173
FAX: (218) 759-1214
- 6 Nicholas Anderson
D 4 Big Stone County Engineer
437 North Minnesota
Ortonville, MN 56278
Main: (320) 839-2594
FAX: (320) 839-3747
- 8 Wayne Stevens
D 7 Brown County Engineer
1901 No Jefferson St
New Ulm, MN 56073
Main: (507) 233-5700
FAX: (507) 354-6857
- 10 Roger M Gustafson
D 5 Carver County Engineer
11360 Highway 212 West
P.O. Box 300
Cologne, MN 55322
Main: (952) 466-5206
FAX: (952) 466-5223
- 12 Steve Kubista
D 8 Chippewa County Engineer
902 N 17Th Street
Montevideo, MN 56265
Main: (320) 269-2151
FAX: (320) 269-2153
- 14 John A Cousins
D 4 Clay County Engineer
4150 30th Ave So
Moorhead, MN 56560
Main: (218) 299-5099
FAX: (218) 299-7304

15 Dan Sauve
D 2 Clearwater County Engineer
113 - 7th St NE Box A
Bagley, MN 56621
Main: (218) 694-6132
FAX: (218) 694-3169

17 Jerry Engstrom
D 7 Cottonwood County Engineer
1355 - 9th Avenue
Windom, MN 56101
Main: (507) 831-1389
FAX: (507) 831-2367

19 Mark Krebsbach
D 5 Dakota County Engineer
14955 Galaxie Avenue
3rd Floor
Apple Valley, MN 55124-8579
Main: (952) 891-7102
FAX: (952) 891-7127

21 Dave Robley
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PO Box 398
Alexandria, MN 56308
Main: (320) 763-6001
FAX: (320) 763-7955

23 John Grindeland
D 6 Fillmore County Engineer
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Preston, MN 55965
Main: (507) 765-3854
FAX: (507) 765-4476

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2140 Pioneer Rd.
Red Wing, MN 55066
Main: (651) 385-3025
FAX: (651) 388-8437

27 Gary J Erickson
D 5 Hennepin County Engineer
A2303 Admin Tower
300 S 6th St
Minneapolis, MN 55487
Main: (612) 348-4306
FAX: (612) 348-9777

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County Highway Building
E County Rd 7 Po Box 1150
Grand Marais, MN 55604-1150
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FAX: (218) 387-3012

18 Duane A Blanck
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Brainerd, MN 56401
Main: (218) 824-1110
FAX: (218) 824-1111

20 Guy W Kohlnhofer
D 6 Dodge County Engineer
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16 So Airport Rd
Dodge Center, MN 55927
Main: (507) 374-6694
FAX: (507) 374-2552

22 John P McDonald
D 7 Faribault County Engineer
5th & Walnut
Box 325
Blue Earth, MN 56013
Main: (507) 526-3291
FAX: (507) 526-5159

24 Sue G Miller
D 6 Freeborn County Engineer
PO Box 1147
411 S Broadway
Albert Lea, MN 56007
Main: (507) 377-5188 or 5190
FAX: (507) 377-5189

26 Luthard Hagen
D 4 Grant County Engineer
Box 1005
3rd Street SE
Elbow Lake, MN 56531
Main: (218) 685-4481
FAX: (218) 685-5347

28 Allen Henke
D 6 Houston County Engineer
1124 E Washington St
Caledonia, MN 55921
Main: (507) 725-3925
FAX: (507) 725-5417

| | | | |
|-----|-----------------------------------|-----|---------------------------|
| 29 | David A Olsonawski | 30 | Richard Heilman |
| D 2 | Hubbard County Engineer | D 3 | Isanti County Engineer |
| | 101 Crocus Hill St. | | 232 North Emerson |
| | Park Rapids, MN 56470 | | Cambridge, MN 55008 |
| | Main: (218) 237-1441 | | Main: (763) 689-1870 |
| | FAX: (218) 732-7640 | | FAX: (763) 689-9823 |
| 31 | David T. Christy | 32 | Tim Stahl |
| D 1 | Itasca County Engineer | D 7 | Jackson County Engineer |
| | County Courthouse | | Box 64 |
| | 123 4th Street NE | | West Hwy 16 |
| | Grand Rapids, MN 55744-2600 | | Jackson, MN 56143 |
| | Main: (218) 327-2853 | | Main: (507) 847-2525 |
| | FAX: (218) 327-0688 | | FAX: (507) 847-2539 |
| 33 | Gregory A. Nikodym | 34 | Gary D Danielson |
| D 3 | Kanabec County Engineer | D 8 | Kandiyohi County Engineer |
| | 903 East Forest Ave | | Box 976 |
| | Mora, MN 55051 | | 1801 East Hwy 12 |
| | Main: (320) 679-6300 | | Willmar, MN 56201 |
| | FAX: (320) 679-6304 | | Main: (320) 235-3266 |
| | | | FAX: (320) 235-0055 |
| 35 | Kelly D Bengston | 36 | Douglas L Grindall |
| D 2 | Kittson County Engineer | D 1 | Koochiching County Engr |
| | 401 2nd St. SW | | Courthouse Annex |
| | Hallock, MN 56728 | | 715 4Th St |
| | Main: (218) 843-2686 | | Intl Falls, MN 56649 |
| | FAX: (218) 843-2488 | | Main: (218) 283-1186 |
| | | | FAX: (218) 283-1188 |
| 37 | Leroy Anderson | 38 | Alan D Goodman |
| D 8 | Lac Qui Parle County Engr | D 1 | Lake County Engineer |
| | 308 - 6th Ave. So. | | 1513 Hwy 2 |
| | RR3 Box 1AA | | Two Harbors, MN 55616 |
| | Madison, MN 56256 | | Main: (218) 834-8380 |
| | Main: (320) 598-3878 | | FAX: (218) 834-8384 |
| | FAX: (320) 598-3020 | | |
| 39 | Bruce Hasbargen | 40 | Darrell Pettis |
| D 2 | Lake of the Woods County Engineer | D 7 | LeSueur County Engineer |
| | County Highway Dept | | Box 205 |
| | Po Box 808 | | 88 So Park Ave |
| | Baudette, MN 56623 | | LeCenter, MN 56057 |
| | Main: (218) 634-1767 | | Main: (507) 357-2251 |
| | FAX: (218) 634-1768 | | FAX: (507) 357-4812 |
| 41 | Ronald Gregg | 42 | Anita Benson |
| D 8 | Lincoln County Engineer | D 8 | Lyon County Engineer |
| | County Courthouse | | 504 Fairgrounds Road |
| | P O Box 97 | | Marshall, MN 56258 |
| | Ivanhoe, MN 56142 | | Main: (507) 532-8200 |
| | Main: (507) 694-1464 | | FAX: (507) 532-8216 |
| | FAX: (507) 694-1101 | | |

43 John Brunkhorst
D 8 McLeod County Engineer
2397 Hennepin Avenue
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FAX: (320) 864-1302

45 Jeffery John Langan
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447 S Main St
Warren, MN 56762-1423
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FAX: (218) 745-4570

47 Ron Mortensen
D 8 Meeker County Engineer
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FAX: (320) 693-5369

49 Steve Backowski
D 3 Morrison County Engineer
213 First Ave SE
Little Falls, MN 56345-3196
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FAX: (320) 632-9510

51 Randy Groves
D 8 Murray County Engineer
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FAX: (507) 836-8891

53 Stephen P Schnieder
D 7 Nobles County Engineer
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County Courthouse
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Mahnomen, MN 56557
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FAX: (218) 935-2920

46 Kevin Peyman
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1200 Marcus Street
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FAX: (507) 235-3689

48 Richard C Larson
D 3 Mille Lacs County Engr
565 8th Street NE
Milaca, MN 56353
Main: (320) 983-8201
FAX: (320) 983-8383

50 Mike Hanson
D 6 Mower County Engineer
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FAX: (507) 437-7609

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St Peter, MN 56082
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FAX: (507) 931-6978

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D 2 Norman County Engineer
814 E Main St
Ada, MN 56510-1318
Main: (218) 784-7126
FAX: (218) 784-3430

56 Richard K West
D 4 Otter Tail County Engineer
County Courthouse
419 S Court St
Fergus Falls, MN 56537
Main: (218) 998-8470
FAX: (218) 998-8488

57 Michael Flaagan
D 2 Pennington Co. Engineer
250 CSAH 16
Thief River Falls, MN 56701
Main: (218) 683-7017
FAX: (218) 683-7016

59 David Halbersma
D 8 Pipestone County Engineer
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FAX: (507) 825-6712

61 Brian Noetzelman
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FAX: (320) 634-4388

63 Courtney Kleven
D 2 Red Lake County Engineer
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65 Marlin Larson
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69 Marcus Jay Hall
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60 Rich Sanders
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62 Ken Haider
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FAX: (507) 332-8335

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FAX: (218) 463-2064

70 Bradley Larson
D 5 Scott County Engineer
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Jordan, MN 55352-9339
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Sherburne County Govt Ctr
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FAX: (320) 732-4525

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83 Roger Risser
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72 Nathan Richman
D 7 Sibley County Engineer
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FAX: (507) 237-4301

74 Gary Bruggeman
D 6 Steele County Engineer
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FAX: (507) 444-7684

76 John Johnson
D 4 Swift County Engineer
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FAX: (320) 843-3543

78 Larry Haukos
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Wheaton, MN 56296
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FAX: (320) 563-8734

80 Russ Larson
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FAX: (218) 631-7638

82 Don J Theisen
D 5 Washington County Engineer
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Stillwater, MN 55082
Main: (651) 430-4304
FAX: (651) 430-4350

84 Tom Richels
D 4 Wilkin County Engineer
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Breckenridge, MN 56520
Main: (218) 643-4772
FAX: (218) 643-5251

85 Dave Rhol
D 6 Winona County Engineer
5300 Highway 61 West
Winona, MN 55987-1398
Main: (507) 457-8840
FAX: (507) 454-3699

87 John Johnson
D 8 Yellow Medicine County Engineer
County Highway Dept
1320 13th Street
Granite Falls, MN 56241-1286
Main: (320) 564-3331
FAX: (320) 564-2140

86 Wayne A Fingalson
D 3 Wright County Engineer
1901 Highway 25 North
Buffalo, MN 55313
Main: (763) 682-7388
FAX: (763) 682-7313

2003 COUNTY SCREENING BOARD DATA
OCTOBER, 2003
DEVELOPMENT OF THE TENTATIVE 2004 MONEY NEEDS APPORTIONMENT

| COUNTY | BASIC 2003 25 YEAR CONST. NEEDS | SCREENING BOARD RESTRICT. | RESTRICTED 2003 25-YEAR CONST. NEEDS | RURAL COMPLETE GRADING ADJUST. | URBAN COMPLETE GRADING ADJUST. | (MINUS) STATE AID CONST. FUND BALANCE DEDUCT. | (MINUS) BOND ACCOUNT ADJUST. | (MINUS) SPECIAL RESURFACING ADJUST. | (PLUS) BR. DECK REHAB. "AFTER THE FACT" NEEDS | (PLUS) Mn/DOT BRIDGE NEEDS "AFTER THE FACT" NEEDS | (PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS | (PLUS) MISC. "AFTER THE FACT" NEEDS | (MINUS) VARIANCE ADJUST. | (PLUS) CREDIT FOR LOCAL EFFORT | (MINUS) NON EXISTING CSAH NEEDS ADJUST. | ADJUSTED 25 YEAR CONST. NEEDS | ANNUAL CONST. NEEDS | MILL LEVY DEDUCT. | ANNUAL MONEY NEEDS | MONEY NEEDS FACTORS | MONEY NEEDS APPORT. (LESS THTB ADJUST.) | 2002 THTB ADJUST. | TENTATIVE MONEY NEEDS APPORT. | ADJUST. TO MINIMUM COUNTIES | MAXIMUM FACTOR FOR OTHER 77 COUNTIES | MINIMUM COUNTY ADJUST. FOR OTHER 77 COUNTIES | TENTATIVE 2004 MONEY NEEDS APPORT. | MONEY NEEDS FACTORS | ANNUAL MONEY NEEDS RECOMMENDATION TO THE COMMISSIONNER | COUNTY |
|--------------------------|---------------------------------|---------------------------|--------------------------------------|--------------------------------|--------------------------------|---|------------------------------|-------------------------------------|---|---|--|-------------------------------------|--------------------------|--------------------------------|---|-------------------------------|---------------------|--------------------|--------------------|---------------------|---|-------------------|-------------------------------|-----------------------------|--------------------------------------|--|------------------------------------|---------------------|--|--------------------------|
| Carlton | \$71,542,912 | | \$71,542,912 | \$12,136,321 | (\$252,136) | 0 | \$0 | (\$2,399,818) | | \$767,883 | \$39,454 | | | \$21,550 | | \$81,856,166 | \$3,274,247 | (193,912) | \$3,080,335 | 0.983719 | \$1,640,071 | | \$1,640,071 | 1.016620 | 1.016620 | (\$39,032) | \$1,601,039 | 0.9540 | \$2,987,285 | Carlton |
| Cook | 46,301,812 | | 46,301,812 | 8,187,486 | 968,887 | (2,371,117) | 0 | (1,744,500) | | 290,821 | 23,137 | | | | | 51,656,526 | 2,066,261 | (51,989) | 2,014,272 | 0.643267 | 1,072,464 | | 1,072,464 | 0.664781 | (25,523) | 1,046,941 | 0.6238 | 1,953,426 | Cook | |
| Itasca | 136,340,576 | | 136,340,576 | 45,962,838 | 1,004,854 | (605,257) | 0 | (4,108,601) | \$466,914 | 1,262,000 | 310,310 | | | | (\$653,067) | 179,980,567 | 7,199,223 | (327,302) | 6,871,921 | 2.194580 | 3,658,837 | | 3,658,837 | 2.267979 | | 3,571,762 | 2.1283 | 6,664,341 | Itasca | |
| Koochiching | 39,518,610 | | 39,518,610 | 6,082,469 | (213,842) | (1,004,621) | 0 | (2,712,837) | | 1,150,454 | 0 | | | | | 42,820,233 | 1,712,809 | (67,192) | 1,645,617 | 0.525535 | 876,180 | | 876,180 | 1.511,667 | | 2,387,847 | 1.4228 | 4,455,343 | Koochiching | |
| Lake | 66,243,756 | | 66,243,756 | 19,905,353 | 1,526,193 | (2,324,326) | 0 | (4,027,024) | 113,025 | 1,082,866 | 240,729 | | | | | 82,760,423 | 3,310,423 | (75,391) | 3,235,032 | 1.033122 | 1,722,437 | | 1,722,437 | 1.067676 | (40,992) | 1,681,445 | 1.0019 | 3,137,309 | Lake | |
| Pine | 126,426,841 | | 126,426,841 | 20,965,787 | 6,680,488 | (2,802,921) | 0 | (5,028,111) | | 1,013,052 | 82,110 | | | | | 150,140,167 | 6,005,607 | (150,454) | 5,855,153 | 1.869870 | 3,117,475 | | 3,117,475 | 1.932408 | (74,192) | 3,043,283 | 1.8134 | 5,678,283 | Pine | |
| St. Louis | 473,782,015 | | 473,782,015 | 104,638,272 | 32,732,366 | (2,802,921) | 0 | (4,024,761) | | 9,374,026 | 1,150,985 | | | | | 614,849,982 | 24,593,999 | (710,446) | 23,883,553 | 7.627323 | 12,716,387 | | 12,716,387 | 7.882422 | (302,633) | 12,413,754 | 7.3969 | 23,162,094 | St. Louis | |
| District 1 Totals | 960,156,522 | | 960,156,522 | 217,878,526 | 42,446,810 | (9,108,242) | 0 | (24,045,652) | 579,939 | 0 | 14,941,102 | 1,846,725 | 0 | 21,550 | (653,067) | 1,204,064,213 | 48,162,569 | (1,576,686) | 46,585,883 | 14.874116 | 24,803,851 | 0 | 24,803,851 | 1.511,667 | 14.831886 | (569,447) | 25,746,701 | 15.3411 | 48,038,081 | District 1 Totals |
| Beltrami | 98,862,838 | | 98,862,838 | 7,520,307 | 446,854 | (1,948,932) | 0 | (2,777,141) | 270,771 | 1,205,509 | 296,206 | | | | | 103,876,412 | 4,155,056 | (176,488) | 3,978,568 | 1.270574 | 2,118,320 | | 2,118,320 | 1.319069 | (50,413) | 2,067,907 | 1.2322 | 3,858,386 | Beltrami | |
| Clearwater | 49,190,286 | | 49,190,286 | 1,963,527 | (310,891) | 0 | 0 | (2,317,499) | | 513,544 | 89,643 | | | | | 49,128,610 | 1,965,144 | (40,875) | 1,924,269 | 0.614524 | 1,024,544 | | 1,024,544 | 0.635077 | (24,383) | 1,000,161 | 0.5960 | 1,866,142 | Clearwater | |
| Hubbard | 56,105,430 | | 56,105,430 | 5,714,568 | 357,402 | 0 | 0 | (2,117,578) | | 1,446,732 | 18,213 | | | | | 62,524,767 | 2,460,991 | (146,439) | 2,314,552 | 0.739163 | 1,232,344 | | 1,232,344 | 0.763885 | (29,328) | 1,203,016 | 0.7168 | 2,244,637 | Hubbard | |
| Kitson | 54,179,909 | | 54,179,909 | 798,941 | (172,493) | 0 | 0 | (2,339,005) | | 1,254,122 | 0 | | | | | 53,721,474 | 2,148,859 | (27,351) | 2,121,508 | 0.677513 | 1,129,560 | | 1,129,560 | 0.700173 | (26,882) | 1,102,678 | 0.6570 | 2,057,422 | Kitson | |
| Lake of Woods | 24,375,517 | | 24,375,517 | 997,500 | 297,581 | (263,027) | 0 | (2,418,628) | | 176,828 | 0 | | | | | 23,165,771 | 926,631 | (21,641) | 904,990 | 0.289013 | 481,847 | 979,163 | | 481,847 | 1.461,010 | 0.8706 | 2,726,013 | Lake of Woods | | |
| Marshall | 76,013,514 | | 76,013,514 | 383,654 | 272,106 | (68,172) | 0 | (42,754) | | 1,969,223 | 99,410 | | | | | 78,626,981 | 3,145,079 | (37,661) | 3,107,418 | 0.992368 | 1,654,491 | | 1,654,491 | 1.025558 | (39,375) | 1,615,116 | 0.9624 | 3,013,550 | Marshall | |
| Norman | 53,872,738 | | 53,872,738 | 1,191,780 | 30,198 | (391,857) | 0 | (3,039,329) | | 686,097 | 0 | | | | | 52,349,627 | 2,093,985 | (20,507) | 2,073,478 | 0.662175 | 1,103,988 | | 1,103,988 | 0.684322 | (26,273) | 1,077,715 | 0.6422 | 2,010,845 | Norman | |
| Pennington | 30,815,717 | | 30,815,717 | 2,983,878 | (60,987) | 0 | 0 | (318,149) | | 531,560 | 0 | | | | | 33,952,019 | 1,358,081 | (52,561) | 1,305,520 | 0.416924 | 695,102 | | 695,102 | 0.430868 | (16,542) | 678,560 | 0.4043 | 1,266,085 | Pennington | |
| Polk | 135,309,731 | | 135,309,731 | 303,690 | 303,690 | 0 | 400,000 | (1,369,895) | 201,689 | 3,930,780 | 116,828 | 6,113,142 | | | | 144,397,244 | 5,775,890 | (127,345) | 5,648,545 | 1.803889 | 3,007,471 | | 3,007,471 | 1.864221 | (71,574) | 2,935,897 | 1.7494 | 5,477,918 | Polk | |
| Red Lake | 27,386,881 | | 27,386,881 | 977,153 | 90,373 | (452,653) | 0 | (3,642,456) | | 341,906 | 256,724 | | | | | 24,957,928 | 998,317 | (13,969) | 984,348 | 0.314356 | 524,099 | | 524,099 | 420,844 | | 944,943 | 0.5631 | 1,763,114 | Red Lake | |
| Roseau | 64,202,818 | | 64,202,818 | (2,154,053) | 823,672 | 0 | 0 | (3,103,773) | | 726,477 | 0 | | | | | 60,284,997 | 2,411,400 | (65,382) | 2,346,018 | 0.749212 | 1,249,097 | | 1,249,097 | 0.774269 | (29,727) | 1,219,370 | 0.7266 | 2,275,151 | Roseau | |
| District 2 Totals | 670,315,379 | | 670,315,379 | 19,768,534 | 2,077,505 | (3,334,785) | 400,000 | (23,486,207) | 472,460 | 0 | 12,782,778 | 877,024 | 0 | 6,113,142 | 0 | 685,985,830 | 27,439,433 | (730,219) | 26,709,214 | 8.529711 | 14,220,863 | 0 | 14,220,863 | 1,400,007 | 8.191442 | (314,497) | 15,306,373 | 9.1206 | 28,559,263 | District 2 Totals |
| Aitkin | 62,397,717 | | 62,397,717 | 15,727,863 | (8,341) | (670,077) | 0 | (1,222,895) | | 1,012,211 | 7,534 | | | | | 77,244,012 | 3,089,760 | (93,728) | 2,996,032 | 0.956797 | 1,595,186 | | 1,595,186 | 0.988797 | (37,963) | 1,557,223 | 0.9279 | 2,905,531 | Aitkin | |
| Benton | 35,860,264 | | 35,860,264 | 9,300,251 | 313,984 | (1,250,962) | 106,601 | (2,127,538) | | 1,504,409 | 150,409 | | | | | 44,855,113 | 1,794,205 | (227,881) | 1,566,324 | 0.500213 | 853,394 | \$19,431 | | 853,394 | 1.554,402 | (20,310) | 833,084 | 0.4964 | 1,554,402 | Benton |
| Cass | 85,254,325 | 280,184 | 85,534,509 | 8,775,257 | (218,595) | 0 | 0 | (1,627,471) | | 1,231,687 | \$0 | | | | | 93,695,387 | 3,747,815 | (234,122) | 3,513,693 | 1.122114 | 1,870,805 | | 1,870,805 | 1.159643 | (44,523) | 1,826,282 | 1.0882 | 3,407,552 | Cass | |
| Crow Wing | 89,916,782 | | 89,916,782 | 4,545,210 | 124,924 | 0 | 0 | (2,544,500) | | 1,125,127 | 342,800 | | | | | 93,510,343 | 3,740,414 | (156,205) | 3,224,209 | 1.029666 | 1,752,553 | 35,878 | | 1,752,553 | 1.086343 | (41,708) | 1,710,845 | 1.0194 | 3,192,165 | Crow Wing |
| Isanti | 41,988,836 | | 41,988,836 | 11,383,435 | (314,166) | (1,055,343) | 0 | (2,360,524) | | 668,584 | 0 | | | | | 50,310,822 | 2,012,433 | (239,347) | 1,773,086 | 0.566243 | 944,049 | | 944,049 | 0.585181 | (22,467) | 921,582 | 0.5491 | 1,719,526 | Isanti | |
| Kanabec | 33,651,855 | | 33,651,855 | 3,663,748 | (264,148) | (929,861) | 0 | (1,120,505) | | 362,375 | 0 | | | | (115,771) | 36,256,148 | 1,450,246 | (80,057) | 1,375,191 | 0.437576 | 729,533 | | 729,533 | 48,090 | | 777,623 | 0.4634 | 1,450,921 | Kanabec | |
| Millie Lacs | 68,281,276 | (488,309) | 67,792,967 | 15,656,489 | 3,596,815 | (1,841,653) | 0 | (4,171,298) | | 306,773 | 173,945 | | | | | 81,514,018 | 3,260,561 | (135,468) | 3,125,093 | 0.998013 | 1,663,902 | | 1,663,902 | 1.031392 | (39,599) | 1,624,303 | 0.9679 | 3,030,691 | Millie Lacs | |
| Morrison | 84,801,759 | | 84,801,759 | 13,272,418 | 1,615,162 | (809,021) | 0 | (7,851,281) | | 2,556,686 | 0 | | | | | 91,264,743 | 3,651,390 | (175,043) | 3,476,347 | 1.110187 | 1,850,920 | | 1,850,920 | 1.147317 | (44,049) | 1,806,871 | 1.0767 | 3,371,334 | Morrison | |
| Sherburne | 42,556,746 | | 42,556,746 | 2,467,857 | 292,127 | (438,551) | 0 | (942,393) | | 458,486 | 0 | | | | | 44,459,749 | 1,778,749 | (702,277) | 1,076,472 | 0.344096 | 573,982 | | 573,982 | 1.035004 | (13,653) | 560,329 | 0.3337 | 1,044,925 | Sherburne | |
| Stearns | 151,788,732 | | 151,788,732 | 1,988,313 | 1,798,384 | 0 | 0 | (9,726,848) | | 1,446,846 | 696,037 | 11,584 | | | | 164,550,341 | 6,580,341 | (6,580,341) | 5,654,047 | 1.805646 | 3,010,400 | 1,622 | | 3,010,400 | 1.7520 | 2,940,340 | 1.6222 | 5,488,208 | Stearns | |
| Todd | 52,040,080 | | 52,040,080 | 2,348,497 | 1,984,228 | (826,403) | 0 | (1,471,809) | | 426,987 | 16,745 | | | | | 54,528,325 | 2,181,133 | (100,607) | 2,080,526 | 0.664426 | 1,107,741 | | 1,107,741 | 0.686648 | (26,363) | 1,081,378 | 0.6444 | 2,017,680 | Todd | |
| Wadena | 31,650,119 | | 31,650,119 | 5,096,040 | 631,070 | 0 | 0 | (1,785,430) | | 382,807 | 0 | | | | | 35,974,606 | 1,438,984 | (57,385) | 1,381,599 | 0.441220 | 735,609 | 3,918 | | 735,609 | 1.986056 | (76,251) | 3,127,771 | 0.4407 | 1,379,840 | Wadena |
| Wright | 137,851,705 | 4,547,109 | 142,398,814 | 33,348,814 | (527,703) | (323,9 | | | | | | | | | | | | | | | | | | | | | | | | |