



1987

COUNTY SCREENING BOARD REPORT

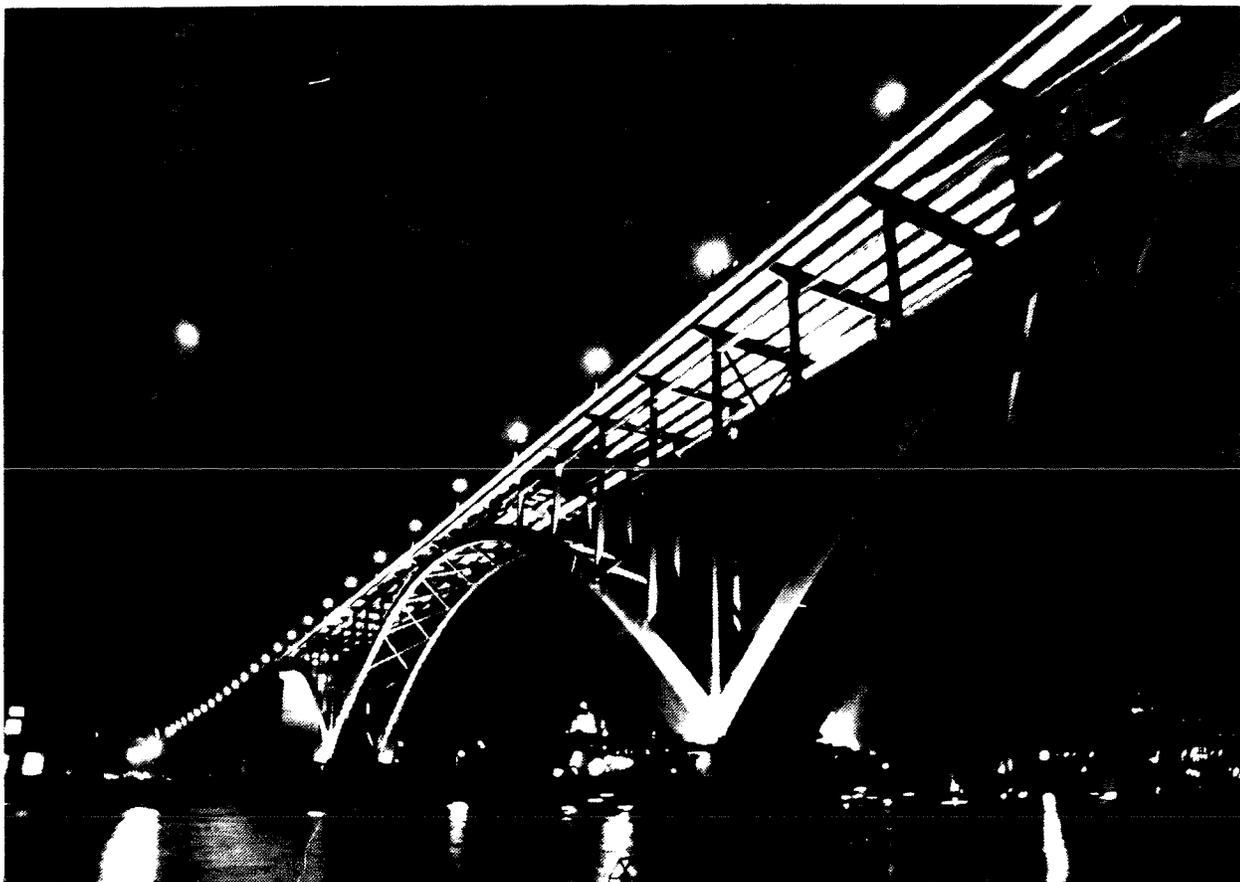


ST. PAUL'S NEW HIGH BRIDGE

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October 1987

1987 COUNTY SCREENING BOARD REPORT



ST. PAUL'S NEW HIGH BRIDGE

October 1987

MINNESOTA DEPARTMENT OF TRANSPORTATION

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Neil Kveberg

1987 COUNTY SCREENING BOARD

Dick Hansen	- St. Louis County	- District 1
Dave Olsonavski	- Kittson County	- District 2
Duane Lorsung	- Todd County	- District 3
Lee Amundson (Chairman)	- Mahnomen County	- District 4
Roger Gustafson	- Carver County	- District 5
Mike Pinsonneault	- Goodhue County	- District 6
Bob McPartlin	- Waseca County	- District 7
Don Paulson	- Yellow Medicine County	- District 8
Ken Weltzin	- Ramsey County	- District 9
Duane Blanck (Secretary)	- Crow Wing County	

1987 CSAH GENERAL SUBCOMMITTEE

Art Tobkin (Chairman)	- Clearwater County
Dave Everds	- Dakota County
Dick Skalicky	- Steele County

CSAH VARIANCE SUBCOMMITTEE

Ron Sandvik	- Le Sueur County
Pete Boongarden	- Redwood County
Don Wisniewski	- Washington County

COUNTY ENGINEERS OF MINNESOTA

(AS OF 10/1/87)

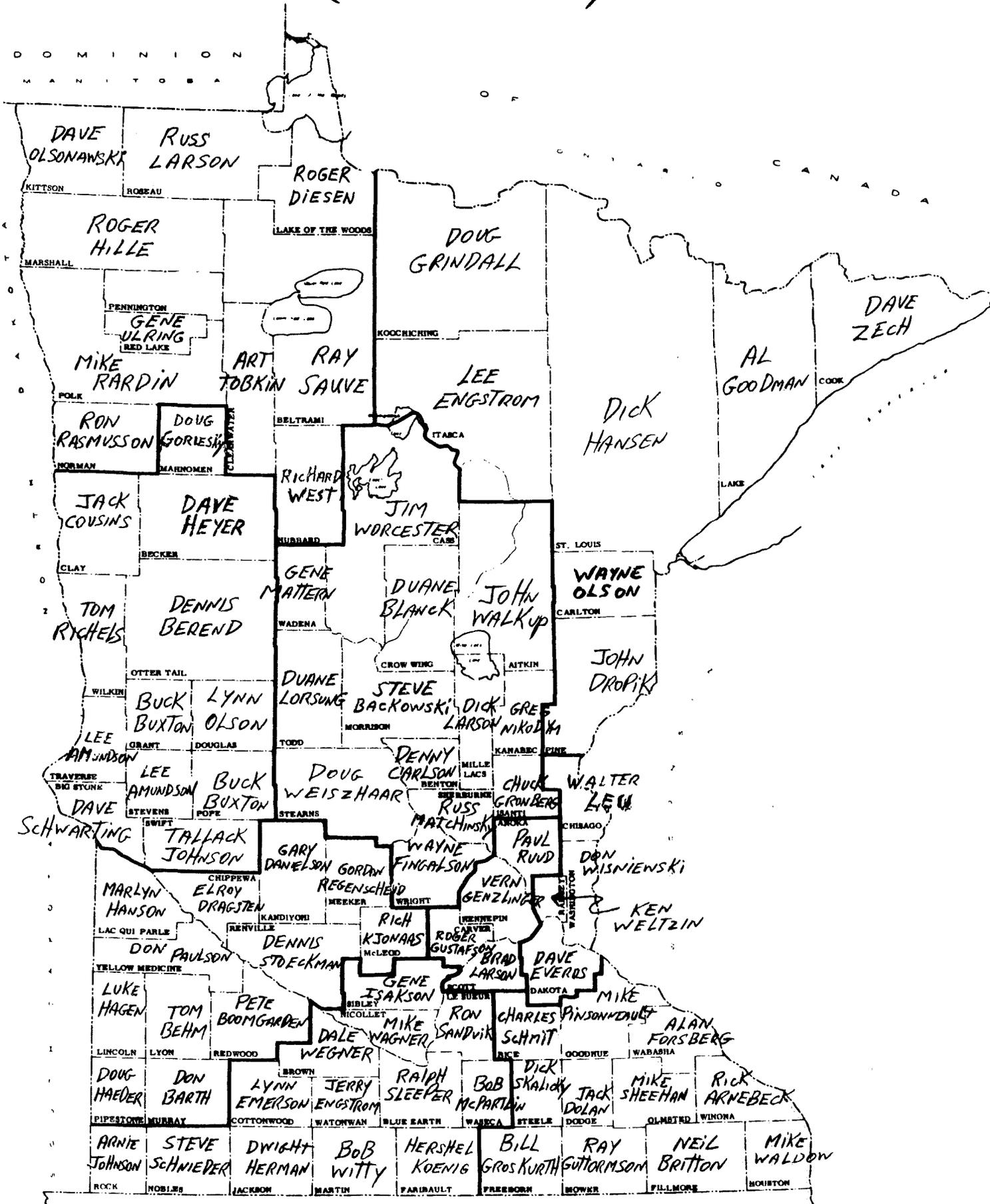


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1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1988

The information listed below is presented as historical data for the 30 years of County State Aid Apportionments and preliminary data for the 31th year.

Since 1958, the first year of State Aid Apportionment, County State Aid mileage has increased more than 1,000 miles of which more than 775 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 1988 has been estimated to be approximately \$169 million (same as 1987). The actual apportionment which will be made by the Commissioner in January will reflect any change in income to the County State Aid Highway Fund.

1987 COUNTY SCREENING BOARD DATA
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Year	C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1988			Accumulative
	Mileage	Needs	Apportionment	Apportionment
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	30,096.23*	4,692,675,159	169,035,460 ESTIMATE	2,377,894,554

* Does Not Include 1987 Trunk Highway Turnback Mileage.

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

Comparison of the Basic 1986 to the Basic 1987
25-Year C.S.A.H. Construction Needs

The following tabulation indicates the various phases of the 1987 C.S.A.H. needs study that have been completed and shows the needs effect each phase produced.

- Elimination of 24/48 Foot Needs Restriction -- Due to Legislative action in the 1985 session, the 24/48 Foot Needs Restriction on CSAHs in municipalities with population of 5,000 or more was rescinded in a four phase process. This is the final step in the elimination of this Needs Restriction.
- 2nd Half of 1985 Traffic and Traffic Projection Factors Update -- Indicates the effect the 2nd half of 1985 traffic changes and the new traffic projection factors had on the needs of the counties involved. (This should have been included in the 1986 needs study, but time did not permit.) Please see the report on "TRAFFIC PROJECTION FACTORS" in the Reference Material section of this book for more information.
- Normal Update -- Reflects the needs changes due to 1986 construction, system revisions and any other necessary corrections. Also, under the revised Screening Board resolution dealing with construction accomplishments, any segments graded in 1961 or earlier were eligible for complete needs. Also, any bridges built prior to 1952 were eligible for reconstruction needs. This increased several counties' needs considerably.
- 1987 Unit Prices -- Shows the needs impact of the unit prices approved at the June 17-18, 1987 meeting.
- Bridge Costs -- Indicates the effect of the bridge costs adopted by the Screening Board in June. Approx. + \$2 million of the effect to Washington County was actually the result of eliminating the 24-foot restriction on the Mississippi River between Dakota and Washington Counties. This should have been included in the earlier "Effects column", but was not discovered until the bridge cost update was undertaken.
- Urban Grading Costs -- Shows the impact of the new "Urban Grading Cost Update" which was approved at the spring 1987 Screening Board meeting.
- 1986 Traffic and Traffic Projection Factors Update -- Represents the change in needs resulting from using the 1986 traffic and new traffic projection factors for the counties which were counted in 1986. Please see the report on "TRAFFIC PROJECTION FACTORS" in the Reference Material section of this book for more information.

FIG. A

Comparison Of The Basic 1986 To The Basic 1987 25-Year Construction Needs

County	Basic 1986 25-Year Construction Needs	Effect of 2nd Half 1985			Effect of 1987 Normal			Effect of Unit Price			Effect of Urban Grading			Effect of 1986			Basic 1987 25-Year Construction Needs	Total Change From 1986 Needs	Total Change County
		Effect of Elimination Of 24' Needs Restriction	% Change	Traffic & Factor Update	% Change	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Urban Grading Cost Update	% Change	Effect of Traffic & Factor Update	% Change	Effect of 1986 Update	% Change				
Carlton	\$41,783,370	\$1,683,580	4.0%	0	0.0%	(\$321,981)	-0.7%	(\$2,346,104)	-5.4%	(\$146,332)	-0.4%	\$329,362	0.8%	\$599,435	1.5%	\$41,581,330	(\$202,040)	-0.5%	Carlton
Cook	47,267,727	0	0.0%	0	0.0%	(231,011)	-0.5%	(4,382,459)	-9.3%	(74,984)	-0.2%	133,308	0.3%	0	0.0%	42,712,571	(4,555,156)	-9.6%	Cook
Itasca	81,025,701	207,958	0.3%	0	0.0%	9,805,072	12.1%	(7,056,085)	-7.8%	(761,026)	-0.9%	206,429	0.2%	0	0.0%	83,428,049	2,402,348	3.0%	Itasca
Koochiching	33,468,329	74,218	0.2%	0	0.0%	1,534,426	4.6%	33,132	0.1%	(317,741)	-0.9%	584,792	1.7%	0	0.0%	35,377,156	1,908,827	5.7%	Koochiching
Lake	50,032,858	0	0.0%	0	0.0%	4,493,331	9.0%	(919,634)	-1.7%	(144,492)	-0.3%	305,560	0.6%	0	0.0%	53,767,623	3,734,765	7.5%	Lake
Pine	98,422,940	0	0.0%	\$2,271,363	2.3%	13,331,784	13.2%	(12,310,221)	-10.8%	(295,547)	-0.3%	769,602	0.8%	0	0.0%	102,188,921	3,765,981	3.8%	Pine
St. Louis	337,929,709	13,229,282	3.9%	0	0.0%	1,260,519	0.4%	(17,541,853)	-5.0%	(2,365,057)	-0.7%	4,874,733	1.5%	0	0.0%	337,387,333	(542,376)	-0.2%	St. Louis
District 1 Totals	689,930,634	15,195,038	2.2%	2,271,363	0.3%	29,872,140	4.2%	(44,523,234)	-6.0%	(4,106,179)	-0.6%	7,203,786	1.0%	599,435	0.1%	696,442,983	6,512,349	0.9%	District 1 Totals
Beltrami	65,717,100	1,148,394	1.7%	0	0.0%	(561,247)	-0.8%	(6,270,565)	-9.5%	(253,678)	-0.4%	768,905	1.3%	0	0.0%	60,548,909	(5,168,191)	-7.9%	Beltrami
Clearwater	36,854,514	0	0.0%	0	0.0%	954,531	2.6%	(1,582,615)	-4.2%	(172,640)	-0.5%	99,793	0.3%	0	0.0%	36,153,583	(700,931)	-1.9%	Clearwater
Hubbard	38,062,835	0	0.0%	0	0.0%	701,757	1.8%	(2,914,333)	-7.5%	(104,032)	-0.3%	134,121	0.4%	0	0.0%	35,880,348	(2,182,487)	-5.7%	Hubbard
Kittson	46,342,459	0	0.0%	0	0.0%	2,451,511	5.3%	(3,033,819)	-6.2%	(206,648)	-0.5%	279,342	0.6%	0	0.0%	45,832,845	(509,614)	-1.1%	Kittson
Lake of the Woods	14,965,765	0	0.0%	0	0.0%	828,246	5.5%	(1,065,389)	-6.7%	(81,119)	-0.6%	48,353	0.3%	1,303,093	8.9%	15,998,949	1,033,184	6.9%	Lake of the Woods
Marshall	69,394,713	0	0.0%	0	0.0%	708,627	1.0%	(4,983,342)	-7.1%	(269,465)	-0.4%	24,058	0.0%	1,889,948	2.9%	66,764,539	(2,630,174)	-3.8%	Marshall
Norman	44,054,543	0	0.0%	0	0.0%	950,857	2.2%	(4,522,734)	-10.0%	(590,804)	-1.5%	138,496	0.3%	0	0.0%	40,030,358	(4,024,185)	-9.1%	Norman
Pennington	25,443,327	156,518	0.6%	0	0.0%	(759,630)	-3.0%	(2,150,183)	-8.7%	(225,906)	-1.0%	103,595	0.5%	0	0.0%	22,567,721	(2,875,606)	-11.3%	Pennington
Polk	108,768,370	1,064,678	1.0%	0	0.0%	215,974	0.2%	(8,952,996)	-8.1%	(177,586)	-0.2%	924,460	0.9%	125,460	0.1%	101,968,360	(6,800,010)	-6.3%	Polk
Red Lake	21,628,662	0	0.0%	0	0.0%	(190,117)	-0.9%	(941,165)	-4.4%	(48,544)	-0.2%	166,918	0.8%	0	0.0%	20,615,754	(1,012,908)	-4.7%	Red Lake
Roseau	51,926,862	0	0.0%	0	0.0%	1,143,298	2.2%	(4,242,276)	-8.0%	(154,296)	-0.3%	116,189	0.2%	0	0.0%	48,789,777	(3,137,085)	-6.0%	Roseau
District 2 Totals	523,159,150	2,369,590	0.5%	0	0.0%	6,443,807	1.2%	(40,659,417)	-7.6%	(2,284,718)	-0.5%	2,804,230	0.6%	3,318,501	0.7%	495,151,143	(28,008,007)	-5.4%	District 2 Totals
Aitkin	50,172,929	0	0.0%	0	0.0%	(1,153,503)	-2.3%	(785,539)	-1.6%	81,875	0.2%	143,342	0.3%	0	0.0%	48,459,104	(1,713,825)	-3.4%	Aitkin
Benton	21,625,940	78,020	0.4%	0	0.0%	1,649,779	7.6%	(1,258,257)	-5.4%	(210,656)	-1.0%	330,249	1.5%	0	0.0%	22,215,075	589,135	2.7%	Benton
Cass	68,139,384	0	0.0%	0	0.0%	(936,718)	-1.4%	(5,685,195)	-8.5%	19,961	0.0%	800,122	1.3%	0	0.0%	62,337,554	(5,801,830)	-8.5%	Cass
Crow Wing	50,232,089	196,482	0.4%	0	0.0%	(929,933)	-1.8%	(3,345,652)	-6.8%	(169,980)	-0.4%	602,045	1.3%	0	0.0%	46,585,051	(3,647,038)	-7.3%	Crow Wing
Isanti	27,850,644	0	0.0%	0	0.0%	(254,700)	-0.9%	(2,151,821)	-7.8%	(79,526)	-0.3%	274,868	1.1%	0	0.0%	25,639,465	(2,211,179)	-7.9%	Isanti
Kanabec	27,625,433	0	0.0%	0	0.0%	(709,108)	-2.6%	(2,368,928)	-8.8%	(210,185)	-0.9%	31,164	0.1%	585,857	2.4%	24,954,233	(2,671,200)	-9.7%	Kanabec
Mille Lacs	32,963,643	0	0.0%	0	0.0%	(407,019)	-1.2%	(3,498,225)	-10.7%	(111,784)	-0.4%	831,180	2.9%	271,350	0.9%	30,049,145	(2,914,498)	-8.8%	Mille Lacs
Morrison	47,570,760	389,904	0.8%	941,431	2.0%	904,714	1.9%	(3,820,473)	-7.7%	(93,968)	-0.2%	323,308	0.7%	0	0.0%	46,215,676	(1,355,084)	-2.8%	Morrison
Sherburne	14,344,998	629,514	4.4%	0	0.0%	(30,626)	-0.2%	(1,966,465)	-13.2%	9,140	0.1%	31,157	0.2%	0	0.0%	13,017,718	(1,327,280)	-9.3%	Sherburne
Stearns	82,242,130	119,918	0.1%	0	0.0%	(383,160)	-0.5%	(6,752,239)	-8.2%	(202,010)	-0.3%	1,281,822	1.7%	0	0.0%	76,306,461	(5,935,669)	-7.2%	Stearns
Todd	48,252,870	0	0.0%	0	0.0%	492,983	1.0%	(1,488,509)	-3.1%	(257,647)	-0.5%	379,822	0.8%	0	0.0%	47,379,519	(873,351)	-1.8%	Todd
Wadena	21,623,039	0	0.0%	0	0.0%	910,305	4.2%	(1,700,853)	-7.5%	(224,136)	-1.1%	213,596	1.0%	0	0.0%	20,821,952	(801,087)	-3.7%	Wadena
Wright	65,017,768	0	0.0%	0	0.0%	(2,275,045)	-3.5%	(2,985,753)	-4.8%	(164,037)	-0.3%	2,104,535	3.5%	0	0.0%	61,697,468	(3,320,300)	-5.1%	Wright
District 3 Totals	557,661,627	1,413,838	0.3%	941,431	0.2%	(3,122,030)	-0.6%	(37,807,909)	-6.8%	(1,612,953)	-0.3%	7,347,210	1.4%	857,207	0.2%	525,678,421	(31,983,206)	-5.7%	District 3 Totals
Becker	38,202,017	137,398	0.4%	0	0.0%	569,408	1.5%	(3,810,355)	-9.8%	(94,256)	-0.3%	50,256	0.1%	0	0.0%	35,054,468	(3,147,549)	-8.2%	Becker
Big Stone	11,550,376	0	0.0%	0	0.0%	2,799,940	24.2%	(539,580)	-3.8%	(134,760)	-1.0%	80,018	0.6%	0	0.0%	13,755,994	2,205,618	19.1%	Big Stone
Clay	64,001,588	478,122	0.7%	0	0.0%	(1,104,172)	-1.7%	(5,416,199)	-8.5%	(631,932)	-1.1%	800,202	1.4%	0	0.0%	58,127,609	(5,873,979)	-9.2%	Clay
Douglas	36,073,869	541,014	1.5%	0	0.0%	2,827,479	7.7%	(3,272,822)	-8.3%	(64,736)	-0.2%	1,015,615	2.8%	1,257,685	3.4%	38,378,104	2,304,235	6.4%	Douglas
Grant	16,218,218	0	0.0%	0	0.0%	1,246,161	7.7%	(1,055,131)	-6.0%	(30,336)	-0.2%	172,173	1.1%	0	0.0%	16,550,485	332,267	2.0%	Grant
Mahnomen	13,134,356	0	0.0%	0	0.0%	903,607	6.9%	2,374	0.0%	(58,528)	-0.4%	182,963	1.3%	0	0.0%	14,164,772	1,030,416	7.8%	Mahnomen
Otter Tail	96,853,914	889,942	0.9%	0	0.0%	(925,750)	-0.9%	(6,879,275)	-7.1%	(244,972)	-0.3%	4,342,050	4.8%	0	0.0%	94,045,909	(2,808,005)	-2.9%	Otter Tail
Pope	27,879,308	0	0.0%	0	0.0%	(91,291)	-0.3%	(2,086,151)	-7.5%	(51,696)	-0.2%	442,864	1.7%	0	0.0%	26,093,034	(1,786,274)	-6.4%	Pope
Stevens	28,704,449	404,872	1.4%	0	0.0%	642,730	2.2%	(2,135,343)	-7.2%	(33,936)	-0.1%	206,906	0.8%	0	0.0%	27,789,678	(914,771)	-3.2%	Stevens
Swift	38,525,887	0	0.0%	0	0.0%	(459,605)	-1.2%	1,987,979	5.2%	(232,180)	-0.6%	606,704	1.5%	0	0.0%	40,418,705	1,892,818	4.9%	Swift
Traverse	26,099,948	0	0.0%	0	0.0%	(174,348)	-0.7%	(2,503,379)	-9.7%	(265,856)	-1.1%	162,748	0.7%	0	0.0%	23,319,113	(2,780,835)	-10.7%	Traverse
Wilkin	27,471,977	0	0.0%	0	0.0%	1,137,239	4.1%	(1,493,024)	-5.2%	(543,186)	-2.0%	411,152	1.5%	0	0.0%	26,984,158	(487,819)	-1.8%	Wilkin
District 4 Totals	424,725,907	2,451,348	0.6%	0	0.0%	7,361,318	1.7%	(27,200,906)	-6.3%	(2,386,974)	-0.6%	8,473,651	2.1%	1,257,685	0.3%	414,682,029	(10,043,878)	-2.4%	District 4 Totals
Anoka	47,246,148	11,809,484	25.0%	0	0.0%	(383,778)	-0.6%	(6,096,188)	-10.4%	(168,784)	-0.3%	1,764,354	3.4%	3,892,359	7.2%	58,063,595	10,817,447	22.9%	Anoka
Carver	43,076,179	2,030,456	4.7%	0	0.0%	913,090	2.0%	(4,296,891)	-9.3%	(366,132)	-0.9%	544,561	1.3%	39,735	0.1%	41,940,998	(1,135,181)	-2.6%	Carver
Hennepin	276,694,947	59,405,132	21.5%	0	0.0%	24,382,624	7.3%	(45,599,649)	-12.6%	(3,900,518)	-1.2%	66,406,588	21.4%	3,288,286	0.9%	380,677,410	103,982,463	37.6%	Hennepin
Scott	37,017,535	8,243,516	22.3%	0	0.0%	(1,802,208)	-4.0%	(2,839,255)	-6.5%	303,970	0.7%	1,148,136	2.8%	1,137,371	2.7%	43,209,065	6,191,530	16.7%	Scott
District 5 Totals	404,034,809	81,488,588	20.2%	0	0.0%	23,109,728	4.8%	(58,831,983)	-11.6%	(4,131,464)	-0.9%	69,863,639	15.7%	8,357,751	1.6%	523,891,068	119,856,259	29.7%	District 5 Totals
Dodge	34,781,401	0	0.0%	826,740															

N E E D S

A D J U S T M E N T S

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1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

Restriction of 25-Year Construction Needs Changes

In order to temper any large needs changes, the County Screening Board adopted the resolution below:

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 less 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 0.8%, thereby limiting any individual county's needs change to a range from a minus 19.2% to a plus 20.8%. The following tabulation indicates the method of computing the restrictions necessary for 1987 and the actual needs restrictions to the five counties involved.

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1986 25 YEAR CONSTRUCTION NEEDS	BASIC 1987 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1986 NEEDS	% CHANGE FROM RESTRICTED 1986 NEEDS	RESTRICTED 1987 25 YEAR CONSTRUCTION NEEDS	1987 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$41,783,370	41,581,330	(202,040)	-0.5%			Carlton
Cook	47,267,727	42,712,571	(4,555,156)	-9.6%			Cook
Itasca	81,025,701	83,428,049	2,402,348	3.0%			Itasca
Koochiching	33,468,329	35,377,156	1,908,827	5.7%			Koochiching
Lake	50,032,858	53,767,623	3,734,765	7.5%			Lake
Pine	98,422,940	102,188,921	3,765,981	3.8%			Pine
St. Louis	337,929,709	337,387,333	(542,376)	-0.2%			St. Louis
District 1 Totals	689,930,634	696,442,983	6,512,349	0.9%			District 1 Totals
Beltrami	65,717,100	60,548,909	(5,168,191)	-7.9%			Beltrami
Clearwater	36,854,514	36,153,583	(700,931)	-1.9%			Clearwater
Hubbard	38,062,835	35,880,348	(2,182,487)	-5.7%			Hubbard
Kittson	46,342,459	45,832,845	(509,614)	-1.1%			Kittson
Lake of the Woods	14,965,765	15,998,949	1,033,184	6.9%			Lake of the Woods
Marshall	69,394,713	66,764,539	(2,630,174)	-3.8%			Marshall
Norman	44,054,543	40,030,358	(4,024,185)	-9.1%			Norman
Pennington	25,443,327	22,567,721	(2,875,606)	-11.3%			Pennington
Polk	108,768,370	101,968,360	(6,800,010)	-6.3%			Polk
Red Lake	21,628,662	20,615,754	(1,012,908)	-4.7%			Red Lake
Roseau	51,926,862	48,789,777	(3,137,085)	-6.0%			Roseau
District 2 Totals	523,159,150	495,151,143	(28,008,007)	-5.4%			District 2 Totals
Aitkin	50,172,929	48,459,104	(1,713,825)	-3.4%			Aitkin
Benton	21,625,940	22,215,075	589,135	2.7%			Benton
Cass	68,139,384	62,337,554	(5,801,830)	-8.5%			Cass
Crow Wing	50,232,089	46,585,051	(3,647,038)	-7.3%			Crow Wing
Isanti	27,850,644	25,639,465	(2,211,179)	-7.9%			Isanti
Kanabec	27,625,433	24,954,233	(2,671,200)	-9.7%			Kanabec
Mille Lacs	32,963,643	30,049,145	(2,914,498)	-8.8%			Mille Lacs
Morrison	47,570,760	46,215,676	(1,355,084)	-2.8%			Morrison
Sherburne	14,344,998	13,017,718	(1,327,280)	-9.3%			Sherburne
Stearns	82,242,130	76,306,461	(5,935,669)	-7.2%			Stearns
Todd	48,252,870	47,379,519	(873,351)	-1.8%			Todd
Wadena	21,623,039	20,821,952	(801,087)	-3.7%			Wadena
Wright	65,017,768	61,697,468	(3,320,300)	-5.1%			Wright
District 3 Totals	557,661,627	525,678,421	(31,983,206)	-5.7%			District 3 Totals
Becker	38,202,017	35,054,468	(3,147,549)	-8.2%			Becker
Big Stone	11,550,376	13,755,994	2,205,618	19.1%			Big Stone
Clay	64,001,588	58,127,609	(5,873,979)	-9.2%			Clay
Douglas	36,073,869	38,378,104	2,304,235	6.4%			Douglas
Grant	16,218,218	16,550,485	332,267	2.0%			Grant
Mahnomen	13,134,356	14,164,772	1,030,416	7.8%			Mahnomen
Otter Tail	96,863,914	94,045,909	(2,818,005)	-2.9%			Otter Tail
Pope	27,879,308	26,093,034	(1,786,274)	-6.4%			Pope
Stevens	28,704,449	27,789,678	(914,771)	-3.2%			Stevens
Swift	38,525,887	40,418,705	1,892,818	4.9%			Swift
Traverse	26,099,948	23,319,113	(2,780,835)	-10.7%			Traverse
Wilkin	27,471,977	26,984,158	(487,819)	-1.8%			Wilkin
District 4 Totals	424,725,907	414,682,029	(10,043,878)	-2.4%			District 4 Totals

COUNTY	RESTRICTED 1986 25 YEAR CONSTRUCTION NEEDS	BASIC 1987 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1986 NEEDS	% CHANGE FROM RESTRICTED 1986 NEEDS	RESTRICTED 1987 25 YEAR CONSTRUCTION NEEDS	1987 SCREENING BOARD RESTRICTION	COUNTY	
Anoka	\$47,246,148	58,063,595	\$10,817,447	22.9%	20.8	\$57,073,347	(\$990,248)	Anoka
Carver	43,076,179	41,940,998	(1,135,181)	-2.6%				Carver
Hennepin	276,694,947	380,677,410	103,982,463	37.6%	20.8	334,247,496	(46,429,914)	Hennepin
Scott	37,017,535	43,209,065	6,191,530	16.7%				Scott
District 5 Totals	404,034,809	523,891,068	119,856,259	29.7%				District 5 Totals
Dodge	34,781,401	31,801,597	(2,979,804)	-8.6%				Dodge
Fillmore	96,136,949	88,542,273	(7,594,676)	-7.9%				Fillmore
Freeborn	62,141,790	56,636,714	(5,505,076)	-8.9%				Freeborn
Goodhue	62,459,027	57,695,721	(4,763,306)	-7.6%				Goodhue
Houston	58,949,477	53,010,830	(5,938,647)	-10.1%				Houston
Mower	48,416,228	49,043,755	627,527	1.3%				Mower
Olmsted	61,446,732	57,677,202	(3,769,530)	-6.1%				Olmsted
Rice	42,506,341	43,770,049	1,263,708	3.0%				Rice
Steele	37,584,246	36,979,004	(605,242)	-1.6%				Steele
Wabasha	60,710,767	54,978,387	(5,732,380)	-9.4%				Wabasha
Winona	60,858,065	57,338,147	(3,519,918)	-5.8%				Winona
District 6 Totals	625,991,023	587,473,679	(38,517,344)	-6.2%				District 6 Totals
Blue Earth	74,637,095	69,603,925	(5,033,170)	-6.7%				Blue Earth
Brown	38,126,088	35,443,467	(2,682,621)	-7.0%				Brown
Cottonwood	41,057,354	38,061,309	(2,996,045)	-7.3%				Cottonwood
Faribault	67,024,068	58,145,402	(8,878,666)	-13.2%				Faribault
Jackson	58,849,360	54,138,656	(4,710,704)	-8.0%				Jackson
Le Sueur	39,910,820	37,372,307	(2,538,513)	-6.4%				Le Sueur
Martin	59,245,824	48,967,023	(10,278,801)	-17.3%				Martin
Nicollet	33,081,979	31,377,682	(1,704,297)	-5.2%				Nicollet
Nobles	58,167,503	51,784,893	(6,382,610)	-11.0%				Nobles
Rock	33,060,611	31,066,513	(1,994,098)	-6.0%				Rock
Sibley	40,659,971	37,146,378	(3,513,593)	-8.6%				Sibley
Waseca	38,407,287	36,540,093	(1,867,194)	-4.9%				Waseca
Watonwan	36,784,770	33,585,131	(3,199,639)	-8.7%				Watonwan
District 7 Totals	619,012,730	563,232,779	(55,779,951)	-9.0%				District 7 Totals
Chippewa	28,522,712	26,970,800	(1,551,912)	-5.4%				Chippewa
Kandiyohi	56,308,016	52,307,399	(4,000,617)	-7.1%				Kandiyohi
Lac Qui Parle	35,729,123	35,278,983	(450,140)	-1.3%				Lac Qui Parle
Lincoln	23,911,808	21,881,603	(2,030,205)	-8.5%				Lincoln
Lyon	48,601,449	45,968,102	(2,633,347)	-5.4%				Lyon
McLeod	38,690,332	36,815,260	(1,875,072)	-4.8%				McLeod
Meeker	29,825,152	26,912,361	(2,912,791)	-9.8%				Meeker
Murray	36,079,869	35,971,018	(108,851)	-0.3%				Murray
Pipestone	30,585,594	27,086,504	(3,499,090)	-11.4%				Pipestone
Redwood	50,720,959	46,845,626	(3,875,333)	-7.6%				Redwood
Renville	76,298,305	61,470,628	(14,827,677)	-19.4%	-19.2	61,649,030	178,402	Renville
Yellow Medicine	41,223,028	35,445,130	(5,777,898)	-14.0%				Yellow Medicine
District 8 Totals	496,496,347	452,953,414	(43,542,933)	-8.8%				District 8 Totals
Chicago	44,198,758	42,572,297	(1,626,461)	-3.7%				Chicago
Dakota	87,037,757	121,319,965	34,282,208	39.4%	20.8	105,141,610	(16,178,355)	Dakota
Ramsey	133,724,164	208,477,965	74,753,801	55.9%	20.8	161,538,790	(46,939,175)	Ramsey
Washington	50,695,496	60,799,416	10,103,920	19.9%				Washington
District 9 Totals	315,656,175	433,169,643	117,513,468	37.2%				District 9 Totals
STATE TOTALS	\$4,656,668,402	\$4,692,675,159	\$36,006,757	0.8%				STATE TOTALS

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

FAS Fund Balance Deductions

The following resolution was adopted by the County Screening Board in 1973, revised in June, 1980, again in October, 1982.

That in the event any county's FAS fund balance exceeds either an amount which equals a total of the last five years of their FAS allotments or \$350,000, whichever is greater, the excess over the aforementioned amount shall be deducted from the 25-year County State Aid Highway construction needs in their regular account. This deduction will be based on the FAS fund balance as of June 30th of each year.

In conforming with this resolution, the following data is presented for the Screening Board's information.

County	FAS Fund Balance as of Sept. 1, 1987	Maximum Balance	Needs Deduction From the 1987 25-Year C.S.A.H. Construction Needs

Anoka	\$846,764	\$504,513	\$342,251
Becker	759,212	584,273	174,939
Dakota	753,669	574,155	179,514
Houston	605,987	442,251	163,736
Ramsey	417,432	350,000	67,432
Roseau	606,780	602,684	4,096
Scott	452,969	433,679	19,290

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

County State Aid Construction Fund Balance "Needs" Deductions

The resolution below was adopted by the Screening Board at its July 8-9, 1976 meeting.

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as of September 1 of the current year; not including the current year's regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisitions which is being actively engaged in shall be considered encumbered funds.

The following listing indicates the balances, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which will be made to the 1987 25-year construction needs pursuant to this resolution.

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1987 Construction Fund Balance	County	
	Unencumbered Construction Fund Balance	Maximum Balance	1987 Construction Fund Balance	Unencumbered Construction Fund Balance	Maximum Balance Larger of Either \$100,000 or 1985-1987 Const. Apport.	1987 Construction Fund Balance			"Needs" Deduction
	As of Sept. 1, 1987	1987 Const. Apportionment	"Needs" Deduction	As of Sept. 1, 1987	Const. Apport.	"Needs" Deduction			"Needs" Deduction
Carlton	\$1,201,887	\$881,099	\$320,788	\$199,752	\$229,187	\$---	\$320,788	Carlton	
Cook	1,917,424	786,955	1,130,469	236,531	106,000	130,531	1,261,000	Cook	
Itasca	1,365,531	1,655,828	---	150,679	263,658	---	0	Itasca	
Koochiching	1,433,929	1,037,261	396,668	240,277	265,646	---	396,668	Koochiching	
Lake	1,668,308	899,180	769,128	97,131	100,000	---	769,128	Lake	
Pine	791,737	1,579,277	---	121,246	600,952	---	0	Pine	
St. Louis	9,012,401	5,412,515	3,599,886	1,304,968	1,060,702	244,266	3,844,152	St. Louis	
District 1 Totals	17,391,217	12,252,115	6,216,939	2,350,584	---	374,797	6,591,736	District 1 Totals	
Beltrami	1,010,888	1,332,146	---	361,771	175,887	185,884	185,884	Beltrami	
Clearwater	375,186	841,970	---	134,137	137,846	---	0	Clearwater	
Hubbard	1,366,609	853,523	513,086	286,083	132,067	154,016	667,102	Hubbard	
Kittson	0	965,906	---	337,299	211,867	125,432	125,432	Kittson	
Lake of the Woods	58,580	745,066	---	31,354	100,000	---	0	Lake of the Woods	
Marshall	0	1,542,713	---	0	124,469	---	0	Marshall	
Norman	449,149	991,871	---	29,672	158,977	---	0	Norman	
Pennington	285,821	692,215	---	124,903	100,000	24,903	24,903	Pennington	
Polk	0	2,138,648	---	44,204	355,118	---	0	Polk	
Red Lake	325,068	547,984	---	0	146,910	---	0	Red Lake	
Roseau	459,895	1,153,104	---	363,551	168,532	195,019	195,019	Roseau	
District 2 Totals	4,331,196	11,805,146	513,086	1,712,974	---	685,254	1,198,340	District 2 Totals	
Aitkin	686,472	1,184,631	---	162,041	100,000	62,041	62,041	Aitkin	
Benton	592,539	577,037	15,502	354,865	148,879	205,986	221,488	Benton	
Cass	1,631,205	1,333,727	297,478	313,557	490,509	---	297,478	Cass	
Crow Wing	592,635	858,557	---	482,244	872,518	---	0	Crow Wing	
Isanti	519,748	688,097	---	73,320	116,895	---	0	Isanti	
Kanabec	10,626	624,005	---	24,969	100,000	---	0	Kanabec	
Mille Lacs	139,987	648,319	---	0	408,741	---	0	Mille Lacs	
Morrison	102,179	999,727	---	209,344	418,416	---	0	Morrison	
Sherburne	533,932	577,616	---	60,875	100,000	---	0	Sherburne	
Stearns	733,383	1,490,333	---	105,672	943,657	---	0	Stearns	
Todd	494,527	994,803	---	408,072	300,883	107,189	107,189	Todd	
Wadena	281,014	530,831	---	10,255	259,960	---	0	Wadena	
Wright	424,386	1,081,561	---	383,853	834,340	---	0	Wright	
District 3 Totals	6,742,633	11,589,244	312,980	2,589,067	---	375,216	688,196	District 3 Totals	

County	Regular Account			Municipal Account				County
	Unencumbered Construction Fund Balance As of Sept. 1, 1987	Maximum Balance 1987 Const. Apportionment	1987 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1987	Maximum Balance Larger of Either \$100,000 or 1985-1987 Const. Apport.	1987 Construction Fund Balance "Needs" Deduction	Total 1987 Construction Fund Balance "Needs" Deduction	
Becker	\$775,101	\$1,012,070	---	\$446,724	\$165,688	\$281,036	\$281,036	Becker
Big Stone	0	538,010	---	19,813	224,253	---	0	Big Stone
Clay	464,433	1,276,396	---	418,431	255,954	162,477	162,477	Clay
Douglas	198,686	883,211	---	319,816	297,604	22,212	22,212	Douglas
Grant	0	544,493	---	146,743	156,642	---	0	Grant
Mahnomen	970,762	572,683	398,079	0	100,000	---	398,079	Mahnomen
Otter Tail	1,191,115	1,998,503	---	756,491	703,483	53,008	53,008	Otter Tail
Pope	147,052	675,137	---	477,616	204,179	273,437	273,437	Pope
Stevens	500,645	653,733	---	0	149,763	---	0	Stevens
Swift	701,123	807,871	---	218,534	234,955	---	0	Swift
Traverse	27,156	547,844	---	139,705	231,504	---	0	Traverse
Wilkin	77,585	694,119	---	0	215,247	---	0	Wilkin
District 4 Totals	5,053,658	10,204,070	398,079	2,943,873	---	792,170	1,190,249	District 4 Totals
Anoka	---	1,147,877	---	136,805	353,677	---	0	Anoka
Carver	339,160	758,646	---	162,794	373,707	---	0	Carver
Hennepin	5,091,501	4,348,777	742,724	2,417,821	3,067,651	---	742,724	Hennepin
Scott	1,360,973	754,569	606,404	158,602	123,404	35,198	641,602	Scott
District 5 Totals	6,791,634	7,009,869	1,349,128	2,876,022	---	35,198	1,384,325	District 5 Totals
Dodge	78,395	754,580	---	187,983	175,120	12,863	12,863	Dodge
Fillmore	3,185,084	1,513,136	1,671,948	253,623	450,206	---	1,671,948	Fillmore
Freeborn	51,214	1,277,786	---	24,823	201,059	---	0	Freeborn
Goodhue	135,222	1,097,072	---	252,788	364,034	---	0	Goodhue
Houston	1,177,706	1,078,164	99,542	247,296	180,400	66,896	166,438	Houston
Mower	10,112	1,036,475	---	103,228	198,238	---	0	Mower
Olmsted	4,409	1,254,389	---	169	144,211	---	0	Olmsted
Rice	143,377	864,488	---	108,501	213,696	---	0	Rice
Steele	82,631	866,412	---	28,741	131,065	---	0	Steele
Wabasha	769,355	970,563	---	150,885	523,729	---	0	Wabasha
Winona	207,207	1,160,395	---	66,141	142,476	---	0	Winona
District 6 Totals	5,844,712	11,873,460	1,771,490	1,424,178	---	79,759	1,851,249	District 6 Totals

County	Regular Account			Municipal Account				County
	Unencumbered Construction Fund Balance As of Sept. 1, 1987	Maximum Balance 1987 Const. Apportionment	1987 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1987	Maximum Balance Larger of Either \$100,000 or 1985-1987 Const. Apport.	1987 Construction Fund Balance "Needs" Deduction	Total 1987 Construction Fund Balance "Needs" Deduction	
Blue Earth	\$41,647	\$1,322,994	---	\$114,313	\$389,895	---	0	Blue Earth
Brown	1,485	836,047	---	283,388	270,970	12,418	12,418	Brown
Cottonwood	221,246	838,099	---	59,891	204,673	---	0	Cottonwood
Faribault	240,663	1,071,746	---	1,631	606,954	---	0	Faribault
Jackson	248,547	1,072,173	---	0	343,169	---	0	Jackson
Le Sueur	0	717,340	---	411,170	552,373	---	0	Le Sueur
Martin	401,648	1,150,919	---	109,190	198,544	---	0	Martin
Nicollet	306,532	746,857	---	13,056	100,000	---	0	Nicollet
Nobles	326,754	1,069,235	---	239,486	271,294	---	0	Nobles
Rock	618,468	647,319	---	220,626	328,479	---	0	Rock
Sibley	518,110	865,199	---	29,506	105,987	---	0	Sibley
Waseca	98,716	798,211	---	76,143	146,798	---	0	Waseca
Watonwan	141,770	693,353	---	146,701	327,183	---	0	Watonwan
District 7 Totals	3,165,586	11,829,492	0	1,705,101	---	12,418	12,418	District 7 Totals
Chippewa	4,079	667,115	---	204,630	163,670	40,960	40,960	Chippewa
Kandiyohi	515,760	1,152,349	---	135,124	302,898	---	0	Kandiyohi
Lac Qui Parle	345,775	839,776	---	91,906	194,675	---	0	Lac Qui Parle
Lincoln	156,292	537,231	---	54,595	295,846	---	0	Lincoln
Lyon	209,732	865,823	---	55,440	449,778	---	0	Lyon
Mc Leod	1,283,606	778,585	505,021	194,440	247,443	---	505,021	Mc Leod
Meeker	558,531	745,094	---	148,799	100,000	48,799	48,799	Meeker
Murray	195,238	810,977	---	81,183	161,220	---	0	Murray
Pipestone	298,206	587,599	---	256,242	351,485	---	0	Pipestone
Redwood	434,953	977,814	---	142,040	321,867	---	0	Redwood
Renville	243,732	1,362,661	---	268,752	252,815	15,937	15,937	Renville
Yellow Medicine	67,420	860,228	---	285,071	269,865	15,206	15,206	Yellow Medicine
District 8 Totals	4,313,324	10,185,252	505,021	1,918,222	---	120,902	625,923	District 8 Totals
Chisago	753	647,107	---	566,844	672,534	---	0	Chisago
Dakota	2,396,220	1,685,975	710,245	425,420	251,166	174,254	884,499	Dakota
Ramsey	1,072,682	2,462,021	---	76,819	223,740	---	0	Ramsey
Washington	457,033	655,753	---	768,082	1,189,308	---	0	Washington
District 9 Totals	3,926,688	5,450,856	710,245	1,837,165	---	174,254	884,499	District 9 Totals
STATE TOTALS	\$57,560,649	\$92,199,504	\$11,776,968	\$19,357,186	---	\$2,649,968	\$14,426,936	STATE TOTALS

1987 COUNTY SCREENING BOARD DATA
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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 fund for special bituminous resurfacing or concrete joint repair projects shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.

The following list shows the counties, by district, that awarded special resurfacing projects from 1977 through 1986, the number of projects awarded and the project costs in each account which have been deducted from the 1987 County State Aid Highway Money needs. In 1986 alone, more than \$13.5 million of special resurfacing projects were awarded.

County -----	Number of Special Resurfacing Projects 1977-1986 -----	Regular Account Deduction -----	Municipal Account Deduction -----	Total Special Resurfacing Cost Deducted from the 1987 25-Yr. Con- struction Needs -----
Carlton	5	\$308,287	\$34,697	\$342,984
Cook	10	1,609,090	0	1,609,090
Itasca	14	2,734,529	263,101	2,997,630
Koochiching	5	397,446	20,791	418,237
Lake	10	1,088,025	12,263	1,100,288
Pine	5	398,808	51,484	450,292
St. Louis	27	3,204,467	105,952	3,310,419
District 1 Totals	76	9,740,652	488,288	10,228,940
Beltrami	10	1,799,776	92,484	1,892,260
Clearwater	0	0	0	0
Hubbard	6	952,799	3,288	956,087
Kittson	6	1,574,501	132,910	1,707,411
Lake of the Woods	3	624,427	29,461	653,888
Marshall	8	1,991,039	40,367	2,031,406
Norman	1	109,298	0	109,298
Pennington	2	181,808	0	181,808
Polk	9	958,512	45,052	1,003,564
Red Lake	2	0	39,640	39,640
Roseau	7	928,523	12,912	941,435
District 2 Totals	54	9,120,683	396,114	9,516,797

County	Number of Special Resurfacing Projects 1977-1986	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1987 25-Yr. Con- struction Needs
-----	-----	-----	-----	-----
Aitkin	2	198,828	14,111	212,939
Benton	9	606,382	48,069	654,451
Cass	4	298,597	39,754	338,351
Crow Wing	0	0	0	0
Isanti	7	826,382	0	826,382
Kanabec	8	1,352,020	32,742	1,384,762
Mille Lacs	7	152,882	137,107	289,989
Morrison	16	3,305,587	240,633	3,546,220
Sherburne	3	264,530	0	264,530
Stearns	35	5,750,893	346,573	6,097,466
Todd	25	4,946,574	14,151	4,960,725
Wadena	8	1,594,724	64,453	1,659,177
Wright	7	645,994	48,580	694,574
District 3 Totals	131	19,943,393	986,173	20,929,566
Becker	11	\$1,085,866	\$20,632	\$1,106,498
Big Stone	8	740,173	41,780	781,953
Clay	0	0	0	0
Douglas	11	1,586,526	9,411	1,595,937
Grant	5	511,229	37,258	548,487
Mahnomen	5	278,709	41,410	320,119
Otter Tail	21	5,142,081	82,861	5,224,942
Pope	14	2,143,180	46,371	2,189,551
Stevens	13	1,479,189	156,372	1,635,561
Swift	14	2,202,139	122,798	2,324,937
Traverse	3	575,162	136,519	711,681
Wilkin	5	474,072	11,644	485,716
District 4 Totals	110	16,218,326	707,056	16,925,382
Anoka	0	0	0	0
Carver	9	609,205	4,086	613,291
Hennepin	5	1,360,617	0	1,360,617
Scott	5	513,552	9,188	522,740
District 5 Totals	19	2,483,374	13,274	2,496,648
Dodge	4	733,691	0	733,691
Fillmore	2	122,950	7,248	130,198
Freeborn	26	3,231,466	57,157	3,288,623
Goodhue	2	23,190	45,274	68,464
Houston	2	202,011	0	202,011
Mower	19	2,142,580	87,673	2,230,253
Olmsted	4	503,236	0	503,236
Rice	19	2,598,970	229,018	2,827,988
Steele	5	535,664	0	535,664
Wabasha	5	421,185	0	421,185
Winona	11	613,728	32,558	646,286
District 6 Totals	99	11,128,671	458,928	11,587,599

County	Number of Special Resurfacing Projects 1977-1986	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1987 25-Yr. Con- struction Needs
Blue Earth	13	\$2,441,287	\$14,492	\$2,455,779
Brown	14	729,673	80,365	810,038
Cottonwood	22	2,858,508	18,494	2,877,002
Faribault	10	967,719	65,539	1,033,258
Jackson	18	2,664,120	19,022	2,683,142
LeSueur	0	0	0	0
Martin	0	0	0	0
Nicollet	8	1,419,301	0	1,419,301
Nobles	21	2,286,383	81,544	2,367,927
Rock	9	1,646,986	42,274	1,689,260
Sibley	21	2,007,808	49,774	2,057,582
Waseca	1	169,061	0	169,061
Watonwan	12	844,054	0	844,054
District 7 Totals	149	18,034,900	371,504	18,406,404
Chippewa	3	201,351	17,224	218,575
Kandiyohi	11	698,786	110,563	809,349
Lac Qui Parle	4	640,132	13,578	653,710
Lincoln	7	1,027,509	15,088	1,042,597
Lyon	18	1,535,141	240,380	1,775,521
McLeod	9	1,046,864	0	1,046,864
Meeker	2	66,752	46,786	113,538
Murray	21	3,125,241	61,785	3,187,026
Pipestone	6	456,285	29,863	486,148
Redwood	15	2,112,211	55,109	2,167,320
Renville	24	4,083,048	123,592	4,206,640
Yellow Medicine	13	1,523,360	178,625	1,701,985
District 8 Totals	133	16,516,680	892,593	17,409,273
Chisago	9	1,459,202	55,042	1,514,244
Dakota	6	522,000	47,793	569,793
Ramsey	4	242,167	94,690	336,857
Washington	1	0	69,646	69,646
District 9 Totals	20	2,223,369	267,171	2,490,540
STATE TOTALS	791	\$105,410,048	\$4,581,101	\$109,991,149

NOTES & COMMENTS

1987 COUNTY SCREENING BOARD DATA
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Comparison of 1984-86 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 an adjustment to the rural complete grading costs in each county be considered by the Screening Board. Such adjustment 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 Board.

The original adjustment procedure established that if a county had 30% or more of it's 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 Itasca County's grading cost adjustment computation for the 1988 apportionment:

- 1) 9.7 miles of rural design C.S.A.H. were graded in Itasca County in 1984-1986. This represents 2% of the 428.76 miles of rural design C.S.A.H.'s which still have complete grading required in their needs study.
- 2) The Rural Grading Cost Factor of -2% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.
$$\frac{\$68,040 - \$66,515}{\$68,040} = -2\%$$
- 3) The Adjusted Rural Grading Cost Factor of -0.4% was arrived at by dividing the 2% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Rural Grading Cost Factor (-2%) as shown in 2 above.
$$\frac{2}{10} \times (-2\%) = -0.4\%$$
- 4) Then by multiplying the Adjusted Factor (-0.4%) times the complete rural design grading needs remaining in the 1987 study (\$27,627,301) an adjustment (-\$110,509) to the 1987 needs is computed.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1987 25-year construction needs) have been used in calculating the 1987 annual County State Aid Highway money needs.

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Comparison of 1984-1986 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1986 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1987 Needs Study		Effects on 1987 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
	#	Miles								
Carlton	2	4.1	2%	\$128,107	\$120,370	6%	1.2%	167.65	\$16,361,754	\$196,341
Cook	2	2.3	2%	297,029	199,772	49%	9.8%	137.21	20,349,078	\$1,994,210
Itasca	3	9.7	2%	66,515	68,040	-2%	-0.4%	428.76	27,627,301	(\$110,509)
Koochiching	4	5.0	3%	\$102,496	\$71,000	44%	13.2%	162.15	9,240,804	\$1,219,786
Lake	4	5.4	3%	160,868	159,187	1%	0.3%	161.92	33,569,938	\$100,710
Pine	7	13.5	4%	110,482	127,781	-14%	-5.6%	348.08	50,933,631	(\$2,852,283)
St. Louis	9	18.5	2%	221,094	197,597	12%	2.4%	1,014.42	168,482,297	\$4,043,575
District 1 Totals	31	58.5	2%	\$150,708	\$140,300	7%	1.4%	2,420.19	\$326,564,803	\$4,591,630

1987 COUNTY SCREENING BOARD DATA

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Comparison of 1984-1986 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1986 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1987 Needs Study		Effects on 1987 - 25 Year Construction Needs
	Projects	Miles	% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
Beltrami	4	13.9	5%	\$116,742	\$106,298	10%	5.0%	260.50	\$21,561,229	\$1,078,061
Clearwater	6	12.2	7%	61,229	67,043	-9%	-6.3%	183.65	13,208,110	(832,111)
Hubbard	2	7.0	3%	64,130	63,747	1%	0.3%	207.73	14,620,766	43,862
Kittson	4	9.1	3%	55,733	33,211	68%	20.4%	273.26	17,661,785	3,603,004
Lake of the Woods	2	10.9	12%	69,608	70,064	-1%	-1.0%	93.78	5,083,468	(50,835)
Marshall	5	19.3	5%	45,709	61,122	-25%	-12.5%	380.86	22,254,743	(2,781,843)
Norman	8	18.5	9%	48,730	57,389	-15%	-13.5%	198.48	11,070,042	(1,494,456)
Pennington	2	10.7	9%	39,385	46,608	-15%	-13.5%	121.10	6,155,290	(830,964)
Polk	4	26.1	7%	52,284	56,383	-7%	-4.9%	394.30	28,387,891	(1,391,007)
Red Lake	0	0.0	0%	0	0	0	0.0%	101.23	7,454,943	0
Roseau	4	22.1	8%	50,116	60,603	-17%	-13.6%	260.76	14,112,056	(1,919,240)
District 2 Totals	41	149.8	6%	\$58,489	\$62,474	-6%	-3.6%	2,475.65	\$161,570,323	(\$4,575,529)

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Comparison of 1984-1986 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1986 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1987 Needs Study		Effects on 1987 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Rural Grading Miles	Rural Grading Cost	
	#	Miles								
Aitkin	7	25.5	10%	\$107,065	\$73,311	46%	46.0%	265.66	\$24,360,445	11,205,805
Benton	4	9.1	7%	46,262	44,065	5%	3.5%	123.31	5,924,232	207,348
Cass	3	9.1	3%	97,404	71,069	37%	11.1%	325.40	24,468,582	2,716,013
Crow Wing	6	6.1	3%	105,553	79,436	33%	9.9%	204.24	13,512,152	1,337,703
Isanti	2	3.5	3%	121,503	85,128	43%	12.9%	138.00	11,477,720	1,480,626
Kanabec	4	8.5	7%	54,724	86,003	-36%	-25.2%	118.38	10,152,081	(2,558,324)
Mille Lacs	1	2.3	2%	83,213	66,194	26%	5.2%	129.34	10,808,413	562,037
Morrison	0	0.0	0%	0	0	0%	0.0%	235.11	14,892,604	0
Sherburne	3	16.5	25%	27,460	36,528	-25%	-25.0%	66.09	2,306,162	(576,541)
Stearns	2	3.4	1%	137,742	128,439	-7%	-0.7%	316.78	25,119,216	(175,835)
Todd	1	1.0	0%	65,978	64,850	2%	0.0%	237.30	15,244,003	0
Wadena	1	1.9	2%	83,981	58,900	43%	8.6%	126.07	6,866,763	590,542
Wright	6	17.2	8%	103,392	96,665	7%	5.6%	220.39	17,435,345	976,379
District 3 Totals	40	104.1	4%	\$83,467	\$71,683	16%	6.4%	2,506.07	\$182,567,718	\$15,765,753

1987 COUNTY SCREENING BOARD DATA

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Comparison of 1984-1986 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1986 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1987 Needs Study		Effects on 1987 - 25 Year Construction Needs
	Projects #	Miles	% of Systems Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
Becker	3	15.1	7%	\$41,255	\$39,575	4%	2.8%	207.10	\$9,370,868	\$262,384
Big Stone	1	1.4	2%	31,361	51,165	-39%	-7.8%	72.48	2,970,212	(231,677)
Clay	7	25.4	9%	57,032	40,222	42%	37.8%	268.71	10,380,712	3,923,909
Douglas	3	8.2	5%	67,921	58,942	15%	7.5%	164.03	7,702,251	577,669
Grant	0	0	0%	0	0	0%	0.0%	133.29	5,602,063	0
Mahnomen	2	10.0	10%	65,315	44,772	46%	46.0%	95.85	3,766,831	1,732,742
Otter Tail	4	6.6	2%	76,984	59,724	29%	5.8%	372.13	26,139,496	1,516,091
Pope	0	0	0%	0	0	0%	0.0%	165.21	10,237,325	0
Stevens	0	0	0%	0	0	0%	0.0%	173.27	9,396,842	0
Swift	5	14.3	10%	33,891	39,424	-14%	-14.0%	146.81	5,823,538	(815,295)
Traverse	0	0	0%	0	0	0%	0.0%	105.41	4,680,574	0
Wilkin	2	5.4	3%	46,500	36,590	27%	8.1%	158.59	5,336,565	432,262
District 4 Totals	27	86.4	4%	\$52,881	\$43,721	21%	8.4%	2,062.88	\$101,407,277	\$7,398,085

1987 COUNTY SCREENING BOARD DATA

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Comparison of 1984-1986 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1986 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1987 Needs Study		Effects on 1987 - 25 Year Construction Needs		
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Rural Grading Cost	Adjusted Rural Grading Cost		Miles	Cost
	#	Miles										
Anoka	2	3.6	4%	\$117,944	\$128,301	-8%	-3.2%	91.29	\$13,910,633	(445,140)		
Carver	2	4.1	3%	82,362	98,747	-17%	-5.1%	119.32	12,031,179	(613,590)		
Hennepin	2	4.1	3%	468,673	376,115	25%	7.5%	125.18	22,172,085	1,662,906		
Scott	1	3.2	3%	97,442	68,783	42%	12.6%	98.13	7,352,649	926,434		
District 5 Totals	7	15.0	3%	\$199,446	\$173,097	14%	4.2%	433.92	\$55,466,546	\$1,530,610		

1987 COUNTY SCREENING BOARD DATA

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Comparison of 1984-1986 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1986 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1987 Needs Study		Effects on 1987 - 25 Year Construction Needs
	Projects #	Miles	% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
Dodge	7	13.6	10%	63,287	68,155	9%	9.0%	136.90	68,585,486	772,694
Fillmore	1	4.2	1%	157,670	222,051	-29%	-2.9%	295.38	41,934,785	(1,216,109)
Freeborn	3	12.3	4%	103,226	72,354	43%	17.2%	278.93	14,540,340	2,500,938
Goodhue	4	15.9	8%	99,742	91,802	9%	7.2%	188.35	19,046,424	1,371,343
Houston	4	11.8	8%	132,763	114,847	16%	12.8%	142.06	23,922,338	3,062,059
Mower	4	10.8	5%	56,170	57,178	-2%	-1.0%	203.20	12,487,133	(124,871)
Olmsted	5	15.0	9%	98,262	104,661	-6%	-5.4%	172.91	18,895,783	(1,020,372)
Rice	2	8.4	5%	87,757	62,217	41%	20.5%	160.17	9,560,670	1,959,937
Steele	7	11.9	9%	64,498	49,322	31%	27.9%	138.95	7,135,868	1,990,907
Wabasha	3	6.9	4%	116,966	108,950	7%	2.8%	170.92	22,799,771	638,394
Winona	5	7.3	4%	99,415	95,112	5%	2.0%	176.10	22,090,767	441,815
District 6 Totals	45	118.1	6%	693,672	686,121	9%	5.4%	2,063.87	620,999,365	610,376,735

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Comparison of 1984-1986 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1986 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1987 Needs Study		Effects on 1987 - 25 Year Construction Needs
	Projects		% of Systems Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
	#	Miles								
Blue Earth	0	0.0	0%	\$0	\$0	0%	0.0%	244.19	\$16,496,255	\$0
Brown	1	5.0	4%	79,716	79,600	0%	0.0%	113.35	9,422,911	0
Cottonwood	0	0.0	0%	0	0	0%	0.0%	184.60	9,690,238	0
Faribault	5	12.1	6%	70,495	67,299	5%	3.0%	213.75	12,172,623	365,179
Jackson	0	0.0	0%	0	0	0%	0.0%	220.47	12,660,725	0
La Sueur	3	10.0	8%	59,750	61,605	-3%	-2.4%	128.41	8,482,321	(203,576)
Martin	3	19.7	11%	48,263	53,672	-10%	-10.0%	176.64	10,646,268	(1,064,627)
Nicollet	3	6.8	6%	49,367	56,438	-13%	-7.8%	120.62	9,309,166	(726,115)
Nobles	2	7.2	4%	28,727	24,076	19%	7.6%	161.71	10,155,111	771,788
Rock	1	1.4	1%	54,296	34,759	56%	5.6%	164.90	7,529,923	421,676
Sibley	2	7.8	4%	59,325	59,162	0%	0.0%	189.48	10,499,235	0
Waseca	5	17.3	13%	61,540	51,343	20%	20.0%	130.40	6,799,288	1,339,858
Watonwan	3	10.0	8%	64,322	66,309	-3%	-2.4%	124.51	7,005,112	(168,123)
District 7 Totals	28	97.3	4%	\$57,442	\$56,570	2%	0.8%	2,173.03	\$130,869,176	\$756,060

1987 COUNTY SCREENING BOARD DATA

OCTOBER, 1987

Comparison of 1984-1986 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1986 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1987 Needs Study		Effects on 1987 - 25 Year Construction Needs
	Projects	% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Miles			Cost		
Chippewa	3	5.5	7%	\$93,225	\$72,203	29%	20.3%	80.26	\$6,775,479	\$1,375,422
Kandiyohi	3	10.7	5%	87,556	78,459	12%	6.0%	211.79	12,952,367	777,142
Lac Qui Parle	3	14.1	8%	38,911	41,502	-6%	-4.8%	170.26	7,885,774	(378,517)
Lincoln	3	12.6	12%	36,240	48,287	-25%	-25.0%	107.44	5,342,176	(1,335,544)
Lyon	5	14.0	7%	50,906	51,250	-1%	-0.7%	196.50	10,861,993	(76,034)
McLeod	1	1.5	1%	89,058	69,750	28%	2.8%	151.57	10,082,726	282,316
Meeker	3	7.3	5%	57,236	48,579	18%	9.0%	135.71	7,715,192	694,367
Murray	7	17.5	10%	39,989	50,952	-22%	-22.0%	166.96	8,247,472	(1,814,444)
Pipestone	2	9.1	7%	59,065	63,354	-7%	-4.9%	137.14	6,692,979	(327,956)
Redwood	1	3.0	1%	25,329	32,213	-21%	-2.1%	214.34	11,803,163	(247,866)
Renville	1	0.4	0%	119,220	45,659	161%	0.0%	302.43	14,927,208	0
Yellow Medicine	1	10.1	5%	38,607	64,800	-40%	-20.0%	204.88	10,940,470	(2,188,094)
District 8 Totals	33	105.8	5%	\$51,711	\$55,239	-6%	-3.0%	2,079.28	\$114,226,999	(\$3,239,208)

1987 COUNTY SCREENING BOARD DATA

OCTOBER, 1987

Comparison of 1984-1986 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1986 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1987		Effects on 1997 - 25 Year Construction Needs		
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Rural Grading Cost	Adjusted Rural Grading Cost		Miles	Cost
	#	Miles										
Chisago	2	4.4	3%	\$109,995	\$85,971	28%	8.4%	156.84	\$13,561,156	\$1,139,137		
Dakota	2	2.8	2%	235,772	204,963	15%	3.0%	116.58	14,127,375	423,821		
Ramsey	0	0	0%	0	0	0%	0.0%	8.35	2,041,525	0		
Washington	3	3.2	4%	124,001	129,677	-4%	-1.6%	91.35	12,660,891	(202,574)		
District 9 Totals	7	10.4	3%	\$148,132	\$131,435	13%	3.9%	373.12	\$42,390,947	\$1,360,384		

1987 COUNTY SCREENING BOARD DATA

OCTOBER, 1987

Comparison of 1984-1986 Rural Design Grading Construction Costs to Needs Study Costs

Districts	1984-1986 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1987		Effects on 1987 - 25 Year Construction Needs
	# Projects	Miles	% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
District 1 Totals	31	58.5	2%	\$150,708	\$140,300	7%	1.4%	2,420.19	\$326,564,803	\$4,591,830
District 2 Totals	41	149.8	6%	58,483	62,474	-6%	-3.6%	2,475.65	161,570,323	(4,575,529)
District 3 Totals	40	104.1	4%	83,467	71,683	16%	6.4%	2,506.07	182,567,718	15,765,753
District 4 Totals	27	86.4	4%	52,881	43,721	21%	8.4%	2,062.88	101,407,277	7,398,085
District 5 Totals	7	15.0	3%	199,446	175,097	14%	4.2%	433.92	55,466,546	1,530,610
District 6 Totals	45	118.1	6%	93,672	86,121	9%	5.4%	2,063.87	200,999,365	10,376,735
District 7 Totals	28	97.3	4%	57,442	56,570	2%	0.8%	2,173.03	130,869,176	756,060
District 8 Totals	33	105.8	5%	51,711	55,239	-6%	-3.0%	2,079.28	114,226,999	(3,239,208)
District 9 Totals	7	10.4	3%	148,132	131,435	13%	3.9%	373.12	42,390,947	1,360,384
STATE TOTAL	259	745.4	4%	\$77,136	\$72,878	6%		116,588.01	\$1,316,063,154	\$33,964,720

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

VARIANCE ADJUSTMENTS

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

The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 1987 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 17-18, 1987 meeting.

County -----	Project -----	Recommended 1987 Needs Adjustments -----
Chisago	13-609-15	\$111,579
Otter Tail	56-635-10	\$295,236

1987 COUNTY SCREENING BOARD DATA

OCTOBER, 1987

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, except bituminous overlay or concrete joint repair 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 Adjustment consists of the unamortized bond balance less the unencumbered balance available as of December 31st of the preceding year.

STATE AID BOND RECORD AS OF DECEMBER 31, 1986

County	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1986	Unencumbered Balance Available	Bond Account Adjustment
Lake	05-01-77	\$500,000	\$0	\$500,000	\$0	\$0
District 1 Totals		500,000	0	500,000	0	0
Beltrami	04-12-77	1,400,000	0	1,400,000	0	0
Kittson	05-01-84	1,235,000	875,000	1,200,000	35,000	840,000
Lake of the Woods	08-01-85	1,000,000	1,000,000	145,190	854,810	145,190
Marshall	02-01-79	1,250,000	440,000	1,250,000	0	440,000
Marshall	07-01-84	2,000,000	1,875,000	1,396,567	603,433	1,271,567
Norman	04-03-85	500,000	400,000	437,668	62,332	337,668
Pennington	08-01-81	575,000	375,000	575,000	0	375,000
Pennington	08-01-80	400,000	240,000	400,000	0	240,000
Polk	04-20-83	2,000,000	1,475,000	2,000,000	0	1,475,000
Red Lake	07-01-81	780,000	300,000	780,000	0	300,000
District 2 Totals		11,140,000	6,980,000	9,584,425	1,555,575	5,424,425

County	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1986	Unencumbered Balance Available	Bond Account Adjustment
Crow Wing	07-01-81	\$1,000,000	\$0	\$986,632	\$13,368	(\$13,368)
Wadena	07-01-81	635,000	135,000	635,000	0	135,000
District 3 Totals		1,635,000	135,000	1,621,632	13,368	121,632
Becker	08-01-86	1,500,000	1,500,000	0	1,500,000	0
Otter Tail	06-01-86	7,735,000	7,735,000	961,410	6,773,590	961,410
Douglas	07-01-84	2,500,000	2,090,000	1,878,746	621,254	1,468,746
Wilkin	05-01-77	1,100,000	110,000	1,100,000	0	110,000
District 4 Totals		12,835,000	11,435,000	3,940,156	8,894,844	2,540,156
Carver	05-01-68	485,000	35,000	485,000	0	35,000
Carver	08-01-79	900,000	580,000	900,000	0	580,000
Carver	09-01-67	200,000	15,000	200,000	0	15,000
District 5 Totals		1,585,000	630,000	1,585,000	0	630,000
Dodge	03-01-84	1,700,000	1,370,000	1,700,000	0	1,370,000
Steele	05-01-83	1,400,000	900,000	1,363,122	36,878	863,122
District 6 Totals		3,100,000	2,270,000	3,063,122	36,878	2,233,122
LeSueur	02-01-79	1,300,000	450,000	1,300,000	0	450,000
Nicollet	07-01-79	1,000,000	200,000	1,000,000	0	200,000
Sibley	07-01-81	990,000	390,000	990,000	0	390,000
Watonwan	11-01-79	1,250,000	600,000	1,250,000	0	600,000
District 7 Totals		4,540,000	1,640,000	4,540,000	0	1,640,000
Kandiyohi	07-01-86	2,300,000	2,300,000	112,142	2,187,858	112,142
Yellow Medicine	08-01-86	2,700,000	2,700,000	0	2,700,000	0
Pipestone	08-01-75	940,000	75,000	935,013	4,987	70,013
Yellow Medicine	09-01-80	1,000,000	600,000	1,000,000	0	600,000
District 8 Totals		6,940,000	5,675,000	2,047,155	4,892,845	782,155
Chisago	06-07-78	1,330,000	300,000	1,330,000	0	300,000
District 9 Totals		1,330,000	300,000	1,330,000	0	300,000
STATE TOTALS		\$43,605,000	\$29,065,000	\$28,211,490	\$15,393,510	\$13,671,490

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

"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 by the County and shall be comprised of actual monies paid to property owners. Only Those Right of Way costs actually incurred by the county will be eligible. Acceptable justification of R/W purchases will be copies of the warrants paid to the property owners. It shall be the County Engineer's responsibility to submit said justification in the manner prescribed to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

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 1987 25-year needs and are shown on the tentative 1988 Money Needs Apportionment Form.

County	After the Fact R/W Needs	County	After the Fact R/W Needs
-----	-----	-----	-----
Carlton	\$34,625	Aitkin	\$606,550
Cook	67,809	Benton	300,424
Itasca	88,751	Cass	207,046
Koochiching	66,833	Crow Wing	322,280
Lake	211,842	Isanti	132,060
Pine	191,267	Kanabec	154,536
St. Louis	850,841	Mille Lacs	64,010
District 1 Totals	\$1,511,968	Morrison	3,775
		Sherburne	135,958
Beltrami	\$405,323	Stearns	291,365
Clearwater	160,494	Todd	64,111
Hubbard	84,654	Wadena	----
Kittson	160,315	Wright	355,546
Lake of the Woods	25,126	District 3 Totals	\$2,637,778
Marshall	210,042		
Norman	55,512	Becker	\$145,029
Pennington	135,585	Big Stone	43,635
Polk	447,040	Clay	318,485
Red Lake	48,214	Douglas	258,656
Roseau	145,029	Grant	----
District 2 Totals	\$1,877,334	Mahnomen	----
		Otter Tail	310,781
		Pope	69,397
		Stevens	----
		Swift	136,319
		Traverse	----
		Wilkin	187,279
		District 4 Totals	\$1,469,581

"After the Fact" Right of Way Needs

County -----	After the Fact R/W Needs -----	County -----	After the Fact R/W Needs -----
Anoka	\$1,285,062	Chippewa	\$85,207
Carver	320,091	Kandiyohi	185,132
Hennepin	15,539,028	Lac Qui Parle	150,619
Scott	479,023	Lincoln	55,368
District 5 Totals	\$17,623,204	Lyon	252,402
Dodge	\$137,518	Mc Leod	269,816
Fillmore	298,418	Meeker	195,823
Freeborn	70,041	Murray	84,033
Goodhue	497,617	Pipestone	99,659
Houston	83,385	Redwood	197,813
Mower	173,267	Renville	66,546
Olmsted	1,215,209	Yellow Medicine	122,580
Rice	143,943	District 8 Totals	\$1,764,998
Steele	87,793	Chicago	\$177,733
Wabasha	148,681	Dakota	1,613,597
Winona	235,770	Ramsey	1,172,035
District 6 Totals	\$3,091,642	Washington	940,212
Blue Earth	\$135,080	District 9 Totals	\$3,903,577
Brown	196,765		
Cottonwood	88,517		
Faribault	417,766		
Jackson	207,124		
Le Sueur	422,239		
Martin	197,088		
Nicollet	241,689		
Nobles	178,414		
Rock	145,870		
Sibley	85,998		
Waseca	165,196		
Watonwan	225,391		
District 7 Totals	\$2,707,137	STATE TOTALS	\$36,587,219

1987 C.S.A.H. APPORTIONMENT DATA
OCTOBER, 1987

"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 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.

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 tentative 1988 Money Needs Apportionment form.

<u>County</u>	<u>Letting Date</u>	<u># of Projects</u>	<u>Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Added to the Needs For These Apport. Years</u>
Jackson	1982	1	\$ 5,646	1984-1998
Hennepin	1983	1	189,856	1985-1999
Mc Leod	1983	1	18,800	1985-1999
Hennepin	1984	4	485,650	1986-2000
Washington	1984	1	54,841	1986-2000
Hennepin	1985	2	110,423	1987-2001
Todd	1985	1	14,512	1987-2001
Chisago	1986	1	27,200	1988-2002
STATE TOTAL		12	\$906,928	1988 Apportionment

1987 C.S.A.H. APPORTIONMENT DATA
OCTOBER 1987

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, and Sidewalk (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 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 office by July 1.

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 1987 25-year needs.

<u>County</u>	<u>Traffic Signals</u>	<u>Lighting</u>	<u>Retaining Walls</u>	<u>Sidewalk</u>	<u>Total</u>
Anoka	\$ 135,842	\$ ----	\$ ----	\$ ----	\$ 135,842
Benton	15,150	----	----	----	15,150
Dakota	156,005	----	268	----	156,273
Hennepin	1,583,840	195,798	98,659	173,647	2,051,944
Le Sueur	----	----	3,794	----	3,794
Lyon	----	----	----	27,989	27,989
Mille Lacs	----	----	----	6,426	6,426
Pine	44,555	9,112	----	14,612	68,279
Ramsey	148,238	----	----	----	148,238
Scott	66,598	----	----	----	66,598
Washington	41,296	----	----	----	41,296
Watonwan	1,626	----	----	15,962	17,588
TOTAL	\$2,193,150	\$204,910	\$102,721	\$238,636	\$2,739,417

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 in St. Paul.

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

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 of 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 424 S 241)

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.

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

County	1987 County Total Tax Valuation	Mill Levy Deduction

Carlton	127,534,196	\$85,027
Cook	43,037,420	28,693
Itasca	306,881,943	204,598
Koochiching	47,055,303	31,372
Lake	41,995,262	27,998
Pine	101,100,917	67,404
St. Louis*	768,594,390	307,438
 District 1 Totals	 1,436,199,431	 \$752,530

County	1987 County Total Tax Valuation	Mill Levy Deduction
Beltrami	122,029,987	\$81,357
Clearwater	41,098,104	27,400
Hubbard	98,272,888	65,519
Kittson	71,403,954	47,605
Lake of the Woods	20,129,421	13,420
Marshall	102,306,366	68,208
Norman	75,675,856	50,453
Pennington	63,979,319	42,655
Polk	227,636,815	151,765
Red Lake	29,735,315	19,825
Roseau	73,159,266	48,775
District 2 Totals	925,427,291	616,982
Aitkin	99,681,186	66,457
Benton	135,788,515	90,530
Cass	161,528,768	107,691
Crow Wing	298,312,324	198,885
Isanti	96,073,836	64,052
Kanabec	52,482,029	34,990
Mille Lacs	80,233,910	53,492
Morrison	136,550,647	91,038
Sherburne	295,252,196	196,845
Stearns	560,838,781	373,911
Todd	95,686,750	63,794
Wadena	45,764,272	30,511
Wright	408,745,960	272,511
District 3 Totals	2,466,939,174	1,644,707
Becker	151,976,757	101,323
Big Stone	44,992,626	29,997
Clay	222,085,192	148,064
Douglas	170,683,408	113,795
Grant	63,512,901	42,344
Mahnomen	27,160,695	18,108
Otter Tail	274,283,350	182,865
Pope	74,302,569	49,538
Stevens	73,616,648	49,080
Swift	82,901,380	55,270
Traverse	59,603,204	39,737
Wilkin	76,569,311	51,049
District 4 Totals	1,321,688,041	881,170
Anoka*	1,221,405,362	488,562
Carver	267,498,365	178,341
Hennepin*	9,687,019,576	3,874,808
Scott	348,530,048	232,365
District 5 Totals	11,524,453,351	\$4,774,076

County	1987	
	County Total Tax Valuation	Mill Levy Deduction
Dodge	89,757,521	\$59,841
Fillmore	103,759,199	69,176
Freeborn	203,907,352	135,945
Goodhue	380,693,768	253,809
Houston	74,623,372	49,751
Mower	210,020,897	140,021
Olmsted	629,810,074	419,894
Rice	210,438,051	140,299
Steele	164,125,262	109,422
Wabasha	103,821,681	69,218
Winona	204,411,626	136,281
District 6 Totals	2,375,368,803	1,583,657
Blue Earth	303,592,729	202,405
Brown	168,751,990	112,507
Cottonwood	127,341,583	84,899
Faribault	146,887,493	97,930
Jackson	121,672,381	81,119
Le Sueur	117,673,277	78,453
Martin	201,881,987	134,595
Nicollet	141,358,432	94,244
Nobles	126,855,942	84,575
Rock	68,400,444	45,603
Sibley	101,775,956	67,854
Waseca	117,761,070	78,511
Watonwan	84,769,246	56,516
District 7 Totals	1,828,722,530	1,219,211
Chippewa	98,625,529	65,754
Kandiyohi	227,603,678	151,743
Lac Qui Parle	82,453,692	54,972
Lincoln	52,711,724	35,143
Lyon	158,281,697	105,526
McLeod	159,494,297	106,335
Meeker	127,500,866	85,005
Murray	93,266,031	62,180
Pipestone	56,401,248	37,603
Redwood	157,013,937	104,681
Renville	178,961,635	119,314
Yellow Medicine	97,283,030	64,859
District 8 Totals	1,489,597,364	993,115
Chisago	139,911,577	93,279
Dakota*	1,671,509,216	668,604
Ramsey*	3,414,889,530	1,365,956
Washington	851,852,556	567,930
District 9 Totals	6,078,162,879	2,695,769
STATE TOTALS	29,446,558,864	\$15,161,217

TENTATIVE

APPORTIONMENT

DATA

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

Development of the Tentative 1988 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, must be presented to the Commissioner on or before November 1, for his use in apportioning the 1988 County State Aid Highway Fund. This tabulation also indicates a tentative 1988 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 1987 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 1988 apportionment.

Minor adjustments must be made for any turnback activity in 1987 and possibly for any action taken by this Board.

October 29, 1987

Leonard W. Levine
Minnesota Department of Transportation
Room 411, Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Levine:

We, the undersigned, as members of the 1987 County Screening Board, having reviewed all information available in relation to the mileage 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, construction accomplishments, and 1985 legislation involving the center 24 foot needs restriction. 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 1987, adjustments to the mileage and money needs will be necessary before January 1, 1988.

This Board, therefore, recommends that the mileage and money needs as listed be modified as required and used as the basis for apportioning to the counties the 1988 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Duane Blanck, Secretary
County Screening Board

APPROVED

Richard Hansen, District 1

Michael Pinsonneault, District 6

David Olsonawski, District 2

Robert McPartlin, District 7

Duane Lorsung, District 3

Donald Paulson, District 8

Lee Amundson, (Chairman) District 4

Kenneth Weltzin, District 9

Roger Gustafson, District 5

Enclosures: Mileage and Annual Money Needs Listing

FIG. B

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

Development of the Tentative 1988 C.S.A.H. Money Needs Apportionment

COUNTY	BASIC 1987 25 YEAR CONSTRUCTION NEEDS	SCREENING BOARD RESTRICTION	RESTRICTED 1987 25-YEAR CONSTRUCTION NEEDS	RURAL COMPLETE GRADING ADJUSTMENTS	STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS	FAS FLAND BALANCE DEDUCTIONS	BOND ACCOUNT ADJUSTMENTS	SPECIAL RESURFACING ADJUSTMENTS	BRIDGE DECK REHAB. NEEDS	RIGHT OF WAY NEEDS	MISC. AFTER THE FACT** NEEDS	VARIANCE AFTER THE FACT** ADJUSTMENTS	(MINUS)	ADJUSTED 25 YEAR CONSTRUCTION NEEDS	ANNUAL CONSTRUCTION NEEDS	MILL LEVY DEDUCTIONS	TENTATIVE ANNUAL MONEY NEEDS	TENTATIVE MONEY NEEDS FACTORS	TENTATIVE MONEY NEEDS APPORTIONMENT (LESS THTB ADJUSTMENTS)	1987 THTB ADJUSTMENTS	TENTATIVE MONEY NEEDS APPORTIONMENT	ADJUSTMENTS TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 80 COUNTIES	MINIMUM ADJUSTMENT FOR OTHER 80 COUNTIES	TENTATIVE 1987 MONEY NEEDS APPORTIONMENT	COUNTY
Carlton	441,581,330		441,581,330	1,196,341	(832,078)			(832,078)		63,625				441,148,524	1,645,941	(885,027)	1,156,914	0.936838	8792,337		8792,337		0.964411	(814,299)	8778,038	Carlton
Cook	42,712,571		42,712,571	1,994,210	(1,261,000)			(1,261,000)		67,809				41,904,500	1,676,180	(28,632)	1,647,487	0.988798	836,283		836,283		1.017901	(15,092)	821,191	Cook
Itasca	83,428,049		83,428,049	(110,509)				(2,977,237)		88,751				80,406,661	3,216,346	(204,598)	3,011,748	1.807607	1,528,796		1,528,796		1.860809	(27,589)	1,501,207	Itasca
Koochiching	35,377,156		35,377,156	1,219,786	(396,668)			(918,237)		66,833				35,468,870	1,433,935	(81,372)	1,402,563	0.841810	711,956		711,956	463,990			1,175,956	Koochiching
Lake	53,767,623		53,767,623	100,710	(769,128)			(1,100,288)		211,842				52,210,799	2,088,430	(27,998)	2,060,432	1.236641	1,045,897		1,045,897		1.273037	(18,875)	1,027,022	Lake
Pine	102,188,921		102,188,921	(2,852,283)				(450,292)		191,267		468,279		99,145,892	3,965,836	(67,404)	3,898,432	2.33782	1,978,886		1,978,886		2.408646	(35,712)	1,943,174	Pine
St. Louis	337,387,333		337,387,333	4,043,575	(3,844,152)			(3,310,419)		850,841				335,127,178	13,405,087	(307,438)	13,097,649	7.861019	6,648,510		6,648,510		8.092385	(119,981)	6,528,529	St. Louis
District 1 Totals	696,442,983		696,442,983	4,591,830	(6,591,736)			(10,228,940)		1,511,968				685,794,384	27,431,775	(722,530)	26,679,245		13,542,675		13,542,675				13,775,117	District 1 Totals
Beltrami	60,548,909		60,548,909	1,078,061	(185,884)			(1,892,260)		405,323				59,954,149	2,398,166	(81,357)	2,316,809	1.390515	1,176,037		1,176,037		1.431440	(21,223)	1,154,814	Beltrami
Clearwater	36,153,583		36,153,583	(832,111)				0		160,494				35,481,966	1,419,279	(27,400)	1,391,879	0.835973	706,533		706,533		0.859973	(12,750)	693,783	Clearwater
Hubbard	35,880,348		35,880,348	43,862	(667,102)			(956,087)		84,654				34,385,675	1,375,427	(65,519)	1,309,908	0.786188	664,924		664,924		0.809327	(11,999)	652,925	Hubbard
Kittson	45,832,845		45,832,845	3,603,004	(125,432)			(1,707,411)		160,315				48,603,321	1,944,133	(47,605)	1,896,528	1.138559	952,699		952,699		1.171771	(17,373)	945,326	Kittson
Lake of the Woods	15,998,949		15,998,949	(50,835)				(653,888)		25,126				15,464,542	618,582	(13,420)	605,162	0.363209	307,186		307,186	433,718			740,904	Lake of the Woods
Marshall	66,764,539		66,764,539	(2,781,843)				(2,031,406)		210,042				63,872,899	2,554,916	(68,208)	2,486,708	1.492486	1,262,280		1,262,280		1.536413	(22,780)	1,239,500	Marshall
Norman	40,030,358		40,030,358	(1,494,456)				(109,298)		337,668				38,819,784	1,592,911	(50,453)	1,502,338	0.901681	762,603		762,603		0.928220	(13,762)	748,841	Norman
Pennington	22,567,721		22,567,721	(830,964)	(24,903)			(181,808)		135,585				22,280,631	891,225	(42,653)	848,570	0.509299	430,743		430,743		0.524289	(7,773)	422,970	Pennington
Polk	101,968,360		101,968,360	(1,391,007)				(1,030,564)		447,040				101,495,829	4,099,633	(151,765)	3,908,068	2.345566	1,937,778		1,937,778		2.414600	(35,800)	1,947,978	Polk
Red Lake	20,615,754		20,615,754	0				(39,640)		48,214				20,924,328	836,973	(19,825)	817,148	0.490440	414,793		414,793	48,097			468,890	Red Lake
Roseau	48,789,777		48,789,777	(1,919,240)	(195,019)			(4,096)		145,029				45,875,016	1,835,001	(48,775)	1,786,226	1.072067	906,708		906,708		1.103620	(16,363)	890,345	Roseau
District 2 Totals	495,151,143		495,151,143	(4,575,529)	(1,198,340)			(9,516,797)		1,877,334				487,158,140	19,486,326	(616,982)	18,869,344		9,578,284		9,578,284				9,900,276	District 2 Totals
Aitkin	48,459,104		48,459,104	11,205,805	(62,041)			(212,939)		606,556				59,996,485	2,399,899	(66,457)	2,333,402	1.400474	1,184,460		1,184,460		1.441692	(21,375)	1,163,085	Aitkin
Benton	22,215,075		22,215,075	207,348	(221,488)			(654,451)		300,424		15,150		21,862,058	874,482	(90,530)	783,952	0.470517	397,943		397,943		0.484365	(7,181)	390,762	Benton
Cass	62,337,554		62,337,554	2,716,013	(297,478)			(336,351)		207,046				64,624,784	2,584,991	(107,691)	2,477,300	1.530600	1,257,504		1,257,504		1.230600	(22,693)	1,234,811	Cass
Crow Wing	46,585,051		46,585,051	1,337,703	0			0		322,380		(13,368)		48,231,766	1,929,271	(198,885)	1,730,386	1.038553	878,363		878,363		1.069119	(15,851)	862,512	Crow Wing
Isanti	25,639,465		25,639,465	1,480,626	0			(826,382)		132,068				25,425,777	1,057,031	(64,082)	992,979	0.595972	504,047		504,047		0.613512	(9,096)	494,951	Isanti
Kanabec	24,954,233		24,954,233	(2,556,324)	0			(1,384,762)		154,536				21,165,635	846,627	(34,990)	811,637	0.487133	411,996		411,996		0.501470	(7,435)	404,561	Kanabec
Millie Lacs	30,049,145		30,049,145	562,037	0			(289,989)		64,016		6,426		30,391,633	1,215,665	(53,492)	1,162,173	0.697519	589,931		589,931		0.718048	(10,646)	579,285	Millie Lacs
Morrison	46,215,676		46,215,676	0	0			(3,546,220)		3,775				42,673,231	1,706,929	(91,038)	1,615,891	0.969834	820,244		820,244		0.998379	(14,802)	805,442	Morrison
Sharburne	13,017,718		13,017,718	(576,941)	0			(424,530)		135,955				12,312,602	492,504	(196,845)	295,659	0.177450	150,079		150,079	148,689			298,708	Sharburne
Stearns	76,306,461		76,306,461	(178,835)	0			(6,097,466)		291,365				76,224,525	2,812,981	(373,911)	2,439,070	1.463894	1,238,098		1,238,098		1.506979	(22,343)	1,215,755	Stearns
Todd	47,379,519		47,379,519	0	(107,189)			(4,960,725)		64,111				42,390,228	1,695,609	(63,794)	1,631,815	0.979392	828,327		828,327		1.008217	(14,948)	813,379	Todd
Madena	20,821,952		20,821,952	590,542	0			(1,659,177)		355,546				19,688,317	795,533	(30,511)	765,022	0.459155	388,333		388,333		0.472568	(7,008)	381,325	Madena
Wright	61,697,468		61,697,468	976,379	0			(694,574)		355,546				62,334,819	2,493,393	(272,511)	2,220,882	1.332941	1,127,344		1,127,344		1.372172	(20,344)	1,107,000	Wright
District 3 Totals	525,678,421		525,678,421	15,765,753	(688,196)			(20,929,566)		2,637,778				522,621,910	20,904,675	(1,644,707)	19,260,168		9,776,669		9,776,669				9,751,576	District 3 Totals
Becker	35,054,468		35,054,468	262,384	(281,036)			(1,106,498)		145,029				33,899,488	1,355,976	(101,327)	1,254,653	0.753025	636,876		636,876		0.775188	(11,493)	625,383	Becker
Big Stone	13,755,994		13,755,994	(231,677)	0			(781,953)		43,629				12,974,999	511,440	(29,927)	481,443	0.288955	244,386		244,386	164,644			409,030	Big Stone
Clay	58,127,609		58,127,609	3,923,909	(162,477)			0		318,485				62,207,586	2,486,301	(148,064)	2,340,237	1.404576	1,187,930		1,187,930		1.449916	(21,438)	1,166,492	Clay
Douglas	38,378,104		38,378,104	577,649	(22,212)			(548,487)		258,656				39,065,026	1,562,601	(113,795)	1,448,806	0.869592	735,429		735,429		0.895144	(13,872)	722,157	Douglas
Grant	16,550,485		16,550,485	0	0			(320,119)		0				16,901,998	640,080	(42,344)	597,736	0.358752	303,417		303,417	75,397			378,814	Grant
Mahnomen	14,164,772		14,164,772	1,732,742	(396,075)			(320,119)		310,781				15,179,316	607,173	(18,108)	589,065	0.353948	299,016		299,016	148,167			447,183	Mahnomen

1987 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1988 C.S.A.H. FUND APPORTIONMENT)

 TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE AND MONEY NEEDS
 AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR
 USE BY THE COMMISSIONER OF TRANSPORTATION IN APPORTIONING THE 1988
 COUNTY STATE AID HIGHWAY FUND

County -----	County State Aid Highway Mileage -----	Annual County State Aid Highway Money Needs -----
Carlton	294.36	\$1,560,914
Cook	178.10	1,647,487
Itasca	648.58	3,011,748
Koochiching	249.13	1,402,583
Lake	213.92	2,060,432
Pine	472.62	3,898,432
St. Louis	1,360.20	13,097,649
District 1 Totals	3,416.91	26,679,245
Beltrami	465.82	2,316,809
Clearwater	327.26	1,391,879
Hubbard	325.32	1,309,908
Kittson	373.39	1,896,528
Lake of the Woods	186.96	605,162
Marshall	639.88	2,486,708
Norman	393.43	1,502,338
Pennington	260.50	848,570
Polk	808.87	3,908,068
Red Lake	186.39	817,148
Roseau	482.85	1,786,226
District 2 Totals	4,450.67	18,869,344
Aitkin	368.35	2,333,402
Benton	223.98	783,952
Cass	529.09	2,477,300
Crow Wing	372.77	1,730,386
Isanti	226.14	992,979
Kanabec	211.17	811,637
Mille Lacs	253.67	1,162,173
Morrison	430.12	1,615,891
Sherburne	217.11	295,659
Stearns	603.06	2,439,070
Todd	412.36	1,631,815
Wadena	229.46	765,022
Wright	403.31	2,220,882
District 3 Totals	4,480.59	19,260,168
Becker	467.18	1,254,653
Big Stone	211.31	481,443
Clay	406.63	2,340,237
Douglas	387.21	1,448,806
Grant	228.85	597,736
Mahnomen	195.09	589,065
Otter Tail	911.62	3,467,575
Pope	299.13	898,440
Stevens	243.91	997,085
Swift	329.64	1,441,322
Traverse	243.82	864,560
Wilkin	312.16	1,038,070
District 4 Totals	4,236.55	15,418,992

County -----	County State Aid Highway Mileage -----	Annual
		County State Aid Highway Money Needs -----
Anoka	243.41	\$1,819,712
Carver	207.51	1,488,227
Hennepin	503.10	10,212,550
Scott	186.56	1,507,535
District 5 Totals	1,140.58	15,028,024
Dodge	249.71	1,273,569
Fillmore	394.85	3,363,721
Freeborn	447.64	2,100,818
Goodhue	326.96	2,126,040
Houston	249.00	2,175,213
Mower	373.72	1,734,455
Olmsted	319.82	1,874,858
Rice	280.41	1,581,539
Steele	292.19	1,465,984
Wabasha	276.50	2,144,553
Winona	315.92	2,158,497
District 6 Totals	3,526.72	21,999,247
Blue Earth	415.47	2,488,924
Brown	317.67	1,280,204
Cottonwood	316.35	1,326,014
Faribault	349.91	2,217,874
Jackson	370.89	1,985,612
Le Sueur	268.26	1,443,338
Martin	378.15	1,789,384
Nicollet	245.03	1,092,714
Nobles	343.77	1,930,112
Rock	262.80	1,152,189
Sibley	287.71	1,354,738
Waseca	250.26	1,437,332
Watsonwan	233.25	1,280,121
District 7 Totals	4,039.52	20,778,556
Chippewa	244.12	1,061,122
Kandiyohi	422.97	1,951,156
Lac Qui Parle	361.79	1,320,923
Lincoln	255.05	747,210
Lyon	317.14	1,670,352
McLeod	236.69	1,327,037
Meeker	272.11	1,020,604
Murray	355.24	1,179,963
Pipestone	233.86	1,020,080
Redwood	385.14	1,680,449
Renville	449.25	2,180,406
Yellow Medicine	346.77	1,225,638
District 8 Totals	3,880.13	16,384,940
Chicago	226.12	1,610,343
Dakota	274.39	3,559,456
Ramsey	229.35	5,132,235
Washington	194.70	1,894,612
District 9 Totals	924.56	12,196,646
STATE TOTALS	30,096.23	\$166,615,162

Does not include 1987 T.H. Turnback Mileage

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

Total Tentative 1988 C.S.A.H. Apportionment

The following tabulation lists a tentative 1988 Apportionment based on an estimate of \$169+ million. The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures. The Mileage Apportionment was computed using the actual 1987 C.S.A.H. needs study mileage, but the 1987 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1987 25-year construction needs; however, these needs will be adjusted by 1987 turnback activity, and possibly by 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, 1988, by the Commissioner with the assistance of recommendations by your Screening Board.

TOTAL TENTATIVE 1988 C.S.A.H. APPORTIONMENT DATA

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment 1987 THTB Mileage Not Included	Money Needs Apportionment	Total TENTATIVE 1988 CSAH Apportionment
Carlton	\$194,131	\$124,070	\$495,586	\$778,038	\$1,591,825
Cook	194,131	19,136	299,854	821,191	1,334,312
Itasca	194,131	191,576	1,091,900	1,501,207	2,978,814
Koochiching	194,131	69,534	419,431	1,175,956	1,859,052
Lake	194,131	49,368	360,150	1,027,022	1,630,671
Pine	194,131	83,366	795,693	1,943,174	3,016,364
St. Louis	194,131	785,729	2,289,949	6,528,529	9,798,338
District 1 Totals	1,358,917	1,322,779	5,752,563	13,775,117	22,209,376
Beltrami	194,132	120,455	784,242	1,154,814	2,253,643
Clearwater	194,131	35,654	550,966	693,783	1,474,534
Hubbard	194,131	65,244	547,673	652,925	1,459,973
Kittson	194,131	29,489	628,640	945,326	1,797,586
Lake of the Woods	194,131	17,008	314,751	740,904	1,266,794
Marshall	194,131	55,583	1,077,257	1,239,500	2,566,471
Norman	194,131	41,784	662,335	748,841	1,647,091
Pennington	194,131	59,569	438,584	422,970	1,115,254
Polk	194,131	137,108	1,361,759	1,947,978	3,640,976
Red Lake	194,131	21,061	313,788	462,890	991,870
Roseau	194,131	54,789	812,921	890,345	1,952,186
District 2 Totals	2,135,442	637,744	7,492,916	9,900,276	20,166,378
Aitkin	194,132	59,636	620,128	1,163,085	2,036,981
Benton	194,131	98,111	377,073	390,762	1,060,077
Cass	194,131	92,165	890,747	1,234,811	2,411,854
Crow Wing	194,131	189,347	627,576	862,512	1,873,566
Isanti	194,131	101,319	380,721	494,951	1,171,122
Kanabec	194,131	51,445	355,539	404,561	1,005,676
Mille Lacs	194,131	79,059	427,082	579,285	1,279,557
Morrison	194,131	121,317	724,099	805,442	1,844,989
Sherburne	194,131	133,511	365,520	298,708	991,870
Stearns	194,131	445,458	1,015,289	1,215,755	2,870,633
Todd	194,131	95,966	694,205	813,379	1,797,681
Wadena	194,131	58,741	386,294	381,325	1,020,491
Wright	194,131	268,339	679,005	1,107,000	2,248,475
District 3 Totals	2,523,704	1,794,414	7,543,278	9,751,576	21,612,972

TOTAL TENTATIVE 1988 C.S.A.H. APPORTIONMENT DATA

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment 1987 THTB Mileage Not Included	Money Needs Apportionment	Total TENTATIVE 1988 CSAH Apportionment
Becker	\$194,132	\$117,398	\$786,522	\$625,383	\$1,723,435
Big Stone	194,131	32,968	355,741	409,030	991,870
Clay	194,131	166,952	684,578	1,166,492	2,212,153
Douglas	194,131	120,945	651,897	722,157	1,689,130
Grant	194,131	33,644	385,281	378,814	991,870
Mahnomen	194,131	22,125	328,431	447,183	991,870
Otter Tail	194,131	223,717	1,534,740	1,728,414	3,681,002
Pope	194,131	45,196	503,591	447,828	1,190,746
Stevens	194,131	44,014	410,615	496,997	1,145,757
Swift	194,131	55,178	554,969	718,428	1,522,706
Traverse	194,131	26,297	410,463	430,940	1,061,831
Wilkin	194,131	36,110	525,531	517,427	1,273,199
District 4 Totals	2,329,573	924,544	7,132,359	8,089,093	18,475,569
Anoka	194,132	857,678	409,804	911,997	2,373,611
Carver	194,131	166,394	349,357	741,807	1,451,689
Hennepin	194,131	3,906,873	846,970	5,090,450	10,038,424
Scott	194,131	219,799	314,092	751,431	1,479,453
District 5 Totals	776,525	5,150,744	1,920,223	7,495,685	15,343,177
Dodge	194,131	63,352	420,394	634,811	1,312,688
Fillmore	194,131	86,389	664,767	1,676,648	2,621,935
Freeborn	194,131	149,218	753,639	1,049,138	2,146,126
Goodhue	194,131	167,610	550,459	1,059,725	1,971,925
Houston	194,131	72,810	419,178	1,084,236	1,770,355
Mower	194,131	161,226	629,198	864,541	1,849,096
Olmsted	194,131	412,388	538,451	934,524	2,079,494
Rice	194,131	174,670	472,076	788,319	1,629,196
Steele	194,131	126,738	491,938	730,720	1,543,527
Wabasha	194,131	83,788	465,489	1,068,954	1,812,362
Winona	194,131	167,560	531,864	1,075,904	1,969,459
District 6 Totals	2,135,441	1,665,749	5,937,453	10,967,520	20,706,163

TOTAL TENTATIVE 1988 C.S.A.H. APPORTIONMENT DATA

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment 1987 THTB Mileage Not Included	Money Needs Apportionment	Total TENTATIVE 1988 CSAH Apportionment
Blue Earth	\$194,131	\$204,412	\$699,475	\$1,240,605	\$2,338,623
Brown	194,131	125,302	534,803	638,119	1,492,355
Cottonwood	194,131	62,339	532,573	660,952	1,449,995
Faribault	194,131	82,268	589,069	1,105,500	1,970,968
Jackson	194,131	58,404	624,384	989,729	1,866,648
Le Sueur	194,131	101,100	451,606	719,433	1,466,270
Martin	194,131	109,207	636,646	891,919	1,831,903
Nicollet	194,131	97,486	412,541	544,663	1,248,821
Nobles	194,131	94,175	578,732	962,065	1,829,103
Rock	194,131	43,271	442,435	574,309	1,254,146
Sibley	194,131	66,257	484,388	675,270	1,420,046
Waseca	194,131	77,252	421,306	716,439	1,409,128
Watonwan	194,131	53,742	392,679	638,076	1,278,628
District 7 Totals	2,523,703	1,175,215	6,800,637	10,357,079	20,856,634
Chippewa	194,131	\$62,693	410,970	528,917	1,196,711
Kandiyohi	194,131	160,939	712,091	978,160	2,045,321
Lac Qui Parle	194,131	43,406	609,082	658,415	1,505,034
Lincoln	194,131	30,992	429,362	372,447	1,026,932
Lyon	194,131	103,312	533,942	832,588	1,663,973
Mc Leod	194,131	144,050	398,455	661,462	1,398,098
Meeker	194,131	90,088	458,091	508,721	1,251,031
Murray	194,131	46,429	598,037	588,153	1,426,750
Pipestone	194,131	45,568	393,692	508,460	1,141,851
Redwood	194,131	83,721	648,401	837,620	1,763,873
Renville	194,131	90,797	756,324	1,086,824	2,128,076
Yellow Medicine	194,131	58,201	583,799	610,920	1,447,051
District 8 Totals	2,329,572	960,196	6,532,246	8,172,687	17,994,701
Chisago	\$194,131	121,553	380,670	802,675	1,499,029
Dakota	194,131	877,877	461,942	1,774,213	3,308,163
Ramsey	194,131	1,766,378	386,142	2,558,165	4,904,816
Washington	194,131	492,208	327,773	944,370	1,958,482
District 9 Totals	776,524	3,258,016	1,556,527	6,079,423	11,670,490
STATE TOTALS	\$16,889,401	\$16,889,401	\$50,668,202	\$84,588,456	\$169,035,460

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

Comparison of the Actual 1987 to a
Tentative 1988 C.S.A.H. Apportionment

The following two pages indicates a comparison between the actual 1987 C.S.A.H. Apportionment and what each county's 1988 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1988 C.S.A.H. road user fund remained at the same level as 1987. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1988 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.

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

Comparison of the Actual 1987 to the Tentative 1988 C.S.A.H. Apportionment

County	Actual 1987 C.S.A.H. Apportionment	Tentative 1988 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$1,586,974	\$1,591,825	\$4,851	0.3%
Cook	1,379,464	1,334,312	(45,152)	-3.3%
Itasca	2,903,318	2,978,814	75,496	2.6%
Koochiching	1,859,052	1,859,052	0	0.0%
Lake	1,547,124	1,630,671	83,547	5.4%
Pine	2,969,564	3,016,364	46,800	1.6%
St. Louis	9,702,390	9,798,338	95,948	1.0%
District 1 Totals	21,947,886	22,209,376	261,490	1.2%
Beltrami	2,313,936	2,253,643	(60,293)	-2.6%
Clearwater	1,479,328	1,474,534	(4,794)	-0.3%
Hubbard	1,490,899	1,459,973	(30,926)	-2.1%
Kittson	1,730,364	1,797,586	67,222	3.9%
Lake of the Woods	1,266,794	1,266,794	0	0.0%
Marshall	2,643,939	2,566,471	(77,468)	-2.9%
Norman	1,743,023	1,647,091	(95,932)	-5.5%
Pennington	1,184,402	1,115,254	(69,148)	-5.8%
Polk	3,750,231	3,640,976	(109,255)	-2.9%
Red Lake	991,870	991,870	0	0.0%
Roseau	2,016,619	1,952,186	(64,433)	-3.2%
District 2 Totals	20,611,405	20,166,378	(445,027)	-2.2%
Aitkin	2,020,585	2,036,981	16,396	0.8%
Benton	1,035,842	1,060,077	24,235	2.3%
Cass	2,467,372	2,411,854	(55,518)	-2.3%
Crow Wing	1,911,248	1,873,566	(37,682)	-2.0%
Isanti	1,203,236	1,171,122	(32,114)	-2.7%
Kanabec	1,082,125	1,005,676	(76,449)	-7.1%
Mille Lacs	1,327,112	1,279,557	(47,555)	-3.6%
Morrison	1,872,579	1,844,989	(27,590)	-1.5%
Sherburne	991,870	991,870	0	0.0%
Stearns	2,992,817	2,870,633	(122,184)	-4.1%
Todd	1,817,667	1,797,681	(19,986)	-1.1%
Wadena	1,021,950	1,020,491	(1,459)	-0.1%
Wright	2,267,345	2,248,475	(18,870)	-0.8%
District 3 Totals	22,011,748	21,612,972	(398,776)	-1.8%
Becker	1,769,147	1,723,435	(45,712)	-2.6%
Big Stone	991,870	991,870	0	0.0%
Clay	2,259,818	2,212,153	(47,665)	-2.1%
Douglas	1,630,065	1,689,130	59,065	3.6%
Grant	991,870	991,870	0	0.0%
Mahnomen	991,870	991,870	0	0.0%
Otter Tail	3,694,752	3,681,002	(13,750)	-0.4%
Pope	1,226,201	1,190,746	(35,455)	-2.9%
Stevens	1,161,389	1,145,757	(15,632)	-1.3%
Swift	1,469,845	1,522,706	52,861	3.6%
Traverse	1,025,734	1,061,831	36,097	3.5%
Wilkin	1,277,317	1,273,199	(4,118)	-0.3%
District 4 Totals	18,489,878	18,475,569	(14,309)	-0.1%

County	Actual 1987 C. S. A. H. Apportionment	Tentative 1988 C. S. A. H. Apportionment	Increase or Decrease	% + or -
Anoka	\$2,144,152	\$2,373,611	\$229,459	10.7%
Carver	1,462,254	1,451,689	(10,565)	-0.7%
Hennepin	8,835,805	10,038,424	1,202,619	13.6%
Scott	1,335,450	1,479,453	144,003	10.8%
District 5 Totals	13,777,661	15,343,177	1,565,516	11.4%
Dodge	1,360,078	1,312,688	(47,390)	-3.5%
Fillmore	2,768,889	2,621,935	(146,954)	-5.3%
Freeborn	2,236,362	2,146,126	(90,236)	-4.0%
Goodhue	2,052,232	1,971,925	(80,307)	-3.9%
Houston	1,893,596	1,770,355	(123,241)	-6.5%
Mower	1,829,534	1,849,096	19,562	1.1%
Olmsted	2,160,723	2,079,494	(81,229)	-3.8%
Rice	1,550,839	1,629,196	78,357	5.1%
Steele	1,528,161	1,543,527	15,366	1.0%
Wabasha	1,893,590	1,812,362	(81,228)	-4.3%
Winona	2,007,772	1,969,459	(38,313)	-1.9%
District 6 Totals	21,281,776	20,706,163	(575,613)	-2.7%
Blue Earth	2,415,054	2,338,623	(76,431)	-3.2%
Brown	1,532,989	1,492,355	(40,634)	-2.7%
Cottonwood	1,496,648	1,449,995	(46,653)	-3.1%
Faribault	2,109,308	1,970,968	(138,340)	-6.6%
Jackson	1,954,115	1,866,648	(87,467)	-4.5%
Le Sueur	1,498,890	1,466,270	(32,620)	-2.2%
Martin	2,025,412	1,831,903	(193,509)	-9.6%
Nicollet	1,273,810	1,248,821	(24,989)	-2.0%
Nobles	1,921,385	1,829,103	(92,282)	-4.8%
Rock	1,278,976	1,254,146	(24,830)	-1.9%
Sibley	1,494,881	1,420,046	(74,835)	-5.0%
Waseca	1,411,397	1,409,128	(2,269)	-0.2%
Watonwan	1,327,817	1,278,628	(49,189)	-3.7%
District 7 Totals	21,740,682	20,856,634	(884,048)	-4.1%
Chippewa	1,196,741	1,196,711	(30)	0.0%
Kandiyohi	2,095,718	2,045,321	(50,397)	-2.4%
Lac Qui Parle	1,506,804	1,505,034	(1,770)	-0.1%
Lincoln	1,050,906	1,026,932	(23,974)	-2.3%
Lyon	1,700,547	1,663,973	(36,574)	-2.2%
McLeod	1,422,423	1,398,098	(24,325)	-1.7%
Meeker	1,294,088	1,251,031	(43,057)	-3.3%
Murray	1,446,447	1,426,750	(19,697)	-1.4%
Pipestone	1,207,662	1,141,851	(65,811)	-5.4%
Redwood	1,819,417	1,763,873	(55,544)	-3.1%
Renville	2,404,011	2,128,076	(275,935)	-11.5%
Yellow Medicine	1,590,352	1,447,051	(143,301)	-9.0%
District 8 Totals	18,735,116	17,994,701	(740,415)	-4.0%
Chisago	1,515,978	1,499,029	(16,949)	-1.1%
Dakota	2,954,433	3,308,163	353,730	12.0%
Ramsey	4,239,020	4,904,816	665,796	15.7%
Washington	1,729,877	1,958,482	228,605	13.2%
District 9 Totals	10,439,308	11,670,490	1,231,182	11.8%
STATE TOTALS	\$169,035,460	\$169,035,460	\$0	0.0%

M I L E A G E

R E Q U E S T S

* * * * *

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

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 March, 1984, 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:

a. A County state-aid highway which:

- (1) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional plans as approved by the county board;
- (2) connects towns, communities, shipping points, and markets within a county or in adjacent counties;
 - (a) or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas;
 - (b) or serves as a principal rural mail route and school bus route;
- (3) occurs at reasonable intervals consistent with the density of population; and
- (4) provides an integrated and coordinated highway system affording, within practical limits, a State-Aid highway network consistent with projected traffic demands.

1987 COUNTY SCREENING BOARD DATA
 OCTOBER, 1987
History of C.S.A.H. Additional Mileage Requests
 Approved by the County Engineer's Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	Tot. Miles Requested & Approved To Date
01 Aitkin	6.10			0.60							6.70
02 Anoka	1.33	0.71									2.04
03 Becker		10.07									10.07
04 Beltrami	6.84*	0.69	0.16								7.69
05 Benton	3.18*										3.18
06 Big Stone	1.40		0.16								1.56
07 Blue Earth	15.29*			0.25							15.54
08 Brown	3.81	3.63	0.13								7.57
09 Carlton	3.62										3.62
10 Carver	1.55	0.94	0.48						0.08		3.05
11 Cass		7.90									7.90
12 Chippewa	14.00	1.00									15.00
13 Chisago	3.24										3.24
14 Clay	1.18	0.82	0.10								2.10
15 Clearwater	0.30*		1.00								1.30
16 Cook	3.60										3.60
17 Cottonwood	3.37	1.80	1.30								6.47
18 Crow Wing	13.00*										13.00
19 Dakota	1.65*		2.47				2.26				6.38
20 Dodge							0.11				0.11
21 Douglas	7.40*	3.25									10.65
22 Faribault		0.37	1.20	0.09							1.66
23 Fillmore	1.12			1.10							2.22
24 Freeborn	0.05	0.90	0.65								1.60

1987 COUNTY SCREENING BOARD DATA
 OCTOBER, 1987
History of C.S.A.H. Additional Mileage Requests
 Approved by the County Engineer's Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	Tot. Miles Requested & Approved To Date
49 Morrison											--
50 Mower	9.28*	3.83		0.09							13.20
51 Murray	3.52		1.10								4.62
52 Nicollet					0.60						0.60
53 Nobles		13.71	0.23								13.94
54 Norman	1.31										1.31
55 Olmsted	10.77*	4.55									15.32
56 Otter Tail				0.36							0.36
57 Pennington	0.84										0.84
58 Pine	9.25										9.25
59 Pipestone		0.50									0.50
60 Polk	4.00		1.55	0.67							6.22
61 Pope	1.63	2.00	1.20								4.83
62 Ramsey	9.45*	0.67	0.61		0.21		0.92				11.86
63 Red Lake			0.50								0.50
64 Redwood	2.30	1.11		0.13							3.54
65 Renville											--
66 Rice	1.70										1.70
67 Rock	0.50			0.54							1.04
68 Roseau	5.20	1.60									6.80
69 St. Louis	7.71*	11.43									19.14
70 Scott	8.65*	3.44	5.15	0.12							17.36
71 Sherburne		5.42									5.42
72 Sibley	1.50										1.50

1987 COUNTY SCREENING BOARD DATA
 OCTOBER, 1987
History of C.S.A.H. Additional Mileage Requests
 Approved by the County Engineer's Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	Tot. Miles Requested & Approved To Date
73 Stearns	0.08	0.70		3.90							4.68
74 Steele		1.55									1.55
75 Stevens		1.00									1.00
76 Swift		0.78		0.24							1.02
77 Todd	1.90*										1.90
78 Traverse	0.20		0.56			1.60					2.36
79 Wabasha	0.43*		0.30								0.73
80 Wadena											--
81 Waseca	4.10	0.43	0.14				0.05				4.72
82 Washington	2.33*		0.40	0.33		1.33					4.39
83 Watonwan			0.04	0.68			0.19				0.91
84 Wilkin											--
85 Winona	7.40*										7.40
86 Wright	0.45			1.38							1.83
87 Yellow Medicine				1.39							1.39
TOTALS	246.60	92.43	25.65	11.39	0.81	2.93	3.55	0.12	0.08		383.56

*Some Trunk Highway Turnback Mileage

NOTES & COMMENTS

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

Hennepin County Mileage (TH 169 or CSAH 62) ??

A question arose concerning the road shown on the following map relative to what system the road should be on.

The approximate mileage involved from TH 100 to CSAH 18 is 2.65 miles.

CSAH 62 was designated over this road in the original set of resolutions dated January 1, 1958.

TH 169 was designated over this road on September 21, 1964.

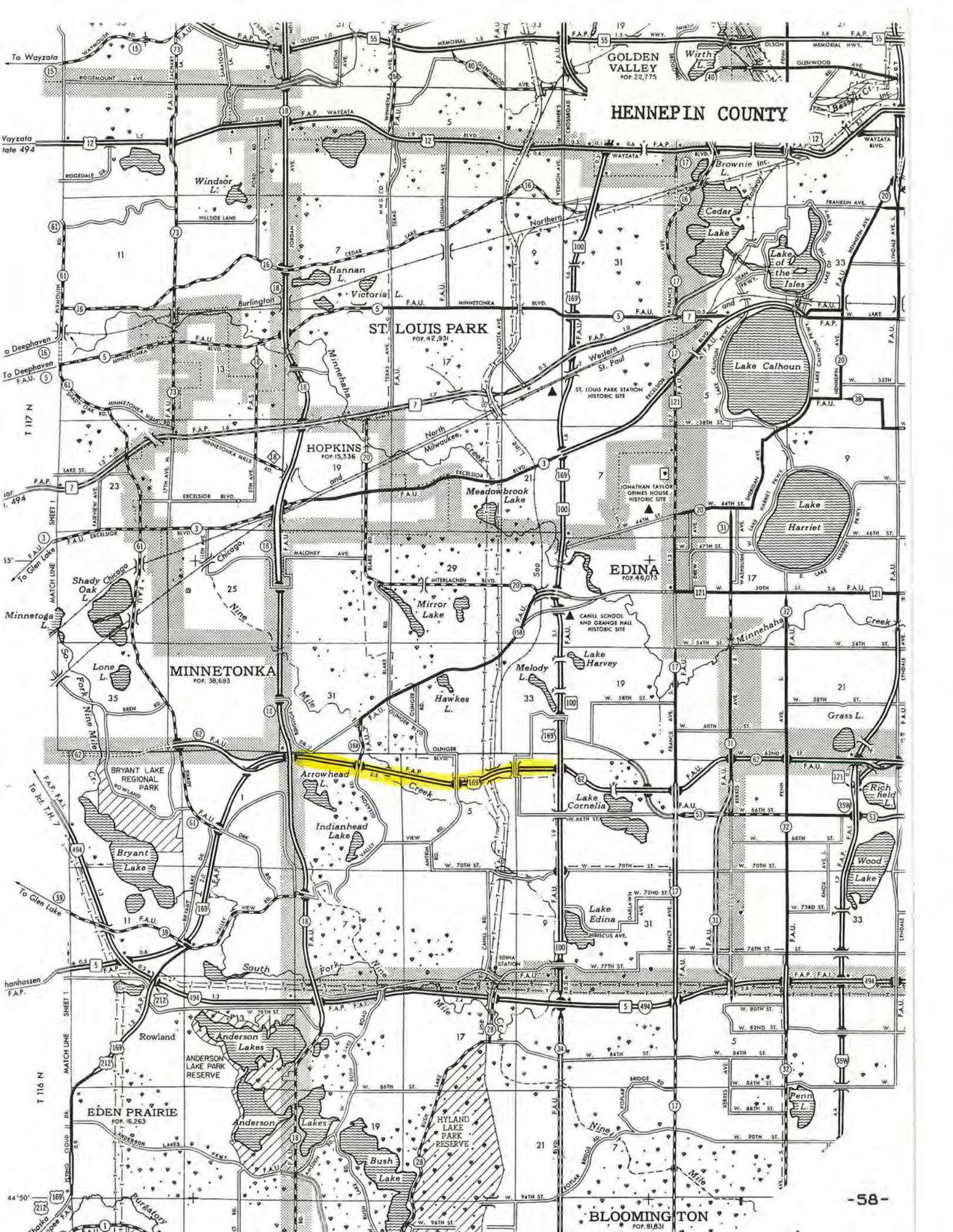
Old TH 169 (present CSAH 158) which goes north and northeasterly to TH 100 from the road in question was turned back to Hennepin County on November 1, 1967 and designated CSAH on December 15, 1967.

Hennepin County maintains the entire stretch of road. MN/DOT pays Hennepin County \$1250/lane mile/year to assist in the cost of maintenance.

The "NEEDS" on this portion of road call for complete or widening construction to 6 lane standards.

Portions of the road were graded in 1961, 1964, 1966, and 1967. The latest surfacing was completed in 1967 and 1982. Approximately half was built with State Aid money and the other half with local dollars.

SHOULD THIS ROAD BE A PART OF THE CSAH NEEDS STUDY ??



GOLDEN VALLEY
POP. 22,775

HENNEPIN COUNTY

ST. LOUIS PARK
POP. 42,931

HOPKINS
POP. 15,336

EDINA
POP. 46,073

MINNETONKA
POP. 38,683

EDEN PRAIRIE
POP. 16,263

BLOOMINGTON
POP. 11,831

* * * * *

STATE PARK
ROAD
ACCOUNT

* * * * *

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

State Park Road Account

Legislation passed in 1986 amended Minnesota Statutes 1984, 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 but not to exceed the sum of ~~\$200,000~~ \$600,000 annually. The sum so deducted shall be set aside in a separate account and shall be used for 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 a state-park such a unit. 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 other 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. Any sums paid to counties in accordance with this subdivision shall reduce the money needs of said counties in the amounts necessary to equalize their status with those counties 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 counties involved.



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

BOX 39, 500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40 39

DNR INFORMATION
 (612) 296-6157

September 3, 1987

Mr. Gordon Fay
 County State Aid Engineer
 Minnesota Department of Transportation
 420 Transportation Building
 John Ireland Boulevard
 St. Paul, Minnesota 55155

Dear Mr. Fay:

The Department of Natural Resources is requesting the review of the following projects by the County State Aid Screening Board at its fall meeting:

<u>COUNTY</u>	<u>CSAH #</u>	<u>DNR UNIT</u>	<u>IMPROVEMENTS</u>	<u>COST</u>
Anoka	18	Carlos Avery Wildlife Management Area (WMA)	Turn lanes	\$100,000
Mille Lacs	20	Mille Lacs WMA	Upgrade	\$248,000
Cottonwood	15	Talcot WMA	Upgrade	\$155,000
Murray	47	Talcot WMA	Upgrade	\$130,000
Lake	7	Geo. Crosby Manitou State Park	Upgrade (hazard area)	\$ 50,000
*Wabasha	4	Carley State Park	Turn lanes	\$ <u>50,000</u>
			TOTAL	\$733,000

*Please note that the Wabasha County project is just being formulated. This project can be reviewed again at the spring meeting if the committee desires.

Please find attached the necessary documentation and letters of support from the affected County Engineers. If you have any questions or comments, please contact the department coordinator of this program, John Strohkirch, of the Division of Parks and Recreation.

Mr. Gordon Fay
Page two
September 3, 1987

Additional projects that are currently being discussed with various counties will be submitted at the spring County State Aid Screening Committee meeting.

Yours truly,

A handwritten signature in black ink, appearing to read "Joseph N. Alexander", with a long, sweeping horizontal flourish extending to the right.

Joseph N. Alexander
Commissioner

c: Division Directors
Tom Danger
John Hellquist
Mike Markell
Tom Isley
John Strohkirch
John Ernster



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

PHONE NO. (612) 296-5200

FILE NO.

December 10, 1986

Paul Rudd
Anoka County Engineer
Anoka County Courthouse
325 E. Main St.
Anoka, MN 55303

RE: CSAH 18, Anoka County - 4 Turn Lanes for Access to Carlos Avery WMA.

Dear Mr. Rudd,

The Department of Natural Resources, Section of Wildlife submitted a list of projects to the Minnesota Department of Transportation State Aid Office for construction next year.

As outlined in recent legislation, all projects must be approved by the County State Aid Screening Board. The board must obtain written comment on the project from the County Engineer before they can approve the project.

The project we are proposing is the construction of four (4) turn lanes on CSAH 18 at access points to Carlos Avery WMA. One at the junction of Zodiac Avenue and CSAH 18, one approximately one mile west on the east side of the Carlos Avery Game Farm and two, one for the Game Farm and one for the road south of the Game Farm entrance. Enclosed is a map showing the location of these turn lanes.

We are requesting you, as County Engineer, to prepare a written comment as to why this project is needed and should be approved. Also needed is a fairly detailed description and cost estimate of the project. See October 31, 1986 letter from John Strohkirch to Tom Isley.

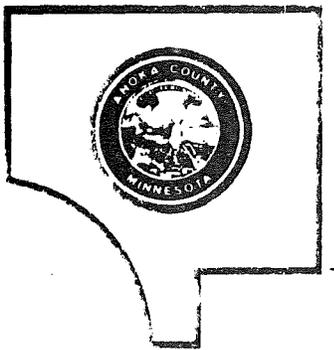
Tom Isley has requested that this information be to him by January 15, 1987. Since this is relatively soon a meeting between us would probably get this all done the fastest. I would also like to talk to you about our Howard Lake Project on CSAH 23.

Sincerely,

Tim J. Wallace
Asst. Game Farm Manager
Carlos Avery Game Farm
5463 W. Broadway
Forest Lake, MN 55025

AN EQUAL OPPORTUNITY EMPLOYER

TJW:jaa



COUNTY OF ANOKA

*Department of Highways
Paul K. Ruud, Highway Engineer*

COURT HOUSE ANOKA, MINNESOTA 55303 612-421-4760

January 23, 1987

Mr. Tim Wallace,
Assistant Game Farm Manager
State of Minnesota
Department of Natural Resources
Carlos Avery Game Farm
5463 W. Broadway
Forest Lake, MN. 55025

Dear Mr. Wallace:

We have reviewed your request to utilize County State-Aid Highway (CSAH) Funds to improve the access to your facility adjacent to our CSAH #18 in Columbus Township. Your request specifically requested turn lanes at three locations.

The County has programmed the reconstruction of CSAH #18 from CSAH #17 (Lexington Avenue) to CSAH #19 (Potomac Street) in 1988. This project will consist of regrading, construction of base and surfacing and will include two 12 foot wide driving lanes and two 8 foot wide paved shoulders.

The utilization of CSAH Park Funds to add the requested left and right turn lanes would be an appropriate use of these funds. The cost of widening the roadway to accommodate these turn lanes and to provide a concrete median at the main entrance to the Game Farm is \$130,000.00.

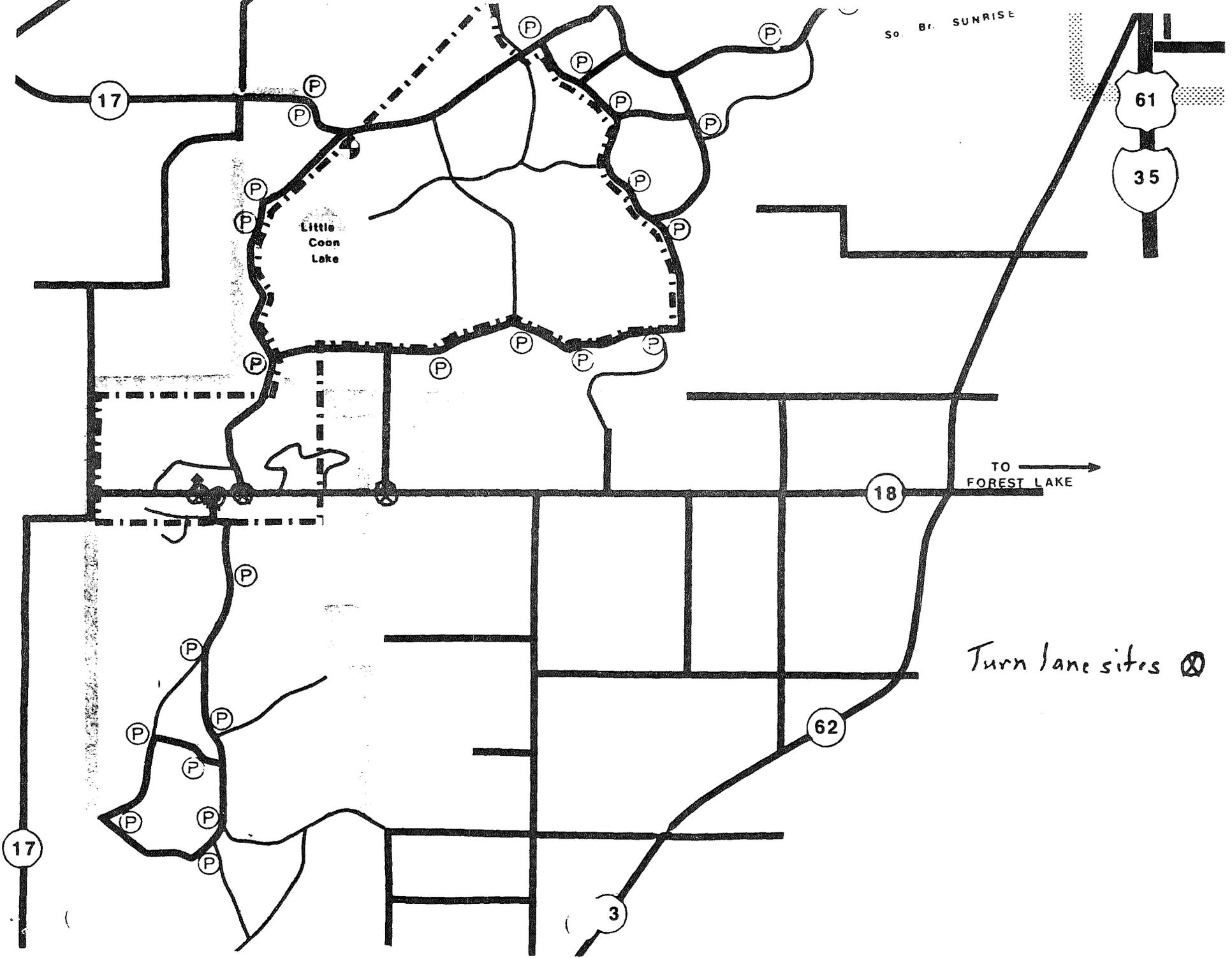
In the processing of our plans, we would trust that the widened section required to provide the turn lanes will not adversely impact the project from the environmental review point of view.

Please contact us should you need further information or supporting data.

Very truly yours,

Paul K. Ruud, PE
County Engineer

dmh



DEPARTMENT OF HIGHWAYS

MILLE LACS COUNTY

665 - 8th STREET N.E.

P.O. BOX 95

MILACA, MINNESOTA 56353

RICHARD C. LARSON
COUNTY HIGHWAY ENGINEER
1-612-983-2561, Ext. 290

December 31, 1986

Mr. John Strohkirch
Park Development Specialist
Division of Parks and Recreation
Minnesota Department of Natural Resources
Box 39, 500 Lafayette Road
St. Paul, MN 55146

RE: CSAH 20, Mille Lacs Wildlife Area

Dear Mr. Strohkirch:

County State Aid Highway 20 is part of an inter-county road system that provides access between T.H. 169 in Mille Lacs County and T.H. 47 in Kanabec County. It is the only year-round road providing such access in the 23 miles between the towns of Ogilvie and Isle. CSAH 20 follows the south boundary of the Mille Lacs Wildlife Area for 5½ miles. The Rum River State Forest is located adjacent to the road on the south. It is classified as a major collector and is part of the Federal Aid Secondary system.

This route serves a heavily used wildlife recreation area in the county. Much of the traffic on the road is recreation related. The road serves 20 parking areas and about 60 rustic campsites which are generally well utilized in the fall months of the year. In winter the road is access to snowmobile and cross country skiing trails including the popular Hoot Owl Ridge Trail. Hunters and scenic wildlife viewers use the road. The road provides access to the Rum River Forest and is also used for logging.

CSAH 20 was constructed in 1900 to a width of 26 feet. It was surfaced in 1956 with gravel. It is 6.5 miles long and is often closed in the spring due to flooding and mud. The road becomes impassable after long wet periods and in heavy rains. The county has spent money on ditching and fill in low areas of the road. The county board authorized the expenditure of up to \$50,000 in local funds in 1982 for spot improvements of the west end of the road but the work was not done.

The estimated cost to improve the road in the low swampy area is about \$124,000 per mile. I recommend you consider improving the western two miles of road at a cost of \$248,000 to provide access to the most used areas including the Hoot Owl Ridge Trail as the first phase of this project. You must commit to completing the rest of the road (3.5 miles) as the second phase at a cost of \$400,000 in a logical time frame. This would allow the county time to purchase the private right of way that is needed for phase II.

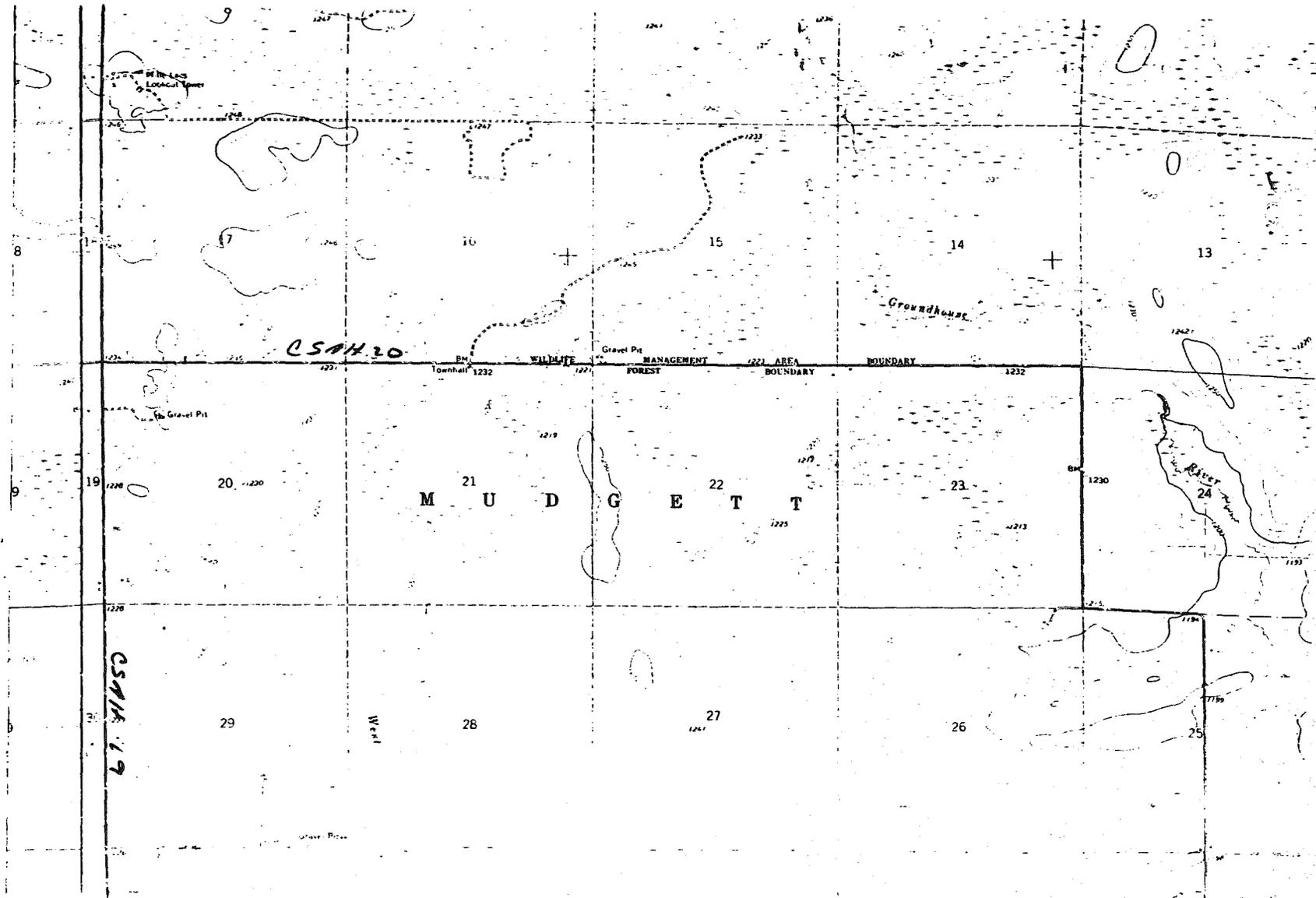
Sincerely,



Richard C. Larson, P.E.

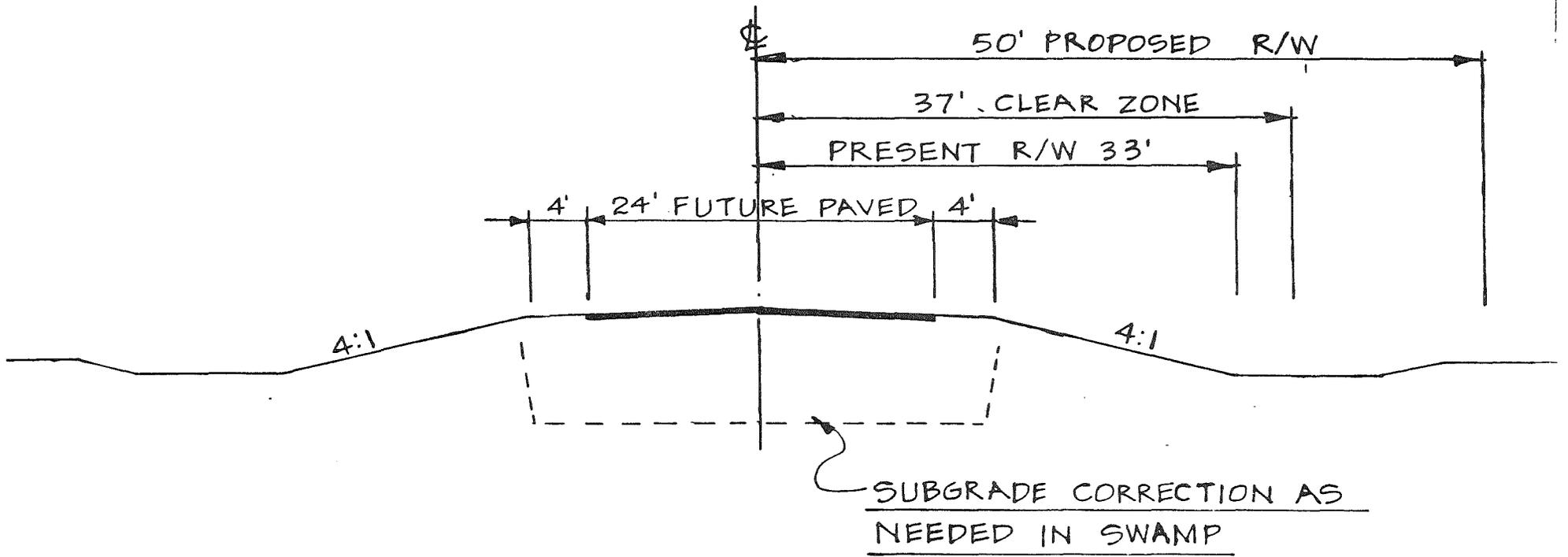
AN EQUAL OPPORTUNITY EMPLOYER

Cc: Dick Tuszynski
Dave Reed
Gordy Fay



C.S.A.H. 20

PROPOSED DESIGN



RESOLUTION
HD 1-6-87-2

REQUEST FOR STATE AID PARKWAY ROAD FUNDS

WHEREAS, CSAH 20 serves the Mille Lacs Wildlife Management Area and the Rum River State Forest; and

WHEREAS, CSAH 20 is in need of improvement but no local, state or federal funds will be available for its improvement in the foreseeable future; and

WHEREAS, the Department of Natural Resources has funding for State Aid Parkway Roads serving recreational areas; now therefore

BE IT RESOLVED, that the Mille Lacs County Board supports and encourages the designation of these funds for the improvement of CSAH 20 and copy of this resolution be forwarded to them.

ATTEST:


Elmer Warolin
Auditor/Treasurer


E.A. Strelow
Chairman, County Board

CERTIFICATION

I do hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted and approved by the Mille Lacs County Board of Commissioners on January 6, 1987.


Elmer Warolin, County Auditor/Treas
Mille Lacs County, Minnesota

DEPARTMENT Natural Resources - Wildlife

Office Memorandum

TO: John Strohkirch, Park Dev. Spec.

DATE: 1-7-87

FROM: ^{ROK} Dick Tuszynski, WAs, Mille Lacs WMA

PHONE: 532-3537

Through: ^{WLF} Henry Wulf, Regional Wildlife Supervisor

SUBJECT: Public use of the Mille Lacs WMA parking lots adjacent to Mille Lacs CSAH 20.

Figures recently received from an on going ruffed grouse hunting pressure research project being conducted by the University of Minnesota indicate that 1,825 cars used the WMA parking lots along Mille Lacs Co. Rd. 20 for weekend hunting trips from 1980-1985 {1986 figures are not yet tabulated}. The mean for the past six years was 304 cars per year during the 15 weeks grouse normally were hunted on the unit. No grouse hunting survey is taken during the firearms deer season.

I have recorded 904 cars using the same area on weekends during the 1985 and 1986 deer seasons for an average of 452 per year. The firearms and muzzleloader deer seasons on the WMA extend for six weeks. Figures for previous years are not readily available.

The numbers listed above, indicating the degree of public use along Mille Lacs CSAH 20 {see M.L. Co. Engineer Dick Larson's 12/31/86 letter to you} should be considered minimum figures. Counts are taken only on weekends {Saturday and Sunday} and through the use of license plate numbers represent only a single tabulation of each car's use per day. This is difficult to do because hunters frequently change locations or arrive and leave between hunting pressure checks. Detailed records of other types of hunting {bear, waterfowl, etc.}, trapping, cross country skiing, hiking, snowmobiling, etc. along the road are not retained. Vehicular traffic from Sept. through Dec. on CSAH 20 is particularly heavy during the early morning hours, midday and after sunset, corresponding to hunter and other recreationists' movements. Mr. Larson's letter also mentioned rustic camping along the road. "Primitive" camping is allowed on the Mille Lacs WMA with a permit and seems to be increasing, especially the number of self contained RVs. It is not uncommon to have 5-10 fairly large units parked in the lots along CSAH 20 during peak weekends.

Local commuter traffic on Mille Lacs CSAH 20 between T.H. 169 and T.H. 47 also seems to be increasing although I have no direct measure of this.

OFFICE OF
COUNTY HIGHWAY ENGINEER
Cottonwood County
Windom, Minn. 56101

L. W. Emerson, Engineer

Phone 507-831-1389

January 7, 1987

Mr. John Strohkirch
Park Development Specialist
Division of Parks and Recreation
Minnesota Department of Natural Resources
Box 39
500 Lafayette Road
St. Paul, MN 55146

Re: CSAH NO. 15
Talcot Lake Wildlife Management Area

Dear Mr. Strohkirch,

Mr. Roy Peterson, manager of the Talcot Wildlife Area, has submitted for re-construction the 1.5 mile section of CSAH NO. 15 which is within the Wildlife Area located between CSAH NO. 7 and the West County Line. The average daily traffic is 90 vehicles per day, taken from the 1984 traffic map.

Other than local traffic, this section of road is used by people fishing and hunting the Wildlife Area. Also, there is a lot of traffic generated by commercial gravel haulers from gravel pits located across the county line in Murray County. This situation creates a serious dust problem endangering the public and the environment in the area.

At the present time CASH NO. 15 is a gravel road and requires considerable maintenance due to conditions resulting from gravel hauling operations from the nearby pits. We would propose a 7 Ton design consisting of 6 inches gravel base, three inch bituminous and gravel shoulders. The estimated cost for this work is \$155,000. No construction work on county roads in this area is scheduled until 1987, which would also be the most appropriate time for this project.

Sincerely,



L. W. Emerson
County Highway Engineer
Cottonwood County

LWE/v1

COUNTY of MURRAY

Office Of
HIGHWAY ENGINEER
~~XXXXXXX~~ P. O. BOX 86
Slayton, Minnesota 56172

DONALD M. BARTH
HIGHWAY ENGINEER
507-836-6327

January 12, 1987

Mr. John Strohkirch
Park Development Specialist
Division of Parks & Rec.
MN/DNR
500 Lafayette Road
St. Paul, MN. 55146

Re: CSAH 47 Murray County, Talcot Lake

Dear Mr. Strohkirch:

This route is about 1 mile long, gravel surface, and has an average traffic count of 75 vehicles per day. This road was constructed to a 26 foot top in 1935. It is estimated the grading cost to upgrade would be \$ 30,000. The estimated cost of a base and bituminous surface would average \$ 100,000.

If this project were to be done it would serve as the west access to Lake Talcot from Murray County providing an all weather surface.

Yours truly,

Donald M. Barth
County Engineer

DMB:vr

DEPARTMENT Natural Resources*Office Memorandum*

TO : Tom Isley

DATE: 1/15/87

FROM : Roy J. Peterson
Talcot Lake WMASUBJECT: Reconstruction of Cottonwood County CSAH # 15
and Murray County CSAH # 47.

The upgrading and improvement on this road would be a benefit to hunters, fisherman, sightseers, educational groups, and of course, general motor traffic through the area.

County road # 15 is a wide gravel road running through the middle of the Talcot Lake Wildlife Management Area. Dust on this road is a very serious problem making it difficult to park or drive on. In fact, on a still day it is shrouded by dust. The plant life and water on both sides of the road is covered by dust until it rains and then, of course, this goes into the marsh water or streams. It is also difficult to park, fish, or hunt along the road for this reason. County road # 15 becomes Murray County road # 47 at the County line and continues for one mile into Murray County. This section of road is one of the main arteries to Talcot Lake from Murray County.

The daily traffic counts were made in 1984 and possibly not in the fall when the road is most heavily used, also the people day use on the Wildlife Area has increased 22% in one year.

I also submitted the upgrading of Cottonwood County road # 7 but the county engineer did not think it was possible at this time, so I guess we will have to drop it for now.

RJP:jgb
CC: Larry Nelson

NOTES & COMMENTS

SEE THE

LAKE COUNTY HIGHWAY DEPARTMENT



North Shore Scenic Drive
Lake Superior
International Highway

P.O. Box J
Two Harbors, Minnesota 55616
Phone (218) 834-5581

August 21, 1987



John Strohkirch
Park Development Specialist
Division of Parks and Recreation
Minnesota Department of Natural Resources
Box 39
500 Lafayette Road
St. Paul, Minnesota 55146

RE: Park Access Roads
C.S.A.H. #7

Dear John,

We have recently drafted plans for a safety improvement on C.S.A.H. No. 7. This improvement is a little over one quarter mile in length. It involves widening the roadway between a rock fall and the Baptism River. The area is quite scenic but, presently, quite hazardous. This is especially true during winter months when ice builds up along the rock face and collects on the side of the road.

The project is shown on the attached map. It involves quite a bit of rock work on the north side of the road and an absolute minimum of fill into the river side. Even so, guard rail will have to be installed on the river side to minimize impact into the Baptism River. Estimated project cost is approximately \$120,000.00.

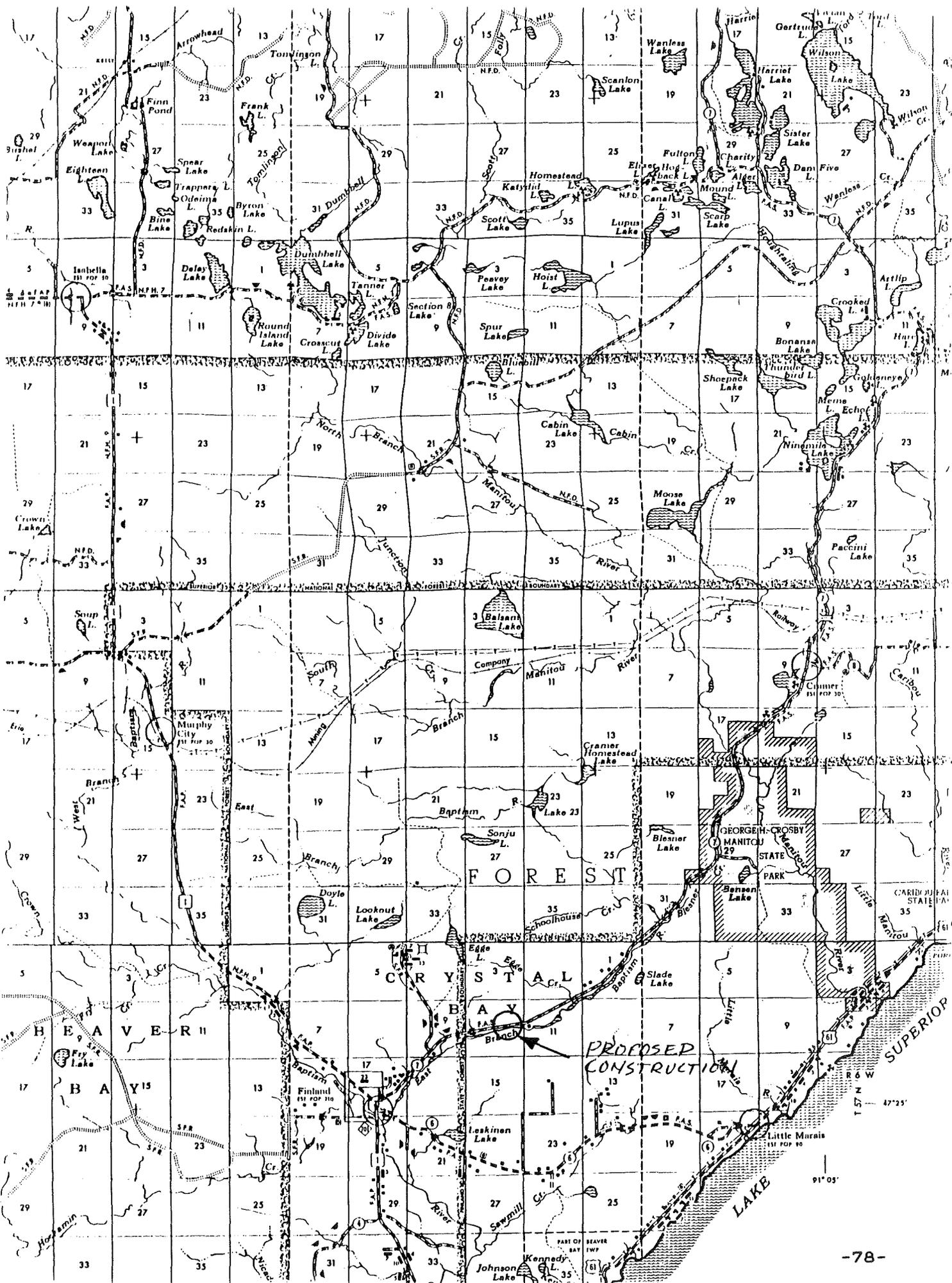
C.S.A.H. No. 7 serves as an entrance to George H. Crosby - Manitou State Park. Given this, would it be possible to fund fifty percent, about \$50,000.00, of this project with State Park Access funds? If so, what would the timing be on this project, since the plans are virtually complete and we anticipate a possible October letting of this year. Please call me if you need more information on this project.

Yours truly,

Alan D. Goodman
Lake County Highway Engineer

ADG/RKM
Enc.

cc: Bill Croke





Minnesota Department of Transportation

District 6
North Highway 52, Box 6177
Rochester, Minnesota 55903

Phone 507/285-7381

August 19, 1987

Mr. John Strohkirch
Mn/DNR Development Specialist
P.O. Box 39
500 Lafayette Road
St. Paul, MN 55146

Re: **Carley State Park**
Entrance on CSAH 4

Dear Mr. Strohkirch:

This spring I reviewed the Carley State Park entrance with yourself, the Park Manager and the Wabasha County Engineer.

The inplace park entrance is located on -8.4% grade at the north end of a 975 ft. long crest vertical curve. The design speed on the crest vertical curve is about 40 MPH based on Mn/DOT stopping sight distance. Intersection sight distance to the south along CSAH 4 is approximately 500 ft. which provides a design speed of about 35 MPH.

Entrance locations reviewed were 1) inplace, 2) 400+ ft northerly, 3) 700+ ft. southerly. Ranking the three locations with respect to safety results in the following:

The entrance about 400 ft. northerly of the inplace entrance would provide the greatest intersection sight distance and therefore be the most desirable. Intersection sight distance to the south would provide approximately 10 seconds time at 60 MPH. The only undesirable feature of this location is a nearby bridge without full shoulders. The lack of bridge shoulders precludes standard turn and bypass lanes. However Wabasha County experience seems to indicate that turn and bypass lanes are not necessary at this location.

Mr. John Strohkrich, Mn/DNR
Re: Carley State Park
Entrance on CSAH 4
August 19, 1987

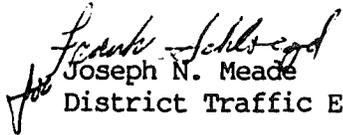
- Page 2 -

The entrance 700 ft. southerly is the next most desirable location. This location is near the crest of the 975 ft. long vertical curve. The intersection sight distance to the north is nearly identical to that of the in-place entrance. However this location is near the crest of a large hill and therefore gravity will tend to reduce speeds. Because of the limited sight distance, bypass and right turn lanes should be installed if this location is utilized.

STATE PARK'S
Preferred
Alternative.

The in-place entrance is the least desirable location because of the limited sight distance to the south and the steep grade. Bypass and right turn lanes should be constructed as soon as practical if this location is to be continued. Also advisory speed signing should be considered.

Sincerely,


Joseph N. Meade
District Traffic Engineer.

JNM:mah
cc: Al Forsberg
Gene Groebner
File



WABASHA COUNTY
Department of Highways

Court House
WABASHA, MINNESOTA 55981

August 25, 1987

ALAN T. FORSBERG, P.E.
COUNTY HIGHWAY ENGINEER
PH. 612-565-3366

John Strohkirch
MN/DNR Development Specialist
P.O. Box 39
500 Lafayette Road
St. Paul, Minnesota 55146

RE: Carley State Park
Entrance on C.S.A.H. No. 4

Dear Mr. Strohkirch:

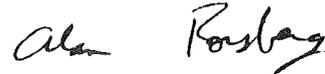
I concur with the entrance recommendations made in the August 19, 1987 letter from Joseph N. Meade, MN/DOT, to you. The County very much appreciates MN/DOT's expert assistance.

Because of the safety problems with the entrance, I believe the MN/DNR should proceed as quickly as possible to obtain necessary right-of-way and construction funds to relocate the entrance as recommended.

As we discussed earlier, C.S.A.H. park road funds may be available for construction. However, I understand there is a waiting list of projects, and it may be desirable to pursue other MN/DNR funds.

If I can be of any assistance, please call me at 612-565-3366.

Sincerely,



ALAN FORSBERG, P.E.
Wabasha County Engineer

AF/eg

cc: Verlynn LeVan, Chairman, Wabasha Board of Commissioners
Joseph N. Meade, MN/DOT District Traffic Engineer
John Edwards, Maintenance Foreman, Wabasha County Highway Dept.
Gene Groebner, Manager, Carley State Park

R E F E R E N C E

M A T E R I A L

* * * * *

1987 COUNTY SCREENING BOARD DATA
OCTOBER, 1987

C.S.A.H. 20-Year Traffic Projection Factors
(For Use in the 1987 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1987 Needs Study.

Those counties which have a square around two factors had their traffic counted in 1985 but time did not permit the needs to be updated last year. Those counties which have two factors circled on the map had their traffic counted in 1986. The first factor is the one used last year and the second one will be used for the 1987 Needs Study.

Minutes of the County Engineers Screening Board Meeting

June 17 & 18, 1987

Call to order at 1:10 P.M. June 17, 1987 by Chairman Lee Amundson. Chairman Amundson requested that only delegates speak to an issue and that others receive approval from the respective district delegate before speaking to an issue.

Roll call of members:

Dick Hansen.....St. Louis County.....District 1.....Present
Dave Olsonawski.....Kittson County.....District 2.....Present
Duane Lorsung.....Todd County.....District 3.....Present
Lee Amundson.....Stevens/Traverse County.....District 4.....Present
Roger Gustafson.....Carver County.....District 5.....Present
Mike Pinsonneault.....Goodhue County.....District 6.....Present
Bob McPartlin.....Waseca County.....District 7.....Present
Don Paulson.....Yellow Medicine County.....District 8.....Present
Ken Weltzin.....Ramsey County.....District 9.....Present

Chairman Amundson introduced Duane Blanck, Crow Wing County, as the newly appointed Secretary.

Chairman Amundson called for approval of the October 29 & 30, 1986 Screening Board minutes. Bob McPartlin moved and Dick Hansen second a motion to approve the minutes as distributed. Motion carried unanimously.

Chairman Amundson introduced the Mn/DOT Personnel from State Aid in attendance:

Gordon Fay.....Director, Office of State Aid
Roy Hanson.....Assistant State Aid Engineer
Ken Hoeschen.....Manager, County State Aid Needs Unit
Ken Straus.....Manager, Municipal State Aid Needs Unit

Bill Croke.....District 1 State Aid Engineer
Jack Isaacson.....District 2 State Aid Engineer
Dave Reed.....District 3 State Aid Engineer
Vern Korzendorfer.....District 4 State Aid Engineer
Chuck Weichselbaum.....District 5 State Aid Engineer
Earl Welshons.....District 6 State Aid Engineer
Harvey Suedbeck.....District 7 State Aid Engineer
John Hoeke.....District 8 State Aid Engineer
Elmer Morris.....District 9 State Aid Engineer

Chairman Amundson then introduced Don Wisniewski, Washington County, General Subcommittee Chairman; Art Tobkin, Clearwater County, and Dave Everds, Dakota County, members of the General Sub-Committee.

Chairman Amundson recognized others present:

Al Goodman.....Lake County.....District 1 Alternate
Mike Rardin.....Polk County.....District 2 Alternate
Gene Mattern.....Wadena County.....District 3 Alternate
Neil Britton.....Fillmore County.....District 6 Alternate
Bob Witty.....Martin County.....District 7 Alternate
Tom Behm.....Lyon County.....District 8 Alternate
Dave Everds.....Dakota County.....District 9 Alternate
Herb Klossner.....Hennepin County
Walter Leu.....Chisago County.....Computer Committee
Wayne Olson.....Pennington County..Computer Committee

Chairman Amundson called for nominations for Vice Chairman of the Screening Board from any of the odd number District Screening Board members. Dave Olsonawski nominated Bob McPartlin and Duane Lorsung second the nomination. Dick Hansen moved and Ken Weltzin second a motion to close nominations and a unanimous ballot be cast for Bob McPartlin. Motion carried.

Chairman Amundson then asked Ken Hoeschen to lead the discussion of the Screening Board Booklet. Ken reviewed usual procedure is to review-discuss the entire booklet and hold any action until the next day.

Pages 2 thru 8 - Rural Design Unit Prices

Ken H. noted that these pages are data indicating trends of C.S.A.H. Unit Prices.

Page 10 & Figure "A" - Rural Design Gravel Base Unit Price Data

Ken said Figure "A" is the Sub-Committee recommendation for the 1987 Needs Study. He then explained the Legend in detail and the alternatives used to establish unit prices for counties with less than 50,000 ton of gravel base in the study period, the same as previous years. Ken pointed out that 69 counties decreased and 18 counties increased from last year; the average change was -24¢; the state average is \$3.92/ton.

Page 11 - Unit Price Inflation Factor Study

Ken briefly explained this page; the Sub-Committee is recommending again that all project costs are brought up to--or down to--the current year average price.

Pages 12 & 13 - C.S.A.H. Roadway Unit Price Report

Ken provided additional information in a handout to further explain the report which was a Sub-Committee charge to investigate urban and rural gravel base prices. The Rural and Urban Design gravel base data was combined to arrive at an average; the Sub-Committee is recommending this combined approach. Ken explained in detail all information contained in the report (pg. 13) and the handout.

Pages 14 & 15 - C.S.A.H. Miscellaneous Unit Price Report

Ken explained this report and the basis for the unit prices noted; it was pointed out that the M.S.A.S. Screening Board revised Conc. Pave. Removal/Sq. Yd. to \$3.75 in lieu of \$4.00. Roger Gustafson inquired of the bridge prices and the basis for them; Roy Hanson advised that they are based on actual unit prices for projects currently underway.

Pages 18 thru 22 - History of Mileage Requests

Information only--no discussion.

Pages 23 thru 31 & Figure "B" - Carver County Mileage Request

Ken explained the request. Questions were raised by various delegates such as: have any State-Aid funds previously been expended; if so, how are they reimbursed? Is there system continuity? Roger Gustafson, Carver County Engineer responded to all questions raised. D.S.A.E. Weichselbaum explained the pro-rated "payback" procedure for such situations.

Page 34 & Figure "B" - Subbase Unit Price Data

Information only--no discussion.

Page 35 - FAS Fund Balance Deductions

Ken noted the date in the last line of the resolution should read September 1st in lieu of June 30th. This information is provided simply as notification or forewarning. Ken indicated that C.S.A.H. Fund Balance data will be included in the future. There is no action required by the Board.

Pages 38 thru 41 - CSAH Urban Design Complete Grading Cost Study

Ken noted that a study of complete CSAH Urban Design Grading Costs has been underway for the past two years similar to the Rural Grading Cost study; each county has estimated its urban grading costs by segments and the District State-Aid engineers have reviewed and are recommending this study (pg. 38). Page 39 is a map noting each county's average urban design grading costs/mile; pages 40 and 41 indicate the miles involved. Ken provided a handout with information about the results of the urban grading adjustment based on the 1987 apportionment.

Page 42 - Needs Adjustments for Variances Granted on CSAHs

This is for information only. Ken advised that Washington County should be removed from the listing even though a variance was granted; the project was constructed to standards and the variance was not used.

Pages 43 thru 54 - Minutes of the County Engineers Screening Board Meeting October 29 & 30, 1986

Earlier approved by motion.

Pages 55 thru 61 - Sub-Committee Meeting Minutes

Information only--no discussion.

Pages 62 thru 73 - Screening Board Resolutions

Information only--no discussion.

Pages 76 thru 86 - Sub-Committee Report on Inactive Needs Adjustments

Report was prepared by Art Tobkin of the Sub-Committee; Art briefly reviewed the information noting the three (3) alternatives of the conclusion portion of the report. Comments were made by various parties dealing with local effort and needs reinstatement.

Pages 87 thru 94 - Sub-Committee Report on Traffic Projection Factors

Report was prepared by Don Wisniewski of the Sub-Committee; Don briefly reviewed the information noting the recommendation of the report. Correction was noted for Carver County's recommended factor; should read 1.5 in lieu of 1.6. Comments were made by various parties regarding the 0.3 limit, the tempering effect and the effect on needs.

Pages 95 & 96 - Sub-Committee Report on Procedure for Determination of Rural and Urban Needs Study Unit Prices

Report was prepared by Dave Everds of the Sub-Committee; Ken noted that this information previously discussed in pages 10 thru 13.

Ken commented on the follow-up report to the Legislative Auditor's Report (Blue Book) which has just been received for review by the State Aid Office.

Ken brought up the matter of allowing Needs reinstatement on C.S.A.H. segments built less than 25 years ago. It was requested that this matter be on the "agenda". Comments by Bob McPartlin that present procedures allow for reinstatement by consultation and approval of the District State-Aid Engineer, and in his opinion no further action is necessary.

Chairman Amundson acknowledged the "Computer Committee". Don Wisniewski, Chairman of the Computer Committee, reported that several meetings have been held with the purpose of putting together a complete software and hardware package for all Minnesota counties for a statewide County/State-Aid linkup. A package has been put together on a 40/60 split; 40% local (county) costs and 60% paid from the State-Aid Administrative account estimated at \$2,658 Local and \$3,987 State-Aid. Several individual questions were asked along with general comments. The Screening Board extended a thankyou applause to the Computer Committee.

Chairman Amundson invited Gordon Fay to comment; he commented on the recent state legislative year in that there was little positive affect on transportation-related issues, particularly county highways--FHWA has selected Minnesota to prepare a "combined road plan" and the State-Aid Office is working on such--certified acceptance program is being worked on--different faces due to retirements--concern continues to exist over the large balances in the FAS and CSAH construction accounts and Road & Bridge accounts in general--inter-governmental expenses and unallocated costs--and plan approval process.

Mike Pinsonneault moved and Dick Hansen second to adjourn the meeting to 8:30 A.M., June 18, 1987. Motion carried and meeting was so adjourned by Chairman Amundson.

Chairman Amundson reconvened the meeting at 8:40 A.M., June 18, 1987.

All Screening Board members were present.

Page 10 & Figure "A" - Rural Design Gravel Base Unit Prices

Chairman Amundson asked if there were any questions. Bob McPartlin asked if the Sub-Committee reviewed the 50,000 ton minimum requirement and was advised by Ken "yes".

Ken Weltzin moved and Dick Hansen second a motion to accept the Sub-Committee's recommendation for gravel base prices. Motion carried unanimously by voice.

Pages 12 & 13 - CSAH Roadway Unit Price Report

Ken asked for questions. Mike Pinsonneault suggested to hold action temporarily for more information to be worked up by Ken which was concurred with by the Board.

Pages 14 & 15 - CSAH Miscellaneous Unit Price Report

Ken explained again this report. Dick Hansen moved and Dave Olsonawski second a motion to accept the Sub-Committee's recommendation for miscellaneous prices. Motion carried unanimously by voice.

Pages 23 thru 31 - Carver County Mileage Request

Ken Weltzin moved and Dick Hansen second a motion to grant mileage request as presented. Motion carried by ballot: 9, Yes; 0, No.

Pages 38 thru 41 - CSAH Urban Design Complete Grading Cost Study

Ken commented briefly and noted the recommendation is that of the District State-Aid Engineers. Various questions asked related to apportionment affect and adjustment mechanism. Ken Weltzin moved and Mike Pinsonneault second a motion to accept

the District State-Aid Engineers' recommendation for the Urban Design Complete Grading Cost Study for the 1988 apportionment. Motion carried by ballot: 8, Yes; 1, No.

Roger Gustafson moved and Duane Lorsung second a motion to have an annual adjustment to the urban design grading costs. After much discussion the motion was withdrawn by both the maker and second.

Ken Weltzin raised a question concerning widening and how it relates to the urban design grading costs. Much discussion followed. Dick Hansen moved and Roger Gustafson second a motion to refer to the General Sub-Committee for study and recommendation 1) an annual adjustment procedure to the urban design grading costs and 2) a method to determine widening needs for urban design segments. Motion carried unanimously.

Page 75 and Following - Sub-Committee Reports

Don Wisniewski reviewed the recommendations on Page 80. Various comments were made regarding standards and non-reporting of local efforts. Bob McPartlin moved and Duane Lorsung second a motion to request the Minnesota County Highway Engineers Association's Standard Committee to review current CSAH standards for appropriate changes and so advise the Screening Board. Motion carried unanimously.

Bob McPartlin moved and Mike Pinsonneault second a motion to request the General Sub-Committee to further review the issue of non-reporting of work accomplished on the CSAH system with local funds and to develop guidelines as to what is to be reported.

Bob McPartlin moved and Ken Weltzin second a motion to request the Minnesota County Highway Engineers Association's Executive Committee to address the issue of needs reinstatement and so advise the Screening Board. Motion carried unanimously.

Ken Weltzin moved and Dick Hansen second a motion to accept the recommendation of the General Sub-Committee regarding traffic projection factors as presented on Page 88. After some discussion Bob McPartlin moved and Roger Gustafson second a motion to amend the recommendation by removal of the 0.3 adjustment limitation. Motion to amend carried by show of hands: 9, Yes; 0, No. After further discussion the motion as amended carried by ballot: 7, Yes; 2, No.

Pages 95 & 96 and 13 - Unit Prices

Additional information was provided by Ken Hoeschen as earlier requested. Ken Weltzin moved and Roger Gustafson second a motion to accept and approve the C.S.A.H. Roadway Unit Price Report as recommended by the Sub-Committee and presented on Page 13. Motion carried by ballot: 7, Yes; 2, No.

The issue of Needs Reinstatement on segments built less than 25 years ago as brought up by Ken Hoeschen was further discussed. Roger Gustafson expressed that the matter is resolved by current practice and as noted on Page 65 of the Spring Screening Board booklet. No further discussion followed.

Chairman Amundson noted that all agenda business items had been addressed and acted upon. No further business items were brought to the floor by any member of the Screening Board.

Chairman Amundson expressed thanks to Don Wisniewski, Chairman of the General Sub-Committee for his term of service; a hearty thank-you applause was extended by the Screening Board.

Chairman Amundson thanked Ken Hoeschen for his assistance and excellent job in presenting the material for the Screening Board; a thank-you applause was extended by the Screening Board.

Chairman Amundson opened the floor to comments from anyone in attendance. Gordon Fay again mentioned the Legislative Auditor's Report and suggested the Committee previously established could perhaps be reactivated to review and comment on the follow-up Report. Gordon advised that DSAE Harvey Suedbeck will be retiring the end of June and thus this is his last Screening Board meeting; Harvey has done an excellent job working with the State-Aid system. Harvey expressed his pleasure in working with County Engineering and the State-Aid system. Best wishes for a long and happy retirement were extended along with a round of applause by the Screening Board.

Dave Olsonawski moved and Don Paulson second a motion to adjourn. Motion carried. Chairman Amundson declared the meeting adjourned at 10:45 A.M., June 18, 1987.

Respectfully submitted,



Duane A. Blanck
Crow Wing County
Screening Board Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
September 24, 1987

Members Present: Art Tobkin - Clearwater County
 Dave Everds - Dakota County
 Dick Skalicky - Steele County

Others in Attendance: Roy Hanson - State Aid Mn/DOT
 Ken Hoeschen - State Aid Mn/DOT

The meeting was called to order by Chairman Tobkin at 1:00 P.M. on Thursday September 24, 1987 in room 419 of the Transportation Building in St. Paul.

The first subject to be discussed was "Urban Design Complete Grading Needs" The Screening Board directed the Subcommittee to study and recommend an annual adjustment procedure to the urban design complete grading costs. The Subcommittee agreed to recommend that the method used to adjust the rural design grading needs also be used for urban design grading needs. They directed that the 1987 projects be processed in this manner and the results be presented to the Screening Board at its meeting in the spring of 1988.

The next item for discussion was "Urban Design Grade Widening Needs". The Subcommittee reviewed the present procedure and several alternatives. The consensus of the Subcommittee was to have the County Engineers submit grade widening costs on all segments which call for grade widening using the same basic criteria as was used for the complete grading cost study. The request for this submittal will be sent out to the District State Aid Engineers after the October Screening Board Meeting. The resulting costs will then be reviewed by the Subcommittee and a firm recommendation will be presented, probably at the 1988 spring meeting.

The third directive to the Subcommittee was to review the issue of non-reporting of work accomplished with local funds. The Subcommittee agrees with the concept of the present "Construction Accomplishment" resolution but will be suggesting the following additions.

1. Any projects graded with local funds to less than State Aid standards will still draw partial needs on the remaining deficiencies.
2. For any construction accomplished that is not reported in the proper needs update, some sort of penalty procedure shall be adopted by the Screening Board.

The meeting was adjourned at 3:50 P.M.

Respectfully submitted,


Kenneth M. Hoeschen
Acting Secretary

CURRENT RESOLUTIONS OF THE
COUNTY SCREENING BOARD

July, 1987

BE IT RESOLVED:

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

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

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

Screening Board Vice-chairman - June 1968

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

Screening Board Secretary - Oct. 1961

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

Research Account - Oct. 1961

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

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

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

General Subcommittee - Oct. 1986

That the Screening Board Chairman appoint a Subcommittee to annually study all unit prices and variations thereof, and to make recommendations to the Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years, and representing the north (Districts 1, 2, 3 and 4), the south (Districts 6, 7 and 8) and the metro area (Districts 5 and 9) of the state. Subsequent terms will be for three years.

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.

Funds 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

townships' total annual allocation from the gross money needs of the county for a period of twenty-five years.

Bond Adjustment - Oct. 1962 (Latest Rev. Oct. 1985)

That a separate annual adjustment shall be made in total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.181 for use on State Aid projects except bituminous overlay or concrete joint repair projects. That this adjustment, which covers the amortization period, which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

FAS Fund Balances - Oct. 1973 (Latest Rev. June 1985)

That in the event any county's FAS Fund balance exceeds either an amount which equals a total of the last five years of their FAS allotments or \$350,000, whichever is greater, the excess over the aforementioned amount shall be deducted from the 25-year County State Aid Highway construction needs in their regular account. This deduction will be based on the FAS fund balance as of September 1 of the current year.

County State Aid Construction Fund Balances - May 1975 (Latest Rev. June 1985)

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as of September 1 of the current year; not including the current year's regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000, whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisition which is being actively engaged in shall be considered encumbered funds.

Rural Grading Cost Adjustment - Oct. 1968 (Latest Rev. Oct. 1985)

That, annually an adjustment to the rural 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.

Restriction of 25-Year Construction Needs Increase - Oct. 1975
(Latest Rev. Oct. 1985)

The CSAH Construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs shall be restricted to 20 percentage points greater than or lesser than the statewide average percent change from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs. Any needs restriction determined by this Resolution shall be made to the regular account of the county involved.

Trunk Highway Turnback - June 1965 (Latest Rev. June 1977)

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

<u>Existing ADT</u>	<u>Turnback Maintenance/Mile/2 Lanes</u>
0 - 999 VPD	Current mileage apportionment/mile
1,000 - 4,999 VPD	2 X current mileage apportionment/mile
For every additional 5,000 VPD	Add current mileage apportionment/mile

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial Turnback adjustment, when for less than 12 full months, shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of the Turnback maintenance per 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 mile shall be added to the annual money needs. This needs adjustment per mile shall produce sufficient needs apportionment funds so that when added to the mileage apportionment per mile, the Turnback maintenance per mile prescribed shall be earned for each 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. June 1986)

That any request, after July 1, 1966, 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 over the county's approved apportionment mileage for the preceding year 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. All mileage requests submitted to the County State Aid Highway Screening Board will be considered as originally proposed only, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted through 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 an internal revision will not be held in abeyance for future designation.

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 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.

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

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

TRAFFIC

Traffic Projection Factors - Oct. 1961 (Latest Rev. June, 1987)

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.

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

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

ROAD NEEDS

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

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

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

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

Soil classifications established by using standard testing procedures; such as soil borings or other approved testing methods shall have one hundred percent of the mileage requested to be changed tested at the rate of ten tests per mile.

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

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

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

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

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

Also, that for all roads which qualify for needs in excess of additional surfacing, the proposed needs shall be based solely on projected traffic, regardless of existing surface type 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. Nov. 1965)

That all grading costs shall be determined by the county engineer's estimated cost per mile except for urban design where the cost is computed using estimated quantities and unit prices.

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 1985)

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

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

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

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

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

The restrictions above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the County Engineer, and justification to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

Special Resurfacing Projects - May 1967 (Latest Rev. Oct. 1985)

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

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

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

Right of Way - Oct. 1979

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

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

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

Forest Highways and State Park Access Roads - Oct. 1961 (Latest Rev. June 1985)

That for the determination of needs for those County State Aid Highways which are designated as a part of the Forest Highway System or are state park access roads, the appropriate standards documented in the "Rules for State Aid Operations" shall be used.

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. 1986)

That needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed 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.

Right of Way - June 1984 (Latest Rev. Oct. 1986)

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 by

the County and shall be comprised of actual monies paid to property owners. Only those Right of Way costs actually incurred by the county will be eligible. Acceptable justification of R/W purchases will be copies of the warrants paid to the property owners. It shall be the County Engineer's responsibility to submit said justification in the manner prescribed to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

Traffic Signals, Lighting, Retaining Walls, and Sidewalk - June 1984
(Latest Rev. Oct. 1986)

That needs for Traffic Signals, Lighting, Retaining Walls, and Sidewalk (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 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.

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

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.
- 4) Those variances requesting acceptance of widths less than standard for a grading and/or base & 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.