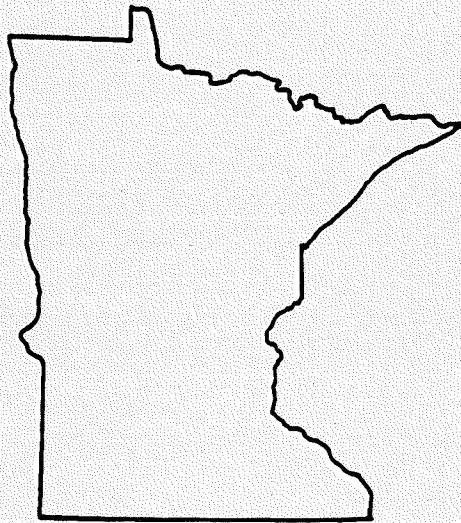




1991
COUNTY
SCREENING
BOARD

~~DATA~~ Report



October 1991

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MINNESOTA DEPARTMENT OF TRANSPORTATION

**OFFICE OF STATE AID
420 TRANSPORTATION BUILDING ST. PAUL, MINNESOTA 55155
395 JOHN IRELAND BOULEVARD**

DATE: October 4, 1991

TO: County Engineers
District State Aid Engineers

SUBJECT: County Screening Board Report

Enclosed is a copy of the 1991 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 30-31, 1991 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1992 Apportionment.

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

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

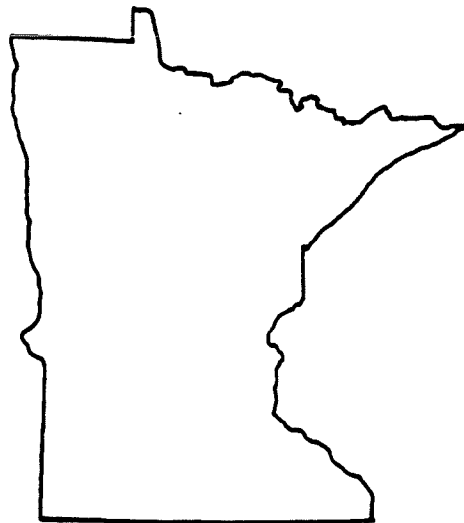
Sincerely,



**Kenneth M. Hoeschen, Manager
County State Aid Needs Unit**

Enclosure: County Screening Board Report

1991
COUNTY
SCREENING
BOARD
DATA



October 1991

1991 COUNTY SCREENING BOARD

LEE ENGSTROM	(91-92) - ITASCA COUNTY	- DISTRICT 1
WALTER LEU	(90-91) - LAKE OF THE WOODS COUNTY	- DISTRICT 2
JOHN WALKUP	(91-92) - AITKIN COUNTY	- DISTRICT 3
JACK COUSINS	(90-91) - CLAY COUNTY	- DISTRICT 4
BRAD LARSON	(91-92) - SCOTT COUNTY	- DISTRICT 5
MIKE SHEEHAN	(90-91) - OLMSTED COUNTY	- DISTRICT 6
STEVE SCHNIEDER	(91-92) - NOBLES COUNTY	- DISTRICT 7
PETE BOOMGARDEN	(90-91) - REDWOOD COUNTY	- DISTRICT 8
DON THEISEN	(91-92) - CHISAGO COUNTY	- DISTRICT 9
AL FORSBERG (SECRETARY)	- BLUE EARTH COUNTY	

1991 SCREENING BOARD ALTERNATES

WAYNE OLSON	- CARLTON COUNTY	DISTRICT 1
RUSS LARSON	- ROSEAU COUNTY	DISTRICT 2
CHUCK GRONBERG	- ISANTI COUNTY	DISTRICT 3
DAVE HEYER	- BECKER COUNTY	DISTRICT 4
ROGER GUSTAFSON	- CARVER COUNTY	DISTRICT 5
BILL GROSKURTH	- FREEBORN COUNTY	DISTRICT 6
GENE ISAKSON	- SIBLEY COUNTY	DISTRICT 7
GARY DANIELSON	- KANDIYOHI COUNTY	DISTRICT 8
DON WISNIEWSKI	- WASHINGTON COUNTY	DISTRICT 9

1991 CSAH GENERAL SUBCOMMITTEE

DAVE EVERDS	(JUNE, 92) - RAMSEY COUNTY
DICK LARSON, CHAIR	(JUNE, 93) - MILLE LACS COUNTY
BOB WITTY	(JUNE, 94) - MARTIN COUNTY

1991 CSAH MILEAGE SUBCOMMITTEE

GENE ISAKSON, CHAIR.	(OCT. 91) - SIBLEY COUNTY
PAUL RUUD	(OCT. 92) - ANOKA COUNTY
WAYNE OLSON	(OCT. 93) - CARLTON COUNTY

CSAH VARIANCE SUBCOMMITTEE (STANDING)

RON SANDVIK	- LE SUEUR COUNTY
PETE BOOMGARDEN	- REDWOOD COUNTY
DON WISNIEWSKI	- WASHINGTON COUNTY

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1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1992

The information listed below is presented as historical data for the 34 years of County State Aid Apportionments and preliminary data for the 35th year.

Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,100 miles of which almost 790 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 1992 has been estimated to be approximately \$228 million (the same as for 1991). The actual apportionment which will be made by the Commissioner in January will reflect any additional change in income to the County State Aid Highway Fund.

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

C.S.A.H. MILEAGE, NEEDS AND APPORTIONMENT - 1958 THROUGH 1992

YEAR	MILEAGE	NEEDS	APPORTIONMENT	ACCUMULATIVE 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	30,101.37	4,694,034,188	176,956,052	2,385,815,146
1989	30,119.91	4,801,166,017	224,066,256	2,609,881,402
1990	30,139.52	4,710,422,098	234,971,125	2,844,852,527
1991	30,144.88	4,905,899,327	228,425,033	3,073,277,560
1992	30,142.84 *	4,965,532,600	\$228,425,033 (EST.)	\$3,301,702,593

* DOES NOT INCLUDE 1991 TRUNK HIGHWAY TURNBACK MILEAGE.

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

Comparison of the Basic 1990 to the Basic 1991
25-Year Construction Needs

The following tabulation indicates the various stages of the 1991 C.S.A.H. needs study update and shows the needs effect each phase produced.

Normal Update -- Reflects the needs changes due to 1990 construction, system revisions and any other necessary corrections. Also, under the revised Screening Board resolution dealing with construction accomplishments, any segments graded in 1965 or earlier were eligible for complete needs. Also, any bridges built prior to 1956 were eligible for reconstruction needs. This increased several counties' needs considerably.

1991 Unit Prices -- Shows the needs impact of the unit prices approved at the June 18-19, 1991 meeting.

Railroad Crossing Costs -- Indicates the effect of the Railroad crossing costs adopted by the Screening Board in June.

1990 Traffic and Traffic Projection Factors Update -- Due to time constraints resulting from the reworking of the traffic counting system, we have not received new traffic maps for those counties which were counted in 1990:

Anoka	Kanabec	Olmsted
Carlton	Kandiyohi	Ramsey
Carver	Lake of the Woods	Rock
Dakota	Marshall	Scott
Douglas	Mille Lacs	Washington
Hennepin	Nobles	

We hope to get this resolved as soon as possible.

OCTOBER, 1991

Comparison of The Basic 1990 To The Basic 1991 25-Year Construction Needs

* THE NEGATIVE EFFECTS IN THIS COL. ARE THE RESULT OF CORRECTIONS MADE TO THE NORMAL UPDATE. THE EFFECT OF RR COST UPDATE SHOULD BE: + \$25,250 IN RED LAKE + \$100 IN COTTONWOOD

County	Basic 1990 25-Year Construction Needs	Effect of		Effect of		* Effect of		Basic 1991 25-Year Construction Needs	Total Change From 1990 Needs	Total % Change	County
		1991 Normal Update	% Change	Unit Price Update	% Change	Railroad Cost Update	% Change				
Carlton	\$51,045,286	\$272,587	0.5%	\$426,662	0.8%	\$50,000	0.1%	\$51,794,535	\$749,249	1.5%	Carlton
Cook	41,912,416	721,900	1.7%	679,089	1.6%	0	0.0%	43,313,405	1,400,989	3.3%	Cook
Itasca	91,913,004	2,625,928	2.9%	2,187,904	2.3%	10,700	0.0%	96,737,536	4,824,532	5.2%	Itasca
Koochiching	29,356,221	514,797	1.8%	272,507	0.9%	15,000	0.0%	30,158,525	802,304	2.7%	Koochiching
Lake	54,803,574	(1,392,312)	-2.5%	1,449,352	2.7%	20,400	0.0%	54,881,014	77,440	0.1%	Lake
Pine	102,176,158	(291,266)	-0.3%	1,825,374	1.8%	30,000	0.0%	103,740,266	1,564,108	1.5%	Pine
St. Louis	332,596,157	1,473,266	0.4%	936,961	0.3%	185,400	0.1%	335,191,784	2,595,627	0.8%	St. Louis
District 1 Totals	703,802,816	3,924,900	0.6%	7,777,849	1.1%	311,500	0.0%	715,817,065	12,014,249	1.7%	District 1 Totals
Beltrami	64,667,981	923,905	1.4%	(578,730)	-0.9%	25,050	0.0%	65,038,206	370,225	0.6%	Beltrami
Clearwater	33,641,910	(80,009)	-0.2%	239,951	0.7%	10,450	0.0%	33,812,302	170,392	0.5%	Clearwater
Hubbard	38,278,325	76,971	0.2%	(666,812)	-1.7%	5,000	0.0%	37,693,484	(584,841)	-1.5%	Hubbard
Kittson	42,653,229	1,468,551	3.4%	121,443	0.3%	60,000	0.1%	44,303,223	1,649,994	3.9%	Kittson
Lake of the Woods	16,072,102	948,054	5.9%	(188,694)	-1.1%	5,000	0.0%	16,836,462	764,360	4.8%	Lake of the Woods
Marshall	66,164,427	614,775	0.9%	(1,353,223)	-2.0%	71,100	0.1%	65,497,079	(667,348)	-1.0%	Marshall
Norman	38,623,480	1,085,190	2.8%	555,709	1.4%	55,100	0.1%	40,319,479	1,695,999	4.4%	Norman
Pennington	21,483,018	(626,255)	-2.9%	170,382	0.8%	15,250	0.1%	21,042,395	(440,623)	-2.1%	Pennington
Polk	112,337,669	2,728,106	2.4%	(7,076,165)	-6.1%	90,200	0.1%	108,079,810	(4,257,859)	-3.8%	Polk
Red Lake	20,783,982	1,300,669	6.3%	118,831	0.5%	(649,750)	-2.9%	21,553,732	769,750	3.7%	Red Lake
Roseau	53,713,195	1,075,991	2.0%	783,652	1.4%	15,500	0.0%	55,588,338	1,875,143	3.5%	Roseau
District 2 Totals	508,419,318	9,515,948	1.9%	(7,873,656)	-1.5%	(297,100)	-0.1%	509,764,510	1,345,192	0.3%	District 2 Totals
Aitkin	44,369,101	(17,747)	0.0%	124,366	0.3%	5,100	0.0%	44,480,820	111,719	0.3%	Aitkin
Benton	22,581,738	(376,286)	-1.7%	857,345	3.9%	0	0.0%	23,062,797	481,059	2.1%	Benton
Cass	64,231,669	(464,824)	-0.7%	453,764	0.7%	25,400	0.0%	64,246,009	14,340	0.0%	Cass
Crow Wing	44,315,240	595,337	1.3%	340,309	0.8%	25,300	0.1%	45,276,186	960,946	2.2%	Crow Wing
Isanti	26,819,788	(614,958)	-2.3%	(230,141)	-0.9%	5,000	0.0%	25,979,689	(840,099)	-3.1%	Isanti
Kanabec	23,643,993	494,353	2.1%	150,085	0.6%	20,000	0.1%	24,308,431	664,438	2.8%	Kanabec
Mille Lacs	29,599,465	(327,604)	-1.1%	160,799	0.5%	15,300	0.1%	29,447,960	(151,505)	-0.5%	Mille Lacs
Morrison	46,953,105	(224,187)	-0.5%	(1,874,966)	-4.0%	20,600	0.0%	44,874,552	(2,078,553)	-4.4%	Morrison
Sherburne	13,830,725	(61,977)	-0.4%	318,087	2.3%	100	0.0%	14,086,935	256,210	1.9%	Sherburne
Stearns	86,398,518	767,381	0.9%	2,867,521	3.3%	60,600	0.1%	90,094,020	3,695,502	4.3%	Stearns
Todd	52,405,483	(3,002,419)	-5.7%	(236,691)	-0.5%	10,000	0.0%	49,176,373	(3,229,110)	-6.2%	Todd
Wadena	26,369,219	229,152	0.9%	(209,771)	-0.8%	5,000	0.0%	26,393,600	24,381	0.1%	Wadena
Wright	67,263,318	1,180,355	1.8%	908,446	1.3%	80,000	0.1%	69,432,119	2,168,801	3.2%	Wright
District 3 Totals	548,781,362	(1,823,424)	-0.3%	3,629,153	0.7%	272,400	0.0%	550,859,491	2,078,129	0.4%	District 3 Totals

County	Basic 1990			* Effect of				Basic 1991		Total		County
	25-Year Construction Needs	Effect of 1991 Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Railroad Cost Update	% Change	25-Year Construction Needs	Total Change From 1990	Total % Change		
Becker	\$39,839,930	\$2,124,706	5.3%	(\$505,012)	-1.2%	\$15,000	0.0%	\$41,474,624	\$1,634,694	4.1%	Becker	
Big Stone	16,266,631	(62,928)	-0.4%	128,598	0.8%	15,200	0.1%	16,347,501	80,870	0.5%	Big Stone	
Clay	55,803,369	(1,861,981)	-3.3%	1,917,389	3.6%	36,000	0.1%	55,894,777	91,408	0.2%	Clay	
Douglas	38,147,839	2,685,968	7.0%	969,577	2.4%	40,000	0.1%	41,843,384	3,695,545	9.7%	Douglas	
Grant	17,956,537	538,994	3.0%	149,266	0.8%	20,000	0.1%	18,664,797	708,260	3.9%	Grant	
Mahnomen	13,392,589	(668,520)	-5.0%	141,149	1.1%	5,200	0.0%	12,870,418	(522,171)	-3.9%	Mahnomen	
Otter Tail	106,054,096	2,454,156	2.3%	(163,419)	-0.2%	40,300	0.0%	108,385,133	2,331,037	2.2%	Otter Tail	
Pope	29,996,271	1,314,240	4.4%	1,681,207	5.4%	400	0.0%	32,992,118	2,995,847	10.0%	Pope	
Stevens	26,845,781	(641,581)	-2.4%	(1,646,417)	-6.3%	15,300	0.1%	24,573,083	(2,272,698)	-8.5%	Stevens	
Swift	33,848,501	2,192,906	6.5%	(222,764)	-0.6%	5,400	0.0%	35,824,043	1,975,542	5.8%	Swift	
Traverse	23,297,082	1,491,376	6.4%	(1,174,694)	-4.7%	200	0.0%	23,613,964	316,882	1.4%	Traverse	
Wilkin	32,002,197	1,697,688	5.3%	(3,205,018)	-9.5%	25,200	0.1%	30,520,067	(1,482,130)	-4.6%	Wilkin	
District 4 Totals	433,450,823	11,265,024	2.6%	(1,930,138)	-0.4%	218,200	0.0%	443,003,909	9,553,086	2.2%	District 4 Totals	
Anoka	73,570,088	505,053	0.7%	132,729	0.2%	5,000	0.0%	74,212,870	642,782	0.9%	Anoka	
Carver	47,462,491	(107,626)	-0.2%	(1,636,649)	-3.5%	35,000	0.1%	45,753,216	(1,709,275)	-3.6%	Carver	
Hennepin	446,506,860	10,534,717	2.4%	2,925,648	0.6%	90,400	0.0%	460,057,625	13,550,765	3.0%	Hennepin	
Scott	66,833,943	573,231	0.9%	320,140	0.5%	10,000	0.0%	67,737,314	903,371	1.4%	Scott	
District 5 Totals	634,373,382	11,505,375	1.8%	1,741,868	0.3%	140,400	0.0%	647,761,025	13,387,643	2.1%	District 5 Totals	
Dodge	30,854,017	(54,019)	-0.2%	(29,846)	-0.1%	600	0.0%	30,770,752	(83,265)	-0.3%	Dodge	
Fillmore	95,328,647	(2,247,998)	-2.4%	3,337,594	3.6%	0	0.0%	96,418,243	1,089,596	1.1%	Fillmore	
Freeborn	54,870,960	325,230	0.6%	863,035	1.6%	30,700	0.1%	56,089,925	1,218,965	2.2%	Freeborn	
Goodhue	56,502,895	(106,751)	-0.2%	(100,734)	-0.2%	10,000	0.0%	56,305,410	(197,485)	-0.3%	Goodhue	
Houston	54,588,106	(171,305)	-0.3%	(102,469)	-0.2%	0	0.0%	54,314,332	(273,774)	-0.5%	Houston	
Mower	58,246,040	1,819,419	3.1%	(290,616)	-0.5%	25,000	0.0%	59,799,843	1,553,803	2.7%	Mower	
Olmsted	66,146,964	(1,057,729)	-1.6%	1,746,285	2.7%	500	0.0%	66,836,020	689,056	1.0%	Olmsted	
Rice	43,796,337	1,471,386	3.4%	694,138	1.5%	5,100	0.0%	45,966,961	2,170,624	5.0%	Rice	
Steele	42,205,936	154,570	0.4%	725,494	1.7%	65,000	0.2%	43,151,000	945,064	2.2%	Steele	
Wabasha	54,178,207	(159,199)	-0.3%	1,039,808	1.9%	15,500	0.0%	55,074,316	896,109	1.7%	Wabasha	
Winona	60,738,723	(618,247)	-1.0%	1,021,345	1.7%	10,000	0.0%	61,151,821	413,098	0.7%	Winona	
District 6 Totals	617,456,832	(644,643)	-0.1%	8,904,034	1.4%	162,400	0.0%	625,878,623	8,421,791	1.4%	District 6 Totals	



County	Basic 1990				Basic 1991				Total Change From 1990 Needs	Total % Change	County
	25-Year Construction Needs	Effect of 1991 Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Railroad Cost Update	% Change	25-Year Construction Needs			
Blue Earth	\$65,033,716	\$15,034,312	23.1%	\$2,857,306	3.6%	\$35,450	0.0%	\$82,960,784	\$17,927,068	27.6%	Blue Earth
Brown	32,891,133	(78,663)	-0.2%	235,603	0.7%	41,000	0.1%	33,089,073	197,940	0.6%	Brown
Cottonwood	33,872,092	1,655,693	4.9%	379,995	1.1%	(599,292)	-1.7%	35,308,488	1,436,396	4.2%	Cottonwood
Faribault	58,247,535	(618,834)	-1.1%	(1,424,612)	-2.5%	66,300	0.1%	56,270,389	(1,977,146)	-3.4%	Faribault
Jackson	54,895,251	(896,014)	-1.6%	1,174,841	2.2%	10,400	0.0%	55,184,478	289,227	0.5%	Jackson
Le Sueur	40,032,003	(16,108)	0.0%	991,597	2.5%	100	0.0%	41,007,592	975,589	2.4%	Le Sueur
Martin	49,728,244	(479,663)	-1.0%	(625,000)	-1.3%	25,400	0.1%	48,648,981	(1,079,263)	-2.2%	Martin
Nicollet	39,024,672	(392,192)	-1.0%	3,511,244	9.1%	0	0.0%	42,143,724	3,119,052	8.0%	Nicollet
Nobles	56,723,279	670,226	1.2%	(1,245,321)	-2.2%	20,600	0.0%	56,168,784	(554,495)	-1.0%	Nobles
Rock	37,294,136	1,076,382	2.9%	(7,739,358)	-20.2%	5,400	0.0%	30,636,560	(6,657,576)	-17.9%	Rock
Sibley	38,460,128	2,026,253	5.3%	(237,874)	-0.6%	0	0.0%	40,248,507	1,788,379	4.6%	Sibley
Waseca	38,230,832	(97,431)	-0.3%	(211,058)	-0.6%	45,050	0.1%	37,967,393	(263,439)	-0.7%	Waseca
Watonwan	33,023,886	(2,332,061)	-7.1%	(2,174,317)	-7.1%	30,000	0.1%	28,547,508	(4,476,378)	-13.6%	Watonwan
District 7 Totals	577,456,907	15,551,900	2.7%	(4,506,954)	-0.8%	(319,592)	-0.1%	588,182,261	10,725,354	1.9%	District 7 Totals
Chippewa	29,749,321	(495,670)	-1.7%	948,927	3.2%	20,200	0.1%	30,222,778	473,457	1.6%	Chippewa
Kandiyohi	51,947,452	(1,137,373)	-2.2%	(422,861)	-0.8%	40,600	0.1%	50,427,818	(1,519,634)	-2.9%	Kandiyohi
Lac Qui Parle	30,959,424	(108,178)	-0.3%	(1,092,255)	-3.5%	16,000	0.1%	29,774,991	(1,184,433)	-3.8%	Lac Qui Parle
Lincoln	22,930,768	1,738,134	7.6%	(200,664)	-0.8%	25,200	0.1%	24,493,438	1,562,670	6.8%	Lincoln
Lyon	46,772,860	50,522	0.1%	(1,305,077)	-2.8%	40,100	0.1%	45,558,405	(1,214,455)	-2.6%	Lyon
Mc Leod	40,066,301	(469,974)	-1.2%	688,477	1.7%	10,500	0.0%	40,295,304	229,003	0.6%	Mc Leod
Meeker	27,253,711	158,060	0.6%	(249,009)	-0.9%	5,000	0.0%	27,167,762	(85,949)	-0.3%	Meeker
Murray	26,691,059	(195,792)	-0.7%	(125,450)	-0.5%	0	0.0%	26,369,817	(321,242)	-1.2%	Murray
Pipestone	29,899,504	(791,373)	-2.6%	253,444	0.9%	20,400	0.1%	29,381,975	(517,529)	-1.7%	Pipestone
Redwood	50,156,796	1,445,168	2.9%	10,730	0.0%	35,100	0.1%	51,647,794	1,490,998	3.0%	Redwood
Renville	59,286,887	168,577	0.3%	446,524	0.8%	20,800	0.0%	59,922,788	635,901	1.1%	Renville
Yellow Medicine	37,975,642	446,066	1.2%	848,609	2.2%	40,400	0.1%	39,310,717	1,335,075	3.5%	Yellow Medicine
District 8 Totals	453,689,725	808,167	0.2%	(198,605)	0.0%	274,300	0.1%	454,573,587	883,862	0.2%	District 8 Totals
Chisago	45,535,800	(594,717)	-1.3%	905,101	2.0%	5,100	0.0%	45,851,284	315,484	0.7%	Chisago
Dakota	105,556,866	(43,628)	0.0%	1,018,321	1.0%	65,000	0.1%	106,596,559	1,039,693	1.0%	Dakota
Ramsey	205,499,622	(3,155,433)	-1.5%	1,235,841	0.6%	75,000	0.0%	203,655,030	(1,844,592)	-0.9%	Ramsey
Washington	71,875,874	(408,913)	-0.6%	2,116,995	3.0%	5,300	0.0%	73,589,256	1,713,382	2.4%	Washington
District 9 Totals	428,468,162	(4,202,691)	-1.0%	5,276,258	1.2%	150,400	0.0%	429,692,129	1,223,967	0.3%	District 9 Totals
STATE TOTALS	\$4,905,899,327	\$45,900,556	0.9%	\$12,819,809	0.3%	\$912,908	0.0%	\$4,965,532,600	\$59,633,273	1.2%	STATE TOTALS

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NEEDS

ADJUSTMENTS

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1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

Restriction of 25-Year Construction Needs Changes

In order to temper any large needs changes, the 1975 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 1.2%, thereby limiting any individual county's needs change to a range from a minus 18.8% to a plus 21.2%. The following tabulation indicates the method of computing the restriction necessary for 1991 and the actual needs restriction to the county involved.

1991 COUNTY SCREENING BOARD DATA
 OCTOBER, 1991
 RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1990 25 YEAR CONSTRUCTION NEEDS	BASIC 1991 25-Year CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1990 NEEDS	% CHANGE FROM RESTRICTED 1990 NEEDS	RESTRICTED 1991 25 YEAR CONSTRUCTION NEEDS	1991 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$51,045,286	51,794,535	\$749,249	1.5%			Carlton
Cook	41,912,416	43,313,405	1,400,989	3.3%			Cook
Itasca	91,913,004	96,737,536	4,824,532	5.2%			Itasca
Koochiching	29,356,221	30,158,525	802,304	2.7%			Koochiching
Lake	54,803,574	54,881,014	77,440	0.1%			Lake
Pine	102,176,158	103,740,266	1,564,108	1.5%			Pine
St. Louis	332,596,157	335,191,784	2,595,627	0.8%			St. Louis
District 1 Totals	703,802,816	715,817,065	12,014,249	1.7%			District 1 Totals
Beltrami	64,667,981	65,038,206	370,225	0.6%			Beltrami
Clearwater	33,641,910	33,812,302	170,392	0.5%			Clearwater
Hubbard	38,278,325	37,693,484	(584,841)	-1.5%			Hubbard
Kittson	42,653,229	44,303,223	1,649,994	3.9%			Kittson
Lake of the Woods	16,072,102	16,836,462	764,360	4.8%			Lake of the Woods
Marshall	66,164,427	65,497,079	(667,348)	-1.0%			Marshall
Norman	38,623,480	40,319,479	1,695,999	4.4%			Norman
Pennington	21,483,018	21,042,395	(440,623)	-2.1%			Pennington
Polk	112,337,669	108,079,810	(4,257,859)	-3.8%			Polk
Red Lake	20,783,982	21,553,732	769,750	3.7%			Red Lake
Roseau	53,713,195	55,588,338	1,875,143	3.5%			Roseau
District 2 Totals	508,419,318	509,764,510	1,345,192	0.3%			District 2 Totals
Aitkin	44,369,101	44,480,820	111,719	0.3%			Aitkin
Benton	22,581,738	23,062,797	481,059	2.1%			Benton
Cass	64,231,669	64,246,009	14,340	0.0%			Cass
Crow Wing	44,315,240	45,276,186	960,946	2.2%			Crow Wing
Isanti	26,819,788	25,979,689	(840,099)	-3.1%			Isanti
Kanabec	23,643,993	24,308,431	664,438	2.8%			Kanabec
Mille Lacs	29,599,465	29,447,960	(151,505)	-0.5%			Mille Lacs
Morrison	46,953,105	44,874,552	(2,078,553)	-4.4%			Morrison
Sherburne	13,830,725	14,086,935	256,210	1.9%			Sherburne
Stearns	86,398,518	90,094,020	3,695,502	4.3%			Stearns
Todd	52,405,483	49,176,373	(3,229,110)	-6.2%			Todd
Wadena	26,369,219	26,393,600	24,381	0.1%			Wadena
Wright	67,263,318	69,432,119	2,168,801	3.2%			Wright
District 3 Totals	548,781,362	550,859,491	2,078,129	0.4%			District 3 Totals
Becker	39,839,930	41,474,624	1,634,694	4.1%			Becker
Big Stone	16,266,631	16,347,501	80,870	0.5%			Big Stone
Clay	55,803,369	55,894,777	91,408	0.2%			Clay
Douglas	38,147,839	41,843,384	3,695,545	9.7%			Douglas
Grant	17,956,537	18,664,797	708,260	3.9%			Grant
Mahnomen	13,392,589	12,870,418	(522,171)	-3.9%			Mahnomen
Otter Tail	106,054,096	108,385,133	2,331,037	2.2%			Otter Tail
Pope	29,996,271	32,992,118	2,995,847	10.0%			Pope
Stevens	26,845,781	24,573,083	(2,272,698)	-8.5%			Stevens
Swift	33,848,501	35,824,043	1,975,542	5.8%			Swift
Traverse	23,297,082	23,613,964	316,882	1.4%			Traverse
Wilkin	32,002,197	30,520,067	(1,482,130)	-4.6%			Wilkin
District 4 Totals	433,450,823	443,003,909	9,553,086	2.2%			District 4 Totals

COUNTY	RESTRICTED 1990 25 YEAR CONSTRUCTION NEEDS	BASIC 1991 25-Year CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1990 NEEDS	% CHANGE FROM RESTRICTED 1990 NEEDS	RESTRICTED 1991 25 YEAR CONSTRUCTION NEEDS	RESTRICTED 1991 SCREENING BOARD RESTRICTION	COUNTY
Anoka	72,201,648	74,212,870	\$2,011,222	2.8%			Anoka
Carver	47,462,491	45,753,216	(1,709,275)	-3.6%			Carver
Hennepin	446,506,860	460,057,625	13,550,765	3.0%			Hennepin
Scott	66,833,943	67,737,314	903,371	1.4%			Scott
District 5 Totals	633,004,942	647,761,025	14,756,083	2.3%			District 5 Totals
Dodge	30,854,017	30,770,752	(83,265)	-0.3%			Dodge
Fillmore	95,328,647	96,418,243	1,089,596	1.1%			Fillmore
Freeborn	54,870,960	56,089,925	1,218,965	2.2%			Freeborn
Goodhue	56,502,895	56,305,410	(197,485)	-0.3%			Goodhue
Houston	54,588,106	54,314,332	(273,774)	-0.5%			Houston
Mower	58,246,040	59,799,843	1,553,803	2.7%			Mower
Olmsted	66,146,964	66,836,020	689,056	1.0%			Olmsted
Rice	43,796,337	45,966,961	2,170,624	5.0%			Rice
Steele	42,205,936	43,151,000	945,064	2.2%			Steele
Wabasha	54,178,207	55,074,316	896,109	1.7%			Wabasha
Winona	60,738,723	61,151,821	413,098	0.7%			Winona
District 6 Totals	617,456,832	625,878,623	8,421,791	1.4%			District 6 Totals
Blue Earth	65,033,716	82,960,784	17,927,068	27.6%	21.2%	\$78,820,864 (\$4,139,920)	Blue Earth
Brown	32,891,133	33,089,073	197,940	0.6%			Brown
Cottonwood	33,872,092	35,308,488	1,436,396	4.2%			Cottonwood
Faribault	58,247,535	56,270,389	(1,977,146)	-3.4%			Faribault
Jackson	54,895,251	55,184,478	289,227	0.5%			Jackson
Le Sueur	40,032,003	41,007,592	975,589	2.4%			Le Sueur
Martin	49,728,244	48,648,981	(1,079,263)	-2.2%			Martin
Nicollet	39,024,672	42,143,724	3,119,052	8.0%			Nicollet
Nobles	56,723,279	56,168,784	(554,495)	-1.0%			Nobles
Rock	37,294,136	30,636,560	(6,657,576)	-17.9%			Rock
Sibley	38,460,128	40,248,507	1,788,379	4.6%			Sibley
Waseca	38,230,832	37,967,393	(263,439)	-0.7%			Waseca
Watonwan	33,023,886	28,547,508	(4,476,378)	-13.6%			Watonwan
District 7 Totals	577,456,907	588,182,261	10,725,354	1.9%			District 7 Totals
Chippewa	29,749,321	30,222,778	473,457	1.6%			Chippewa
Kandiyohi	51,947,452	50,427,818	(1,519,634)	-2.9%			Kandiyohi
Lac Qui Parle	30,959,424	29,774,991	(1,184,433)	-3.8%			Lac Qui Parle
Lincoln	22,930,768	24,493,438	1,562,670	6.8%			Lincoln
Lyon	46,772,860	45,558,405	(1,214,455)	-2.6%			Lyon
Mc Leod	40,066,301	40,295,304	229,003	0.6%			Mc Leod
Meeker	27,253,711	27,167,762	(85,949)	-0.3%			Meeker
Murray	26,691,059	26,369,817	(321,242)	-1.2%			Murray
Pipestone	29,899,504	29,381,975	(517,529)	-1.7%			Pipestone
Redwood	50,156,796	51,647,794	1,490,998	3.0%			Redwood
Renville	59,286,887	59,922,788	635,901	1.1%			Renville
Yellow Medicine	37,975,642	39,310,717	1,335,075	3.5%			Yellow Medicine
District 8 Totals	453,689,725	454,573,587	883,862	0.2%			District 8 Totals
Chisago	45,535,800	45,851,284	315,484	0.7%			Chisago
Dakota	105,556,866	106,596,559	1,039,693	1.0%			Dakota
Ramsey	205,499,622	203,655,030	(1,844,592)	-0.9%			Ramsey
Washington	71,875,874	73,589,256	1,713,382	2.4%			Washington
District 9 Totals	428,468,162	429,692,129	1,223,967	0.3%			District 9 Totals
STATE TOTALS	\$4,904,530,887	\$4,965,532,600	\$61,001,713	1.2%			STATE TOTALS

**1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991
FAS FUND BALANCE DEDUCTIONS**

THE FOLLOWING RESOLUTION WAS ADOPTED BY THE COUNTY SCREENING BOARD IN OCTOBER 1973, REVISED IN JUNE, 1980, IN OCTOBER, 1982, IN JUNE, 1985 AND AGAIN IN JUNE, 1989.

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. FURTHER, IN THE EVENT THAT A COUNTY HAS A FEDERAL AID PROJECT TO THE POINT THAT A RIGHT-OF-WAY CERTIFICATE NO. 1 HAS BEEN SIGNED AND THE PROJECT PLAN HAS BEEN APPROVED BY THE STATE AID OFFICE PRIOR TO SEPTEMBER 1ST AND THE PROJECT CANNOT PROCEED BECAUSE OF THE NON-AVAILABILITY OF FEDERAL FUNDS, THE STATE AID ESTIMATE OF THE F.A.S. PORTION OF THE PROJECT COST SHALL BE DEDUCTED FROM THE F.A.S. FUND BALANCE.

IN CONFORMING WITH THIS RESOLUTION, THE FOLLOWING DATA IS PRESENTED.

COUNTY	FAS FUND BALANCE AS OF SEPT. 3, 1991	MAXIMUM BALANCE	NEEDS DEDUCTION FROM THE 1991 25-YEAR C.S.A.H. CONSTRUCTION NEEDS
ANOKA	\$417,739	\$304,674	\$113,065
BIG STONE	375,723	350,000	25,723
CARLTON	810,991	511,552	299,439
CHIPPEWA	476,804	449,366	27,438
CHISAGO	661,367	486,094	175,273
FILLMORE	1,112,859	604,402	508,457
GRANT	390,659	350,000	40,659
HENNEPIN	783,033	518,658	264,375
HOUSTON	924,074	400,783	523,291
HUBBARD	708,624	461,139	247,485
OTTER TAIL	1,430,531	1,162,804	267,727
POPE	463,754	350,000	113,754
RAMSEY	456,371	350,000	106,371
RENVILLE	1,176,474	747,287	429,187
RICE	750,591	395,861	354,730
SCOTT	656,768	396,322	260,446
SIBLEY	620,175	509,542	110,633
STEELE	583,606	401,691	181,915
STATE TOTAL			\$4,049,968

OCTNEEDS.WP

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

County State Aid Construction Fund Balance "Needs" Deductions

The resolution below was originally adopted by the Screening Board at its May, 1975 meeting. The latest revision was made by the Screening Board at the October, 1988 meeting.

That, for the determination of the 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.

That, for the computation of this deduction, a Report of State Aid Contract (Form #30172) that has been received before September 1 by the District State Aid Engineer for processing or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.

The following listing indicates the balances, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which will be made to the 1991 25-year construction needs pursuant to this resolution.

OCTOBER, 1991

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1991 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1991	Maximum Balance 1991 Const. Apportionment	1991 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1991	Maximum Balance Larger of Either \$100,000 or 1989-1991 Const. Apport.	1991 Construction Fund Balance "Needs" Deduction		
Carlton	\$1,045,024	\$1,350,377	\$0	\$147,579	291,391	0	\$0	Carlton
Cook	1,251,955	984,403	267,552	193,961	145,905	48,056	315,608	Cook
Itasca	362,912	2,472,659	0	431,602	349,538	82,064	82,064	Itasca
Koochiching	651,438	1,465,579	0	510	180,763	0	0	Koochiching
Lake	1,569,270	1,353,946	215,324	328,879	158,433	170,446	385,770	Lake
Pine	4,098,207	2,028,464	2,069,743	715,681	977,180	0	2,069,743	Pine
St. Louis	10,432,358	7,217,971	3,214,387	905,699	1,321,167	0	3,214,387	St. Louis
District 1 Totals	19,411,164	16,873,399	5,767,006	2,723,911	---	300,566	6,067,572	District 1 Totals
Beltrami	1,389,649	1,756,744	0	126,784	268,960	0	0	Beltrami
Clearwater	682,731	1,034,402	0	289,615	178,321	111,294	111,294	Clearwater
Hubbard	2,590,786	1,146,065	1,444,721	246,595	146,733	99,862	1,544,583	Hubbard
Kittson	202,302	1,218,025	0	271,581	293,093	0	0	Kittson
Lake of the Woods	561,559	1,014,388	0	183,137	100,000	83,137	83,137	Lake of the Woods
Marshall	1	1,891,955	0	73,330	262,723	0	0	Marshall
Norman	1	1,199,143	0	1	224,968	0	0	Norman
Pennington	450,789	830,730	0	1	100,000	0	0	Pennington
Polk	1	2,721,243	0	219,319	553,138	0	0	Polk
Red Lake	1,705,135	732,157	972,978	315,191	206,556	108,635	1,081,613	Red Lake
Roseau	1	1,505,989	0	106,014	266,505	0	0	Roseau
District 2 Totals	7,582,955	15,050,841	2,417,699	1,831,568	---	402,928	2,820,627	District 2 Totals
Aitkin	747,677	1,408,253	0	140,543	114,092	26,451	26,451	Aitkin
Benton	659,726	811,053	0	212,720	218,204	0	0	Benton
Cass	1,051,599	1,732,717	0	542,368	622,366	0	0	Cass
Crow Wing	1,169,786	1,069,739	100,047	523,375	1,040,551	0	100,047	Crow Wing
Isanti	687,587	883,210	0	55,971	135,442	0	0	Isanti
Kanabec	366,634	738,430	0	262,438	169,588	92,850	92,850	Kanabec
Mille Lacs	126,997	839,294	0	42,138	571,213	0	0	Mille Lacs
Morrison	368,975	1,267,487	0	54,872	523,470	0	0	Morrison
Sherburne	270,092	784,752	0	1	100,000	0	0	Sherburne
Stearns	1,855,401	1,995,206	0	500,983	1,172,366	0	0	Stearns
Todd	1,114,113	1,379,879	0	231,946	368,402	0	0	Todd
Wadena	942,714	782,755	159,959	4,426	340,360	0	159,959	Wadena
Wright	454,449	1,563,626	0	271,462	1,092,206	0	0	Wright
District 3 Totals	9,815,750	15,256,401	260,006	2,843,243	---	119,301	379,307	District 3 Totals

County	Regular Account			Municipal Account				County
	Unencumbered Construction Fund Balance As of Sept. 1, 1991	Maximum Balance 1991 Const. Apportionment	1991 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1991	Maximum Balance Larger of Either \$100,000 or 1989-1991 Const. Apport.	1991 Construction Fund Balance "Needs" Deduction	Total 1991 Construction Fund Balance "Needs" Deduction	
Becker	\$212,244	\$1,343,224	\$0	\$514,142	201,878	312,264	\$312,264	Becker
Big Stone	916,787	711,408	205,379	157,524	247,438	0	205,379	Big Stone
Clay	1,458,260	1,573,288	0	744,683	297,902	446,781	446,781	Clay
Douglas	13,939	1,178,720	0	137,239	359,277	0	0	Douglas
Grant	1,324,321	730,548	593,773	121,469	220,957	0	593,773	Grant
Mahnomen	964,319	763,762	200,557	5,611	122,788	0	200,557	Mahnomen
Otter Tail	4,392,833	2,573,213	1,819,620	1,843,248	1,084,700	758,548	2,578,168	Otter Tail
Pope	1,056,915	935,005	121,910	15,349	250,466	0	121,910	Pope
Stevens	510,744	839,305	0	137,241	153,202	0	0	Stevens
Swift	1,272,992	1,008,553	264,439	52,415	311,233	0	264,439	Swift
Traverse	301,839	702,475	0	50,360	268,509	0	0	Traverse
Wilkin	202,738	999,035	0	185,497	343,814	0	0	Wilkin
District 4 Totals	12,627,931	13,358,536	3,205,678	3,964,778	---	1,517,593	4,723,271	District 4 Totals
Anoka	1	1,971,887	0	243,157	475,785	0	0	Anoka
Carver	865,241	1,021,959	0	733,122	506,623	226,499	226,499	Carver
Hennepin	18,764,599	8,319,683	10,444,916	3,443,167	3,543,453	0	10,444,916	Hennepin
Scott	769,502	1,401,240	0	416,619	213,417	203,202	203,202	Scott
District 5 Totals	20,399,343	12,714,769	10,444,916	4,836,065	---	429,701	10,874,617	District 5 Totals
Dodge	176,708	905,534	0	305,416	283,332	22,084	22,084	Dodge
Fillmore	2,623,554	1,920,538	703,016	242,079	576,194	0	703,016	Fillmore
Freeborn	1,501,514	1,605,113	0	132,665	247,539	0	0	Freeborn
Goodhue	1	1,331,390	0	706,995	532,221	174,774	174,774	Goodhue
Houston	901,890	1,261,703	0	113,009	213,023	0	0	Houston
Mower	252,171	1,472,270	0	353,219	302,486	50,733	50,733	Mower
Olmsted	1	1,766,857	0	95,108	137,328	0	0	Olmsted
Rice	587,739	1,172,387	0	337,742	282,457	55,285	55,285	Rice
Steele	531,874	1,217,313	0	222,374	180,242	42,132	42,132	Steele
Wabasha	1,503,266	1,161,428	341,838	1,143,725	792,195	351,530	693,368	Wabasha
Winona	461,566	1,499,618	0	187,066	229,000	0	0	Winona
District 6 Totals	8,540,284	15,314,151	1,044,854	3,839,398	---	696,538	1,741,392	District 6 Totals

County	Regular Account			Municipal Account				County
	Unencumbered	1991 Maximum Balance	1991 Construction Fund Balance	Unencumbered	Maximum Balance Larger of Either \$100,000 or 1989-1991 Const. Apport.	1991 Construction Fund Balance	Total 1991 Construction Fund Balance	
	Construction Fund Balance			Construction Fund Balance				
	As of Sept. 1, 1991	1991 Const. Apportionment	"Needs" Deduction	As of Sept. 1, 1991	"Needs" Deduction	"Needs" Deduction	"Needs" Deduction	
Blue Earth	\$1	\$1,553,742	\$0	\$199,471	507,474	0	\$0	Blue Earth
Brown	8,283	1,028,058	0	303	300,228	0	0	Brown
Cottonwood	1,112,695	987,909	124,786	286,984	244,933	42,051	166,837	Cottonwood
Faribault	49,597	1,226,260	0	258,038	836,790	0	0	Faribault
Jackson	332,852	1,283,603	0	229,597	463,401	0	0	Jackson
Le Sueur	1	963,298	0	733,193	714,440	18,753	18,753	Le Sueur
Martin	108,829	1,335,318	0	261,487	249,927	11,560	11,560	Martin
Nicollet	1,655	996,848	0	26,127	100,000	0	0	Nicollet
Nobles	650,659	1,430,469	0	130,149	302,743	0	0	Nobles
Rock	267,395	937,865	0	519,438	429,647	89,791	89,791	Rock
Sibley	697,217	1,062,577	0	16,896	131,742	0	0	Sibley
Waseca	686,160	1,044,480	0	24,029	199,619	0	0	Waseca
Watonwan	1	835,677	0	35,171	428,243	0	0	Watonwan
District 7 Totals	3,915,345	14,686,104	124,786	2,720,883	---	162,155	286,941	District 7 Totals
Chippewa	1,181,367	898,110	283,257	239,257	239,048	209	283,466	Chippewa
Kandiyohi	1	1,521,399	0	197,998	412,238	0	0	Kandiyohi
Lac Qui Parle	31,463	1,019,224	0	217,068	314,934	0	0	Lac Qui Parle
Lincoln	1,040,556	711,625	328,931	441,069	374,351	66,718	395,649	Lincoln
Lyon	567,218	1,064,559	0	204,696	662,581	0	0	Lyon
Mc Leod	809,654	1,014,503	0	1	445,023	0	0	Mc Leod
Meeker	2,092,598	923,441	1,169,157	200,904	155,865	45,039	1,214,196	Meeker
Murray	656,464	894,136	0	279,637	236,879	42,758	42,758	Murray
Pipestone	177,111	710,715	0	284,304	660,584	0	0	Pipestone
Redwood	1	1,222,569	0	318,052	542,954	0	0	Redwood
Renville	1,328,572	1,497,487	0	448,464	284,002	164,462	164,462	Renville
Yellow Medicine	94,189	1,089,430	0	35,067	402,842	0	0	Yellow Medicine
District 8 Totals	7,979,194	12,567,198	1,781,345	2,866,517	---	319,186	2,100,531	District 8 Totals
Chisago	1,395,986	895,511	500,475	654,972	1,046,451	0	500,475	Chisago
Dakota	1,952,756	2,551,897	0	744,814	362,083	382,731	382,731	Dakota
Ramsey	3,499,463	4,380,397	0	67,159	210,235	0	0	Ramsey
Washington	1,549,933	1,131,079	418,854	1,023,237	1,747,624	0	418,854	Washington
District 9 Totals	8,398,138	8,958,884	919,329	2,490,182	---	382,731	1,302,060	District 9 Totals
STATE TOTALS	\$98,670,104	\$124,780,283	\$25,965,619	\$28,116,545	---	\$4,330,699	\$30,296,318	STATE TOTALS

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

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 1981 THROUGH 1990, THE NUMBER OF PROJECTS AWARDED AND THE PROJECT COSTS IN EACH ACCOUNT WHICH HAVE BEEN DEDUCTED FROM THE 1991 COUNTY STATE AID HIGHWAY MONEY NEEDS. IN 1990 ALONE, MORE THAN \$6.8 MILLION OF SPECIAL RESURFACING PROJECTS WERE AWARDED.

COUNTY	NUMBER OF SPECIAL RESURF. PROJECTS 1981-1990	SPEC. RESURF. 1990	REGULAR ACCOUNT DEDUCTION	MUNICIPAL ACCOUNT DEDUCTION	TOTAL SPECIAL RESURFACING COST DEDUCTED FROM 1991 25-YR. CONST. NEEDS
CARLTON	5	0	\$265,662	\$34,697	\$300,359
COOK	12	0	1,779,018	9,152	1,788,170
ITASCA	12	2	2,413,425	196,168	2,609,593
KOOCHICHING	8	4	851,819	113,382	965,201
LAKE	3	0	580,003	0	580,003
PINE	6	0	398,808	89,381	488,189
ST. LOUIS	25	1	3,815,848	90,765	3,906,613
DISTRICT 1 TOTALS	71	7	10,104,583	533,545	10,638,128
BELTRAMI	17	4	1,964,108	86,134	2,050,242
CLEARWATER	2	2	180,934	0	180,934
HUBBARD	7	0	1,045,381	0	1,045,381
KITTSO	8	0	1,908,165	132,910	2,041,075
LAKE OF THE WOODS	2	0	474,307	29,461	503,768
MARSHALL	5	1	600,418	114,085	714,503
NORMAN	4	1	230,980	14,826	245,806
PENNINGTON	2	0	181,808	0	181,808
POLK	17	0	1,644,778	131,068	1,775,846
RED LAKE	0	0	0	0	0
ROSEAU	5	0	582,190	12,912	595,102
DISTRICT 2 TOTALS	69	8	8,813,069	521,396	9,334,465

COUNTY	NUMBER OF SPECIAL RESURF. PROJECTS 1981-1990	SPEC. RESURF. 1990	REGULAR ACCOUNT DEDUCTION	MUNICIPAL ACCOUNT DEDUCTION	TOTAL SPECIAL RESURFACING COST DEDUCTED FROM THE 1991 25-YR. CONST. NEEDS
AITKIN	2	0	\$360,190	\$16,850	\$377,040
BENTON	7	0	394,196	44,464	438,660
CASS	5	0	1,283,814	55,645	1,339,459
CROW WING	1	0	116,076	0	116,076
ISANTI	4	0	462,982	0	462,982
KANABEC	7	0	1,256,398	32,742	1,289,140
MILLE LACS	9	1	445,826	137,107	582,933
MORRISON	13	0	3,382,225	162,157	3,544,382
SHERBURNE	4	0	411,040	0	411,040
STEARNS	39	0	5,905,310	339,338	6,244,648
TODD	26	0	4,570,239	15,633	4,585,872
WADENA	7	1	1,777,363	43,186	1,820,549
WRIGHT	9	0	703,520	48,580	752,100
DISTRICT 3 TOTALS	133	2	21,069,179	895,702	21,964,881
BECKER	9	1	1,059,208	20,632	1,079,840
BIG STONE	8	1	727,533	29,469	757,002
CLAY	0	0	0	0	0
DOUGLAS	9	1	1,350,193	7,712	1,357,905
GRANT	3	0	217,962	37,258	255,220
MAHNOMEN	7	2	403,526	41,410	444,936
OTTER TAIL	32	0	7,226,441	169,406	7,395,847
POPE	11	0	1,625,701	68,133	1,693,834
STEVENS	6	0	892,613	74,096	966,709
SWIFT	8	1	1,162,169	53,512	1,215,681
TRAVERSE	4	1	683,699	136,519	820,218
WILKIN	7	2	961,894	33,653	995,547
DISTRICT 4 TOTALS	104	9	16,310,939	671,800	16,982,739
ANOKA	0	0	0	0	0
CARVER	15	1	1,256,922	68,860	1,325,782
HENNEPIN	6	0	1,900,654	0	1,900,654
SCOTT	5	1	771,231	0	771,231
DISTRICT 5 TOTALS	26	2	3,928,807	68,860	3,997,667
DODGE	5	0	751,673	10,993	762,666
FILLMORE	12	3	872,521	90,444	962,965
FREEBORN	32	1	3,548,861	91,549	3,640,410
GOODHUE	3	0	23,190	96,583	119,773
HOUSTON	1	0	135,556	0	135,556
MOWER	20	3	2,767,127	87,535	2,854,662
OLMSTED	6	2	554,185	15,092	569,277
RICE	23	1	3,016,923	229,018	3,245,941
STEELE	7	0	588,208	0	588,208
WABASHA	4	0	314,149	0	314,149
WINONA	19	2	1,253,841	32,558	1,286,399
DISTRICT 6 TOTALS	132	12	13,826,234	653,772	14,480,006

COUNTY	NUMBER OF SPECIAL RESURF. PROJECTS 1981-1990	SPEC. RESURF. 1990	REGULAR ACCOUNT DEDUCTION	MUNICIPAL ACCOUNT DEDUCTION	TOTAL SPECIAL RESURFACING COSTS DEDUCTED FROM 1991 25-YR. CONST. NEEDS
BLUE EARTH	14	0	\$2,420,807	\$14,492	\$2,435,299
BROWN	13	2	604,564	75,291	679,855
COTTONWOOD	26	3	3,084,326	10,758	3,095,084
FARIBAULT	9	0	1,131,736	63,105	1,194,841
JACKSON	19	1	3,592,958	31,855	3,624,813
LESUEUR	0	0	0	0	0
MARTIN	1	1	0	66,914	66,914
NICOLLET	6	0	641,871	0	641,871
NOBLES	17	2	1,626,388	117,572	1,743,960
ROCK	10	0	1,443,555	68,998	1,512,553
SIBLEY	23	0	2,872,039	46,836	2,918,875
WASECA	0	0	0	0	0
WATONWAN	17	4	1,160,438	73,618	1,234,056
DISTRICT 7 TOTALS	155	13	18,578,682	569,439	19,148,121
CHIPPEWA	2	0	201,351	0	201,351
KANDIYOHI	9	0	747,464	96,828	844,292
LAC QUI PARLE	5	2	507,999	16,690	524,689
LINCOLN	8	1	773,482	18,387	791,869
LYON	24	2	2,694,924	104,455	2,799,379
MC LEOD	11	1	1,247,623	39,569	1,287,192
MEEKER	8	1	514,173	64,629	578,802
MURRAY	20	2	2,672,074	24,628	2,696,702
PIPESTONE	13	0	1,036,103	132,876	1,168,979
REDWOOD	28	3	4,356,293	151,796	4,508,089
RENVILLE	26	2	5,464,173	108,197	5,572,370
YELLOW MEDICINE	14	2	1,616,889	75,214	1,692,103
DISTRICT 8 TOTALS	168	16	21,832,548	833,269	22,665,817
CHISAGO	12	1	1,825,855	119,672	1,945,527
DAKOTA	6	0	522,000	47,793	569,793
RAMSEY	5	0	473,258	94,690	567,948
WASHINGTON	2	0	0	88,581	88,581
DISTRICT 9 TOTALS	25	1	2,821,113	350,736	3,171,849
STATE TOTALS	883	70	\$117,285,154	\$5,098,519	\$122,383,673

NOTES & COMMENTS

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RURALDES.WP

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

Comparison of 1984-90 Rural Design Grading Construction Costs to Needs Study Costs

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

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

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

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

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

Below is an example showing Carlton County's rural design grading cost adjustment computation for the 1992 apportionment.

- 1) 16.8 miles of C.S.A.H.'s which had rural design complete grading needs were graded in Carlton County in 1984-1990. This represents 9% of the 193.45 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 26% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$133,852 - \$105,823}{\$105,823} = 26\%$$
- 3) The Adjusted Rural Grading Cost Factor of 23.4% was arrived at by dividing the 9% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Rural Grading Cost Factor (26%) as shown in 2 above.

$$\frac{9}{10} \times 26\% = 23.4\%$$
- 4) Then by multiplying the Adjusted Factor (23.4%) times the complete rural design grading needs remaining in the 1991 study (\$20,711,995) an adjustment (+\$4,846,607) to the 1991 needs is computed.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1991 25-year construction needs) have been used in calculating the 1991 annual County State Aid Highway money needs.

OCTOBER, 1991

Comparison of 1984-1990 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1990 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1991 Needs Study				Rural Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	% of Total Rural			Total Cost	Average Cost Per Mile			
	#	Miles											
Carlton	8	16.8	9%	\$133,852	\$105,823	26%	23.4%	193.45	69.3%	\$20,711,995	\$107,066	\$4,846,607	
Cook	5	9.2	6%	233,681	196,216	19%	11.4%	143.51	82.1%	21,238,612	147,994	2,421,202	
Itasca	11	31.2	7%	116,538	80,801	44%	30.8%	452.16	72.2%	31,694,353	70,095	9,761,861	
Koochiching	9	25.3	16%	89,929	57,184	57%	57.0%	155.71	67.0%	8,910,112	57,222	5,078,764	
Lake	11	20.7	13%	218,396	184,345	18%	18.0%	160.02	76.8%	32,263,412	201,621	5,807,414	
Pine	16	30.7	8%	134,503	132,377	2%	1.6%	370.02	80.4%	54,237,791	146,581	867,805	
St. Louis	31	62.8	6%	233,918	210,353	11%	6.6%	1,049.16	80.4%	170,542,694	162,552	11,255,818	
District 1 Totals	91	196.7	8%	\$171,047	\$145,570	18%		2,524.03	76.8%	\$339,598,969	\$134,546	\$40,039,471	

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1984-1990 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1990 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1991 Needs Study				Rural Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Beltrami	12	39.9	15%	\$106,653	\$101,298	5%	5.0%	274.49	61.3%	\$22,525,193	\$82,062	\$1,126,260
Clearwater	13	36.1	19%	66,587	77,359	-14%	-14.0%	186.51	57.9%	12,913,566	69,238	(1,807,899)
Hubbard	4	14.4	6%	76,534	66,978	14%	8.4%	231.58	72.3%	17,354,845	74,941	1,457,807
Kittson	14	39.8	15%	55,345	55,879	-1%	-1.0%	266.26	72.1%	17,619,866	66,175	(176,199)
Lake of the Woods	9	26.3	27%	60,928	57,790	5%	5.0%	96.55	52.5%	5,281,099	54,698	264,055
Marshall	16	59.7	15%	47,413	57,714	-18%	-18.0%	385.64	60.8%	22,265,045	57,735	(4,007,708)
Norman	15	29.8	14%	59,822	58,168	3%	3.0%	210.20	54.4%	12,100,894	57,568	363,027
Pennington	5	27.4	23%	42,369	48,224	-12%	-7.0%	120.10	46.7%	6,168,918	51,365	(431,824)
Polk	14	62.5	14%	61,881	69,643	-11%	-11.0%	441.49	55.8%	31,216,616	70,707	(3,433,828)
Red Lake	2	1.0	1%	150,879	105,385	43%	4.3%	114.61	62.6%	8,485,269	74,036	364,867
Roseau	15	61.8	23%	46,005	58,890	-22%	-22.0%	267.16	56.2%	14,758,546	55,242	(3,246,880)
District 2 Totals	119	398.7	15%	\$60,697	\$65,559	-7%		2,594.59	59.4%	\$170,689,857	65,787	(\$9,528,322)

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1984-1990 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1990 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1991 Needs Study				Rural Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	Miles										
Aitkin	11	44.2	17%	\$109,232	\$83,498	31%	31.0%	252.86	69.2%	\$22,769,613	\$90,048	\$7,058,580
Benton	13	25.1	19%	69,074	47,386	46%	46.0%	134.93	62.5%	6,183,874	45,830	2,844,582
Cass	8	23.9	7%	91,587	74,162	23%	16.1%	361.10	69.6%	26,949,237	74,631	4,338,827
Crow Wing	10	21.1	11%	63,930	55,843	14%	14.0%	188.11	53.0%	12,744,327	67,749	1,784,206
Isanti	8	15.5	11%	126,699	92,613	37%	37.0%	142.03	63.8%	11,344,762	79,876	4,197,562
Kanabec	12	23.7	18%	71,527	85,739	-17%	-17.0%	131.90	63.5%	11,014,020	83,503	(1,872,383)
Mille Lacs	4	9.1	7%	115,467	71,332	62%	43.4%	130.94	54.0%	10,658,976	81,404	4,625,996
Morrison	2	6.7	2%	32,339	54,882	-41%	-8.2%	275.20	65.9%	17,838,951	64,822	(1,462,794)
Sherburne	8	33.8	48%	28,813	35,913	-20%	-20.0%	70.29	33.7%	2,315,176	32,937	(463,035)
Stearns	4	13.5	3%	89,382	85,433	5%	1.5%	394.14	69.4%	31,079,069	78,853	466,186
Todd	1	1.0	0%	65,978	64,850	2%	0.0%	259.41	64.4%	16,607,237	64,019	0
Wadena	3	8.3	5%	87,554	70,824	24%	12.0%	153.82	69.1%	8,243,262	53,590	989,191
Wright	12	31.2	12%	129,721	92,844	40%	40.0%	250.68	66.6%	21,240,468	84,731	8,496,187
District 3 Totals	96	257.1	9%	\$85,778	\$70,934	21%		2,745.41	63.5%	\$198,988,972	\$72,481	\$31,003,105

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1984-1990 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1990 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1991 Needs Study				Rural Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Becker	11	48.1	19%	\$45,574	\$43,392	5%	5.0%	251.86	55.3%	\$11,936,703	\$47,394	\$596,835
Big Stone	4	11.5	8%	51,355	42,912	20%	16.0%	142.05	69.3%	6,560,862	46,187	1,049,738
Clay	11	42.6	16%	55,418	39,502	40%	40.0%	268.83	67.9%	10,789,277	40,134	4,315,711
Douglas	4	14.7	7%	64,706	57,220	13%	9.1%	206.42	56.6%	10,459,867	50,673	951,848
Grant	2	21.1	13%	55,251	39,945	38%	38.0%	158.28	70.3%	6,685,091	42,236	2,540,335
Mahnomen	4	23.1	29%	105,002	44,736	135%	135.0%	79.87	41.7%	3,063,770	38,359	4,136,090
Otter Tail	14	37.95	7%	62,256	68,960	-10%	-7.0%	511.04	59.1%	40,678,629	79,600	(2,847,504)
Pope	1	0.7	0%	192,920	77,897	148%	0.0%	199.25	68.8%	12,682,407	63,651	0
Stevens	0	0	0%	0	0	0%	0.0%	181.47	76.1%	9,719,027	53,557	0
Swift	15	40.5	23%	43,405	42,025	3%	3.0%	173.81	53.5%	7,708,757	44,352	231,263
Traverse	1	9.3	6%	30,141	49,454	-39%	-23.4%	163.96	68.2%	9,028,027	55,062	(2,112,558)
Wilkin	8	22.8	14%	54,834	33,014	66%	66.0%	167.49	54.7%	5,470,814	32,664	3,610,737
District 4 Totals	75	272.4	11%	\$56,813	\$46,148	23%		2,504.33	61.1%	\$134,783,231	\$53,820	\$12,472,495

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1984-1990 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1990 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1991 Needs Study				Rural Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	Miles										
Anoka	7	19.0	20%	\$143,382	\$143,912	0%	0.0%	96.34	56.2%	\$14,619,512	\$151,749	\$0
Carver	6	13.7	11%	94,626	98,152	-4%	-4.0%	130.09	70.5%	12,906,452	99,212	(516,258)
Hennepin	3	8.6	7%	290,549	241,641	20%	14.0%	129.34	89.4%	22,318,773	172,559	3,124,628
Scott	4	6.3	6%	109,537	85,191	29%	17.4%	109.65	68.5%	10,336,037	94,264	1,798,470
District 5 Totals	20	47.6	10%	\$151,399	\$140,579	8%		465.42	70.4%	\$60,180,774	\$129,304	\$4,406,840

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1984-1990 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1990 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1991 Needs Study				Rural Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Dodge	12	29.4	22%	\$74,005	\$64,924	14%	14.0%	136.58	56.2%	\$8,454,725	\$61,903	\$1,183,662
Fillmore	7	23.9	8%	142,405	163,066	-13%	-10.4%	296.24	77.5%	43,004,414	145,167	(4,472,459)
Freeborn	7	23.9	8%	122,741	72,635	69%	55.2%	288.91	66.5%	14,817,540	51,288	8,179,282
Goodhue	8	29.3	16%	113,436	100,456	13%	13.0%	182.29	57.8%	18,158,902	99,615	2,360,657
Houston	8	18.2	12%	161,318	168,341	-4%	-1.0%	149.63	61.9%	25,163,766	168,173	(251,638)
Mower	9	17.6	8%	69,889	62,735	11%	8.8%	232.55	64.8%	15,249,219	65,574	1,341,931
Olmsted	10	23.5	11%	120,076	122,771	-2%	-2.0%	206.85	66.6%	22,385,401	108,220	(447,708)
Rice	9	25.0	15%	84,354	57,379	47%	47.0%	167.67	63.6%	10,605,234	63,251	4,984,460
Steele	11	21.7	13%	63,224	50,285	26%	26.0%	166.35	61.0%	9,541,189	57,356	2,480,709
Wabasha	7	21.6	13%	164,742	144,591	14%	14.0%	162.82	63.1%	21,048,622	129,275	2,946,807
Winona	10	18.9	10%	126,061	119,068	6%	6.0%	190.53	63.7%	22,912,778	120,258	1,374,767
District 6 Totals	98	253.0	12%	\$111,641	\$100,533	11%		2,180.42	64.5%	\$211,341,790	\$96,927	\$19,680,470

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1984-1990 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1990 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1991 Needs Study				Rural Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	Miles										
Blue Earth	11	31.0	12%	\$65,249	\$72,658	-10%	-10.0%	264.79	67.7%	\$22,079,053	\$83,383	(\$2,207,905)
Brown	6	12.6	8%	161,717	188,121	-14%	-11.2%	148.52	48.5%	10,331,619	69,564	(1,157,141)
Cottonwood	4	10.3	5%	61,536	54,455	13%	6.5%	207.80	67.4%	10,540,909	50,726	685,159
Faribault	9	32.6	16%	59,020	56,061	5%	5.0%	207.25	62.0%	11,891,917	57,380	594,596
Jackson	3	7.7	3%	42,362	42,137	1%	0.3%	241.77	67.2%	14,365,794	59,419	43,097
Le Sueur	12	37.1	27%	75,609	65,891	15%	15.0%	136.05	54.8%	8,943,917	65,740	1,341,588
Martin	6	33.8	18%	53,690	64,364	-17%	-17.0%	188.02	50.7%	10,630,790	56,541	(1,807,234)
Nicollet	11	19.3	14%	62,232	67,244	-7%	-7.0%	137.76	58.2%	11,261,023	81,744	(788,272)
Nobles	5	18.1	9%	55,331	41,931	32%	28.8%	192.71	57.7%	11,730,847	60,873	3,378,484
Rock	6	14.7	8%	47,084	42,661	10%	8.0%	173.70	68.9%	8,193,609	47,171	655,489
Sibley	4	12.0	6%	82,499	59,249	39%	23.4%	206.21	73.3%	11,618,326	56,342	2,718,688
Waseca	10	29.5	20%	61,951	56,415	10%	10.0%	144.50	60.6%	7,951,998	55,031	795,200
Watonwan	6	15.2	13%	69,083	67,272	3%	3.0%	121.09	54.7%	7,040,243	58,141	211,207
District 7 Totals	93	273.9	12%	\$66,917	\$65,859	2%		2,370.17	61.0%	\$146,580,045	\$61,844	\$4,462,956

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1984-1990 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1990 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1991 Needs Study				Rural Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	Miles										
Chippewa	4	11.5	11%	\$86,264	\$73,699	17%	17.0%	106.17	44.6%	\$9,001,088	\$84,780	\$1,530,185
Kandiyohi	16	57.1	27%	94,953	68,071	39%	39.0%	212.72	53.4%	14,414,685	67,764	5,621,727
Lac Qui Parle	10	39.1	19%	46,935	46,725	0%	0.0%	204.39	57.3%	8,972,197	43,897	0
Lincoln	4	15.6	11%	39,637	48,687	-19%	-19.0%	146.94	59.8%	7,367,069	50,137	(1,399,743)
Lyon	14	37.0	20%	52,570	53,555	-2%	-2.0%	181.24	59.7%	10,047,794	55,439	(200,956)
Mc Leod	9	22.2	15%	78,213	69,173	13%	19.5%	151.26	67.8%	10,098,676	66,764	1,969,242
Meeker	5	9.6	6%	78,857	56,269	40%	24.0%	153.42	57.8%	8,585,340	55,960	2,060,482
Murray	11	25.4	14%	37,560	48,992	-23%	-23.0%	175.54	50.2%	8,718,530	49,667	(2,005,262)
Pipestone	7	18.4	13%	60,434	62,536	-3%	-3.0%	143.09	64.4%	6,914,964	48,326	(207,449)
Redwood	10	22.8	10%	36,565	32,885	11%	11.0%	224.79	60.1%	12,314,918	54,784	1,354,641
Renville	3	2.0	1%	63,076	43,619	45%	4.5%	341.35	76.9%	16,614,720	48,674	747,662
Yellow Medicine	11	45.4	21%	49,121	52,809	-7%	-7.0%	217.32	64.1%	13,094,267	60,253	(916,599)
District 8 Totals	104	306.1	14%	\$60,645	\$55,568	9%		2,258.23	60.1%	\$126,144,248	\$55,860	\$8,553,930

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1984-1990 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1990 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1991 Needs Study			Rural Grading Cost Adjustment To The 1991 - 25 Year Construction Needs	
	Projects #	Miles	% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost		Average Cost Per Mile
Chisago	5	9.6	6%	\$119,154	\$93,630	27%	16.2%	152.30	71.7%	\$13,788,574	\$90,536	\$2,233,749
Dakota	6	8.4	7%	193,008	200,860	-4%	-2.8%	126.59	70.4%	15,175,487	119,879	(424,914)
Ramsey	2	2.5	35%	394,350	274,943	43%	43.0%	7.18	98.0%	1,844,780	256,933	793,255
Washington	7	7.3	8%	198,583	141,744	40%	32.0%	93.58	64.1%	14,237,581	152,143	4,556,026
District 9 Totals	20	27.8	7%	\$186,987	\$154,977	21%		379.65	69.6%	\$45,046,422	\$118,653	\$7,158,116

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1984-1990 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1990 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1991 Needs Study			Rural Grading Cost Adjustment To The 1991 - 25 Year Construction Needs	
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	Miles										
District 1 Totals	91	196.7	8%	\$171,047	\$145,570	18%		2,524.03	76.8%	\$339,598,969	\$134,546	\$40,039,471
District 2 Totals	119	398.7	15%	60,697	65,559	-7%		2,594.59	59.4%	170,689,857	65,787	(9,528,322)
District 3 Totals	96	257.1	9%	85,778	70,934	21%		2,745.41	63.5%	198,988,972	72,481	31,003,105
District 4 Totals	75	272.4	11%	56,813	46,148	23%		2,504.33	61.1%	134,783,231	53,820	12,472,495
District 5 Totals	20	47.6	10%	151,399	140,579	8%		465.42	70.4%	60,180,774	129,304	4,406,840
District 6 Totals	98	253	12%	111,641	100,533	11%		2,180.42	64.5%	211,341,790	96,927	19,680,470
District 7 Totals	93	273.9	12%	66,917	65,859	2%		2,370.17	61.0%	146,580,045	61,844	4,462,956
District 8 Totals	104	306.1	14%	60,645	55,568	9%		2,258.23	60.1%	126,144,248	55,860	8,553,930
District 9 Totals	20	27.8	7%	186,987	154,977	21%		379.65	69.6%	45,046,422	118,653	7,158,116
STATE TOTAL	716	2,033.3	11%	\$85,049	\$77,251	10%		18,022.25	63.7%	\$1,433,354,308	\$79,532	\$118,249,061

NOTES & COMMENTS

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1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

Comparison of 1987 - 1990 Urban Design Grading Construction Costs to Needs Study Costs

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

An explanation of Koochiching County's urban design grading cost adjustments for the 1992 apportionment is shown below.

- 1) 0.6 miles of C.S.A.H.'s which had urban design complete grading needs were graded in Koochiching County in 1987 - 1990. This represents 9% of the 6.98 miles of urban design C.S.A.H.'s which still have complete grading required in their needs study.
- 2) The Urban Grading Cost Factor of 115% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs costs/mile.

$$\frac{\$244,284 - \$113,802}{\$113,802} = 115\%$$

- 3) The Adjusted Urban Grading Cost Factor of 103.5% was arrived at by dividing the 9% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Urban Grading Cost Factor (103.5%) as shown in 2 above.

$$\frac{9}{10} \times 115\% = 103.5\%$$

- 4) Then, by multiplying the Adjusted Factor (103.5%) times the complete urban design grading needs remaining in the 1991 needs study (\$1,164,195) an adjustment (+\$1,204,942) to the 1991 needs is computed.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 1991 25-year construction needs) have been used in calculating the 1991 annual County State Aid Highway money needs.

OCTOBER, 1991

Comparison of 1987-1990 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1990 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1991 Needs Study			Urban Grading Cost Adjustment To The 1991 - 25 Year Construction Needs	
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	Miles										
Carlton	2	0.9	13%	\$94,637	\$131,951	-28%	-28.0%	6.73	45.6%	\$1,345,718	\$199,958	(\$376,801)
Cook	2	0.4	16%	136,349	151,144	-10%	-10.0%	2.44	74.2%	309,459	126,827	(30,946)
Itasca	0	0.0	0%	0	0	0%	0.0%	12.44	59.2%	1,766,913	142,035	0
Koochiching	2	0.6	9%	244,284	113,802	115%	103.5%	6.98	42.0%	1,164,195	166,790	1,204,942
Lake	0	0.0	0%	0	0	0%	0.0%	2.30	40.7%	501,597	218,086	0
Pine	1	0.5	5%	199,780	142,240	40%	20.0%	10.90	87.2%	1,891,456	173,528	378,291
St. Louis	1	0.1	0%	788,490	157,950	399%	0.0%	24.98	45.2%	6,685,603	267,638	0
District 1 Totals	8	2.5	4%	\$186,043	\$133,754	39%		66.77	51.7%	\$13,664,941	\$204,657	\$1,175,486

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1987-1990 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1990 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1991 Needs Study				Urban Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			% of Total Urban	Total Cost	Average Cost per Mile		
	#	Miles										
Beltrami	2	1.8	16%	\$75,782	\$96,435	-21%	-21.0%	11.03	64.2%	\$1,791,427	\$162,414	(\$376,200)
Clearwater	0	0.0	0%	0	0	0%	0.0%	3.48	71.6%	409,301	117,615	0
Hubbard	1	0.3	15%	128,880	101,887	26%	26.0%	1.99	49.5%	309,978	155,768	80,594
Kittson	1	0.3	8%	317,460	259,160	22%	17.6%	3.81	89.2%	805,701	211,470	141,803
Lake of the Woods	0	0.0	0%	0	0	0%	0.0%	1.93	58.3%	254,534	131,883	0
Marshall	0	0.0	0%	0	0	0%	0.0%	2.72	45.6%	423,431	155,673	0
Norman	2	0.3	9%	181,300	138,645	31%	27.9%	3.27	49.3%	456,566	139,623	127,382
Pennington	0	0.0	0%	0	0	0%	0.0%	0.99	33.0%	194,540	196,505	0
Polk	3	0.8	8%	143,539	153,050	-6%	-4.8%	10.59	62.4%	1,817,930	171,665	(87,261)
Red Lake	0	0.0	0%	0	0	0%	0.0%	3.04	91.0%	454,019	149,348	0
Roseau	1	0.5	13%	123,250	131,840	-7%	-7.0%	3.89	53.7%	478,007	122,881	(33,460)
District 2 Totals	10	4.0	9%	\$125,305	\$127,911	-2%		46.74	60.9%	\$7,395,434	\$158,225	(\$147,142)

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1987-1990 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1990 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1991 Needs Study				Urban Grading Cost Adjustment To The 1991 - 25 Year Construction Needs	
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Urban Grading Cost Factor	Urban Grading Cost Factor	% of Total Urban Miles	Total Cost		Average Cost per Mile
	#	Miles											
Aitkin	0	0.0	0%	\$0	\$0	0%	0.0%	1.27	49.8%	\$279,914	\$220,405	0	
Benton	2	0.3	8%	280,933	154,900	81%	64.8%	3.67	45.5%	634,285	172,830	411,017	
Cass	1	0.3	4%	80,237	173,973	-54%	-21.6%	8.55	82.6%	1,396,858	163,375	(\$301,721)	
Crow Wing	1	0.2	3%	131,440	158,940	-17%	-5.1%	7.93	46.0%	1,147,210	144,667	(58,508)	
Isanti	2	0.2	15%	117,145	304,686	-62%	-62.0%	1.35	41.8%	436,541	323,364	(270,655)	
Kanabec	0	0.0	0%	0	0	0%	0.0%	2.47	68.0%	332,176	134,484	0	
Mille Lacs	1	0.1	1%	363,910	99,800	265%	26.5%	11.90	84.2%	1,471,733	123,675	390,009	
Morrison	1	0.6	7%	285,747	137,767	107%	74.9%	8.24	64.9%	816,088	99,040	611,250	
Sherburne	0	0.0	0%	0	0	0%	0.0%	1.25	17.2%	120,749	96,599	0	
Stearns	5	2.6	13%	138,096	138,102	0%	0.0%	19.82	56.8%	2,877,853	145,199	0	
Todd	1	0.9	18%	224,613	119,400	88%	88.0%	5.14	55.5%	709,988	138,130	624,789	
Wadena	1	0.1	3%	83,750	94,650	-12%	-3.6%	3.87	64.6%	508,375	131,363	(18,302)	
Wright	3	0.9	6%	96,424	222,099	-57%	-34.2%	14.12	52.2%	3,309,447	234,380	(1,131,831)	
District 3 Totals	18	6.2	7%	\$164,643	\$155,250	6%		89.58	57.3%	\$14,041,217	\$156,745	\$256,048	

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1987-1990 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1990 Urban Design Grading						Urban Complete Grading Remaining in the 1991 Needs Study					Urban Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	% of Total		Total Cost	Average Cost per Mile	
	#	Miles						Urban Miles	Total Miles			
Becker	1	0.3	4%	\$133,993	\$65,707	104%	41.6%	7.48	62.8%	\$786,067	\$105,089	\$327,004
Big Stone	0	0.0	0%	0	0	0%	0.0%	1.31	21.5%	239,251	182,634	0
Clay	2	1.2	23%	121,183	228,284	-47%	-47.0%	5.18	50.2%	1,159,810	223,902	(545,111)
Douglas	4	3.2	32%	\$83,778	\$144,122	-42%	-42.0%	10.04	44.6%	1,910,830	190,322	(802,549)
Grant	2	0.8	32%	90,651	119,185	-24%	-24.0%	2.49	69.8%	353,141	141,824	(84,754)
Mahnomen	0	0.0	0%	0	0	0%	0.0%	1.64	53.8%	293,632	179,044	0
Otter Tail	1	0.4	1%	156,775	108,945	44%	4.4%	36.13	78.9%	7,371,307	204,022	324,338
Pope	4	1.1	20%	211,082	147,642	43%	43.0%	5.57	58.6%	753,497	135,278	324,004
Stevens	1	0.1	3%	182,760	209,440	-13%	-3.9%	3.32	61.8%	479,553	144,444	(18,703)
Swift	1	0.2	6%	49,486	179,362	-72%	-43.2%	3.51	78.0%	713,787	203,358	(308,356)
Traverse	2	0.6	27%	117,159	154,728	-24%	-24.0%	2.21	43.0%	327,529	148,203	(78,607)
Wilkin	1	0.5	16%	226,008	377,216	-40%	-40.0%	3.08	50.3%	541,272	175,738	(216,509)
District 4 Totals	19	8.4	10%	\$122,955	\$166,331	-26%		81.96	61.2%	\$14,929,676	\$182,158	(\$1,079,243)

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1987-1990 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1990 Urban Design Grading					Urban Grading Cost	Adjusted Urban Grading Cost	Urban Complete Grading Remaining in the 1991 Needs Study				Urban Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects	Miles	% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
Anoka	2	1.1	4%	\$261,088	\$370,323	-29%	-11.6%	28.67	34.9%	\$6,421,574	\$223,982	(\$744,903)
Carver	0	0.0	0%	0	0	0%	0.0%	12.24	53.7%	1,520,333	124,210	0
Hennepin	8	6.2	2%	366,881	330,094	11%	2.2%	270.92	71.6%	109,837,039	405,422	2,416,415
Scott	2	2.8	13%	264,049	562,879	-53%	-53.0%	21.03	69.2%	6,342,792	301,607	(3,361,680)
District 5 Totals	12	10.1	3%	\$326,851	\$399,009	-18%		332.86	64.8%	\$124,121,738	\$372,895	(\$1,690,168)

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1987-1990 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1990 Urban Design Grading						Urban Complete Grading Remaining in the 1991 Needs Study					Urban Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	% of Total		Total Cost	Average Cost per Mile	
	#	Miles						Miles	Miles			
Dodge	2	0.4	11%	\$148,254	\$139,590	6%	6.0%	3.49	51.5%	\$819,305	\$234,758	\$49,158
Fillmore	1	0.3	4%	198,510	92,527	115%	46.0%	7.18	60.9%	620,786	86,460	285,562
Freeborn	1	0.5	9%	81,945	125,124	-35%	-35.0%	5.49	43.0%	723,803	131,840	(253,331)
Goodhue	1	0.2	2%	160,215	240,000	-33%	-6.6%	8.39	74.5%	1,647,658	196,384	(108,745)
Houston	3	1.6	61%	43,325	140,561	-69%	-69.0%	2.63	31.1%	364,552	138,613	(251,541)
Mower	1	0.1	1%	112,082	161,555	-31%	-3.1%	9.44	63.4%	2,094,478	221,873	(64,929)
Olmsted	0	0.0	0%	0	0	0%	0.0%	3.92	40.6%	879,398	224,336	0
Rice	0	0.0	0%	0	0	0%	0.0%	10.56	64.9%	3,232,570	306,115	0
Steele	0	0.0	0%	0	0	0%	0.0%	9.26	47.6%	1,628,388	175,852	0
Wabasha	0	0.0	0%	0	0	0%	0.0%	10.54	61.2%	2,939,716	278,910	0
Winona	0	0.0	0%	0	0	0%	0.0%	3.49	21.2%	947,302	271,433	0
District 6 Totals	9	3.1	4%	\$88,122	\$140,406	-37%		74.39	51.3%	\$15,897,956	\$213,711	(\$343,826)

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1987-1990 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1990 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1991 Needs Study				Urban Grading Cost Adjustment To The 1991 - 25 Year Construction Needs	
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	% of Total			Average Cost per Mile
	#	Miles								Urban Miles	Total Cost		
Blue Earth	3	1.2	10%	\$155,454	\$174,933	-11%	-11.0%	11.96	45.5%	\$2,181,538	\$182,403	(\$239,969)	
Brown	3	1.3	23%	194,919	80,681	142%	142.0%	5.60	46.9%	412,436	73,649	585,659	
Cottonwood	2	1.0	27%	133,775	173,809	-23%	-23.0%	3.73	37.3%	464,491	124,528	(106,833)	
Faribault	3	1.1	12%	91,476	183,444	-50%	-50.0%	9.21	60.4%	1,843,108	200,120	(921,554)	
Jackson	2	1.2	16%	66,288	156,343	-58%	-58.0%	7.70	69.6%	1,302,961	169,216	(755,717)	
Le Sueur	0	0.0	0%	0	0	0%	0.0%	12.23	63.1%	1,839,940	150,445	0	
Martin	2	0.6	16%	68,468	239,842	-71%	-71.0%	3.66	52.9%	589,006	160,931	(418,194)	
Nicollet	2	0.8	12%	103,283	161,293	-36%	-36.0%	6.53	75.1%	2,252,860	345,002	(811,030)	
Nobles	2	0.9	12%	327,210	377,063	-13%	-13.0%	7.34	65.1%	1,386,338	188,874	(180,224)	
Rock	1	0.5	9%	47,718	79,337	-40%	-36.0%	5.86	55.1%	696,673	118,886	(250,802)	
Sibley	0	0.0	0%	0	0	0%	0.0%	6.02	76.9%	918,707	152,609	0	
Waseca	1	0.3	4%	101,113	194,180	-48%	-19.2%	7.79	67.0%	1,596,133	204,895	(306,458)	
Watonwan	2	0.7	13%	195,946	282,349	-31%	-31.0%	5.45	39.4%	912,632	167,455	(282,916)	
District 7 Totals	23	9.6	10%	\$141,753	\$186,168	-24%		93.08	56.5%	\$16,396,823	\$176,158	(\$3,688,038)	

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1987-1990 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1990 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1991 Needs Study				Urban Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
Chippewa	0	0.0	0%	\$0	\$0	0%	0.0%	4.45	73.0%	\$1,319,964	\$296,621	\$0
Kandiyohi	1	0.5	4%	97,732	220,094	-56%	-22.4%	14.13	57.7%	3,074,086	217,557	(688,595)
Lac Qui Parle	1	0.1	3%	139,491	135,473	3%	0.9%	2.96	54.9%	725,974	245,261	6,534
Lincoln	1	0.3	6%	114,077	112,053	2%	1.2%	4.64	50.0%	602,966	129,950	7,236
Lyon	5	2.6	26%	84,485	200,547	-58%	-58.0%	9.85	64.8%	2,173,825	220,693	(1,260,819)
Mc Leod	3	1.2	15%	101,299	161,342	-37%	-37.0%	8.10	57.9%	1,087,702	134,284	(402,450)
Meeker	0	0.0	0%	0	0	0%	0.0%	4.29	67.7%	781,365	182,136	0
Murray	0	0.0	0%	0	0	0%	0.0%	1.78	34.1%	187,705	105,452	0
Pipestone	3	1.3	16%	85,858	92,728	-7%	-7.0%	7.95	68.0%	1,379,605	173,535	(96,572)
Redwood	2	0.7	11%	50,606	89,734	-44%	-44.0%	6.23	54.2%	1,025,340	164,581	(451,150)
Renville	1	0.3	8%	41,971	317,042	-87%	-69.6%	3.64	65.1%	688,374	189,114	(479,108)
Yellow Medicine	1	0.2	5%	369,180	116,240	218%	109.0%	4.32	57.7%	800,772	185,364	872,841
District 8 Totals	18	7.2	10%	\$93,229	\$163,124	-43%		72.34	59.2%	\$13,847,678	\$191,425	(\$2,492,083)

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1987-1990 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1990 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1991 Needs Study				Urban Grading Cost Adjustment To The 1991 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	% of Total Urban Miles			Total Cost	Average Cost per Mile			
	#	Miles											
Chisago	1	0.8	11%	\$97,834	\$145,848	-33%	-33.0%	7.45	54.1%	\$1,321,418	\$177,372	(\$436,068)	
Dakota	6	6.7	14%	320,122	314,252	2%	2.0%	48.78	51.9%	10,535,742	215,985	210,715	
Ramsey	11	9.9	6%	428,819	354,010	21%	12.6%	158.57	71.4%	62,962,551	397,065	7,933,281	
Washington	5	2.0	6%	294,446	232,938	26%	15.6%	31.74	55.9%	6,286,608	198,066	980,711	
District 9 Totals	23	19.4	8%	\$363,778	\$319,213	14%		246.54	63.8%	\$81,106,319	\$328,978	\$8,688,639	

1991 COUNTY SCREENING BOARD DATA

OCTOBER, 1991

Comparison of 1987-1990 Urban Design Grading Construction Costs to Needs Study Costs

Districts	1987-1990 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost	Urban Complete Grading Remaining in the 1991 Needs Study			Urban Grading Cost Adjustment To The 1991 - 25 Year Construction Needs	
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	Miles										
District 1 Totals	8	2.5	4%	\$186,043	\$133,754	39%		66.77	51.7%	\$13,664,941	\$204,657	\$1,175,486
District 2 Totals	10	4.0	9%	125,305	127,911	-2%		46.74	60.9%	7,395,434	158,225	(147,142)
District 3 Totals	18	6.2	7%	164,643	155,250	6%		89.58	57.3%	14,041,217	156,745	256,048
District 4 Totals	19	8.4	10%	122,955	166,331	-26%		81.96	61.2%	14,929,676	182,158	(1,079,243)
District 5 Totals	12	10.1	3%	326,851	399,009	-18%		332.86	64.8%	124,121,738	372,895	(1,690,168)
District 6 Totals	9	3.1	4%	88,122	140,406	-37%		74.39	51.3%	15,897,956	213,711	(343,826)
District 7 Totals	23	9.6	10%	141,753	186,168	-24%		93.08	56.5%	16,396,823	176,158	(3,688,038)
District 8 Totals	18	7.2	10%	93,229	163,124	-43%		72.34	59.2%	13,847,678	191,425	(2,492,083)
District 9 Totals	23	19.4	8%	363,778	319,213	14%		246.54	63.8%	81,106,319	328,978	8,688,639
STATE TOTAL	140	70.5	6%	\$222,111	\$238,362	-7%		1,104.26	60.4%	\$301,401,782	\$272,945	\$679,673

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

Needs Adjustments for Variances Granted on CSAHs

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

The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 1990 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 18-19, 1991 Screening Board meeting.

<u>County</u>	<u>Project</u>	<u>1991 Needs Adjustments</u>
BELTRAMI	04-622-12	\$ 225,942
BROWN	08-626-02	29,135
FILLMORE	23-617-11	213,170
HENNEPIN	27-670-01	1,109,411
ITASCA	31-609-02	86,820
WRIGHT	86-642-04	89,685
<hr/>		
TOTAL		<hr/> \$1,754,163

LOTUS-2.01-6 (BONDACC2)

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

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, 1990

COUNTY	DATE OF ISSUE	AMOUNT OF ISSUE	UNAMORTIZED BOND BALANCE	TOTAL DISBURSEMENTS	OVERLAY PROJECTS (NO ADJ.)	UNENCUMBERED BALANCE AVAILABLE	BOND ACCOUNT ADJUSTMENT
KOOCHICHING	12-15-90	\$3,500,000	\$3,500,000	\$0	\$0	\$3,500,000	\$0
DISTRICT 1 TOTALS		3,500,000	3,500,000	0	0	3,500,000	0
BELTRAMI	05-01-87	3,000,000	1,996,643	3,000,000	652,573	0	1,344,070
KITTSOON	05-01-84	1,235,000	0	1,235,000	0	0	0
KITTSOON	10-01-87	1,200,000	860,000	1,200,000	0	0	860,000
KITTSOON	10-01-90	1,225,000	1,225,000	0	0	1,225,000	0
LAKE OF THE WOODS	08-01-85	1,000,000	200,000	1,000,000	468,562	0	0
MARSHALL	02-01-79	1,250,000	0	1,250,000	0	0	0
MARSHALL	03-01-90	1,325,000	1,325,000	1,325,000	0	0	1,325,000
NORMAN	04-03-85	500,000	0	500,000	62,332	0	0
PENNINGTON	08-01-81	575,000	75,000	575,000	0	0	75,000
PENNINGTON	08-01-80	400,000	0	400,000	0	0	0
POLK	04-20-83	2,000,000	675,000	2,000,000	0	0	675,000
	12-01-89	2,350,000	2,350,000	0	0	2,350,000	0
DISTRICT 2 TOTALS		16,060,000	8,706,643	12,485,000	1,183,467	3,575,000	4,279,070

COUNTY	DATE OF ISSUE	AMOUNT OF ISSUE	UNAMORTIZED BOND BALANCE	TOTAL DISBURSEMENTS	OVERLAY PROJECTS (NO ADJ.)	UNENCUMBERED BALANCE AVAILABLE	BOND ACCOUNT ADJUSTMENT
CROW WING	07-01-81	\$1,000,000	\$0	\$1,000,000	0	\$0	\$0
WADENA	07-01-87	515,000	200,000	515,000	\$300,000	0	0
DISTRICT 3 TOTALS		1,515,000	200,000	1,515,000	300,000	0	0
BECKER	08-01-86	1,500,000	800,000	1,500,000	775,268	0	24,732
OTTER TAIL	06-01-86	7,735,000	5,575,000	7,735,000	760,419	0	4,814,581
DOUGLAS	07-01-90	970,000	970,000	965,000	621,254	5,000	343,746
DISTRICT 4 TOTALS		10,205,000	7,345,000	10,200,000	2,156,941	5,000	5,183,059
CARVER	08-01-79	900,000	190,000	900,000	0	0	190,000
DISTRICT 5 TOTALS		900,000	190,000	900,000	0	0	190,000
DODGE	03-01-84	1,700,000	285,000	1,540,000	0	160,000	125,000
STEELE	05-01-83	1,400,000	0	1,399,755	15,739	245	0
DISTRICT 6 TOTALS		3,100,000	285,000	2,939,755	15,739	160,245	125,000
NICOLLET	07-01-79	1,000,000	0	1,000,000	0	0	0
SIBLEY	07-01-81	990,000	0	990,000	0	0	0
WATONWAN	11-01-79	1,250,000	0	1,250,000	0	0	0
DISTRICT 7 TOTALS		3,240,000	0	3,240,000	0	0	0
KANDIYOHI	07-01-86	2,300,000	1,810,000	2,300,000	0	0	1,810,000
YELLOW MEDICINE	09-01-80	1,000,000	200,000	1,000,000	0	0	200,000
YELLOW MEDICINE	08-01-86	2,700,000	2,355,000	2,700,000	0	0	2,355,000
DISTRICT 8 TOTALS		6,000,000	4,365,000	6,000,000	0	0	4,365,000
STATE TOTALS		\$41,020,000	\$21,091,643	\$37,279,755	\$3,656,147	\$3,740,245	\$14,142,129

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

"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 1991 25-YEAR NEEDS AND ARE SHOWN ON THE TENTATIVE 1992 MONEY NEEDS APPORTIONMENT FORM.

COUNTY	AFTER THE FACT R/W NEEDS	COUNTY	AFTER THE FACT R/W NEEDS
CARLTON	\$181,256	AITKIN	\$691,007
COOK	271,597	BENTON	508,055
ITASCA	88,751	CASS	339,588
KOOCHICHING	514,450	CROW WING	469,795
LAKE	475,609	ISANTI	132,068
PINE	372,284	KANABEC	273,546
ST. LOUIS	850,841	MILLE LACS	64,016
DISTRICT 1 TOTALS	2,754,788	MORRISON	3,775
BELTRAMI	614,058	SHERBURNE	382,786
CLEARWATER	221,129	STEARNS	371,204
HUBBARD	428,798	TODD	76,396
KITTSOON	407,100	WADENA	104,540
LAKE OF THE WOODS	65,833	WRIGHT	975,040
MARSHALL	310,902	DISTRICT 3 TOTALS	4,391,816
NORMAN	160,399	BECKER	301,309
PENNINGTON	135,585	BIG STONE	43,635
POLK	1,217,445	CLAY	523,780
RED LAKE	52,561	DOUGLAS	341,160
ROSEAU	349,783	GRANT	48,142
DISTRICT 2 TOTALS	\$3,963,593	MAHNOMEN	0
		OTTER TAIL	420,862
		POPE	69,397
		STEVENS	0
		SWIFT	184,682
		TRAVERSE	0
		WILKIN	384,236
		DISTRICT 4 TOTALS	\$2,317,203

"AFTER THE FACT" RIGHT OF WAY NEEDS

COUNTY	AFTER THE FACT R/W NEEDS	COUNTY	AFTER THE FACT R/W NEEDS
-----	-----	-----	-----
ANOKA	\$3,618,915	CHIPPEWA	\$148,605
CARVER	681,848	KANDIYOHI	290,027
HENNEPIN	19,095,049	LAC QUI PARLE	378,185
SCOTT	1,258,111	LINCOLN	119,896
DISTRICT 5 TOTALS	24,653,923	LYON	412,149
DODGE	137,518	MC LEOD	948,302
FILLMORE	298,418	MEEKER	224,791
FREEBORN	70,041	MURRAY	124,247
GOODHUE	766,012	PIPESTONE	134,862
HOUSTON	83,385	REDWOOD	340,492
MOWER	187,423	RENVILLE	182,190
OLMSTED	2,347,933	YELLOW MEDICINE	128,504
RICE	143,943	DISTRICT 8 TOTALS	3,432,250
STEELE	87,793	CHISAGO	264,869
WABASHA	257,022	DAKOTA	4,557,271
WINONA	235,770	RAMSEY	1,520,615
DISTRICT 6 TOTALS	4,615,258	WASHINGTON	2,208,397
BLUE EARTH	873,410	DISTRICT 9 TOTALS	8,551,152
BROWN	404,508		
COTTONWOOD	333,521		
FARIBAULT	533,540		
JACKSON	212,898		
LE SUEUR	676,684		
MARTIN	237,698		
NICOLLET	462,939		
NOBLES	224,826		
ROCK	255,751		
SIBLEY	85,998		
WASECA	184,640		
WATONWAN	297,381		
DISTRICT 7 TOTALS	\$4,783,794	STATE TOTALS	\$59,463,777

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

"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
1992 MONEY NEEDS APPORTIONMENT FORM.

COUNTY	LETTING DATE	# OF PROJECTS	ELIGIBLE "AFTER THE FACT" BRIDGE DECK REHAB. NEEDS	ADDED TO THE NEEDS FOR THESE APPORT. YEARS
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

WILKIN	1987	1	37,731	1989-2003

HENNEPIN	1989	2	348,771	1991-2005

STATE TOTAL		15	\$1,293,430	1992 APPORTIONMENT

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

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 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 1991 25-YEAR NEEDS.

COUNTY	TRAFFIC SIGNALS	LIGHTING	RETAINING WALLS	SIDEWALK	TOTAL
ANOKA	\$192,467	---	---	---	\$192,467
BENTON	15,150	---	---	---	15,150
CARVER	29,945	---	---	---	29,945
CHISAGO	---	---	---	29,514	29,514
COOK	6,976	---	---	15,161	22,137
DAKOTA	1,867,233	---	192,247	46,259	2,105,739
HENNEPIN	3,224,659	796,894	522,780	622,080	5,166,413
LE SUEUR	---	---	3,794	---	3,794
LYON	---	---	---	27,989	27,989
MILLE LACS	63,790	---	---	13,916	77,706
PINE	58,386	9,112	---	14,612	82,110
PIPESTONE	---	216	---	---	216
POLK	---	---	---	15,098	15,098
RAMSEY	901,503	18,412	556,762	59,280	1,535,957
ST. LOUIS	11,300	62,500	---	---	73,800
SCOTT	297,798	---	39,960	---	337,758
SWIFT	---	20,054	---	35,904	55,958
WASHINGTON	41,296	---	---	---	41,296
WATONWAN	1,626	---	---	70,402	72,028
TOTAL	\$6,712,129	\$907,188	\$1,315,543	\$950,215	\$9,885,075

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.

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

NEEDS ADJUSTMENT FOR "CREDIT FOR LOCAL EFFORT"

THE RESOLUTION BELOW DEALING WITH "CREDIT FOR LOCAL EFFORT" WAS ADOPTED IN OCTOBER 1989 BY THE COUNTY SCREENING BOARD.

THAT ANNUALLY A NEEDS ADJUSTMENT FOR LOCAL EFFORT FOR CONSTRUCTION ITEMS WHICH REDUCE STATE AID NEEDS SHALL BE MADE TO THE CSAH 25 YEAR CONSTRUCTION NEEDS.

THE ADJUSTMENT (CREDIT FOR LOCAL EFFORT) SHALL BE THE LOCAL (NOT STATE AID OR FEDERAL AID) DOLLARS SPENT ON STATE AID CONSTRUCTION PROJECTS FOR ITEMS ELIGIBLE FOR STATE AID PARTICIPATION. THIS ADJUSTMENT SHALL BE ANNUALLY ADDED TO THE 25 YEAR COUNTY STATE AID HIGHWAY CONSTRUCTION NEEDS OF THE COUNTY INVOLVED FOR A PERIOD OF TEN YEARS.

IT SHALL BE THE COUNTY ENGINEER'S RESPONSIBILITY TO SUBMIT THIS DATA TO THEIR DISTRICT STATE AID ENGINEER. HIS SUBMITTAL AND APPROVAL MUST BE RECEIVED IN THE OFFICE OF STATE AID BY JULY 1.

PURSUANT TO THIS RESOLUTION, THE FOLLOWING COUNTIES HAVE REPORTED AND JUSTIFIED "CREDIT FOR LOCAL EFFORT" IN THE AMOUNTS INDICATED. THESE ADJUSTMENTS ARE SHOWN ON THE TENTATIVE 1992 MONEY NEEDS APPORTIONMENT FORM.

COUNTY	REGULAR ACCOUNT ADJUSTMENT	MUNICIPAL ACCOUNT ADJUSTMENT	TOTAL ADJUSTMENT	ADDED TO THE NEEDS FOR THESE APPORT. YEARS
BLUE EARTH	\$339,222	---	\$339,222	1992-2001
DAKOTA	360,888	---	360,888	1991-2000
DAKOTA	350,553	---	350,553	1992-2001
MCLEOD	461,794	52,458	514,252	1992-2001
OLMSTED	901,282	---	901,282	1991-2000
YELLOW MEDICINE	321,624	14,416	336,040	1991-2000
STATE TOTAL	\$2,735,363	\$66,874	\$2,802,237	

NOTES & COMMENTS

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wp50-dmg-(Millevy)

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991
Mill Levy Deductions

Minnesota Statutes, Chapter 162.07, Subdivision 3 and 4 requires that a two-mill levy on each rural county, and a one and two-tenths mill levy on each urban county be computed and subtracted from such county's total estimated construction cost.

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

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

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

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

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

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

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

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

COUNTY	COUNTY TOTAL REAL & PERSONAL MARKET VALUE (TAXES PAYABLE 1991)	MILL LEVY DEDUCTION
CARLTON	599,016,446	\$95,603
COOK	241,079,324	38,476
ITASCA	1,236,863,314	197,403
KOOCHICHING	291,701,893	46,556
LAKE	233,220,655	37,222
PINE	554,376,538	88,478
ST. LOUIS*	3,606,852,045	348,783
DISTRICT 1 TOTALS	6,763,110,215	852,521
BELTRAMI	613,146,554	97,858
CLEARWATER	181,279,371	28,932
HUBBARD	529,318,584	84,479
KITTSO	317,859,205	50,730
LAKE OF THE WOODS	112,968,439	18,030
MARSHALL	470,920,538	75,159
NORMAN	375,145,713	59,873
PENNINGTON	263,744,950	42,094
POLK	1,062,088,544	169,509
RED LAKE	121,497,000	19,391
ROSEAU	377,709,121	60,282
DISTRICT 2 TOTALS	4,425,678,019	706,337
AITKIN	517,494,080	82,592
BENTON	686,129,706	109,506
CASS	900,169,055	143,667
CROW WING	1,667,723,272	266,169
ISANTI	625,478,168	99,826
KANABEC	294,981,132	47,079
MILLE LACS	428,142,302	68,332
MORRISON	729,198,573	116,380
SHERBURNE	1,782,029,725	284,412
STEARNS	2,789,144,857	445,148
TODD	478,162,633	76,315
WADENA	223,666,699	35,697
WRIGHT	2,165,560,222	345,623
DISTRICT 3 TOTALS	13,287,880,424	2,120,746
BECKER	786,966,405	125,600
BIG STONE	187,472,529	29,921
CLAY	1,133,715,268	180,941
DOUGLAS	843,443,793	134,614
GRANT	263,961,402	42,128
MAHNOMEN	132,169,455	21,094
OTTER TAIL	1,424,848,945	227,406
POPE	337,610,384	53,883
STEVENS	302,183,784	48,229
SWIFT	337,365,766	53,844
TRAVERSE	239,428,673	38,213
WILKIN	361,525,418	57,699
DISTRICT 4 TOTALS	6,350,691,822	1,013,572

* DENOTES URBAN COUNTY.

COUNTY	COUNTY TOTAL REAL & PERSONAL MARKET VALUE (TAXES PAYABLE 1991)	MILL LEVY DEDUCTION
ANOKA*	6,987,671,132	\$675,708
CARVER	1,756,638,421	280,359
HENNEPIN*	45,178,694,893	4,368,780
SCOTT	1,964,577,166	313,547
DISTRICT 5 TOTALS	55,887,581,612	5,638,394
DODGE	469,519,739	74,935
FILLMORE	534,329,598	85,279
FREEBORN	974,794,738	155,577
GOODHUE	1,662,092,980	265,270
HOUSTON	421,541,964	67,278
MOWER	979,845,085	156,383
OLMSTED	3,045,082,457	485,995
RICE	1,181,616,314	188,586
STEELE	859,408,169	137,162
WABASHA	533,279,565	85,111
WINONA	977,613,047	156,027
DISTRICT 6 TOTALS	11,639,123,656	1,857,603
BLUE EARTH	1,446,303,451	230,830
BROWN	804,270,404	128,362
COTTONWOOD	535,835,181	85,519
FARIBAULT	745,703,370	119,014
JACKSON	617,307,871	98,522
LE SUEUR	661,876,139	105,635
MARTIN	935,506,602	149,307
NICOLLET	729,089,651	116,363
NOBLES	684,267,369	109,209
ROCK	376,857,523	60,146
SIBLEY	502,410,365	80,185
WASECA	567,161,919	90,519
WATONWAN	454,847,556	72,594
DISTRICT 7 TOTALS	9,061,437,401	1,446,205
CHIPPEWA	418,895,011	66,856
KANDIYOHI	1,088,323,687	173,696
LAC QUI PARLE	329,208,851	52,542
LINCOLN	218,351,669	34,849
LYON	709,257,084	113,197
MC LEOD	802,578,746	128,092
MEEKER	615,905,983	98,299
MURRAY	439,326,277	70,116
PIPESTONE	287,149,624	45,829
REDWOOD	714,387,183	114,016
RENVILLE	825,368,656	131,729
YELLOW MEDICINE	419,587,254	66,966
DISTRICT 8 TOTALS	6,868,340,025	1,096,187
CHISAGO	844,779,784	134,827
DAKOTA*	10,216,514,069	987,937
RAMSEY*	15,782,166,870	1,526,136
WASHINGTON	5,262,736,736	839,933
DISTRICT 9 TOTALS	32,106,197,459	3,488,833
STATE TOTALS	146,390,040,633	\$18,220,398

* DENOTES URBAN COUNTY.

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TENTATIVE

APPORTIONMENT

DATA

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1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

Development of the Tentative 1992
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 1992 County State Aid Highway Fund. This tabulation also indicates a tentative 1992 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 1991 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 1992 apportionment.

Minor adjustments must be made for any turnback activity in 1991 and possibly for any action taken by this Board.

Fig. A

DEVELOPMENT OF THE TENTATIVE 1992 MONEY NEEDS APPORTIONMENT

Table with columns for County, BASIC 1991 25 YEAR CONSTRUCTION NEEDS, SCREENING BOARD RESTRICTION, RESTRICTED 1991 25-YEAR CONSTRUCTION NEEDS, RURAL COMPLETE GRADING ADJUSTMENTS, URBAN COMPLETE GRADING ADJUSTMENTS, STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS, FAS FUND BALANCE DEDUCTIONS, BOND ACCOUNT ADJUSTMENTS, SPECIAL RESURFACING ADJUSTMENTS, BRIDGE DECK REPAIRS, RIGHT OF WAY, MISCELLANEOUS, ADJUSTED 25 YEAR CONSTRUCTION NEEDS, ANNUAL CONSTRUCTION NEEDS, MILL LEVY DEDUCTIONS, ANNUAL MONEY NEEDS, MONEY NEEDS FACTORS, MONEY NEEDS APPORTIONMENT (LESS THAN), 1990 THIS APPORTIONMENT, ADJUSTMENTS TO MINIMUM COUNTY, MAXIMUM FACTOR FOR OTHER 78 COUNTIES, MINIMUM COUNTY ADJUSTMENT FOR OTHER 78 COUNTIES, TENTATIVE 1992 MONEY NEEDS APPORTIONMENT, ANNUAL MONEY NEEDS, COUNTY.

October 31, 1991

Edwin H. Cohoon
Minnesota Department of Transportation
Room 411, Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Cohoon:

We, the undersigned, as members of the 1991 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 and construction accomplishments. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 1991 and any action taken by this Screening Board, adjustments to the mileage and money needs may be necessary before January 1, 1992.

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 1992 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Alan Forsberg, Secretary
County Screening Board

APPROVED

George Engstrom, District 1

Michael Sheehan, (Chairman) District 6

Walter Leu, District 2

Stephen Schnieder, District 7

John Walkup, District 3

Peter Boomgarden, District 8

Jack Cousins, District 4

Don Theisen, District 9

Brad Larson, District 5

Enclosures: Mileage and Annual Money Needs Listing
FINDINGS.WP

**1991 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1992 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 1992 C.S.A.H. FUND**

COUNTY	COUNTY STATE AID HIGHWAY MILEAGE	ANNUAL COUNTY STATE AID HIGHWAY MONEY NEEDS

CARLTON	294.03	\$2,097,790
COOK	178.20	1,684,792
ITASCA	647.40	3,880,187
KOOCHICHING	248.97	2,531,745
LAKE	214.02	2,325,875
PINE	472.67	3,950,680
ST. LOUIS	1,360.40	13,010,471
DISTRICT 1 TOTALS	3,415.69	29,481,540
BELTRAMI	464.90	2,473,275
CLEARWATER	327.06	1,224,790
HUBBARD	324.42	1,362,191
KITTSOON	373.46	1,657,121
LAKE OF THE WOODS	187.07	1,594,553
MARSHALL	639.78	2,375,482
NORMAN	393.31	1,539,431
PENNINGTON	260.36	768,663
POLK	808.77	3,942,117
RED LAKE	186.45	998,950
ROSEAU	482.67	1,983,981
DISTRICT 2 TOTALS	4,448.25	19,920,554
AITKIN	367.95	1,952,841
BENTON	224.08	928,710
CASS	529.27	2,499,481
CROW WING	372.37	1,593,339
ISANTI	225.97	1,062,716
KANABEC	211.23	836,406
MILLE LACS	256.79	1,276,456
MORRISON	430.12	1,474,493
SHERBURNE	215.96	600,568
STEARNS	602.87	2,886,677
TODD	412.36	1,703,103
WADENA	228.65	965,238
WRIGHT	403.32	2,679,909
DISTRICT 3 TOTALS	4,480.94	20,459,937
BECKER	467.01	1,498,804
BIG STONE	211.06	890,285
CLAY	406.13	2,166,982
DOUGLAS	387.26	1,489,462
GRANT	228.65	822,128
MAHNOMEN	194.81	968,278
OTTER TAIL	911.02	3,734,826
POPE	298.93	1,181,580
STEVENS	243.91	878,346
SWIFT	329.56	1,301,369
TRAVERSE	245.42	776,699
WILKIN	312.15	1,251,800
DISTRICT 4 TOTALS	4,235.91	16,960,559

COUNTY	COUNTY STATE AID HIGHWAY MILEAGE	ANNUAL COUNTY STATE AID HIGHWAY MONEY NEEDS
ANOKA	253.59	2,365,347
CARVER	207.45	1,474,673
HENNEPIN	523.20	14,443,812
SCOTT	190.37	2,303,456
DISTRICT 5 TOTALS	1,174.61	20,587,288
DODGE	249.95	1,161,921
FILLMORE	394.09	3,453,828
FREEBORN	447.29	2,219,460
GOODHUE	326.66	2,056,243
HOUSTON	250.34	2,023,150
MOWER	373.56	2,136,782
OLMSTED	320.48	2,233,676
RICE	280.01	1,676,669
STEELE	292.32	1,627,749
WABASHA	275.27	2,163,999
WINONA	315.77	2,259,456
DISTRICT 6 TOTALS	3,525.74	23,012,933
BLUE EARTH	417.22	2,722,698
BROWN	317.91	1,138,221
COTTONWOOD	318.54	1,233,495
FARIBAUT	349.58	2,052,701
JACKSON	370.69	1,907,336
LE SUEUR	267.68	1,584,262
MARTIN	378.15	1,681,589
NICOLLET	245.50	1,469,922
NOBLES	345.36	2,164,967
ROCK	262.80	1,106,315
SIBLEY	289.24	1,492,001
WASECA	250.26	1,427,594
WATONWAN	235.19	1,012,337
DISTRICT 7 TOTALS	4,048.12	20,993,438
CHIPPEWA	244.33	1,166,236
KANDIYOHI	422.59	2,051,427
LAC QUI PARLE	361.89	1,111,433
LINCOLN	254.85	830,475
LYON	318.83	1,526,865
MC LEOD	237.01	1,524,765
MEEKER	272.01	989,036
MURRAY	354.64	784,731
PIPESTONE	233.84	1,055,585
REDWOOD	385.44	1,786,888
RENVILLE	449.25	1,998,056
YELLOW MEDICINE	346.80	1,527,368
DISTRICT 8 TOTALS	3,881.48	16,352,865
CHISAGO	226.05	1,647,388
DAKOTA	273.87	3,457,583
RAMSEY	229.40	6,930,815
WASHINGTON	202.78	2,351,660
DISTRICT 9 TOTALS	932.10	14,387,446
STATE TOTALS	30,142.84	\$182,156,560

DOES NOT INCLUDE 1991 T.H. TURNBACK MILEAGE

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1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

Total Tentative 1992 C.S.A.H. Apportionment

The following tabulation lists a tentative 1992 Apportionment based on an estimate of \$228 million. The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures. The Mileage Apportionment was computed using the actual 1991 C.S.A.H. needs study mileage, but the 1991 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1991 25-year construction needs, however, these needs will be adjusted by 1991 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, 1992, by the Commissioner with the assistance of recommendations by your Screening Board.

COMPONENTS OF THE TENTATIVE 1992 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1992 CSAH Apportionment
Carlton	\$262,547	\$164,757	\$668,460	\$1,315,370	\$2,411,134
Cook	262,547	26,199	405,119	1,056,409	1,750,274
Itasca	262,547	254,273	1,471,776	2,432,980	4,421,576
Koochiching	262,547	96,186	566,015	1,587,471	2,512,219
Lake	262,547	62,061	486,526	1,458,385	2,269,519
Pine	262,547	115,670	1,074,538	2,477,181	3,929,936
St. Louis	262,548	1,032,326	3,092,662	8,157,910	12,545,446
District 1 Totals	1,837,830	1,751,472	7,765,096	18,485,706	29,840,104
Beltrami	262,547	166,698	1,056,858	1,550,809	3,036,912
Clearwater	262,547	47,830	743,494	767,976	1,821,847
Hubbard	262,547	91,595	737,533	854,130	1,945,805
Kittson	262,547	37,849	849,023	1,039,059	2,188,478
Lake of the Woods	262,547	24,235	425,265	999,827	1,711,874
Marshall	262,547	70,718	1,454,439	1,489,490	3,277,194
Norman	262,547	52,102	894,112	965,264	2,174,025
Pennington	262,547	74,943	591,917	481,972	1,411,379
Polk	262,547	175,629	1,838,590	2,471,812	4,748,578
Red Lake	262,547	27,547	423,895	626,368	1,340,357
Roseau	262,547	88,374	1,097,288	1,244,009	2,692,218
District 2 Totals	2,888,017	857,520	10,112,414	12,490,716	26,348,667
Aitkin	262,547	80,402	836,483	1,224,483	2,403,915
Benton	262,547	142,372	509,414	582,326	1,496,659
Cass	262,547	127,022	1,203,227	1,567,241	3,160,037
Crow Wing	262,547	268,161	846,487	999,066	2,376,261
Isanti	262,547	145,318	513,731	666,351	1,587,947
Kanabec	262,547	73,139	480,222	524,449	1,340,357
Mille Lacs	262,547	110,279	583,763	800,372	1,756,961
Morrison	262,547	166,721	977,781	924,546	2,331,595
Sherburne	262,548	210,257	490,980	376,572	1,340,357
Stearns	262,548	623,507	1,370,496	1,810,023	4,066,574
Todd	262,548	128,735	937,420	1,067,891	2,396,594
Wadena	262,548	78,392	519,829	605,230	1,465,999
Wright	262,548	387,394	916,862	1,680,374	3,247,178
District 3 Totals	3,413,116	2,541,699	10,186,695	12,828,924	28,970,434
Becker	262,547	160,851	1,061,655	939,790	2,424,843
Big Stone	262,547	39,767	479,811	558,232	1,340,357
Clay	262,547	224,190	923,303	1,358,755	2,768,795
Douglas	262,547	168,320	880,338	933,932	2,245,137
Grant	262,547	42,485	519,829	515,496	1,340,357
Mahnomen	262,547	27,798	442,876	607,136	1,340,357
Otter Tail	262,547	302,240	2,071,026	2,341,835	4,977,648
Pope	262,547	61,330	679,561	740,882	1,744,320
Stevens	262,548	56,693	554,503	550,746	1,424,490
Swift	262,548	69,553	749,182	815,993	1,897,276
Traverse	262,548	32,869	557,929	487,011	1,340,357
Wilkin	262,548	46,277	709,643	784,912	1,803,380
District 4 Totals	3,150,568	1,232,373	9,629,656	10,634,720	24,647,317

COMPONENTS OF THE TENTATIVE 1992 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1992 CSAH Apportionment
Anoka	\$262,547	\$1,240,139	\$576,499	\$1,483,135	\$3,562,320
Carver	262,547	249,293	471,588	924,659	1,908,087
Hennepin	262,547	5,083,491	1,189,385	9,056,653	15,592,076
Scott	262,548	325,881	432,803	1,444,328	2,465,560
District 5 Totals	1,050,189	6,898,804	2,670,275	12,908,775	23,528,043
Dodge	262,547	88,032	568,208	728,555	1,647,342
Fillmore	262,547	116,127	895,894	2,165,642	3,440,210
Freeborn	262,547	193,720	1,016,840	1,391,660	2,864,767
Goodhue	262,547	224,602	742,604	1,289,319	2,519,072
Houston	262,547	98,836	569,099	1,268,569	2,199,051
Mower	262,547	205,826	849,228	1,339,819	2,657,420
Olmsted	262,547	570,012	728,556	1,400,574	2,961,689
Rice	262,547	244,063	636,527	1,051,316	2,194,453
Steele	262,548	172,408	664,554	1,020,642	2,120,152
Wabasha	262,548	114,802	625,769	1,356,885	2,360,004
Winona	262,548	223,916	717,866	1,416,739	2,621,069
District 6 Totals	2,888,020	2,252,344	8,015,145	14,429,720	27,585,229
Blue Earth	262,547	269,257	948,452	1,707,204	3,187,460
Brown	262,547	161,330	722,731	713,695	1,860,303
Cottonwood	262,547	79,101	724,170	773,434	1,839,252
Faribault	262,547	104,249	794,682	1,287,098	2,448,576
Jackson	262,547	75,514	842,718	1,195,950	2,376,729
Le Sueur	262,547	136,821	608,500	993,374	2,001,242
Martin	262,547	139,928	859,644	1,054,401	2,316,520
Nicollet	262,547	129,421	558,135	921,680	1,871,783
Nobles	262,547	120,101	785,089	1,357,492	2,525,229
Rock	262,547	58,200	597,399	693,689	1,611,835
Sibley	262,548	86,204	657,564	935,524	1,941,840
Waseca	262,548	102,353	568,893	895,139	1,828,933
Watonwan	262,548	71,289	534,699	634,762	1,503,298
District 7 Totals	3,413,114	1,533,768	9,202,676	13,163,442	27,313,000
Chippewa	262,547	79,123	555,462	731,261	1,628,393
Kandiyohi	262,547	220,193	960,718	1,286,299	2,729,757
Lac Qui Parle	262,547	55,665	822,709	696,898	1,837,819
Lincoln	262,547	40,544	579,377	520,730	1,403,198
Lyon	262,547	137,781	724,787	957,385	2,082,500
Mc Leod	262,547	193,788	538,811	956,068	1,951,214
Meeker	262,547	120,627	618,368	620,152	1,621,694
Murray	262,547	60,211	806,195	492,047	1,621,000
Pipestone	262,547	59,594	531,616	661,880	1,515,637
Redwood	262,547	109,000	876,227	1,120,426	2,368,200
Renville	262,547	113,843	1,021,294	1,252,834	2,650,518
Yellow Medicine	262,548	73,847	788,378	957,700	2,082,473
District 8 Totals	3,150,565	1,264,216	8,823,942	10,253,680	23,492,403
Chisago	262,547	176,885	513,868	1,032,956	1,986,256
Dakota	262,547	1,324,950	622,617	2,167,996	4,378,110
Ramsey	262,547	2,266,687	521,474	4,345,805	7,396,513
Washington	262,548	740,890	460,966	1,474,553	2,938,957
District 9 Totals	1,050,189	4,509,412	2,118,925	9,021,310	16,699,836
STATE TOTALS	\$22,841,608	\$22,841,608	\$68,524,824	\$114,216,993	\$228,425,033

NOTES & COMMENTS

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ACTUALTN.WP

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

Comparison of the Actual 1991 to a
Tentative 1992 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 1991 C.S.A.H. Apportionment and what each county's 1992 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1992 C.S.A.H. road user fund would stay the same as 1991. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1992 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.

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

COMPARISON OF THE ACTUAL 1991 TO THE TENTATIVE 1992 C.S.A.H. APPORTIONMENT

COUNTY	TOTAL 1991 C.S.A.H. APPORTIONMENT	TENTATIVE 1992 C.S.A.H. APPORTIONMENT	INCREASE OR DECREASE	% + OR -
CARLTON	\$2,405,546	\$2,411,134	\$5,588	0.2%
COOK	1,713,853	1,750,274	36,421	2.1%
ITASCA	4,310,321	4,421,576	111,255	2.6%
KOOCHICHING	2,512,219	2,512,219	0	0.0%
LAKE	2,334,792	2,269,519	(65,273)	-2.8%
PINE	3,927,023	3,929,936	2,913	0.1%
ST. LOUIS	12,680,460	12,545,446	(135,014)	-1.1%
DISTRICT 1 TOTALS	29,884,214	29,840,104	(44,110)	-0.1%
BELTRAMI	3,068,441	3,036,912	(31,529)	-1.0%
CLEARWATER	1,832,292	1,821,847	(10,445)	-0.6%
HUBBARD	1,988,660	1,945,805	(42,855)	-2.2%
KITTSON	2,194,402	2,188,478	(5,924)	-0.3%
LAKE OF THE WOODS	1,711,874	1,711,874	0	0.0%
MARSHALL	3,310,160	3,277,194	(32,966)	-1.0%
NORMAN	2,135,454	2,174,025	38,571	1.8%
PENNINGTON	1,430,173	1,411,379	(18,794)	-1.3%
POLK	4,819,259	4,748,578	(70,681)	-1.5%
RED LAKE	1,340,357	1,340,357	0	0.0%
ROSEAU	2,654,942	2,692,218	37,276	1.4%
DISTRICT 2 TOTALS	26,486,014	26,348,667	(137,347)	-0.5%
AITKIN	2,412,962	2,403,915	(9,047)	-0.4%
BENTON	1,480,564	1,496,659	16,095	1.1%
CASS	3,207,309	3,160,037	(47,272)	-1.5%
CROW WING	2,358,331	2,376,261	17,930	0.8%
ISANTI	1,538,479	1,587,947	49,468	3.2%
KANABEC	1,340,357	1,340,357	0	0.0%
MILLE LACS	1,714,000	1,756,961	42,961	2.5%
MORRISON	2,396,458	2,331,595	(64,863)	-2.7%
SHERBURNE	1,340,357	1,340,357	0	0.0%
STEARNS	3,962,517	4,066,574	104,057	2.6%
TODD	2,485,732	2,396,594	(89,138)	-3.6%
WADENA	1,487,561	1,465,999	(21,562)	-1.4%
WRIGHT	3,211,786	3,247,178	35,392	1.1%
DISTRICT 3 TOTALS	28,936,413	28,970,434	34,021	0.1%
BECKER	2,365,997	2,424,843	58,846	2.5%
BIG STONE	1,340,357	1,340,357	0	0.0%
CLAY	2,781,824	2,768,795	(13,029)	-0.5%
DOUGLAS	2,162,630	2,245,137	82,507	3.8%
GRANT	1,340,357	1,340,357	0	0.0%
MAHNOMEN	1,340,357	1,340,357	0	0.0%
OTTER TAIL	4,938,041	4,977,648	39,607	0.8%
POPE	1,683,419	1,744,320	60,901	3.6%
STEVENS	1,479,942	1,424,490	(55,452)	-3.7%
SWIFT	1,850,013	1,897,276	47,263	2.6%
TRAVERSE	1,343,575	1,340,357	(3,218)	-0.2%
WILKIN	1,848,423	1,803,380	(45,043)	-2.4%
DISTRICT 4 TOTALS	24,474,935	24,647,317	172,382	0.7%

COUNTY	TOTAL 1991 C.S.A.H. APPORTIONMENT	TENTATIVE 1992 C.S.A.H. APPORTIONMENT	INCREASE OR DECREASE	% + OR -
ANOKA	\$3,549,113	\$3,562,320	\$13,207	0.4%
CARVER	1,982,385	1,908,087	(74,298)	-3.7%
HENNEPIN	15,694,553	15,592,076	(102,477)	-0.7%
SCOTT	2,453,667	2,465,560	11,893	0.5%
DISTRICT 5 TOTALS	23,679,718	23,528,043	(151,675)	-0.6%
DODGE	1,661,225	1,647,342	(13,883)	-0.8%
FILLMORE	3,527,547	3,440,210	(87,337)	-2.5%
FREEBORN	2,804,769	2,864,767	59,998	2.1%
GOODHUE	2,514,713	2,519,072	4,359	0.2%
HOUSTON	2,220,291	2,199,051	(21,240)	-1.0%
MOWER	2,641,317	2,657,420	16,103	0.6%
OLMSTED	3,030,214	2,961,689	(68,525)	-2.3%
RICE	2,111,268	2,194,453	83,185	3.9%
STEELE	2,128,244	2,120,152	(8,092)	-0.4%
WABASHA	2,372,488	2,360,004	(12,484)	-0.5%
WINONA	2,626,486	2,621,069	(5,417)	-0.2%
DISTRICT 6 TOTALS	27,638,562	27,585,229	(53,333)	-0.2%
BLUE EARTH	2,868,058	3,187,460	319,402	11.1%
BROWN	1,858,182	1,860,303	2,121	0.1%
COTTONWOOD	1,803,217	1,839,252	36,035	2.0%
FARIBAUT	2,511,696	2,448,576	(63,120)	-2.5%
JACKSON	2,409,980	2,376,729	(33,251)	-1.4%
LE SUEUR	1,993,168	2,001,242	8,074	0.4%
MARTIN	2,367,082	2,316,520	(50,562)	-2.1%
NICOLLET	1,702,965	1,871,783	168,818	9.9%
NOBLES	2,548,441	2,525,229	(23,212)	-0.9%
ROCK	1,794,202	1,611,835	(182,367)	-10.2%
SIBLEY	1,841,906	1,941,840	99,934	5.4%
WASECA	1,850,734	1,828,933	(21,801)	-1.2%
WATONWAN	1,636,272	1,503,298	(132,974)	-8.1%
DISTRICT 7 TOTALS	27,185,903	27,313,000	127,097	0.5%
CHIPPEWA	1,627,188	1,628,393	1,205	0.1%
KANDIYOHI	2,767,287	2,729,757	(37,530)	-1.4%
LAC QUI PARLE	1,867,121	1,837,819	(29,302)	-1.6%
LINCOLN	1,380,562	1,403,198	22,636	1.6%
LYON	2,137,669	2,082,500	(55,169)	-2.6%
MC LEOD	1,918,790	1,951,214	32,424	1.7%
MEEKER	1,635,566	1,621,694	(13,872)	-0.8%
MURRAY	1,631,695	1,621,000	(10,695)	-0.7%
PIPESTONE	1,538,144	1,515,637	(22,507)	-1.5%
REDWOOD	2,348,294	2,368,200	19,906	0.8%
RENVILLE	2,640,790	2,650,518	9,728	0.4%
YELLOW MEDICINE	2,028,961	2,082,473	53,512	2.6%
DISTRICT 8 TOTALS	23,522,067	23,492,403	(29,664)	-0.1%
CHISAGO	1,994,014	1,986,256	(7,758)	-0.4%
DAKOTA	4,369,836	4,378,110	8,274	0.2%
RAMSEY	7,412,592	7,396,513	(16,079)	-0.2%
WASHINGTON	2,840,765	2,938,957	98,192	3.5%
DISTRICT 9 TOTALS	16,617,207	16,699,836	82,629	0.5%
STATE TOTALS	\$228,425,033	\$228,425,033	\$0	0.0%

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MILEAGE

REQUESTS

* * * * *

dmg-wp50-(criteria)

**1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991**

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 August, 1991, definitely sets forth what criteria are necessary.

Portion of Minnesota Rules For State Aid Operations

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

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 classification 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) provides an integrated and coordinated highway system affording, within practical limits, a State-Aid highway network consistent with projected traffic demands.

OCTOBER, 1991

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

 Approved by the County Engineers' Screening Board

County	1958-	1965-	1971-	1977-	1983	1984	1985	1986	1987	1988	1989	1990	1991	Total Miles Requested & Approved To Date	County
	1964	1970	1976	1982											
Aitkin	6.10			0.60										6.70	Aitkin
Anoka	1.33	0.71								10.42				12.46	Anoka
Becker		10.07												10.07	Becker
Beltrami	6.84 *	0.69	0.16											7.69	Beltrami
Benton	3.18 *													3.18	Benton
Big Stone	1.40		0.16											1.56	Big Stone
Blue Earth	15.29 *			0.25										15.54	Blue Earth
Brown	3.81	3.63	0.13											7.57	Brown
Carlton	3.62													3.62	Carlton
Carver	1.55	0.94	0.48						0.08					3.05	Carver
Cass		7.90												7.90	Cass
Chippewa	14.00	1.00									0.05			15.05	Chippewa
Chisago	3.24													3.24	Chisago
Clay	1.18	0.82	0.10											2.10	Clay
Clearwater	0.30 *		1.00											1.30	Clearwater
Cook	3.60													3.60	Cook
Cottonwood	3.37	1.80	1.30											6.47	Cottonwood
Crow Wing	13.00 *													13.00	Crow Wing
Dakota	1.65 *		2.47				2.26							6.38	Dakota
Dodge							0.11							0.11	Dodge
Douglas	7.40 *	3.25												10.65	Douglas
Faribault		0.37	1.20	0.09										1.66	Faribault
Fillmore	1.12			1.10										2.22	Fillmore
Freeborn	0.05	0.90	0.65											1.60	Freeborn
Goodhue			0.08											0.08	Goodhue
Grant	5.30	0.12												5.42	Grant
Hennepin	4.50		0.24	0.85										5.59	Hennepin

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

 Approved by the County Engineers' Screening Board

County	1958-	1965-	1971-	1977-	1983	1984	1985	1986	1987	1988	1989	1990	1991	Total Miles Requested & Approved To Date	County
	1964	1970	1976	1982											
Houston			0.12											0.12	Houston
Hubbard	0.60	1.25	0.26	0.06										2.17	Hubbard
Isanti	1.06	0.74												1.80	Isanti
Itasca														0.00	Itasca
Jackson		0.10												0.10	Jackson
Kanabec														0.00	Kanabec
Kandiyohi		0.44												0.44	Kandiyohi
Kittson	6.60 *													6.60	Kittson
Koochiching	9.27 *						0.12							9.39	Koochiching
Lac Qui Parle	1.70	0.23												1.93	Lac Qui Parle
Lake	3.24 *	1.58	0.56											5.38	Lake
Lake of the Woods	0.56	0.33												0.89	Lake of the Woods
Le Sueur	2.70		0.83				0.02							3.55	Le Sueur
Lincoln	5.65 *	0.90												6.55	Lincoln
Lyon	2.00									1.50				3.50	Lyon
Mc Leod	0.09		0.50										0.32	0.91	Mc Leod
Mahnomen	1.00	0.42												1.42	Mahnomen
Marshall	15.00 *		1.00											16.00	Marshall
Martin		1.52												1.52	Martin
Meeker	0.80		0.50											1.30	Meeker
Mille Lacs			0.74											0.74	Mille Lacs
Morrison														0.00	Morrison
Mower	9.28 *	3.83		0.09										13.20	Mower
Murray	3.52		1.10											4.62	Murray
Nicollet					0.60									0.60	Nicollet
Nobles		13.71	0.23										0.12	14.06	Nobles
Norman	1.31													1.31	Norman

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

 Approved by the County Engineers' Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	Total Miles Requested & Approved To Date	County
Olmsted	10.77 *	4.55												15.32	Olmsted
Otter Tail				0.36										0.36	Otter Tail
Pennington	0.84													0.84	Pennington
Pine	9.25													9.25	Pine
Pipestone		0.50												0.50	Pipestone
Polk	4.00		1.55	0.67										6.22	Polk
Pope	1.63	2.00	1.20											4.83	Pope
Ramsey	9.45 *	0.67	0.61		0.21		0.92							11.86	Ramsey
Red Lake			0.50											0.50	Red Lake
Redwood	2.30	1.11		0.13										3.54	Redwood
Renville														0.00	Renville
Rice	1.70													1.70	Rice
Rock	0.50			0.54										1.04	Rock
Roseau	5.20	1.60												6.80	Roseau
St. Louis	7.71 *	11.43												19.14	St. Louis
Scott	8.65 *	3.44	5.15	0.12						3.50				20.86	Scott
Sherburne		5.42												5.42	Sherburne
Sibley	1.50													1.50	Sibley
Stearns	0.08	0.70		3.90							0.25			4.93	Stearns
Steele		1.55												1.55	Steele
Stevens		1.00												1.00	Stevens
Swift		0.78		0.24										1.02	Swift
Todd	1.90 *													1.90	Todd
Traverse	0.20		0.56			1.60								2.36	Traverse
Wabasha	0.43 *		0.30											0.73	Wabasha
Wadena														0.00	Wadena
Waseca	4.10	0.43	0.14				0.05							4.72	Waseca

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

 Approved by the County Engineers' Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	Total Miles Requested & Approved To Date	County
Washington	2.33 *		0.40	0.33		1.33				8.05				12.44	Washington
Watonwan			0.04	0.68			0.19							0.91	Watonwan
Wilkin														0.00	Wilkin
Winona	7.40 *													7.40	Winona
Wright	0.45			1.38										1.83	Wright
Yellow Medicine			1.39											1.39	Yellow Medicine
Totals	246.60	92.43	25.65	11.39	0.81	2.93	3.55	0.12	0.08	23.47	0.30	0.32	0.12	407.77	Totals

* Some Trunk Highway Turnback Mileage

BANKEDMI.WP

1991 COUNTY SCREENING BOARD DATA
OCTOBER, 1991

"BANKED" CSAH MILEAGE

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

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

The following mileage presently represents the "banked" mileage available.

<u>County</u>	<u>Banked Mileage</u>	<u>Year Made Available</u>
Nicollet	0.50	1990
Roseau	0.80	1991
Anoka	0.45	1991
Becker	0.40	1991

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

NOTES & COMMENTS

A series of 25 horizontal dashed lines for writing notes and comments.

* * * * *

**REFERENCE
MATERIAL**

* * * * *

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING

JUNE 18 AND 19, 1991

AT

RUTTIGER'S ON BAY LAKE

The meeting was called to order at 1:00 p.m. June 18, 1991 by Chairman Michael Sheehan, Olmsted County.

ATTENDANCE

Roll call of members:

Lee Engstrom	Itasca County	District 1	Present
Walter Leu	Lake of the Woods County	District 2	Present
John Walkup	Aitkin County	District 3	Present
Jack Cousins	Clay County	District 4	Present
Brad Larson	Scott County	District 5	Absent
Mike Sheehan	Olmsted County	District 6	Present
Steve Schnieder	Nobles County	District 7	Present
Pete Boomgarden	Redwood County	District 8	Present
Don Theisen	Chisago County	District 9	Present

Roger Gustafson, Carver County was seated as the alternate for District 5.

Chairman Sheehan called for the approval of the October 30 and 31, 1990 Screening Board Minutes. Jack Cousins moved and Walter Leu seconded a motion to approve the minutes. Motion carried unanimously.

Chairman Sheehan recognized the following MN/D.O.T. personnel:

Dennis Carlson	-	Director, Office of State Aid (At a planning meeting and will be present later.)
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
Tallack Johnson	-	District 4 State Aid Engineer
Chuck Weichselbaum	-	District 5 State Aid Engineer
Earl Welshons	-	District 6 State Aid Engineer - Absent
Doug Haeder	-	District 7 State Aid Engineer
John Hoeke	-	District 8 State Aid Engineer
Elmer Morris	-	District 9 State Aid Engineer

Chairman Sheehan recognized Bill Groskurth, Chairman of the General Subcommittee and Gene Isakson, Chairman of the Mileage Subcommittee who arrived later to the meeting.

Chairman Sheehan recognized the following alternates in attendance:

Wayne Olson	Carlton County	District 1	Present
Russ Larson	Roseau County	District 2	Present
Chuck Gronberg	Isanti County	District 3	Absent
Dave Heyer	Becker County	District 4	Present
Roger Gustafson	Carver County	District 5	Present
Bill Groskurth	Freeborn County	District 6	Present
Gene Isakson	Sibley County	District 7	Present
Gary Danielson	Kandiyohi County	District 8	Absent
Don Wisniewski	Washington County	District 9	Absent

Others in Attendance Were:

Duane Blank	Crow Wing County	District 3
Mike Waldow	Houston County	District 6
Lee Amundson	Steele County	District 6

ELECTION OF VICE-CHAIRMAN

Chairman Sheehan asked for nominations for vice-chairman from the new members from the odd numbered districts, who will serve as Chairman in 1992. Pete Boomgarden nominated Lee Engstrom, Itasca County - District 1; Lee Engstrom nominated John Walkup, Aitkin County - District 3; Steve Schnieder moved to close nominations and Pete Boomgarden seconded the motion. Vote was taken by secret ballot with Lee Engstrom being elected to be 1992 Screening Board Chairman - congratulations Lee.

REVIEW OF SCREENING BOARD REPORT

Ken Hoeschen reviewed the 1991 County Screening Board report which he has previously done out in all the Districts. Chairman Sheehan suggested that any action taken on the report shall wait until June 19, 1991. Ken Hoeschen identified the members of the General Subcommittee:

Bill Groskurth	-	Freeborn County
Ken Weltzin	-	Ramsey County (will retire in Aug.)
Dick Larson	-	Mille Lacs County

A) General Information and Unit Price Trend Information - Pages 2-17

No questions or comments.

B) Mileage Requests - Pages 18-39

Ken stated only 2 Counties had banking mileage, they are Roseau with 0.8 mile and Nicollet with 0.5 mile. He hoped to have a report on this; however, it was not available. Ken identified the members of the Mileage Subcommittee who reviewed the mileage requests:

County Engineer's Screening Board Meeting
June 18th and 19th, 1991
Page Three

Gene Isakson - Sibley County
Paul Ruud - Anoka County
Wayne Olson - Carlton County

1) Beltrami County Mileage Request - Pages 24-29

Ken Hoeschen recognized Walter Leu, District 2 representative to comment on Beltrami's mileage request for an additional 2.25 miles. Walter explained that Ray Sauve would have liked to been at the meeting; however, his wife was in the hospital. Walter handed out some additional information put together by Ray Sauve (attachment 1) and also passed around a map showing a 1985 Study of Timber Movement around the Northwoods Plant studied by the Headwaters Regional Development Commission. Walter Leu discussed the mileage request in great length with numerous questions from the committee members.

Wayne Olson from the Mileage Subcommittee was recognized to comment on the reasons to deny this request. Main reason was it seemed more like a convenience than a necessity in serving the manufacturing plant.

2) Nobles County Mileage Request - Pages 30-39

Ken Hoeschen recognized Steve Schnieder, Nobles County and the District 7 Representative to discuss Nobles' Mileage request for an additional 0.12 mile. The status of planning and rationale for system revisions were discussed. Jack Cousins asked District State Aid Engineer Doug Haeder his reason to deny the request. He commented it was a judgement call on his part and he probably could have gone either way.

Gene Isakson was asked to comment on request, he had no further information. He did identify a correction to pages 29 and 38, Recommendation of the Screening Board should read Recommendation to the Screening Board.

Chairman Sheehan asked for any more comments. Don Theisen started the discussion on Beltrami's request again which generated considerably more discussion.

REFERENCE MATERIAL

1) FAS Fund Balance Deductions, Page 42

Ken mentioned that McLeod County borrowed money from Renville County and this money was not removed from Renville County's balance. Ken suggested if the Board wanted to change the way he has been showing the fund balance to let him know.

2) Needs Adjustments for Variances Granted on CSAHs, Page 43

Ken Hoeschen mentioned the Cass County Project listed should be removed because the variance granted was for Itasca County.

County Engineer's Screening Board Meeting
June 18th and 19th, 1991
Page Four

3) Minutes of the CSAH General Subcommittee Meeting, Page 50

No questions or comments.

GENERAL COMMENTS

Ken passed out information for the State Park Road Account from Lee Amundson, Steele County Engineer which was received too late to submit with the book (Attachment 2). The information was discussed and reviewed with Lee Amundson answering questions.

Pete Boomgarden, Redwood County offered some information from Rick Kjonaas, McLeod County dealing with the use of recycled material (recycled asphalt pavements) and how we can incorporate this in to our needs analysis. Pete suggested maybe the General Subcommittee could review this matter.

Dennis Carlson stated he would save his comments for the 19th.

Steve Schnieder, Nobles County offered a resolution from District 7 stating that the new rules have been finalized so the adjustments to the needs study should reflect these changes. Ken stated that he could not make these changes unless he was directed by the Screening Board. Walter Leu suggested that the changes wait until the rules have incorporated the standards for Natural Preservation Routes, that was passed through Legislation this year.

Chairman Mike Sheehan recessed the meeting to June 19, 1991.

The meeting reconvened at 8:30 a.m. June 19, 1991 with all members present.

Chairman Mike Sheehan asked Ken Hoeschen to review the unit prices.

ACTION ON SCREENING BOOK

1) Unit Price Recommendations, Pages 11-17

Steve Schnieder moved and Pete Boomgarden seconded approval of all unit price recommendations. Motion carried.

2) Mileage Requests

a) Beltrami County mileage request for an additional 2.25 miles was discussed briefly by Walter Leu and there were no comments given by mileage subcommittee; voting by secret ballot the additional mileage request was DENIED by a vote of 7 to 2.

- b) Nobles County mileage request for an additional 0.12 miles was discussed briefly by Steve Schnieder commenting he is trying to clean up his system. Voting by secret ballot the additional mileage request was APPROVED by a vote of 9 to 0.

3) Reference Material

Pete Boomgarden moved and John Walkup seconded a motion to approve the FAS deductions as shown in the book rather than identifying that Renville County borrowed money to McLeod County. The motion passed unanimously.

4) Needs Adjustments for Variances

Ken Hoeschen indicated this is informational and no formal action is necessary.

5) State Park Road Account

Ken Hoeschen stated that all State Park Road projects on the CSAH system must come before the Screening Board. Lee Amundson was asked to address this project. He showed a design plan concept with numerous questions. The members were concerned how the money was to be used because the plan showed property entrances and turn-a-rounds. With considerable discussion the consensus of the members was this is a preliminary plan and must be approved by State Aid so the participating and non-participating items will be identified at this time. Jack Cousins moved and Walter Leu seconded a motion to approve the State Park Road Account request from Steele County. Motion was approved by a 8-1 vote with John Walkup voting against.

ADDITIONAL BUSINESS

Pete Boomgarden suggested the information discussed on the RAP (Recycled Asphalt Pavements) material probably should be reviewed by the General Subcommittee. With little discussion Pete Boomgarden moved and Steve Schnieder seconded to turn this matter over to the General Subcommittee for review. Motion passed unanimously.

The new rule changes to be reflected in the needs was discussed: past history of changes to the needs; make the changes; leave as is; time element to make changes; wait until rules are finalized due to Legislation on the Natural Preservation Routes; reduction in staff at State Aid; be reviewed by General Subcommittee. John Walkup moved and Lee Engstrom seconded to have the General Subcommittee review this matter and report back to the fall meeting.

Chairman Mike Sheehan thanked outgoing Chairman Bill Groskurth for his work and dedicated time on the General Subcommittee and there will be a selection made from the southern area of the State to replace Bill. Ken Weltzin will also have to be replaced because of his intent to retire in August.

County Engineer's Screening Board Meeting
June 18th and 19th, 1991
Page Six

Dennis Carlson was asked to make comments concerning matters pertaining to Counties and MN/D.O.T. Refer to attachment 3 for comments on the following items:

1. Legislation related to State Aid

- A. House File #1 - Wetland Conservation
- B. Senate File #100 - Bridge Projects
- C. Transportation Study Board Bill
 - a) Natural Preservation Routes
 - b) Advance Funding of MSA Streets
 - c) Water Retention Projects
 - d) Advance Funding by Counties or Cities
 - e) Park Roads
 - f) Rustic Roads
 - g) Transportation Services Fund
 - h) Forest Roads
 - i) Township Fees
 - j) Light Rail Transit
 - k) Research Funding
- D. House File #599
- E. New Accounting Package
- F. Bridge Office Computer Updates

There will be a task force developed to study a new program for signal timing and optimization. Bridge scour was discussed in the area of screening and inspection of bridges and culverts - more information will be mailed out, the target date for the screening will be 12/31/91.

Surface Transportation Act looks like an urban/rural program. Dollars within the program will remain in Minnesota; however, the distribution of dollars after October 1, 1991 if it passes is unknown at this time. Discussions have been its an urban program and the priority will be towards Trunk Highways so we will be competing with MN/D.O.T., Cities and each other. We do not know at this time who will decide how the monies will be distributed. The good news is we will see a 50% increase of dollars but we will have to fight for our share.

Special Agreement Projects were discussed about probably doing a better job of programming these projects further ahead.

Interviewing for Ray Hanson's position is being done on June 19, 1991 and final interview on June 20, 1991 with recommendations and appointment to the position on June 28, 1991.

Replacement for District 6, DSAE should be done by the end of June.

County Engineer's Screening Board Meeting
June 18th and 19th, 1991
Page Seven

Future funding was discussed with license fees probably giving us approximately a 2% increase for next year's funding.

Earl's retirement will be held on July 10th with mailings going out to all counties and DSAE's.

Steve Schnieder moved and John Walkup seconded a motion to adjourn. Motion carried.

Respectively Submitted,



David A. Olsonawski
Acting Secretary
Hubbard County Engineer

DATE: June 17, 1991
TO: Screening Board Committee
FROM: Ray Sauve, County Highway Engineer
SUBJECT: Beltrami County Mileage Request

In reviewing our Road System we find that we do have low County State Aid Mileage in accordance to the size of our county, we have low County State Aid Mileage in accordance to the population of our county and also that we do have more than average local miles of road than most counties.

In reviewing our system we find no stub ends. By making this road a County State Aid Highway it is much more than convenience, it will afford safety for the traveling public. At present many of these long timber trucks need to negotiate their way through the City of Wilton which has three (3) 90 degree turns and one railroad crossing. Children also are playing on the streets like they do in most small towns. The present roadway passes adjacent to Grant Lake which is a large recreational area.

In 1987 we reviewed our system and made major improvements with our system without going to the Screening Board, which amounted to eight (8) miles of changes. This change involved the placing of eight (8) miles of County State Aid Highway No. 28 into the County Road System. These eight (8) miles of State Aid mileage was used for the following purposes:

1. A mile and one half for the Hospital Road which has over 2,500 cars per day.
2. Two miles of C.S.A.H. No. 51 was created, which is a part of the Great River Road System and has a traffic count of 165.
3. Four miles of C.S.A.H. No. 53 was created as part of a north - south State Aid connection to make an eight (8) mile north - south interval between State Aid Roads. The previous north - south interval was sixteen (16) miles.

Due to this change in 1987, we lost 0.28 miles of C.S.A.H.

District 2 has not received any additional mileage in over 10 years. This road will also assist in the industrial development of Beltrami County and will assist as part of the employment enhancement of the county.

Please review this data presented and we hope that you act favorably on this additional mileage request.

PARKROAD.WP

1991 COUNTY SCREENING BOARD DATA
JUNE, 1991State Park Road Account

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

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

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

April 24, 1991

LEE E. AMUNDSON
County Engineer

Mr. John Strohkirch, Manager
DNR Park Development and Resources
Division of Parks and Recreation
P. O. Box 39, 500 Lafayette Road
St. Paul, MN 55155-4039

RE: Rice Lake State Park, Steele County
C.S.A.H. 40, Park Entrance Road Improvements

Dear Mr. Strohkirch:

Steele County is requesting consideration of funds through the State Park Road Account to improve the Rice Lake State Park road entrance.

The proposed project involves widening to accommodate improved traffic safety, for check-in and information for park visitors.

The estimated cost for this project is \$26,000.00.

It is my understanding that your agency will produce final plans for this project.

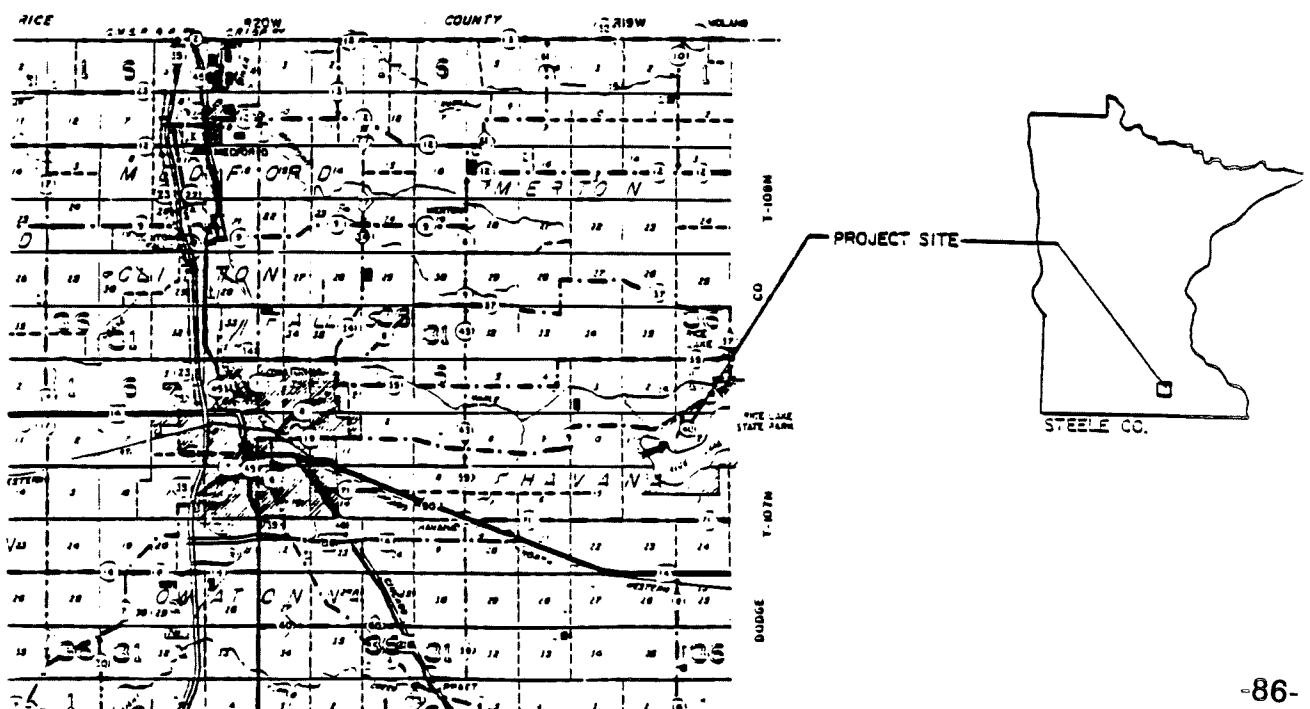
Sincerely,



Lee E. Amundson
County Highway Engineer

LOCATION MAPS

LEA:jm





STATE OF
MINNESOTA

DEPARTMENT OF NATURAL RESOURCES

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

OFFICE OF THE
COMMISSIONER

DNR INFORMATION
612.296.6151

May 2, 1991

Mr. John H. Riley, Commissioner
Department of Transportation
Transportation Building
St. Paul, MN 55155

Dear Commissioner Riley:

Minnesota Statutes Chapter 162.06 Subdivision 5 as amended by Laws of 1989 Ch. 268 authorizes funds for "the reconstruction, improvement, repair, and maintenance of county roads, city streets, and town roads that provide access to public lakes, rivers, state parks, and state campgrounds.....Before requesting a county to do work on a county road, city street, or a town road that provides access to a public lake, a river, a state park, or a state campground, the commissioner of natural resources shall obtain a written comment on the project from the county engineer of the county requested to undertake the project."

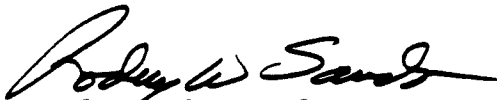
This letter serves as notice that \$26,000 of the 1991 State Park Fund are hereby authorized to Steele County for improvement to CSAH 40 which provides access to Rice Lake State Park.

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

1. A plan must be developed, signed by a registered engineer and submitted to the MN/DOT District State Aid Engineer through the County Engineer.
2. The Department of Transportation, Office of State Aid, will review the plan, and if acceptable, will notify the County Engineer and the local unit of government to proceed with a letting, force account or negotiated agreement.
 - A. The county shall administer the contract, force account or negotiated agreement.
 - B. On the projects the County Engineer will supervise the construction and submit estimates as the work progresses.

- C. On all projects, the District State Aid Engineer will monitor the progress of the project according to the specifications and proposal.
3. Payment requests, as submitted by the County Engineer and based on estimates or force account agreements, shall be administered in accordance with State Aid rules and payments will be made to the County Treasurer.
 4. Overruns are the responsibility of the local unit of government unless approved by the Department of Natural Resources and the State Aid Engineer.
 5. Right-of-way costs (payment to the land owners) is a reimbursable cost.
 6. Preliminary and construction engineering costs are the responsibility of the local unit of government.
 7. The minimum standards for which any improvement must be designed are shown on the attached sheet.

Yours truly,



Rodney W. Sando
Commissioner

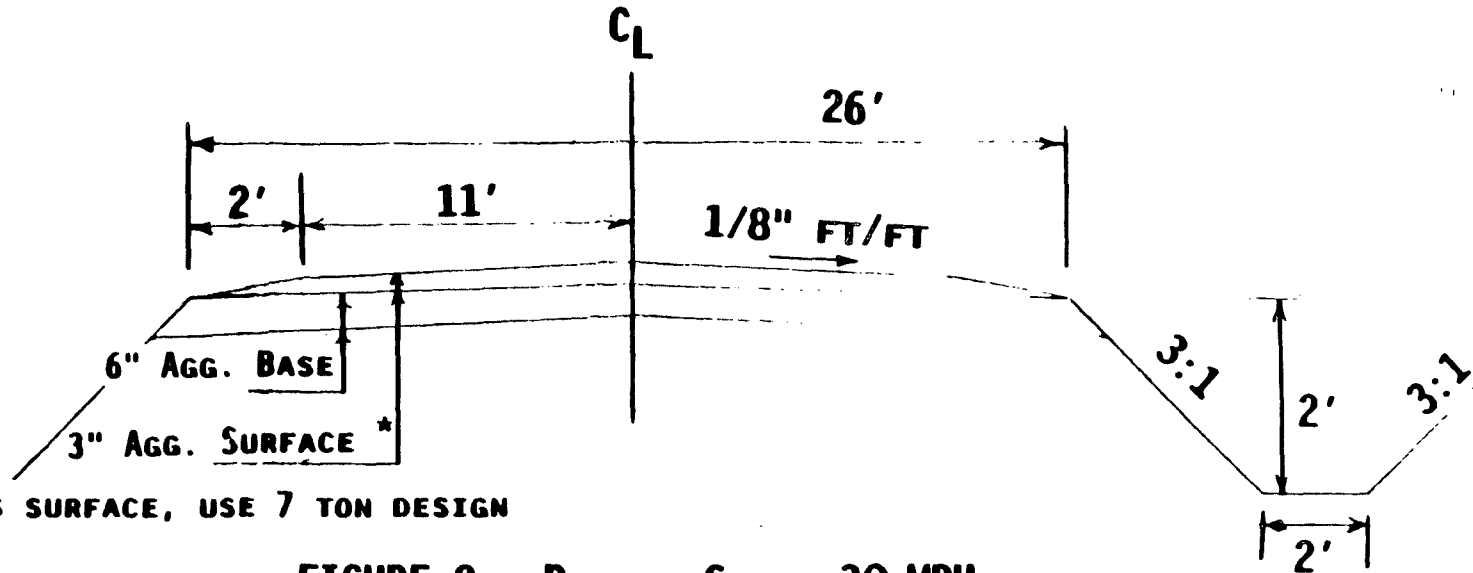
Attachment: Minimum Standards

cc: Lee Amundson
Roy Hanson ✓
Kim Waldof
Bob Johnson
John Strohkirch

MINIMUM STANDARDS

FIGURE 1. DESIGN SPEED 40 MPH

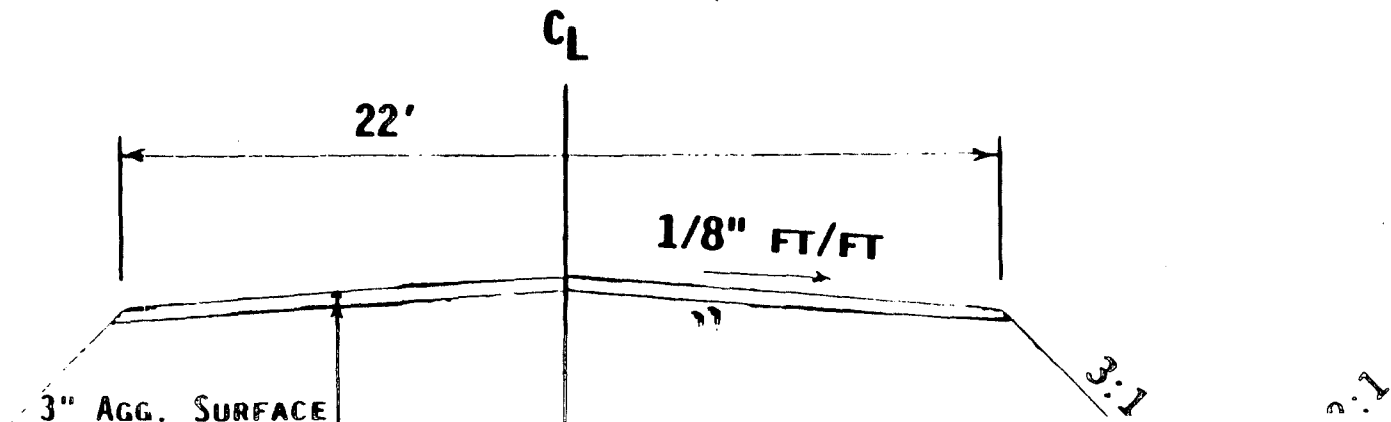
WELL TRAVELED ROADS PROVIDING ACCESS TO MAJOR DNR FACILITIES



* FOR BITUMINOUS SURFACE, USE 7 TON DESIGN

FIGURE 2. DESIGN SPEED 30 MPH

SHORT SEGMENTS OF ROADWAYS SERVING LAKE OR RIVER ACCESS SITES (DEAD-ENDS)



1. LEGISLATION RELATED TO STATE AID

A. HOUSE FILE #1 - WETLAND CONSERVATION

THIS BILL ALLOWS FOR THE PERMANENT PRESERVATION OF WETLANDS WHEREBY A WETLAND OWNER CAN APPLY FOR COMPENSATION OF AN IDENTIFIED "PRIORITY AREA" FOR UP TO 50% OF THE AVERAGE COST OF AGRICULTURAL LAND IN THAT TOWNSHIP, AS DETERMINED BY THE DEPARTMENT OF REVENUE.

A WETLAND OWNER CAN AVOID TAXATION ON THE WETLAND IF THE LAND IS IDENTIFIED AS A "PRIORITY AREA". HOWEVER, THE CATCH IS, IF THEY WANT TO REMOVE THE LAND FROM A PRESERVATION AREA DESIGNATION, IT TAKES 8 YEARS TO REMOVE IT.

RESTORATION OF WETLANDS IS ALSO PERMISSIBLE AND COMPENSABLE FOR COSTS UP TO \$20,000 DOLLARS OR 50% OF WETLAND COST WHICHEVER IS LESS.

REPLACEMENT OF DISTURBED NON-AGRICULTURAL WETLANDS MUST BE MADE AT A 2 TO 1 RATIO EXCEPT FOR PUBLIC TRANSPORTATION PROJECTS. AGRICULTURAL LAND REPLACEMENT IS AT A 1 TO 1 RATIO RATHER THAN 2 TO 1.

THE DNR WILL BE TAKING OVER THE CORPS OF ENGINEERS "SECTION 404" PERMITTING, WHICH IS A PERMIT TO PLACE FILL IN A BODY OF WATER.

B. SENATE FILE #100

BRIDGE PROJECTS THAT INCLUDE WATER RETENTION MEASURES WILL ALLOW THE USE OF TOWN BRIDGE ACCOUNT MONEY FOR APPROACH WORK UP TO THE COST OF AN ADEQUATE REPLACEMENT STRUCTURE.

THE USE OF TOWN BRIDGE ACCOUNT FUNDS IS ALSO PERMITTED FOR APPROACH WORK AFTER THE FIRST \$10,000 DOLLARS IS PAID FOR BY TOWNSHIPS.

C. TRANSPORTATION STUDY BOARD BILL

THIS BILL WAS SIGNED BY THE GOVERNOR ON JUNE 3, 1991, BUT THE CONTINUATION OF THE TRANSPORTATION STUDY BOARD WAS LINE ITEM VETOED.

- A. NATURAL PRESERVATION ROUTES IS A NEW CATEGORY OF STATE AID ROUTES AND NEW RULES WILL HAVE TO BE PROMULGATED.**

- B. ADVANCE FUNDING OF MSA STREETS PERMITTED UP TO 3 YEARS OF ALLOCATION. FORMERLY 40% OF ONE YEARS ALLOCATION. THIS SHOULD ASSIST CITIES IN GETTING PROJECTS LET.**

- C. WATER RETENTION PROJECTS WILL ALLOW BRIDGE BONDING FUND EXPENDITURES ON APPROACHES UP TO THE ESTIMATED COST OF AN ADEQUATE BRIDGE.**

- D. ADVANCE FUNDING BY COUNTIES OR CITIES WILL BE PERMITTED ON TRUNK HIGHWAYS IF THE PROPOSED PROJECT IS IN THE MN/DOT PROGRAM.

- E. PARK ROADS WILL BE ALLOWED TO USE LESS STRINGENT STANDARDS AND SPEED LIMITS MAY BE ESTABLISHED BY A PARK COMMISSION OR A PARK BOARD.

- F. RUSTIC ROADS IS A NEW CLASSIFICATION BUT WILL NOT BE ON THE ON THE COUNTY STATE AID SYSTEM.

- G. A TRANSPORTATION SERVICES FUND WAS ESTABLISHED WITH MINIMAL FUNDING FOR TWO YEARS. THESE WERE THE DOLLARS TO FUND THE T.S.B. ACTIVITIES AND IT APPEARS THE LINE ITEM VETO WAS NOT TOTALLY CLEAR.

- H. FOREST ROADS CAN BE FUNDED WITH UN-REFUNDED TAX MONEY THROUGH A REVISED FEE CALCULATION. THE REVISED CALCULATION REDUCES THE INITIAL AMOUNTS ALLOCATED.

- I. TOWNSHIP FEES WILL BE LIMITED TO A \$100 MAXIMUM.

- J. LRT FEDERAL FUNDING APPLICATION PROCEDURES ARE OUTLINED AND ARE CLARIFIED.

- K. RESEARCH FUNDING IS ESTABLISHED UP TO 1.0% OF THE MN/DOT PORTION OF THE HIGHWAY USER TAX DISTRIBUTION FUND AND \$800,000 DOLLARS ARE SPECIFIED FOR THE CENTER TRANSPORTATION STUDIES AT THE UNIVERSITY OF MINNESOTA.

D. HOUSE FILE #599 NOT PASSED

CITIES DROPPING BELOW 5,000 POPULATION WILL NOT BE ALLOWED TO TRANSFER THE STATE AID DESIGNATION TO THE COUNTY STATE AID SYSTEM USING THE 1990 CENSUS. PREVIOUS LAW PERMITTED THIS USING THE 1980 CENSUS. THIS MEANS THAT MILES ADDED TO THE COUNTY STATE AID HIGHWAY SYSTEM WILL BE INCLUDED IN THE 30,000 MILE LIMIT.

E. THE STATE AID OFFICE IS IN THE PROCESS OF IMPLEMENTING A NEW ACCOUNTING PACKAGE THAT WILL PROVIDE DIRECT ACCESS TO THEIR FUND ACCOUNT BALANCES. ORIENTATION AND TRAINING IS ONGOING AND THE COMPUTER PROGRAMS HAVE BEEN ALPHA AND BETA TESTED.

F. MATT LANGE IN THE BRIDGE OFFICE HAS COMPLETED MODIFICATIONS TO THE MINNESOTA BRIDGE INVENTORY SYSTEM THAT ENABLES COUNTIES AND CITIES TO REVIEW, UPDATE OR OTHERWISE MAINTAIN INFORMATION CRITICAL TO THE MANAGEMENT OF BRIDGE STRUCTURES. THEY WILL HAVE IMMEDIATE, CURRENT STATUS OF DEFICIENT BRIDGES AVAILABLE ON THEIR PC'S.

NOTE: NEW STATE AID RULES WILL BE EFFECTIVE ON JUNE 15, 1991. THE LAST STEP IN PROMULGATING THOSE RULES IS THE PUBLICATION IN THE REGISTER WHICH IS DONE ON JUNE 10TH AND 5 DAYS LATER THEY BECOME FINALIZED.

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
September 18, 1991

The meeting was called to order by Chairman Larson at 9:45 A.M. on September 18, 1991 at the Transportation Building, Room 419, St. Paul, MN.

Members present: Richard Larson, Chairman Mille Lacs County
 Dave Everds Dakota County
 Robert Witty Martin County

Others in attendance: Ken Hoeschen State Aid Mn/DOT
 Julie Skallman State Aid Mn/DOT

The subcommittee, at the request of the Office of State Aid, reviewed the language of the recently adopted non-existing CSAH designation resolution:

That all counties which have non-existing CSAH designations, that have drawn needs for ten years or more, have until December 1, 1992 to either remove them from their CSAH system or to let a contract for the construction of the roadway. After that date, any non-existing CSAH designation will have the "Needs" removed from the 25 Year CSAH Needs Study after ten years.

The subcommittee feels the resolution pertains to "needs" only and non-existent CSAH routes will continue to draw a mileage allotment until removed from the system by the County and approved by the Commissioner of Transportation.

County options appear as follows:

1. Leave non-existing route on system.
Results in loss of needs after 1992 or ten years.
2. Remove non-existing routes and bank mileage.
Results in loss of needs and mileage allotment.
3. Transfer non-existing route to another route.
Results in collection of needs and mileage allotment.

Hoeschen indicated that the number of non-existing mileage routes have dropped since the resolution was adopted. It is appropriate for state aid to continue to review non-existing mileage with each county engineer to assure those routes that do remain are consistent with state aid system goals.

The subcommittee also reviewed the possibility of including the value of county provided salvaged asphalt in full depth pavement projects when computing the equivalent gravel cost for the needs study. The subcommittee reviewed the recommendation made in a similar review by the subcommittee in 1988. The general subcommittee recommends that an adjustment not be included considering the following:

1. The actual value of salvaged bituminous cannot be determined accurately; therefore, any value established will be arbitrary.
2. A reduced cost reflecting salvaged bituminous material is assumed to be included in the contractor's bid for all standard state contracts where salvaged bituminous is used, whether stored by the county or a contractor.
3. The cost of salvaging bituminous surfacing is included by the contractor in the cost of grading a project; and therefore, included in the needs study grading cost comparison.
4. Adding such an adjustment further complicates a complex system.

The subcommittee reviewed the appropriateness of reflecting the newly adopted state aid design standards into the determination of money needs and recommends they be incorporated into the 1992 determination of needs. Hoeschen said it would be impossible to include them in the 1991 determination, and he would establish 1992 as his goal. The proposed new standards for the natural preservation routes were reviewed. Skallman indicated they were preliminary and some changes could be expected as it passes through the hearing process. The natural preservation system standards will include references to needs adjustments for that system. It is inappropriate at this time to include changes in the needs to reflect the natural preservation system.

The meeting adjourned at 11:47 A.M.

Respectfully submitted,



Kenneth M. Hoeschen
Acting Secretary

CURRENT RESOLUTIONS OF THE
COUNTY SCREENING BOARD

July, 1991

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.

Mileage Subcommittee - Jan. 1989

That the Screening Board Chairman appoint a Subcommittee to review all additional mileage requests submitted and to make recommendations on these requests to the County Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years and representing the metro (Districts 5 and 9), the north (Districts 1, 2, 3 and 4) and the south area (Districts 6, 7 and 8) of the state respectively. Subsequent terms will be for three years and appointments will be made after each year's Fall Screening Board Meeting. Mileage requests must be in the District State Aid Engineer's Office by April 1 to be considered at the spring meeting and by August 1 to be considered at the fall meeting.

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

FAS Fund Balances - Oct. 1973 (Latest Rev. June 1989)

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. Further, in the event that a County has a Federal Aid project to the point that a Right-of-Way Certificate No. 1 has been signed and the project plan has been approved by the State Aid Office prior to September 1st and the project cannot proceed because of the non-availability of Federal Funds, the State Aid estimate of the F.A.S. portion of the project cost shall be deducted from the F.A.S. Fund Balance.

County State Aid Construction Fund Balances - May 1975 (Latest Rev. October 1988)

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.

That, for the computation of this deduction, a Report of State Aid Contract (Form #30172) that has been received before September 1 by the District State Aid Engineer for processing or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.

Needs Credit for Local Effort - Oct. 1989 (Latest Rev. Oct., 1990)

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

The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation. This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of ten years.

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

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

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

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

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

Trunk Highway Turnback - June 1965 (Latest Rev. June 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. Oct. 1990)

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

That any request, after July 1, 1990, by any county for County State Aid Highway designation, other than Trunk Highway Turnbacks, or minor increases due to construction proposed on new alignment, that results in a net increase greater than the total of the county's approved apportionment mileage for the preceding year plus any "banked" mileage shall be submitted to the Screening Board for consideration. Such request should be accompanied by supporting data and be concurred on by the District State Aid Engineer.

Any requested CSAH mileage increase must be reduced by the amount of CSAH mileage being held in abeyance from previous internal revisions (banked mileage).

All mileage requests submitted to the County State Aid Highway Screening Board will be considered as 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 reason of shortening a route by construction shall not be considered as designatable mileage elsewhere.

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

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

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

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

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

Non-existing County State Aid Highway Designations - Oct. 1990

That all counties which have non-existing CSAH designations, that have drawn needs for 10 years or more, have until December 1, 1992 to either remove them from their CSAH system or to let a contract for the construction of the roadway. After that date, any non-existing CSAH designation will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years.

TRAFFIC

Traffic Projection Factors - Oct. 1961 - (Latest Rev. Oct. 1989)

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

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

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

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

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

ROAD NEEDS

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

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

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

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

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

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

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

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

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

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

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

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

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

Rural Design Grade Widening - June 1980

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

<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. June 1990)

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

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

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

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

Right of Way - Oct. 1979

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

	<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 (Latest Rev. June 1989)

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

- 1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.

- 2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.

Examples: a) Segments whose needs are limited to the center 24 feet.

- b) Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).

- 3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.

a) The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.

b) The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.

c) In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.

- 4) Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.

- 5) On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical needs calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.

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

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

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

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