

# 1993 County Screening Board Data *Report*



*H.B., caught fishing in Pine County*

## October, 1993





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## MINNESOTA DEPARTMENT OF TRANSPORTATION

STATE AID DIVISION  
420 TRANSPORTATION BUILDING ST. PAUL, MINNESOTA 55155  
395 JOHN IRELAND BOULEVARD

**DATE:** October 8, 1993

**PHONE:** 612-296-1660

**TO:** County Engineers  
District State Aid Engineers

**SUBJECT:** County Screening Board Report

Enclosed is a copy of the 1993 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 26-27, 1993 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1994 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

WP51-LETFLBK.wp

# **1993 County Screening Board Data**



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**October, 1993**



Minnesota Department of Transportation



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## 1993 COUNTY SCREENING BOARD

Wayne Olson	(93-94)	- Carlton County	- District 1
Walter Leu	(92-93)	- Lake of the Woods County	- District 2
Greg Nikodym	(93-94)	- Kanabec County	- District 3
Dave Heyer	(92-93)	- Becker County	- District 4
Roger Gustafson	(93-94)	- Carver County	- District 5
Bill Groskurth	(92-93)	- Freeborn County	- District 6
Gene Isakson	(93-94)	- Sibley County	- District 7
Gary Danielson	(92-93)	- Kandiyohi County	- District 8
Paul Kirkwold	(93-94)	- Ramsey County	- District 9
Dave Olsonawski, Secretary		- Hubbard County	

## 1993 SCREENING BOARD ALTERNATES

Doug Grindall	- Koochiching County	District 1
Russ Larson	- Roseau County	District 2
Steve Backowski	- Morrison County	District 3
Dale Wegner	- Pope County	District 4
Paul Ruud	- Anoka County	District 5
Craig Falkum	- Wabasha County	District 6
Al Forsberg	- Blue Earth County	District 7
Gordon Regenscheid	- Meeker County	District 8
Don Wisniewski	- Washington County	District 9

## 1993 CSAH GENERAL SUBCOMMITTEE

Bob Witty, Chariman	(June, 94)	- Martin County
Vern Genzlinger	(June, 95)	- Hennepin County
Mike Rardin	(June, 96)	- Polk County

## 1993 CSAH MILEAGE SUBCOMMITTEE

Wayne Olson, Chairman	(Oct., 93)	- Carlton County
Jack Dolan	(Oct., 94)	- Dodge County
Dave Everds	(Oct., 95)	- Dakota County

## CSAH VARIANCE SUBCOMMITTEE

Pete Boomgarden	- Redwood County
Don Wisniewski	- Washington County
Dave Schwarting	- Sherburne County



# **1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993**

## **C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1994**

*The information listed below is presented as historical data for the 36 years of County State Aid Apportionments and preliminary data for the 37th 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 1994 has been estimated to be approximately \$244 million (the same as for 1993). 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.

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**1993 COUNTY SCREENING BOARD DATA****OCTOBER, 1993****C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1994**

<b>Year</b>	<b>Mileage</b>	<b>Needs</b>	<b>Apportionment</b>	<b>Accumulative Apportionment</b>
1958	29,003.30	\$705,318,817	\$23,895,255	
1959	29,128.00	792,766,387	26,520,631	\$50,415,886
1960	29,109.15	781,163,725	26,986,118	77,402,004
1961	29,177.31	881,168,466	29,195,071	106,597,075
1962	29,183.50	836,684,473	28,398,346	134,995,421
1963	29,206.63	812,379,561	30,058,060	165,053,481
1964	29,250.40	844,850,828	34,655,816	199,709,297
1965	29,285.26	1,096,704,147	35,639,932	235,349,229
1966	29,430.36	961,713,095	36,393,775	271,743,004
1967	29,518.48	956,436,709	39,056,521	310,799,525
1968	29,614.63	920,824,895	45,244,948	356,044,473
1969	29,671.50	907,383,704	47,316,647	403,361,120
1970	29,732.84	871,363,426	51,248,592	454,609,712
1971	29,763.66	872,716,257	56,306,623	510,916,335
1972	29,814.83	978,175,117	56,579,342	567,495,677
1973	29,806.67	1,153,027,326	56,666,390	624,162,067
1974	29,807.37	1,220,857,594	67,556,282	691,718,349
1975	29,857.90	1,570,593,707	69,460,645	761,178,994
1976	29,905.06	1,876,982,838	68,892,738	830,071,732
1977	29,929.57	2,014,158,273	84,221,382	914,293,114
1978	29,952.03	1,886,535,596	86,001,153	1,000,294,267
1979	30,008.47	1,964,328,702	93,482,005	1,093,776,272
1980	30,008.25	2,210,694,426	100,581,191	1,194,357,463
1981	30,072.55	2,524,102,659	104,003,792	1,298,361,255
1982	30,086.79	2,934,808,695	122,909,078	1,421,270,333
1983	30,084.16	3,269,243,767	127,310,171	1,548,580,504
1984	30,087.24	3,363,921,407	143,696,365	1,692,276,869
1985	30,089.03	3,628,382,077	171,133,770	1,863,410,639
1986	30,095.37	4,742,570,129	176,412,995	2,039,823,634
1987	30,095.26	4,656,668,402	169,035,460	2,208,859,094
1988	30,101.37	4,694,034,188	176,956,052	2,385,815,146
1989	30,119.91	4,801,166,017	224,066,256	2,609,881,402
1990	30,139.52	4,710,422,098	234,971,125	2,844,852,527
1991	30,144.88	4,905,899,327	228,425,033	3,073,277,560
1992	30,142.84	4,965,601,700	244,754,252	3,318,031,812
1993	30,130.03	5,231,566,081	244,499,683	3,562,531,495
<b>1994</b>	<b>30,132.93 *</b>	<b>\$5,313,372,921</b>	<b>\$244,499,683 (EST.) \$3,807,031,178</b>	

\* Does Not Include 1993 Trunk Highway Turnback Mileage.

## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of the Basic 1992 to the Basic 1993 25-Year Construction Needs

The following tabulation indicates the various stages of the 1993 C.S.A.H. needs study update and shows the needs effect each phase produced.

<b><u>Design Standards Update</u></b>	--	Indicates the needs effect of the REVISIONS made to the State Aid design standards in the update of the Rules adopted in the summer of 1991.
<b><u>1993 Unit Prices</u></b>	--	Shows the needs impact of the unit prices approved at the June 7-8, 1993 meeting.
<b><u>Bridge Costs</u></b>	--	These changes are also the result of direction by the Board from the June 1993 meeting. Some of the normal bridge costs decreased. All of the RR/Highway bridge costs increased.
<b><u>Normal Update</u></b>	--	Reflects the needs changes due to 1992 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1967 or earlier were eligible for complete needs. Also, any bridges built prior to 1958 were eligible for reconstruction needs. This increased several counties' needs considerably.
<b><u>1991 Traffic and Factors Update</u></b>	--	Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 1991. A map showing the new traffic projection factors is included in the reference material portion of this report.

Beltrami	Goodhue	Le Sueur	Otter Tail	Redwood	Sibley	Waseca
Benton	Grant	Mc Leod	Pennington	Renville	Stearns	Wilkin
Clearwater	Houston	Meeker	Pope	St. Louis	Steele	Winona
Faribault	Isanti	Nicollet	Red Lake	Sherburne	Wabasha	

# 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

Comparison of the Basic 1992 to the Basic 1993 25-Year Construction Needs

County	Revised Basic 1992 25-Year Const. Needs	Effect of Design Standards Update	% Change	Effect of Unit Price Update	% Change	Effect of Bridge Cost Update	% Change	Effect of 1993 Normal Update	% Change	Effect of Traffic Update	% Change	Basic 1993 25-Year Const. Needs	Total Change From 1992 Needs	Total %	County
Carlton	\$52,399,815	\$227,820	0.4%	(\$697,130)	-1.3%	(\$91,200)	-0.2%	(\$453,676)	-0.9%	\$0	0.0%	\$51,385,629	(\$1,014,186)	-1.9%	Carlton
Cook	47,476,537	(3,294,458)	-6.9%	890,606	2.0%	0	0.0%	(1,013,058)	-2.2%	0	0.0%	44,059,627	(3,416,910)	-7.2%	Cook
Itasca	106,988,163	(684,474)	-0.6%	2,081,721	2.0%	(10,770)	0.0%	1,835,279	1.7%	0	0.0%	110,209,919	3,221,756	3.0%	Itasca
Koochiching	30,085,540	(1,966,622)	-6.5%	134,993	0.5%	(141,920)	-0.5%	185,153	0.7%	0	0.0%	28,297,144	(1,788,396)	-5.9%	Koochiching
Lake	59,227,273	(255,075)	-0.4%	374,086	0.6%	351,260	0.6%	(267,690)	-0.4%	0	0.0%	59,429,854	202,581	0.3%	Lake
Pine	109,629,858	(3,068,726)	-2.8%	1,357,238	1.3%	(39,780)	0.0%	(1,478,887)	-1.4%	0	0.0%	106,399,703	(3,230,155)	-2.9%	Pine
St. Louis	341,666,869	1,121,779	0.3%	(2,094,706)	-0.6%	1,192,660	0.4%	1,152,812	0.3%	(1,883,169)	-0.5%	341,156,245	(510,624)	-0.1%	St. Louis
<b>District 1 Totals</b>	<b>747,474,055</b>	<b>(7,919,756)</b>	<b>-1.1%</b>	<b>2,046,808</b>	<b>0.3%</b>	<b>1,260,250</b>	<b>0.2%</b>	<b>(40,067)</b>	<b>0.0%</b>	<b>(1,883,169)</b>	<b>-0.3%</b>	<b>740,938,121</b>	<b>(6,535,934)</b>	<b>-0.9%</b>	<b>District 1 Totals</b>
Beltrami	68,009,717	(962,028)	-1.4%	402,704	0.6%	(46,410)	-0.1%	259,047	0.4%	183,445	0.3%	67,846,475	(163,242)	-0.2%	Beltrami
Clearwater	37,972,167	(779,124)	-2.1%	(1,489,067)	-4.0%	106,000	0.3%	768,140	2.1%	145,130	0.4%	36,723,246	(1,248,921)	-3.3%	Clearwater
Hubbard	38,593,614	353,982	0.9%	(78,718)	-0.2%	0	0.0%	(377,206)	-1.0%	0	0.0%	38,491,672	(101,942)	-0.3%	Hubbard
Kitson	48,479,994	(115,714)	-0.2%	47,601	0.1%	(46,740)	-0.1%	(824,851)	-1.7%	0	0.0%	47,540,290	(939,704)	-1.9%	Kitson
Lake of the Woods	18,864,400	(3,261,765)	-17.3%	(163,139)	-1.0%	0	0.0%	661,849	4.3%	0	0.0%	16,101,345	(2,763,055)	-14.6%	Lake of the Woods
Marshall	69,479,565	(8,125,125)	-11.7%	(374,992)	-0.6%	(63,500)	-0.1%	1,493,717	2.5%	0	0.0%	62,409,665	(7,069,900)	-10.2%	Marshall
Norman	44,911,342	(3,284,640)	-7.3%	(202,259)	-0.5%	(420,640)	-1.0%	1,047,030	2.6%	0	0.0%	42,050,833	(2,860,509)	-6.4%	Norman
Pennington	19,775,604	(25,622)	-0.1%	(609,658)	-3.1%	(79,610)	-0.4%	873,878	4.6%	(608,248)	-3.1%	19,326,344	(449,260)	-2.3%	Pennington
Polk	112,750,576	(8,832,605)	-7.8%	(1,313,047)	-1.3%	(445,550)	-0.4%	3,236,222	3.2%	0	0.0%	105,395,596	(7,354,980)	-6.5%	Polk
Red Lake	21,623,256	311,673	1.4%	3,093	0.0%	(78,020)	-0.4%	(57,506)	-0.3%	(1,339,627)	-6.1%	20,462,869	(1,160,387)	-5.4%	Red Lake
Roseau	53,318,132	(3,688,705)	-6.9%	92,171	0.2%	(12,920)	0.0%	1,926,376	3.9%	0	0.0%	51,635,054	(1,683,078)	-3.2%	Roseau
<b>District 2 Totals</b>	<b>533,778,367</b>	<b>(28,409,673)</b>	<b>-5.3%</b>	<b>(3,685,311)</b>	<b>-0.7%</b>	<b>(1,087,390)</b>	<b>-0.2%</b>	<b>9,006,696</b>	<b>1.8%</b>	<b>(1,619,300)</b>	<b>-0.3%</b>	<b>507,983,389</b>	<b>(25,794,978)</b>	<b>-4.8%</b>	<b>District 2 Totals</b>
Aitkin	49,189,151	(1,836,447)	-3.7%	(5,035,269)	-10.6%	0	0.0%	267,675	0.6%	0	0.0%	42,585,110	(6,604,041)	-13.4%	Aitkin
Benton	23,808,657	1,336,257	5.6%	64,198	0.3%	0	0.0%	(735,899)	-2.9%	208,841	0.9%	24,682,054	873,397	3.7%	Benton
Cass	65,894,199	(912,162)	-1.4%	1,972,855	3.0%	0	0.0%	1,727,883	2.6%	0	0.0%	68,682,775	2,788,576	4.2%	Cass
Crow Wing	43,390,121	1,600,035	3.7%	2,636,042	5.9%	0	0.0%	(1,079,337)	-2.3%	0	0.0%	46,546,861	3,156,740	7.3%	Crow Wing
Isanti	27,738,282	2,307,872	8.3%	669,672	2.2%	(33,630)	-0.1%	2,414,282	7.9%	273,953	0.8%	33,370,431	5,632,149	20.3%	Isanti
Kanabec	24,538,358	(571,087)	-2.3%	(213,767)	-0.9%	0	0.0%	422,081	1.8%	0	0.0%	24,175,585	(362,773)	-1.5%	Kanabec
Mille Lacs	33,896,126	(1,144,529)	-3.4%	2,333,787	7.1%	(37,720)	-0.1%	476,386	1.4%	0	0.0%	35,524,050	1,627,924	4.8%	Mille Lacs
Morrison	48,936,333	1,348,911	2.8%	(287,049)	-0.6%	0	0.0%	1,211,606	2.4%	0	0.0%	51,209,801	2,273,468	4.6%	Morrison
Sherburne	14,364,306	992,133	6.9%	673,024	4.4%	0	0.0%	(216,242)	-1.3%	687,788	4.3%	16,501,009	2,136,703	14.9%	Sherburne
Stearns	98,268,156	6,225,649	6.3%	4,523,338	4.3%	(136,300)	-0.1%	1,787,856	1.6%	615,220	0.6%	111,283,919	13,015,763	13.2%	Stearns
Todd	48,100,235	1,785,667	3.7%	409,057	0.8%	0	0.0%	1,518,776	3.0%	0	0.0%	51,813,735	3,713,500	7.7%	Todd
Wadena	28,482,686	(177,563)	-0.6%	(519,050)	-1.8%	(29,260)	-0.1%	1,721,474	6.2%	0	0.0%	29,478,287	995,601	3.5%	Wadena
Wright	73,851,011	6,395,073	8.7%	1,634,601	2.0%	491,300	0.6%	2,488,566	3.0%	0	0.0%	84,860,551	11,009,540	14.9%	Wright
<b>District 3 Totals</b>	<b>580,457,621</b>	<b>17,349,809</b>	<b>3.0%</b>	<b>8,861,439</b>	<b>1.5%</b>	<b>254,390</b>	<b>0.0%</b>	<b>12,005,107</b>	<b>2.0%</b>	<b>1,785,802</b>	<b>0.3%</b>	<b>620,714,168</b>	<b>40,256,547</b>	<b>6.9%</b>	<b>District 3 Totals</b>
Becker	\$45,258,746	541,519	1.2%	(204,236)	-0.4%	378,000	0.8%	1,086,521	2.4%	0	0.0%	47,060,550	1,801,804	4.0%	Becker
Big Stone	17,259,198	36,198	0.2%	1,256,104	7.3%	(68,600)	-0.4%	2,136,915	11.6%	0	0.0%	20,619,815	3,360,617	19.5%	Big Stone
Clay	57,475,332	1,848,514	3.2%	(2,559,161)	-4.3%	(42,320)	-0.1%	(414,264)	-0.7%	0	0.0%	56,308,101	(1,167,231)	-2.0%	Clay
Douglas	42,684,870	114,007	0.3%	236,089	0.6%	189,000	0.4%	698,554	1.6%	0	0.0%	43,922,520	1,237,650	2.9%	Douglas
Grant	19,586,911	(529,879)	-2.7%	(50,460)	-0.3%	0	0.0%	113,857	0.6%	(455,051)	-2.4%	18,665,378	(921,533)	-4.7%	Grant
Mahnomen	16,863,457	(1,278,076)	-7.6%	924	0.0%	0	0.0%	(282,522)	-1.8%	0	0.0%	15,303,783	(1,559,674)	-9.2%	Mahnomen
Otter Tail	117,932,846	4,212,054	3.6%	(312,027)	-0.3%	180,080	0.1%	3,811,564	3.1%	637,786	0.5%	126,462,303	8,529,457	7.2%	Otter Tail
Pope	35,621,114	(487,414)	-1.4%	(4,649,607)	-13.2%	0	0.0%	1,137,287	3.7%	1,051,458	3.3%	32,672,838	(2,948,276)	-8.3%	Pope
Stevens	26,356,855	(2,347,843)	-8.9%	(383,769)	-1.6%	0	0.0%	508,225	2.2%	0	0.0%	24,133,468	(2,223,387)	-8.4%	Stevens
Swift	35,180,688	(2,556,668)	-7.3%	(273,517)	-0.8%	0	0.0%	1,409,564	4.4%	0	0.0%	33,760,067	(1,420,621)	-4.0%	Swift
Traverse	23,673,289	(2,594,371)	-11.0%	639,525	3.0%	0	0.0%	476,625	2.2%	0	0.0%	22,195,068	(1,478,221)	-6.2%	Traverse
Wilkin	34,867,414	(2,984,092)	-8.6%	(2,419,209)	-7.6%	(13,770)	0.0%	2,223,102	7.5%	(1,667,818)	-5.3%	30,005,627	(4,861,787)	-13.9%	Wilkin
<b>District 4 Totals</b>	<b>472,760,720</b>	<b>(6,026,051)</b>	<b>-1.3%</b>	<b>(8,719,344)</b>	<b>-1.9%</b>	<b>622,390</b>	<b>0.1%</b>	<b>12,905,428</b>	<b>2.8%</b>	<b>(433,625)</b>	<b>-0.1%</b>	<b>471,109,518</b>	<b>(1,651,202)</b>	<b>-0.3%</b>	<b>District 4 Totals</b>



# 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

Comparison of the Basic 1992 to the Basic 1993 25-Year Construction Needs

County	Revised Basic 1992 25-Year Const. Needs	Effect of Design Standards		Effect of Unit Price		Effect of Bridge Cost		Effect of 1993 Normal		Effect of Traffic		Basic 1993 25-Year Const. Needs	Total Change From 1992 Needs	Total %	County
	Update	%	Update	%	Update	%	Update	%	Update	%	Update	Update	Change	%	
Anoka	\$78,182,344		\$3,737,647	4.8%	\$4,206,601	5.1%	\$0	0.0%	\$2,237,946	2.6%	\$0	\$88,364,538	\$10,182,194	13.0%	Anoka
Carver	54,967,787		1,963,168	3.6%	2,717,081	4.8%	188,820	0.3%	(93,090)	-0.2%	0	59,743,766	4,775,979	8.7%	Carver
Hennepin	485,151,490		14,532,860	3.0%	36,033,997	7.2%	(1,001,380)	-0.2%	(15,724,575)	-2.9%	0	518,992,392	33,840,902	7.0%	Hennepin
Scott	69,181,391		3,333,580	4.8%	2,853,287	3.9%	(1,720,650)	-2.3%	691,380	0.9%	0	74,338,988	5,157,597	7.5%	Scott
<b>District 5 Totals</b>	<b>687,483,012</b>		<b>23,567,255</b>	<b>3.4%</b>	<b>45,810,966</b>	<b>6.4%</b>	<b>(2,533,210)</b>	<b>-0.3%</b>	<b>(12,888,339)</b>	<b>-1.7%</b>	<b>0</b>	<b>741,439,684</b>	<b>53,956,672</b>	<b>7.8%</b>	<b>District 5 Totals</b>
Dodge	31,699,200		(546,698)	-1.7%	1,400,351	4.5%	0	0.0%	(681,923)	-2.1%	0	31,870,930	171,730	0.5%	Dodge
Fillmore	103,074,759		(3,342,391)	-3.2%	662,626	0.7%	(85,730)	-0.1%	(444,332)	-0.4%	0	99,864,932	(3,209,827)	-3.1%	Fillmore
Freeborn	59,342,219		2,196,752	3.7%	666,227	1.1%	0	0.0%	772,168	1.2%	0	62,977,366	3,635,147	6.1%	Freeborn
Goodhue	57,046,873		85,061	0.1%	(67,464)	-0.1%	(32,490)	-0.1%	(483,326)	-0.8%	1,349,828	57,898,482	851,609	1.5%	Goodhue
Houston	59,666,666		(2,089,603)	-3.5%	523,182	0.9%	(68,000)	-0.1%	1,132,837	2.0%	(482,338)	58,682,744	(983,922)	-1.6%	Houston
Mower	61,397,466		1,581,885	2.6%	1,140,021	1.8%	(91,910)	-0.1%	1,077,624	1.7%	0	65,105,086	3,707,620	6.0%	Mower
Olmsted	72,246,549		3,343,560	4.6%	1,323,727	1.8%	(29,260)	0.0%	(1,164,111)	-1.5%	0	75,720,465	3,473,916	4.8%	Olmsted
Rice	49,268,383		1,967,223	4.0%	1,225,785	2.4%	276,000	0.5%	433,581	0.8%	0	53,170,972	3,902,589	7.9%	Rice
Steele	44,169,213		1,473,119	3.3%	(491,468)	-1.1%	445,000	1.0%	381,450	0.8%	(91,568)	45,885,746	1,716,533	3.9%	Steele
Wabasha	57,018,090		(859,930)	-1.5%	2,110,878	3.8%	(354,100)	-0.6%	(417,772)	-0.7%	(1,641,568)	55,855,598	(1,162,492)	-2.0%	Wabasha
Winona	65,497,771		739,322	1.1%	706,516	1.1%	0	0.0%	3,253,693	4.9%	(2,767,470)	67,429,832	1,932,061	2.9%	Winona
<b>District 6 Totals</b>	<b>660,427,189</b>		<b>4,548,300</b>	<b>0.7%</b>	<b>9,200,381</b>	<b>1.4%</b>	<b>59,510</b>	<b>0.0%</b>	<b>3,859,889</b>	<b>0.6%</b>	<b>(3,633,116)</b>	<b>674,462,153</b>	<b>14,034,964</b>	<b>2.1%</b>	<b>District 6 Totals</b>
Blue Earth	\$84,674,162		1,487,163	1.8%	1,550,341	1.8%	(788,160)	-0.9%	396,783	0.5%	0	87,320,289	2,646,127	3.1%	Blue Earth
Brown	35,377,988		531,260	1.5%	1,319,016	3.7%	(27,200)	-0.1%	394,299	1.1%	0	37,595,363	2,217,375	6.3%	Brown
Cottonwood	37,544,533		84,999	0.2%	(276,183)	-0.7%	(30,780)	-0.1%	417,116	1.1%	0	37,739,685	195,152	0.5%	Cottonwood
Faribault	59,405,690		(46,650)	-0.1%	1,380,197	2.3%	78,190	0.1%	299,720	0.5%	(2,470,842)	58,646,305	(759,385)	-1.3%	Faribault
Jackson	60,517,470		(1,595,576)	-2.6%	(3,399,789)	-5.8%	(61,920)	-0.1%	202,560	0.4%	0	55,662,745	(4,854,725)	-8.0%	Jackson
Le Sueur	43,206,185		725,585	1.7%	2,588,105	5.9%	0	0.0%	(1,134,159)	-2.4%	(472,335)	44,913,381	1,707,196	4.0%	Le Sueur
Martin	52,969,083		(3,921,860)	-7.4%	128,411	0.3%	0	0.0%	(904,839)	-1.8%	0	48,270,795	(4,698,288)	-8.9%	Martin
Nicollet	42,534,522		(1,368,706)	-3.2%	(564,528)	-1.4%	0	0.0%	(787,954)	-1.9%	997,076	40,810,410	(1,724,112)	-4.1%	Nicollet
Nobles	56,034,411		(3,081,672)	-5.5%	(162,521)	-0.3%	78,190	0.1%	248,990	0.5%	0	53,117,398	(2,917,013)	-5.2%	Nobles
Rock	31,070,212		473,650	1.5%	(83,546)	-0.3%	(88,760)	-0.3%	1,293,800	4.1%	0	32,665,356	1,595,144	5.1%	Rock
Sibley	40,963,447		67,115	0.2%	(1,936,854)	-4.7%	(120,330)	-0.3%	(879,167)	-2.3%	432,369	38,526,580	(2,436,867)	-5.9%	Sibley
Waseca	42,657,435		(2,859,321)	-6.7%	305,077	0.8%	0	0.0%	387,454	1.0%	800,562	41,291,207	(1,366,228)	-3.2%	Waseca
Watowan	29,588,348		(1,127,421)	-3.8%	51,691	0.2%	0	0.0%	(392,115)	-1.4%	0	28,120,503	(1,467,845)	-5.0%	Watowan
<b>District 7 Totals</b>	<b>616,543,486</b>		<b>(10,631,434)</b>	<b>-1.7%</b>	<b>899,417</b>	<b>0.1%</b>	<b>(960,770)</b>	<b>-0.2%</b>	<b>(457,512)</b>	<b>-0.1%</b>	<b>(713,170)</b>	<b>604,680,017</b>	<b>(11,863,469)</b>	<b>-1.9%</b>	<b>District 7 Totals</b>
Chippewa	32,201,468		(2,818,093)	-8.8%	530,695	1.8%	(28,310)	-0.1%	1,011,161	3.4%	0	30,896,921	(1,304,547)	-4.1%	Chippewa
Kandiyohi	52,861,134		(452,849)	-0.9%	513,468	1.0%	0	0.0%	2,015,175	3.8%	0	54,936,928	2,075,794	3.9%	Kandiyohi
Lac Qui Parle	31,172,634		(1,436,513)	-4.6%	842,679	2.8%	(143,860)	-0.5%	755,348	2.5%	0	31,190,288	17,654	0.1%	Lac Qui Parle
Lincoln	26,693,106		(2,687,563)	-10.1%	683,602	2.8%	0	0.0%	(18,896)	-0.1%	0	24,670,249	(2,022,857)	-7.6%	Lincoln
Lyon	46,769,530		(14,287)	0.0%	(651,505)	-1.4%	(106,000)	-0.2%	(425,156)	-0.9%	0	45,572,582	(1,196,948)	-2.6%	Lyon
Mc Leod	40,402,178		487,889	1.2%	(290,114)	-0.7%	0	0.0%	(455,672)	-1.1%	5,915	40,150,196	(251,982)	-0.6%	Mc Leod
Meeker	28,741,145		134,346	0.5%	1,454,660	5.0%	0	0.0%	(889,932)	-2.9%	(467,373)	28,972,846	231,701	0.8%	Meeker
Murray	32,727,167		(3,199,543)	-9.8%	(45,012)	-0.2%	0	0.0%	1,669,122	5.7%	0	31,151,734	(1,575,433)	-4.8%	Murray
Pipestone	32,492,519		(3,700,752)	-11.4%	179,224	0.6%	0	0.0%	(477,071)	-1.6%	0	28,493,920	(3,998,599)	-12.3%	Pipestone
Redwood	58,363,214		(1,642,947)	-2.8%	(1,320,064)	-2.3%	(185,810)	-0.3%	1,919,618	3.5%	2,140,103	59,274,114	910,900	1.6%	Redwood
Renville	63,009,963		(2,443,258)	-3.9%	2,256,716	3.7%	(86,330)	-0.1%	(447,617)	-0.7%	(1,692,611)	60,596,863	(2,413,100)	-3.8%	Renville
Yellow Medicine	42,206,756		(570,572)	-1.4%	3,057,142	7.3%	397,000	0.9%	(264,994)	-0.6%	0	44,825,332	2,618,576	6.2%	Yellow Medicine
<b>District 8 Totals</b>	<b>487,640,814</b>		<b>(18,344,142)</b>	<b>-3.8%</b>	<b>7,211,491</b>	<b>1.5%</b>	<b>(153,310)</b>	<b>0.0%</b>	<b>4,391,086</b>	<b>0.9%</b>	<b>(13,966)</b>	<b>480,731,973</b>	<b>(6,908,841)</b>	<b>-1.4%</b>	<b>District 8 Totals</b>
Chisago	49,055,310		2,291,204	4.7%	(30,238)	-0.1%	0	0.0%	342,060	0.7%	0	51,658,336	2,603,026	5.3%	Chisago
Dakota	113,719,861		2,986,116	2.6%	6,576,852	5.6%	(292,050)	-0.2%	718,054	0.6%	0	123,708,833	9,988,972	8.8%	Dakota
Ramsey	205,217,083		2,886,365	1.4%	8,821,180	4.2%	1,728,385	0.8%	(6,884,206)	-3.1%	0	211,768,807	6,551,724	3.2%	Ramsey
Washington	77,179,799		2,332,309	3.0%	2,720,036	3.4%	(445,000)	-0.5%	2,390,778	2.9%	0	84,177,922	6,998,123	9.1%	Washington
<b>District 9 Totals</b>	<b>445,172,053</b>		<b>10,495,994</b>	<b>2.4%</b>	<b>18,087,830</b>	<b>4.0%</b>	<b>991,335</b>	<b>0.2%</b>	<b>(3,433,314)</b>	<b>-0.7%</b>	<b>0</b>	<b>471,313,898</b>	<b>26,141,845</b>	<b>5.9%</b>	<b>District 9 Totals</b>
<b>STATE TOTALS</b>	<b>\$5,921,727,217</b>		<b>(\$15,360,698)</b>	<b>0.3%</b>	<b>\$70,712,677</b>	<b>1.5%</b>	<b>(\$1,546,805)</b>	<b>0.0%</b>	<b>\$25,248,974</b>	<b>0.5%</b>	<b>(\$6,510,544)</b>	<b>\$5,910,276,881</b>	<b>\$24,065,685</b>	<b>0.4%</b>	<b>STATE TOTALS</b>

\* \* \* \* \*

**NEEDS**

**ADJUSTMENTS**

\* \* \* \* \*

# **1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993**

## **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 1.6%, thereby limiting any individual county's needs change to a range from a minus 18.4% to a plus 21.6%. The following tabulation indicates the method of computing the restriction necessary for 1993 and the actual needs restriction to the county involved.



# 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

## RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1992 25 YEAR CONSTRUCTION NEEDS	BASIC 1993 25-Year CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1992 NEEDS	% CHANGE FROM RESTRICTED 1992 NEEDS	RESTRICTED 1993 25 YEAR CONSTRUCTION NEEDS	1993 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$52,399,815	\$51,385,629	(\$1,014,186)	-1.9%			Carlton
Cook	47,476,537	44,059,627	(3,416,910)	-7.2%			Cook
Itasca	106,988,163	110,209,919	3,221,756	3.0%			Itasca
Koochiching	30,085,540	28,297,144	(1,788,396)	-5.9%			Koochiching
Lake	59,227,273	59,429,854	202,581	0.3%			Lake
Pine	109,629,858	106,399,703	(3,230,155)	-3.0%			Pine
St. Louis	341,666,869	341,156,245	(510,624)	-0.2%			St. Louis
District 1 Totals	747,474,055	740,938,121	(6,535,934)	-0.9%			District 1 Totals
Beltrami	68,009,717	67,846,475	(163,242)	-0.2%			Beltrami
Clearwater	37,972,167	36,723,246	(1,248,921)	-3.3%			Clearwater
Hubbard	38,593,614	38,491,672	(101,942)	-0.3%			Hubbard
Kittson	48,479,994	47,540,290	(939,704)	-1.9%			Kittson
Lake of the Woods	18,864,400	16,101,345	(2,763,055)	-14.7%			Lake of the Woods
Marshall	69,479,565	62,409,665	(7,069,900)	-10.2%			Marshall
Norman	44,911,342	42,050,833	(2,860,509)	-6.4%			Norman
Pennington	19,775,604	19,326,344	(449,260)	-2.3%			Pennington
Polk	112,750,576	105,395,596	(7,354,980)	-6.5%			Polk
Red Lake	21,623,256	20,462,869	(1,160,387)	-5.4%			Red Lake
Roseau	53,318,132	51,635,054	(1,683,078)	-3.2%			Roseau
District 2 Totals	533,778,367	507,983,389	(25,794,978)	-4.8%			District 2 Totals
Aitkin	49,189,151	42,585,110	(6,604,041)	-13.4%			Aitkin
Benton	23,808,657	24,682,054	873,397	3.7%			Benton
Cass	65,894,199	68,682,775	2,788,576	4.2%			Cass
Crow Wing	43,390,121	46,546,861	3,156,740	7.3%			Crow Wing
Isanti	27,738,282	33,370,431	5,632,149	20.3%			Isanti
Kanabec	24,538,358	24,175,585	(362,773)	-1.5%			Kanabec
Mille Lacs	33,896,126	35,524,050	1,627,924	4.8%			Mille Lacs
Morrison	48,936,333	51,209,801	2,273,468	4.7%			Morrison
Sherburne	14,364,306	16,501,009	2,136,703	14.9%			Sherburne
Stearns	98,268,156	111,283,919	13,015,763	13.3%			Stearns
Todd	48,100,235	51,813,735	3,713,500	7.7%			Todd
Wadena	28,482,686	29,478,287	995,601	3.5%			Wadena
Wright	73,851,011	84,860,551	11,009,540	14.9%			Wright
District 3 Totals	580,457,621	620,714,168	40,256,547	6.9%			District 3 Totals
Becker	45,258,746	47,060,550	1,801,804	4.0%			Becker
Big Stone	17,259,198	20,619,815	3,360,617	19.5%			Big Stone
Clay	57,475,332	56,308,101	(1,167,231)	-2.0%			Clay
Douglas	42,684,870	43,922,520	1,237,650	2.9%			Douglas
Grant	19,586,911	18,665,378	(921,533)	-4.7%			Grant
Mahnomen	16,152,375	15,303,783	(848,592)	-5.3%			Mahnomen
Otter Tail	117,932,846	126,462,303	8,529,457	7.2%			Otter Tail
Pope	35,621,114	32,672,838	(2,948,276)	-8.3%			Pope
Stevens	26,356,855	24,133,468	(2,223,387)	-8.4%			Stevens
Swift	35,180,688	33,760,067	(1,420,621)	-4.0%			Swift
Traverse	23,673,289	22,195,068	(1,478,221)	-6.2%			Traverse
Wilkin	34,867,414	30,005,627	(4,861,787)	-13.9%			Wilkin
District 4 Totals	472,049,638	471,109,518	(940,120)	-0.2%			District 4 Totals

# 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

## RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1992 25 YEAR CONSTRUCTION NEEDS	BASIC 1993 25-Year CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1992 NEEDS	% CHANGE FROM RESTRICTED 1992 NEEDS	RESTRICTED 1993 25 YEAR CONSTRUCTION NEEDS	1993 SCREENING BOARD RESTRICTION	COUNTY
Anoka	\$78,182,344	\$88,364,538	\$10,182,194	13.0%			Anoka
Carver	54,967,787	59,743,766	4,775,979	8.7%			Carver
Hennepin	485,151,490	518,992,392	33,840,902	7.0%			Hennepin
Scott	69,181,391	74,338,988	5,157,597	7.5%			Scott
District 5 Totals	687,483,012	741,439,684	53,956,672	7.9%			District 5 Total
Dodge	31,699,200	31,870,930	171,730	0.5%			Dodge
Fillmore	103,074,759	99,864,932	(3,209,827)	-3.1%			Fillmore
Freeborn	59,342,219	62,977,366	3,635,147	6.1%			Freeborn
Goodhue	57,046,873	57,898,482	851,609	1.5%			Goodhue
Houston	59,666,666	58,682,744	(983,922)	-1.7%			Houston
Mower	61,397,466	65,105,086	3,707,620	6.0%			Mower
Olmsted	72,246,549	75,720,465	3,473,916	4.8%			Olmsted
Rice	49,268,383	53,170,972	3,902,589	7.9%			Rice
Steele	44,169,213	45,885,746	1,716,533	3.9%			Steele
Wabasha	57,018,090	55,855,598	(1,162,492)	-2.0%			Wabasha
Winona	65,497,771	67,429,832	1,932,061	3.0%			Winona
District 6 Totals	660,427,189	674,462,153	14,034,964	2.1%			District 6 Total
Blue Earth	84,674,162	87,320,289	2,646,127	3.1%			Blue Earth
Brown	35,377,988	37,595,363	2,217,375	6.3%			Brown
Cottonwood	37,544,533	37,739,685	195,152	0.5%			Cottonwood
Faribault	59,405,690	58,646,305	(759,385)	-1.3%			Faribault
Jackson	60,517,470	55,662,745	(4,854,725)	-8.0%			Jackson
Le Sueur	43,206,185	44,913,381	1,707,196	4.0%			Le Sueur
Martin	52,969,083	48,270,795	(4,698,288)	-8.9%			Martin
Nicollet	42,534,522	40,810,410	(1,724,112)	-4.1%			Nicollet
Nobles	56,034,411	53,117,398	(2,917,013)	-5.2%			Nobles
Rock	31,070,212	32,665,356	1,595,144	5.1%			Rock
Sibley	40,963,447	38,526,580	(2,436,867)	-6.0%			Sibley
Waseca	42,657,435	41,291,207	(1,366,228)	-3.2%			Waseca
Watsonwan	29,588,348	28,120,503	(1,467,845)	-5.0%			Watsonwan
District 7 Totals	616,543,486	604,680,017	(11,863,469)	-1.9%			District 7 Total
Chippewa	32,201,468	30,896,921	(1,304,547)	-4.1%			Chippewa
Kandiyohi	52,861,134	54,936,928	2,075,794	3.9%			Kandiyohi
Lac Qui Parle	31,172,634	31,190,288	17,654	0.1%			Lac Qui Parle
Lincoln	26,693,106	24,670,249	(2,022,857)	-7.6%			Lincoln
Lyon	46,769,530	45,572,582	(1,196,948)	-2.6%			Lyon
Mc Leod	40,402,178	40,150,196	(251,982)	-0.6%			Mc Leod
Meeker	28,741,145	28,972,846	231,701	0.8%			Meeker
Murray	32,727,167	31,151,734	(1,575,433)	-4.8%			Murray
Pipestone	32,492,519	28,493,920	(3,998,599)	-12.3%			Pipestone
Redwood	58,363,214	59,274,114	910,900	1.6%			Redwood
Renville	63,009,963	60,596,863	(2,413,100)	-3.8%			Renville
Yellow Medicine	42,206,756	44,825,332	2,618,576	6.2%			Yellow Medicine
District 8 Totals	487,640,814	480,731,973	(6,908,841)	-1.4%			District 8 Total
Chisago	49,055,310	51,658,336	2,603,026	5.3%			Chisago
Dakota	113,719,861	123,708,833	9,988,972	8.8%			Dakota
Ramsey	205,217,083	211,768,807	6,551,724	3.2%			Ramsey
Washington	77,179,799	84,177,922	6,998,123	9.1%			Washington
District 9 Totals	445,172,053	471,313,898	26,141,845	5.9%			District 9 Total
STATE TOTALS	\$5,231,026,235	\$5,313,372,921	\$82,346,686	1.6%			STATE TOTALS

## NOTES & COMMENTS

[illegible]



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## **1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993**

### **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 1993 25-year construction needs pursuant to this resolution.

## 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

***COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS***

County	Regular Account			Municipal Account			Total 1993 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1993	Maximum Balance 1993 Const. Apportionment	1993 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1993	Maximum Balance Larger of Either \$100,000 or 1991-1993 Const. Apport.	1993 Construction Fund Balance "Needs" Deduction		
Carlton	\$800,792	\$1,441,001	\$0	\$86,687	\$328,619	\$0	\$0	Carlton
Cook	1,762,329	1,105,438	656,891	45,587	135,283	0	656,891	Cook
Itasca	1,572,944	2,713,945	0	724,985	438,077	286,908	286,908	Itasca
Koochiching	1,960,084	1,566,293	393,791	70,648	133,118	0	393,791	Koochiching
Lake	2,727,836	1,410,991	1,316,845	428,856	146,906	281,950	1,598,795	Lake
Pine	2,175,911	2,149,346	26,565	534,627	1,029,547	0	26,565	Pine
St. Louis	7,403,125	7,347,944	55,181	0	1,250,505	0	55,181	St. Louis
District 1 Totals	18,403,021	17,734,958	2,449,273	1,891,390	---	568,858	3,018,131	District 1 Totals
Beltrami	1,304,436	1,823,878	0	340,249	272,651	67,598	67,598	Beltrami
Clearwater	290,690	1,108,100	0	206,824	222,181	0	0	Clearwater
Hubbard	627,143	1,203,790	0	339,356	149,484	189,872	189,872	Hubbard
Kittson	152,132	1,288,734	0	124,209	348,111	0	0	Kittson
Lake of the Woods	40,775	1,060,486	0	21,402	100,000	0	0	Lake of the Woods
Marshall	65,931	1,976,968	0	111,036	303,698	0	0	Marshall
Norman	1,421,429	1,340,621	80,808	218,322	256,205	0	80,808	Norman
Pennington	523,104	829,549	0	0	100,000	0	0	Pennington
Polk	513,468	2,870,461	0	176,284	532,401	0	0	Polk
Red Lake	2,531,873	792,804	1,739,069	404,665	214,427	190,238	1,929,307	Red Lake
Roseau	120,309	1,533,839	0	39,788	290,171	0	0	Roseau
District 2 Totals	7,591,290	15,829,230	1,819,877	1,982,135	---	447,708	2,267,585	District 2 Totals
Aitkin	650,258	1,510,852	0	167,739	128,651	39,088	39,088	Aitkin
Benton	517,169	874,691	0	121,169	221,197	0	0	Benton
Cass	923,593	1,802,321	0	0	611,575	0	0	Cass
Crow Wing	1,239,338	1,087,090	152,248	26,990	1,072,080	0	152,248	Crow Wing
Isanti	522,322	982,838	0	5,943	110,881	0	0	Isanti
Kanabec	1,030,476	801,068	229,408	316,664	195,323	121,341	350,749	Kanabec
Mille Lacs	423,168	956,560	0	125,918	564,265	0	0	Mille Lacs
Morrison	1,003,883	1,352,591	0	33,673	500,155	0	0	Morrison
Sherburne	0	832,487	0	0	100,000	0	0	Sherburne
Stearns	1,345,030	2,320,642	0	148,131	1,041,687	0	0	Stearns
Todd	1,117,407	1,349,561	0	234,966	363,469	0	0	Todd
Wadena	239,205	874,988	0	0	336,357	0	0	Wadena
Wright	1,732,846	1,859,912	0	698,831	1,054,027	0	0	Wright
District 3 Totals	10,744,695	16,605,601	381,656	1,880,024	---	160,429	542,085	District 3 Totals

# 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

## COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1993 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1993	Maximum Balance 1993 Const. Apportionment	1993 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1993	Maximum Balance Larger of Either \$100,000 or 1991-1993 Const. Apport.	1993 Construction Fund Balance "Needs" Deduction		
Becker	\$1,747,040	\$1,470,413	\$276,627	\$179,635	\$253,806	\$0	\$276,627	Becker
Big Stone	862,568	767,927	94,641	251,844	284,439	0	94,641	Big Stone
Clay	534,403	1,630,357	0	975,357	298,186	677,171	677,171	Clay
Douglas	493,846	1,285,760	0	404,623	422,452	0	0	Douglas
Grant	1,688,558	784,799	903,759	287,061	228,004	59,057	962,816	Grant
Mahnomen	409,017	820,264	0	2,053	119,428	0	0	Mahnomen
Otter Tail	1,159,002	2,845,477	0	1,993,379	1,181,037	812,342	812,342	Otter Tail
Pope	304,952	1,102,199	0	87,440	222,100	0	0	Pope
Stevens	723,129	860,026	0	239,931	153,805	86,126	86,126	Stevens
Swift	1,709,652	1,072,506	637,146	92,172	304,253	0	637,146	Swift
Traverse	0	769,907	0	202,362	295,304	0	0	Traverse
Wilkin	22,357	1,078,163	0	156,687	349,731	0	0	Wilkin
District 4 Totals	9,654,524	14,487,798	1,912,173	4,872,544	---	1,634,696	3,546,869	District 4 Totals
Anoka	429,915	2,097,703	0	494,661	498,329	0	0	Anoka
Carver	2,482,760	1,081,052	1,401,708	1,178,440	583,966	594,474	1,996,182	Carver
Hennepin	13,028,270	8,974,324	4,053,946	2,199,337	3,391,937	0	4,053,946	Hennepin
Scott	0	1,605,307	0	20,241	230,188	0	0	Scott
District 5 Totals	15,940,945	13,758,386	5,455,654	3,892,679	---	594,474	6,050,128	District 5 Totals
Dodge	1	923,866	0	106,552	312,722	0	0	Dodge
Fillmore	1,961,942	1,940,902	21,040	326,127	701,539	0	21,040	Fillmore
Freeborn	1,216,782	1,751,097	0	201,113	253,112	0	0	Freeborn
Goodhue	57,316	1,431,906	0	1,043,669	553,660	490,009	490,009	Goodhue
Houston	2,590,066	1,342,735	1,247,331	262,585	220,047	42,538	1,289,869	Houston
Mower	637,079	1,572,284	0	601,119	343,284	257,835	257,835	Mower
Olmsted	0	1,859,988	0	186,286	164,899	21,387	21,387	Olmsted
Rice	360,565	1,321,610	0	569,087	289,811	279,276	279,276	Rice
Steele	951,859	1,287,832	0	202,469	179,867	22,602	22,602	Steele
Wabasha	1,872,449	1,188,042	684,407	996,546	838,203	158,343	842,750	Wabasha
Winona	731,112	1,589,623	0	368,205	257,411	110,794	110,794	Winona
District 6 Totals	10,379,171	16,209,885	1,952,778	4,863,758	---	1,382,784	3,335,562	District 6 Totals



# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1993 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1993	Maximum Balance 1993 Const. Apportionment	1993 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1993	Maximum Balance Larger of Either \$100,000 or 1991-1993 Const. Apport.	1993 Construction Fund Balance "Needs" Deduction		
Blue Earth	\$682,104	\$1,923,618	\$0	\$168,142	\$477,053	\$0	\$0	Blue Earth
Brown	572,504	1,097,140	0	114,675	266,051	0	0	Brown
Cottonwood	675,373	1,115,367	0	539,624	246,257	293,367	293,367	Cottonwood
Faribault	485,001	1,288,018	0	348,068	853,585	0	0	Faribault
Jackson	1,099,239	1,443,154	0	250,706	476,564	0	0	Jackson
Le Sueur	654,549	1,025,279	0	908,659	747,533	161,126	161,126	Le Sueur
Martin	0	1,434,257	0	114,403	263,061	0	0	Martin
Nicollet	69,598	1,148,359	0	58,386	100,000	0	0	Nicollet
Nobles	538,330	1,451,758	0	299,463	295,749	3,714	3,714	Nobles
Rock	994,044	859,006	135,038	326,339	429,935	0	135,038	Rock
Sibley	400,754	1,106,068	0	35,930	269,002	0	0	Sibley
Waseca	24,347	1,131,731	0	219,656	209,013	10,643	10,643	Waseca
Watonwan	0	831,414	0	26,338	429,568	0	0	Watonwan
District 7 Totals	6,195,843	15,855,169	135,038	3,410,389	---	468,850	603,888	District 7 Totals
Chippewa	1,358,297	983,240	375,057	0	252,189	0	375,057	Chippewa
Kandiyohi	695,966	1,604,691	0	504,550	428,207	76,343	76,343	Kandiyohi
Lac Qui Parle	361,267	1,063,559	0	54,089	318,039	0	0	Lac Qui Parle
Lincoln	259,155	823,645	0	259,567	341,501	0	0	Lincoln
Lyon	288,062	1,098,091	0	548,855	672,753	0	0	Lyon
Mc Leod	228,352	1,075,011	0	0	413,877	0	0	Mc Leod
Meeker	1,027,410	990,322	37,088	337,476	184,784	152,692	189,780	Meeker
Murray	548,393	1,025,715	0	212,902	261,565	0	0	Murray
Pipestone	280,739	793,250	0	109,318	621,503	0	0	Pipestone
Redwood	0	1,334,079	0	626,320	627,991	0	0	Redwood
Renville	1,940,598	1,590,541	350,057	205,514	276,869	0	350,057	Renville
Yellow Medicine	705,511	1,210,954	0	6,501	391,010	0	0	Yellow Medicine
District 8 Totals	7,693,750	13,593,098	762,202	2,865,092	---	229,035	991,237	District 8 Totals
Chisago	861,047	984,955	0	19,316	927,115	0	0	Chisago
Dakota	1,380,284	2,762,014	0	885,091	210,281	674,810	674,810	Dakota
Ramsey	371,844	4,582,920	0	0	211,000	0	0	Ramsey
Washington	3,297,740	1,287,003	2,010,737	2,007,348	1,725,431	281,917	2,292,654	Washington
District 9 Totals	5,910,915	9,616,892	2,010,737	2,911,755	---	956,727	2,967,464	District 9 Totals
STATE TOTALS	\$92,514,154	\$133,691,017	\$16,879,388	\$28,569,766	\$38,410,057	\$6,443,561	\$23,322,949	STATE TOTALS

# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### 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 1983 through 1992, the number of projects awarded and the project costs in each account which have been deducted from the 1993 County State Aid Highway Money needs. In 1992 alone, more than \$12.1 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1983-1992	Spec. Resurf. 1992	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1993 25-Yr. Const. Needs
Carlton	9	3	\$372,599	\$126,001	\$498,600
Cook	7	0	961,917	9,152	971,069
Itasca	10	0	1,684,857	61,170	1,746,027
Koochiching	8	0	851,819	113,382	965,201
Lake	2	0	565,019	0	565,019
Pine	5	0	339,948	89,381	429,329
St. Louis	23	3	3,706,664	90,765	3,797,429
District 1 Totals	64	6	8,482,823	489,851	8,972,674
Beltrami	14	0	1,882,650	36,171	1,918,821
Clearwater	4	1	903,597	0	903,597
Hubbard	6	1	969,561	0	969,561
Kittson	5	0	760,117	96,580	856,697
Lake of the Woods	1	1	112,853	0	112,853
Marshall	7	0	1,198,947	128,585	1,327,532
Norman	3	0	121,682	14,826	136,508
Pennington	1	0	15,846	0	15,846
Polk	18	1	1,712,255	131,068	1,843,323
Red Lake	0	0	0	0	0
Roseau	5	1	926,358	12,912	939,270
District 2 Totals	64	5	8,603,866	420,142	9,024,008

County	Number of Special Resurf. Projects 1983-1992	Spec. Resurf. 1992	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1993 25-Yr. Const. Needs
Aitkin	3	0	\$680,258	\$16,850	\$697,108
Benton	8	0	446,056	44,464	490,520
Cass	5	2	1,613,594	37,326	1,650,920
Crow Wing	1	0	116,076	0	116,076
Isanti	3	2	174,303	25,644	199,947
Kanabec	8	2	987,210	62,982	1,050,192
Mille Lacs	9	0	548,303	109,108	657,411
Morrison	17	4	4,003,485	119,765	4,123,250
Sherburne	5	1	508,707	0	508,707
Stearns	40	3	5,906,741	293,329	6,200,070
Todd	23	0	4,149,033	15,633	4,164,666
Wadena	8	2	1,529,993	43,186	1,573,179
Wright	10	1	1,289,968	175,145	1,465,113
District 3 Totals	140	17	21,953,727	943,432	22,897,159
Becker	15	4	1,930,643	20,632	1,951,275
Big Stone	7	0	727,533	6,354	733,887
Clay	2	0	49,082	49,879	98,961
Douglas	8	0	995,941	0	995,941
Grant	3	0	217,962	37,258	255,220
Mahnomen	7	1	365,843	35,973	401,816
Otter Tail	44	9	9,211,432	219,509	9,430,941
Pope	10	1	1,302,622	68,133	1,370,755
Stevens	6	0	1,097,682	0	1,097,682
Swift	10	4	1,365,210	57,023	1,422,233
Traverse	4	0	749,303	108,635	857,938
Wilkin	6	1	886,428	55,227	941,655
District 4 Totals	122	20	18,899,681	658,623	19,558,304
Anoka	0	0	0	0	0
Carver	16	2	1,123,679	163,146	1,286,825
Hennepin	12	3	3,481,178	0	3,481,178
Scott	8	2	1,244,700	8,095	1,252,795
District 5 Totals	36	7	5,849,557	171,241	6,020,798
Dodge	4	3	403,291	10,993	414,284
Fillmore	14	0	931,287	201,142	1,132,429
Freeborn	31	2	3,372,042	84,113	3,456,155
Goodhue	1	0	0	51,309	51,309
Houston	4	2	1,040,904	0	1,040,904
Mower	18	3	2,423,518	66,554	2,490,072
Olmsted	5	1	389,173	31,213	420,386
Rice	21	4	2,131,289	229,018	2,360,307
Steele	6	0	481,425	0	481,425
Wabasha	6	3	162,194	162,163	324,357
Winona	20	2	1,319,590	20,137	1,339,727
District 6 Totals	130	20	12,654,713	856,642	13,511,355

County	Number of Special Resurf. Projects 1983–1992	Spec. Resurf. 1992	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1993 25–Yr. Const. Needs
Blue Earth	12	4	\$1,186,690	\$14,492	\$1,201,182
Brown	8	0	310,925	33,451	344,376
Cottonwood	21	0	2,272,710	10,758	2,283,468
Faribault	4	0	677,200	17,191	694,391
Jackson	18	0	3,575,147	31,855	3,607,002
LeSueur	0	0	0	0	0
Martin	1	0	0	66,914	66,914
Nicollet	3	0	289,187	0	289,187
Nobles	17	0	1,597,099	74,982	1,672,081
Rock	12	1	1,443,555	89,737	1,533,292
Sibley	20	3	2,599,563	4,362	2,603,925
Waseca	0	0	0	0	0
Watonwan	14	0	773,461	73,618	847,079
District 7 Totals	130	8	14,725,537	417,360	15,142,897
Chippewa	1	0	3,940	0	3,940
Kandiyohi	8	0	677,955	96,828	774,783
Lac Qui Parle	6	0	508,032	3,112	511,144
Lincoln	8	0	693,197	18,387	711,584
Lyon	25	2	2,897,772	94,186	2,991,958
Mc Leod	9	0	910,613	39,569	950,182
Meeker	9	1	587,420	64,629	652,049
Murray	18	2	2,073,634	46,896	2,120,530
Pipestone	11	0	941,567	103,013	1,044,580
Redwood	36	4	5,189,470	297,487	5,486,957
Renville	27	2	5,344,650	61,272	5,405,922
Yellow Medicine	8	0	1,136,258	17,472	1,153,730
District 8 Totals	166	11	20,964,508	842,851	21,807,359
Chisago	9	0	1,695,256	95,853	1,791,109
Dakota	6	0	522,000	47,793	569,793
Ramsey	4	0	473,258	0	473,258
Washington	2	1	130,594	18,935	149,529
District 9 Totals	21	1	2,821,108	162,581	2,983,689
STATE TOTALS	873	95	\$114,955,520	\$4,962,723	\$119,918,243

## NOTES & COMMENTS



## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1984-1992 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 1994 apportionment.

1) 24.2 miles of C.S.A.H.'s which had rural design complete grading needs were graded in Carlton County in 1984-1992. This represents 13% of the 193.00 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 40% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$142,170 - \$101,584}{\$101,584} = 40\%$$

3) The Adjusted Rural Grading Cost Factor of 40% was arrived at by dividing the 10% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Rural Grading Cost Factor (40%) as shown in 2 above.

$$\frac{10}{10} \times 40\% = 40\%$$

4) Then by multiplying the Adjusted Factor (40%) times the complete rural design grading needs remaining in the 1993 study (\$21,054,602) an adjustment (+\$8,421,841) to the 1993 needs is computed.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1993 25-year construction needs) have been used in calculating the 1993 annual County State Aid Highway money needs.

# 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

## Comparison of 1984-1992 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1992 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1993 Needs Study				Rural Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Carlton	11	24.2	13%	\$142,170	\$101,584	40%	40.0%	193.00	69.4%	\$21,054,602	\$109,091	\$8,421,841
Cook	6	11.5	8%	254,805	172,687	48%	38.4%	148.90	85.3%	22,193,872	149,052	8,522,447
Itasca	16	45.3	9%	130,774	99,470	31%	27.9%	478.06	76.6%	39,165,257	81,925	10,927,107
Koochiching	14	47.7	34%	94,011	54,959	71%	71.0%	139.38	60.1%	8,588,631	61,620	6,097,928
Lake	11	20.7	13%	218,396	184,345	18%	18.0%	163.92	78.7%	32,904,112	200,733	5,922,740
Pine	20	36.5	10%	139,298	136,359	2%	2.0%	375.88	81.7%	54,900,549	146,059	1,098,011
St. Louis	45	89.7	9%	272,866	207,164	32%	28.8%	1,047.77	80.3%	169,845,924	162,102	48,915,626
District 1 Totals	123	275.6	11%	\$184,527	\$141,298	31%		2,546.91	77.6%	\$348,652,947	\$136,893	\$89,905,700

## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1984–1992 Rural Design Grading Construction Costs to Needs Study Costs

County	1984– 1992 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1993 Needs Study				Rural Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Beltrami	14	57.4	20%	\$109,614	\$97,846	12%	12.0%	282.85	63.3%	\$22,814,099	\$80,658	\$2,737,692
Clearwater	17	50.4	26%	61,410	74,571	–18%	–18.0%	190.83	60.1%	12,855,474	67,366	(2,313,985)
Hubbard	6	29.7	12%	101,121	97,990	3%	3.0%	240.91	75.3%	17,062,923	70,827	511,888
Kittson	17	52.8	20%	54,184	57,758	–6%	–6.0%	266.91	72.3%	18,134,139	67,941	(1,088,048)
Lake of the Woods	9	26.3	27%	60,928	57,790	5%	5.0%	97.55	53.1%	5,340,269	54,744	267,013
Marshall	23	86.6	22%	50,113	57,117	–12%	–12.0%	398.95	62.9%	23,042,928	57,759	(2,765,151)
Norman	15	29.8	13%	59,822	58,168	3%	3.0%	237.30	61.4%	13,614,008	57,370	408,420
Pennington	6	31.3	24%	45,234	47,956	–6%	–6.0%	130.20	50.6%	6,665,375	51,193	(399,923)
Polk	23	103.7	23%	62,098	67,696	–8%	–8.0%	448.16	56.7%	33,530,845	74,819	(2,682,468)
Red Lake	6	15.6	13%	70,268	66,214	6%	6.0%	115.85	63.4%	8,592,058	74,165	515,523
Roseau	17	68.7	25%	44,512	58,505	–24%	–24.0%	275.36	58.2%	15,474,899	56,199	(3,713,976)
District 2 Totals	153	552.3	21%	\$63,342	\$67,185	–6%		2,684.87	61.6%	\$177,127,017	65,972	(\$8,523,015)

# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### Comparison of 1984–1992 Rural Design Grading Construction Costs to Needs Study Costs

County	1984– 1992 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1993 Needs Study				Rural Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Aitkin	12	56.5	22%	\$92,610	\$68,659	35%	35.0%	262.36	72.1%	\$23,132,465	\$88,171	\$8,096,363
Benton	16	32.0	24%	73,863	49,690	49%	49.0%	131.33	61.0%	6,061,605	46,156	2,970,186
Cass	10	31.9	9%	92,033	74,666	23%	20.7%	367.60	70.9%	27,237,326	74,095	5,638,126
Crow Wing	14	37.8	22%	65,382	58,363	12%	12.0%	171.19	48.2%	11,709,227	68,399	1,405,107
Isanti	8	15.5	9%	126,699	92,613	37%	33.3%	166.60	74.8%	13,648,253	81,922	4,544,868
Kanabec	14	29.0	21%	70,057	85,464	–18%	–18.0%	135.10	65.2%	11,220,360	83,052	(2,019,665)
Mille Lacs	6	14.2	10%	132,324	73,772	79%	79.0%	142.44	59.1%	11,693,749	82,096	9,238,062
Morrison	2	6.7	2%	32,339	54,882	–41%	–8.2%	300.26	71.9%	19,537,936	65,070	(1,602,111)
Sherburne	9	34.2	49%	30,270	36,551	–17%	–17.0%	70.29	33.7%	2,315,176	32,937	(393,580)
Stearns	7	20.2	5%	96,342	80,447	20%	10.0%	430.3	75.8%	33,656,245	78,216	3,365,625
Todd	1	1.0	0%	65,978	64,850	2%	0.0%	245.00	61.3%	15,764,873	64,346	0
Wadena	4	11.4	7%	89,259	64,993	37%	25.9%	167.46	75.5%	8,847,064	52,831	2,291,390
Wright	16	38.7	15%	160,521	94,287	70%	70.0%	256.94	68.4%	22,768,661	88,615	15,938,063
District 3 Totals	119	329.1	12%	\$89,269	\$69,040	29%		2,846.87	66.0%	\$207,592,940	\$72,920	\$49,472,434

## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1984–1992 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1992 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1993 Needs Study				Rural Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Becker	13	49.2	18%	\$46,066	\$43,564	6%	6.0%	266.76	59.0%	\$12,878,901	\$48,279	\$772,734
Big Stone	7	17.9	11%	52,613	42,850	23%	23.0%	158.18	77.3%	7,190,959	45,461	1,653,921
Clay	14	50.3	19%	64,916	42,178	54%	54.0%	262.23	66.8%	10,467,590	39,918	5,652,499
Douglas	6	26.3	14%	69,361	55,563	25%	25.0%	194.45	53.6%	10,038,473	51,625	2,509,618
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	5	36.5	36%	92,093	42,801	115%	115.0%	100.35	52.3%	4,223,964	42,092	4,857,559
Otter Tail	17	53.2	9%	68,153	73,484	–7%	–6.3%	572.40	66.2%	47,484,941	82,958	(2,991,551)
Pope	7	18.6	9%	113,916	63,814	79%	71.1%	199.26	69.0%	13,678,212	68,645	9,725,209
Stevens	1	5.0	3%	49,490	42,096	18%	5.4%	186.69	78.3%	9,828,931	52,648	530,762
Swift	18	48.0	25%	43,782	39,501	11%	11.0%	192.74	59.3%	8,979,234	46,587	987,716
Traverse	2	14.5	9%	33,212	44,742	–26%	–23.4%	161.48	67.2%	8,975,683	55,584	(2,100,310)
Wilkin	8	22.8	11%	54,834	33,014	66%	66.0%	204.41	66.9%	6,819,410	33,361	4,500,811
District 4 Totals	100	363.4	14%	\$62,316	\$48,158	29%		2,657.23	64.9%	\$147,251,389	\$55,415	\$28,639,303

# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### Comparison of 1984–1992 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1992 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1993 Needs Study				Rural Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Anoka	8	22.2	21%	\$174,200	\$148,643	17%	17.0%	103.79	60.6%	\$15,937,090	\$153,551	\$2,709,305
Carver	6	13.7	11%	99,097	98,152	1%	1.0%	122.32	69.9%	11,868,273	97,026	118,683
Hennepin	6	15.9	13%	246,328	185,376	33%	33.0%	120.95	84.2%	21,436,211	177,232	7,073,950
Scott	5	9.5	9%	162,887	78,167	108%	97.2%	111.15	69.7%	10,979,118	98,777	10,671,703
District 5 Totals	25	61.3	13%	\$174,330	\$135,935	28%		458.21	70.6%	\$60,220,692	\$131,426	\$20,573,641



## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1984–1992 Rural Design Grading Construction Costs to Needs Study Costs

County	1984 – 1992 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1993 Needs Study				Rural Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Dodge	13	32.7	23%	\$71,377	\$63,780	12%	12.0%	139.30	57.3%	\$8,742,783	\$62,762	\$1,049,134
Fillmore	10	28.1	10%	140,361	152,249	–8%	–8.0%	284.57	75.7%	42,004,826	147,608	(3,360,386)
Freeborn	10	31.8	11%	118,820	67,349	76%	76.0%	291.31	67.1%	14,896,075	51,135	11,321,017
Goodhue	12	42.9	23%	131,411	106,998	23%	23.0%	184.75	58.7%	18,022,354	97,550	4,145,141
Houston	8	18.2	11%	161,318	168,341	–4%	–4.0%	164.13	68.0%	27,116,845	165,216	(1,084,674)
Mower	12	27.9	12%	70,014	60,027	17%	17.0%	223.45	62.3%	14,907,653	66,716	2,534,301
Olmsted	11	26.5	13%	121,901	123,726	–1%	–1.0%	211.05	67.9%	22,684,397	107,484	(226,844)
Rice	10	27.1	15%	83,956	57,210	47%	47.0%	180.77	68.6%	11,433,054	63,246	5,373,535
Steele	13	30.6	19%	71,869	52,514	37%	37.0%	164.85	60.4%	9,432,456	57,218	3,490,009
Wabasha	8	21.8	13%	164,997	145,097	14%	14.0%	163.41	63.4%	20,776,456	127,143	2,908,704
Winona	11	20.7	10%	122,854	115,983	6%	6.0%	205.03	68.5%	23,893,259	116,535	1,433,596
District 6 Totals	118	308.3	14%	\$111,668	\$96,771	15%		2,212.62	65.6%	\$213,910,158	\$96,677	\$27,583,533

# 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

## Comparison of 1984–1992 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1992 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1993 Needs Study				Rural Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Blue Earth	17	53.9	22%	\$68,091	\$67,041	2%	2.0%	244.39	63.0%	\$21,269,817	\$87,032	\$425,396
Brown	9	25.7	15%	111,325	129,721	–14%	–14.0%	166.47	54.4%	10,806,462	64,915	(1,512,905)
Cottonwood	7	18.6	8%	78,477	57,130	37%	29.6%	222.80	72.2%	11,496,300	51,599	3,402,905
Faribault	11	38.3	19%	60,078	55,993	7%	7.0%	203.18	60.8%	11,659,967	57,387	816,198
Jackson	6	15.1	6%	54,759	41,041	33%	19.8%	259.23	72.2%	15,770,133	60,835	3,122,486
Le Sueur	15	47.7	35%	78,731	64,045	23%	23.0%	134.45	54.3%	9,187,537	68,334	2,113,134
Martin	9	46.6	24%	59,233	62,068	–5%	–5.0%	192.87	52.0%	10,857,309	56,293	(542,865)
Nicollet	13	25.6	19%	64,496	65,289	–1%	–1.0%	137.27	57.8%	11,468,056	83,544	(114,681)
Nobles	7	30.3	17%	67,194	54,268	24%	24.0%	182.93	54.7%	10,989,488	60,075	2,637,477
Rock	7	18.1	10%	55,060	50,734	9%	9.0%	177.84	70.6%	8,270,030	46,503	744,303
Sibley	8	16.8	8%	101,404	67,143	51%	40.8%	204.91	72.8%	11,443,492	55,846	4,668,945
Waseca	15	39.3	24%	58,011	54,646	6%	6.0%	162.00	67.9%	8,858,506	54,682	531,510
Watonwan	9	23.1	19%	72,052	63,563	13%	13.0%	121.54	55.0%	7,054,553	58,043	917,092
District 7 Totals	133	399.1	17%	\$70,076	\$64,395	9%		2,409.88	62.1%	\$149,131,650	\$61,883	\$17,208,995

## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1984–1992 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1992 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1993 Needs Study				Rural Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Chippewa	6	16.9	14%	\$97,998	\$82,993	18%	18.0%	120.97	50.5%	\$10,175,034	\$84,112	\$1,831,506
Kandiyohi	19	65.0	28%	96,348	67,868	42%	42.0%	228.14	57.7%	15,731,560	68,956	6,607,255
Lac Qui Parle	12	52.8	25%	55,196	46,660	18%	18.0%	213.39	59.7%	9,362,871	43,877	1,685,317
Lincoln	8	28.3	20%	42,856	46,353	–8%	–8.0%	142.34	58.1%	7,190,462	50,516	(575,237)
Lyon	17	44.1	22%	57,989	58,863	–1%	–1.0%	200.85	66.1%	10,945,346	54,495	(109,453)
Mc Leod	11	24.5	16%	84,857	76,339	11%	11.0%	156.05	69.9%	10,334,809	66,228	1,136,829
Meeker	8	19.2	12%	76,349	56,084	36%	36.0%	158.37	59.6%	9,004,351	56,856	3,241,566
Murray	12	30.3	12%	38,175	47,883	–20%	–20.0%	247.50	71.1%	12,151,832	49,098	(2,430,366)
Pipestone	9	23.5	15%	63,818	59,790	7%	7.0%	159.19	71.6%	7,880,958	49,507	551,667
Redwood	15	31.0	14%	46,220	34,934	32%	32.0%	228.70	61.1%	12,735,139	55,685	4,075,244
Renville	3	2.0	1%	63,076	43,619	45%	4.5%	338.70	76.6%	16,610,016	49,040	747,451
Yellow Medicine	12	47.5	20%	49,585	52,914	–6%	–6.0%	236.22	69.8%	13,330,933	56,434	(799,856)
District 8 Totals	132	385.1	16%	\$64,197	\$56,282	14%		2,430.42	64.7%	\$135,453,311	\$55,732	\$15,961,923

# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### Comparison of 1984–1992 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1992 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1993 Needs Study				Rural Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
Chisago	6	10.7	7%	\$117,047	\$98,206	19%	13.3%	159.40	74.4%	\$14,831,947	\$93,049	\$1,972,649
Dakota	7	8.7	7%	194,381	198,040	–2%	–1.4%	129.39	73.4%	15,235,042	117,745	(213,291)
Ramsey	2	2.5	42%	394,350	274,943	43%	43.0%	5.95	97.5%	1,476,319	248,121	634,817
Washington	9	9.7	10%	194,746	142,856	36%	36.0%	98.38	68.2%	14,931,835	151,777	5,375,461
District 9 Totals	24	31.6	8%	\$184,057	\$153,387	20%		393.12	72.7%	\$46,475,143	\$118,221	\$7,769,636

## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1984–1992 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1992 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1993 Needs Study				Rural Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
	#	Miles										
District 1 Totals	123	275.6	11%	\$184,527	\$141,298	31%		2,546.91	77.6%	\$348,652,947	\$136,893	\$89,905,700
District 2 Totals	153	552.3	21%	63,342	67,185	–6%		2,684.87	61.6%	177,127,017	65,972	(8,523,015)
District 3 Totals	119	329.1	12%	89,269	69,040	29%		2,846.87	66.0%	207,592,940	72,920	49,472,434
District 4 Totals	100	363.4	14%	62,316	48,158	29%		2,657.23	64.9%	147,251,389	55,415	28,639,303
District 5 Totals	25	61.3	13%	174,330	135,935	28%		458.21	70.6%	60,220,692	131,426	20,573,641
District 6 Totals	118	308.3	14%	111,668	96,771	15%		2,212.62	65.6%	213,910,158	96,677	27,583,533
District 7 Totals	133	399.1	17%	70,076	64,395	9%		2,409.88	62.1%	149,131,650	61,883	17,208,995
District 8 Totals	132	385.1	16%	64,197	56,282	14%		2,430.42	64.7%	135,453,311	55,732	15,961,923
District 9 Totals	24	31.6	8%	184,057	153,387	20%		393.12	72.7%	46,475,143	118,221	7,769,636
STATE TOTAL	927	2,705.8	15%	\$89,252	\$76,380	17%		18,640.13	66.0%	\$1,485,815,247	\$79,711	\$248,592,150

# NOTES & COMMENTS

Lined area for notes and comments.



## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1987 - 1992 Urban Design Grading Construction Costs to Needs Study Costs

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

An explanation of Koochiching County's urban design grading cost adjustments for the 1994 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 - 1992. This represents 7% of the 8.27 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 80.5% was arrived at by dividing the 7% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Urban Grading Cost Factor (115%) as shown in 2 above.

$$\frac{7}{10} \times 115\% = 80.5\%$$

- 4) Then, by multiplying the Adjusted Factor (80.5%) times the complete urban design grading needs remaining in the 1993 needs study (\$1,432,422) an adjustment (+\$1,153,100) to the 1993 needs is computed.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 1993 25-year construction needs) have been used in calculating the 1993 annual County State Aid Highway money needs.

# 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

## Comparison of 1987-1992 Urban Design Grading Construction Costs to Needs Study Costs

County	1987–1992 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1993 Needs Study				Urban Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
Carlton	2	0.9	10%	\$94,637	\$131,951	–28%	–28.0%	8.96	60.7%	\$1,535,334	\$171,354	(\$429,894)
Cook	3	0.6	27%	202,949	122,969	65%	65.0%	2.25	61.0%	297,069	132,031	193,095
Itasca	1	0.3	2%	207,137	146,000	42%	8.4%	14.72	67.8%	2,241,237	152,258	188,264
Koochiching	2	0.6	7%	244,284	113,802	115%	80.5%	8.27	49.8%	1,432,422	173,207	1,153,100
Lake	0	0.0	0%	0	0	0%	0.0%	2.30	40.7%	501,597	218,086	0
Pine	2	0.8	7%	208,981	172,408	21%	14.7%	10.84	84.7%	1,839,880	169,731	270,462
St. Louis	3	0.5	2%	403,586	210,808	91%	18.2%	29.28	47.8%	6,972,946	238,147	1,269,076
District 1 Totals	13	3.7	5%	\$212,316	\$147,934	43%		76.62	56.1%	\$14,820,485	\$193,428	\$2,644,103

**1993 COUNTY SCREENING BOARD DATA  
OCTOBER, 1993**

**Comparison of 1987–1992 Urban Design Grading Construction Costs to Needs Study Costs**

County	1987 – 1992 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1993 Needs Study				Urban Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
Beltrami	3	3.1	31%	\$78,661	\$95,502	–18%	–18.0%	10.16	58.9%	\$1,741,328	\$171,391	(\$313,439)
Clearwater	0	0.0	0%	0	0	0%	0.0%	8.59	88.0%	1,043,964	121,532	0
Hubbard	1	0.3	15%	128,880	101,887	26%	26.0%	1.99	43.1%	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	1	0.7	32%	143,151	87,479	64%	64.0%	2.17	65.6%	329,020	151,622	210,573
Marshall	0	0.0	0%	0	0	0%	0.0%	4.73	79.4%	678,504	143,447	0
Norman	2	0.3	10%	181,300	138,645	31%	31.0%	3.01	45.3%	409,482	136,041	126,939
Pennington	0	0.0	0%	0	0	0%	0.0%	0.99	33.0%	194,540	196,505	0
Polk	4	1.2	11%	135,823	147,346	–8%	–8.0%	11.00	65.8%	1,868,788	169,890	(149,503)
Red Lake	1	0.2	7%	309,885	121,225	156%	109.2%	3.04	83.8%	454,019	149,348	495,789
Roseau	1	0.5	12%	123,250	131,840	–7%	–7.0%	4.04	46.9%	514,653	127,389	(36,026)
District 2 Totals	14	6.6	12%	\$124,099	\$117,299	6%		53.53	63.9%	\$8,349,977	\$155,987	\$556,730

# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### Comparison of 1987-1992 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1992 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1993 Needs Study				Urban Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% 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	3	0.8	21%	193,983	159,514	22%	22.0%	3.85	44.0%	658,347	170,999	144,836
Cass	3	1.2	18%	93,893	144,390	–35%	–35.0%	6.69	61.6%	1,129,802	168,879	(\$395,431)
Crow Wing	2	0.8	11%	121,826	214,796	–43%	–43.0%	7.30	43.3%	1,007,161	137,967	(433,079)
Isanti	3	0.4	59%	125,519	302,231	–58%	–58.0%	0.68	22.6%	221,762	326,121	(128,622)
Kanabec	1	0.5	25%	43,498	110,750	–61%	–61.0%	2.00	56.3%	281,913	140,957	(171,967)
Mille Lacs	2	1.2	11%	203,103	176,957	15%	15.0%	11.17	76.8%	1,626,131	145,580	243,920
Morrison	3	2.1	32%	171,518	107,607	59%	59.0%	6.53	50.1%	658,279	100,808	388,385
Sherburne	1	0.3	56%	193,119	84,194	129%	129.0%	0.54	7.2%	58,487	108,309	75,448
Stearns	11	5.1	29%	137,860	137,418	0%	0.0%	17.61	49.2%	2,582,923	146,674	0
Todd	1	0.9	10%	224,613	119,400	88%	88.0%	9.01	71.2%	1,259,445	139,783	1,108,312
Wadena	2	0.6	14%	413,787	94,151	339%	339.0%	4.22	61.3%	594,831	140,955	2,016,477
Wright	3	0.9	6%	96,424	222,099	–57%	–34.2%	14.83	55.0%	3,387,928	228,451	(1,158,671)
District 3 Totals	35	14.8	17%	\$158,184	\$147,162	7%		85.70	52.6%	\$13,746,923	\$160,408	\$1,689,608

## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1987-1992 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1992 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1993 Needs Study				Urban Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
Becker	2	0.8	8%	\$75,865	\$59,765	27%	21.6%	9.79	67.5%	\$938,984	\$95,913	\$202,821
Big Stone	2	0.4	28%	127,150	200,685	–37%	–37.0%	1.41	22.6%	200,669	142,318	(74,248)
Clay	2	1.2	21%	121,183	228,284	–47%	–47.0%	5.74	49.8%	1,273,623	221,886	(598,603)
Douglas	4	3.2	27%	\$83,778	\$144,122	–42%	–42.0%	11.72	52.0%	2,355,597	200,990	(989,351)
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%	250,333	152,642	0
Otter Tail	3	0.8	2%	130,099	126,798	3%	0.6%	36.16	78.8%	7,460,847	206,329	44,765
Pope	4	1.1	19%	211,082	147,642	43%	43.0%	5.81	61.1%	805,932	138,715	346,551
Stevens	1	0.1	3%	182,760	209,440	–13%	–3.9%	3.32	61.8%	479,553	144,444	(18,703)
Swift	2	0.7	20%	124,121	260,290	–52%	–52.0%	3.51	78.0%	713,787	203,358	(371,169)
Traverse	2	0.6	27%	117,159	154,728	–24%	–24.0%	2.21	43.0%	327,529	148,203	(78,607)
Wilkin	2	0.6	17%	193,253	344,700	–44%	–44.0%	3.57	53.4%	557,028	156,030	(245,092)
District 4 Totals	26	10.3	12%	\$119,106	\$167,975	–29%		87.37	63.1%	\$15,717,023	\$179,890	(\$1,866,390)

# 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

## Comparison of 1987-1992 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1992 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1993 Needs Study				Urban Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
Anoka	3	2.6	9%	\$282,413	\$198,247	42%	37.8%	28.56	34.8%	\$6,164,762	\$215,853	\$2,330,280
Carver	1	0.5	2%	178,132	88,810	101%	20.2%	22.78	70.1%	2,760,413	121,177	557,603
Hennepin	18	14.9	6%	428,670	390,922	10%	6.0%	267.95	70.3%	110,757,928	413,353	6,645,476
Scott	3	3.4	16%	358,130	495,466	–28%	–28.0%	21.21	68.6%	6,344,550	299,130	(1,776,474)
District 5 Totals	25	21.4	6%	\$393,840	\$377,064	4%		340.50	64.7%	\$126,027,653	\$370,125	\$7,756,885



## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1987-1992 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1992 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1993 Needs Study				Urban Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
Dodge	3	1.1	33%	\$160,285	\$189,916	–16%	–16.0%	3.37	49.7%	\$761,561	\$225,982	(\$121,850)
Fillmore	3	1.0	7%	155,152	77,415	100%	70.0%	13.75	75.9%	1,519,709	110,524	1,063,796
Freeborn	1	0.5	9%	81,945	125,124	–35%	–31.5%	5.65	44.1%	728,757	128,984	(229,558)
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	43%	43,325	140,561	–69%	–69.0%	3.74	42.3%	467,331	124,955	(322,458)
Mower	1	0.1	1%	112,082	161,555	–31%	–3.1%	9.68	65.1%	2,135,482	220,608	(66,200)
Olmsted	0	0.0	0%	0	0	0%	0.0%	3.54	36.7%	779,924	220,318	0
Rice	1	0.6	6%	176,233	261,030	–32%	–19.2%	10.59	64.5%	3,195,089	301,708	(613,457)
Steele	1	0.4	4%	250,355	146,100	71%	28.4%	9.73	50.0%	1,760,078	180,892	499,862
Wabasha	0	0.0	0%	0	0	0%	0.0%	10.07	58.4%	2,820,801	280,119	0
Winona	0	0.0	0%	0	0	0%	0.0%	6.46	39.2%	1,766,847	273,506	0
District 6 Totals	14	5.5	6%	\$125,682	\$154,831	–19%		84.97	55.9%	\$17,583,237	\$206,935	\$101,390

# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### Comparison of 1987-1992 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1992 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1993 Needs Study				Urban Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
Blue Earth	3	1.2	9%	\$155,454	\$174,933	–11%	–9.9%	12.71	46.6%	\$2,326,224	\$183,023	(\$230,296)
Brown	5	2.0	29%	197,825	84,064	135%	135.0%	6.79	56.0%	548,599	80,795	740,609
Cottonwood	2	1.0	24%	133,775	173,809	–23%	–23.0%	4.21	41.6%	528,567	125,550	(121,570)
Faribault	3	1.1	11%	91,476	183,444	–50%	–50.0%	9.62	63.1%	1,955,675	203,293	(977,838)
Jackson	3	1.5	21%	69,679	149,574	–53%	–53.0%	7.19	61.6%	1,222,701	170,056	(648,032)
Le Sueur	4	0.8	7%	171,356	92,946	84%	58.8%	12.29	62.8%	1,851,764	150,672	1,088,837
Martin	3	0.8	22%	78,770	198,311	–60%	–60.0%	3.66	52.9%	589,006	160,931	(353,404)
Nicollet	2	0.8	13%	103,283	161,293	–36%	–36.0%	6.14	75.0%	2,178,728	354,842	(784,342)
Nobles	3	1.1	15%	301,346	335,464	–10%	–10.0%	7.44	66.1%	1,457,050	195,840	(145,705)
Rock	2	0.8	12%	65,420	131,385	–50%	–50.0%	6.52	59.1%	741,600	113,742	(370,800)
Sibley	1	0.2	3%	402,095	147,000	174%	52.2%	5.82	74.3%	918,707	157,853	479,565
Waseca	1	0.3	4%	101,113	194,180	–48%	–19.2%	8.04	69.2%	1,634,088	203,245	(313,745)
Watonwan	3	1.6	31%	132,031	175,660	–25%	–31.0%	5.08	36.0%	900,217	177,208	(279,067)
District 7 Totals	35	13.2	14%	\$144,561	\$165,612	–13%		95.51	57.2%	\$16,852,926	\$176,452	(\$1,915,788)

## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1987-1992 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1992 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1993 Needs Study				Urban Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
Chippewa	2	0.5	14%	\$627,582	\$353,514	78%	78.0%	3.61	73.1%	\$1,051,216	\$291,196	\$819,948
Kandiyohi	1	0.5	3%	97,732	220,094	–56%	–16.8%	19.03	70.5%	3,763,190	197,750	(632,216)
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	2	1.1	26%	355,662	174,881	103%	103.0%	4.31	46.4%	522,901	121,323	538,588
Lyon	8	4.2	51%	90,467	245,940	–63%	–63.0%	8.23	55.7%	1,650,067	200,494	(1,039,542)
Mc Leod	4	1.7	23%	100,821	169,153	–40%	–40.0%	7.52	55.1%	1,004,004	133,511	(401,602)
Meeker	0	0.0	0%	0	0	0%	0.0%	4.80	75.7%	493,743	102,863	0
Murray	0	0.0	0%	0	0	0%	0.0%	4.66	70.1%	478,877	102,763	0
Pipestone	6	2.1	29%	112,329	119,905	–6%	–6.0%	7.13	61.0%	1,255,842	176,135	(75,351)
Redwood	2	0.7	11%	50,606	89,734	–44%	–44.0%	6.37	54.7%	1,057,344	165,988	(465,231)
Renville	3	0.8	25%	238,064	229,048	4%	4.0%	3.21	57.4%	460,958	143,601	18,438
Yellow Medicine	2	0.7	18%	230,933	121,110	91%	91.0%	3.93	51.1%	567,208	144,328	516,159
District 8 Totals	31	12.4	16%	\$156,593	\$193,055	–19%		75.76	60.8%	\$13,031,324	\$172,008	(\$714,275)

# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### Comparison of 1987-1992 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1992 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1993 Needs Study				Urban Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
Chisago	1	0.8	10%	\$97,834	\$145,848	–33%	–33.0%	7.76	54.8%	\$1,342,289	\$172,975	(\$442,955)
Dakota	10	9.7	19%	310,840	301,829	3%	3.0%	50.58	51.8%	10,617,477	209,915	318,524
Ramsey	18	15.9	11%	452,161	371,393	22%	22.0%	149.39	66.5%	58,399,815	390,922	12,847,959
Washington	5	2.0	6%	294,446	232,938	26%	15.6%	35.59	60.9%	7,536,210	211,751	1,175,649
District 9 Totals	34	28.4	12%	\$382,805	\$331,529	15%		243.32	61.6%	\$77,895,791	\$320,137	\$13,899,177

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## 1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993

### Comparison of 1987-1992 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1992 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1993 Needs Study				Urban Grading Cost Adjustment To The 1993 – 25 Year Construction Needs
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
District 1 Totals	13	3.7	5%	\$212,316	\$147,934	43%		76.62	56.1%	\$14,820,485	\$193,428	\$2,644,103
District 2 Totals	14	6.6	12%	124,099	117,299	6%		53.53	63.9%	8,349,977	155,987	556,730
District 3 Totals	35	14.8	17%	158,184	147,162	7%		85.70	52.6%	13,746,923	160,408	1,689,608
District 4 Totals	26	10.3	12%	119,106	167,975	–29%		87.37	63.1%	15,717,023	179,890	(1,866,390)
District 5 Totals	25	21.4	6%	393,840	377,064	4%		340.50	64.7%	126,027,653	370,125	7,756,885
District 6 Totals	14	5.5	6%	125,682	154,831	–19%		84.97	55.9%	17,583,237	206,935	101,390
District 7 Totals	35	13.2	14%	144,561	165,612	–13%		95.51	57.2%	16,852,926	176,452	(1,915,788)
District 8 Totals	31	12.4	16%	156,593	193,055	–19%		75.76	60.8%	13,031,324	172,008	(714,275)
District 9 Totals	34	28.4	12%	382,805	331,529	15%		243.32	61.6%	77,895,791	320,137	13,899,177
STATE TOTAL	227	116.3	10%	\$249,102	\$241,721	3%		1,143.28	60.6%	\$304,025,339	\$265,924	\$22,151,440

## **1993 COUNTY SCREENING BOARD DATA**

**OCTOBER, 1993**

### **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, 1992 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 8-9, 1993  
Screening Board meeting.

<u>County</u>	<u>Project</u>	<u>Variance From</u>	<u>1993 Needs Adjustments</u>
COOK	16-602-13	Bit Surface	\$ 246,520
MOWER	50-605-10	Inplace Br. Width	1,349,460
ST. LOUIS	69-691-11	Design Speed	1,414,400
WADENA	80-602-05	Inplace Br.Width	36,000
<hr/>			
TOTAL			\$3,046,380



# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### 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 total Bond dollars of projects applied minus the Bond principal paid as of December 31st of the previous year. Since overlay construction does not reduce needs, Bond dollars used for those type of projects would not be used to compute the Bond Account Adjustment.

### STATE AID BOND RECORD AS OF DECEMBER 31, 1992

<u>County</u>	<u>Date of Issue</u>	<u>Amount of Issue</u>	<u>Total \$'s Applied to Projects</u>	<u>Principal Paid to Date</u>	<u>\$'s Applied Less Principal Paid</u>	<u>Total Overlay Projects Applied</u>	<u>Bond Account Adjustment</u>
Koochiching	12-15-90	\$3,500,000	\$3,500,000	\$400,000	\$3,100,000	\$0	\$3,100,000
District 1 Totals		3,500,000	3,500,000	400,000	3,100,000	0	3,100,000
Beltrami	05-01-87	3,000,000	3,000,000	1,800,000	1,200,000	652,573	547,427
Kittson	10-01-87	1,200,000	1,200,000	755,000	445,000	0	445,000
Kittson	10-01-90	1,225,000	1,225,000	410,000	815,000	1,225,000	0
Lake of the Woods	06-01-91	1,500,000	937,904	250,000	687,904	197,565	490,339
Marshall	03-01-90	1,325,000	1,325,000	600,000	725,000	0	725,000
Polk	06-01-91	3,500,000	4,107,589	850,000	3,257,589	0	3,257,589
Red Lake	12-01-89	950,000	26,089	305,000	(278,911)	0	(278,911)
Red Lake	05-24-93	1,445,000	0	0	0	0	0
District 2 Totals		11,750,000	11,795,493	4,665,000	7,130,493	2,075,138	5,186,444

<u>County</u>	<u>Date of Issue</u>	<u>Amount of Issue</u>	<u>Total \$'s Applied to Projects</u>	<u>Principal Paid to Date</u>	<u>\$'s Applied Less Principal Paid</u>	<u>Total Overlay Projects Applied</u>	<u>Bond Account Adjustment</u>
Becker	08-01-86	\$1,100,000	\$1,072,756	\$1,100,000	(\$27,244)	\$775,268	(\$27,244)
Becker	01-01-93	405,000	0	0	0	0	0
Douglas	07-01-90	970,000	970,000	755,000	215,000	621,254	0
Otter Tail	06-01-86	7,735,000	7,735,000	3,510,000	4,225,000	348,316	3,876,684
District 4 Totals		10,210,000	9,777,756	5,365,000	4,412,756	1,744,838	3,849,440
Dodge	03-01-84	1,700,000	1,540,000	1,700,000	(160,000)	0	(160,000)
Steele	05-01-83	1,400,000	1,399,755	1,400,000	(245)	0	(245)
District 6 Totals		3,100,000	2,939,755	3,100,000	(160,245)	0	(160,245)
Le Sueur	07-16-91	1,945,000	1,414,813	130,000	1,284,813	0	1,284,813
Waseca	09-01-91	2,580,000	1,242,507	370,000	872,507	0	872,507
District 7 Totals		4,525,000	2,657,320	500,000	2,157,320	0	2,157,320
Kandiyohi	07-01-86	2,300,000	2,300,000	860,000	1,440,000	0	1,440,000
Yellow Medicine	08-01-86	2,700,000	2,700,000	495,000	2,205,000	0	2,205,000
District 8 Totals		5,000,000	5,000,000	1,355,000	3,645,000	0	3,645,000
STATE TOTALS		\$39,282,500	\$35,683,369	\$15,537,500	\$20,145,869	\$3,819,976	\$17,777,959

# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### "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 1993 25-year needs and are shown on the TENTATIVE 1994 Money Needs Apportionment Form.

<u>County</u>	<u>After the Fact R/W Needs</u>
Carlton	\$233,696
Cook	290,821
Itasca	146,107
Koochiching	614,101
Lake	509,649
Pine	372,284
St. Louis	3,671,781
District 1 Totals	5,838,439
Beltrami	878,784
Clearwater	239,075
Hubbard	483,733
Kittson	407,100
Lake of the Woods	65,833
Marshall	673,350
Norman	160,399
Pennington	135,585
Polk	1,513,223
Red Lake	103,242
Roseau	386,804
District 2 Totals	5,047,128

<u>County</u>	<u>After the Fact R/W Needs</u>
Aitkin	\$695,391
Benton	607,051
Cass	339,588
Crow Wing	534,325
Isanti	132,068
Kanabec	273,546
Mille Lacs	64,016
Morrison	3,775
Sherburne	382,786
Stearns	383,938
Todd	76,396
Wadena	104,540
Wright	1,214,649
District 3 Totals	4,812,069

## "After the Fact" Right of Way Needs

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Becker	\$303,443	Blue Earth	\$1,192,910
Big Stone	43,635	Brown	480,057
Clay	523,780	Cottonwood	360,296
Douglas	412,913	Faribault	599,509
Grant	48,142	Jackson	212,898
Mahnomen	0	Le Sueur	620,537
Otter Tail	420,862	Martin	305,125
Pope	258,323	Nicollet	498,583
Stevens	0	Nobles	224,826
Swift	243,645	Rock	348,370
Traverse	160,653	Sibley	85,998
Wilkin	384,236	Waseca	223,180
District 4 Totals	2,799,632	Watonwan	395,570
		District 7 Totals	5,547,859
Anoka	4,747,900		
Carver	681,848	Chippewa	148,605
Hennepin	22,256,621	Kandiyohi	521,260
Scott	1,612,812	Lac Qui Parle	534,195
District 5 Totals	29,299,181	Lincoln	254,757
		Lyon	478,895
Dodge	137,518	Mc Leod	1,498,980
Fillmore	515,398	Meeker	224,791
Freeborn	70,041	Murray	124,247
Goodhue	970,769	Pipestone	178,071
Houston	83,385	Redwood	461,541
Mower	187,423	Renville	182,190
Olmsted	3,319,845	Yellow Medicine	128,504
Rice	143,943	District 8 Totals	4,736,036
Steele	87,793		
Wabasha	257,022	Chisago	326,087
Winona	235,770	Dakota	6,786,167
District 6 Totals	6,008,907	Ramsey	3,885,805
		Washington	2,374,287
		District 9 Totals	13,372,346
		STATE TOTALS	\$77,461,597

# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### "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 1994 Money Needs Apportionment.

<u>County</u>	<u>Letting Date</u>	<u># of Projects</u>	<u>Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Added to the Needs for these Apport. Years</u>
<u>Jackson</u>	1982	1	\$5,646	1984-1998
<u>Hennepin</u>	1983	1	189,856	1985-1999
<u>Mc Leod</u>	1983	1	18,800	1985-1999
<u>Hennepin</u>	1984	4	485,650	1986-2000
<u>Washington</u>	1984	1	54,841	1986-2000
<u>Hennepin</u>	1985	2	110,423	1987-2001
<u>Todd</u>	1985	1	14,512	1987-2001
<u>Chisago</u>	1986	1	27,200	1988-2002
<u>Wilkin</u>	1987	1	37,731	1989-2003
<u>Ramsey</u>	1988	2	201,073	1990-2004
<u>Hennepin</u>	1989	2	348,771	1991-2005
<u>Polk</u>	1988	1	201,689	1994-2008
State Total		17	\$1,696,192	1994 Apportionment

# 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

## 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 1993 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	Total
<b>District 1</b>						
Cook	\$6,976	---	---	\$16,161	---	\$23,137
Pine	58,386	9,112	---	14,612	---	82,110
St. Louis	11,300	62,500	---	---	---	73,800
<b>District 2</b>						
Beltrami	---	---	---	775	---	775
Polk	---	---	---	15,098	---	15,098
<b>District 3</b>						
Benton	15,150	---	---	---	---	15,150
Mille Lacs	63,790	---	---	13,916	---	77,706
Stearns	6756	---	---	---	---	6,756
<b>District 4</b>						
Swift	---	20,054	---	35,904	---	55,958
<b>District 5</b>						
Anoka	192,467	---	---	1,680	24,500	218,647
Carver	29,945	---	---	---	---	29,945
Hennepin	4,403,835	803,492	627,716	691,173	---	6,526,216
Scott	337,798	---	39,960	---	---	377,758
<b>District 7</b>						
Blue Earth	---	---	9,942	---	---	9,942
Le Sueur	---	---	3,794	---	---	3,794
Watsonwan	1,626	---	---	71,696	---	73,322
<b>District 8</b>						
Kandiyohi	---	---	---	---	12,714	12,714
Lyon	---	---	---	27,989	---	27,989
McLeod	---	---	40,294	---	---	40,294
Pipestone	---	216	3,150	6,176	---	9,542
<b>District 9</b>						
Chisago	---	---	4,599	32,093	---	36,692
Dakota	2,317,382	---	288,001	62,437	---	2,667,820
Ramsey	1,486,103	23,552	597,723	86,373	279,997	2,473,748
Washington	245,104	---	43,162	---	---	288,266
<b>TOTAL</b>	<b>\$9,176,618</b>	<b>\$918,926</b>	<b>\$1,658,341</b>	<b>\$1,076,083</b>	<b>\$317,211</b>	<b>\$13,147,179</b>

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.

# 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

## 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 1994 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
Blue Earth	462,055	---	462,055	1993 - 2002
Brown	533,246	---	533,246	1994 - 2003
Carlton	21,550	---	21,550	1994 - 2003
Carver	249,150	---	249,150	1991 - 2000
Dakota	360,888	---	360,888	1991 - 2000
Dakota	350,553	---	350,553	1992 - 2001
Faribault	128,821	---	128,821	1994 - 2003
Goodhue	1,547,847	---	1,547,847	1993 - 2002
Goodhue	287,042	---	287,042	1994 - 2003
Kandiyohi	424,943	---	424,943	1993 - 2002
McLeod	461,794	52,458	514,252	1992 - 2001
McLeod	---	162,252	162,252	1993 - 2002
Martin	278,205	---	278,205	1994 - 2003
Nicollet	247,789	---	247,789	1992 - 2001
Olmsted	901,282	---	901,282	1991 - 2000
Polk	1,547,367	---	1,547,367	1993 - 2002
Polk	197,764	---	197,764	1994 - 2003
Ramsey	121,865	---	121,865	1994 - 2003
Scott	64,747	---	64,747	1993 - 2002
Waseca	116,421	---	116,421	1994 - 2003
Washington	738,255	---	738,255	1993 - 2002
Yellow Medicine	321,624	14,416	336,040	1991 - 2000
State Total	\$9,702,430	\$229,126	\$9,931,556	

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## **1993 County Screening Board Data October, 1993**

### **Non Existing CSAH Needs Adjustment**

Recently the following resolution dealing with non existing county state aid highway designation was adopted.

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

The Board also directed that the 1994 CSAH Apportionment would be the first effective date for this resolution. The following segments are covered by this resolution and the corresponding needs will be subtracted from the 1993 25 year needs, as shown on the tentative 1994 money needs apportionment form.

County	CSAH	Miles	Termini	Year Desig.	Needs Deduction
09	6	0.20	CSAH 1 to TH 23	1962	\$33,097
16	18	3.90	Co Rd 57 to 3.4 M W of CSAH 8	1958	797,765
27	17	0.53	CSAH 3 to TH 7 in St. Louis Park	1958	1,089,191
	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	1,636,885
	61	0.25	CSAH 5 to CSAH 16 in Minnetonka	1966	521,765
	61	2.05	47th Ave N to Hemlock Lane in Maple Grove	1973	3,328,799
	130	0.49	Pineview Lane to Hemlock Lane in Maple Grove	1970	502,217
31	83	0.70	0.7 M W to TH 65	1976	500,131
33	9	0.70	Co Rd 51 to 0.7 M N	1958	109,504
36	114	0.60	TH 332 to TH 11	1976	371,816
38	13	0.20	co Rd 131 to 0.2 M E	1958	23,597
	16	3.50	S Farm Lake to CSAH 23	1958	1,384,584
62	41	0.52	Brown Ave to Concord in St. Paul	1958	386,824
69	66	0.40	CSAH 5 to E Lims Hibbing	1976	96,938
70	27	0.92	CSAH 16 to TH 13	1979	457,706
<b>TOTAL</b>					<b>\$11,240,819</b>

## 1993 COUNTY SCREENING BOARD DATA

### OCTOBER, 1993

### 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 1993)	Mill Levy Deduction
Carlton	657,711,100	\$104,971
Cook	262,160,600	41,841
Itasca	1,351,718,478	215,734
Koochiching	385,775,992	61,570
Lake	266,396,375	42,517
Pine	592,035,859	94,489
St. Louis*	4,213,422,500	407,438
District 1 Totals	7,729,220,904	968,560
Beltrami	662,143,549	105,678
Clearwater	208,971,983	33,352
Hubbard	580,400,357	92,632
Kittson	349,662,038	55,806
Lake of the Woods	123,020,794	19,634
Marshall	524,202,212	83,663
Norman	406,564,700	64,888
Pennington	270,054,448	43,101
Polk	1,153,458,556	184,092
Red Lake	124,240,800	19,829
Roseau	403,293,590	64,366
District 2 Totals	4,806,013,027	767,041
Aitkin	544,172,500	86,850
Benton	753,331,399	120,232
Cass	1,048,041,200	167,267
Crow Wing	1,865,264,423	297,696
Isanti	683,386,821	109,069
Kanabec	308,064,485	49,167
Mille Lacs	460,954,900	73,568
Morrison	780,475,608	124,564
Sherburne	1,916,235,527	305,831
Stearns	3,065,721,671	489,289
Todd	492,718,900	78,638
Wadena	236,451,997	37,738
Wright	2,410,686,600	384,746
District 3 Totals	14,565,506,031	2,324,655
Becker	848,825,076	135,472
Big Stone	216,140,600	34,496
Clay	1,235,282,632	197,151
Douglas	954,964,100	152,412
Grant	286,481,700	45,722
Mahnomen	136,990,997	21,864
Otter Tail	1,547,435,155	246,971
Pope	373,679,900	59,639
Stevens	334,368,600	53,365
Swift	368,957,100	58,886
Traverse	280,998,200	44,847
Wilkin	370,908,000	59,197
District 4 Totals	6,955,032,060	1,110,022

\* Denotes Urban County.

County	County Total Real & Personal Market Value (Taxes Payable 1992)	Mill Levy Deduction
Anoka*	7,589,525,900	\$733,907
Carver	2,013,031,708	321,280
Hennepin*	45,683,339,588	4,417,579
Scott	2,228,102,369	355,605
District 5 Totals	57,513,999,565	5,828,371
Dodge	542,189,599	86,533
Fillmore	602,769,200	96,202
Freeborn	1,054,039,460	168,225
Goodhue	1,855,341,168	296,112
Houston	481,530,213	76,852
Mower	1,079,038,039	172,214
Olmsted	3,499,201,980	558,473
Rice	1,333,525,947	212,831
Steele	1,109,206,300	177,029
Wabasha	609,939,718	97,346
Winona	1,095,714,387	174,876
District 6 Totals	13,262,496,011	2,116,693
Blue Earth	1,709,439,800	272,827
Brown	901,660,441	143,905
Cottonwood	571,198,810	91,163
Faribault	829,504,237	132,389
Jackson	736,088,115	117,480
Le Sueur	719,180,966	114,781
Martin	1,058,374,297	168,917
Nicollet	841,111,399	134,241
Nobles	784,279,400	125,171
Rock	432,436,400	69,017
Sibley	578,415,917	92,315
Waseca	650,774,133	103,864
Watonwan	466,872,204	74,513
District 7 Totals	10,279,336,119	1,640,583
Chippewa	503,632,200	80,380
Kandiyohi	1,260,816,600	201,226
Lac Qui Parle	398,445,000	63,592
Lincoln	251,073,800	40,071
Lyon	818,977,049	130,709
Mc Leod	884,817,583	141,217
Meeker	653,854,600	104,355
Murray	497,203,743	79,354
Pipestone	331,267,202	52,870
Redwood	844,424,100	134,770
Renville	1,012,191,900	161,546
Yellow Medicine	512,420,600	81,782
District 8 Totals	7,969,124,377	1,271,872
Chisago	962,493,304	153,614
Dakota*	11,084,510,300	1,071,872
Ramsey*	15,965,746,852	1,543,888
Washington	5,889,916,500	940,031
District 9 Totals	33,902,666,956	3,709,405
STATE TOTALS	156,983,395,050	\$19,737,202

\* Denotes Urban County.

\* \* \* \* \*

**TENTATIVE**  
**APPORTIONMENT**  
**DATA**

\* \* \* \* \*

## **1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993**

### **Development of the Tentative 1994 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 1994 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 1994 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 1993 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 1994 Apportionment.

Minor adjustments must be made for any turnback activity in 1993 and possibly for any action taken by this Board.



FIGURE A

1993 COUNTY SCREENING BOARD DATA  
OCTOBER, 1993

DEVELOPMENT OF THE TENTATIVE 1994 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 1993 25 YEAR CONST. NEEDS	RESTRICTED 1993 25 YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND BALANCE DEDUCT.	(MINUS) BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) ER. DECK AFTER "THE FACT" NEEDS	(PLUS) RIGHT OF WAY AFTER "THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(MINUS) VARIANCE ADJUST.	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	(MINUS) MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS (LESS THTB ADJUST.)	1992 THTB ADJUST.	"TENTATIVE" MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER COUNTIES	"TENTATIVE" 1994 MONEY NEEDS APPORT.	ANNUAL MONEY NEEDS	COUNTY
Carlton	\$51,385,629	\$51,385,629	\$8,421,841	(\$429,894)	\$0	\$0	(\$498,600)	\$233,696				\$21,550	(\$53,097)	\$59,101,125	\$2,364,045	(\$104,971)	\$2,259,074	1.117651	\$1,365,744	1.117651	\$1,365,744	1.161509	(\$28,462)	\$1,337,282	\$2,210,567	Carlton	
Cook	44,059,627	44,059,627	8,522,447	193,095	(656,891)	0	(971,069)	290,821		\$23,137	(\$246,520)		(797,765)	50,416,882	2,016,675	(41,841)	1,974,834	0.977027	1,193,905	0.977027	1,193,905	1.015367	(24,881)	1,169,024	1,932,432	Cook	
Itasca	110,209,919	110,209,919	10,927,107	188,264	(286,908)	0	(1,746,027)	146,107					(600,131)	118,938,331	4,757,533	(215,734)	4,541,799	2.247004	2,745,788	2.247004	2,745,788	2.335179	(57,223)	2,688,565	4,444,279	Itasca	
Koochiching	28,297,144	28,297,144	6,097,928	1,153,100	(393,791)	3,100,000	(965,201)	614,101					(371,816)	37,531,465	1,501,259	(61,570)	1,439,689	0.712270	870,378	0.712270	870,378	\$832,283		1,702,661	2,814,550	Koochiching	
Lake	59,429,854	59,429,854	5,922,740	0	(1,598,795)	0	(565,019)	509,649					(1,408,181)	62,290,248	2,491,810	(42,517)	2,449,093	1.211661	1,480,622	1.211661	1,480,622	1.259208	(30,857)	1,449,765	2,396,505	Lake	
Pine	106,399,703	106,399,703	1,098,011	270,462	(26,565)	0	(429,329)	372,284		82,110			(96,938)	107,766,676	4,310,667	(94,489)	4,216,178	2.085906	2,548,930	2.085906	2,548,930	2.167759	(53,120)	2,495,810	4,125,849	Pine	
St. Louis	341,156,245	341,156,245	48,915,626	1,269,076	(55,181)	0	(3,797,429)	3,671,781		73,800	(1,414,400)			389,722,580	15,588,903	(407,438)	15,181,465	7.510858	9,178,098	7.510858	9,178,098	7.805591	(191,274)	8,986,824	14,855,490	St. Louis	
District 1 Totals	740,938,121	740,938,121	89,905,700	2,644,103	(3,018,131)	3,100,000	(8,972,674)	5,838,439						825,767,307	33,030,692	(968,560)	32,062,132		19,383,465		19,383,465			19,829,931	32,779,472	District 1 Totals	
Beltrami	67,846,475	67,846,475	2,737,692	(313,439)	(67,598)	547,427	(1,918,821)	878,784		775				69,711,295	2,788,452	(105,678)	2,682,774	1.327272	1,621,896	1.327272	1,621,896	1.379355	(33,801)	1,588,095	2,625,169	Beltrami	
Clearwater	36,723,246	36,723,246	(2,313,985)	0	0	0	(903,597)	239,075						33,744,739	1,349,790	(33,352)	1,316,438	0.651293	795,865	0.651293	795,865	0.676850	(16,586)	779,279	1,288,172	Clearwater	
Hubbard	38,491,672	38,491,672	511,888	80,594	(189,872)	0	(969,561)	483,733						38,408,454	1,536,338	(92,532)	1,443,706	0.714257	872,806	0.714257	872,806	0.742285	(18,190)	854,616	1,412,706	Hubbard	
Kitson	47,540,290	47,540,290	(1,088,048)	141,803	0	445,000	(856,697)	407,100						46,589,448	1,863,578	(55,806)	1,807,772	0.894375	1,092,906	0.894375	1,092,906	0.929471	(22,776)	1,070,130	1,766,957	Kitson	
Lake of 'Woods	16,101,345	16,101,345	267,013	210,573	0	490,339	(112,853)	65,833						17,022,650	680,890	(19,834)	6,61,256	0.327149	399,769	0.327149	399,769	668,916		1,068,685	1,766,568	Lake of 'Woods	
Marshall	62,409,665	62,409,665	(2,765,151)	0	0	725,000	(1,327,532)	673,350						59,715,332	2,368,613	(83,663)	2,304,950	1.140348	1,393,479	1.140348	1,393,479	1.185096	(29,404)	1,364,439	2,255,459	Marshall	
Norman	42,050,833	42,050,833	408,420	126,339	(80,808)	0	(136,508)	160,399						42,529,275	1,701,171	(64,888)	1,636,283	0.809533	989,231	0.809533	989,231	0.841300	(20,616)	968,615	1,601,150	Norman	
Pennington	19,326,344	19,326,344	(399,923)	0	0	0	(15,846)	135,585						19,046,160	761,846	(43,101)	718,745	0.355591	434,524	0.355591	434,524	5.181		439,705	725,846	Pennington	
Polk	105,395,596	105,395,596	(2,682,468)	(149,503)	0	3,257,589	(1,843,323)	1,513,223		15,098		\$1,745,131		107,453,032	4,298,121	(184,092)	4,114,029	2.035369	2,487,175	2.035369	2,487,175	2.115239	(51,833)	2,435,342	4,025,584	Polk	
Red Lake	20,462,869	20,462,869	515,523	495,793	(1,929,307)	(278,911)	(939,270)	386,804						19,369,205	774,786	(19,242)	17,594,419	0.373948	456,406	0.373948	456,406	213,395		1,072,201	1,107,201	Red Lake	
Roseau	51,635,054	51,635,054	(3,713,976)	(36,026)	0	0	(939,270)	386,804						47,332,586	1,893,303	(64,366)	1,828,397	0.904846	1,105,701	0.904846	1,105,701	0.940353	(23,043)	1,082,658	1,789,666	Roseau	
District 2 Totals	507,983,389	507,983,389	(8,523,015)	556,730	(2,267,585)	5,186,444	(9,024,008)	5,047,128						500,921,776	20,036,870	(767,041)	19,269,829		11,649,758		11,649,758			12,321,365	20,367,588	District 2 Totals	
Aitkin	42,585,110	42,585,110	8,096,363	0	(39,088)	0	(697,108)	\$695,391						50,640,668	2,025,627	(86,850)	1,938,777	0.959188	1,172,106	0.959188	1,172,106	0.996827	(24,427)	1,147,679	1,897,148	Aitkin	
Benton	24,682,054	24,682,054	2,970,186	144,836	0	0	(490,520)	607,051		15,150				27,928,757	1,117,150	(120,232)	996,918	0.493214	602,696	0.493214	602,696	0.512568	(12,560)	590,136	975,513	Benton	
Cass	68,682,775	68,682,775	5,638,126	(395,431)	0	0	(1,650,920)	339,588						72,614,138	2,904,566	(167,267)	2,737,299	1.354248	1,654,860	1.354248	1,654,860	1.407390	(34,488)	1,620,372	2,678,524	Cass	
Crow Wing	46,546,861	46,546,861	1,405,107	(433,079)	(152,248)	0	(116,076)	534,325						47,784,890	1,911,396	(297,696)	1,613,700	0.798600	975,578	0.798600	975,578	0.829689	(20,331)	955,247	1,579,052	Crow Wing	
Isanti	33,370,431	33,370,431	4,544,868	(128,622)	0	0	(199,947)	132,068					(109,504)	37,718,798	1,508,752	(109,069)	1,399,683	0.692477	846,191	0.692477	846,191	0.719650	(17,635)	828,556	1,369,628	Isanti	
Kanabec	24,175,585	24,175,585	(2,019,869)	(171,367)	(350,749)	0	(1,050,192)	273,546						20,747,054	829,882	(49,167)	780,715	0.386250	471,989	0.386250	471,989	88,105		1,031,406	925,852	Kanabec	
Mille Lacs	35,524,050	35,524,050	9,239,082	243,920	0	0	(657,411)	64,016		77,706				44,490,343	1,779,614	(73,568)	1,706,046	0.844047	1,031,406	0.844047	1,031,406	0.877168	(21,495)	1,009,911	1,669,413	Mille Lacs	
Morrison	51,209,801	51,209,801	(1,602,111)	388,385	0	0	(4,123,250)	3,775						45,876,600	1,835,064	(134,100)	1,710,500	0.848251	1,034,100	0.848251	1,034,100	0.879459	(21,551)	1,012,549	1,673,774	Morrison	
Shelburne	16,501,009	16,501,009	(393,580)	75,448	0	0	(508,707)	382,796						16,056,956	642,278	(305,831)	336,447	0.166453	203,402	0.166453	203,402	174,922		378,324	625,381	Shelburne	
Stearns	111,283,919	111,283,919	3,365,625	0	0	0	(6,200,070)	383,938		6,756				108,840,168	4,353,607	(489,289)	3,864,318	1.911828	2,336,210	1.911828	2,336,210	2.023474	(49,585)	2,286,625	3,851,046	Stearns	
Todd	51,813,735	51,813,735	0	1,108,312	0	0	(4,164,666)	76,396		14,512				48,848,289	1,953,932	(78,638)	1,875,294	0.927781	1,133,727	0.927781	1,133,727	0.964188	(23,627)	1,110,100	1,835,029	Todd	
Wadena	29,478,287	29,478,287	2,291,390	2,016,477	0	0	(1,573,179)	104,540			(36,000)			32,281,515	1,201,261	(37,738)	1,253,523	0.620166	757,829	0.620166	757,829	0.644502	(15,793)	742,036	1,226,608	Wadena	
Wright	84,860,551	84,860,551	15,938,063	(1,158,671)	0	0	(1,465,113)	1,214,649						99,389,479	3,975,579	(384,746)	3,590,833	1.776524	2,170,872	1.776524	2,170,872	1.846237	(45,242)	2,125,630	3,513,730	Wright	
District 3 Totals	620,714,168	620,714,168	49,472,434	1,689,608	(542,085)	0	(22,897,159)	4,812,069						653,217,655	26,288,708	(1,110,022)	23,804,053		14,390,966		14,390,966			14,410,323	23,820,698	District 3 Totals	
Becker	47,060,550	47,060,550	772,734	202,821	(276,627)	(27,244)	(1,951,275)	\$303,443						46,084,402	1,843,376	(135,472)	1,707,904	0.844968	1,032,529	0.844968	1,032,529	0.878123	(21,518)	1,011,011	1,671,232	Becker	
Big Stone	20,619,815	20,619,815	1,653,921	(74,248)	(94,641)	0	(733,887)	43,635						21,414,595	856,594	(34,496)	822,088	0.406719	497,001	0.406719	497,001	101,936		590,937	908,937	Big Stone	
Clay	56,308,101	56,308,101	5,652,490	(598,603)	(677,171)	0	(88,961)	523,780						61,109,645	2,444,386	(197,151)	2,247,235	1.111784	1,358,587	1.111784	1,358,587	1.155422	(28,313)	1,330,274	2,198,983	Clay	
Douglas	43,922,520	43,922,520	2,509,618	(989,351)	0	0	(995,941)	412,913						44,859,759	1,914,390	(152,412)	1,641,978	0.812350	992,673	0.812350	992,673	0.844227	(20,686)	971,985	1,606,720	Douglas	
Grant	18,665,378	18,665,378	2,540,335	(84,754)	(962,816)	0	(255,220)	48,142						19,951,065	798,043	(45,722)	752,321	0.372022	454,822	0.372022	454,822	97,670		552,492	913,286	Grant	
Mahnomen	15,303,783	15,303,783	4,85																								



October 27, 1993

James N. Denn  
Minnesota Department of Transportation  
Room 411, Transportation Building  
St. Paul, Minnesota 55155

Dear Commissioner Denn:

We, the undersigned, as members of the 1993 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 1993 and any action taken by this Screening Board, adjustments to the mileage and money needs may be necessary before January 1, 1994.

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 1994 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary  
County Screening Board

APPROVED

\_\_\_\_\_  
Wayne Olson, District 1

\_\_\_\_\_  
Bill Groskurth, District 6

\_\_\_\_\_  
Walter Leu, (Chairman) District 2

\_\_\_\_\_  
Gene Isakson, District 7

\_\_\_\_\_  
Greg Nikodym, District 3

\_\_\_\_\_  
Gary Danielson, District 8

\_\_\_\_\_  
David Heyer, District 4

\_\_\_\_\_  
Paul Kirkwold, District 9

\_\_\_\_\_  
Roger Gustafson, District 5

Enclosures: Mileage and Annual Money Needs Listing

FINDINGS.WP

**1993 COUNTY STATE AID HIGHWAY NEEDS STUDY  
(1994 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 1994 C.S.A.H. FUND**

<b>County</b>	<b>County State Aid Highway Mileage</b>	<b>Annual County State Aid Highway Money Needs</b>
Carlton	292.98	\$2,210,567
Cook	178.20	1,932,432
Itasca	646.10	4,444,279
Koochiching	248.57	2,814,550
Lake	214.02	2,396,505
Pine	472.77	4,125,649
St. Louis	1,366.08	14,855,490
<b>District 1 Totals</b>	<b>3,418.72</b>	<b>32,779,472</b>
Beltrami	464.40	2,625,169
Clearwater	327.08	1,288,172
Hubbard	324.52	1,412,706
Kittson	373.46	1,768,957
Lake of the Woods	187.07	1,766,568
Marshall	639.78	2,255,459
Norman	393.31	1,601,150
Pennington	260.26	726,846
Polk	806.63	4,025,694
Red Lake	186.43	1,107,201
Roseau	481.72	1,789,666
<b>District 2 Totals</b>	<b>4,444.66</b>	<b>20,367,588</b>
Aitkin	366.25	1,897,148
Benton	224.16	975,513
Cass	529.15	2,678,524
Crow Wing	372.13	1,579,052
Isanti	225.82	1,369,628
Kanabec	210.65	925,852
Mille Lacs	255.56	1,669,413
Morrison	430.42	1,673,774
Sherburne	215.99	625,381
Stearns	603.44	3,851,046
Todd	412.46	1,835,029
Wadena	228.66	1,226,608
Wright	402.67	3,513,730
<b>District 3 Totals</b>	<b>4,477.36</b>	<b>23,820,698</b>
Becker	466.40	1,671,232
Big Stone	210.86	990,061
Clay	403.98	2,198,983
Douglas	385.23	1,606,720
Grant	228.65	913,286
Mahnomen	194.81	1,076,291
Otter Tail	910.72	4,360,146
Pope	298.43	1,571,170
Stevens	243.91	866,098
Swift	329.56	1,219,040
Traverse	245.42	862,292
Wilkin	312.15	1,262,760
<b>District 4 Totals</b>	<b>4,230.12</b>	<b>18,598,079</b>

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Anoka	253.16	\$3,132,191
Carver	207.54	1,959,641
Hennepin	524.88	17,127,213
Scott	190.37	2,923,408
District 5 Totals	1,175.95	25,142,453
Dodge	249.95	1,181,988
Fillmore	394.17	3,699,822
Freeborn	447.09	2,601,987
Goodhue	326.14	2,223,076
Houston	250.34	2,078,665
Mower	373.56	2,323,335
Olmsted	320.41	2,556,351
Rice	280.01	1,961,543
Steele	292.22	1,762,659
Wabasha	275.01	2,169,223
Winona	315.87	2,476,725
District 6 Totals	3,524.77	25,035,374
Blue Earth	415.11	3,189,910
Brown	318.01	1,326,662
Cottonwood	318.54	1,429,645
Faribault	349.48	2,160,938
Jackson	370.69	2,027,970
Le Sueur	267.38	1,839,393
Martin	378.15	1,709,215
Nicollet	245.90	1,448,714
Nobles	345.48	1,999,494
Rock	262.87	1,173,977
Sibley	289.34	1,520,604
Waseca	250.06	1,570,099
Watsonwan	235.17	1,037,926
District 7 Totals	4,046.18	22,434,547
Chippewa	244.33	1,225,451
Kandiyohi	422.30	2,247,840
Lac Qui Parle	362.89	1,225,720
Lincoln	254.45	907,097
Lyon	318.83	1,513,618
Mc Leod	236.80	1,512,389
Meeker	272.01	1,134,643
Murray	354.74	968,400
Pipestone	233.88	1,048,651
Redwood	385.74	2,132,779
Renville	447.50	2,025,569
Yellow Medicine	345.90	1,722,715
District 8 Totals	3,879.37	17,664,872
Chisago	228.45	1,876,683
Dakota	273.87	4,146,537
Ramsey	230.80	7,589,545
Washington	202.68	2,671,054
District 9 Totals	935.80	16,283,819
<b>STATE TOTALS</b>	<b>30,132.93</b>	<b>\$202,126,902</b>

Does not include 1993 T.H. Turnback Mileage

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## **1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993**

### **Total Tentative 1994 C.S.A.H. Apportionment**

The following tabulation lists a TENTATIVE 1994 Apportionment based on an estimate of \$244 million. The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures. The Mileage Apportionment was computed using the actual 1993 C.S.A.H. needs study mileage, but the 1993 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1993 25-year construction needs, however, these needs will be adjusted by 1993 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, 1994, by the Commissioner with the assistance of recommendations by your Screening Board.

# COMPONENTS OF THE "TENTATIVE"

## 1994 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1994 CSAH Apportionment
Carlton	\$280,973	\$180,352	\$713,025	\$1,337,282	\$2,511,632
Cook	280,973	29,749	433,696	1,169,024	1,913,442
Itasca	280,973	277,838	1,572,424	2,688,565	4,819,800
Koochiching	280,973	100,443	604,931	1,702,661	2,689,008
Lake	280,973	67,834	520,890	1,449,765	2,319,462
Pine	280,973	131,341	1,150,535	2,495,810	4,058,659
St. Louis	280,973	1,110,226	3,324,590	8,986,824	13,702,613
District 1 Totals	1,966,811	1,897,783	8,320,091	19,829,931	32,014,616
Beltrami	280,973	183,872	1,130,221	1,588,095	3,183,161
Clearwater	280,973	51,700	796,039	779,279	1,907,991
Hubbard	280,973	102,178	789,806	854,616	2,027,573
Kittson	280,973	39,454	908,900	1,070,130	2,299,457
Lake of the Woods	280,973	27,427	455,257	1,068,685	1,832,342
Marshall	280,973	73,798	1,557,024	1,364,439	3,276,234
Norman	280,973	54,511	957,153	968,615	2,261,252
Pennington	280,973	80,618	633,384	439,705	1,434,680
Polk	280,973	186,121	1,963,074	2,435,342	4,865,510
Red Lake	280,973	30,189	453,717	669,801	1,434,680
Roseau	280,973	97,558	1,172,315	1,082,658	2,633,504
District 2 Totals	3,090,703	927,426	10,816,890	12,321,365	27,156,384
Aitkin	280,973	91,350	891,300	1,147,679	2,411,302
Benton	280,973	161,603	545,530	590,136	1,578,242
Cass	280,973	142,781	1,287,816	1,620,372	3,331,942
Crow Wing	280,973	302,673	905,673	955,247	2,444,566
Isanti	280,973	164,414	549,564	828,556	1,823,507
Kanabec	280,973	80,936	512,677	560,094	1,434,680
Mille Lacs	280,973	119,485	621,944	1,009,911	2,032,313
Morrison	280,973	182,528	1,047,501	1,012,549	2,523,551
Sherburne	280,973	249,726	525,657	378,324	1,434,680
Stearns	280,973	685,085	1,468,584	2,329,689	4,764,331
Todd	280,973	141,119	1,003,794	1,110,100	2,535,986
Wadena	280,973	82,256	556,457	742,036	1,661,722
Wright	280,973	437,314	979,960	2,125,630	3,823,877
District 3 Totals	3,652,649	2,841,270	10,896,457	14,410,323	31,800,699
Becker	280,973	175,635	1,135,061	1,011,011	2,602,680
Big Stone	280,973	41,580	513,190	598,937	1,434,680
Clay	280,973	237,895	983,187	1,330,274	2,832,329
Douglas	280,973	185,461	937,500	971,985	2,375,919
Grant	280,973	44,758	556,457	552,492	1,434,680
Mahnomen	280,973	28,502	474,103	651,102	1,434,680
Otter Tail	280,973	332,496	2,216,369	2,637,669	5,467,507
Pope	280,973	66,098	726,298	950,479	2,023,848
Stevens	280,973	60,329	593,564	523,946	1,458,812
Swift	280,973	72,796	802,052	737,458	1,893,279
Traverse	280,973	34,760	597,304	521,643	1,434,680
Wilkin	280,973	48,914	759,665	763,906	1,853,458
District 4 Totals	3,371,676	1,329,224	10,294,750	11,250,902	26,246,552

# COMPONENTS OF THE "TENTATIVE"

## 1994 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1994 CSAH Apportionment
Anoka	\$280,973	\$1,344,698	\$616,078	\$1,894,818	\$4,136,567
Carver	280,973	272,117	505,050	1,185,484	2,243,624
Hennepin	280,973	5,190,912	1,277,402	10,361,102	17,110,389
Scott	280,973	358,211	463,323	1,768,515	2,871,022
District 5 Totals	1,123,892	7,165,938	2,861,853	15,209,919	26,361,602
Dodge	280,973	96,532	608,304	715,043	1,700,852
Fillmore	280,973	123,176	959,280	2,238,206	3,601,635
Freeborn	280,973	206,630	1,088,054	1,574,071	3,149,728
Goodhue	280,973	244,691	793,692	1,344,849	2,664,205
Houston	280,973	106,114	609,258	1,257,488	2,253,833
Mower	280,972	220,026	909,120	1,405,501	2,815,619
Olmsted	280,972	623,729	779,759	1,546,464	3,230,924
Rice	280,972	266,569	681,418	1,186,635	2,415,594
Steele	280,972	185,804	711,192	1,066,320	2,244,288
Wabasha	280,972	124,716	669,318	1,312,271	2,387,277
Winona	280,972	243,224	768,759	1,498,294	2,791,249
District 6 Totals	3,090,697	2,441,211	8,578,154	15,145,142	29,255,204
Blue Earth	280,972	287,884	1,010,247	1,929,735	3,508,838
Brown	280,972	172,261	773,965	802,564	2,029,762
Cottonwood	280,972	83,087	775,212	864,863	2,004,134
Faribault	280,972	109,903	850,526	1,307,259	2,548,660
Jackson	280,972	80,227	902,153	1,226,820	2,490,172
Le Sueur	280,972	150,652	650,691	1,112,740	2,195,055
Martin	280,972	148,110	920,266	1,033,989	2,383,337
Nicollet	280,972	142,610	598,478	876,399	1,898,459
Nobles	280,972	128,848	840,773	1,209,593	2,460,186
Rock	280,972	61,967	639,764	710,197	1,692,900
Sibley	280,972	92,425	704,152	919,889	1,997,438
Waseca	280,972	108,901	608,598	949,831	1,948,302
Watsonwan	280,972	75,852	572,297	627,893	1,557,014
District 7 Totals	3,652,636	1,642,727	9,847,122	13,571,772	28,714,257
Chippewa	280,972	85,141	594,591	741,336	1,702,040
Kandiyohi	280,972	240,877	1,027,774	1,359,830	2,909,453
Lac Qui Parle	280,972	59,914	883,160	741,499	1,965,545
Lincoln	280,972	42,900	619,231	548,748	1,491,851
Lyon	280,972	152,461	775,945	915,663	2,125,041
Mc Leod	280,972	211,079	576,331	914,919	1,983,301
Meeker	280,972	132,196	661,985	686,402	1,761,555
Murray	280,972	64,363	863,359	585,833	1,794,527
Pipestone	280,972	62,896	569,217	634,381	1,547,466
Redwood	280,972	117,579	938,747	1,290,224	2,627,522
Renville	280,972	121,123	1,089,081	1,225,367	2,716,543
Yellow Medicine	280,972	78,492	841,799	1,042,156	2,243,419
District 8 Totals	3,371,664	1,369,021	9,441,220	10,686,358	24,868,263
Chisago	280,972	207,536	555,944	1,135,299	2,179,751
Dakota	280,972	1,454,358	666,531	2,508,446	4,910,307
Ramsey	280,972	2,344,093	561,665	4,591,293	7,778,023
Washington	280,972	824,029	493,171	1,615,853	3,214,025
District 9 Totals	1,123,888	4,830,016	2,277,311	9,850,891	18,082,106
STATE TOTALS	\$24,444,616	\$24,444,616	\$73,333,848	\$122,276,603	\$244,499,683

## This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

## **1993 COUNTY SCREENING BOARD DATA OCTOBER, 1993**

### **Comparison of the Actual 1993 to a TENTATIVE 1994 C.S.A.H. Apportionment**

The following two pages indicate a comparison between the actual 1993 C.S.A.H. Apportionment and what each county's 1994 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1994 C.S.A.H. road user fund would stay the same as 1993. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1994 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.



# 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

## Comparison of the Actual 1993 to the TENTATIVE 1994 C.S.A.H. Apportionment

County	Total 1993 C.S.A.H. Apportionment	*TENTATIVE* 1994 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$2,591,914	\$2,511,632	(\$80,282)	-3.1%
Cook	1,918,364	1,913,442	(4,922)	-0.3%
Itasca	4,878,914	4,819,800	(59,114)	-1.2%
Koochiching	2,689,008	2,689,008	0	0.0%
Lake	2,433,415	2,319,462	(113,953)	-4.7%
Pine	4,158,629	4,058,659	(99,970)	-2.4%
St. Louis	12,979,941	13,702,613	722,672	5.6%
District 1 Totals	31,650,185	32,014,616	364,431	1.2%
Beltrami	3,199,448	3,183,161	(16,287)	-0.5%
Clearwater	1,973,957	1,907,991	(65,966)	-3.3%
Hubbard	2,091,221	2,027,573	(63,648)	-3.0%
Kittson	2,351,275	2,299,457	(51,818)	-2.2%
Lake of the Woods	1,832,342	1,832,342	0	0.0%
Marshall	3,475,315	3,276,234	(199,081)	-5.7%
Norman	2,371,690	2,261,252	(110,438)	-4.7%
Pennington	1,434,809	1,434,680	(129)	-0.0%
Polk	5,080,282	4,865,510	(214,772)	-4.2%
Red Lake	1,434,680	1,434,680	0	0.0%
Roseau	2,732,946	2,633,504	(99,442)	-3.6%
District 2 Totals	27,977,965	27,156,384	(821,581)	-2.9%
Aitkin	2,591,424	2,411,302	(180,122)	-7.0%
Benton	1,574,999	1,578,242	3,243	0.2%
Cass	3,330,601	3,331,942	1,341	0.0%
Crow Wing	2,391,520	2,444,566	53,046	2.2%
Isanti	1,699,237	1,823,507	124,270	7.3%
Kanabec	1,434,680	1,434,680	0	0.0%
Mille Lacs	1,910,902	2,032,313	121,411	6.4%
Morrison	2,512,896	2,523,551	10,655	0.4%
Sherburne	1,434,680	1,434,680	0	0.0%
Stearns	4,442,306	4,764,331	322,025	7.3%
Todd	2,460,098	2,535,986	75,888	3.1%
Wadena	1,644,467	1,661,722	17,255	1.1%
Wright	3,601,968	3,823,877	221,909	6.2%
District 3 Totals	31,029,778	31,800,699	770,921	2.5%
Becker	2,607,670	2,602,680	(4,990)	-0.2%
Big Stone	1,434,680	1,434,680	0	0.0%
Clay	2,884,873	2,832,329	(52,544)	-1.8%
Douglas	2,412,941	2,375,919	(37,022)	-1.5%
Grant	1,434,680	1,434,680	0	0.0%
Mahnomen	1,434,680	1,434,680	0	0.0%
Otter Tail	5,383,655	5,467,507	83,852	1.6%
Pope	1,954,254	2,023,848	69,594	3.6%
Stevens	1,518,569	1,458,812	(59,757)	-3.9%
Swift	1,955,059	1,893,279	(61,780)	-3.2%
Traverse	1,434,680	1,434,680	0	0.0%
Wilkin	1,991,068	1,853,458	(137,610)	-6.9%
District 4 Totals	26,446,809	26,246,552	(200,257)	-0.8%

# 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

## Comparison of the Actual 1993 to the TENTATIVE 1994 C.S.A.H. Apportionment

County	Total 1993 C.S.A.H. Apportionment	*TENTATIVE* 1994 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$3,784,554	\$4,136,567	\$352,013	9.3%
Carver	2,186,595	2,243,624	57,029	2.6%
Hennepin	16,847,495	17,110,389	262,894	1.6%
Scott	2,809,526	2,871,022	61,496	2.2%
District 5 Totals	25,628,170	26,361,602	733,432	2.9%
Dodge	1,725,239	1,700,852	(24,387)	-1.4%
Fillmore	3,708,824	3,601,635	(107,189)	-2.9%
Freeborn	3,064,358	3,149,728	85,370	2.8%
Goodhue	2,689,935	2,664,205	(25,730)	-1.0%
Houston	2,360,895	2,253,833	(107,062)	-4.5%
Mower	2,808,051	2,815,619	7,568	0.3%
Olmsted	3,192,893	3,230,924	38,031	1.2%
Rice	2,359,596	2,415,594	55,998	2.4%
Steele	2,239,786	2,244,288	4,502	0.2%
Wabasha	2,460,631	2,387,277	(73,354)	-3.0%
Winona	2,803,271	2,791,249	(12,022)	-0.4%
District 6 Totals	29,413,479	29,255,204	(158,275)	-0.5%
Blue Earth	3,462,609	3,508,838	46,229	1.3%
Brown	1,984,121	2,029,762	45,641	2.3%
Cottonwood	1,996,290	2,004,134	7,844	0.4%
Faribault	2,611,870	2,548,660	(63,210)	-2.4%
Jackson	2,655,395	2,490,172	(165,223)	-6.2%
Le Sueur	2,130,671	2,195,055	64,384	3.0%
Martin	2,534,918	2,383,337	(151,581)	-6.0%
Nicollet	1,963,813	1,898,459	(65,354)	-3.3%
Nobles	2,581,555	2,460,186	(121,369)	-4.7%
Rock	1,671,739	1,692,900	21,161	1.3%
Sibley	2,030,674	1,997,438	(33,236)	-1.6%
Waseca	2,004,910	1,948,302	(56,608)	-2.8%
Watsonwan	1,616,719	1,557,014	(59,705)	-3.7%
District 7 Totals	29,245,284	28,714,257	(531,027)	-1.8%
Chippewa	1,759,998	1,702,040	(57,958)	-3.3%
Kandiyohi	2,918,469	2,909,453	(9,016)	-0.3%
Lac Qui Parle	1,946,199	1,965,545	19,346	1.0%
Lincoln	1,546,228	1,491,851	(54,377)	-3.5%
Lyon	2,192,848	2,125,041	(67,807)	-3.1%
Mc Leod	2,015,620	1,983,301	(32,319)	-1.6%
Meeker	1,757,760	1,761,555	3,795	0.2%
Murray	1,855,155	1,794,527	(60,628)	-3.3%
Pipestone	1,650,130	1,547,466	(102,664)	-6.2%
Redwood	2,614,611	2,627,522	12,911	0.5%
Renville	2,814,420	2,716,543	(97,877)	-3.5%
Yellow Medicine	2,233,572	2,243,419	9,847	0.4%
District 8 Totals	25,305,010	24,868,263	(436,747)	-1.7%
Chisago	2,154,319	2,179,751	25,432	1.2%
Dakota	4,718,003	4,910,307	192,304	4.1%
Ramsey	7,796,084	7,778,023	(18,061)	-0.2%
Washington	3,134,597	3,214,025	79,428	2.5%
District 9 Totals	17,803,003	18,082,106	279,103	1.6%
STATE TOTALS	\$244,499,683	\$244,499,683	\$0	0.0%

\* \* \* \* \*

# MILEAGE REQUESTS

\* \* \* \* \*

# 1993 COUNTY SCREENING BOARD DATA

## OCTOBER, 1993

### Criteria Necessary For County State Aid Highway Designation

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

#### Portion of Minnesota Rules For State Aid Operations

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

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

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

# 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

## 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	1992	1993	Total Miles To Date	County
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													2.20		5.44	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
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

# 1993 COUNTY SCREENING BOARD DATA

**OCTOBER, 1993**

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

Approved by the County Engineers' Screening Board

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# 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

## 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	1992	1993	Total Miles To Date	County
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
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	2.20	17.96	427.93	Totals

\* Some Trunk Highway Turnback Mileage

# 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

## "BANKED" CSAH MILEAGE

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

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

The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before May 1, 1993 is included.

<u>County</u>	<u>Banked Mileage</u>	<u>Year Made Available</u>
Aitkin	1.70	1993
Anoka	0.58	1991
Becker	0.40	1991
Blue Earth	2.10	1991
Carlton	0.65	1992
Douglas	1.90	1992
Goodhue	0.30	1991
Hennepin	2.14	1992
Isanti	0.22	1992
Itasca	1.00	1992
McLeod	0.30	1992
Mille Lacs	1.10	1992
Polk	2.00	1992
Pope	0.40	1992
Ramsey	0.24	1992
Renville	1.35	1992
Rock	1.60	1993
Roseau	0.80	1991
Stearns	0.45	1992
Wadena	0.03	1991
Wilkin	0.10	1993
<u>Wright</u>	<u>0.68</u>	1992
<b>Total</b>	<b>20.04</b>	

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



MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 07/30/93

TO: Manager, State Aid Needs Unit

Ken Hoeschen - 420

FROM: Michael L. Tardy, District State Aid Engineer

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

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles

Available

+ Revoked

- Requested

= Balance

Comments:

RECOMMENDED ~~APPROVAL OR DENIAL~~:

District State Aid Engineer

Michael L. Tardy

8/2/93  
Date

RECOMMENDED APPROVAL OR DENIAL:

Manager, State Aid Needs Unit

Date

APPROVAL OR DENIAL:

State Aid Engineer

Date





**Benton County**  
**HIGHWAY DEPARTMENT**

321 6th Ave. - Box 247  
Foley, Minnesota 56329  
**Phone (612) 968-6254**

**ROGER N. DIESEN, P.E., County Engineer**

**GERALD HOVDE**  
Assistant Engineer

**WOODY ANDERSON**  
Maintenance Supt.

July 28, 1993

Mike Tardy  
District State Aid Engineer  
MN/DOT  
1991 Industrial Park Road  
Baxter, MN 56401

RE: Request, Proposed CSAH State Aid Mileage

Dear Mr. Tardy:

Benton County hereby requests the addition of 0.70 mile to our County State Aid Highway system via the extension of MSA 107 from the east City Limits of Sauk Rapids to CSAH 1.

The attached map indicates the proposed extension. It should be noted that Sauk Rapids MSA 107 is now a stub end which designation ends at the west R/W line of T.H. 10 and the route then continues on as C.R. 46 to the junction with CSAH 1 and beyond to T.H. 23. The route described crosses over T.H. 10 via an overpass structure but does not have on/off ramps.

According to the latest traffic maps (1991) for Benton County, the ADT on the segment of roadway proposed for CSAH designation is 2100 on the westerly end and 1200 on the easterly end. An attributable reason for the rather large decrease is that an industrial park is afforded one means of access from Sauk Rapids via this roadway.

Benton County reviewed its entire CSAH system in 1992 and made several changes at that time. Further review of the system with the proposal in mind does not reveal any feasible alternatives.

County Road 46 and Sauk Rapids MSA 107 is currently classified as a Major Collector from Benton Drive on the west to CSAH 1 on the east. Our County Road serves as a mail route, school bus route, occurs at reasonable intervals consistent with population density, provides access to an industrial park and, if added to the system, would provide for an integrated and coordinated highway system consistent with projected traffic demands.

The segment of C.R. 46 requested for inclusion on the CSAH system is bituminous surfaced but would be considered substandard in design speed, cross section and structure.

PAGE TWO

CSAH Mileage Request, cont.'

The proposed request was discussed at a recent County Board meeting and is supported by the Benton County Board of Commissioners.

Please consider this request for approval.

If you have any further questions, please call this office.

Yours truly;

Roger N. Diesen  
Roger N. Diesen  
Benton County Engineer

Attachment

MILEAGE SUBCOMMITTEE REPORT  
TO THE  
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Fall 1993

Subcommittee: Wayne Olson - Carlton County (Chairman)  
Jack Dolan - Dodge County  
Dave Everds - Dakota County

Request: Benton County

PROPOSED SYSTEM REVISIONS

Designate CSAH - CSAH 1 to MSAS 107	
1) CR 46	+ 0.70 Mile
Revoke CSAH	
None	+ 0.00 Mile
Total Addition	+ 0.70 Mile

REVIEW RESOURCES

<u>X</u>	Road Tour - September 23, 1993 w/DSAE & County Engineer
<u>X</u>	County Engineer's Request Cover Letter
<u>X</u>	TH, CSAH, CR, MSAS System Maps
<u>X</u>	Functional Classification Maps
<u>  </u>	Comprehensive Transportation Plans
<u>X</u>	Traffic Maps and Data
<u>  </u>	Construction "Needs" of System Revision - Complete
<u>  </u>	Regrading
<u>  </u>	Anticipated Construction Program - Not Currently
<u>  </u>	Programmed
<u>X</u>	Recommendation of DSAE
<u>X</u>	Conference with DSAE & County Engineer
<u>X</u>	Mileage Verification by District State Aid Engineer

**BENTON COUNTY**

MERITS OF THE MILEAGE REQUEST

1. Would provide a State Aid designation for an overpass connection to Sauk Rapids.
2. Provides Secondary CSAH access for Industrial Park  $\frac{1}{2}$  mile+ north of request.

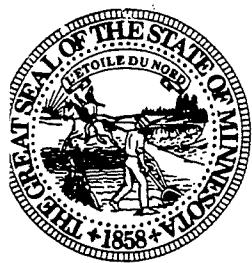
CONCERNS OF MILEAGE SUBCOMMITTEE

1. The connection in Sauk Rapids - MSA 107 - serves primarily a residential area.
2. The Industrial Park has its main access to the north, away from this request, and has an interchange with TH 10 just to the west.

RECOMMENDATION TO THE SCREENING BOARD

       Approve  
  X   Deny

The mileage subcommittee of the County State Aid Screening Board recommends denial of the request to designate 0.7 miles of CSAH for Benton County.



# Mississippi River Parkway Commission of Minnesota

Pioneer Building Suite 1513 • 336 Robert Street St. Paul, MN 55101 • 612-224-9903 • FAX: 612-224-9413

## Executive Committee

Chairman  
DON FRERICHs

Vice Chairman  
JAMES METZEN

Treasurer  
GENE HOLLENSTEIN

Secretary  
ANDREW GOLFI

## Members of the Senate

JAMES METZEN  
SKIP FINN

Executive Director  
JOHN EDMAN

## Members of the House

DON FRERICHs  
STEVE TRIMBLE  
KRIS HASSKAMP

## Commissioners' Appointees

GENE HOLLENSTEIN  
MEL FREDERICK  
JOHN BERNHAGEN

July 14, 1993

## MEMORANDUM

TO: Mississippi River Parkway Commission of Minnesota  
Mississippi River Headwaters Board  
Mississippi River Headwaters County Engineers  
Mississippi River Headwaters Area Mayors

FROM: Representative Don Frerichs, MNMRPC Chair

RE: State-Aid Application for the Great River Road -  
FINAL Request for Resolutions and Technical Information

This memorandum is to remind you of the impending deadline for the proposed Joint State-Aid Application for the Great River Road in northern Minnesota.

In order for the Mississippi River Parkway Commission to submit the Joint Application to the State-Aid Screening Board by the August 1, 1993 deadline, County Board resolutions and accompanying technical information must be received as soon as possible. The state Aid-Screening Board will make a site inspection of proposed routes in September and will consider approval of new State-Aid Applications in October.

Of the five counties in northern Minnesota that have expressed an interest in submitting a joint State-Aid Application for the Great River Road, we have heard only from Morrison County. A copy of an approved resolution from the Morrison County Board, a letter of explanation and an application to the District State Aid Engineer, and accompanying maps are enclosed for your review. A summary list of Great River Road Non State-Aid Roadways is also attached.

If you have any questions or need any additional information, please don't hesitate to contact MNMRPC Transportation Committee Chair Andy Golfis at 612-699-6629, MNMRPC Assistant Secretary John Edman at 612-224-9903, or me at 612-296-4378.

We appreciate your attention to this matter and look forward to hearing from you before July 26, 1993. We would like to hear from you even if you do not intend to apply. Thank you.







# GREAT RIVER ROAD REPORT NON STATE-AID ROADWAYS

October 28, 1992

The following is a list of roadway segments along the GRR that are not on the State-Aid system. They are listed from north to south.

## National Route

### **Beltrami County \***

USFR 2167	1.60 miles
USFR 2171	0.40 miles

### **Cass County \***

USFR 2167	1.50 miles
USFR 2171	1.20 miles

### **Aitkin County**

CR 69	6.80 miles
-------	------------

### **Crow Wing County (Brainerd)**

E. River Road **	0.58 miles
------------------	------------

### **Morrison County**

CR 224 (north)	5.10 miles
Twp Rd 130	1.90 miles
Twp Rd 131	1.50 miles
CR 224 (south)	1.60 miles

**22.18 miles Subtotal**

<b>Hennepin County *** (see below)</b>	<b>7.67 miles</b>
--	-------------------

**29.85 miles NATIONAL ROUTE TOTAL**

## State Route

### **Clearwater County (West Extension)**

BIA Route 3 (Red Lake Reservation)	10.00 miles
---------------------------------------	-------------

### **Dakota County (South St. Paul)**

Hardman Ave **	1.15 miles
----------------	------------

**11.15 miles STATE ROUTE TOTAL**

**The remaining Non State-Aid National/State route total is 41.00 miles.**

\* = Beltrami and Cass Counties are both committed to placing their remaining GRR roads onto the State-Aid system, but both counties prefer a legislative solution so that they do not lose any current State-Aid road miles.

\*\* = Municipal streets

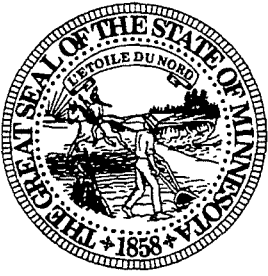
\*\*\* = Minneapolis is completing 7.67 miles of Great River Road with other resources and does not wish to have State-Aid designation on those streets.

### **West River Parkway \*\***

Plymouth Ave to Portland	1.23 miles (completed)
Portland to 1st St.	0.95 miles
1st St to Franklin Ave.	1.30 miles (completed)
Franklin Ave to Godfrey Pkwy.	3.60 miles (completed)

<b>Godfrey Parkway **</b>	<b>0.59 miles</b>
---------------------------	-------------------

<b>Total miles on Minneapolis streets</b>	<b>7.67 miles</b>
---	-------------------



# Mississippi River Parkway Commission of Minnesota

Pioneer Building Suite 1513 • 336 Robert Street St. Paul, MN 55101 • 612-224-9903 • FAX: 612-224-9413

## Executive Committee

Chairman  
DON FRERICHs

Vice Chairman  
JAMES METZEN

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DON FRERICHs  
STEVE TRIMBLE  
KRIS HASSKAMP

## Commissioners' Appointees

GENE HOLLENSTEIN  
MEL FREDERICK  
JOHN BERNHAGEN

September 14, 1993

Dennis Carlson, State Aid Engineer  
MnDOT, Office of State Aid  
Transportation Building, Room 420  
Saint Paul, Minnesota 55155

Dear Mr. Carlson:

On behalf of the Mississippi River Parkway Commission of Minnesota (MNMRPC), this letter is to ask your support of a four county joint request to add approximately 4.69 miles of the Great River Road in Morrison County, 7.08 miles of the Great River Road in Aitkin County, 2.7 miles of the Great River Road in Cass County, and 2.0 miles of the Great River Road in Beltrami County to the state aid system.

The MNMRPC has a special interest in adding these miles to the Great River Road system in order to afford these northern Minnesota counties the opportunity to fund reconstruction and improvements. All but approximately 22 miles of the Minnesota's Great River Road are currently on the state-aid system, representing less than 1 percent of the total 430 miles of the designated Great River Road in Minnesota.

As you know, the Great River Road is an important recreational and economic highway corridor that is acknowledged as one of the oldest, longest, and most nationally recognized scenic by-ways in the United States. Great River Road designation accommodates recreation and tourism, is the foundation of state domestic and international marketing programs and is important to the economic well being of the counties along its route.

The County Engineers Office of each of the counties included in this joint proposal have formally submitted their request to the appropriate District State Aid Office. As you can see from their submittals, these routes meet all the criteria to be designated as a County State Aid Highway. They are major collectors, projected to carry heavier traffic volumes for both the commercial and logging industry, and serve a popular recreation area.

Once again, we strongly urge you to support the Great River Road state aid applications for Morrison, Aitkin, Cass, and Beltrami Counties. These four applications together represent one of the most important remaining pieces of the Great River Road system in Minnesota deserving your serious consideration and support.

Your truly,

Representative Don Frerichs  
MNMRPC Chair

cc: MNMRPC, Headwaters Board, H. Todd

## NOTES & COMMENTS

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MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 08/10/93

TO: Manager, State Aid Needs Unit

FROM: Michael L. Tardy, District State Aid Engineer

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

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

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

Comments: \_\_\_\_\_

RECOMMENDED ~~APPROVAL~~ OR DENIAL: Michael L. Tardy  
District State Aid Engineer

8/10/93  
Date

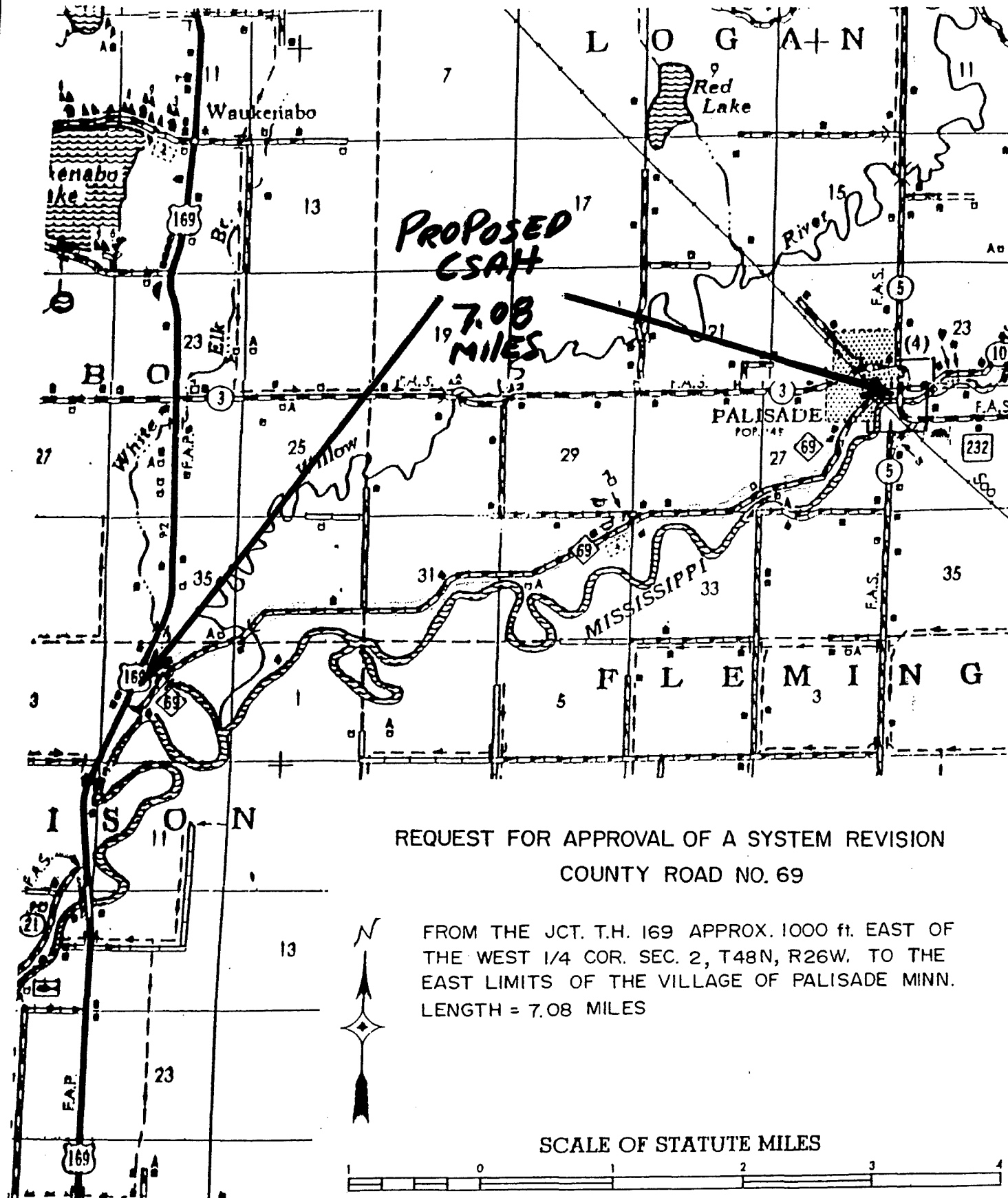
RECOMMENDED APPROVAL OR DENIAL: \_\_\_\_\_  
Manager, State Aid Needs Unit

\_\_\_\_\_  
Date

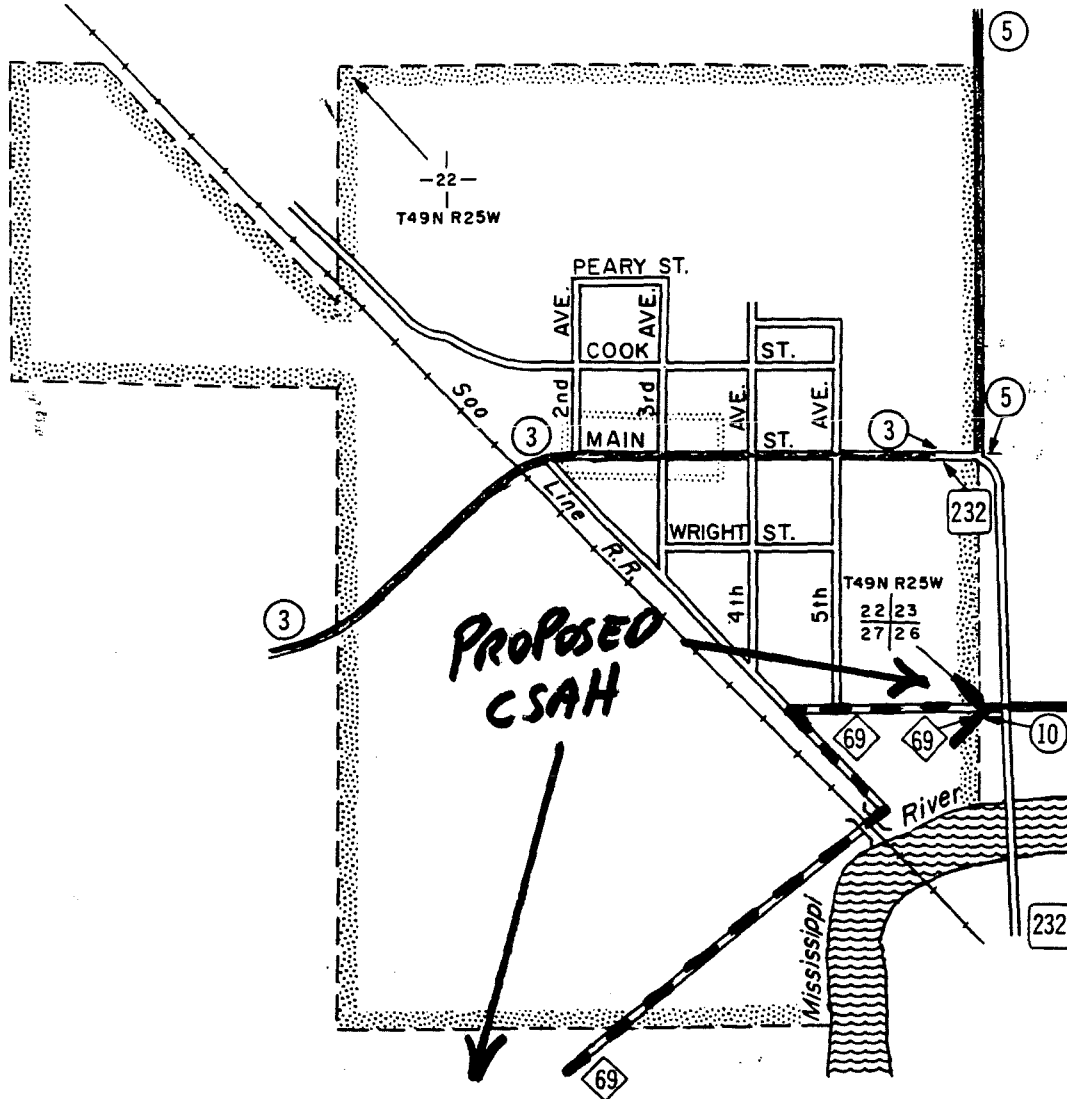
APPROVAL OR DENIAL: \_\_\_\_\_  
State Aid Engineer

\_\_\_\_\_  
Date

# AITKIN COUNTY



MAP OF  
PALISADE  
AITKIN COUNTY  
POP. 155





## AITKIN COUNTY HIGHWAY DEPARTMENT

AIRPARK LANE

AITKIN, MINNESOTA 56431

Phone 218/927-3741 ⇔ FAX 218/927-235

August 6, 1993

Mike Tardy  
Assistant District Engineer  
Minnesota Department of Transportation  
1991 Industrial Park Road South  
Baxter, Minnesota 56401

Dear Mr. Tardy:

This letter is a formal request from Aitkin County for County State-Aid Highway designation on Aitkin County Road No. 69.

County Road No. 69 begins on Trunk Highway 169, one and one-half miles north of the Mississippi River (NW-NW, Section 2, Township 48 North, Range 26 West) and traverses in a northeasterly direction for 7.08 miles along the Mississippi River to Trunk Highway 232 (NE-NE, Section 27, Township 49 North, Range 25 West) at Palisade, Minnesota.

Aitkin County Road No. 69 is a part of the Great River Road System, a National Scenic By-Way Route. It received the Great River Road designation in December, 1978, and is functionally classified as a major collector. The 1992 traffic count varies from 48 at Trunk Highway 169 to 211 vehicles per day at Trunk Highway 232.

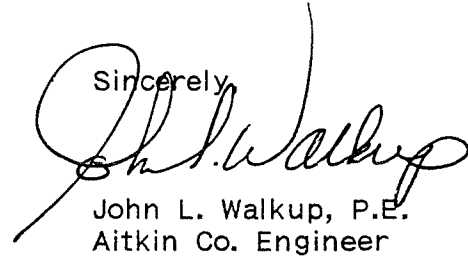
Aitkin County is submitting this request for State-Aid Status as part of a joint effort seeking to improve continuity of the Great River Road.

County Road No. 69 is basically an unimproved gravel road from Trunk Highway 169 to Palisade. Approximately one-half mile in Palisade that borders Berglund Park and a County Campground has been hard surfaced. Berglund Park is part of the Great River Road project. A new federally-funded bridge over the Willow River near Trunk Highway 169 is currently under construction. This road is also a principal mail route and school bus route. It serves local farms, residences, the logging industry, and gravel pit sites as well as being a pleasant recreational and scenic drive.

This section of roadway is the only portion of the Great River Road in Aitkin County that is not on the State-Aid System or State Highway System.

Aitkin County respectfully requests that County Road No. 69 be put on State-Aid Status to improve the continuity of the Great River Road System.

Sincerely,

A handwritten signature in black ink, appearing to read "John L. Walkup". The signature is fluid and cursive, with a large initial "J" and "W".

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

JLW/bc



MILEAGE SUBCOMMITTEE REPORT  
TO THE  
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Fall 1993

Subcommittee: Wayne Olson - Carlton County (Chairman)  
Jack Dolan - Dodge County  
Dave Everds - Dakota County

Request: Aitkin County

PROPOSED SYSTEM REVISIONS

Designate CSAH	
1) CR 69	+ 7.08 Miles
Revoke CSAH	
None	+ 0.00 Mile
<b>Total Addition</b>	<b>+ 7.08 Miles</b>

REVIEW RESOURCES

<u>X</u>	Road Tour - September 23, 1993 w/DSAE & County Engineer
<u>X</u>	County Engineer's Request Cover Letter
<u>X</u>	TH, CSAH, CR, MSAS System Maps
<u>X</u>	Functional Classification Maps
___	Comprehensive Transportation Plans
<u>X</u>	Traffic Maps and Data
___	Construction "Needs" of System Revision - Complete
___	Regrading
___	Anticipated Construction Program - Not Currently
___	Programmed
<u>X</u>	Recommendation of DSAE
<u>X</u>	Conference with DSAE & County Engineer
<u>X</u>	Mileage Verification by District State Aid Engineer

## **AITKIN COUNTY**

### **MERITS OF THE MILEAGE REQUEST**

1. Would place a segment of Great River Road on State Aid system.
2. Additional funding source to develop tourism project.

### **CONCERNS OF MILEAGE SUBCOMMITTEE**

1. There is limited opportunity to actually view the river. Berglund Park and Campground are currently served by blacktop, just off TH 232.
2. Traffic volumes are relatively low compared to CSAH in the area.
3. CSAH 3 serves through traffic movements in this area.

### **RECOMMENDATION TO THE SCREENING BOARD**

       Approve  
  X   Deny

The mileage subcommittee recommends denial of the 7.08 mile request from Aitkin County.

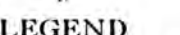
## This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



GENERAL HIGHWAY MAP      AITKIN      COUNTY      MINNESOTA



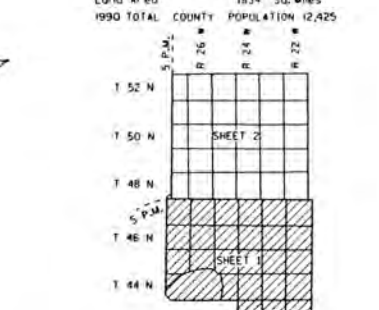
BASIC DATA - 1977\*

North American Datum  
of 1983

## ROAD AND ROADWAY FEATURES NAVIGATION

Outline Map of Minnesota showing  
location of the County within the State.

Area of this County	1996	Sq. Miles
Land Area	1814	Sq. Miles



ROADS IN INCORPORATED PLACES, SEE MAPS OF MUNICIPALITIES



MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 7/30/93

TO: Manager, State Aid Needs Unit

FROM: L.C. TASA, District State Aid Engineer

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

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

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

RECOMMENDED APPROVAL OR DENIAL: L.C. Tasa

District State Aid Engineer

Date 7/30/93

RECOMMENDED APPROVAL OR DENIAL:

Manager, State Aid Needs Unit

Date

APPROVAL OR DENIAL:

State Aid Engineer

Date



# Beltrami County

Bemidji, Minnesota 56601

July 27, 1993

Lou Tasa  
Office of State Aid  
MN/DOT  
Bemidji MN 56601

Re: CSAH Mileage Request for Great River Road

Dear Lou:

Beltrami County is part of a joint request to gain state aid status for the remaining 2.00 miles of the Great River Road as it passes through this county.

We have been striving to complete the segment of the Great River Road lying east of CSAH # 39. Of the 4.70 miles that remain, 2.00 miles lie in Beltrami County and 2.70 miles lie in Cass County. This 2.00 miles is being requested to be added to the State Aid System. Beltrami County has not received an increase in State Aid Mileage. Our system has been revised on two occasions with all changes done internally.

Tourism is the backbone of Beltrami County's economic stability and any improvement in this area is not only beneficial to our County, but also to our neighboring Counties and the State as a whole.

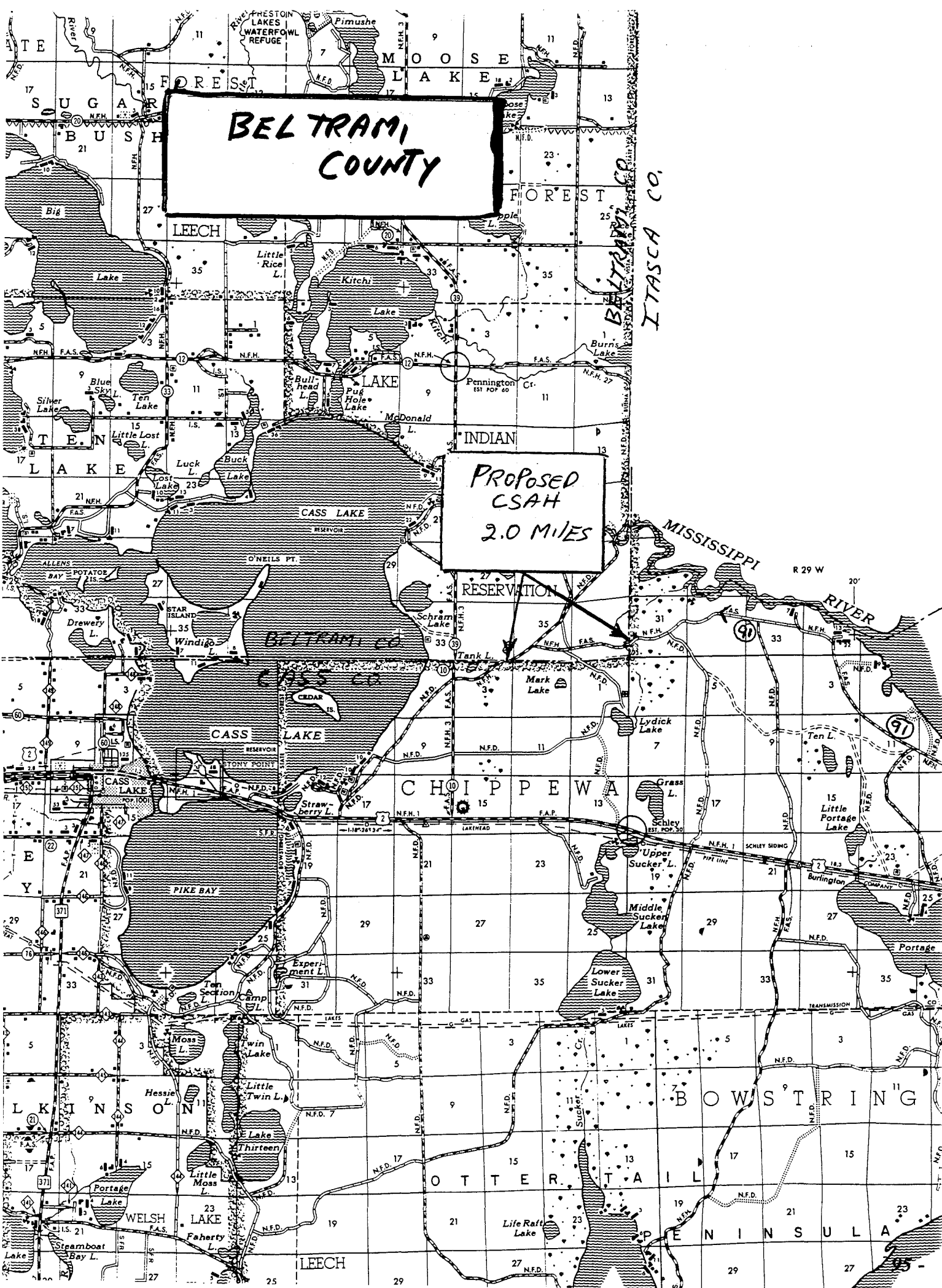
This route meets all the criteria to be designated a County State Aid Highway. It is projected to carry heavier traffic volumes for both the commercial and logging industry. It's a principal mail route, school bus route and serves a popular recreational area.

I strongly urge your support of this request to designate the remaining undesignated mileage along the Great River Route as part of the County State Aid Highway system.

Sincerely,

Ray Sauve, County Highway Engineer  
Beltrami County Highway Department

cc: Ken Hoeschen



# BELTRAMI COUNTY

PROPOSED  
CSAH  
2.0 MILES

MISSISSIPPI  
RIVER

CHIPPEWA

BOWSTRING

OTTER TAIL

PENINSULA



MILEAGE SUBCOMMITTEE REPORT  
TO THE  
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Fall 1993

Subcommittee: Wayne Olson - Carlton County (Chairman)  
Jack Dolan - Dodge County  
Dave Everds - Dakota County

Request: Beltrami County

PROPOSED SYSTEM REVISIONS

Designate CSAH	
1) Twp Road/Forest Hwy	+ 2.00 Miles
Revoke CSAH	
None	+ 0.00 Mile
Total Addition	+ 2.00 Miles

REVIEW RESOURCES

<u>X</u>	Road Tour - September 27, 1993 w/DSAE & County Engineer
<u>X</u>	County Engineer's Request Cover Letter
<u>X</u>	TH, CSAH, CR, MSAS System Maps
<u>X</u>	Functional Classification Maps
<u>X</u>	Comprehensive Transportation Plans
<u>X</u>	Traffic Maps and Data (Planning Estimate of Traffic)
<u>X</u>	Construction "Needs" of System Revision - Complete Regrading
<u>X</u>	Anticipated Construction Program (1994 - Federal Funds)
<u>X</u>	Recommendation of DSAE
<u>X</u>	Conference with DSAE & County Engineer
<u>X</u>	Mileage Verification by District State Aid Engineer

## **BELTRAMI COUNTY**

### **MERITS OF THE MILEAGE REQUEST**

1. Would place a segment of Great River Road on State Aid system.
2. Additional funding source to develop tourism project.

### **CONCERNS OF MILEAGE SUBCOMMITTEE**

1. The river cannot be viewed from the road.
2. Traffic estimates are low in comparison to nearby CSAH.
3. Traffic has nearby through route.
4. There are a few resorts on the Cass County section that are currently served by Cass CSAH 91, which is built to current standards. All land on the Beltrami County section is public forest land.

### **RECOMMENDATION TO THE SCREENING BOARD**

     Approve  
  X   Deny

The mileage subcommittee of the County State Aid Screening Board recommends denial of the request to designate 2.00 miles of CSAH for Beltrami County.

## This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 07/30/93

TO: Manager, State Aid Needs Unit  
Ken Hoeschen - 420

FROM: Michael L. Tardy, District State Aid Engineer

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

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

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

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

RECOMMENDED APPROVAL OR DENIAL: Michael L. Tardy 8/2/93  
District State Aid Engineer Date

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

APPROVAL OR DENIAL: \_\_\_\_\_  
State Aid Engineer Date



MINNESOTA DEPARTMENT OF TRANSPORTATION  
TECHNICAL SERVICES DIVISION  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

SCALE OF STATUTE MILES

1991  
BASIC DATA 1970\*

Polyconic Projection  
North American Datum  
of 1927

Projection Reference  
46th Parallel—94th Meridian

★  
LEGEND

[illegible]

Outline Map of Minnesota showing location of this County within the State.

Outline Map of this County. Shaded portion being area delineated on this sheet

Area of this County	3056 Sq. Miles
Land Area	2507 Sq. Miles
TOTAL COUNTY POPULATION 14,384	



SHEET 4 OF 4

\* NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE, ARE CURRENT AS OF JANUARY 1, 1991.

NOTE: FOR DETAIL OF COUNTY STATE-AID HIGHWAYS AND COUNTY ROADS IN INCORPORATED PLACES, SEE MAPS OF MUNICIPALITIES.



PREPARED BY THE  
MINNESOTA DEPARTMENT OF TRANSPORTATION  
TECHNICAL SERVICES DIVISION  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
SCALE OF STATUTE MILES

Polyconic Projection  
North American Datum  
of 1927

ROAD AND ROADWAY FEATURES	NAVIGATION
TRAIL BRIDGE	BARGE LINES ON NATURAL STREAMS (SEASONAL)
PROTECTED ROAD	SHIP LINES ON INLAND LAKES (SEASONAL)
UNPAVED ROAD	DOCK, PIER OR LANDING
GRAVEL AND GRAINED ROAD	FERRY (IF FORT LOBBERT)
DIRT SURFACE ROAD	NAVIGABLE STREAM (SEASONAL)
GRADE OR SLOPED ROAD	HEAD OF NAVIGATION
INTERSECTION	DAM WITH LOCK
PAVED ROAD	LAND WITH BOAT BEACON
DIVERGED HIGHWAYS	NIGHT MOON
TERMINUS OF HIGHWAY	
ROAD HIGHWAY UNDER CONSTRUCTION	
ROADWAY TRAFFIC BEING ROUTED	

**CONSERVATION**

PORTER BARRIER STATION

GUARD OR BARRIER STATION

JUNCT PERMANENTLY OCCUPIED

POW HATCHES

GRADE PRESERVE

CONSERVATION AND LOCKDOWN TOWER

PERMANENT ELEVATION

SHALL FARE UP STATE OR COUNTY

NOT MUNICIPAL

NOT WATERWAY

PUBLIC ACCESS POINT

**RECREATION**

GRADE PRESERVE

CONSERVATION AND LOCKDOWN TOWER

PERMANENT ELEVATION

SHALL FARE UP STATE OR COUNTY

NOT MUNICIPAL

NOT WATERWAY

PUBLIC ACCESS POINT

ROADS IN UNIMPAVED AREAS CONTACTS

EXTENSIONS OF LOCAL ROADS INTO

POINTS WITHIN UNIMPAVED AREAS

POINTS BETWEEN WHERE DISTANCES ARE MEASURED INDICATED THUS

FULL TRAFFIC INTERCHANGE

PARTIAL TRAFFIC INTERCHANGE

INDICATING TRAFFIC MOVEMENT

### ROAD SYSTEM DESIGNATIONS

INTERSTATE TRUNK HIGHWAY		DOWN COURSE OR COUNTRY CLUB GOLF CLUB
U.S. NUMBERED FRANK HIGHWAY		ATHLETIC FIELD OR AMUSEMENT PARK PICNIC GROUNDS
STATE NUMBERED TRUNK HIGHWAY		PLAYGROUND, BALLFIELD, ETC.
EXCLUDED STATE AND HIGHWAY		BATHING BEACH OR SWIMMING POOL
EXCLUDED BRANCH		SCenic SITE
EXCLUDED STATE AND HIGHWAY IN COUNTRY		CAMP SITE
		CAMP OR LODGE

[illegible]

INDUSTRIAL	
RAILROAD LINE WITH TRACKS USED BY A SINGLE OPERATOR (CONVENTION OF TRACKS OF ANOTHER CARRIER UNDER TRACKAGE RIGHTS)	FACTORY OR INDUSTRIAL PLANT (SINGLE)
RAILROADS OR RAILROADS UNDER TRUCKS OR WATER TRAILS (NO OPERATING TRUCKS OR SHIPS) (CONVENTION OF RAILROADS OR TRUCKS OF ANOTHER CARRIER UNDER TRUCKAGE RIGHTS)	GROUP OF STORAGE TANKS, OIL OR GAS STATION, FILLERY (CONVENTION OF SMALL CRANE HOIST)
RAILROAD: STRAIGHT (RAILROAD: CROSSLING)	CRANE: ELEVATOR
	REF. TOWER
UNDERPASS (RAILROAD): RAILROAD	STACK: CRANE - LOADING: PEN
UNDERPASS (RAILROAD): RAILROAD	QUARRY
	MIN. DRIFT, CRANES OF CHEESE FACTORY (WAREHOUSE - GENERAL)

AIRWAYS	COMMERCIAL
<p>ROUTEWAY</p> <p>WATERWAY ROAD</p> <p>COMMERCIAL OR MUNICIPAL ROAD</p> <p>TEMPORARY FACILITIES</p> <p>LIMITED FACILITIES</p> <p>LANDING AREA FOR AIRBORNE RESCUE HELICOPTER, GENERAL</p> <p>LANDING RATE, MILITARY</p> <p>LANDING RATE, CIVIL</p> <p>RADIO RANGE STATION</p>	<p>SECTOR FOR SMALL BUSINESS ESTABLISHMENT</p> <p>HOTEL</p> <p>TOURIST COURT, HOTEL</p> <p>COMMERCIAL DWELLING AND SECTOR FOR SMALL BUSINESS</p> <p>SECTOR FOR THEATRE</p> <p>MUSEUM</p> <p>CONFERENCE</p>
        	      
PUBLIC SERVICE FACILITIES. (H)	

<b>STRUCTURES</b>		<b>PUBLIC PLACES</b>	
<i>General Symbols (lower 20 spots)</i>			
RAILROAD BRIDGE		DINING ROOM AND POST OFFICE	
SMALL BRIDGES (CLOSE SPACED)		BUSINESS AND POST OFFICE	
DRY BRIDGE		FIRE ENGINE HOUSE	
		MUSEUM	
		PUBLIC LIBRARY	
<i>General Symbols (300 spots and over)</i>			
GENERAL		CHURCH AND SCHOOL	
DRY BRIDGE		U.S. BORDER PORT OF ENTRY	
ARCH		RADIO STATION (WITH CALL LETTERS)	
TRUSS (W. WOOD, S. STEEL)		SEWAGE DISPOSAL PLANT	
		FRESH AIR OR BEST HOME	
		HOSPITAL	

THE WORLD FOLIO IS ADDED WHERE APPROPRIATE

**Other Structures**

DAM WITH ROAD (LARGE SCALE) .....

DAM WITH ROAD (SMALL SCALE) .....

DAM WITHOUT ROAD (LARGE SCALE) .....

DAM WITHOUT ROAD (SMALL SCALE) .....

LEVEE OR DUNE .....

LEVEE OR DUNE (WITH ROAD) .....

MINOR STRUCTURES 15' TO 50' SPAN .....


















CONCRETE POND OR DIP .....

**CITY AND VILLAGE CENTERS**





COUNTY SEAT .....









CITY OR VILLAGE CENTER .....

INCORPORATED CITY OR VILLAGE (GENERALIZED) .....

FORD - ROAD ESTABLISHED		UNINCORPORATED COMMUNITY.....			
<b>BOUNDARIES</b>				<b>MISCELLANEOUS MAP FEATURES</b>	
NATIONAL OR STATE		CHURCH, OTHER RELIGIOUS INSTITUTIONS.....			
COUNTY		CENTER.....			
CITY OR TOWNSHIP		CHURCH WITH CHIMNEY.....			
CONGRESSIONAL TOWNSHIP (IN LANDS)		FAIR GROUND, RACE COURSE, SPOON.....			
FEDERAL AIR (BRAIN BOUNDARY)		MOVEMENT (SMALL).....			
CORPORATE LINE		POLE, ARMY CAMP, BARRACKS OR MILITARY POST.....			
SECTION LINE		GRAVEL PIT.....			
CONSISTED AREA					
NATIONAL OR STATE PARK					

NATIONAL OR STATE RESERVE		AUTO JUNCTION	
NATIONAL WILDERNESS		SCRAP METAL JUNCTION	
GAME RESERVE		WILDERNESS GARAGE	
WILDERNESS OPEN SPACE		HIGHWAY PATROL STATION	
WILDERNESS OPEN SPACE		HIGHWAY DEPARTMENT DISTRICT OFFICE	
WILDERNESS OPEN SPACE		WILDERNESS PATROL STATION	
WILDERNESS OPEN SPACE		HIGHWAY DEPARTMENT GENERAL OFFICE	
WILDERNESS OPEN SPACE		YOU HOUSE, STATE OF THE	
WILDERNESS OPEN SPACE		WILDERNESS STATION	
WILDERNESS OPEN SPACE		VALVE HOUSE, GAS, OIL OR WATER	
WILDERNESS OPEN SPACE		GAS, OIL OR WATER	
WILDERNESS OPEN SPACE		GAUGING OR PUMPING STATION	
WILDERNESS OPEN SPACE		PIPE LINE, WATER	

MARSH OR SWAMP LAND .....  .....  
 DRAINAGE DITCH .....  .....  
 POND OR LAKE .....  .....  
 RESERVOIR FLOWAGE LIMITS .....  .....

PIPE LINE, GAS .....  .....  
 PIPE LINE, OIL .....  .....  
 TRANSMISSION LINE (33KV OR OVER) .....  .....  
 POWER PLANT .....  .....  
 TRANSFORMER STATION .....  .....  
 LATITUDE AND LONGITUDE INTERSECTION .....  .....  
 TRANGULATION STATION .....  .....  
 LOOKOUT TOWER AND TRANGULATION STATION .....  .....  
 HISTORIC SITE STATE OR NATIONAL .....  .....

Outline Map of Minnesota showing  
 Outline Map of this County. Shaded

[illegible]

T 146 M

SHEET 3 C

\* NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND  
 COUNTY STATE-AID HIGHWAYS AND COUNTY MAINTENANCE ROADS, ARE SHOWN AS UNPAVED.



PREPARED BY THE  
MINNESOTA DEPARTMENT OF TRANSPORTATION  
TECHNICAL SERVICES DIVISION  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Polycyclic Projection  
North American Datum  
1923

LEGEND

Outline Map of Minnesota showing location of this County within the State

The map shows the state of Minnesota with its county boundaries. A black square is placed in the northwestern part of the state, specifically in the area of Cook County, to indicate its location relative to the rest of the state. The square is labeled with the number '1'.

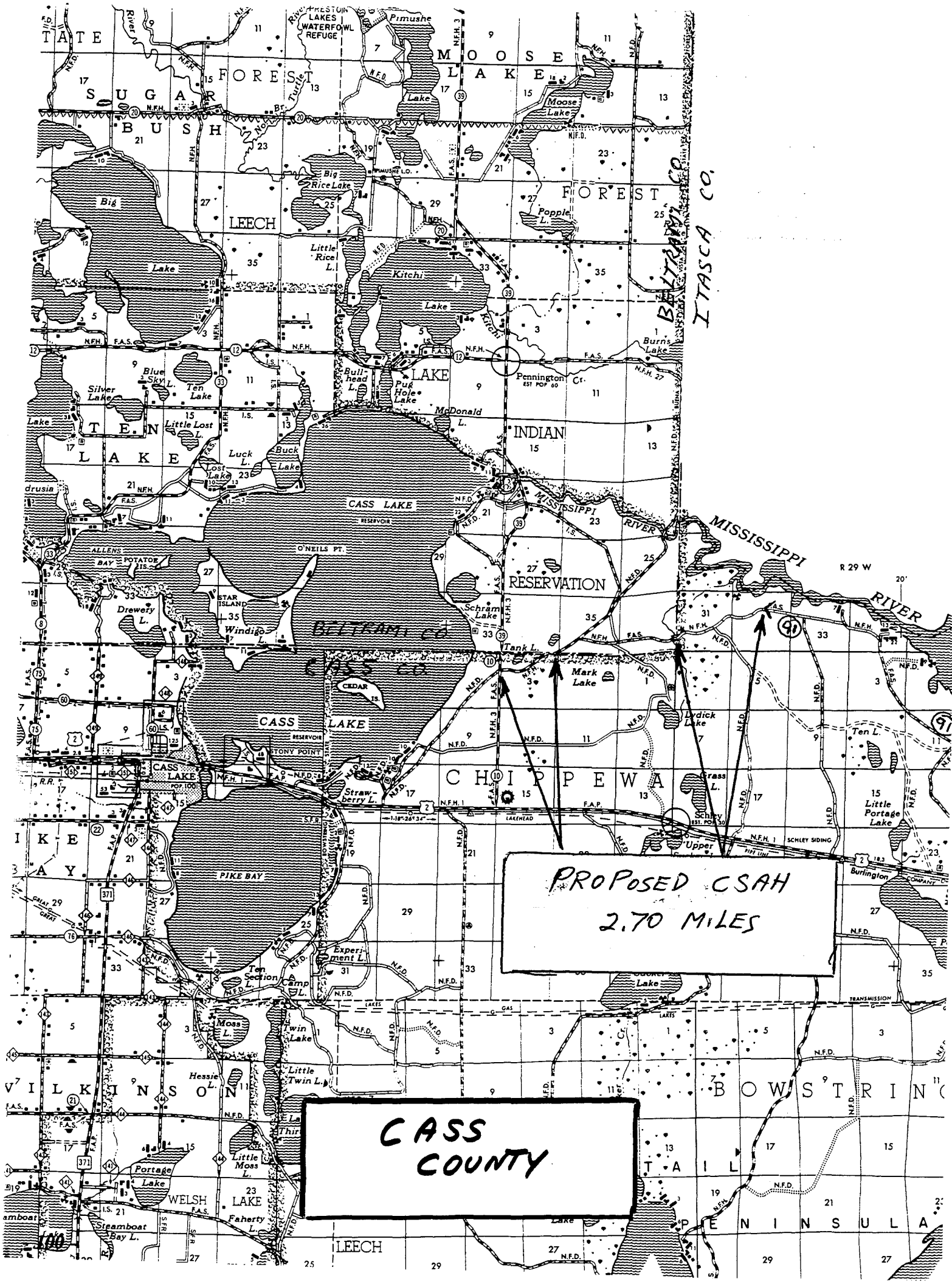
SHEET 2 OF 4

NOTE: FOR DETAIL OF COUNTY STATE-AID HIGHWAYS AND COUNTY ROADS IN INCORPORATED PLACES, SEE MAPS OF MUNICIPALITIES.









PROPOSED CSAH  
2.70 MILES

CASS  
COUNTY

*Cass County*

## HIGHWAY ENGINEER'S OFFICE

WALKER, MINN. 56484

PHONE AREA CODE 218  
547-1211

July 27, 1993

JAMES R. WORCESTER, P.E.  
*County Engineer*

DENIS G. BLACK  
*Maintenance Foreman*

DAVID E. ENBLUM, P.E.  
*Assistant County Engineer*

KATHLEEN E. BERGMANN  
*Administrative Assistant*

Mr. Michael A. Tardy, P.E.  
District State Aid Engineer  
MnDOT  
1991 Industrial Park Rd.  
Baxter, Mn 56401

Re: CSAH Mileage Request for Great River Road

Dear Michael:

Cass County is part of a joint request to gain State Aid status for the remaining 2.70 miles of the Great River Road as it passes through this County.

We have been striving to complete the segment of the Great River Road lying southwest of the Lake Winnibigoshish for some 15 years. We have revoked 9.00 miles of CSAH in southern Cass and designated 8.00 miles of CSAH along this route. Of the 4.70 miles that remain, 2.00 miles lie in Beltrami County and 2.70 miles lie in Cass County. This 2.70 miles is being requested to be added to the State Aid system. Cass County has not requested an increase in State Aid mileage since the late 1960's. Our system has been revised on two occasions with all changes done internally.

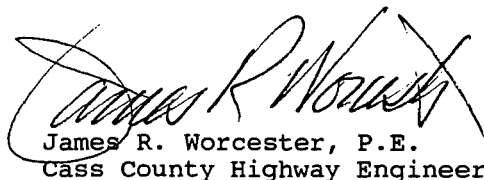
Seven miles of the previously mentioned eight miles have been constructed to Great River Road and State Aid standards, i.e., 32-foot paved surface including four-foot shoulders and a seven ton design. Funding has been applied for through the Federal Lands Highway Programs. We are hoping for 1994 approval, and an eventual 9-ton route from U.S. #2 to CSAH 10. Our CSAH 10 is one of Minnesota's few National Scenic Byway Routes.

Tourism is the backbone of Cass County's economic stability and any improvement in this area is not only beneficial to our County, but also to our neighboring Counties and the State as a whole.

This route meets all the criteria to be designated a County State Aid Highway. It is a major collector, projected to carry heavier traffic volumes for both the commercial and logging industry. It's a principal mail route, school bus route and serves a popular recreational area.

I strongly urge your support of this request to designate the remaining undesignated mileage along the Great River Road route as a part of the County State Aid Highway system.

Yours truly,

  
James R. Worcester, P.E.  
Cass County Highway Engineer

CERTIFIED COPY OF RESOLUTION OF COUNTY BOARD OF CASS COUNTY, MINNESOTA

RESOLUTION NO. 25-93

ADOPTED: May 18, 1993

COMMISSIONER Foster offered Resolution No. 25-93 and moved its adoption:

WHEREAS the Great River Road has been designated throughout the State of Minnesota and nine other States from the source of the Mississippi River to its mouth, and

WHEREAS the Great River Road, originated in 1938 as a parkway, is one of three national recreational and scenic highways in the United States, and

WHEREAS all but approximately 22 miles of the Great River Road are currently on a state aid system representing less than 1 percent of the total 430 miles of designated Great River Road in Minnesota, and

WHEREAS the Mississippi River Parkway Commission of Minnesota desires and encourages the reconstruction and/or improvement of all portions of the Great River Road in Minnesota, and

WHEREAS the Mississippi Headwaters Board recognizes the importance of the proper management and development of the Mississippi River corridor to the economic well being of north central Minnesota, and

WHEREAS the Great River Road accommodates recreational and tourist traffic, and

WHEREAS State Aid designation of the approximately 22 miles of the Great River Road would afford the several Counties represented by the Mississippi Headwaters Board the opportunity to fund desired reconstruction and/or improvement.

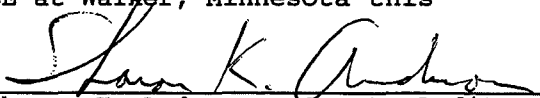
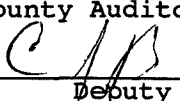
NOW THEREFORE BE IT RESOLVED that the Board of Commissioners of Cass County does hereby support State Aid designation of all Great River Road segments.

Commissioner Blais moved the adoption of the resolution and it was declared adopted upon the following vote:

STATE OF MINNESOTA )  
County of Cass ) ss.  
Office of County Auditor)

I, Sharon Anderson, Auditor of the County of Cass, do hereby certify that I have compared the foregoing with the original resolution filed in my office on the 18 day of May A.D., 1993, and that the same is a true and correct copy of the whole thereof.

WITNESS MY HAND AND SEAL OF MY OFFICE at Walker, Minnesota this  
18 day of May A.D., 1993.

  
Sharon K. Anderson, County Auditor  
by  Deputy

MILEAGE SUBCOMMITTEE REPORT  
TO THE  
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Fall 1993

Subcommittee: Wayne Olson - Carlton County (Chairman)  
Jack Dolan - Dodge County  
Dave Everds - Dakota County

Request: Cass County

PROPOSED SYSTEM REVISIONS

Designate CSAH	
1) Twp Rd/Forest Hwy	+ 2.70 Miles
Revoke CSAH	
None	+ 0.00 Mile
Total Addition	+ 2.70 Miles

REVIEW RESOURCES

<u>X</u>	Road Tour - September 27, 1993 w/DSAE & Ass't County Engineer
<u>X</u>	County Engineer's Request Cover Letter
<u>X</u>	TH, CSAH, CR, MSAS System Maps
<u>X</u>	Functional Classification Maps
<u>X</u>	Comprehensive Transportation Plans
<u>X</u>	Traffic Maps and Data (Planning Estimate of Traffic)
<u>X</u>	Construction "Needs" of System Revision - Complete Regrading
<u>X</u>	Anticipated Construction Program (1994 - Federal Funds)
<u>X</u>	Recommendation of DSAE
<u>X</u>	Conference with DSAE & County Engineer
<u>X</u>	Mileage Verification by District State Aid Engineer

## **CASS COUNTY**

### **MERITS OF THE MILEAGE REQUEST**

1. Would place a segment of Great River Road on State Aid system.
2. Additional funding source to develop tourism project.

### **CONCERNS OF MILEAGE SUBCOMMITTEE**

1. The river cannot be viewed from the road.
2. Traffic estimates are low in comparison to nearby CSAH.
3. Traffic has nearby through route.
4. The land adjoining the request is forested. The resorts and residents affected are on the current CSAH 91 (beyond the request) which is built to current standards.

### **RECOMMENDATION TO THE SCREENING BOARD**

☐ Approve  
☒ Deny

The mileage subcommittee of the County State Aid Screening Board recommends denial of the request to designate 2.70 miles of CSAH for Cass County.







MINNESOTA 11







PREPARED BY THE  
MINNESOTA DEPARTMENT OF TRANSPORTATION  
TECHNICAL SERVICES DIVISION  
IN COOPERATION WITH  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

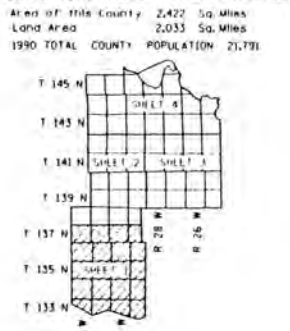
BASIC DATA - 1977\*

North American Datum  
of 1983

ROAD AND ROADWAY FEATURES	NAVIGATION
<p>1. Roadway width</p> <p>2. Roadway surface</p> <p>3. Roadway condition</p> <p>4. Roadway type</p> <p>5. Roadway name</p> <p>6. Roadway number</p> <p>7. Roadway direction</p> <p>8. Roadway speed limit</p> <p>9. Roadway lane width</p> <p>10. Roadway lane count</p> <p>11. Roadway shoulder width</p> <p>12. Roadway shoulder count</p> <p>13. Roadway median width</p> <p>14. Roadway median count</p> <p>15. Roadway intersection</p> <p>16. Roadway junction</p> <p>17. Roadway roundabout</p> <p>18. Roadway interchange</p> <p>19. Roadway bridge</p> <p>20. Roadway tunnel</p> <p>21. Roadway grade</p> <p>22. Roadway slope</p> <p>23. Roadway curvature</p> <p>24. Roadway sight distance</p> <p>25. Roadway visibility</p> <p>26. Roadway lighting</p> <p>27. Roadway signage</p> <p>28. Roadway markings</p> <p>29. Roadway barriers</p> <p>30. Roadway drainage</p> <p>31. Roadway noise</p> <p>32. Roadway air quality</p> <p>33. Roadway safety</p> <p>34. Roadway security</p> <p>35. Roadway maintenance</p> <p>36. Roadway construction</p> <p>37. Roadway rehabilitation</p> <p>38. Roadway reconstruction</p> <p>39. Roadway expansion</p> <p>40. Roadway improvement</p> <p>41. Roadway optimization</p> <p>42. Roadway management</p> <p>43. Roadway planning</p> <p>44. Roadway design</p> <p>45. Roadway engineering</p> <p>46. Roadway architecture</p> <p>47. Roadway aesthetics</p> <p>48. Roadway sustainability</p> <p>49. Roadway resilience</p> <p>50. Roadway adaptability</p> <p>51. Roadway flexibility</p> <p>52. Roadway robustness</p> <p>53. Roadway reliability</p> <p>54. Roadway durability</p> <p>55. Roadway longevity</p> <p>56. Roadway performance</p> <p>57. Roadway efficiency</p> <p>58. Roadway effectiveness</p> <p>59. Roadway productivity</p> <p>60. Roadway quality</p> <p>61. Roadway value</p> <p>62. Roadway benefit</p> <p>63. Roadway impact</p> <p>64. Roadway contribution</p> <p>65. Roadway role</p> <p>66. Roadway function</p> <p>67. Roadway purpose</p> <p>68. Roadway mission</p> <p>69. Roadway vision</p> <p>70. Roadway strategy</p> <p>71. Roadway policy</p> <p>72. Roadway regulation</p> <p>73. Roadway standard</p> <p>74. Roadway guideline</p> <p>75. Roadway recommendation</p> <p>76. Roadway suggestion</p> <p>77. Roadway advice</p> <p>78. Roadway instruction</p> <p>79. Roadway direction</p> <p>80. Roadway guidance</p> <p>81. Roadway support</p> <p>82. Roadway assistance</p> <p>83. Roadway help</p> <p>84. Roadway aid</p> <p>85. Roadway service</p> <p>86. Roadway facility</p> <p>87. Roadway amenity</p> <p>88. Roadway feature</p> <p>89. Roadway attribute</p> <p>90. Roadway characteristic</p> <p>91. Roadway property</p> <p>92. Roadway quality</p> <p>93. Roadway quantity</p> <p>94. Roadway value</p> <p>95. Roadway benefit</p> <p>96. Roadway impact</p> <p>97. Roadway contribution</p> <p>98. Roadway role</p> <p>99. Roadway function</p> <p>100. Roadway purpose</p>	<p>1. Navigation system</p> <p>2. Navigation software</p> <p>3. Navigation hardware</p> <p>4. Navigation data</p> <p>5. Navigation interface</p> <p>6. Navigation user</p> <p>7. Navigation provider</p> <p>8. Navigation service</p> <p>9. Navigation application</p> <p>10. Navigation tool</p> <p>11. Navigation device</p> <p>12. Navigation equipment</p> <p>13. Navigation instrument</p> <p>14. Navigation machine</p> <p>15. Navigation apparatus</p> <p>16. Navigation system</p> <p>17. Navigation software</p> <p>18. Navigation hardware</p> <p>19. Navigation data</p> <p>20. Navigation interface</p> <p>21. Navigation user</p> <p>22. Navigation provider</p> <p>23. Navigation service</p> <p>24. Navigation application</p> <p>25. Navigation tool</p> <p>26. Navigation device</p> <p>27. Navigation equipment</p> <p>28. Navigation instrument</p> <p>29. Navigation machine</p> <p>30. Navigation apparatus</p> <p>31. Navigation system</p> <p>32. Navigation software</p> <p>33. Navigation hardware</p> <p>34. Navigation data</p> <p>35. Navigation interface</p> <p>36. Navigation user</p> <p>37. Navigation provider</p> <p>38. Navigation service</p> <p>39. Navigation application</p> <p>40. Navigation tool</p> <p>41. Navigation device</p> <p>42. Navigation equipment</p> <p>43. Navigation instrument</p> <p>44. Navigation machine</p> <p>45. Navigation apparatus</p> <p>46. Navigation system</p> <p>47. Navigation software</p> <p>48. Navigation hardware</p> <p>49. Navigation data</p> <p>50. Navigation interface</p> <p>51. Navigation user</p> <p>52. Navigation provider</p> <p>53. Navigation service</p> <p>54. Navigation application</p> <p>55. Navigation tool</p> <p>56. Navigation device</p> <p>57. Navigation equipment</p> <p>58. Navigation instrument</p> <p>59. Navigation machine</p> <p>60. Navigation apparatus</p> <p>61. Navigation system</p> <p>62. Navigation software</p> <p>63. Navigation hardware</p> <p>64. Navigation data</p> <p>65. Navigation interface</p> <p>66. Navigation user</p> <p>67. Navigation provider</p> <p>68. Navigation service</p> <p>69. 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[illegible]

Outline Map of the County,  
portion being area delineated on this sheet



\*NOTE: ALL FEATURES EXCEPT TOWNSHIP ROADS AND CULTURE ARE CURRENT AS OF JANUARY 1, 1991



MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 08/05/93

TO: Manager, State Aid Needs Unit

FROM: Michael L. Tardy, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision  
~~XXXXXXXXXX~~ (County) of Morrison

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles

Comments:

Available \_\_\_\_\_  
+ Revoked \_\_\_\_\_  
- Requested \_\_\_\_\_  
= Balance \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

RECOMMENDED APPROVAL OR DENIAL: Michael L. Tardy  
District State Aid Engineer

8-5-93  
Date

RECOMMENDED APPROVAL OR DENIAL: \_\_\_\_\_  
Manager, State Aid Needs Unit

\_\_\_\_\_  
Date

APPROVAL OR DENIAL: \_\_\_\_\_  
State Aid Engineer

\_\_\_\_\_  
Date

# MORRISON COUNTY

PROPOSED  
CSAH  
52  
9.69 MILES

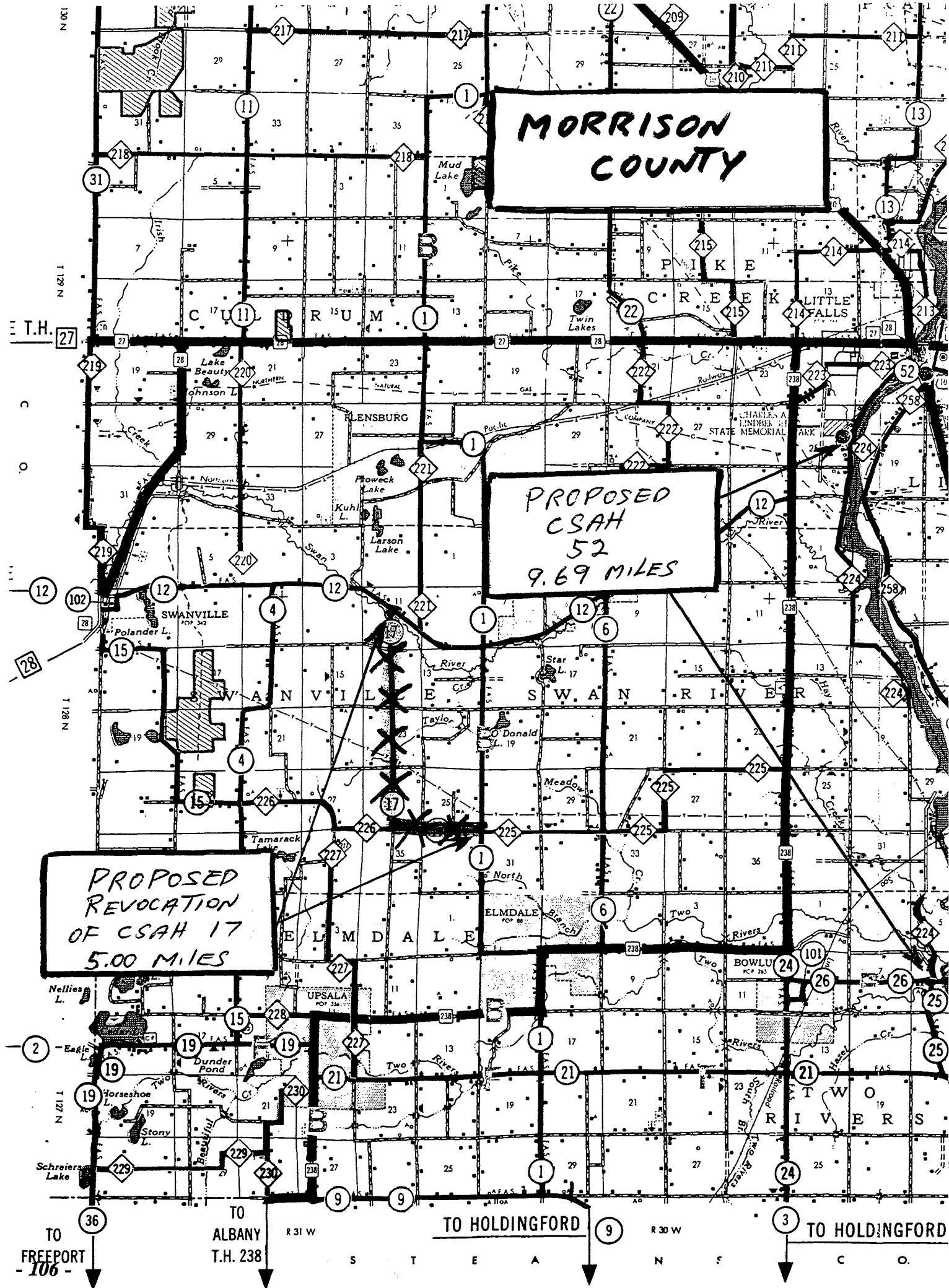
PROPOSED  
REVOCATION  
OF CSAH 17  
5.00 MILES

TO HOLDINGFORD

TO HOLDINGFORD

TO  
FREEPORT  
- 106 -

TO  
ALBANY  
T.H. 238







# MORRISON COUNTY

"HOME OF LINDBERGH"

Highway Engineer  
Public Works Director  
STEVEN C. BACKOWSKI

*Highway Department  
Little Falls, Minnesota 56345-3196*

612/632-2941  
Ext. 120

June 15, 1993

Mr. Mike Tardy  
District State Aid Engineer  
MN/DOT  
1991 Industrial Park Road  
Baxter, Minnesota 56401

RE: CSAH Mileage Request  
for the Great River Road

Dear Mr. Tardy:

Morrison County, along with the members of the Mississippi Headwaters Board and Mississippi Parkway Commission supports and request approval to add 4.69 miles of Great River Road to the County State Aid Highway System of Morrison County.

The existing roadway segment extends from Trunk Highway Number 27, in the City of Little Falls, south along County State Aid Highway Number 52 for a distance of 2.03 miles. The segment then becomes County Road Number 224 until its intersection with County State Aid Highway Number 26, a distance of 9.69 miles for a total length of 11.72 miles.

This segment of roadway is a high priority with Morrison County and the City of Little Falls proceeding with the development of a joint project from Trunk Highway Number 27 to Pike Creek, a distance of 2.25 miles. This project includes all of County State Aid Highway Number 52. Morrison County is under contract for complete grading of the south 4.77 miles of County Road Number 224. This project is scheduled for completion in October of 1993 and was done using Federal Funds.

As a part of this request Morrison County would revoke County State Aid Highway designation on County State Aid Highway Number 17, a distance of 5.0 miles.

Total segment length	11.72 miles
Existing CSAH Designation	- 2.03 miles
CSAH 17 - Revocation	- 5.00 miles
	-----
	4.69 miles

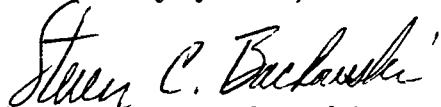
This request actually represents no increase in miles that are eligible for completing grading needs.

The roadway is classified as a major collector now and will be in the updated functional classification.

The traffic count, according to the 1989 map, ranges from 3,500 in the industrial portion of Little Falls to 120 on the unimproved gravel segment.

The Great River Road has national designation and is a scenic and historical roadway that runs from Lake Itasca to the Gulf of Mexico. It is continually becoming more utilized for its recreational and tourist attractions. I believe the Great River Road meets the criteria for state aid designation and hope for approval by the Screening Board.

Sincerely yours,

  
Steven C. Backowski, P.E.

SCB/jb

R E S O L U T I O N      # 93-026

DESIGNATION GREAT RIVER ROAD

WHEREAS; The Great River Road has been designated throughout the State of Minnesota and nine other states from the source of the Mississippi River to its mouth; and

WHEREAS; The Great River Road originated in 1938 as a Parkway and is one of three National Recreational and Scenic Highways in the United States; and

WHEREAS; all but approximately 22 miles of the Great River Road within the eight Counties represented by the Mississippi Headwaters Board are currently on a State Aid System representing about five percent (5%) of the total 430 miles of designated Great River Road in Minnesota; and

WHEREAS; the Mississippi River Parkway Commission of Minnesota desires and encourages the reconstruction and/or improvement of all portions of the Great River Road in Minnesota; and

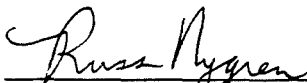
WHEREAS; the Mississippi Headwaters Board recognizes the importance of the proper management and development of the Mississippi River corridor to the economic well being of North Central Minnesota due to the accommodation of recreational and tourist traffic; and


WHEREAS; State Aid designation of the approximately twenty two (22) miles of the Great River Road would afford the several Counties represented by the Mississippi Headwaters Board the opportunity to fund desired reconstruction and/or improvements.

NOW THEREFORE, BE IT RESOLVED; that the Morrison County Board of Commissioners does hereby support the completion of the Great River Road through Morrison County and further pledges to proceed with the completion of segments within Morrison County when funding is available.

BE IT FURTHER RESOLVED; that the Morrison County Board of Commissioners does hereby support State Aid designation of all Great River Road segments as requested by the Mississippi River Parkway Commission and supported by the Mississippi Headwaters Board in accordance with established State Aid procedures.

Dated this 4<sup>th</sup> day of May, 1993.

  
\_\_\_\_\_  
Russ Nygren, Auditor  
County of Morrison  
State of Minnesota

  
\_\_\_\_\_  
Don Meyer, Chairman  
Board of Commissioners  
County of Morrison  
State of Minnesota

seal

MILEAGE SUBCOMMITTEE REPORT  
TO THE  
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Fall 1993

Subcommittee: Wayne Olson - Carlton County (Chairman)  
Jack Dolan - Dodge County  
Dave Everds - Dakota County

Request: Morrison County

PROPOSED SYSTEM REVISIONS

Designate CSAH	
1) CR 224 & Twp Rd	+ 9.69 Miles
Revoke CSAH	
CSAH 7	- 5.00 Miles
<b>Total Addition</b>	<b>+ 4.69 Miles</b>

REVIEW RESOURCES

<u>X</u>	Road Tour - September 23, 1993 w/DSAE & County Engineer
<u>X</u>	County Engineer's Request Cover Letter
<u>X</u>	TH, CSAH, CR, MSAS System Maps
<u>X</u>	Functional Classification Maps
<u>  </u>	Comprehensive Transportation Plans
<u>X</u>	Traffic Maps and Data
<u>X</u>	Construction "Needs" of System Revision - Part complete grading, part surfacing
<u>X</u>	Anticipated Construction Program - Part currently under construction, remainder unscheduled
<u>X</u>	Recommendation of DSAE
<u>X</u>	Conference with DSAE & County Engineer
<u>X</u>	Mileage Verification by District State Aid Engineer

## MORRISON COUNTY

### MERITS OF THE MILEAGE REQUEST

1. Would place a segment of Great River Road on State Aid system.
2. Additional funding source to develop tourism project.
3. Would provide additional CSAH access to Charles Lindberg State Park.

### CONCERNS OF MILEAGE SUBCOMMITTEE

1. Traffic has a parallel through route, which is 3/4 to 2 1/4 miles away.
2. The property adjoining the request is farm or residential. Business and the park are currently served by CSAH.

### RECOMMENDATION TO THE SCREENING BOARD

       Approve  
  X   Deny

The mileage subcommittee of the County State Aid Screening Board recommends denial of the request to designate 4.69 miles of CSAH for Morrison County.

NOTE: The County Engineer offered to revoke CSAH 103 - a .42 mile stub end in Hillman - in addition to revoking CSAH 17.



## This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



PREPARED BY THE  
MINNESOTA DEPARTMENT OF TRANSPORTATION  
TECHNICAL SERVICES DIVISION  
IN COOPERATION WITH  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

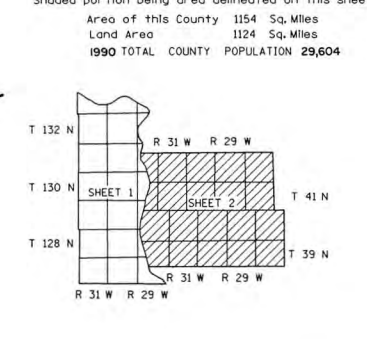
BASIC DATA - 1977\*

North American Datum  
of 1983

## NAVIGATIO

[illegible]

Outline Map of the County.  
portion being area delineated on this sheet



\*NOTE: ALL FEATURES EXCEPT TOWNSHIP ROADS AND CULTURE ARE CURRENT AS OF JANUARY 1, 1991







\* \* \* \* \*

**STATE PARK**

**ROAD**

**ACCOUNT**

\* \* \* \* \*

1993 COUNTY SCREENING BOARD DATA  
OCTOBER, 1993State 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.





PUBLIC WORKS DEPARTMENT  
2122 CAMPUS DR SE  
ROCHESTER MN 55904-4744  
507/285-8231

May 20, 1993

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

RE: CSAH 22/Douglas Trail Crossing

Dear Mr. Strohkirch:

Olmsted County has completed the preliminary plan for the bridge and approaches for the CSAH 22/Douglas Trail Crossing northwest of Rochester. The estimate for this project is as follows:

Bridge	\$250,000
Approaches	<u>215,000</u>
TOTAL	\$465,000

This is a preliminary estimate and will not be finalized until the bids for the project are opened. The initial project estimate was \$300,000 from the state park road account.

We are requesting the project proceed to a bid opening and any funds needed for the project over \$300,000 come from the 1994 state park road account allocation.

Please respond to our request. If there are any questions, please give me a call.

Sincerely,

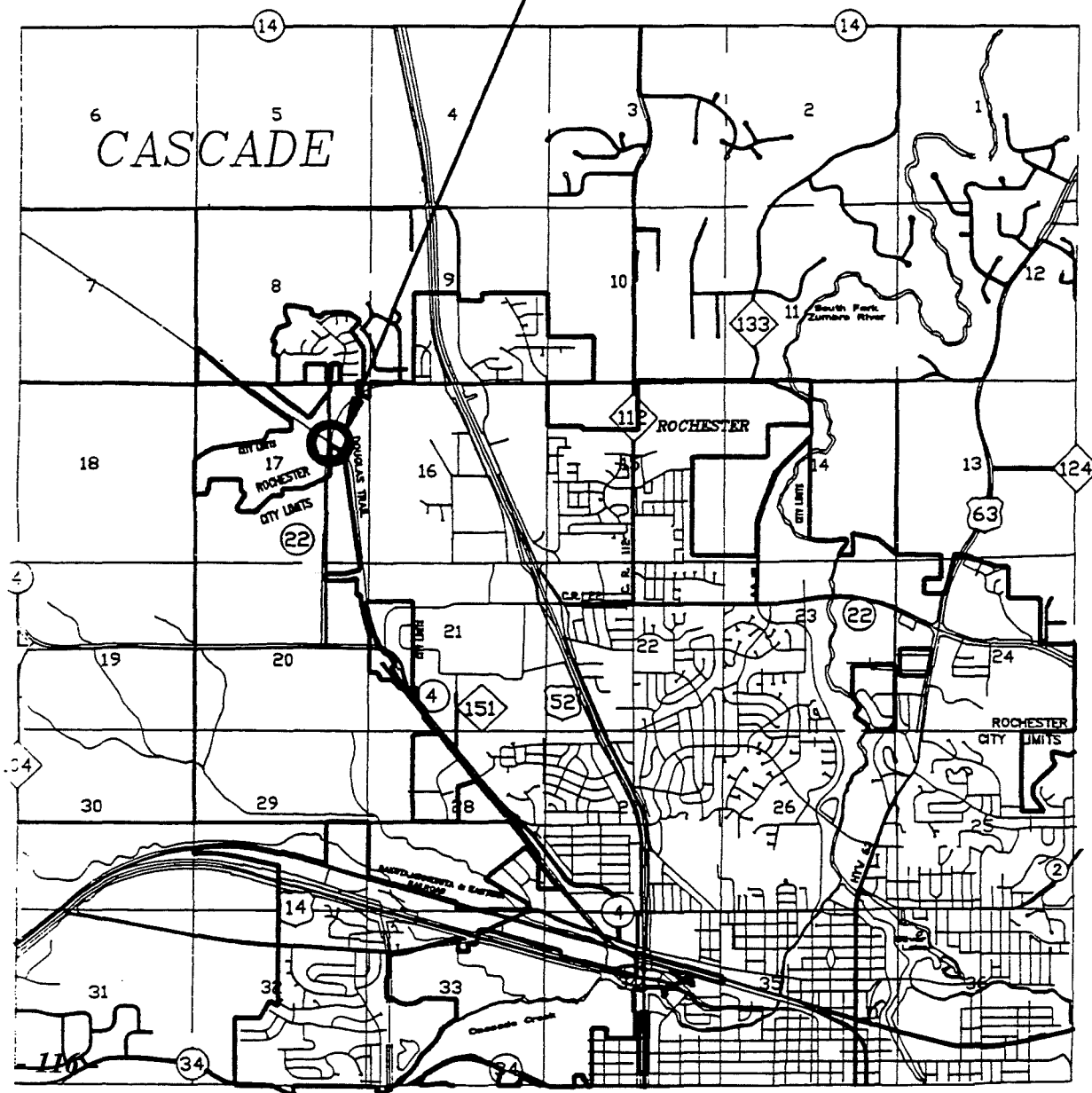
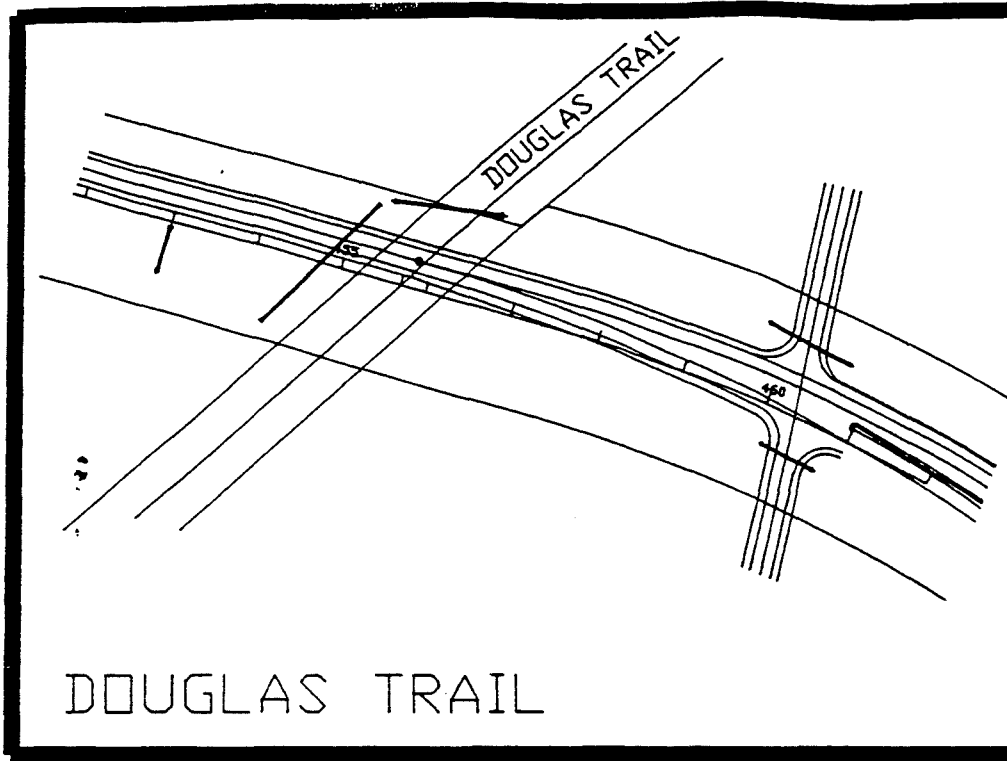
Michael Sheehan  
County Engineer

MS:kal

cc Bill Johnson, Regional Administrator  
Julie Skallman, Assistant State Aid Engineer  
Mike Pinsonneault, District State Aid Engineer

a:csah22tr.ail.engmis#1

AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER





STATE OF  
**MINNESOTA**  
DEPARTMENT OF NATURAL RESOURCES



DNR INFORMATION  
(612) 296-6157

500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40\_\_\_\_\_

August 19, 1992

Julie Skallman  
Assistant State Aid Engineer  
420 Transportation Building  
St. Paul, MN 55155

Dear Julie:

Olmsted county has applied for funding from the state park road account for improvements to a trail bridge over CSAH #22. The initial project estimate is \$300,000.

I have attached correspondence from Olmsted county to DNR requesting the allocation. Please consider this project at the next Screening board meeting. We would anticipate funding this project with 1993 dollars if everything works out.

Yours truly,

John Strohkirch, Manager  
Park Development & Acquisition  
DIVISION OF PARKS & RECREATION

SCREENING BOARD  
APPROVED \$300,000  
IN OCT 92

JS:ss

cc: Tom Danger, Trails & Waterways  
Michael Sheehan - Olmsted County Engineer  
2122 Campus Drive S.E.  
Rochester, MN 55904-4744

File SAU 108

\$200,000 '93  
\$265,000 '94

DEPARTMENT OF NATURAL RESOURCES  
Division of Parks & Recreation

STATE OF MINNESOTA  
OFFICE MEMORANDUM

DATE: September 13, 1993

TO: Julie Skallman, Assist. State Aid Engineer  
420 Transportation Building

FROM: John Strohkirch, Manager *JS*  
Park Development & Real Estate

SUBJECT: OLMSTED COUNTY - DOUGLAS TRAIL PROJECT CSAH 22

I just received news that the 6(f) land issue on CSAH 22 has been resolved. We received a call from the National Park Service this morning giving us clearance to proceed.

Please release the \$200,000 in State Park road funds allocated to Olmsted County.

cc: Tom Danger - Trails & Waterways  
Joe Hiller - Office of Planning  
Craig Mitchell - Rochester - Region 5 Trails Supervisor

File SAU 108 ✓

MINNESOTA DEPARTMENT OF TRANSPORTATION

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

September 17, 1993

PHONE:

296-9877

Michael Sheehan  
Olmsted Co Hwy Engr  
2122 Campus Drive SE  
Rochester, MN 55904-4744

In reply refer to:  
S.A.P. 55-600-04 (Douglas Trail over CSAH 22)  
OLMSTED COUNTY

Dear Mr. Sheehan:

I have been notified that all issues surrounding the Douglas Trail bridge project have been resolved, and you are now authorized to proceed with the project.

\$200,000 from the 1993 Park Road Account is available for this project, and will be released upon receipt of an abstract of bids and a Report of State Aid Contract. The remainder of the contract amount will be made available from 1994 funds. Please notify John Strohkirch at the DNR of the amount of additional funds that you will require.

Because this project involves a CSAH route, the amount funded by the Park Road Account needs to be approved by the Screening Board. Last years Screening Board approved up to \$300,000. If the project exceeds this amount, you will need to bring the matter before the Screening Board again to approve the additional amount.

Please call me if you have any questions.

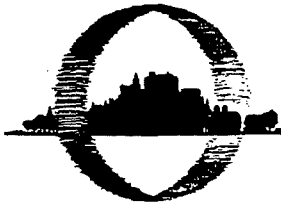
Sincerely,



Mark Gieseke  
State Aid Plans Engineer

cc: Mike Pinsonneault - Dist. 6  
Joan Peters  
Ken Hoeschen  
John Strohkirch - DNR  
File





COUNTY OF  
*Olmsted*

PUBLIC WORKS DEPARTMENT  
2122 CAMPUS DR SE  
ROCHESTER MN 55904-4744  
507/285-8231

September 29, 1993

Mr. John Strohkirch, Manager  
MN/DNR Park Development & Recreation  
P.O. Box 39, 500 Lafayette Road  
St. Paul, MN 55155-4039

Dear Mr. Strohkirch:

SUBJECT: CSAH 22/Douglas Trail Crossing  
S.A.P. 55-600-04

Olmsted County opened bids for the above referenced project on August 18, 1993. The low bid was Minnowa Construction, Inc. for \$374,117.35. At last year's screening board meeting we received approval for \$300,000 from the State Park Road Account.

At this time we are requesting \$80,000 from the State Park Road Account to cover additional cost of the project. If you have any questions, please give me a call.

Sincerely,

Michael Sheehan  
County Engineer

MS/mr

c: Julie Skallman, Asst. State Aid Engineer  
Mike Pinsonneault, District State Aid Engineer

a: \dtrlcros.bid\engmisc#1

AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

\* \* \* \* \*

# REFERENCE MATERIAL

\* \* \* \* \*

# 1993 COUNTY SCREENING BOARD DATA

OCTOBER, 1993

## C.S.A.H. 20–Year Traffic Projection Factors (For Use in the 1993 C.S.A.H. Needs Study)

The map on the following page indicates the 20–year traffic projection factors used for the 1993 Needs Study.

For those counties whose traffic was counted in 1991, two factors are shown. The first factor is the one used last year and the second one was computed using 1991 traffic and has been used for the 1993 CSAH Needs Study.

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

The following counties were counted in 1991 and their traffic and traffic factors have been updated this year.

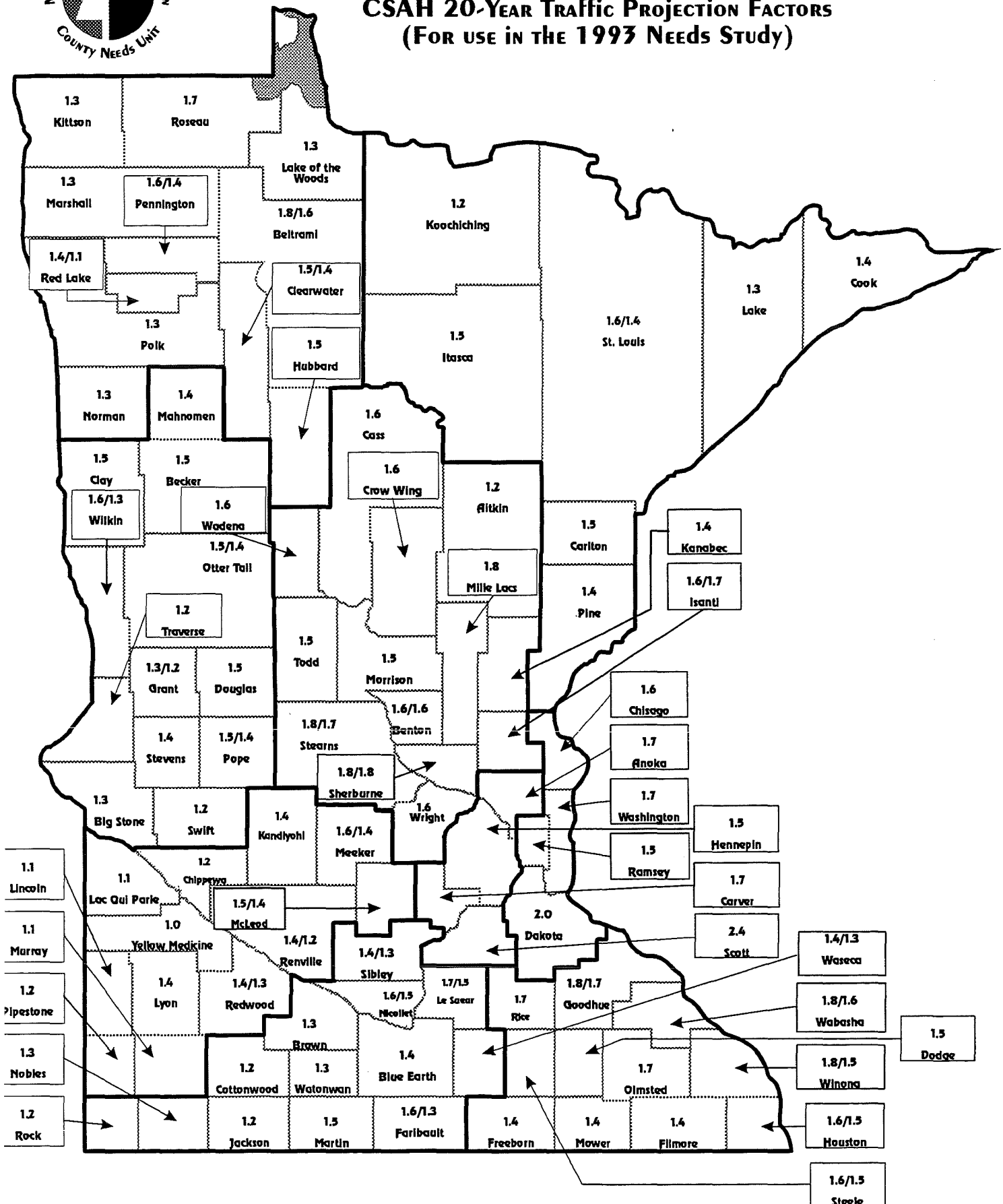
Beltrami	McLeod	St. Louis
Benton	Meeker	Sherburne
Clearwater	Nicollet	Sibley
Faribault	Otter Tail	Stearns
Goodhue	Pennington	Steele
Grant	Pope	Wabasha
Houston	Red Lake	Waseca
Isanti	Redwood	Wilkin
Le Sueur	Renville	Winona

In 1994 we will have the traffic maps for the counties listed below that were counted in 1992. We will update their traffic info next year.

Aitkin	Dakota	Mower
Anoka	Hennepin	Norman
Becker	Jackson	Ramsey
Carver	Koochiching	Scott
Chippewa	Lac Qui Parle	Washington
Cottonwood	Mahnomen	Wright



# **1993 COUNTY SCREENING BOARD DATA** **OCTOBER, 1993** **CSAH 20-YEAR TRAFFIC PROJECTION FACTORS** **(FOR USE IN THE 1993 NEEDS STUDY)**



**Old and new factors are shown for those counties whose traffic was counted in 1991.**

**MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING  
JUNE 8 AND 9, 1993  
MADDENS RESORT, BRAINERD**

The meeting was called to order at 1:00 p.m., June 8, 1993 by Chairman, Walter Leu, Lake of the Woods County Engineer.

**ATTENDANCE**

Roll call of members:

Wayne Olson, Carlton	District 1	
Walter Leu, Lake of the Woods	District 2	
Greg Nikodym, Kanabec	District 3	
Dale Wegner, Pope	District 4	(Sub-Alternate)
Roger Gustafson, Carver	District 5	
Bill Groskurth, Freeborn	District 6	
Gene Isakson, Sibley	District 7	
Gary Danielson, Kandiyohi	District 8	
Paul Kirkwold, Ramsey	District 9	

Dale Wegner sat in for District 4 until Alternate Dave Schwarting showed up sitting in for Dave Heyer, Becker County, who was unable to attend.

Chairman Leu asked for a motion to approve the October 28 and 29, 1992 Screening Board Minutes held at Radisson Arrowwood, Alexandria. Bill Groskurth made a motion, seconded by Paul Kirkwold motion passed unanimously.

Chairman Walter Leu recognized the following Department of Transportation personnel in attendance:

Dennis Carlson,	Director, Division of State Aid for Local Transportation
Julie Skallman,	Assistant State Aid Engineer
Ken Hoeschen,	Manager, County State Aid Needs Unit
Ken Straus,	Manager, Municipal State Aid Needs Unit
Bill Croke,	District 1 State Aid Engineer
Lou Tasa,	District 2 State Aid Engineer
Mike Tardy,	District 3 State Aid Engineer
Tallack Johnson,	District 4 State Aid Engineer
Mike Pinsonneault,	District 6 State Aid Engineer
Doug Haeder,	District 7 State Aid Engineer
Tom Behm,	District 8 State Aid Engineer
Elmer Morris,	Metro District State Aid Engineer, absent



Chairman Walter Leu recognized Dick Larson, Mille Lacs County, Chairman of the General Subcommittee and Wayne Olson, Carlton County, Chairman of the Mileage Subcommittee who arrived later to the meeting.

Chairman Walter Leu recognized the following alternates in attendance:

Doug Grindall, Koochiching	District 1
Russ Larson, Roseau	District 2
Steve Backowski, Morrison	District 3
Dale Wegner, Pope	District 4 (sub-alternate)
Paul Ruud, Anoka	District 5
Craig Falkum, Wabasha	District 6
Al Forsberg, Blue Earth	District 7 (present Tuesday)
Gordon Regenscheid, Meeker	District 8
Don Wisniewski, Washington	District 9 (absent)

Others in attendance were:

Al Goodman, Lake	District 1
Joel Ulring, Murray	District 8
Dave Robley, Lyon	District 8
Dick Hansen, St. Louis	District 1

Chairman Walter Leu referred the board to page 59 of the fall screening board minutes. The second paragraph contains a tabled motion that says all grade separation structures for pedestrians and non-motorized vehicles be eligible for State Aid funding. Calling for a motion and hearing none Chairman Leu moved on.

#### **ELECTION OF VICE-CHAIRMAN**

Chairman Leu asked for nominations for vice-chairman from the new members from the odd numbered districts, who will serve as Chairman in 1994. Paul Kirkwold nominated Roger Gustafson, Carver County - District 5. Hearing no more nominations Chairman Leu asked if a motion be made to cast a unanimously ballot for Roger Gustafson, motion by Dale Wegner, seconded by Greg Nikodym, motion carried.

Congratulations Roger.

## **REVIEW OF SCREENING BOARD REPORT**

Ken Hoeschen reviewed the 1993 County Screening Board report which he has previously done out in all the Districts. Chairman Leu suggested that any action taken on the report shall wait until June 9, 1993. Ken Hoeschen identified the members of the General Subcommittee:

Dick Larson	-	Mille Lacs County
Bob Witty	-	Martin County
Vern Genzlinger	-	Hennepin County

A) General Information - pages 1-9  
No comments or questions.

B) Unit Price Trend Information - Pages 10-15

Ken stated the general subcommittee recommended eliminating the cost of rental equipment from the calculation of Todd County's gravel base unit price of \$7.07 changing it to \$4.21. Because the rental equipment was basically used for shoulder widening. Also the general subcommittee recommends that beginning with the 1993 construction projects, only the cost of the aggregate base class 5 and 6 or crushed rock class 2 be used in the gravel base unit price study. And all other costs previously included shall be included in the grading cost. Chairman Leu suggested the general subcommittee minutes on page 62 can be reviewed and action be taken tomorrow by adding a screening board resolution.

C.S.A.H. roadway unit prices were figured using the increment method to determine each county's unit prices.

C.S.A.H. miscellaneous unit prices were figured using the recommended MSAS subcommittee, who have a better handle on the urban design costs, or Mn/DOT recommendations. Storm sewer increased a little, all bridges were set at \$55.00, and railroads over highways increased \$1,000.00. Comment from Wayne Olson about including the striping cost at railroad crossings, which approximately cost \$8,500.00 when using reflective tape.

C) Mileage Requests - Pages 18-39

Ken discussed the mileage banking on page 22, stating that banked miles will remain until they are be needed. They do not draw needs or mileage apportionment. The maximum allowed mileage to the system is 30,000 miles which we are within 673 miles. Although we are over the 30,000, but the old MSAS and TH turnback does not count against the 30,000 miles.

*1) Beltrami County Mileage Request - Pages 23-30*

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 been at the meeting; however, he was subpoenaed to testify in court. Walter handed out some additional information put together by Ray Sauve and addressed one of the significant changes from his previous request and now the route is classified as a major collector. Walter also addressed the road segment is located in two townships so the tax base is considerably different for each township. Walter stated the mileage subcommittee felt the request was more for convenience in serving the manufacturing plant rather than necessity. Walter stated District II is supporting this request because rural roads do need to be convenient for industry to deliver their products to market and help better stimulate our economy.

Ken stated the mileage subcommittee is made up of Wayne Olson, Carlton County, Jack Dolan, Dodge County and the third member is no longer a County Engineer.

*2) Lake County Mileage Request - Pages 31-36*

Ken Hoeschen discussed the mileage that was going to be revoked from their system. There was a correction noted to CSAH 19, it should be 1.09 miles for a total addition of 10.31 miles. The subcommittee approved the request contingent on further system revisions which would be a pay back of about \$800,000 because CSAH 19 had been recently constructed. Ken showed on the map where the route connects up with St. Louis County. The route now is a major collector, if/when the route is redesignated and built it will be come a minor arterial.

Wayne Olson, mileage subcommittee and Al Goodman, Lake County made comments similar to Ken's comments based on the committee's findings.

Roger Gustafson asked a question about forest highway funding, which Al stated that forest highway funding is only used for upgrading and CSAH dollars are still needed for maintenance.

*3) Lake of the Woods Mileage Request - Pages 37-49*

Ken Hoeschen introduced Walter Leu, Lake of the Woods County Engineer to present his mileage request. Walter proceeded with a very well prepared presentation of history, pictures, charts and maps showing the segment of CR 330, 7.65 miles located in the Northwest Angle area. Numerous questions were asked about the road segment, soils and use of hardship funds being used again. Of course Walter had well prepared answers to all the questions. There was also talk of a gold plaque with all of the screening board members names on it located at the entrance to Canada, however, it was only talk.

## **REFERENCE MATERIAL**

### *1) Minutes of the fall Screening Board Meeting, Page 52*

Ken made reference to page 59 where the new State Aid standards were discussed. They were directed to apply the 10 ton revisions and use the chart established by the screening board for determining the depth of gravel surfacing based on soil factors ranging from 3 1/2" to 10 1/2", however, the computer was unable to apply these numbers using soil factors. So what Ken did was use the subcommittee's original recommendation of 6" of gravel as an average surface thickness for all gravel roads with projected 150 ADT or less for surfacing needs.

Resolution (Exhibit 1) was submitted by Wayne Olson, Carlton County, District 1 to revise the 6" depth to 10" depth. Walter had asked Ken previously to do a revised chart showing the effect of using 10". (Exhibit 2). A lot of discussion followed in reviewing the chart.

### *2) Minutes of the CSAH General Subcommittee Meeting, Page 62*

No comments.

## **GENERAL COMMENTS**

Ken discussed the resolution on page 76 dealing with Forest Highway and State Park Access Road. Ken explained that this resolution has not been followed since 1988, instead Ken has been applying normal CSAH standards to the need. The NPR rules also state that the needs will be based on normal CSAH standards. Ken suggested that this resolution be dropped from the book. Comments offered from Wayne Olson, District 1 and Bill Groskurth, District 6. Discussion followed.

Ken indicated that ballots would be available for tomorrow's voting on the mileage requests and any other items so desired by the committee.

Other business brought up by Gary Danielson, Kandiyohi County, District 8, was attention to the Right of Way resolution, to possibly make some changes and make it clearer.

Chairman Walter Leu recessed the meeting until June 9, 1993.

The meeting reconvened at 9:00 a.m. June 9, 1993 with all members present.

Chairman Walter Leu asked Ken Hoeschen to review the unit prices so they could move on to the mileage requests.

## ACTION ON SCREENING BOOK

### A) *Unit Price Recommendations, Pages 10-15*

Paul Kirkwold, Ramsey County asked question concerning deletion of equipment rental from the gravel base unit prices, if some counties would be hurt because of the way the projects is set up. The rest of the unit prices were reviewed with no comments. Walter Leu asked for a motion to approve the unit prices as recommended by the general subcommittee. Motion by Paul Kirkwold, seconded by Gene Isakson motion carried.

Ken asked if the Screening Board would consider the recommendation by the general subcommittee to only include gravel base material in the cost for gravel base unit prices, starting with the 1993 projects. Motion by Bill Groskurth, seconded by Dave Schwarting, followed by some discussion. Walter Leu recognized Doug Grindall, Koochiching County which he brought the matter of mobilization and how this cost would be covered. Roger Gustafson asked if the county stock piles their gravel base this would still be included. **MOTION: For the gravel base unit prices the only unit prices to be included will be the actual unit prices for furnishing and installing gravel base.** motion carried.

### B) *Mileage Requests*

Ken passed out ballots.

- 1) Beltrami County mileage request for an additional 2.25 miles was discussed briefly by Walter Leu, David A. Olsonawski and there was a short comment given by the mileage subcommittee; voting by secret ballot, the additional mileage request was **DENIED** by a vote of 6 to 3.
- 2) Lake County mileage request for an additional 10.31 miles was discussed briefly by Wayne Olson commenting that this request includes the revocation of CSAH 19. Roger Gustafson wanted to make sure that the Board understood the vote would include the revocations suggested by the mileage subcommittee. Voting by secret ballot, the additional mileage request was **APPROVED** by a vote of 9 to 0.
- 3) Lake of the Woods County mileage request for an additional 7.65 miles was discussed briefly by Walter Leu asking for only positive comments from the Board. Roger asked about more hardship monies available, Walter stated that the need of CSAH status is mainly for maintenance dollars to free up County local funds. Voting by secret ballot, the additional mileage request was **APPROVED** by a vote of 9 to 0.



C) *Reference Material*

Walter Leu asked for a decision on the present resolution on the books relating to Forest Highways and State Park Access Roads. Motion by Roger Gustafson, seconded by Dave Schwarting to remove said resolution from the book, motion passed.

Ken asked for direction on the depth of gravel surfacing to be used in the needs, being the computer cannot use soil factors as a parameter to calculate different depths of surfacing. Wayne Olson made a motion to use 10", seconded by Walter Leu (after stepping down from the chair) for discussion purposes. A considerable amount of discussion followed. The question was asked, if the computer program can be changed to use soil factors for different depths how long will it take to change, possibly two years. Motion failed. Gary Danielson made a motion to use a 6" depth, seconded by Bill Groskurth, motion passed.

The resolution covering after the fact Right of Way needs was discussed changing the wording to simplify the resolution. Motion by Gary Danielson, seconded by Greg Nikodym to strike the words "Acceptable justification of R/W purchases will be copies of the warrants paid to the property owners." discussion followed. Motion to amend by Paul Kirkwold, seconded by Roger Gustafson to strike the words "by the county" amendment passed. Original motion now reads: **"That needs for Right-of-Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made and the documentation has been submitted and shall be comprised of actual monies paid to property owners. Only those Right of Way costs actually incurred will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination."** motion passed.

Chairman Walter Leu thanked out going Chairman Dick Larson for his work and dedicated time on the General Subcommittee and there will be a selection made from the northern area of the State to replace Dick.

Dennis Carlson was asked to make comments concerning matters pertaining to Counties and MN/D.O.T.

1. *Legislation relating to State Aid:*

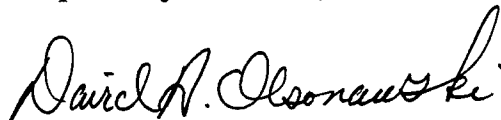
- A. Bridge bonding bill for 3 million dollars with no restriction, at Julie's discretion.
- B. House File #1749 - Bloomington Ferry Bridge appropriation.
- C. House File #1709 - Mn/DOT appropriation bill allows funding for 2 more years.
- D. House File #1398 - Speed limits to allow 25 mph in cities; vetoed
- E. House File #1402 - Wetland issue allows minor repairs within ROW's
- F. House File #1750 - Retirement incentive

- G. House File #1184 - Toll Road bill allowing private funding.
- H. House File #1735 - Local Government innovation board established
- I. Constitution amendment question was raised again on distribution formula.
- J. Gas tax increase was looked at again.
- K. Commended Senator Langseth for is work in trying to get the increase for gas tax.
- L. Looking at consolidating environmental agencies.
- M. Discussion of possibly using reserve State Aid Construction monies between counties.
- N. Commended our State Aid staff for their hard work over the last few months and especially working with our legislative issues and ISTEA.

Paul Kirkwold suggested a task force be set up to study the concept of borrowing money from our State Aid funds. Chairman Walter Leu will work with Julie to come up with a task force to report back to the screening board.

Bill Groskurth moved and Paul Kirkwold seconded a motion to adjourn at 11:06 AM. Motion carried.

Respectively Submitted,

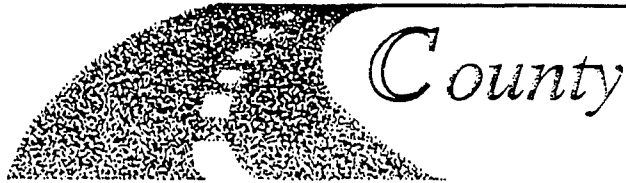
A handwritten signature in black ink, reading "David A. Olsonawski". The signature is written in a cursive, flowing style.

David A. Olsonawski  
Screening Board Secretary  
Hubbard County Engineer

JUN 4 1993

Carlton

Highway Department



Courthouse  
P.O. Box 120  
Carlton, MN 55718-0120  
(218) 384-9150 • (218) 384-4281 • 1-800-862-3760  
FAX (218) 384-3634

Memo To: Screening Board Representatives  
From: Wayne Olson, District 1 *Wayne*  
Date: June 2, 1993  
Subject: Proposal Regarding Gravel Needs

At the District 1 review of Screening Board Information, we wanted to address our concern with the result of the gravel base needs limited at 6" for gravel designs (<150 ADT), since soil factors cannot be used in needs calculations. Northeast counties usually have to place a foot or more gravel to carry traffic, even on regular county projects. As we realize that not all counties require that much, the following resolution was proposed to give a better need figure, more representative of what District 1 must do with gravel roads:

**Be it resolved that the County State Aid Needs Unit use 10" gravel surfacing in needs for roads with projected traffic of 150 ADT or less.**

This item will be brought up at the Spring Screening Board meeting.

cc: Dennis Carlson  
Kenneth Hoeschen  
Bill Croke

C:\WP51\DOCS\MISCLTR\SCREEN80

# For 1993 Fall Screening Board Report

08-Jun-93

atus - File\_123(Effect93)

County	Revised Basic 1992 25-Year	1993 Needs After Design Standards	Effect of 1993 Design Standards	%	1993 Needs Using 10' for	Effect of Using 10' for	%
	Construction Needs	Update	Update		Initial Surface	Initial Surface	
arlton	\$52,397,380	52,627,635	\$230,255	0.4%	53,434,190	806,555	1.5%
ook	47,476,537	44,182,079	(3,294,458)	-6.9%	45,519,213	1,337,134	3.0%
asca	106,988,163	106,303,689	(684,474)	-0.6%	107,287,545	983,856	0.9%
oochiching	30,085,540	28,118,918	(1,966,622)	-6.5%	29,750,355	1,631,437	5.8%
ake	59,227,273	58972198	(255,075)	-0.4%	59,820,552	848,354	1.4%
ine	109,629,858	106,561,132	(3,068,726)	-2.8%	108,462,823	1,901,691	1.8%
t. Louis	341,666,869	342,788,648	1,121,779	0.3%	345,721,023	2,932,375	0.9%
District 1 Totals	747,471,620	739,554,299	(7,917,321)	-1.1%	749,995,701	10,441,402	1.4%
eltrami	68,009,717	67,047,689	(962,028)	-1.4%	67,928,812	881,123	1.3%
learwater	37,972,167	37,193,043	(779,124)	-2.1%	38,027,947	834,904	2.2%
ubbard	38,593,614	38,947,596	353,982	0.9%	39,398,658	451,062	1.2%
ittson	48,479,994	48,364,280	(115,714)	-0.2%	50,572,750	2,208,470	4.6%
ake of the Woods	18,864,400	15602635	(3,261,765)	-17.3%	16,699,695	1,097,060	7.0%
arshall	69,479,565	61,354,440	(8,125,125)	-11.7%	63,635,499	2,281,059	3.7%
orman	44,911,342	41,626,702	(3,284,640)	-7.3%	43,434,071	1,807,369	4.3%
ennington	19,775,604	19,749,982	(25,622)	-0.1%	20,745,378	995,396	5.0%
olk	112,750,576	103,917,971	(8,832,605)	-7.8%	105,894,577	1,976,606	1.9%
ed Lake	21,623,256	21,934,929	311,673	1.4%	22,639,968	705,039	3.2%
oseau	53,318,132	49,629,427	(3,688,705)	-6.9%	50,935,010	1,305,583	2.6%
District 2 Totals	533,778,367	505,368,694	(28,409,673)	-5.3%	519,912,365	14,543,671	2.9%
tkin	49,189,151	47,352,704	(1,836,447)	-3.7%	50,367,731	3,015,027	6.4%
enton	23,808,657	25,144,914	1,336,257	5.6%	25,144,914	0	0.0%
ass	65,894,199	64,982,037	(912,162)	-1.4%	65,841,763	859,726	1.3%
row Wing	43,390,121	44,990,156	1,600,035	3.7%	45,198,093	207,937	0.5%
anti	27,738,282	30,046,154	2,307,872	8.3%	30,066,907	20,753	0.1%
anabec	24,538,358	23,967,271	(571,087)	-2.3%	24,265,588	298,317	1.2%
ille Lacs	33,750,177	32,751,597	(998,580)	-3.0%	32,930,323	178,726	0.5%
orrison	48,936,333	50,285,244	1,348,911	2.8%	50,285,244	0	0.0%
erburne	14,364,306	15,356,439	992,133	6.9%	15,356,439	0	0.0%
earns	98,268,156	104,493,805	6,225,649	6.3%	104,493,805	0	0.0%
odd	48,100,235	49,885,902	1,785,667	3.7%	50,057,313	171,411	0.3%
adena	28,482,686	28,305,123	(177,563)	-0.6%	28,719,633	414,510	1.5%
right	73,851,011	80,246,084	6,395,073	8.7%	80,246,084	0	0.0%
District 3 Totals	580,311,672	597,807,430	17,495,758	3.0%	602,973,837	5,166,407	0.9%
ecker	\$45,258,746	45,800,265	541,519	1.2%	46,055,164	254,899	0.6%
g Stone	17,259,198	17,295,396	36,198	0.2%	18,202,198	906,802	5.2%
lay	57,475,332	59,323,846	1,848,514	3.2%	60,152,093	828,247	1.4%
uglas	42,684,870	42,798,877	114,007	0.3%	43,079,874	280,997	0.7%
rant	19,586,911	19,057,032	(529,879)	-2.7%	19,953,709	896,677	4.7%
ahnomen	16,863,457	15,585,381	(1,278,076)	-7.6%	16,183,951	598,570	3.8%
ter Tail	117,932,846	122,144,900	4,212,054	3.6%	122,237,826	92,926	0.1%
ope	35,621,114	35,133,700	(487,414)	-1.4%	35,993,223	859,523	2.4%
evens	26,356,855	24,009,012	(2,347,843)	-8.9%	24,815,859	806,847	3.4%
wift	35,180,688	32,624,020	(2,556,668)	-7.3%	32,847,112	223,092	0.7%
averse	23,673,289	21,078,918	(2,594,371)	-11.0%	22,758,407	1,679,489	8.0%
ilkin	34,867,414	31,883,322	(2,984,092)	-8.6%	33,814,935	1,931,613	6.1%
District 4 Totals	472,760,720	466,734,669	(6,026,051)	-1.3%	476,094,351	9,359,682	2.0%
oka	78,182,344	81,919,991	3,737,647	4.8%	81,919,991	0	0.0%
arver	54,967,787	56,930,955	1,963,168	3.6%	56,930,955	0	0.0%
annepin	485,151,490	499,684,350	14,532,860	3.0%	499,684,350	0	0.0%
ott	69,181,391	72,514,971	3,333,580	4.8%	72,514,971	0	0.0%
District 5 Totals	687,483,012	711,050,267	23,567,255	3.4%	711,050,267	0	0.0%
odge	31,699,200	31,152,502	(546,698)	-1.7%	31,585,776	433,274	1.4%
lmore	103,074,759	99,732,368	(3,342,391)	-3.2%	100,746,888	1,014,520	1.0%
eeborn	59,342,219	61,538,971	2,196,752	3.7%	62,101,019	562,048	0.9%
odhue	57,046,873	57,131,934	85,061	0.1%	57,217,820	85,886	0.2%
uston	59,666,666	57,577,063	(2,089,603)	-3.5%	57,851,378	274,315	0.5%
ower	61,397,466	62,979,351	1,581,885	2.6%	63,183,197	203,846	0.3%
lmsted	72,246,549	75,590,109	3,343,560	4.6%	75,599,620	9,511	0.0%
ce	49,268,383	51,235,606	1,967,223	4.0%	51,274,296	38,690	0.1%
eele	44,169,213	45,642,332	1,473,119	3.3%	45,680,631	38,299	0.1%
abasha	57,018,090	56,158,160	(859,930)	-1.5%	56,346,664	188,504	0.3%
inona	65,497,771	66,237,093	739,322	1.1%	66,345,995	108,902	0.2%
District 6 Totals	660,427,189	664,975,489	4,548,300	0.7%	667,933,284	2,957,795	0.4%

EXHIBIT 2 - 133 -

# For 1993 Fall Screening Board Report

08-Jun-93

Lotus - File\_L23(Effect93)

County	Revised Basic	1993 Needs After	Effect of 1993	% Change	1993 Needs	Effect of	% Change
	1992 25-Year Construction Needs	Design Standards Update	Design Standards Update		Using 10" for Initial Surface	Using 10" for Initial Surface	
Blue Earth	\$84,674,162	86,161,325	1,487,163	1.8%	86,396,224	234,899	0.3%
Brown	35,377,988	35,909,248	531,260	1.5%	36,404,281	495,033	1.4%
Cottonwood	37,544,533	37,629,532	84,999	0.2%	38,369,927	740,395	2.0%
Faribault	59,405,690	59,359,040	(46,650)	-0.1%	59,836,294	477,254	0.8%
Jackson	60,517,470	58,921,894	(1,595,576)	-2.6%	59,359,744	437,850	0.7%
Le Sueur	43,206,185	43,931,770	725,585	1.7%	43,931,770	0	0.0%
Martin	52,969,083	49,047,223	(3,921,860)	-7.4%	49,742,788	695,565	1.4%
Nicollet	42,534,522	41,165,816	(1,368,706)	-3.2%	41,520,788	354,972	0.9%
Nobles	56,034,411	52,952,739	(3,081,672)	-5.5%	53,257,076	304,337	0.6%
Rock	31,070,212	31,543,862	473,650	1.5%	31,959,883	416,021	1.3%
Sibley	40,940,595	41,030,562	89,967	0.2%	41,411,726	381,164	0.9%
Waseca	42,657,435	39,798,114	(2,859,321)	-6.7%	40,483,638	685,524	1.7%
Watonswan	29,588,348	28,460,927	(1,127,421)	-3.8%	28,851,947	391,020	1.4%
<b>District 7 Totals</b>	<b>616,520,634</b>	<b>605,912,052</b>	<b>(10,608,582)</b>	<b>-1.7%</b>	<b>611,526,086</b>	<b>5,614,034</b>	<b>0.9%</b>
Chippewa	32,201,468	29,383,375	(2,818,093)	-8.8%	29,622,190	238,815	0.8%
Kandiyohi	52,861,134	52,408,285	(452,849)	-0.9%	52,608,753	200,468	0.4%
Lac Qui Parle	31,172,634	29,736,121	(1,436,513)	-4.6%	31,416,943	1,680,822	5.7%
Lincoln	26,693,106	24,005,543	(2,687,563)	-10.1%	24,485,046	479,503	2.0%
Lyon	46,769,530	46,755,243	(14,287)	0.0%	46,929,982	174,739	0.4%
McLeod	40,402,178	40,890,067	487,889	1.2%	40,890,067	0	0.0%
Meeker	28,741,145	28,875,491	134,346	0.5%	29,151,878	276,387	1.0%
Murray	32,727,167	29,527,624	(3,199,543)	-9.8%	30,483,720	956,096	3.2%
Pipestone	32,492,519	28,791,767	(3,700,752)	-11.4%	29,729,833	938,066	3.3%
Redwood	58,363,214	56,720,267	(1,642,947)	-2.8%	57,264,266	543,999	1.0%
Renville	63,009,963	60,566,705	(2,443,258)	-3.9%	61,344,078	777,373	1.3%
Yellow Medicine	42,206,756	41,636,184	(570,572)	-1.4%	43,063,608	1,427,424	3.4%
<b>District 8 Totals</b>	<b>487,640,814</b>	<b>469,296,672</b>	<b>(18,344,142)</b>	<b>-3.8%</b>	<b>476,990,364</b>	<b>7,693,692</b>	<b>1.6%</b>
Chisago	49,055,310	51,346,514	2,291,204	4.7%	51,365,654	19,140	0.0%
Dakota	113,719,861	116,705,977	2,986,116	2.6%	116,705,977	0	0.0%
Ramsey	205,217,083	208,103,448	2,886,365	1.4%	208,103,448	0	0.0%
Washington	77,179,799	79,512,108	2,332,309	3.0%	79,512,108	0	0.0%
<b>District 9 Totals</b>	<b>445,172,053</b>	<b>455,668,047</b>	<b>10,495,994</b>	<b>2.4%</b>	<b>455,687,187</b>	<b>19,140</b>	<b>0.0%</b>
<b>STATE TOTALS</b>	<b>\$5,231,566,081</b>	<b>\$5,216,367,619</b>	<b>(\$15,198,462)</b>	<b>-0.3%</b>	<b>\$5,272,163,442</b>	<b>\$55,795,823</b>	<b>1.1%</b>



MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

SEPTEMBER 16, 1993

Members Present: Bob Witty, Chairman, Martin County  
Vern Genzlinger, Hennepin County  
Mike Rardin, Polk County

Others in attendance: Ken Hoeschen, State Aid  
Diane Gould, State Aid

The meeting was called to order by Chairman Witty at 10:00 AM on September 16, 1993, Room 420, Transportation Building in St. Paul, Minnesota.

The following items were discussed at the request of Walter Leu, Chairman of the Screening Board.

- 1) Subbase prices and how they are derived and application to other counties. No action was taken.
- 2) Full Depth Asphalt Project Conversion to Subbase and Gravel Base quantities and unit prices. Motion by Vern and seconded by Mike. Subcommittee recommends Screening Board approve adding the dollar cost of the gravel shouldering (below surface and binder section) to the cost used for conversion to subbase and gravel base prices.
- 3) Reviewed Aggregate Surfaced Road Study and the depth of aggregate surface in the CSAH Needs Study for Low Volume Roads. Last year the Subcommittee recommended 6" of aggregate surfacing for all proposed gravel surfaced roads in the needs study. The Screening Board directed that quantities from the report based on soil factors be used in the 1993 Needs Study. State Aid later found that the present computer program wouldn't allow more than one surface quantity for each traffic group so 6" was used in the 1993 Needs Study. Chairman Leu asked that this matter be revisited. Subcommittee recommends no change from last years recommendation.

Meeting adjourned at 11:15 AM.

*Diane Gould*

*for* Robert Witty, Chairman

## **CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD**

*July, 1993*

**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.*

### **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., 1992)**

*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 beginning with the first apportionment year after the documentation has been submitted.*

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

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

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



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

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

**Trunk Highway Turnback - June 1965 (Latest Rev. June 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:*

Existing ADT    Turnback Maintenance/Mile/2 Lanes

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 and 1990 Federal census, is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said former M.S.A.S.'s shall not create eligible mileage for State Aid Designation on other roads in the county.*

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

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

*That all counties which have non-existing CSAH designations, that have drawn needs for 10 years or more, have until December 1, 1992 to either remove them from their CSAH system or to let a contract for the*

*construction of the roadway, or incorporate the route in a transportation plan adopted by the County and approved by the District State Aid Engineer. After that date, any non-existing CSAH designation not a part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years or until constructed.*

## **TRAFFIC**

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

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

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

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

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

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

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

## **ROAD NEEDS**

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

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

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

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

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

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

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

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

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

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

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



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

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

**Rural Design Grade Widening - June 1980**

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

<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:*

	<b><i>Projected ADT</i></b>	<b><i>Proposed R/W Width</i></b>
<b><i>Proposed Rural Design</i></b>	0 - 749	100 Feet
	750 - 999	110 Feet
	1,000 & Over (2 Lane)	120 Feet
	5,000 & Over (4 Lane)	184 Feet
	<b><i>Proposed Roadbed Width</i></b>	<b><i>Proposed R/W Width</i></b>
<b><i>Proposed Urban Design</i></b>	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 1993)**

~~*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. 1992)**

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

##### **Right of Way - June 1984 (Latest Rev. Oct. 1992)**

*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 the documentation has been submitted 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 to be included in the following years apportionment determination.*

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

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

by July 1 to be included in the following years apportionment determination.

## **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.*