



1994

County Screening Board Data Report



Patrick B. Murphy
"We're All in This Together!"



October, 1994



MINNESOTA DEPARTMENT OF TRANSPORTATION

**STATE AID DIVISION
MAIL STOP 500
420 TRANSPORTATION BUILDING ST. PAUL, MINNESOTA 55155
395 JOHN IRELAND BOULEVARD**

DATE: *October 10, 1994*

PHONE: 612-296-1660

TO: *County Engineers
District State Aid Engineers*

SUBJECT: *County Screening Board Report*

Enclosed is a copy of the 1994 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, 1994 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1995 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.

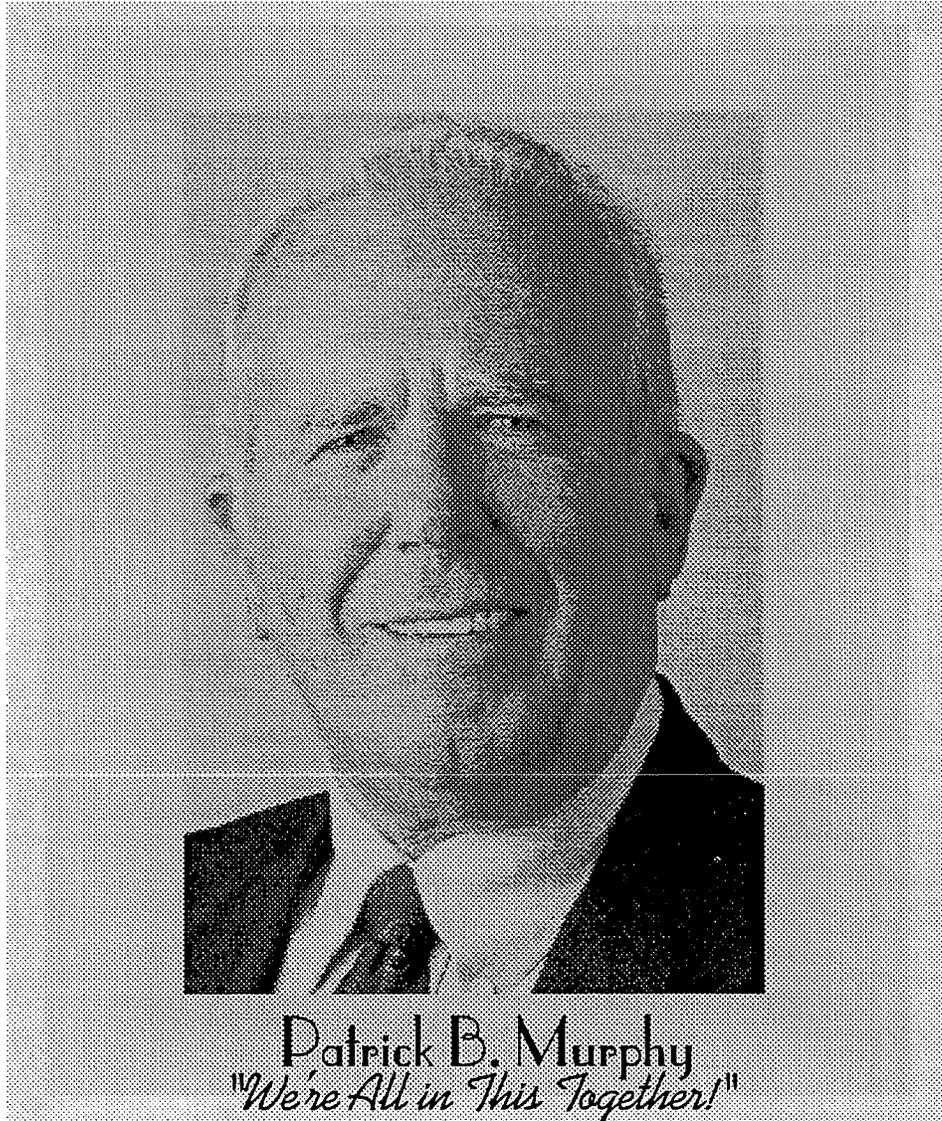
Sincerely,

A handwritten signature in black ink, appearing to read "KH", written over a horizontal line.

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

Enclosure: County Screening Board Report

1994 County Screening Board Data



October, 1994



Minnesota Department of Transportation

**MINNESOTA DEPARTMENT OF
TRANSPORTATION**

**STATE AID ENGINEER
DIVISION DIRECTOR
PATRICK B. MURPHY**

Pat Murphy is MN/DOT's new State Aid Engineer, replacing Dennis Carlson who retired in early 1994. He is a 1959 Civil Engineering graduate of North Dakota University. During his professional career he has worked for the Federal Government (FHWA), two State DOT's (Minnesota and North Dakota), two cities (Robbinsdale and Kansas City, Missouri) and two counties (Carver and Hennepin). The last 27 years have been in Minnesota and have involved State Aid activities in city, county and state jurisdiction.

Pat has served in all offices, including President, of the Minnesota County Engineers Association and of the Minnesota Public Works Association. He has also served as Chairman of the County Screening Board.

"WE'RE ALL IN THIS TOGETHER"

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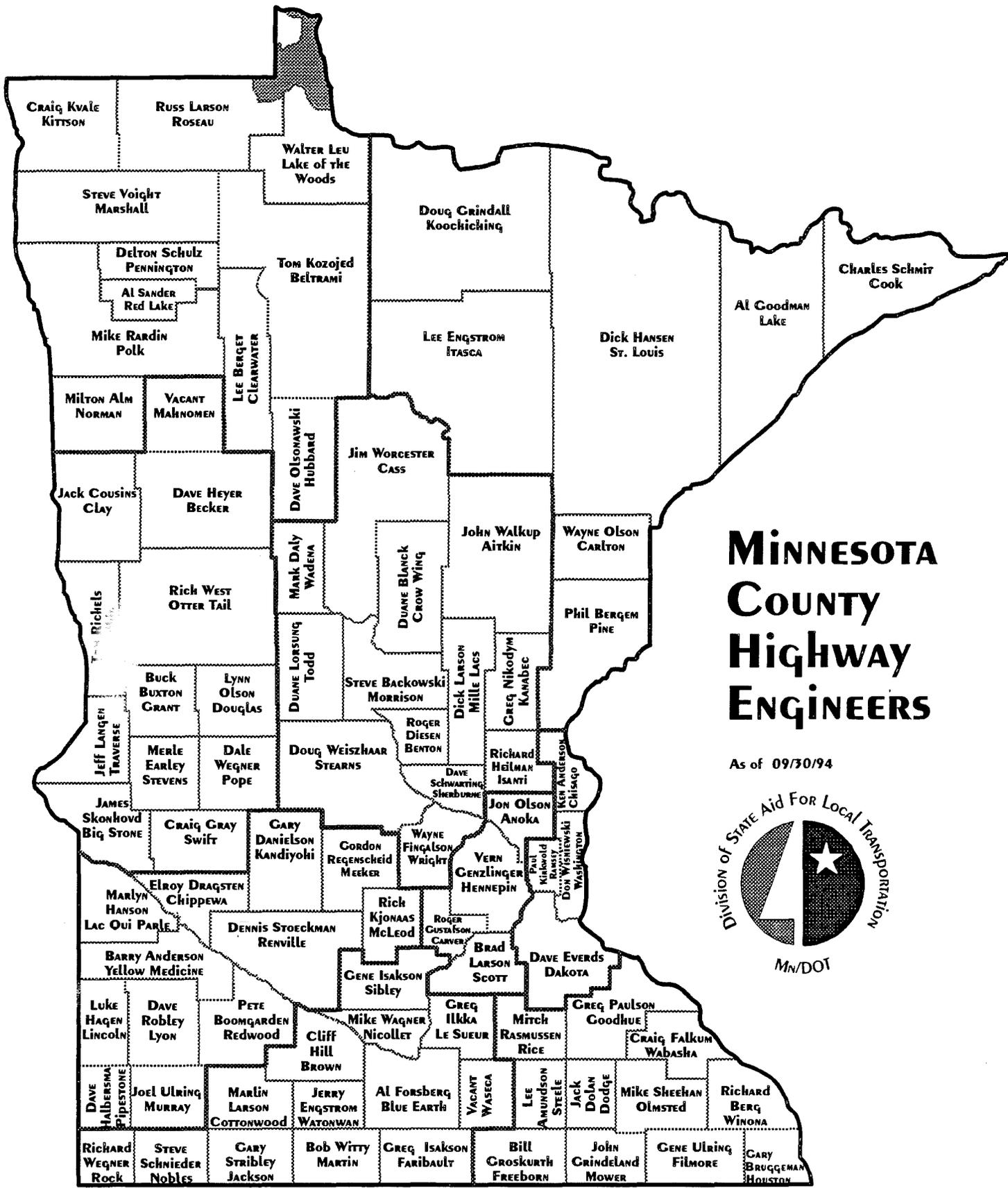
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MINNESOTA COUNTY Highway ENGINEERS

As of 09/30/94



1994 COUNTY SCREENING BOARD

Wayne Olson	(93-94)	- Carlton County	- District 1
Russ Larson	(94-95)	- Roseau County	- District 2
Greg Nikodym	(93-94)	- Kanabec County	- District 3
Dale Wegner	(94-95)	- Pope County	- District 4
Roger Gustafson	(93-94)	- Carver County	- District 5
Craig Falkum	(94-95)	- Wabasha County	- District 6
Gene Isakson	(93-94)	- Sibley County	- District 7
Gordon Regensheid	(94-95)	- Meeker County	- District 8
Paul Kirkwold	(93-94)	- Ramsey County	- District 9
Dave Olsonawski, Secretary		- Hubbard County	

1994 SCREENING BOARD ALTERNATES

Doug Grindall	- Koochiching County	District 1
Lee Berget	- Clearwater County	District 2
Steve Backowski	- Morrison County	District 3
Rick West	- Otter Tail County	District 4
Jon Olson	- Anoka County	District 5
Gene Ulring	- Fillmore County	District 6
Al Forsberg	- Blue Earth County	District 7
Luke Hagen	- Lincoln County	District 8
Don Wisniewski	- Washington County	District 9

1994 CSAH GENERAL SUBCOMMITTEE

Vern Genzlinger, Chairman	(June, 95)	- Hennepin County
Mike Rardin	(June, 96)	Polk County
Greg Isakson	(June, 97)	- Faribault County

1994 CSAH MILEAGE SUBCOMMITTEE

Jack Dolan, Chairman	(Oct., 94)	- Dodge County
Dave Everds	(Oct., 95)	- Dakota County
Lee Berget	(Oct., 96)	- Clearwater County

CSAH VARIANCE SUBCOMMITTEE

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

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1995

The information listed below is presented as historical data for the 37 years of County State Aid Apportionments and preliminary data for the 38th year.

Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,100 miles of which over 800 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 1995 has been estimated to be approximately \$245 million (the same as for 1994). 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.

dmg100\wp51\MILEHIST.WP

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1995

Year	Mileage	Needs	Apportionment	Accumulative Apportionment
1958	29,003.30	\$705,318,817	\$23,895,255	
1959	29,128.00	792,766,387	26,520,631	\$50,415,886
1960	29,109.15	781,163,725	26,986,118	77,402,004
1961	29,177.31	881,168,466	29,195,071	106,597,075
1962	29,183.50	836,684,473	28,398,346	134,995,421
1963	29,206.63	812,379,561	30,058,060	165,053,481
1964	29,250.40	844,850,828	34,655,816	199,709,297
1965	29,285.26	1,096,704,147	35,639,932	235,349,229
1966	29,430.36	961,713,095	36,393,775	271,743,004
1967	29,518.48	956,436,709	39,056,521	310,799,525
1968	29,614.63	920,824,895	45,244,948	356,044,473
1969	29,671.50	907,383,704	47,316,647	403,361,120
1970	29,732.84	871,363,426	51,248,592	454,609,712
1971	29,763.66	872,716,257	56,306,623	510,916,335
1972	29,814.83	978,175,117	56,579,342	567,495,677
1973	29,806.67	1,153,027,326	56,666,390	624,162,067
1974	29,807.37	1,220,857,594	67,556,282	691,718,349
1975	29,857.90	1,570,593,707	69,460,645	761,178,994
1976	29,905.06	1,876,982,838	68,892,738	830,071,732
1977	29,929.57	2,014,158,273	84,221,382	914,293,114
1978	29,952.03	1,886,535,596	86,001,153	1,000,294,267
1979	30,008.47	1,964,328,702	93,482,005	1,093,776,272
1980	30,008.25	2,210,694,426	100,581,191	1,194,357,463
1981	30,072.55	2,524,102,659	104,003,792	1,298,361,255
1982	30,086.79	2,934,808,695	122,909,078	1,421,270,333
1983	30,084.16	3,269,243,767	127,310,171	1,548,580,504
1984	30,087.24	3,363,921,407	143,696,365	1,692,276,869
1985	30,089.03	3,628,382,077	171,133,770	1,863,410,639
1986	30,095.37	4,742,570,129	176,412,995	2,039,823,634
1987	30,095.26	4,656,668,402	169,035,460	2,208,859,094
1988	30,101.37	4,694,034,188	176,956,052	2,385,815,146
1989	30,119.91	4,801,166,017	224,066,256	2,609,881,402
1990	30,139.52	4,710,422,098	234,971,125	2,844,852,527
1991	30,144.88	4,905,899,327	228,425,033	3,073,277,560
1992	30,142.84	4,965,601,700	244,754,252	3,318,031,812
1993	30,130.03	5,231,566,081	244,499,683	3,562,531,495
1994	30,149.73	5,313,983,542	245,557,356	3,808,088,851
1995	30,148.05	\$5,384,111,790	\$245,557,356 (EST.)	\$4,053,646,207

* Does Not Include 1994 Trunk Highway Turnback Mileage.

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of the Basic 1993 to the Basic 1994 25-Year Construction Needs

The following tabulation indicates the various stages of the 1994 C.S.A.H. needs study update and shows the needs effect each phase produced.

Normal Update -- Reflects the needs changes due to 1993 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1968 or earlier were eligible for complete needs. Also, any bridges built prior to 1959 were eligible for reconstruction needs. This increased several counties' needs considerably.

1994 Unit Prices and Railroad Grade Crossing Cost Changes -- Shows the needs impact of the unit prices approved at the June 7-8, 1994 meeting and the Railroad Grade Crossing sign cost update also approved at the June meeting.

1992 Traffic and Factors Update -- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 1992. A map showing the new traffic projection factors is included in the reference material portion of this report.

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

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

Comparison of the Basic 1993 to the Basic 1994 25-Year Construction Needs

County	Revised Basic 1993 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Unit Price & RR Update	% Change	Effect of Traffic Update	% Change	Basic 1994 25-Year Const. Needs	Total Change From 1993 Needs	Total %	County
Carlton	\$51,385,629	\$1,397,905	2.7%	(\$356,711)	-0.7%	\$0	0.0%	\$52,426,823	\$1,041,194	2.0%	Carlton
Cook	44,059,627	(3,354,191)	-7.6%	(3,450,266)	-8.5%	0	0.0%	37,255,170	(6,804,457)	-15.4%	Cook
Itasca	110,209,919	3,604,530	3.3%	102,960	0.1%	0	0.0%	113,917,409	3,707,490	3.4%	Itasca
Koochiching	28,297,144	360,329	1.3%	207,623	0.7%	(164,528)	-0.6%	28,700,568	403,424	1.4%	Koochiching
Lake	59,429,854	5,647,887	9.5%	1,890,899	2.9%	0	0.0%	66,968,640	7,538,786	12.7%	Lake
Pine	106,399,703	(3,481,273)	-3.3%	(540,975)	-0.5%	953,795	0.9%	103,331,250	(3,068,453)	-2.9%	Pine
St. Louis	341,156,245	394,159	0.1%	440,244	0.1%	0	0.0%	341,990,648	834,403	0.2%	St. Louis
District 1 Totals	740,938,121	4,569,346	0.6%	(1,706,226)	-0.2%	789,267	0.1%	744,590,508	3,652,387	0.5%	District 1 Totals
Beltrami	67,846,475	915,404	1.3%	994,032	1.4%	0	0.0%	69,755,911	1,909,436	2.8%	Beltrami
Clearwater	36,723,246	422,402	1.2%	364,919	1.0%	0	0.0%	37,510,567	787,321	2.1%	Clearwater
Hubbard	38,491,672	817,596	2.1%	500,679	1.3%	0	0.0%	39,809,947	1,318,275	3.4%	Hubbard
Kittson	47,540,290	(484,707)	-1.0%	466,510	1.0%	0	0.0%	47,522,093	(18,197)	0.0%	Kittson
Lake of the Woods	16,101,345	2,208,212	13.7%	241,941	1.3%	0	0.0%	18,551,498	2,450,153	15.2%	Lake of the Woods
Marshall	62,409,665	(1,803,763)	-2.9%	3,337,741	5.5%	0	0.0%	63,943,643	1,533,978	2.5%	Marshall
Norman	42,050,833	784,982	1.9%	(1,078,651)	-2.5%	(3,649,742)	-8.7%	38,107,422	(3,943,411)	-9.4%	Norman
Pennington	19,326,344	292,279	1.5%	(105,991)	-0.5%	0	0.0%	19,512,632	186,288	1.0%	Pennington
Polk	105,395,596	(3,020,631)	-2.9%	(842,877)	-0.8%	0	0.0%	101,532,088	(3,863,508)	-3.7%	Polk
Red Lake	20,462,869	988,380	4.8%	(295,366)	-1.4%	0	0.0%	21,155,883	693,014	3.4%	Red Lake
Roseau	51,635,054	537,855	1.0%	107,144	0.2%	0	0.0%	52,280,053	644,999	1.2%	Roseau
District 2 Totals	507,983,389	1,658,009	0.3%	3,690,081	0.7%	(3,649,742)	-0.7%	509,681,737	1,698,348	0.3%	District 2 Totals
Aitkin	42,585,110	305,411	0.7%	467,413	1.1%	262,087	0.6%	43,620,021	1,034,911	2.4%	Aitkin
Benton	24,682,054	2,354,008	9.5%	808,790	3.0%	0	0.0%	27,844,852	3,162,798	12.8%	Benton
Cass	68,682,775	1,871,075	2.7%	1,802,541	2.6%	0	0.0%	72,356,391	3,673,616	5.3%	Cass
Crow Wing	46,546,861	(331,422)	-0.7%	512,586	1.1%	0	0.0%	46,728,025	181,164	0.4%	Crow Wing
Isanti	33,370,431	(430,825)	-1.3%	310,000	0.9%	0	0.0%	33,249,606	(120,825)	-0.4%	Isanti
Kanabec	24,175,585	(81,137)	-0.3%	511,491	2.1%	0	0.0%	24,605,939	430,354	1.8%	Kanabec
Mille Lacs	35,524,050	2,046,163	5.8%	714,547	1.9%	0	0.0%	38,284,760	2,760,710	7.8%	Mille Lacs
Morrison	51,246,933	3,206,488	6.3%	1,835,121	3.4%	0	0.0%	56,288,542	5,041,609	9.8%	Morrison
Sherburne	16,501,009	2,698,829	16.4%	260,386	1.4%	0	0.0%	19,460,224	2,959,215	17.9%	Sherburne
Stearns	111,283,919	1,096,794	1.0%	3,487,698	3.1%	0	0.0%	115,868,411	4,584,492	4.1%	Stearns
Todd	51,813,735	(2,768,026)	-5.3%	342,199	0.7%	0	0.0%	49,387,908	(2,425,827)	-4.7%	Todd
Wadena	29,478,287	(390,074)	-1.3%	332,339	1.1%	0	0.0%	29,420,552	(57,735)	-0.2%	Wadena
Wright	84,860,551	795,847	0.9%	1,215,640	1.4%	3,565,191	4.1%	90,437,229	5,576,678	6.6%	Wright
District 3 Totals	620,751,300	10,373,131	1.7%	12,600,751	2.0%	3,827,278	0.6%	647,552,460	26,801,160	4.3%	District 3 Totals
Becker	47,060,550	913,481	1.9%	1,509,693	3.1%	(1,020,945)	-2.1%	48,462,779	1,402,229	3.0%	Becker
Big Stone	20,619,815	(254,776)	-1.2%	(276,562)	-1.4%	0	0.0%	20,088,477	(531,338)	-2.6%	Big Stone
Clay	56,308,101	694,057	1.2%	(586,295)	-1.0%	0	0.0%	56,415,863	107,762	0.2%	Clay
Douglas	43,922,520	5,332,784	12.1%	342,302	0.7%	0	0.0%	49,597,606	5,675,086	12.9%	Douglas
Grant	18,665,378	518,886	2.8%	(19,674)	-0.1%	0	0.0%	19,164,590	499,212	2.7%	Grant
Mahnomen	15,303,783	155,243	1.0%	(725,260)	-4.7%	227,443	1.5%	14,961,209	(342,574)	-2.2%	Mahnomen
Otter Tail	126,462,303	2,124,525	1.7%	1,174,866	0.9%	0	0.0%	129,761,694	3,299,391	2.6%	Otter Tail
Pope	32,672,838	314,429	1.0%	375,693	1.1%	0	0.0%	33,362,960	690,122	2.1%	Pope
Stevens	24,133,468	(269,945)	-1.1%	461,856	1.9%	0	0.0%	24,325,379	191,911	0.8%	Stevens
Swift	33,760,067	1,152,522	3.4%	993,481	2.8%	0	0.0%	35,906,070	2,146,003	6.4%	Swift
Traverse	22,195,068	2,412,579	10.9%	1,340,995	5.4%	0	0.0%	25,948,642	3,753,574	16.9%	Traverse
Wilkin	30,005,627	481,669	1.6%	385,084	1.3%	0	0.0%	30,872,380	866,753	2.9%	Wilkin
District 4 Totals	471,109,518	13,575,454	2.9%	4,976,179	1.0%	(793,502)	-0.2%	488,867,649	17,758,131	3.8%	District 4 Totals

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

Comparison of the Basic 1993 to the Basic 1994 25-Year Construction Needs

County	Revised Basic	Effect of		Effect of		Effect of		Basic 1994	Total Change	Total	County
	1993 25-Year	Normal	%	Unit Price & RR	%	Traffic	%				
	Const. Needs	Update	Change	Update	Change	Update	Change	Const. Needs	Needs	Change	
Anoka	\$88,364,538	(\$1,282,216)	-1.5%	(\$1,981,101)	-2.3%	\$1,640,658	1.9%	86,741,879	(\$1,622,659)	-1.8%	Anoka
Carver	59,743,766	2,514,703	4.2%	405,165	0.7%	278,962	0.4%	62,942,596	3,198,830	5.4%	Carver
Hennepin	518,992,392	(5,538,205)	-1.1%	(2,404,519)	-0.5%	(1,292,939)	-0.3%	509,756,729	(9,235,663)	-1.8%	Hennepin
Scott	74,338,988	(13,813,307)	-18.6%	433,137	0.7%	(939,675)	-1.5%	60,019,143	(14,319,845)	-19.3%	Scott
District 5 Totals	741,439,684	(18,119,025)	-2.4%	(3,547,318)	-0.5%	(312,994)	0.0%	719,460,347	(21,979,337)	-3.0%	District 5 Totals
Dodge	31,870,930	1,012,068	3.2%	661,473	2.0%	0	0.0%	33,544,471	1,673,541	5.3%	Dodge
Fillmore	99,864,932	790,068	0.8%	542,831	0.5%	0	0.0%	101,197,831	1,332,899	1.3%	Fillmore
Freeborn	62,977,366	1,684,099	2.7%	(2,986,138)	-4.6%	0	0.0%	61,675,327	(1,302,039)	-2.1%	Freeborn
Goodhue	57,898,482	(661,110)	-1.1%	1,563,120	2.7%	0	0.0%	58,800,492	902,010	1.6%	Goodhue
Houston	58,682,744	(7,040)	0.0%	(380,248)	-0.6%	0	0.0%	58,295,456	(387,288)	-0.7%	Houston
Mower	65,105,086	29,877	0.0%	1,921,278	2.9%	(1,145,769)	-1.7%	65,910,472	805,386	1.2%	Mower
Olmsted	75,720,465	3,320,362	4.4%	427,625	0.5%	0	0.0%	79,468,452	3,747,987	4.9%	Olmsted
Rice	53,170,972	(503,884)	-0.9%	2,203,933	4.2%	0	0.0%	54,871,021	1,700,049	3.2%	Rice
Steele	45,885,746	262,566	0.6%	582,608	1.3%	0	0.0%	46,730,918	845,172	1.8%	Steele
Wabasha	55,855,598	1,146,081	2.1%	(315,357)	-0.6%	0	0.0%	56,686,322	830,724	1.5%	Wabasha
Winona	67,429,832	2,999,054	4.4%	148,964	0.2%	0	0.0%	70,577,850	3,148,018	4.7%	Winona
District 6 Totals	674,462,153	10,072,141	1.5%	4,370,087	0.6%	(1,145,769)	-0.2%	687,758,612	13,296,459	2.0%	District 6 Totals
Blue Earth	87,320,289	(90,763)	-0.1%	1,932,166	2.2%	0	0.0%	89,161,692	1,841,403	2.1%	Blue Earth
Brown	37,595,363	974,772	2.6%	1,494,062	3.9%	0	0.0%	40,064,197	2,468,834	6.6%	Brown
Cottonwood	37,739,685	499,048	1.3%	(267,032)	-0.7%	(686,333)	-1.8%	37,285,368	(454,317)	-1.2%	Cottonwood
Faribault	58,646,305	(734,091)	-1.3%	1,562,920	2.7%	0	0.0%	59,475,134	828,829	1.4%	Faribault
Jackson	55,662,745	(403,725)	-0.7%	(304,980)	-0.6%	(1,381,538)	-2.5%	53,572,502	(2,090,243)	-3.8%	Jackson
Le Sueur	44,913,381	(675,119)	-1.5%	795,810	1.8%	0	0.0%	45,034,072	120,691	0.3%	Le Sueur
Martin	48,270,795	850,664	1.8%	(31,705)	-0.1%	0	0.0%	49,089,754	818,959	1.7%	Martin
Nicollet	40,810,410	(259,718)	-0.6%	269,001	0.7%	0	0.0%	40,819,693	9,283	0.0%	Nicollet
Nobles	53,135,157	355,121	0.7%	(43,608)	-0.1%	0	0.0%	53,446,670	311,513	0.6%	Nobles
Rock	32,665,356	(707,259)	-2.2%	478,657	1.5%	0	0.0%	32,436,754	(228,602)	-0.7%	Rock
Sibley	38,526,580	(930,186)	-2.4%	1,123,684	3.0%	0	0.0%	38,720,078	193,498	0.5%	Sibley
Waseca	41,291,207	(379,938)	-0.9%	1,983,341	4.8%	0	0.0%	42,894,610	1,603,403	3.9%	Waseca
Watonwan	28,120,503	483,077	1.7%	559,503	2.0%	0	0.0%	29,163,083	1,042,580	3.7%	Watonwan
District 7 Totals	604,697,776	(1,018,117)	-0.2%	9,551,819	1.6%	(2,067,871)	-0.3%	611,163,607	6,465,831	1.1%	District 7 Totals
Chippewa	30,896,921	(491,279)	-1.6%	1,180,089	3.9%	(973,622)	-3.1%	30,612,109	(284,812)	-0.9%	Chippewa
Kandiyohi	54,936,928	2,686,953	4.9%	2,355,370	4.1%	0	0.0%	59,979,251	5,042,323	9.2%	Kandiyohi
Lac Qui Parle	31,190,288	1,393,531	4.5%	(374,057)	-1.1%	493,765	1.5%	32,703,527	1,513,239	4.9%	Lac Qui Parle
Lincoln	24,670,249	430,053	1.7%	249,450	1.0%	0	0.0%	25,349,752	679,503	2.8%	Lincoln
Lyon	45,572,582	2,580,716	5.7%	(335,724)	-0.7%	0	0.0%	47,817,574	2,244,992	4.9%	Lyon
McLeod	40,150,196	667,748	1.7%	183,567	0.4%	0	0.0%	41,001,511	851,315	2.1%	McLeod
Meeker	28,972,846	942,627	3.3%	343,166	1.1%	0	0.0%	30,258,639	1,285,793	4.4%	Meeker
Murray	31,151,734	1,992,909	6.4%	653,528	2.0%	0	0.0%	33,798,171	2,646,437	8.5%	Murray
Pipestone	28,493,920	(413,750)	-1.5%	(532,347)	-1.9%	0	0.0%	27,547,823	(946,097)	-3.3%	Pipestone
Redwood	59,274,114	4,459,500	7.5%	(1,954,288)	-3.1%	0	0.0%	61,779,326	2,505,212	4.2%	Redwood
Renville	60,596,863	380,785	0.6%	7,593,985	12.5%	0	0.0%	68,571,633	7,974,770	13.2%	Renville
Yellow Medicine	44,825,332	191,260	0.4%	1,251,971	2.8%	0	0.0%	46,268,563	1,443,231	3.2%	Yellow Medicine
District 8 Totals	480,731,973	14,821,053	3.1%	10,614,710	2.1%	(479,857)	-0.1%	505,687,879	24,955,906	5.2%	District 8 Totals
Chisago	51,658,336	(3,042,941)	-5.9%	(304,982)	-0.6%	0	0.0%	48,310,413	(3,347,923)	-6.5%	Chisago
Dakota	124,112,917	(2,627,749)	-2.1%	1,023,235	0.8%	576,313	0.5%	123,084,716	(1,028,201)	-0.8%	Dakota
Ramsey	211,920,453	2,312,473	1.1%	(352,154)	-0.2%	(2,349,657)	-1.1%	211,531,115	(389,338)	-0.2%	Ramsey
Washington	84,177,922	1,056,678	1.3%	(1,042,925)	-1.2%	2,231,072	2.6%	86,422,747	2,244,825	2.7%	Washington
District 9 Totals	471,869,628	(2,301,539)	-0.5%	(676,826)	-0.1%	457,728	0.1%	469,348,991	(2,520,637)	-0.5%	District 9 Totals

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NEEDS

ADJUSTMENTS

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1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

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 1.4%, thereby limiting any individual county's needs change to a range from a minus 18.6% to a plus 21.4%. The following tabulation indicates the method of computing the restrictions necessary for 1994 and the actual needs restrictions to the counties involved.

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1993 25 YEAR CONSTRUCTION NEEDS	BASIC 1994 25-YEAR CONSTRUCTION NEEDS	1994 SCREENING COMMITTEE ADJUSTMENT	ADJUSTED 1994 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1993 NEEDS	% CHANGE FROM RESTRICTED 1993 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1994 25 YEAR CONSTRUCTION NEEDS	1994 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$51,385,629	\$52,426,823		\$52,426,823	\$1,041,194	2.0%				Carlton
Cook	44,059,627	37,255,170		37,255,170	(8,804,457)	-15.4%				Cook
Itasca	110,209,919	113,917,409		113,917,409	3,707,490	3.4%				Itasca
Koochiching	28,297,144	28,700,568		28,700,568	403,424	1.4%				Koochiching
Lake	59,429,854	66,968,640		66,968,640	7,538,786	12.7%				Lake
Pine	106,399,703	103,331,250		103,331,250	(3,068,453)	-2.9%				Pine
St. Louis	341,156,245	341,990,648		341,990,648	834,403	0.2%				St. Louis
District 1 Totals	740,938,121	744,590,508		744,590,508	3,652,387	0.5%				District 1 Totals
Beltrami	67,846,475	69,755,911		69,755,911	1,909,436	2.8%				Beltrami
Clearwater	36,723,246	37,510,567		37,510,567	787,321	2.1%				Clearwater
Hubbard	38,491,672	39,809,947		39,809,947	1,318,275	3.4%				Hubbard
Kittson	47,540,290	47,522,093		47,522,093	(18,197)	-0.0%				Kittson
Lake of 'Woods	16,101,345	18,551,498		18,551,498	2,450,153	15.2%				Lake of 'Woods
Marshall	62,409,665	63,943,643		63,943,643	1,533,978	2.5%				Marshall
Norman	42,050,833	38,107,422		38,107,422	(3,943,411)	-9.4%				Norman
Pennington	19,326,344	19,512,632		19,512,632	186,288	1.0%				Pennington
Polk	105,395,596	101,532,088		101,532,088	(3,863,508)	-3.7%				Polk
Red Lake	20,462,869	21,155,883		21,155,883	693,014	3.4%				Red Lake
Roseau	51,635,054	52,280,053		52,280,053	644,999	1.3%				Roseau
District 2 Totals	507,983,389	509,681,737		509,681,737	1,698,348	0.3%				District 2 Totals
Aitkin	42,585,110	43,620,021		43,620,021	1,034,911	2.4%				Aitkin
Benton	24,682,054	27,844,852		27,844,852	3,162,798	12.8%				Benton
Cass	68,682,775	72,356,391		72,356,391	3,673,616	5.4%				Cass
Crow Wing	46,546,861	46,728,025		46,728,025	181,164	0.4%				Crow Wing
Isanti	33,370,431	33,249,606		33,249,606	(120,825)	-0.4%				Isanti
Kanabec	24,175,585	24,605,939		24,605,939	430,354	1.8%				Kanabec
Mille Lacs	35,524,050	38,284,760		38,284,760	2,760,710	7.8%				Mille Lacs
Morrison	51,246,933	56,288,542		56,288,542	5,041,609	9.8%				Morrison
Sherburne	16,501,009	19,460,224		19,460,224	2,959,215	17.9%				Sherburne
Stearns	111,283,919	115,868,411		115,868,411	4,584,492	4.1%				Stearns
Todd	51,813,735	49,387,908		49,387,908	(2,425,827)	-4.7%				Todd
Wadena	29,478,287	29,420,552		29,420,552	(57,735)	-0.2%				Wadena
Wright	84,860,551	90,437,229		90,437,229	5,576,678	6.6%				Wright
District 3 Totals	620,751,300	647,552,460		647,552,460	26,801,160	4.3%				District 3 Totals

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1993 25 YEAR CONSTRUCTION NEEDS	BASIC 1994 25-YEAR CONSTRUCTION NEEDS	1994 SCREENING COMMITTEE ADJUSTMENT	ADJUSTED 1994 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1993 NEEDS	% CHANGE FROM RESTRICTED 1993 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1994 25 YEAR CONSTRUCTION NEEDS	1994 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$47,060,550	\$48,462,779		\$48,462,779	\$1,402,229	3.0%				Becker
Big Stone	20,619,815	20,088,477		20,088,477	(531,338)	-2.6%				Big Stone
Clay	56,308,101	56,415,863		56,415,863	107,762	0.2%				Clay
Douglas	43,922,520	49,597,606		49,597,606	5,675,086	12.9%				Douglas
Grant	18,665,378	19,164,590		19,164,590	499,212	2.7%				Grant
Mahnomen	15,303,783	14,961,209		14,961,209	(342,574)	-2.2%				Mahnomen
Otter Tail	126,462,303	129,761,694		129,761,694	3,299,391	2.6%				Otter Tail
Pope	32,672,838	33,362,960		33,362,960	690,122	2.1%				Pope
Stevens	24,133,468	24,325,379		24,325,379	191,911	0.8%				Stevens
Swift	33,760,067	35,906,070		35,906,070	2,146,003	6.4%				Swift
Traverse	22,195,068	25,948,642		25,948,642	3,753,574	16.9%				Traverse
Wilkin	30,005,627	30,872,380		30,872,380	866,753	2.9%				Wilkin
District 4 Totals	471,109,518	488,867,649		488,867,649	17,758,131	3.8%				District 4 Totals
Anoka	88,364,538	86,741,879		86,741,879	(1,622,659)	-1.8%				Anoka
Carver	59,743,766	62,942,596		62,942,596	3,198,830	5.4%				Carver
Hennepin	518,992,392	509,756,729		509,756,729	(9,235,663)	-1.8%				Hennepin
Scott	74,338,988	60,019,143		60,019,143	(14,319,845)	-19.3%	-18.6%	\$60,511,936	\$492,793	Scott
District 5 Totals	741,439,684	719,460,347		719,460,347	(21,979,337)	-3.0%				District 5 Totals
Dodge	31,870,930	33,544,471		33,544,471	1,673,541	5.3%				Dodge
Fillmore	99,864,932	101,197,831		101,197,831	1,332,899	1.3%				Fillmore
Freeborn	62,977,366	61,675,327		61,675,327	(1,302,039)	-2.1%				Freeborn
Goodhue	57,898,482	58,800,492		58,800,492	902,010	1.6%				Goodhue
Houston	58,682,744	58,295,456		58,295,456	(387,288)	-0.7%				Houston
Mower	65,105,086	65,910,472		65,910,472	805,386	1.2%				Mower
Olmsted	75,720,465	79,468,452		79,468,452	3,747,987	5.0%				Olmsted
Rice	53,170,972	54,871,021		54,871,021	1,700,049	3.2%				Rice
Steele	45,885,746	46,730,918		46,730,918	845,172	1.8%				Steele
Wabasha	55,855,598	56,686,322		56,686,322	830,724	1.5%				Wabasha
Winona	67,429,832	70,577,850		70,577,850	3,148,018	4.7%				Winona
District 6 Totals	674,462,153	687,758,612		687,758,612	13,296,459	2.0%				District 6 Totals

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1993 25 YEAR CONSTRUCTION NEEDS	BASIC 1994 25-YEAR CONSTRUCTION NEEDS	1994 SCREENING COMMITTEE ADJUSTMENT	ADJUSTED 1994 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1993 NEEDS	% CHANGE FROM RESTRICTED 1993 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1994 25 YEAR CONSTRUCTION NEEDS	1994 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$87,320,289	\$89,161,692		\$89,161,692	\$1,841,403	2.1%				Blue Earth
Brown	37,595,383	40,064,197		40,064,197	2,488,834	6.6%				Brown
Cottonwood	37,739,685	37,285,368		37,285,368	(454,317)	-1.2%				Cottonwood
Faribault	58,646,305	59,475,134		59,475,134	828,829	1.4%				Faribault
Jackson	55,662,745	53,572,502		53,572,502	(2,090,243)	-3.8%				Jackson
Le Sueur	44,913,381	45,034,072		45,034,072	120,691	0.3%				Le Sueur
Martin	48,270,795	49,089,754		49,089,754	818,959	1.7%				Martin
Nicollet	40,810,410	40,819,693		40,819,693	9,283	0.0%				Nicollet
Nobles	53,135,157	53,446,670		53,446,670	311,513	0.6%				Nobles
Rock	32,665,356	32,436,754		32,436,754	(228,602)	-0.7%				Rock
Sibley	38,526,580	38,720,078		38,720,078	193,498	0.5%				Sibley
Waseca	41,291,207	42,894,610		42,894,610	1,603,403	3.9%				Waseca
Watonwan	28,120,503	29,163,083		29,163,083	1,042,580	3.7%				Watonwan
District 7 Totals	604,697,776	611,163,607		611,163,607	6,465,831	1.1%				District 7 Totals
Chippewa	30,896,921	30,612,109		30,612,109	(284,812)	-0.9%				Chippewa
Kandiyohi	54,936,928	59,979,251		59,979,251	5,042,323	9.2%				Kandiyohi
Lac Qui Parle	31,190,288	32,703,527		32,703,527	1,513,239	4.9%				Lac Qui Parle
Lincoln	24,670,249	25,349,752		25,349,752	679,503	2.8%				Lincoln
Lyon	45,572,582	47,817,574		47,817,574	2,244,992	4.9%				Lyon
Mc Leod	40,150,196	41,001,511		41,001,511	851,315	2.1%				Mc Leod
Meeker	28,972,846	30,258,639		30,258,639	1,285,793	4.4%				Meeker
Murray	31,151,734	33,798,171		33,798,171	2,646,437	8.5%				Murray
Pipestone	28,493,920	27,547,823		27,547,823	(946,097)	-3.3%				Pipestone
Redwood	59,274,114	61,779,326		61,779,326	2,505,212	4.2%				Redwood
Renville	60,596,863	68,571,633	\$5,833,142	74,404,775	13,807,912	22.8%	21.4%	\$73,564,592	(\$840,183)	Renville
Yellow Medicine	44,825,332	46,268,563		46,268,563	1,443,231	3.2%				Yellow Medicine
District 8 Totals	480,731,973	505,687,879		511,521,021	30,789,048	6.4%				District 8 Totals
Chisago	51,658,336	48,310,413		48,310,413	(3,347,923)	-6.5%				Chisago
Dakota	124,112,917	123,084,716		123,084,716	(1,028,201)	-0.8%				Dakota
Ramsey	211,920,453	211,531,115		211,531,115	(389,338)	-0.2%				Ramsey
Washington	84,177,922	86,422,747		86,422,747	2,244,825	2.7%				Washington
District 9 Totals	471,869,628	469,348,991		469,348,991	(2,520,637)	-0.5%				District 9 Totals
STATE TOTALS	\$5,313,983,542	\$5,384,111,790	\$5,833,142	\$5,389,944,932	\$75,961,390	1.4%				STATE TOTALS

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

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 1994 25-year construction needs pursuant to this resolution.

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1994 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1994	Maximum Balance 1994 Const. Apportionment	1994 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1994	Maximum Balance Larger of Either \$100,000 or 1992-1994 Const. Apport.	1994 Construction Fund Balance "Needs" Deduction		
Carlton	886,581	\$1,393,460	\$0	166,614	355,359	\$0	\$0	Carlton
Cook	155,642	1,111,879	0	100,425	132,299	0	0	Cook
Itasca	1,472,663	2,658,894	0	594,929	569,323	25,606	25,606	Itasca
Koochiching	881,726	1,573,231	0	117,801	138,518	0	0	Koochiching
Lake	3,255,094	1,335,354	1,919,740	490,901	162,021	328,880	2,248,620	Lake
Pine	1,133,203	2,099,178	0	692,896	1,047,790	0	0	Pine
St. Louis	7,434,299	7,768,986	0	368,814	1,346,432	0	0	St. Louis
District 1 Totals	15,219,208	17,940,982	1,919,740	2,532,380	---	354,486	2,274,226	District 1 Totals
Beltrami	1,782,117	1,807,796	0	3,194	298,213	0	0	Beltrami
Clearwater	555,444	1,062,339	0	28,954	244,338	0	0	Clearwater
Hubbard	1,711,966	1,160,567	551,399	8,649	163,307	0	551,399	Hubbard
Kittson	545,374	1,253,963	0	6,779	380,819	0	0	Kittson
Lake of the Woods	35,544	1,057,345	0	59,578	121,833	0	0	Lake of the Woods
Marshall	319,964	1,844,211	0	223,557	339,031	0	0	Marshall
Norman	942,539	1,268,560	0	335,202	267,800	67,402	67,402	Norman
Pennington	280,532	830,210	0	38,390	100,000	0	0	Pennington
Polk	1,178,682	2,747,653	0	277,724	545,579	0	0	Polk
Red Lake	2,527,389	793,467	1,733,922	481,733	213,434	268,299	2,002,221	Red Lake
Roseau	300,112	1,470,904	0	13,032	318,856	0	0	Roseau
District 2 Totals	10,179,663	15,297,015	2,285,321	1,476,792	---	335,701	2,621,022	District 2 Totals
Aitkin	394,854	1,406,816	0	213,645	135,033	78,612	78,612	Aitkin
Benton	0	887,063	0	87,703	207,715	0	0	Benton
Cass	267,605	1,809,976	0	46,697	617,223	0	0	Cass
Crow Wing	1,909,335	1,102,366	806,969	424,237	1,097,221	0	806,969	Crow Wing
Isanti	635,513	1,075,949	0	14,670	100,000	0	0	Isanti
Kanabec	980,033	798,049	181,984	344,261	196,020	148,241	330,225	Kanabec
Mille Lacs	316,691	1,041,956	0	372,470	563,976	0	0	Mille Lacs
Morrison	1,200,228	1,359,818	0	1,328	491,066	0	0	Morrison
Sherburne	806,971	830,296	0	25,444	100,000	0	0	Sherburne
Stearns	148,158	2,519,826	0	471,733	982,397	0	0	Stearns
Todd	1,238,799	1,339,105	0	452,456	440,590	11,866	11,866	Todd
Wadena	752,354	887,515	0	60,768	340,205	0	0	Wadena
Wright	3,055,759	1,955,692	1,100,067	1,354,315	1,038,685	315,630	1,415,697	Wright
District 3 Totals	11,706,300	17,014,427	2,089,020	3,869,727	---	554,349	2,643,369	District 3 Totals

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1994 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1994	Maximum Balance 1994 Const. Apportionment	1994 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1994	Maximum Balance Larger of Either \$100,000 or 1992-1994 Const. Apport.	1994 Construction Fund Balance "Needs" Deduction		
Becker	200,000	\$1,458,092	\$0	0	287,686	\$0	\$0	Becker
Big Stone	1,226,333	765,629	460,704	172,157	290,535	0	460,704	Big Stone
Clay	712,146	1,563,176	0	488,657	345,542	143,115	143,115	Clay
Douglas	1,227,775	1,261,056	0	590,994	473,930	117,064	117,064	Douglas
Grant	1,656,947	789,231	867,716	388,634	229,639	158,995	1,026,711	Grant
Mahnomen	208,844	827,443	0	6,267	116,064	0	0	Mahnomen
Otter Tail	513,656	2,863,355	0	1,965,576	1,221,934	743,642	743,642	Otter Tail
Pope	3,706	1,150,491	0	79,849	215,819	0	0	Pope
Stevens	1,287,732	812,985	474,747	151,628	171,062	0	474,747	Stevens
Swift	1,128,280	1,034,077	94,203	176,630	309,331	0	94,203	Swift
Traverse	486,702	765,802	0	139,946	290,363	0	0	Traverse
Wilkin	156,668	990,206	0	300,251	366,113	0	0	Wilkin
District 4 Totals	8,808,789	14,281,543	1,897,370	4,460,589	---	1,162,816	3,060,186	District 4 Totals
Anoka	780,334	2,318,456	0	492,592	514,720	0	0	Anoka
Carver	2,274,647	1,108,200	1,166,447	1,436,521	660,087	776,434	1,942,881	Carver
Hennepin	6,532,598	9,109,360	0	3,186,143	3,494,899	0	0	Hennepin
Scott	0	1,640,488	0	118,375	248,483	0	0	Scott
District 5 Totals	9,587,579	14,176,504	1,166,447	5,233,631	---	776,434	1,942,881	District 5 Totals
Dodge	1	902,853	0	123,226	343,356	0	0	Dodge
Fillmore	2,215,607	1,874,520	341,087	355,804	800,863	0	341,087	Fillmore
Freeborn	2,804,204	1,802,887	1,001,317	156,469	270,053	0	1,001,317	Freeborn
Goodhue	0	1,399,807	0	975,175	581,514	393,661	393,661	Goodhue
Houston	3,801,001	1,263,471	2,537,530	356,955	243,945	113,010	2,650,540	Houston
Mower	1,173,022	1,565,682	0	321,335	361,379	0	0	Mower
Olmsted	56,593	1,889,959	0	244,479	170,274	74,205	74,205	Olmsted
Rice	0	1,351,144	0	518,348	299,641	218,707	218,707	Rice
Steele	1,384,673	1,294,892	89,781	259,662	177,427	82,235	172,016	Steele
Wabasha	902,515	1,171,279	0	1,323,066	843,070	479,996	479,996	Wabasha
Winona	812,937	1,583,258	0	295,840	279,513	16,327	16,327	Winona
District 6 Totals	13,150,553	16,099,752	3,969,715	4,930,359	---	1,378,141	5,347,856	District 6 Totals

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1994 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1994	Maximum Balance 1994 Const. Apportionment	1994 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1994	Maximum Balance Larger of Either \$100,000 or 1992-1994 Const. Apport.	1994 Construction Fund Balance "Needs" Deduction		
Blue Earth	1,316,761	\$1,953,904	\$0	333,625	469,984	\$0	\$0	Blue Earth
Brown	92,114	1,123,313	0	189,955	278,740	0	0	Brown
Cottonwood	504,656	1,107,905	0	659,054	263,828	395,226	395,226	Cottonwood
Faribault	474,927	1,233,563	0	417,469	874,693	0	0	Faribault
Jackson	1,525,537	1,340,875	184,662	392,240	473,500	0	184,662	Jackson
Le Sueur	649,499	1,069,333	0	556,237	768,047	0	0	Le Sueur
Martin	0	1,341,658	0	211,606	272,322	0	0	Martin
Nicollet	28,666	1,112,638	0	93,104	100,000	0	0	Nicollet
Nobles	95,226	1,366,810	0	434,199	313,480	120,719	120,719	Nobles
Rock	1,384,560	857,327	527,233	488,911	453,851	35,060	562,293	Rock
Sibley	215,836	1,089,309	0	150,012	341,472	0	0	Sibley
Waseca	300,000	1,099,354	0	3,312	217,470	0	0	Waseca
Watonwan	54,931	786,661	0	108,083	434,885	0	0	Watonwan
District 7 Totals	6,642,713	15,482,650	711,895	4,037,807	---	551,005	1,262,900	District 7 Totals
Chippewa	910,102	942,998	0	0	256,431	0	0	Chippewa
Kandiyohi	819,223	1,599,968	0	669,979	442,079	227,900	227,900	Kandiyohi
Lac Qui Parle	449,468	1,077,311	0	75,793	323,799	0	0	Lac Qui Parle
Lincoln	829,370	774,863	54,507	336,602	348,734	0	54,507	Lincoln
Lyon	54,549	1,058,895	0	301,874	676,067	0	0	Lyon
Mc Leod	742,827	1,056,864	0	110,998	415,114	0	0	Mc Leod
Meeker	1,936,392	991,235	945,157	407,521	196,930	210,591	1,155,748	Meeker
Murray	881,738	948,976	0	329,615	308,793	20,822	20,822	Murray
Pipestone	202,685	721,293	0	99,967	620,303	0	0	Pipestone
Redwood	363,170	1,332,377	0	652,996	692,167	0	0	Redwood
Renville	793,629	1,546,241	0	22,821	280,221	0	0	Renville
Yellow Medicine	138,624	1,221,412	0	68,815	393,220	0	0	Yellow Medicine
District 8 Totals	8,121,777	13,272,433	999,664	3,076,981	---	459,313	1,458,977	District 8 Totals
Chisago	1,261,227	988,363	272,864	186,709	951,119	0	272,864	Chisago
Dakota	0	2,860,270	0	993,696	248,881	744,815	744,815	Dakota
Ramsey	987,833	4,593,406	0	0	218,553	0	0	Ramsey
Washington	639,599	1,376,320	0	224,733	1,721,609	0	0	Washington
District 9 Totals	2,888,659	9,818,359	272,864	1,405,138	---	744,815	1,017,679	District 9 Totals
STATE TOTALS	\$86,305,241	\$133,383,665	\$15,312,036	\$31,023,404	\$40,018,617	\$6,317,060	\$21,629,096	STATE TOTALS

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

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 1984 through 1993, the number of projects awarded and the project costs in each account which have been deducted from the 1994 County State Aid Highway Money needs. In 1993 alone, more than \$15.4 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1984-1993	Spec. Resurf. 1993	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1994 25-Yr. Const. Needs
Carlton	9	2	\$556,618	\$123,698	\$680,316
Cook	7	0	961,917	9,152	971,069
Itasca	11	3	2,122,367	0	2,122,367
Koochiching	8	0	851,819	113,382	965,201
Lake	2	0	565,019	0	565,019
Pine	8	2	1,161,509	115,744	1,277,253
St. Louis	20	0	2,982,891	90,765	3,073,656
District 1 Totals	65	7	9,202,140	452,741	9,654,881
Beltrami	14	1	1,181,395	36,177	1,217,566
Clearwater	6	2	1,153,273	0	1,153,273
Hubbard	6	0	969,561	0	969,561
Kittson	8	3	1,236,453	105,287	1,341,740
Lake of the Woods	2	1	112,853	6,479	119,332
Marshall	8	1	1,198,947	171,339	1,370,286
Norman	6	3	787,692	14,826	802,518
Pennington	1	0	15,846	0	15,846
Polk	19	1	1,712,255	176,321	1,888,576
Red Lake	0	0	0	0	0
Roseau	4	1	942,766	0	942,766
District 2 Totals	74	13	9,311,041	510,423	9,821,464

County	Number of Special Resurf. Projects 1984-1993	Spec. Resurf. 1993	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1994 25-Yr. Const. Needs
Aitkin	3	0	\$680,258	\$16,850	\$697,108
Benton	6	2	581,551	12,412	593,963
Cass	4	0	1,613,594	15,891	1,629,485
Crow Wing	1	0	116,076	0	116,076
Isanti	2	2	195,734	0	195,734
Kanabec	6	1	581,998	46,732	628,730
Mille Lacs	9	0	548,303	109,108	657,411
Morrison	20	5	4,200,599	141,416	4,342,015
Sherburne	5	0	508,707	0	508,707
Stearns	42	5	6,725,240	275,047	7,000,287
Todd	20	0	3,673,052	15,633	3,688,685
Wadena	6	1	1,527,796	0	1,527,796
Wright	7	0	958,362	175,145	1,133,507
District 3 Totals	131	16	21,911,270	808,234	22,719,504
Becker	14	1	1,639,640	70,234	1,709,874
Big Stone	6	0	649,298	0	649,298
Clay	2	0	49,082	49,879	98,961
Douglas	11	3	1,406,748	34,721	1,441,469
Grant	5	0	775,046	6,338	781,384
Mahnomen	6	0	303,188	35,973	339,161
Otter Tail	46	8	9,481,154	287,579	9,768,733
Pope	8	0	1,031,259	68,133	1,099,392
Stevens	6	1	1,579,188	0	1,579,188
Swift	10	2	1,361,080	81,808	1,442,888
Traverse	4	0	749,303	108,635	857,938
Wilkin	6	0	886,428	55,227	941,655
District 4 Totals	124	15	19,911,414	798,527	20,709,941
Anoka	0	0	0	0	0
Carver	16	0	1,123,679	163,146	1,286,825
Hennepin	11	0	3,439,308	0	3,439,308
Scott	8	0	1,244,700	8,095	1,252,795
District 5 Totals	35	0	5,807,687	171,241	5,978,928
Dodge	5	1	799,334	10,993	810,327
Fillmore	14	0	931,287	201,142	1,132,429
Freeborn	34	4	3,717,923	136,471	3,854,394
Goodhue	1	0	0	51,309	51,309
Houston	4	0	1,040,904	0	1,040,904
Mower	19	1	2,559,163	66,554	2,625,717
Olmsted	5	0	389,173	31,213	420,386
Rice	17	2	1,604,566	92,255	1,696,821
Steele	4	0	223,046	0	223,046
Wabasha	6	0	162,194	162,163	324,357
Winona	23	5	1,647,475	0	1,647,475
District 6 Totals	132	13	13,075,065	752,100	13,827,165

County	Number of Special Resurf. Projects 1984-1993	Spec. Resurf. 1993	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1994 25-Yr. Const. Needs
Blue Earth	10	1	\$1,145,470	\$0	\$1,145,470
Brown	10	4	714,030	23,332	737,362
Cottonwood	21	3	2,261,964	10,758	2,272,722
Faribault	3	0	648,487	17,191	665,678
Jackson	16	0	3,374,057	31,855	3,405,912
LeSueur	0	0	0	0	0
Martin	1	0	0	66,914	66,914
Nicollet	3	0	289,187	0	289,187
Nobles	18	3	1,910,012	57,006	1,967,018
Rock	11	0	1,248,321	89,737	1,338,058
Sibley	20	2	2,844,435	0	2,844,435
Waseca	0	0	0	0	0
Watonwan	17	3	1,210,992	73,618	1,284,610
District 7 Totals	130	16	15,646,955	370,411	16,017,366
Chippewa	3	2	237,674	0	237,674
Kandiyohi	7	0	649,391	96,828	746,219
Lac Qui Parle	5	0	265,708	3,112	268,820
Lincoln	10	2	825,396	18,387	843,783
Lyon	26	2	3,266,080	94,186	3,360,266
Mc Leod	7	0	740,351	39,569	779,920
Meeker	10	1	811,014	64,629	875,643
Murray	14	1	1,431,946	46,896	1,478,842
Pipestone	11	0	941,567	103,013	1,044,580
Redwood	35	2	4,736,115	325,297	5,061,412
Renville	27	2	5,341,526	61,272	5,402,798
Yellow Medicine	9	2	1,422,466	17,472	1,439,938
District 8 Totals	164	14	20,669,234	870,661	21,539,895
Chisago	9	1	1,686,230	95,853	1,782,083
Dakota	5	0	486,905	47,793	534,698
Ramsey	3	0	422,537	0	422,537
Washington	5	3	611,393	18,935	630,328
District 9 Totals	22	4	3,207,065	162,581	3,369,646
STATE TOTALS	877	98	\$118,741,871	\$4,896,919	\$123,638,790

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

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

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

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

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

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

Below is an example showing St. Louis County's rural design grading cost adjustment computation for the 1995 apportionment.

- 1) 98.3 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-1993. This represents 9% of the 1,050.08 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 37% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$279,389 - \$203,782}{\$203,782} = 37\%$$

- 3) The Adjusted Rural Grading Cost Factor of 33.3% was arrived at by dividing the 9% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Rural Grading Cost Factor (37%) as shown in 2 above.

$$\frac{9}{10} \times 37\% = 33.3\%$$

- 4) Then by multiplying the Adjusted Factor (33.3%) times the complete rural design grading needs remaining in the 1994 study (\$170,099,702) an adjustment (+\$56,643,201) to the 1994 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete rural grading needs after the adjustment is applied.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1994 25-year construction needs) have been used in calculating the 1994 annual County State Aid Highway money needs.

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1993 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1994 Needs Study				Rural Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	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	12	27.3	14%	\$136,190	\$101,807	34%	34.0%	195.90	70.5%	\$21,741,754	\$110,984	\$7,392,196	\$148,718
Cook	9	23.4	17%	218,834	167,757	39%	39.0%	138.30	79.0%	20,636,115	149,213	8,048,085	207,406
Itasca	17	52.4	11%	135,695	94,454	44%	44.0%	488.06	78.3%	42,469,830	87,018	18,686,725	125,305
Koochiching	14	47.7	34%	94,011	54,959	71%	71.0%	139.38	60.2%	8,588,631	61,620	6,097,928	105,371
Lake	11	20.7	12%	265,145	184,345	44%	44.0%	174.73	79.7%	34,447,772	197,149	15,157,020	283,894
Pine	25	51.2	14%	161,876	129,688	25%	25.0%	361.42	78.6%	52,586,561	145,500	13,146,640	181,875
St. Louis	50	98.3	9%	279,389	203,782	37%	33.3%	1,050.08	80.6%	170,099,702	161,987	56,643,201	215,929
District 1 Totals	138	321.0	13%	\$192,111	\$138,703	39%		2,547.87	77.4%	\$350,570,365	\$137,594	\$125,171,795	\$186,722

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1993 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1994 Needs Study				Rural Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	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	15	65.2	23%	\$106,192	\$94,847	12%	12.0%	284.25	63.6%	\$22,963,186	\$80,785	\$2,755,582	\$90,479
Clearwater	18	52.4	27%	60,544	74,683	-19%	-19.0%	197.03	62.2%	13,099,476	66,485	(2,488,900)	53,853
Hubbard	6	29.7	12%	101,121	97,990	3%	3.0%	248.61	77.7%	17,453,363	70,204	523,601	72,310
Kittson	17	52.8	20%	54,184	57,758	-6%	-6.0%	259.11	70.2%	17,642,770	68,090	(1,058,566)	64,004
Lake of the Woods	10	30.3	29%	65,154	56,240	16%	16.0%	104.55	54.6%	6,119,574	58,533	979,132	67,898
Marshall	28	108.5	28%	51,710	57,936	-11%	-11.0%	383.35	60.5%	22,003,056	57,397	(2,420,336)	51,083
Norman	17	33.5	14%	58,847	57,087	3%	3.0%	241.30	62.7%	13,901,169	57,609	417,035	59,338
Pennington	6	31.3	23%	45,234	47,956	-6%	-6.0%	133.70	52.0%	6,871,350	51,394	(412,281)	48,310
Polk	26	115.1	26%	61,640	68,724	-10%	-10.0%	437.96	55.4%	32,747,243	74,772	(3,274,724)	67,295
Red Lake	6	15.6	12%	70,268	66,214	6%	6.0%	129.15	70.5%	9,236,670	71,519	554,200	75,810
Roseau	20	83.8	31%	45,925	58,346	-21%	-21.0%	269.96	57.1%	15,116,151	55,994	(3,174,392)	44,235
District 2 Totals	169	618.2	23%	\$63,342	\$67,185	-6%		2,688.97	61.6%	\$177,154,008	65,882	(\$7,599,649)	\$63,056

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1993 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1994 Needs Study				Rural Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System That Has Complete Grading Needs Remaining	Average Construction Cost/Mile	Average Needs Coat/Mile			Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	Miles											
Altkin	13	56.7	22%	\$92,927	\$68,586	35%	35.0%	263.64	72.2%	\$23,217,999	\$88,067	\$8,126,300	\$118,891
Benton	18	34.0	24%	74,597	49,623	50%	50.0%	143.73	67.2%	6,832,613	47,538	3,416,307	71,307
Cass	11	35.3	9%	91,376	74,163	23%	20.7%	376.18	72.6%	27,710,339	73,662	5,736,040	88,911
Crow Wing	14	37.8	22%	65,382	58,363	12%	12.0%	170.84	48.1%	11,686,477	68,406	1,402,377	76,615
Isanti	9	19.6	12%	122,314	90,968	34%	34.0%	162.50	72.9%	13,299,913	81,846	4,521,970	109,673
Kanabec	15	34.0	26%	79,347	85,396	-7%	-7.0%	132.60	63.9%	10,986,860	82,857	(769,080)	77,057
Mille Lacs	7	17.4	12%	136,293	74,299	83%	83.0%	150.74	62.7%	12,398,227	82,249	10,290,528	150,516
Morrison	2	6.7	2%	32,339	54,882	-41%	-8.2%	321.66	76.4%	20,700,603	64,356	(1,697,449)	59,078
Sherburne	10	36.6	45%	33,398	36,640	-9%	-9.0%	81.74	39.5%	2,838,625	34,727	(255,476)	31,602
Stearns	8	20.6	5%	96,721	81,090	20%	10.0%	439.44	77.5%	34,417,065	78,320	3,441,707	86,152
Todd	1	1.0	0%	65,978	64,850	2%	0.0%	229.30	57.4%	14,731,148	64,244	0	64,244
Wadena	4	11.4	7%	89,259	64,993	37%	25.9%	165.36	75.2%	8,689,163	52,547	2,250,493	66,157
Wright	19	43.2	17%	176,697	95,163	86%	86.0%	260.76	69.4%	23,139,681	88,739	19,900,126	165,055
District 3 Totals	131	354.3	12%	\$93,493	\$69,659	34%		2,898.49	67.2%	\$210,648,713	\$72,675	\$56,363,843	\$92,121

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Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1993 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1994 Needs Study				Rural Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	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	14	52.1	19%	\$46,185	\$43,309	7%	7.0%	270.02	60.4%	\$13,011,935	\$48,189	\$910,835	\$51,562
Big Stone	8	19.9	13%	53,081	42,654	24%	24.0%	153.58	76.0%	7,002,819	45,597	1,680,677	56,541
Clay	15	57.2	22%	65,827	41,906	57%	57.0%	258.43	66.7%	10,443,416	40,411	5,952,747	63,445
Douglas	7	26.6	12%	70,282	55,427	27%	27.0%	228.32	63.0%	11,899,310	52,117	3,212,814	66,188
Grant	2	21.1	13%	55,251	39,945	38%	38.0%	163.40	72.6%	6,917,686	42,336	2,628,721	58,424
Mahnomen	5	36.5	35%	92,093	42,801	115%	115.0%	103.35	53.9%	4,351,594	42,105	5,004,333	90,527
Otter Tail	20	54.9	9%	73,520	76,035	-3%	-2.7%	598.04	69.2%	49,696,442	83,099	(1,341,804)	80,855
Pope	8	21.6	11%	114,641	64,554	78%	78.0%	202.17	70.0%	14,131,616	69,900	11,022,660	124,421
Stevens	1	5.0	3%	49,490	42,096	18%	5.4%	186.69	78.3%	9,828,931	52,648	530,762	55,491
Swift	20	53.6	27%	46,135	40,349	14%	14.0%	200.02	61.5%	9,877,748	49,384	1,382,885	56,298
Traverse	3	22.1	13%	32,447	42,865	-24%	-24.0%	172.98	72.0%	9,828,182	56,817	(2,358,764)	43,181
Wilkin	11	29.9	15%	59,035	32,773	80%	80.0%	202.91	66.5%	6,978,973	34,394	5,583,178	61,910
District 4 Totals	114	400.5	15%	\$63,257	\$48,062	32%		2,739.91	67.2%	\$153,968,652	\$56,195	\$34,209,044	\$68,680

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Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1993 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1994 Needs Study				Rural Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	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%	104.87	58.6%	\$16,097,533	\$153,500	\$2,736,581	\$179,595
Carver	7	13.8	11%	99,202	98,103	1%	1.0%	126.62	72.3%	12,340,424	97,460	123,404	98,435
Hennepin	8	17.4	14%	337,478	304,145	11%	11.0%	120.22	84.0%	20,568,471	171,090	2,262,532	189,910
Scott	6	9.8	9%	164,981	78,365	111%	99.9%	111.24	71.2%	11,251,904	101,150	11,240,652	202,198
District 5 Totals	29	63.2	14%	\$201,270	\$169,446	19%		462.95	70.9%	\$60,258,332	\$130,162	\$16,363,169	\$165,507

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Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1993 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1994 Needs Study				Rural Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	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	22%	\$71,377	\$63,780	12%	12.0%	146.10	60.2%	\$9,225,335	\$63,144	\$1,107,040	\$70,721
Fillmore	15	38.2	13%	148,808	149,757	-1%	-1.0%	285.04	75.9%	41,752,012	146,478	(417,520)	145,013
Freeborn	10	31.8	10%	118,820	67,349	76%	76.0%	303.02	69.8%	15,508,980	51,181	11,786,825	90,079
Goodhue	13	49.8	27%	136,426	105,419	29%	29.0%	183.35	58.2%	17,973,449	98,028	5,212,300	126,456
Houston	8	18.2	11%	161,318	168,341	-4%	-4.0%	164.13	68.0%	27,116,845	165,216	(1,084,674)	158,607
Mower	14	30.7	14%	81,139	61,131	33%	33.0%	224.58	62.6%	15,053,243	67,028	4,967,570	89,148
Olmsted	12	32.0	15%	127,635	126,545	1%	1.0%	219.26	70.6%	23,446,504	106,935	234,465	108,004
Rice	11	28.7	16%	89,211	60,715	47%	47.0%	179.57	68.1%	11,268,648	62,754	5,296,265	92,248
Steele	13	30.6	17%	71,869	52,514	37%	37.0%	175.05	64.2%	10,169,364	58,094	3,762,665	79,589
Wabasha	9	24.8	15%	162,320	141,556	15%	15.0%	168.08	65.2%	21,399,954	127,320	3,209,993	146,418
Winona	15	24.9	12%	128,606	117,516	9%	9.0%	213.07	71.4%	24,648,435	115,682	2,218,359	126,094
District 6 Totals	133	342.4	15%	\$117,091	\$99,232	18%		2,261.25	67.1%	\$217,562,769	\$96,213	\$36,293,288	\$112,264

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Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1993 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1994 Needs Study				Rural Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	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	18	58.0	24%	\$72,305	\$66,760	8%	8.0%	244.35	63.1%	\$21,388,692	\$87,533	\$1,711,095	\$94,536
Brown	9	25.7	15%	111,325	129,721	-14%	-14.0%	172.77	56.5%	11,199,347	64,822	(1,567,909)	55,747
Cottonwood	8	21.8	10%	76,900	55,595	38%	38.0%	229.40	74.4%	11,892,180	51,840	4,519,028	71,540
Faribault	11	38.3	19%	60,078	55,993	7%	7.0%	202.68	61.2%	11,677,042	57,613	817,393	61,646
Jackson	7	18.6	7%	62,454	43,495	44%	30.8%	251.33	69.9%	15,414,345	61,331	4,747,618	80,221
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	84,051
Martin	11	53.6	26%	69,648	64,492	8%	8.0%	209.02	56.3%	11,543,740	55,228	923,499	59,646
Nicollet	16	32.5	22%	75,584	68,829	10%	10.0%	144.87	60.8%	12,312,116	84,987	1,231,212	93,486
Nobles	9	31.4	17%	76,448	58,021	32%	32.0%	183.61	54.9%	11,174,578	60,860	3,575,865	80,336
Rock	8	24.8	15%	65,122	48,496	34%	34.0%	169.51	67.8%	8,079,742	47,665	2,747,112	63,871
Sibley	9	20.7	10%	96,933	63,594	52%	52.0%	201.01	71.4%	11,255,161	55,993	5,852,684	85,109
Waseca	18	45.3	28%	60,812	54,896	11%	11.0%	161.40	67.7%	8,887,576	55,066	977,633	61,123
Watonwan	10	27.1	23%	70,761	64,087	10%	10.0%	119.44	54.0%	6,982,060	58,457	698,206	64,302
District 7 Totals	149	445.5	18%	\$73,701	\$64,386	14%		2,423.84	62.5%	\$150,994,116	\$62,295	\$28,346,570	\$73,990

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Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1993 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1994 Needs Study				Rural Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	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	\$99,252
Kandiyohi	20	69.8	29%	98,785	67,974	45%	45.0%	239.24	60.7%	16,709,922	69,846	7,519,465	101,276
Lac Qui Parle	13	55.3	24%	54,829	46,812	17%	17.0%	234.69	65.7%	10,206,188	43,488	1,735,052	50,881
Lincoln	9	31.3	22%	48,076	47,612	1%	1.0%	145.44	59.3%	7,239,699	49,778	72,397	50,276
Lyon	19	48.5	24%	59,887	58,232	3%	3.0%	205.82	67.7%	11,228,986	54,557	336,870	56,194
Mc Leod	12	26.7	17%	87,960	79,795	10%	10.0%	153.35	68.9%	10,043,564	65,494	1,004,356	72,044
Meecker	8	19.2	12%	76,349	56,084	36%	36.0%	165.51	62.3%	9,443,301	57,056	3,399,588	77,596
Murray	13	30.8	11%	38,288	47,983	-20%	-20.0%	275.60	79.2%	13,496,021	48,970	(2,699,204)	39,176
Pipestone	12	28.2	18%	63,359	57,981	9%	9.0%	157.40	70.8%	7,788,812	49,484	700,993	53,938
Redwood	17	38.3	17%	45,941	34,658	33%	33.0%	230.85	61.7%	12,963,392	56,155	4,277,919	74,686
Renville	4	6.1	2%	54,657	44,075	24%	4.8%	339.50	76.8%	16,778,148	49,420	805,351	51,792
Yellow Medicine	13	53.5	23%	49,302	52,478	-6%	-6.0%	235.22	69.6%	13,590,943	57,780	(815,457)	54,313
District 8 Totals	146	424.6	17%	\$64,782	\$55,998	16%		2,503.59	66.7%	\$139,664,010	\$55,785	\$18,168,836	\$63,043

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Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1993 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1994 Needs Study				Rural Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	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	8	12.9	8%	\$147,918	\$97,021	52%	41.6%	153.85	71.8%	\$14,408,222	\$93,651	\$5,993,820	\$132,610
Dakota	7	8.7	7%	194,381	198,040	-2%	-1.4%	131.81	74.9%	15,494,012	117,548	(216,916)	115,902
Ramsey	2	2.5	52%	394,350	274,943	43%	43.0%	4.8	97.0%	1,259,820	262,463	541,723	375,321
Washington	11	13.7	14%	195,719	139,955	40%	40.0%	98.84	68.5%	15,492,210	156,740	6,196,884	219,436
District 9 Totals	28	37.8	10%	\$192,197	\$147,610	30%		389.30	72.2%	\$46,654,264	\$119,841	\$12,515,511	151,990

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Comparison of 1984-1993 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1993 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1994 Needs Study				Rural Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	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	138	321.0	13%	\$192,111	\$138,703	39%	2,547.87	77.4%	\$350,570,365	\$137,594	\$125,171,795	\$186,722	
District 2 Totals	169	618.2	23%	63,342	67,185	-6%	2,688.97	61.6%	177,154,008	65,882	(7,599,649)	63,056	
District 3 Totals	131	354.3	12%	93,493	69,659	34%	2,898.49	67.2%	210,648,713	72,675	56,363,843	92,121	
District 4 Totals	114	400.5	15%	63,257	48,062	32%	2,739.91	67.2%	153,968,652	56,195	34,209,044	68,680	
District 5 Totals	29	63.2	14%	201,270	169,446	19%	462.95	70.9%	60,258,332	130,162	16,363,169	165,507	
District 6 Totals	133	342.4	15%	117,091	99,232	18%	2,261.25	67.1%	217,562,769	96,213	36,293,288	112,264	
District 7 Totals	149	445.5	18%	73,701	64,386	14%	2,423.84	62.5%	150,994,116	62,295	28,346,570	73,990	
District 8 Totals	146	424.6	17%	64,782	55,998	16%	2,503.59	66.7%	139,664,010	55,785	18,168,836	63,043	
District 9 Totals	28	37.8	10%	192,197	147,610	30%	389.30	72.2%	46,654,264	119,841	12,515,511	151,990	
STATE TOTAL	1,037	3,007.5	16%	\$92,944	\$77,300	20%	18,916.17	67.0%	\$1,507,475,229	\$79,692	\$319,832,407	\$96,600	

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Comparison of 1987 - 1993 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 1995 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 - 1993. This represents 7% of the 8.70 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 1994 needs study (\$1,506,071) an adjustment (+\$1,212,387) to the 1994 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete urban grading needs after the adjustment is applied.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 1994 25-year construction needs) have been used in calculating the 1994 annual County State Aid Highway money needs.

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Comparison of 1987-1993 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1993 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1994 Needs Study				Urban Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	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%	8.98	60.7%	\$1,539,116	\$171,394	(\$430,952)	\$123,404
Cook	3	0.6	27%	202,949	122,969	65%	65.0%	2.25	61.0%	297,069	132,031	193,095	217,851
Itasca	4	2.4	17%	179,740	158,753	13%	13.0%	13.72	60.3%	2,230,735	162,590	289,996	183,727
Koochiching	2	0.6	7%	244,284	113,802	115%	80.5%	8.70	52.4%	1,506,071	173,112	1,212,387	312,466
Lake	0	0.0	0%	0	0	0%	0.0%	2.30	44.7%	501,597	218,086	0	218,086
Pine	2	0.8	7%	208,981	172,408	21%	14.7%	10.70	82.6%	1,807,409	168,917	265,689	193,747
St. Louis	6	2.1	7%	596,158	346,273	72%	50.4%	28.54	46.1%	6,714,360	235,261	3,384,037	353,833
District 1 Totals	19	7.4	10%	\$297,638	\$203,409	46%		75.19	54.5%	\$14,596,357	\$194,126	\$4,914,252	\$259,484

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Comparison of 1987-1993 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1993 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1994 Needs Study				Urban Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	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)	\$140,540
Clearwater	0	0.0	0%	0	0	0%	0.0%	8.89	91.1%	1,097,637	123,469	0	123,469
Hubbard	1	0.3	15%	128,880	101,887	26%	26.0%	1.99	43.1%	309,978	155,768	80,594	196,267
Kitson	1	0.3	8%	317,460	259,160	22%	17.6%	3.81	89.2%	805,701	211,470	141,803	248,689
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	248,660
Marshall	0	0.0	0%	0	0	0%	0.0%	4.52	75.8%	652,824	144,430	0	144,430
Norman	3	0.5	18%	134,171	120,473	11%	11.0%	2.83	42.6%	391,021	138,170	43,012	153,369
Pennington	0	0.0	0%	0	0	0%	0.0%	0.99	33.0%	194,540	196,505	0	196,505
Polk	5	1.7	15%	108,755	139,853	-22%	-22.0%	11.46	70.7%	1,973,728	172,228	(434,220)	134,338
Red Lake	1	0.2	7%	309,885	121,225	156%	109.2%	3.04	91.0%	454,019	149,348	495,789	312,437
Roseau	1	0.5	12%	123,250	131,840	-7%	-7.0%	4.04	46.9%	514,653	127,389	(36,026)	118,472
District 2 Totals	16	7.3	14%	\$116,893	\$116,928	0%		53.90	65.0%	\$8,464,449	\$157,040	\$188,086	160,529

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1987-1993 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1993 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1994 Needs Study				Urban Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	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%	1.45	53.1%	\$310,285	\$213,990	\$0	\$213,990
Benton	3	0.8	14%	193,983	159,514	22%	22.0%	5.60	54.2%	858,592	153,320	188,890	187,050
Cass	3	1.2	17%	93,893	144,390	-35%	-35.0%	7.16	65.9%	1,168,445	163,191	(408,956)	106,074
Crow Wing	3	1.4	20%	131,776	171,735	-23%	-23.0%	7.14	42.0%	967,209	135,463	(222,458)	104,307
Isanti	3	0.4	29%	125,519	302,231	-58%	-58.0%	1.40	46.5%	430,022	307,159	(249,413)	129,006
Kanabec	1	0.5	20%	43,498	110,750	-61%	-61.0%	2.45	77.0%	326,328	133,195	(199,060)	51,946
Mille Lacs	3	1.9	18%	334,168	205,297	63%	63.0%	10.79	72.6%	1,492,613	138,333	940,346	225,483
Morrison	3	2.1	28%	171,518	107,607	59%	59.0%	7.53	53.7%	755,977	100,395	446,026	159,629
Sherburne	1	0.3	24%	193,119	84,194	129%	129.0%	1.26	14.9%	229,459	182,110	296,002	417,033
Stearns	15	6.3	37%	161,439	155,770	4%	4.0%	16.94	46.5%	2,439,708	144,021	97,588	149,781
Todd	1	0.9	10%	224,613	119,400	88%	88.0%	9.11	71.5%	1,268,506	139,243	1,116,285	261,777
Wadena	4	1.2	31%	261,677	83,576	213%	213.0%	3.83	53.6%	556,585	145,322	1,185,526	454,859
Wright	3	0.9	6%	96,424	222,099	-57%	-34.2%	14.35	53.9%	3,265,632	227,570	(1,116,846)	149,741
District 3 Totals	43	17.9	20%	\$178,572	\$153,554	16%		89.01	53.2%	\$14,069,361	\$158,065	\$2,073,930	\$181,365

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1987-1993 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1993 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1994 Needs Study				Urban Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	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	6	1.8	19%	\$89,651	\$71,093	26%	26.0%	9.41	48.0%	\$875,566	\$93,046	\$227,647	\$117,238
Big Stone	2	0.4	28%	127,150	200,685	-37%	-37.0%	1.41	22.6%	200,669	142,318	(74,248)	89,660
Clay	2	1.2	21%	121,183	228,284	-47%	-47.0%	5.74	49.8%	1,273,623	221,886	(598,603)	117,599
Douglas	4	3.2	23%	\$83,778	\$144,122	-42%	-42.0%	13.85	60.5%	2,926,775	211,319	(1,229,246)	122,565
Grant	2	0.8	32%	90,651	119,185	-24%	-24.0%	2.49	69.8%	353,141	141,824	(84,754)	107,786
Mahnomen	1	0.3	18%	318,170	226,267	41%	41.0%	1.64	53.8%	250,333	152,642	102,637	215,226
Otter Tail	4	1.0	3%	134,307	156,661	-14%	-4.2%	34.44	75.1%	7,082,657	205,652	(297,472)	197,015
Pope	4	1.1	19%	211,082	147,642	43%	43.0%	5.81	61.1%	805,932	138,715	346,551	198,362
Stevens	1	0.1	3%	182,760	209,440	-13%	-3.9%	3.32	61.8%	479,553	144,444	(18,703)	138,810
Swift	2	0.7	20%	124,121	260,290	-52%	-52.0%	3.51	78.0%	713,787	203,358	(371,169)	97,612
Traverse	2	0.6	18%	117,159	154,728	-24%	-24.0%	3.34	65.0%	468,441	140,252	(112,426)	106,591
Wilkin	2	0.6	16%	193,253	344,700	-44%	-44.0%	3.86	57.7%	601,987	155,955	(264,874)	87,335
District 4 Totals	32	11.8	13%	\$123,132	\$163,865	-25%		88.82	61.7%	\$16,032,464	\$180,505	(\$2,374,660)	\$153,769

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1987-1993 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1993 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1994 Needs Study				Urban Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	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	5	3.3	12%	\$415,993	\$221,085	88%	88.0%	27.11	36.4%	\$5,578,108	\$205,758	\$4,908,735	\$386,826
Carver	1	0.5	2%	178,132	88,810	101%	20.2%	23.35	72.0%	2,904,696	124,398	586,749	149,527
Hennepin	21	16.6	6%	519,146	461,234	13%	7.8%	269.78	71.4%	111,923,985	414,871	8,730,071	447,231
Scott	6	6.9	37%	556,877	389,234	43%	43.0%	18.52	55.1%	4,777,409	257,959	2,054,286	368,882
District 5 Totals	33	27.3	8%	\$509,968	\$407,187	25%		338.76	65.3%	\$125,184,198	\$369,537	\$16,279,841	\$417,594

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1987-1993 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1993 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1994 Needs Study				Urban Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	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	28%	\$160,285	\$189,916	-16%	-16.0%	3.94	54.1%	\$849,820	\$215,690	(\$135,971)	\$181,180
Fillmore	3	1.0	7%	155,152	77,415	100%	70.0%	14.48	79.9%	1,621,687	111,995	1,135,181	190,391
Freeborn	1	0.5	8%	81,945	125,124	-35%	-28.0%	6.01	47.5%	783,908	130,434	(219,494)	93,912
Goodhue	2	0.3	4%	145,737	232,750	-37%	-14.8%	8.30	73.7%	1,628,016	196,147	(240,946)	167,117
Houston	3	1.6	43%	43,325	140,561	-69%	-69.0%	3.74	42.3%	467,331	124,955	(322,458)	38,736
Mower	1	0.1	1%	112,082	161,555	-31%	-3.1%	9.58	65.4%	2,112,740	220,537	(65,495)	213,700
Olmsted	0	0.0	0%	0	0	0%	0.0%	4.04	41.9%	837,334	207,261	0	207,261
Rice	1	0.6	6%	176,233	261,030	-32%	-19.2%	10.59	64.5%	3,195,089	301,708	(613,457)	243,780
Steele	2	1.1	12%	258,322	195,507	32%	32.0%	9.03	46.4%	1,603,460	177,570	513,107	234,393
Wabasha	0	0.0	0%	0	0	0%	0.0%	9.81	58.0%	2,770,936	282,460	0	282,460
Winona	0	0.0	0%	0	0	0%	0.0%	9.49	55.1%	2,308,374	243,243	0	243,243
District 6 Totals	16	6.3	7%	\$140,666	\$163,426	-14%		89.01	58.4%	\$18,178,695	\$204,232	\$50,467	\$204,799

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1987-1993 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1993 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1994 Needs Study				Urban Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	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	4	1.4	11%	\$205,041	\$178,422	15%	15.0%	12.80	46.6%	\$2,356,697	\$184,117	\$353,505	\$211,735
Brown	5	2.0	29%	197,825	84,064	135%	135.0%	6.79	56.0%	548,599	80,795	740,609	189,869
Cottonwood	2	1.0	24%	133,775	173,809	-23%	-23.0%	4.21	41.6%	528,567	125,550	(121,570)	96,674
Faribault	4	2.0	22%	180,137	185,675	-3%	-3.0%	8.98	57.7%	1,818,078	202,459	(54,542)	196,385
Jackson	4	8.7	124%	52,403	59,797	-12%	-12.0%	7.04	64.5%	1,195,851	169,865	(143,502)	149,481
Le Sueur	5	1.2	11%	226,201	114,983	97%	97.0%	11.22	57.3%	1,692,308	150,830	1,641,539	297,134
Martin	4	0.9	25%	81,324	186,849	-56%	-56.0%	3.65	53.3%	593,308	162,550	(332,252)	71,522
Nicollet	2	0.8	19%	103,283	161,293	-36%	-36.0%	4.14	66.9%	913,493	220,650	(328,857)	141,216
Nobles	4	1.2	16%	282,632	315,713	-10%	-10.0%	7.30	64.8%	1,447,600	198,301	(144,760)	178,471
Rock	3	1.0	16%	70,605	135,593	-48%	-48.0%	6.29	56.6%	711,031	113,041	(341,295)	58,782
Sibley	1	0.2	4%	402,095	147,000	174%	69.6%	5.52	70.5%	888,919	161,036	618,688	273,117
Waseca	1	0.3	4%	101,113	194,180	-48%	-19.2%	8.11	71.1%	1,636,065	201,734	(314,124)	163,001
Watonwan	3	1.6	29%	132,031	175,660	-25%	-25.0%	5.49	38.9%	977,240	178,004	(244,310)	133,503
District 7 Totals	42	22.3	24%	\$125,344	\$125,988	-1%		91.54	55.6%	\$15,307,756	\$167,225	\$1,329,129	\$181,744

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1987-1993 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1993 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1994 Needs Study				Urban Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	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	3	0.8	23%	\$481,459	\$294,701	63%	63.0%	3.41	69.0%	\$992,212	\$290,971	\$625,094	474,283
Kandiyohi	1	0.5	3%	97,732	220,094	-56%	-16.8%	19.40	69.0%	3,786,028	195,156	(636,053)	162,370
Lac Qui Parle	1	0.1	3%	139,491	135,473	3%	0.9%	2.96	54.9%	725,974	245,261	6,534	247,469
Lincoln	2	1.1	22%	355,662	174,881	103%	103.0%	4.93	53.1%	571,179	115,858	588,314	235,191
Lyon	8	4.2	48%	90,467	245,940	-63%	-63.0%	8.73	59.0%	1,775,411	203,369	(1,118,509)	75,247
Mc Leod	4	1.7	20%	100,821	169,153	-40%	-40.0%	8.50	64.1%	1,142,420	134,402	(456,968)	80,641
Meeker	0	0.0	0%	0	0	0%	0.0%	4.80	75.7%	493,743	102,863	0	102,863
Murray	0	0.0	0%	0	0	0%	0.0%	5.16	75.3%	506,577	98,174	0	98,174
Pipestone	7	2.6	38%	105,120	118,405	-11%	-11.0%	6.87	59.2%	1,229,539	178,972	(135,249)	159,285
Redwood	2	0.7	7%	50,606	89,734	-44%	-30.8%	10.17	59.0%	2,059,520	202,509	(634,332)	140,136
Renville	3	0.8	24%	238,064	229,048	4%	4.0%	3.34	59.8%	470,522	140,875	18,821	146,510
Yellow Medicine	2	0.7	18%	230,933	121,110	91%	91.0%	3.98	52.5%	558,279	140,271	508,034	267,918
District 8 Totals	33	13.2	16%	\$155,343	\$190,078	-18%		82.25		\$14,311,404	\$173,999	(\$1,234,314)	\$158,992

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1987-1993 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1993 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1994 Needs Study				Urban Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	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	2	1.7	30%	\$189,662	\$176,422	8%	8.0%	5.66	39.7%	\$956,946	\$169,072	\$76,556	\$182,598
Dakota	11	12.2	22%	297,455	277,030	7%	7.0%	56.13	51.2%	10,050,832	179,063	703,558	191,598
Ramsey	24	21.2	14%	517,916	361,393	43%	43.0%	150.45	66.6%	58,546,007	389,139	25,174,783	556,469
Washington	5	2.0	6%	294,446	232,938	26%	15.6%	35.71	62.4%	7,470,551	209,201	1,165,406	241,836
District 9 Totals	42	37.1	15%	\$418,332	\$318,250	31%		247.95	60.9%	\$77,024,336	\$310,645	\$27,120,303	\$420,023

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of 1987-1993 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1993 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1994 Needs Study				Urban Grading Cost Adjustment To The 1994 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	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	19	7.4	10%	\$297,638	\$203,409	46%		75.19	54.5%	\$14,596,357	\$194,126	\$4,914,252	\$259,484
District 2 Totals	16	7.3	14%	116,893	116,928	0%		53.90	65.0%	8,464,449	157,040	188,086	160,529
District 3 Totals	43	17.9	20%	178,572	153,554	16%		89.01	53.2%	14,069,361	158,065	2,073,930	181,365
District 4 Totals	32	11.8	13%	123,132	163,865	-25%		88.82	61.7%	16,032,464	180,505	(2,374,660)	153,769
District 5 Totals	33	27.3	8%	509,968	407,187	25%		338.76	65.3%	125,184,198	369,537	16,279,841	417,594
District 6 Totals	16	6.3	7%	140,666	163,426	-14%		89.01	58.4%	18,178,695	204,232	50,467	204,799
District 7 Totals	42	22.3	24%	125,344	125,988	-1%		91.54	55.6%	15,307,756	167,225	1,329,129	181,744
District 8 Totals	33	13.2	16%	155,343	190,078	-18%		82.25	62.8%	14,311,404	173,999	(1,234,314)	158,992
District 9 Totals	42	37.1	15%	418,332	318,250	31%		247.95	60.9%	77,024,336	310,645	27,120,303	420,023
STATE TOTAL	276	150.6	13%	\$284,360	\$240,875	18%		1,156.43	60.7%	\$303,169,020	\$262,159	\$48,347,034	\$303,967

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

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, 1994 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 7-8, 1994 Screening Board meeting.

<u>County</u>	<u>Project</u>	<u>Variance From</u>	<u>1994 Needs Adjustments</u>	<u>Approx. 1995 Apport. Loss</u>
COOK	16-602-12&15	Bit Surface	\$ 326,750	\$ 7,231
DODGE	20-604-08	Shoulder Width	51,210	1,133
ITASCA	31-612-06	Design Speed	19,875	440
ST. LOUIS	69-656-08	Design Speed	1,339,580	29,645
<hr/>			<hr/>	<hr/>
TOTAL			\$1,737,415	\$38,449

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

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, 1993

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal Paid	Total Overlay Projects Applied	Bond Account Adjustment
Koochiching	12-15-90	\$3,500,000	\$3,500,000	\$825,000	\$2,675,000	\$0	\$2,675,000
District 1 Totals		3,500,000	3,500,000	825,000	2,675,000	0	2,675,000
Beltrami	11-01-93	915,000	900,000	0	900,000		900,000
Kittson	10-01-87	1,200,000	1,200,000	975,000	225,000	0	225,000
Kittson	10-01-90	1,225,000	1,225,000	615,000	610,000	1,225,000	0
Lake of the Woods	06-01-91	1,500,000	937,904	500,000	437,904	213,810	224,094
Marshall	03-01-90	1,325,000	1,325,000	955,000	370,000	0	370,000
Polk	06-01-91	3,500,000	3,500,000	1,700,000	1,800,000	0	1,800,000
Red Lake	12-01-89	950,000	950,000	505,000	445,000	0	445,000
Red Lake	05-24-93	1,445,000	1,227,576	0	1,227,576	100,000	1,127,576
District 2 Totals		9,665,000	11,265,480	5,250,000	6,015,480	1,538,810	5,091,670

<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	01-01-93	\$405,000	\$400,000	\$205,000	\$195,000	\$0	\$195,000
Otter Tail	06-01-86	7,735,000	7,735,000	4,260,000	3,475,000	348,316	3,126,684
District 4 Totals		8,140,000	8,135,000	4,465,000	3,670,000	348,316	3,321,684
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	1,370,388	1,400,000	(29,612)	0	(29,612)
District 6 Totals		3,100,000	2,910,388	3,100,000	(189,612)	0	(189,612)
Le Sueur	07-16-91	1,945,000	1,414,813	290,000	1,124,813	0	1,124,813
Waseca	09-01-91	2,580,000	1,242,507	740,000	502,507	0	502,507
District 7 Totals		4,525,000	2,657,320	1,030,000	1,627,320	0	1,627,320
Kandiyohi	07-01-86	1,280,000	1,280,000	1,065,000	215,000	0	215,000
Yellow Medicine	08-01-86	2,700,000	2,700,000	625,000	2,075,000	0	2,075,000
District 8 Totals		3,980,000	3,980,000	1,690,000	2,290,000	0	2,290,000
STATE TOTALS		\$34,107,500	\$32,448,188	\$16,360,000	\$16,088,188	\$1,887,126	\$14,816,062

1994 COUNTY SCREENING BOARD DATA

"After the Fact" Right of Way Needs

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

That needs for Right of Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made and 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.

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 1994 25-year needs and are shown on the TENTATIVE 1995 Money Needs Apportionment Form.

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Carlton	\$308,777	Aitkin	\$695,871
Cook	290,821	Benton	607,051
Itasca	146,107	Cass	339,588
Koochiching	614,101	Crow Wing	549,010
Lake	509,649	Isanti	395,671
Pine	372,284	Kanabec	273,546
St. Louis	3,671,781	Mille Lacs	64,016
District 1 Totals	5,913,520	Morrison	54,671
		Sherburne	382,786
Beltrami	878,784	Stearns	392,758
Clearwater	286,605	Todd	76,396
Hubbard	642,115	Wadena	127,475
Kittson	714,192	Wright	1,236,015
Lake of the Woods	65,833	District 3 Totals	5,194,854
Marshall	908,858		
Norman	160,399		
Pennington	135,585		
Polk	1,569,583		
Red Lake	111,043		
Roseau	423,615		
District 2 Totals	5,896,612		

"After the Fact" Right of Way Needs

County	After the Fact R/W Needs	County	After the Fact R/W Needs
Becker	\$392,998	Blue Earth	\$1,538,453
Big Stone	97,397	Brown	510,592
Clay	523,780	Cottonwood	360,296
Douglas	415,393	Faribault	628,894
Grant	48,142	Jackson	212,898
Mahnomen	0	Le Sueur	620,537
Otter Tail	420,862	Martin	341,872
Pope	258,323	Nicollet	632,899
Stevens	125,901	Nobles	224,826
Swift	298,615	Rock	363,229
Traverse	160,653	Sibley	85,998
Wilkin	384,236	Waseca	241,980
District 4 Totals	3,126,300	Watonwan	425,153
		District 7 Totals	6,187,627
Anoka	6,280,910	Chippewa	148,605
Carver	681,848	Kandiyohi	554,330
Hennepin	24,179,313	Lac Qui Parle	534,195
Scott	2,459,797	Lincoln	277,973
District 5 Totals	33,601,868	Lyon	561,730
Dodge	137,518	Mc Leod	1,560,421
Fillmore	545,172	Meeker	260,374
Freeborn	177,761	Murray	124,247
Goodhue	1,172,443	Pipestone	201,628
Houston	83,385	Redwood	551,173
Mower	187,423	Renville	182,190
Olmsted	3,464,234	Yellow Medicine	128,504
Rice	143,943	District 8 Totals	5,085,370
Steele	87,793	Chisago	326,087
Wabasha	434,433	Dakota	8,626,504
Winona	235,770	Ramsey	3,885,805
District 6 Totals	6,669,875	Washington	2,374,287
		District 9 Totals	15,212,683
		STATE TOTALS	\$86,888,709

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

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 1994 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	Total
<u>District 1</u>						
Cook	\$6,976	---	---	\$16,161	---	\$23,137
Pine	58,386	\$9,112	---	14,612	---	82,110
St. Louis	11,300	62,500	---	---	---	73,800
<u>District 2</u>						
Beltrami	---	---	---	775	---	775
Clearwater	---	---	---	---	27,041	27,041
Polk	---	---	---	15,098	---	15,098
<u>District 3</u>						
Aitkin	---	---	---	---	5,722	5,722
Benton	15,150	---	---	---	---	15,150
Mille Lacs	63,790	---	---	13,916	---	77,706
Stearns	6756	---	---	---	---	6,756
Todd	16745	---	---	---	---	16,745
<u>District 4</u>						
Swirt	---	20,054	---	35,904	---	55,958
<u>District 5</u>						
Anoka	192,467	---	---	1,680	24,500	218,647
Carver	29,945	---	---	---	---	29,945
Hennepin	5,374,909	1,473,267	1,655,731	733,654	39,636	9,277,197
Scott	550,827	41,500	61,113	4,523	---	657,963

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	Total
<u>District 6</u>						
Olmsted	\$398,916	---	\$90,033	---	---	\$488,949
Wabasha	---	---	57,971	\$43,808	---	101,779
<u>District 7</u>						
Blue Earth	---	---	9,942	---	---	9,942
Le Sueur	---	---	3,794	---	---	3,794
Watonwan	1,626	---	---	71,696	---	73,322
<u>District 8</u>						
Kandiyohi	---	---	---	---	16,603	16,603
Lyon	---	---	---	27,989	---	27,989
McLeod	---	---	40,294	---	---	40,294
Pipestone	---	216	3,150	6,176	---	9,542
<u>District 9</u>						
Chisago	---	---	4,599	32,093	---	36,692
Dakota	2,461,945	---	288,001	62,437	---	2,812,383
Ramsey	1,486,103	23,552	597,723	86,373	279,997	2,473,748
Washingto	245,104	---	43,162	---	---	288,266
TOTAL	\$10,920,945	\$1,630,201	\$2,855,513	\$1,166,895	\$393,499	\$16,967,053

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

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

"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 1995 Money Needs Apportionment.

<u>County</u>	<u>Letting Date</u>	<u># of Projects</u>	<u>Regular Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Total Bridge Deck Rehab. Needs</u>	<u>Added to the Needs for these Apport. Years</u>
<u>Jackson</u>	1982	1		\$5,646	\$5,646	1984-1998
<u>Hennepin</u>	1983	1	\$189,856		189,856	1985-1999
<u>Mc Leod</u>	1983	1	18,800		18,800	1985-1999
<u>Hennepin</u>	1984	4	361,808	123,842	485,650	1986-2000
<u>Washington</u>	1984	1	54,841		54,841	1986-2000
<u>Hennepin</u>	1985	2	110,423		110,423	1987-2001
<u>Todd</u>	1985	1	14,512		14,512	1987-2001
<u>Chisago</u>	1986	1	27,200		27,200	1988-2002
<u>Wilkin</u>	1987	1		37,731	37,731	1989-2003
<u>Ramsey</u>	1988	2	201,073		201,073	1990-2004
<u>Hennepin</u>	1989	2	348,771		348,771	1991-2005
<u>Polk</u>	1988	1	201,689		201,689	1994-2008
<u>Olmsted</u>	1993	1	52,831		52,831	1995-2009
State Total		19	\$1,581,804	\$167,219	\$1,749,023	1995 Apport.

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

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 need

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 1995 Money Needs Apportionment form.

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment	Added to the Needs for These Apport. Years
<u>Carlton</u> <u>District 1</u>	\$21,550	---	\$21,550	1994-2003
Polk	1,547,367	---	1,547,367	1993-2002
Polk	197,764	---	197,764	1994-2003
Polk	2,631,716	---	2,631,716	1995-2004
<u>District 2</u>				
Carver	249,150	---	249,150	1991-2000
Scott	64,747	---	64,747	1993-2002
Scott	1,313	---	1,313	1995-2004
<u>District 5</u>				
Goodhue	1,547,847	---	1,547,847	1993-2002
Goodhue	287,042	---	287,042	1994-2003
Goodhue	1,269,665	---	1,269,665	1995-2004
Olmsted	901,282	---	901,282	1991-2000
Olmsted	379,483	---	379,483	1995-2004
<u>District 6</u>				
Blue Earth	339,222	---	339,222	1992-2001
Blue Earth	462,055	---	462,055	1993-2002
Brown	533,246	---	533,246	1994-2003
Faribault	128,821	---	128,821	1994-2003
Faribault	228,502	34,377	262,879	1995-2004
Martin	280,303	---	280,303	1994-2003
Nicollet	247,789	---	247,789	1992-2001
Nicollet	900	---	900	1995-2004
Waseca	116,421	---	116,421	1994-2003
<u>District 7</u>				
Kandiyohi	424,943	---	424,943	1993-2002
Kandiyohi	1,265,391	---	1,265,391	1995-2004
McLeod	461,794	52,458	514,252	1992-2001
McLeod	---	162,252	162,252	1993-2002
Yellow Medicine	321,624	14,416	336,040	1991-2000
<u>District 8</u>				
Dakota	360,888	---	360,888	1991-2000
Dakota	350,553	---	350,553	1992-2001
Ramsey	121,865	---	121,865	1994-2003
Washington	738,255	---	738,255	1993-2002
<u>District 9</u>				
State Total	\$15,481,498	\$263,503	\$15,745,001	

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1994 COUNTY SCREENING BORAD DATA OCTOBER, 1994

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 following segments are covered by this resolution and the corresponding needs will be subtracted from the 1994 25 year needs, as shown on the TENTATIVE 1995 Money Needs Apportionment Form.

County	CSAH	Miles	Termini	Year Desig.	Needs Deduction
CARLTON	6	0.20	CSAH 1 to TH 23	1958	\$32,443
COOK	18	3.90	Co Rd 57 to 3.4 M W of CSAH 8	1962	755,552
ITASCA	83	0.70	1.5 M E OF TH 169 TO TH 65	1976	495,234
KOOCHICHING	114	0.60	TH 332 TO TH 11	1976	378,991
ST. LOUIS	66	0.40	CSAH 5 TO E LIMS HIBBING	1976	97,803
DISTRICT 1		5.80			1,760,023
KANABEC	9	0.70	CO RD 51 TO 0.7 M N	1958	108,237
DISTRICT 3		0.70			108,237
HENNEPIN	17	0.53	CSAH 3 to TH 7 in St. Louis Park	1958	1,086,308
HENNEPIN	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	1,638,377
HENNEPIN	61	0.25	CSAH 5 to CSAH 16 in Minnetonka	1966	517,138
HENNEPIN	61	2.05	47th Ave N to Hemlock Lane in Maple Grove	1973	3,327,254
HENNEPIN	130	0.49	Pineview Lane to Hemlock Lane in Maple Grove	1970	493,763
SCOTT	27	0.92	CSAH 16 TO TH 13	1979	459,344
DISTRICT 5		4.81			7,522,184
RAMSEY	41	0.52	Brown Ave to Concord in St. Paul	1958	387,815
DISTRICT 9		0.52			387,815
STATE TOTAL		11.83			\$9,778,259

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1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

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 1994)	Mill Levy Deduction
Carlton	\$693,508,200	\$110,684
Cook	278,106,400	44,386
Itasca	1,404,004,950	224,079
Koochiching	393,906,800	62,868
Lake	279,722,300	44,644
Pine	624,008,300	99,592
St. Louis*	4,546,517,390	439,648
District 1 Totals	8,219,774,340	1,025,901
Beltrami	691,085,700	110,297
Clearwater	221,208,500	35,305
Hubbard	606,431,600	96,786
Kittson	369,175,400	58,920
Lake of the Woods	128,522,300	20,512
Marshall	526,187,000	83,979
Norman	406,415,400	64,864
Pennington	277,886,400	44,351
Polk	1,159,488,300	185,054
Red Lake	127,261,500	20,311
Roseau	428,801,800	68,437
District 2 Totals	4,942,463,900	788,816
Aitkin	557,638,200	88,999
Benton	794,810,600	126,852
Cass	1,098,656,300	175,346
Crow Wing	1,990,215,594	317,638
Isanti	723,167,400	115,418
Kanabec	314,025,700	50,119
Mille Lacs	476,676,000	76,077
Morrison	793,483,000	126,640
Sherburne	1,991,504,282	317,844
Stearns	3,230,300,400	515,556
Todd	500,814,400	79,930
Wadena	242,341,800	38,678
Wright	2,522,417,300	402,578
District 3 Totals	15,236,050,976	2,431,675
Becker	875,101,500	139,666
Big Stone	229,942,000	36,699
Clay	1,286,745,300	205,365
Douglas	1,017,192,300	162,344
Grant	295,532,500	47,167
Mahnomen	151,912,000	24,245
Otter Tail	1,628,395,000	259,892
Pope	379,645,500	60,591
Stevens	346,132,400	55,243
Swift	397,129,500	63,382
Traverse	281,641,800	44,950
Wilkin	394,733,800	63,000
District 4 Totals	\$7,284,103,600	\$1,162,544

enotes Urban County.

Errata 11-1-94

County	County Total Real & Personal Market Value (Taxes Payable 1994)	Mill Levy Deduction
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Anoka*	\$7,991,599,300	\$772,788
Carver	2,160,927,500	344,884
Hennepin*	45,873,927,245	4,436,009
Scott	2,343,134,100	373,964
District 5 Totals	58,369,588,145	5,927,645

Dodge	579,334,100	92,462
Fillmore	611,092,300	97,530
Freeborn	1,104,556,300	176,287
Goodhue	1,984,543,300	316,733
Houston	488,489,600	77,963
Mower	1,123,378,100	179,291
Olmsted	3,757,475,470	599,693
Rice	1,418,882,600	226,454
Steele	1,060,745,200	169,295
Wabasha	629,837,300	100,522
Winona	1,172,752,200	187,171
District 6 Totals	13,931,086,470	2,223,401

Blue Earth	1,754,945,000	280,089
Brown	910,342,700	145,291
Cottonwood	583,499,600	93,127
Faribault	828,833,200	132,282
Jackson	735,529,600	117,391
Le Sueur	756,641,700	120,760
Martin	1,106,656,600	176,622
Nicollet	900,039,100	143,646
Nobles	826,454,200	131,902
Rock	448,212,300	71,535
Sibley	601,849,500	96,055
Waseca	657,906,100	105,002
Watsonwan	467,256,200	74,574
District 7 Totals	10,578,165,800	1,688,276

Chippewa	535,032,400	85,391
Kandiyohi	1,318,129,800	210,374
Lac Qui Parle	397,445,700	63,432
Lincoln	256,606,400	40,954
Lyon	866,792,900	138,340
Mc Leod	941,135,600	150,205
Meeker	673,204,400	107,443
Murray	530,016,300	84,591
Pipestone	335,583,500	53,559
Redwood	867,622,400	138,473
Renville	1,021,723,800	163,067
Yellow Medicine	527,274,500	84,153
District 8 Totals	8,270,567,700	1,319,982

Chisago	1,026,611,100	163,847
Dakota*	11,703,522,700	1,131,731
Ramsey*	16,042,931,400	1,551,351
Washington	6,266,597,700	1,000,149
District 9 Totals	35,039,662,900	3,847,078
STATE TOTALS	\$161,871,463,831	\$20,415,318

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Denotes Urban County.

Errata 11-1-94

56 - Denotes Urban County

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TENTATIVE

APPORTIONMENT

DATA

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1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Development of the Tentative 1995 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 1995 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 1995 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 1994 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 1995 Apportionment.

Minor adjustments must be made for any turnback activity in 1994 and possibly for any action taken by this Board.

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County	County Total Real & Personal Market Value (Taxes Payable 1994)	Mill Levy Deduction
Carlton	\$693,508,200	\$110,684
Cook	278,106,400	44,386
Itasca	1,404,004,950	224,079
Koochiching	393,906,800	62,868
Lake	279,722,300	44,644
Pine	624,008,300	99,592
St. Louis*	4,546,517,390	439,648
District 1 Totals	8,219,774,340	1,025,901
Beltrami	691,085,700	110,297
Clearwater	221,208,500	35,305
Hubbard	606,431,600	96,786
Kittson	369,175,400	58,920
Lake of the Woods	128,522,300	20,512
Marshall	526,187,000	83,979
Norman	406,415,400	64,864
Pennington	277,886,400	44,351
Polk	1,159,488,300	185,054
Red Lake	127,261,500	20,311
Roseau	428,801,800	68,437
District 2 Totals	4,942,463,900	788,816
Aitkin	557,638,200	88,999
Benton	794,810,600	126,852
Cass	1,098,656,300	175,346
Crow Wing	1,990,215,594	317,638
Isanti	723,167,400	115,418
Kanabec	314,025,700	50,119
Mille Lacs	476,676,000	76,077
Morrison	793,483,000	126,640
Sherburne	1,991,504,282	317,844
Stearns	3,230,300,400	515,556
Todd	500,814,400	79,930
Wadena	242,341,800	38,678
Wright	2,522,417,300	402,578
District 3 Totals	15,236,050,976	2,431,675
Becker	875,101,500	139,666
Big Stone	229,942,000	36,699
Clay	1,286,745,300	205,365
Douglas	1,017,192,300	162,344
Grant	295,532,500	47,167
Mahnomen	151,912,000	24,245
Otter Tail	1,628,395,000	259,892
Pope	379,645,500	60,591
Stevens	346,132,400	55,243
Swift	397,129,500	63,382
Traverse	281,641,800	44,950
Wilkin	394,733,800	63,000
District 4 Totals	\$7,284,103,600	\$1,162,544

* Denotes Urban County.

Errata 11-1-94

County	County Total Real & Personal Market Value (Taxes Payable 1994)	Mill Levy Deduction
Carlton	\$693,508,200	\$110,684
Cook	278,106,400	44,386
Itasca	1,404,004,950	224,079
Koochiching	393,906,800	62,868
Lake	279,722,300	44,644
Pine	624,008,300	99,592
St. Louis*	4,546,517,390	439,648
District 1 Totals	8,219,774,340	1,025,901
Beltrami	691,085,700	110,297
Clearwater	221,208,500	35,305
Hubbard	606,431,600	96,786
Kittson	369,175,400	58,920
Lake of the Woods	128,522,300	20,512
Marshall	526,187,000	83,979
Norman	406,415,400	64,864
Pennington	277,886,400	44,351
Polk	1,159,488,300	185,054
Red Lake	127,261,500	20,311
Roseau	428,801,800	68,437
District 2 Totals	4,942,463,900	788,816
Aitkin	557,638,200	88,999
Benton	794,810,600	126,852
Cass	1,098,656,300	175,346
Crow Wing	2,347,747,936	374,701
Isanti	723,167,400	115,418
Kanabec	314,025,700	50,119
Mille Lacs	476,676,000	76,077
Morrison	793,483,000	126,640
Sherburne	1,991,504,282	317,844
Stearns	3,230,300,400	515,556
Todd	500,814,400	79,930
Wadena	242,341,800	38,678
Wright	2,522,417,300	402,578
District 3 Totals	15,593,583,318	2,488,738
Becker	875,101,500	139,666
Big Stone	229,942,000	36,699
Clay	1,286,745,300	205,365
Douglas	1,017,192,300	162,344
Grant	295,532,500	47,167
Mahnomen	151,912,000	24,245
Otter Tail	1,628,395,000	259,892
Pope	379,645,500	60,591
Stevens	346,132,400	55,243
Swift	397,129,500	63,382
Traverse	281,641,800	44,950
Wilkin	394,733,800	63,000
District 4 Totals	\$7,284,103,600	\$1,162,544

* Denotes Urban County.

County	County Total Real & Personal Market Value (Taxes Payable 1994)	Mill Levy Deduction
Anoka*	\$7,991,599,300	\$772,788
Carver	2,160,927,500	344,884
Hennepin*	45,873,927,245	4,436,009
Scott	2,343,134,100	373,964
District 5 Totals	58,369,588,145	5,927,645
Dodge	579,334,100	92,462
Fillmore	611,092,300	97,530
Freeborn	1,104,556,300	176,287
Goodhue	1,984,543,300	316,733
Houston	488,489,600	77,963
Mower	1,123,378,100	179,291
Olmsted	3,757,475,470	599,693
Rice	1,418,882,600	226,454
Steele	1,060,745,200	169,295
Wabasha	629,837,300	100,522
Winona	1,172,752,200	187,171
District 6 Totals	13,931,086,470	2,223,401
Blue Earth	1,754,945,000	280,089
Brown	910,342,700	145,291
Cottonwood	583,499,600	93,127
Faribault	828,833,200	132,282
Jackson	735,529,600	117,391
Le Sueur	756,641,700	120,760
Martin	1,106,656,600	176,622
Nicollet	900,039,100	143,646
Nobles	826,454,200	131,902
Rock	448,212,300	71,535
Sibley	601,849,500	96,055
Waseca	657,906,100	105,002
Watonwan	467,256,200	74,574
District 7 Totals	10,578,165,800	1,688,276
Chippewa	535,032,400	85,391
Kandiyohi	1,318,129,800	210,374
Lac Qui Parle	397,445,700	63,432
Lincoln	256,606,400	40,954
Lyon	866,792,900	138,340
Mc Leod	941,135,600	150,205
Meeker	673,204,400	107,443
Murray	530,016,300	84,591
Pipestone	335,583,500	53,559
Redwood	867,622,400	138,473
Renville	1,021,723,800	163,067
Yellow Medicine	527,274,500	84,153
District 8 Totals	8,270,567,700	1,319,982
Chisago	1,026,611,100	163,847
Dakota*	11,703,522,700	1,131,731
Ramsey*	16,042,931,400	1,551,351
Washington	6,266,597,700	1,000,149
District 9 Totals	35,039,662,900	3,847,078
STATE TOTALS	\$162,228,996,173	\$20,472,381

- 56 - Denotes Urban County.

County	County Total Real & Personal Market Value (Taxes Payable 1994)	Mill Levy Deduction
Anoka*	\$7,991,599,300	\$772,788
Carver	2,160,927,500	344,884
Hennepin*	45,873,927,245	4,436,009
Scott	2,343,134,100	373,964
District 5 Totals	58,369,588,145	5,927,645
Dodge	579,334,100	92,462
Fillmore	611,092,300	97,530
Freeborn	1,104,556,300	176,287
Goodhue	1,984,543,300	316,733
Houston	488,489,600	77,963
Mower	1,123,378,100	179,291
Olmsted	3,757,475,470	599,693
Rice	1,418,882,600	226,454
Steele	1,060,745,200	169,295
Wabasha	629,837,300	100,522
Winona	1,172,752,200	187,171
District 6 Totals	13,931,086,470	2,223,401
Blue Earth	1,754,945,000	280,089
Brown	910,342,700	145,291
Cottonwood	583,499,600	93,127
Faribault	828,833,200	132,282
Jackson	735,529,600	117,391
Le Sueur	756,641,700	120,760
Martin	1,106,656,600	176,622
Nicollet	900,039,100	143,646
Nobles	826,454,200	131,902
Rock	448,212,300	71,535
Sibley	601,849,500	96,055
Waseca	657,906,100	105,002
Watonwan	467,256,200	74,574
District 7 Totals	10,578,165,800	1,688,276
Chippewa	535,032,400	85,391
Kandiyohi	1,318,129,800	210,374
Lac Qui Parle	397,445,700	63,432
Lincoln	256,606,400	40,954
Lyon	866,792,900	138,340
Mc Leod	941,135,600	150,205
Meeker	673,204,400	107,443
Murray	530,016,300	84,591
Pipestone	335,583,500	53,559
Redwood	867,622,400	138,473
Renville	1,021,723,800	163,067
Yellow Medicine	527,274,500	84,153
District 8 Totals	8,270,567,700	1,319,982
Chisago	1,026,611,100	163,847
Dakota*	11,703,522,700	1,131,731
Ramsey*	16,042,931,400	1,551,351
Washington	6,266,597,700	1,000,149
District 9 Totals	35,039,662,900	3,847,078
STATE TOTALS	\$161,871,463,831	\$20,415,318

* Denotes Urban County.

* * * * *

TENTATIVE

APPORTIONMENT

DATA

* * * * *

1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Development of the Tentative 1995 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 1995 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 1995 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 1994 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 1995 Apportionment.

Minor adjustments must be made for any turnback activity in 1994 and possibly for any action taken by this Board.

dmg100\WP51\DEVELTEN.WP

FIGURE A
REVISED

1994 COUNTY SCREENING BOARD DATA
OCTOBER, 1994

DEVELOPMENT OF THE TENTATIVE 1995 MONEY NEEDS APPORTIONMENT

COUNTY	ADJUSTED BASIC 1994 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT. NEEDS	RESTRICTED 1994 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND BALANCE DEDUCT.	(MINUS) BOND ACCOUNT ADJUST.	(PLUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER THE FACT" NEEDS	(PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(MINUS) VARIANCE ADJUST.	CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	1993 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 78 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 78 COUNTIES	"TENTATIVE" 1995 MONEY NEEDS APPORT.	ANNUAL MONEY NEEDS	COUNTY
Carlton	852,428,823		852,428,823	87,382,198	(4430,852)	0	0	(980,318)	3,088,777		223,137	(4328,750)	21,550	(932,443)	859,005,835	42,360,225	(110,884)	42,249,541	1,078,970	11,320,615		11,320,615	1.124801	(25,769)	11,294,846	\$2,204,708	Carlton	
Cook	37,255,170		37,255,170	5,048,085	193,095	0	0	(2,122,387)	280,821					(756,552)	43,756,937	1,750,277	(44,388)	1,705,891	0.815938	1,001,459		1,001,459	0.852868	(19,541)	981,918	1,671,892	Cook	
Itasca	113,917,409		113,917,409	18,686,725	289,988	(25,608)	0	(2,122,387)	148,107					(485,234)	130,377,155	5,215,086	(224,078)	4,991,007	2.387230	2,930,018		2,930,018	2.495570	(57,173)	2,872,845	4,891,534	Itasca	
Koochiching	28,700,568		28,700,568	8,097,928	1,212,387	0	2,675,000	(865,201)	614,101					(378,991)	37,955,726	1,518,232	(82,868)	1,455,364	0.896110	854,386	857,770	854,386	1.574154	(38,063)	1,812,132	2,815,253	Koochiching	
Lake	86,868,640		86,868,640	15,157,020	0	(2,248,820)	0	(565,019)	509,649						78,821,870	3,192,887	(44,844)	3,148,232	1.505815	1,848,195		1,848,195	1.574154	(38,063)	1,812,132	3,085,480	Lake	
Pine	103,331,250		103,331,250	13,146,640	265,689	0	0	(1,277,253)	272,284						115,920,720	4,638,829	(99,592)	4,537,237	2.170189	2,683,628		2,683,628	2.888679	(51,975)	2,631,653	4,448,808	Pine	
St. Louis	341,890,648		341,890,648	56,643,201	3,384,307	0	0	(3,073,658)	3,671,781						401,252,428	16,050,097	(439,848)	15,610,449	7.466578	9,164,264		9,164,264	7.805433	(178,820)	8,985,444	15,298,332	St. Louis	
District 1 Totals	744,590,508		744,590,508	125,171,795	4,914,252	(2,274,228)	2,675,000	(9,654,881)	5,913,520					(97,803)	868,090,337	34,723,813	(1,025,901)	33,697,712	19,782,565	19,782,565		19,782,565	7.805433	(178,820)	20,270,994	34,516,007	District 1 Totals	
Beltrami	69,755,911		69,755,911	2,755,582	(313,439)	0	900,000	(1,217,566)	878,784						72,760,047	2,910,402	(110,297)	2,800,105	1.339308	1,643,829		1,643,829	1.400090	(32,076)	1,611,753	2,744,299	Beltrami	
Clearwater	37,510,567		37,510,567	(2,488,900)	0	0	0	(1,153,273)	286,805						34,182,040	1,367,282	(35,305)	1,331,977	0.637093	781,950		781,950	0.666006	(15,258)	766,692	1,305,431	Clearwater	
Hubbard	39,809,947		39,809,947	523,601	80,594	(551,399)	0	(969,561)	642,115						39,535,297	1,581,412	(96,788)	1,484,628	0.710108	871,564		871,564	0.742333	(17,007)	854,557	1,455,037	Hubbard	
Kitson	47,522,093		47,522,093	(1,058,566)	141,803	0	225,000	(1,341,740)	714,192						46,202,782	1,848,111	(58,920)	1,789,191	0.855781	1,050,361		1,050,361	0.894619	(20,495)	1,029,866	1,753,532	Kitson	
Lake of Woods	18,551,498		18,551,498	979,132	210,573	0	0	(119,332)	85,833						19,991,798	796,472	(20,512)	775,960	0.371147	455,535	599,827	455,535	0.894619	(20,495)	1,029,866	1,753,532	Lake of Woods	
Marshall	63,943,643		63,943,643	(2,420,336)	0	0	370,000	(1,370,286)	908,858						61,431,879	2,457,275	(83,979)	2,373,296	1.135162	1,393,266		1,393,266	1.186680	(27,186)	1,366,080	2,325,997	Marshall	
Norman	38,107,422		38,107,422	417,035	43,012	(67,402)	0	(802,518)	160,399						37,857,948	1,514,318	(64,884)	1,449,454	0.693283	850,916		850,916	0.724746	(16,604)	834,312	1,420,566	Norman	
Pennington	19,512,632		19,512,632	(412,281)	0	0	0	(15,846)	135,585						19,220,090	768,804	(44,351)	724,453	0.346510	425,297	19,101	425,297	1.985482	(45,487)	2,285,643	756,687	Pennington	
Polk	101,532,088		101,532,088	(3,274,724)	(434,220)	0	1,800,000	(1,888,576)	1,569,583	15,098			4,376,847	(108,237)	102,897,785	4,155,911	(185,054)	3,970,857	1.899286	2,331,130		2,331,130	1.985482	(45,487)	2,285,643	3,891,718	Polk	
Red Lake	21,155,883		21,155,883	554,200	495,789	(2,002,221)	1,572,578	0	111,043						21,887,720	875,491	(20,311)	855,180	0.409038	502,042		502,042	1.713367		673,409	1,146,800	Red Lake	
Roseau	52,280,053		52,280,053	(3,174,392)	(38,026)	0	0	(942,766)	423,615						48,550,484	1,842,019	(68,437)	1,773,582	0.898148	1,099,904		1,099,904	0.936816	(21,462)	1,078,442	1,836,241	Roseau	
District 2 Totals	509,681,737		509,681,737	(7,599,649)	188,086	(2,621,022)	5,091,870	(9,821,464)	5,896,612						505,437,420	20,217,497	(788,818)	19,428,581	11,405,794	11,405,794		11,405,794	7.805433	(178,820)	20,270,994	34,516,007	District 2 Totals	
Atkins	43,620,021		43,620,021	8,126,300	0	(78,612)	0	(897,108)	695,871	5,722					51,872,194	2,066,888	(88,999)	1,977,889	0.946037	1,161,139		1,161,139	0.988971	(22,657)	1,138,482	1,938,470	Atkins	
Benton	27,844,852		27,844,852	3,416,307	188,890	0	0	(593,963)	607,051	15,150					31,478,287	1,259,321	(128,852)	1,130,475	0.541578	664,715		664,715	0.566154	(12,970)	651,745	1,109,713	Benton	
Cass	72,356,391		72,356,391	5,738,040	(408,956)	0	0	(1,829,485)	339,588						78,393,578	3,055,743	(175,348)	2,880,397	1.377712	1,690,965		1,690,965	1.440237	(32,995)	1,657,970	2,822,992	Cass	
Crow Wing	46,728,025		46,728,025	1,402,377	(222,458)	(806,969)	0	(116,706)	549,010						47,533,909	1,801,358	(317,638)	1,483,719	0.757502	929,736		929,736	0.742333	(17,007)	912,729	1,552,152	Crow Wing	
Isanti	33,249,608		33,249,608	4,521,900	(249,413)	0	0	(195,734)	395,871						37,722,100	1,508,884	(115,418)	1,393,466	0.686504	818,048		818,048	0.689752	(15,962)	802,086	1,365,695	Isanti	
Kanabec	24,605,939		24,605,939	(789,080)	(199,090)	(330,225)	0	(628,730)	273,548					(108,237)	22,544,153	913,768	(50,119)	863,647	0.413098	507,012	58,876	507,012	0.941888	(21,581)	1,084,393	1,848,374	Kanabec	
Millie Lacs	38,284,760		38,284,760	10,230,528	940,348	0	0	(57,411)	64,016	77,706					48,999,945	1,859,998	(78,077)	1,883,921	0.901091	1,105,974		1,105,974	0.952551	(21,823)	1,084,151	1,867,083	Millie Lacs	
Morrison	58,288,542		58,288,542	(1,897,448)	440,028	0	0	(4,342,015)	54,871						55,748,775	2,029,991	(128,840)	1,903,351	0.910385	1,117,383	998	1,117,383	0.941888	(21,581)	1,084,393	1,848,374	Morrison	
Sherburne	19,460,224		19,460,224	(255,478)	298,002	0	0	(508,707)	19,374,829						19,374,829	774,993	(31,844)	1,903,351	0.910385	1,117,383		1,117,383	0.952551	(21,823)	1,084,151	1,867,083	Sherburne	
Stearns	115,868,411		115,868,411	3,441,707	97,588	0	0	(7,000,287)	392,758	6,756					112,806,933	4,512,277	(515,558)	3,996,721	1.911657	2,346,314	31,710	2,378,024	2.025423	(46,402)	2,331,622	3,970,005	Stearns	
Todd	49,387,808		49,387,808	0	1,116,285	(11,866)	0	(3,888,685)	14,512						46,911,293	1,878,452	(79,930)	1,798,522	0.859288	1,054,668		1,054,668	0.888285	(20,579)	1,034,089	1,760,719	Todd	
Wadena	29,420,552		29,420,552	2,250,493	1,185,528	0	0	(1,527,798)	127,475						31,456,250	1,258,250	(38,878)	1,219,572	0.583329	715,961		715,961	0.609802	(13,970)	701,991	1,195,266	Wadena	
Wright	90,437,229		90,437,229	19,900,126	(1,116,848)	(1,415,697)	0	(1,133,507)	1,238,015						107,907,320	4,316,293	(402,578)	3,913,715	1.871955	2,297,584		2,297,584	1.956910	(44,832)	2,252,752	3,835,715	Wright	
District 3 Totals	647,552,460		647,552,460	58,363,843	2,073,930	(2,643,369)	0	(22,719,504)	5,194,854						685,850,588	27,434,022	(2,431,676)	25,002,347	14,677,868	14,677,868		14,677,868	7.805433	(178,820)	20,270,994	34,516,007	District 3 Totals	
Becker	448,462,779		448,462,779	910,835	227,647	0	195,000	(1,709,874)	432,998						48,478,385	1,939,175	(139,666)	1,799,509	0.860716	1,056,418		1,056,418	0.899778	(20,614)	1,035,804	1,763,442	Becker	
Big Stone	20,088,477		20,088,477	1,680,477	(74,248)	(460,704)	0	(649,298)	97,397						20,878,301	827,292	(38,699)	790										

October 27, 1994

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 1994 County Screening Board, having reviewed all information available in relation to the mileage and money needs of the County State Aid Highway System, do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, construction accomplishments and from using the 1992 traffic counts. 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 1994 and any action taken by this Screening Board, adjustments to the mileage and money needs may be necessary before January 1, 1995.

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 1995 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

Craig Falkum, District 6

Russ Larson, District 2

Gene Isakson, District 7

Greg Nikodym, District 3

Gordon Regenscheid, District 8

Dale Wegner, District 4

Paul Kirkwold, District 9

Roger Gustafson, (Chairman) District 5

Enclosures: Mileage and Annual Money Needs Listing

FINDINGS.94

**1994 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1995 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 1995 C.S.A.H. FUND**

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Carlton	292.65	\$2,204,734
Cook	178.80	1,671,914
Itasca	646.10	4,891,599
Koochiching	248.27	2,914,457
Lake	224.33	3,085,518
Pine	472.77	4,446,864
St. Louis	1,365.58	15,299,522
District 1 Totals	3,428.50	34,514,608
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Beltrami	464.30	2,744,333
Clearwater	326.48	1,305,446
Hubbard	324.52	1,455,055
Kittson	373.46	1,753,555
Lake of the Woods	194.77	1,796,112
Marshall	639.78	2,326,024
Norman	391.31	1,420,583
Pennington	260.26	756,461
Polk	806.63	3,891,767
Red Lake	186.43	1,146,287
Roseau	481.82	1,836,266
District 2 Totals	4,449.76	20,431,889
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Aitkin	368.01	1,938,494
Benton	224.16	1,109,727
Cass	529.15	2,823,025
Crow Wing	372.14	1,496,247
Isanti	225.82	1,365,711
Kanabec	210.60	963,263
Mille Lacs	255.36	1,846,396
Morrison	434.83	1,867,105
Sherburne	215.59	635,879
Stearns	603.81	3,970,040
Todd	412.46	1,760,739
Wadena	226.92	1,195,282
Wright	402.35	3,835,764
District 3 Totals	4,481.20	24,807,672
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Becker	466.36	1,763,667
Big Stone	208.26	1,036,153
Clay	398.88	2,231,357
Douglas	385.26	1,818,226
Grant	228.65	945,124
Mahnomen	194.81	1,115,482
Otter Tail	910.69	4,495,063
Pope	298.43	1,661,292
Stevens	243.91	856,015
Swift	329.56	1,338,823
Traverse	245.42	893,506
Wilkin	312.05	1,336,674
District 4 Totals	4,222.28	19,491,382

**1994 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1995 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 1995 C.S.A.H. FUND**

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Carlton	292.65	\$2,204,708
Cook	178.80	1,671,892
Itasca	646.10	4,891,534
Koochiching	248.27	2,915,253
Lake	224.33	3,085,480
Pine	472.77	4,446,808
St. Louis	1,365.58	15,299,332
District 1 Totals	3,428.50	34,515,007
Beltrami	464.30	2,744,299
Clearwater	326.48	1,305,431
Hubbard	324.52	1,455,037
Kittson	373.46	1,753,532
Lake of the Woods	194.77	1,796,603
Marshall	639.78	2,325,997
Norman	391.31	1,420,566
Pennington	260.26	756,667
Polk	806.63	3,891,718
Red Lake	186.43	1,146,600
Roseau	481.82	1,836,241
District 2 Totals	4,449.76	20,432,691
Aitkin	368.01	1,938,470
Benton	224.16	1,109,713
Cass	529.15	2,822,992
Crow Wing	372.14	1,552,152
Isanti	225.82	1,365,695
Kanabec	210.60	963,526
Mille Lacs	255.36	1,846,374
Morrison	434.83	1,867,083
Sherburne	215.59	636,053
Stearns	603.81	3,970,005
Todd	412.46	1,760,719
Wadena	226.92	1,195,266
Wright	402.35	3,835,715
District 3 Totals	4,481.20	24,863,763
Becker	466.36	1,763,642
Big Stone	208.26	1,036,436
Clay	398.88	2,231,328
Douglas	385.26	1,818,205
Grant	228.65	945,382
Mahnomen	194.81	1,115,786
Otter Tail	910.69	4,495,004
Pope	298.43	1,661,272
Stevens	243.91	856,249
Swift	329.56	1,338,803
Traverse	245.42	893,750
Wilkin	312.05	1,336,658
District 4 Totals	4,222.28	19,492,515

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Anoka	253.37	\$3,197,656
Carver	207.64	2,068,412
Hennepin	521.16	17,011,589
Scott	189.79	2,584,620
District 5 Totals	1,171.96	24,862,277
Dodge	249.95	1,227,831
Fillmore	393.47	3,863,392
Freeborn	447.09	2,515,156
Goodhue	326.14	2,339,841
Houston	250.34	2,012,325
Mower	373.56	2,504,742
Olmsted	320.41	2,724,703
Rice	280.01	2,043,285
Steele	292.22	1,820,478
Wabasha	274.78	2,239,073
Winona	315.76	2,614,393
District 6 Totals	3,523.73	25,905,219
Blue Earth	414.97	3,349,026
Brown	318.01	1,407,815
Cottonwood	318.54	1,452,347
Faribault	346.80	2,245,765
Jackson	370.69	2,033,444
Le Sueur	267.38	1,862,876
Martin	378.15	1,796,300
Nicollet	244.60	1,518,061
Nobles	345.48	2,027,464
Rock	261.31	1,235,560
Sibley	289.34	1,569,353
Waseca	249.85	1,638,441
Watonwan	235.17	1,057,163
District 7 Totals	4,040.29	23,193,615
Chippewa	244.33	1,209,206
Kandiyohi	422.17	2,473,910
Lac Qui Parle	362.89	1,298,581
Lincoln	254.45	955,227
Lyon	318.83	1,599,744
Mc Leod	235.91	1,541,056
Meeker	272.05	1,144,766
Murray	354.74	1,082,342
Pipestone	233.85	1,016,966
Redwood	391.35	2,252,235
Renville	447.50	2,551,765
Yellow Medicine	345.79	1,762,435
District 8 Totals	3,883.86	18,888,233
Chisago	228.45	1,906,025
Dakota	285.71	4,190,844
Ramsey	230.80	8,013,683
Washington	201.51	2,807,180
District 9 Totals	946.47	16,917,732
STATE TOTALS	30,148.05	\$209,071,052

Does not include 1994 T.H. Turnback Mileage

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County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Anoka	253.37	\$3,197,696
Carver	207.64	2,068,440
Hennepin	521.16	17,011,802
Scott	189.79	2,584,652
District 5 Totals	1,171.96	24,862,590
Dodge	249.95	1,227,845
Fillmore	393.47	3,863,440
Freeborn	447.09	2,515,186
Goodhue	326.14	2,339,871
Houston	250.34	2,012,353
Mower	373.56	2,504,775
Olmsted	320.41	2,724,739
Rice	280.01	2,043,310
Steele	292.22	1,820,500
Wabasha	274.78	2,239,100
Winona	315.76	2,614,425
District 6 Totals	3,523.73	25,905,544
Blue Earth	414.97	3,349,069
Brown	318.01	1,407,834
Cottonwood	318.54	1,452,364
Faribault	346.80	2,245,795
Jackson	370.69	2,033,466
Le Sueur	267.38	1,862,897
Martin	378.15	1,796,323
Nicollet	244.60	1,518,079
Nobles	345.48	2,027,489
Rock	261.31	1,235,573
Sibley	289.34	1,569,374
Waseca	249.85	1,638,462
Watonwan	235.17	1,057,176
District 7 Totals	4,040.29	23,193,901
Chippewa	244.33	1,209,221
Kandiyohi	422.17	2,473,941
Lac Qui Parle	362.89	1,298,598
Lincoln	254.45	955,237
Lyon	318.83	1,599,765
Mc Leod	235.91	1,541,076
Meeker	272.05	1,144,780
Murray	354.74	1,082,355
Pipestone	233.85	1,016,980
Redwood	391.35	2,252,262
Renville	447.50	2,551,797
Yellow Medicine	345.79	1,762,458
District 8 Totals	3,883.86	18,888,470
Chisago	228.45	1,906,048
Dakota	285.71	4,190,889
Ramsey	230.80	8,013,782
Washington	201.51	2,807,214
District 9 Totals	946.47	16,917,933
STATE TOTALS	30,148.05	\$209,013,989

Does not include 1994 T.H. Turnback Mileage

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1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Total Tentative 1995 C.S.A.H. Apportionment

The following tabulation lists a TENTATIVE 1995 Apportionment based on an estimate of \$245 million. The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures. The Mileage Apportionment was computed using the actual 1994 C.S.A.H. needs study mileage, but the 1994 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1994 25-year construction needs, however, these needs will be adjusted by 1994 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, 1995, by the Commissioner with the assistance of recommendations by your Screening Board.

COMPONENTS OF THE "TENTATIVE"

1995 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1995 CSAH Apportionment
Carlton	\$282,225	\$184,766	\$715,025	\$1,294,846	\$2,476,862
Cook	282,225	31,085	436,882	981,918	1,732,110
Itasca	282,225	282,268	1,578,624	2,872,845	5,015,962
Koochiching	282,225	99,663	606,596	1,712,156	2,700,640
Lake	282,225	68,185	548,110	1,812,132	2,710,652
Pine	282,225	135,143	1,155,148	2,611,653	4,184,169
St. Louis	282,225	1,126,126	3,336,538	8,985,444	13,730,333
District 1 Totals	1,975,575	1,927,236	8,376,923	20,270,994	32,550,728
Beltrami	282,225	178,185	1,134,449	1,611,753	3,206,612
Clearwater	282,225	49,696	797,672	766,692	1,896,285
Hubbard	282,225	100,719	792,884	854,557	2,030,385
Kittson	282,225	38,402	912,509	1,029,866	2,263,002
Lake of the Woods	282,225	27,033	475,848	1,055,162	1,840,268
Marshall	282,225	71,967	1,563,155	1,366,080	3,283,427
Norman	282,225	52,299	956,117	834,312	2,124,953
Pennington	282,225	78,350	635,913	444,398	1,440,886
Polk	282,225	179,266	1,970,867	2,285,643	4,718,001
Red Lake	282,225	29,734	455,518	673,409	1,440,886
Roseau	282,225	95,857	1,177,246	1,078,442	2,633,770
District 2 Totals	3,104,475	901,508	10,872,178	12,000,314	26,878,475
Aitkin	282,225	90,505	899,177	1,138,482	2,410,389
Benton	282,225	168,290	547,668	651,745	1,649,928
Cass	282,225	140,397	1,292,894	1,657,970	3,373,486
Crow Wing	282,225	289,781	909,268	911,594	2,392,868
Isanti	282,225	170,598	551,719	802,086	1,806,628
Kanabec	282,225	78,179	514,594	565,888	1,440,886
Mille Lacs	282,225	121,074	623,907	1,084,393	2,111,599
Morrison	282,225	187,884	1,062,409	1,096,556	2,629,074
Sherburne	282,225	258,353	526,748	373,560	1,440,886
Stearns	282,225	705,523	1,475,278	2,331,622	4,794,648
Todd	282,225	142,976	1,007,753	1,034,087	2,467,041
Wadena	282,225	79,848	554,445	701,991	1,618,509
Wright	282,225	448,619	983,076	2,252,752	3,966,672
District 3 Totals	3,668,925	2,882,027	10,948,936	14,602,726	32,102,614
Becker	282,225	170,083	1,139,458	1,035,804	2,627,570
Big Stone	282,225	41,103	508,849	608,709	1,440,886
Clay	282,225	231,368	974,605	1,310,480	2,798,678
Douglas	282,225	181,402	941,311	1,067,849	2,472,787
Grant	282,225	44,786	558,643	555,232	1,440,886
Mahnomen	282,225	27,353	475,996	655,312	1,440,886
Otter Tail	282,225	331,498	2,225,070	2,639,959	5,478,752
Pope	282,225	66,884	729,168	975,681	2,053,958
Stevens	282,225	59,862	595,916	502,883	1,440,886
Swift	282,225	70,641	805,186	786,292	1,944,344
Traverse	282,225	34,154	599,599	524,908	1,440,886
Wilkin	282,225	47,757	762,462	785,032	1,877,476
District 4 Totals	3,386,700	1,306,891	10,316,263	11,448,141	26,457,995

COMPONENTS OF THE "TENTATIVE"

1995 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1995 CSAH Apportionment
Carlton	\$282,225	\$184,766	\$715,025	\$1,295,215	\$2,477,231
Cook	282,225	31,085	436,882	982,199	1,732,391
Itasca	282,225	282,268	1,578,624	2,873,667	5,016,784
Koochiching	282,225	99,663	606,596	1,712,156	2,700,640
Lake	282,225	68,185	548,110	1,812,649	2,711,169
Pine	282,225	135,143	1,155,148	2,612,399	4,184,915
St. Louis	282,225	1,126,126	3,336,538	8,988,009	13,732,898
District 1 Totals	1,975,575	1,927,236	8,376,923	20,276,294	32,556,028
Beltrami	282,225	178,185	1,134,449	1,612,213	3,207,072
Clearwater	282,225	49,696	797,672	766,910	1,896,503
Hubbard	282,225	100,719	792,884	854,801	2,030,629
Kittson	282,225	38,402	912,509	1,030,161	2,263,297
Lake of the Woods	282,225	27,033	475,848	1,055,162	1,840,268
Marshall	282,225	71,967	1,563,155	1,366,469	3,283,816
Norman	282,225	52,299	956,117	834,550	2,125,191
Pennington	282,225	78,350	635,913	444,398	1,440,886
Polk	282,225	179,266	1,970,867	2,286,296	4,718,654
Red Lake	282,225	29,734	455,518	673,409	1,440,886
Roseau	282,225	95,857	1,177,246	1,078,751	2,634,079
District 2 Totals	3,104,475	901,508	10,872,178	12,003,120	26,881,281
Aitkin	282,225	90,505	899,177	1,138,807	2,410,714
Benton	282,225	168,290	547,668	651,931	1,650,114
Cass	282,225	140,397	1,292,894	1,658,442	3,373,958
Crow Wing	282,225	289,781	909,268	879,000	2,360,274
Isanti	282,225	170,598	551,719	802,314	1,806,856
Kanabec	282,225	78,179	514,594	565,888	1,440,886
Mille Lacs	282,225	121,074	623,907	1,084,702	2,111,908
Morrison	282,225	187,884	1,062,409	1,096,868	2,629,386
Sherburne	282,225	258,353	526,748	373,560	1,440,886
Stearns	282,225	705,523	1,475,278	2,332,279	4,795,305
Todd	282,225	142,976	1,007,753	1,034,381	2,467,335
Wadena	282,225	79,848	554,445	702,192	1,618,710
Wright	282,225	448,619	983,076	2,253,396	3,967,316
District 3 Totals	3,668,925	2,882,027	10,948,936	14,573,760	32,073,648
Becker	282,225	170,083	1,139,458	1,036,101	2,627,867
Big Stone	282,225	41,103	508,849	608,709	1,440,886
Clay	282,225	231,368	974,605	1,310,855	2,799,053
Douglas	282,225	181,402	941,311	1,068,153	2,473,091
Grant	282,225	44,786	558,643	555,232	1,440,886
Mahnomen	282,225	27,353	475,996	655,312	1,440,886
Otter Tail	282,225	331,498	2,225,070	2,640,714	5,479,507
Pope	282,225	66,884	729,168	975,959	2,054,236
Stevens	282,225	59,862	595,916	502,883	1,440,886
Swift	282,225	70,641	805,186	786,518	1,944,570
Traverse	282,225	34,154	599,599	524,908	1,440,886
Wilkin	282,225	47,757	762,462	785,256	1,877,700
District 4 Totals	3,386,700	1,306,891	10,316,263	11,450,600	26,460,454

COMPONENTS OF THE "TENTATIVE"

1995 C.S.A.H. APPORTIONMENT

County	Motor Vehicle				Total TENTATIVE 1995 CSAH Apportionment
	Equalization Apportionment	Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	
Anoka	\$282,225	\$1,379,028	\$619,045	1,878,550	\$4,158,848
Carver	282,225	277,284	507,302	1,215,146	2,281,957
Hennepin	282,225	5,158,856	1,273,374	9,993,922	16,708,377
Scott	282,225	367,125	463,694	1,518,405	2,631,449
District 5 Totals	1,128,900	7,182,293	2,863,415	14,606,023	25,780,631
Dodge	282,225	93,009	610,721	721,322	1,707,277
Fillmore	282,225	117,833	961,347	2,269,655	3,631,060
Freeborn	282,225	197,755	1,092,389	1,477,596	3,049,965
Goodhue	282,225	241,264	796,862	1,374,604	2,694,955
Houston	282,225	103,076	611,679	1,182,197	2,179,177
Mower	282,225	209,761	912,730	1,471,480	2,876,196
Olmsted	282,225	597,634	782,867	1,600,702	3,263,428
Rice	282,225	269,844	684,161	1,200,383	2,436,613
Steele	282,225	189,529	713,994	1,069,489	2,255,237
Wabasha	282,225	121,614	671,344	1,315,404	2,390,587
Winona	282,225	237,973	771,523	1,535,896	2,827,617
District 6 Totals	3,104,475	2,379,292	8,609,617	15,218,728	29,312,112
Blue Earth	282,225	293,882	1,013,867	1,967,477	3,557,451
Brown	282,225	171,654	776,974	827,060	2,057,913
Cottonwood	282,225	83,949	778,300	853,220	1,997,694
Faribault	282,225	110,221	847,320	1,319,337	2,559,103
Jackson	282,225	80,757	905,733	1,194,600	2,463,315
Le Sueur	282,225	153,092	653,297	1,094,396	2,183,010
Martin	282,225	150,022	923,927	1,055,286	2,411,460
Nicollet	282,225	147,051	597,610	891,826	1,918,712
Nobles	282,225	130,429	844,079	1,191,089	2,447,822
Rock	282,225	62,513	638,491	725,862	1,709,091
Sibley	282,225	92,027	706,922	921,960	2,003,134
Waseca	282,225	110,786	610,427	962,547	1,965,985
Watsonwan	282,225	76,165	574,628	621,059	1,554,077
District 7 Totals	3,668,925	1,662,548	9,871,575	13,625,719	28,828,767
Chippewa	282,225	83,752	596,947	710,381	1,673,305
Kandiyohi	282,225	243,228	1,031,472	1,453,366	3,010,291
Lac Qui Parle	282,225	60,205	886,655	762,887	1,991,972
Lincoln	282,225	41,520	621,697	561,173	1,506,615
Lyon	282,225	155,007	778,963	939,814	2,156,009
McLeod	282,225	212,757	576,395	905,336	1,976,713
Meeker	282,226	136,714	664,715	672,524	1,756,179
Murray	282,226	63,741	866,766	635,851	1,848,584
Pipestone	282,226	62,292	571,386	597,445	1,513,349
Redwood	282,226	115,893	956,190	1,323,136	2,677,445
Renville	282,226	120,165	1,093,347	1,499,104	2,994,842
Yellow Medicine	282,226	78,571	844,889	1,035,391	2,241,077
District 8 Totals	3,386,706	1,373,845	9,489,422	11,096,408	25,346,381
Chisago	282,226	216,833	558,200	1,119,746	2,177,005
Dakota	282,226	1,488,536	698,082	2,462,021	4,930,865
Ramsey	282,226	2,372,342	563,872	4,707,856	7,926,296
Washington	282,226	860,234	492,274	1,649,154	3,283,888
District 9 Totals	1,128,904	4,937,945	2,312,428	9,938,777	18,318,054
- STATE TOTALS	\$24,553,585	\$24,553,585	\$73,660,757	\$122,789,429	\$245,557,356

COMPONENTS OF THE "TENTATIVE"

1995 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1995 CSAH Apportionment
Anoka	\$282,225	\$1,379,028	\$619,045	\$1,878,014	\$4,158,312
Carver	282,225	277,284	507,302	1,214,798	2,281,609
Hennepin	282,225	5,158,856	1,273,374	9,991,069	16,705,524
Scott	282,225	367,125	463,694	1,517,972	2,631,016
District 5 Totals	1,128,900	7,182,293	2,863,415	14,601,853	25,776,461
Dodge	282,225	93,009	610,721	721,117	1,707,072
Fillmore	282,225	117,833	961,347	2,269,007	3,630,412
Freeborn	282,225	197,755	1,092,389	1,477,175	3,049,544
Goodhue	282,225	241,264	796,862	1,374,211	2,694,562
Houston	282,225	103,076	611,679	1,181,858	2,178,838
Mower	282,225	209,761	912,730	1,471,059	2,875,775
Olmsted	282,225	597,634	782,867	1,600,244	3,262,970
Rice	282,225	269,844	684,161	1,200,041	2,436,271
Steele	282,225	189,529	713,994	1,069,184	2,254,932
Wabasha	282,225	121,614	671,344	1,315,029	2,390,212
Winona	282,225	237,973	771,523	1,535,458	2,827,179
District 6 Totals	3,104,475	2,379,292	8,609,617	15,214,383	29,307,767
Blue Earth	282,225	293,882	1,013,867	1,966,915	3,556,889
Brown	282,225	171,654	776,974	826,823	2,057,676
Cottonwood	282,225	83,949	778,300	852,977	1,997,451
Faribault	282,225	110,221	847,320	1,318,959	2,558,725
Jackson	282,225	80,757	905,733	1,194,261	2,462,976
Le Sueur	282,225	153,092	653,297	1,094,085	2,182,699
Martin	282,225	150,022	923,927	1,054,984	2,411,158
Nicollet	282,225	147,051	597,610	891,572	1,918,458
Nobles	282,225	130,429	844,079	1,190,749	2,447,482
Rock	282,225	62,513	638,491	725,656	1,708,885
Sibley	282,225	92,027	706,922	921,696	2,002,870
Waseca	282,225	110,786	610,427	962,272	1,965,710
Watonwan	282,225	76,165	574,628	620,882	1,553,900
District 7 Totals	3,668,925	1,662,548	9,871,575	13,621,831	28,824,879
Chippewa	282,225	83,752	596,947	710,178	1,673,102
Kandiyohi	282,225	243,228	1,031,472	1,452,951	3,009,876
Lac Qui Parle	282,225	60,205	886,655	762,669	1,991,754
Lincoln	282,225	41,520	621,697	561,014	1,506,456
Lyon	282,225	155,007	778,963	939,545	2,155,740
McLeod	282,225	212,757	576,395	905,077	1,976,454
Meeker	282,226	136,714	664,715	672,332	1,755,987
Murray	282,226	63,741	866,766	635,670	1,848,403
Pipestone	282,226	62,292	571,386	597,274	1,513,178
Redwood	282,226	115,893	956,190	1,322,759	2,677,068
Renville	282,226	120,165	1,093,347	1,498,676	2,994,414
Yellow Medicine	282,226	78,571	844,889	1,035,095	2,240,781
District 8 Totals	3,386,706	1,373,845	9,489,422	11,093,240	25,343,213
Chisago	282,226	216,833	558,200	1,119,427	2,176,686
Dakota	282,226	1,488,536	698,082	2,461,323	4,930,167
Ramsey	282,226	2,372,342	563,872	4,706,513	7,924,953
Washington	282,226	860,234	492,274	1,648,684	3,283,418
District 9 Totals	1,128,904	4,937,945	2,312,428	9,935,947	18,315,224
STATE TOTALS	\$24,553,585	\$24,553,585	\$73,660,757	\$122,789,429	\$245,557,356

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1994 COUNTY SCREENING BOARD DATA OCTOBER, 1994

Comparison of the Actual 1994 to a TENTATIVE 1995 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 1994 C.S.A.H. Apportionment and what each county's 1995 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1995 C.S.A.H. road user fund would stay the same as 1994. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1995 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.

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1994 COUNTY SCREENING BOARD DATA

Comparison of the Actual 1994 to the TENTATIVE 1995 C.S.A.H. Apportionment

County	Total 1994 C.S.A.H. Apportionment	TENTATIVE 1995 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$2,521,917	\$2,476,862	(\$45,055)	-1.8%
Cook	1,921,339	1,732,110	(189,229)	-9.9%
Itasca	4,839,456	5,015,962	176,506	3.7%
Koochiching	2,700,640	2,700,640	0	0.0%
Lake	2,328,998	2,710,652	381,654	16.4%
Pine	4,075,283	4,184,169	108,886	2.7%
St. Louis	13,758,697	13,730,333	(28,364)	-0.2%
District 1 Totals	32,146,330	32,550,728	404,398	1.3%
Beltrami	3,196,131	3,206,612	10,481	0.3%
Clearwater	1,915,781	1,896,285	(19,496)	-1.0%
Hubbard	2,035,869	2,030,385	(5,484)	-0.3%
Kittson	2,308,813	2,263,002	(45,811)	-2.0%
Lake of the Woods	1,840,268	1,840,268	0	0.0%
Marshall	3,289,475	3,283,427	(6,048)	-0.2%
Norman	2,270,476	2,124,953	(145,523)	-6.4%
Pennington	1,440,886	1,440,886	0	0.0%
Polk	4,885,238	4,718,001	(167,237)	-3.4%
Red Lake	1,440,886	1,440,886	0	0.0%
Roseau	2,644,274	2,633,770	(10,504)	-0.4%
District 2 Totals	27,268,097	26,878,475	(389,622)	-1.4%
Aitkin	2,421,204	2,410,389	(10,815)	-0.5%
Benton	1,584,776	1,649,928	65,152	4.1%
Cass	3,345,488	3,373,486	27,998	0.8%
Crow Wing	2,454,611	2,392,868	(61,743)	-2.5%
Isanti	1,833,963	1,806,628	(27,335)	-1.5%
Kanabec	1,440,886	1,440,886	0	0.0%
Mille Lacs	2,040,651	2,111,599	70,948	3.5%
Morrison	2,548,163	2,629,074	80,911	3.2%
Sherburne	1,440,886	1,440,886	0	0.0%
Stearns	4,772,659	4,794,648	21,989	0.5%
Todd	2,546,310	2,467,041	(79,269)	-3.1%
Wadena	1,668,574	1,618,509	(50,065)	-3.0%
Wright	3,839,660	3,966,672	127,012	3.3%
District 3 Totals	31,937,831	32,102,614	164,783	0.5%
Becker	2,613,911	2,627,570	13,659	0.5%
Big Stone	1,440,886	1,440,886	0	0.0%
Clay	2,843,896	2,798,678	(45,218)	-1.6%
Douglas	2,385,653	2,472,787	87,134	3.7%
Grant	1,440,886	1,440,886	0	0.0%
Mahnomen	1,440,886	1,440,886	0	0.0%
Otter Tail	5,489,772	5,478,752	(11,020)	-0.2%
Pope	2,032,095	2,053,958	21,863	1.1%
Stevens	1,464,838	1,440,886	(23,952)	-1.6%
Swift	1,901,017	1,944,344	43,327	2.3%
Traverse	1,440,886	1,440,886	0	0.0%
Wilkin	1,861,010	1,877,476	16,466	0.9%
District 4 Totals	26,355,736	26,457,995	102,259	0.4%

1994 COUNTY SCREENING BOARD DATA

Comparison of the Actual 1994 to the TENTATIVE 1995 C.S.A.H. Apportionment

County	Total 1994 C.S.A.H. Apportionment	TENTATIVE 1995 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$2,521,917	\$2,477,231	(\$44,686)	-1.8%
Cook	1,921,339	1,732,391	(188,948)	-9.8%
Itasca	4,839,456	5,016,784	177,328	3.7%
Koochiching	2,700,640	2,700,640	0	0.0%
Lake	2,328,998	2,711,169	382,171	16.4%
Pine	4,075,283	4,184,915	109,632	2.7%
St. Louis	13,758,697	13,732,898	(25,799)	-0.2%
District 1 Totals	32,146,330	32,556,028	409,698	1.3%
Beltrami	3,196,131	3,207,072	10,941	0.3%
Clearwater	1,915,781	1,896,503	(19,278)	-1.0%
Hubbard	2,035,869	2,030,629	(5,240)	-0.3%
Kittson	2,308,813	2,263,297	(45,516)	-2.0%
Lake of the Woods	1,840,268	1,840,268	0	0.0%
Marshall	3,289,475	3,283,816	(5,659)	-0.2%
Norman	2,270,476	2,125,191	(145,285)	-6.4%
Pennington	1,440,886	1,440,886	0	0.0%
Polk	4,885,238	4,718,654	(166,584)	-3.4%
Red Lake	1,440,886	1,440,886	0	0.0%
Roseau	2,644,274	2,634,079	(10,195)	-0.4%
District 2 Totals	27,268,097	26,881,281	(386,816)	-1.4%
Aitkin	2,421,204	2,410,714	(10,490)	-0.4%
Benton	1,584,776	1,650,114	65,338	4.1%
Cass	3,345,488	3,373,958	28,470	0.9%
Crow Wing	2,454,611	2,360,274	(94,337)	-3.8%
Isanti	1,833,963	1,806,856	(27,107)	-1.5%
Kanabec	1,440,886	1,440,886	0	0.0%
Mille Lacs	2,040,651	2,111,908	71,257	3.5%
Morrison	2,548,163	2,629,386	81,223	3.2%
Sherburne	1,440,886	1,440,886	0	0.0%
Stearns	4,772,659	4,795,305	22,646	0.5%
Todd	2,546,310	2,467,335	(78,975)	-3.1%
Wadena	1,668,574	1,618,710	(49,864)	-3.0%
Wright	3,839,660	3,967,316	127,656	3.3%
District 3 Totals	31,937,831	32,073,648	135,817	0.4%
Becker	2,613,911	2,627,867	13,956	0.5%
Big Stone	1,440,886	1,440,886	0	0.0%
Clay	2,843,896	2,799,053	(44,843)	-1.6%
Douglas	2,385,653	2,473,091	87,438	3.7%
Grant	1,440,886	1,440,886	0	0.0%
Mahnomen	1,440,886	1,440,886	0	0.0%
Otter Tail	5,489,772	5,479,507	(10,265)	-0.2%
Pope	2,032,095	2,054,236	22,141	1.1%
Stevens	1,464,838	1,440,886	(23,952)	-1.6%
Swift	1,901,017	1,944,570	43,553	2.3%
Traverse	1,440,886	1,440,886	0	0.0%
Wilkin	1,861,010	1,877,700	16,690	0.9%
District 4 Totals	26,355,736	26,460,454	104,718	0.4%

1994 COUNTY SCREENING BOARD DATA

Comparison of the Actual 1994 to the TENTATIVE 1995 C.S.A.H. Apportionment

County	Total	TENTATIVE	Increase	% + or -
	1994 C.S.A.H. Apportionment	1995 C.S.A.H. Apportionment	or Decrease	
Anoka	\$4,154,045	\$4,158,848	\$4,803	0.1%
Carver	2,252,988	2,281,957	28,969	1.3%
Hennepin	17,182,285	16,708,377	(473,908)	-2.8%
Scott	2,882,904	2,631,449	(251,455)	-8.7%
District 5 Totals	26,472,222	25,780,631	(691,591)	-2.6%
Dodge	1,707,814	1,707,277	(537)	-0.0%
Fillmore	3,616,391	3,631,060	14,669	0.4%
Freeborn	3,162,627	3,049,965	(112,662)	-3.6%
Goodhue	2,675,165	2,694,955	19,790	0.7%
Houston	2,263,068	2,179,177	(83,891)	-3.7%
Mower	2,827,161	2,876,196	49,035	1.7%
Olmsted	3,244,342	3,263,428	19,086	0.6%
Rice	2,425,577	2,436,613	11,036	0.5%
Steele	2,253,476	2,255,237	1,761	0.1%
Wabasha	2,397,017	2,390,587	(6,430)	-0.3%
Winona	2,802,723	2,827,617	24,894	0.9%
District 6 Totals	29,375,361	29,312,112	(63,249)	-0.2%
Blue Earth	3,523,214	3,557,451	34,237	1.0%
Brown	2,038,088	2,057,913	19,825	1.0%
Cottonwood	2,012,324	1,997,694	(14,630)	-0.7%
Faribault	2,559,047	2,559,103	56	0.0%
Jackson	2,500,327	2,463,315	(37,012)	-1.5%
Le Sueur	2,204,082	2,183,010	(21,072)	-1.0%
Martin	2,393,083	2,411,460	18,377	0.8%
Nicollet	1,906,246	1,918,712	12,466	0.7%
Nobles	2,469,394	2,447,822	(21,572)	-0.9%
Rock	1,699,831	1,709,091	9,260	0.5%
Sibley	2,005,651	2,003,134	(2,517)	-0.1%
Waseca	1,956,285	1,965,985	9,700	0.5%
Watonwan	1,563,440	1,554,077	(9,363)	-0.6%
District 7 Totals	28,831,012	28,828,767	(2,245)	-0.0%
Chippewa	1,709,072	1,673,305	(35,767)	-2.1%
Kandiyohi	2,921,356	3,010,291	88,935	3.0%
Lac Qui Parle	1,973,532	1,991,972	18,440	0.9%
Lincoln	1,498,015	1,506,615	8,600	0.6%
Lyon	2,133,751	2,156,009	22,258	1.0%
Mc Leod	1,991,453	1,976,713	(14,740)	-0.7%
Meeker	1,768,799	1,756,179	(12,620)	-0.7%
Murray	1,801,807	1,848,584	46,777	2.6%
Pipestone	1,553,774	1,513,349	(40,425)	-2.6%
Redwood	2,638,267	2,677,445	39,178	1.5%
Renville	2,727,634	2,994,842	267,208	9.8%
Yellow Medicine	2,252,613	2,241,077	(11,536)	-0.5%
District 8 Totals	24,970,073	25,346,381	376,308	1.5%
Chisago	2,188,773	2,177,005	(11,768)	-0.5%
Dakota	4,986,445	4,930,865	(55,580)	-1.1%
Ramsey	7,782,345	7,926,296	143,951	1.9%
Washington	3,243,131	3,283,888	40,757	1.3%
District 9 Totals	18,200,694	18,318,054	117,360	0.6%
- 68 STATE TOTALS	\$245,557,356	\$245,557,356	\$0	0.0%

1994 COUNTY SCREENING BOARD DATA

Comparison of the Actual 1994 to the TENTATIVE 1995 C.S.A.H. Apportionment

County	Total 1994 C.S.A.H. Apportionment	TENTATIVE 1995 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$4,154,045	\$4,158,312	\$4,267	0.1%
Carver	2,252,988	2,281,609	28,621	1.3%
Hennepin	17,182,285	16,705,524	(476,761)	-2.8%
Scott	2,882,904	2,631,016	(251,888)	-8.7%
District 5 Totals	26,472,222	25,776,461	(695,761)	-2.6%
Dodge	1,707,814	1,707,072	(742)	-0.0%
Fillmore	3,616,391	3,630,412	14,021	0.4%
Freeborn	3,162,627	3,049,544	(113,083)	-3.6%
Goodhue	2,675,165	2,694,562	19,397	0.7%
Houston	2,263,068	2,178,838	(84,230)	-3.7%
Mower	2,827,161	2,875,775	48,614	1.7%
Olmsted	3,244,342	3,262,970	18,628	0.6%
Rice	2,425,577	2,436,271	10,694	0.4%
Steele	2,253,476	2,254,932	1,456	0.1%
Wabasha	2,397,017	2,390,212	(6,805)	-0.3%
Winona	2,802,723	2,827,179	24,456	0.9%
District 6 Totals	29,375,361	29,307,767	(67,594)	-0.2%
Blue Earth	3,523,214	3,556,889	33,675	1.0%
Brown	2,038,088	2,057,676	19,588	1.0%
Cottonwood	2,012,324	1,997,451	(14,873)	-0.7%
Faribault	2,559,047	2,558,725	(322)	-0.0%
Jackson	2,500,327	2,462,976	(37,351)	-1.5%
Le Sueur	2,204,082	2,182,699	(21,383)	-1.0%
Martin	2,393,083	2,411,158	18,075	0.8%
Nicollet	1,906,246	1,918,458	12,212	0.6%
Nobles	2,469,394	2,447,482	(21,912)	-0.9%
Rock	1,699,831	1,708,885	9,054	0.5%
Sibley	2,005,651	2,002,870	(2,781)	-0.1%
Waseca	1,956,285	1,965,710	9,425	0.5%
Watonwan	1,563,440	1,553,900	(9,540)	-0.6%
District 7 Totals	28,831,012	28,824,879	(6,133)	-0.0%
Chippewa	1,709,072	1,673,102	(35,970)	-2.1%
Kandiyohi	2,921,356	3,009,876	88,520	3.0%
Lac Qui Parle	1,973,532	1,991,754	18,222	0.9%
Lincoln	1,498,015	1,506,456	8,441	0.6%
Lyon	2,133,751	2,155,740	21,989	1.0%
Mc Leod	1,991,453	1,976,454	(14,999)	-0.8%
Meeker	1,768,799	1,755,987	(12,812)	-0.7%
Murray	1,801,807	1,848,403	46,596	2.6%
Pipestone	1,553,774	1,513,178	(40,596)	-2.6%
Redwood	2,638,267	2,677,068	38,801	1.5%
Renville	2,727,634	2,994,414	266,780	9.8%
Yellow Medicine	2,252,613	2,240,781	(11,832)	-0.5%
District 8 Totals	24,970,073	25,343,213	373,140	1.5%
Chisago	2,188,773	2,176,686	(12,087)	-0.6%
Dakota	4,986,445	4,930,167	(56,278)	-1.1%
Ramsey	7,782,345	7,924,953	142,608	1.8%
Washington	3,243,131	3,283,418	40,287	1.2%
District 9 Totals	18,200,694	18,315,224	114,530	0.6%
STATE TOTALS	\$245,557,356	\$245,557,356	\$0	0.0%

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MILEAGE

REQUESTS

* * * * *

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

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.*

OCTOBER, 1994

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	1994	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
Itasca																	0.00	Itasca
Jackson		0.10															0.10	Jackson
Kanabec																	0.00	Kanabec

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

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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	1994	Total Miles To Date	County
Kandiyohi		0.44															0.44	Kandiyohi
Kittson	6.60 *																6.60	Kittson
Koochiching	9.27 *							0.12									9.39	Koochiching
Lac Qui Parle	1.70	0.23															1.93	Lac Qui Parle
Lake	3.24 *	1.58	0.56												10.31		15.69	Lake
Lake of 'Woods	0.56	0.33													7.65		8.54	Lake of 'Wood
Le Sueur	2.70		0.83				0.02										3.55	Le Sueur
Lincoln	5.65 *	0.90															6.55	Lincoln
Lyon	2.00									1.50							3.50	Lyon
Mc Leod	0.09		0.50									0.32					0.91	Mc Leod
Mahnomen	1.00	0.42															1.42	Mahnomen
Marshall	15.00 *		1.00														16.00	Marshall
Martin		1.52															1.52	Martin
Meeker	0.80		0.50														1.30	Meeker
Mille Lacs			0.74														0.74	Mille Lacs
Morrison																	0.00	Morrison
Mower	9.28 *	3.83		0.09													13.20	Mower
Murray	3.52		1.10														4.62	Murray
Nicollet					0.60												0.60	Nicollet
Nobles		13.71	0.23										0.12				14.06	Nobles
Norman	1.31																1.31	Norman
Olmsted	10.77 *	4.55															15.32	Olmsted
Otter Tail				0.36													0.36	Otter Tail
Pennington	0.84																0.84	Pennington
Pine	9.25																9.25	Pine
Pipestone		0.50															0.50	Pipestone
Polk	4.00		1.55	0.67													6.22	Polk
Pope	1.63	2.00	1.20														4.83	Pope
Ramsey	9.45 *	0.67	0.61		0.21		0.92										11.86	Ramsey
Red Lake			0.50														0.50	Red Lake

OCTOBER, 1994

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	1994	Total Miles To Date	County
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													4.93	Stearns
Steele		1.55									0.25						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																0.11	0.11	Wilkin
Winona	7.40 *																7.40	Winona
Wright	0.45			1.38													1.83	Wright
Yellow Medicine			1.39														1.39	Yellow Medici
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	0.11	428.04	Totals

* Some Trunk Highway Turnback Mileage

1994 COUNTY SCREENING BOARD DATA

October, 1994

"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 October 1, 1994 is included.

County	Banked Mileage	Year Made Available
Anoka	0.58	1991
Becker	0.40	1991
Big Stone	2.50	1993
Blue Earth	0.10	1991
Carlton	0.65	1992
Clay	5.00	1993
Douglas	1.90	1992
Faribault	2.68	1993
Fillmore	0.50	1993
Goodhue	0.30	1991
Hennepin	3.65	1992 & 1994
Isanti	0.22	1992
Itasca	1.00	1992
Kandiyohi	0.20	1993
McLeod	1.23	1992 & 1994
Marshall	1.70	1994
Mille Lacs	1.10	1992
Nicollet	1.20	1992
Norman	2.00	1993
Pennington	0.08	1994
Polk	2.00	1992
Pope	0.40	1992
Ramsey	0.24	1992
Red Lake	1.00	1994
Renville	1.35	1992
Rock	1.60	1993
Roseau	0.80	1991
Stearns	0.08	1992
Wabasha	0.33	1993
Waseca	0.21	1993
Wadena	1.77	1991 & 1994
Washington	1.21	1994
Wright	1.07	1992 & 1993
Yellow Medicine	0.11	1993
Total	39.16	

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

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 8/25/94

TO: Manager, State Aid Needs Unit

FROM: R S Brown, District State Aid Engineer

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

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:

R 83
on CSAH 24 to CSAH 25

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

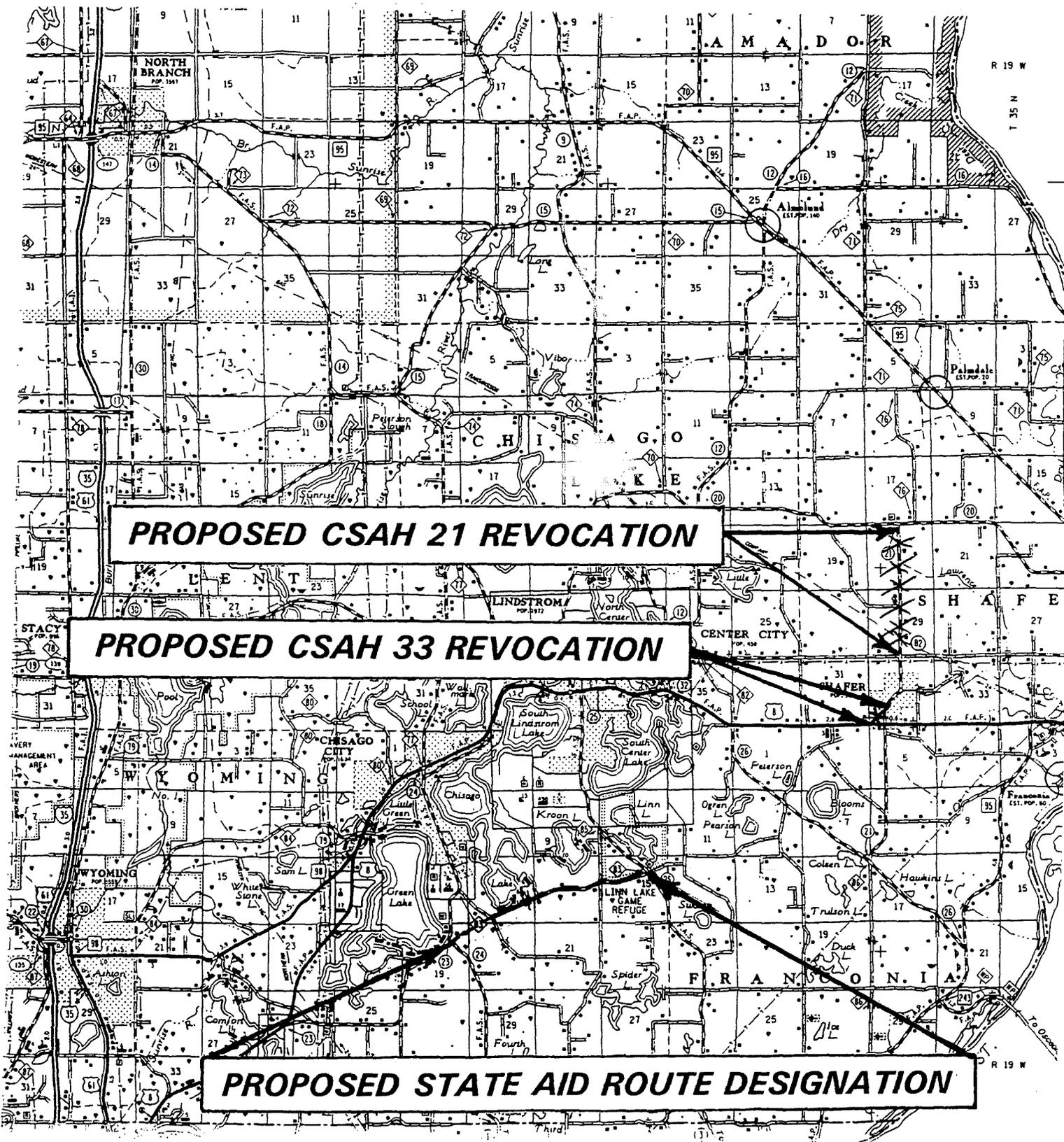
- Projected to carry a relatively heavier traffic volume, or is functionally classified as collector or arterial
- Connects the points of major traffic interest within an urban municipality.
- Provides an integrated street system affording, within practical limits, a State Aid street network consistent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

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

RECOMMENDED APPROVAL OR DENIAL: [Signature] 8/25/94
District State Aid Engineer Date

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

APPROVAL OR DENIAL: _____ Date
State Aid Engineer

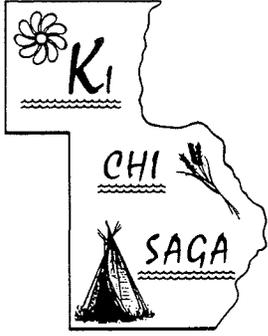


PROPOSED CSAH 21 REVOCATION

PROPOSED CSAH 33 REVOCATION

PROPOSED STATE AID ROUTE DESIGNATION

JUL 29 1994



CHISAGO COUNTY

DEPARTMENT OF PUBLIC WORKS

Mail: 313 North Main Street Room 400 Center City, MN 55012-9663
Office: Center Avenue and Schulze Street, Center City
(612) 257-5708 • 462-7999 Ext. 258 • 674-4433 Ext. 259
Facsimile Machine (612) 257-1166

Kenneth W. Anderson, P.E.
Director of Public Works
County Highway Engineer

John E. Hippchen, P.E.
Assistant County Highway Engineer

Craig R. Poorker
Right of Way Administrator

Rick LaValle
Highway Foreman

Cindy V. Nelson
Accountant Supervisor

July 29, 1994

Mr. Robert Brown
Metro - State Aid Engineer
Waters Edge
1500 W. Co. Rd. B2
Roseville, Minnesota 55

RE: County Screening Board Mileage Request

Dear Mr. Brown:

Chisago County is hereby requesting 0.95 miles of additional CSAH designation. The need for additional mileage comes out of a plan to improve local transportation circulation in the Chisago City, Lindstrom and Center City area. You are probably aware of local highway user dependence on TH 8 for moving throughout the community, particularly in an east-west direction near the 3 above mentioned cities. Although the thrust of the County effort is to improve local circulation, it will also provide relief for heavily travelled TH 8 between Forest Lake and Taylors Falls. CR 83 is currently classified as a "Major Collector" on the functional classification map. We see this as a Win-Win situation, with Mn/DOT and County concerns both being addressed, and the public is the benefactor.

The Chisago County plan is to construct a proposed State Aid route between CSAH 24 and CSAH 25 (near the Co. Rd. 83 alignment) using State Aid funds. In order to implement the plan we propose to designate Co. Rd. 83 as a County State Aid Highway. Chisago County has thoroughly reviewed our current system for possible revocations to give us adequate State Aid mileage to designate the proposed route. Attachment "A" is a map showing the proposed revocation of 2.0 miles of CSAH 21 and 0.25 miles of CSAH 33. Also shown on Attachment "A" is the proposed designation of 3.20 miles of State Aid Highway extending CSAH 23 from CSAH 24 to CSAH 25. This results in a request for 0.95 miles of additional State Aid mileage to be brought before the Screening Board.

As the County reviewed their highway system for possible revocations, we considered traffic volumes on all County routes, including Co. Rd. 83. With new development in Chisago and Washington Counties, there is clearly growth in overall traffic. We are projecting greater traffic increases from additional new development, and specifically traffic increases on Co. Rd. 83 by reconstructing, paving and improving system continuity.

The most recent traffic counts, taken by the county in July 1994, range from 440 to 850 vehicles per day. These being raw counts (Attachment "B") they will need to be adjusted to reflect seasonal and weekly fluctuations. We have supporting data from Mn/DOT raw counts taken in 1993 in excess of 1000 vehicles per day on CR 83 just east of CSAH 24. We then applied a 0.81 adjustment factor, and came up with adjusted counts in the 350 to 700 range which we believe are indicative of annual average daily traffic. These higher counts may indicate that users are tolerating poorer road conditions and utilizing a route deficient in vertical and horizontal alignment to avoid traffic conflicts on TH 8. With the above factors considered we are projecting 1500 vehicles per day upon completion of construction and 2500 vehicles per day by the year 2010.

There is a school located on 292nd Street and CSAH 25. School bus drivers are known to avoid Co. Rd. 83 and use TH 8, even though it lengthens their daily trips. The proposed facility would shorten their trips and provide a safer route to transfer children to school. It should be noted that Co. Rd. 83 also serves as a rural mail route.

With Chisago County proposing the construction of this route in 1995 they will not draw State Aid grading Needs, but will only draw overlay Needs.

In an effort to be thorough, Chisago County has contracted with Edwards & Kelcey Inc. to utilize Dennis Carlson's knowledge and experience to seek alternatives and evaluate the benefits of this proposal.

We believe this proposal meets all the criteria listed in the rules and on the District (Division) State Aid Engineers recommendation form forwarded to the Screening Board. I thank you for your time and appreciate your consideration in this matter.

Sincerely,

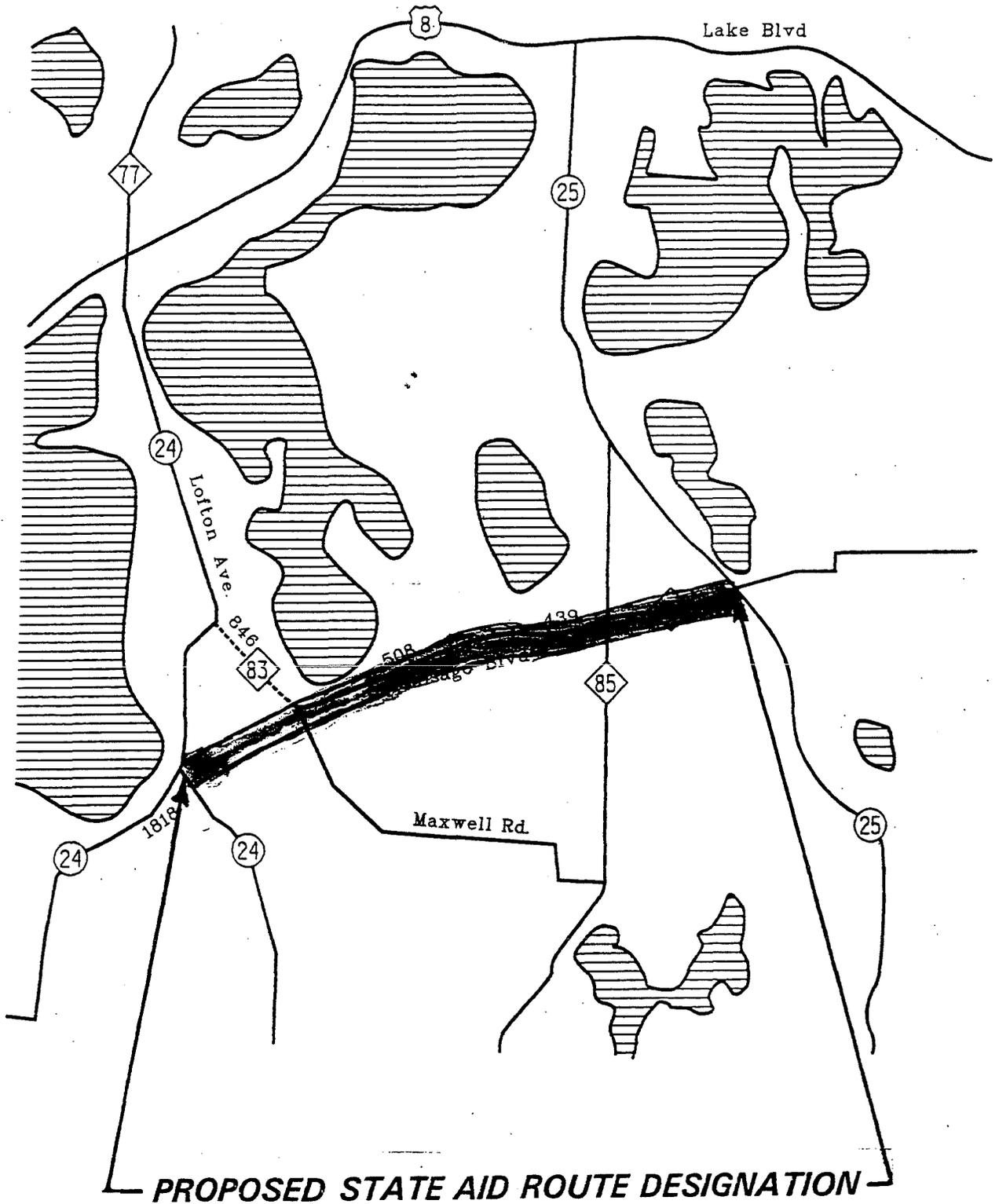


Kenneth Anderson P.E.
Chisago County Engineer

Enclosures

ChisMile,Req

CHISAGO COUNTY TRAFFIC INFORMATION (Raw 1994 Counts)



MILEAGE SUBCOMMITTEE REPORT

TO THE

COUNTY STATE AID HIGHWAY SCREENING BOARD

DATE: Fall 1994

Subcommittee: Jack Dolan - Dodge County (Chairman)
Dave Everds - Dakota County
Lee Berget - Clearwater County

Request: Chisago County

PROPOSED SYSTEM REVISIONS

Designate CSAH 23 Designation County Road 83	+3.20 Miles
Revoke CSAH Designation CSAH 21	-2.00
CSAH 33	-0.25
Total Addition	+0.95

REVIEW RESOURCES

- X Road Tour - September 6, 1994 w/DSAE & County Engineer
- X County Engineer's Request Cover Letter
- X TH, CSAH, MSAS, CR, Maps
- X Functional Classification Maps
- Comprehensive Transportation Plans
- X Traffic Maps and Data (1989 & 1993 Traffic Counts)
- X Anticipated Construction Program -Programmed 1995
- X Construction Needs of System Revision -
With construction proposed in 1995 the County will not
draw grading Needs, but will only draw overlay Needs.
- X Recommendation of DSAE
- X Conference with DSAE & County Engineer
- X Mileage Verification by District State Aid Engineer

MERITS OF THE MILEAGE REQUEST

1. Would provide an east-west route south of the lakes that should improve the local transportation circulation in the Chisago City, Lindstrom, and Center City areas.
2. It would provide relief and improve safety for a portion of heavily traveled TH 8 between CSAH 23 and CSAH 25.

CONCERN OF THE MILEAGE COMMITTEE

1. County should consider revoking 1.0 mile of CSAH 31 in Wyoming.

This is a 1.0 mile section between TH 61 and County Road 84. The road was constructed in 1989 so there would be a \$320,000 pay back. This road runs parallel to TH 98, approximately .25 miles to the north, which is in the process of being turned back to the County. If this section is revoked they can proceed without adding mileage.

2. County should also consider extending the designation of CSAH 23 further northeast to TH 8 to complete an east-west alternate.

Although it appears to be Ken's intention in the future to continue this northeast to TH 8, it is the committee's opinion that feeding the northeasterly bound traffic up CSAH 25 to TH 8 in Lindstrom would not be the best long range plan. The designation of the future route would also put the land owners, developers, and the community on notice which may be beneficial in implementation.

3. To accomplish the No. 2 concern it is suggested the County consider revoking CSAH 21 between TH 8 and CSAH 28 approximately 2.0 miles.

RECOMMENDATION TO THE SCREENING BOARD

Approve

Deny

The mileage subcommittee recommends denial of 0.95 mile request for Chisago County until these suggestions are considered.

* * * * *

STATE PARK

ROAD

ACCOUNT

* * * * *

1994 COUNTY SCREENING BOARD DATA
OCTOBER, 1994

State Park Road Account

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

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

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

DMG\WP51\PARKROAD.WP

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS & RECREATION

STATE OF MINNESOTA
OFFICE MEMORANDUM

DATE: September 1, 1994

TO: Julie Skallman,
Assistant State Aid Engineer
420 Transportation Building

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

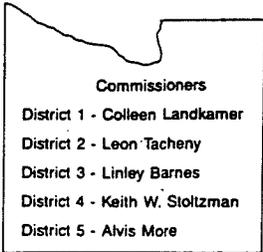
PHONE: 6-8289

SUBJECT: CSAH 69 MINNEOPA STATE PARK
Replacement of Bridge 4054 and 4269/4270

The DNR Division of Parks and Recreation would like the office of State Aid to review the above referenced project at their October State Aid Screening Board meeting.

State Parks is considering recommending funding from the State Park Road Account for this project. If you have any questions, please give me a call.

cc: Alan Forsberg
Blue Earth County Engineer
35 Map Drive
P.O. Box 3083
Mankato, MN 56002
File SAU 238



BLUE EARTH COUNTY

Offices in Mankato, Minnesota 56002



August 16, 1994

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

RE: Park Road Account Funds
CSAH 69 at Minneopa State Park
Replacement of Bridge 4054 and 4269/4270

Dear Mr. Strohkirch:

Blue Earth County requests State Park Road account funds for the replacement of Bridge 4054 and Bridges 4269/4270. The attached preliminary plans show the location of these projects.

Bridge 4054 is located on CSAH 69 about 1/2 mile west of the Minneopa Park Falls parking area. The bridge is narrow and is in very poor condition. A year ago emergency repairs were made to the bridge to allow it to remain open for snow plowing equipment. We propose replacement of this bridge at its current location. Our preliminary cost estimate for this project is \$235,000.

Bridges 4269/4270 are located on CSAH 69 at the entrance to the Falls parking area. One is just east and one just west of the CR 117 parking area access road. Bridge 4269 is narrow and is in very poor condition. Emergency repairs were also made to this bridge a year ago. Bridge 4270 is narrow but is structurally adequate. In lieu of replacing both of these highway bridges, we propose relocating a short reach of Minneopa Creek, realigning a short section of CSAH 69 and constructing one smaller bridge structure for an access road to your falls area parking lot. This has several advantages. It would remove the need to construct and maintain two larger highway bridges in exchange for one smaller park access road bridge. It places the creek adjacent to the park which is the focal point of this park area. It also removes the creek with its potential erosion problems from being adjacent to the railroad embankment. Our preliminary cost estimate for this project is \$336,000.

COURTHOUSE
204 South Fifth Street
P.O. Box 8608
Phone (507) 389-8100
TDD (Hearing Impaired) 389-8399
FAX (507) 389-8344

COUNTY GOVERNMENT CENTER
410 South Fifth Street
P.O. Box 8608
Phone (507) 389-8100
TDD (Hearing Impaired) 389-8399
FAX (507) 389-8379

**PUBLIC WORKS AND
PARKS DEPARTMENT**
35 Map Drive
P.O. Box 3083
Phone (507) 625-3281
FAX (507) 625-5271

LAW ENFORCEMENT CENTER
710 South Front Street
P.O. Box 228
Phone (507) 387-8710
TDD (Hearing Impaired) 387-5601
Emergency 911
FAX (507) 387-4929



Mr. John Strohkirch, Manager
August 16, 1994
Page 2

We have discussed these projects with Mr. Charles Mitchell, MnDNR Regional Parks Administrator; Mr. Howard Ward, Minneopa Parks Manager; the DM & E Railroad; and yourself. All appear to support the projects.

These projects are scheduled for construction in 1995 assuming funds are made available. The October, 1994, screening Board would have to take favorable action to meet this schedule.

Please call if you have any questions or need additional information. We certainly appreciate the interest and support you have shown for these projects.

Sincerely,

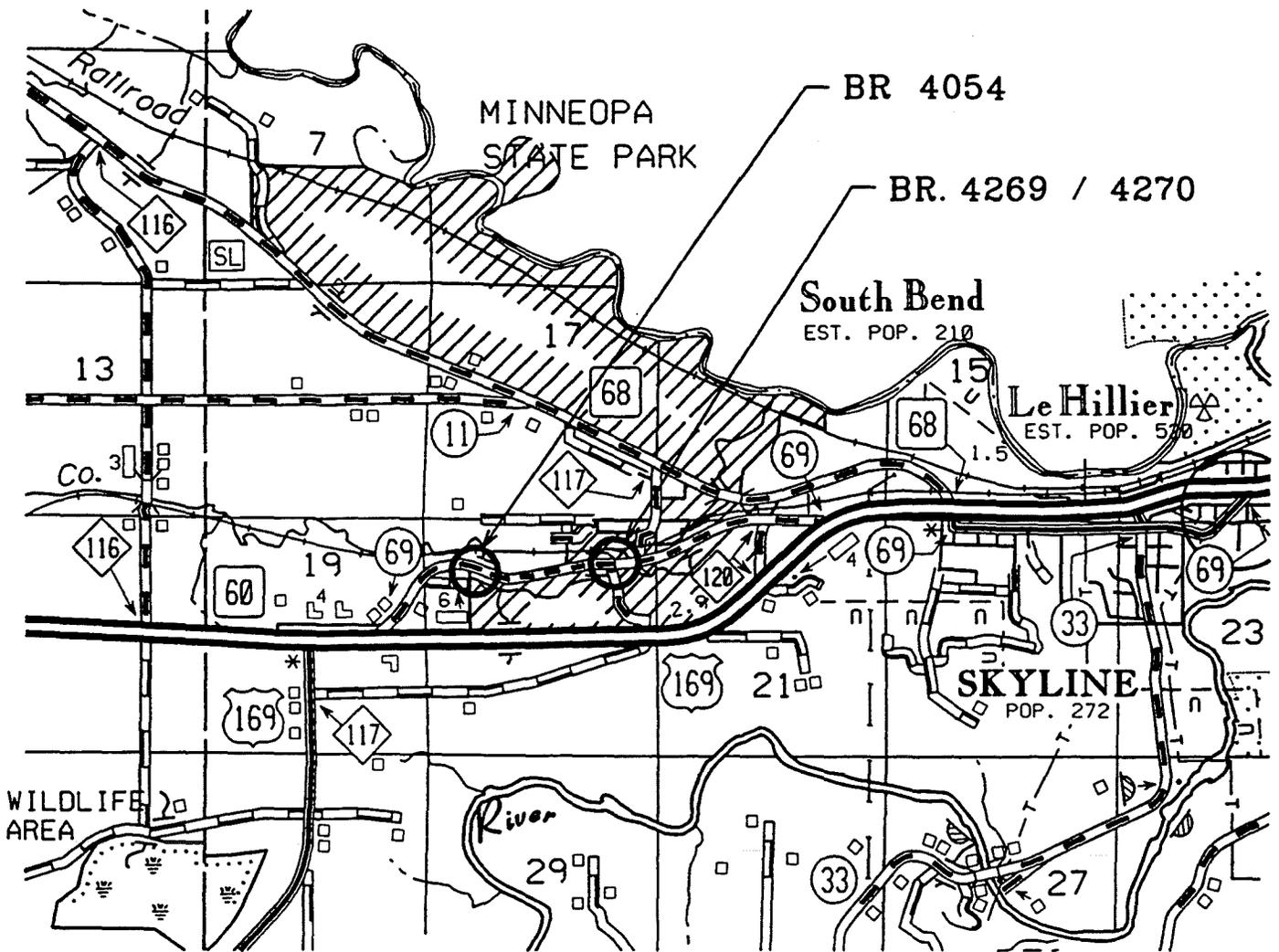


Alan Forsberg, P.E.
PUBLIC WORKS DIRECTOR
Blue Earth County Highway Dept.

AF/cls

cf: Julie Skallman, MN/DOT, State Aid
Charles Mitchell, MnDNR New Ulm
Howard Ward, MnDNR Mankato
Larry LaPoint, Associate Engineer
John Arndorfer, Associate Engineer

BLUE EARTH COUNTY CSAH 69 BRIDGE REPLACEMENTS



9/69area.dgn Aug. 17, 1994 10:27:18

**BLUE EARTH COUNTY
BRIDGE 4054 ON CSAH 69**

COST ESTIMATE

COST ESTIMATE BASED ON APPROXIMATE
QUANTITIES FOR MAJOR BID ITEMS

ITEM NUMBER	ITEM DESCRIPTION	ITEM UNIT	EST'D QUANTITY	UNIT PRICE DOLLARS	TOTAL AMOUNT DOLLARS
	REMOVE OLD BRIDGE 4054	L.S.	1	3,000.00	3,000.00
				TOTAL	\$3,000.00
CONCRETE ARCH ALTERNATE (34'-3" X 12'-8")					
	STRUCTURE CONCRETE	CU. YD.	125	250.00	31,250.00
	PRECAST CONCRETE ARCH	LIN. FT.	38	1,200.00	45,600.00
	PRECAST CONCRETE HEADWALLS	EACH	2	8,500.00	17,000.00
	PRECAST CONCRETE WINGWALLS	EACH	4	7,500.00	30,000.00
	REINFORCING STEEL	POUND	10,000	0.60	6,000.00
	SELECT GRANULAR BACKFILL	CU. YD.	500	4.50	2,250.00
	ELASTOMERIC BEARING PADS	EACH	22	100.00	2,200.00
	10" STEEL "HP" TEST PILES (20')	EACH	4	1,200.00	4,800.00
	10" STEEL "HP" PILING (15')	LIN. FT.	600	11.00	6,600.00
	PRE-BORE PILING	EA.	44	500.00	22,000.00
	ORNAMENTAL RAILING	LIN. FT.	128	65.00	8,320.00
	DEWATERING	L.S.	1	3,000.00	3,000.00
	CLASS III RIPRAP	CU. YD.	100	42.00	4,200.00
				TOTAL	\$183,220.00
66 FT. SINGLE SPAN PRESTRESSED CONCRETE BRIDGE WITH 36 FT. ROADWAY					
	DECK AREA	SQ. FT.	2,700	60.00	162,000.00

BRIDGE #4054

S.S. Pre-Stressed Girder

Bridge	\$162,000
Removal	3,000
Approaches	65,000
Guard Rail	5,000
Total	\$235,000

**BLUE EARTH COUNTY
CSAH 69 & CR117**

COST ESTIMATE

COST ESTIMATE BASED ON APPROXIMATE
QUANTITIES FOR MAJOR BID ITEMS

ITEM NUMBER	ITEM DESCRIPTION	ITEM UNIT	EST'D QUANTITY	UNIT PRICE DOLLARS	TOTAL AMOUNT DOLLARS
	REMOVE OLD BRIDGE 4269	LS.	1	3,000.00	3,000.00
	REMOVE OLD BRIDGE 4270	LS.	1	3,000.00	3,000.00
				TOTAL	\$6,000.00
CONSTRUCT CONCRETE ARCH (32'-4" X 10')					
	STRUCTURE CONCRETE	CU. YD.	115	250.00	28,750.00
	PRECAST CONCRETE ARCH	LIN. FT.	44	1,050.00	46,200.00
	PRECAST CONCRETE HEADWALLS	EACH	2	8,000.00	16,000.00
	PRECAST CONCRETE WINGWALLS	EACH	4	7,000.00	28,000.00
	REINFORCING STEEL	POUND	8,000	0.60	4,800.00
	SELECT GRANULAR BACKFILL	CU. YD.	450	4.50	2,025.00
	ELASTOMERIC BEARING PADS	EACH	24	100.00	2,400.00
	ROCK EXCAVATION	CU. YD.	50	75.00	3,750.00
	ORNAMENTAL RAILING	LIN. FT.	128	65.00	8,320.00
	DEWATERING	LS.	1	3,000.00	3,000.00
				TOTAL	\$143,245.00
28 FT. SINGLE SPAN CONCRETE BRIDGE WITH 40 FT. ROADWAY					
	DECK AREA	SQ. FT.	1300	110.00	\$143,000.00
CHANNEL CHANGE & ROADWAY CONSTRUCTION					
	COMMON EXCAVATION	CU. YD.	7,000	2.50	17,500.00
	CHANNEL EXCAVATION	CU. YD.	12,000	3.50	42,000.00
	ROCK EXCAVATION	CU. YD.	600	25.00	15,000.00
	CLASS III RIPRAP	CU. YD.	550	42.00	23,100.00
	AGGREGATE BASE	CU. YD.	2,800	10.50	29,400.00
	BITUMINOUS BASE & W.C.	TON	1,480	22.00	32,560.00
	REMOVE BITUMINOUS PAVEMENT	SQ. YD.	4,533	6.00	27,198.00
				TOTAL	\$186,758.00

BRIDGE FOR 4269/4270

ARCH TYPE

Bridge	\$143,000
Removal	6,000
Approaches & New Channel	187,000
Total	\$336,000

* * * * *

REFERENCE

MATERIAL

* * * * *

1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

C.S.A.H. 20-Year Traffic Projection Factors

(For Use in the 1994 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1994 Needs Study.

For those counties whose traffic was counted in 1992, two factors are shown. The first factor is the one used last year and the second one was computed using 1992 traffic and has been used for the 1994 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 1992 and their traffic and traffic factors have been updated this year.

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

In 1995 we will have the traffic maps for the counties listed below that were counted in 1993. We will update their traffic info next year.

Big Stone	Itasca	Roseau
Blue Earth	Kittson	Stevens
Brown	Lake	Swift
Cass	Lincoln	Todd
Chisago	Lyon	Traverse
Clay	Martin	Wadena
Cook	Morrison	Watsonwan
Crow Wing	Murray	Yellow Medicine
Dodge	Pine	
Fillmore	Pipestone	
Freeborn	Polk	
Hubbard	Rice	

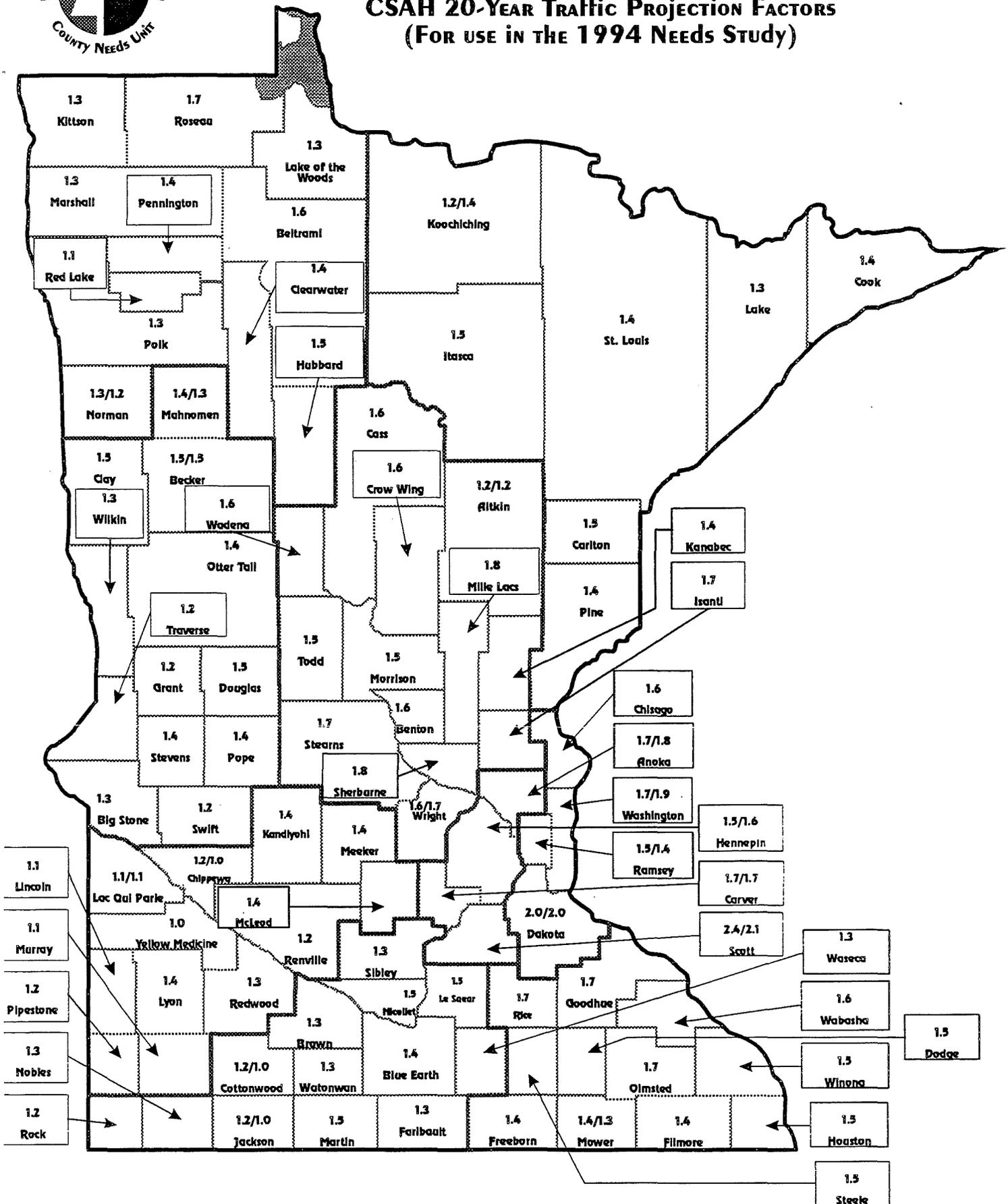


1994 COUNTY SCREENING BOARD DATA

OCTOBER, 1994

CSAH 20-YEAR TRAFFIC PROJECTION FACTORS

(FOR USE IN THE 1994 NEEDS STUDY)



Old and new factors are shown for those counties whose traffic was counted in 1992.

**MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 7 AND 8, 1994
MADDENS RESORT, BRAINERD**

The meeting was called to order at 1:00 p.m., June 7, 1994 by Chairman Roger Gustafson, Carver County Engineer.

ATTENDANCE

Roll call of members:

Wayne Olson, Carlton	District 1	
Russ Larson, Roseau	District 2	
Steve Backowski, Morrison	District 3	(Alternate)
Dale Wegner, Pope	District 4	
Roger Gustafson, Carver	Metro West	
Craig Falkum, Wabasha	District 6	
Gene Isakson, Sibley	District 7	
Gordon Regenscheid, Meeker	District 8	
Paul Kirkwold, Ramsey	Metro East	

Lee Berget, Clearwater County sat in for District 2 and Gene Ulring, Fillmore County sat in for District 6 until Russ Larson and Craig Falkum showed up.

Chairman Gustafson asked for a motion to approve the October 26 and 27, 1993 Screening Board Minutes for the meeting held at Ruttger's Bay Lake Lodge, Deerwood. Motion by Wayne Olson, seconded by Dale Wegner, motion passed unanimously.

Roll call of MnDot personnel:

Pat Murphy	Director, SALT Division
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A warm welcome was extended to Pat by the Secretary, David and Chairman, Roger as the new Director of SALT. Roger also thanked Julie Skallman for her excellent job as acting Director after Dennis Carlson's retirement.

Julie Skallman	Assistant State Aid Engineer
Ken Hoeschen	Manager, County State Aid Needs Unit
Marshall Johnston	Acting 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
Bob Brown	Acting Metro Division State Aid Engineer

Chairman Roger Gustafson recognized Bob Witty, Martin County, Chairman of the General Subcommittee who arrived later to the meeting and Jack Dolan, Dodge County, Chairman of the Mileage Subcommittee.

Chairman Roger Gustafson asked the secretary to recognize the following alternates and other engineers in attendance:

Doug Grindall, Koochiching	District 1
Lee Berget, Clearwater	District 2
Steve Backowski, Morrison	District 3
Rick West, Otter Tail	District 4 - not present
Paul Ruud, Anoka	Metro West
Gene Ulring, Fillmore	District 6
Al Forsberg, Blue Earth	District 7 - not present
Luke Hagen, Lincoln	District 8
Don Wisniewski, Washington	Metro East - not present

Others in attendance were:

Dick Hansen, St. Louis	District 1
Walter Leu, Lake of the Woods	District 2
Tom Kozojed, Beltrami	District 2
John Walkup, Aitkin	District 3
Tom Richels, Wilkin	District 4
Dave Heyer, Becker	District 4
Brad Larson, Scott	Metro West
Dennis Stoeckman, Renville	District 8
Ken Anderson, Chisago	Metro East

ELECTION OF VICE-CHAIRMAN

Chairman Roger asked for nominations for vice-chairman from the new members from the even numbered districts, who will serve as chairman in 1995. Dale Wegner nominated Gordon Regenscheid, Meeker County - District 8. Hearing no more nominations Chairman Roger asked if a motion be made to cast a unanimous ballot for Gordon Regenscheid, motion by Paul Kirkwold, seconded by Lee Berget, motion carried.

Congratulations Gordon.

REVIEW OF SCREENING BOARD REPORT

Chairman Roger asked Ken Hoeschen to review the screening board book, but first Roger wanted to recognize Julie Skallman again for the tremendous and fine job she did as Acting Director of SALT Division. Ken Hoeschen identified the corrections needed on the list of screening board members from the even districts; Roseau should be for District 2, Pope for

District 4, Wabasha for District 6, and Meeker for District 8; alternates from the even districts should be Clearwater for District 2, Otter Tail for District 4, Fillmore for District 6, and Lincoln for District 8. This was done on purpose to see who read the report. Ken reviewed the report which he had previously done out at all the district meetings. Chairman Roger suggested that any action taken on the report shall wait until June 8, 1994. Ken Hoeschen identified the members of the General Subcommittee:

Bob Witty	-	Martin County
Vern Genzlinger	-	Hennepin County
Mike Rardin	-	Polk County

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

B) Unit Price Trend Information - Pages 10-15

Ken reviewed the map in Figure A and stated the state average decreased by \$ 0.14. Gordon asked if the Renville County request could be brought up now. Roger suggested it be covered under other business.

C.S.A.H. roadway unit prices were figured using the increment method to determine each county's unit prices. The only exceptions to the unit prices was for concrete surfacing; the recommendation was to use 1993 MnDOT prices for both rural and urban designs; and for urban design subbase for which the recommendation was to use the gravel base unit price as approved for each county.

C.S.A.H. miscellaneous unit prices were figured using the recommendations of the MSAS subcommittee, which has a better handle on the urban design costs, or on Mn/DOT recommendations. Changes noted from last year were storm sewer costs and railroad signs.

C) Mileage Requests - Pages 18-31

Ken discussed the mileage banking on page 22, stating that banked miles will remain until they are needed.

1) Wilkin County Mileage Request - Pages 23-31

Ken Hoeschen reviewed the request and stated the mileage committee is made up of Jack Dolan, Dodge County; Dave Everds, Dakota County; and Lee Berget, Clearwater County and their recommendation is found on page 31. Roger asked if Dale Wegner had any comments. He agreed with the request and the recommendation of the mileage subcommittee. Wayne Olson asked why the segment was not identified when the TH was turned back.

2) Great River Road Mileage Request - (Tabled from the Fall Screening Board Meeting)

Ken Hoeschen reminded the board of the four mileage requests from the Fall meeting that need to be addressed. Roger suggested waiting until representation from the Mississippi River Parkway Commission of Minnesota arrive before discussion on these mileage requests begins.

REFERENCE MATERIAL

1) Needs Adjustments for Variances Granted on CSAHs

Ken discussed the variances adjustments listed on page 35. These are adjustments made for projects that ask for something to be built other than what the rules call for and other than what you draw needs for and the adjustment is the difference between what they have been drawing needs for and what the variance allows them to do. Ken stated that Rock County may be sending a resolution stating the bridge will be built within 5 years. If this does happen then the resolution allows for no adjustment to be made.

2) Minutes of the fall Screening Board Meeting, Page 36

No comments.

3) Minutes of the CSAH General Subcommittee Meeting, Page 51

No comments.

4) Current Resolutions of the County Screening Board, Page 53

No comments.

GENERAL COMMENTS

Ken discussed the yellow insert dealing with the State Park Road Account. A portion of this insert deals with an accounting of the State Park Road Account money over the years and what projects have been done.

Ken identified the Beltrami County request for 2 million dollars over a 5 year period. Roger asked Lee Berget if District 2 had any comments. There was a lot of discussion that followed based on this request because there seems to be some differences between the County and DNR and some special interest groups on what should be done in this area around the park. Tom Kozojed, Beltrami County was present to answer questions and hand out a resolution passed by the Beltrami County Board and information to the Screening Board from special interest groups. Tom Kozojed stated that his office would not be able to start the proposed construction until 1997, because it will possibly take this long to finalize all the necessary reports. Tom pointed out that the County Board resolution is policy and it parallels the proposed road map in the yellow insert. The resolution does not agree with the letter to the DNR, meaning that item 1 and 2 are in reverse order of the resolution's sequence of construction. Tom felt that this project will have numerous public hearings because of the controversy he has heard. On review of the road plan in this area, Russ Larson felt that there may be a lot of changes made

before anything gets started and before the board approves this request, that Beltrami County and DNR agree on proposed changes after the necessary public input.

Roger went back to the other mileage requests brought up last fall and asked Rep. Don Frerichs and John Edman if they had comments pertaining to the mileage requests. Rep. Don Frerichs said that a bill was sponsored in the 1994 legislative session asking that these roads be placed on the State Aid system but did not pass. He referred to a letter to Dennis Carlson, State Aid Engineer and also a letter to Merritt Linzie from Lawrence Foote.

Roger considered the tabled motion from last fall at this time. The subject is automatically open for discussion again and he wants all the mileage requests to be reviewed individually. Roger clarified that these roads are all major collectors so they would be eligible for ISTEA funds. Numerous questions were asked of Rep. Don Frerichs about the possibility of legislation for additional funding for these roads.

Roger then began the review of the mileage requests from the fall book starting with Aitkin County. John Walkup was present to discuss their request with the board and answer questions.

The next route discussed was Beltrami County and Cass County together because it is a continuous USFR designated route extending in and out of both counties. Russ Larson questioned the status of the road service as a mail and school bus route. Lou Tasa stated that this route has been approved for public land funds and Cass County will design and build the entire route. Wayne Olson stated that Jim Worcester would like the designation so state aid maintenance funds would be available. Paul Kirkwold's concern was there is not enough money to improve our present system and questioned the funding of these lower volume roads. John Edman pointed out that all these roads have met the criteria within the application. DSAE Mike Tardy stated the criteria could be subjective but he relied on the county engineer's information.

Morrison County's request was discussed with Steve Backowski available to answer questions.

Roger indicated that action will be taken on the mileage requests tomorrow and Ken indicated that ballots would be available for voting on the mileage requests and any other items so desired by the committee.

Roger brought the gravel base unit price error and adjustment for Renville County up for discussion. Roger reviewed the General Subcommittee's recommendation and asked Bob Witty for comment. They felt the engineer has a responsibility to review this information and hopefully catch these errors, therefore they suggested no corrections be made. Dennis Stoeckman felt because the size of the error was so large and the State Aid office felt they were in error that his county should be refunded the money. Gordon stated that his district was in agreement with making a one time adjustment to Renville County. Steve also said their district was in favor of correcting this error.

Julie discussed a letter of request from the MnDOT traffic forecasting section asking if State Aid would use our administrative account to purchase new counters, staff time to help with the numbers, and to improve procedures with County personnel. County concerns are still the time span on the return of the new counts and the old counters that are being used. Discussion ended with Pat Murphy looking for ideas to improve the situation and arrive at a potential solution.

Special resurfacing projects and the needs deduction was discussed. Ken said these projects use construction money to overlay a substandard road and the road is drawing complete grading and surfacing needs. Because this does not reduce the needs on the road, the cost of the project is subtracted from your needs for a period of 10 years. This was adopted in 1967 because those counties regrading roads were reducing their needs and those only resurfacing roads were not reducing their needs. This resolution acted as an equalizing factor. Discussion followed that if this resolution was removed it may help reduce a county's fund balance. Ken reminded us that this is a needs adjustment so the effect is not that great. Other ideas were suggested to reduce fund balances rather than encouraging counties to overlay.

Craig proposed the General Subcommittee review the 1983 - 1986 rural - urban grading cost numbers to determine if a new study was of any value at this time.

Dale brought up the after the fact Right of Way needs resolution that was changed last year. District 4 felt there should be something in the resolution to identify which funds can be used for Right of Way purchases that would be acceptable to request after the fact needs.

Pat Murphy gave the group his perception of the Great River Road presentation given by Rep. Don Frerichs.

Chairman Roger Gustafson asked for a motion to recess the meeting until 8:30 a.m. June 8, 1994, motion by Russ, seconded by Wayne and carried.

The meeting reconvened at 8:30 a.m. June 8, 1994 with all members present.

Chairman Roger Gustafson started the meeting recognizing Paul Ruud, Anoka County. Paul plans to retire August 12, 1994. We will all miss you Paul and good luck during your retirement.

ACTION ON SCREENING BOOK

A) Unit Price Recommendations, Pages 10-15

Motion by Paul Kirkwold, seconded by Gene Isakson motion carried to accept the Gravel Base Unit Prices.

Roger brought up Renville County's gravel base unit price request for an adjustment due to an error in calculating their 1993 CSAH Needs Study gravel base price. Gordon made

a motion to allow a one time adjustment be made to Renville County to correct the error made in 1993, which changes the 1993 unit price from \$4.50 to \$5.34. This calculates out to approximately a \$5,833,142 needs adjustment or \$129,087 in apportionment dollars. Motion was seconded by Wayne. Craig agreed with the subcommittee's recommendation. Paul was in favor of the motion. Russ brought up the engineer's responsibility of reviewing this information for errors, Gene was against the motion. Craig commented that this could open the door to a lot of possible smaller adjustments. Ken stated this adjustment would be made to the 1994 25 year needs so it wouldn't be a problem for them. The motion passed by a 5 to 3 margin. With the pleasure of being the chairman, Roger didn't vote.

Motion by Steve Backowski, seconded by Dale Wegner motion carried to accept the roadway unit prices.

Motion by Wayne Olson, seconded by Craig Falkum motion carried to accept the miscellaneous unit price report.

B) Mileage Requests

Ken passed out ballots for all the mileage requests. Roger asked if there were questions on the Wilkin County request.

- 1) Wilkin County mileage request for an additional 0.11 miles was discussed briefly by Dale Wegner. He agreed with the mileage subcommittee's recommendation. Voting by secret ballot, the additional mileage was APPROVED by a vote of 9 to 0.

Roger told the board the four county Great River Road requests will be voted on individually and opened it up for discussion on all the requests or anything in general about the Great River Road system. Roger recognized county commissioner Margaret Sherman from Aitkin County who is also a member of the Mississippi Headwaters Board. She discussed the importance of completing the Great River Road system and they have had problems on the Aitkin County portion and upgrading would be very expensive, so by allowing this segment of road on the State Aid system, they could afford to reconstruct this road. Roger stated he was interested yesterday to hear that Morrison County is using some ISTEPA money to work on a portion of their requested road and Cass and Beltrami Counties have received 100% public land funds to complete their requested mileage.

Julie commented if the board chooses to not approve these requests, the legislature will be pushing forward with the same bill proposed this year. She indicated that the board needs a well defined reason for their decision however it turns out. The board related back to the mileage subcommittee's recommendation of last fall where they denied all the requests because after their review, they determined that not all the criteria to become a State Aid road was met.

- 2) Aitkin County mileage request for an additional 7.08 miles was discussed briefly by Steve Backowski and John Walkup. Paul asked the question about the tabled motion last fall that suggested looking for other funding sources. Julie stated DNR money could be used but they would compete with all the other projects. Public land funds are being used and ISTEA funds can be spent on major collectors. Julie asked how many of these roads have been reviewed. Jack Dolan commented these roads were visited last year and their recommendation from last fall still remains the same. Voting by secret ballot, the additional mileage was DENIED by a vote of 7 to 2.
- 3) Beltrami County mileage request for an additional 2.00 miles was discussed briefly by Russ Larson. Dale Wegner suggested this request probably should be considered with Cass County. Ken stated Cass County passed a resolution saying that if legislation does not pass to add these miles to the State Aid system, then they will make some internal changes to their system. Voting by secret ballot, the additional mileage request was DENIED by a vote of 7 to 2.
- 4) Cass County mileage request for an additional 2.70 miles was discussed along with Beltrami County. Voting by secret ballot, the additional mileage request was DENIED by a vote of 7 to 2.
- 5) Morrison County mileage request for an additional 4.69 miles was discussed briefly by Steve Backowski with no further questions. Voting by secret ballot, the additional mileage request was DENIED by a vote of 7 to 2.

After the ballot results were read and all the Great River Road requests were denied, Ken Anderson, Chisago County offered a suggestion to the board to consider contacting the legislature to promote these roads by legislative action. Julie commented again that it is important that she brings back the reasoning of denial being criteria and the Screening Board's feeling that these roads probably do not belong on the State Aid system. Commissioner Sherman assured the group that there will be other agencies lobbying to complete the Great River Road system, by promoting tourism for the benefit of the entire state, not county by county. She thanked the Board and appreciated the job they're doing.

C) Reference Material

Roger Gustafson reminded the group that Rock County's needs adjustment for the variance would be removed because they have a resolution that they will reconstruct the bridge within 5 years. Motion by Dale Wegner, second by Russ Larson to approve the variances adjustments for the other four counties, motion carried.

The State Park Road Account was opened for discussion. Dale suggested to table the request. Russ felt after review and Tom's presentation on June 8th, it may be more appropriate to deny the request this year and have Beltrami resubmit their request when Beltrami and DNR and the public compromise on some agreement of the total project plan. The board felt when the request is presented with clearer information and a better

defined construction time it will be easier to vote on. Russ Larson motioned to deny the request until DNR and the County agree on the work to be done, seconded by Gordon Regensheid, motion carried.

Roger brought the traffic counting subject up for discussion and suggested turning this item over to the General Subcommittee. Their investigation should include the following items: provide counting equipment, provide service, timely return of information, resegmentation process, possibility of sending a copy of test results immediately after counting, and what happened to the issues already agreed to by the traffic counting committee.

Roger asked the board their thoughts of removing the Special Resurfacing Needs Deduction. The pros and cons were discussed at some length and then a motion by Dale Wegner, seconded by Gene Isakson to table this until the fall meeting and have the General Subcommittee study the issue. Motion carried.

The study of 1983 rural grading prices and 1986 urban grading prices was brought back for discussion. Craig Falkum made a motion to have the General Subcommittee study the need to update these unit prices or possibly look at an adjustment to bring certain counties into closer compliance. Russ Larson seconded the motion, motion carried.

The resolution covering after the fact Right of Way needs was discussed to clarify what the Board's intention was by last year's motion by Paul Kirkwold, seconded by Roger Gustafson to strike the words "by the county". Dale Wegner made a motion to clarify the resolution by inserting the words "with Local or State aid funds", Russ Larson seconded the motion, motion carried. The resolution 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 with Local or State Aid funds. Only those Right of Way costs actually incurred will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination."

Chairman Roger Gustafson thanked outgoing Chairman Bob Witty for his work and dedicated time on the General Subcommittee and his replacement will be Greg Isakson, Faribault County.

Pat Murphy was asked to make comments concerning matters pertaining to counties and MN/DOT. Pat wants to visit the counties, listen to the issues around the state and become more familiar with the people he will be serving. He suggested that we take a serious look at the proposed rule changes that will be coming out very soon. It is important that we review the rules and make comments. Russ Larson asked if Pat could bring to his MnDOT division meetings a continued cooperative efforts between MnDOT and the counties. David A. Olsonawski asked if Pat could visit with the Commissioner of DNR about the time it takes to get permits approved. Pat indicated he is looking forward to meeting everyone and looking for input.

Paul Ruud thanked the group for his many years of relationship with the counties and the State Aid Division.

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

Respectively Submitted,

A handwritten signature in cursive script that reads "David A. Olsonawski".

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING HELD ON MONDAY, JULY 25, 1994

Present: Greg Isakson, Faribault County; Mike Rardin, Polk County; Ken Hoeschen and Diane Gould, State Aid; Dave Everds and Pete Sorenson, Dakota County; and Chairman, Vern Genzlinger, Hennepin County.

The Meeting was called to order by Chairman Genzlinger at 9:30 a.m. in Room 417A of the MnDOT Building in St. Paul, Minnesota.

Three Subjects were addressed:

1. Traffic Counting on County State Aid Highways.

The Screening Board requested the General Subcommittee to investigate alternatives for providing counting equipment, providing services by MnDOT, timely return of information from MnDOT, resegmentation, and the possibility of sending test results immediately after counting is completed. Dave Everds and Pete Sorenson, who had co-chaired the County Highway Engineers Association's Traffic Counting Subcommittee in 1992, discussed the alternatives to speeding up the process and increasing the accuracy of the counts. The rural counties and cities have historically been counted every four years by MnDOT, and the metro area every two years by the individual counties and cities. In the rural areas, many of the counts have been estimated, and one-third of the data was estimated to be bad due to faulty equipment.

After much discussion the Subcommittee recommended the following:

- The CSAH and MSAS Administrative Accounts pay a percentage of approximately 63 percent or less depending on Ken Hoeschen's calculations for new counters that will be purchased in two separate orders, one in 1994 and one in 1995. It is expected that MnDOT will keep the equipment up to date henceforth, and the labor for the counting in rural counties will be supplied by MnDOT. The percentage is based on a pro rata share of the number of counts done on county and municipal streets versus state highways. In the metro area where each county and city supplies its own labor, it is recommended that each county and city be allowed to purchase counters off the same purchase orders and use the funds from the Administrative Accounts.
- The resegmentation process should be the responsibility of each county and city engineer. The process envisioned by the General Subcommittee was that the county and city engineers would first do the resegmentation for their county/city and send it to the District State Aid Engineer who will review the plan with the District Traffic Engineer prior to approval. The Subcommittee felt that if the

initial resegmentation was accomplished at the local level, the funding of the additional temporary employees mentioned in the report from the Traffic Analysis Report would not be required from the Administrative Accounts.

- In an effort to decrease time between counts being taken and being placed on the final traffic map, it was felt that the CSAH/MSAS Administrative Accounts could be used to fund outside vendors to produce the final traffic maps; either manually or electronically. County/City engineers who do not have digitized base maps should put pressure on MnDOT to complete the digitizing process.
- Keeping in mind that the State Aid Administrative Accounts are being utilized for these procedures, the Subcommittee would like the accountability for the new county program to be monitored frequently so that the expected service is received.

2. Special Resurfacing Projects and the Resulting Needs Deductions.

After much discussion, the General Subcommittee felt that the special resurfacing needs deductions should stay in place as implemented in 1967. These deductions result in some needs accomplishment being indicated. Concern was expressed that without some needs adjustment, counties would end up not regrading highways, but instead overlaying them on a continuing basis.

3. CSAH Needs Study Grading Cost Restudy

The General Subcommittee was requested to investigate redoing the rural and urban grading cost studies which were last completed in the mid-1980's. There was general feeling that unit prices possibly needed to be adjusted in certain counties to be in compliance with today's costs. State Aid personnel prepared a handout which included the actual adjustments being made to the current grading costs per mile. After reviewing the handout, the General Subcommittee felt there was no need to do another study.

The meeting adjourned at 11:40 a.m.

Respectfully submitted,



Vern Genzinger, Chairman

MJC999MEMO15BCOM794

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

July, 1994

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:

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

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

Loops and Ramps - May 1966

That any county may include the cost of loops and ramps in the needs study with the approval of the District State Aid Engineer.

BRIDGE NEEDS

Bridge Widening - April 1964 (Latest Rev. June 1985)

That the minimum bridge widening be 4 feet.

Bridge Cost Limitations - July 1976 (Rev. Oct. 1986)

That the total needs of the Minnesota River bridge between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference shall be added to the 25-year needs of the respective counties for a period of 15 years.

AFTER THE FACT NEEDS

Bridge Deck Rehabilitation - Dec. 1982 (Latest Rev. Oct. 1992)

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

Right of Way - June 1984 (Latest Rev. June 1994)

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

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.*