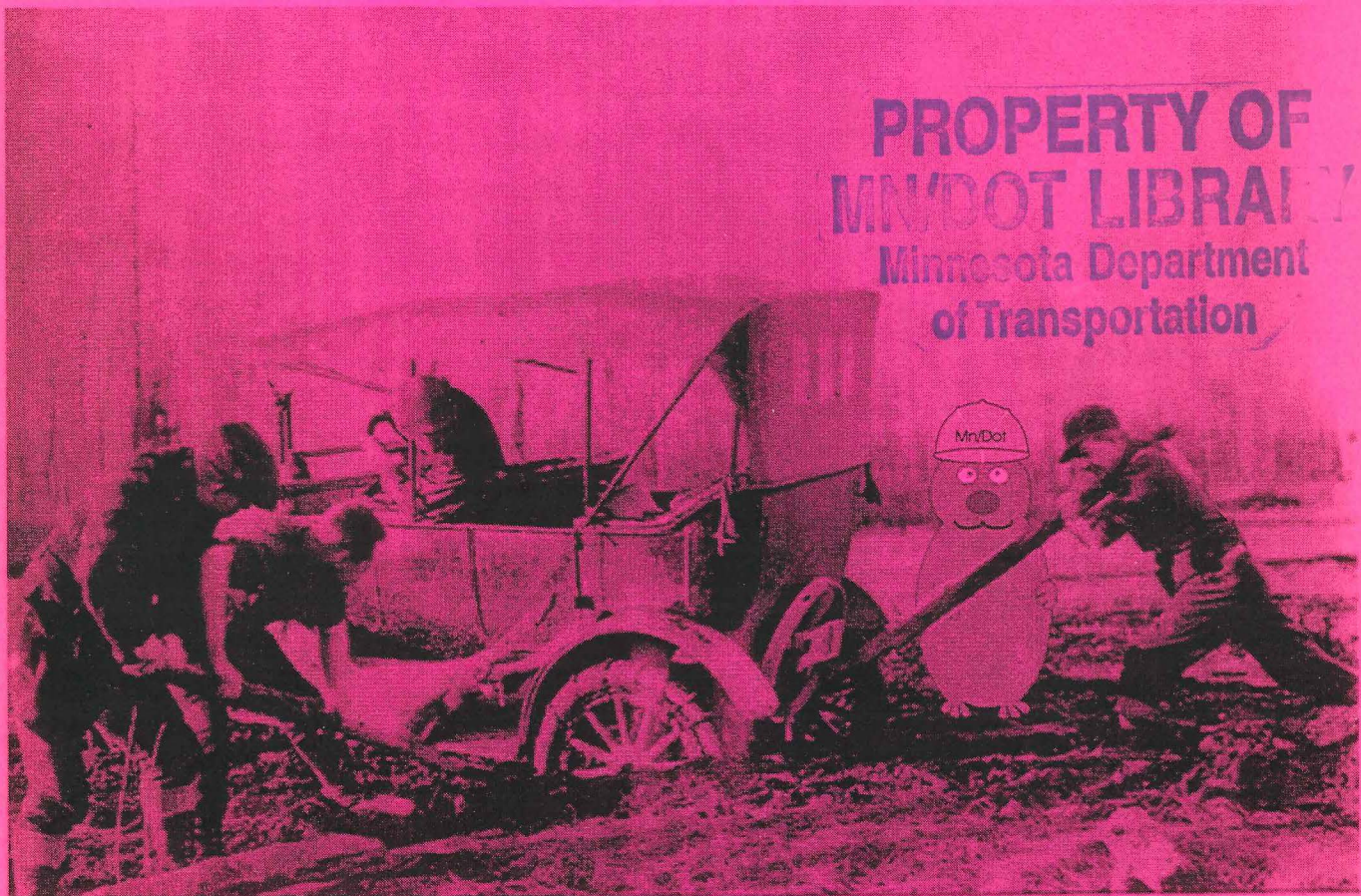




# 2000 COUNTY SCREENING BOARD DATA *Report*

1921 Ford on Skimmer Horn Road east of Blackduck



Roadway problems before Lou Tasa & Walter Leu refined the use of geosynthetics.

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## OCTOBER, 2000

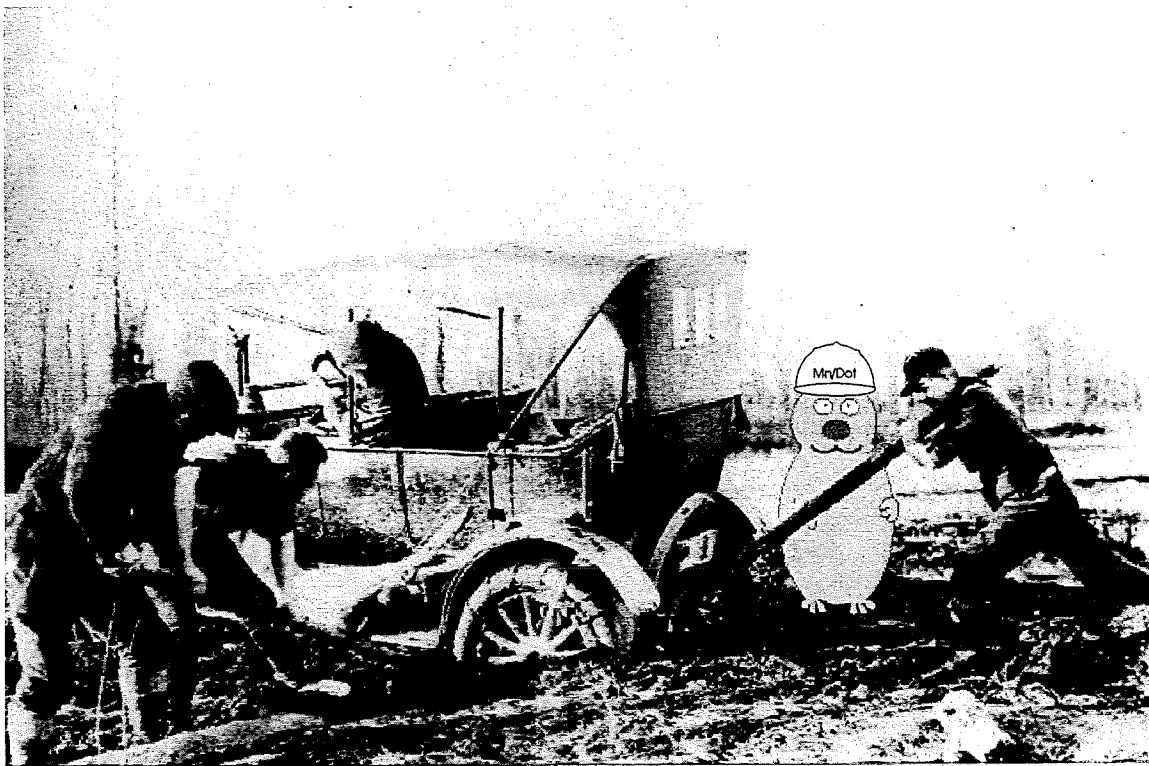


**DISTRIBUTION LIST FOR 2000  
COUNTY SCREENING BOARD DATA  
October 25 - 26, 2000**

1	-	87	--	County Engineers
88	-	103	--	District State Aid Engineers - Two Copies for Each District
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		105	--	Mike Pinsonneault - Assistant Director, State Aid Division
		106	--	Khani Sahebjam - State Aid Division
		107	--	Ken Hoeschen - State Aid Division
		108	--	Diane Gould - State Aid Division
		109	--	Julee Puffer - State Aid Division
		110	--	Marshall Johnston - State Aid Division
		111	--	Mark Channer - State Aid Division
		112	--	Diane McCabe - State Aid Division
		113	--	Paul Stine - State Aid Division
		114	--	Joan Peters - State Aid Finance, MS 215
		115	--	James Mulder, Executive Director - Assoc. of Minn. Counties 125 Charles Ave. - St. Paul, MN., 55103
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127	-	131	--	Zona DeWitt, Librarian - Legislative Reference Library 645 State Office Bldg.
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		133	--	Dan Frentress - Concrete Pavers, Inc., 7988 Beard Ave N, Brooklyn Park, MN 55443
		134	--	Tom Johnson - Hennepin County Trans. Dept., 1600 Prairie Drive Medina, MN 55340-5421
		135	--	Don Neubauer - Asst. State Aid Engineer, Mn/DOT Dist. 6, Rochester, MN
		136	--	Larry Taft - Engineering Services (Spring Book Only)
		137	--	Doug Fisher - Washington Co., 11660 Myron Rd No., Stillwater, Mn 55082
		138	--	Dave Zech - 14955 Galaxie Avenue, 3rd Floor, Apple Valley, MN 55124-8579
		139	--	Patti Loken - MnDot Waters Edge, 1500 West Co.Rd.B2, Roseville MN 55113
		140	--	Nadir Rodrigues - MnDot Waters Edge, 1500 West Co.Rd.B2, Roseville MN 55113
141	-	150	--	

# **2000 COUNTY SCREENING BOARD DATA**

1921 Ford on Skimmer Horn Road east of Blackduck



Roadway problems before Lou Tasa & Walter Leu refined the use of geosynthetics.

## ***OCTOBER, 2000***



Minnesota Department of Transportation







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## **2000 COUNTY SCREENING BOARD**

Lee Engstrom	(99-00)	- Itasca County	- District 1
Tara Ratzlaff	(00-01)	- Red Lake County	- District 2
Rich Heilman	(99-00)	- Isanti County	- District 3
Dave Robley	(00-01)	- Douglas County	- District 4
Mic Dahlberg	(99-03)	- Chisago County	- Metro East
Roger Gustafson	(98-01)	- Carver County	- Metro West
Dave Rholl	(00-01)	- Winona County	- District 6
Jeff Blue	(99-00)	- Waseca County	- District 7
Barry Anderson	(00-01)	- Yellow Medicine County	- District 8
Jon Olson	Permanent	- Anoka County	- Urban
Don Theisen	Permanent	- Dakota County	- Urban
Vern Genzlinger	Permanent	- Hennepin County	- Urban
Ken Haider	Permanent	- Ramsey County	- Urban
Dick Hansen	Permanent	- St. Louis County	- Urban
Don Wisniewski	Permanent	- Washington County	- Urban
Dave Olsonawski, Secretary		- Hubbard County	

## **2000 SCREENING BOARD ALTERNATES**

John Stieben	- Pine County	District 1
Tom Kozojed	- Beltrami County	District 2
Andy Sander	- Benton County	District 3
Nick Anderson	- Big Stone County	District 4
Brad Larson	- Scott County	Metro
Greg Isakson	- Goodhue County	District 6
Mark Sehr	- Rock County	District 7
Dave Halbersma	- Pipestone County	District 8

## **2000 CSAH GENERAL SUBCOMMITTEE**

Roger Gustafson, Chairman	(June, 01)	- Carver County
Wayne Fingalson	(June, 02)	- Wright County
Jeff Blue	(June, 03)	- Waseca County

## **2000 CSAH MILEAGE SUBCOMMITTEE**

Steve Voigt, Chairman	(Oct., 03)	- Fillmore County
Don Theisen	(Oct., 01)	- Dakota County
Steve Backowski	(Oct., 02)	- Morrison County

## **CSAH VARIANCE SUBCOMMITTEE**

Mike Wagner	- Nicollet County
Don Wisniewski	- Washington County
Dave Schwarting	- Sherburne County



## **2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000**

### **C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2001**

*The information listed below is presented as historical data for the 43 years of County State Aid Apportionments and preliminary data for the 44th year.*

*Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,350 miles of which almost 950 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 2001 has been estimated to be approximately \$327 million (the same as for 2000). The actual apportionment which will be made by the Commissioner in January will reflect any additional change in income to the County State Aid Highway Fund.*

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# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2001

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	30,200.17	5,390,579,832	249,926,147	4,058,014,998
1996	30,212.15	5,472,714,828	278,383,078	4,336,398,076
1997	30,272.41	5,775,789,344	280,824,171	4,617,222,247
1998	30,289.09	5,767,000,396	293,510,766	4,910,733,013
1999	30,322.88	6,221,807,797	310,854,283	5,221,587,296
2000	30,328.79	6,211,014,218	327,806,772	5,549,394,068
2001	30,356.26 *	\$6,466,950,845	<b>\$327,806,772 EST.</b>	\$5,877,200,840

\* Does Not Include 2000 Trunk Highway Turnback Mileage.



## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of the Basic 1999 to the Basic 2000 25-Year Construction Needs

The following tabulation indicates the various stages of the 2000 update of the C.S.A.H. Needs Study and shows the needs effect each phase produced.

<u>Normal Update</u>	--	Reflects the needs changes due to 1999 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1974 or earlier are eligible for complete needs. Also, any bridges built prior to 1965 are eligible for reconstruction needs. This increased several counties' needs considerably.
<u>2000 Unit Prices</u>	--	Shows the needs impact of the unit prices approved at the June 7-8, 2000 meeting.
<u>2000 Bridge &amp; RR-Xing Update</u>	--	Reflects the needs cost revision on RR/HWY bridges and railroad crossing protection.
<u>1998 Traffic &amp; Factor Update</u>	--	Shows the effect of the traffic and traffic projection factor update for the metro counties which were counted in 1998 but for which the needs unit didn't receive updated traffic maps until this year. A map showing the new traffic projection factors is included in the reference material portion of this report.

The counties involved are:

Anoka	Dakota	Scott	Washington
Carver	Hennepin	Ramsey	

We do have the new traffic maps and new factors for the counties that were counted in 1999 but time did not allow the needs unit to complete the update in the needs study. We have sent this data out to all counties involved and will update that information as the Screening Board directs. These counties are:

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

# 2000 COUNTY SCREENING BOARD DATA

20-Sep-00

OCTOBER, 2000

Comparison of the Basic 1999 to the Basic 2000 25-Year Construction Needs

Excel-File: 123(Effct 2000)

County	Revised Basic 1999 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Traffic Update	% Change	Effect of Bridge & Railroad Update	% Change	Basic 2000 25-Year Const. Needs	Total Change From 1999 Needs	Total %	County
Carlton	\$64,839,771	(\$664,065)	-1.0%	1,802,002	2.8%	0	0.0%	80,000	0.1%	\$66,057,708	\$1,217,937	1.9%	Carlton
Cook	41,438,551	26,200	0.1%	332,241	0.8%	0	0.0%	0	0.0%	41,796,992	358,441	0.9%	Cook
Itasca	122,166,386	3,878,256	3.2%	931,092	0.7%	0	0.0%	688,000	0.6%	127,663,734	5,497,348	4.5%	Itasca
Koochiching	33,275,233	109,850	0.3%	660,996	2.0%	0	0.0%	40,000	0.1%	34,086,079	810,846	2.4%	Koochiching
Lake	64,201,295	159,412	0.2%	1,561,862	2.4%	0	0.0%	287,000	0.4%	66,209,569	2,008,274	3.1%	Lake
Pine	109,283,869	4,056,492	3.7%	1,479,796	1.3%	0	0.0%	120,000	0.1%	114,940,157	5,656,288	5.2%	Pine
St. Louis	363,066,911	76,733	0.0%	2,309,032	0.6%	0	0.0%	1,315,000	0.4%	366,767,676	3,700,765	1.0%	St. Louis
District 1 Totals	798,272,016	7,642,878	1.0%	9,077,021	1.1%	0	0.0%	2,530,000	0.3%	817,521,915	19,249,899	2.4%	District 1 Totals
Beltrami	83,213,200	354,968	0.4%	332,499	0.4%	0	0.0%	60,000	0.1%	83,960,667	747,467	0.9%	Beltrami
Clearwater	41,850,220	717,577	1.7%	776,514	1.8%	0	0.0%	60,000	0.1%	43,404,311	1,554,091	3.7%	Clearwater
Hubbard	49,174,341	54,093	0.1%	1,060,237	2.2%	0	0.0%	0	0.0%	50,288,671	1,114,330	2.3%	Hubbard
Kittson	46,923,047	(86,485)	-0.2%	1,781,551	3.8%	0	0.0%	240,000	0.5%	48,858,113	1,935,066	4.1%	Kittson
Lake of the Woods	21,045,523	2,763,681	13.1%	1,724,485	7.2%	0	0.0%	20,000	0.1%	25,553,689	4,508,166	21.4%	Lake of the Woods
Marshall	68,832,733	345,930	0.5%	(139,384)	-0.2%	0	0.0%	280,000	0.4%	69,319,279	486,546	0.7%	Marshall
Norman	45,402,869	1,653,961	3.6%	1,110,447	2.4%	0	0.0%	200,000	0.4%	48,367,277	2,964,408	6.5%	Norman
Pennington	28,619,194	(1,184,906)	-4.1%	942,993	3.4%	0	0.0%	20,000	0.1%	28,397,281	(221,913)	-0.8%	Pennington
Polk	138,208,168	(3,844,359)	-2.8%	(4,669,763)	-3.5%	0	0.0%	400,000	0.3%	130,094,046	(8,114,122)	-5.9%	Polk
Red Lake	24,127,888	321,220	1.3%	588,578	2.4%	0	0.0%	80,000	0.3%	25,117,686	989,798	4.1%	Red Lake
Roseau	55,300,179	(1,385,174)	-2.5%	630,513	1.2%	0	0.0%	80,000	0.1%	54,625,518	(674,661)	-1.2%	Roseau
District 2 Totals	602,697,362	(289,494)	0.0%	4,138,670	0.7%	0	0.0%	1,440,000	0.2%	607,986,538	5,289,176	0.9%	District 2 Totals
Altkin	54,790,484	773,094	1.4%	842,524	1.5%	0	0.0%	20,000	0.0%	56,426,102	1,635,618	3.0%	Altkin
Benton	30,353,416	(523,076)	-1.7%	1,291,794	4.3%	0	0.0%	0	0.0%	31,122,134	768,718	2.5%	Benton
Cass	75,046,259	(1,282,827)	-1.7%	1,687,064	2.3%	0	0.0%	80,000	0.1%	75,530,496	484,237	0.6%	Cass
Crow Wing	72,280,862	(1,232,184)	-1.7%	547,758	0.8%	0	0.0%	20,000	0.0%	71,616,436	(664,426)	-0.9%	Crow Wing
Isanti	39,592,586	(2,497,300)	-6.3%	1,700,442	4.6%	0	0.0%	0	0.0%	38,795,728	(796,858)	-2.0%	Isanti
Kanabec	30,355,335	(1,325,703)	-4.4%	864,700	3.0%	0	0.0%	80,000	0.3%	29,974,332	(381,003)	-1.3%	Kanabec
Mille Lacs	44,195,632	1,725,997	3.9%	1,130,614	2.5%	0	0.0%	0	0.0%	47,052,243	2,856,611	6.5%	Mille Lacs
Morrison	65,761,276	3,490,838	5.3%	361,424	0.5%	0	0.0%	0	0.0%	69,613,538	3,852,262	5.9%	Morrison
Sherburne	35,285,520	(558,337)	-1.6%	1,150,250	3.3%	0	0.0%	0	0.0%	35,877,433	591,913	1.7%	Sherburne
Stearns	128,689,129	157,781	0.1%	11,812,729	9.2%	0	0.0%	40,000	0.0%	140,699,639	12,010,510	9.3%	Stearns
Todd	43,083,394	735,841	1.7%	1,654,765	3.8%	0	0.0%	0	0.0%	45,474,000	2,390,606	5.5%	Todd
Wadena	31,364,874	421,226	1.3%	1,505,696	4.7%	0	0.0%	20,000	0.1%	33,311,796	1,946,922	6.2%	Wadena
Wright	114,718,305	4,096,081	3.6%	3,103,903	2.6%	0	0.0%	762,000	0.7%	122,680,289	7,961,984	6.9%	Wright
District 3 Totals	765,517,072	3,981,431	0.5%	27,653,663	3.6%	0	0.0%	1,022,000	0.1%	798,174,166	32,657,094	4.3%	District 3 Totals
Becker	55,868,082	850,030	1.5%	1,246,841	2.2%	0	0.0%	249,000	0.4%	58,213,953	2,345,871	4.2%	Becker
Big Stone	20,654,168	(285,637)	-1.4%	317,706	1.6%	0	0.0%	60,000	0.3%	20,746,237	92,069	0.4%	Big Stone
Clay	56,960,517	689,685	1.2%	2,572,064	4.5%	0	0.0%	256,000	0.4%	60,478,266	3,517,749	6.2%	Clay
Douglas	63,795,279	(1,994,112)	-3.1%	619,693	1.0%	0	0.0%	269,000	0.4%	62,689,860	(1,105,419)	-1.7%	Douglas
Grant	20,692,401	(21,278)	-0.1%	658,803	3.2%	0	0.0%	80,000	0.4%	21,409,926	717,525	3.5%	Grant
Mahnomen	16,560,651	224,118	1.4%	415,715	2.5%	0	0.0%	20,000	0.1%	17,220,484	659,833	4.0%	Mahnomen
Otter Tail	158,653,859	1,798,611	1.1%	589,511	0.4%	0	0.0%	246,000	0.2%	161,287,981	2,634,122	1.7%	Otter Tail
Pope	39,112,653	556,322	1.4%	1,601,924	4.0%	0	0.0%	0	0.0%	41,270,899	2,158,246	5.5%	Pope
Stevens	26,954,991	(1,073,519)	-4.0%	1,343,350	5.2%	0	0.0%	40,000	0.1%	27,264,822	309,831	1.1%	Stevens
Swift	37,373,010	(1,093,280)	-2.9%	1,077,119	3.0%	0	0.0%	20,000	0.1%	37,376,849	3,839	0.0%	Swift
Traverse	27,791,533	631,011	2.3%	873,974	3.1%	0	0.0%	0	0.0%	29,296,518	1,504,985	5.4%	Traverse
Wilkin	37,424,047	(691,484)	-1.8%	1,284,962	3.5%	0	0.0%	80,000	0.2%	38,097,525	673,478	1.8%	Wilkin
District 4 Totals	561,841,191	(409,533)	-0.1%	12,601,662	2.2%	0	0.0%	1,320,000	0.2%	575,353,320	13,512,129	2.4%	District 4 Totals



# 2000 COUNTY SCREENING BOARD DATA

20-Sep-00

OCTOBER, 2000

Comparison of the Basic 1999 to the Basic 2000 25-Year Construction Needs

County	Revised Basic 1999 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Traffic Update	% Change	Effect of Bridge & Railroad Update	% Change	Basic 2000 25-Year Const. Needs	Total Change From 1999 Needs	Total %	County
Anoka	121,657,529	(6,740,538)	-5.5%	5,512,288	4.8%	\$1,612,981	1.3%	0	0.0%	\$122,042,260	\$384,731	0.3%	Anoka
Carver	76,708,517	(1,343,322)	-1.8%	(323,997)	-0.4%	2,351,152	3.1%	270,000	0.4%	77,662,350	953,833	1.2%	Carver
Hennepin	536,055,809	5,806,384	1.1%	16,365,812	3.0%	1,297,157	0.2%	1,537,000	0.3%	561,062,162	25,006,353	4.7%	Hennepin
Scott	70,152,517	(2,056,571)	-2.9%	788,716	1.2%	22,272	0.0%	153,000	0.2%	69,059,934	(1,092,583)	-1.6%	Scott
District 5 Totals	804,574,372	(4,334,047)	-0.5%	22,342,819	2.8%	5,283,562	0.6%	1,960,000	0.2%	829,826,706	25,252,334	3.1%	District 5 Totals
Dodge	\$43,489,472	(555,023)	-1.3%	2,421,175	5.6%	0	0.0%	0	0.0%	45,355,624	1,866,152	4.3%	Dodge
Fillmore	113,422,997	(1,651,318)	-1.5%	1,405,584	1.3%	0	0.0%	0	0.0%	113,177,263	(245,734)	-0.2%	Fillmore
Freeborn	78,190,568	814,203	1.0%	992,935	1.3%	0	0.0%	120,000	0.2%	80,117,706	1,927,138	2.5%	Freeborn
Goodhue	71,331,273	309,235	0.4%	946,287	1.3%	0	0.0%	60,000	0.1%	72,646,795	1,315,522	1.8%	Goodhue
Houston	69,271,163	244,678	0.4%	716,371	1.0%	0	0.0%	0	0.0%	70,232,212	961,049	1.4%	Houston
Mower	75,809,761	(560,570)	-0.7%	2,289,693	3.0%	0	0.0%	80,000	0.1%	77,618,884	1,809,123	2.4%	Mower
Olmsted	106,330,377	1,635,496	1.5%	1,119,464	1.0%	0	0.0%	0	0.0%	109,085,337	2,754,960	2.6%	Olmsted
Rice	58,235,386	229,727	0.4%	169,664	0.3%	0	0.0%	166,000	0.3%	58,800,777	565,391	1.0%	Rice
Steele	61,593,525	1,265,552	2.1%	1,974,069	3.1%	0	0.0%	559,000	0.9%	65,392,146	3,798,621	6.2%	Steele
Wabasha	64,697,169	754,824	1.2%	832,067	1.3%	0	0.0%	40,000	0.1%	66,324,060	1,626,891	2.5%	Wabasha
Winona	83,287,110	716,425	0.9%	3,077,704	3.7%	0	0.0%	40,000	0.0%	87,121,239	3,834,129	4.6%	Winona
District 6 Totals	825,658,801	3,203,229	0.4%	15,945,013	1.9%	0	0.0%	1,065,000	0.1%	845,872,043	20,213,242	2.4%	District 6 Totals
Blue Earth	99,558,029	5,008,839	5.0%	3,156,703	3.0%	0	0.0%	100,000	0.1%	107,823,571	8,265,542	8.3%	Blue Earth
Brown	50,131,300	1,602,449	3.2%	(389,387)	-0.8%	0	0.0%	120,000	0.2%	51,464,362	1,333,062	2.7%	Brown
Cottonwood	42,810,046	198,421	0.5%	4,176,532	9.7%	0	0.0%	0	0.0%	47,184,999	4,374,953	10.2%	Cottonwood
Faribault	74,567,508	961,974	1.3%	2,073,010	2.7%	0	0.0%	373,000	0.5%	77,975,492	3,407,984	4.6%	Faribault
Jackson	60,912,986	566,156	0.9%	691,669	1.1%	0	0.0%	60,000	0.1%	62,230,811	1,317,825	2.2%	Jackson
Le Sueur	47,829,395	327,063	0.7%	1,090,942	2.3%	0	0.0%	0	0.0%	49,247,400	1,418,005	3.0%	Le Sueur
Martin	49,140,094	1,877,157	3.8%	2,635,054	5.2%	0	0.0%	100,000	0.2%	53,752,305	4,612,211	9.4%	Martin
Nicollet	40,923,097	762,147	1.9%	5,688,470	13.6%	0	0.0%	0	0.0%	47,373,714	6,450,617	15.8%	Nicollet
Nobles	67,728,310	2,496,734	3.7%	1,630,781	2.3%	0	0.0%	172,000	0.3%	72,027,825	4,299,515	6.3%	Nobles
Rock	41,806,678	866,271	2.1%	1,092,870	2.6%	0	0.0%	20,000	0.0%	43,785,819	1,979,141	4.7%	Rock
Sibley	49,017,674	38,107	0.1%	1,048,393	2.1%	0	0.0%	20,000	0.0%	50,124,174	1,106,500	2.3%	Sibley
Waseca	47,633,097	(1,312,870)	-2.8%	(4,503,977)	-9.7%	0	0.0%	180,000	0.4%	41,996,250	(5,636,847)	-11.8%	Waseca
Watsonwan	37,205,649	(1,502,422)	-4.0%	(817,583)	-2.3%	0	0.0%	120,000	0.3%	35,005,644	(2,200,005)	-5.9%	Watsonwan
District 7 Totals	709,263,863	11,890,026	1.7%	17,573,477	2.4%	0	0.0%	1,265,000	0.2%	739,992,366	30,728,503	4.3%	District 7 Totals
Chippewa	38,889,857	871,643	2.2%	610,504	1.5%	0	0.0%	100,000	0.3%	40,472,004	1,582,147	4.1%	Chippewa
Kandiyohi	76,501,135	1,164,439	1.5%	3,133,142	4.0%	0	0.0%	160,000	0.2%	80,958,716	4,457,581	5.8%	Kandiyohi
Lac Qui Parle	36,416,126	(446,956)	-1.2%	(608,565)	-1.7%	0	0.0%	60,000	0.2%	35,420,605	(995,521)	-2.7%	Lac Qui Parle
Lincoln	30,548,622	1,627,852	5.3%	224,550	0.7%	0	0.0%	80,000	0.3%	32,481,024	1,932,402	6.3%	Lincoln
Lyon	53,343,315	(2,132,273)	-4.0%	701,605	1.4%	0	0.0%	140,000	0.3%	52,052,647	(1,290,668)	-2.4%	Lyon
Mc Leod	43,578,405	554,982	1.3%	1,698,438	3.8%	0	0.0%	140,000	0.3%	45,971,825	2,393,420	5.5%	Mc Leod
Meeker	35,555,306	1,289,259	3.6%	909,233	2.5%	0	0.0%	20,000	0.1%	37,773,798	2,218,492	6.2%	Meeker
Murray	44,810,275	(66,286)	-0.1%	941,917	2.1%	0	0.0%	0	0.0%	45,685,906	875,631	2.0%	Murray
Pipestone	30,934,973	(882,965)	-2.9%	878,321	2.9%	0	0.0%	20,000	0.1%	30,950,329	15,356	0.0%	Pipestone
Redwood	73,701,867	(2,375,510)	-3.2%	1,433,725	2.0%	0	0.0%	120,000	0.2%	72,880,082	(821,785)	-1.1%	Redwood
Renville	76,281,088	1,466,523	1.9%	(120,223)	-0.2%	0	0.0%	80,000	0.1%	77,707,388	1,426,300	1.9%	Renville
Yellow Medicine	50,137,078	1,101,063	2.2%	785,288	1.5%	0	0.0%	475,000	0.9%	52,498,429	2,361,351	4.7%	Yellow Medicine
District 8 Totals	590,698,047	2,171,771	0.4%	10,587,935	1.8%	0	0.0%	1,395,000	0.2%	604,852,753	14,154,706	2.4%	District 8 Totals
Chisago	58,000,055	161,508	0.3%	6,882,595	11.8%	0	0.0%	20,000	0.0%	65,064,158	7,064,103	12.2%	Chisago
Dakota	141,755,661	60,491,585	42.7%	6,613,439	3.3%	(561,131)	-0.3%	807,000	0.6%	209,106,554	67,350,893	47.5%	Dakota
Ramsey	229,351,265	7,134,891	3.1%	7,355,486	3.1%	5,024,082	2.1%	1,570,000	0.7%	250,435,724	21,084,459	9.2%	Ramsey
Washington	123,384,513	346,502	0.3%	(1,540,286)	-1.2%	193,873	0.2%	380,000	0.3%	122,764,602	(619,911)	-0.5%	Washington
District 9 Totals	552,491,494	68,134,486	12.3%	19,311,234	3.1%	4,656,824	0.7%	2,777,000	0.5%	647,371,038	94,879,544	17.2%	District 9 Totals
STATE TOTALS	\$6,211,014,218	\$91,990,747	1.5%	\$139,231,494	2.2%	\$9,940,386	0.2%	\$14,774,000	0.2%	\$6,466,950,845	\$255,936,627	4.1%	STATE TOTALS

\* \* \* \* \*

**NEEDS**

**ADJUSTMENTS**

\* \* \* \* \*



## **2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000**

### **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 4.1%, thereby limiting any individual county's needs change to a range from a minus 15.9% to a plus 24.1%. As you can see, only one county required a needs restriction.

# 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

## RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1999 25 YEAR CONSTRUCTION NEEDS	BASIC 2000 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1999 NEEDS	% CHANGE FROM RESTRICTED 1999 NEEDS	RESTRICTED 2000 25 YEAR CONSTRUCTION NEEDS	2000 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$64,839,771	\$66,057,708	\$1,217,937	1.9%			Carlton
Cook	41,438,551	41,796,992	358,441	0.9%			Cook
Itasca	122,166,386	127,663,734	5,497,348	4.5%			Itasca
Koochiching	33,275,233	34,086,079	810,846	2.4%			Koochiching
Lake	64,201,295	66,209,569	2,008,274	3.1%			Lake
Pine	109,283,869	114,940,157	5,656,288	5.2%			Pine
St. Louis	363,066,911	366,767,676	3,700,765	1.0%			St. Louis
District 1 Totals	798,272,016	817,521,915	19,249,899	2.4%			District 1 Totals
Beltrami	83,213,200	83,960,667	747,467	0.9%			Beltrami
Clearwater	41,850,220	43,404,311	1,554,091	3.7%			Clearwater
Hubbard	49,174,341	50,288,671	1,114,330	2.3%			Hubbard
Kittson	46,923,047	48,858,113	1,935,066	4.1%			Kittson
Lake of 'Woods	21,045,523	25,553,689	4,508,166	21.4%			Lake of 'Woods
Marshall	68,832,733	69,319,279	486,546	0.7%			Marshall
Norman	45,402,869	48,367,277	2,964,408	6.5%			Norman
Pennington	28,619,194	28,397,281	(221,913)	-0.8%			Pennington
Polk	138,208,168	130,094,046	(8,114,122)	-5.9%			Polk
Red Lake	24,127,888	25,117,686	989,798	4.1%			Red Lake
Roseau	55,300,179	54,625,518	(674,661)	-1.2%			Roseau
District 2 Totals	602,697,362	607,986,538	5,289,176	0.9%			District 2 Totals
Aitkin	54,790,484	56,426,102	1,635,618	3.0%			Aitkin
Benton	30,353,416	31,122,134	768,718	2.5%			Benton
Cass	75,046,259	75,530,496	484,237	0.7%			Cass
Crow Wing	72,280,862	71,616,436	(664,426)	-0.9%			Crow Wing
Isanti	39,592,586	38,795,728	(796,858)	-2.0%			Isanti
Kanabec	30,355,335	29,974,332	(381,003)	-1.3%			Kanabec
Mille Lacs	44,195,632	47,052,243	2,856,611	6.5%			Mille Lacs
Morrison	65,761,276	69,613,538	3,852,262	5.9%			Morrison
Sherburne	35,285,520	35,877,433	591,913	1.7%			Sherburne
Stearns	128,689,129	140,699,639	12,010,510	9.3%			Stearns
Todd	43,083,394	45,474,000	2,390,606	5.6%			Todd
Wadena	31,364,874	33,311,796	1,946,922	6.2%			Wadena
Wright	114,718,305	122,680,289	7,961,984	6.9%			Wright
District 3 Totals	765,517,072	798,174,166	32,657,094	4.3%			District 3 Totals



## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1999 25 YEAR CONSTRUCTION NEEDS	BASIC 2000 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1999 NEEDS	% CHANGE FROM RESTRICTED 1999 NEEDS	RESTRICTED 2000 25 YEAR CONSTRUCTION NEEDS	2000 SCREENING BOARD RESTRICTION	COUNTY
Becker	55,868,082	58,213,953	\$2,345,871	4.2%			Becker
Big Stone	20,654,168	20,746,237	92,069	0.5%			Big Stone
Clay	56,960,517	60,478,266	3,517,749	6.2%			Clay
Douglas	63,795,279	62,689,860	(1,105,419)	-1.7%			Douglas
Grant	20,692,401	21,409,926	717,525	3.5%			Grant
Mahnomen	16,560,651	17,220,484	659,833	4.0%			Mahnomen
Otter Tail	158,653,859	161,287,981	2,634,122	1.7%			Otter Tail
Pope	39,112,653	41,270,899	2,158,246	5.5%			Pope
Stevens	26,954,991	27,264,822	309,831	1.2%			Stevens
Swift	37,373,010	37,376,849	3,839	0.0%			Swift
Traverse	27,791,533	29,296,518	1,504,985	5.4%			Traverse
Wilkin	37,424,047	38,097,525	673,478	1.8%			Wilkin
District 4 Totals	561,841,191	575,353,320	13,512,129	2.4%			District 4 Totals
Anoka	121,657,529	122,042,260	384,731	0.3%			Anoka
Carver	76,708,517	77,662,350	953,833	1.2%			Carver
Hennepin	536,055,809	561,062,162	25,006,353	4.7%			Hennepin
Scott	70,152,517	69,059,934	(1,092,583)	-1.6%			Scott
District 5 Totals	804,574,372	829,826,706	25,252,334	3.1%			District 5 Totals
Dodge	\$43,489,472	45,355,624	1,866,152	4.3%			Dodge
Fillmore	113,422,997	113,177,263	(245,734)	-0.2%			Fillmore
Freeborn	78,190,568	80,117,706	1,927,138	2.5%			Freeborn
Goodhue	71,331,273	72,646,795	1,315,522	1.8%			Goodhue
Houston	69,271,163	70,232,212	961,049	1.4%			Houston
Mower	75,809,761	77,618,884	1,809,123	2.4%			Mower
Olmsted	106,330,377	109,085,337	2,754,960	2.6%			Olmsted
Rice	58,235,386	58,800,777	565,391	1.0%			Rice
Steele	61,593,525	65,392,146	3,798,621	6.2%			Steele
Wabasha	64,697,169	66,324,060	1,626,891	2.5%			Wabasha
Winona	83,287,110	87,121,239	3,834,129	4.6%			Winona
District 6 Totals	825,658,801	845,872,043	20,213,242	2.5%			District 6 Totals

# 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

## RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1999 25 YEAR CONSTRUCTION NEEDS	BASIC 2000 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1999 NEEDS	% CHANGE FROM RESTRICTED 1999 NEEDS	RESTRICTED 2000 25 YEAR CONSTRUCTION NEEDS	2000 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	99,558,029	107,823,571	\$8,265,542	8.3%			Blue Earth
Brown	50,131,300	51,464,362	1,333,062	2.7%			Brown
Cottonwood	42,810,046	47,184,999	4,374,953	10.2%			Cottonwood
Faribault	74,567,508	77,975,492	3,407,984	4.6%			Faribault
Jackson	60,912,986	62,230,811	1,317,825	2.2%			Jackson
Le Sueur	47,829,395	49,247,400	1,418,005	3.0%			Le Sueur
Martin	49,140,094	53,752,305	4,612,211	9.4%			Martin
Nicollet	40,923,097	47,373,714	6,450,617	15.8%			Nicollet
Nobles	67,728,310	72,027,825	4,299,515	6.4%			Nobles
Rock	41,806,678	43,785,819	1,979,141	4.7%			Rock
Sibley	49,017,674	50,124,174	1,106,500	2.3%			Sibley
Waseca	47,633,097	41,996,250	(5,636,847)	-11.8%			Waseca
Watonwan	37,205,649	35,005,644	(2,200,005)	-5.9%			Watonwan
District 7 Totals	709,263,863	739,992,366	30,728,503	4.3%			District 7 Totals
Chippewa	38,889,857	40,472,004	1,582,147	4.1%			Chippewa
Kandiyohi	76,501,135	80,958,716	4,457,581	5.8%			Kandiyohi
Lac Qui Parle	36,416,126	35,420,605	(995,521)	-2.7%			Lac Qui Parle
Lincoln	30,548,622	32,481,024	1,932,402	6.3%			Lincoln
Lyon	53,343,315	52,052,647	(1,290,668)	-2.4%			Lyon
Mc Leod	43,578,405	45,971,825	2,393,420	5.5%			Mc Leod
Meeker	35,555,306	37,773,798	2,218,492	6.2%			Meeker
Murray	44,810,275	45,685,906	875,631	2.0%			Murray
Pipestone	30,934,973	30,950,329	15,356	0.1%			Pipestone
Redwood	73,701,867	72,880,082	(821,785)	-1.1%			Redwood
Renville	76,281,088	77,707,388	1,426,300	1.9%			Renville
Yellow Medicine	50,137,078	52,498,429	2,361,351	4.7%			Yellow Medicine
District 8 Totals	590,698,047	604,852,753	14,154,706	2.4%			District 8 Totals
Chisago	58,000,055	65,064,158	7,064,103	12.2%			Chisago
Dakota	141,755,661	209,106,554	67,350,893	47.5%	24.1%	\$175,918,775 (\$33,187,779)	Dakota
Ramsey	229,351,265	250,435,724	21,084,459	9.2%			Ramsey
Washington	123,384,513	122,764,602	(619,911)	-0.5%			Washington
District 9 Totals	552,491,494	647,371,038	94,879,544	17.2%			District 9 Totals
STATE TOTALS	\$6,211,014,218	\$6,466,950,845	\$255,936,627	4.1%			STATE TOTALS

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### County State Aid Construction Fund Balance "Needs" Deductions

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

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

The following listing indicates the balances as of September 1, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which would be made to the 2000 25-year construction needs if the cut off date was September 1 (as it has been in the past). The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 2000 CSAH apportionments.

NOTE: Any of the one-time "local agency transportation funding" granted by the 2000 legislature that was put into the construction accounts of any counties was removed before this adjustment was calculated.



# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

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

County	Regular Account			Municipal Account			Total 2000 Construction Fund Balance "Needs" Deduction	County
	Unencumbered		2000	Unencumbered	Maximum Balance	2000		
	Construction	Maximum	Construction	Construction	Larger of Either	Construction		
	Fund Balance	Balance	Fund Balance	Fund Balance	\$100,000 or	Fund Balance		
	As of	2000 Const.	"Needs"	As of	1998-2000	"Needs"		
	September 1, 2000	Apportionment	Deduction	September 1, 2000	Const. Apport.	Deduction		
Carlton	\$1,466,262	\$1,802,033	\$0	\$608,218	\$465,162	\$143,056	\$143,056	Carlton
Cook	2,116,706	1,204,076	912,630	492,987	260,058	232,929	1,145,559	Cook
Itasca	356,736	3,622,579	0	495,236	1,041,697	0	0	Itasca
Koochiching	842,225	2,087,638	0	435,501	219,497	216,004	216,004	Koochiching
Lake	5,517,637	1,778,897	3,738,740	199,392	206,266	0	3,738,740	Lake
Pine	2,388,649	2,705,002	0	424,216	1,103,788	0	0	Pine
St. Louis	208,716	9,661,131	0	705,214	1,657,749	0	0	St. Louis
District 1 Totals	12,896,931	22,861,356	4,651,370	3,360,764	---	591,989	5,243,359	District 1 Totals
Beltrami	1,476,462	2,470,615	0	240,136	267,240	0	0	Beltrami
Clearwater	1,436,076	1,359,287	76,789	110,190	291,228	0	76,789	Clearwater
Hubbard	0	1,571,282	0	387,169	298,476	88,693	88,693	Hubbard
Kittson	366,263	1,463,487	0	246,871	558,902	0	0	Kittson
Lake of the Woods	476,244	1,423,589	0	189,843	145,657	44,186	44,186	Lake of the Woods
Marshall	1,682,110	2,293,852	0	531,945	528,170	3,775	3,775	Marshall
Norman	780,392	1,538,977	0	217,854	361,703	0	0	Norman
Pennington	563,944	1,135,635	0	142,817	129,018	13,799	13,799	Pennington
Polk	70,035	3,783,848	0	663,825	732,817	0	0	Polk
Red Lake	0	1,072,165	0	0	204,335	0	0	Red Lake
Roseau	96,727	1,763,371	0	569,532	572,369	0	0	Roseau
District 2 Totals	6,948,253	19,876,108	76,789	3,300,182	---	150,453	227,242	District 2 Totals
Aitkin	1,882,022	1,912,188	0	410,739	236,140	174,599	174,599	Aitkin
Benton	397,901	1,219,386	0	110,901	296,878	0	0	Benton
Cass	693,044	2,310,629	0	13,479	676,336	0	0	Cass
Crow Wing	2,671,784	1,711,312	960,472	0	1,246,719	0	960,472	Crow Wing
Isanti	942,033	1,397,980	0	196,635	138,438	58,197	58,197	Isanti
Kanabec	780,853	1,046,159	0	139,561	282,611	0	0	Kanabec
Mille Lacs	2,443,797	1,468,589	975,208	800,210	533,779	266,431	1,241,639	Mille Lacs
Morrison	145,495	2,028,426	0	178,343	547,601	0	0	Morrison
Sherburne	2,091,357	1,162,925	928,432	259,982	259,982	0	928,432	Sherburne
Stearns	2,613,040	3,362,014	0	0	1,187,770	0	0	Stearns
Todd	135,953	1,546,591	0	633,949	664,914	0	0	Todd
Wadena	640,557	1,120,733	0	0	391,081	0	0	Wadena
Wright	1,276,546	2,885,935	0	221,222	1,185,949	0	0	Wright
District 3 Totals	16,714,382	23,171,867	2,864,112	2,965,021	---	499,227	3,363,339	District 3 Totals

# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

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

County	Regular Account			Municipal Account			Total	County
	Unencumbered Construction Fund Balance As of September 1, 2000	Maximum Balance 2000 Const. Apportionment	2000 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2000	Maximum Balance Larger of Either \$100,000 or 1998-2000 Const. Apport.	2000 Construction Fund Balance "Needs" Deduction	2000 Construction Fund Balance "Needs" Deduction	
Becker	\$0	\$1,931,325	\$0	0	383,348	\$0	\$0	Becker
Big Stone	1,404,081	1,046,313	357,768	0	313,464	0	357,768	Big Stone
Clay	310,487	1,904,757	0	387,374	501,395	0	0	Clay
Douglas	0	1,760,971	0	549,336	677,233	0	0	Douglas
Grant	680,095	1,071,934	0	99,267	239,651	0	0	Grant
Mahnomen	276,298	1,124,330	0	66,022	100,000	0	0	Mahnomen
Otter Tail	3,439,336	4,272,281	0	680,144	1,035,363	0	0	Otter Tail
Pope	0	1,520,420	0	153,660	231,411	0	0	Pope
Stevens	0	1,088,864	0	18,941	176,251	0	0	Stevens
Swift	742,452	1,316,186	0	265,791	372,326	0	0	Swift
Traverse	1,359,284	1,021,269	338,015	133,585	384,207	0	338,015	Traverse
Wilkin	0	1,339,596	0	8,288	432,387	0	0	Wilkin
District 4 Totals	8,212,033	19,398,246	695,783	2,362,408	---	0	695,783	District 4 Totals
Anoka	0	3,668,836	0	430,325	634,294	0	0	Anoka
Carver	3,480,285	1,667,030	1,813,255	1,467,868	1,054,905	412,963	2,226,218	Carver
Hennepin	18,014,831	11,298,981	6,715,850	3,590,835	3,662,937	0	6,715,850	Hennepin
Scott	0	2,333,341	0	172,352	255,070	0	0	Scott
District 5 Totals	21,495,116	18,968,188	8,529,105	5,661,380	---	412,963	8,942,068	District 5 Totals
Dodge	681,487	1,262,533	0	181,378	423,051	0	0	Dodge
Fillmore	0	2,653,069	0	69,864	956,216	0	0	Fillmore
Freeborn	0	2,399,491	0	121,196	298,895	0	0	Freeborn
Goodhue	33,220	2,042,170	0	0	626,027	0	0	Goodhue
Houston	2,488,556	1,899,932	588,624	84,746	270,642	0	588,624	Houston
Mower	1,308,922	2,138,626	0	150,323	405,038	0	0	Mower
Olmsted	259,708	2,761,744	0	109,622	229,239	0	0	Olmsted
Rice	0	1,803,328	0	0	181,851	0	0	Rice
Steele	1,039,126	1,879,121	0	480,789	155,751	325,038	325,038	Steele
Wabasha	0	1,678,496	0	351,026	909,669	0	0	Wabasha
Winona	1,076,882	1,985,240	0	469,874	504,657	0	0	Winona
District 6 Totals	6,887,901	22,503,750	588,624	2,018,818	---	325,038	913,662	District 6 Totals

# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

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

County	Regular Account			Municipal Account			Total 2000 Construction Fund Balance "Needs" Deduction	County
	Unencumbered	Maximum	2000	Unencumbered	Maximum Balance	2000		
	Construction	Balance	Construction	Construction	Larger of Either	Construction		
	Fund Balance	2000 Const.	Fund Balance	Fund Balance	\$100,000 or	Fund Balance		
	As of	Apportionment	"Needs"	As of	1998-2000	"Needs"		
	September 1, 2000		Deduction	September 1, 2000	Const. Apport.	Deduction		
Blue Earth	\$170,995	\$2,538,647	\$0	\$0	566,580	\$0	\$0	Blue Earth
Brown	800,391	1,555,139	0	243,378	340,370	0	0	Brown
Cottonwood	0	1,467,484	0	132,660	343,544	0	0	Cottonwood
Faribault	532,675	1,811,948	0	609,667	973,509	0	0	Faribault
Jackson	3,848,677	1,827,431	2,021,246	302,860	456,809	0	2,021,246	Jackson
Le Sueur	0	1,285,764	0	0	868,365	0	0	Le Sueur
Martin	0	1,661,901	0	0	397,928	0	0	Martin
Nicollet	227,570	1,420,129	0	147,423	182,159	0	0	Nicollet
Nobles	358,667	1,902,963	0	139,571	366,280	0	0	Nobles
Rock	1,713,956	1,258,043	455,913	943,277	551,058	392,219	848,132	Rock
Sibley	0	1,445,075	0	277,361	401,437	0	0	Sibley
Waseca	170,000	1,372,915	0	78,278	258,859	0	0	Waseca
Watsonwan	0	1,077,869	0	307,221	591,900	0	0	Watsonwan
District 7 Totals	7,822,931	20,625,308	2,477,159	3,181,696	---	392,219	2,869,378	District 7 Totals
Chippewa	0	1,269,329	0	0	308,929	0	0	Chippewa
Kandiyohi	1,229,400	2,365,481	0	222,085	485,710	0	0	Kandiyohi
Lac Qui Parle	2,224,677	1,408,783	815,894	560,590	392,765	167,825	983,719	Lac Qui Parle
Lincoln	0	1,080,059	0	160,939	382,499	0	0	Lincoln
Lyon	456,428	1,480,097	0	112,526	680,177	0	0	Lyon
Mc Leod	1,073,069	1,402,625	0	506,078	423,702	82,376	82,376	Mc Leod
Meeker	1,817,751	1,328,825	488,926	194,391	221,657	0	488,926	Meeker
Murray	452,300	1,458,771	0	40,808	439,816	0	0	Murray
Pipestone	0	928,258	0	0	735,469	0	0	Pipestone
Redwood	683,299	1,882,911	0	395,415	610,649	0	0	Redwood
Renville	0	2,330,413	0	0	262,264	0	0	Renville
Yellow Medicine	1,395,768	1,514,023	0	231,647	533,634	0	0	Yellow Medicine
District 8 Totals	9,332,692	18,449,575	1,304,820	2,424,479	---	250,201	1,555,021	District 8 Totals
Chisago	3,796,905	1,493,434	2,303,471	1,077,940	695,559	382,381	2,685,852	Chisago
Dakota	2,285,417	3,926,809	0	333,824	333,824	0	0	Dakota
Ramsey	1,493,779	5,818,203	0	0	173,043	0	0	Ramsey
Washington	245,226	2,545,462	0	1,397,546	2,191,945	0	0	Washington
District 9 Totals	7,821,327	13,783,908	2,303,471	2,809,310	---	382,381	2,685,852	District 9 Totals
STATE TOTALS	\$98,131,566	\$179,638,306	\$23,491,233	\$28,084,058	\$47,268,048	\$3,004,471	\$26,495,704	STATE TOTALS

# 2000 C.S.A.H APPORTIONMENT DATA

October, 2000

## Special Resurfacing Projects

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

*That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules chapter 8820.0100 Subp. 13b shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.*

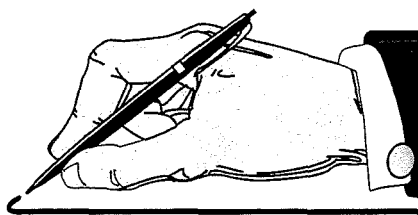
The following list shows the counties, by district, that awarded special resurfacing projects from 1990 through 1999, the number of projects awarded and the project costs in each account which have been deducted from the 2000 County State Aid Highway Money needs. In 1999 alone, more than \$36.7 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1990-1999	Spec. Resurf. 1999	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2000 25-Yr. Const. Needs
Carlton	16	1	\$1,924,339	\$139,945	\$2,064,284
Cook	3	0	1,515,667	0	1,515,667
Itasca	20	1	3,664,221	337,607	4,001,828
Koochiching	16	8	1,979,239	119,027	2,098,266
Lake	5	1	3,130,510	0	3,130,510
Pine	11	3	2,462,749	59,579	2,522,328
St. Louis	15	1	3,004,960	0	3,004,960
<b>District 1 Totals</b>	<b>86</b>	<b>15</b>	<b>17,681,685</b>	<b>656,158</b>	<b>18,337,843</b>
Beltrami	8	3	1,955,738	0	1,955,738
Clearwater	10	2	2,503,949	10,500	2,514,449
Hubbard	3	0	1,457,143	0	1,457,143
Kittson	7	0	939,996	39,292	979,288
Lake of the Woods	4	1	692,350	44,229	736,579
Marshall	4	0	598,529	106,736	705,265
Norman	10	3	1,530,358	95,976	1,626,334
Pennington	2	0	318,149	0	318,149
Polk	5	0	635,405	69,202	704,607
Red Lake	8	4	3,521,919	120,537	3,642,456
Roseau	9	1	2,419,519	30,757	2,450,276
<b>District 2 Totals</b>	<b>70</b>	<b>14</b>	<b>16,573,055</b>	<b>517,229</b>	<b>17,090,284</b>



County	Number of Special Resurf. Projects 1990-1999	Spec. Resurf. 1999	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2000 25-Yr. Const. Needs
Aitkin	5	1	\$838,645	\$0	\$838,645
Benton	7	2	793,645	0	793,645
Cass	5	0	1,411,257	0	1,411,257
Crow Wing	9	0	753,644	45,476	799,120
Isanti	25	6	2,283,704	0	2,283,704
Kanabec	5	0	0	115,826	115,826
Mille Lacs	22	10	2,895,773	197,318	3,093,091
Morrison	31	4	7,533,698	143,706	7,677,404
Sherburne	4	1	441,828	22,509	464,337
Stearns	30	5	6,913,023	16,030	6,929,053
Todd	3	2	1,420,724	32,391	1,453,115
Wadena	4	0	642,562	0	642,562
Wright	11	2	2,720,657	180,593	2,901,250
District 3 Totals	161	33	28,649,160	753,849	29,403,009
Becker	29	7	4,871,241	208,209	5,079,450
Big Stone	1	0	110,333	0	110,333
Clay	2	0	49,082	49,879	98,961
Douglas	16	0	2,326,727	56,482	2,383,209
Grant	16	4	3,629,241	221,861	3,851,102
Mahnomen	6	1	1,510,962	0	1,510,962
Otter Tail	44	4	7,613,190	324,951	7,938,141
Pope	6	0	336,581	12,673	349,254
Stevens	9	1	2,110,891	29,602	2,140,493
Swift	17	1	2,500,742	183,974	2,684,716
Traverse	9	1	2,762,576	154,843	2,917,419
Wilkin	12	2	3,170,556	152,264	3,322,820
District 4 Totals	167	21	30,992,122	1,394,738	32,386,860
Anoka	4	0	789,459	0	789,459
Carver	6	0	211,969	98,372	310,341
Hennepin	8	0	1,586,881	14,555	1,601,436
Scott	4	0	831,407	8,095	839,502
District 5 Totals	22	0	3,419,716	121,022	3,540,738
Dodge	11	0	2,195,509	30,333	2,225,842
Fillmore	9	1	893,244	204,227	1,097,471
Freeborn	31	3	7,898,441	360,741	8,259,182
Goodhue	2	1	404,430	0	404,430
Houston	6	1	1,305,661	39,354	1,345,015
Mower	13	0	1,552,112	8,607	1,560,719
Olmsted	6	2	3,719,811	87,642	3,807,453
Rice	13	0	1,655,229	0	1,655,229
Steele	11	6	1,341,314	0	1,341,314
Wabasha	12	2	1,567,676	186,387	1,754,063
Winona	28	2	3,443,689	169,128	3,612,817
District 6 Totals	142	18	25,977,116	1,086,419	27,063,535

County	Number of Special Resurf. Projects 1990-1999	Spec. Resurf. 1999	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2000 25-Yr. Const. Needs
Blue Earth	18	0	\$2,208,365	\$29,919	\$2,238,284
Brown	25	2	2,414,308	40,385	2,454,693
Cottonwood	14	0	2,436,504	10,758	2,447,262
Faribault	4	0	496,516	51,037	547,553
Jackson	3	0	334,404	0	334,404
LeSueur	7	3	569,971	542,931	1,112,902
Martin	2	0	176,431	66,914	243,345
Nicollet	5	1	256,841	43,488	300,329
Nobles	8	0	927,695	0	927,695
Rock	9	5	1,513,570	179,325	1,692,895
Sibley	18	3	2,582,017	129,735	2,711,752
Waseca	8	0	1,331,895	0	1,331,895
Watonwan	21	1	1,462,115	75,738	1,537,853
<b>District 7 Totals</b>	<b>142</b>	<b>15</b>	<b>16,710,632</b>	<b>1,170,230</b>	<b>17,880,862</b>
Chippewa	10	5	2,500,650	0	2,500,650
Kandiyohi	0	0	0	0	0
Lac Qui Parle	12	0	889,900	49,794	939,694
Lincoln	17	1	1,065,697	61,413	1,127,110
Lyon	15	1	2,198,465	262,641	2,461,106
McLeod	1	0	0	12,263	12,263
Meeker	7	0	902,003	0	902,003
Murray	21	0	2,395,202	70,259	2,465,461
Pipestone	6	1	104,369	390,446	494,815
Redwood	30	2	2,689,765	562,930	3,252,695
Renville	14	0	2,711,313	53,103	2,764,416
Yellow Medicine	6	0	1,306,684	17,472	1,324,156
<b>District 8 Totals</b>	<b>139</b>	<b>10</b>	<b>16,764,048</b>	<b>1,480,321</b>	<b>18,244,369</b>
Chisago	4	1	1,029,624	0	1,029,624
Dakota	1	0	0	27,238	27,238
Ramsey	7	3	658,471	0	658,471
Washington	12	0	912,983	131,156	1,044,139
<b>District 9 Totals</b>	<b>24</b>	<b>4</b>	<b>2,601,078</b>	<b>158,394</b>	<b>2,759,472</b>
<b>STATE TOTALS</b>	<b>953</b>	<b>130</b>	<b>\$159,368,612</b>	<b>\$7,338,360</b>	<b>\$166,706,972</b>



# **N**OTES and COMMENTS

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

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### Comparison of 1984-1999 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 2001 apportionment.

- 1) 135.9 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-1999. This represents 13% of the 1,069.03 miles of C.S.A.H.'s which still have rural design complete grading required in their needs study.
- 2) The Rural Grading Cost Factor of 46% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.  
$$\frac{\$301,928 - \$206,659}{\$206,659} = 46\%$$
- 3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs. If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.
- 4) Then by multiplying the Adjusted Factor (46%) times the complete rural design grading needs remaining in the 2000 study (\$168,871,258) an adjustment (+\$77,680,779) to the 2000 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 2000 25-year construction needs) have been used in calculating the 2000 annual County State Aid Highway money needs.



## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1999 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2000 Needs Study				Rural Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Carlton	20	52.3	27%	\$157,529	\$116,031	36%	36.0%	196.04	70.7%	\$23,749,092	\$121,144	\$8,549,673	\$164,756
Cook	12	28.7	21%	221,293	159,613	39%	39.0%	133.90	77.4%	20,189,869	150,783	7,874,049	209,589
Itasca	34	104.8	22%	152,025	80,643	89%	89.0%	482.62	77.0%	49,365,667	102,287	43,935,444	193,322
Koochiching	16	57.9	42%	111,802	54,827	104%	104.0%	137.02	59.8%	11,478,940	83,776	11,938,098	170,902
Lake	18	34.8	21%	306,810	196,684	56%	56.0%	163.28	75.0%	32,117,142	196,700	17,985,600	306,852
Pine	39	82.9	25%	185,463	134,725	38%	38.0%	333.94	72.9%	51,320,550	153,682	19,501,809	212,081
St. Louis	70	135.9	13%	301,928	206,659	46%	46.0%	1,069.03	82.0%	168,871,258	157,967	77,680,779	230,632
District 1 Totals	209	497.3	20%	\$209,271	\$137,477	52%		2,515.83	76.6%	\$357,092,518	\$141,938	\$187,465,452	\$216,453

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1999 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2000 Needs Study				Rural Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Beltrami	24	84.1	27%	\$119,905	\$93,965	28%	28.0%	314.90	70.1%	\$25,846,047	\$82,077	\$7,236,893	\$105,059
Clearwater	26	70.8	33%	63,753	70,625	-10%	-10.0%	214.99	67.4%	14,211,920	66,105	(1,421,192)	59,495
Hubbard	12	47.6	19%	117,039	90,188	30%	30.0%	249.16	78.9%	17,637,821	70,789	5,291,346	92,026
Kittson	24	78.8	31%	69,877	62,863	11%	11.0%	254.75	69.3%	17,232,533	67,645	1,895,579	75,086
Lake of the Woods	14	39.9	34%	69,807	61,029	14%	14.0%	116.75	61.3%	7,261,633	62,198	1,016,629	70,906
Marshall	41	188.0	51%	53,586	57,536	-7%	-7.0%	368.02	58.1%	20,864,278	56,693	(1,460,499)	52,725
Norman	26	68.8	27%	64,128	62,626	2%	2.0%	256.80	66.7%	14,472,502	56,357	289,450	57,484
Pennington	10	43.8	26%	65,254	49,822	31%	31.0%	166.06	64.5%	8,711,281	52,459	2,700,497	68,721
Polk	46	206.7	49%	69,243	68,915	0%	0.0%	425.05	53.7%	32,423,158	76,281	0	76,281
Red Lake	9	28.9	20%	78,708	69,048	14%	14.0%	141.37	77.5%	10,044,270	71,050	1,406,198	80,996
Roseau	26	103.5	37%	48,739	58,418	-17%	-17.0%	276.50	58.5%	15,567,800	56,303	(2,646,526)	46,732
District 2 Totals	258	960.9	35%	\$70,178	\$66,789	5%		2,784.35	63.8%	\$184,273,243	66,182	\$14,308,375	\$71,321

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1999 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2000 Needs Study				Rural Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Aitkin	20	77.4	28%	\$120,568	\$75,853	59%	59.0%	272.56	73.4%	\$22,529,396	\$82,658	\$13,292,344	\$131,427
Benton	29	56.4	41%	115,141	52,412	120%	120.0%	138.29	64.4%	6,790,260	49,102	8,148,312	108,024
Cass	20	75.7	21%	118,480	83,605	42%	42.0%	366.67	70.3%	26,332,726	71,816	11,059,745	101,979
Crow Wing	24	72.5	30%	72,520	60,218	20%	20.0%	238.41	67.7%	17,147,378	71,924	3,429,476	86,309
Isanti	18	41.1	24%	146,234	83,580	75%	75.0%	171.87	77.0%	14,044,047	81,713	10,533,035	142,998
Kanabec	23	59.4	47%	107,112	84,206	27%	27.0%	126.00	60.3%	10,254,405	81,384	2,768,689	103,358
Mille Lacs	12	25.7	15%	157,099	75,587	108%	108.0%	174.29	72.6%	14,356,724	82,373	15,505,262	171,335
Morrison	6	30.4	8%	93,610	56,991	64%	51.2%	369.78	85.8%	25,274,166	68,349	12,940,373	103,344
Sherburne	15	46.2	40%	41,885	37,545	12%	12.0%	114.76	56.0%	4,853,609	42,294	582,433	47,369
Stearns	18	51.0	11%	110,601	76,188	45%	45.0%	458.46	81.2%	36,786,557	80,239	16,553,951	116,347
Todd	5	13.9	7%	82,056	67,264	22%	15.4%	193.70	49.2%	12,486,288	64,462	1,922,888	74,389
Wadena	9	24.8	14%	100,804	70,202	44%	44.0%	174.43	79.5%	9,345,271	53,576	4,111,919	77,150
Wright	26	58.3	20%	205,252	95,883	114%	114.0%	291.21	77.7%	26,938,940	92,507	30,710,392	197,965
District 3 Totals	225	632.8	20%	\$114,562	\$71,927	59%		3,090.43	71.5%	\$227,139,767	\$73,498	\$131,558,819	\$116,068

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1999 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2000 Needs Study				Rural Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Becker	20	74.2	22%	\$54,586	\$44,663	22%	22.0%	339.03	76.0%	\$17,065,726	\$50,337	\$3,754,460	\$61,411
Big Stone	14	34.2	22%	72,303	42,581	70%	70.0%	158.70	78.6%	7,308,184	46,050	5,115,729	78,286
Clay	24	95.4	36%	72,946	42,439	72%	72.0%	267.06	68.9%	12,970,161	48,566	9,338,516	83,534
Douglas	14	42.8	16%	80,676	59,446	36%	36.0%	271.47	75.0%	14,581,256	53,712	5,249,252	73,049
Grant	5	27.5	14%	70,631	40,701	74%	74.0%	191.55	85.1%	8,489,357	44,319	6,282,124	77,116
Mahnomen	8	47.4	40%	89,732	42,024	114%	114.0%	119.36	62.1%	5,473,878	45,860	6,240,221	98,141
Otter Tail	29	75.7	11%	93,449	75,189	24%	24.0%	705.94	80.9%	59,516,706	84,308	14,284,009	104,542
Pope	16	42.7	19%	138,628	72,188	92%	92.0%	220.72	76.5%	16,668,512	75,519	15,335,031	144,996
Stevens	5	26.4	14%	59,038	48,936	21%	21.0%	192.36	80.5%	10,237,082	53,218	2,149,787	64,394
Swift	27	78.0	36%	53,914	42,175	28%	28.0%	214.25	65.9%	11,967,906	55,860	3,351,014	71,500
Traverse	4	23.1	11%	33,624	43,186	-22%	-22.0%	207.98	86.6%	11,711,028	56,308	(2,576,426)	43,921
Wilkin	13	39.7	18%	62,319	31,515	98%	98.0%	220.61	72.3%	8,396,690	38,061	8,228,756	75,361
District 4 Totals	179	607.1	20%	\$74,352	\$49,548	50%		3,109.03	76.1%	\$184,386,486	\$59,307	\$76,752,473	\$83,994



## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1999 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2000 Needs Study				Rural Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Anoka	13	28.3	23%	\$235,197	\$146,502	61%	61.0%	124.32	62.2%	\$20,324,272	\$163,484	\$12,397,806	\$263,208
Carver	16	22.0	16%	196,163	118,478	66%	66.0%	133.52	76.1%	13,448,364	100,722	8,875,920	167,198
Hennepin	12	27.4	25%	640,476	378,234	69%	69.0%	110.52	78.3%	15,587,112	141,034	10,755,107	238,348
Scott	10	13.2	10%	272,394	89,582	203%	203.0%	129.37	68.5%	12,871,231	99,492	26,128,599	301,460
District 5 Totals	51	90.9	18%	\$353,353	\$201,337	76%		497.73	70.6%	\$62,230,979	\$125,030	\$58,157,432	\$241,875

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1999 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2000 Needs Study				Rural Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Dodge	18	42.0	27%	\$77,929	\$61,931	26%	26.0%	154.31	64.3%	\$9,859,744	\$63,896	\$2,563,533	\$80,509
Fillmore	31	84.3	31%	166,723	131,893	26%	26.0%	273.16	69.4%	41,089,255	150,422	10,683,206	189,532
Freeborn	16	45.9	14%	136,156	65,885	107%	107.0%	332.77	77.3%	17,182,356	51,634	18,385,121	106,883
Goodhue	19	63.6	34%	182,210	113,853	60%	60.0%	186.83	59.8%	18,230,039	97,576	10,938,023	156,121
Houston	13	28.3	15%	220,190	153,963	43%	43.0%	192.20	79.9%	32,442,908	168,798	13,950,450	241,381
Mower	19	46.6	18%	96,832	61,593	57%	57.0%	261.91	73.3%	17,882,359	68,277	10,192,945	107,194
Olmsted	18	41.3	19%	144,891	128,971	12%	12.0%	221.16	74.1%	22,968,510	103,855	2,756,221	116,317
Rice	16	39.9	21%	108,363	59,946	81%	81.0%	189.96	71.8%	12,929,202	68,063	10,472,654	123,194
Steele	18	42.6	22%	98,525	53,127	85%	85.0%	190.79	71.1%	12,312,710	64,535	10,465,804	119,391
Wabasha	16	41.8	23%	190,886	138,708	38%	38.0%	178.92	69.6%	22,940,212	128,215	8,717,281	176,937
Winona	27	40.0	18%	137,400	123,225	12%	12.0%	216.94	73.0%	24,745,367	114,065	2,969,444	127,753
District 6 Totals	211	516.3	22%	\$143,108	\$100,561	42%		2,398.95	71.4%	\$232,582,662	\$96,952	\$102,094,682	\$139,510

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1999 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2000 Needs Study				Rural Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Blue Earth	25	68.2	26%	\$141,137	\$107,225	32%	32.0%	258.39	65.8%	\$19,315,233	\$74,752	\$6,180,875	\$98,673
Brown	15	50.1	24%	111,980	99,422	13%	13.0%	212.26	69.4%	13,100,892	61,721	1,703,116	69,745
Cottonwood	15	40.8	18%	89,175	52,829	69%	69.0%	231.10	74.7%	12,335,625	53,378	8,511,581	90,209
Faribault	16	63.3	29%	80,089	55,957	43%	43.0%	218.92	66.0%	12,293,782	56,157	5,286,326	80,304
Jackson	14	36.7	13%	76,463	48,566	57%	57.0%	271.93	75.7%	17,059,650	62,735	9,724,001	98,495
Le Sueur	22	66.3	53%	92,187	64,946	42%	42.0%	125.07	50.7%	8,849,493	70,756	3,716,787	100,474
Martin	15	79.5	34%	84,802	64,406	32%	32.0%	235.28	63.4%	13,017,032	55,326	4,165,450	73,030
Nicollet	21	50.2	34%	104,163	69,437	50%	50.0%	148.93	64.5%	13,302,380	89,320	6,651,190	133,980
Nobles	17	47.6	22%	82,941	56,489	47%	47.0%	217.76	65.5%	14,236,292	65,376	6,691,057	96,103
Rock	11	40.9	23%	84,433	48,564	74%	74.0%	179.89	71.9%	8,889,670	49,417	6,578,356	85,986
Sibley	17	47.3	24%	822,247	60,755	35%	35.0%	194.42	69.2%	11,073,627	56,957	3,875,769	76,892
Waseca	26	65.2	42%	69,918	54,712	28%	28.0%	156.34	65.8%	8,966,914	57,355	2,510,736	73,415
Watonwan	14	40.4	36%	74,050	61,910	20%	20.0%	110.69	50.1%	7,178,123	64,849	1,435,625	77,819
District 7 Totals	228	696.5	27%	\$91,423	\$66,482	38%		2,560.98	66.2%	\$159,618,713	\$62,327	\$67,030,869	\$88,501

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1999 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2000 Needs Study				Rural Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Chippewa	11	37.6	26%	\$136,618	\$101,295	35%	35.0%	143.27	60.2%	\$13,487,838	\$94,143	\$4,720,743	\$127,093
Kandiyohi	27	90.9	36%	106,672	66,427	61%	61.0%	253.51	64.6%	20,872,698	82,335	12,732,346	132,559
Lac Qui Parle	19	76.8	31%	61,002	46,021	33%	33.0%	247.51	69.3%	10,653,677	43,043	3,515,713	57,248
Lincoln	17	54.6	33%	56,098	46,652	20%	20.0%	164.43	67.2%	8,822,187	53,653	1,764,437	64,384
Lyon	29	80.8	44%	79,571	59,782	33%	33.0%	183.48	60.4%	10,051,405	54,782	3,316,964	72,860
Mc Leod	24	47.4	31%	111,358	73,551	51%	51.0%	152.89	64.2%	9,778,591	63,958	4,987,081	96,577
Meeker	20	43.5	23%	85,722	55,612	54%	54.0%	188.41	70.8%	11,123,359	59,038	6,006,614	90,919
Murray	19	59.6	22%	66,726	48,422	38%	38.0%	272.48	78.6%	13,397,266	49,168	5,090,961	67,852
Pipestone	20	58.6	42%	61,440	50,830	21%	21.0%	140.42	63.4%	7,104,033	50,591	1,491,847	61,215
Redwood	26	61.4	24%	57,958	44,399	31%	31.0%	253.40	67.8%	13,986,475	55,195	4,335,807	72,306
Renville	11	40.7	11%	86,932	49,727	75%	75.0%	360.02	81.7%	19,781,278	54,945	14,835,959	96,154
Yellow Medicine	24	90.1	41%	51,800	51,118	1%	1.0%	220.92	65.6%	13,268,191	60,059	132,682	60,659
District 8 Totals	247	742.0	29%	\$77,305	\$56,450	37%		2,580.74	68.7%	\$152,326,998	\$59,025	\$62,931,154	\$83,409

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

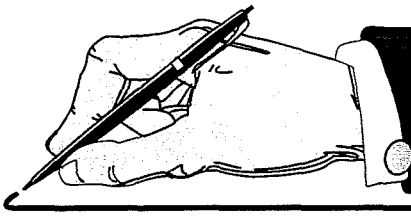
County	1984-1999 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2000 Needs Study				Rural Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Chisago	12	18.0	11%	\$182,560	\$103,441	76%	76.0%	168.73	77.5%	\$15,619,315	\$92,570	\$11,870,679	\$162,923
Dakota	10	13.2	11%	193,599	175,207	10%	10.0%	117.85	87.1%	13,411,996	113,806	1,341,200	125,186
Ramsey	2	2.5	42%	394,350	274,943	43%	43.0%	5.90	68.9%	1,377,290	233,439	592,235	333,818
Washington	15	18.8	14%	287,008	163,574	75%	75.0%	131.76	85.1%	18,280,413	138,740	13,710,310	242,795
District 9 Totals	39	52.5	12%	232,760	\$151,210	54%		424.24	82.2%	\$48,689,014	\$114,768	\$27,514,424	179,623



## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1999 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2000 Needs Study				Rural Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
District 1 Totals	209	497.3	20%	\$209,271	\$137,477	52%		2,515.83	76.6%	\$357,092,518	\$141,938	\$187,465,452	\$216,453
District 2 Totals	258	960.9	35%	70,178	66,789	5%		2,784.35	63.8%	184,273,243	66,182	14,308,375	71,321
District 3 Totals	225	632.8	20%	114,562	71,927	59%		3,090.43	71.5%	227,139,767	73,498	131,558,819	116,068
District 4 Totals	179	607.1	20%	74,352	49,548	50%		3,109.03	76.1%	184,386,486	59,307	76,752,473	83,994
District 5 Totals	51	90.9	18%	353,353	201,337	76%		497.73	70.6%	62,230,979	125,030	58,157,432	241,875
District 6 Totals	211	516.3	22%	143,108	100,561	42%		2,398.95	71.4%	232,582,662	96,952	102,094,682	139,510
District 7 Totals	228	696.5	27%	91,423	66,482	38%		2,560.98	66.2%	159,618,713	62,327	67,030,869	88,501
District 8 Totals	247	742.0	29%	77,305	56,450	37%		2,580.74	68.7%	152,326,998	59,025	62,931,154	83,409
District 9 Totals	39	52.5	12%	232,760	151,210	54%		424.24	82.2%	48,689,014	114,768	27,514,424	179,623
STATE TOTAL	1,647	4,796.2	24%	\$108,764	\$78,272	39%		19,962.28	70.6%	\$1,608,340,380	\$80,569	\$727,813,680	\$117,028



# **N**OTES and COMMENTS

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987 - 1999 Urban Design Grading Construction Costs to Needs Study Costs

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

An explanation of Pine County's urban design grading cost adjustments for the 2001 apportionment is shown below.

- 1) 1.3 miles of C.S.A.H.'s which had urban design complete grading needs were graded in Pine County in 1987 - 1999. This represents 13% of the 10.15 miles of C.S.A.H.'s which still have urban design complete grading required in their needs study.
- 2) The Urban Grading Cost Factor of 73% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$260,903 - \$150,558}{\$150,558} = 73\%$$

- 3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs. If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.
- 4) Then, by multiplying the Adjusted Factor (73.0%) times the complete urban design grading needs remaining in the 2000 needs study (\$1,769,403) an adjustment (+\$1,291,664) to the 2000 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 2000 25-year construction needs) have been used in calculating the 2000 annual County State Aid Highway money needs.

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987-1999 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1999 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2000 Needs Study				Urban Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Carlton	3	1.4	15%	\$114,584	\$127,504	-10%	-10.0%	9.16	58.5%	\$1,688,739	\$184,360	(\$168,874)	\$165,924
Cook	3	0.6	13%	202,949	122,969	65%	65.0%	4.66	80.6%	1,733,397	371,974	1,126,708	613,756
Itasca	12	5.7	63%	263,221	161,803	63%	63.0%	9.07	45.2%	1,595,006	175,855	1,004,854	286,644
Koochiching	4	2.3	21%	147,234	163,330	-10%	-10.0%	11.08	60.5%	1,848,865	166,865	(184,887)	150,179
Lake	1	1.2	42%	782,333	237,475	229%	229.0%	2.83	54.8%	678,451	239,735	1,553,653	788,729
Pine	5	1.3	13%	260,903	150,558	73%	73.0%	10.15	71.0%	1,769,403	174,325	1,291,664	301,583
St. Louis	14	7.0	22%	626,731	281,371	123%	123.0%	32.38	44.0%	7,259,603	224,200	8,929,312	499,966
District 1 Totals	42	19.5	25%	\$399,066	\$205,091	95%		79.33	51.9%	\$16,573,464	\$208,918	\$13,552,430	\$379,754

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987-1999 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1999 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2000 Needs Study				Urban Grading Cost Adjustment  To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2)  Miles											
Beltrami	8	5.1	51%	\$145,410	\$120,890	20%	20.0%	9.93	57.3%	\$1,592,984	\$160,421	\$318,597	\$192,506
Clearwater	2	0.8	18%	101,273	162,565	-38%	-38.0%	4.41	68.1%	627,480	142,286	(238,442)	88,217
Hubbard	4	1.3	21%	196,849	156,598	26%	26.0%	6.23	74.4%	663,216	106,455	172,436	134,134
Kittson	2	0.6	15%	264,912	323,522	-18%	-18.0%	3.95	92.5%	831,725	210,563	(149,711)	172,662
Lake of the Woods	1	0.7	21%	143,151	87,479	64%	64.0%	3.32	74.4%	464,971	140,052	297,581	229,684
Marshall	0	0.0	0%	0	0	0%	0.0%	5.14	78.0%	730,843	142,187	0	142,187
Norman	3	0.5	14%	134,171	120,473	11%	11.0%	3.61	50.6%	498,545	138,101	54,840	153,292
Pennington	1	0.2	95%	140,095	227,380	-38%	-38.0%	0.21	22.3%	45,476	216,552	(17,281)	134,262
Polk	8	2.2	18%	135,089	141,236	-4%	-4.0%	11.82	74.7%	2,023,343	171,180	(80,934)	164,332
Red Lake	2	0.9	36%	236,046	131,478	80%	80.0%	2.48	75.8%	378,974	152,812	303,179	275,062
Roseau	2	0.7	11%	239,273	136,499	75%	75.0%	6.23	67.6%	922,194	148,025	691,646	259,043
District 2 Totals	33	13.0	23%	\$162,430	\$141,182	15%		57.33	68.4%	\$8,779,751	\$153,144	\$1,351,911	176,725

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987-1999 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1999 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2000 Needs Study				Urban Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Aitkin	1	0.6	28%	\$697,687	\$756,328	-8%	-8.0%	2.15	78.8%	\$425,313	\$197,820	(\$34,025)	\$181,994
Benton	5	1.7	25%	199,014	154,565	29%	29.0%	6.91	62.5%	893,431	129,295	259,095	166,791
Cass	4	1.6	23%	113,774	145,858	-22%	-22.0%	6.87	65.9%	1,127,091	164,060	(247,960)	127,967
Crow Wing	3	1.4	12%	131,776	171,735	-23%	-23.0%	11.67	63.1%	1,714,365	146,904	(394,304)	113,116
Isanti	4	0.5	29%	117,311	277,887	-58%	-58.0%	1.74	42.8%	541,666	311,302	(314,166)	130,747
Kanabec	1	0.5	16%	43,498	110,750	-61%	-61.0%	3.05	95.9%	433,029	141,977	(264,148)	55,371
Mille Lacs	6	3.4	32%	342,356	187,980	82%	82.0%	10.60	69.5%	1,350,547	127,410	1,107,449	231,886
Morrison	7	3.3	47%	209,896	112,915	86%	86.0%	7.02	51.6%	819,438	116,729	704,717	217,116
Sherburne	1	0.3	16%	193,119	84,194	129%	129.0%	1.90	18.0%	147,620	77,695	190,430	177,921
Stearns	25	9.8	61%	178,112	144,936	23%	23.0%	15.96	41.0%	2,455,212	153,835	564,699	189,217
Todd	5	1.9	19%	311,495	143,115	118%	118.0%	9.94	72.8%	1,249,493	125,704	1,474,402	274,034
Wadena	5	1.8	53%	236,279	104,723	126%	126.0%	3.37	43.8%	538,528	159,801	678,545	361,149
Wright	5	2.4	15%	199,458	228,898	-13%	-13.0%	16.49	57.8%	3,483,000	211,219	(452,790)	183,760
District 3 Totals	72	29.2	30%	\$217,764	\$166,202	31%		97.67	54.8%	\$15,178,733	\$155,408	\$3,271,944	\$188,908

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987-1999 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1999 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2000 Needs Study				Urban Grading Cost Adjustment  To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Becker	7	2.1	20%	\$98,865	\$108,210	-9%	-9.0%	10.42	53.9%	\$1,134,050	\$108,834	(\$102,065)	\$99,039
Big Stone	3	0.9	31%	180,776	278,337	-35%	-35.0%	2.93	36.0%	222,226	75,845	(77,779)	49,299
Clay	5	2.2	40%	287,810	222,846	29%	29.0%	5.50	49.3%	1,253,547	227,918	363,529	294,014
Douglas	8	6.4	52%	159,270	195,012	-18%	-18.0%	12.12	53.1%	2,687,779	221,764	(483,800)	181,846
Grant	4	1.7	119%	284,150	130,812	117%	117.0%	1.43	40.1%	213,209	149,097	249,455	323,541
Mahnomen	2	0.7	43%	225,403	208,131	8%	8.0%	1.63	59.5%	253,813	155,713	20,305	168,171
Otter Tail	11	5.4	17%	297,888	184,579	61%	61.0%	30.84	70.8%	6,668,505	216,229	4,067,788	348,129
Pope	5	2.1	36%	187,561	144,789	30%	30.0%	5.84	58.3%	854,145	146,258	256,244	190,135
Stevens	2	0.4	21%	159,038	166,318	-4%	-4.0%	1.92	38.3%	145,293	75,673	(5,812)	72,646
Swift	4	1.3	49%	239,272	212,237	13%	13.0%	2.65	58.9%	546,477	206,218	71,042	233,026
Traverse	4	1.3	48%	207,046	166,291	25%	25.0%	2.66	51.8%	348,781	131,121	87,195	163,901
Wilkin	4	1.8	55%	356,290	247,693	44%	44.0%	3.29	47.7%	477,897	145,257	210,275	209,171
District 4 Totals	59	26.2	32%	\$226,517	\$186,042	22%		81.23	56.9%	\$14,805,722	\$182,269	\$4,656,377	\$239,593



## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987-1999 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1999 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2000 Needs Study				Urban Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Anoka	9	8.4	23%	\$475,762	\$233,047	104%	104.0%	36.45	43.8%	\$6,517,830	\$178,816	\$6,778,543	\$364,784
Carver	8	5.9	31%	426,830	144,609	195%	195.0%	18.97	58.3%	2,768,579	145,945	5,398,729	430,538
Hennepin	39	31.8	12%	639,365	517,737	23%	23.0%	269.04	70.1%	103,024,889	382,935	23,695,724	471,010
Scott	15	15.4	142%	553,542	290,516	91%	91.0%	10.79	28.4%	2,079,156	192,693	1,892,032	368,043
District 5 Totals	71	61.4	18%	\$575,200	\$386,473	39%		335.25	62.4%	\$114,390,454	\$341,209	\$37,765,028	\$453,857

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987-1999 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1999 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2000 Needs Study				Urban Grading Cost Adjustment To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Dodge	8	2.8	89%	\$245,942	\$180,303	36%	36.0%	3.15	32.5%	\$687,380	\$218,216	\$247,457	\$296,774
Fillmore	10	4.1	30%	287,324	87,578	228%	228.0%	13.34	72.9%	1,564,089	117,248	3,566,123	384,574
Freeborn	1	0.5	4%	81,945	125,124	-35%	-14.0%	11.92	72.1%	1,700,348	142,647	(238,049)	122,676
Goodhue	8	2.6	25%	227,214	161,288	41%	41.0%	10.26	72.2%	2,056,620	200,450	843,214	282,635
Houston	5	2.8	105%	282,648	138,948	103%	103.0%	2.66	29.4%	312,486	117,476	321,861	238,476
Mower	11	2.6	31%	153,173	206,088	-26%	-26.0%	8.43	51.0%	1,712,669	203,164	(445,294)	150,341
Olmsted	0	0.0	0%	0	0	0%	0.0%	12.00	57.3%	2,517,084	209,757	0	209,757
Rice	7	4.2	52%	183,263	252,442	-27%	-27.0%	8.15	48.1%	2,450,962	300,732	(661,760)	219,534
Steele	3	1.3	11%	298,545	198,043	51%	51.0%	12.12	50.9%	1,976,262	163,058	1,007,894	246,217
Wabasha	5	1.2	11%	470,241	194,040	142%	142.0%	10.61	63.2%	3,147,142	296,620	4,468,942	717,821
Winona	0	0.0	0%	0	0	0%	0.0%	16.26	87.8%	3,587,503	220,634	0	220,634
District 6 Totals	58	22.1	20%	\$245,928	\$172,923	42%		108.90	60.1%	\$21,712,545	\$199,381	\$9,110,388	\$283,039

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987-1999 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1999 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2000 Needs Study				Urban Grading Cost Adjustment  To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2)  Miles											
Blue Earth	7	4.6	23%	\$305,149	\$120,654	153%	153.0%	20.32	63.1%	\$3,798,966	\$186,957	\$5,812,418	\$473,001
Brown	10	4.6	82%	180,616	92,917	94%	94.0%	5.61	48.9%	697,451	124,323	655,604	241,186
Cottonwood	3	1.8	42%	133,607	150,561	-11%	-11.0%	4.25	45.3%	521,548	122,717	(57,370)	109,218
Faribault	9	3.7	44%	350,702	170,755	105%	105.0%	8.47	55.4%	1,736,397	205,006	1,823,217	420,261
Jackson	7	10.6	170%	67,068	76,524	-12%	-12.0%	6.22	55.4%	1,086,246	174,638	(130,350)	153,681
Le Sueur	10	3.0	23%	239,190	135,156	77%	77.0%	12.91	63.9%	1,991,088	154,228	1,533,138	272,984
Martin	5	1.1	21%	137,375	189,298	-27%	-27.0%	5.33	77.8%	996,168	186,898	(268,965)	136,436
Nicollet	3	4.2	99%	270,341	213,152	27%	27.0%	4.23	29.6%	749,801	177,258	202,446	225,117
Nobles	9	3.0	36%	617,006	257,817	139%	139.0%	8.11	63.5%	1,544,570	190,453	2,146,952	455,182
Rock	4	1.5	22%	191,843	134,696	42%	42.0%	6.78	61.0%	775,236	114,342	325,599	162,365
Sibley	2	0.4	7%	271,810	123,590	120%	84.0%	5.92	71.9%	941,660	159,064	790,994	292,678
Waseca	2	0.6	6%	110,707	207,275	-47%	-28.2%	9.82	80.4%	1,946,111	198,178	(548,803)	142,292
Watonwan	8	2.6	42%	268,040	197,874	35%	35.0%	6.26	44.3%	1,251,513	199,922	438,030	269,895
District 7 Totals	79	41.7	40%	\$227,945	\$140,893	62%		104.23	58.1%	\$18,036,755	\$173,048	\$12,722,910	\$295,113

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987-1999 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1999 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2000 Needs Study				Urban Grading Cost Adjustment  To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2)  Miles											
Chippewa	6	2.5	97%	\$258,211	\$308,609	-16%	-16.0%	2.60	46.4%	\$786,461	\$302,485	(\$125,834)	254,087
Kandiyohi	6	6.6	42%	387,742	226,302	71%	71.0%	15.86	54.7%	2,949,614	185,978	2,094,226	318,023
Lac Qui Parle	3	0.4	10%	214,271	190,007	13%	13.0%	3.97	67.3%	836,046	210,591	108,686	237,968
Lincoln	5	1.9	46%	333,018	167,339	99%	99.0%	4.17	46.0%	453,251	108,693	448,718	216,300
Lyon	12	5.7	79%	128,920	228,672	-44%	-44.0%	7.20	47.1%	1,429,406	198,529	(628,939)	111,176
Mc Leod	6	2.8	39%	148,149	174,214	-15%	-15.0%	7.26	48.9%	1,029,542	141,810	(154,431)	120,539
Meeker	3	1.3	28%	64,102	72,185	-11%	-11.0%	4.70	64.2%	538,287	114,529	(59,212)	101,931
Murray	1	0.4	7%	401,895	244,825	64%	44.8%	5.78	75.3%	496,555	85,909	222,457	124,397
Pipestone	14	4.8	65%	123,569	128,660	-4%	-4.0%	7.41	60.3%	1,280,868	172,857	(51,235)	165,942
Redwood	4	1.4	19%	114,874	142,801	-20%	-20.0%	7.35	61.6%	1,316,465	179,111	(263,293)	143,289
Renville	7	2.0	74%	416,139	173,667	140%	140.0%	2.71	49.2%	428,976	158,294	600,566	379,905
Yellow Medicine	3	0.9	16%	355,095	117,248	206%	206.0%	5.48	63.1%	680,429	124,166	1,401,684	379,948
District 8 Totals	70	30.7	41%	\$235,151	\$192,568	22%		74.49	56.0%	\$12,225,900	\$164,128	\$3,593,393	\$212,368

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987-1999 Urban Design Grading Construction Costs to Needs Study Costs

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	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2)  Miles											
Chisago	2	1.7	25%	\$189,662	\$176,422	8%	8.0%	6.83	44.2%	\$914,356	133,873	\$73,148	\$38,479
Dakota	19	24.8	29%	395,376	261,065	51%	51.0%	85.31	47.5%	16,317,660	191,275	8,322,007	288,825
Ramsey	37	28.8	19%	577,596	411,696	40%	40.0%	151.61	62.8%	59,880,934	394,967	23,952,374	552,954
Washington	10	4.8	15%	374,123	229,911	63%	63.0%	32.76	56.0%	7,065,339	215,670	4,451,164	351,542
District 9 Totals	68	60.1	22%	\$474,247	\$328,212	41%		276.51	55.8%	\$84,178,289	\$304,431	\$36,798,693	\$437,514

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Comparison of 1987-1999 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1999 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2000 Needs Study				Urban Grading Cost Adjustment  To The 2000 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
District 1 Totals	42	19.5	25%	\$399,066	\$205,091	95%		79.33	51.9%	\$16,573,464	\$208,918	\$13,552,430	\$379,754
District 2 Totals	33	13.0	23%	162,430	141,182	15%		57.33	68.4%	8,779,751	153,144	1,351,911	176,725
District 3 Totals	72	29.2	30%	217,764	166,202	31%		97.67	54.8%	15,178,733	155,408	3,271,944	188,908
District 4 Totals	59	26.2	32%	226,517	186,042	22%		81.23	56.9%	14,805,722	182,269	4,656,377	239,593
District 5 Totals	71	61.4	18%	575,200	386,473	39%		335.25	62.4%	114,390,454	341,209	37,765,028	453,857
District 6 Totals	58	22.06	20%	245,928	172,923	42%		108.90	60.1%	21,712,545	199,381	9,110,388	283,039
District 7 Totals	79	41.7	40%	227,945	140,893	62%		104.23	58.1%	18,036,755	173,048	12,722,910	295,113
District 8 Totals	70	30.7	41%	235,151	192,568	22%		74.49	56.0%	12,225,900	164,128	3,593,393	212,368
District 9 Totals	68	60.1	22%	474,247	328,212	41%		276.51	55.8%	84,178,289	304,431	36,798,693	437,514
STATE TOTAL	552	303.75	25%	\$350,229	\$249,826	40%		1,214.94	58.3%	\$305,881,613	\$251,767	\$122,823,074	\$352,861

# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

## 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, 2000 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee and were approved at the June 8-9, 2000 Screening Board meeting.

County	Project	Variance From	2000 Needs Adjustments	Approx. 2001 Apport. Loss*
Lyon	42-625-05	Shoulder Width	\$3,090	\$72
Wilkin	84-605-11	Design Speed	\$62,540	\$1,453
TOTAL			\$65,630	\$1,525

\* Based on \$23.23 earning factor for each \$1,000 of 25 year money needs.



# 2000 COUNTY SCREENING BOARD DATA

October, 2000

## 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 or concrete resurfacing/joint repair projects, Reconditioning projects, or maintenance facility construction projects. This Bond Account Adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding the adjustment to the 25-year construction need of the county.

The Bond Account 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, joint repair, reconditioning, or maintenance facility 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, 1999

<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 \$'s Applied to Ineligible Projects</u>	<u>Bond Account Adjustment</u>
Cook	12/01/97	650,000	650,000	100,000	550,000	0	550,000
District 1 Totals		650,000	650,000	100,000	550,000	0	550,000
Marshall	06-13-94	1,600,000	1,600,000	1,375,000	225,000	0	225,000
Polk	05-01-96	2,000,000	2,000,000	1,155,000	845,000	0	845,000
Polk	04-01-98	2,000,000	1,950,000	400,000	1,550,000	0	1,550,000
Red Lake	05-24-93	1,445,000	1,400,000	1,130,000	270,000	100,000	170,000
District 2 Totals		7,045,000	6,950,000	4,060,000	2,890,000	100,000	2,790,000
Benton	06-01-95	720,000	720,000	235,000	485,000	153,399	331,601
District 3 Totals		720,000	720,000	235,000	485,000	153,399	331,601

**STATE AID BOND RECORD AS OF DECEMBER 31, 1999**

<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 \$'s Applied to Ineligible Projects</u>	<u>Bond Account Adjustment</u>
Le Sueur	03-24-97	950,000	930,000	450,000	480,000	0	480,000
Nicollet	06-01-94	2,000,000	2,000,000	1,000,000	1,000,000	125,112	874,888
Waseca	09-01-91	2,580,000	2,580,000	2,304,599	275,401	0	275,401
Waseca	09/16/99	1,800,000	1,800,000	210,000	1,590,000	0	1,590,000
District 7 Totals		7,330,000	7,310,000	3,964,599	3,345,401	125,112	3,220,289
Kandiyohi	01/01/99	3,250,000	2,853,265	0	2,853,265	0	2,853,265
Yellow Medicine	01-06-93	1,875,000	1,805,000	605,000	1,200,000	0	1,200,000
District 8 Totals		5,125,000	4,658,265	605,000	4,053,265	0	4,053,265
STATE TOTALS		\$20,870,000	\$20,288,265	\$8,964,599	\$11,323,666	\$378,511	\$10,945,155

# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

## "After the Fact" Right of Way Needs

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

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

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

Pursuant to this resolution, the following R/W needs will be added to each county's 2000 25-year needs and are shown on the 2001 Money Needs Apportionment Data.

<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	\$1,012,211
Cook	290,821	Benton	867,804
Itasca	733,770	Cass	1,231,687
Koochiching	912,742	Crow Wing	615,958
Lake	720,352	Isanti	620,783
Pine	1,013,052	Kanabec	362,375
St. Louis	3,671,781	Mille Lacs	306,773
District 1 Totals	7,651,295	Morrison	106,626
		Sherburne	458,486
Beltrami	1,064,453	Stearns	938,683
Clearwater	506,234	Todd	76,396
Hubbard	1,160,811	Wadena	244,255
Kittson	906,815	Wright	1,788,503
Lake of the Woods	79,289	District 3 Totals	8,630,540
Marshall	1,589,322		
Norman	565,798		
Pennington	135,585		
Polk	3,387,011		
Red Lake	263,030		
Roseau	498,625		
District 2 Totals	10,156,973		

## "After the Fact" Right of Way Needs

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Becker	\$592,554	Blue Earth	\$2,246,436
Big Stone	194,537	Brown	559,061
Clay	1,316,648	Cottonwood	637,875
Douglas	1,088,904	Faribault	806,183
Grant	48,142	Jackson	465,012
Mahnomen	376,914	Le Sueur	840,229
Otter Tail	1,136,906	Martin	499,471
Pope	700,281	Nicollet	1,144,641
Stevens	419,383	Nobles	334,815
Swift	445,361	Rock	363,229
Traverse	160,653	Sibley	469,774
Wilkin	594,256	Waseca	281,474
District 4 Totals	7,074,539	Watsonwan	530,589
		District 7 Totals	9,178,789
Anoka	7,734,317	Chippewa	336,539
Carver	1,137,863	Kandiyohi	1,623,737
Hennepin	45,854,502	Lac Qui Parle	584,612
Scott	4,952,043	Lincoln	686,078
District 5 Totals	59,678,725	Lyon	1,100,354
Dodge	583,663	Mc Leod	2,207,819
Fillmore	1,394,468	Meeker	685,952
Freeborn	496,889	Murray	158,709
Goodhue	2,067,461	Pipestone	415,846
Houston	521,949	Redwood	812,395
Mower	187,423	Renville	1,447,297
Olmsted	4,478,694	Yellow Medicine	614,521
Rice	306,125	District 8 Totals	10,673,859
Steele	87,793		
Wabasha	795,557	Chisago	355,943
Winona	429,606	Dakota	22,791,806
District 6 Totals	11,349,628	Ramsey	4,955,017
		Washington	3,384,414
		District 9 Totals	31,487,180
		STATE TOTALS	\$155,881,528

# 2000 COUNTY SCREENING BOARD DATA

October, 2000

## Miscellaneous "After the Fact" Needs

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

*That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, 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.*

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 2000 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	Total
<b>District 1</b>							
Cook	\$6,976	---	---	\$16,161	---	---	\$23,137
Lake	65,138	---	---	32,380	4,442	---	101,960
Pine	58,386	\$9,112	---	14,612	---	---	82,110
St. Louis	11,300	62,500	---	---	---	---	73,800
<b>District 2</b>							
Beltrami	---	---	---	775	---	---	775
Clearwater	---	---	---	19,123	32,134	---	51,257
Hubbard	---	---	---	---	18,213	---	18,213
Marshall	---	---	---	80,678	18,732	---	99,410
Polk	---	---	---	22,975	4,970	9,200	37,145
Red Lake	---	---	---	---	1,953	---	1,953
<b>District 3</b>							
Aitkin	---	---	---	---	7,534	---	7,534
Benton	15,150	---	---	---	---	---	15,150
Crow Wing	34,236	---	---	97,802	94,952	---	226,990
Mille Lacs	70,653	---	16,473	42,402	44,417	---	173,945
Stearns	602,976	---	46,500	18,717	---	---	668,193
Todd	16,745	---	---	---	---	---	16,745
<b>District 4</b>							
Becker	---	---	---	59,647	37,561	---	97,208
Douglas	88,066	15,871	8,233	60,538	---	---	172,708
Swift	---	20,054	---	35,904	---	---	55,958

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	Total
<b>District 5</b>							
Anoka	\$3,708,046	\$77,611	\$429,391	\$281,165	\$1,251,964	---	\$5,748,177
Carver	29,945	204,557	---	---	---	---	234,502
Hennepin	7,847,117	1,984,929	2,283,578	1,388,686	39,636	---	13,543,946
Scott	2,222,598	41,500	391,064	617,645	179,709	---	3,452,516
<b>District 6</b>							
Fillmore	---	221,020	35,790	191,377	---	---	448,187
Goodhue	114,702	---	---	---	---	32,722	147,424
Houston	---	153,749	57,742	61,316	122,040	---	394,847
Olmsted	851,666	---	90,033	---	---	---	941,699
Wabasha	---	---	57,971	75,787	5,100	---	138,858
Winona	---	---	2,760	---	---	---	2,760
<b>District 7</b>							
Blue Earth	---	---	9,942	---	628,396	---	638,338
Faribault	99,989	---	---	3,386	---	---	103,375
Le Sueur	---	---	3,794	---	---	---	3,794
Nicollet	---	---	50,232	23,340	---	---	73,572
Nobles	37,255	---	---	6,039	---	---	43,294
Watonwan	1,626	229,117	---	213,157	---	---	443,900
<b>District 8</b>							
Kandiyohi	68,554	---	47,085	28,183	89,093	---	232,915
Lyon	---	---	---	73,849	7,824	---	81,673
McLeod	---	---	40,294	---	16,400	---	56,694
Meeker	8,439	---	---	---	---	23,762	32,201
Pipestone	---	216	3,150	6,176	---	---	9,542
<b>District 9</b>							
Chisago	---	---	4,599	32,093	---	---	36,692
Dakota	3,737,295	---	1,703,226	613,187	379,575	59,359	6,492,642
Ramsey	4,827,561	27,152	980,314	656,002	506,537	---	6,997,566
Washington	2,177,258	23,107	167,588	215,477	92,785	---	2,676,215
<b>TOTAL</b>	<b>\$26,701,677</b>	<b>\$3,070,495</b>	<b>\$6,429,759</b>	<b>\$4,988,579</b>	<b>\$3,583,967</b>	<b>\$125,043</b>	<b>\$44,899,520</b>

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

# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

## "After The Fact" Bridge Deck Rehabilitation Needs

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

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

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the 2001 Money Needs Apportionment Form.

County	Letting Date Or Reporting Date	# of Projects	Regular Eligible "After the Fact" Bridge Deck Rehab. Needs	Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs	Total Bridge Deck Rehab. Needs	Added to the Needs for these Apport. Years
Itasca	1999	2	\$256,076	210,838	\$466,914	2001-2015
Lake District 1	1999	1	113,025	0	113,025	2001-2015
Polk District 2	1988	1	\$201,689	0	\$201,689	1994-2008
Todd District 3	1985	1	14,512	0	14,512	1987-2001
Wilkin District 4	1987	1	0	37,731	37,731	1989-2003
Anoka	2000	1	179,005	0	179,005	2001-2015
Hennepin	1985	2	110,423	0	110,423	1987-2001
Hennepin	1989	2	348,771	0	348,771	1991-2005
Hennepin District 5	1994	1	45,520	0	45,520	1996-2010
Olmsted	1993	1	52,831	0	52,831	1995-2009
Wabasha District 6	1998	1	27,500	0	27,500	1999-2013
Nicollet District 7	1983	1	0	114,468	114,468	2000-2014
Chisago	1986	1	27,200	0	27,200	1988-2002
Ramsey District 9	1988	2	201,073	0	201,073	1990-2004
State Total		18	\$1,577,625	\$363,037	\$1,940,662	2001 Apport.



# 2000 County Screening Board Data

October, 2000

## "After The Fact" Mn/Dot Bridge Needs

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

*That, needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement costs actually incurred will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.*

Pursuant to this resolution, the following counties have reported and justified county funds used on Mn/Dot bridges in the amounts and for the years indicated. These adjustments are shown on the 2001 Money Needs Apportionment Form.

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

# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

## NEEDS ADJUSTMENT FOR "CREDIT FOR LOCAL EFFORT"

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

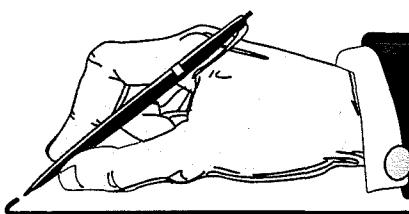
*That annually a needs adjustment for local effort for construction items which reduce State Aid needs shall be made to the CSAH 25 year construction needs.*

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

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

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These amounts have been added to each County's 2000 money needs.

District	County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
1	Carlton	\$21,550	---	\$21,550
2	Polk	6,113,142	---	\$6,113,142
4	Clay	55,021	---	\$55,021
5	Anoka	3,720,762	---	\$3,720,762
	Carver	5,071,477	---	\$5,071,477
	Hennepin	1,064,838	---	\$1,064,838
	Scott	4,094,015	---	\$4,094,015
6	Fillmore	800,441	\$95,238	\$895,679
	Goodhue	5,028,836	---	\$5,028,836
	Olmsted	3,138,610	---	\$3,138,610
	Winona	84,953	---	\$84,953
7	Blue Earth	801,277	---	\$801,277
	Brown	533,246	\$355,015	\$888,261
	Faribault	606,206	34,377	\$640,583
	Martin	280,303	---	\$280,303
	Nicollet	729,850	---	\$729,850
	Nobles	---	62,245	\$62,245
	Waseca	116,421	---	\$116,421
	Watonwon	211,289	---	\$211,289
8	Kandiyohi	1,742,508	---	\$1,742,508
	McLeod	461,794	214,710	\$676,504
	Redwood	7,599	---	\$7,599
	Renville	0	\$311,633	\$311,633
	Yellow Medicine	321,624	14,416	\$336,040
9	Dakota	3,036,820	---	\$3,036,820
	Ramsey	455,138	---	\$455,138
	Washington	1,986,319	---	\$1,986,319
State Total		\$40,484,039	\$1,087,634	\$41,571,673



# **N**OTES and COMMENTS

## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Non Existing CSAH Needs Adjustment

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

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

**The following segments are covered by this resolution and the corresponding needs will be subtracted from the 2000 25 year needs, as shown on the 2001 Money Needs Apportionment Form.**

County	CSAH	Miles	Termini	Year Desig.	Needs Deduction
ITASCA	83	0.70	1.5 M E OF TH 169 TO TH 65	1976	547,021
DISTRICT 1		0.70			547,021
KANABEC	9	0.70	CO RD 51 TO 0.7 M N	1958	114,984
DISTRICT 3		0.70			114,984
HENNEPIN	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	1,825,104
HENNEPIN	61	0.60	CSAH 10 to Hemlock Lane in Maple Grove	1973	1,015,692
SCOTT	27	0.92	CSAH 16 TO TH 13	1979	516,052
DISTRICT 5		2.09			3,356,848
DAKOTA	70	1.08	CSAH 23 TO TH 50	1973	1,265,895
DISTRICT 5		1.08			1,265,895
STATE TOTAL		4.57			\$5,284,748

# **2000 COUNTY SCREENING BOARD DATA**

## **OCTOBER, 2000**

### **Mill Levy Deductions**

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

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

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

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

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

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

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

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

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

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

County	County Total Real & Personal Market Value (Taxes Payable 2000)	Mill Levy Deduction
Carlton	1,019,480,378	\$162,709
Cook	535,603,347	85,482
Itasca	2,046,817,051	326,672
Koochiching	446,148,275	71,205
Lake	487,506,322	77,806
Pine	928,762,454	148,230
St. Louis*	6,415,685,964	620,397
District 1 Totals	11,880,003,791	1,492,501
Beltrami	1,004,855,916	160,375
Clearwater	304,091,999	48,533
Hubbard	1,004,830,409	160,371
Kittson	397,524,700	63,445
Lake of the Woods	170,991,937	27,290
Marshall	557,430,405	88,966
Norman	383,284,127	61,172
Pennington	364,738,999	58,212
Polk	1,319,757,558	210,633
Red Lake	135,448,900	21,618
Roseau	489,146,963	78,068
District 2 Totals	6,132,101,913	978,683
Aitkin	856,019,728	136,621
Benton	1,111,468,767	177,390
Cass	1,917,408,714	306,018
Crow Wing	3,463,368,600	552,754
Isanti	1,123,084,363	179,244
Kanabec	449,858,154	71,797
Mille Lacs	727,528,806	116,114
Morrison	1,033,703,720	164,979
Sherburne	3,237,852,159	516,761
Stearns	4,725,991,755	754,268
Todd	649,361,634	103,638
Wadena	332,016,205	52,990
Wright	4,091,675,301	653,031
District 3 Totals	23,719,337,906	3,785,605
Becker	1,271,111,629	202,869
Big Stone	249,285,007	39,786
Clay	1,642,901,190	262,207
Douglas	1,634,305,423	260,835
Grant	372,665,179	59,477
Mahnomen	164,410,062	26,240
Otter Tail	2,569,679,824	410,121
Pope	493,272,506	78,726
Stevens	449,258,039	71,702
Swift	522,444,868	83,382
Traverse	334,809,866	53,436
Wilkin	517,523,961	82,597
District 4 Totals	\$10,221,667,554	\$1,631,378

\* Denotes Urban County.

<b>County</b>	<b>County Total Real &amp; Personal Market Value (Taxes Payable 1999)</b>	<b>Mill Levy Deduction</b>
Anoka*	12,647,043,930	\$1,222,969
Carver	3,818,908,568	609,498
Hennepin*	65,841,053,528	6,366,830
Scott	4,456,523,719	711,261
District 5 Totals	86,763,529,745	8,910,558
Dodge	782,474,457	124,883
Fillmore	815,529,050	130,158
Freeborn	1,287,305,191	205,454
Goodhue	2,490,464,766	397,478
Houston	692,555,037	110,532
Mower	1,445,250,226	230,662
Olmsted	5,102,252,322	814,319
Rice	2,170,790,420	346,458
Steele	1,527,083,052	243,722
Wabasha	857,092,498	136,792
Winona	1,729,184,894	275,978
District 6 Totals	18,899,981,913	3,016,436
Blue Earth	2,393,639,730	382,025
Brown	1,146,148,356	182,925
Cottonwood	694,400,710	110,826
Faribault	917,826,089	146,485
Jackson	813,049,841	129,763
Le Sueur	1,157,074,666	184,669
Martin	1,240,077,255	197,916
Nicollet	1,289,041,041	205,731
Nobles	968,225,461	154,529
Rock	544,476,535	86,898
Sibley	783,374,772	125,027
Waseca	871,470,843	139,087
Watsonwan	556,800,910	88,865
District 7 Totals	13,375,606,209	2,134,746
Chippewa	641,655,414	102,408
Kandiyohi	1,826,536,768	291,515
Lac Qui Parle	420,396,988	67,095
Lincoln	306,835,836	48,971
Lyon	1,122,041,130	179,078
Mc Leod	1,389,451,211	221,756
Meeker	915,130,533	146,055
Murray	595,936,051	95,111
Pipestone	430,506,665	68,709
Redwood	1,004,270,292	160,282
Renville	1,194,698,504	190,674
Yellow Medicine	557,979,572	89,054
District 8 Totals	10,405,438,964	1,660,708
Chisago	1,780,886,443	284,229
Dakota*	18,570,227,745	1,795,741
Ramsey*	21,117,007,648	2,042,015
Washington*	10,978,771,617	1,061,647
District 9 Totals	52,446,893,453	5,183,632
STATE TOTALS	\$233,844,561,448	\$28,794,247

\* Denotes Urban County.



\* \* \* \* \*

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

\* \* \* \* \*

# **2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000**

## ***Development of the Tentative 2001 C.S.A.H. Money Needs Apportionment***

*This chart was prepared in order to determine an annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner on or before November 1, for his use in apportioning the 2001 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2001 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 2000 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 2001 Apportionment.*

*Adjustments must be made for any turnback activity in 2000, construction fund balances as of 12/31/00, and possibly for any action taken by this Board.*

FIGURE A

28-Sep-00

excelFile\_79(Tentative FALL 2000 Apport)

2000 COUNTY SCREENING BOARD DATA  
October, 2000  
DEVELOPMENT OF THE TENTATIVE 2001 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 2000 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 2000 CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND BALANCE DEDUCT.	(MINUS) BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER THE FACT" NEEDS	(PLUS) Mn/DOT BRIDGE NEEDS "AFTER THE FACT" NEEDS	(PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(MINUS) VARIANCE ADJUST.	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	2000 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 78 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 78 COUNTIES	2001 MONEY NEEDS APPORT.	ANNUAL MONEY NEEDS	COUNTY
Carlton	\$66,057,708		\$66,057,708	\$8,549,673	(\$168,874)	(\$143,055)	\$0	(\$2,064,284)			\$308,777			\$21,550		\$72,561,494	\$2,902,460	(\$162,709)	\$2,739,751	1.034197	\$1,686,520		\$1,686,520		1.067354	(\$36,707)	\$1,649,813	\$2,666,581	Carlton
Cook	41,796,992		41,796,992	7,874,049	1,126,708	(1,145,556)	550,000	(1,515,667)			290,821	\$23,137				49,000,481	1,960,019	(85,482)	1,874,537	0.707597	1,153,916		1,153,916		1.073023	(25,115)	1,128,801	\$2,666,581	Cook
Itasca	127,663,734		127,663,734	43,935,444	1,004,854		0	(4,001,828)	\$466,914		733,770					169,255,867	6,770,235	(326,672)	6,443,563	2.432306	3,966,491		3,966,491		2.510287	(86,331)	3,880,160	\$2,666,581	Itasca
Koochiching	34,086,079		34,086,079	11,938,098	(184,887)	(216,004)	0	(2,098,266)			112,742					44,437,762	1,777,510	(71,205)	1,706,305	0.644093	1,050,357		1,050,357		1.213462	(41,732)	1,008,625	\$2,666,581	Koochiching
Lake	65,209,569		65,209,569	17,985,600	1,553,653	(3,738,740)	0	(3,130,510)	\$113,025		720,352	\$101,960				79,814,909	3,192,596	(77,905)	3,114,700	1.175766	1,917,384		1,917,384		2.035180	(69,991)	1,847,393	\$2,666,581	Lake
Pine	114,940,157		114,940,157	19,501,802	1,291,664	0	0	(2,522,328)			1,013,052	82,110				134,308,464	5,372,259	(148,230)	5,224,029	1.971958	3,215,777		3,215,777		6.834933	(235,059)	10,564,782	\$2,666,581	Pine
St. Louis	366,767,676		366,767,676	77,680,779	8,929,312	0	0	(3,004,960)			3,671,781	73,800				454,118,388	18,164,736	(620,397)	17,544,339	6.622609	10,799,841		10,799,841		2.035180	(69,991)	1,847,393	\$2,666,581	St. Louis
District 1 Totals	817,521,915		817,521,915	187,465,452	13,552,430	(5,243,359)	550,000	(18,337,843)	579,939	0	7,651,295	281,007	0	21,550	(547,021)	1,003,495,365	40,139,815	(1,492,501)	38,647,314		23,790,286	0	23,790,286	1,268,836		(494,935)	24,564,187	39,702,917	District 1 Totals
Beltrami	83,960,667		83,960,667	7,236,893	\$318,597	0	0	(1,955,738)			1,064,453	775				90,625,647	3,625,026	(160,375)	3,464,651	1.307831	2,132,750		2,132,750		1.349761	(46,419)	2,086,331	3,372,121	Beltrami
Clearwater	43,404,311		43,404,311	(1,421,192)	(238,442)	(76,789)	0	(2,514,449)			506,234	51,257				39,710,930	1,588,437	(48,533)	1,539,904	0.581280	947,924		947,924		0.599916	(20,632)	927,292	1,498,775	Clearwater
Hubbard	50,288,671		50,288,671	5,291,346	172,436	(88,693)	0	(1,457,143)			1,160,811	18,213				55,385,641	2,215,426	(160,371)	2,055,055	0.777339	1,265,039		1,265,039		0.800610	(27,534)	1,237,505	2,000,170	Hubbard
Kittson	48,858,113		48,858,113	1,895,579	(149,711)	0	0	(979,288)			906,815					50,531,508	2,021,260	(63,445)	1,957,815	0.738033	1,205,180		1,205,180		0.762727	(26,231)	1,179,949	1,905,527	Kittson
Lake of Woods	25,553,689		25,553,689	1,016,523	297,581	(44,186)	0	(736,579)			79,288					26,168,423	1,046,657	(27,290)	1,019,367	0.384789	627,496		627,496	796,669			1,424,165	2,301,867	Lake of Woods
Marshall	69,319,279		69,319,279	289,450	54,840	0	225,000	(1,626,334)			1,589,322	99,410				69,063,472	2,752,539	(88,955)	2,673,573	1.003216	1,645,782		1,645,782		1.041572	(35,821)	1,609,961	2,602,168	Marshall
Norman	48,367,277		48,367,277	289,450	54,840	0	0	(1,626,334)			1,589,322					47,651,031	1,906,041	(61,172)	1,844,869	0.696398	1,135,653		1,135,653		0.718725	(24,718)	1,110,935	1,795,596	Norman
Pennington	28,397,281		28,397,281	2,700,497	(17,281)	(13,799)	0	(318,149)			135,585					30,884,134	1,235,365	(58,212)	1,177,153	0.444350	724,625		724,625		0.468966	(15,771)	708,854	1,145,716	Pennington
Polk	130,094,046		130,094,046	0	(80,934)	0	2,395,000	(704,607)	\$201,689		3,387,011	37,145		6,113,142		141,442,492	5,657,700	(210,633)	5,447,067	2.056150	3,353,073		3,353,073		2.120711	(72,980)	3,280,093	5,301,590	Polk
Red Lake	25,117,686		25,117,686	1,406,198	303,179	0	170,000	(3,642,456)			263,030	1,953				23,619,590	944,784	(21,618)	923,166	0.348475	568,277		568,277	351,318			919,595	1,486,335	Red Lake
Roseau	54,625,518		54,625,518	(2,646,526)	691,646	0	0	(2,450,276)			498,625					50,718,987	2,028,759	(78,068)	1,950,691	0.736344	1,200,795		1,200,795		0.759951	(26,135)	1,174,660	1,898,594	Roseau
District 2 Totals	607,986,538		607,986,538	14,308,375	1,351,911	(227,242)	2,790,000	(17,090,284)	201,689	0	10,156,973	208,753	0	6,113,142	0	625,799,855	25,031,994	(978,683)	24,053,311		14,806,594	0	14,806,594	1,147,987		(296,241)	15,658,340	25,308,459	District 2 Totals
Aitkin	56,426,102		56,426,102	\$13,292,344	(\$34,025)	(174,599)	0	(838,645)			1,012,211	7,534				69,690,922	2,787,637	(136,821)	2,651,016	1.000701	1,631,896		1,631,896		1.032784	(35,518)	1,596,378	2,580,214	Aitkin
Benton	31,122,134		31,122,134	8,148,312	259,095	0	331,601	(793,645)			867,804	15,150				39,950,451	1,598,018	(177,390)	1,420,628	0.536256	874,501	19,072	893,573		0.565519	(19,449)	874,124	1,412,840	Benton
Cass	75,530,496		75,530,496	11,059,745	(24,960)	0	0	(1,411,257)			1,231,687					86,162,711	3,446,508	(360,018)	3,140,490	1.185467	1,933,204		1,933,204		1.223474	(42,076)	1,891,128	3,056,616	Cass
Crow Wing	71,616,436		71,616,436	3,429,476	(304,304)	(980,472)	0	(799,120)			615,958	226,990				73,734,964	2,949,399	(552,754)	2,396,645	0.904682	1,475,313		1,475,313		0.933687	(32,110)	1,443,203	2,332,638	Crow Wing
Isanti	38,795,728		38,795,728	10,533,035	(314,166)	(58,197)	0	(2,283,704)			620,783					47,293,479	1,891,739	(179,244)	1,712,495	0.646430	1,054,168		1,054,168		0.667155	(22,944)	1,031,224	1,666,760	Isanti
Kanabec	29,974,332		29,974,332	2,768,689	(264,148)	0	0	(115,826)			362,375					32,610,438	1,304,418	(71,797)	1,232,621	0.465288	758,770		758,770	2,396			761,166	1,230,267	Kanabec
Millie Lacs	47,052,243		47,052,243	15,505,262	1,107,449	(1,241,639)	0	(3,093,091)			306,773	173,945				59,810,942	2,392,438	(116,114)	2,276,324	0.859263	1,401,246	2,546	1,403,792		0.888423	(30,554)	1,373,238	2,139,555	Millie Lacs
Morrison	69,613,538		69,613,538	12,940,373	704,717	0	0	(7,677,404)			106,626					75,687,850	3,027,514	(164,979)	2,862,535	1.080545	1,762,102		1,762,102		1.115188	(38,352)	1,723,750	2,786,084	Morrison
Sherburne	35,877,433		35,877,433	582,433	190,430	(928,432)	0	(464,337)			458,486					35,716,013	1,428,841	(516,761)	1,911,880	0.344215	561,330		561,330		0.355251	(12,217)	549,113	887,527	Sherburne
Stearns	140,699,639		140,699,639	16,555,951	564,699	0	0	(6,329,053)			938,683	668,193				152,496,112	6,099,844	(754,268)	5,345,576	2.017839	3,290,597	1,592	3,292,189		2.085339	(71,655)	3,220,534	5,205,325	Stearns
Todd	45,474,000		45,474,000	1,922,888	1,474,402	0	0	(1,453,115)	14,512		76,396	16,745				47,525,828	1,901,033	(103,638)	1,797,395	0.678478	1,106,430		1,106,430		0.700230	(24,081)	1,082,349	1,749,393	Todd
Wadena	33,311,796		33,311,796	4,111,919	678,545	0	0	(642,562)			244,255					37,703,953	1,455,158	(52,990)	1,402,168	0.549294	895,763		895,763		0.566905	(19,496)	876,267	1,416,304	Wadena
Wright	122,680,289		122,680,289	30,710,392	(452,790)	0	0	(2,901,250)			1,788,503					151,825,144	6,073,006	(653,031)	5,419,975	2.045923	3,336,396		3,336,396		2.11517	(72,617)	3,263,779	5,275,222	Wright
District 3 Totals	798,174,166		798,174,166	131,558,819	3,271,944	(3,363,339)	331,601	(22,403,029)	14,512	0	8,630,540	1,108,557	0	0	(114,984)	910,208,807	36,408,353	(3,785,605)	32,622,748		20,081,716	23,210	20,104,926	2,396		(421,069)	18,668,253	31,818,725	District 3 Totals
Becker	58,213,953		58,213,953	3,754,460	(\$102,065)	0	0	(5,079,450)			592,554	97,208				57,476,660	2,299,066	(202,869)	2,096,197	0.791269	1,290,364		1,290,364		0.816637	(28,085)	1,262,279	2,040,212	Becker
Big Stone	20,746,237		20,746,237	5,115,729	(77,779)	(357,768)	0	(110,333)			194,537					25,510,623	1,020,425	(39,786)	980,639	0.371070	603,656		603,656	226,972			830,628	1,342,538	Big Stone
Clay	60,478,266		60,478,266	9,338,516	363,529	0	0	(98,961)			1,316,648					71,453,019	2,585,121	(262,207)	2,322,914	0.979777	1,597,977		1,597,977		1.011317	(34,780)	1,563,197	2,526,584	Clay
Douglas	62,680,860		62,680,860	5,249,250	(463,080)	0	0	(2,363,209)			1,068,345	172,708				68,333,715													

October 26, 2000

Elwyn Tinklenberg  
Minnesota Department of Transportation  
Room 411, Transportation Building  
St. Paul, Minnesota 55155

Dear Commissioner Tinklenberg:

We, the undersigned, as members of the 2000 County Screening Board, having reviewed all information available in relation to the mileage, lane miles and money needs of the County State Aid Highway System, do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, traffic and construction accomplishments. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 2000; construction fund balances as of December 31, 2000; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2001.

This Board, therefore recommends that the mileage, lane miles and money needs as listed be modified as required and used as the basis for apportioning to the counties the 2001 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary  
County Screening Board

APPROVED

\_\_\_\_\_  
Lee Engstrom, District 1

\_\_\_\_\_  
Roger Gustafson, Metro

\_\_\_\_\_  
Don Theisen, Urban

\_\_\_\_\_  
Tara Ratzlaff, District 2

\_\_\_\_\_  
Dave Rholl, District 6

\_\_\_\_\_  
Vern Genzlinger, Urban

\_\_\_\_\_  
Rich Heilman, District 3

\_\_\_\_\_  
Jeff Blue, District 7

\_\_\_\_\_  
Ken Haider, Urban

\_\_\_\_\_  
Dave Robley, District 4

\_\_\_\_\_  
Barry Anderson, District 8

\_\_\_\_\_  
Dick Hansen, Urban

\_\_\_\_\_  
Mic Dahlberg, Metro

\_\_\_\_\_  
Jon Olson, Urban

\_\_\_\_\_  
Don Wisniewski, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

CSAH\WORD\BOOK\FINDINGS.2000

## 2000 COUNTY STATE AID HIGHWAY NEEDS STUDY

**TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE, LANE MILES AND MONEY NEEDS AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR USE BY THE COMMISSIONER OF TRANSPORTATION IN APPORTIONING THE 2001 C.S.A.H. FUND**

<b>County</b>	<b>County State Aid Highway Mileage</b>	<b>County State Aid Highway Lane Miles</b>	<b>Annual County State Aid Highway Money Needs</b>
Carlton	292.83	596.58	\$2,666,581
Cook	178.89	354.78	1,824,473
Itasca	647.29	1,293.18	6,271,474
Koochiching	247.41	494.52	3,748,495
Lake	222.94	435.88	3,031,603
Pine	472.67	945.25	5,084,511
St. Louis	1,378.88	2,771.21	17,075,780
<b>District 1 Totals</b>	<b>3,440.91</b>	<b>6,891.40</b>	<b>39,702,917</b>
Beltrami	466.49	932.98	3,372,121
Clearwater	325.68	651.36	1,498,775
Hubbard	324.00	648.00	2,000,170
Kittson	372.13	744.26	1,905,527
Lake of the Woods	194.81	389.62	2,301,867
Marshall	639.76	1,271.12	2,602,168
Norman	392.15	785.54	1,795,596
Pennington	258.57	515.14	1,145,716
Polk	806.73	1,609.46	5,301,590
Red Lake	185.66	371.32	1,486,335
Roseau	481.52	963.04	1,898,594
<b>District 2 Totals</b>	<b>4,447.50</b>	<b>8,881.84</b>	<b>25,308,459</b>
Aitkin	374.13	748.86	2,580,214
Benton	225.84	454.62	1,412,840
Cass	532.25	1,065.32	3,056,616
Crow Wing	370.93	741.62	2,332,638
Isanti	227.24	455.38	1,666,760
Kanabec	212.00	422.60	1,230,267
Mille Lacs	255.51	510.62	2,219,555
Morrison	444.58	892.36	2,786,084
Sherburne	215.65	437.06	887,527
Stearns	603.70	1,241.00	5,205,325
Todd	407.78	812.56	1,749,393
Wadena	227.24	454.48	1,416,304
Wright	403.51	811.46	5,275,222
<b>District 3 Totals</b>	<b>4,500.36</b>	<b>9,047.94</b>	<b>31,818,745</b>
Becker	465.74	931.48	2,040,212
Big Stone	210.16	420.32	1,342,538
Clay	399.06	798.24	2,526,584
Douglas	384.63	769.26	2,328,615
Grant	228.65	457.30	1,234,452
Mahnomen	194.81	389.62	1,446,173
Otter Tail	916.63	1,833.26	6,329,733
Pope	298.73	597.46	2,150,783
Stevens	243.99	487.98	1,121,175
Swift	329.41	658.82	1,422,213
Traverse	245.42	490.84	1,173,576
Wilkin	312.26	625.68	1,624,161
<b>District 4 Totals</b>	<b>4,229.49</b>	<b>8,460.26</b>	<b>24,740,215</b>

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Anoka	283.03	697.51	\$5,081,390
Carver	207.94	418.90	3,138,160
Hennepin	524.79	1,538.37	19,242,234
Scott	226.68	517.59	3,779,624
<b>District 5 Totals</b>	<b>1,242.44</b>	<b>3,172.37</b>	<b>31,241,408</b>
Dodge	249.76	499.52	1,689,729
Fillmore	411.91	823.82	4,898,135
Freeborn	446.95	896.34	3,323,452
Goodhue	326.69	653.38	3,166,329
Houston	249.62	499.24	3,142,737
Mower	373.66	750.08	3,123,363
Olmsted	319.22	688.66	3,748,655
Rice	281.53	565.34	2,281,442
Steele	292.06	586.32	2,693,849
Wabasha	273.82	547.64	2,931,494
Winona	315.76	631.58	3,118,263
<b>District 6 Totals</b>	<b>3,540.98</b>	<b>7,141.92</b>	<b>34,117,448</b>
Blue Earth	425.01	850.24	4,383,853
Brown	317.46	635.92	1,878,166
Cottonwood	318.59	637.18	1,987,820
Faribault	346.98	694.60	3,208,966
Jackson	370.69	741.38	2,596,348
Le Sueur	267.11	534.22	1,950,157
Martin	378.15	757.54	2,072,621
Nicollet	245.32	488.96	2,013,595
Nobles	345.32	692.70	2,978,869
Rock	261.31	522.62	1,804,078
Sibley	289.34	580.98	1,924,133
Waseca	249.99	499.98	1,612,254
Watsonwan	235.18	470.36	1,335,577
<b>District 7 Totals</b>	<b>4,050.45</b>	<b>8,106.68</b>	<b>29,746,437</b>
Chippewa	243.60	487.20	1,570,607
Kandiyohi	421.66	846.08	3,696,560
Lac Qui Parle	362.91	726.08	1,402,662
Lincoln	253.70	507.40	1,285,869
Lyon	318.93	637.46	1,906,936
McLeod	253.06	506.12	1,911,651
Meeker	273.56	547.12	1,533,794
Murray	354.20	708.40	1,803,113
Pipestone	233.65	467.46	1,191,458
Redwood	385.54	771.56	2,745,186
Renville	446.37	892.74	3,401,525
Yellow Medicine	345.35	690.70	2,049,086
<b>District 8 Totals</b>	<b>3,892.53</b>	<b>7,788.32</b>	<b>24,498,447</b>
Chisago	233.28	466.76	2,617,676
Dakota	314.88	792.30	6,747,896
Ramsey	250.09	709.24	9,650,355
Washington	213.35	463.78	4,725,837
<b>District 9 Totals</b>	<b>1,011.60</b>	<b>2,432.08</b>	<b>23,741,764</b>
<b>STATE TOTALS</b>	<b>30,356.26</b>	<b>61,922.81</b>	<b>\$264,915,840</b>

Does not include 2000 T.H. Turnback Mileage

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## 2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000

### Total Tentative 2001 C.S.A.H. Apportionment

*The following tabulation lists a TENTATIVE 2001 Apportionment based on an estimate of \$327 million (same as 2000 apportionment).*

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

*Each county's tentative 2001 Lane Mile Apportionment has been computed using the 2000 CSAH Needs Study lane miles. The limitation by the 1997 legislation which states that no county shall ever receive less in Lane Mile Apportionment than they received in Mileage Apportionment in 1998 was not necessary this year. Also, 2000 Trunk Highway Turnback Mileage is not included, but will be when the Final 2001 Apportionment is determined.*

*The Money Needs Apportionment is based on the actual 2000 25-year construction needs, however, these needs will be adjusted by 2000 turnback activity, construction fund balances as of 12/31/00, and by any other action taken at this meeting.*

*We wish to emphasize that the apportionment as shown is TENTATIVE and the final apportionment will be determined in January, 2001, by the Commissioner with the assistance of recommendations by your Screening Board.*

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# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

## COMPONENTS OF THE "TENTATIVE" 2001 APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2001 CSAH Apportionment
Carlton	\$376,789	\$245,331	\$947,427	\$1,649,813	\$3,219,360
Cook	376,789	42,123	563,402	1,128,801	2,111,115
Itasca	376,789	382,255	2,053,775	3,880,160	6,692,979
Koochiching	376,789	123,878	785,359	2,319,193	3,605,219
Lake	376,789	89,688	692,230	1,875,652	3,034,359
Pine	376,789	205,240	1,501,191	3,145,786	5,229,006
St. Louis	376,789	1,427,500	4,401,101	10,564,782	16,770,172
District 1 Totals	2,637,523	2,516,015	10,944,485	24,564,187	40,662,210
Beltrami	376,789	251,362	1,481,719	2,086,331	4,196,201
Clearwater	376,789	68,315	1,034,460	927,292	2,406,856
Hubbard	376,789	144,989	1,029,149	1,237,505	2,788,432
Kittson	376,789	45,139	1,181,973	1,178,949	2,782,850
Lake of the Woods	376,789	36,944	618,768	1,424,165	2,456,666
Marshall	376,789	89,557	2,018,667	1,609,961	4,094,974
Norman	376,789	63,627	1,247,567	1,110,935	2,798,918
Pennington	376,789	104,767	818,107	708,854	2,008,517
Polk	376,789	226,351	2,556,008	3,280,093	6,439,241
Red Lake	376,789	37,468	589,659	919,595	1,923,511
Roseau	376,789	134,401	1,529,415	1,174,660	3,215,265
District 2 Totals	4,144,679	1,202,920	14,105,492	15,658,340	35,111,431
Aitkin	376,789	138,990	1,189,250	1,596,378	3,301,407
Benton	376,789	240,643	722,027	874,124	2,213,583
Cass	376,789	208,485	1,691,876	1,891,128	4,168,278
Crow Wing	376,789	435,131	1,177,843	1,443,203	3,432,966
Isanti	376,789	249,166	723,207	1,031,224	2,380,386
Kanabec	376,789	114,372	671,184	761,166	1,923,511
Mille Lacs	376,789	178,556	810,928	1,373,238	2,739,511
Morrison	376,789	260,672	1,417,207	1,723,750	3,778,418
Sherburne	376,789	442,277	694,098	549,113	2,062,277
Stearns	376,789	997,877	1,970,873	3,220,534	6,566,073
Todd	376,789	192,750	1,290,444	1,082,349	2,942,332
Wadena	376,789	110,733	721,732	876,267	2,085,521
Wright	376,789	676,790	1,288,674	3,263,779	5,606,032
District 3 Totals	4,898,257	4,246,442	14,369,343	19,686,253	43,200,295
Becker	376,789	236,447	1,479,359	1,262,279	3,354,874
Big Stone	376,789	48,548	667,546	830,628	1,923,511
Clay	376,789	312,302	1,267,727	1,563,197	3,520,015
Douglas	376,789	268,146	1,221,703	1,440,714	3,307,352
Grant	376,789	56,711	726,256	763,755	1,923,511
Mahnomen	376,789	33,207	618,768	894,747	1,923,511
Otter Tail	376,789	454,963	2,911,514	3,916,205	7,659,471
Pope	376,789	89,196	948,804	1,330,689	2,745,478
Stevens	376,789	78,116	774,935	693,671	1,923,511
Swift	376,789	87,819	1,046,261	879,923	2,390,792
Traverse	376,789	41,074	779,557	726,091	1,923,511
Wilkin	376,789	58,612	993,648	1,004,868	2,433,917
District 4 Totals	4,521,468	1,765,141	13,436,078	15,306,767	35,029,454

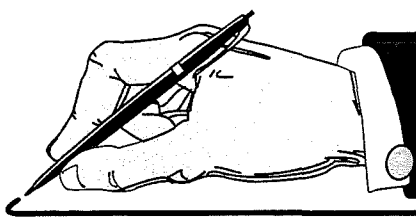


# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

## COMPONENTS OF THE "TENTATIVE" 2001 APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2001 CSAH Apportionment
Anoka	\$376,789	\$1,898,395	\$1,107,725	\$3,143,855	\$6,526,764
Carver	376,789	409,857	665,284	1,941,579	3,393,509
Hennepin	376,789	6,418,555	2,443,111	11,905,167	21,143,622
Scott	376,789	563,795	822,041	2,338,453	4,101,078
District 5 Totals	1,507,156	9,290,602	5,038,161	19,329,054	35,164,973
Dodge	376,789	132,368	793,325	1,045,435	2,347,917
Fillmore	376,789	164,920	1,308,342	3,030,475	4,880,526
Freeborn	376,789	263,721	1,423,501	2,056,219	4,120,230
Goodhue	376,789	339,477	1,037,705	1,959,007	3,712,978
Houston	376,789	143,252	792,833	1,944,411	3,257,285
Mower	376,789	281,684	1,191,217	1,932,424	3,782,114
Olmsted	376,790	828,368	1,093,662	2,319,292	4,618,112
Rice	376,790	374,618	897,863	1,411,528	3,060,799
Steele	376,790	242,741	931,201	1,666,684	3,217,416
Wabasha	376,790	171,017	869,737	1,813,715	3,231,259
Winona	376,790	323,283	1,002,990	1,929,269	3,632,332
District 6 Totals	4,144,684	3,265,449	11,342,376	21,108,459	39,860,968
Blue Earth	376,790	366,849	1,350,334	2,712,289	4,806,262
Brown	376,790	228,973	1,009,973	1,162,021	2,777,757
Cottonwood	376,790	102,243	1,011,940	1,229,864	2,720,837
Faribault	376,790	140,793	1,103,103	1,985,387	3,606,073
Jackson	376,790	97,621	1,177,449	1,606,360	3,258,220
Le Sueur	376,790	205,830	848,397	1,206,562	2,637,579
Martin	376,790	183,441	1,203,116	1,282,330	3,045,677
Nicollet	376,790	192,783	776,509	1,245,811	2,591,893
Nobles	376,790	159,052	1,100,152	1,843,026	3,479,020
Rock	376,790	77,821	830,007	1,116,183	2,400,801
Sibley	376,790	124,567	922,645	1,190,461	2,614,463
Waseca	376,790	145,120	794,014	997,501	2,313,425
Watsonwan	376,790	96,015	747,006	826,321	2,046,132
District 7 Totals	4,898,270	2,121,108	12,874,645	18,404,116	38,298,139
Chippewa	376,790	108,111	773,755	971,734	2,230,390
Kandiyohi	376,790	318,530	1,343,647	2,287,061	4,326,028
Lac Qui Parle	376,790	73,166	1,153,159	867,827	2,470,942
Lincoln	376,790	53,465	805,815	795,567	2,031,637
Lyon	376,790	193,439	1,012,333	1,179,821	2,762,383
Mc Leod	376,790	281,225	803,749	1,182,738	2,644,502
Meeker	376,790	187,276	868,950	948,958	2,381,974
Murray	376,790	79,133	1,125,033	1,115,586	2,696,542
Pipestone	376,790	76,051	742,384	737,155	1,932,380
Redwood	376,790	151,381	1,225,342	1,698,446	3,451,959
Renville	376,790	151,119	1,417,797	2,104,523	4,050,229
Yellow Medicine	376,790	95,818	1,096,907	1,267,769	2,837,284
District 8 Totals	4,521,480	1,768,714	12,368,871	15,157,185	33,816,250
Chisago	376,790	351,375	741,302	1,619,556	3,089,023
Dakota	376,790	2,054,790	1,258,286	4,174,922	7,864,788
Ramsey	376,790	2,956,226	1,126,410	5,970,673	10,430,099
Washington	376,790	1,241,895	736,583	2,923,874	5,279,142
District 9 Totals	1,507,160	6,604,286	3,862,581	14,689,025	26,663,052
STATE TOTALS	\$32,780,677	\$32,780,677	\$98,342,032	\$163,903,386	\$327,806,772



# **N**OTES and COMMENTS

# **2000 COUNTY SCREENING BOARD DATA OCTOBER, 2000**

## **Comparison of the Actual 2000 to a TENTATIVE 2001 C.S.A.H. Apportionment**

*The following two pages indicate a comparison between the actual 2000 C.S.A.H. Apportionment and what each county's 2001 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 2001 C.S.A.H. road user fund would remain the same as 2000. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 2001 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.*

# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

Comparison of the Actual 2000 to the TENTATIVE 2001 C.S.A.H. Apportionment

County	Actual 2000 CSAH Apportionment	TENTATIVE 2001 CSAH Apportionment	Increase or Decrease	% + or -
Carlton	\$3,269,884	\$3,219,360	(\$50,524)	-1.6%
Cook	2,155,756	2,111,115	(44,641)	-2.1%
Itasca	6,624,568	6,692,979	68,411	1.0%
Koochiching	3,605,219	3,605,219	0	0.0%
Lake	3,099,340	3,034,359	(64,981)	-2.1%
Pine	5,157,690	5,229,006	71,316	1.4%
St. Louis	17,080,569	16,770,172	(310,397)	-1.8%
District 1 Totals	40,993,026	40,662,210	(330,816)	-0.8%
Beltrami	4,266,595	4,196,201	(70,394)	-1.7%
Clearwater	2,432,860	2,406,856	(26,004)	-1.1%
Hubbard	2,818,646	2,788,432	(30,214)	-1.1%
Kittson	2,766,412	2,782,850	16,438	0.6%
Lake of the Woods	2,456,666	2,456,666	0	0.0%
Marshall	4,140,228	4,094,974	(45,254)	-1.1%
Norman	2,780,747	2,798,918	18,171	0.7%
Pennington	2,007,131	2,008,517	1,386	0.1%
Polk	6,736,901	6,439,241	(297,660)	-4.4%
Red Lake	1,923,511	1,923,511	0	0.0%
Roseau	3,287,051	3,215,265	(71,786)	-2.2%
District 2 Totals	35,616,748	35,111,431	(505,317)	-1.4%
Aitkin	3,326,007	3,301,407	(24,600)	-0.7%
Benton	2,226,071	2,213,583	(12,488)	-0.6%
Cass	4,251,543	4,168,278	(83,265)	-2.0%
Crow Wing	3,564,342	3,432,966	(131,376)	-3.7%
Isanti	2,409,728	2,380,386	(29,342)	-1.2%
Kanabec	1,923,511	1,923,511	0	0.0%
Mille Lacs	2,746,548	2,739,511	(7,037)	-0.3%
Morrison	3,695,977	3,778,418	82,441	2.2%
Sherburne	2,087,238	2,062,277	(24,961)	-1.2%
Stearns	6,281,818	6,566,073	284,255	4.5%
Todd	2,986,849	2,942,332	(44,517)	-1.5%
Wadena	2,103,478	2,085,521	(17,957)	-0.9%
Wright	5,505,197	5,606,032	100,835	1.8%
District 3 Totals	43,108,307	43,200,295	91,988	0.2%
Becker	3,444,121	3,354,874	(89,247)	-2.6%
Big Stone	1,923,511	1,923,511	0	0.0%
Clay	3,463,069	3,520,015	56,946	1.6%
Douglas	3,365,771	3,307,352	(58,419)	-1.7%
Grant	1,923,511	1,923,511	0	0.0%
Mahnomen	1,923,511	1,923,511	0	0.0%
Otter Tail	7,723,689	7,659,471	(64,218)	-0.8%
Pope	2,669,371	2,745,478	76,107	2.9%
Stevens	1,923,511	1,923,511	0	0.0%
Swift	2,419,103	2,390,792	(28,311)	-1.2%
Traverse	1,923,511	1,923,511	0	0.0%
Wilkin	2,477,430	2,433,917	(43,513)	-1.8%
District 4 Totals	35,180,109	35,029,454	(150,655)	-0.4%

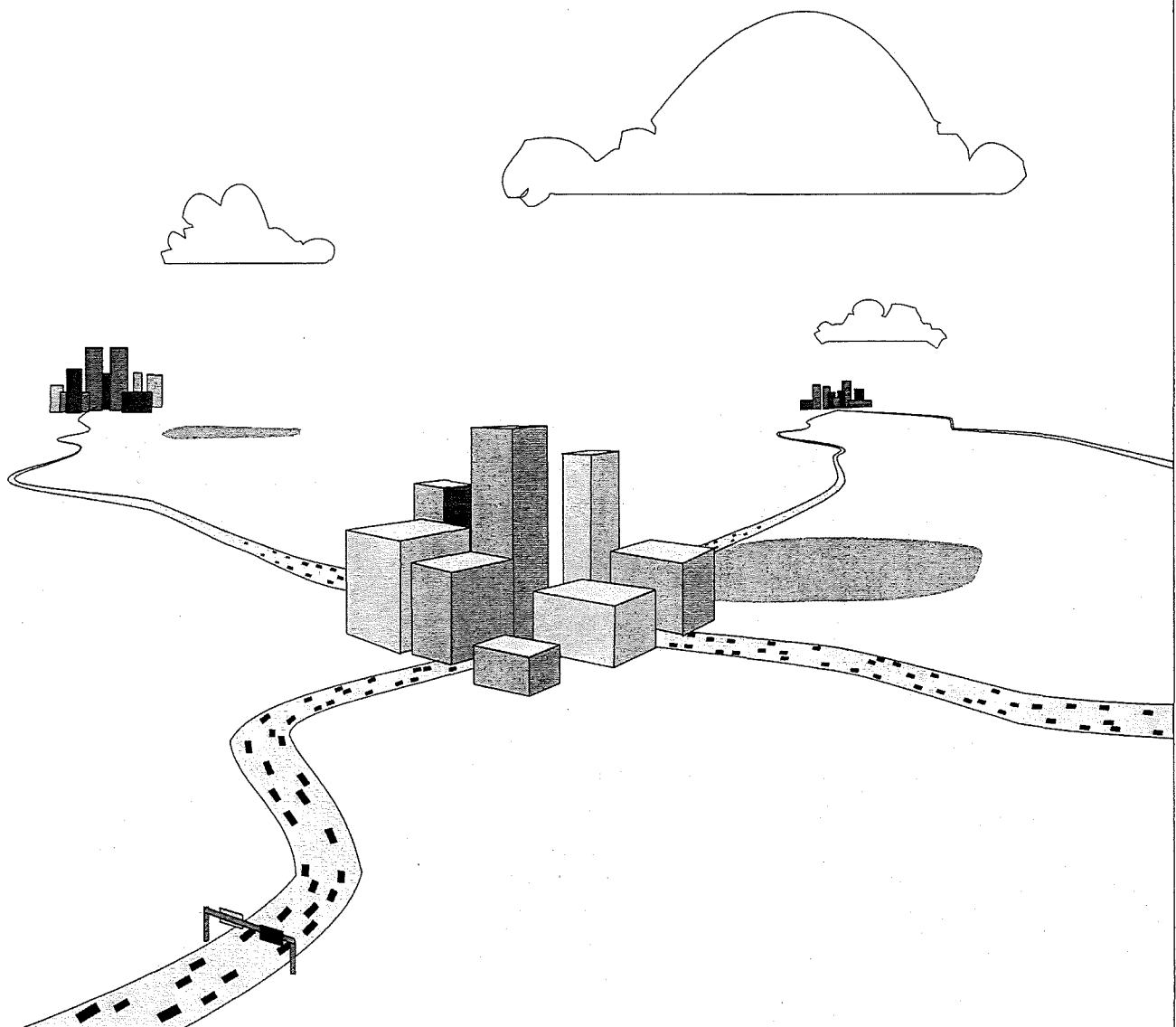
# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

Comparison of the Actual 2000 to the TENTATIVE 2001 C.S.A.H. Apportionment

County	Actual 2000 CSAH Apportionment	TENTATIVE 2001 CSAH Apportionment	Increase or Decrease	% + or -
Anoka	\$6,552,875	\$6,526,764	(\$26,111)	-0.4%
Carver	3,407,387	3,393,509	(13,878)	-0.4%
Hennepin	21,111,779	21,143,622	31,843	0.2%
Scott	4,236,633	4,101,078	(135,555)	-3.2%
District 5 Totals	35,308,674	35,164,973	(143,701)	-0.4%
Dodge	2,346,106	2,347,917	1,811	0.1%
Fillmore	4,989,597	4,880,526	(109,071)	-2.2%
Freeborn	4,180,152	4,120,230	(59,922)	-1.4%
Goodhue	3,767,145	3,712,978	(54,167)	-1.4%
Houston	3,307,796	3,257,285	(50,511)	-1.5%
Mower	3,804,437	3,782,114	(22,323)	-0.6%
Olmsted	4,730,148	4,618,112	(112,036)	-2.4%
Rice	3,111,009	3,060,799	(50,210)	-1.6%
Steele	3,218,444	3,217,416	(1,028)	0.0%
Wabasha	3,282,672	3,231,259	(51,413)	-1.6%
Winona	3,613,732	3,632,332	18,600	0.5%
District 6 Totals	40,351,238	39,860,968	(490,270)	-1.2%
Blue Earth	4,600,661	4,806,262	205,601	4.5%
Brown	2,789,087	2,777,757	(11,330)	-0.4%
Cottonwood	2,658,197	2,720,837	62,640	2.4%
Faribault	3,584,466	3,606,073	21,607	0.6%
Jackson	3,305,174	3,258,220	(46,954)	-1.4%
Le Sueur	2,649,530	2,637,579	(11,951)	-0.5%
Martin	2,991,182	3,045,677	54,495	1.8%
Nicollet	2,478,409	2,591,893	113,484	4.6%
Nobles	3,390,278	3,479,020	88,742	2.6%
Rock	2,413,650	2,400,801	(12,849)	-0.5%
Sibley	2,642,882	2,614,463	(28,419)	-1.1%
Waseca	2,438,916	2,313,425	(125,491)	-5.2%
Watonwan	2,135,070	2,046,132	(88,938)	-4.2%
District 7 Totals	38,077,502	38,298,139	220,637	0.6%
Chippewa	2,285,104	2,230,390	(54,714)	-2.4%
Kandiyohi	4,225,130	4,326,028	100,898	2.4%
Lac Qui Parle	2,552,421	2,470,942	(81,479)	-3.2%
Lincoln	2,010,385	2,031,637	21,252	1.1%
Lyon	2,840,333	2,762,383	(77,950)	-2.7%
Mc Leod	2,640,495	2,644,502	4,007	0.2%
Meeker	2,365,130	2,381,974	16,844	0.7%
Murray	2,676,742	2,696,542	19,800	0.7%
Pipestone	1,965,315	1,932,380	(32,935)	-1.7%
Redwood	3,498,534	3,451,959	(46,575)	-1.3%
Renville	4,034,509	4,050,229	15,720	0.4%
Yellow Medicine	2,836,206	2,837,284	1,078	0.0%
District 8 Totals	33,930,304	33,816,250	(114,054)	-0.3%
Chisago	2,881,251	3,089,023	207,772	7.2%
Dakota	6,797,550	7,864,788	1,067,238	15.7%
Ramsey	10,155,620	10,430,099	274,479	2.7%
Washington	5,406,443	5,279,142	(127,301)	-2.4%
District 9 Totals	25,240,864	26,663,052	1,422,188	5.6%
STATE TOTALS	\$327,806,772	\$327,806,772	\$0	0.0%

# MILEAGE REQUESTS



# 2000 COUNTY SCREENING BOARD DATA

October, 2000

## 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.*

# 2000 COUNTY SCREENING BOARD

October, 2000

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

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Total Miles To Date	County
Carlton	3.62																					3.62	Carlton
Cook	3.60																					3.60	Cook
Itasca																						0.00	Itasca
Koochiching	9.27 *						0.12															9.39	Koochiching
Lake	4.82 *	0.56												10.31								15.69	Lake
Pine	9.25																					9.25	Pine
St. Louis	19.14 *																					19.14	St. Louis
District 1 Totals	49.70	0.56	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	10.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.69	District 1 Totals
Beltrami	7.53 *	0.16													2.10 **							9.79	Beltrami
Clearwater	0.30 *	1.00																				1.30	Clearwater
Hubbard	1.85	0.26	0.06																			2.17	Hubbard
Kittson	6.60 *																					6.60	Kittson
Lake of 'Woods	0.89													7.65								8.54	Lake of 'Woods
Marshall	15.00 *	1.00																				16.00	Marshall
Norman	1.31																					1.31	Norman
Pennington	0.84																					0.84	Pennington
Polk	4.00	1.55	0.67																			6.22	Polk
Red Lake		0.50																				0.50	Red Lake
Roseau	6.80																					6.80	Roseau
District 2 Totals	45.12	4.47	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.65	2.10	0.00	0.00	0.00	0.00	0.00	0.00	60.07	District 2 Totals
Aitkin	6.10		0.60												7.12 **							13.82	Aitkin
Benton	3.18 *																					3.18	Benton
Cass	7.90														2.80 **							10.70	Cass
Crow Wing	13.00 *																					13.00	Crow Wing
Isanti	1.80																					1.80	Isanti
Kanabec																						0.00	Kanabec
Mille Lacs		0.74																				0.74	Mille Lacs
Morrison															9.70 **							9.70	Morrison
Sherburne	5.42																					5.42	Sherburne
Stearns	0.78		3.90							0.25												4.93	Stearns
Todd	1.90 *																					1.90	Todd
Wadena																						0.00	Wadena
Wright	0.45		1.38																			1.83	Wright
District 3 Totals	40.53	0.74	5.88	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	19.62	0.00	0.00	0.00	0.00	0.00	0.00	67.02	District 3 Totals



# 2000 COUNTY SCREENING BOARD

October, 2000

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

Approved by the County Engineers' Screening Board

County	1968- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Total Miles To Date	County
Becker	10.07																					10.07	Becker
Big Stone	1.40	0.16																				1.56	Big Stone
Clay		0.10																				2.10	Clay
Douglas	10.65 *																					10.65	Douglas
Grant	5.42																					5.42	Grant
Mahnomen	1.42																					1.42	Mahnomen
Otter Tail			0.36																			0.36	Otter Tail
Pope	3.63	1.20																				4.83	Pope
Stevens	1.00																					1.00	Stevens
Swift	0.78		0.24																			1.02	Swift
Traverse	0.20	0.56			1.60																	2.36	Traverse
Wilkin															0.11							0.11	Wilkin
District 4 Totals	36.57	2.02	0.60	0.00	1.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00		40.90	District 4 Totals
Anoka	2.04								10.42							16.74		8.25				37.45	Anoka
Carver	2.49	0.48						0.08														3.05	Carver
Hennepin	4.50	0.24	0.85																			5.59	Hennepin
Scott	12.09 *	5.15	0.12						3.50								38.12					58.98	Scott
District 5 Totals	21.12	5.87	0.97	0.00	0.00	0.00	0.00	0.08	13.92	0.00	0.00	0.00	0.00	0.00	0.00	16.74	38.12	8.25	0.00	0.00		105.07	District 5 Totals
Dodge						0.11																0.11	Dodge
Fillmore	1.12		1.10																			2.22	Fillmore
Freeborn	0.95	0.65																				1.60	Freeborn
Goodhue		0.08																				0.08	Goodhue
Houston		0.12																				0.12	Houston
Mower	13.11 *		0.09																			13.20	Mower
Olmsted	15.32 *																					15.32	Olmsted
Rice	1.70																					1.70	Rice
Steele	1.55																					1.55	Steele
Wabasha	0.43 *	0.30																				0.73	Wabasha
Winona	7.40 *																					7.40	Winona
District 6 Totals	41.58	1.15	1.19	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		44.03	District 6 Totals

# 2000 COUNTY SCREENING BOARD

October, 2000

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

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Total Miles To Date	County
Blue Earth	15.29 *		0.25																3.46			19.00	Blue Earth
Brown	7.44	0.13																				7.57	Brown
Cottonwood	5.17	1.30																				6.47	Cottonwood
Faribault	0.37	1.20	0.09																			1.66	Faribault
Jackson	0.10																					0.10	Jackson
Le Sueur	2.70	0.83				0.02																3.55	Le Sueur
Martin	1.52																					1.52	Martin
Nicollet				0.60																		0.60	Nicollet
Nobles	13.71	0.23										0.12										14.06	Nobles
Rock	0.50		0.54																			1.04	Rock
Sibley	1.50																					1.50	Sibley
Waseca	4.53	0.14				0.05																4.72	Waseca
Watonwan		0.04	0.68			0.19																0.91	Watonwan
District 7 Totals	52.83	3.87	1.56	0.60	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	3.46	0.00		62.70	District 7 Totals
Chippewa	15.00									0.05												15.05	Chippewa
Kandiyohi	0.44																					0.44	Kandiyohi
Lac Qui Parle	1.93																					1.93	Lac Qui Parle
Lincoln	6.55 *																					6.55	Lincoln
Lyon	2.00							1.50														3.50	Lyon
Mc Leod	0.09	0.50									0.32											0.91	Mc Leod
Meeker	0.80	0.50																				1.30	Meeker
Murray	3.52	1.10																				4.62	Murray
Pipestone	0.50																					0.50	Pipestone
Redwood	3.41		0.13																			3.54	Redwood
Renville																						0.00	Renville
Yellow Medicine		1.39																				1.39	Yellow Medicine
District 8 Totals	34.24	3.49	0.13	0.00	0.00	0.00	0.00	0.00	1.50	0.05	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		39.73	District 8 Totals
Chisago	3.24												2.20									5.44	Chisago
Dakota	1.65 *	2.47				2.26													35.63			42.01	Dakota
Ramsey	10.12 *	0.61		0.21		0.92																11.86	Ramsey
Washington	2.33 *	0.40	0.33		1.33				8.05								18.52					30.96	Washington
District 9 Totals	17.34	3.48	0.33	0.21	1.33	3.18	0.00	0.00	8.05	0.00	0.00	0.00	2.20	0.00	0.00	0.00	18.52	0.00	35.63	0.00		90.27	District 9 Totals
Totals	339.03	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	21.83	16.74	56.64	8.25	39.09	0.00		570.48	Totals

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

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

# 2000 COUNTY SCREENING BOARD DATA

October, 2000  
"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, 2000 is included.

County	Banked Mileage	Year Made Available
Anoka	1.04	2000
Becker	0.40	1991
Big Stone	0.70	1993 & 1999
Blue Earth	0.08	2000
Brown	0.56	1999
Carlton	0.26	1992 & 1994
Chippewa	0.71	1999
Clay	5.00	1993 & 1997
Clearwater	0.60	1997
Dodge	0.71	1994 & 2000
Douglas	1.90	1992
Faribault	2.54	1993
Hennepin	3.30	1994, 96, 97 & 99
Hubbard	0.52	1996 & 1997
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.20	1993
Kittson	1.33	1998 & 1999
Koochiching	0.45	1994, 95 & 98
Lake	1.10	1998
Lincoln	0.70	1996
McLeod	0.30	1997
Mille Lacs	1.10	1992
Nicollet	0.72	1999
Nobles	0.07	1997
Norman	1.00	1997
Olmsted	0.73	1997 & 1998
Otter Tail	0.06	1998
Pennington	1.82	1995 & 1999
Pipestone	0.10	1996
Polk	1.50	1997
Ramsey	0.79	1999
Red Lake	0.50	1994
Redwood	0.20	1995
Renville	2.47	1992, 96, 97 & 99
Rice	2.19	1994 & 2000
Rock	1.60	1993
Roseau	0.80	1991
St. Louis	0.76	1996
Sibley	0.01	1995
Stearns	1.07	1992 & 1997
Steele	0.24	1999
Stevens	1.08	1998
Todd	5.28	1999 & 2000
Wabasha	0.42	1993 & 1998
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Wright	0.04	1997
Yellow Medicine	0.68	1993 & 1995
Total	48.68	

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

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# 2000 COUNTY SCREENING BOARD DATA

October, 2000

## HISTORICAL DOCUMENTATION FOR THE DAKOTA COUNTY C.S.A.H. MILEAGE REQUEST

Dakota County CSAH Mileage (1/98)	283.78
Requested Revocations (6/98)	(2.58)
Requested Additions (6/98)	66.58
Screening Board Denial of CSAH 81, 79, 96 & Part 28 addition (6/98)	(18.75)
Banked Mileage (6/98)	(8.19)
Revocation of CSAH 9 (in Progress)	(1.31)
<b>TOTAL</b>	<b>319.53</b>

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1998	Beginning Balance	0.00	283.78	283.78
06/1998	Banked Mileage	(8.19)	283.78	275.59
08/1999	Revoked CSAH 9	(1.31)	275.59	274.28
09/1999	Designate CSAH 38, 46, 62, 85, & 91	31.00	274.28	305.28
03/2000	Designate CSAH 11	3.40	305.28	308.68

The only portions of this request left to be accomplished are the revocation of CSAH 45 (-1.45) and part of CSAH 48 (-1.13).

AND

The CSAH designation of Co. Rd. 8 (+2.54), Co.Rd. 28 (+5.48), Co Rd. 30 (+0.49), and Co.Rd. 43 (+4.92).

# 2000 COUNTY SCREENING BOARD DATA

October, 2000

## SUMMARY OF ACTIVITY RESULTING FROM THE APPROVAL OF THE SCOTT COUNTY CSAH MILEAGE REQUEST

Scott County CSAH mileage 1/96	189.44
Requested Revocations (10/96)	(19.09)
Requested Additions (10/96)	59.92
Screening Board Denial of CSAH 31 & 74 additions (10/96)	(2.71)
<b>TOTAL</b>	<b>227.56</b>

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	189.44	189.44
03/11/98	Revoke 7,15,16,29,33,56,80 & 103	(17.57)	189.44	171.87
03/11/98	Designate 2,5,15,18,21,42,59,68,78,82 86 & (Rice County) CSAH 86	49.20	171.87	221.07
	(Mileage varies somewhat from request due to rounding to 0.1 in rural areas and designation of existing roadway instead of realigned route after construction.)			

The only portions of the request left to be accomplished are the revocation of CSAH 39 and CSAH 106 (Approximately 1.52 miles) and the extension of CSAH 91 (Approximately 7.66 miles).

# 2000 COUNTY SCREENING BOARD DATA

October, 2000

## HISTORICAL DOCUMENTATION FOR THE WASHINGTON COUNTY C.S.A.H. MILEAGE REQUEST

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

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

The portion of this request left to be accomplished are the revocations of part of CSAH 21 (-0.20), CSAH 22 (-4.41), CSAH 23 (-1.04), CSAH 28 (-0.62), and CSAH 34 (-1.23).

AND

The designation of parts of Stonebridge Trail (+1.50), Greeley Ave. (+1.20), Hinton Ave. (+2.50), Jamaica Ave. (+1.50), Manning Ave. (+0.80), Northbrook Blvd. (+2.10), Pickett Ave. (+0.20), Valley Creek Road (+2.00), and 80th St. (+3.10).



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# STATE PARK ROAD ACCOUNT





# 2000 COUNTY SCREENING BOARD DATA

October, 2000

## 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.*

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# 2000 COUNTY SCREENING BOARD DATA

OCTOBER, 2000

## C.S.A.H. 20-Year Traffic Projection Factors (For Use in the 2000 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 2000 Needs Study.

For those counties whose traffic was counted in 1998 and for which we received traffic maps in 2000, two factors are shown. The first factor is the one used in the 1999 Needs Study and the second one was computed using 1998 traffic and has been used for the 2000 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 1998 and we received new traffic maps in 2000.

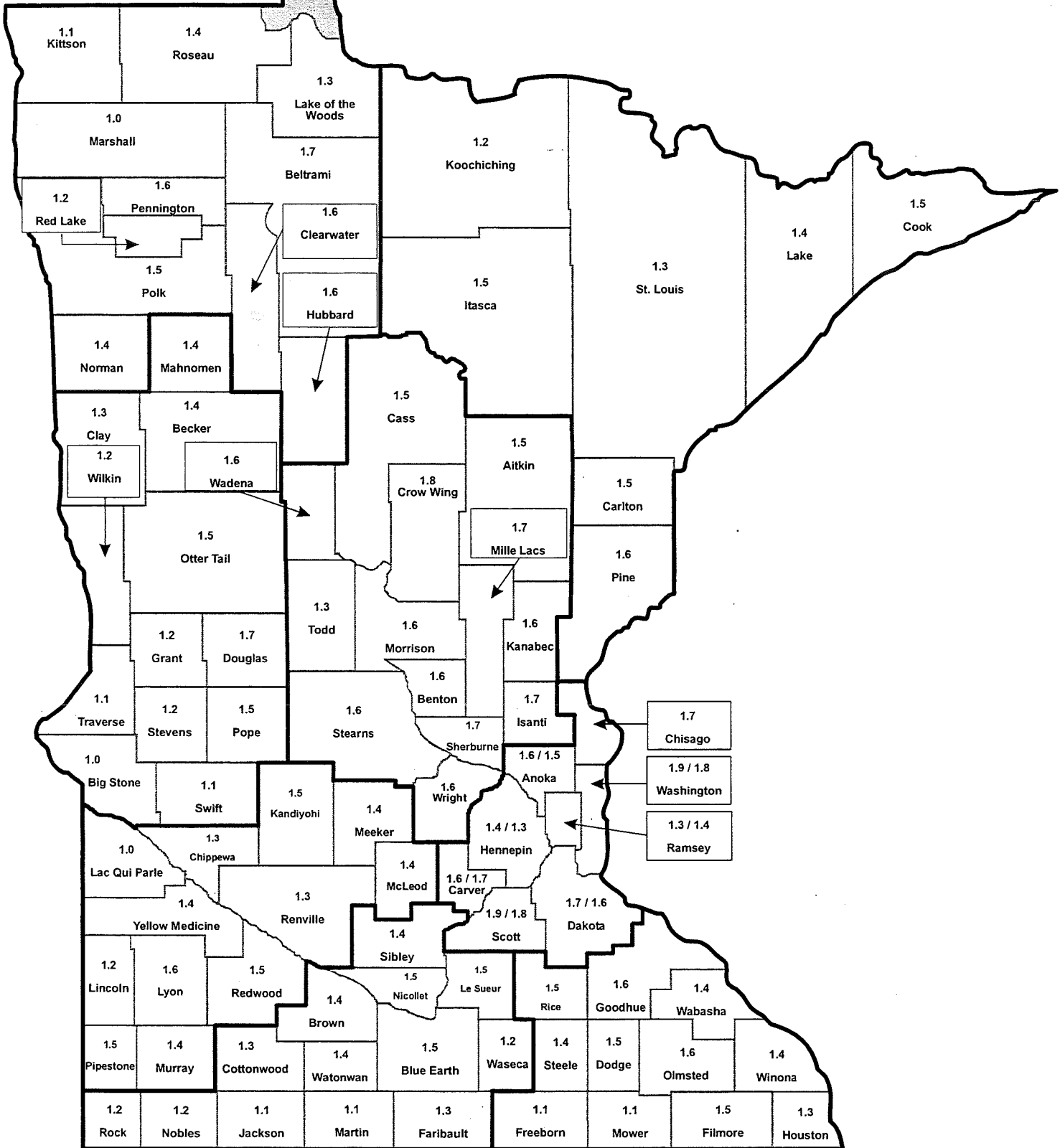
Anoka	Hennepin	Scott
Carver	Ramsey	Washington
Dakota		

The following counties were counted in 1999 and their updated traffic and traffic factors will be updated whenever the Screening Board directs.

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



# 2000 County Screening Board Data October, 2000 CSAH 20-Year Traffic Projection Factors (For use in the 2000 Needs Study)



Old and new factors are shown for those counties (all Metro) whose traffic was counted in 1998 but maps were not received until this year. Those counties which were counted in 1999 will have their traffic and factors updated whenever the Screening Board directs it to be done.

# 2000 County Screening Board Data

October, 2000

## Advancement of CSAH Construction Funds from the General CSAH Construction Account.

Resolutions adopted at the October, 1995 County Screening Board meeting indicate the guidelines to be used to advance CSAH construction funds to individual counties. Below is a summary of action taken since these resolutions were adopted.

### HISTORY OF CSAH CONSTRUCTION FUND BALANCES

Total 1995 Advance/Repaid in 1996 - \$ 3,151,414
Total 1996 Advance/Repaid in 1997 - \$13,526,279
Total 1997 Advance/Repaid in 1998 - \$17,976,381
Total 1998 Advance/Repaid in 1999 - \$22,849,960
Total 1999 Advance/Repaid in 2000 - \$42,926,910

### 2000 SUMMARY TO DATE

County	\$'s Reserved by Resolution	\$'s Actually Advanced
Anoka	\$3,720,000	\$2,928,836
Becker	1,452,606	1,620,283
Cass	2,310,629	2,310,629
Chippewa	680,000	244,213
Douglas	1,323,026	1,323,026
Fillmore	2,000,000	2,000,000
Freeborn	1,067,586	1,067,586
Hubbard	1,200,000	1,200,000
Itasca	2,900,000	2,900,000
Martin	1,450,000	120,347
Pipestone	1,273,970	1,101,114
Pope	1,290,000	1,358,487
Red Lake	800,000	686,874
Renville	2,330,000	2,330,000
Sibley	1,000,000	629,492
Stearns	405,931	363,329
Stevens	124,000	93,239
Wabasha	1,000,000	1,000,000
Watsonwan	200,000	149,488
Wilkin	1,253,230	1,253,230
<b>TOTAL</b>	<b>\$27,780,978</b>	<b>\$24,680,173</b>

Note: The maximum dollar amount of State Aid advances which can be made in 2000 is \$72,105,430

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING  
JUNE 8 AND 9, 2000  
BREEZY POINT RESORT

Chairman, Don Theisen, Dakota County Engineer called the meeting to order at 1:05 p.m., June 8, 2000.

ATTENDANCE

Roll call of members:

Lee Engstrom, Itasca	District 1
Tara Ratzlaff, Red Lake	District 2
Rich Heilman, Isanti	District 3
Dave Robley, Douglas	District 4
Mic Dahlberg, Chisago	Metro East
Dave Rholl, Winona	District 6
Jeff Blue, Waseca	District 7
Barry Anderson, Yellow Medicine	District 8
Brad Larson, Scott	Metro West
Jon Olson, Anoka	Urban
Don Theisen, Dakota	Urban
Vern Genzlinger, Hennepin	Urban
Dan Solar, Ramsey	Urban
Dick Hansen, St. Louis	Urban
Don Wisniewski, Washington	Urban

Chairman Don Theisen asked for a motion to approve the October 27 and October 28, 1999 Screening Board Minutes held at Izaty's Resort near Onamia. Motion was made and seconded and passed unanimously.

Roll call of MnDOT personnel:

Julie Skallman	Director, Salt Group
Ken Hoeschen	Manager, County State Aid Needs Unit
Ken Straus	Manager, Municipal State Aid Needs Unit
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Tallack Johnson	District 4 State Aid Engineer
Greg Paulson	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Bob Brown	Metro Division State Aid Engineer
Nadir Rodrigues	Metro Division State Aid
Patti Loken	Metro Division State Aid

Chairman Don Theisen recognized Rick Kjonaas, McLeod County, the chairman of the General Subcommittee and the other representatives, Roger Gustafson, Carver County and Wayne Fingalson, Wright County, of the General Subcommittee

Chairman Don Theisen recognized the following alternates and other engineers in attendance:

John Stieben, Pine	District 1
Tom Kozojed, Beltrami	District 2 (not present)
Andy Sander, Benton	District 3
Nick Anderson, Big Stone	District 4
Brad Larson, Scott	Metro West
Greg Isakson, Goodhue	District 6
Mark Sehr, Rock	District 7
Dave Halbersma, Pipestone	District 8

Others in attendance were:

Diane Gould, CSAH Needs - State Aid, Mn/Dot  
Mark Channer, MSAS Needs - State Aid, Mn/Dot

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

Chairman Don Theisen asked for Vice Chairman nominations, Dick Hansen nominated Tara Ratzlaff, Barry Anderson seconded the motion. Motion was made to cast a unanimous white ballot for Tara, motion passed, congratulations Tara.

### **REVIEW OF SCREENING BOARD REPORT**

Chairman Don Theisen asked Ken Hoeschen to review the screening board book. Ken reviewed the report which he has previously done out in all the Districts. Chairman Don Theisen suggested that any action taken on the report should wait until June 9, 2000.

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

B) Unit Price Recommendations - Pages 10-16  
Ken reviewed the map in Figure A, gravel base unit prices. The average change from last year was an increase of \$0.29, where 80 counties increased and 7 decreased. On page 55 Renville County's inflated price should be \$ 4.95 not \$ 4.94, because Nicollet County should have been included in their data calculation.

C.S.A.H. roadway unit prices were figured using the increment method to determine each county's unit prices. i.e. Subbase unit prices were determined by subtracting \$ 0.56 from their gravel base prices. The Urban Design subbase unit price in the 5 year average unit price study was not realistic so it was recommended to use the Rural Design gravel base prices. The recommended unit prices for concrete surfacing were received from the Mn/Dot estimating section. There was some discussion about Superpave being used and how it might be reflected in the Needs Study.

C.S.A.H. miscellaneous unit prices were figured using the recommended Mn/DOT prices. Storm Sewer prices were taken from Mn/DOT's estimating section, which went up a little from last year. Curb and Gutter was taken from the MSAS subcommittee report, which was recommended to stay the same. Bridge prices were recommended to stay the same as last year. Railroad crossing protection went up from last year in the area of signals from 90,000 to \$ 110,000.

C) Mileage Requests - Pages 17-38

The criteria necessary for CSAH designation is on page 18.

The History of Additional Mileage request can be found on pages 19-21.

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

Blue Earth County's mileage request for 13.29 miles was reviewed by the Mileage Subcommittee; Chairman Steven Voigt, Fillmore County, Don Theisen, Dakota County, and Steve Backowski, Morrison County. First Steven Voigt explained the results of their findings and report. Second Alan Forsberg, Blue Earth County was given an opportunity to explain the reasons for his request and the changes going on in his county. Alan felt that Functional Class is a major point for mileage changes and he is also looking for system continuity and spacing.

Reports of Historical documentation for the Washington County, Dakota County and Scott County CSAH mileage requests is shown on pages 35-37 only as information.

Ken Hoeschen explained the blue sheet passed out at District meetings, which is a map of Virginia showing what MnDOT calls their 800 Truck Highway segments. Due to construction there are short segments that are not on the TH system and they would like to clean up these segments and pass them on to the CSAH or MSAS Systems.

D) State Park Road Account - Pages 39-44

Ken Hoeschen explained page 40 which covered the Minnesota Statute on the State Park Road Account and pages 41-43 on the history of SPR Account Projects from 1998 to 2000.

Ken Hoeschen introduced John Strohkirch, Park Development and Acquisition Manager, from DNR. John discussed the history of the SPR account and how it evolved to be used for many various road projects. Back in 1962 the account had \$200,000 per year. Projects are prioritized by safety, use of the road and the intent of the legislation to access public waters. They receive about 10 million dollars worth of projects but only have about 2.5 million dollars to use. The question was asked what would be the lowest cost sharing that DNR would except. He suggested at least 25 % funding from the SPR account would help fund more projects across the State.

**REFERENCE MATERIAL**

1) **Needs Adjustments for Variances Granted on CSAHs**

Ken Hoeschen discussed the variances granted on page 62. 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 one time 10 year adjustment is the difference between what they have been drawing needs for and what the variance allows them to do.



2) **Advancement of CSAH Construction Funds from the General CSAH Account**

Ken Hoeschen discussed the advancing of CSAH Construction money with a report on page 63. Corrections to the chart were Chippewa County had a resolution in for \$600,000, Pope County should read \$1,290,000, and Watonwan County should be in there only once using the \$200,000.

Pages 64-65 is the report the Board asked for concerning the Local Road Research Board Projects for Calendar year 1999 and 2000. They overlap from 1998 to 2001.

Ken discussed the minutes of the CSAH General Subcommittee meeting found on pages 73-78. The General Subcommittee was asked to review the Urban and Rural Grading Construction Cost Comparison and Adjustment procedure. Their recommendation was to continue the Grading Cost Comparison and Adjustment as it's presently done. They felt the process was working and didn't feel a need for change at the present time. Another issue reviewed was the After the Fact Needs for the different number of earning years for each item. The Subcommittee recommended leaving the earning years as they are in the present resolutions. They felt the time period allowed was consistent with the Needs Study concept. Ken also brought up the different language in each resolution, particularly where it states (costs actually incurred by the county) and (costs actually incurred) Ken felt that all these resolutions should read the same.

Chairman Don Theisen asked Julie Skallman to explain how the new money could be distributed. She stated if the county does not ask for a different distribution, the money would be allocated based on the normal 60/40 split.

Chairman Don Theisen asked for a motion to recess the meeting until June 9, 2000, motion made, seconded and carried.

The meeting reconvened at 8:00 a.m. June 9, 2000 with all members present.

Chairman Don Theisen started the meeting with action on the Screening Book, identifying the items from the index.

**ACTION ON SCREENING BOOK**

A) **Unit Prices Recommendations, Pages 10-16**

Motion by Jon Olson, seconded by Brad Larson, motion carried to accept the unit price recommendations.

B) **Mileage Requests, Pages 17-23**

Blue Earth County's mileage request is for 13.29 miles, Chairman Don Theisen reminded the board they were voting on the request that Alan Forsberg presented. The mileage request was denied.

Chairman Don Theisen asked the board to make a decision on the issue Ken Hoeschen referred to as the Trunk Highway 800 system. Motion by Don Wisniewski, seconded by Mic Dahlberg to have the Mileage Subcommittee study the issue. Motion passed unanimously.

Chairman Don Theisen asked for some action on the After The Fact Needs resolutions where the language differs. Motion by Dick Hansen, seconded by Dave Robley to add the words "by the county" to the two resolutions that just say, "costs actually incurred", motions passed unanimously.

Chairman Don Theisen asked for the approval of the Needs Adjustment for Variances Granted on CSAHs, motion by Lee Engstrom, seconded by Rich Heilman, motion passed unanimously.

The next item was the approval to have the new CSAH money split differently. Motion by Jon Olson, seconded by Rich Heilman to distribute the money based on the state aid rules, unless the County, by resolution, or notification to the Screening Board by the County engineer, requests a cost split otherwise, motion passed unanimously. Motion by Don Wisniewski, seconded by Dick Hansen that the new money being issued will not affect the resolution relating to the construction fund balances, motion passed unanimously.

Chairman Don Theisen asked for other items that should be discussed. Rick Kjonaas asked if we should be looking at the effect of the new 2350 specifications. Motion by Dave Robley, seconded by Vern Genzlinger to have the General Subcommittee study this issue and how it will affect the needs, motion carried unanimously.

Chairman Don Theisen announced the next General Subcommittee member would be Jeff Blue, from Waseca County, representing the southern counties.

The next meeting will be in October. The location and date are yet to be determined. Ken Hoeschen asked if anyone had suggestions please let him know. Dave Rholl moved and Chairman Don Theisen seconded a motion to adjourn. Motion carried.

Respectively Submitted,



David A. Olsonawski  
Screening Board Secretary  
Hubbard County Engineer

# CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

*July, 2000*

BE IT RESOLVED:

## **ADMINISTRATIVE**

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

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

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

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

### **Appearance at Screening Board - Oct. 1962**

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

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

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

### **Screening Board Vice-chairman - June 1968**

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

### **Screening Board Meeting Dates and Locations - June, 1996**

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

### **Screening Board Secretary - Oct. 1961**

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

### **Research Account - Oct. 1961**

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

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

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

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

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

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

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

### **Guidelines For Advancement of County State Aid Construction Funds From The General CSAH Construction Account - October, 1995 (Latest Rev. October, 1998)**

- 1) *The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year plus any repayment due from the previous years advancing and \$40 million. Advanced funding will be granted on a first come-first served basis.*
- 1a) *In order to allow for some flexibility in the advancement limits previously stated, the \$40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.*

- 2) *Total advances to the Regular Account shall be limited to the county's last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.*
- 3) *Total advances to the Municipal Account shall be limited to the county's last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.*
- 4) *Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that County's construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come - first served" basis. First come - first served is established by payment requests and/or by the process describe in (5).*
- 5) *Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:*
  - a) *the amount requested is within the amount authorized by the County Board Resolution,*
  - b) *the amount requested is consistent with the other provisions of this guideline, and*
  - c) *the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State Aid approval.*

*Upon receiving the approved Request to Reserve Advanced Funding, the County Engineer knows that funds have been reserved for the project.*

## **NEEDS ADJUSTMENTS**

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

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

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

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

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

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

**Bond Adjustment - Oct. 1962 (Latest Rev. June, 1999)**

*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 or concrete resurfacing projects, concrete joint repair projects, reconditioning projects or maintenance facility construction projects. That this adjustment, which covers the amortization period, which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.*

**County State Aid Construction Fund Balances - May 1975 (Latest Rev. October 1996)**

*That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as December 31 of the current year; not including the current year's regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000, whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisition which is being actively engaged in or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.*

**Needs Credit for Local Effort - Oct. 1989 (Latest Rev. October, 1997)**

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

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

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

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

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

**Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. 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 1996)**

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

*Existing ADT    Turnback Maintenance/Lane Mile/Lane*

*0 - 999 VPD    Current lane mileage apportionment/lane*

*1,000 - 4,999 VPD    2 X current lane mileage apportionment/lane*

*For every additional 5,000 VPD    Add current lane mileage apportionment/lane*

*Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:*

*The initial Turnback adjustment, when for less than 12 full months, shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of the Turnback maintenance per lane mile in apportionment funds for each month, or part of a month, that the county had maintenance responsibility during the initial year.*

#### *Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:*

*To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per lane mile shall be added to the annual money needs. This needs adjustment per lane mile shall produce sufficient needs apportionment funds so that when added to the lane mileage apportionment per lane mile, the Turnback maintenance per lane mile prescribed shall be earned for each lane mile of Trunk Highway Turnback on the County State Aid Highway System. Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the County Turnback Account payment provisions, or at the end of the calendar year during which the period of eligibility for 100 percent construction payment from the County Turnback Account expires. The needs for these roadways shall be included in the needs study for the next apportionment.*

*That Trunk Highway Turnback maintenance adjustments shall be made prior to the computation of the minimum apportionment county adjustment.*

*Those Turnbacks not fully eligible for 100 percent reimbursement for reconstruction with County Turnback Account funds are not eligible for maintenance adjustments and shall be included in the needs study in the same manner as normal County State Aid Highways.*

#### **MILEAGE**

##### **Mileage Limitation - Oct. 1961 (Latest Rev. Oct. 1997)**

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

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

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

*All mileage requests submitted to the County State Aid Highway Screening Board will be considered as proposed, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted prior to publication of the Screening Board Report by the Office of State Aid. The Screening Board shall review such requests and make its recommendation to the Commissioner of Transportation. If approved, the needs on mileage additions shall be submitted to the Office of State Aid for inclusion in the subsequent year's study of needs.*

*Revisions in the County State Aid Highway System not resulting in an increase in mileage do not require Screening Board review.*

*Mileage made available by reason of shortening a route by construction shall not be considered as designatable mileage elsewhere.*



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

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

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

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

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

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

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

### **TRAFFIC**

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

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

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

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

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

#### **Minimum Requirements - Oct. 1963 (Rev. June 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>
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4 - 8 Feet	50% of Average Complete Grading Cost/Mile
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9 - 12 Feet	75% of Average Complete Grading Cost/Mile
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*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 and Reconditioning Projects - May 1967 (Latest Rev. June 1999)**

*That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules Chapter 8820.0100 Subp. 13b shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.*

*For needs purposes, projects covered by this resolution shall be defined as those projects which have been funded at least partially with money from the CSAH Construction Account and are considered deficient (i.e. segments drawing needs for more than additional surfacing) in the CSAH Needs Study in the year after the project is let.*

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

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

#### **Loops and Ramps - May 1966**

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

### **BRIDGE NEEDS**

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

*That the minimum bridge widening be 4 feet.*

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

*That the total needs of the Minnesota River bridge between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by*

*Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference shall be added to the 25-year needs of the respective counties for a period of 15 years.*

## **AFTER THE FACT NEEDS**

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

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

### **Right of Way - June 1984 (Latest Rev. June 2000)**

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

### **Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, and Wetland Mitigation - June 1984 (Latest Rev. Oct. 1999)**

*That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, 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.*

### **Mn/DOT Bridges - June 1997 (Latest Rev. June 2000)**

*That, Needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement costs actually incurred by the County will be eligible. It shall be the County 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.*

## **VARIANCES**

### **Variance Subcommittee - June 1984**

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

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

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

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

*Examples:*

- a) *Segments whose needs are limited to the center 24 feet.*
- b) *Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).*

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

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

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

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

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

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

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

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

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

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

*pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.*

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