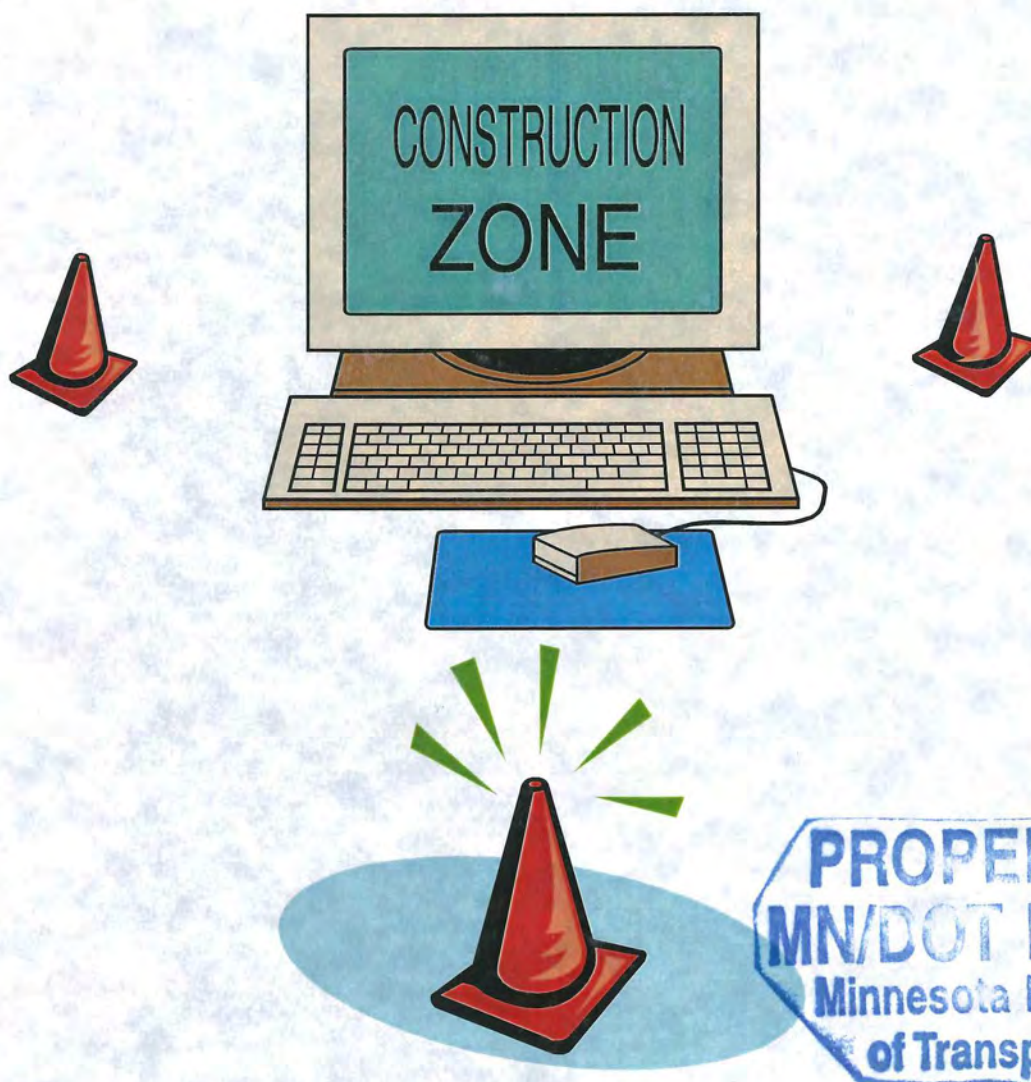




2001

COUNTY SCREENING BOARD DATA



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Minnesota Department of Transportation

MEMO

State Aid for Local Transportation Group

Mail Stop 500, 4th Floor
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Office Tel.: 651 296-3011
Fax: 651 282-2727

October 3, 2001

To: County Engineers
District State Aid Engineers

From: Diane Gould, Manager *Diane Gould*
County State Aid Highway Needs Unit

Subject: County Engineers' Screening Board Report

Enclosed is a copy of the 2001 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 25-26, 2001 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 2002 Apportionment.

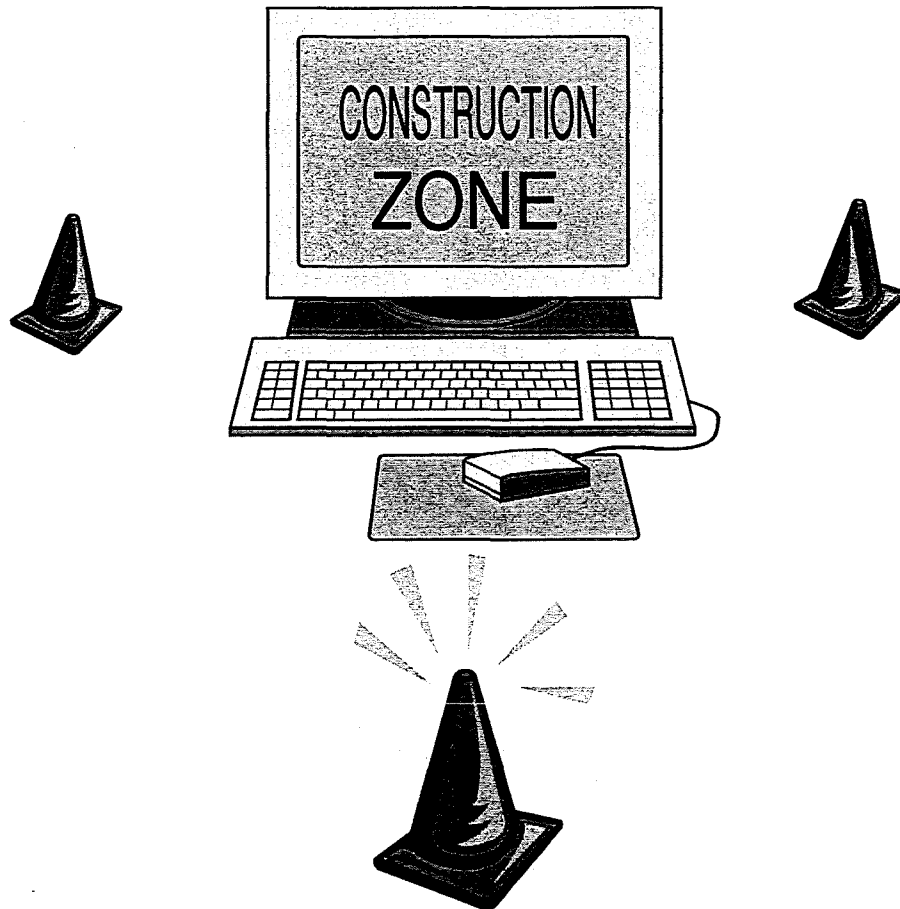
If you have any questions or comments, please contact your Screening Board representative or this office. The district representatives should be well informed regarding any mileage requests or other specific items which may involve your county. Probably, district meetings will be held in advance of the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

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

Enclosure: County Screening Board Report

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2001 COUNTY SCREENING BOARD DATA



OCTOBER, 2001



Minnesota Department of Transportation

ASSISTANT STATE AID ENGINEER RICK KJONAAS

A portrait of Rick Kjonaas, a man with dark hair, smiling, wearing a light blue and white checkered shirt and a dark tie. The background is dark and out of focus.

Rick Kjonaas is MN/DOT's new Assistant State Aid Engineer, replacing Mike Pinsonneault who retired in August, 2001. Rick is a University of North Dakota graduate, receiving a Bachelor of Civil Engineering degree in 1971. He was the McLeod County Engineer for 15 years before coming to the State Aid Office. Before that he was the Morton County Engineer in North Dakota for 9 years.

As a member of the State Aid Team, Rick is hoping to continue his service to transportation issues working closely with County and City Engineers.

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2001 COUNTY SCREENING BOARD

John Stieben	(01-02)	- Pine County	- District 1
Jeff Langen	(01-03)	- Marshall County	- District 2
Dave Enblom	(01-02)	- Cass 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
Mark Sehr	(01-02)	- Rock County	- District 7
Barry Anderson	(00-01)	- Yellow Medicine County	- District 8
Jon Olson	Permanent	- Anoka County	- Urban
Don Theisen	Permanent	- Dakota County	- Urban
Gary Erickson	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	

2001 SCREENING BOARD ALTERNATES

Al Goodman	- Lake County	District 1
To be named	-	District 2
Russ Larson	- Wadena County	District 3
Nick Anderson	- Big Stone County	District 4
Brad Larson	- Scott County	Metro
Greg Isakson	- Goodhue County	District 6
Nathan Richman	- Sibley County	District 7
Dave Halbersma	- Pipestone County	District 8

2001 CSAH GENERAL SUBCOMMITTEE

Wayne Fingalson, Chairman	(June, 02)	- Wright County
Jeff Blue	(June, 03)	- Waseca County
Mic Dahlberg	(June, 04)	- Chisago County

2001 CSAH MILEAGE SUBCOMMITTEE

Don Theisen, Chairman	(Oct., 01)	- Dakota County
Steve Backowski	(Oct., 02)	- Morrison County
John McDonald	(Oct., 03)	- Faribault County

CSAH VARIANCE SUBCOMMITTEE

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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2002

The information listed below is presented as historical data for the 44 years of County State Aid Apportionments and preliminary data for the 45th 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 2002 has been estimated to be approximately \$342 million (the same as for 2001). 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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2001 COUNTY SCREENING BOARD DATA

OCTOBER, 2001

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2002

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	6,480,813,015	342,079,509	5,891,473,577
2002	30,356.26 *	\$6,480,813,015	\$342,079,509 EST.	\$6,233,553,086

* Does Not Include the updated 2001 CSAH mileage or 2001 Trunk Highway Turnback Mileage.

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

Comparison of the Basic 2000 to the Basic 200125-Year Construction Needs

Normally we have a spreadsheet showing the dollar effects of the normal update, unit prices, bridge & railroad crossing and traffic update but because the constraints of the new computer program we are not able to provide this information for you. We have completed this booklet using the 2000 restricted needs from last year. All the adjustments to the 25 year needs were updated except for the Rural and Urban grading cost adjustments and the Non Existing CSAH needs adjustment.

* * * * *

NEEDS

ADJUSTMENTS

* * * * *

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 0.5%, thereby limiting any individual county's needs change to a range from a minus 19.5% to a plus 20.5%. As you can see, only one county required a needs restriction.

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 2000 25 YEAR CONSTRUCTION NEEDS	BASIC 2001 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2000 NEEDS	% CHANGE FROM RESTRICTED 2000 NEEDS	RESTRICTED 2001 25 YEAR CONSTRUCTION NEEDS	2001 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$66,057,708	\$66,057,708	\$0	0.0%			Carlton
Cook	41,796,992	41,796,992	0	0.0%			Cook
Itasca	127,663,734	127,663,734	0	0.0%			Itasca
Koochiching	34,086,079	34,086,079	0	0.0%			Koochiching
Lake	66,209,569	66,209,569	0	0.0%			Lake
Pine	114,940,157	114,940,157	0	0.0%			Pine
St. Louis	377,226,434	377,226,434	0	0.0%			St. Louis
District 1 Totals	827,980,673	827,980,673	0	0.0%			District 1 Totals
Beltrami	85,598,636	85,598,636	0	0.0%			Beltrami
Clearwater	41,981,787	41,981,787	0	0.0%			Clearwater
Hubbard	50,288,671	50,288,671	0	0.0%			Hubbard
Kittson	48,858,113	48,858,113	0	0.0%			Kittson
Lake of 'Woods	25,553,689	25,553,689	0	0.0%			Lake of 'Woods
Marshall	69,319,279	69,319,279	0	0.0%			Marshall
Norman	48,367,277	48,367,277	0	0.0%			Norman
Pennington	27,907,203	27,907,203	0	0.0%			Pennington
Polk	130,094,046	130,094,046	0	0.0%			Polk
Red Lake	26,005,814	26,005,814	0	0.0%			Red Lake
Roseau	54,625,518	54,625,518	0	0.0%			Roseau
District 2 Totals	608,600,033	608,600,033	0	0.0%			District 2 Totals
Aitkin	56,426,102	56,426,102	0	0.0%			Aitkin
Benton	31,177,274	31,177,274	0	0.0%			Benton
Cass	75,530,496	75,530,496	0	0.0%			Cass
Crow Wing	71,616,436	71,616,436	0	0.0%			Crow Wing
Isanti	37,826,640	37,826,640	0	0.0%			Isanti
Kanabec	29,974,332	29,974,332	0	0.0%			Kanabec
Mille Lacs	47,104,728	47,104,728	0	0.0%			Mille Lacs
Morrison	69,613,538	69,613,538	0	0.0%			Morrison
Sherburne	36,789,663	36,789,663	0	0.0%			Sherburne
Stearns	142,188,750	142,188,750	0	0.0%			Stearns
Todd	45,474,000	45,474,000	0	0.0%			Todd
Wadena	33,311,796	33,311,796	0	0.0%			Wadena
Wright	122,680,289	122,680,289	0	0.0%			Wright
District 3 Totals	799,714,044	799,714,044	0	0.0%			District 3 Totals

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 2000 25 YEAR CONSTRUCTION NEEDS	BASIC 2001 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2000 NEEDS	% CHANGE FROM RESTRICTED 2000 NEEDS	RESTRICTED 2001 25 YEAR CONSTRUCTION NEEDS	2001 SCREENING BOARD RESTRICTION	COUNTY
Becker	58,213,953	58,213,953	\$0	0.0%			Becker
Big Stone	20,746,237	20,746,237	0	0.0%			Big Stone
Clay	60,478,266	60,478,266	0	0.0%			Clay
Douglas	62,689,860	62,689,860	0	0.0%			Douglas
Grant	21,224,449	21,224,449	0	0.0%			Grant
Mahnomen	17,220,484	17,220,484	0	0.0%			Mahnomen
Otter Tail	157,235,569	157,235,569	0	0.0%			Otter Tail
Pope	40,697,976	40,697,976	0	0.0%			Pope
Stevens	27,264,822	27,264,822	0	0.0%			Stevens
Swift	37,376,849	37,376,849	0	0.0%			Swift
Traverse	29,296,518	29,296,518	0	0.0%			Traverse
Wilkin	38,533,118	38,533,118	0	0.0%			Wilkin
District 4 Totals	570,978,101	570,978,101	0	0.0%			District 4 Totals
Anoka	122,042,260	122,042,260	0	0.0%			Anoka
Carver	77,662,350	77,662,350	0	0.0%			Carver
Hennepin	561,093,018	561,093,018	0	0.0%			Hennepin
Scott	69,059,934	69,059,934	0	0.0%			Scott
District 5 Totals	829,857,562	829,857,562	0	0.0%			District 5 Totals
Dodge	\$45,355,624	45,355,624	0	0.0%			Dodge
Fillmore	113,177,263	113,177,263	0	0.0%			Fillmore
Freeborn	80,117,706	80,117,706	0	0.0%			Freeborn
Goodhue	74,580,681	74,580,681	0	0.0%			Goodhue
Houston	70,208,784	70,208,784	0	0.0%			Houston
Mower	77,618,884	77,618,884	0	0.0%			Mower
Olmsted	109,085,337	109,085,337	0	0.0%			Olmsted
Rice	58,800,777	58,800,777	0	0.0%			Rice
Steele	65,653,218	65,653,218	0	0.0%			Steele
Wabasha	65,459,600	65,459,600	0	0.0%			Wabasha
Winona	87,458,631	87,458,631	0	0.0%			Winona
District 6 Totals	847,516,505	847,516,505	0	0.0%			District 6 Totals

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 2000 25 YEAR CONSTRUCTION NEEDS	BASIC 2001 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2000 NEEDS	% CHANGE FROM RESTRICTED 2000 NEEDS	RESTRICTED 2001 25 YEAR CONSTRUCTION NEEDS	2001 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	107,823,571	107,823,571	\$0	0.0%			Blue Earth
Brown	51,464,362	51,464,362	0	0.0%			Brown
Cottonwood	47,184,999	47,184,999	0	0.0%			Cottonwood
Faribault	73,735,520	73,735,520	0	0.0%			Faribault
Jackson	62,230,811	62,230,811	0	0.0%			Jackson
Le Sueur	50,484,212	50,484,212	0	0.0%			Le Sueur
Martin	53,752,305	53,752,305	0	0.0%			Martin
Nicollet	45,824,711	45,824,711	0	0.0%			Nicollet
Nobles	72,027,825	72,027,825	0	0.0%			Nobles
Rock	43,785,819	43,785,819	0	0.0%			Rock
Sibley	51,584,166	51,584,166	0	0.0%			Sibley
Waseca	44,521,275	44,521,275	0	0.0%			Waseca
Watonwan	35,005,644	35,005,644	0	0.0%			Watonwan
District 7 Totals	739,425,220	739,425,220	0	0.0%			District 7 Totals
Chippewa	40,472,004	40,472,004	0	0.0%			Chippewa
Kandiyohi	80,958,716	80,958,716	0	0.0%			Kandiyohi
Lac Qui Parle	35,420,605	35,420,605	0	0.0%			Lac Qui Parle
Lincoln	32,481,024	32,481,024	0	0.0%			Lincoln
Lyon	52,052,647	52,052,647	0	0.0%			Lyon
Mc Leod	48,343,568	48,343,568	0	0.0%			Mc Leod
Meeker	39,647,702	39,647,702	0	0.0%			Meeker
Murray	45,685,906	45,685,906	0	0.0%			Murray
Pipestone	31,005,643	31,005,643	0	0.0%			Pipestone
Redwood	74,477,332	74,477,332	0	0.0%			Redwood
Renville	75,990,337	75,990,337	0	0.0%			Renville
Yellow Medicine	52,498,429	52,498,429	0	0.0%			Yellow Medicine
District 8 Totals	609,033,913	609,033,913	0	0.0%			District 8 Totals
Chisago	65,211,855	65,211,855	0	0.0%			Chisago
Dakota	176,202,287	209,106,554	32,904,267	18.7%			Dakota
Ramsey	250,623,953	250,623,953	0	0.0%			Ramsey
Washington	122,764,602	122,764,602	0	0.0%			Washington
District 9 Totals	614,802,697	647,706,964	32,904,267	5.4%			District 9 Totals
STATE TOTALS	\$6,447,908,748	\$6,480,813,015	\$32,904,267	0.5%			STATE TOTALS

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 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 2002 CSAH apportionments.

2001 COUNTY SCREENING BOARD DATA

October, 2001

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 2002 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of September 1, 2001	Maximum Balance 2000 Const. Apportionment	2001 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2001	Maximum Balance Larger of Either \$100,000 or 1999-2001 Const. Apport.	2002 Construction Fund Balance "Needs" Deduction		
Carlton	\$2,972,228	\$1,835,534	\$1,136,694	\$649,769	\$437,536	\$212,233	\$1,348,927	Carlton
Cook	2,493,369	1,238,926	1,254,443	618,742	376,831	241,911	1,496,354	Cook
Itasca	1,574,187	3,789,655	0	786,068	746,934	39,134	39,134	Itasca
Koochiching	2,483,823	2,180,791	303,032	537,188	226,682	310,506	613,538	Koochiching
Lake	5,471,496	1,796,945	3,674,551	309,750	249,036	60,714	3,735,265	Lake
Pine	4,947,467	2,868,408	2,079,059	268,172	1,140,206	0	2,079,059	Pine
St. Louis	3,341,007	10,007,001	0	1,316,776	1,705,216	0	0	St. Louis
District 1 Totals	23,283,577	23,717,260	8,447,779	4,486,465	---	864,498	9,312,277	District 1 Totals
Beltrami	4,038,033	2,535,263	1,502,770	389,595	282,889	106,706	1,609,476	Beltrami
Clearwater	282,712	1,373,180	0	152,059	319,947	0	0	Clearwater
Hubbard	744,814	1,616,483	0	132,694	348,860	0	0	Hubbard
Kittson	1,866,950	1,534,793	332,157	580,460	581,798	0	332,157	Kittson
Lake of the Woods	651,178	1,475,266	0	256,297	162,244	94,053	94,053	Lake of the Woods
Marshall	593,915	2,358,884	0	375,569	560,411	0	0	Marshall
Norman	1,006,822	1,608,035	0	356,500	387,372	0	0	Norman
Pennington	1,306,286	1,176,554	129,732	0	168,273	0	129,732	Pennington
Polk	1,413,705	3,744,676	0	956,115	764,555	191,560	191,560	Polk
Red Lake	122,825	1,111,260	0	5,556	229,540	0	0	Red Lake
Roseau	371,137	1,785,469	0	842,751	614,683	228,068	228,068	Roseau
District 2 Totals	12,398,377	20,319,863	1,964,659	4,047,596	---	620,387	2,585,046	District 2 Totals
Aitkin	1,619,417	1,974,314	0	304,662	245,443	59,219	59,219	Aitkin
Benton	1,428,996	1,263,813	165,183	120,049	298,880	0	165,183	Benton
Cass	1,753,867	2,372,410	0	215,982	694,037	0	0	Cass
Crow Wing	2,715,301	1,717,285	998,016	0	1,314,154	0	998,016	Crow Wing
Isanti	1,386,695	1,423,054	0	243,830	141,665	102,165	102,165	Isanti
Kanabec	1,165,898	1,090,666	75,232	289,568	312,600	0	75,232	Kanabec
Mille Lacs	1,300,243	1,542,305	0	838,679	523,925	314,754	314,754	Mille Lacs
Morrison	806,880	2,167,205	0	364,543	566,313	0	0	Morrison
Sherburne	1,166,279	1,240,390	0	341,521	251,084	90,437	90,437	Sherburne
Stearns	682,788	3,603,865	0	114,135	1,300,921	0	0	Stearns
Todd	554,947	1,584,738	0	252,566	702,732	0	0	Todd
Wadena	912,929	1,149,134	0	91,306	421,827	0	0	Wadena
Wright	1,544,653	3,039,902	0	749,284	1,265,921	0	0	Wright
District 3 Totals	17,038,893	24,169,081	1,238,431	3,926,125	---	566,575	1,805,006	District 3 Totals

2001 COUNTY SCREENING BOARD DATA

October, 2001

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 2002 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of September 1, 2001	Maximum Balance 2000 Const. Apportionment	2001 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2001	Maximum Balance Larger of Either \$100,000 or 1999-2001 Const. Apport.	2002 Construction Fund Balance "Needs" Deduction		
Becker	\$551,351	\$1,943,510	\$0	\$2,459	\$412,447	\$0	\$0	Becker
Blg Stone	1,653,069	1,092,231	560,838	95,143	320,497	0	560,838	Blg Stone
Clay	1,185,986	2,015,267	0	542,479	525,740	16,739	16,739	Clay
Douglas	306,415	1,809,667	0	63,671	725,528	0	0	Douglas
Grant	1,813,069	1,129,205	683,864	89,581	236,888	0	683,864	Grant
Mahnomen	1,237,562	1,153,051	84,511	111,420	108,770	2,650	87,161	Mahnomen
Otter Tail	4,176,931	4,331,743	0	1,049,093	1,085,364	0	0	Otter Tail
Pope	471,261	1,619,195	0	247,747	244,572	3,175	3,175	Pope
Stevens	45,097	1,153,394	0	58,023	164,425	0	0	Stevens
Swift	1,023,230	1,350,514	0	397,793	402,020	0	0	Swift
Traverse	1,493,087	1,086,811	406,276	261,725	373,615	0	406,276	Traverse
Wilkin	146,422	1,381,175	0	51,542	426,927	0	0	Wilkin
District 4 Totals	14,103,480	20,065,763	1,735,489	2,970,676	---	22,564	1,758,053	District 4 Totals
Anoka	1,074,073	3,792,889	0	668,324	668,324	0	0	Anoka
Carver	3,941,202	1,794,325	2,146,877	394,291	1,082,013	0	2,146,877	Carver
Hennepin	22,233,669	11,822,441	10,411,228	4,857,008	3,638,622	1,218,386	11,629,614	Hennepin
Scott	0	2,336,682	0	259,246	245,066	14,180	14,180	Scott
District 5 Totals	27,248,944	19,746,337	12,558,105	6,178,869	---	1,232,566	13,790,671	District 5 Totals
Dodge	936,779	1,316,992	0	161,106	440,943	0	0	Dodge
Fillmore	814,108	2,675,921	0	170,636	1,039,021	0	0	Fillmore
Freeborn	23,956	2,452,921	0	249,501	321,277	0	0	Freeborn
Goodhue	717,668	2,090,666	0	19,951	678,239	0	0	Goodhue
Houston	1,160,867	1,953,657	0	174,363	266,972	0	0	Houston
Mower	486,102	2,212,054	0	295,782	423,329	0	0	Mower
Olmsted	112	2,801,540	0	0	224,209	0	0	Olmsted
Rice	0	1,843,585	0	0	194,201	0	0	Rice
Steele	1,811,466	1,932,661	0	116,559	181,679	0	0	Steele
Wabasha	1,001,737	1,697,761	0	0	918,328	0	0	Wabasha
Winona	502,012	2,072,372	0	638,090	544,175	93,915	93,915	Winona
District 6 Totals	7,454,807	23,050,130	0	1,825,988	---	93,915	93,915	District 6 Totals

2001 COUNTY SCREENING BOARD DATA

October, 2001

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 2002 Construction Fund Balance "Needs" Deduction	County
	Unencumbered	Maximum	2001	Unencumbered	Maximum Balance	2002		
	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	1999-2001	"Needs"		
	September 1, 2001		Deduction	September 1, 2001	Const. Apport.	Deduction		
Blue Earth	\$0	\$2,739,557	\$0	\$0	\$624,968	\$0	\$0	Blue Earth
Brown	1,211,710	1,615,048	0	232,159	348,197	0	0	Brown
Cottonwood	1,356,896	1,572,563	0	265,821	364,121	0	0	Cottonwood
Faribault	236,775	1,810,693	0	689,287	1,040,393	0	0	Faribault
Jackson	3,090,268	1,872,022	1,218,246	517,197	483,617	33,580	1,251,826	Jackson
Le Sueur	539,856	1,322,502	0	337,263	935,598	0	0	Le Sueur
Martin	1,171,255	1,764,685	0	55,352	403,390	0	0	Martin
Nicollet	1,320	1,519,151	0	0	200,445	0	0	Nicollet
Nobles	1,856,189	2,034,863	0	179,446	390,058	0	0	Nobles
Rock	0	1,309,343	0	890,151	559,489	330,662	330,662	Rock
Sibley	0	1,497,118	0	442,394	428,088	14,306	14,306	Sibley
Waseca	254,615	1,386,544	0	172,452	269,717	0	0	Waseca
Watsonwan	23,202	1,055,915	0	214,918	619,813	0	0	Watsonwan
District 7 Totals	9,742,086	21,500,004	1,218,246	3,996,440	---	378,548	1,596,794	District 7 Totals
Chippewa	316,381	1,300,260	0	12,170	298,604	0	0	Chippewa
Kandiyohi	872,627	2,536,537	0	55,827	490,510	0	0	Kandiyohi
Lac Qui Parle	2,562,979	1,428,125	1,134,854	703,601	388,211	315,390	1,450,244	Lac Qui Parle
Lincoln	517,373	1,136,511	0	331,248	385,588	0	0	Lincoln
Lyon	907,233	1,495,081	0	283,077	683,989	0	0	Lyon
Mc Leod	2,314,579	1,478,303	836,276	442,876	468,210	0	836,276	Mc Leod
Meeker	621,384	1,421,973	0	335,079	257,010	78,069	78,069	Meeker
Murray	334,826	1,517,751	0	187,368	466,400	0	0	Murray
Pipestone	48,081	956,247	0	125,691	746,546	0	0	Pipestone
Redwood	460,634	1,938,733	0	636,869	657,452	0	0	Redwood
Renville	0	2,392,736	0	0	281,339	0	0	Renville
Yellow Medicine	754,281	1,574,656	0	439,658	560,850	0	0	Yellow Medicine
District 8 Totals	9,710,378	19,176,913	1,971,130	3,553,464	---	393,459	2,364,589	District 8 Totals
Chisago	3,368,133	1,729,719	1,638,414	1,290,942	669,819	621,123	2,259,537	Chisago
Dakota	6,751,123	4,666,403	2,084,720	538,881	433,187	105,694	2,190,414	Dakota
Ramsey	5,091,616	6,211,775	0	5,082	163,407	0	0	Ramsey
Washington	1,354,507	2,586,788	0	1,395,938	2,100,030	0	0	Washington
District 9 Totals	16,565,379	15,194,685	3,723,134	3,230,843	---	726,817	4,449,951	District 9 Totals
STATE TOTALS	\$137,545,921	\$186,940,036	\$32,856,973	\$34,216,466	\$48,954,752	\$4,899,329	\$37,756,302	STATE TOTALS

2001 COUNTY SCREENING BOARD DATA

October, 2001

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:

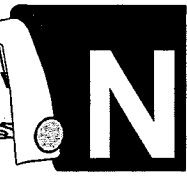
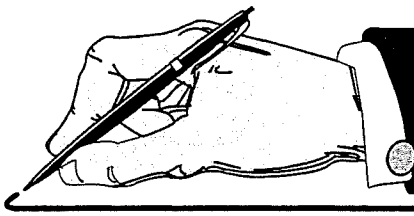
That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules chapter 8820.0100 Subp. 13b shall have the non-local cost of such special resurfacing projects annually 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 1991 through 2000, the number of projects awarded and the project costs in each account which have been deducted from the 2001 County State Aid Highway Money needs. In 2000 alone, more than \$28.6 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1991-2000	Spec. Resurf. 2000	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2001 25-Yr. Const. Needs
Carlton	16	0	\$1,924,339	\$139,945	\$2,064,284
Cook	3	0	1,515,667	0	1,515,667
Itasca	18	0	2,960,930	337,607	3,298,537
Koochiching	15	3	2,053,533	83,562	2,137,095
Lake	6	1	3,826,609	0	3,826,609
Pine	11	0	2,462,749	59,579	2,522,328
St. Louis	3	0	473,469	8,095	481,564
District 1 Totals	72	4	15,217,296	628,788	15,846,084
Beltrami	6	2	2,777,141	0	2,777,141
Clearwater	8	0	2,323,015	10,500	2,333,515
Hubbard	4	1	1,638,633	0	1,638,633
Kittson	7	0	939,996	39,292	979,288
Lake of the Woods	5	1	934,610	44,229	978,839
Marshall	1	0	176,431	0	176,431
Norman	15	6	2,245,032	97,880	2,342,912
Pennington	2	0	318,149	0	318,149
Polk	5	0	635,405	69,202	704,607
Red Lake	8	0	3,521,919	120,537	3,642,456
Roseau	9	0	2,419,519	30,757	2,450,276
District 2 Totals	70	10	17,929,850	412,397	18,342,247

County	Number of Special Resurf. Projects 1991-2000	Spec. Resurf. 2000	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2001 25-Yr. Const. Needs
Aitkin	6	1	\$1,341,415	\$0	\$1,341,415
Benton	7	0	793,645	0	793,645
Cass	6	1	1,683,310	0	1,683,310
Crow Wing	9	0	753,644	45,476	799,120
Isanti	25	0	2,283,704	0	2,283,704
Kanabec	5	0	0	115,826	115,826
Mille Lacs	26	5	3,868,099	197,318	4,065,417
Morrison	33	2	8,174,007	143,706	8,317,713
Sherburne	21	3	2,945,724	129,735	3,075,459
Stearns	33	3	7,627,154	16,030	7,643,184
Todd	3	0	1,420,724	32,391	1,453,115
Wadena	4	1	699,416	0	699,416
Wright	14	3	4,430,709	180,593	4,611,302
District 3 Totals	192	19	36,021,551	861,075	36,882,626
Becker	33	5	5,200,280	208,209	5,408,489
Big Stone	2	2	861,480	0	861,480
Clay	2	0	49,082	49,879	98,961
Douglas	18	3	3,106,475	56,482	3,162,957
Grant	17	1	3,922,865	221,861	4,144,726
Mahnomen	3	0	598,529	57,254	655,783
Otter Tail	49	5	8,793,848	324,951	9,118,799
Pope	6	0	336,581	12,673	349,254
Stevens	10	1	2,835,446	29,602	2,865,048
Swift	17	1	2,470,548	215,703	2,686,251
Traverse	8	0	2,654,039	154,843	2,808,882
Wilkin	12	2	3,794,510	152,264	3,946,774
District 4 Totals	177	20	34,623,683	1,483,721	36,107,404
Anoka	4	0	789,459	0	789,459
Carver	5	0	160,240	98,372	258,612
Hennepin	8	0	1,586,881	14,555	1,601,436
Scott	4	0	441,828	22,509	464,337
District 5 Totals	21	0	2,978,408	135,436	3,113,844
Dodge	11	0	2,195,509	30,333	2,225,842
Fillmore	7	1	969,615	176,077	1,145,692
Freeborn	35	5	11,085,704	360,741	11,446,445
Goodhue	2	0	404,430	0	404,430
Houston	6	0	1,305,661	39,354	1,345,015
Mower	10	0	1,092,110	0	1,092,110
Olmsted	4	0	3,668,862	72,550	3,741,412
Rice	17	5	2,639,978	0	2,639,978
Steele	18	7	3,270,997	0	3,270,997
Wabasha	15	3	1,758,578	239,032	1,997,610
Winona	29	3	4,041,532	169,128	4,210,660
District 6 Totals	154	24	32,432,976	1,087,215	33,520,191

County	Number of Special Resurf. Projects 1991-2000	Spec. Resurf. 2000	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2001 25-Yr. Const. Needs
Blue Earth	24	6	\$3,182,770	\$29,919	\$3,212,689
Brown	23	0	2,315,037	40,385	2,355,422
Cottonwood	11	0	2,149,128	0	2,149,128
Faribault	4	0	496,516	51,037	547,553
Jackson	3	1	452,214	0	452,214
LeSueur	9	2	2,369,500	542,931	2,912,431
Martin	2	2	357,560	0	357,560
Nicollet	6	1	256,841	122,244	379,085
Nobles	7	1	905,931	0	905,931
Rock	9	0	1,513,570	179,325	1,692,895
Sibley	17	3	3,704,088	0	3,704,088
Waseca	8	0	1,331,895	0	1,331,895
Watonwan	19	2	1,594,592	55,625	1,650,217
District 7 Totals	142	18	20,629,642	1,021,466	21,651,108
Chippewa	10	0	2,500,650	0	2,500,650
Kandiyohi	0	0	0	0	0
Lac Qui Parle	13	3	1,285,992	46,682	1,332,674
Lincoln	16	0	964,773	61,413	1,026,186
Lyon	15	2	1,936,398	295,985	2,232,383
Mc Leod	5	1	1,446,809	0	1,446,809
Meeker	6	0	886,967	0	886,967
Murray	21	2	2,547,202	98,836	2,646,038
Pipestone	6	0	104,369	390,446	494,815
Redwood	27	0	2,211,093	556,310	2,767,403
Renville	12	0	2,340,603	42,698	2,383,301
Yellow Medicine	4	0	1,226,246	0	1,226,246
District 8 Totals	135	8	17,451,102	1,492,370	18,943,472
Chisago	5	2	1,643,507	0	1,643,507
Dakota	1	0	0	27,238	27,238
Ramsey	9	3	1,436,083	0	1,436,083
Washington	13	1	912,983	629,727	1,542,710
District 9 Totals	28	6	3,992,573	656,965	4,649,538
STATE TOTALS	991	109	\$181,277,081	\$7,779,433	\$189,056,514



NOTES and COMMENTS

2001 COUNTY SCREENING BOARD DATA

OCTOBER, 2001

Used 2000 Figures

18

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 2001 25-year construction needs) have been used in calculating the 2001 annual County State Aid Highway money needs.

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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

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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 2001 - 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

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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 2001 - 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

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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 2001 - 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

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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 2001 - 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%	82,247	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

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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 2001 - 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											
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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

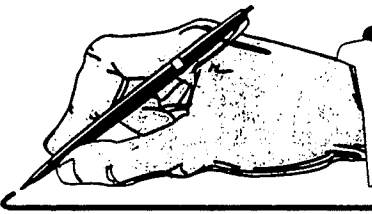
Comparison of 1984-1999 Rural Design Grading Construction Costs to Needs Study Costs

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 2001 - 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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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



NOTES and COMMENTS

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

Used 2000 Figures

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 2001 25-year construction needs) have been used in calculating the 2001 annual County State Aid Highway money needs.

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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 2001 - 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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% 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		
	#	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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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											
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	145,853	-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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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											
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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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											
Chisago	2	1.7	25%	\$189,662	\$176,422	8%	8.0%	6.83	44.2%	\$914,356	133,873	\$73,148	\$144,583
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

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

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 2001 - 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

2001 COUNTY SCREENING BOARD DATA

OCTOBER, 2001

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, 2001 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 6-7, 2001 Screening Board meeting.

County	Project	Variance From	2001 Needs Adjustments	Approx. 2002 Apport. Loss*
Redwood	64-701-14	Design Speed	\$56,950	\$1,321
TOTAL			\$56,950	\$1,321

* Based on \$23.19 earning factor for each \$1,000 of 25 year money needs.

2001 COUNTY SCREENING BOARD DATA

October, 2001

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, 2000

<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 To Be Paid</u>	<u>Total \$'s Applied to Ineligible Projects</u>	<u>Bond Account Adjustment</u>
Cook	12/01/97	650,000	650,000	160,000	490,000	0	490,000
District 1 Totals		650,000	650,000	160,000	490,000	0	490,000
Polk	05-01-96	2,000,000	2,000,000	1,570,000	430,000	0	430,000
Polk	04-01-98	2,000,000	2,000,000	800,000	1,200,000	0	1,200,000
District 2 Totals		4,000,000	4,000,000	2,370,000	1,630,000	0	1,630,000
Benton	06/01/95	720,000	720,000	305,000	415,000	153,399	261,601
District 3 Totals		720,000	720,000	305,000	415,000	153,399	261,601

STATE AID BOND RECORD AS OF DECEMBER 31, 2000

<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 To Be Paid</u>	<u>Total \$'s Applied to Ineligible Projects</u>	<u>Bond Account Adjustment</u>
Le Sueur	03-24-97	950,000	930,000	695,000	235,000	0	235,000
Nicollet	06-01-94	2,000,000	2,000,000	1,200,000	800,000	125,112	674,888
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	380,000	1,420,000	0	1,420,000
District 7 Totals		7,330,000	7,310,000	4,579,599	2,730,401	125,112	2,605,289
Kandiyohi	01/01/99	3,250,000	2,996,220	125,000	2,871,220	0	2,871,220
Yellow Medicine	01-06-93	1,875,000	1,805,000	815,000	990,000	0	990,000
District 8 Totals		5,125,000	4,801,220	940,000	3,861,220	0	3,861,220
STATE TOTALS		\$17,825,000	\$17,481,220	\$8,354,599	\$9,126,621	\$278,511	\$8,848,110

2001 C.S.A.H. APPORTIONMENT DATA

OCTOBER, 2001

"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 2001 25-year needs and are shown on the 2002 Money Needs Apportionment Chart.

<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	941,334
Itasca	1,194,611	Cass	1,231,687
Koochiching	912,742	Crow Wing	803,252
Lake	720,352	Isanti	668,584
Pine	1,013,052	Kanabec	362,375
St. Louis	8,028,926	Mille Lacs	306,773
District 1 Totals	12,469,281	Morrison	106,626
		Sherburne	458,486
Beltrami	1,064,453	Stearns	938,683
Clearwater	506,234	Todd	426,987
Hubbard	1,369,135	Wadena	244,255
Kittson	947,760	Wright	1,947,095
Lake of the Woods	176,828	District 3 Totals	9,448,348
Marshall	1,684,457		
Norman	618,573		
Pennington	135,585		
Polk	3,387,011		
Red Lake	303,385		
Roseau	498,625		
District 2 Totals	10,692,046		

"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	\$4,035,976
Big Stone	194,537	Brown	559,061
Clay	1,367,584	Cottonwood	776,481
Douglas	1,108,665	Faribault	806,183
Grant	48,142	Jackson	481,589
Mahnomen	376,914	Le Sueur	840,229
Otter Tail	1,136,906	Martin	499,471
Pope	700,281	Nicollet	1,260,988
Stevens	483,713	Nobles	334,815
Swift	445,361	Rock	363,229
Traverse	160,653	Sibley	474,438
Wilkin	594,256	Waseca	281,474
District 4 Totals	7,209,566	Watsonwan	530,589
		District 7 Totals	11,244,523
Anoka	7,734,317	Chippewa	345,865
Carver	1,530,193	Kandiyohi	1,697,032
Hennepin	53,956,069	Lac Qui Parle	584,612
Scott	4,952,043	Lincoln	686,078
District 5 Totals	68,172,622	Lyon	1,100,354
Dodge	583,663	Mc Leod	2,487,550
Fillmore	1,583,436	Meeker	685,952
Freeborn	496,889	Murray	677,058
Goodhue	2,604,645	Pipestone	437,363
Houston	618,698	Redwood	883,551
Mower	187,423	Renville	1,447,297
Olmsted	4,534,748	Yellow Medicine	779,824
Rice	306,125	District 8 Totals	11,812,536
Steele	87,793		
Wabasha	795,557	Chisago	355,943
Winona	474,616	Dakota	25,621,379
District 6 Totals	12,273,593	Ramsey	5,003,517
		Washington	3,465,951
		District 9 Totals	34,446,790
		STATE TOTALS	\$177,769,305

2001 COUNTY SCREENING BOARD DATA

October, 2001

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, Wetland Mitigation, and RR-xing Surfacing (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 2001 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	Total
District 1							
Cook	\$6,976	---	---	\$16,161	---	---	\$23,137
Itasca	\$80,395	143,725	---	\$86,190	---	---	\$310,310
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
District 2							
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	---	41,823	---	527	1,953	---	44,303
District 3							
Aitkin	---	---	---	---	7,534	---	7,534
Benton	15,150	---	---	---	---	---	15,150
Crow Wing	102,588	---	---	97,802	97,562	---	297,952
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
District 4							
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
District 5							
Anoka	\$3,708,046	\$77,611	\$429,391	\$281,165	\$1,251,964	---	\$5,748,177
Carver	37,029	204,557	---	---	17,279	50,581	309,446
Hennepin	9,323,476	1,984,929	2,599,830	1,695,925	39,636	---	15,643,796
Scott	2,222,598	41,500	391,064	617,645	179,709	---	3,452,516
District 6							
Fillmore	---	221,020	35,790	191,377	---	---	448,187
Freeborn	144,736	---	---	---	---	---	144,736
Goodhue	115,282	---	---	---	---	36,513	151,795
Houston	---	153,749	57,742	62,111	122,040	---	395,642
Olmsted	851,666	---	90,033	---	---	---	941,699
Wabasha	---	---	57,971	75,787	5,100	---	138,858
Winona	---	---	2,760	---	---	---	2,760
District 7							
Blue Earth	---	---	9,942	130,454	628,396	46,305	815,097
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
Watsonwan	1,626	229,117	---	213,157	---	---	443,900
District 8							
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
Murray	---	---	22,988	193,323	---	---	216,311
Pipestone	---	216	3,150	6,176	---	---	9,542
Yellow Medicine	---	---	---	---	---	5000	5,000
District 9							
Chisago	---	---	4,599	32,093	---	---	36,692
Dakota	4,015,839	---	1,730,933	626,109	408,201	117,390	6,898,472
Ramsey	5,681,719	27,152	1,193,770	784,107	506,537	---	8,193,285
Washington	2,177,258	23,107	167,588	242,525	92,785	---	2,703,263
TOTAL	\$29,611,885	\$3,256,043	\$7,010,162	\$5,875,182	\$3,632,482	\$288,751	\$49,674,505

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.

2001 COUNTY SCREENING BOARD DATA

OCTOBER, 2001

"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 2002 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	1999	1	113,025	0	113,025	2001-2015
District 1						
Polk	1988	1	\$201,689	0	\$201,689	1994-2008
District 2						
Wilkin	1987	1	0	37,731	37,731	1989-2003
District 4						
Anoka	2000	1	179,005	0	179,005	2001-2015
Hennepin	1989	2	348,771	0	348,771	1991-2005
Hennepin	1994	1	45,520	0	45,520	1996-2010
Hennepin	2001	1	88,131	0	88,131	2002-2016
District 5						
Olmsted	1993	1	52,831	0	52,831	1995-2009
Wabasha	1998	1	27,500	0	27,500	1999-2013
District 6						
Nicollet	1999	1	0	114,468	114,468	2000-2014
Nicollet	2001	1	17,683	0	17,683	2002-2016
District 7						
Kandiyohi	2001	1	19,828	0	19,828	2002-2016
District 8						
Chisago	1986	1	27,200	0	27,200	1988-2002
Ramsey	1988	2	201,073	0	201,073	1990-2004
District 9						
State Total	48	18	\$1,578,332	\$363,037	\$1,941,369	2002 Apport.

2001 COUNTY SCREENING BOAD DATA

October, 2001

"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 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.

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 2002 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

2001 COUNTY SCREENING BOARD DATA

OCTOBER, 2001

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 2001 money needs.

District	County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
1	Carlton	\$21,550	\$0	\$21,550
2	Polk	6,113,142	0	6,113,142
4	Clay	55,021	0	55,021
5	Anoka	3,720,762	0	3,720,762
	Carver	5,071,477	0	5,071,477
	Hennepin	1,528,564	0	1,528,564
	Scott	4,094,015	0	4,094,015
6	Fillmore	2,810,399	95,238	2,905,637
	Goodhue	5,028,836	0	5,028,836
	Olmsted	3,138,610	0	3,138,610
	Winona	84,953	0	84,953
7	Blue Earth	801,277	0	801,277
	Brown	533,246	355,015	888,261
	Faribault	606,206	34,377	640,583
	Martin	280,303	0	280,303
	Nicollet	756,877	0	756,877
	Nobles	0	62,245	62,245
	Waseca	116,421	0	116,421
	Watsonwon	211,289	0	211,289
8	Chippewa	0	28,964	28,964
	Kandiyohi	1,742,508	0	1,742,508
	Mcleod	461,794	214,710	676,504
	Redwood	7,599	0	7,599
	Renville	0	311,633	311,633
	Yellow Medicine	624,153	14,416	638,569
9	Dakota	5,269,025	0	5,269,025
	Ramsey	455,138	0	455,138
	Washington	1,986,309	0	1,986,309
State Total		\$45,519,474	\$1,116,598	\$46,636,072



NOTES and COMMENTS

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2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001 **Used 2000 Figures**

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 2001 25 year needs, as shown on the 2002 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

2001 COUNTY SCREENING BOARD DATA

OCTOBER, 2001

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 2001)	Mill Levy Deduction
Carlton	1,098,093,637	\$175,256
Cook	588,812,149	93,974
Itasca	2,193,024,010	350,007
Koochiching	457,990,439	73,095
Lake	571,807,585	91,260
Pine	1,026,801,551	163,878
St. Louis*	6,933,489,300	670,468
District 1 Totals	12,870,018,671	1,617,938
Beltrami	1,073,643,119	171,353
Clearwater	316,540,084	50,520
Hubbard	1,124,447,663	179,462
Kittson	389,801,814	62,212
Lake of the Woods	183,727,990	29,323
Marshall	556,073,552	88,749
Norman	385,087,841	61,460
Pennington	381,305,905	60,856
Polk	1,367,105,944	218,190
Red Lake	138,609,700	22,122
Roseau	499,076,638	79,653
District 2 Totals	6,415,420,250	1,023,900
Aitkin	945,748,742	150,941
Benton	1,220,803,250	194,840
Cass	2,130,162,408	339,974
Crow Wing	3,829,879,200	611,249
Isanti	1,258,719,987	200,892
Kanabec	492,435,532	78,593
Mille Lacs	807,154,698	128,822
Morrison	1,142,309,561	182,313
Sherburne	3,567,962,756	569,447
Stearns	5,206,550,282	830,965
Todd	719,123,184	114,772
Wadena	362,011,112	57,777
Wright	4,561,093,274	727,950
District 3 Totals	26,243,953,986	4,188,535
Becker	1,393,750,292	222,443
Big Stone	254,734,083	40,656
Clay	1,721,960,394	274,825
Douglas	1,786,088,141	285,060
Grant	384,655,304	61,391
Mahnomen	173,953,707	27,763
Otter Tail	2,842,390,851	453,646
Pope	533,610,417	85,164
Stevens	466,759,738	74,495
Swift	547,602,877	87,397
Traverse	342,207,662	54,616
Wilkin	551,195,065	87,971
District 4 Totals	\$10,998,908,531	\$1,755,427

* Denotes Urban County.

County	County Total Real & Personal Market Value (Taxes Payable 1999)	Mill Levy Deduction
Anoka*	14,199,892,108	\$1,373,130
Carver	4,285,666,944	683,992
Hennepin*	72,648,445,963	7,025,105
Scott	5,227,063,035	834,239
District 5 Totals	96,361,068,050	9,916,466
Dodge	868,183,121	138,562
Fillmore	902,968,536	144,114
Freeborn	1,405,037,357	224,244
Goodhue	2,636,580,112	420,798
Houston	736,312,250	117,515
Mower	1,557,296,885	248,545
Olmsted	5,702,818,470	910,170
Rice	2,377,062,685	379,379
Steele	1,628,458,754	259,902
Wabasha	938,636,610	149,806
Winona	1,874,923,907	299,238
District 6 Totals	20,628,278,687	3,292,273
Blue Earth	2,567,162,569	409,719
Brown	1,232,036,188	196,633
Cottonwood	720,433,668	114,981
Faribault	919,336,221	146,726
Jackson	825,106,308	131,687
Le Sueur	1,257,917,883	200,764
Martin	1,275,476,011	203,566
Nicollet	1,419,198,575	226,504
Nobles	988,060,317	157,694
Rock	555,573,233	88,669
Sibley	844,946,384	134,853
Waseca	935,555,069	149,315
Watsonwan	576,122,033	91,949
District 7 Totals	14,116,924,459	2,253,060
Chippewa	662,754,750	105,776
Kandiyohi	1,899,957,340	303,233
Lac Qui Parle	418,369,908	66,772
Lincoln	311,980,656	49,792
Lyon	1,157,787,579	184,783
Mc Leod	1,522,434,901	242,981
Meeker	1,001,713,140	159,873
Murray	630,560,124	100,637
Pipestone	455,761,597	72,740
Redwood	982,311,771	156,777
Renville	1,196,167,245	190,908
Yellow Medicine	577,206,056	92,122
District 8 Totals	10,817,005,067	1,726,394
Chisago	1,995,480,752	318,479
Dakota*	20,721,488,346	2,003,768
Ramsey*	23,345,433,177	2,257,503
Washington*	12,334,314,941	1,192,728
District 9 Totals	58,396,717,216	5,772,478
STATE TOTALS	\$256,848,294,917	\$31,546,471

* Denotes Urban County.

* * * * *

**TENTATIVE
APPORTIONMENT
DATA**

* * * * *

2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

Development of the Tentative 2002 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 2002 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2002 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 2001 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 2002 Apportionment.

Adjustments must be made for any turnback activity in 2001, construction fund balances as of 12/31/01, and possibly for any action taken by this Board.

2001 CSAH APPORTIONMENT DATA

MONEY NEEDS APPORTIONMENT

DEVELOPMENT OF THE TENTATIVE 2002 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 2001 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 2001 CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND DEDUCT.	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.)	(PLUS) 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.	MONEY NEEDS FACTORS	ANNUAL MONEY NEEDS RECOMMENDATION TO THE COMMISSIONNER	COUNTY
Carlton	\$66,057,708		\$66,057,708	\$8,549,673	(\$168,874)	(\$1,348,927)	\$0	(\$2,064,284)			\$308,777			\$21,550		\$71,355,623	\$2,854,225	(\$175,256)	\$2,678,969	1.015196	\$1,721,096		\$1,721,096		1.043409	(\$38,184)	\$1,682,912	0.9839	\$2,596,462	Carlton
Cook	41,796,992		41,796,992	7,874,049	1,126,708	(1,496,354)	490,000				290,821	\$23,137				48,589,686	1,943,587	(93,974)	1,849,613	0.700912	1,188,279		1,188,279		0.720391	(26,363)	1,161,916	0.6793	1,792,649	Cook
Itasca	127,663,734		127,663,734	43,935,444	1,004,854	(99,134)	0	(3,298,537)	\$466,914		1,194,811	310,310			(\$547,021)	170,691,175	6,827,647	(350,007)	6,477,640	2.454704	4,161,542		4,161,542		2.522923	(92,327)	4,069,215	2.3791	6,278,143	Itasca
Koochiching	34,086,079		34,086,079	11,938,098	(184,887)	(613,538)	0	(2,137,095)			142,742					44,001,399	1,760,056	(73,095)	1,686,961	0.639275	1,083,784		1,083,784	\$1,339,259		2,423,043	1,4167	3,738,365	Koochiching	
Lake	86,209,569		86,209,569	17,985,600	1,553,653	(3,735,265)	0	(3,826,609)	113,025		720,352	101,960				79,122,285	3,164,891	(91,260)	3,073,631	1.164754	1,974,646		1,974,646		1.197123	(43,809)	1,930,837	1.1289	2,978,970	Lake
Pine	114,940,157		114,940,157	19,501,809	1,291,884	(2,079,069)	0	(2,522,328)			1,013,052	82,110				132,227,405	5,289,096	(163,878)	5,125,218	1.942203	3,292,682		3,292,682		1.996179	(73,051)	3,219,631	1.8824	4,987,372	Pine
St. Louis	377,226,434		377,226,434	77,680,779	8,929,312	0	0	(481,564)			8,028,926	73,800				471,457,687	18,858,307	(670,468)	18,187,839	6.892289	11,684,727		11,684,727		7.083832	(259,235)	11,425,492	6.6800	17,627,694	St. Louis
District 1 Totals	827,980,673		827,980,673	167,465,452	13,552,430	(9,312,277)	490,000	(15,846,084)	579,939	0	12,469,281	591,317	0	21,550	(547,021)	471,457,687	18,858,307	(1,617,938)	39,079,871	9.043633	25,106,756	0	25,106,756	1,339,259	14.563857	(532,969)	25,913,046	15.1503	39,979,655	District 1 Totals
Beltrami	85,598,636		85,598,636	7,236,893	318,597	(1,609,478)	0	(2,777,141)			1,064,453	775				89,832,737	3,593,309	(171,353)	3,421,958	1.296752	2,198,427		2,198,427		1.332790	(48,774)	2,149,653	1.2568	3,316,568	Beltrami
Clearwater	41,981,787		41,981,787	(1,421,192)	(238,442)	(165,183)	0	(2,333,515)			506,234	51,257				38,546,129	1,541,845	(50,520)	1,491,325	0.595138	958,097		958,097		0.580844	(21,256)	936,841	0.5477	1,445,395	Clearwater
Hubbard	50,288,671		50,288,671	5,291,346	172,436	0	0	(1,638,633)			1,369,135	18,213				55,501,168	2,220,407	(179,462)	2,040,945	0.773280	1,310,967		1,310,967		0.794770	(29,085)	1,281,882	0.7495	1,977,737	Hubbard
Kittson	48,858,113		48,858,113	1,895,579	(149,711)	(332,157)	0	(979,286)			947,780					50,240,296	2,006,612	(62,212)	1,947,400	0.737968	1,251,102		1,251,102		0.758477	(27,757)	1,223,345	0.7152	1,887,424	Kittson
Lake of Woods	25,553,689		25,553,689	1,016,629	297,581	(94,058)	0	(978,839)			178,828					25,971,835	1,038,873	(29,323)	1,009,550	0.382569	646,582		646,582	837,693			1,223,345	0.7152	1,887,424	Lake of Woods
Marshall	69,319,279		69,319,279	(1,460,499)	0	0	0	(176,431)			1,684,457	99,410				69,466,216	2,778,649	(88,749)	2,589,900	1.019339	1,728,119		1,728,119		1.047867	(38,340)	1,496,276	0.8690	2,607,053	Marshall
Norman	48,367,277		48,367,277	289,450	54,840	0	0	(2,342,912)			618,573					46,987,228	1,879,489	(61,460)	1,818,029	0.688943	1,167,988		1,167,988		0.708089	(25,913)	1,142,075	0.6677	1,762,038	Norman
Pennington	27,907,203		27,907,203	2,700,497	(17,281)	(129,732)	0	(318,149)			135,585					30,278,123	1,211,125	(60,856)	1,150,269	0.435895	738,987		738,987		0.448009	(16,395)	722,592	0.4225	1,114,831	Pennington
Polk	130,094,046		130,094,046	0	(80,934)	(191,560)	1,630,000	(704,607)	201,689		3,387,011	37,145	6,113,142			140,485,932	5,619,437	(218,190)	5,401,247	2.046805	3,470,017		3,470,017		2.103688	(76,585)	3,393,032	1.9838	5,234,902	Polk
Red Lake	26,005,814		26,005,814	1,408,198	303,179	0	0	(3,642,456)			303,385	44,303				24,420,423	976,817	(22,122)	954,695	0.361782	613,341		613,341	347,798			961,139	0.5619	1,482,883	Red Lake
Roseau	54,625,518		54,625,518	691,646		(228,068)	0	(2,450,278)			498,625					50,490,919	2,019,637	(79,653)	1,939,984	0.735158	1,246,338		1,246,338		0.755589	(27,551)	1,218,687	0.7125	1,880,238	Roseau
District 2 Totals	608,600,033		608,600,033	14,308,375	1,351,911	(2,585,046)	1,630,000	(18,342,247)	201,689	0	10,692,046	251,103	0	6,113,142	0	622,221,006	24,888,809	(1,023,900)	23,864,940	9.043629	15,331,965	0	15,331,965	1,185,491	8.529923	(312,156)	16,205,300	9.4745	25,002,168	District 2 Totals
Aitkin	56,426,102		56,426,102	13,292,344	(34,025)	(59,219)	0	(1,341,415)			1,012,211	7,534				69,303,532	2,772,141	(150,941)	2,621,200	0.993305	1,883,983		1,883,983		1.020910	(37,360)	1,846,623	0.9627	2,540,474	Aitkin
Benton	31,177,274		31,177,274	8,148,312	259,005	(165,183)	261,601	(793,645)			941,334	15,150				39,643,938	1,593,758	(194,840)	1,398,918	0.530121	898,732	19,839	918,571		0.568881	(20,473)	898,192	0.5251	1,358,766	Benton
Cass	75,530,496		75,530,496	11,059,745	(247,900)	0	0	(1,683,310)			1,231,687					85,890,658	3,436,626	(339,974)	3,095,652	1.173099	1,988,794		1,988,794		1.205701	(44,123)	1,944,671	1.1370	3,000,314	Cass
Crow Wing	71,616,439		71,616,439	3,429,476	(394,304)	(998,016)	0	(799,120)			803,252	297,952				73,955,676	2,959,227	(611,249)	2,348,978	0.898388	1,507,809		1,507,809		0.914105	(33,452)	1,474,357	0.8620	2,274,695	Crow Wing
Isanti	37,826,640		37,826,640	10,533,035	(314,166)	(102,165)	0	(2,283,704)			868,584					49,328,224	1,859,129	(200,892)	1,658,237	0.628116	1,061,475		1,061,475		0.643516	(23,550)	1,037,925	0.6068	1,601,351	Isanti
Kanabec	29,974,332		29,974,332	2,768,689	(264,144)	(75,232)	0	(115,826)			362,375				(114,984)	32,535,206	1,301,408	(78,593)	1,222,815	0.463396	785,456		785,456	6,729			792,323	0.4632	1,222,427	Kanabec
Millie Lacs	47,104,728		47,104,728	15,505,262	1,107,449	(314,754)	0	(4,085,417)			306,773	173,945				59,817,986	2,992,719	(128,822)	2,863,897	0.857905	1,454,435		1,454,435		0.881747	(32,268)	1,422,167	0.8315	2,194,175	Millie Lacs
Morrison	69,813,538		69,813,538	12,940,373	704,717	0	0	(8,317,713)			106,626					75,047,541	3,001,902	(182,313)	2,819,589	1.088484	1,811,437		1,811,437		1.098178	(40,188)	1,771,249	1.0356	2,732,152	Morrison
Sherburne	36,789,663		36,789,663	582,433	190,430	(90,437)	0	(3,075,459)			458,456					34,855,116	1,394,205	(569,447)	824,758	0.312542	529,863		529,863		0.321228	(11,755)	518,108	0.3020	799,357	Sherburne
Stearns	142,188,750		142,188,750	16,553,951	564,699	0	0	(7,643,184)			938,683	668,193				153,271,092	6,130,844	(830,965)	5,299,879	2.008391	3,404,892	1,656	3,405,548		2.065210	(75,577)	3,330,971	1.9475	5,139,152	Stearns
Todd	45,474,000		45,474,000	1,922,888	1,474,402	0	0	(1,453,115)			426,987	16,745				47,861,907	1,914,476	(114,772)	1,799,704	0.681999	1,156,216		1,156,216		0.700853	(25,652)	1,130,564	0.6610	1,744,278	Todd
Wadena	33,311,796		33,311,796	4,111,919	678,455	0	0	(699,416)			244,255					37,647,099	1,505,884	(57,777)	1,448,107	0.548761	930,333		930,333		0.564012	(20,640)	909,693	0.5319	1,403,510	Wadena
Wright	122,680,289		122,680,289	30,710,392	(452,790)	0	0	(4,611,302)			1,947,095					150,273,684	6,010,947	(727,950)	5,282,997	2.001994	3,394,407		3,394,407		2.057631	(75,300)	3,318,747	1.9403	5,120,292	Wright
District 3 Totals	799,714,044		799,714,044	131,558,819	3,271,944	(1,805,006)	261,601	(36,882,626)	0	0	9,448,348	1,179,519	0	6,113,142	0	906,631,659	36,265,266	(4,188,533)	32,076,731	12.155491	20,607,610	21,495	20,628,105	6,729	12.300772	(440,244)	20,195,590	11.8075	31,158,543	District 3 Totals
Becker	58,213,953		58,213,953	3,754,480	(102,065)	0	0	(5,408,489)			592,554	97,208				57,147,621	2,285,905	(222,443)	2,063,462	0.781950	1,325,666		1,325,666		0.803981	(29,411)	1,296,255	0.7579	1,999,913	Becker
Big Stone	20,746,237		20,746,237	5,115,729	(77,779)	(560,838)	0	(861,480)			194,537					24,598,406	982,256	(40,656)	941,600	0.356820	604,929		604,929	262,891			867,820	0.5074	1,338,906	Big Stone</

October 26, 2001

Elwyn Tinklenberg
Minnesota Department of Transportation
MS 100, Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Tinklenberg:

We, the undersigned, as members of the 2001 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 the 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 2001; construction fund balances as of December 31, 2001; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2002.

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 2002 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary
County Screening Board

APPROVED

John Stieben, District 1

Roger Gustafson, Metro

Don Theisen, Urban

Jeff Langen, District 2

Dave Rholl, District 6

Gary Erickson, Urban

Dave Enblom, District 3

Mark Sehr, 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

2001 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 2002 C.S.A.H. FUND

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Carlton	292.83	596.58	\$2,596,462
Cook	178.89	354.78	1,792,649
Itasca	647.29	1,293.18	6,278,143
Koochiching	247.41	494.52	3,738,365
Lake	222.94	435.88	2,978,970
Pine	472.67	945.25	4,967,372
St. Louis	1,378.88	2,771.21	17,627,694
District 1 Totals	3,440.91	6,891.40	39,979,655
Beltrami	466.49	932.98	3,316,568
Clearwater	325.68	651.36	1,445,395
Hubbard	324.00	648.00	1,977,737
Kittson	372.13	744.26	1,887,424
Lake of the Woods	194.81	389.62	2,293,083
Marshall	639.76	1,271.12	2,607,057
Norman	392.15	785.54	1,762,038
Pennington	258.57	515.14	1,114,843
Polk	806.73	1,609.46	5,234,902
Red Lake	185.66	371.32	1,482,883
Roseau	481.52	963.04	1,880,238
District 2 Totals	4,447.50	8,881.84	25,002,168
Aitkin	374.13	748.86	2,540,474
Benton	225.84	454.62	1,385,766
Cass	532.25	1,065.32	3,000,314
Crow Wing	370.93	741.62	2,274,695
Isanti	227.24	455.38	1,601,351
Kanabec	212.00	422.60	1,222,427
Mille Lacs	255.51	510.62	2,194,175
Morrison	444.58	892.36	2,732,752
Sherburne	215.65	437.06	799,357
Stearns	603.70	1,241.00	5,139,152
Todd	407.78	812.56	1,744,278
Wadena	227.24	454.48	1,403,510
Wright	403.51	811.46	5,120,292
District 3 Totals	4,500.36	9,047.94	31,158,543
Becker	465.74	931.48	1,999,913
Big Stone	210.16	420.32	1,338,906
Clay	399.06	798.24	2,505,061
Douglas	384.63	769.26	2,265,887
Grant	228.65	457.30	1,231,451
Mahnomen	194.81	389.62	1,442,454
Otter Tail	916.63	1,833.26	6,058,068
Pope	298.73	597.46	2,113,169
Stevens	243.99	487.98	1,121,200
Swift	329.41	658.82	1,412,285
Traverse	245.42	490.84	1,171,971
Wilkin	312.26	625.68	1,607,251
District 4 Totals	4,229.49	8,460.26	24,267,616

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Anoka	283.03	697.51	\$5,312,360
Carver	207.94	418.90	3,075,970
Hennepin	524.79	1,538.37	18,740,425
Scott	226.68	517.59	3,657,690
District 5 Totals	1,242.44	3,172.37	30,786,445
Dodge	249.76	499.52	1,669,369
Fillmore	411.91	823.82	4,947,401
Freeborn	446.95	896.34	3,173,317
Goodhue	326.69	653.38	3,226,389
Houston	249.62	499.24	3,148,456
Mower	373.66	750.08	3,111,070
Olmsted	319.22	688.66	3,644,733
Rice	281.53	565.34	2,201,768
Steele	292.06	586.32	2,614,759
Wabasha	273.82	547.64	2,863,603
Winona	315.76	631.58	3,070,623
District 6 Totals	3,540.98	7,141.92	33,671,488
Blue Earth	425.01	850.24	4,376,928
Brown	317.46	635.92	1,860,835
Cottonwood	318.59	637.18	1,992,370
Faribault	346.98	694.60	3,030,870
Jackson	370.69	741.38	2,609,473
Le Sueur	267.11	534.22	1,895,046
Martin	378.15	757.54	2,054,006
Nicollet	245.32	488.96	1,920,385
Nobles	345.32	692.70	2,964,127
Rock	261.31	522.62	1,814,840
Sibley	289.34	580.98	1,924,280
Waseca	249.99	499.98	1,686,866
Watonwan	235.18	470.36	1,322,617
District 7 Totals	4,050.45	8,106.68	29,452,643
Chippewa	243.60	487.20	1,562,226
Kandiyohi	421.66	846.08	3,673,972
Lac Qui Parle	362.91	726.08	1,363,762
Lincoln	253.70	507.40	1,283,583
Lyon	318.93	637.46	1,902,377
Mc Leod	253.06	506.12	1,900,869
Meeker	273.56	547.12	1,603,113
Murray	354.20	708.40	1,811,662
Pipestone	233.65	467.46	1,187,978
Redwood	385.54	771.56	2,818,333
Renville	446.37	892.74	3,335,212
Yellow Medicine	345.35	690.70	2,051,488
District 8 Totals	3,892.53	7,788.32	24,494,575
Chisago	233.28	466.76	2,552,869
Dakota	314.88	792.30	7,929,688
Ramsey	250.09	709.24	10,027,294
Washington	213.35	463.78	4,563,804
District 9 Totals	1,011.60	2,432.08	25,073,655
STATE TOTALS	30,356.26	61,922.81	\$263,886,788
Does not include 2001 T.H. Turnback Mileage			

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2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

Total Tentative 2002 C.S.A.H. Apportionment

The following tabulation lists a TENTATIVE 2002 Apportionment based on an estimate of \$342 million (same as 2001 apportionment).

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

Each county's tentative 2002 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, 2001 Trunk Highway Turnback Mileage is not included, but will be when the Final 2002 Apportionment is determined.

The Money Needs Apportionment is based on the actual 2001 25-year construction needs, however, these needs will be adjusted by 2001 turnback activity, construction fund balances as of 12/31/01, 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, 2002, by the Commissioner with the assistance of recommendations by your Screening Board.

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2001 COUNTY SCREENING BOARD DATA

October, 2001

COMPONENTS OF THE TENTATIVE 2002 APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Tentative 2002 CSAH Apportionment
Carlton	\$393,195	\$251,873	\$988,165	\$1,682,912	\$3,316,145
Cook	393,195	43,513	587,624	1,161,916	2,186,248
Itasca	393,195	395,718	2,141,862	4,069,215	6,999,990
Koochiching	393,195	126,911	819,041	2,423,043	3,762,190
Lake	393,195	91,096	721,959	1,930,837	3,137,087
Pine	393,195	215,579	1,565,630	3,219,631	5,394,035
St. Louis	393,195	1,449,494	4,589,954	11,425,492	17,858,135
District 1 Totals	2,752,365	2,574,184	11,414,235	25,913,046	42,653,830
Beltrami	393,195	263,675	1,545,310	2,149,653	4,351,833
Clearwater	393,195	70,879	1,078,885	936,841	2,479,800
Hubbard	393,195	152,978	1,073,240	1,281,882	2,901,295
Kittson	393,195	45,975	1,232,718	1,223,345	2,895,233
Lake of the Woods	393,195	38,860	645,299	1,486,275	2,563,629
Marshall	393,195	90,822	2,105,328	1,689,779	4,279,124
Norman	393,195	64,516	1,301,065	1,142,075	2,900,851
Pennington	393,195	106,660	853,215	722,592	2,075,662
Polk	393,195	231,896	2,665,757	3,393,032	6,683,880
Red Lake	393,195	37,902	615,025	961,139	2,007,261
Roseau	393,195	138,097	1,595,083	1,218,687	3,345,062
District 2 Totals	4,325,145	1,242,260	14,710,925	16,205,300	36,483,630
Aitkin	393,195	145,931	1,240,312	1,646,623	3,426,061
Benton	393,195	247,973	752,951	898,192	2,292,311
Cass	393,195	222,352	1,764,515	1,944,671	4,324,733
Crow Wing	393,195	456,642	1,228,305	1,474,357	3,552,499
Isanti	393,195	257,449	754,285	1,037,925	2,442,854
Kanabec	393,195	121,746	699,997	792,323	2,007,261
Mille Lacs	393,195	186,639	845,723	1,422,167	2,847,724
Morrison	393,195	268,806	1,477,989	1,771,249	3,911,239
Sherburne	393,195	476,277	723,909	518,108	2,111,489
Stearns	393,195	1,027,402	2,055,453	3,330,971	6,807,021
Todd	393,195	198,988	1,345,809	1,130,564	3,068,556
Wadena	393,195	112,544	752,746	909,693	2,168,178
Wright	393,195	716,280	1,344,065	3,318,747	5,772,287
District 3 Totals	5,111,535	4,439,029	14,986,059	20,195,590	44,732,213
Becker	393,195	244,861	1,542,847	1,296,255	3,477,158
Big Stone	393,195	50,046	696,200	867,820	2,007,261
Clay	393,195	321,657	1,322,103	1,623,670	3,660,625
Douglas	393,195	286,389	1,274,075	1,468,648	3,422,307
Grant	393,195	58,427	757,467	798,172	2,007,261
Mahnomen	393,195	33,832	645,299	934,935	2,007,261
Otter Tail	393,195	475,114	3,036,435	3,926,572	7,831,316
Pope	393,195	94,106	989,602	1,369,663	2,846,566
Stevens	393,195	79,089	808,265	726,712	2,007,261
Swift	393,195	90,548	1,091,199	915,381	2,490,323
Traverse	393,195	41,460	812,986	759,620	2,007,261
Wilkin	393,195	59,488	1,036,296	1,041,749	2,530,728
District 4 Totals	4,718,340	1,835,017	14,012,774	15,729,197	36,295,328

2001 COUNTY SCREENING BOARD DATA

October, 2001

COMPONENTS OF THE TENTATIVE 2002 APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Tentative 2002 CSAH Apportionment
Anoka	\$393,195	\$2,004,483	\$1,172,272	\$3,443,237	\$7,013,187
Carver	393,195	449,561	693,840	1,993,708	3,530,304
Hennepin	393,195	6,691,109	2,548,048	12,146,715	21,779,067
Scott	393,195	629,939	857,320	2,370,753	4,251,207
District 5 Totals	1,572,780	9,775,092	5,271,480	19,954,413	36,573,765
Dodge	393,195	139,603	827,354	1,082,011	2,442,163
Fillmore	393,195	170,082	1,364,487	3,206,687	5,134,451
Freeborn	393,195	267,335	1,484,659	2,056,804	4,201,993
Goodhue	393,195	351,179	1,082,169	2,091,203	3,917,746
Houston	393,195	145,897	826,840	2,040,690	3,406,622
Mower	393,195	288,920	1,242,364	2,016,458	3,940,937
Olmsted	393,195	854,480	1,140,664	2,362,355	4,750,694
Rice	393,195	389,286	936,340	1,427,089	3,145,910
Steele	393,195	252,694	971,130	1,694,771	3,311,790
Wabasha	393,195	179,079	907,092	1,856,061	3,335,427
Winona	393,195	328,088	1,046,045	1,990,242	3,757,570
District 6 Totals	4,325,145	3,366,643	11,829,144	21,824,371	41,345,303
Blue Earth	393,195	388,260	1,408,205	2,836,931	5,026,591
Brown	393,195	234,017	1,053,229	1,206,111	2,886,552
Cottonwood	393,195	103,924	1,055,384	1,291,366	2,843,869
Faribault	393,195	141,826	1,150,516	1,964,476	3,650,013
Jackson	393,195	98,827	1,227,997	1,691,345	3,411,364
Le Sueur	393,195	213,355	884,823	1,228,285	2,719,658
Martin	393,195	184,826	1,254,679	1,331,316	3,164,016
Nicollet	393,195	200,903	809,907	1,244,709	2,648,714
Nobles	393,195	160,162	1,147,335	1,921,216	3,621,908
Rock	393,195	79,157	865,632	1,176,299	2,514,283
Sibley	393,195	129,477	962,304	1,247,233	2,732,209
Waseca	393,195	148,428	828,072	1,093,352	2,463,047
Watsonwan	393,195	96,945	779,018	857,262	2,126,420
District 7 Totals	5,111,535	2,180,107	13,427,101	19,089,901	39,808,644
Chippewa	393,195	112,886	806,931	1,012,566	2,325,578
Kandiyohi	393,195	332,399	1,401,329	2,381,306	4,508,229
Lac Qui Parle	393,194	74,129	1,202,649	883,930	2,553,902
Lincoln	393,194	54,835	840,387	831,962	2,120,378
Lyon	393,194	198,714	1,055,794	1,233,037	2,880,739
Mc Leod	393,194	290,562	838,334	1,232,059	2,754,149
Meeker	393,194	194,130	906,169	1,039,067	2,532,560
Murray	393,194	80,697	1,173,299	1,174,239	2,821,429
Pipestone	393,194	78,131	778,812	769,995	2,020,132
Redwood	393,194	155,167	1,277,975	1,826,719	3,653,055
Renville	393,194	158,485	1,478,604	2,161,737	4,192,020
Yellow Medicine	393,194	99,511	1,144,051	1,329,684	2,966,440
District 8 Totals	4,718,330	1,829,646	12,904,334	15,876,301	35,328,611
Chisago	393,194	367,975	773,065	1,654,657	3,188,891
Dakota	393,194	2,181,065	1,312,251	5,139,673	9,026,183
Ramsey	393,194	3,075,912	1,214,244	6,499,249	11,182,599
Washington	393,194	1,341,021	768,241	2,958,056	5,460,512
District 9 Totals	1,572,776	6,965,973	4,067,801	16,251,635	28,858,185
STATE TOTALS	\$34,207,951	\$34,207,951	\$102,623,853	\$171,039,754	\$342,079,509



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2001 COUNTY SCREENING BOARD DATA OCTOBER, 2001

Comparison of the Actual 2001 to a TENTATIVE 2002 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 2001 C.S.A.H. Apportionment and what each county's 2002 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 2002 C.S.A.H. road user fund would remain the same as 2001. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 2002 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.

2001 C.S.A.H. APPORTIONMENT DATA

Comparison of the Actual 2001 to the TENTATIVE 2002 CSAH Apportionment

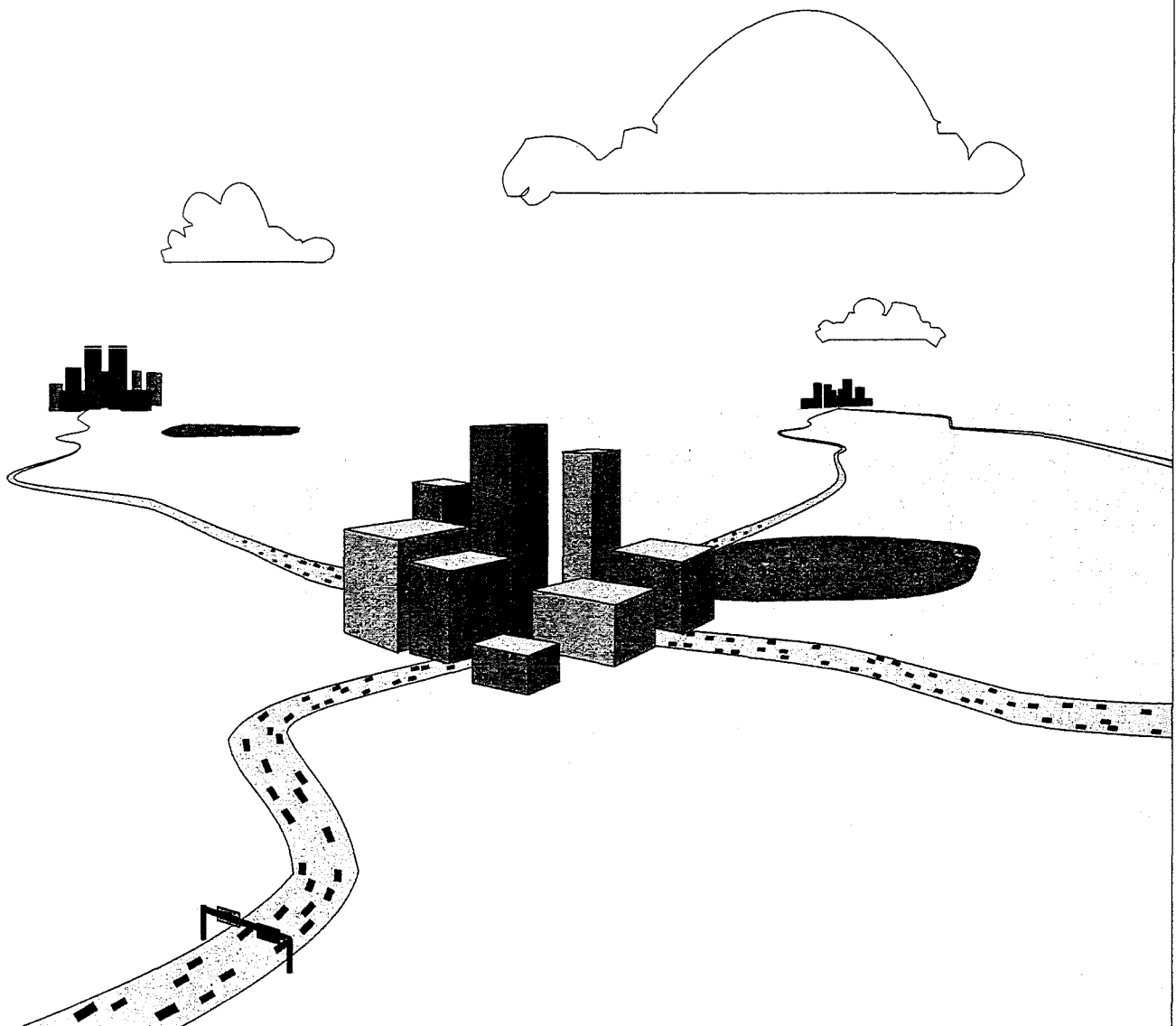
County	Actual 2000 CSAH Apportionment	TENTATIVE 2002 CSAH Apportionment	Increase or Decrease	% + or -
Carlton	\$3,348,171	\$3,316,145	(\$32,026)	-1.0%
Cook	2,214,345	2,186,248	(28,097)	-1.3%
Itasca	6,949,161	6,999,990	50,829	0.7%
Koochiching	3,762,190	3,762,190	0	0.0%
Lake	3,163,859	3,137,087	(26,772)	-0.9%
Pine	5,428,273	5,394,035	(34,238)	-0.6%
St. Louis	17,665,970	17,858,135	192,165	1.1%
District 1 Totals	42,531,969	42,653,830	121,861	0.3%
Beltrami	4,400,582	4,351,833	(48,749)	-1.1%
Clearwater	2,469,392	2,479,800	10,408	0.4%
Hubbard	2,900,353	2,901,295	942	0.0%
Kittson	2,892,998	2,895,233	2,235	0.1%
Lake of the Woods	2,563,629	2,563,629	0	0.0%
Marshall	4,258,068	4,279,124	21,056	0.5%
Norman	2,910,259	2,900,851	(9,408)	-0.3%
Pennington	2,076,810	2,075,662	(1,148)	-0.1%
Polk	6,686,443	6,683,880	(2,563)	0.0%
Red Lake	2,007,261	2,007,261	0	0.0%
Roseau	3,342,824	3,345,062	2,238	0.1%
District 2 Totals	36,508,619	36,483,630	(24,989)	-0.1%
Aitkin	3,430,487	3,426,061	(4,426)	-0.1%
Benton	2,303,289	2,292,311	(10,978)	-0.5%
Cass	4,332,220	4,324,733	(7,487)	-0.2%
Crow Wing	3,592,946	3,552,499	(40,447)	-1.1%
Isanti	2,450,414	2,442,854	(7,560)	-0.3%
Kanabec	2,007,261	2,007,261	0	0.0%
Mille Lacs	2,869,191	2,847,724	(21,467)	-0.8%
Morrison	3,926,949	3,911,239	(15,710)	-0.4%
Sherburne	2,192,741	2,111,489	(81,252)	-3.7%
Stearns	6,859,720	6,807,021	(52,699)	-0.8%
Todd	3,060,167	3,068,556	8,389	0.3%
Wadena	2,168,260	2,168,178	(82)	0.0%
Wright	5,820,890	5,772,287	(48,603)	-0.8%
District 3 Totals	45,014,535	44,732,213	(282,322)	-0.6%
Becker	3,488,996	3,477,158	(11,838)	-0.3%
Big Stone	2,007,261	2,007,261	0	0.0%
Clay	3,658,800	3,660,625	1,825	0.1%
Douglas	3,437,948	3,422,307	(15,641)	-0.5%
Grant	2,007,261	2,007,261	0	0.0%
Mahnomen	2,007,261	2,007,261	0	0.0%
Otter Tail	7,855,899	7,831,316	(24,583)	-0.3%
Pope	2,838,601	2,846,566	7,965	0.3%
Stevens	2,007,261	2,007,261	0	0.0%
Swift	2,486,585	2,490,323	3,738	0.2%
Traverse	2,007,261	2,007,261	0	0.0%
Wilkin	2,541,355	2,530,728	(10,627)	-0.4%
District 4 Totals	36,344,489	36,295,328	(49,161)	-0.1%

2001 C.S.A.H. APPORTIONMENT DATA

Comparison of the Actual 2001 to the TENTATIVE 2002 CSAH Apportionment

County	Actual 2000 CSAH Apportionment	TENTATIVE 2002 CSAH Apportionment	Increase or Decrease	% + or -
Anoka	\$7,058,089	\$7,013,187	(\$44,902)	-0.6%
Carver	3,574,209	3,530,304	(43,905)	-1.2%
Hennepin	22,055,500	21,779,067	(276,433)	-1.3%
Scott	4,259,542	4,251,207	(8,335)	-0.2%
District 5 Totals	36,947,340	36,573,765	(373,575)	-1.0%
Dodge	2,440,501	2,442,163	1,662	0.1%
Fillmore	5,065,730	5,134,451	68,721	1.4%
Freeborn	4,280,839	4,201,993	(78,846)	-1.8%
Goodhue	3,905,014	3,917,746	12,732	0.3%
Houston	3,392,826	3,406,622	13,796	0.4%
Mower	3,929,188	3,940,937	11,749	0.3%
Olmsted	4,798,307	4,750,694	(47,613)	-1.0%
Rice	3,181,117	3,145,910	(35,207)	-1.1%
Steele	3,348,686	3,311,790	(36,896)	-1.1%
Wabasha	3,334,042	3,335,427	1,385	0.0%
Winona	3,781,425	3,757,570	(23,855)	-0.6%
District 6 Totals	41,457,675	41,345,303	(112,372)	-0.3%
Blue Earth	4,991,023	5,026,591	35,568	0.7%
Brown	2,887,830	2,886,552	(1,278)	0.0%
Cottonwood	2,827,944	2,843,869	15,925	0.6%
Faribault	3,639,438	3,650,013	10,575	0.3%
Jackson	3,415,849	3,411,364	(4,485)	-0.1%
Le Sueur	2,772,192	2,719,658	(52,534)	-1.9%
Martin	3,166,262	3,164,016	(2,246)	-0.1%
Nicollet	2,654,838	2,648,714	(6,124)	-0.2%
Nobles	3,613,679	3,621,908	8,229	0.2%
Rock	2,495,698	2,514,283	18,585	0.7%
Sibley	2,753,775	2,732,209	(21,566)	-0.8%
Waseca	2,467,863	2,463,047	(4,816)	-0.2%
Watonwan	2,127,488	2,126,420	(1,068)	-0.1%
District 7 Totals	39,813,879	39,808,644	(5,235)	0.0%
Chippewa	2,318,498	2,325,578	7,080	0.3%
Kandiyohi	4,493,582	4,508,229	14,647	0.3%
Lac Qui Parle	2,590,563	2,553,902	(36,661)	-1.4%
Lincoln	2,112,631	2,120,378	7,747	0.4%
Lyon	2,871,732	2,880,739	9,007	0.3%
Mc Leod	2,810,196	2,754,149	(56,047)	-2.0%
Meeker	2,531,192	2,532,560	1,368	0.1%
Murray	2,803,485	2,821,429	17,944	0.6%
Pipestone	2,017,150	2,020,132	2,982	0.2%
Redwood	3,626,511	3,653,055	26,544	0.7%
Renville	4,164,467	4,192,020	27,553	0.7%
Yellow Medicine	2,949,126	2,966,440	17,314	0.6%
District 8 Totals	35,289,133	35,328,611	39,478	0.1%
Chisago	3,245,022	3,188,891	(56,131)	-1.7%
Dakota	8,176,099	9,026,183	850,084	10.4%
Ramsey	11,267,711	11,182,599	(85,112)	-0.8%
Washington	5,483,038	5,460,512	(22,526)	-0.4%
District 9 Totals	28,171,870	28,858,185	686,315	2.4%
STATE TOTALS	\$342,079,509	\$342,079,509	\$0	0.0%

MILEAGE REQUESTS



2001 COUNTY SCREENING BOARD DATA

October, 2001

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.*

2001 COUNTY SCREENING BOARD

October, 2001

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

Approved by the County Engineers' Screening Board

County	1956- 1970	1971- 1976	1977- 1982	1983- 1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	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	0.12	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	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	7.65	2.10	0.00	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	0.25	0.00	0.00	0.00	0.00	19.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	67.02	District 3 Totals

2001 COUNTY SCREENING BOARD

October, 2001

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

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983 1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Total Miles To Date	County
Becker	10.07																		10.07	Becker
Big Stone	1.40	0.16																	1.56	Big Stone
Clay	2.00	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	1.60	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	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	0.08	13.92	0.00	0.00	0.00	0.00	0.00	0.00	16.74	38.12	8.25	0.00	0.00	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	0.11	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		44.03	District 6 Totals

2001 COUNTY SCREENING BOARD

October, 2001

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

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983- 1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	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	0.86	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	3.46	0.00	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	1.50	0.05	0.32	0.00	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		1.13															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	4.72	8.05	0.00	0.00	0.00	2.20	0.00	0.00	0.00	18.52	0.00	35.63	0.00	0.00		90.27	District 9 Totals
Totals	339.03	25.65	11.39	7.49	23.47	0.30	0.32	0.12	2.20	17.96	21.83	16.74	56.64	8.25	39.09	0.00	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.

NCSAH\BOOKS\EXCEL\FALL BOOK2001\HISTORY2001.XLS

2001 COUNTY SCREENING BOARD DATA

October, 2001
"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, 2001 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	0.88	1992 & 1994 & 2001
Chippewa	0.71	1999
Clay	5.00	1993 & 1997
Clearwater	0.60	1997
Dakota	0.34	2000
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	1.03	1998 & 1999
Koochiching	0.45	1994, 95 & 98
Lincoln	0.70	1996
McLeod	0.30	1997
Meeker	0.31	2001
Mille Lacs	1.10	1992
Morrison	1.90	2001
Nicollet	0.02	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	0.30	1991
St. Louis	0.76	1996
Scott	0.77	2001
Sibley	0.01	1995
Stearns	1.17	1992 & 1997 & 2001
Steele	0.24	1999
Stevens	1.08	1998
Todd	0.48	2000
Wabasha	0.42	1993 & 1998
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Wright	0.04	1997
Yellow Medicine	0.78	1993 & 1995 & 2001
Total	45.42	

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

N:\CSAH\books\Fall 2001 Book\BANKEDDOCT01.xls

July 15, 1998

STATE AID MANUAL

Fig. E 5-892.101

Mn/DOT-TP30758
(10-80) Rev. 2-84/6-92

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 7/12/2001

TO: Manager, State Aid Needs Unit

FROM: WALTER LEW, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision

(Municipality) (County) of LAKE

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles

Available

+ Revoked

● Requested

= Balance

Comments:

FOREST SERVICE TO RECONSTRUCT ROUTE
TO STATE AID STANDARDS AS A
REQUIREMENT FOR CSAH DESIGNATION
LOGICAL INTRA-COUNTY CONNECTION

RECOMMENDED APPROVAL OR DENIAL:

Walter Lew
District State Aid Engineer7/12/01
Date

RECOMMENDED APPROVAL OR DENIAL:

Manager, State Aid Needs Unit_____
Date

APPROVAL OR DENIAL:

State Aid Engineer_____
Date

July 15, 1998

STATE AID MANUAL

Fig. E 5-892.101

Mn/DOT-TP30758
(10-80) Rev. 2-84/6-92

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 7/12/2001

TO: Manager, State Aid Needs Unit

FROM: WALTER LEJ, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision

(Municipality) (County) of ST. LOUIS

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles

Available

+ Revoked

= Requested

= Balance

Comments: FOREST SERVICE TO RECONSTRUCT ROUTE
TO STATE AID STANDARDS AS A
REQUIREMENT FOR CSAH DESIGNATION.
LOGICAL INTRA-COUNTY CONNECTION

RECOMMENDED APPROVAL OR DENIAL: Walter Lej, District State Aid Engineer 7/12/01 Date

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

APPROVAL OR DENIAL: State Aid Engineer Date

LAKE COUNTY HIGHWAY DEPARTMENT



1513 Hwy 2
Two Harbors, Minnesota 55616
(218) 834-8380
FAX (218) 834-8384

North Shore Scenic Drive
Lake Superior
International Highway

August 2, 2001

To: Screening Board Mileage Subcommittee

RE: Lake/St. Louis County Mileage Request

The addition of St. Louis County 623, Forest Road 112 and Forest Road 424 to the County State Aid System will allow for a unified link (also using portions of St. Louis County State Aid Highway 70) between St. Louis County State Aid Highway 21 (near Babbitt) and Trunk Highway 1. Traffic counts on Co. Rd. No. 623 is 300 and Forest Road 112/424 is 120.

County Road No. 623 serves as access to Birch Lake and iron mining locations. Future development for precious and copper/nickel mining in the area is highly possible making this route even more important. The extension of the proposed County State Aid route would provide for a logical link between Babbitt and Trunk Highway 1. Lake County residents working the iron mining locations and traveling from the east would gain improved access as a result of this linkage.

Besides homes and resorts served on Birch Lake, the Roaring Stoney Resort is also served by the roads. The route serves a large timber management area, and serves as a through route for heavy truck haul for the forest industry. A granite quarry also exists along the corridor. Other commercial traffic also uses the road.

Lake County has 0.11 miles of County State Aid Highway per square mile of land area; St. Louis has 0.22 miles per square mile. These are among the lowest densities in the State, the statewide average is 0.38 miles per square mile. Jackson, Marshall, Pope, Swift, Wattonwan and Yellow Medicine Counties have similar populations as Lake County; their road densities vary from 0.36 up to 0.54 miles per square mile. Of the Urban Counties, St. Louis County has by far the lowest road density. (Other Urban Counties vary from 0.54 to 1.66 miles per square mile). Given the relative importance of both the timber and the mining industries in Northeastern Minnesota and the need to provide roads to serve these industries, the addition of this State Aid mileage is warranted.

Further, the request has two contingencies. First, the request would be dependant on the U.S.D.A. Forest Service reconstructing Forest Road No.112/ 424 to State Aid standards prior to adding State Aid mileage. Hence, no grading needs would be available for this segment for 25 years. Further, this request is contingent on U.S.D.A. Forest Service agreement that the westerly end (currently St. Louis County Road No. 623) would be a high priority for future Forest Highway funding. Based on current funding levels and the existing Forest Highway priority list, 80% funding to reconstruct County Road No. 623 could be anticipated around 2010.

Yours Truly,

A handwritten signature in cursive script, reading "Alan D. Goodman".

Alan D. Goodman
Lake County Highway Engineer

cc: Dick Hansen
Roger Pequiri

ADG/ljh

FR 424 DENLEY ROAD

AVERAGE DAILY TRAFFIC (ADT)

(BASED ON MECHANICAL TRAFFIC COUNTS)

5/17/94 TO 10/21/97

82,932	TOTAL VEHICLES
690	TOTAL DAYS

82,932 Vehicles/690 Days = **120.2 AVERAGE DAILY TRAFFIC**

% OF TRAFFIC BY VEHICLE TYPE

(BASED ON YEAR-ROUND VISUAL TRAFFIC COUNTS)

05/24/95 - 10/28/98

<u>LOGGING TRUCKS</u>	<u>COMMERCIAL TRUCKS</u>	<u>NON- COMMERCIAL</u>
LOADED & EMPTY - 376	HAULERS - 489	VEHICLES- 1906

GRAND TOTAL - 2771 VEHICLES

69 DAYS OF OBSERVATIONS (Typically 9:00 AM to 3:00 PM each day. This time period misses daily morning and evening work traffic.)

LOGGING-	376/2771 =	13.6 %
COMMERCIAL	489/2771=	17.6 %
NON-COMMERCIAL	1906/2771 =	68.8%

Pekuri 10/31/00

SEE THE



North Shore Scenic Drive
Lake Superior
International Highway

LAKE COUNTY HIGHWAY DEPARTMENT

1513 Hwy 2
Two Harbors, Minnesota 55616
(218) 834-8380
FAX (218) 834-8384

July 3, 2001

To: Walter Leu, District Aid Engineer

RE: Joint St. Louis and Lake County State Aid Highway (CSAH) Mileage Request

At this time, Lake and St. Louis County request the addition of St. Louis County Road No. 623 and U.S.D.A. Forest Highway Road No. 424 to our CSAH systems. These routes carry relatively higher traffic volumes, especially heavy vehicles, and is currently identified as a minor collector in our functional classification system.

This route connects the City of Babbitt with Truck Highway No. 1 and the rest of Lake County. It serves as a connector between the Northshore Mining Mine facility near Babbitt and its processing plant in Silver Bay. Numerous resorts are located on its western end. A granite quarry and large expanses of timber lands are served along its length.

The route provides for a integrated and coordinated highway system. This route serves as one of the few east-west links between Lake and St. Louis Counties. Given the large land areas of Lake and St. Louis Counties and the relatively few roads serving this area, this route is vital to our transportation systems. Our request involves 4.7 miles of St. Louis County Road No. 623 (off the end of their CSAH 70), 2.9 miles of U.S.D.A. Forest Service Road No. 424 in St. Louis County and 7.3 miles in Lake County. Total length of this mileage request is 14.9.

As a condition of this request, the U.S.D.A. Forest Service has agreed to regrade the entire length of Road No. 424 to State Aid standards. In other words, additional mileage would be added only after the County Engineer's Screening Committee approval and the reconstruction of this route. In this case, no grading needs would apply to this section of the roadway.

Your approval of this request is hereby requested. If you have any questions, please call.

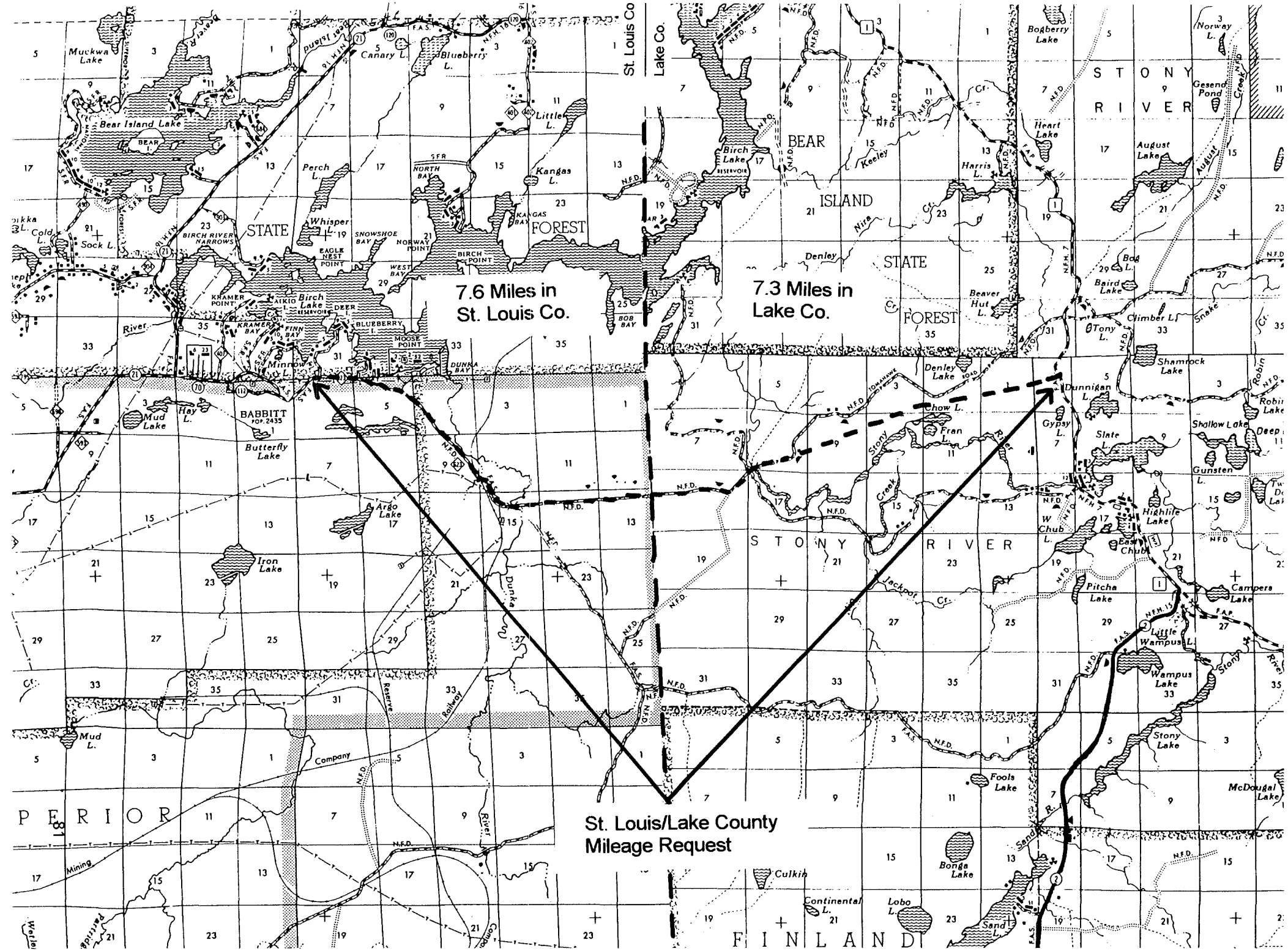
Yours Truly,

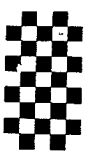
Dick Hansen
St. Louis County Engineer

Yours Truly,


Alan D. Goodman
Lake County Highway Engineer

cc: Roger Pequiri, U.S.D.A. Forest Service
Ken Hoeschen, Office of State Aid





SEE THE



North Shore Scenic Drive
Lake Superior
International Highway

LAKE COUNTY HIGHWAY DEPARTMENT

1513 Hwy 2
Two Harbors, Minnesota 55616
(218) 834-8380
FAX (218) 834-8384

July 3, 2001

To: Dick Hansen, St. Louis County Engineer

RE: Mileage Request

Enclosed is a letter outlining a joint mileage request to Walter Leu. If this looks okay, please sign and forward to Walt. Let's work with Roger Pequiri to get necessary back-up information.

Yours Truly,

Alan D. Goodman
Lake County Highway Engineer

**MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD**

August 2001

Subcommittee: Don Theisen, Dakota County, Chair
Steve Backowski, Morrison County
John McDonald, Faribault County

Request Reviewed: Addition of 7.6 miles – St.Louis County
Addition of 7.3 miles – Lake County

Total addition 14.9 miles

The Mileage Subcommittee on August 6th reviewed this request with Dick Hansen, St. Louis County, Al Goodman, Lake County, Roger Pequiri, USDA Forest Service, Diane Gould, CSAH Needs Manager, Walter Leu, District 1 State Aid Engineer and Ken Hoeschen, retired CSAH Needs Manager.

Findings:

The proposed roads to be added are St.Louis County 623, Forest Road 112 and Forest Road 424. This route is functionally classified as a Major Collector.

St. Louis County 623 is bituminous surfaced with an ADT of 300. The Forest Roads are gravel with an ADT of 124. Logging trucks are 13.5% and commercial trucks 19.3% of the ADT.

The route serves as an east-west connection between the City of Babbitt and TH 1 which provides access to the North Shore area.

- a. There are no east-west county road or CSAH connections north of this route.
- b. The closest east-west county road or CSAH connection is 20 miles south.
- c. TH 1 provides an east west connection 10 miles to the north.

The spacing of this route is consistent with CSAH criteria and is much greater than most rural areas.

The areas adjacent to the route are being developed for mining and timber forestry. There is also existing and expanding recreational and resort developments.

St. Louis County and Lake County have agreed to take jurisdiction of the Forest Service Roads after reconstruction of the Forest Roads by the Forest Service to NPR Type II standards including bituminous surfacing. This project is estimated to cost \$7,000,000. The project timeframe is 4 – 5 years.

St. Louis County and Lake County will not add the route to the CSAH system until after they take jurisdiction of the roadway. CSAH designation approval is an important element to obtain the Forest Service federal funding for construction.

St. Louis County has reviewed their system for internal revisions. Mileage from internal revisions is being held for use on a planned new alignment to aid the redevelopment of the Hoyt Lakes Pit area. Lake County has reviewed their system and no internal revisions were found. This information is based on the respective County Engineer's verbal comments. The subcommittee did not have maps available to make an independent review.

Recommendation:

Approval of the mileage request contingent upon :

1. County jurisdiction assigned to the entire route, and
2. Reconstruction of Forest Road 112 and Forest Road 424 to Type II NPR standards including bituminous surfacing.

July 15, 1998

STATE AID MANUAL

Fig. E 5-892.101

Mn/DOT-TP30758
(10-80) Rev. 2-84/6-92

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 7/30/01

TO: Manager, State Aid Needs Unit

FROM: Bob Brown, District State Aid Engineer

SEE SEPARATE CARVER
COUNTY REPORT

SUBJECT: Request for Approval of a System Revision

(Municipality) (County) of Carver

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles

Available _____
+ Revoked _____
- Requested _____
= Balance _____

Comments:

Carver County is requesting the addition of 12.1 miles of road to their County State Aid System. We have done a preliminary review and will continue to review as the mileage subcommittee considers the request

RECOMMENDED APPROVAL OR DENIAL: [Signature]
District State Aid Engineer

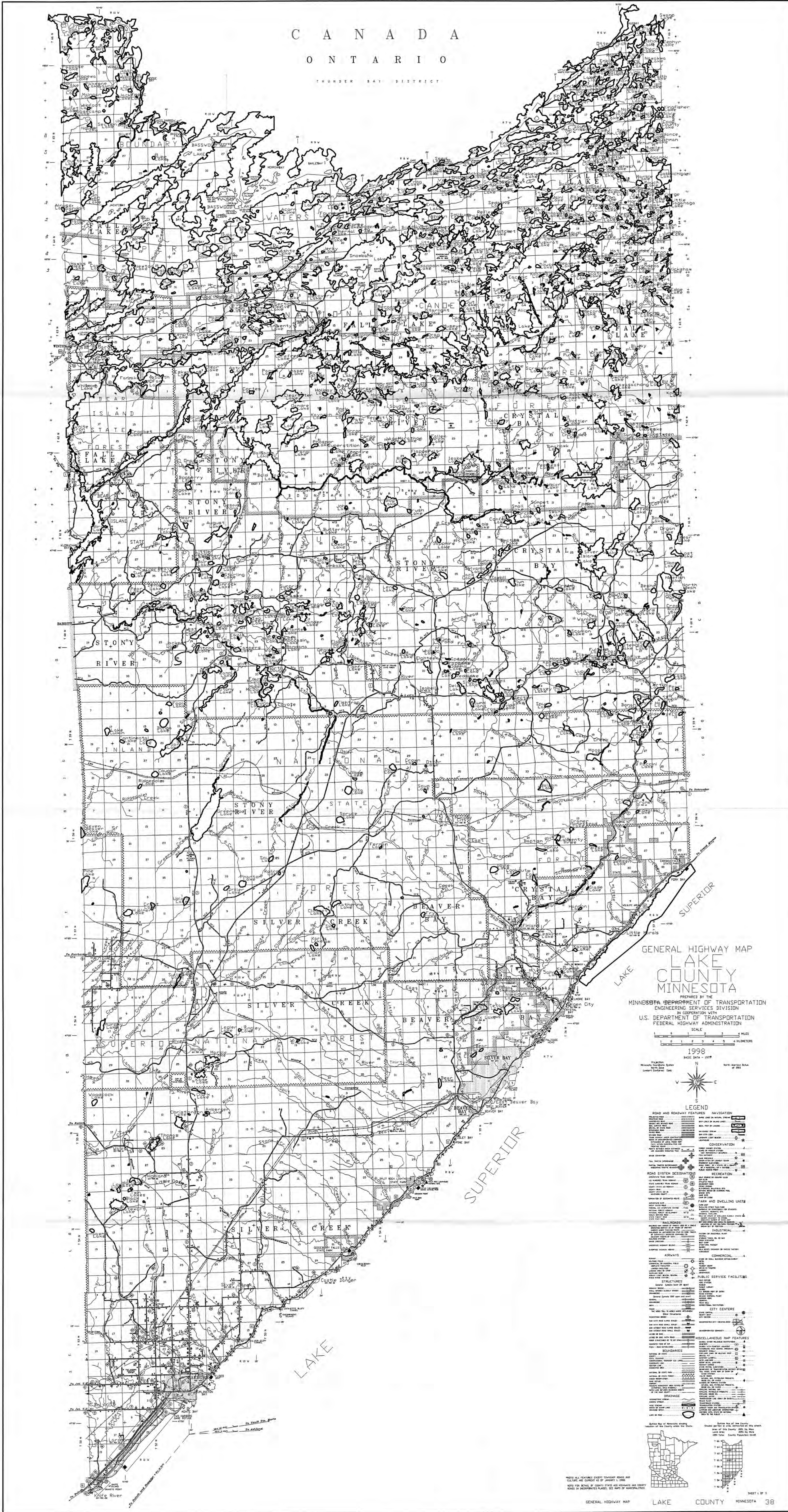
7/30/2001
Date

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

Date

APPROVAL OR DENIAL: _____
State Aid Engineer

Date





PUBLIC WORKS DEPARTMENT

Carver County Government Center
Administration Building
600 East Fourth Street
Chaska, Minnesota 55318-2192
Phone (952) 361-1010 Fax (952) 361-1025

JUL 2 2001
JUL 17 2001
Administration
Parks
Engineering
Highway Maintenance
Surveying & Mapping

July 27, 2001

Mr. Bob Brown
Metro Division State Aid Engineer
Minnesota Department of Transportation
Waters Edge
1500 West County Road B2
Roseville, MN 55113

Re: CSAH Mileage Request

Dear Mr. Brown:

The Carver County 2020 Comprehensive Plan was approved by the Metropolitan Council in September, 2000, and by the Carver County Board of Commissioners in October, 2000. The content of the plan focuses on four main elements: 1) Land use, 2) Transportation, 3) Parks, Trails and Open Space, and 4) Natural Resources. The transportation element provides an extensive summary of the complete Carver County Transportation Plan that was completed in 1999. The plan serves as a guide for County, Regional and State mobility needs in Carver County.

The planning phase of the Carver County Transportation plan began in 1997 and was developed through input from a County-wide survey, small group meetings, and meetings of the 2020 Comprehensive Plan Steering Committee. The following summarizes activities used to gather input for the plan.

- A Steering Committee was formed that actively guided and participated in the development of the Comprehensive Plan. The Committee included citizens-at-large and representatives from townships, cities and the County.
- A Transportation Advisory Committee was formed to provide input on specific transportation-related issues. The Committee included representatives of townships and cities. The Committee met three times during the Transportation Plan development.
- A Technical Committee was also formed. It included County staff and representatives of the Cities of Chaska and Waconia, Mn/DOT and the Metropolitan Council. The TAC met throughout the development of the plan to review technical analyses and provide input to the contents of the Plan.
- Small-group meetings were held with representatives of cities, townships and special interest groups such as large employers in the County, trucking, parks and recreation and transit. Issues and comments received at these meetings were documented and are included in the Transportation Plan.
- A second set of small-group meetings was also held to ensure that all relevant issues had been included in the plan. These meetings included representatives of cities and townships in Carver County, Mn/DOT and the Metropolitan Council, the County Board, businesses and special interest groups.
- A public open house meeting was held to gather additional input of the Transportation Plan.
- A second open house was held to receive feedback on the findings and recommendation to be included in the Transportation Plan.

Official Highway Map Saint Louis County Minnesota

2001-2002



LEGEND

- Interstate Highway
- State/US Highway
- County Road
- County State Aid Road
- Municipal Street
- Railroad
- BLVD/Voyageurs Boundary
- Indian Reserve Boundary
- Township Road
- National Forest Road
- Secondary Road
- City/Township Boundary
- Superior National Forest
- City/Village

0 5 10 miles

SCALE: 1 inch = 3 miles

Township Section Number Grid											
6	5	4	3	2	1						
7	8	9	10	11	12						
18	17	16	15	14	13						
19	20	21	22	23	24						
30	29	28	27	26	25						
31	32	33	34	35	36						

The transportation plan element of the 2020 Comprehensive Plan is divided into five sections titled: 1) Existing Conditions, 2) Future Transportation Need, 3) System Plan, 4) Recommendations, and 5) Implementation. The System Plan section contains the recommended system plan including the functional classification system, a jurisdictional transfer plan, and a system designation plan.

A review was made of Carver County's existing county state aid highway system (CSAH) in relationship to the functional classification and jurisdictional transfer plans. The recommended CSAH designation additions contained in the 2020 Comprehensive Plan are listed in the following table. The County Screening Board is now being requested to approve these additions to the Carver CSAH System.

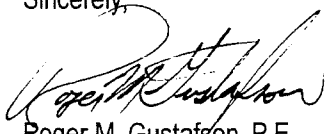
Requested County State Aid Highway Additions

<u>Route</u>	<u>Termini</u>	<u>Length</u>
County Road 17	CSAH 14 to CSAH 18	1.26 miles
County Road 134	TH 212 to CSAH 34	1.13 miles
County Road 147	CSAH 40 to CSAH 10	4.76 miles
Pioneer Trail	CSAH 11 to TH 41	2.65 miles
Pioneer Trail	TH 41 to CSAH 14	1.56 miles
Waconia East N-S Loop Connection	CSAH 10 to TH 5	0.74 mile
Total		12.10 miles

Additional information about these 12.1 miles of roadway are contained in a separate reference document titled "Carver County 2001 County State Aid Highway Mileage Request." This information will be of assistance in studying this request and moving it forward to the County Screening Board for a decision.

If you have comments or questions about this request, please contact me.

Sincerely,


Roger M. Gustafson, P.E.
Carver County Engineer

Enclosure

**MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD**

August 2001

Subcommittee: Don Theisen, Dakota County, Chair
Steve Backowski, Morrison County
John McDonald, Faribault County

Request Reviewed: Addition of 12.1 miles in Carver County

The Mileage Subcommittee on August 30th reviewed this request with Roger Gustafson, Carver County, Bill Weckman, Carver County Assistant, Diane Gould, CSAH Needs Manager, Norm Cordes, CSAH Needs, Bob Brown, Metro Division State Aid Engineer and Dan Erickson, Assistant Metro Division State Aid Engineer.

Findings:

1) Since 1980, Carver County has made approximately 20 miles of internal revisions to their CSAH system. The remaining system has no opportunity for redesignation.

The committee specifically discussed with the County Engineer the redesignation of :
CSAH 57 in the City of Waconia
CSAH 31 from TH 212 to CSAH 50 in Young America Township
CSAH 23 from CSAH 30 to TH 7 from the City of Mayer

The Committee found that these are still valid CSAH routes and that local or County approval of CSAH designation removal is unlikely.

The system mileages for Carver County are consistent with State Averages for percent miles of CSAH routes.

2) The Functional Classification changes in the request have been approved by the Technical Advisory Committee (TAC) of Transportation Advisory Board (TAB). This constitutes final approval in the 7 –County Metropolitan Council area.

3) Carver County has grown from 47,915 residents (1990) to 70,205 residents (2000) and is projected to have 106,221 residents (2020). The County, in partnership with the cities, has done an outstanding job planning, designing, and constructing the transportation system needed to serve this growth.

4) The County has been responsive and responsible in making appropriate jurisdictional transfers with the cities and townships. The County has also been able to capture local funding to assist in building the needed CSAH system.

The findings for each specific segment of the request are:

CR 134 from TH 212 to CSAH 34

1.13 miles

- Existing CSAH 34 is a stub CSAH that terminates in the City of Norwood-Young America (NYA) at CR 134. The designation would eliminate a stub CSAH route. Removing the designation from the stub is not feasible as the CSAH route serves a business area, school, and fire department.
- CR 134 serves as the major collector for the east side of NYA. The east side of NYA is a high growth area for residential and commercial development.
- The segment is programmed for construction in 2005.

County Road 147 from CSAH 40 to CSAH 10

4.76 miles

- The request details the various segments (subsections) of this route. Significant issues for these subsections:
 - Subsection 5 (1.17 miles) is a former township gravel road that the County has just taken jurisdiction over. This segment will be improved in 2004.
 - Subsection 1 (0.62 miles) is new alignment. The route will be built in 2002.
- Once the route is improved, there will be a continuous north-south minor arterial route between the City of Victoria and the City of Jordan in Scott County.
- The bridge over the Minnesota River just south of this route is under contract for replacement. The section of CSAH 45 in the floodplain is being raised as part of this project. When complete, this will provide a crossing of the river during most flood events.

Pioneer Trail from TH 41 to CSAH 14

1.56 miles

- The route is serving a new school and large commercial development, including a new Target Superstore and Home Depot.
- Pioneer Trail to the east of CSAH 17 becomes CSAH 14 and then CSAH 1 in Hennepin County. The route serves as reliever for TH 212.
- Transfer of jurisdiction is being made from the City of Chaska to Carver County.

Pioneer Trail from CSAH 11 to TH 41

2.65 miles

- The request details the various segments (subsections) of this route. Significant issues for these subsections:
 - Subsections 3 and 5 (1.1 miles total) are currently under City of Chaska jurisdiction. Transfer will be made to the County.
 - Subsections 2 and 4 (0.71) miles total are new alignment.

- Subsections 1 to 4 will be built in 2006. Only subsection 5 (0.52 miles) is not programmed as it currently is a 4 –lane facility.

The designation both Pioneer Trail requests will result in a CSAH spacing of 1 to 1-1/2 miles in the City of Chaska (2020 population 23,200). This spacing is consistent with CSAH spacing in urbanized areas.

County Road 117 from CSAH 14 to CSAH 18 1.26 miles

- This is an existing minor arterial route built in 1995 as a 52' urban highway. No reconstruction needs will be eligible if designated.
- The route provides a CSAH spacing of 1 to 1-1/2 miles in the City of Chaska and Chanhassen (2020 population of both cities will be 57,600 total). This spacing is consistent with CSAH spacing in urbanized areas.

Waconia Ring Road East from CSAH 10 to TH 5 0.74 miles

- This designation will complete a CSAH route ring road around the City of Waconia. Related to this ring route is the abandonment of a portion of CSAH 30 around Lake Waconia. This action results in 0.40 miles available for redesignation. The revised request for this segment is 0.34 miles.
- This section is non-existent but is programmed for construction in 2005. The CSAH designation is a part of a package that includes relocation of TH 5, creation of a Metro Regional Park on Lake Waconia, and abandonment of a portion of CSAH 30 for new and safe connections to TH 5.
- The route is located in the growth area for the City of Waconia. Population is expected to rise from 6,814 (2000) to 12,401 (2020).

Committee Recommendation:

Approval of the revised mileage request of 11.7 miles.

Committee Comments:

This request involved complex realignment, jurisdiction, and functional classification issues that cannot be appreciated on paper. The road tour and discussions with the County Engineer greatly aided in our review. We appreciate the time spent by Carver County staff preparing for our review and providing clear information. It was very helpful in committee review.

2001 COUNTY SCREENING BOARD DATA

October, 2001

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

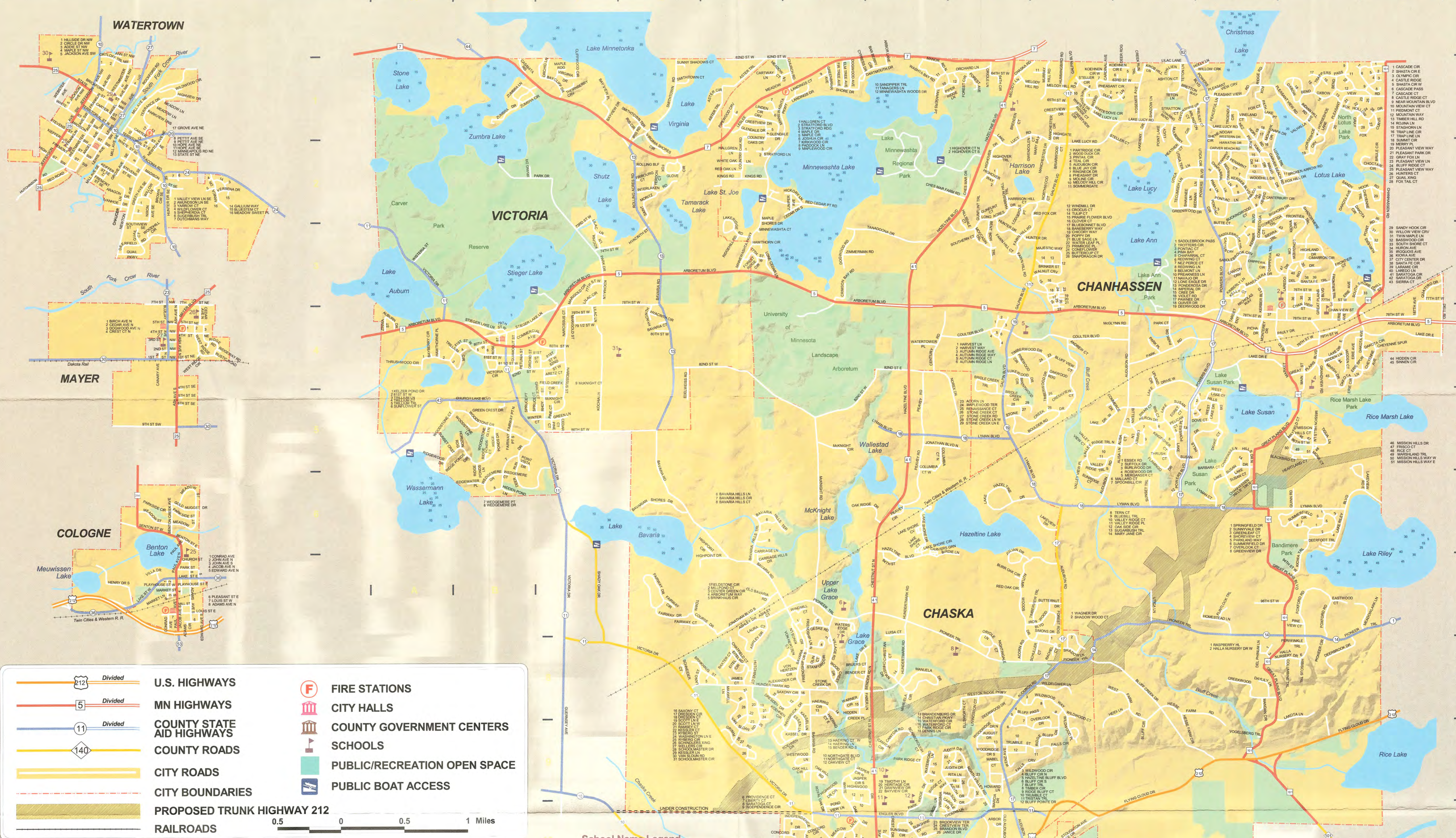
Dakota County CSAH Mileage (1/98)	283.78
Requested Revocations (6/98)	(2.58)
Requested Additions (6/98)	66.58
Screening Board Denial of CSAH 81, 79, 96 & Part 28 addition (6/98)	(18.75)
Banked Mileage (6/98)	(8.19)
Revocation of CSAH 9 (in Progress)	(1.31)
TOTAL	319.53

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).



STREET INDEX			
CARVER	CHANNASSEN	CHASKA	VICTORIA
ASH ST N B C D E F G H I J K L M N O P Q R S T U V W X Y Z	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100



2001 COUNTY SCREENING BOARD DATA

October, 2001

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)
TOTAL	227.56

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
08/29/00	Revoke CSAH 106	(0.32)	221.07	220.75
	(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 (Approximately 1.20 miles) and the extension of CSAH 91 (Approximately 7.66 miles).

2001 COUNTY SCREENING BOARD DATA

October, 2001

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)
TOTAL	220.06

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
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).



NOTES and COMMENTS

STATE PARK ROAD ACCOUNT



2001 COUNTY SCREENING BOARD DATA

October, 2001

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.

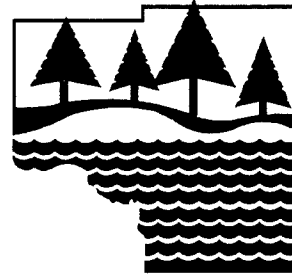
Pursuant to this legislation, the following information has been submitted by the Department of Natural Resources and the county involved.

M:\CSAH\Word\Fallbook2001\Parkroad01

ITASCA COUNTY HIGHWAY DEPARTMENT

123 NE 4th Street
Grand Rapids, MN 55744-2600

Hours: Monday thru Friday - 8:00AM to 4:30PM
Telephone: 218-327-2853
Fax: 218-327-0688



September 18, 2001

County Engineers Screening Board
c/o Diane Gould, CSAH Needs Unit
Office of State Aid
395 John Ireland Boulevard
St. Paul, Mn 55155

RE: State Park Road Account
Scenic State Park, Itasca County State Aid Highway 75

Itasca County has received a request by the Mn/Dnr to complete work on CSAH 75 located in the Scenic State Park. The work involves the rehabilitation of approximately 1.5 miles of paved road and a number of minor safety improvements. A preliminary cost estimate to complete the improvements is \$315,000. Itasca County is in support of the project and recommends approval of the funding by the Screening Board. Thank you for your consideration of this project.

Sincerely,

A handwritten signature in cursive script, reading "G. Leroy Engstrom Jr".

G. Leroy Engstrom, Jr.
Itasca County Engineer

Bigfork

Scenic State Park

Project Limits

**Itasca County
State Aid Project 31-675-03**



ITASCA COUNTY HIGHWAY DEPARTMENT

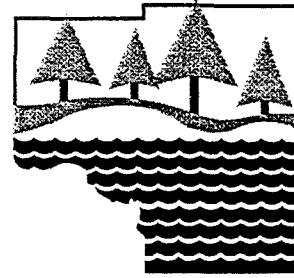
123 NE 4th Street

Grand Rapids MN 55744-2600

hours: Monday thru Friday - 8:00AM to 4:30PM

Telephone: 218-327-2853

Fax: 218-327-0688



February 21, 1999

John Stohkirch
Development and Acquisition Manager
DNR Division of State Parks
500 Lafayette Rd.
St. Paul MN, 55155

RE: Scenic State Park, Itasca county CSAH 75

Dear Mr. Stohkirch;

Itasca County is planning to reconstruct CSAH 7 from Bigfork to the entrance of Scenic State Park during the 2000 and 2001 construction seasons. The grading portion of the project will be during the summer of 2000 with the paving being completed the following summer. Since this is a fairly large construction project in close vicinity to the Park, this may be a good opportunity to take advantage of potentially lower bid prices and make improvements to the Scenic State Park access road (CSAH 75). I have contacted Jim Willford regarding this opportunity and he has given me your name as the contact person for the initiation of the project.

I have met with Jim on site to discuss the potential scope of the project. My understanding is that the project would be completed during the summer of 2001 and tied contractually to our paving project. The scope of the work would be a reclamation of the existing roadway involving:

- culvert replacements;
- rehabilitation of the existing pavement through either mill and overlay or a cold inplace bituminous treatment of the existing pavement and new bituminous surface;
- new paving of 2 foot bituminous shoulders
- and new construction around a parking area and in the vicinity of the visitor's center (check in area).

I have prepared a preliminary cost estimate which is as follows:

Reclaim 1.5 mi @ 130,000/mi.	= \$195,000
Reconstruct 0.4 mi. @ 300,000/mi	= \$120,000
Engineering/Admin @ 16%	= \$ 50, 000
Total	= \$ 365,000

Our department feels that funding for this project should come from the State Aid Park Account. I believe, in reading through the State Aid Manual, that it is up the Commissioner of Natural Resources to request use of these funds. Our department would be available to provide support during design and construction of this project. If it is determined that the project will proceed as proposed, we can meet to discuss the details and work assignments associated with the project. If you have any questions or need additional information, please feel free to contact me. I can be reached at 218-327-0687.

Sincerely:

Tony Carter
Construction Engineer

cc: Jim Willford, MN/DNR
Mike Tardy, DSAE, MN/DOT



Minnesota Department of Natural Resources

500 Lafayette Road
St. Paul, Minnesota 55155-40__

March 1, 1999

Mr. Tony Carter
Construction Engineer
Itasca County Highway Dept.
123 North East 4th Street
Grand Rapids, MN 55744-2600

RECEIVED
MAR 14 1999

HIGHWAY ENGINEERS OFFICE
ITASCA COUNTY, MINN.

Dear Mr. Carter:

I have reviewed your letter of February 21, 1999, and it looks like we may be able to fit your schedule for reconstruction of CSAH 75 which serves as the entrance road to Scenic State Park.

We would be prepared to split the funding between 2000 and 2001, with reclamation work and grading occurring during 2000 and paving during 2001. Am I right in assuming the cost estimate you included in your letter was for reclamation only and would required during year 2000? Also what would be the cost estimate for paving that would be required in 2001? I also noticed that your estimate includes engineering and administration for \$50,000. This is not a reimbursable expense from the State Park Road Account and is usually absorbed by the county since they are getting 100% of the construction dollars from the state. If this is a problem we should discuss this further.

Once we get the details cleared up we also need to have the project approved by the State Aid Screening Board. This will required you requesting review by the Board though the Office of State Aid. I usually work with Paul Stine to schedule this review.

I look forward to wordng working with you on this project. Should you need any information from me please contact me at 651/296-8289.

Yours truly,

John Strohkirch

State Park Development & Real Estate Manager

c: Jim Willford, Keith Karels
File SAU 294





Minnesota Department of Natural Resources

500 Lafayette Road
St. Paul, Minnesota 55155-40__

October 28, 1999

RECEIVED
NOV 1 1999

Mr. Tony Carter
Construction Engineer
Itasca County Highway Dept.
123 NE 4th Street
Grand Rapids, MN 55744-2600

HIGHWAY ENGINEER
ITASCA COUNTY, MINN.

Dear Tony:

Jim Willford, State Park Regional Manager, informed me that he had discussed the Scenic State Park entrance road project with you and there may be a change in the schedule due to the power line burial along CSAH 7. Would you send me a revised schedule along with a preliminary cost estimate of the various stages of the project.

In my last correspondence I had indicated we anticipated splitting the funding over two years (2000 and 2001) does this now change to 2001 and 2002? Also, Jim mentioned we would need to provide plan details for work around the park contact station and any parking lots. I will need to know your plans and submittal schedule so we can provide you with details in a timely manner.

If you can provide me with the updated schedule, cost estimate and planning time line I will get our ducks in order on this end. Thanks again for your help on this project.

Yours truly,

A handwritten signature in cursive script, appearing to read 'John Strohkirch'.

John Strohkirch

c: Jim Willford
Keith Karels
File - SAU294

DNR Information: 651-296-6157 • 1-888-646-6367 • TTY: 651-296-5484 • 1-800-657-3929



ITASCA COUNTY HIGHWAY DEPARTMENT

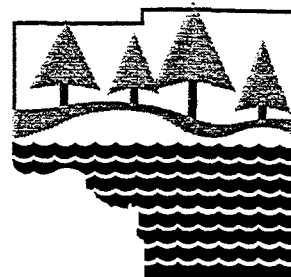
123 NE 4th Street

Grand Rapids MN 55744-2600

hours: Monday thru Friday - 8:00AM to 4:30PM

Telephone: 218-327-2853

Fax: 218-327-0688



November 1, 1999

John Stohkirch
Development and Acquisition Manager
DNR Division of State Parks
500 Lafayette Rd.
St. Paul MN, 55155

RE: Scenic State Park, Itasca county CSAH 75

Dear John;

As you heard from Jim Wilford, there has been a schedule change, due to a funding shortfall, in our proposed CSAH 7 reconstruction project. The grading portion of the project will be delayed until the summer of 2001 with the paving being completed the following summer. We will plan on completing all of the work in the park during the summer of 2002 as part of the paving contract.

The previous cost estimate remains approximately the same and is as follows:

Reclaim 1.5 mi @ 130,000/mi.	= \$195,000
Reconstruct 0.4 mi. @ 300,000/mi	= \$120,000
Engineering/Admin @ 16%	= \$ 50, 000
Total	= \$ 365,000

Our submittal process for the plans on CSAH 75 should be:

Fall 2001	Preliminary Survey
Winter 2001/2002	Design
March 1, 2002	Plan Submittal to State Aid
May 1, 2002	Let Contract
June 1, 2002	Begin Construction
September 1, 2002	Close out Contract.

It looks like we have a couple of years to wait for this one. In the mean time, funding is probably the only thing that needs to be pursued. If you or Jim have any conceptual plans for the park contact station, parking lots or any other areas, it would be helpful to

have those when it comes time to do the survey for those areas. If you have any questions or need additional information, please feel free to contact me. I can be reached at 218-327-0687.

Sincerely:

A handwritten signature in black ink, appearing to read "Tony Carter". The signature is fluid and cursive, with a long horizontal stroke extending from the end.

Tony Carter
Construction Engineer

cc: Jim Willford, MN/DNR
Walter Leu, DSAE, MN/DOT

**2001 County Screening Board Data
October, 2001
Historical Review of 1999 State Park Road Account**

1999 Allotment \$2,349,025

1999 Projects

County	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Aitkin	01-614-10	CSAH	Access to Savanna State Park	Road Improvements	\$ 95,000
Becker	03-600-06	TWP	Two inlets Twp Rd T-22	Grade Agg Base Bit	100,000
Cass	11-600-13	Co Rd	Grade CR 130 to Mud Goose Wildlife	Bit Surf	278,379
Douglas	21-600-09	TWP	Springs Dr., Hudson Twp to Maple Lake	Agg Base Bit Base & Surf Agg Shld	10,000
Fillmore	23-599-137	TWP	Forestville Twp Road Br; S Branch Root River	Replace Old BR L4906 with new BR 23564	10,000
Goodhue	25-599-68	TWP	Featherstone Twp Br #9464 Over Hay Creek	Replace Old BR 9464	40,000
Hubbard	29-600-06	Co Rd	Co Rd 122 and Co Rd 123 to Itasca State Park	Complete Reconstruction	370,000
Kittson	35-628-06	CSAH	CSAH 28 to Lake Bronson State Park	Grade Agg Base Bit Surf	300,000
Lake	38-600-12	TWP	Fall Lake Twp Road No 60; access to Iron Lake	Preappr. Grade Agg Base Bit Base & Surf Shld	55,000
Lincoln	41-600-01	Co Rd	Co Rd 32; access to Lake Hendricks	Agg Base Bit Surf Agg Shld some Subg Correct	30,000
McLeod	43-600-01	TWP	120th St; access to Lake Marion	Bit Overlay Agg Shld	1,405
Pine	58-600-04	Co Rd	Co Rd 118; access to Munger St Park, Snake R Camp	Grade Agg Base Culv	400,000
Rice	66-600-02	TWP	165th St. Wells Twp; access to Kelly & Dudley Lake	Complete Reconstruction	150,000
St. Louis	69-665-05	Co Rd/CSAH	Co Rd 65/915 to McCarthy Beech State Park	Reconstruction of Road/Office Area	120,000
St. Louis	69-600-20	Co. Rd.	Co Rd 540; access to Lake Vermillion	Road Improvements	250,000
St. Louis	69-600-25	CITY	Gilbert City Street	Road Improvements	187,000
					<hr/> \$2,301,784

2001 County Screening Board Data
October, 2001
Historical Review of 2000 State Park Road Account

2000 Allotment \$2,477,129

2000 Projects

County	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Anoka	02-600-12	TWP	Jordrell Ave.; access to Carlos Avery Wildlife Mgmt. Area	Road Improvements	\$215,000
Becker	03-600-06	TWP	Two Inlets Twp. Rd. T-22; access to Two Inlets Lake	Road Improvements	53,368
Becker	03-600-07	TWP	Erie Twp. Rd. T-22; access to Pickerel Lake	Road Improvements	175,000
Cass	11-600-14	TWP	Birch Lake Twp. Rd. # 65; access to Stoney Lake	Road Improvements	190,000
Chisago	13-600-06	TWP	Lent Twp. Rd.; access to Carlos Avery Wildlife Mgmt. Area	Road Improvements	108,000
Chisago	13-600-07	TWP	Little Lake Road; access to Little Lake	Road Improvements	105,665
Lake	38-600-12	TWP	Fall Lake T-60 access to White Iron Lake	Road Improvements	10,000
Lincoln	41-600-01	TWP	Hendricks Lake Access Road	Road Improvements	10,000
Lincoln	41-600-02	Co. Rd.	Co. Rd. 111; access to Lake Benton	Road Improvements	80,000
Morrison	49-600-21	TWP	Stanchfield Lake Access Road	Road Improvements	5,000
Ottertail	56-600-19	Co. Rd.	Edna Co. Rd.; access to Big McDonald Lake	Road Improvements	32,000
Pine	58-600-05	Co. Rd.	Co. Rd. 118; access to St. Croix River & Chengwatana State Forest Campground	Road Improvements	350,000
St. Louis	69-600-24	PARK	McCarthy Beach State Park Entrance Road	Road Improvements	11,000
St. Louis	69-600-25	CITY	City of Gilbert Street; access to Off-Highway Vehicle Park	Street Improvements	384,000
Todd	77-600-05	TWP	Villard Twp. Rd.; access to Crow Wing River	Road Improvements	50,000
Wabasha	79-600-07	TWP	Glaskow Twp. Rd. 70; access to Zumbro Bottoms Forestry Unit	Road Improvements	50,000
Washington	82-600-14	Co. Rd.	Co. Rd. 33A Access to William O'Brien State Park	Road Improvements	91,200
<u>PROJECTS ADDED AFTER JUNE 2000</u>					<u>SUBTOTAL =</u>
Aitkin	01-600-09	TWP	Milward Twp Rd; access to Solana State Forest	Road Improvements	10,000
Chisago	13-600-08	PARK	Kable Ave, Lent Twp Rd; access to Carlos Avery WMA	Road Improvements	108,000
Clearwater	15-600-007	Co. Rd.	Co. Rd. 122 in Itasca State Park	Road Improvements	50,000
Otter Tail	56-600-20	TWP	West Lida Lake Rd; access to Maplewood State Park	Road Improvements	120,000
Sherburne	71-600-02	TWP	Orrock Twp Rd 233rd Ave NW; access to Sands Dunes State Forest	Road Improvements	20,000
Year end remaining funds to Clearwater	15-600-06 15-600-07	Co. Rd.	Co. Rd. 122 in Itasca State Park	Road Improvements	Approx. 445,573
					<u>TOTAL =</u>

* Supplement to a previous allocation

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2001 County Screening Board Data
October, 2001
Historical Review of 2001 State Park Road Account

2001 Allotment \$2,584,984

2001 Projects

County	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Aitkin	01-600-10	TWP	Ball Bluff Rd.; access to Hay Lake Forestry Campground	Road Improvements	\$25,000
Becker	03-600-07	TWP	Erie Town Rd T-22; access to West Peckerel Lake	Road Improvements	33,000 *
Becker	03-600-08	TWP	Lake Eunice Rd; access to Pearl Lake	Road Improvements	159,000
Benton	05-600-03	Co. Rd.	Co. Rd. 55; access to the Mississippi River	Road Improvements	150,000
Chisago	13-600-07	PARK	Little Lake Rd.; access to Little Lake	Road Improvements	34,656 *
Clearwater	15-600-07 15-600-08	Co. Rd.	Co. Rd. 122 in Itasca State Park	Road Improvements	676,989 *
Hubbard	29-600-07	Co. Rd.	Co. Rd. 122 & 123; access to Itasca State Park	Road Improvements	57,000 *
Kittson	35-628-06 35-628-07	Co. Rd.	CSAH28; access to Lake Bronson State Park	Road Improvements	15,635 *
Lake	38-600-12	TWP	Fall Lake Twp Rd 60; access to White Iron Lake	Road Improvements	33,529 *
Lake of the Woods	39-600-03	City	Tourist Park Ave.; access to Rainy River	Street Improvements	60,000
Morrison	49-600-21	TWP	Stanchfield Lake Rd.; access to Stanchfield Lake	Road Improvements	75,000 *
Morrison	49-600-22	TWP	Bellevue Twp Rd T-33; access to Crane Meadows WMA and the Mississippi River	Road Improvements	21,000
Morrison	49-600-23	TWP	Bellevue Twp Rd T-304 & T-306; access to the Mississippi River	Road Improvements	10,349
Morrison	49-600-24	TWP	Birch Rd in Scandia Valley Twp; access to Round Lake	Road Improvements	100,000
Pine	58-600-07	City	Doc Street, city of Willow River; access to Willow River Forestry Campground	Street Improvements	90,000
St. Louis	69-600-27	TWP	Cedar Lake Rd.; access to Cedar Lake	Road Improvements	106,000
St. Louis	69-600-28	TWP	Canosia Twp Rd 5529; access to Pike Lake	Road Improvements	75,000
Scott	70-600-04	TWP	St. Lawrence Twp Rd. 57; access to Minnesota Valley State Recreation Area	Road Improvements	100,000
Wabasha	79-600-09	Co. Rd.	County Rd 84; access to the Half Moon Lake Boat Landing	Road Improvements	100,000

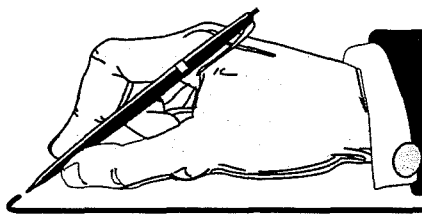
PROJECTS ADDED AFTER JUNE 2001

Kittson	35-628-08	Co. Rd.	CSAH 28; access to Lake Bronson State Park	Road Improvements	\$90,000 *
Pine	58-600-05	Co. Rd.	Co. Rd. 118; access to Chenqwata State Forest Campground & St. Croix River water access	Road Improvements	\$81,597 *
Rice	66-640-04	Co. Rd.	CSAH 40; access to Nerstrand Woods State Park	Road Improvements	\$21,891

\$2,115,646

* Supplement to a previous allocation

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NOTES and COMMENTS



2001 COUNTY SCREENING BOARD DATA

OCTOBER, 2001

C.S.A.H. 20-Year Traffic Projection Factors (For Use in the 2001 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 2001 Needs Study.

For those counties whose traffic was counted in 1999 and for which we received traffic maps in 2000, two factors are shown. The first factor is the one used in the 2000 Needs Study and the second one was computed using 1999 traffic and has been used for the 2001 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 1999 and we received new traffic maps in 2000. As directed by the Screening Board, these counties were updated after the Fall 2000 Screening Board Meeting.

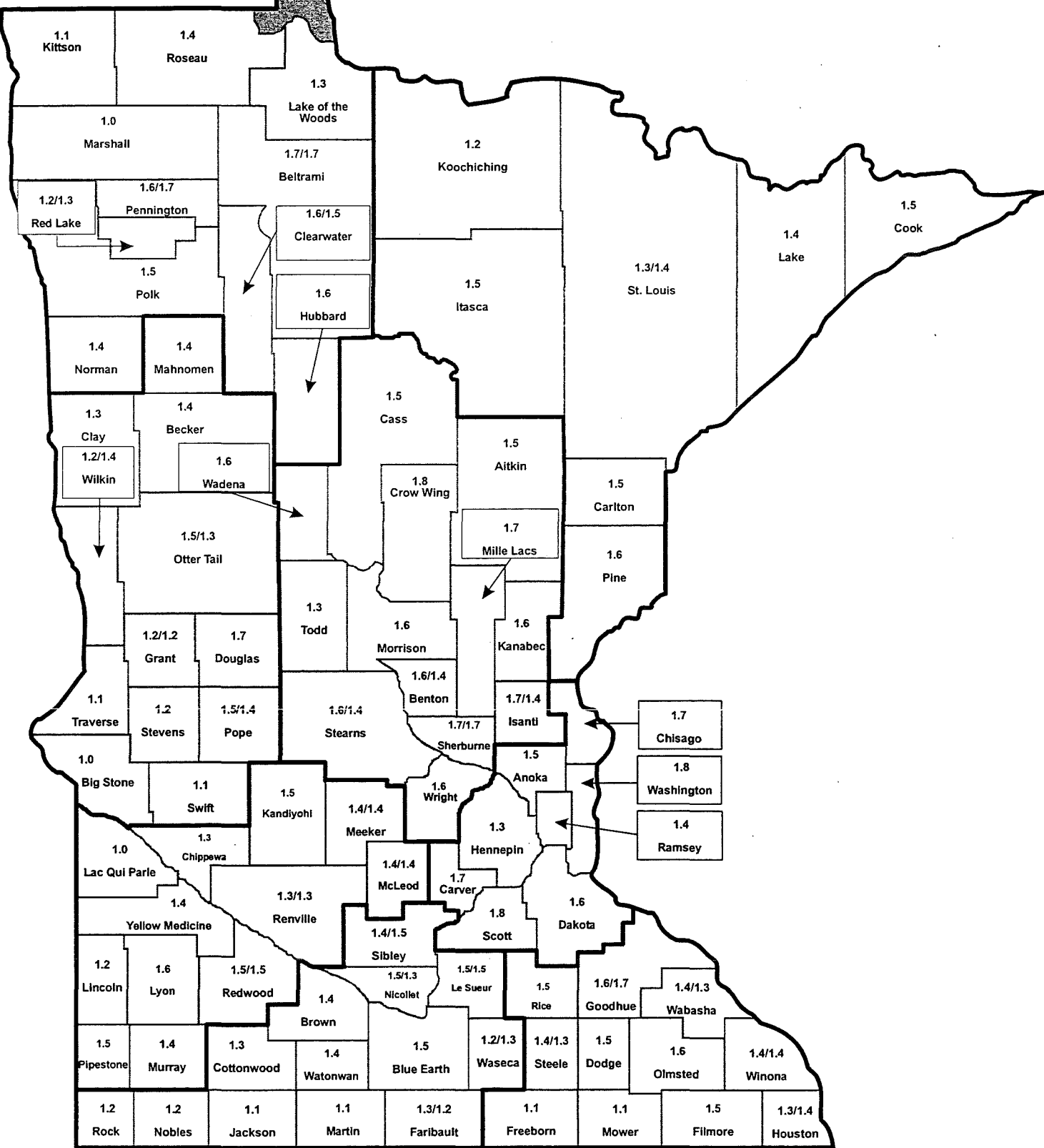
Beltrami	Houston	Ottertail	St. Louis	Waseca
Benton	Isanti	Pennington	Sherburne	Wilkin
Clearwater	LeSueur	Pope	Sibley	Winona
Faribault	McLeod	Red Lake	Stearns	
Goodhue	Meeker	Redwood	Steele	
Grant	Nicollet	Renville	Wabasha	

The following counties were counted in 2000 and their updated traffic and traffic factors will be updated whenever the Screening Board directs.

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



2001 County Screening Board Data October, 2001 CSAH 20-Year Traffic Projection Factors (For use in the 2001 Needs Study)



Old and new factors are shown for those counties whose traffic was counted in 1999 but updated after last years fall meeting as directed by the Screening Board. Those counties which were counted in 2000 will have their traffic and factors updated whenever the Screening Board directs it to be done.

2001 County Screening Board Data

October, 2001

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
Total 2000 Advance/Repaid in 2001 - \$31,156,013

2001 SUMMARY TO DATE

County	\$'s Reserved by Resolution	\$'s Actually Advanced
Anoka	\$3,422,889	\$3,422,889
Becker	1,425,460	1,425,460
Becker	58,765	58,765
Benton	600,000	0
Cass	240,297	13,375
Clay	800,000	800,000
Faribault	871,550	871,550
Fillmore	3,039,438	2,675,921
Goodhue	2,000,000	2,000,000
LeSueur	1,300,000	1,300,000
Nobles	133,345	133,255
Olmsted	2,587,940	2,587,940
Pine	1,050,000	1,050,000
Pipestone	100,000	0
Pope	966,076	966,076
Red Lake	1,073,000	0
Redwood	1,000,000	0
Renville	2,100,000	544,000
Rock	60,000	0
Wabasha	1,300,000	1,300,000
Waseca	1,100,000	680,251
Watsonwan	200,000	184,755
TOTAL	\$25,428,760	\$20,014,237

Note: The maximum dollar amount of State Aid advances which can be made in 2001 is \$71,164,759

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MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 6 AND 7, 2001
CRAGUNS CONFERENCE CENTER

Chairman Dave Robley, Douglas County Engineer called the meeting to order at 12:10 p.m., June 6, 2001.

ATTENDANCE

Roll call of members:

John Stieben, Pine	District 1	
Tom Kozojed, Beltrami	District 2	(not present)
Dave Enblom, Cass	District 3	
Dave Robley, Douglas	District 4	Chairman
Mic Dahlberg, Chisago	Metro East	
Dave Rholl, Winona	District 6	
Mark Sehr, Rock	District 7	
Barry Anderson, Yellow Medicine	District 8	
Roger Gustafson, Carver	Metro West	
Jon Olson, Anoka	Urban	
Don Theisen, Dakota	Urban	
Jim Grube, Hennepin	Urban	(stand in)
Ken Haider, Ramsey	Urban	
Dick Hansen, St. Louis	Urban	
Don Wisniewski, Washington	Urban	

Chairman Dave Robley asked for a motion to approve the October 25 and October 26, 2000 Screening Board Minutes held at Arrowwood Resort, Alexandria. Motion by Mic Dahlberg and seconded by Jon Olson, motion passed unanimously.

Roll call of MnDOT personnel:

Julie Skallman	Director, Salt Group
Mike Pinsonneault	Assistant State Aid Engineer, Salt Group
Mark Gieseke	Senior Administration Engineer, Salt Group
Ken Hoeschen	Manager, County State Aid Needs Unit
Diane Gould	Assistant Manager, County State Aid Needs Unit
Marshall Johnston	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
Merle Earley	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
Patti Loken	Metro Division State Aid

Chairman Dave Robley recognized, Roger Gustafson, Carver County, the chairman of the General Subcommittee and the other representatives, Wayne Fingalson, Wright County, and Jeff Blue, Waseca County, of the General Subcommittee

Chairman Dave Robley recognized the following alternates and other engineers in attendance:

Al Goodman, Lake	District 1
Jeff Langen, Marshall	District 2
Vacant	District 3
Nick Anderson, Big Stone	District 4
Brad Larson, Scott	Metro West
Greg Isakson, Goodhue	District 6
Nathan Richman, Sibley	District 7
Dave Halbersma, Pipestone	District 8

Others in attendance were:

Ernie Fiala, Redwood
Rich Heilman, Isanti
Doug Fisher, Washington
Khani Sabebjam, MnDOT
Mitch Ramussen, Rice
Mitch Anderson, Stearns
Mike Sheehan, Olmsted
Doug Grindall, Koochiching
Mic Alm, Norman
John Brunkhorst, Renville
Steve Backowski, Morrison

ELECTION OF VICE-CHAIRMAN

Chairman Dave Robley asked for Vice Chairman nominations, Don Theisen nominated Mark Sehr, motion by Jon Olson and seconded by Don Wisniewski to cast a unanimous white ballot for Mark Sehr, motion passed, congratulations Mark.

REVIEW OF SCREENING BOARD REPORT

Chairman Dave Robley asked Ken Hoeschen to review the screening board book. Ken turned the unit price update review over to Diane Gould as she will be taking Ken's place upon his retirement in July and then Ken finished the review. Chairman Dave Robley suggested that any action taken on the report should wait until June 7, 2001.

- A) General Information - pages 1-8
No comments or questions.
- B) Unit Price Recommendations - Pages 10-16
Diane reviewed the map in Figure A, gravel base unit prices, the average change from last year was an increase of \$0.26, where 73 counties increased, 13 decreased and 1 stayed the same.

C.S.A.H. roadway unit prices were figured using the increment method to determine each county's unit prices. This is done by taking your gravel base price and using the increments for each spec item on page 13. Concrete was recommended to use the 2000 MnDOT estimated price.

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. Curb and Gutter was taken from the MSAS subcommittee report, which was recommended to stay the same. The Square Foot Recommended Prices for new bridges were increased in all three categories; 0-149 feet (\$73), 150-499 feet (\$74), and 500 feet and over (\$70). Prices for Bridge Widening and RR/Hwy Bridges were recommended to stay the same as last year. Railroad crossing protection went up in the area of signals from \$ 110,000 to \$ 120,000 and signals and gates from \$ 150,000 to \$ 160,000.

C) Mileage Requests - Pages 17-26

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 their system and does not earn either mileage or money needs apportionment.

Reports of Historical documentation for the Washington County, Dakota County and Scott County CSAH mileage requests is shown on pages 23-26 only as information.

D) State Park Road Account - Pages 27-32

Ken Hoeschen explained page 28 covered the Minnesota Statute on State Park Road Account and pages 29-31 are the history of SPR Account Projects from 1999 to 2001.

Ken Hoeschen introduced the project from Rice County, that has already been let and were asking for about \$ 18,000. Ken stated he had a letter from Paul Stine to John Strohkirch. This project does not follow the normal procedure, but it is up to the Screening Board to decide whether to approve or disapprove. Mitch Rasmussen explained what the project consisted of and the events that led up to the request of State Park Road funds. Some discussion followed wondering what would happen if the board approved the project. Julie commented that it could probably handled by an administration variance.

Ken Hoeschen introduced the project from Kittson County for a request of \$90,000 to help fund an overlay and bike path in to Lake Bronson State Park.

REFERENCE MATERIAL

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

Ken Hoeschen discussed the variance needs adjustment on page 49. This is an adjustment 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. 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 shown in the report on page 50.

Pages 51-53 is the report the Board requested dealing with the Local Road Research Board Projects from the last three years.

Ken discussed the minutes of the CSAH General Subcommittee meeting found on pages 60-62. The General Subcommittee reviewed the Urban and Rural Grading Construction Cost Comparison and discussed the 2350 specification for bituminous and how it may impact the needs study and the design tables.

Chairman Dave Robley asked Julie Skallman for comments. She told the group the NEEDS STUDY program is still questionable as far as if it will be ready by this fall. She will keep us updated. Question was asked about the status of the possible State government shut down and/or a special session. Julie commented briefly on each subject.

Chairman Dave Robley told the group the meeting would reconvene at 8:30 a.m. June 7, 2001.

The meeting reconvened at 8:30 a.m. June 7, 2001 with all members present.

Chairman Dave Robley 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 Mark Sehr, seconded by Jim Grube, motion carried to accept the unit price recommendations.

B) **Mileage Requests, Pages 17-26**

No mileage requests.

C) **State Park Road Account 27-32**

Chairman Dave Robley asked if there were questions about the Rice County request for approval. Jon Olson made a motion to accept the Rice County project, seconded by Dave Robley. Motion passed unanimously.

Chairman Dave Robley asked if there were questions about the Kittson County request for approval. Dick Hansen made a motion to accept the Kittson County project, seconded by Roger Gustafson. Motion passed unanimously.

Chairman Dave Robley asked for the approval of the Needs Adjustment for Variances Granted on CSAHs, motion by Barry Anderson, seconded by Jon Olson, motion passed unanimously.

Chairman Dave Robley brought up the discussion of including the new 2350 specifications into the needs study process, and also making the standards similar to the MSAS needs. Ken Hoeschen explained the changes and how they might affect the needs study and the unit prices.

Motion by Al Goodman and seconded by Dave Enblom to use the 2350 specification as a base to figure the unit prices in the screening board book. After some discussion the motion and second was withdrawn and a motion was made to send this topic to the General Subcommittee to review and report back to the Screening Board, motion passed unanimously.

Chairman Dave Robley thanked Roger Gustafson for his excellent work on the General Subcommittee.

Chairman Dave Robley and the whole group recognized Mike Pinsonneault and Ken Hoeschen for their excellent years of service to the State Aid Division, Mike will retire on June 22, 2001 and Ken will retire on July 13, 2001. A motion by Jon Olson and seconded by Mic Dahlberg to have the Chairman and secretary write a letter of appreciation to Mike and Ken for their years of service to the Counties. Dick Hansen offered a friendly amendment to do plaques instead of a letter, the motion passed unanimously with the amendment. Congratulations to Mike and Ken. You will be missed by everyone that you came in contact with over the years.

Motion to adjoin by Dave Rholl, seconded by Mark Sehr, motion passed.

The next meeting will be October 25 & 26 near Grand Rapids at Sugar Lake Lodge Resort.

Respectively Submitted,



David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

October, 2001

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 120unamortized 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>
4 - 8 Feet	50% of Average Complete Grading Cost/Mile
9 - 12 Feet	75% of Average Complete Grading Cost/Mile

Any segments which are less than 4 feet deficient in width shall be considered adequate. Any segments which are more than 12 feet deficient in width shall have needs for complete grading.

Storm Sewer - Oct. 1961 (Rev. Nov. 1965)

That storm sewer mains may be located off the County State Aid Highway if, in so doing, it will satisfactorily accommodate the drainage problem of the County State Aid Highway.

Base and Surface - June 1965 (Rev. June 1985)

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

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

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

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

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

The restrictions above will apply regardless of the source of funding for the road or bridge project.

Needs may be granted as an exception to this resolution upon request by the County Engineer, and justification to the satisfaction of the State

Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

Special Resurfacing 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.

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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