



2002

COUNTY SCREENING BOARD DATA



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COUNTY SCREENING BOARD DATA



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2002 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
Nick Anderson	(02-03)	- Big Stone County	- District 4
Mic Dahlberg	(99-03)	- Chisago County	- Metro East
Brad Larson	(02-03)	- Scott County	- Metro West
Greg Isakson	(02-03)	- Goodhue County	- District 6
Mark Sehr	(01-02)	- Rock County	- District 7
Dave Halbersma	(02-03)	- Pipestone County	- District 8
Doug Fischer	Permanent	- Anoka County	- Urban
Mark Krebsbach	Permanent	- Dakota County	- Urban
Gary Erickson	Permanent	- Hennepin County	- Urban
Ken Haider	Permanent	- Ramsey County	- Urban
Dick Hansen	Permanent	- St. Louis County	- Urban
Don Theisen	Permanent	- Washington County	- Urban
Dave Olsonawski, Secretary		- Hubbard County	

2002 SCREENING BOARD ALTERNATES

Al Goodman	- Lake County	District 1
Kelly Bengston	- Kittson County	District 2
Russ Larson	- Wadena County	District 3
Larry Haukos	- Traverse County	District 4
Roger Gustafson	- Carver County	Metro
Alan Henke	- Houston County	District 6
Nathan Richman	- Sibley County	District 7
Steve Kubista	- Chippewa County	District 8

2002 CSAH GENERAL SUBCOMMITTEE

Jeff Blue, Chairman	(June, 03)	- Waseca County
Mic Dahlberg	(June, 04)	- Chisago County
Rich Heilman	(June, 05)	- Isanti County

2002 CSAH MILEAGE SUBCOMMITTEE

Steve Backowski, Chairman	(Oct., 02)	- Morrison County
John McDonald	(Oct., 03)	- Faribault County
Ken Haider	(Oct., 04)	- Ramsey County

CSAH VARIANCE SUBCOMMITTEE

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

2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2003

The information listed below is presented as historical data for the 45 years of County State Aid Apportionments and preliminary data for the 46th year.

Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,380 miles of which almost 960 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 2003 has been estimated to be approximately \$356 million (the same as for 2002). 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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C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2003

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	30,365.98	6,672,655,716	356,235,225	6,247,708,802
2003	30,386.86	6,699,382,331	\$356,235,225 EST	\$6,603,944,027

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Comparison of the Basic 2001 to the Basic 2002 25-Year Construction Needs

The following tabulation indicates the various stages of the 2002 update of the C.S.A.H. Needs Study and shows the needs effect each phase produced.

Normal Update

- Reflects the needs changes due to 2001 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1976 or earlier are eligible for complete needs. Also, any bridges built prior to 1966 are eligible for reconstruction needs. This increased several counties' needs considerably.

2001 Traffic & Factor Update

- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2001 and for which the needs unit has received updated traffic maps. A map showing the new traffic projection factors is included in the reference material portion of this report.

The counties involved are:

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

Dodge and Freeborn counties did not get counts in to the Traffic Analysis office in order to be counted in this years traffic update. They will be done out of cycle next year.

2002 Bridge & RR-Xing Update

- Reflects the needs cost revision on RR/Hwy bridges and bridges less than 500 feet long.

2002 Unit Prices

- Shows the needs impact of the unit prices approved at the June 6-7, 2002 meeting.

2002 COUNTY SCREENING BOARD DATA

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Comparison of the Basic 2001 to the Basic 2002 25-Year Construction Needs

County	Revised Basic 2001 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Bridge Update	% Change	Effect of Unit Price Update	% Change	Effect of Rural Design Table Update	% Change	Basic 2002 25-Year Const. Needs	Total Change From 2001 Needs	Total % Change	County
Carlton	\$67,501,925	\$68,597	0.1%	0	0.0%	\$248,728	0.4%	\$1,270,638	1.9%	\$2,638,457	3.8%	\$71,728,345	\$4,226,420	6.3%	Carlton
Cook	45,105,294	(288,234)	-0.6%	(1,900,788)	-4.2%	59,280	0.1%	1,709,681	4.0%	2,335,371	5.2%	47,020,604	1,915,310	4.2%	Cook
Itasca	126,490,168	1,102,162	0.9%	(6,261,591)	-4.9%	5,306,792	4.4%	2,534,531	2.0%	7,841,349	6.1%	137,013,411	10,523,243	8.3%	Itasca
Koochiching	33,749,570	1,243,852	3.7%	0	0.0%	227,792	0.7%	568,513	1.6%	3,208,984	9.0%	38,998,711	5,249,141	15.6%	Koochiching
Lake	62,305,786	(1,851,011)	-3.0%	(126,447)	-0.2%	2,126,392	3.5%	1,970,982	3.2%	2,471,251	3.8%	66,896,953	4,591,167	7.4%	Lake
Pine	118,532,442	3,660,761	3.1%	(1,038,998)	-0.9%	815,344	0.7%	1,059,703	0.9%	7,518,550	6.2%	130,647,802	12,115,360	10.2%	Pine
St. Louis	374,201,546	6,401,589	1.7%	0	0.0%	6,023,016	1.6%	17,632,933	4.6%	17,984,377	4.4%	422,243,461	48,041,915	12.8%	St. Louis
District 1 Totals	827,886,731	10,337,716	1.2%	(9,327,824)	-1.1%	14,807,344	1.8%	26,746,981	3.2%	44,098,339	5.1%	914,549,287	86,662,556	10.5%	District 1 Totals
Beltrami	86,678,990	299,994	0.3%	0	0.0%	238,736	0.3%	3,340,618	3.8%	4,923,205	5.4%	95,481,543	8,802,553	10.2%	Beltrami
Clearwater	41,718,565	1,042,926	2.5%	0	0.0%	311,296	0.7%	1,890,422	4.4%	2,839,722	6.3%	47,802,931	6,084,366	14.6%	Clearwater
Hubbard	51,055,589	(1,025,118)	-2.0%	(515,023)	-1.0%	234,240	0.5%	2,315,042	4.7%	3,337,251	6.4%	55,401,961	4,346,392	8.5%	Hubbard
Kittson	50,305,589	604,960	1.2%	(268,380)	-0.5%	240,368	0.5%	602,759	1.2%	3,842,365	7.5%	55,327,761	5,022,072	10.0%	Kittson
Lake of the Woods	23,069,624	(598,579)	-2.6%	0	0.0%	144,528	0.6%	1,263,977	5.6%	2,228,749	9.3%	26,108,299	3,038,675	13.2%	Lake of the Woods
Marshall	69,944,827	(150,940)	-0.2%	0	0.0%	566,576	0.8%	1,834,676	2.6%	9,701,016	13.4%	81,896,155	11,951,328	17.1%	Marshall
Norman	48,829,205	(657,923)	-1.3%	0	0.0%	230,656	0.5%	1,189,399	2.5%	5,150,452	10.4%	54,751,789	5,922,584	12.1%	Norman
Pennington	28,289,112	(681,820)	-2.4%	0	0.0%	254,496	0.9%	1,695,538	6.1%	2,086,960	7.1%	31,644,286	3,355,174	11.9%	Pennington
Polk	129,832,071	(1,992,630)	-1.5%	(1,180,296)	-0.9%	354,368	0.3%	1,517,814	1.2%	10,803,549	8.4%	139,334,876	9,502,805	7.3%	Polk
Red Lake	26,071,611	(1,724,581)	-6.6%	0	0.0%	98,672	0.4%	1,049,488	4.3%	2,202,175	8.6%	27,697,365	1,625,754	6.2%	Red Lake
Roseau	52,520,974	348,729	0.7%	(67,432)	-0.1%	459,888	0.9%	1,806,241	3.4%	6,657,341	12.1%	61,725,741	9,204,767	17.5%	Roseau
District 2 Totals	608,316,237	(4,534,982)	-0.7%	(2,031,131)	-0.3%	3,133,824	0.5%	18,515,974	3.1%	53,772,785	8.6%	677,172,707	68,856,470	11.3%	District 2 Totals
Aitkin	55,938,599	(859,197)	-1.5%	0	0.0%	638,168	1.2%	2,981,847	5.4%	5,019,305	8.6%	63,718,722	7,780,123	13.9%	Aitkin
Benton	32,120,401	233,016	0.7%	0	0.0%	153,968	0.5%	891,135	2.7%	2,009,114	6.0%	35,407,634	3,287,233	10.2%	Benton
Cass	75,317,534	536,275	0.7%	3,552,274	4.7%	378,640	0.5%	4,221,576	5.3%	4,464,864	5.3%	88,471,163	13,153,629	17.5%	Cass
Crow Wing	70,766,263	5,099,358	7.2%	2,655,208	3.5%	146,480	0.2%	2,080,704	2.6%	-873,996	-1.1%	79,874,017	9,107,754	12.9%	Crow Wing
Isanti	38,119,424	(1,580,921)	-4.1%	0	0.0%	91,536	0.3%	1,894,727	5.2%	1,967,228	5.1%	40,491,994	2,372,570	6.2%	Isanti
Kanabec	29,206,253	1,049,575	3.6%	0	0.0%	156,560	0.5%	1,031,854	3.4%	2,088,969	6.6%	33,533,211	4,326,958	14.8%	Kanabec
Mille Lacs	49,546,579	418,666	0.8%	0	0.0%	351,456	0.7%	3,147,784	6.3%	1,930,123	3.6%	55,394,608	5,848,029	11.8%	Mille Lacs
Morrison	72,229,578	(508,576)	-0.7%	(296,997)	-0.4%	196,208	0.3%	1,887,778	2.6%	3,876,238	5.3%	77,384,229	5,154,651	7.1%	Morrison
Sherburne	39,354,816	1,028,344	2.6%	0	0.0%	294,448	0.7%	758,402	1.9%	102,951	0.2%	41,538,961	2,184,145	5.5%	Sherburne
Stearns	137,657,693	(146,175)	-0.1%	0	0.0%	614,420	0.4%	2,125,371	1.5%	4,599,271	3.3%	144,850,580	7,192,887	5.2%	Stearns
Todd	46,127,847	(599,764)	-1.3%	389,991	0.9%	303,520	0.7%	336,099	0.7%	2,866,623	6.2%	49,424,316	3,296,469	7.1%	Todd
Wadena	29,906,261	(185,557)	-0.6%	(68,902)	-0.2%	381,104	1.3%	672,335	2.2%	1,817,183	5.9%	32,522,424	2,616,163	8.7%	Wadena
Wright	130,419,693	322,509	0.2%	0	0.0%	3,470,284	2.7%	5,622,331	4.2%	3,132,057	2.2%	142,966,874	12,547,181	9.6%	Wright
District 3 Totals	806,710,941	4,807,553	0.6%	6,231,574	0.8%	7,176,792	0.9%	27,651,943	3.4%	32,999,930	3.9%	885,578,733	78,867,792	9.8%	District 3 Totals
Becker	60,197,035	(699,968)	-1.2%	0	0.0%	1,482,008	2.5%	1,732,837	2.8%	3,896,055	6.2%	66,607,967	6,410,932	10.6%	Becker
Big Stone	20,070,857	198,608	1.0%	(115,523)	-0.6%	164,640	0.8%	594,996	2.9%	3,168,293	15.1%	24,081,871	4,011,014	20.0%	Big Stone
Clay	64,173,596	(3,093,840)	-4.8%	1,582,810	2.6%	1,397,876	2.2%	3,398,769	5.3%	3,234,447	4.8%	70,693,658	6,520,062	10.2%	Clay
Douglas	63,352,998	(4,217,313)	-6.7%	0	0.0%	83,600	0.1%	166,141	0.3%	3,552,134	6.0%	62,937,560	(415,438)	-0.7%	Douglas
Grant	21,144,500	252,663	1.2%	0	0.0%	27,200	0.1%	1,731,365	8.1%	2,072,596	9.0%	25,228,324	4,083,824	19.3%	Grant
Mahnomen	17,917,265	(132,777)	-0.7%	0	0.0%	71,456	0.4%	2,962,550	16.6%	1,069,077	5.1%	21,887,571	3,970,306	22.2%	Mahnomen
Otter Tail	162,305,387	1,028,078	0.6%	0	0.0%	1,252,112	0.8%	4,295,299	2.6%	9,005,224	5.3%	177,886,100	15,580,713	9.6%	Otter Tail
Pope	39,163,618	1,307,339	3.3%	0	0.0%	137,408	0.3%	830,943	2.0%	3,031,350	7.3%	44,470,658	5,307,040	13.6%	Pope
Stevens	26,241,258	1,153,862	4.4%	1,910,888	7.0%	42,320	0.1%	1,023,403	3.5%	4,118,747	13.6%	34,490,478	8,249,220	31.4%	Stevens
Swift	39,232,495	337,893	0.9%	248,683	0.6%	191,888	0.5%	2,548,697	6.4%	5,796,531	13.6%	48,356,187	9,123,692	23.3%	Swift
Traverse	27,944,979	0	0.0%	(86,645)	-0.3%	227,904	0.8%	1,112,339	4.0%	2,841,590	9.7%	32,040,167	4,095,188	14.7%	Traverse
Wilkin	40,759,579	257,994	0.6%	0	0.0%	293,904	0.7%	4,112,393	10.0%	3,907,615	8.6%	49,331,485	8,571,906	21.0%	Wilkin
District 4 Totals	\$582,503,567	-\$3,607,461	-0.6%	\$3,540,213	0.6%	\$5,372,316	0.9%	\$24,509,732	4.2%	\$45,693,659	7.5%	\$658,012,026	\$75,508,459	13.0%	District 4 Totals

2002 COUNTY SCREENING BOARD DATA

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Comparison of the Basic 2001 to the Basic 2002 25-Year Construction Needs

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County	Revised Basic 2001 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Bridge Update	% Change	Effect of Unit Price Update	% Change	Effect of Rural Design Table Update	% Change	Basic 2002 25-Year Const. Needs	Total Change From 2001 Needs	Total %	County
Anoka	\$124,841,329.00	\$4,714,817.00	3.8%	\$0.00	0.0%	\$48,320.00	0.0%	\$3,378,431.00	2.6%	-\$4,486,063.00	-3.4%	\$128,496,834.00	\$3,655,505.00	2.9%	Anoka
Carver	78,814,569	2,347,897	3.0%	0	0.0%	1,344,992	1.7%	935,559	1.1%	1,888,130	2.3%	85,331,147	6,516,578	8.3%	Carver
Hennepin	608,034,968	(1,102,640)	-0.2%	0	0.0%	14,307,496	2.4%	2,313,342	0.4%	1,186,988	0.2%	624,740,154	16,705,186	2.7%	Hennepin
Scott	97,103,854	1,095,868	1.1%	0	0.0%	89,760	0.1%	1,743,025	1.8%	-3,861,944	-3.9%	96,170,563	(933,291)	-1.0%	Scott
District 5 Totals	908,794,720	7,055,942	0.8%	0	0.0%	15,790,568	1.7%	8,370,357	0.9%	(5,272,889)	-0.6%	934,738,698	25,943,978	2.9%	District 5 Totals
Dodge	47,477,482	760,950	1.6%	0	0.0%	210,296	0.4%	2,775,113	5.7%	1,878,523	3.7%	53,102,364	5,624,882	11.8%	Dodge
Fillmore	120,319,250	(1,202,362)	-1.0%	(4,436,540)	-3.7%	1,441,440	1.3%	4,423,850	3.8%	7,693,019	6.4%	128,238,657	7,919,407	6.6%	Fillmore
Freeborn	81,875,209	(888,404)	-1.1%	0	0.0%	337,696	0.4%	-2,863,430	-3.5%	4,221,741	5.4%	82,682,812	807,603	1.0%	Freeborn
Goodhue	77,408,237	598,533	0.8%	0	0.0%	165,168	0.2%	3,743,084	4.8%	2,835,006	3.2%	84,548,028	7,139,791	9.2%	Goodhue
Houston	71,334,085	(1,665,164)	-2.3%	0	0.0%	392,272	0.6%	525,211	0.7%	5,312,081	7.5%	75,898,485	4,564,400	6.4%	Houston
Mower	85,471,042	(2,459,634)	-2.9%	0	0.0%	746,888	0.9%	-222,900	-0.3%	3,538,483	4.2%	87,073,879	1,602,837	1.9%	Mower
Olmsted	113,858,427	543,300	0.5%	0	0.0%	735,872	0.6%	5,966,599	5.2%	5,214,015	4.3%	126,318,213	12,459,786	10.9%	Olmsted
Rice	60,360,714	4,513,610	7.5%	(1,357,363)	-2.1%	1,279,072	2.0%	-101,495	-0.2%	2,834,160	4.4%	67,528,698	7,167,984	11.9%	Rice
Steele	68,519,863	433,028	0.6%	0	0.0%	2,614,040	3.8%	-2,887,864	-4.0%	2,002,048	2.9%	70,681,115	2,161,252	3.2%	Steele
Wabasha	67,700,289	650,460	1.0%	0	0.0%	837,184	1.2%	3,566,927	5.2%	2,478,630	3.4%	75,233,470	7,533,201	11.1%	Wabasha
Winona	91,762,124	325,869	0.4%	0	0.0%	709,984	0.8%	3,973,781	4.3%	5,136,557	5.3%	101,928,315	10,166,191	11.1%	Winona
District 6 Totals	886,106,702	1,608,186	0.2%	(5,793,903)	-0.7%	9,469,912	1.1%	18,898,876	2.1%	42,944,263	4.7%	953,234,036	67,127,334	7.6%	District 6 Totals
Blue Earth	110,945,048	(2,801,667)	-2.5%	(7,487,748)	-6.9%	1,427,864	1.4%	2,253,365	2.2%	5,208,145	5.0%	109,545,007	(1,400,041)	-1.3%	Blue Earth
Brown	55,785,174	2,333,956	4.2%	(2,649,868)	-4.6%	836,064	1.5%	2,987,708	5.3%	2,617,467	4.4%	61,910,481	6,125,307	11.0%	Brown
Cottonwood	45,956,768	100,293	0.2%	0	0.0%	681,224	1.5%	1,947,575	4.2%	2,353,796	4.8%	51,039,656	5,082,888	11.1%	Cottonwood
Faribault	76,940,628	60,481	0.1%	0	0.0%	1,688,576	2.2%	-208,080	-0.3%	6,272,063	8.0%	84,753,668	7,813,040	10.2%	Faribault
Jackson	62,193,259	105,459	0.2%	0	0.0%	601,984	1.0%	5,205,400	8.3%	9,072,921	13.3%	77,179,023	14,985,764	24.1%	Jackson
Le Sueur	56,293,804	2,674,817	4.8%	0	0.0%	188,112	0.3%	434,703	0.7%	2,648,661	4.4%	62,240,097	5,946,293	10.6%	Le Sueur
Martin	55,213,212	3,801,184	6.9%	2,230,019	3.8%	392,336	0.6%	2,734,060	4.4%	5,103,895	7.9%	69,474,706	14,261,494	25.8%	Martin
Nicollet	47,971,089	433,950	0.9%	0	0.0%	23,520	0.0%	968,631	2.0%	2,450,546	5.0%	51,847,736	3,876,647	8.1%	Nicollet
Nobles	78,105,130	745,900	1.0%	0	0.0%	1,384,168	1.8%	5,909,033	7.4%	8,035,384	9.3%	94,179,615	16,074,485	20.6%	Nobles
Rock	46,604,176	591,040	1.3%	0	0.0%	688,528	1.5%	-3,018,281	-6.3%	2,822,593	6.3%	47,688,056	1,083,880	2.3%	Rock
Sibley	52,054,669	187,106	0.4%	0	0.0%	501,104	1.0%	-93,948	-0.2%	1,958,535	3.7%	54,607,466	2,552,797	4.9%	Sibley
Waseca	43,833,564	546,085	1.2%	0	0.0%	284,880	0.6%	1,555,344	3.5%	4,150,367	9.0%	50,370,240	6,536,676	14.9%	Waseca
Watsonwan	34,141,977	(73,974)	-0.2%	(136,917)	-0.4%	246,224	0.7%	2,583,718	7.6%	3,439,069	9.4%	40,200,097	6,058,120	17.7%	Watsonwan
District 7 Totals	766,038,498	8,704,630	1.1%	(8,044,534)	-1.0%	8,944,584	1.2%	23,259,228	3.0%	56,133,442	7.0%	855,035,848	88,997,350	11.6%	District 7 Totals
Chippewa	37,194,007	291,935	0.8%	0	0.0%	357,380	1.0%	820,632	2.2%	3,031,199	7.8%	41,695,153	4,501,146	12.1%	Chippewa
Kandiyohi	83,928,284	128,869	0.2%	0	0.0%	313,968	0.4%	1,135,183	1.3%	3,932,922	4.6%	89,439,226	5,510,942	6.6%	Kandiyohi
Lac Qui Parle	34,759,216	(329,692)	-0.9%	0	0.0%	518,560	1.5%	1,664,217	4.8%	2,672,458	7.3%	39,284,759	4,525,543	13.0%	Lac Qui Parle
Lincoln	33,965,396	(923,431)	-2.7%	72,668	0.2%	122,816	0.4%	1,072,506	3.2%	3,513,347	10.2%	37,823,302	3,857,906	11.4%	Lincoln
Lyon	52,161,989	900,492	1.7%	(2,977,610)	-5.6%	526,056	1.1%	1,685,968	3.3%	4,045,315	7.7%	56,342,210	4,180,221	8.0%	Lyon
Mc Leod	49,395,002	1,003,455	2.0%	0	0.0%	256,544	0.5%	3,220,783	6.4%	2,652,874	4.9%	56,528,658	7,133,656	14.4%	Mc Leod
Meeker	39,321,592	(127,391)	-0.3%	0	0.0%	118,416	0.3%	1,182,991	3.0%	2,631,417	6.5%	43,127,025	3,805,433	9.7%	Meeker
Murray	45,604,561	649,677	1.4%	(2,421,805)	-5.2%	388,920	0.9%	905,775	2.0%	4,051,836	9.0%	49,178,964	3,574,403	7.8%	Murray
Pipestone	33,596,158	719,316	2.1%	(1,207,498)	-3.5%	556,288	1.7%	856,699	2.5%	3,688,335	10.7%	38,209,298	4,613,140	13.7%	Pipestone
Redwood	76,781,200	1,058,040	1.4%	0	0.0%	1,832,044	2.4%	3,971,299	5.0%	4,991,466	6.0%	88,634,049	11,852,849	15.4%	Redwood
Renville	69,418,647	295,406	0.4%	0	0.0%	1,081,820	1.6%	5,298,099	7.5%	8,651,775	11.4%	84,745,747	15,327,100	22.1%	Renville
Yellow Medicine	50,052,148	(804,142)	-1.6%	(1,442,616)	-2.9%	2,363,384	4.9%	1,649,877	3.3%	4,504,840	8.7%	56,323,491	6,271,343	12.5%	Yellow Medicine
District 8 Totals	606,178,200	2,862,534	0.5%	(7,976,861)	-1.3%	8,436,196	1.4%	23,464,029	3.8%	48,367,784	7.6%	681,331,882	75,153,682	12.4%	District 8 Totals
Chisago	70,346,775	(382,524)	-0.5%	292,716	0.4%	213,760	0.3%	1,020,630	1.4%	2,865,942	4.0%	74,357,299	4,010,524	5.7%	Chisago
Dakota	202,818,691	2,381,965	1.2%	0	0.0%	4,206,440	2.0%	2,072,407	1.0%	-500,929	-0.2%	210,978,574	8,159,883	4.0%	Dakota
Ramsey	257,368,541	(1,446,546)	-0.6%	0	0.0%	11,084,408	4.3%	3,372,684	1.3%	322,725	0.1%	270,701,812	13,333,271	5.2%	Ramsey
Washington	149,586,113	(1,060,398)	-0.7%	0	0.0%	2,875,088	1.9%	2,792,802	1.8%	-4,833,351	-3.1%	149,360,254	(225,859)	-0.2%	Washington
District 9 Totals	680,120,120	(507,503)	-0.1%	292,716	0.0%	18,379,696	2.7%	9,258,523	1.3%	(2,145,613)	-0.3%	705,397,939	25,277,819	3.7%	District 9 Totals
STATE TOTALS	\$6,672,655,716	\$26,726,615	0.4%	(\$23,109,750)	-0.3%	\$91,511,232	1.4%	\$180,675,643	2.7%	\$316,591,700	4.6%	\$7,265,051,156	\$592,395,440	8.9%	STATE TOTALS

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NEEDS

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2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

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 8.9%, thereby limiting any individual county's needs change to a range from a minus 11.1% to a plus 28.9%. As you can see, only one county required a needs restriction.

2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

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26-Sep-02

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 2001 25 YEAR CONSTRUCTION NEEDS	BASIC 2002 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2001 NEEDS	% CHANGE FROM RESTRICTED 2001 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2002 25 YEAR CONSTRUCTION NEEDS	2002 SCREENING BOARD RESTRICTION	"ONE TIME" "ADJUSTMENT" DUPLICATION ON CREDIT FOR LOCAL EFFORT AND STATE AID PAYMENT	COUNTY
Carlton	\$67,501,925	\$71,728,345	\$4,226,420	6.3%					Carlton
Cook	45,105,294	47,020,604	1,915,310	4.3%					Cook
Itasca	126,490,168	137,013,411	10,523,243	8.3%					Itasca
Koochiching	33,749,570	38,998,711	5,249,141	15.6%					Koochiching
Lake	62,305,786	66,896,953	4,591,167	7.4%					Lake
Pine	118,532,442	130,647,802	12,115,360	10.2%					Pine
St. Louis	374,201,546	422,243,461	48,041,915	12.8%					St. Louis
District 1 Totals	827,886,731	914,549,287	86,662,556	10.5%					District 1 Totals
Beltrami	86,678,990	95,481,543	8,802,553	10.2%					Beltrami
Clearwater	41,718,565	47,802,931	6,084,366	14.6%					Clearwater
Hubbard	51,055,569	55,401,961	4,346,392	8.5%					Hubbard
Kittson	50,305,689	55,327,761	5,022,072	10.0%					Kittson
Lake of 'Woods	23,069,624	26,108,299	3,038,675	13.2%					Lake of 'Woods
Marshall	69,944,827	81,896,155	11,951,328	17.1%					Marshall
Norman	48,829,205	54,751,789	5,922,584	12.1%					Norman
Pennington	28,289,112	31,644,286	3,355,174	11.9%					Pennington
Polk	129,832,071	139,334,876	9,502,805	7.3%					Polk
Red Lake	26,071,611	27,697,365	1,625,754	6.2%					Red Lake
Roseau	52,520,974	61,725,741	9,204,767	17.5%					Roseau
District 2 Totals	608,316,237	677,172,707	68,856,470	11.3%					District 2 Totals
Aitkin	55,938,599	63,718,722	7,780,123	13.9%					Aitkin
Benton	32,120,401	35,407,634	3,287,233	10.2%					Benton
Cass	75,317,534	88,471,163	13,153,629	17.5%					Cass
Crow Wing	70,766,263	79,874,017	9,107,754	12.9%					Crow Wing
Isanti	38,119,424	40,491,994	2,372,570	6.2%					Isanti
Kanabec	29,206,253	33,533,211	4,326,958	14.8%					Kanabec
Mille Lacs	49,546,579	55,394,608	5,848,029	11.8%					Mille Lacs
Morrison	72,229,578	77,384,229	5,154,651	7.1%					Morrison
Sherburne	39,354,816	41,538,961	2,184,145	5.6%					Sherburne
Stearns	137,657,693	144,850,580	7,192,887	5.2%					Stearns
Todd	46,127,847	49,424,316	3,296,469	7.2%					Todd
Wadena	29,906,261	32,522,424	2,616,163	8.8%					Wadena
Wright	130,419,693	142,966,874	12,547,181	9.6%					Wright
District 3 Totals	806,710,941	885,578,733	78,867,792	9.8%					District 3 Totals

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RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 2001 25 YEAR CONSTRUCTION NEEDS	BASIC 2002 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2001 NEEDS	% CHANGE FROM RESTRICTED 2001 NEEDS	RESTRICTED 2002 25 YEAR CONSTRUCTION NEEDS	2002 SCREENING BOARD RESTRICTION	"ONE TIME" "ADJUSTMENT" DUPLICATION ON CREDIT FOR LOCAL EFFORT AND STATE AID PAYMENT	COUNTY
Becker	\$60,197,035	\$66,607,967	\$6,410,932	10.7%				Becker
Big Stone	20,070,857	24,081,871	4,011,014	20.0%				Big Stone
Clay	64,173,596	70,693,658	6,520,062	10.2%				Clay
Douglas	63,352,998	62,937,560	(415,438)	-0.7%				Douglas
Grant	21,144,500	25,228,324	4,083,824	19.3%				Grant
Mahnomen	17,917,265	21,887,571	3,970,306	22.2%				Mahnomen
Otter Tail	162,305,387	177,886,100	15,580,713	9.6%				Otter Tail
Pope	39,163,618	44,470,658	5,307,040	13.6%				Pope
Stevens	26,241,258	34,490,478	8,249,220	31.4%	28.9%	\$33,824,982	(\$665,496)	Stevens
Swift	39,232,495	48,356,187	9,123,692	23.3%				Swift
Traverse	27,944,979	32,040,167	4,095,188	14.7%				Traverse
Wilkin	40,759,579	49,331,485	8,571,906	21.0%				Wilkin
District 4 Totals	582,503,567	658,012,026	75,508,459	13.0%				District 4 Totals
Anoka	124,841,329	128,496,834	3,655,505	2.9%				Anoka
Carver	78,814,569	85,331,147	6,516,578	8.3%				Carver
Hennepin	608,034,968	624,740,154	16,705,186	2.8%				Hennepin
Scott	97,103,854	96,170,563	(933,291)	-1.0%			(\$438,033)	Scott
District 5 Totals	908,794,720	934,738,698	25,943,978	2.9%				District 5 Totals
Dodge	47,477,482	53,102,364	5,624,882	11.9%				Dodge
Fillmore	120,319,250	128,238,657	7,919,407	6.6%				Fillmore
Freeborn	81,875,209	82,682,812	807,603	1.0%				Freeborn
Goodhue	77,408,237	84,548,028	7,139,791	9.2%				Goodhue
Houston	71,334,085	75,898,485	4,564,400	6.4%				Houston
Mower	85,471,042	87,073,879	1,602,837	1.9%				Mower
Olmsted	113,858,427	126,318,213	12,459,786	10.9%				Olmsted
Rice	60,360,714	67,528,698	7,167,984	11.9%				Rice
Steele	68,519,863	70,681,115	2,161,252	3.2%				Steele
Wabasha	67,700,269	75,233,470	7,533,201	11.1%				Wabasha
Winona	91,782,124	101,928,315	10,146,191	11.1%				Winona
District 6 Totals	886,106,702	953,234,036	67,127,334	7.6%				District 6 Totals

2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

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RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 2001 25 YEAR CONSTRUCTION NEEDS	BASIC 2002 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2001 NEEDS	% CHANGE FROM RESTRICTED 2001 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2002 25 YEAR CONSTRUCTION NEEDS	2002 SCREENING BOARD RESTRICTION	"ONE TIME" "ADJUSTMENT" DUPLICATION ON CREDIT FOR LOCAL EFFORT AND STATE AID PAYMENT	COUNTY
Blue Earth	\$110,945,048	\$109,545,007	(\$1,400,041)	-1.3%					Blue Earth
Brown	55,785,174	61,910,481	6,125,307	11.0%					Brown
Cottonwood	45,956,768	51,039,656	5,082,888	11.1%					Cottonwood
Faribault	76,940,628	84,753,668	7,813,040	10.2%					Faribault
Jackson	62,193,259	77,179,023	14,985,764	24.1%					Jackson
Le Sueur	56,293,804	62,240,097	5,946,293	10.6%					Le Sueur
Martin	55,213,212	69,474,706	14,261,494	25.8%					Martin
Nicollet	47,971,089	51,847,736	3,876,647	8.1%					Nicollet
Nobles	78,105,130	94,179,615	16,074,485	20.6%					Nobles
Rock	46,604,176	47,688,056	1,083,880	2.3%					Rock
Sibley	52,054,669	54,607,466	2,552,797	4.9%					Sibley
Waseca	43,833,564	50,370,240	6,536,676	14.9%					Waseca
Watonwan	34,141,977	40,200,097	6,058,120	17.7%					Watonwan
District 7 Totals	766,038,498	855,035,848	88,997,350	11.6%					District 7 Totals
Chippewa	37,194,007	41,695,153	4,501,146	12.1%					Chippewa
Kandiyohi	83,928,284	89,439,226	5,510,942	6.6%					Kandiyohi
Lac Qui Parle	34,759,216	39,284,759	4,525,543	13.0%					Lac Qui Parle
Lincoln	33,965,396	37,823,302	3,857,906	11.4%					Lincoln
Lyon	52,161,989	56,342,210	4,180,221	8.0%					Lyon
Mc Leod	49,395,002	56,528,658	7,133,656	14.4%					Mc Leod
Meeker	39,321,592	43,127,025	3,805,433	9.7%					Meeker
Murray	45,604,561	49,178,964	3,574,403	7.8%					Murray
Pipestone	33,596,158	38,209,298	4,613,140	13.7%					Pipestone
Redwood	76,781,200	88,634,049	11,852,849	15.4%					Redwood
Renville	69,418,647	84,745,747	15,327,100	22.1%					Renville
Yellow Medicine	50,052,148	56,323,491	6,271,343	12.5%					Yellow Medicine
District 8 Totals	606,178,200	681,331,882	75,153,682	12.4%					District 8 Totals
Chisago	70,346,775	74,357,299	4,010,524	5.7%					Chisago
Dakota	202,818,691	210,978,574	8,159,883	4.0%					Dakota
Ramsey	257,368,541	270,701,812	13,333,271	5.2%					Ramsey
Washington	149,586,113	149,360,254	(225,859)	-0.2%					Washington
District 9 Totals	680,120,120	705,397,939	25,277,819	3.7%					District 9 Totals
STATE TOTALS	\$6,672,655,716	\$7,265,051,156	\$592,395,440	8.9%					STATE TOTALS

2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

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 2002 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 2003 CSAH apportionments.

2002 COUNTY SCREENING BOARD DATA

October, 2002

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, 2002	Maximum Balance 2002 Const. Apportionment	2002 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2002	Maximum Balance Larger of Either \$100,000 or 2000-2002 Const. Apport.	2002 Construction Fund Balance "Needs" Deduction		
Carlton	\$3,145,708	\$1,896,437	\$1,249,271	\$842,379	\$525,876	\$316,503	\$1,565,774	Carlton
Cook	3,836,935	1,302,749	2,534,186	29,894	266,502	0	2,534,186	Cook
Itasca	1,057,620	3,920,680	0	1,200,959	1,123,079	77,880	77,880	Itasca
Koochiching	2,507,729	2,273,856	233,873	639,565	228,885	410,680	644,553	Koochiching
Lake	5,367,069	1,788,260	3,578,809	350,320	285,755	64,565	3,643,374	Lake
Pine	3,067,667	2,982,770	84,897	686,508	1,196,504	0	84,897	Pine
St. Louis	5,928,407	10,344,838	0	749,286	1,727,770	0	0	St. Louis
District 1 Totals	24,911,135	24,509,590	7,681,036	4,498,911	---	869,628	8,550,664	District 1 Totals
Beltrami	5,221,341	2,596,373	2,624,968	168,563	300,077	0	2,624,968	Beltrami
Clearwater	336,372	1,437,124	0	257,749	319,885	0	0	Clearwater
Hubbard	1,022,928	1,670,681	0	48,826	370,931	0	0	Hubbard
Kittson	623,045	1,572,526	0	263,729	615,463	0	0	Kittson
Lake of the Woods	1,395,770	1,542,722	0	305,511	172,430	133,081	133,081	Lake of the Woods
Marshall	662,245	2,441,415	0	523,186	590,773	0	0	Marshall
Norman	1,584,029	1,660,433	0	265,547	406,892	0	0	Norman
Pennington	1,291,918	1,204,917	87,001	103,368	218,367	0	87,001	Pennington
Polk	334,857	3,831,646	0	844,080	796,241	47,839	47,839	Polk
Red Lake	1,097,926	1,168,533	0	91,217	260,699	0	0	Red Lake
Roseau	2,122,995	1,802,483	320,512	661,143	659,859	1,284	321,796	Roseau
District 2 Totals	15,693,426	20,928,853	3,032,481	3,532,919	---	182,204	3,214,685	District 2 Totals
Aitkin	1,839,703	2,000,589	0	297,927	258,596	39,331	39,331	Aitkin
Benton	723,746	1,292,267	0	34,273	229,461	0	0	Benton
Cass	1,746,065	2,382,793	0	0	816,763	0	0	Cass
Crow Wing	2,498,636	1,752,739	745,897	179,742	1,308,353	0	745,897	Crow Wing
Isanti	1,274,314	1,457,321	0	294,845	142,917	151,928	151,928	Isanti
Kanabec	1,822,478	1,136,175	686,303	435,643	340,657	94,986	781,289	Kanabec
Mille Lacs	2,052,760	1,609,147	443,613	367,592	543,875	0	443,613	Mille Lacs
Morrison	2,854,477	2,245,761	608,716	580,144	581,128	0	608,716	Morrison
Sherburne	272,586	1,285,393	0	407,040	230,191	176,849	176,849	Sherburne
Stearns	0	3,675,676	0	362,973	1,373,014	0	0	Stearns
Todd	572,924	1,646,056	0	601,871	762,398	0	0	Todd
Wadena	106,779	1,112,156	0	274,835	457,160	0	0	Wadena
Wright	2,024,396	3,191,588	0	1,266,667	1,350,942	0	0	Wright
District 3 Totals	17,788,864	24,787,661	2,484,529	5,103,552	---	463,094	2,947,623	District 3 Totals

2002 COUNTY SCREENING BOARD DATA

October, 2002

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total	County
	Unencumbered Construction Fund Balance As of September 1, 2002	Maximum Balance 2002 Const. Apportionment	2002 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2002	Maximum Balance Larger of Either \$100,000 or 2000-2002 Const. Apport.	2002 Construction Fund Balance "Needs" Deduction	2002 Construction Fund Balance "Needs" Deduction	
Becker	\$0	\$2,018,839	\$0	\$13,724	378,693	\$0	\$0	Becker
Big Stone	1,267,713	1,140,439	127,274	54,665	333,675	0	127,274	Big Stone
Clay	0	2,131,275	0	769,390	568,007	201,383	201,383	Clay
Douglas	234,667	1,839,799	0	57,134	789,182	0	0	Douglas
Grant	994,412	1,136,049	0	225,124	275,469	0	0	Grant
Mahnomen	1,525,821	1,202,647	323,174	166,388	132,628	33,760	356,934	Mahnomen
Otter Tail	4,245,684	4,568,600	0	826,654	1,154,530	0	0	Otter Tail
Pope	0	1,627,930	0	342,458	254,282	88,176	88,176	Pope
Stevens	377,129	1,202,128	0	0	185,776	0	0	Stevens
Swift	61,736	1,427,890	0	192,814	327,300	0	0	Swift
Traverse	2,639,513	1,130,656	1,508,857	394,119	373,921	20,198	1,529,055	Traverse
Wilkin	337,189	1,428,224	0	0	595,919	0	0	Wilkin
District 4 Totals	11,683,864	20,854,476	1,959,305	3,042,470	---	343,517	2,302,822	District 4 Totals
Anoka	0	3,886,628	0	0	726,101	0	0	Anoka
Carver	3,463,821	1,908,638	1,555,183	587,513	1,009,026	0	1,555,183	Carver
Hennepin	19,894,541	12,579,607	7,314,934	0	4,118,936	0	7,314,934	Hennepin
Scott	119,149	2,626,655	0	61,894	275,891	0	0	Scott
District 5 Totals	23,477,511	21,001,528	8,870,117	649,407	---	0	8,870,117	District 5 Totals
Dodge	1,686,853	1,386,446	300,407	0	527,001	0	300,407	Dodge
Fillmore	156,360	2,854,376	0	557,291	1,090,862	0	0	Fillmore
Freeborn	120,374	2,492,130	0	369,393	344,076	25,317	25,317	Freeborn
Goodhue	0	2,196,551	0	280,942	731,450	0	0	Goodhue
Houston	2,021,307	2,015,888	5,419	118,287	251,218	0	5,419	Houston
Mower	1,481,043	2,366,233	0	400,128	440,531	0	0	Mower
Olmsted	291,900	2,896,235	0	26,328	236,300	0	0	Olmsted
Rice	984,524	1,903,885	0	58,681	187,045	0	0	Rice
Steele	3,027,871	1,988,758	1,039,113	231,001	217,422	13,579	1,052,692	Steele
Wabasha	0	1,680,163	0	0	910,475	0	0	Wabasha
Winona	566,082	2,173,678	0	483,538	601,834	0	0	Winona
District 6 Totals	10,336,314	23,954,343	1,344,939	2,525,589	---	38,896	1,383,835	District 6 Totals

2002 COUNTY SCREENING BOARD DATA

October, 2002

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, 2002	Maximum Balance 2002 Const. Apportionment	2002 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2002	Maximum Balance Larger of Either \$100,000 or 2000-2002 Const. Apport.	2002 Construction Fund Balance "Needs" Deduction		
Blue Earth	\$1,526,591	\$2,881,878	\$0	\$45,195	644,585	\$0	\$0	Blue Earth
Brown	497,544	1,701,669	0	379,243	376,525	2,718	2,718	Brown
Cottonwood	1,391,911	1,571,877	0	440,831	390,368	50,463	50,463	Cottonwood
Faribault	0	1,899,428	0	270,008	1,105,992	0	0	Faribault
Jackson	2,353,343	1,859,605	493,738	710,590	526,555	184,035	677,773	Jackson
Le Sueur	0	1,400,753	0	0	1,376,525	0	0	Le Sueur
Martin	876,144	1,847,291	0	51,241	392,085	0	0	Martin
Nicollet	0	1,582,732	0	84,116	224,145	0	0	Nicollet
Nobles	1,375,967	2,178,298	0	0	348,704	0	0	Nobles
Rock	1,369,771	1,381,010	0	841,662	582,395	259,267	259,267	Rock
Sibley	9,960	1,513,735	0	600,987	463,620	137,367	137,367	Sibley
Waseca	0	1,413,530	0	290,145	271,323	18,822	18,822	Waseca
Watonwan	320,535	1,058,527	0	475,432	660,216	0	0	Watonwan
District 7 Totals	9,721,766	22,290,333	493,738	4,189,450	---	652,672	1,146,410	District 7 Totals
Chippewa	65,808	1,298,074	0	27,395	276,898	0	0	Chippewa
Kandiyohi	128,302	2,604,419	0	278,178	508,776	0	0	Kandiyohi
Lac Qui Parle	1,297,959	1,447,576	0	850,824	387,690	463,134	463,134	Lac Qui Parle
Lincoln	452,714	1,194,278	0	266,036	389,938	0	0	Lincoln
Lyon	221,477	1,536,944	0	407,038	687,013	0	0	Lyon
Mc Leod	3,085,960	1,512,248	1,573,712	396,371	519,381	0	1,573,712	Mc Leod
Meeker	1,487,217	1,451,309	35,908	148,144	286,727	0	35,908	Meeker
Murray	355,477	1,572,897	0	265,126	477,109	0	0	Murray
Pipestone	0	1,011,830	0	227,510	772,349	0	0	Pipestone
Redwood	1,737,632	2,006,629	0	911,893	712,595	199,298	199,298	Redwood
Renville	0	2,313,152	0	106,716	302,952	0	0	Renville
Yellow Medicine	371,793	1,590,004	0	505,408	582,254	0	0	Yellow Medicine
District 8 Totals	9,204,339	19,539,360	1,609,620	4,390,639	---	662,432	2,272,052	District 8 Totals
Chisago	2,540,096	1,796,960	743,136	1,328,584	650,265	678,319	1,421,455	Chisago
Dakota	6,503,172	5,339,552	1,163,620	707,409	491,454	215,955	1,379,575	Dakota
Ramsey	3,714,548	6,450,736	0	68,004	174,619	0	0	Ramsey
Washington	2,646,798	3,045,537	0	2,171,652	2,177,154	0	0	Washington
District 9 Totals	15,404,614	16,632,785	1,906,756	4,275,649	---	894,274	2,801,030	District 9 Totals
STATE TOTALS	\$138,221,833	\$194,498,929	\$29,382,521	\$32,208,586	\$52,259,205	\$4,106,717	\$33,489,238	STATE TOTALS

2002 C.S.A.H. SCREENING BOARD DATA

October, 2002

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 1992 through 2001, the number of projects awarded and the project costs in each account which have been deducted from the 2002 County State Aid Highway Money needs. In 2001 alone, more than \$28.9 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1992-2001	Spec. Resurf. 2001	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2002 25-Yr. Const. Needs
Carlton	16	1	\$1,923,677	\$139,945	\$2,063,622
Cook	4	1	1,744,500	0	1,744,500
Itasca	17	1	3,253,242	337,607	3,590,849
Koochiching	16	1	2,251,358	83,562	2,334,920
Lake	7	1	4,027,024	0	4,027,024
Pine	14	3	3,950,555	479,061	4,429,616
St. Louis	17	1	3,521,285	63,917	3,585,202
District 1 Totals	91	9	20,671,641	1,104,092	21,775,733
Beltrami	6	0	2,777,141	0	2,777,141
Clearwater	12	5	2,577,931	44,462	2,622,393
Hubbard	5	1	1,919,421	0	1,919,421
Kittson	9	2	978,486	204,077	1,182,563
Lake of the Woods	5	0	934,610	44,229	978,839
Marshall	1	0	0	42,754	42,754
Norman	15	0	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	10	1	2,916,254	30,757	2,947,011
District 2 Totals	78	9	18,824,348	653,898	19,478,246

County	Number of Special Resurf. Projects 1992-2001	Spec. Resurf. 2001	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2002 25-Yr. Const. Needs
Aitkin	5	1	\$1,222,895	\$0	\$1,222,895
Benton	8	2	1,752,526	44,359	1,796,885
Cass	8	3	2,112,157	0	2,112,157
Crow Wing	10	1	1,631,278	140,757	1,772,035
Isanti	26	1	2,360,524	0	2,360,524
Kanabec	5	0	0	115,826	115,826
Mille Lacs	26	1	3,973,980	197,318	4,171,298
Morrison	32	1	7,900,612	143,706	8,044,318
Sherburne	7	3	958,384	22,509	980,893
Stearns	33	4	8,538,045	16,030	8,554,075
Todd	4	1	1,439,418	32,391	1,471,809
Wadena	9	5	2,026,397	0	2,026,397
Wright	14	2	3,850,006	423,811	4,273,817
District 3 Totals	187	25	37,766,222	1,136,707	38,902,929
Becker	30	0	4,817,575	208,209	5,025,784
Big Stone	3	1	1,031,507	0	1,031,507
Clay	0	0	0	0	0
Douglas	18	1	3,378,917	56,482	3,435,399
Grant	17	0	3,922,865	221,861	4,144,726
Mahnomen	5	0	1,446,809	0	1,446,809
Otter Tail	47	3	8,633,831	365,051	8,998,882
Pope	6	0	336,581	12,673	349,254
Stevens	9	1	2,620,192	29,602	2,649,794
Swift	16	0	2,314,660	196,129	2,510,789
Traverse	7	0	2,276,265	154,843	2,431,108
Wilkin	12	0	3,794,510	152,264	3,946,774
District 4 Totals	170	6	34,573,712	1,397,114	35,970,826
Anoka	4	0	789,459	0	789,459
Carver	4	0	144,970	85,647	230,617
Hennepin	5	0	579,785	14,555	594,340
Scott	2	0	231,721	8,095	239,816
District 5 Totals	15	0	1,745,935	108,297	1,854,232
Dodge	11	0	2,195,509	30,333	2,225,842
Fillmore	4	0	857,698	58,131	915,829
Freeborn	36	3	12,114,820	360,741	12,475,561
Goodhue	3	1	986,185	0	986,185
Houston	6	2	1,498,284	39,354	1,537,638
Mower	9	0	1,008,624	0	1,008,624
Olmsted	5	1	4,113,989	72,550	4,186,539
Rice	19	3	3,595,784	0	3,595,784
Steele	20	2	3,732,042	0	3,732,042
Wabasha	17	3	2,334,680	201,466	2,536,146
Winona	33	4	5,112,711	169,128	5,281,839
District 6 Totals	163	19	37,550,326	931,703	38,482,029

County	Number of Special Resurf. Projects 1992-2001	Spec. Resurf. 2001	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2002 25-Yr. Const. Needs
Blue Earth	30	5	\$3,815,916	\$29,919	\$3,845,835
Brown	25	3	2,802,998	109,105	2,912,103
Cottonwood	11	0	2,149,128	0	2,149,128
Faribault	4	0	496,516	51,037	547,553
Jackson	5	2	783,893	0	783,893
LeSueur	12	3	2,497,265	564,404	3,061,669
Martin	1	0	176,431	0	176,431
Nicollet	6	0	256,841	122,244	379,085
Nobles	5	0	755,407	0	755,407
Rock	11	3	2,459,942	176,291	2,636,233
Sibley	20	0	2,877,194	129,735	3,006,929
Waseca	9	1	1,495,832	0	1,495,832
Watonwan	19	1	2,451,188	55,625	2,506,813
District 7 Totals	158	18	23,018,551	1,238,360	24,256,911
Chippewa	10	0	2,500,650	0	2,500,650
Kandiyohi	0	0	0	0	0
Lac Qui Parle	10	0	1,120,639	46,682	1,167,321
Lincoln	15	0	917,206	61,413	978,619
Lyon	16	0	1,871,512	399,324	2,270,836
Mc Leod	2	4	357,560	0	357,560
Meeker	8	0	1,468,685	0	1,468,685
Murray	21	2	2,482,550	98,836	2,581,386
Pipestone	7	1	104,369	422,923	527,292
Redwood	27	1	3,192,383	544,053	3,736,436
Renville	15	7	3,319,260	42,698	3,361,958
Yellow Medicine	4	4	1,226,246	0	1,226,246
District 8 Totals	135	19	18,561,060	1,615,929	20,176,989
Chisago	5	0	1,643,507	0	1,643,507
Dakota	1	0	0	27,238	27,238
Ramsey	12	3	2,451,876	0	2,451,876
Washington	14	1	1,157,920	629,727	1,787,647
District 9 Totals	32	4	5,253,303	656,965	5,910,268
STATE TOTALS	1,029	109	\$197,965,098	\$8,843,065	\$206,808,163



NOTES and COMMENTS

2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

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Comparison of 1984-2001 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 2003 apportionment.

- 1) 151.8 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-2001. This represents 14% of the 1,074.01 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 51% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.
$$\frac{\$303,647 - \$200,681}{\$200,681} = 51\%$$
- 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 (51%) times the complete rural design grading needs remaining in the 2002 study (\$172,870,973) an adjustment (+\$88,164,196) to the 2002 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 2002 25-year construction needs) have been used in calculating the 2002 annual County State Aid Highway money needs.

2002 COUNTY SCREENING BOARD DATA

October, 2002

Comparison of 1984-2001 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2001 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2002 Needs Study				Rural Grading Cost Adjustment To The 2002 - 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	23	55.7	29%	\$172,014	\$116,418	48%	48.0%	192.65	69.7%	\$23,334,518	\$121,124	\$11,200,569	\$179,263
Cook	12	28.7	21%	221,293	159,613	39%	39.0%	138.50	80.1%	20,803,337	150,205	8,113,301	208,784
Itasca	35	111.2	23%	156,507	79,433	97%	97.0%	478.66	76.3%	49,503,219	103,420	48,018,122	203,738
Koochiching	19	68.0	52%	122,351	58,107	111%	111.0%	131.52	57.5%	11,119,092	84,543	12,342,192	178,386
Lake	23	44.1	28%	322,670	198,515	63%	63.0%	157.68	72.1%	31,518,368	199,888	19,856,572	325,818
Pine	42	92.5	29%	183,872	132,950	38%	38.0%	323.40	70.9%	50,263,146	155,421	19,099,995	214,481
St. Louis	74	151.8	14%	303,647	200,681	51%	51.0%	1,074.01	82.3%	172,870,973	160,958	88,164,196	243,047
District 1 Totals	228	551.9	22%	\$211,765	\$136,526	58%		2,496.42	76.0%	\$359,412,653	\$143,971	\$206,794,947	\$226,808

2002 COUNTY SCREENING BOARD DATA October, 2002

Comparison of 1984-2001 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2001 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2002 Needs Study				Rural Grading Cost Adjustment To The 2002 - 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											
Beltrami	24	84.1	26%	\$119,905	\$93,965	28%	28.0%	322.70	71.8%	\$26,589,927	\$82,398	\$7,445,180	\$105,470
Clearwater	27	77.9	37%	72,207	70,868	2%	2.0%	212.69	66.8%	13,997,428	65,811	279,949	67,128
Hubbard	15	54.6	22%	112,978	85,370	32%	32.0%	247.26	78.5%	17,508,929	70,812	5,602,857	93,472
Kittson	27	89.3	36%	68,451	64,275	6%	6.0%	249.64	67.8%	16,817,803	67,368	1,009,068	71,410
Lake of the Woods	14	39.9	36%	69,807	61,029	14%	14.0%	111.25	58.4%	6,686,773	60,106	936,148	68,521
Marshall	46	211.1	59%	57,168	59,155	-3%	-3.0%	358.36	56.6%	20,490,526	57,179	(614,716)	55,463
Norman	28	78.2	31%	66,191	61,139	8%	8.0%	249.90	64.9%	14,139,857	56,582	1,131,189	61,109
Pennington	12	54.4	34%	70,290	51,808	36%	36.0%	160.23	62.4%	8,288,551	51,729	2,983,878	70,352
Polk	53	244.1	57%	72,374	75,421	-4%	-4.0%	425.05	53.7%	30,538,694	71,847	(1,221,548)	68,973
Red Lake	10	29.7	20%	82,772	70,716	17%	17.0%	144.67	79.3%	10,150,822	70,165	1,725,640	82,093
Roseau	28	108.4	40%	49,006	58,386	-16%	-16.0%	272.90	57.6%	15,333,168	56,186	(2,453,307)	47,196
District 2 Totals	284	1,071.5	39%	\$72,110	\$68,289	6%		2,754.65	63.1%	\$180,542,478	65,541	\$16,824,338	\$71,649

2002 COUNTY SCREENING BOARD DATA

October, 2002

Comparison of 1984-2001 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2001 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2002 Needs Study				Rural Grading Cost Adjustment To The 2002 - 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	22	88.5	34%	\$129,770	\$77,140	68%	68.0%	263.82	71.1%	\$21,365,254	\$80,984	\$14,528,373	\$136,053
Benton	31	60.8	45%	117,359	51,520	128%	128.0%	133.99	62.4%	6,619,062	49,400	8,472,399	112,631
Cass	22	87.5	24%	118,599	86,002	38%	38.0%	360.57	69.4%	25,708,232	71,299	9,769,128	98,392
Crow Wing	28	90.5	42%	75,907	61,226	24%	24.0%	217.56	62.3%	16,207,439	74,496	3,889,785	92,376
Isanti	21	50.7	31%	152,393	84,455	80%	80.0%	162.27	72.7%	13,197,297	81,329	10,557,838	146,393
Kanabec	24	65.4	52%	107,133	83,523	28%	28.0%	125.45	60.1%	10,214,032	81,419	2,859,929	104,217
Mille Lacs	16	31.7	18%	170,063	79,562	114%	114.0%	174.79	72.8%	14,470,574	82,788	16,496,454	177,167
Morrison	7	36.8	10%	89,841	58,587	53%	53.0%	370.63	86.4%	25,475,664	68,736	13,502,102	105,166
Sherburne	19	53.6	45%	49,218	37,391	32%	32.0%	120.41	59.1%	5,363,482	44,543	1,716,314	58,797
Stearns	20	60.1	13%	115,519	77,238	50%	50.0%	460.03	81.5%	36,991,232	80,410	18,495,616	120,616
Todd	9	25.9	14%	79,231	66,320	19%	19.0%	179.80	45.1%	11,670,323	64,907	2,217,361	77,240
Wadena	11	33.8	22%	104,855	67,269	56%	56.0%	157.13	71.6%	8,334,736	53,044	4,667,452	82,748
Wright	28	64.1	22%	215,538	95,313	126%	126.0%	286.56	76.9%	26,618,313	92,889	33,539,074	209,929
District 3 Totals	258	749.5	25%	\$117,811	\$72,317	63%		3,013.01	69.8%	\$222,235,640	\$73,759	\$140,711,825	\$120,460

2002 COUNTY SCREENING BOARD DATA

October, 2002

Comparison of 1984-2001 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2001 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2002 Needs Study				Rural Grading Cost Adjustment To The 2002 - 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	23	90.4	27%	\$58,178	\$42,797	36%	36.0%	332.53	74.4%	\$17,149,901	\$51,574	\$6,173,964	\$70,141
Big Stone	15	36.3	23%	75,052	42,473	77%	77.0%	156.10	77.0%	7,265,162	46,542	5,594,175	82,379
Clay	28	110.8	42%	75,995	44,047	73%	73.0%	261.26	67.4%	15,737,629	60,237	11,488,469	104,211
Douglas	17	53.6	20%	89,250	63,766	40%	40.0%	264.47	73.1%	14,226,226	53,791	5,690,490	75,308
Grant	5	27.5	14%	70,631	40,701	74%	74.0%	196.05	87.3%	8,768,262	44,725	6,488,514	77,821
Mahnomen	9	51.2	44%	91,092	41,498	120%	120.0%	116.56	60.7%	5,400,657	46,334	6,480,788	101,934
Otter Tail	32	88.2	12%	114,801	77,787	48%	48.0%	716.14	82.0%	61,445,566	85,801	29,493,872	126,986
Pope	18	48.2	22%	139,690	72,342	93%	93.0%	214.90	74.5%	16,562,346	77,070	15,402,982	148,745
Stevens	7	32.3	16%	68,304	49,294	39%	39.0%	196.26	82.4%	10,813,312	55,097	4,217,192	76,585
Swift	28	84.0	39%	58,028	42,010	38%	38.0%	217.85	67.1%	12,233,822	56,157	4,648,852	77,497
Traverse	5	23.4	11%	36,009	43,432	-17%	-17.0%	207.68	86.4%	11,692,326	56,300	(1,987,695)	46,729
Wilkin	14	41.7	19%	63,618	31,310	103%	103.0%	216.71	71.0%	8,657,272	39,949	8,916,990	81,096
District 4 Totals	201	687.6	22%	\$80,319	\$50,529	59%		3,096.51	75.8%	\$189,952,481	\$61,344	\$102,608,593	\$94,481

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Comparison of 1984-2001 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2001 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2002 Needs Study				Rural Grading Cost Adjustment To The 2002 - 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	18	33.1	27%	\$268,745	\$150,905	78%	78.0%	121.99	61.4%	\$19,963,190	\$163,646	\$15,571,288	\$291,290
Carver	16	22.0	16%	196,163	118,478	66%	66.0%	136.72	75.4%	13,957,869	102,091	9,212,194	169,471
Hennepin	15	39.7	41%	583,881	319,642	83%	83.0%	97.11	75.3%	24,366,282	250,914	20,224,014	459,173
Scott	11	13.6	11%	282,785	88,831	218%	218.0%	125.56	74.3%	12,912,623	102,840	28,149,518	327,032
District 5 Totals	60	108.4	23%	\$371,190	\$198,334	87%		481.38	71.0%	\$71,199,964	\$147,908	\$73,157,014	\$299,882

2002 COUNTY SCREENING BOARD DATA

October, 2002

Comparison of 1984-2001 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2001 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2002 Needs Study				Rural Grading Cost Adjustment	
	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	To The 2002 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	#	(Col. 2) Miles											
Dodge	21	47.8	30%	\$89,276	\$62,944	42%	42.0%	160.21	66.8%	\$9,998,118	\$62,406	\$4,199,210	\$88,617
Fillmore	33	89.2	32%	170,654	135,045	26%	26.0%	275.96	70.2%	41,776,826	151,387	10,861,975	190,748
Freeborn	17	50.0	15%	133,757	64,028	109%	109.0%	339.57	78.9%	17,620,228	51,890	19,206,049	108,450
Goodhue	21	69.9	37%	186,330	110,204	69%	69.0%	191.10	61.4%	18,722,809	97,974	12,918,738	165,576
Houston	14	32.9	17%	235,066	156,822	50%	50.0%	195.50	81.3%	32,834,553	167,952	16,417,277	251,928
Mower	23	66.5	27%	98,761	63,795	55%	55.0%	246.41	69.2%	16,774,178	68,074	9,225,798	105,515
Olmsted	20	46.8	21%	158,811	131,682	21%	21.0%	219.46	73.8%	22,325,227	101,728	4,688,298	123,091
Rice	16	39.9	19%	108,363	59,946	81%	81.0%	211.39	79.9%	15,472,308	73,193	12,532,569	132,480
Steele	18	42.6	22%	98,525	53,127	85%	85.0%	196.39	73.3%	12,830,114	65,330	10,905,597	120,860
Wabasha	17	43.6	24%	187,694	135,655	38%	38.0%	184.04	71.6%	23,470,139	127,527	8,918,653	175,988
Winona	30	47.0	21%	137,695	114,745	20%	20.0%	218.84	73.8%	25,073,575	114,575	5,014,715	137,490
District 6 Totals	230	576.0	24%	\$145,980	\$99,772	46%		2,438.87	72.7%	\$236,898,075	\$97,134	\$114,888,879	\$144,242

2002 COUNTY SCREENING BOARD DATA

October, 2002

Comparison of 1984-2001 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2001 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2002 Needs Study				Rural Grading Cost Adjustment To The 2002 - 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	28	85.6	35%	\$139,747	\$98,057	43%	43.0%	244.49	62.0%	\$18,725,332	\$76,589	\$8,051,893	\$109,523
Brown	16	50.7	23%	112,167	98,933	13%	13.0%	223.84	73.5%	13,957,497	62,355	1,814,475	70,461
Cottonwood	16	45.4	20%	88,297	54,348	62%	62.0%	225.90	73.1%	12,015,029	53,187	7,449,318	86,164
Faribault	18	72.0	32%	89,612	55,070	63%	63.0%	223.32	67.3%	12,458,225	55,786	7,848,682	90,932
Jackson	17	44.5	16%	77,761	56,611	37%	37.0%	270.84	75.3%	16,845,349	62,197	6,232,779	85,209
Le Sueur	23	66.6	49%	92,210	64,885	42%	42.0%	137.13	56.4%	10,060,497	73,365	4,225,409	104,178
Martin	17	87.8	36%	88,516	64,245	38%	38.0%	243.07	65.5%	13,516,310	55,607	5,136,198	76,737
Nicollet	25	56.5	38%	111,725	70,969	57%	57.0%	150.50	64.0%	13,882,300	92,241	7,912,911	144,819
Nobles	17	47.6	20%	82,941	56,489	47%	47.0%	235.05	70.7%	15,594,293	66,345	7,329,318	97,527
Rock	12	44.9	25%	85,502	48,871	75%	75.0%	180.50	72.1%	8,845,116	49,003	6,633,837	85,756
Sibley	20	60.1	33%	81,983	58,748	40%	40.0%	184.62	65.7%	10,591,683	57,370	4,236,673	80,318
Waseca	26	65.2	42%	69,918	54,712	28%	28.0%	153.64	64.6%	8,608,652	56,031	2,410,423	71,720
Watonwan	14	40.4	36%	74,050	61,910	20%	20.0%	111.19	50.3%	7,257,824	65,274	1,451,565	78,329
District 7 Totals	249	767.1	30%	\$93,921	\$66,232	42%		2,584.09	66.7%	\$162,358,107	\$62,830	\$70,733,481	\$90,203

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Comparison of 1984-2001 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2001 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2002 Needs Study				Rural Grading Cost Adjustment	
	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	To The 2002 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	#	(Col. 2) Miles											
Chippewa	11	37.6	25%	\$136,618	\$101,295	35%	35.0%	152.53	64.1%	\$14,097,027	\$92,421	\$4,933,959	\$124,769
Kandiyohi	30	99.1	39%	108,574	68,732	58%	58.0%	257.31	65.5%	21,336,064	82,920	12,374,917	131,013
Lac Qui Parle	21	86.9	35%	65,213	46,999	39%	39.0%	246.66	69.2%	10,486,805	42,515	4,089,854	59,096
Lincoln	18	60.3	38%	61,782	47,042	31%	31.0%	158.73	64.9%	8,532,771	53,757	2,645,159	70,421
Lyon	29	80.8	43%	79,571	59,782	33%	33.0%	186.58	61.4%	10,195,826	54,646	3,364,623	72,679
Mc Leod	26	54.9	39%	120,153	76,142	58%	58.0%	141.49	59.0%	9,613,840	67,947	5,576,027	107,356
Meeker	23	50.2	27%	85,450	55,157	55%	55.0%	184.21	69.2%	11,112,626	60,326	6,111,944	93,505
Murray	21	69.3	25%	73,100	50,611	44%	44.0%	276.73	79.8%	13,697,740	49,499	6,027,006	71,278
Pipestone	23	64.4	47%	63,973	51,057	25%	25.0%	137.20	62.0%	6,919,935	50,437	1,729,984	63,046
Redwood	29	71.9	28%	59,256	46,571	27%	27.0%	259.15	69.5%	13,949,027	53,826	3,766,237	68,359
Renville	15	60.1	17%	85,713	52,954	62%	62.0%	347.50	78.9%	19,292,621	55,518	11,961,425	89,940
Yellow Medicine	27	103.1	50%	55,412	51,015	9%	9.0%	207.05	61.5%	12,741,987	61,541	1,146,779	67,079
District 8 Totals	273	838.5	33%	\$79,793	\$57,128	40%		2,555.14	68.0%	\$151,976,269	\$59,479	\$63,727,914	\$84,420

2002 COUNTY SCREENING BOARD DATA

October, 2002

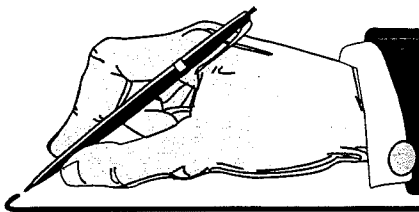
Comparison of 1984-2001 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2001 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2002 Needs Study				Rural Grading Cost Adjustment To The 2002 - 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	16	24.8	15%	\$241,368	\$120,871	99%	99.0%	166.07	76.1%	\$15,747,316	\$94,823	\$15,589,843	\$188,698
Dakota	13	17.3	15%	226,010	173,887	30%	30.0%	115.25	85.2%	13,201,240	114,544	3,960,372	148,908
Ramsey	2	2.5	42%	394,350	274,943	43%	43.0%	5.90	74.2%	1,377,290	233,439	592,235	333,818
Washington	17	21.2	18%	361,676	173,024	109%	109.0%	116.64	81.8%	16,121,304	138,214	17,572,221	288,868
District 9 Totals	48	65.8	12%	\$281,904	\$157,540	79%		403.86	80.1%	\$46,447,150	\$115,008	\$37,714,671	208,394

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Comparison of 1984-2001 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2001 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2002 Needs Study				Rural Grading Cost Adjustment To The 2002 - 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	228	551.9	22%	\$211,765	\$136,526	58%		2,496.42	76.0%	\$359,412,653	\$143,971	\$206,794,947	\$226,808
District 2 Totals	284	1,071.5	39%	72,110	68,289	6%		2,754.65	63.1%	180,542,478	65,541	16,824,338	71,649
District 3 Totals	258	749.5	25%	117,811	72,317	63%		3,013.01	69.8%	222,235,640	73,759	140,711,825	120,460
District 4 Totals	201	687.6	22%	80,319	50,529	59%		3,096.51	75.8%	189,952,481	61,344	102,608,593	94,481
District 5 Totals	60	108.4	23%	371,190	198,334	87%		481.38	71.0%	71,199,964	147,908	73,157,014	299,882
District 6 Totals	230	576.0	24%	145,980	99,772	46%		2,438.87	72.7%	236,898,075	97,134	114,888,879	144,242
District 7 Totals	249	767.1	30%	93,921	66,232	42%		2,584.09	66.7%	162,358,107	62,830	70,733,481	90,203
District 8 Totals	273	838.5	33%	79,793	57,128	40%		2,555.14	68.0%	151,976,269	59,479	63,727,914	84,420
District 9 Totals	48	65.8	16%	281,904	157,540	79%		403.86	80.1%	46,447,150	115,008	37,714,671	208,394
STATE TOTAL	1,831	5,416.4	27%	\$108,764	\$78,272	39%		19,823.93	70.3%	\$1,621,022,817	\$81,771	\$827,161,662	\$123,496



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Comparison of 1987 - 2001 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 2003 apportionment is shown below.

- 1) 2.0 miles of C.S.A.H.'s which had urban design complete grading needs were graded in Pine County in 1987 - 2001. This represents 15% of the 13.60 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 196% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$568,917 - \$192,320}{\$192,320} = 196\%$$

- 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 (196.0%) times the complete urban design grading needs remaining in the 2002 needs study (\$3,408,413) an adjustment (+\$6,680,489) to the 2002 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 2002 25-year construction needs) have been used in calculating the 2002 annual County State Aid Highway money needs.

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Comparison of 1987-2001 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2001 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2002 Needs Study				Urban Grading Cost Adjustment To The 2002 - 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	14%	\$114,584	\$127,504	-10%	-10.0%	9.69	61.6%	\$2,108,803	\$217,627	(\$210,880)	\$195,864
Cook	3	0.6	14%	202,949	122,969	65%	65.0%	4.26	72.5%	1,490,595	349,905	968,887	577,343
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	22%	147,234	163,330	-10%	-10.0%	10.47	57.2%	1,733,592	165,577	(173,359)	149,019
Lake	1	1.2	43%	782,333	237,475	229%	229.0%	2.77	53.7%	666,460	240,599	1,526,193	791,571
Pine	6	2.0	15%	568,917	192,320	196%	196.0%	13.60	73.8%	3,408,413	250,619	6,680,489	741,831
St. Louis	19	9.6	30%	640,035	284,712	125%	125.0%	32.14	43.2%	7,589,432	236,137	9,486,790	531,307
District 1 Totals	48	22.8	28%	\$453,063	\$217,097	109%		82.00	51.9%	\$18,592,301	\$226,735	\$19,282,974	\$461,894

2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

Comparison of 1987-2001 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2001 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2002 Needs Study				Urban Grading Cost Adjustment To The 2002 - 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											
Beltrami	8	5.1	51%	\$145,410	\$120,890	20%	20.0%	10.00	57.7%	\$1,607,474	\$160,747	\$321,495	\$192,897
Clearwater	2	0.8	14%	101,273	162,565	-38%	-38.0%	5.66	76.3%	818,133	144,546	(310,891)	89,619
Hubbard	5	2.3	44%	289,900	166,877	74%	74.0%	5.23	59.0%	482,976	92,347	357,402	160,684
Kittson	2	0.6	13%	264,912	323,522	-18%	-18.0%	4.72	93.7%	958,296	203,029	(172,493)	166,484
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	1	0.3	6%	164,975	105,050	57%	34.2%	5.14	78.0%	730,843	142,187	249,948	190,815
Norman	4	1.1	30%	109,332	103,815	5%	5.0%	3.68	51.5%	560,729	152,372	28,036	159,990
Pennington	1	0.2	12%	140,095	227,380	-38%	-38.0%	1.67	78.0%	160,491	96,102	(60,987)	59,583
Polk	9	2.6	24%	161,134	139,196	16%	16.0%	10.72	71.2%	1,810,964	168,933	289,754	195,963
Red Lake	3	1.1	83%	228,484	149,842	52%	52.0%	1.32	40.4%	173,795	131,663	90,373	200,127
Roseau	2	0.7	13%	239,273	136,499	75%	75.0%	5.40	64.4%	795,553	147,325	596,665	257,818
District 2 Totals	38	15.5	27%	\$179,776	\$141,935	27%		56.86	66.4%	\$8,564,225	\$150,620	\$1,686,883	180,287

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Comparison of 1987-2001 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2001 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2002 Needs Study				Urban Grading Cost Adjustment To The 2002 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Aitkin	2	1.5	119%	\$392,697	\$403,404	-3%	-3.0%	1.26	47.0%	\$278,038	\$220,665	(\$8,341)	\$214,045
Benton	5	1.7	22%	199,014	154,565	29%	29.0%	7.60	68.8%	1,082,703	142,461	313,984	183,775
Cass	4	1.6	23%	113,774	145,858	-22%	-22.0%	6.87	62.6%	1,127,091	164,060	(247,960)	127,967
Crow Wing	4	2.1	16%	172,247	163,174	6%	6.0%	13.49	63.4%	2,326,634	172,471	139,598	182,819
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	33%	342,356	187,980	82%	82.0%	10.30	67.5%	1,360,157	132,054	1,115,329	240,338
Morrison	8	3.6	49%	197,801	113,411	74%	74.0%	7.34	53.9%	977,492	133,173	723,344	231,722
Sherburne	1	0.3	11%	193,119	84,194	129%	129.0%	2.77	23.8%	222,779	80,426	287,385	184,175
Stearns	26	10.3	63%	193,743	150,588	29%	29.0%	16.36	41.9%	2,467,963	150,853	715,709	194,601
Todd	5	1.9	18%	311,495	143,115	118%	118.0%	10.65	78.0%	1,377,151	129,310	1,625,038	281,896
Wadena	5	1.8	58%	236,279	104,723	126%	126.0%	3.10	40.3%	500,849	161,564	631,070	365,135
Wright	5	2.4	13%	199,458	228,898	-13%	-13.0%	18.52	60.1%	3,814,547	205,969	(495,891)	179,193
District 3 Totals	76	31.6	31%	\$220,701	\$166,774	32%		103.05	55.7%	\$16,510,099	\$160,214	\$4,220,951	\$201,175

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Comparison of 1987-2001 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2001 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2002 Needs Study				Urban Grading Cost Adjustment	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			To The 2002 - 25 Year Construction Needs					
	#	(Col. 2) Miles											
Becker	8	2.2	23%	\$101,557	\$108,116	-6%	-6.0%	9.76	51.5%	\$1,155,013	\$118,341	(\$69,301)	\$111,241
Big Stone	6	1.5	53%	227,284	230,878	-2%	-2.0%	2.85	35.0%	179,930	63,133	(3,599)	61,871
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	14	8.0	82%	155,005	194,243	-20%	-20.0%	9.79	45.2%	2,178,319	222,504	(435,664)	178,004
Grant	4	1.7	88%	284,150	130,812	117%	117.0%	1.93	47.4%	288,209	149,331	337,205	324,049
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	16%	297,888	184,579	61%	61.0%	33.53	77.1%	8,237,261	245,668	5,024,729	395,526
Pope	5	2.1	32%	187,561	144,789	30%	30.0%	6.51	65.7%	1,191,136	182,970	357,341	237,861
Stevens	3	0.7	55%	152,875	163,079	-6%	-6.0%	1.27	25.3%	145,293	114,404	(8,718)	107,539
Swift	5	1.7	61%	240,564	208,369	15%	15.0%	2.77	61.6%	587,196	211,984	88,079	243,782
Traverse	4	1.3	49%	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	71	29.3	36%	\$222,086	\$185,289	20%		81.49	57.5%	\$16,296,395	\$199,980	\$5,971,376	\$273,258

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Comparison of 1987-2001 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2001 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2002 Needs Study				Urban Grading Cost Adjustment To The 2002 - 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	12	11.3	29%	\$459,792	\$215,342	114%	114.0%	38.46	43.7%	\$6,751,124	\$175,536	\$7,696,281	\$375,648
Carver	9	7.1	37%	437,422	161,885	170%	170.0%	19.18	56.4%	2,734,713	142,581	4,649,012	384,970
Hennepin	45	39.6	15%	667,624	51,525	30%	30.0%	267.64	68.3%	117,531,831	439,141	35,259,549	570,884
Scott	17	17.5	103%	591,352	276,086	114%	114.0%	17.01	30.2%	4,578,270	269,152	5,219,228	575,985
District 5 Totals	83	75.5	22%	\$597,191	\$381,705	56%		342.29	60.0%	\$131,595,938	\$384,457	\$52,824,070	\$538,783

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	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Dodge	8	2.8	83%	\$245,942	\$180,303	36%	36.0%	3.38	37.1%	\$691,130	\$204,476	\$248,807	\$278,088
Fillmore	10	4.1	31%	287,324	87,578	228%	228.0%	13.06	69.0%	1,486,981	113,858	3,390,317	373,453
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	9	3.2	31%	221,408	142,488	55%	55.0%	10.16	66.8%	2,143,192	210,944	1,178,756	326,963
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	27%	153,173	206,088	-26%	-26.0%	9.67	54.4%	1,930,830	199,672	(502,016)	147,757
Olmsted	0	0.0	0%	0	0	0%	0.0%	12.76	58.7%	2,699,583	211,566	0	211,566
Rice	7	4.2	51%	183,263	252,442	-27%	-27.0%	8.19	52.3%	2,471,223	301,737	(667,230)	220,268
Steele	4	1.6	13%	419,042	188,733	122%	122.0%	12.25	51.0%	1,980,367	161,663	2,416,048	358,891
Wabasha	7	2.4	24%	346,923	422,394	-18%	-18.0%	9.87	59.4%	2,579,248	261,322	(464,265)	214,284
Winona	0	0.0	0%	0	0	0%	0.0%	16.16	86.3%	3,565,976	220,667	0	220,667
District 6 Totals	62	24.2	22%	\$251,426	\$193,517	30%		110.08	60.0%	\$21,561,364	\$195,870	\$5,684,229	\$247,507

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Comparison of 1987-2001 Urban Design Grading Construction Costs to Needs Study Costs

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	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			To The 2002 - 25 Year Construction Needs					
	#	(Col. 2) Miles											
Blue Earth	8	5.3	28%	\$336,781	\$128,314	162%	162.0%	18.77	56.9%	\$3,365,516	\$179,303	\$5,452,136	\$469,774
Brown	10	4.6	68%	180,616	92,917	94%	94.0%	6.72	52.3%	901,502	134,152	847,412	260,255
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	10	3.9	47%	367,492	173,834	111%	111.0%	8.33	54.5%	1,823,801	218,944	2,024,419	461,971
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	12	3.2	21%	247,390	136,780	81%	81.0%	15.56	65.1%	2,503,957	160,923	2,028,205	291,270
Martin	6	1.4	31%	197,513	184,599	7%	7.0%	4.55	64.5%	879,202	193,231	61,544	206,757
Nicollet	3	4.2	85%	270,341	213,152	27%	27.0%	4.95	45.5%	1,029,192	207,918	277,882	264,055
Nobles	13	4.6	71%	482,752	225,168	114%	114.0%	6.46	50.6%	1,264,089	195,679	1,441,061	418,754
Rock	5	1.7	24%	204,248	141,605	44%	44.0%	7.14	64.3%	790,959	110,779	348,022	159,521
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%	9.38	76.8%	1,842,389	196,417	(519,554)	141,027
Watonwan	9	2.8	45%	270,580	207,144	31%	31.0%	6.21	43.7%	1,216,897	195,958	377,238	256,705
District 7 Totals	90	45.1	43%	\$237,354	\$144,031	65%		104.46	57.4%	\$18,166,958	\$173,913	\$12,941,639	\$297,804

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County	1987-2001 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2002 Needs Study				Urban Grading Cost Adjustment	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			To The 2002 - 25 Year Construction Needs					
	#	(Col. 2) Miles											
Chippewa	6	2.5	99%	\$258,211	\$308,609	-16%	-16.0%	2.52	45.2%	\$744,723	\$295,525	(\$119,156)	248,241
Kandiyohi	8	7.2	51%	378,326	229,465	65%	65.0%	14.17	49.8%	2,648,054	186,877	1,721,235	308,348
Lac Qui Parle	3	0.4	8%	214,271	190,007	13%	10.4%	5.01	78.9%	1,018,112	203,216	105,884	224,350
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	8	3.6	42%	190,040	177,366	7%	7.0%	8.50	52.3%	966,751	113,735	67,673	121,697
Meeker	3	1.3	28%	64,102	72,185	-11%	-11.0%	4.57	66.1%	558,140	122,131	(61,395)	108,697
Murray	2	0.9	17%	324,141	180,257	80%	80.0%	5.30	70.8%	435,859	82,238	348,687	148,028
Pipestone	15	5.1	61%	132,122	135,693	-3%	-3.0%	8.34	61.5%	1,429,745	171,432	(42,892)	166,289
Redwood	4	1.4	15%	114,874	142,801	-20%	-20.0%	9.13	71.4%	1,853,325	202,993	(370,665)	162,394
Renville	9	2.6	120%	375,742	178,931	110%	110.0%	2.16	39.2%	319,983	148,140	351,981	311,094
Yellow Medicine	4	1.2	23%	331,014	131,225	152%	152.0%	5.28	60.8%	636,553	120,559	967,561	303,809
District 8 Totals	79	33.8	44%	\$238,981	\$193,181	24%		76.35	56.2%	\$12,493,902	\$163,640	\$2,788,692	\$200,165

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	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Chisago	2	1.7	22%	\$189,662	\$176,422	8%	8.0%	7.77	49.5%	\$972,524	125,164	\$77,802	\$135,177
Dakota	27	42.8	62%	428,169	251,273	70%	70.0%	69.41	36.9%	12,433,650	179,133	8,703,555	304,527
Ramsey	43	32.4	22%	625,570	414,030	51%	51.0%	147.78	58.8%	58,535,513	396,099	29,853,112	598,110
Washington	11	5.1	13%	400,438	223,607	79%	79.0%	39.01	55.1%	8,456,583	216,780	6,680,701	388,036
District 9 Totals	83	82.0	31%	\$499,497	\$312,309	60%		263.97	50.2%	\$80,398,270	\$304,574	\$45,315,170	\$476,241

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	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
District 1 Totals	48	22.8	28%	\$453,063	\$217,097	109%		82.00	51.9%	\$18,592,301	\$226,735	\$19,282,974	\$461,894
District 2 Totals	38	15.5	27%	179,776	141,935	27%		56.86	66.4%	8,564,225	150,620	1,686,883	180,287
District 3 Totals	76	31.6	31%	220,701	166,774	32%		103.05	55.7%	16,510,099	160,214	4,220,951	201,175
District 4 Totals	71	29.3	36%	222,086	185,289	20%		81.49	57.5%	16,296,395	199,980	5,971,376	273,258
District 5 Totals	83	75.5	22%	597,191	381,705	56%		342.29	60.0%	131,595,938	384,457	52,824,070	538,783
District 6 Totals	62	24.2	22%	251,426	193,517	30%		110.08	60.0%	21,561,364	195,870	5,684,229	247,507
District 7 Totals	90	45.1	43%	237,354	144,031	65%		104.46	57.4%	18,166,958	173,913	12,941,639	297,804
District 8 Totals	79	33.8	44%	238,981	193,181	24%		76.35	56.2%	12,493,902	163,640	2,788,692	200,165
District 9 Totals	83	82.0	31%	499,497	312,309	60%		263.97	50.2%	80,398,270	304,574	45,315,170	476,241
STATE TOTAL	630	359.8	29%	\$350,229	\$249,826	40%		1,220.55	56.3%	\$324,179,452	\$265,601	\$150,715,984	\$389,083

2002 COUNTY SCREENING BOARD DATA

OCTOBER, 2002

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, 2002 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, 2002 Screening Board meeting.

County	Project	Variance From	2001 Needs Adjustments	Approx. 2002 Apport. Loss*
Aitkin	01-608-03	Design Speed	\$65,700	\$1,529
Hennepin	27-612-02	Horiz Curve	\$379,950	\$8,845
TOTAL			\$445,650	\$10,374

* Based on \$23.28 earning factor for each \$1,000 of 25 year money needs.

2002 C.S.A.H. COUNTY SCREENING BOARD DATA

October, 2002

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 or has accepted a TRLF loan, 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 and TRLF Loan Adjustment consists of the total Bond or TRLF dollars of projects applied minus the principal paid as of December 31st of the previous year. Since overlay, joint repair, reconditioning, or maintenance facility construction does not reduce needs, Bond or TRLF dollars used for those type of projects would not be used to compute the adjustment.

STATE AID BOND RECORD AS OF DECEMBER 31, 2001

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal To Be Paid	Total \$'s Applied to Ineligible Projects	Bond Account Adjustment
Cook	12/01/97	\$650,000	\$650,000	\$220,000	\$430,000	\$0	\$430,000
District 1 Totals		650,000	650,000	220,000	430,000	0	430,000
Polk	04/01/98	2,000,000	2,000,000	1,200,000	800,000	0	800,000
District 2 Totals		2,000,000	2,000,000	1,200,000	800,000	0	800,000
Benton	06/01/95	720,000	720,000	380,000	340,000	153,399	186,601
District 3 Totals		720,000	720,000	380,000	340,000	153,399	186,601
Anoka	03/01/01	4,575,000	0	0	0	0	0
District 5 Totals		\$4,575,000	\$0	\$0	\$0	\$0	\$0

STATE AID BOND RECORD AS OF DECEMBER 31, 2001

<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>
Nicollet	06/01/94	\$2,000,000	\$2,000,000	\$1,400,000	\$600,000	\$125,112	\$474,888
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	560,000	1,240,000	0	1,240,000
District 7 Totals		6,380,000	6,380,000	4,264,599	2,115,401	125,112	1,990,289
Kandiyohi	01/01/99	3,250,000	3,142,629	290,000	2,852,629	0	2,852,629
Yellow Medicine	01/06/93	1,875,000	1,805,000	1,035,000	770,000	0	770,000
District 8 Totals		5,125,000	4,947,629	1,325,000	3,622,629	0	3,622,629
STATE TOTALS		\$19,450,000	\$14,697,629	\$7,389,599	\$7,308,030	\$278,511	\$7,029,519

TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2001

Pine	08/30/01	1,068,488	0	0	0	0	0
District 1 Totals		\$1,068,488	\$0	\$0	\$0	\$0	\$0

2002 COUNTY SCREENING BOARD DATA

OCTOBER, 2002

"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 2002 25-year needs and are shown on the 2003 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	1,010,549
Itasca	1,262,000	Cass	1,231,687
Koochiching	1,150,454	Crow Wing	1,118,684
Lake	907,101	Isanti	668,584
Pine	1,013,052	Kanabec	362,375
St. Louis	8,153,191	Mille Lacs	306,773
District 1 Totals	13,085,396	Morrison	255,686
		Sherburne	458,486
Beltrami	1,205,509	Stearns	1,446,846
Clearwater	513,544	Todd	426,987
Hubbard	1,442,068	Wadena	349,533
Kittson	1,085,617	Wright	2,715,294
Lake of the Woods	176,828	District 3 Totals	11,363,695
Marshall	1,784,140		
Norman	636,136		
Pennington	135,585		
Polk	3,930,780		
Red Lake	303,385		
Roseau	498,625		
District 2 Totals	11,712,217		

"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	\$764,256	Blue Earth	\$4,826,349
Big Stone	194,537	Brown	559,061
Clay	1,367,584	Cottonwood	816,752
Douglas	1,134,889	Faribault	849,561
Grant	48,142	Jackson	490,418
Mahnomen	440,791	Le Sueur	1,288,175
Otter Tail	1,136,906	Martin	499,471
Pope	700,281	Nicollet	1,308,387
Stevens	483,713	Nobles	334,815
Swift	512,851	Rock	611,529
Traverse	160,653	Sibley	535,235
Wilkin	594,256	Waseca	281,474
District 4 Totals	7,538,859	Watsonwan	530,589
		District 7 Totals	12,931,816
Anoka	7,734,317	Chippewa	345,865
Carver	1,530,193	Kandiyohi	1,869,236
Hennepin	62,313,351	Lac Qui Parle	597,053
Scott	10,087,646	Lincoln	784,726
District 5 Totals	81,665,507	Lyon	1,208,365
Dodge	583,663	Mc Leod	2,487,550
Fillmore	1,613,134	Meeker	685,952
Freeborn	496,889	Murray	677,058
Goodhue	2,728,022	Pipestone	460,763
Houston	641,521	Redwood	919,563
Mower	187,423	Renville	1,447,297
Olmsted	4,700,348	Yellow Medicine	779,824
Rice	306,125	District 8 Totals	12,263,252
Steele	87,793		
Wabasha	795,557	Chisago	355,943
Winona	612,598	Dakota	27,948,056
District 6 Totals	12,753,073	Ramsey	14,182,163
		Washington	3,475,864
		District 9 Totals	45,962,026
		STATE TOTALS	\$209,275,841

2002 COUNTY SCREENING BOARD DATA

October, 2002

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 2002 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	89,138	64,970	15,801	66,378	4,442	---	240,729
Pine	58,386	\$9,112	---	14,612	---	---	82,110
St. Louis	648,475	180,188	26,280	203,919	92,123	---	1,150,985
District 2							
Beltrami	---	---	---	775	---	---	775
Clearwater	---	---	---	57,509	32,134	---	89,643
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	150,409	---	---	---	---	---	150,409
Crow Wing	109,067	---	---	97,802	97,562	---	304,431
Mille Lacs	70,653	---	16,473	42,402	44,417	---	173,945
Stearns	615,840	---	46,500	33,697	---	---	696,037
Todd	16,745	---	---	---	---	---	16,745
District 4							
Becker	8,883	---	---	102,612	37,561	15,961	165,017
Douglas	177,959	15,871	12,533	109,868	---	---	316,231
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	10,220,863	2,072,226	2,846,827	2,171,471	39,636	---	17,351,023
Scott	2,416,381	41,500	391,064	746,747	179,709	---	3,775,401
District 6							
Dodge	---	---	---	48,264	16,803	---	65,067
Fillmore	---	221,020	35,790	191,377	---	---	448,187
Freeborn	144,736	---	---	---	---	---	144,736
Goodhue	130,089	---	---	---	---	36,513	166,602
Houston	---	153,749	57,742	62,111	122,040	---	395,642
Olmsted	1,412,757	---	90,033	---	---	---	1,502,790
Wabasha	---	---	57,971	75,787	5,100	---	138,858
Winona	---	---	2,760	---	---	---	2,760
District 7							
Blue Earth	---	218,091	9,942	172,205	628,396	54,132	1,082,766
Faribault	99,989	---	---	3,386	---	---	103,375
Le Sueur	---	---	3,794	---	---	---	3,794
Nicollet	---	---	50,232	23,340	---	---	73,572
Nobles	37,255	---	---	6,039	---	---	43,294
Watonwan	1,626	324,117	---	312,004	---	---	637,747
District 8							
Kandiyohi	68,554	---	47,085	47,194	89,093	22,270	274,196
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	78,575	---	15,000	96,941
Yellow Medicine	---	---	---	---	---	5000	5,000
District 9							
Chisago	---	---	4,599	32,093	---	---	36,692
Dakota	4,902,363	---	2,410,025	894,168	408,201	98,758	8,713,515
Ramsey	7,831,191	989,464	1,856,813	1,062,603	875,191	---	12,615,262
Washington	2,805,462	23,107	167,588	276,574	92,785	---	3,365,516
TOTAL	\$35,857,706	\$4,801,401	\$8,645,675	\$7,724,284	\$4,110,062	\$331,177	\$61,470,305

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.

2002 COUNTY SCREENING BOARD DATA

OCTOBER, 2002

"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 2003 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	2000	1	88,131	0	88,131	2002-2016
District 5						
Olmsted	1993	1	52,831	0	52,831	1995-2009
Olmsted	1999	2	228,355	0	228,355	2003-2017
Olmsted	2000	3	295,336	0	295,336	2003-2017
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	37,813	0	37,813	2003-2017
District 7						
Kandiyohi	2001	1	19,828	0	19,828	2002-2016
District 8						
Ramsey	1979	1	79,075	0	79,075	2003-2017
Ramsey	1986	1	555,051	0	555,051	2003-2017
Ramsey	1988	4	344,783	0	344,783	1993-2007
District 9						
State Total		26	\$2,872,789	\$363,037	\$3,235,826	2003 Apport.

2002 COUNTY SCREENING BOAD DATA

October, 2002

"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 2003 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

2002 COUNTY SCREENING BOARD DATA

OCTOBER, 2002

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.

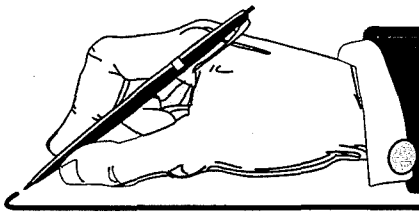
That annually a needs adjustment for local effort for construction items which reduce State Aid needs shall be made to the CSAH 25 year construction needs.

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 2002 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
3	Stearns	0	11,584	11,584
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	2,161,185	0	2,161,185
	Scott	5,223,652	0	5,223,652
6	Dodge	0	87,897	87,897
	Fillmore	4,039,189	95,238	4,134,427
	Goodhue	5,377,255	0	5,377,255
	Olmsted	3,138,610	0	3,138,610
	Winona	334,953	0	334,953
7	Blue Earth	2,375,882	0	2,375,882
	Brown	533,246	355,015	888,261
	Faribault	606,206	34,377	640,583
	Martin	280,303	0	280,303
	Nicollet	1,197,304	0	1,197,304
	Nobles	0	62,245	62,245
	Waseca	491,421	0	491,421
	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		\$51,498,973	\$1,216,079	\$52,715,052



N

OTES and COMMENTS

2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

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 2002 25 year needs, as shown on the 2003 Money Needs Apportionment Form.

NON EXISTING CSAH NEEDS ADJUSTMENT

County	CSAH	Miles	Termini	Year Designation	Needs Deduction
ITASCA	83	0.70	1.5 M E of TH 169 to TH 65	1976	\$538,520
DISTRICT 1		0.70			538,520
KANABEC	9	0.70	CO RD 51 to 0.70 M N	1958	115,241
DISTRICT 3		0.70			115,241
HENNEPIN	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	2,341,098
SCOTT	27	0.92	CSAH 16 to TH 13	1979	1,964,731
DISTRICT 5		1.49			4,305,829
DAKOTA	5	1.35	TH 13 to FAI 35W	1975	2,496,049
DAKOTA	32	1.15	CSAH 71 to 105th St	1975	714,594
DAKOTA	70	1.08	CSAH 23 to TH 50	1973	1,265,895
DISTRICT 9		3.58			4,434,256
STATE TOTAL		6.47			\$9,393,846

N:\CSAH\Fall 2002\Non Exist Mile Adj Table

2002 COUNTY SCREENING BOARD DATA

OCTOBER, 2002

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.

N\CSAH\Books\FALL 2002 \OCTOBER 2002 MILLEVY.DOC

County	County Total Real & Personal Market Value (Taxes Payable 2002)	Mill Levy Deduction
Carlton	\$1,107,233,778	\$176,715
Cook	294,452,793	46,995
Itasca	1,897,056,337	302,770
Koochiching	402,218,585	64,194
Lake	421,679,485	67,300
Pine	833,226,107	132,983
St. Louis*	6,723,437,278	650,156
District 1 Totals	11,679,304,363	1,441,113
Beltrami	984,596,398	157,142
Clearwater	258,862,306	41,314
Hubbard	806,420,632	128,705
Kittson	175,719,660	28,045
Lake of the Woods	125,638,420	20,052
Marshall	245,019,758	39,105
Norman	123,354,915	19,687
Pennington	320,237,000	51,110
Polk	771,037,095	123,058
Red Lake	91,651,100	14,628
Roseau	386,504,310	61,686
District 2 Totals	4,289,041,594	684,532
Aitkin	523,388,566	83,533
Benton	1,255,253,714	200,338
Cass	1,329,608,748	212,206
Crow Wing	2,814,726,111	449,230
Isanti	1,294,094,785	206,538
Kanabec	434,709,661	69,380
Mille Lacs	730,889,110	116,650
Morrison	969,912,920	154,798
Sherburne	3,842,826,120	613,315
Stearns	5,165,014,625	824,336
Todd	564,856,410	90,151
Wadena	330,496,420	52,747
Wright	4,718,909,330	753,138
District 3 Totals	23,974,686,520	3,826,360
Becker	1,033,645,206	164,970
Big Stone	103,877,115	16,579
Clay	1,461,467,298	233,250
Douglas	1,513,945,850	241,626
Grant	155,205,010	24,771
Mahnomen	102,296,305	16,326
Otter Tail	1,992,524,268	318,007
Pope	329,587,915	52,602
Stevens	257,963,675	41,171
Swift	270,147,640	43,116
Traverse	88,141,180	14,067
Wilkin	171,425,685	27,360
District 4 Totals	\$7,480,227,147	\$1,193,845

* Denotes Urban County.

County	County Total Real & Personal Market Value (Taxes Payable 2002)	Mill Levy Deduction
Anoka*	\$15,673,784,740	\$1,515,655
Carver	4,638,472,870	740,300
Hennepin*	80,110,018,052	7,746,639
Scott	6,029,341,470	962,283
District 5 Totals	106,451,617,132	10,964,877
Dodge	599,285,425	95,646
Fillmore	594,971,855	94,958
Freeborn	1,004,477,926	160,315
Goodhue	2,375,308,850	379,099
Houston	626,322,135	99,961
Mower	1,108,251,195	176,877
Olmsted	6,178,917,090	986,155
Rice	2,312,745,482	369,114
Steele	1,486,850,580	237,301
Wabasha	776,905,705	123,994
Winona	1,797,063,973	286,811
District 6 Totals	18,861,100,216	3,010,231
Blue Earth	2,194,613,974	350,260
Brown	850,489,470	135,738
Cottonwood	290,164,080	46,310
Faribault	364,445,871	58,166
Jackson	285,022,890	45,490
Le Sueur	1,049,470,745	167,496
Martin	643,980,608	102,779
Nicollet	1,184,465,180	189,041
Nobles	510,927,835	81,544
Rock	246,150,665	39,286
Sibley	429,980,478	68,625
Waseca	622,950,295	99,423
Watsonwan	246,323,505	39,313
District 7 Totals	8,918,985,596	1,423,471
Chippewa	350,223,571	55,896
Kandiyohi	1,480,415,190	236,274
Lac Qui Parle	144,063,634	22,993
Lincoln	167,940,965	26,803
Lyon	850,158,483	135,685
Mc Leod	1,335,411,665	213,132
Meeker	749,238,875	119,579
Murray	211,739,128	33,794
Pipestone	243,285,498	38,828
Redwood	371,420,205	59,279
Renville	425,870,215	67,969
Yellow Medicine	239,806,450	38,273
District 8 Totals	6,569,573,879	1,048,505
Chisago	2,126,988,850	339,467
Dakota*	22,792,669,560	2,204,051
Ramsey*	25,609,124,936	2,476,402
Washington*	13,760,821,995	1,330,671
District 9 Totals	64,289,605,341	6,350,591
STATE TOTALS	\$252,514,141,788	\$29,943,525

* Denotes Urban County.

* * * * *

**TENTATIVE
APPORTIONMENT
DATA**

* * * * *

2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

Development of the Tentative 2003 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 2003 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2003 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 2002 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 2003 Apportionment.

Adjustments must be made for any turnback activity in 2002, construction fund balances as of 12/31/02, and possibly for any action taken by this Board.

FIGURE A

27-Sep-02

N:\csh\csh02\F01 book\fig_A_2002 Tentative Appt

2002 CSAH APPORTIONMENT
MONEY NEEDS APPORTIONMENT
DEVELOPMENT OF THE TENTATIVE 2003 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 2002 25-YEAR CONST. NEEDS	RESTRICTED 2002 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND BALANCE DEDUCT.	BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER THE FACT" NEEDS	(PLUS) 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.)	2001 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 78 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 78 COUNTIES	TENTATIVE MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	ANNUAL MONEY NEEDS RECOMMENDATION TO THE COMMISSIONNER	COUNTY
Carlton	\$71,728,345	\$71,728,345	\$11,200,569	(\$210,880)	(\$1,565,774)	\$0	(\$2,063,622)		\$308,777	\$0	\$21,550				\$79,418,965	\$3,176,759	(176,715)	\$3,000,044	0.989657	\$1,750,241	\$1,750,241	1.014735			(\$38,366)	\$1,711,875	0.9611	\$2,913,453	Carlton
Cook	47,020,604	47,020,604	8,113,301	968,887	(2,534,186)	430,000	(2,534,186)		280,821	23,137					2,102,723	2,055,728	0.678145	1,199,322	1,199,322	1,199,322	0.695330			(26,289)	1,173,033	0.6586	1,966,394	Cook	
Itasca	137,013,411	137,013,411	48,018,122	1,004,854	(77,880)	0	(3,590,849)	\$466,914	1,262,000	310,310					183,868,362	7,354,734	(302,770)	7,051,964	2,326308	4,114,152	4,114,152	2,423,969		(90,183)	4,023,969	2.2592	6,848,424	Itasca	
Koochiching	38,998,711	38,998,711	12,342,192	(173,359)	(644,553)	0	(2,334,920)		1,150,454	0					49,338,525	1,973,541	(64,194)	1,909,347	0.629857	1,113,923	1,113,923	\$1,415,302			2,529,225	1.4200	4,304,508	Koochiching	
Lake	66,896,953	66,896,953	19,856,572	1,526,193	(3,643,374)	0	(4,027,024)		907,101	240,729					81,870,175	3,274,807	(67,300)	3,207,507	1.059095	1,871,276	1,871,276	1.084908		(41,019)	1,830,257	1.0276	3,114,929	Lake	
Pine	130,647,802	130,647,802	19,089,995	8,680,489	(84,897)	0	(4,429,616)		1,015,052	82,110					153,008,935	5,987,374	(132,963)	5,854,411	1.975120	3,493,084	3,493,084	2,025,170			(76,569)	3,416,495	0.9110	5,814,559	Pine
St. Louis	422,243,461	422,243,461	88,164,196	9,486,790	0	0	(3,565,202)		8,153,191	1,150,985					525,813,421	21,024,537	(650,156)	20,374,381	6.721118	11,688,517	11,688,517	11,688,517			(260,555)	11,628,962	8.5271	19,798,315	St. Louis
District 1 Totals	\$14,549,287	\$14,549,287	\$26,794,947	\$19,282,974	(\$8,550,664)	430,000	(\$21,775,733)	\$79,939	0	\$13,085,396	\$1,807,271	0	\$21,550	(\$38,520)	\$1,125,886,447	\$45,027,458	(\$1,441,113)	\$43,586,345	\$43,783,000	\$25,428,495	0	\$25,428,495	\$1,415,302	\$14,098,833	(\$32,981)	\$26,310,816	\$14,7717	\$44,778,582	District 1 Totals
Beltrami	95,481,543	95,481,543	7,445,180	321,495	(2,624,968)	0	(2,777,141)		1,205,509	775					99,052,393	3,962,096	(157,142)	3,804,954	1.255181	2,219,829	2,219,829	1.269988			(48,659)	2,171,170	1.2190	3,695,131	Beltrami
Clearwater	47,802,931	47,802,931	279,949	(310,891)	0	0	(2,622,393)		513,544	89,643					45,752,783	1,830,111	(41,314)	1,788,797	0.590080	1,043,593	1,043,593	0.605043			(22,876)	1,020,717	0.5731	1,737,166	Clearwater
Hubbard	55,401,961	55,401,961	5,602,857	357,402	0	0	(1,919,421)		1,442,068	18,213					60,903,080	2,436,123	(128,705)	2,307,418	0.781173	1,346,159	1,346,159	0.780461			(29,508)	1,316,651	0.7392	2,240,819	Hubbard
Kittson	55,327,761	55,327,761	1,008,068	(172,493)	0	0	(1,182,556)		1,085,617	0					56,067,380	2,242,698	(28,045)	2,214,651	0.730571	1,292,039	1,292,039	0.749094			(28,322)	1,263,717	0.7095	2,150,730	Kittson
Lake of Woods	26,108,299	26,108,299	938,148	297,581	(133,081)	0	(378,539)		179,828	0					26,406,998	1,035,277	(33,352)	1,001,925	0.341832	634,539	634,539	945,413			(1,880,627)	1,548,952	0.8702	2,637,875	Lake of Woods
Marshall	81,896,155	81,896,155	1,131,189	28,036	0	0	(2,342,912)		1,784,140	99,410					83,372,183	3,334,887	(39,105)	3,295,782	1.087215	1,922,775	1,922,775	1.114765			(42,148)	1,880,627	1.0598	3,200,654	Marshall
Norman	54,751,789	54,751,789	1,131,189	28,036	0	0	(2,342,912)		1,784,140	99,410					54,204,238	2,168,170	(19,687)	2,148,483	0.708743	1,253,435	1,253,435	1.114765			(27,476)	1,225,959	0.9883	2,086,469	Norman
Pennington	31,644,286	31,644,286	2,983,878	(60,987)	(67,001)	0	(318,149)		135,585	0					34,297,612	1,371,904	(51,110)	1,320,794	0.435705	770,559	770,559	0.446746			(16,891)	752,668	0.4231	1,282,873	Pennington
Polk	139,334,876	139,334,876	(1,221,548)	289,754	(47,839)	800,000	(704,607)	201,689	3,890,780	37,145		6,113,142			148,733,392	5,946,336	(123,058)	5,826,278	1.921978	3,399,081	3,399,081	1.970882			(74,509)	3,324,572	1.8665	5,658,115	Polk
Red Lake	27,697,365	27,697,365	1,725,640	90,373	0	0	(3,642,455)		303,385	44,303					26,218,610	1,048,744	(14,628)	1,034,116	0.341135	603,308	603,308	399,242				1,002,550	0.5629	1,706,248	Red Lake
Roseau	61,725,741	61,725,741	(2,453,307)	596,665	(321,796)	0	(2,947,011)		498,625	0					57,098,917	2,283,957	(61,686)	2,222,271	0.733085	1,296,485	1,296,485	0.751662			(28,419)	1,268,066	0.7119	2,158,131	Roseau
District 2 Totals	\$77,172,707	\$77,172,707	\$16,824,338	\$1,686,883	(\$3,214,685)	\$800,000	(\$19,478,246)	\$201,689	0	\$11,712,217	\$289,489	0	\$6,113,142	0	\$92,107,534	\$7,684,301	(\$84,532)	\$69,996,769	\$8,960,707	\$15,751,802	0	\$15,751,802	\$1,344,655	\$8,432,134	(\$318,809)	\$16,777,469	\$9,1495	\$28,554,011	District 2 Totals
Aitkin	63,718,722	63,718,722	14,528,373	(8,341)	(39,331)	0	(1,222,895)		1,012,211	7,534					77,930,573	3,117,223	(83,533)	3,033,690	1.000756	1,769,870	1,769,870	1.028116			(38,798)	1,731,074	0.9719	2,946,128	Aitkin
Benton	35,407,634	35,407,634	8,472,369	313,994	0	186,601	(1,796,885)		1,010,549	150,409					43,744,891	1,749,788	(200,338)	1,549,450	0.511134	903,957	903,957	\$20,653			(20,289)	904,342	0.5077	1,938,407	Benton
Cass	98,471,163	98,471,163	9,769,128	(247,900)	0	0	(2,112,157)		1,231,887	\$0					97,111,861	3,684,474	(212,206)	3,672,268	1.211411	2,142,420	2,142,420	1.242109			(46,962)	2,095,458	1.1764	3,566,276	Cass
Crow Wing	79,874,017	79,874,017	3,889,785	139,598	(745,897)	0	(1,772,035)		1,118,684	304,431					82,808,583	3,312,343	(449,230)	2,863,113	0.944486	1,670,354	1,670,354	0.968419			(36,615)	1,633,739	0.9172	2,780,473	Crow Wing
Isanti	40,491,994	40,491,994	10,557,838	(314,166)	(151,528)	0	(2,360,524)		48,691,798	668,584					48,691,798	1,955,672	(206,538)	1,749,134	0.577006	1,020,454	1,020,454	0.591628			(22,369)	998,085	0.5604	1,698,649	Isanti
Kanabec	33,633,211	33,633,211	2,859,929	(264,148)	(781,289)	0	(115,826)		362,375	0					35,479,011	1,419,160	(69,380)	1,349,780	0.445267	787,469	787,469	39,956				827,425	0.4645	1,408,201	Kanabec
Millie Laas	55,394,608	55,394,608	16,496,454	1,115,329	(443,613)	0	(4,171,298)		86,872,198	306,773	173,945				66,872,198	2,754,888	(116,650)	2,638,238	0.870304	1,539,161	1,539,161	0.892368			(33,739)	1,505,422	0.8452	2,562,089	Millie Laas
Morrison	77,384,229	77,384,229	13,502,102	723,344	(608,716)	0	(8,044,318)		255,686	0					83,212,327	3,328,493	(154,798)	3,173,695	1.046941	1,851,549	1,851,549	1.073471			(40,588)	1,810,963	1.0167	3,082,902	Morrison
Sherburne	41,538,981	41,538,981	1,716,314	287,385	(176,849)	0	(980,893)		458,496	0					42,943,404	1,713,736	(1,100,421)	0.363008	641,592	641,592	0.372207			(10,478)	627,919	0.3525	1,088,560	Sherburne	
Stearns	144,850,580	144,850,580	18,495,616	715,709	0	0	(4,471,809)		1,448,846	896,037					157,662,297	6,306,492	(554,336)	5,752,156	1.809458	3,129,817	3,129,817	1,724			(3,129,817)	1,855,284	1.7572	5,326,193	Stearns
Todd	49,424,316	49,424,316	6,488,514	337,205	0	0	(1,471,809)		428,987	16,745					52,238,638	2,089,546	(90,151)	1,999,395	0.659562	1,166,457	1,166,457	0.676276			(25,569)	1,140,886	0.6405	1,941,686	Todd
Wadena	32,522,424	32,522,424	2,687,452	631,070	0	0	(2,028,397)		348,533	0					36,144,082	1,445,763	(52,747)	1,393,016	0.459529	812,692	812,692	0.471174			(17,814)	794,878	0.4463	1,352,809	Wadena
Wright	142,966,874	142,966,874	33,539,074	(495,891)	0	0	(4,273,817)		2,715,294	0					174,451,534	6,978,061	(753,138)	6,224,923	2.053463	3,631,652	3,631,652	2.055519			(79,607)	3,552,045	1.9942	6,045,253	Wright
District 3 Totals	\$885,578,733	\$885,578,733	\$140,711,825	\$4,220,951	(\$2,947,623)	\$186,601	(\$38,902,929)	0	0	\$11,363,695	\$1,349,101	(\$65,700)	\$11,584	(\$115,241)	\$1,001,390,997	\$40,955,639	\$6,229,279	\$11,951,345	\$21,136,234	\$21,136,234	\$22,377	\$21,158,721	\$39,956	\$11,810,621	(\$446,544)	\$20,752,133	\$11,6507	\$28,554,011	District 3 Totals
Becker	66,607,967	66,607,967	6,173,964	(69,301)	0	0	(5,025,784)		764,256	165,017					68,616,119	2,744,645	(164,970)	2,579,675	0.850985	1,504,995	1,504,995	0.872549			(32,980)	1,472,005	0.8264	2,505,217	Becker
Big Stone	24,081,871	24,081,871	5,594,175	(3,599)	(127,274)	0	(1,031,507)		194,537	0					28,708,203	1,148,328	(16,579)	1,131,749	0.373342	680,288	680,288	243,498				930,766	0.5074	1,538,126	Big Stone
Clay	70,693,658	70,693,6																											

October 31, 2002

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

Dear Commissioner:

We, the undersigned, as members of the 2002 County Screening Board, having reviewed all information available in relation to the mileage, lane miles and money needs of the County State Aid Highway System, do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, traffic and construction accomplishments. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 2002; construction fund balances as of December 31, 2002; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2003.

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 2003 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

Brad Larson, Metro

Mark Krebsbach, Urban

Jeff Langen, District 2

Greg Isakson, District 6

Gary Erickson, Urban

Dave Enblom, District 3

Mark Sehr, District 7

Ken Haider, Urban

Nick Anderson, District 4

Dave Halbersma, District 8

Dick Hansen, Urban

Mic Dahlberg, Metro

Doug Fisher, Urban

Don Theisen, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

2002 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 2003 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	292.21	595.34	\$2,913,453
Cook	178.89	355.58	1,996,394
Itasca	647.29	1,293.18	6,848,424
Koochiching	247.21	494.12	4,304,508
Lake	223.94	440.88	3,114,929
Pine	474.87	949.65	5,814,559
St. Louis	1,378.98	2,771.41	19,786,315
District 1 Totals	3,443.39	6,900.16	44,778,582
Beltrami	466.49	932.98	3,695,131
Clearwater	325.68	651.36	1,737,166
Hubbard	324.00	648.00	2,240,819
Kittson	373.20	746.40	2,150,730
Lake of the Woods	194.81	389.62	2,637,875
Marshall	639.76	1,271.12	3,200,654
Norman	392.15	785.54	2,086,469
Pennington	258.74	515.48	1,282,673
Polk	806.14	1,612.28	5,658,115
Red Lake	185.66	371.32	1,706,248
Roseau	481.92	963.84	2,158,131
District 2 Totals	4,448.55	8,887.94	28,554,011
Aitkin	373.98	748.56	2,946,128
Benton	225.84	454.62	1,539,107
Cass	530.80	1,062.42	3,566,276
Crow Wing	370.58	740.92	2,780,473
Isanti	227.24	455.38	1,698,649
Kanabec	212.00	422.60	1,408,201
Mille Lacs	255.51	511.02	2,562,089
Morrison	442.69	888.58	3,082,092
Sherburne	215.54	438.94	1,068,660
Stearns	603.55	1,241.88	5,326,793
Todd	412.08	821.16	1,941,686
Wadena	227.24	454.48	1,352,809
Wright	403.30	813.00	6,045,253
District 3 Totals	4,500.35	9,053.56	35,318,216
Becker	465.74	931.48	2,505,217
Big Stone	210.86	421.72	1,538,126
Clay	399.06	798.24	3,027,447
Douglas	383.47	766.94	2,337,235
Grant	228.65	457.30	1,417,538
Mahnomen	194.81	389.62	1,660,899
Otter Tail	916.61	1,833.22	7,636,732
Pope	298.31	596.62	2,298,828
Stevens	243.29	486.58	1,362,200
Swift	329.41	658.82	1,945,119
Traverse	245.42	490.84	1,351,696
Wilkin	312.26	625.68	2,115,524
District 4 Totals	4,227.89	8,457.06	29,196,561

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Anoka	286.89	719.38	\$5,499,521
Carver	215.30	437.48	3,333,336
Hennepin	520.98	1,519.72	21,960,821
Scott	225.46	520.84	5,031,073
District 5 Totals	1,248.63	3,197.42	35,824,751
Dodge	249.12	498.24	2,073,167
Fillmore	411.81	823.62	5,648,011
Freeborn	446.95	896.34	3,332,310
Goodhue	326.59	655.18	3,746,794
Houston	249.62	499.24	3,481,824
Mower	373.66	750.08	3,517,632
Olmsted	319.22	689.46	4,353,972
Rice	280.24	562.76	2,597,848
Steele	292.06	586.32	2,850,221
Wabasha	273.66	547.32	3,069,328
Winona	315.36	630.78	3,707,458
District 6 Totals	3,538.29	7,139.34	38,378,565
Blue Earth	427.51	860.74	4,719,979
Brown	317.46	635.92	2,319,520
Cottonwood	318.57	637.14	2,171,114
Faribault	346.98	694.60	3,659,965
Jackson	370.74	741.48	3,153,201
Le Sueur	267.19	534.38	2,429,264
Martin	378.15	757.54	2,824,313
Nicollet	246.12	490.96	2,258,469
Nobles	345.22	692.50	3,907,713
Rock	261.31	522.62	1,996,804
Sibley	289.34	580.98	2,148,560
Waseca	249.99	499.98	1,963,605
Watonwan	235.18	470.36	1,550,668
District 7 Totals	4,053.76	8,119.20	35,103,175
Chippewa	243.57	487.14	1,669,840
Kandiyohi	421.56	845.86	4,054,960
Lac Qui Parle	362.91	726.08	1,626,547
Lincoln	253.70	507.40	1,555,884
Lyon	319.03	637.66	2,125,041
Mc Leod	256.05	512.10	2,278,312
Meeker	273.25	546.50	1,763,646
Murray	354.20	708.40	2,059,657
Pipestone	235.02	470.20	1,513,270
Redwood	385.54	771.56	3,400,499
Renville	445.87	891.74	3,642,032
Yellow Medicine	345.25	690.50	2,270,447
District 8 Totals	3,895.95	7,795.14	27,960,135
Chisago	233.96	468.12	3,069,789
Dakota	323.61	856.58	8,018,491
Ramsey	259.13	743.31	11,212,168
Washington	213.35	467.00	5,725,305
District 9 Totals	1,030.05	2,535.01	28,025,753
STATE TOTALS	30,386.86	62,084.83	\$303,139,749

Does not include 2002 T.H. Turnback Mileage

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2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

Total Tentative 2003 C.S.A.H. Apportionment

The following tabulation lists a TENTATIVE 2003 Apportionment based on an estimate of \$356 million (same as 2002 apportionment).

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

Each county's tentative 2003 Lane Mile Apportionment has been computed using the 2002 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, 2002 Trunk Highway Turnback Mileage is not included, but will be when the Final 2003 Apportionment is determined.

The Money Needs Apportionment is based on the actual 2002 25-year construction needs, however, these needs will be adjusted by 2002 turnback activity, construction fund balances as of 12/31/02, 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, 2003, by the Commissioner with the assistance of recommendations by your Screening Board.

2002 C.S.A.H. SCREENING BOARD DATA

OCTOBER, 2002

COMPONENTS OF THE TENTATIVE 2003 APPORTIONMENT

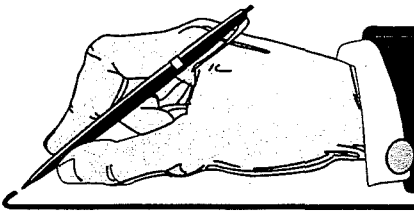
County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Tentative 2003 CSAH Apportionment
Carlton	\$409,466	\$261,334	\$1,024,782	\$1,711,875	\$3,407,457
Cook	409,466	45,242	612,048	1,173,033	2,239,789
Itasca	409,466	406,393	2,226,007	4,023,969	7,065,835
Koochiching	409,466	128,601	850,583	2,529,225	3,917,875
Lake	409,466	91,303	758,888	1,830,257	3,089,914
Pine	409,466	227,100	1,634,692	3,416,495	5,687,753
St. Louis	409,466	1,476,595	4,770,595	11,625,962	18,282,618
District 1 Totals	2,866,262	2,636,568	11,877,595	26,310,816	43,691,241
Beltrami	409,466	275,085	1,606,051	2,171,170	4,461,772
Clearwater	409,466	72,138	1,121,179	1,020,717	2,623,500
Hubbard	409,466	160,769	1,115,408	1,316,651	3,002,294
Kittson	409,466	45,776	1,284,798	1,263,717	3,003,757
Lake of the Woods	409,466	39,578	670,720	1,549,952	2,669,716
Marshall	409,466	95,150	2,188,068	1,880,627	4,573,311
Norman	409,466	65,049	1,352,233	1,225,959	3,052,707
Pennington	409,466	112,962	887,346	753,668	2,163,442
Polk	409,466	241,171	2,775,322	3,324,572	6,750,531
Red Lake	409,466	39,115	639,193	1,002,550	2,090,324
Roseau	409,466	141,140	1,659,166	1,268,066	3,477,838
District 2 Totals	4,504,126	1,287,933	15,299,484	16,777,649	37,869,192
Aitkin	409,466	151,542	1,288,538	1,731,074	3,580,620
Benton	409,466	259,375	782,613	904,342	2,355,796
Cass	409,466	230,270	1,828,769	2,095,458	4,563,963
Crow Wing	409,466	477,320	1,275,393	1,633,739	3,795,918
Isanti	409,466	267,640	783,896	998,085	2,459,087
Kanabec	409,466	125,965	727,468	827,425	2,090,324
Mille Lacs	409,466	196,357	879,652	1,505,422	2,990,897
Morrison	409,466	278,861	1,529,532	1,810,963	4,028,822
Sherburne	409,466	515,722	755,575	627,919	2,308,682
Stearns	409,466	1,079,357	2,137,732	3,129,895	6,756,450
Todd	409,466	209,395	1,413,470	1,140,888	3,173,219
Wadena	409,466	117,736	782,293	794,878	2,104,373
Wright	409,466	767,901	1,399,470	3,552,045	6,128,882
District 3 Totals	5,323,058	4,677,441	15,584,401	20,752,133	46,337,033
Becker	409,466	249,828	1,603,379	1,472,005	3,734,678
Big Stone	409,466	51,120	725,972	903,766	2,090,324
Clay	409,466	333,472	1,374,035	1,778,855	3,895,828
Douglas	409,466	301,589	1,320,172	1,373,303	3,404,530
Grant	409,466	60,738	787,209	832,911	2,090,324
Mahnomen	409,466	34,234	670,720	975,904	2,090,324
Otter Tail	409,466	494,312	3,155,674	4,487,160	8,546,612
Pope	409,466	99,960	1,027,026	1,350,736	2,887,188
Stevens	409,466	82,896	837,545	800,396	2,130,303
Swift	409,466	94,260	1,134,110	1,142,905	2,780,741
Traverse	409,466	41,715	844,919	794,224	2,090,324
Wilkin	409,466	60,453	1,077,042	1,243,031	2,789,992
District 4 Totals	\$4,913,592	\$1,904,577	\$14,557,803	\$17,155,196	\$38,531,168

2002 C.S.A.H. SCREENING BOARD DATA

OCTOBER, 2002

COMPONENTS OF THE TENTATIVE 2003 APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Tentative 2003 CSAH Apportionment
Anoka	\$409,466	\$2,153,478	\$1,238,309	\$3,231,386	\$7,032,639
Carver	409,466	481,523	753,010	1,958,588	3,602,587
Hennepin	409,466	6,909,040	2,615,978	12,903,649	22,838,133
Scott	409,466	698,827	896,537	2,956,137	4,960,967
District 5 Totals	1,637,864	10,242,868	5,503,834	21,049,760	38,434,326
Dodge	409,466	146,662	857,636	1,218,143	2,631,907
Fillmore	409,466	177,227	1,417,745	3,318,635	5,323,073
Freeborn	409,466	266,606	1,542,890	1,957,985	4,176,947
Goodhue	409,466	362,826	1,127,805	2,201,526	4,101,623
Houston	409,466	151,115	859,346	2,045,836	3,465,763
Mower	409,466	295,746	1,291,210	2,066,876	4,063,298
Olmsted	409,466	875,199	1,186,798	2,558,289	5,029,752
Rice	409,466	411,095	968,675	1,526,433	3,315,669
Steele	409,466	267,461	1,009,286	1,674,721	3,360,934
Wabasha	409,466	185,135	942,171	1,803,463	3,340,235
Winona	409,466	333,258	1,085,805	2,178,413	4,006,942
District 6 Totals	4,504,126	3,472,330	12,289,367	22,550,320	42,816,143
Blue Earth	409,466	407,141	1,481,654	2,773,346	5,071,607
Brown	409,466	244,164	1,094,675	1,362,894	3,111,199
Cottonwood	409,466	104,626	1,096,706	1,275,694	2,886,492
Faribault	409,466	142,458	1,195,668	2,150,507	3,898,099
Jackson	409,466	99,461	1,276,355	1,852,745	3,638,027
Le Sueur	409,466	220,545	919,835	1,427,377	2,977,223
Martin	409,466	186,596	1,304,035	1,659,498	3,559,595
Nicollet	409,466	206,581	845,132	1,327,022	2,788,201
Nobles	409,466	163,512	1,192,034	2,296,078	4,061,090
Rock	409,466	79,369	899,636	1,173,274	2,561,745
Sibley	409,465	135,334	1,000,095	1,262,442	2,807,336
Waseca	409,465	152,576	860,629	1,153,767	2,576,437
Watsonwan	409,465	100,245	809,651	911,135	2,230,496
District 7 Totals	5,323,055	2,242,608	13,976,105	20,625,779	42,167,547
Chippewa	409,465	116,311	838,506	981,158	2,345,440
Kandiyohi	409,465	338,174	1,456,005	2,382,597	4,586,241
Lac Qui Parle	409,465	75,166	1,249,851	955,720	2,690,202
Lincoln	409,465	55,466	873,453	914,200	2,252,584
Lyon	409,465	200,952	1,097,668	1,248,623	2,956,708
Mc Leod	409,465	306,149	881,468	1,338,681	2,935,763
Meeker	409,465	201,985	940,675	1,036,276	2,588,401
Murray	409,465	82,112	1,219,393	1,210,205	2,921,175
Pipestone	409,465	78,550	809,438	889,161	2,186,614
Redwood	409,465	157,883	1,328,187	1,998,051	3,893,586
Renville	409,465	161,873	1,534,982	2,139,970	4,246,290
Yellow Medicine	409,465	100,601	1,188,614	1,334,060	3,032,740
District 8 Totals	4,913,580	1,875,222	13,418,240	16,428,702	36,635,744
Chisago	409,465	394,709	805,804	1,803,734	3,413,712
Dakota	409,465	2,330,775	1,474,600	4,711,472	8,926,312
Ramsey	409,465	3,133,373	1,279,454	6,588,000	11,410,292
Washington	409,465	1,425,119	803,880	3,364,051	6,002,515
District 9 Totals	1,637,860	7,283,976	4,363,738	16,467,257	29,752,831
STATE TOTALS	\$35,623,523	\$35,623,523	\$106,870,567	\$178,117,612	\$356,235,225



NOTES and COMMENTS

2002 COUNTY SCREENING BOARD DATA OCTOBER, 2002

Comparison of the Actual 2002 to a TENTATIVE 2003 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 2002 C.S.A.H. Apportionment and what each county's 2003 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 2003 C.S.A.H. road user fund would remain the same as 2002. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 2003 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.

2002 C.S.A.H. SCREENING BOARD DATA

October, 2002

Comparison of the Actual 2002 to the TENTATIVE 2003 CSAH Apportionment

County	Actual 2002 CSAH Apportionment	TENTATIVE 2003 CSAH Apportionment	Increase or Decrease	% + or -
Carlton	\$3,481,746	\$3,407,457	(\$74,289)	-2.1%
Cook	2,316,987	2,239,789	(77,198)	-3.3%
Itasca	7,186,261	7,065,835	(120,426)	-1.7%
Koochiching	3,917,875	3,917,875	0	0.0%
Lake	3,153,231	3,089,914	(63,317)	-2.0%
Pine	5,668,511	5,687,753	19,242	0.3%
St. Louis	18,239,417	18,282,618	43,201	0.2%
District 1 Totals	43,964,028	43,691,241	(272,787)	-0.6%
Beltrami	4,503,371	4,461,772	(41,599)	-0.9%
Clearwater	2,580,208	2,623,500	43,292	1.7%
Hubbard	2,996,629	3,002,294	5,665	0.2%
Kittson	2,984,373	3,003,757	19,384	0.7%
Lake of the Woods	2,669,716	2,669,716	0	0.0%
Marshall	4,409,911	4,573,311	163,400	3.7%
Norman	2,999,553	3,052,707	53,154	1.8%
Pennington	2,141,846	2,163,442	21,596	1.0%
Polk	6,837,340	6,750,531	(86,809)	-1.3%
Red Lake	2,090,324	2,090,324	0	0.0%
Roseau	3,388,764	3,477,838	89,074	2.6%
District 2 Totals	37,602,035	37,869,192	267,157	0.7%
Aitkin	3,486,318	3,580,620	94,302	2.7%
Benton	2,388,951	2,355,796	(33,155)	-1.4%
Cass	4,375,629	4,563,963	188,334	4.3%
Crow Wing	3,658,857	3,795,918	137,061	3.8%
Isanti	2,508,643	2,459,087	(49,556)	-2.0%
Kanabec	2,090,324	2,090,324	0	0.0%
Mille Lacs	2,995,879	2,990,897	(4,982)	-0.2%
Morrison	4,081,273	4,028,822	(52,451)	-1.3%
Sherburne	2,251,520	2,308,682	57,162	2.5%
Stearns	6,888,708	6,756,450	(132,258)	-1.9%
Todd	3,185,956	3,173,219	(12,737)	-0.4%
Wadena	2,126,900	2,104,373	(22,527)	-1.1%
Wright	6,121,189	6,128,882	7,693	0.1%
District 3 Totals	46,160,147	46,337,033	176,886	0.4%
Becker	3,618,770	3,734,678	115,908	3.2%
Big Stone	2,090,324	2,090,324	0	0.0%
Clay	3,910,309	3,895,828	(14,481)	-0.4%
Douglas	3,528,981	3,404,530	(124,451)	-3.5%
Grant	2,090,324	2,090,324	0	0.0%
Mahnomen	2,090,324	2,090,324	0	0.0%
Otter Tail	8,299,001	8,546,612	247,611	3.0%
Pope	2,861,741	2,887,188	25,447	0.9%
Stevens	2,090,324	2,130,303	39,979	1.9%
Swift	2,630,795	2,780,741	149,946	5.7%
Traverse	2,090,324	2,090,324	0	0.0%
Wilkin	2,659,635	2,789,992	130,357	4.9%
District 4 Totals	\$37,960,852	\$38,531,168	\$570,316	1.5%

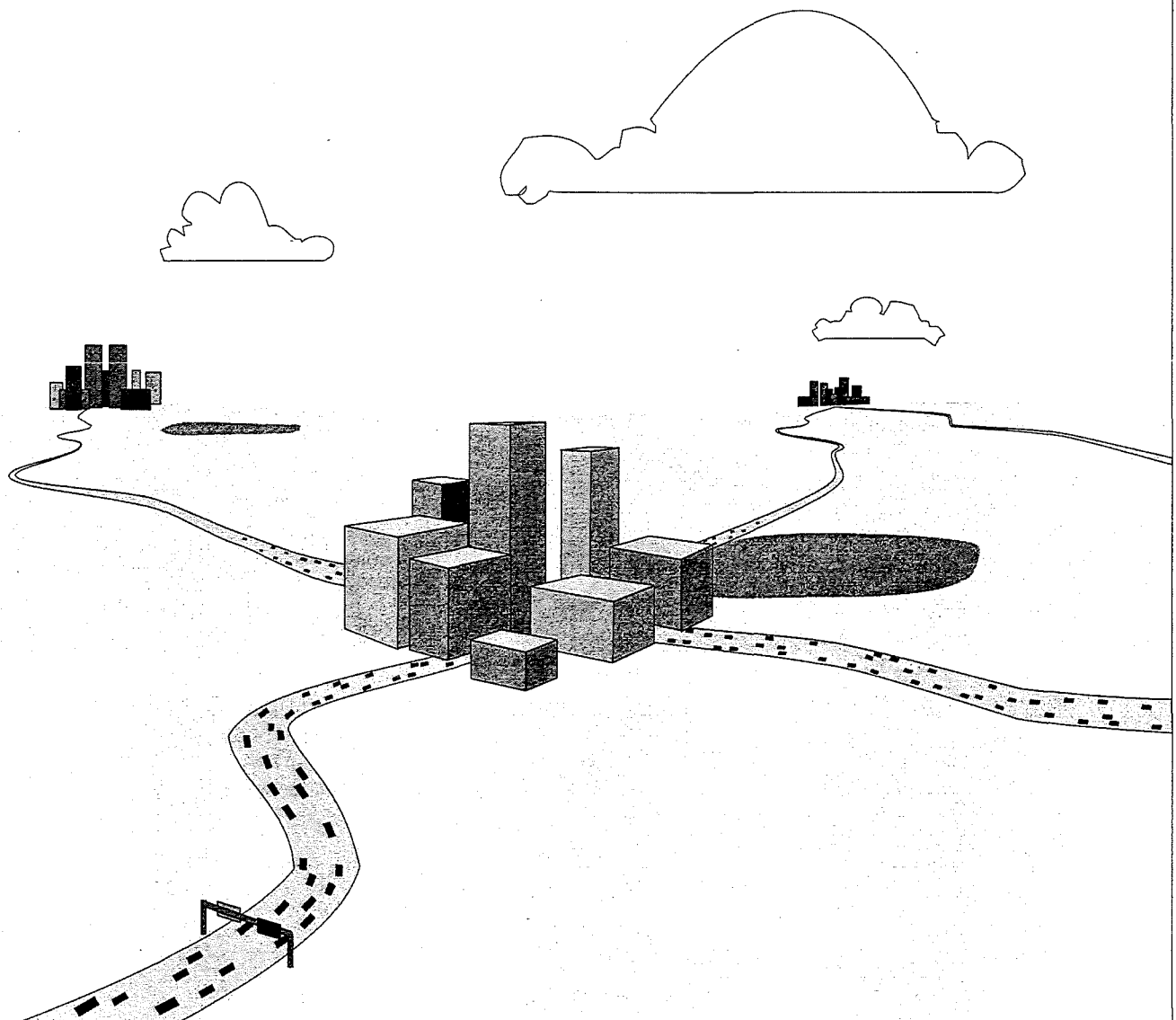
2002 C.S.A.H. SCREENING BOARD DATA

October, 2002

Comparison of the Actual 2002 to the TENTATIVE 2003 CSAH Apportionment

County	Actual 2002 CSAH Apportionment	TENTATIVE 2003 CSAH Apportionment	Increase or Decrease	% + or -
Anoka	\$7,166,268	\$7,032,639	(\$133,629)	-1.9%
Carver	3,650,101	3,602,587	(47,514)	-1.3%
Hennepin	23,899,817	22,838,133	(1,061,684)	-4.4%
Scott	4,786,049	4,960,967	174,918	3.7%
District 5 Totals	39,502,235	38,434,326	(1,067,909)	-2.7%
Dodge	2,568,348	2,631,907	63,559	2.5%
Fillmore	5,401,719	5,323,073	(78,646)	-1.5%
Freeborn	4,353,370	4,176,947	(176,423)	-4.1%
Goodhue	4,095,903	4,101,623	5,720	0.1%
Houston	3,500,536	3,465,763	(34,773)	-1.0%
Mower	4,195,448	4,063,298	(132,150)	-3.2%
Olmsted	4,964,577	5,029,752	65,175	1.3%
Rice	3,270,942	3,315,669	44,727	1.4%
Steele	3,462,805	3,360,934	(101,871)	-2.9%
Wabasha	3,328,109	3,340,235	12,126	0.4%
Winona	3,993,382	4,006,942	13,560	0.3%
District 6 Totals	43,135,139	42,816,143	(318,996)	-0.7%
Blue Earth	5,248,001	5,071,607	(176,394)	-3.4%
Brown	3,070,385	3,111,199	40,814	1.3%
Cottonwood	2,851,012	2,886,492	35,480	1.2%
Faribault	3,822,864	3,898,099	75,235	2.0%
Jackson	3,421,662	3,638,027	216,365	6.3%
Le Sueur	2,945,852	2,977,223	31,371	1.1%
Martin	3,285,826	3,559,595	273,769	8.3%
Nicollet	2,777,014	2,788,201	11,187	0.4%
Nobles	3,857,715	4,061,090	203,375	5.3%
Rock	2,641,969	2,561,745	(80,224)	-3.0%
Sibley	2,802,591	2,807,336	4,745	0.2%
Waseca	2,500,407	2,576,437	76,030	3.0%
Watsonwan	2,158,321	2,230,496	72,175	3.3%
District 7 Totals	41,383,619	42,167,547	783,928	1.9%
Chippewa	2,304,001	2,345,440	41,439	1.8%
Kandiyohi	4,639,976	4,586,241	(53,735)	-1.2%
Lac Qui Parle	2,643,975	2,690,202	46,227	1.8%
Lincoln	2,211,626	2,252,584	40,958	1.9%
Lyon	2,953,162	2,956,708	3,546	0.1%
Mc Leod	2,859,356	2,935,763	76,407	2.7%
Meeker	2,585,069	2,588,401	3,332	0.1%
Murray	2,897,320	2,921,175	23,855	0.8%
Pipestone	2,137,866	2,186,614	48,748	2.3%
Redwood	3,776,401	3,893,586	117,185	3.1%
Renville	4,033,113	4,246,290	213,177	5.3%
Yellow Medicine	2,982,899	3,032,740	49,841	1.7%
District 8 Totals	36,024,764	36,635,744	610,980	1.7%
Chisago	3,370,034	3,413,712	43,678	1.3%
Dakota	9,239,475	8,926,312	(313,163)	-3.4%
Ramsey	11,524,146	11,410,292	(113,854)	-1.0%
Washington	6,368,751	6,002,515	(366,236)	-5.8%
District 9 Totals	30,502,406	29,752,831	(749,575)	-2.5%
STATE TOTALS	\$356,235,225	\$356,235,225	\$0	0.0%

MILEAGE REQUESTS



2002 COUNTY SCREENING BOARD DATA

October, 2002

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.*

2002 COUNTY SCREENING BOARD

October, 2002

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	2002	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								7.30		22.99	Lake
Pine	9.25																			9.25	Pine
St. Louis	19.14 *																	7.60		26.74	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	14.90	0.00	75.59	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	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	0.00	67.02	District 3 Totals

2002 COUNTY SCREENING BOARD

October, 2002

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	2002	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	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														11.70		14.75	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	11.70	0.00	116.77	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	0.00	0.00	44.03	District 6 Totals

2002 COUNTY SCREENING BOARD

October, 2002

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	2002	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	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	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	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	26.60	0.00	597.08	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.

NICSAH\Book\SPRING BOOK 2002\HISTORY2002.XLS

2002 COUNTY SCREENING BOARD DATA

October, 2002

"BANKED" CSAH MILEAGE

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

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

The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before May 1, 2002 is included.

County	Banked Mileage	Year Made Available
Anoka	1.04	2000
Becker	0.40	1991
Blue Earth	0.08	2000
Brown	0.56	1999
Carlton	0.88	92, 94 & 2001
Carver	0.40	2001
Cass	1.45	2002
Chippewa	0.71	1999
Clay	5.00	1993 & 1997
Clearwater	0.60	1997
Dakota	0.34	2000
Dodge	0.71	1994 & 2000
Douglas	3.06	1992 & 2002
Faribault	2.54	1993
Hennepin	5.29	1994, 96, 97, 99 & 02
Hubbard	0.52	1996 & 1997
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.20	1993
Kittson	0.26	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	1.50	1997 & 2002
Olmsted	0.73	1997 & 1998
Otter Tail	0.06	1998
Pennington	1.65	1995 & 1999
Pine	1.00	2001
Pipestone	0.10	1996
Polk	2.00	1997 & 2002
Pope	0.42	2002
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	1.78	1998 & 2001
Todd	0.48	2000
Wabasha	0.58	1993, 1998 & 2002
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Wright	0.30	1997, 2001 & 2002
Yellow Medicine	0.78	1993, 1995 & 2001
Total	52.32	

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

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

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 8/26/02TO: Manager, State Aid Needs Unit Diane GouldFROM: Kevin Howieson, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision

(Municipality) (County) of Stearns

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles

Available	<u>0.65</u>
+ Revoked	<u>3.30</u>
- Requested	<u>49.34</u>
= Balance	<u>45.39</u>

Comments:

Consideration should be given to segments that are potential MSAS Candidates.

RECOMMENDED APPROVAL OR DENIAL:

Kevin Howieson
District State Aid Engineer

8/26/02
Date

RECOMMENDED APPROVAL OR DENIAL:

Manager, State Aid Needs Unit

Date

APPROVAL OR DENIAL:

State Aid Engineer

Date

Stearns County
Proposed Designation Changes

78

System Additions:

Route	From	To	Mileage	Functional Class	ADT (1999)	Projected ADT	Proposed Change	Impact to CSAH Mileage	Remarks
CR 133	CSAH 75 in St. Joseph	CSAH 78 in Sartell	7.01	Minor Arterial	6500	12000	CR to CSAH	7.01	
CR 120/134	CSAH 4	TH 15	1.92	Minor Arterial	4300	18800	CR to CSAH	1.92	
CR 138	CSAH 81	CSAH 4	0.74	Minor Arterial	13000	21300	CR to CSAH	0.74	
CR 137	CSAH 6	CSAH 74	5.17	Major/Minor Collector	4100	20100	CR to CSAH	5.17	
CR 136	TH 15	33rd Street S	5.20	Major/Minor Collector	1950	6900	CR to CSAH	5.20	
CR 115	CR 136	CSAH 7	2.30	Major Collector	1150	6250	CR to CSAH	2.30	
CR 134	CSAH 75	CSAH 4	2.19	Maj. Coll/Minor Arterial	11100	18100	CR to CSAH	2.19	
CR 157	CSAH 54 in Albany	CSAH 65	8.77	Major/Minor Collector	2600	3640	CR to CSAH	8.77	Trunk Highway Turnback
CR 134	TH 15	CSAH 1	0.98	Minor Arterial	1950	6800	CR to CSAH	0.98	
CR 138	CR 122/CSAH 6/TH 23	CSAH 75	5.36	Major/Minor Collector	2300	4300	CR to CSAH	5.36	

Net Mileage Impact: 39.64

System Trades:

Route	From	To	Mileage	Functional Class	ADT (1999)	Projected ADT	Proposed Change	Impact to CSAH Mileage	Remarks
CSAH 8	CR 141	TH 15	3.30	Minor Collector	290	406	CSAH to CR	(3.30)	
CR 141	CSAH 8	TH 15	5.60	Minor Collector	720	1008	CR to CSAH	5.60	
CR 165/148	CSAH 2	CSAH 8	4.10	Minor Collector	610	854	CR to CSAH	4.10	
Mileage Impact:								6.40	

Total Mileage Request: 46.04 miles

Less Banked Mileage: 0.65 miles

TOTAL MILEAGE REQUEST: 45.39 miles

Table 1

MILEAGE SUBCOMMITTEE REPORT TO THE COUNTY STATE AID HIGHWAY SCREENING BOARD

September 16, 2002

Subcommittee members: ***Steven Backowski , Morrison County, Chair***
 John McDonald, Faribault County
 Ken Haider, Ramsey County

Requested review: ***Addition of 45.39 miles in Stearns County***

On September 13, 2002 the Mileage Subcommittee met at the Central Office of Mn/Dot.

Others present included Rick Kjonaas, Diane Gould, Kelvin Howieson and Mitch Anderson.

This meeting was a follow up to the April 19, 2002 Committee Meeting when all the roads in Stearns County's original request were driven. (See the Mileage Subcommittee Report to the June 2002 Screening Board).

In the Subcommittee's discussion with Mitch it was agreed that if the request was not approved as presented in its entirety, the Subcommittee would make a recommendation to the Screening Board as to what we believed should be added to the system. With this in mind the Subcommittee viewed the overall request in three parts; Part 1 being the County Road 157 addition (which was a trunk highway turnback); Part 2 being the system trade between CSAH 8 , CR 148, CR 165 and CR 141; and Part 3 being the additions in the Greater St. Cloud Metropolitan area;

Discussion began on the County Road 157 addition, which is a trunk highway turnback from when the interstate was built. This segment has no detail as to why it was not put on the State Aid System in the 1970's when the turnback occurred. There is no record available to the Subcommittee as to what kind of agreement, if any, may have been negotiated when this turnback occurred. There was some debate as to what precedence we would set for other negotiated turnbacks that may not have been placed on the State-Aid System when the turnback occurred. Mitch maintains that this roadway is a good candidate for a State Aid Highway regardless of it being a turnback due to development along the corridor, its ADT and its connection between Melrose, Freeport and Albany.

Discussion was held on the CSAH 8, CR 141, CR 165 and CR148 system trade. These highways transverse agricultural and residential property in southeastern Stearns County. The natural flow of traffic to the St. Cloud metro area makes the proposed State Aid route designation very reasonable.

It is the Mileage Subcommittee's opinion that the current Stearns County State Aid Highway System has enough flexibility to make the additions of Part 1 and Part 2 internally without mileage being added to the system.

The final part of the request centered around the greater St. Cloud metropolitan area. The Subcommittee believes that because of the substantial growth and development taking place in this area, along with consideration of Stearns County's Comprehensive Plan to handle the continued transportation demands, a system expansion is warranted.

Other discussion as to whether some of these miles should be added or maintained on the MSAS resulted in our belief that these miles fit the CSAH System better. Discussion on the level of local participation in transportation funding resulted in this issue not playing a role in this request. The spacing issue was discussed. There are some extenuating circumstances that influence the spacing issue such as the railroad tracks and the Sauk River but overall the spacing is acceptable for an urban area. The only exception is the segment of CR 134 from TH 15 to CSAH 1. The Subcommittee believes that this segment should not be included for approval due to its close parallel proximity to TH 15, it does not tie into a bridge crossing, it has little commercial or industrial development and it basically acts as a short cut between CSAH 1 and TH 15/ CR 120.

FINDINGS BY SEGMENT

CR 133 from CSAH 75 to CSAH 78

7.01 miles

- A. The segment meets the requirements of the rules for County State Aid Highway designation.
- B. The segment serves a rapidly developing area, connects to a bridge crossing the Mississippi River and ties into a County State Aid Highway on the Benton County side.
- C. The majority of the segment has been reconstructed with .51 miles drawing full grading needs.
- D. Recommend approval.

CR 120 from CSAH 4 to TH 15

1.92 miles

- A. The segment meets the requirements of the rules for County State Aid Highway designation.
- B. The segment serves a rapidly developing area with three health care facilities located on the east end of the segment.
- C. The segment was reconstructed in 1999 with Federal Aid money.
- D. Recommend approval.

CR134 from TH 15 to CSAH 1

0.98 miles

- A. The Mileage Subcommittee believes that this segment fails to meet the rule criteria of an integrated and coordinated highway system due to its close parallel proximity to Trunk Highway 15. It does not tie into a river crossing and presently has minor development taking place along it. The segment acts as a short cut that may better fit the MSAS system.
- B. Recommend denial.

CR 134 from CSAH 75 to CSAH 4**2.19 miles**

- A. The segment meets the requirements of the rules for County State Aid Highway designation.
- B. The segment serves the old Fingerhut Facilities on the south side of the roadway with substantial residential development taking place on the north side. The Fingerhut complex is being negotiated for sale but has nearly one million square feet of warehouse space in the facility.
- C. The roadway has been reconstructed between 1985 and 1991.
- D. Recommend approval.

CR 138 from CSAH 81 to CSAH 4**0.74 miles**

- A. The segment meets the requirements of the rules for County State Aid Highway designation.
- B. The segment acts as a north/south connection between Division and CSAH 4. This is an industrial area and ties into CSAH 81 which serves the Cross Roads Shopping Mall.
- C. The segment was reconstructed in 1995 with Federal Aid money.
- D. Recommend approval.

CR 138 from TH 23 to CSAH 75**5.36 miles**

- A. The segment meets the requirements of the rules for County State Aid Highway designation.
- B. This segment serves an industrial and commercial area of Waite Park and connects it with TH 23. Much of the area south is agricultural although development of Waite Park is moving in this direction.
- C. A portion of the roadway is scheduled to be reconstructed in 2004 using Federal Dollars.
- D. Recommend approval.

CR 136 from TH 15 to 33rd street**5.20 miles**

- A. The segment meets the requirements of the rules for County State Aid Highway designation.
- B. The segment serves a rapidly growing area and will become substantially more important as the county develops its Comprehensive Transportation Plan.
- C. The segment would be eligible for full grading needs.
- D. MnDOT has future plans for an interchange at the intersection with I-94.
- E. Recommend approval.

CR 137 from CSAH 6 to CSAH 74**5.17 miles**

- A. The segment meets the requirements of the rules for County State Aid Highway designation.
- B. The segment serves a developed area of Waite Park thru the North end of the segment and ties into CSAH 6 through mostly agricultural / residential type areas. This segment also will become substantially more important as the County develops its Comprehensive Transportation Plan.
- C. The segment will have 4.57 miles eligible for complete grading needs.
- D. Recommend approval.

CR 115 from CR 136 to CSAH 7

2.30 miles

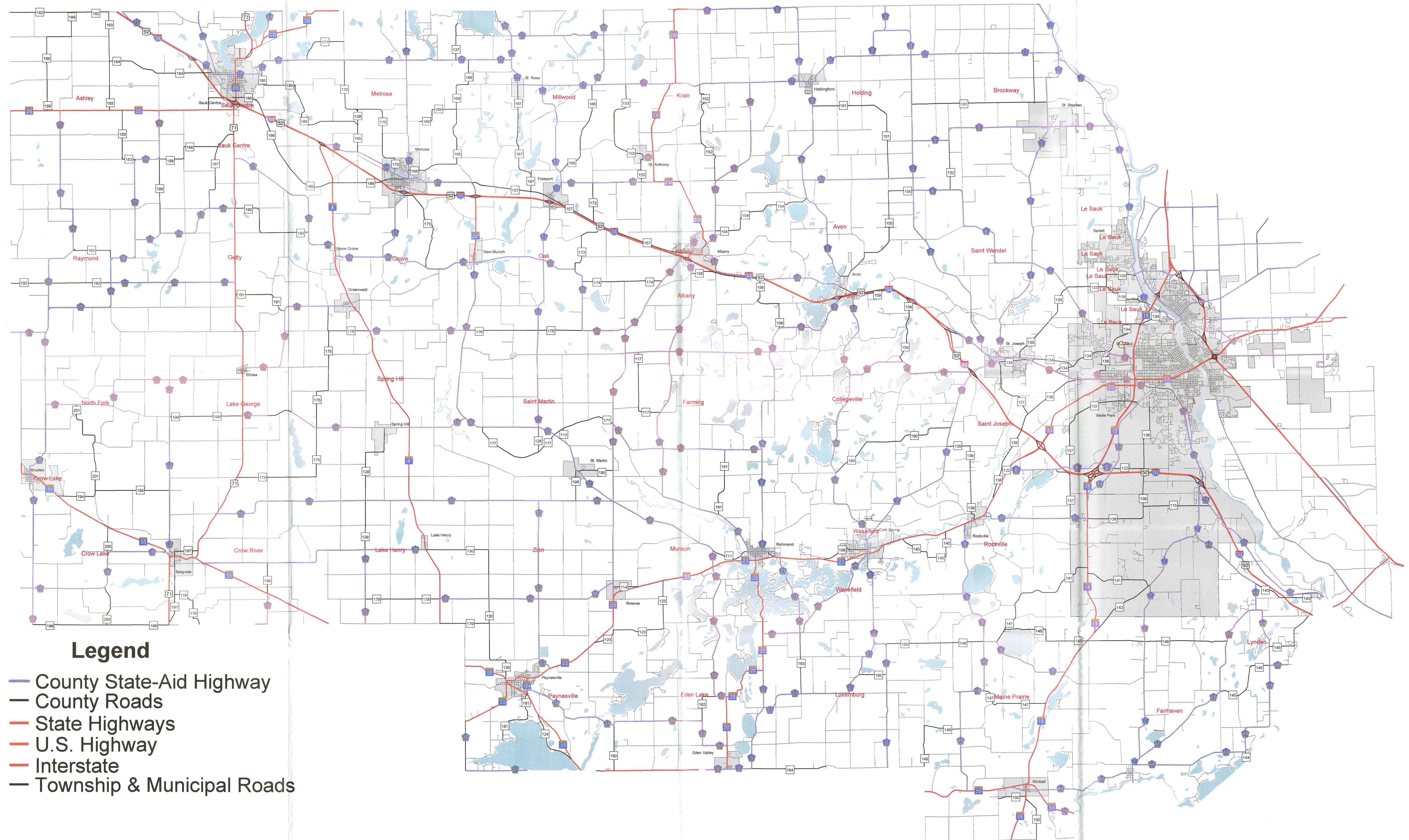
- A. The segment meets the requirements of the rules for County State Aid Highway designation.
- B. The segment serves the development that is taking place in the City of St. Augusta. This segment will play a more substantial role in handling traffic in this area as the Stearns County Comprehensive Transportation Plan is implemented.
- C. The segment is scheduled to be reconstructed in 2005 with 70% of the funding being Federal.
- D. Recommend approval.

Committee Recommendation:

Approve the Mileage Subcommittee's revised mileage request of 29.24 miles.

The Mileage Subcommittee appreciates the work that was done by Stearns County in revising their mileage request from their previous submittal dated April, 2002. By focusing the request on system additions resulted in the Subcommittee's task being made much easier.

Stearns County Highways



2002 COUNTY SCREENING BOARD DATA

October, 2002

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

Carver County CSAH Mileage (1/01)	207.94
Requested Additions (7/01)	12.10
Banked Mileage (12/01)	(0.40)
TOTAL	219.64

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/2001	Beginning Balance	0.00	207.94	207.94
12/2001	Banked Mileage	(0.40)	207.94	207.54
6/2002	Designate CSAH 11, 15, 30 & 34	7.89	207.54	215.43

These designation are left to be completed:

Pioneer Trail (+2.65 Miles) as CSAH 14
Pioneer Trail (+1.56 Miles) as CSAH 14

n:\csah\Books\Fall 2002\Carver Co. mileage request.xls

2002 COUNTY SCREENING BOARD DATA

October, 2002

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
06/2002	Designate CSAH 28 - Eagan Portion, 30 & 43	9.07	308.68	317.75

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), Portion left Co. Rd. 28 (+1.82)

2002 COUNTY SCREENING BOARD DATA

October, 2002

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).

2002 COUNTY SCREENING BOARD DATA

October, 2002

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).

STATE PARK ROAD ACCOUNT



2002 COUNTY SCREENING BOARD DATA

October, 2002

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.

N\CSAH\Word\Fallbook2002\Parkroad02

2002 County Screening Board Data
October, 2002
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 Mgment. 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 Mgment. 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. 18; 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>					SUBTOTAL = 1,920,233
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
					TOTAL = \$2,673,806

* Supplement to a previous allocation

2002 County Screening Board Data
October, 2002
Historical Review of 2001 State Park Road Account

2001 Allotment \$2,584,984

2001 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR : Allocat
Aitkin		01-600-10	TWP	Ball Bluff Rd.; access to Hay Lake Forestry Campground	Road Improvements	\$25,0
Becker		03-600-07	TWP	Erie Town Rd T-22; access to West Peckerel Lake	Road Improvements	33,0
Becker		03-600-08	TWP	Lake Eunice Rd; access to Pearl Lake	Road Improvements	159,0
Benton		05-600-03	Co. Rd.	Co. Rd. 55; access to the Mississippi River	Road Improvements	150,0
Chisago		13-600-07	PARK	Little Lake Rd.; access to Little Lake	Road Improvements	34,6
Clearwater		15-600-07 15-600-08	Co. Rd.	Co. Rd. 122 in Itasca State Park	Road Improvements	576,5
Kittson		35-628-06 35-628-07	Co. Rd.	CSAH28; access to Lake Bronson State Park	Road Improvements	15,6
Kittson	6/01	35-628-08	Co. Rd.	CSAH 28; access to Lake Bronson State Park	Road Improvements	90,0
Lake		38-600-12	TWP	Fall Lake Twp Rd 60; access to White Iron Lake	Road Improvements	33,5
Lake o' Wood		39-600-03	City	Tourist Park Ave.; access to Rainy River	Street Improvements	60,0
Morrison		49-600-21	TWP	Stanchfield Lake Rd.; access to Stanchfield Lake	Road Improvements	75,0
Morrison		49-600-22	TWP	Bellevue Twp Rd T-33; access to Crane Meadows WMA and the Mississippi River	Road Improvements	21,0
Morrison		49-600-23	TWP	Bellevue Twp Rd T-304 & T-306; access to the Mississippi River	Road Improvements	10,3
Morrison		49-600-24	TWP	Birch Rd in Scandia Valley Twp; access to Round Lake	Road Improvements	100,0
Pine		58-600-07	City	Doc Street, city of Willow River; access to Willow River Forestry Campground	Street Improvements	90,0
Rice	6/01	66-640-04	Co. Rd.	CSAH 40; access to Nerstrand Woods State Park	Road Improvements	21,8
St. Louis		69-600-27	TWP	Cedar Lake Rd.; access to Cedar Lake	Road Improvements	106,0
St. Louis		69-600-28	TWP	Canosia Twp Rd 5529; access to Pike Lake	Road Improvements	75,0
Scott		70-600-04	TWP	St. Lawrence Twp Rd. 57; access to Minnesota Valley State Recreation Area	Road Improvements	100,0
Wabasha		79-600-09	Co. Rd.	County Rd 84; access to the Half Moon Lake Boat Landing	Road Improvements	100,0
						Pre June Total = \$1,877,0
<u>PROJECTS ADDED AFTER JUNE 2001</u>						
Benton		05-600-03	Co. Rd.	Co. Rd. 55; access to Mississippi River	Road Improvements	\$62,1
Brown	10/01	08-626-03	CSAH	CSAH 26; access to Flandrau State Park	Road Improvements	199,85
Cass		11-600-12	Co Rd	County Road 139; access to Mud Goose Wildlife Management	Road Improvements	150,00
Cass		11-600-14	Twp	Birch Lake Twp Road #65; access to Stoney Lake	Road Improvements	5,97
Dakota		19-600-19	City	280th Street & Oliver Trail; access to Trout Brook and Cannon R	Road Improvements	49,00
Douglas		21-600-10	Co Rd	County Road 108; access to Little Chippewa Lake	reconstruction	256,86
Isanti		30-600-04	City	277th Ave; access to Blue Lake	grade and pave	50,00
Itasca		31-675-03	CSAH	CSAH 75; access to Scenic State Park	Road Improvements	315,00
Marshall		45-600-03	Twp	Moose RiverTwp Road; access to Thief Lake Wildlife Management	grading	112,50
Mille Lacs		48-600-08	Twp	Onamia Twp Road (80th Ave); access to Mille Lacs Wildlife Man	gravel surf	20,60
Pine		58-600-05	Co. Rd.	Co Rd.118; access to Chenqwantana State Forest Camp & river	Road Improvements	81,59
Rock		67-090-02	Trail	access to Blue Mound State Park	New Trail - Bit Surf	61,71
						\$3,242,3

* Supplement to a previous allocation

2002 County Screening Board Data
October, 2002
Historical Review of 2002 State Park Road Account

2002 Allotment \$2,691,954

2002 Projects

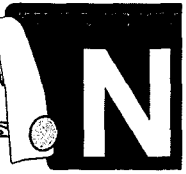
County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Becker		03-600-09	Twp	Wolf Lake Twp Road 0.7 mi access to Wolf Lake	Agg Base, Bit Surf	\$45,000
Fillmore		23-600-04	Twp	Twp Rd 454, access to Brighsdale Forestry Unit	road improvements	\$50,000
Fillmore	06/02	23-621-19	CSAH-Twp	CSAH 21, access to Brighsdale Forestry Unit	road improvements	100,000
Goodhue	06/02	25-628-02	CSAH	CSAH 28; Access to Frontenac State Park	Road Improvements	80,000
Houston	06/02	28-601-09	CSAH	CSAH 1; Entrance to Beaver Creek Valley SP	reconst & resurf	60,000
Kooch		36-600-09	Twp	UT 392; access to Rainey River	Bit Surf	75,000
Kooch	06/02	36-718-02	CSAH	CSAH 118; access to Rainey River	Bit Surf	135,000
Meeker		47-600-04	Twp	Kingston Twp Road 0.5 mi access to Lake Francis landing	Bit surf	42,000
Meeker		47-600-05	Twp	670th Ave in Ellsworth Township access to Lake Erie	Bit surf	75,000
Morrison		49-600-25	Co Rd	County Road 273 access to Round Lake	Bit Surf	50,000
Olmsted		55-600-05	city	2 bridges on Douglas Trail crossing 50th Ave NW & 55th St NW	bridge	200,000
Pine		58-600-09	Co Rd	Co Rd 118 access to Chengwatana State Forest campground	road improvements	350,000
Rice		66-600-03	Twp	Wells Twp Rd access to Dudley Lake	road improvements	16,000 *
Rock		67-090-04	CSAH 18	Trail along CSAH 18 access to Blue Mound State Park	bike trail	99,000 *
Scott		70-600-05	Twp	Twp Rd 57 access to Minnesota Valley State Rec Area	bit upgrade	100,000 *
Pre June Total =						\$1,477,000

PROJECTS ADDED AFTER JUNE 2002

Aitkin		01-600-12	City	435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake	street improvements	53,500
Aitkin		01-600-13	Co Rd	Co Rd 78 access to Gun and French Lakes	road improvements	30,000
Big Stone		06-600-01	Twp	Louisburg Rd in Akron Twp access to Lac Qui Parle Wildlife Management Area.	road improvements	45,000
Hubbard		29-600-08	Co Rd	Co Rd 109 access to Second Crow Wing Lake	road improvements	6,250
Meeker		47-600-06	City	746th Ave in Collinwood access to Collinwood Lake	street improvements	45,000
Otter Tail		56-600-20	TWP	West Lida Lake Rd, access to Maplewood State Park	road improvements	100,500 *
St Louis		69-600-18	Co Rd	Co Rd 284 access to Canosia Wildlife Management Area	road improvements	166,228 *
E Grand Forks		119-600-01	City	city street access to Red River State Recreation Area Camp	street improvements	235,000

TOTAL: 2,158,478

* Supplement to a previous allocation

[illegible]

REFERENCE MATERIAL



2002 COUNTY SCREENING BOARD DATA

OCTOBER, 2002

C.S.A.H. 20-Year Traffic Projection Factors (For Use in the 2002 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 2002 Needs Study.

For those counties whose traffic was counted in 2001 and for which we received traffic maps in 2001, two factors are shown. The first factor is the one used in the 2001 Needs Study and the second one was computed using 2001 traffic and has been used for the 2002 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.

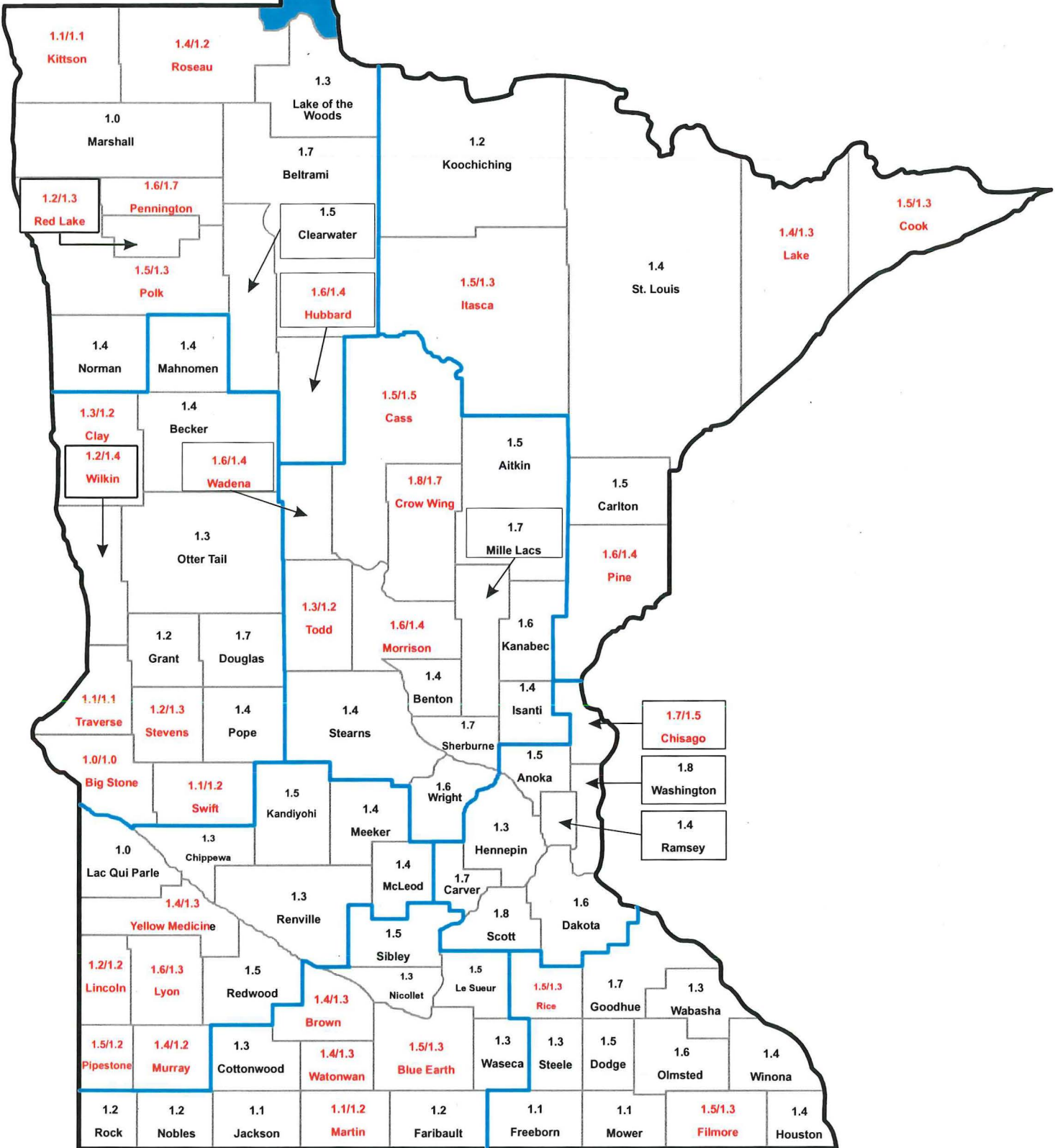
The following counties were counted in 2001 and we received new traffic maps in 2002.

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

Dodge and Freeborn counties did not get traffic counts into Traffic Analysis, they will be counted out of cycle next year.



2002 County Screening Board Data October, 2002 CSAH 20-Year Traffic Projection Factors (For use in the 2002 Needs Study)



Old and new factors are shown for those counties whose traffic was counted in 2001 and for which the Needs Unit has received updated traffic maps.

2002 County Screening Board Data

October, 2002

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

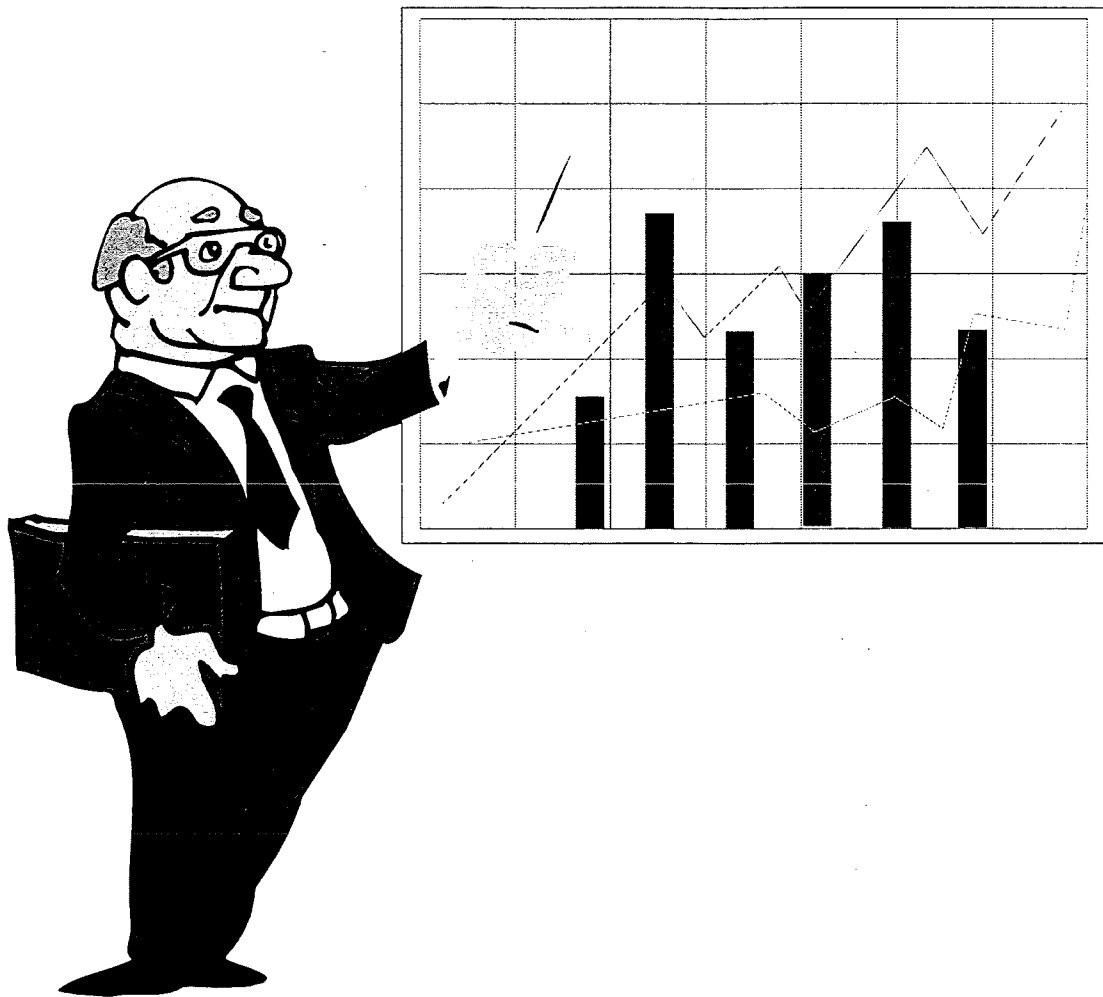
Total 1995 Advance/Repaid in 1996 - \$ 3,151,414
Total 1996 Advance/Repaid in 1997 - \$13,526,279
Total 1997 Advance/Repaid in 1998 - \$17,976,381
Total 1998 Advance/Repaid in 1999 - \$22,849,960
Total 1999 Advance/Repaid in 2000 - \$42,926,910
Total 2000 Advance/Repaid in 2001 - \$31,156,013
Total 2001 Advance/Repaid in 2002 - \$20,662,808

2002 SUMMARY TO DATE

County	\$'s Reserved by Resolution	\$'s Actually Advanced
Anoka	\$4,207,912	\$3,094,888
Becker	2,171,262	1,276,115
Cass	2,612,003	120,334
Chippewa	750,000	0
Clay	900,000	900,000
Crow Wing	1,000,000	0
Dodge	80,000	80,000
Fairbault	1,596,621	1,596,621
Fillmore	1,600,000	1,600,000
Freeborn	589,115	589,115
Kandiyohi	1,155,790	1,155,790
Lac Qui Parle	850,000	300,000
Le Sueur	1,765,000	1,765,000
Lyon	908,000	908,000
Marshall	1,025,000	250,000
Nobles	135,000	81,169
Olmsted	2,896,235	2,896,235
Pipestone	100,763	100,763
Pope	730,093	730,093
Renville	2,300,000	2,300,000
Stevens	36,000	36,000
Swift	300,000	300,000
Wabasha	1,700,000	1,700,000
Waseca	700,000	700,000
Wilkin	167,557	137,862
TOTAL	\$30,276,351	\$22,617,985

Note: The maximum dollar amount of State Aid advances which can be made in 2002 is \$80,609,049

Proposed Design Chart Changes



2002 COUNTY SCREENING BOARD DATA

October, 2002

Effects of CSAH Proposed Urban Design Chart Changes

Reviewed by the General Subcommittee

N:\csah\books\fall 2002\effect of prop design chart changes after 9-9-02 subcom mtg

9/30/02

County	2001 25-Year Construction Needs	Effect of Urban		Effect of Urban		Design Chart Changes		% Urban		Total Urban Miles	Total CSAH Miles
		Design Chart Changes		Percent of Effect	Design Chart Changes		Percent of Effect	Miles are of the Total			
		Proj ADT - 1 & over (2 lane)			Proj ADT - 1 & over (2 lane)						
		Proj ADT -10,000 & over (4 lane)	Proj ADT -20,000 & over (6 lane)		Proj ADT -10,000 & over (4 lane)	Applying 10 Ton Rural Design Gr Base Depths to Urban Design					
Carlton	67,501,925	-\$1,624,078	-2.41%		-\$831,659	-1.23%	15.04	5.1%	292		
Cook	45,105,294	185,832	0.41%		565,142	1.25%	5.88	3.3%	178		
Itasca	126,490,168	65,162	0.05%		784,918	0.62%	20.08	3.1%	647		
Koochiching	33,749,570	239,862	0.71%		1,139,413	3.38%	18.31	7.4%	247		
Lake	62,305,786	-343,247	-0.55%		-121,562	-0.20%	5.16	2.3%	223		
Pine	118,532,442	10,873	0.01%		814,427	0.69%	14.29	3.0%	474		
St. Louis	374,201,546	-4,610,066	-1.23%		-2,083,369	-0.56%	73.68	5.3%	1378		
Beltrami	86,678,990	-1,486,350	-1.71%		-822,288	-0.95%	17.32	3.7%	466		
Clearwater	41,718,565	207,849	0.50%		538,960	1.29%	6.48	2.0%	325		
Hubbard	51,055,569	291,449	0.57%		777,120	1.52%	8.87	2.7%	324		
Kittson	50,305,689	181,504	0.36%		550,128	1.09%	4.27	1.1%	373		
Lake of the Woods	23,069,624	145,004	0.63%		446,620	1.94%	4.46	2.3%	194		
Marshall	69,944,827	246,663	0.35%		643,841	0.92%	6.59	1.0%	639		
Norman	48,829,205	165,711	0.34%		527,184	1.08%	7.14	1.8%	392		
Pennington	28,289,112	-83,464	-0.30%		-47,161	-0.17%	0.94	0.4%	258		
Polk	129,832,071	-180,479	-0.14%		871,772	0.67%	15.82	2.0%	806		
Red Lake	26,071,611	81,688	0.31%		231,635	0.89%	3.27	1.8%	185		
Roseau	52,520,974	279,137	0.53%		750,646	1.43%	9.21	1.9%	481		
Aitkin	55,938,599	100,003	0.18%		279,501	0.50%	2.73	0.7%	373		
Benton	32,120,401	-590,510	-1.84%		-32,706	-0.10%	11.05	4.9%	225		
Cass	75,317,534	201,234	0.27%		759,025	1.01%	10.43	2.0%	530		
Crow Wing	70,766,263	-1,174,891	-1.66%		-283,256	-0.40%	18.87	5.1%	370		
Isanti	38,119,424	8,838	0.02%		157,595	0.41%	4.07	1.8%	227		
Kanabec	29,206,253	-455,994	-1.56%		-224,764	-0.77%	3.18	1.5%	212		
Mille Lacs	49,546,579	-404,522	-0.82%		412,342	0.83%	15.26	6.0%	255		
Morrison	72,229,578	323,344	0.45%		849,047	1.18%	13.62	3.1%	442		
Sherburne	39,354,816	-655,254	-1.66%		-455,305	-1.16%	10.57	4.9%	215		
Stearns	137,657,693	-2,330,131	-1.69%		-1,112,958	-0.81%	38.83	6.4%	603		
Todd	46,127,847	60,401	0.13%		805,404	1.75%	13.65	3.3%	412		
Wadena	29,906,261	-99,590	-0.33%		141,356	0.47%	7.70	3.4%	227		
Wright	130,419,693	-2,644,393	-2.03%		-1,140,923	-0.87%	28.83	7.1%	403		
Becker	60,197,035	-994,267	-1.65%		-241,125	-0.40%	18.94	4.1%	465		
Big Stone	20,070,857	3,939	0.02%		94,645	0.47%	8.15	3.9%	210		
Clay	64,173,596	19,596	0.03%		504,509	0.79%	11.16	2.8%	399		
Douglas	63,352,998	-322,298	-0.51%		601,021	0.95%	22.82	6.0%	383		
Grant	21,144,500	83,700	0.40%		221,838	1.05%	4.07	1.8%	228		
Mahnomen	17,917,265	73,397	0.41%		202,812	1.13%	2.74	1.4%	194		
Otter Tail	162,305,387	248,491	0.15%		2,606,023	1.61%	43.54	4.8%	916		
Pope	39,163,618	265,749	0.68%		704,535	1.80%	10.01	3.4%	298		
Stevens	26,241,258	42,354	0.16%		142,976	0.54%	5.02	2.1%	243		
Swift	39,232,495	147,202	0.38%		402,771	1.03%	4.50	1.4%	329		
Traverse	27,944,979	114,215	0.41%		327,116	1.17%	5.14	2.1%	245		
Wilkin	40,759,579	79,430	0.19%		375,035	0.92%	6.90	2.2%	312		
Anoka	\$124,841,329	-\$15,315,085	-12.27%		-\$13,049,271	-10.45%	85.84	29.9%	286		
Carver	78,814,569	-4,397,623	-5.58%		-2,623,514	-3.33%	31.26	14.5%	215		
Hennepin	608,034,968	-74,182,873	-12.20%		-62,463,807	-10.27%	386.72	74.2%	520		
Scott	97,103,854	-8,175,162	-8.42%		-6,637,372	-6.84%	53.31	23.6%	225		
Dodge	47,477,482	-27,060	-0.06%		298,106	0.63%	9.11	3.7%	249		
Fillmore	120,319,250	574,655	0.48%		1,871,998	1.56%	18.31	4.4%	411		
Freeborn	81,875,209	-158,651	-0.19%		982,198	1.20%	16.53	3.7%	446		
Goodhue	77,408,237	-1,165,674	-1.51%		-347,921	-0.45%	15.21	4.7%	326		
Houston	71,334,085	-61,806	-0.09%		182,530	0.26%	9.04	3.6%	249		

2002 COUNTY SCREENING BOARD DATA

October, 2002

Effects of CSAH Proposed Urban Design Chart Changes

Reviewed by the General Subcommittee

9/30/02

N:\csah\books\fall 2002\effect of prop design chart changes after 9-9-02 subcom mtg

County	2001 25-Year Construction Needs	Effect of Urban		Effect of Urban		% Urban		
		Design Chart Changes		Design Chart Changes		Total Urban Miles	Miles are of the Total	Total CSAH Miles
		Proj ADT - 1 & over (2 lane)		Proj ADT - 1 & over (2 lane)				
		Proj ADT -10,000 & over (4 lane)	Percent of Effect	Proj ADT -10,000 & over (4 lane)	Percent of Effect			
		Proj ADT -20,000 & over (6 lane)		Gr Base Depths to Urban Design				
Mower	85,471,042	-67,878	-0.08%	884,788	1.04%	16.96	4.5%	373.66
Olmsted	113,858,427	-2,263,631	-1.99%	-1,236,809	-1.09%	21.33	6.7%	319.22
Rice	60,360,714	-1,219,402	-2.02%	-657,276	-1.09%	15.66	5.6%	280.24
Steele	68,519,863	-1,104,360	-1.61%	27,948	0.04%	24.02	8.2%	292.06
Wabasha	67,700,269	147,668	0.22%	1,056,100	1.56%	16.78	6.1%	273.66
Winona	91,782,124	-792,067	-0.86%	780,496	0.85%	18.73	5.9%	315.36
Blue Earth	110,945,048	-\$1,464,598	-1.32%	-\$7,757	-0.01%	32.18	7.5%	427.51
Brown	55,785,174	193,990	0.35%	792,224	1.42%	12.84	4.0%	317.46
Cottonwood	45,956,768	118,054	0.26%	480,789	1.05%	9.39	2.9%	318.57
Faribault	76,940,628	101,356	0.13%	1,065,070	1.38%	15.29	4.4%	346.98
Jackson	62,193,259	258,731	0.42%	819,451	1.32%	11.22	3.0%	370.74
Le Sueur	56,293,804	266,509	0.47%	1,630,546	2.90%	23.89	8.9%	267.19
Martin	55,213,212	178,781	0.32%	630,164	1.14%	7.05	1.9%	378.15
Nicollet	47,971,089	149,250	0.31%	591,800	1.23%	14.27	5.8%	246.12
Nobles	78,105,130	-448,885	-0.57%	300,838	0.39%	12.77	3.7%	345.22
Rock	46,604,176	61,411	0.13%	681,740	1.46%	11.11	4.3%	261.31
Sibley	52,054,669	44,185	0.08%	605,417	1.16%	8.23	2.8%	289.34
Waseca	43,833,564	316,155	0.72%	1,090,019	2.49%	12.21	4.9%	249.99
Watsonwan	34,141,977	-89,011	-0.26%	464,252	1.36%	14.20	6.0%	235.18
Chippewa	37,194,007	-149,092	-0.40%	61,115	0.16%	5.58	2.3%	243.57
Kandiyohi	83,928,284	-2,075,718	-2.47%	-733,435	-0.87%	28.99	6.9%	421.56
Lac Qui Parle	34,759,216	210,823	0.61%	570,191	1.64%	5.90	1.6%	362.91
Lincoln	33,965,396	168,187	0.50%	518,919	1.53%	9.06	3.6%	253.70
Lyon	52,161,989	255,563	0.49%	861,720	1.65%	15.29	4.8%	319.03
Mc Leod	49,395,002	-202,871	-0.41%	466,348	0.94%	14.84	5.8%	256.05
Meeker	39,321,592	212,177	0.54%	570,429	1.45%	6.91	2.5%	273.25
Murray	45,604,561	237,859	0.52%	650,558	1.43%	7.49	2.1%	354.20
Pipestone	33,596,158	115,481	0.34%	688,066	2.05%	13.37	5.7%	235.02
Redwood	76,781,200	48,968	0.06%	693,324	0.90%	12.28	3.2%	385.54
Renville	69,418,647	117,139	0.17%	328,290	0.47%	5.51	1.2%	445.87
Yellow Medicine	50,052,148	135,875	0.27%	609,321	1.22%	8.68	2.5%	345.25
Chisago	70,346,775	-802,884	-1.14%	-195,292	-0.28%	15.45	6.6%	233.96
Dakota	202,818,691	-32,444,173	-16.00%	-29,100,596	-14.35%	179.30	55.4%	323.61
Ramsey	257,368,541	-35,864,131	-13.93%	-24,073,990	-9.35%	251.19	96.9%	259.13
Washington	149,586,113	-14,771,456	-9.87%	-11,664,473	-7.80%	69.07	32.4%	213.35
State Totals	6,672,655,716	-\$207,458,181	-3.11%	-\$120,704,477	-1.81%	2,130.96	7.0%	30,386.86

COUNTY STATE AID URBAN DESIGN QUANTITY TABLE
(Quantities Based On A One Mile Section)

PROJECTED ADT DESIGN DATA 9 10 Ton	SOIL FACTOR	#2211 CLASS 4 SUBBASE (Tons)	SUBBASE DEPTH (Inches)	#2211 CLASS 5 GRAVEL BASE (Tons)	#2331- #2350 BIT. BASE (Tons)	INITIAL SURFACE (Tons)	#2341 #2350 ADDITIONAL SURFACE (Tons)
1-4999 & Over	50	0	0	10134 7"	2840 4,641	#2341 #2350	2840 2652
44 Feet	75	8598	6	9.25" – 15,581	2" 3.5"	2430 3,978	2"
2 Traffic Lanes	100	17285	12	13.75" – 22,953		1-1/2" 3"	
2 Parking Lanes	130	27533	19	18.25" – 30,380			
				23.50" – 39,112			
5000 & Over	50			4712		25813	4646
44 feet	75			3"		Sq. Yds.	3"
2 Traffic Lanes	100			9425		8" #2304	
2 Parking Lanes	130			6"			
7000-9999	50	8579	4	18480 8"	4389 7,357	#2341 #2350	4389 4204
10,000 & Over	75	23593	11	11.00" – 26,951	2" 3.5"	3292 6,306	2"
68 Feet	100	38759	18	16.25" – 39,642		1-1/2" 3"	
4 Traffic Lanes	130	56244	26	21.50" – 52,407			
2 Parking Lanes				27.50" – 67,087			
10000 & Over	50			6930		39893	6970
68 Feet	75			3"		Sq. Yds.	3"
4 Traffic Lanes	100			13860		8" #2304	
2 Parking Lanes	130			6"			

This table is for need study reference only and is not to be construed as a guide for rigid or flexible design determination

PROPOSED CHANGES TO CSAH URBAN CHART:

1. CHANGE FROM 9 TONS TO 10 TON DESIGNS
2. COMBINES 1-4,999 AND 5,000-999,999 ROWS AT 44' WIDTH INTO ONE 1 & Over ROW OF 44' BETWEEN CURB FACES.
3. COMBINES 7,000-9,999 AND 10,000 AND OVER ROWS INTO ONE 10,000 AND OVER ROW.
4. REMOVES SUBBASE COLUMNS.
5. APPLIED THE DEPTHS FOR GRAVEL BASE FROM THE RURAL DESIGN CHART TO BE CONSISTENT.
6. REMOVES CONCRETE PAVING.
7. BIT BASE AND INITIAL SURFACE THICKNESS ARE THE SAME AS RURAL DEPTHS FOR 10 TON DESIGN.
8. CHANGES 2331 & 2341 TO 2350 PAVEMENT.

"PROPOSED" by the General Subcommittee
Using Depths from Rural Design Chart
COUNTY STATE AID URBAN DESIGN QUANTITY TABLE
(Quantities Based On A One Mile Section)

Total Urban Miles	PROJECTED ADT DESIGN DATA 10 Ton	SOIL FACTOR	#2211 CLASS 5 GRAVEL BASE (Tons)	#2350 BIT. BASE (Tons)	#2350 INITIAL SURFACE (Tons)	#2350 ADDITIONAL SURFACE (Tons)
1,509.79 70.9%	Proj. ADT 1 & Over	50	9.25" - 15,581			
	44 Feet	75	13.75" - 22,953	4,641	3,978	2652
	2 - 12' Traffic Lanes	100	18.25" - 30,380	3.5"	3"	2"
	2 - 10' Parking Lanes	130	23.5" - 39,112			
621.17 29.1%	Proj. ADT 10,000 & Over	50	11.00" - 26,951			
	68 Feet	75	16.25" - 39,642	7,357	6,306	4204
	4 - 12' Traffic Lanes	100	21.50" - 52,407	3.5"	3"	2"
	2 - 10' Parking Lanes	130	27.50" - 67,087			

TOTAL URBAN
MILES
2,130.96

STATE AID RURAL DESIGN QUANTITY TABLE

Quantities Based on a One Mile Section

Projected ADT	Design Data	Soil Factor	Class 5 Gravel Base	Bitum. Base	Initial Surface	Add'l Surface	Gravel Shoulder	Gravel Re-shld'r
1 - 49	24 X 24 5 Ton 2 - 11' Lanes 2 - 1' Shoulders	50 75 100 130	0" - 0 Tons 0" - 0 Tons 0" - 0 Tons 0" - 0 Tons	0" Bit. 0 Tons	6" Gravel 5,415 Tons	3" Gravel 2,321 Tons	0" Gravel 0 Tons	0" Gravel 0 Tons
50 - 149	28 X 28 5 Ton 2 - 11' Lanes 2 - 3' Shoulders	50 75 100 130	0" - 0 Tons 0" - 0 Tons 0" - 0 Tons 0" - 0 Tons	0" Bit. 0 Tons	6" Gravel 5,415 Tons	3" Gravel 2,707 Tons	0" Gravel 0 Tons	0" Gravel 0 Tons
150 - 1,499	24 X 32 9 Ton 2 - 12' Lanes 2 - 4' Shoulders	50 75 100 130	4" - 4,598 Tons 7" - 8,272 Tons 10.75" - 13,137 Tons 16" - 20,455 Tons	2" Bit. 1,552 Tons	1.5" Bit. 1,164 Tons	2" Bit. 1,552 Tons	3.5" Gravel 1,023 Tons	2" Gravel 468 Tons
1500 & Over Local & Collector	24 X 36 10 Ton 2 - 12' Lanes 2 - 6' Shoulders	50 75 100 130	9.25" - 12,944 Tons 13.75" - 19,905 Tons 18.25" - 27,302 Tons 23.5" - 36,482 Tons	3.5" Bit. 2,717 Tons	3" Bit. 2,328 Tons	2" Bit. 1,552 Tons	6.5" Gravel 2,937 Tons	2" Gravel 723 Tons
1500 & Over Arterial	24 X 40 10 Ton 2 - 12' Lanes 2 - 8' Shoulders	50 75 100 130	9.25" - 14,136 Tons 13.75" - 21,678 Tons 18.25" - 29,655 Tons 23.5" - 39,511 Tons	3.5" Bit. 2,717 Tons	3" Bit. 2,328 Tons	2" Bit. 1,552 Tons	6.5" Gravel 3,806 Tons	2" Gravel 978 Tons
10,000 & Over 4 LANE DIVIDED	48 X 84 10 Ton 4 - 12' Lanes 2 - 12' Rt. Shldrs 2 - 6' Lt. Shldrs	50 75 100 130	11" - 35,453 Tons 16.25" - 54,207 Tons 21.5" - 74,145 Tons 27.5" - 98,382 Tons	3.5" Bit. 5,433 Tons	3" Bit. 4,657 Tons	2" Bit. 3,105 Tons	6.5" Gravel 8,363 Tons	2" Gravel 2,212 Tons

- This table is for needs study reference only and is not to be construed as a guide for rigid or flexible design determination.
- All bituminous material assumed spec. 2350; all gravel surface assumed spec. 2118; all shouldering material assumed spec. 2221.
- Quantities of approved street widths will be prorated

2002 COUNTY SCREENING BOARD DATA

OCTOBER, 2002

Proposed Resolution Changes

The following resolution would need to be revised for **Minimum Requirements** if the changes to the **PROPOSED RURAL AND URBAN DESIGN** charts are accepted. The proposal would be to change the projected ADT to 10,000 for rural and urban design for 4 – 12 foot traffic lanes.

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

That the minimum requirements for 4 - 12 foot traffic lanes be established as ~~5,000~~ 10,000 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.

The following resolution would need to be revised for **Base and Surface** if the changes to the **PROPOSED RURAL AND URBAN DESIGN** charts are accepted. If concrete is eliminated from the design charts the wording for replacement mats would be 2" bituminous surface over existing bituminous.

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.~~

General Subcommittee Minutes
September 9, 2002
Mn/DOT Central Office Conference Room 461

Committee members present: Jeff Blue, Rich Heilman, and Mic Dahlberg.
Staff present: Diane Gould, Rick Kjonaas, and Julie Skallman

The committee recalled that the Spring Screening Board approved changes to the Rural Design Quantity Table and referred changes to the Urban Design Quantity Table to the General Subcommittee, citing concerns that the changes might have a large impact on some counties' allotments. In particular, the screening board asked for some analysis on the impact of eliminating the concrete needs. The screening board also wanted to analyze replacing the concrete needs with a heavy bituminous section.

Diane presented as background material, a breakdown of the CSAH mileage by category of the adopted Rural Quantity Table and of the proposed Urban Quantity Table. A handout expanding the urban mileage breakdown by projected ADT groups by county was also presented. Also, a letter from Rick Kjonaas to Diane Gould was handed out describing a "reasonable" typical section for a heavy bituminous design.

Next the General Subcommittee discussed a handout titled "Effects of CSAH Proposed Urban Design Chart Changes." This chart shows county by county the effect of the proposed urban design chart changes.

This handout also shows the county-by-county effects of Urban Design Chart changes with the addition of the heavy bituminous section for 6 lanes and a concrete section for the 6-lane urban roads. The effect of the 6-lane designs were considered small, leading the committee to conclude that the 20,000 ADT and over traffic design category would not accomplish much.

Next a handout titled "2002 County Screening Board Data" with the effect of each update was discussed. The 25-year construction needs are affected by each update, which may tend to increase or decrease their percent of change. On average the Rural Design Charts raised the 25-year construction needs by 4.6%. The combined effects of the Rural and Urban Chart changes would raise the average needs by 1.6%.

The consensus of the General Subcommittee is to recommend the urban design table with 2 projected ADT groups, 1 and over, 2 lane and 10,000 and over, 4 lanes.

The General Subcommittee noted an inconsistency between the Urban and Rural Design Charts for 10 ton design.

The subcommittee recommends applying the 10 ton depths from the rural design table to the urban table. A conference call will be set up to further look at the effect of applying the 10 ton depths.

Meeting adjourned at 11:45 a.m.

On September 17, 2002 at 8:00 a.m. the sub-committee members Jeff Blue and Rich Heilman placed a conference call to review the quantity changes made to the urban design chart.

Jeff and Rich agreed that changing the quantities of the urban chart to match the rural chart had a positive effect. Adding a third row to the chart proved to be unnecessary because the computation already allows for 6 lane needs. It is the consensus that the "PROPOSED" Urban Design Chart is more in line with what is being built and they recommend removing concrete from the needs.

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 6 & 7, 2002
BREEZY POINT RESORT NEAR PEQUOT LAKES

Chairman Mark Sehr, Rock County Engineer called the meeting to order at 1:10 p.m., June 6, 2002

ATTENDANCE

Roll call of members:

Al Goodman, Lake	District 1	(for John Stieben)
Jeff Langan, Marshall	District 2	
Russ Larson, Wadena	District 3	(for Dave Enblom)
Nick Anderson, Big Stone	District 4	
Mic Dahlberg, Chisago	Metro East	
Brad Larson, Scott	Metro West	
Greg Isakson, Goodhue	District 6	
Mark Sehr, Rock	District 7	
Dave Halbersma, Pipestone	District 8	
Don Theisen, Washington	Urban	
Doug Fisher, Anoka	Urban	
Mark Krebsbach, Dakota	Urban	
Gary Erickson, Hennepin	Urban	
Ken Haider, Ramsey	Urban	
Dick Hansen, St. Louis	Urban	

Chairman Mark Sehr asked for a motion to approve the October 25 & 26, 2001 Screening Board Minutes held at Sugar Lake Lodge near Grand Rapids. Motion by Mic Dahlberg and seconded by Nick Anderson, motion passed unanimously.

Roll call of MnDOT personnel:

Julie Skallman	Director, Salt Group
Rick Kjonaas	Assistant State Aid Engineer, Salt Group
Mark Gieseke	Program Delivery Engineer
Diane Gould	Manager, County State Aid Needs Unit
Norman Cordes	Assistant Manager, County State Aid Needs Unit
Kim DeLaRosa	County 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
Andy Schmidt	District 6 Assistant 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 Aid
Dan Erickson	Metro Division Aid

Chairman Mark Sehr recognized, Chairman, Wayne Fingalson, Wright County, Jeff Blue, Waseca County and Mic Dahlberg, Chisago County as members of the General Subcommittee.

Chairman Mark Sehr recognized the following alternates and other engineers in attendance:

Al Goodman, Lake	District 1
Kelly Bengston, Kittson	District 2
Russ Larson, Wadena	District 3
Larry Haukos, Traverse	District 4
Roger Gustafson, Carver	Metro
Alan Henke, Houston	District 6
Nathan Richman, Sibley	District 7
Steve Kubista, Chippewa	District 8

Others in attendance were:

Steven Backowski, Morrison
Mitch Anderson, Stearns
John Brunkhorst, McLeod
Ernie Fiala, Redwood
Doug Grindall, Koochiching
Dave Robley, Douglas
John McDonald, Fairbault
Mic Alm, Norman

ELECTION OF VICE-CHAIRMAN

Chairman Mark Sehr asked for Vice Chairman nominations, Don Theisen nominated Gary Erickson, Hennepin County, Dick Hansen seconded the nomination, motion passed, congratulations Gary.

REVIEW OF SCREENING BOARD REPORT

Chairman Mark Sehr asked Diane Gould to review the Screening Board book. Diane reviewed the report which she has previously done out in all the Districts. Chairman Mark Sehr suggested that any action taken on the report should wait until Friday, June 7, 2002.

- A) General Information - pages 1-9
No comments or questions.
- B) Unit Price Recommendations - Pages 10-16
Diane informed the Board that the General Subcommittee suggested a change in the procedure to arrive at the inflated prices and also remove the subbase quantities for those counties that do not have 50,000 tons or more. The proposed changes are shown on page 10 of the Screening Board book.

Diane reviewed the map in Figure A, gravel base unit prices, the average change from last year was an increase of \$0.34, where 77 counties increased, 9 decreased and 1 county 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 inflated gravel base price and using the increments for each spec item on page 13. The recommendation of the General Subcommittee was to use the 2350 spec because of the quantity table changes and as long as the Mn/DOT materials office is moving away from supporting 2331 & 2341. Concrete was recommended to use the 2001 Mn/DOT estimated price of \$19.99.

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. Bridge prices were recommended to use the State Aid average only for the 0-149 & 150-499 and the bridges 500 and longer they included the TH bridges. Railroad crossing protection stayed the same as last year.

C) Mileage Requests - Pages 17-28

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 needs or money.

On page 23 is the letter from the Mileage Subcommittee asking Stearns County to look at some internal changes on his system, and then come back with another request for the additional mileage needed. The Mileage Subcommittee is also requesting the Screening Board to discuss the development of a set of guidelines that could be followed by a county in preparing a mileage request along with criteria that the subcommittee would consider when reviewing the request. The Mileage Subcommittee was asked for their comments, with Steve Backowski giving a review of their decisions. Russ Larson stated that District 3 felt maybe there should be better precise guidelines and criteria. Don Theisen commented that he thought the criteria was in place and there might already be a check list in place, Diane indicated that they will look back on previous requests for a history of information.

Reports of Historical documentation for the Carver County, Washington County, Dakota County and Scott County CSAH mileage requests is shown on pages 25-28 only as information.

D) **State Park Road Account - Pages 29-52**

Diane Gould explained page 30 covers the Minnesota Statute on State Park Road Account and pages 50-52 are the history of SPR Account Projects from 2000 to 2002.

Diane Gould introduced the project from **Fillmore County**, a request for 1.2 miles on CSAH 21 for \$ 100,000, which includes access to the Root River, Eagle Bluff Environmental Education facility and Brightsdale Forest Management facilities.

Diane Gould introduced the project from **Goodhue County**, a request for 600 feet on CSAH 28 for \$ 80,000, which is the entrance to the Frontenac State Park.

Diane Gould introduced the project from **Houston County**, a request for 900 feet on CSAH 1 for \$ 60,000, which is along the Park Managers building at Beaver Creek Valley State Park.

Diane Gould introduced the project from **Koochiching County**, a request for 1.12 miles on CSAH 118 for \$ 135,000, which is a boat access ramp to the Rainy River and access to Nelson Park. The second request is for 0.96 miles on CSAH 85 for \$ 115,000, which is access to Franz Jevne State Park along with boat ramp.

Diane Gould introduced the project from **St. Louis County**, a request for CSAH 61 and CSAH 33 improvements for \$ 1,000,000, which is a project in conjunction with the construction of the McQuade Road Small Craft Harbor. Dick Hansen commented that this was a great safety improvement to help the small boats access Lake Superior from Duluth and Knife River.

REFERENCE MATERIAL

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

Diane Gould discussed the variance granted on page 68, 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. Aitkin and Hennepin Counties are requesting a variance for a Design Speed and Horizontal Curve design change respectively.

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

Diane Gould discussed the advancing of CSAH Construction money with a report on page 69, \$8.1 million has been requested and they can go up to \$80 million.

3) **Local Road Research Board Projects for Calendar Year 2000**

Pages 70-72 is the report the Board asked for about the Local Road Research Board Projects from the last three years.

4) **Proposed Comparison of Special Resurfacing Projects to CSAH Construction Funds**

Pages 73-76 a report requested by the Screening Board on the comparison of Special Resurfacing projects to CSAH Construction Funds. The General Subcommittee felt that their review showed them that the process was working so there was no need for a change.

5) **Proposed Design Chart Changes**

Pages 77-83, Diane discussed the proposed design chart changes. Taking out the subbase, increase the gravel base quantity by 75% of the subbase amount, combining the traffic groups as related to the rules, removed concrete for projected 5,000 and 10,000 and over ADT, use spec. 2350 for bituminous, (93% of the CSAH miles fall within the Rural Design chart, and 7% within the Urban Design chart). Currently we have 907 miles drawing concrete needs, and there is 314 existing miles with concrete surface. The far right column shows what the cost would be for surfacing, if the 5,000 and over and the 10,000 and over removed. The question was asked why drop concrete from the table. Rick Kjonaas explained what the General subcommittee and State Aid were trying to reflect the changes that are presented in the State Aid Rules. Question was asked why not include concrete in the needs as an after the fact need, which Diane stated that could be easily done. Doug Fischer feels that this whole issue should be digested longer and be able to see what the changes will really do to our needs study before making a rushed decision at this time. Mic Dahlberg stated that he felt this is more a geometric issue rather than a surface issue, and he suggested sending this back to the General Subcommittee for further study and giving the Board more information. Wayne Fingalson stated that their report to the board suggested that a little more analysis is needed.

6) **Transportation Revolving Loan Fund Request**

Pages 85-90, Diane discussed the request from Pennington County to allow the funds through the TRLF to be added to the county's total needs, so they would receive an adjustment similar to the Bond Account adjustment. Dick Hansen asked if there was an advantage in using the TRLF funds in lieu of the Advance funding from State Aid. Diane stated the resolution would have to reflect the changes in wording to include the TRLF money if the Board agreed. Doug Fischer felt there should be a change to the proposed resolution.

Julie Skallman announced the District 6 State Aid Engineer would be Steve Kirsch, currently the District bridge engineer. Rick Kjonaas announced that 3M would like to meet June 19, 2002 with the Township signing committee at St. Cloud. Don Theisen made a motion to adjourn until 8:30 a.m. Friday, motion was seconded by Nick Anderson, motion passed.

The meeting reconvened at 8:30 a.m. June 7, 2002 with all members present.

Chairman Mark Sehr 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 Brad Larson, to make the changes to the resolution on page 10 as shown and recommended by the General Subcommittee, seconded by Russ Larson, motion carried.

Motion by Russ Larson, to accept the unit prices as shown on page 13, seconded by Brad Larson, motion carried.

Motion by Gary Erickson, to accept the miscellaneous unit prices on page 15, seconded by Jeff Langan, motion carried.

B) Mileage Requests, Pages 17-28

No mileage requests, except the one from Stearns County where the Mileage Subcommittee suggested that the request be reviewed and brought back to the Screening Board in the future. Al Goodman commented that maybe the State Aid staff can review the history of past mileage subcommittee's criteria that was used to determine their decisions.

C) State Park Road Account 29-52

Chairman Mark Sehr asked if there were questions about any of the Counties requesting State Park Road funds and approval from the Screening Board, a motion by Mic Dahlberg to approve all the requests for Fillmore County, Goodhue County, Houston County, Koochiching County and St. Louis County, seconded by Al Goodman. Motion passed unanimously.

Chairman Mark Sehr asked for the approval of the Needs Adjustment for Variances Granted on CSAHs, motion by Greg Isakson, seconded by Jeff Langan, motion passed unanimously.

Chairman Mark Sehr brought up the Special Resurfacing recommendation of the General Subcommittee to leave it alone and make no changes. The Screening Board agreed to make no changes.

Chairman Mark Sehr asked what to do with the Proposed Design Chart Changes, motion by Russ Larson and seconded by Dave Halbersma to accept the establishment of the 4 lanes and eliminate concrete as base and surfacing. Mic Dahlberg, Don Theisen, Doug Fischer, and others talked against the motion, suggesting the General Subcommittee restudy this because they felt there has not been enough information provided to the Screening Board to date. There was discussion on different ideas on what to do and questions on parts of the chart. After all the discussion the motion failed.

Mic Dahlberg made a motion, seconded by Jeff Langan to approve the Proposed State Aid Rural Design Quantity Table as printed in the book on page 80. Russ Larson spoke against the motion, feeling that if the Urban proposed changes were not clear than maybe the Rural proposed changes should also be restudied. Doug Fischer commented he would be in favor of the motion if it was only approving the traffic groups and geometrics, not the surfacing. Chairman Mark Sehr asked Mic Dahlberg if he was interested in amending his motion, he was not interested in changing his motion. Nick Anderson felt there should be more information brought back to the Screening Board with a lot more of clarity. Chairman of the General Subcommittee, Wayne Fingalson stated they looked at the effect of using concrete verses bituminous and they found no net affect. After some additional discussion Mic Dahlberg's motion passed 9 to 5, to accept the proposed Rural Design Quantity Table as printed on page 80.

After further discussion Mic Dahlberg made a motion, seconded by Al Goodman to have the General Subcommittee study the Proposed Urban Design Quantity table with just looking at the issue of removing concrete and the ADT splits, leaving the subbase and bituminous changes in place. Motion carried unanimously.

Don Theisen made a motion, seconded by Doug Fischer to have the General Subcommittee also look at a 20,000 or higher ADT area for the Urban chart, motion passed unanimously.

Doug Fischer made a motion, seconded by Gary Erickson to amend the proposed Bond Adjustment & Transportation Revolving Loan Fund resolution (Oct. 1962 (Latest Rev. June 2002)) to read as:

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 or has accepted a TRLF loan pursuant to Minnesota Statutes, Section 162.06 for use on State Aid projects, except bituminous or concrete resurfacing projects, of the preceding year.

Motion passed unanimously.

Chairman Mark Sehr thanked Wayne Fingalson for his excellent work as the Chairman on the General Subcommittee. Mark Sehr will be appointing someone to that position within a few weeks.

Motion to adjoin by Doug Fischer, seconded by Mic Dahlberg, motion passed.

The next meeting will be October 30 & 31 near Alexandria at Arrowwood Resort.

Respectively Submitted,



David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

October, 2002

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 & Transportation Revolving Loan Fund - 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, or has accepted a TRLF loan, for use on State Aid projects except bituminous or concrete resurfacing projects, concrete joint repair projects, reconditioning projects or maintenance facility construction projects. That this adjustment, which covers the amortization period, which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

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

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

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

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

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

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

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

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

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

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

Trunk Highway Turnback - June 1965 (Latest Rev. June 1996)

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

Existing ADT Turnback Maintenance/Lane Mile/Lane

0 - 999 VPD Current lane mileage apportionment/lane

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

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

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRAFFIC

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

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

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

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

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

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

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

ROAD NEEDS

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

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

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

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

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

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

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

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

That all roads be divided into proper segments and the highest estimated ADT, consistent with adjoining segments, be used in determining the design geometrics for needs study purposes. Also, that for all roads which qualify for needs in excess of additional surfacing, the proposed needs shall be based solely on projected traffic, regardless of existing surface types or geometrics.

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

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

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

Rural Design Grade Widening - June 1980

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

Feet of Widening

Needs Cost/Mile

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.

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

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

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

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, and Wetland Mitigation (as eligible for State Aid participation) on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

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

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

VARIANCES

Variance Subcommittee - June 1984

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

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

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

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

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

- 3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.
- a) The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.
 - b) The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.
 - c) In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.
- 4) Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.
- 5) On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical needs calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.
- Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.
- 6) On resurfacing projects, the needs deduction for bridge width variances shall be the difference between theoretical needs based on the width of the bridge which could be left in place and the width of the bridge actually left in place. This difference shall be computed to cover a ten year period and will be applied cumulatively in a one year deduction.
- Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.
- 7) There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.
- 8) No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.
- 9) Those variances requesting acceptance of pavement strength less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.

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