

**2003**  
***COUNTY SCREENING***  
***BOARD DATA***



***OCTOBER, 2003***





## Minnesota Department of Transportation

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### MEMO

#### State Aid for Local Transportation Division

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September 18, 2003

**To:** County Engineers  
District State Aid Engineers

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

**Subject:** County Engineers' Screening Board Report

Enclosed is a copy of the 2003 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 22-23, 2003 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 2004 Apportionment.

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

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

Enclosure: County Screening Board Report

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# ***2003 COUNTY SCREENING BOARD DATA***



***OCTOBER, 2003***



Minnesota Department of Transportation







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## **2003 COUNTY SCREENING BOARD**

Al Goodman	(03-04)	- Lake County	- District 1
Jeff Langen	(01-03)	- Marshall County	- District 2
Russ Larson	(03-04)	- Wadena County	- District 3
Nick Anderson	(02-03)	- Big Stone County	- District 4
Mic Dahlberg	(99-03)	- Chisago County	- Metro East
Brad Larson	(02-05)	- Scott County	- Metro West
Greg Isakson	(02-03)	- Goodhue County	- District 6
Nathan Richman	(03-04)	- Sibley 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
Marcus Hall	Permanent	- Acting St. Louis County	- Urban
Don Theisen	Permanent	- Washington County	- Urban
Dave Olsonawski, Secretary		- Hubbard County	

## **2003 SCREENING BOARD ALTERNATES**

Chuck Schmidt	- Cook County	District 1
Kelly Bengtson	- Kittson County	District 2
Mitch Anderson	- Stearns County	District 3
Larry Haukos	- Traverse County	District 4
Roger Gustafson	- Carver County	Metro
Allen Henke	- Houston County	District 6
Wayne Stevens	- Brown County	District 7
Steve Kubista	- Chippewa County	District 8

## **2003 CSAH GENERAL SUBCOMMITTEE**

Mic Dahlberg, Chairman	(June, 04)	- Chisago County
Rich Heilman	(June, 05)	- Isanti County
Dave Rholl	(June, 06)	- Winona County

## **2003 CSAH MILEAGE SUBCOMMITTEE**

John McDonald, Chairman	(Oct., 03)	- Faribault County
Ken Haider	(Oct., 04)	- Ramsey County
Richard West	(Oct., 05)	- Otter Tail County

## **CSAH VARIANCE SUBCOMMITTEE**

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

# **2003 COUNTY SCREENING BOARD DATA**

OCTOBER, 2003

## **C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2004**

The information listed below is presented as historical data for the 46 years of County State Aid Apportionments and preliminary data for the 47th year.

Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,390 miles of which almost 980 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 2004 has been estimated to be approximately \$335 million (the same as for 2003). 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.

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2004

<u>Year</u>	<u>Mileage</u>	<u>Needs</u>	<u>Apportionment</u>	<u>Accumulative Apportionment</u>
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	7,265,051,156	335,646,516	6,583,355,318
2004	30,401.58 *	7,421,208,589	<b>\$335,646,516 EST</b>	<b>\$6,919,001,834</b>

\* Does not include 2003 Trunk Highway Turn Back Mileage

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of the Basic 2002 to the Basic 2003 25-Year Construction Needs

The following tabulation indicates the various stages of the 2003 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 2002 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1977 or earlier are eligible for complete needs. Also, any bridges built prior to 1967 are eligible for reconstruction needs. This increased several counties' needs considerably.

### 2002 Traffic & Factor Update

- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2002 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:

Carlton	Freeborn	Lake of the Woods	Nobles
Dodge	Kanabec	Marshall	Olmsted
Douglas	Kandiyohi	Mille Lacs	Rock

Dodge and Freeborn County were completed late in 2001 and therefore, included with the 2002 data.

The Seven Metro Counties were not counted in 2002. They will be included with next years data.

### 2003 Bridge Update

- Reflects the needs cost revision on bridges 500 feet and longer.

### 2003 Unit Prices & Design Chart Tables

- Shows the needs impact of the unit prices approved at the June 4-5, 2003 meeting. Shows the effect of the rural and urban design chart changes that were also approved at the June 2003 Screening Board Meeting.

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of the Basic 2002 to the Basic 2003 25-Year Construction Needs

County	Revised Basic 2002 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Bridge Update	% Change	Effect of Design & Unit Price Update	% Change	Basic 2003 25-Year Const. Needs	Total Change From 2002 Needs	Total %	County
Carlton	\$69,067,253	(\$774,646)	-1.1%	\$1,179,133	1.7%	\$0	0.0%	\$2,071,172	3.0%	\$71,542,912	\$2,475,659	3.6%	Carlton
Cook	44,685,233	348,300	0.8%	0	0.0%	0	0.0%	1,268,279	2.8%	46,301,812	1,616,579	3.6%	Cook
Itasca	129,172,062	(1,169,731)	-0.9%	0	0.0%	0	0.0%	8,338,245	6.5%	136,340,576	7,168,514	5.5%	Itasca
Koochiching	35,789,727	(929,562)	-2.6%	0	0.0%	0	0.0%	4,658,445	13.4%	39,518,610	3,728,883	10.4%	Koochiching
Lake	64,425,702	242,156	0.4%	0	0.0%	0	0.0%	1,575,898	2.4%	66,243,756	1,818,054	2.8%	Lake
Pine	122,861,031	(2,311,010)	-1.9%	0	0.0%	0	0.0%	5,876,820	4.9%	126,426,841	3,565,810	2.9%	Pine
St. Louis	404,259,084	52,937,801	13.1%	0	0.0%	0	0.0%	16,585,130	3.6%	473,782,015	69,522,931	17.2%	St. Louis
District 1 Totals	870,260,092	48,343,308	5.6%	1,179,133	0.1%	0	0.0%	40,373,989	4.4%	960,156,522	89,896,430	10.3%	District 1 Totals
Beltrami	90,558,338	3,024,667	3.3%	0	0.0%	0	0.0%	5,279,833	5.6%	98,862,838	8,304,500	9.2%	Beltrami
Clearwater	44,963,209	735,859	1.6%	0	0.0%	0	0.0%	3,491,218	7.6%	49,190,286	4,227,077	9.4%	Clearwater
Hubbard	52,064,710	1,244,213	2.4%	0	0.0%	0	0.0%	2,796,507	5.2%	56,105,430	4,040,720	7.8%	Hubbard
Kittson	51,485,396	(1,211,070)	-2.4%	0	0.0%	0	0.0%	3,905,583	7.8%	54,179,909	2,694,513	5.2%	Kittson
Lake of the Woods	23,879,550	970,831	4.1%	(846,326)	-3.4%	0	0.0%	371,462	1.5%	24,375,517	495,967	2.1%	Lake of the Woods
Marshall	72,195,139	(3,255,764)	-4.5%	(559,487)	-0.8%	0	0.0%	7,633,626	11.2%	76,013,514	3,818,375	5.3%	Marshall
Norman	49,602,705	1,950,490	3.9%	0	0.0%	65,280	0.1%	2,254,263	4.4%	53,872,738	4,270,033	8.6%	Norman
Pennington	29,557,326	(208,422)	-0.7%	0	0.0%	0	0.0%	1,466,813	5.0%	30,815,717	1,258,391	4.3%	Pennington
Polk	128,531,327	3,393,045	2.6%	0	0.0%	221,732	0.2%	3,163,627	2.4%	135,309,731	6,778,404	5.3%	Polk
Red Lake	25,495,190	(567,473)	-2.2%	0	0.0%	0	0.0%	2,459,164	9.9%	27,386,881	1,891,691	7.4%	Red Lake
Roseau	55,068,400	2,460,775	4.5%	0	0.0%	0	0.0%	6,673,643	11.6%	64,202,818	9,134,418	16.6%	Roseau
District 2 Totals	623,401,290	8,537,151	1.4%	(1,405,813)	-0.2%	287,012	0.0%	39,495,739	6.3%	670,315,379	46,914,089	7.5%	District 2 Totals
Aitkin	58,699,417	(1,336,376)	-2.3%	0	0.0%	0	0.0%	5,034,676	8.8%	62,397,717	3,698,300	6.3%	Aitkin
Benton	33,398,520	127,993	0.4%	0	0.0%	0	0.0%	2,333,751	7.0%	35,860,264	2,461,744	7.4%	Benton
Cass	84,022,111	(1,986,532)	-2.4%	0	0.0%	0	0.0%	3,218,746	3.9%	85,254,325	1,232,214	1.5%	Cass
Crow Wing	80,748,013	6,941,220	8.6%	0	0.0%	0	0.0%	2,227,549	2.5%	89,916,782	9,168,769	11.4%	Crow Wing
Isanti	38,524,766	138,608	0.4%	0	0.0%	0	0.0%	3,325,462	8.6%	41,988,836	3,464,070	9.0%	Isanti
Kanabec	31,444,242	(683,351)	-2.2%	1,026,387	3.3%	0	0.0%	1,864,577	5.9%	33,651,855	2,207,613	7.0%	Kanabec
Mille Lacs	53,464,485	8,113,559	15.2%	359,901	0.6%	0	0.0%	6,343,331	10.2%	68,281,276	14,816,791	27.7%	Mille Lacs
Morrison	73,507,991	5,434,568	7.4%	0	0.0%	0	0.0%	5,859,200	7.4%	84,801,759	11,293,768	15.4%	Morrison
Sherburne	41,436,010	1,921,649	4.6%	0	0.0%	0	0.0%	(800,913)	-1.8%	42,556,746	1,120,736	2.7%	Sherburne
Stearns	140,251,309	7,638,422	5.4%	0	0.0%	0	0.0%	3,899,001	2.6%	151,788,732	11,537,423	8.2%	Stearns
Todd	46,557,693	405,901	0.9%	0	0.0%	0	0.0%	5,076,486	10.8%	52,040,080	5,482,387	11.8%	Todd
Wadena	30,705,241	(621,638)	-2.0%	0	0.0%	0	0.0%	1,566,516	5.2%	31,650,119	944,878	3.1%	Wadena
Wright	139,880,957	339,589	0.2%	0	0.0%	0	0.0%	(2,368,841)	-1.7%	137,851,705	(2,029,252)	-1.5%	Wright
District 3 Totals	852,640,755	26,433,612	3.1%	1,386,288	0.2%	0	0.0%	37,579,541	4.3%	918,040,196	65,399,441	7.7%	District 3 Totals
Becker	62,711,912	427,779	0.7%	0	0.0%	0	0.0%	5,203,994	8.2%	68,343,685	5,631,773	9.0%	Becker
Big Stone	20,913,578	4,420,874	21.1%	0	0.0%	0	0.0%	3,175,156	12.5%	28,509,608	7,596,030	36.3%	Big Stone
Clay	67,459,211	(771,272)	-1.1%	0	0.0%	19,520	0.0%	4,109,788	6.2%	70,817,247	3,358,036	5.0%	Clay
Douglas	59,385,426	3,299,995	5.6%	799,979	1.3%	0	0.0%	4,219,308	6.6%	67,704,708	8,319,282	14.0%	Douglas
Grant	23,155,728	708,264	3.1%	0	0.0%	0	0.0%	2,478,678	10.4%	26,342,670	3,186,942	13.8%	Grant
Mahnomen	20,818,494	2,503,628	12.0%	0	0.0%	0	0.0%	1,293,427	5.5%	24,615,549	3,797,055	18.2%	Mahnomen
Otter Tail	168,880,876	754,450	0.4%	0	0.0%	0	0.0%	12,827,469	7.6%	182,462,795	13,581,919	8.0%	Otter Tail
Pope	41,439,308	(690,533)	-1.7%	0	0.0%	0	0.0%	3,775,651	9.3%	44,524,426	3,085,118	7.4%	Pope
Stevens	30,371,731	(111,138)	-0.4%	0	0.0%	0	0.0%	2,262,219	7.5%	32,522,812	2,151,081	7.1%	Stevens
Swift	42,559,656	(811,113)	-1.9%	0	0.0%	0	0.0%	1,807,418	4.3%	43,555,961	996,305	2.3%	Swift
Traverse	29,198,577	314,891	1.1%	0	0.0%	0	0.0%	3,283,479	11.1%	32,796,947	3,598,370	12.3%	Traverse
Wilkin	45,423,870	1,380,436	3.0%	0	0.0%	0	0.0%	2,843,756	6.1%	49,648,062	4,224,192	9.3%	Wilkin
District 4 Totals	\$612,318,367	\$11,426,261	1.9%	\$799,979	0.1%	\$19,520	0.0%	\$47,280,343	7.6%	\$671,844,470	\$59,526,103	9.7%	District 4 Totals

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

Comparison of the Basic 2002 to the Basic 2003 25-Year Construction Needs

County	Revised Basic 2002 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Bridge Update	% Change	Effect of Design & Unit Price Update	% Change	Basic 2003 25-Year Const. Needs	Total Change From 2002 Needs	Total %	County
Anoka	\$132,982,897	\$27,153,251	20.4%	\$0	0.0%	\$0	0.0%	(\$8,110,809)	-5.1%	\$152,025,339	\$19,042,442	14.3%	Anoka
Carver	83,443,017	(1,126,676)	-1.4%	0	0.0%	0	0.0%	1,600,690	1.9%	83,917,031	474,014	0.6%	Carver
Hennepin	623,553,166	29,870,675	4.8%	0	0.0%	147,136	0.0%	(38,970,037)	-6.0%	614,600,940	(8,952,226)	-1.4%	Hennepin
Scott	100,080,030	4,593,629	4.6%	0	0.0%	24,066	0.0%	8,700,489	8.3%	113,398,214	13,318,184	13.3%	Scott
District 5 Totals	940,059,110	60,490,879	6.4%	0	0.0%	171,202	0.0%	(36,779,667)	-3.7%	963,941,524	23,882,414	2.5%	District 5 Totals
Dodge	51,223,841	2,203,812	4.3%	1,841,381	3.4%	0	0.0%	1,412,199	2.6%	56,681,233	5,457,392	10.7%	Dodge
Fillmore	120,545,638	1,153,090	1.0%	0	0.0%	50,232	0.0%	5,870,161	4.8%	127,619,121	7,073,483	5.9%	Fillmore
Freeborn	78,461,071	4,373,443	5.6%	1,013,298	1.2%	0	0.0%	7,761,744	9.3%	91,609,556	13,148,485	16.8%	Freeborn
Goodhue	81,913,022	513,487	0.6%	0	0.0%	0	0.0%	2,322,025	2.8%	84,748,534	2,835,512	3.5%	Goodhue
Houston	70,586,404	2,227,999	3.2%	0	0.0%	0	0.0%	(358,928)	-0.5%	72,455,475	1,869,071	2.6%	Houston
Mower	83,535,396	3,254,958	3.9%	0	0.0%	0	0.0%	5,494,299	6.3%	92,284,653	8,749,257	10.5%	Mower
Olmsted	121,104,198	7,928,220	6.5%	4,419,365	3.4%	0	0.0%	2,900,386	2.2%	136,352,169	15,247,971	12.6%	Olmsted
Rice	64,694,538	8,039,475	12.4%	0	0.0%	0	0.0%	3,300,709	4.5%	76,034,722	11,340,184	17.5%	Rice
Steele	68,679,067	(2,076,605)	-3.0%	0	0.0%	0	0.0%	904,684	1.4%	67,507,146	(1,171,921)	-1.7%	Steele
Wabasha	72,754,840	(1,187,768)	-1.6%	0	0.0%	0	0.0%	4,172,685	5.8%	75,739,757	2,984,917	4.1%	Wabasha
Winona	96,791,758	2,721,430	2.8%	0	0.0%	0	0.0%	6,436,616	6.5%	105,949,804	9,158,046	9.5%	Winona
District 6 Totals	910,289,773	29,151,541	3.2%	7,274,044	0.8%	50,232	0.0%	40,216,580	4.2%	966,982,170	76,692,397	8.4%	District 6 Totals
Blue Earth	104,639,205	6,585,331	6.3%	0	0.0%	32,844	0.0%	3,896,770	3.5%	115,154,150	10,514,945	10.0%	Blue Earth
Brown	59,250,748	(366,670)	-0.6%	0	0.0%	0	0.0%	2,717,455	4.6%	61,601,533	2,350,785	4.0%	Brown
Cottonwood	48,703,356	58,976	0.1%	0	0.0%	0	0.0%	1,539,160	3.2%	50,301,492	1,598,136	3.3%	Cottonwood
Faribault	78,511,854	(3,519,119)	-4.5%	0	0.0%	0	0.0%	4,351,884	5.8%	79,344,619	832,765	1.1%	Faribault
Jackson	68,115,254	1,874,572	2.8%	0	0.0%	0	0.0%	3,787,668	5.4%	73,777,494	5,662,240	8.3%	Jackson
Le Sueur	59,591,436	3,246,699	5.4%	0	0.0%	0	0.0%	5,857,832	9.3%	68,695,967	9,104,531	15.3%	Le Sueur
Martin	64,403,211	(1,195,244)	-1.9%	0	0.0%	0	0.0%	1,980,326	3.1%	65,188,293	785,082	1.2%	Martin
Nicollet	49,363,859	1,392,292	2.8%	0	0.0%	32,844	0.1%	2,897,879	5.7%	53,686,874	4,323,015	8.8%	Nicollet
Nobles	86,144,231	1,063,045	1.2%	(1,185,206)	-1.4%	0	0.0%	10,052,442	11.7%	96,074,512	9,930,281	11.5%	Nobles
Rock	44,865,463	(250,862)	-0.6%	(261,925)	-0.6%	0	0.0%	997,874	2.2%	45,350,550	485,087	1.1%	Rock
Sibley	52,648,931	(1,472,746)	-2.8%	0	0.0%	24,066	0.0%	3,492,896	6.8%	54,693,147	2,044,216	3.9%	Sibley
Waseca	46,219,873	3,395,924	7.3%	0	0.0%	0	0.0%	3,940,927	7.9%	53,556,724	7,336,851	15.9%	Waseca
Watonwan	36,761,028	998,288	2.7%	0	0.0%	0	0.0%	2,690,212	7.1%	40,449,528	3,688,500	10.0%	Watonwan
District 7 Totals	799,218,449	11,810,486	1.5%	(1,447,131)	-0.2%	89,754	0.0%	48,203,325	6.0%	857,874,883	58,656,434	7.3%	District 7 Totals
Chippewa	38,663,954	1,431,378	3.7%	0	0.0%	0	0.0%	2,523,364	6.3%	42,618,696	3,954,742	10.2%	Chippewa
Kandiyohi	85,506,304	(100,474)	-0.1%	1,197,562	1.4%	0	0.0%	2,309,267	2.7%	88,912,659	3,406,355	4.0%	Kandiyohi
Lac Qui Parle	36,612,301	2,052,800	5.6%	0	0.0%	0	0.0%	5,144,005	13.3%	43,809,106	7,196,805	19.7%	Lac Qui Parle
Lincoln	34,309,955	500,740	1.5%	0	0.0%	0	0.0%	2,764,849	7.9%	37,575,544	3,265,589	9.5%	Lincoln
Lyon	52,294,275	531,573	1.0%	0	0.0%	0	0.0%	4,498,295	8.5%	57,324,143	5,029,868	9.6%	Lyon
Mc Leod	53,875,784	1,032,593	1.9%	0	0.0%	0	0.0%	5,368,179	9.8%	60,276,556	6,400,772	11.9%	Mc Leod
Meeker	40,495,608	(203,482)	-0.5%	0	0.0%	0	0.0%	3,439,932	8.5%	43,732,058	3,236,450	8.0%	Meeker
Murray	45,127,128	828,590	1.8%	0	0.0%	0	0.0%	3,904,005	8.5%	49,859,723	4,732,595	10.5%	Murray
Pipestone	34,520,963	1,493,129	4.3%	0	0.0%	0	0.0%	3,913,551	10.9%	39,927,643	5,406,680	15.7%	Pipestone
Redwood	83,642,583	(1,121,605)	-1.3%	0	0.0%	0	0.0%	1,636,138	2.0%	84,157,116	514,533	0.6%	Redwood
Renville	76,095,282	942,202	1.2%	0	0.0%	0	0.0%	8,290,269	10.8%	85,327,753	9,232,471	12.1%	Renville
Yellow Medicine	51,818,651	260,167	0.5%	0	0.0%	0	0.0%	4,922,052	9.5%	57,000,870	5,182,219	10.0%	Yellow Medicine
District 8 Totals	632,962,788	7,647,611	1.2%	1,197,562	0.2%	0	0.0%	48,713,906	7.6%	690,521,867	57,559,079	9.1%	District 8 Totals
Chisago	71,493,949	2,233,569	3.1%	0	0.0%	0	0.0%	5,627,092	7.6%	79,354,610	7,860,661	11.0%	Chisago
Dakota	211,479,503	3,981,750	1.9%	0	0.0%	161,000	0.1%	(19,383,272)	-9.0%	196,238,981	(15,240,522)	-7.2%	Dakota
Ramsey	270,379,087	13,823,623	5.1%	0	0.0%	101,808	0.0%	(16,037,324)	-5.6%	268,267,194	(2,111,893)	-0.8%	Ramsey
Washington	154,193,605	1,697,392	1.1%	0	0.0%	161,000	0.1%	1,618,796	1.0%	157,670,793	3,477,188	2.3%	Washington
District 9 Totals	707,546,144	21,736,334	3.1%	0	0.0%	423,808	0.1%	(28,174,708)	-3.9%	701,531,578	(6,014,566)	-0.9%	District 9 Totals
STATE TOTALS	\$6,948,696,768	\$225,577,183	3.2%	\$8,984,062	0.1%	\$1,041,528	0.0%	\$236,909,048	3.3%	\$7,421,208,589	\$472,511,821	6.8%	STATE TOTALS

\* \* \* \* \*

**NEEDS**

**A<sup>D</sup>JU<sup>S</sup>TME<sup>N</sup>T<sup>S</sup>**

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# **2003 COUNTY SCREENING BOARD DATA**

OCTOBER, 2003

## **Restriction of 25-Year Construction Needs Changes**

In order to temper any large needs changes, the 1975 County Screening Board adopted the original resolution. The latest revision was made by the Screening Board at the June, 2003 meeting.

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 5 percentage points lesser 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 6.8%, thereby limiting any individual county's needs change to a range from a plus 1.8% to a plus 26.8%. As you can see, thirteen counties required a needs restriction.

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

17-Sep-03

COUNTY	RESTRICTED 2002 25 YEAR CONSTRUCTION NEEDS	BASIC 2003 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2002 NEEDS	% CHANGE FROM RESTRICTED 2002 NEEDS	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	2003 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$69,067,253	\$71,542,912	\$2,475,659	3.6%			Carlton
Cook	44,685,233	46,301,812	1,616,579	3.6%			Cook
Itasca	129,172,062	136,340,576	7,168,514	5.6%			Itasca
Koochiching	35,789,727	39,518,610	3,728,883	10.4%			Koochiching
Lake	64,425,702	66,243,756	1,818,054	2.8%			Lake
Pine	122,861,031	126,426,841	3,565,810	2.9%			Pine
St. Louis	404,259,084	473,782,015	69,522,931	17.2%			St. Louis
District 1 Totals	870,260,092	960,156,522	89,896,430	10.3%			District 1 Totals
Beltrami	90,558,338	98,862,838	8,304,500	9.2%			Beltrami
Clearwater	44,963,209	49,190,286	4,227,077	9.4%			Clearwater
Hubbard	52,064,710	56,105,430	4,040,720	7.8%			Hubbard
Kittson	51,485,396	54,179,909	2,694,513	5.2%			Kittson
Lake of 'Woods	23,879,550	24,375,517	495,967	2.1%			Lake of 'Woods
Marshall	72,195,139	76,013,514	3,818,375	5.3%			Marshall
Norman	49,602,705	53,872,738	4,270,033	8.6%			Norman
Pennington	29,557,326	30,815,717	1,258,391	4.3%			Pennington
Polk	128,531,327	135,309,731	6,778,404	5.3%			Polk
Red Lake	25,495,190	27,386,881	1,891,691	7.4%			Red Lake
Roseau	55,068,400	64,202,818	9,134,418	16.6%			Roseau
District 2 Totals	623,401,290	670,315,379	46,914,089	7.5%			District 2 Totals
Aitkin	58,699,417	62,397,717	3,698,300	6.3%			Aitkin
Benton	33,398,520	35,860,264	2,461,744	7.4%			Benton
Cass	84,022,111	85,254,325	1,232,214	1.5%	1.8%	\$85,534,509	Cass
Crow Wing	80,748,013	89,916,782	9,168,769	11.4%			Crow Wing
Isanti	38,524,766	41,988,836	3,464,070	9.0%			Isanti
Kanabec	31,444,242	33,651,855	2,207,613	7.0%			Kanabec
Mille Lacs	53,464,485	68,281,276	14,816,791	27.7%	26.8%	67,792,967	Mille Lacs
Morrison	73,507,991	84,801,759	11,293,768	15.4%			Morrison
Sherburne	41,436,010	42,556,746	1,120,736	2.7%			Sherburne
Stearns	140,251,309	151,788,732	11,537,423	8.2%			Stearns
Todd	46,557,693	52,040,080	5,482,387	11.8%			Todd
Wadena	30,705,241	31,650,119	944,878	3.1%			Wadena
Wright	139,880,957	137,851,705	(2,029,252)	-1.5%	1.8%	142,398,814	Wright
District 3 Totals	852,640,755	918,040,196	65,399,441	7.7%		4,547,109	District 3 Totals

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

17-Sep-03

COUNTY	RESTRICTED 2002 25 YEAR CONSTRUCTION NEEDS	BASIC 2003 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2002 NEEDS	% CHANGE FROM RESTRICTED 2002 NEEDS	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	2003 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$62,711,912	\$68,343,685	\$5,631,773	9.0%			Becker
Big Stone	20,913,578	28,509,608	7,596,030	36.3%	26.8%	\$26,518,417 (\$1,991,191)	Big Stone
Clay	67,459,211	70,817,247	3,358,036	5.0%			Clay
Douglas	59,385,426	67,704,708	8,319,282	14.0%			Douglas
Grant	23,155,728	26,342,670	3,186,942	13.8%			Grant
Mahnomen	20,818,494	24,615,549	3,797,055	18.2%			Mahnomen
Otter Tail	168,880,876	182,462,795	13,581,919	8.0%			Otter Tail
Pope	41,439,308	44,524,426	3,085,118	7.4%			Pope
Stevens	30,371,731	32,522,812	2,151,081	7.1%			Stevens
Swift	42,559,656	43,555,961	996,305	2.3%			Swift
Traverse	29,198,577	32,796,947	3,598,370	12.3%			Traverse
Wilkin	45,423,870	49,648,062	4,224,192	9.3%			Wilkin
District 4 Totals	612,318,367	671,844,470	59,526,103	9.7%			District 4 Totals
Anoka	132,982,897	152,025,339	19,042,442	14.3%			Anoka
Carver	83,443,017	83,917,031	474,014	0.6%	1.8%	84,944,991	Carver
Hennepin	623,553,166	614,600,940	(8,952,226)	-1.4%	1.8%	634,777,123	Hennepin
Scott	99,641,997	113,398,214	13,756,217	13.8%			Scott
District 5 Totals	939,621,077	963,941,524	24,320,447	2.6%			District 5 Totals
Dodge	51,223,841	56,681,233	5,457,392	10.7%			Dodge
Fillmore	120,545,638	127,619,121	7,073,483	5.9%			Fillmore
Freeborn	78,461,071	91,609,556	13,148,485	16.8%			Freeborn
Goodhue	81,913,022	84,748,534	2,835,512	3.5%			Goodhue
Houston	70,586,404	72,455,475	1,869,071	2.7%			Houston
Mower	83,535,396	92,284,653	8,749,257	10.5%			Mower
Olmsted	121,104,198	136,352,169	15,247,971	12.6%			Olmsted
Rice	64,694,538	76,034,722	11,340,184	17.5%			Rice
Steele	68,679,067	67,507,146	(1,171,921)	-1.7%	1.8%	69,915,290	Steele
Wabasha	72,754,840	75,739,757	2,984,917	4.1%			Wabasha
Winona	96,791,758	105,949,804	9,158,046	9.5%			Winona
District 6 Totals	910,289,773	986,982,170	76,692,397	8.4%			District 6 Totals

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

17-Sep-03

COUNTY	RESTRICTED 2002 25 YEAR CONSTRUCTION NEEDS	BASIC 2003 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2002 NEEDS	% CHANGE FROM RESTRICTED 2002 NEEDS	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	2003 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$104,639,205	\$115,154,150	\$10,514,945	10.1%			Blue Earth
Brown	59,250,748	61,601,533	2,350,785	4.0%			Brown
Cottonwood	48,703,356	50,301,492	1,598,136	3.3%			Cottonwood
Faribault	78,511,854	79,344,619	832,765	1.1%	1.8%	\$79,925,067	Faribault
Jackson	68,115,254	73,777,494	5,662,240	8.3%			Jackson
Le Sueur	59,591,436	68,695,967	9,104,531	15.3%			Le Sueur
Martin	64,403,211	65,188,293	785,082	1.2%	1.8%	65,562,469	Martin
Nicollet	49,363,859	53,686,874	4,323,015	8.8%			Nicollet
Nobles	86,144,231	96,074,512	9,930,281	11.5%			Nobles
Rock	44,865,463	45,350,550	485,087	1.1%	1.8%	45,673,041	Rock
Sibley	52,648,931	54,693,147	2,044,216	3.9%			Sibley
Waseca	46,219,873	53,556,724	7,336,851	15.9%			Waseca
Watonwan	36,761,028	40,449,528	3,688,500	10.0%			Watonwan
District 7 Totals	799,218,449	857,874,883	58,656,434	7.3%			District 7 Totals
Chippewa	38,663,954	42,618,696	3,954,742	10.2%			Chippewa
Kandiyohi	85,506,304	88,912,659	3,406,355	4.0%			Kandiyohi
Lac Qui Parle	36,612,301	43,809,106	7,196,805	19.7%			Lac Qui Parle
Lincoln	34,309,955	37,575,544	3,265,589	9.5%			Lincoln
Lyon	52,294,275	57,324,143	5,029,868	9.6%			Lyon
Mc Leod	53,875,784	60,276,556	6,400,772	11.9%			Mc Leod
Meeker	40,495,608	43,732,058	3,236,450	8.0%			Meeker
Murray	45,127,128	49,859,723	4,732,595	10.5%			Murray
Pipestone	34,520,963	39,927,643	5,406,680	15.7%			Pipestone
Redwood	83,642,583	84,157,116	514,533	0.6%	1.8%	85,148,149	Redwood
Renville	76,095,282	85,327,753	9,232,471	12.1%			Renville
Yellow Medicine	51,818,651	57,000,870	5,182,219	10.0%			Yellow Medicine
District 8 Totals	632,962,788	690,521,867	57,559,079	9.1%			District 8 Totals
Chisago	71,493,949	79,354,610	7,860,661	11.0%			Chisago
Dakota	211,479,503	196,238,981	(15,240,522)	-7.2%	1.8%	215,286,134	Dakota
Ramsey	270,379,087	268,267,194	(2,111,893)	-0.8%	1.8%	275,245,911	Ramsey
Washington	154,193,605	157,670,793	3,477,188	2.3%			Washington
District 9 Totals	707,546,144	701,531,578	(6,014,566)	-0.9%			District 9 Totals
STATE TOTALS	\$6,948,258,735	\$7,421,208,589	\$472,949,854	6.8%			STATE TOTALS

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## 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 2003 25-year construction needs **if** the cut off date was September 1. The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 2004 CSAH apportionments.

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

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

County	Regular Account			Municipal Account			Total 2003 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of September 1, 2003	Maximum Balance 2003 Const. Apportionment	2003 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2003	Maximum Balance Larger of Either \$100,000 or 2001-2003 Const. Apport.	2003 Construction Fund Balance "Needs" Deduction		
Carlton	\$1,494,171	\$1,770,066	\$0	\$406,456	\$545,324	\$0	\$0	Carlton
Cook	3,547,512	1,176,395	2,371,117	0	259,848	0	2,371,117	Cook
Itasca	522,244	3,486,474	0	1,866,515	1,261,258	605,257	605,257	Itasca
Koochiching	2,658,449	2,140,001	518,448	714,428	228,255	486,173	1,004,621	Koochiching
Lake	3,881,070	1,692,023	2,189,047	435,401	300,122	135,279	2,324,326	Lake
Pine	1,278,341	2,762,427	0	1,137,646	1,232,126	0	0	Pine
St. Louis	12,585,041	9,782,120	2,802,921	1,077,160	1,709,694	0	2,802,921	St. Louis
District 1 Totals	25,966,828	22,809,506	7,881,533	5,637,606	---	1,226,709	9,108,242	District 1 Totals
Beltrami	4,366,188	2,417,256	1,948,932	261,547	311,978	0	1,948,932	Beltrami
Clearwater	0	1,350,494	0	0	336,412	0	0	Clearwater
Hubbard	0	1,604,826	0	42,432	327,702	0	0	Hubbard
Kittson	0	1,464,693	0	489,746	628,727	0	0	Kittson
Lake of the Woods	1,536,415	1,456,880	79,535	357,882	174,390	183,492	263,027	Lake of the Woods
Marshall	435,567	2,314,732	0	650,404	582,232	68,172	68,172	Marshall
Norman	1,948,818	1,556,961	391,857	380,490	404,024	0	391,857	Norman
Pennington	766,198	1,130,591	0	221,245	230,653	0	0	Pennington
Polk	2,834,193	3,496,060	0	560,046	786,998	0	0	Polk
Red Lake	1,566,176	1,113,523	452,653	213,940	246,943	0	452,653	Red Lake
Roseau	218,265	1,724,796	0	845,153	635,009	210,144	210,144	Roseau
District 2 Totals	13,671,820	19,630,812	2,872,977	4,022,885	---	461,808	3,334,785	District 2 Totals
Aitkin	2,594,750	1,924,673	670,077	92,816	246,021	0	670,077	Aitkin
Benton	1,148,804	1,195,727	0	159,308	241,440	0	0	Benton
Cass	949,001	2,344,009	0	88,606	798,984	0	0	Cass
Crow Wing	1,401,653	1,816,536	0	287,287	1,278,659	0	0	Crow Wing
Isanti	2,395,262	1,339,919	1,055,343	4,978	142,939	0	1,055,343	Isanti
Kanabec	2,002,261	1,072,400	929,861	235,507	341,018	0	929,861	Kanabec
Mille Lacs	3,238,339	1,518,863	1,719,476	671,569	549,392	122,177	1,841,653	Mille Lacs
Morrison	2,691,497	2,084,185	607,312	783,066	581,357	201,709	809,021	Morrison
Sherburne	1,421,933	1,249,648	172,285	474,891	208,625	266,266	438,551	Sherburne
Stearns	0	3,358,531	0	0	1,435,664	0	0	Stearns
Todd	2,347,764	1,521,361	826,403	524,566	775,928	0	826,403	Todd
Wadena	0	1,019,272	0	337,158	479,259	0	0	Wadena
Wright	934,687	3,044,308	0	1,724,381	1,391,472	332,909	332,909	Wright
District 3 Totals	21,125,951	23,489,432	5,980,757	5,384,133	---	923,061	6,903,818	District 3 Totals

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

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

County	Regular Account			Municipal Account			Total 2003 Construction Fund Balance "Needs" Deduction	County
	Unencumbered	Maximum	2003	Unencumbered	Maximum Balance	2003		
	Construction	Balance	Construction	Construction	Larger of Either	Construction		
	Fund Balance	2003 Const.	Fund Balance	Fund Balance	\$100,000 or	Fund Balance		
	As of	Appportionment	"Needs"	As of	2001-2003	"Needs"		
	September 1, 2003		Deduction	September 1, 2003	Const. Apport.	Deduction		
Becker	\$0	\$1,957,682	\$0	\$100,760	377,180	\$0	\$0	Becker
Big Stone	405,012	1,068,264	0	0	339,325	0	0	Big Stone
Clay	711,546	2,001,952	0	412,180	592,193	0	0	Clay
Douglas	0	1,713,005	0	14,198	724,839	0	0	Douglas
Grant	1,101,396	1,068,264	33,132	390,976	306,741	84,235	117,367	Grant
Mahnomen	1,674,367	1,131,367	543,000	220,165	153,193	66,972	609,972	Mahnomen
Otter Tail	3,009,460	4,447,953	0	554,591	1,154,283	0	0	Otter Tail
Pope	816,926	1,530,748	0	181,736	264,746	0	0	Pope
Stevens	173,681	1,134,322	0	14,635	173,841	0	0	Stevens
Swift	73,471	1,389,290	0	190,735	322,080	0	0	Swift
Traverse	2,740,482	1,066,137	1,674,345	190,870	356,654	0	1,674,345	Traverse
Wilkin	0	1,377,675	0	0	623,517	0	0	Wilkin
District 4 Totals	10,706,341	19,886,659	2,250,477	2,270,846	---	151,207	2,401,684	District 4 Totals
Anoka	0	3,674,490	0	295,502	792,777	0	0	Anoka
Carver	1,477,755	1,814,453	0	293,346	892,729	0	0	Carver
Hennepin	17,108,263	11,661,584	5,446,679	969,000	4,396,455	0	5,446,679	Hennepin
Scott	346,059	2,696,734	0	159,775	286,514	0	0	Scott
District 5 Totals	18,932,077	19,847,261	5,446,679	1,717,623	---	0	5,446,679	District 5 Totals
Dodge	0	1,345,148	0	86,559	527,853	0	0	Dodge
Fillmore	810,851	2,626,430	0	137,901	1,103,243	0	0	Fillmore
Freeborn	0	2,240,583	0	343,019	343,019	0	0	Freeborn
Goodhue	386,657	2,093,458	0	148,868	751,899	0	0	Goodhue
Houston	991,108	1,856,824	0	196,644	243,034	0	0	Houston
Mower	117,318	2,141,639	0	450,043	450,043	0	0	Mower
Olmsted	0	2,757,334	0	105,189	232,688	0	0	Olmsted
Rice	1,221,847	1,809,299	0	0	184,545	0	0	Rice
Steele	1,066,512	1,845,732	0	254,197	243,985	10,212	10,212	Steele
Wabasha	561,002	1,653,106	0	0	861,157	0	0	Wabasha
Winona	685,467	2,029,643	0	437,145	633,628	0	0	Winona
District 6 Totals	5,840,762	22,399,196	0	2,159,565	---	10,212	10,212	District 6 Totals

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

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

County	Regular Account			Municipal Account			Total	County
	Unencumbered Construction Fund Balance As of September 1, 2003	Maximum Balance 2003 Const. Apportionment	2003 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2003	Maximum Balance Larger of Either \$100,000 or 2001-2003 Const. Apport.	2003 Construction Fund Balance "Needs" Deduction	2003 Construction Fund Balance "Needs" Deduction	
Blue Earth	\$1,276,079	\$2,610,320	\$0	\$18,488	644,791	\$0	\$0	Blue Earth
Brown	1,257,861	1,622,893	0	271,821	388,471	0	0	Brown
Cottonwood	2,194,743	1,501,657	693,086	188,126	390,502	0	693,086	Cottonwood
Faribault	0	1,795,742	0	183,975	1,138,980	0	0	Faribault
Jackson	2,467,028	1,809,659	657,369	890,371	542,673	347,698	1,005,067	Jackson
Le Sueur	0	1,350,778	0	0	1,400,821	0	0	Le Sueur
Martin	1,748,443	1,872,655	0	0	367,429	0	0	Martin
Nicollet	0	1,496,898	0	25,730	232,537	0	0	Nicollet
Nobles	3,231,819	2,130,655	1,101,164	47,838	325,633	0	1,101,164	Nobles
Rock	92,880	1,232,515	0	961,662	597,236	364,426	364,426	Rock
Sibley	72,672	1,444,466	0	312,600	467,747	0	0	Sibley
Waseca	0	1,331,218	0	301,277	259,411	41,866	41,866	Waseca
Watonwan	0	1,035,364	0	766,298	668,205	98,093	98,093	Watonwan
District 7 Totals	12,341,525	21,234,820	2,451,619	3,968,186	---	852,083	3,303,702	District 7 Totals
Chippewa	0	1,219,569	0	0	262,464	0	0	Chippewa
Kandiyohi	0	2,439,851	0	438,404	491,880	0	0	Kandiyohi
Lac Qui Parle	180,294	1,365,473	0	435,101	408,024	27,077	27,077	Lac Qui Parle
Lincoln	455,520	1,126,210	0	177,460	383,915	0	0	Lincoln
Lyon	0	1,434,278	0	693,885	673,259	20,626	20,626	Lyon
Mc Leod	1,925,693	1,503,618	422,075	548,975	524,531	24,444	446,519	Mc Leod
Meeker	1,534,186	1,357,589	176,597	213,685	287,753	0	176,597	Meeker
Murray	504,681	1,471,823	0	416,936	481,645	0	0	Murray
Pipestone	55,156	954,454	0	231,053	771,839	0	0	Pipestone
Redwood	2,866,085	1,908,069	958,016	802,877	769,216	33,661	991,677	Redwood
Renville	1,180,078	2,249,104	0	189,256	295,200	0	0	Renville
Yellow Medicine	1,507,255	1,498,717	8,538	660,182	579,221	80,961	89,499	Yellow Medicine
District 8 Totals	10,208,948	18,528,755	1,565,226	4,807,814	---	186,769	1,751,995	District 8 Totals
Chisago	3,012,225	1,725,641	1,286,584	531,527	654,066	0	1,286,584	Chisago
Dakota	361,904	4,960,627	0	553,913	554,183	0	0	Dakota
Ramsey	1,855,657	6,154,292	0	0	177,854	0	0	Ramsey
Washington	3,408,298	2,791,971	616,327	2,248,857	2,218,836	30,021	646,348	Washington
District 9 Totals	8,638,084	15,632,531	1,902,911	3,334,297	---	30,021	1,932,932	District 9 Totals
STATE TOTALS	\$127,432,336	\$183,458,972	\$30,352,179	\$33,302,955	\$52,962,936	\$3,841,870	\$34,194,049	STATE TOTALS

# 2003 C.S.A.H. SCREENING BOARD DATA

OCTOBER, 2003

## 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 1993 through 2002, the number of projects awarded and the project costs in each account which have been deducted from the 2003 County State Aid Highway Money needs. In 2002 alone, more than \$37.0 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1993-2002	Spec. Resurf. 2002	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2003 25-Yr. Const. Needs
Carlton	14	1	\$2,351,177	\$48,641	\$2,399,818
Cook	4	0	1,744,500	0	1,744,500
Itasca	19	2	3,770,994	337,607	4,108,601
Koochiching	20	4	2,629,275	83,562	2,712,837
Lake	7	0	4,027,024	0	4,027,024
Pine	16	2	4,549,050	479,061	5,028,111
St. Louis	16	2	3,960,844	63,917	4,024,761
<b>District 1 Totals</b>	<b>96</b>	<b>11</b>	<b>23,032,864</b>	<b>1,012,788</b>	<b>24,045,652</b>
Beltrami	6	0	2,777,141	0	2,777,141
Clearwater	11	0	2,273,037	44,462	2,317,499
Hubbard	5	1	2,105,746	11,832	2,117,578
Kittson	10	1	2,078,278	260,727	2,339,005
Lake of the Woods	8	4	2,358,321	60,307	2,418,628
Marshall	1	0	0	42,754	42,754
Norman	19	4	2,941,449	97,880	3,039,329
Pennington	2	0	318,149	0	318,149
Polk	5	1	1,300,693	69,202	1,369,895
Red Lake	8	0	3,521,919	120,537	3,642,456
Roseau	10	1	3,073,016	30,757	3,103,773
<b>District 2 Totals</b>	<b>85</b>	<b>12</b>	<b>22,747,749</b>	<b>738,458</b>	<b>23,486,207</b>

County	Number of Special Resurf. Projects 1993-2002	Spec. Resurf. 2002	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2003 25-Yr. Const. Needs
Aitkin	5	0	\$1,222,895	\$0	\$1,222,895
Benton	9	1	2,082,999	44,359	2,127,358
Cass	6	0	1,627,471	0	1,627,471
Crow Wing	11	1	2,403,743	140,757	2,544,500
Isanti	26	0	2,360,524	0	2,360,524
Kanabec	4	1	0	112,050	112,050
Mille Lacs	26	0	3,973,980	197,318	4,171,298
Morrison	29	1	7,707,555	143,706	7,851,261
Sherburne	7	1	920,424	22,509	942,933
Stearns	34	4	9,701,905	24,458	9,726,363
Todd	4	0	1,439,418	32,391	1,471,809
Wadena	8	1	1,785,430	0	1,785,430
Wright	15	2	4,478,705	420,938	4,899,643
<b>District 3 Totals</b>	<b>184</b>	<b>12</b>	<b>39,705,049</b>	<b>1,138,486</b>	<b>40,843,535</b>
Becker	30	4	5,465,831	208,209	5,674,040
Big Stone	7	4	1,790,106	0	1,790,106
Clay	0	0	0	0	0
Douglas	18	0	3,378,917	56,482	3,435,399
Grant	14	1	4,300,749	215,523	4,516,272
Mahnomen	4	0	1,419,555	0	1,419,555
Otter Tail	41	2	8,560,458	355,914	8,916,372
Pope	6	1	940,000	12,673	952,673
Stevens	10	1	3,101,118	29,602	3,130,720
Swift	12	0	1,833,429	174,179	2,007,608
Traverse	7	0	2,276,265	154,843	2,431,108
Wilkin	11	0	3,633,442	119,046	3,752,488
<b>District 4 Totals</b>	<b>160</b>	<b>13</b>	<b>36,699,870</b>	<b>1,326,471</b>	<b>38,026,341</b>
Anoka	4	0	789,459	0	789,459
Carver	2	0	144,970	0	144,970
Hennepin	3	1	274,123	14,555	288,678
Scott	0	0	0	0	0
<b>District 5 Totals</b>	<b>9</b>	<b>1</b>	<b>1,208,552</b>	<b>14,555</b>	<b>1,223,107</b>
Dodge	8	0	1,810,200	30,333	1,840,533
Fillmore	4	0	857,698	58,131	915,829
Freeborn	40	6	14,295,849	347,492	14,643,341
Goodhue	4	1	1,431,033	0	1,431,033
Houston	7	3	1,495,683	179,863	1,675,546
Mower	6	0	736,441	0	736,441
Olmsted	4	0	4,113,989	56,429	4,170,418
Rice	15	0	3,224,047	0	3,224,047
Steele	20	0	3,732,042	0	3,732,042
Wabasha	14	0	2,263,856	76,869	2,340,725
Winona	37	6	6,256,462	286,908	6,543,370
<b>District 6 Totals</b>	<b>159</b>	<b>16</b>	<b>40,217,300</b>	<b>1,036,025</b>	<b>41,253,325</b>

County	Number of Special Resurf. Projects 1993-2002	Spec. Resurf. 2002	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2003 25-Yr. Const. Needs
Blue Earth	29	3	\$4,023,696	\$29,919	\$4,053,615
Brown	29	4	3,638,617	109,105	3,747,722
Cottonwood	12	1	2,181,961	0	2,181,961
Faribault	4	0	496,516	51,037	547,553
Jackson	9	4	1,702,111	0	1,702,111
LeSueur	14	2	4,016,697	807,904	4,824,601
Martin	1	0	176,431	0	176,431
Nicollet	8	2	1,139,022	122,244	1,261,266
Nobles	10	5	2,029,671	54,145	2,083,816
Rock	10	0	2,459,942	165,078	2,625,020
Sibley	18	1	2,589,188	129,735	2,718,923
Waseca	14	5	4,310,461	23,176	4,333,637
Watonwan	18	0	1,581,381	55,625	1,637,006
<b>District 7 Totals</b>	<b>176</b>	<b>27</b>	<b>30,345,694</b>	<b>1,547,968</b>	<b>31,893,662</b>
Chippewa	12	2	3,424,149	0	3,424,149
Kandiyohi	0	0	0	0	0
Lac Qui Parle	10	0	1,120,639	46,682	1,167,321
Lincoln	18	3	1,050,831	178,196	1,229,027
Lyon	17	3	2,513,681	380,344	2,894,025
Mc Leod	5	3	483,426	8,310	491,736
Meeker	8	1	1,395,438	182,965	1,578,403
Murray	21	2	2,459,126	57,248	2,516,374
Pipestone	10	3	821,012	460,198	1,281,210
Redwood	23	0	2,633,276	441,300	3,074,576
Renville	13	0	2,881,280	42,698	2,923,978
Yellow Medicine	5	1	1,367,911	0	1,367,911
<b>District 8 Totals</b>	<b>142</b>	<b>18</b>	<b>20,150,769</b>	<b>1,797,941</b>	<b>21,948,710</b>
Chisago	6	1	1,894,119	517,930	2,412,049
Dakota	1	0	0	27,238	27,238
Ramsey	13	1	2,576,284	0	2,576,284
Washington	14	1	1,850,152	629,727	2,479,879
<b>District 9 Totals</b>	<b>34</b>	<b>3</b>	<b>6,320,555</b>	<b>1,174,895</b>	<b>7,495,450</b>
<b>STATE TOTALS</b>	<b>1,045</b>	<b>113</b>	<b>\$220,428,402</b>	<b>\$9,787,587</b>	<b>\$230,215,989</b>



## OTES and COMMENTS

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 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 2004 apportionment.

- 1) 174.8 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-2002. This represents 17% of the 1,024.50 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 62% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.  
$$\frac{\$317,837 - \$196,483}{\$196,483} = 62\%$$
- 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 (62%) times the complete rural design grading needs remaining in the 2003 study (\$168,771,406) an adjustment (+\$104,638,272) to the 2003 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 2003 25-year construction needs) have been used in calculating the 2003 annual County State Aid Highway money needs.

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2002 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2003 Needs Study				Rural Grading Cost Adjustment To The 2003 - 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	25	61.7	33%	\$178,804	\$116,694	53%	53.0%	187.75	67.9%	\$22,898,718	\$121,964	\$12,136,321	\$186,605
Cook	12	28.7	20%	221,293	159,613	39%	39.0%	140.90	81.4%	20,993,554	148,996	8,187,486	207,105
Itasca	36	114.7	24%	162,916	84,386	93%	93.0%	478.76	76.3%	49,422,406	103,230	45,962,838	199,234
Koochiching	20	69.8	52%	130,631	79,163	65%	65.0%	132.98	58.1%	9,357,644	70,369	6,082,469	116,109
Lake	23	44.1	28%	322,670	198,515	63%	63.0%	158.38	72.4%	31,595,798	199,494	19,905,353	325,175
Pine	45	104.6	33%	193,045	134,897	43%	43.0%	312.90	68.6%	48,757,644	155,825	20,965,787	222,830
St. Louis	79	174.8	17%	317,837	196,483	62%	62.0%	1,024.50	81.0%	168,771,406	164,735	104,638,272	266,871
District 1 Totals	240	598.4	25%	\$225,876	\$140,697	61%		2,436.17	75.0%	\$351,797,170	\$144,406	\$217,878,526	\$233,841

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2002 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2003 Needs Study				Rural Grading Cost Adjustment To The 2003 - 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	25	85.6	26%	\$119,559	\$93,538	28%	28.0%	324.20	72.9%	\$26,858,241	\$82,845	\$7,520,307	\$106,041
Clearwater	31	83.9	40%	80,137	70,467	14%	14.0%	211.84	66.6%	14,025,192	66,207	1,963,527	75,475
Hubbard	15	54.6	22%	112,978	85,370	32%	32.0%	251.06	79.9%	17,858,024	71,131	5,714,568	93,892
Kittson	29	99.8	42%	69,531	65,971	5%	5.0%	239.22	65.0%	15,978,829	66,796	798,941	70,135
Lake of the Woods	14	39.9	34%	69,807	61,029	14%	14.0%	115.95	60.9%	7,125,002	61,449	997,500	70,052
Marshall	50	245.2	74%	59,190	58,210	2%	2.0%	331.14	52.3%	19,182,678	57,929	383,654	59,088
Norman	28	78.2	30%	66,191	61,139	8%	8.0%	263.94	68.6%	14,897,246	56,442	1,191,780	60,957
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	56	255.8	61%	73,427	75,003	-2%	-2.0%	422.35	53.3%	30,436,028	72,064	(608,721)	70,622
Red Lake	11	33.4	23%	87,534	79,632	10%	10.0%	143.97	78.9%	9,771,526	67,872	977,153	74,659
Roseau	29	113.4	42%	50,068	58,245	-14%	-14.0%	272.57	58.0%	15,386,093	56,448	(2,154,053)	48,545
District 2 Totals	300	1,144.1	42%	\$73,192	\$68,101	7%		2,736.47	62.9%	\$179,807,410	65,708	\$19,768,534	\$72,932

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2002 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2003 Needs Study				Rural Grading Cost Adjustment To The 2003 - 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	23	92.3	36%	\$136,533	\$77,830	75%	75.0%	259.52	69.9%	\$20,970,484	\$80,805	\$15,727,863	\$141,409
Benton	32	66.1	51%	124,573	50,924	145%	145.0%	129.03	60.1%	6,413,966	49,709	9,300,251	121,787
Cass	23	95.5	27%	116,664	86,588	35%	35.0%	354.17	68.1%	25,072,164	70,791	8,775,257	95,568
Crow Wing	30	94.5	43%	78,102	61,581	27%	27.0%	220.79	62.5%	16,834,112	76,245	4,545,210	96,831
Isanti	22	53.7	33%	157,036	84,251	86%	86.0%	161.87	72.5%	13,236,552	81,773	11,383,435	152,097
Kanabec	25	69.5	57%	113,623	83,084	37%	37.0%	121.35	58.1%	9,902,022	81,599	3,663,748	111,790
Mille Lacs	16	31.7	19%	170,063	79,562	114%	114.0%	167.45	73.4%	13,733,745	82,017	15,656,469	175,516
Morrison	7	36.8	10%	89,841	58,587	53%	53.0%	363.67	86.2%	25,042,298	68,860	13,272,418	105,356
Sherburne	20	55.6	44%	54,034	37,345	45%	45.0%	126.71	62.2%	5,706,349	45,035	2,567,857	65,300
Stearns	20	60.1	13%	115,519	77,238	50%	50.0%	461.69	83.2%	36,986,626	80,111	18,493,313	120,167
Todd	11	38.7	23%	80,374	65,659	22%	22.0%	164.90	41.6%	10,674,986	64,736	2,348,497	78,978
Wadena	12	38.5	25%	106,918	65,511	63%	63.0%	152.47	69.5%	8,088,952	53,053	5,096,040	86,476
Wright	28	64.1	22%	215,538	95,313	126%	126.0%	285.06	76.8%	26,467,313	92,848	33,348,814	209,837
District 3 Totals	269	797.1	27%	\$119,648	\$72,144	66%		2,968.68	69.3%	\$219,129,569	\$73,814	\$144,179,172	\$122,381

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2002 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2003 Needs Study				Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Becker	23	90.4	27%	\$58,178	\$42,797	36%	36.0%	331.23	74.1%	\$17,309,456	\$52,258	\$6,231,404	\$71,071
Big Stone	17	39.0	25%	77,553	42,823	81%	81.0%	153.02	75.6%	7,120,937	46,536	5,767,959	84,230
Clay	29	111.8	42%	77,419	44,036	76%	76.0%	267.66	69.0%	16,231,515	60,642	12,335,951	106,730
Douglas	18	57.8	22%	92,276	62,127	49%	49.0%	266.59	74.8%	13,846,650	51,940	6,784,859	77,390
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	39%	91,092	41,498	120%	120.0%	132.56	69.0%	6,313,879	47,630	7,576,655	104,787
Otter Tail	34	91.1	13%	116,711	77,402	51%	51.0%	725.85	83.1%	62,552,234	86,178	31,901,639	130,129
Pope	20	52.4	25%	141,910	74,027	92%	92.0%	210.70	73.1%	16,170,240	76,745	14,876,621	147,351
Stevens	8	34.0	17%	68,683	49,894	38%	38.0%	194.56	81.7%	10,709,116	55,043	4,069,464	75,959
Swift	28	84.0	37%	58,028	42,010	38%	38.0%	224.25	69.0%	12,487,096	55,684	4,745,096	76,844
Traverse	5	23.4	11%	36,009	43,432	-17%	-17.0%	207.62	86.4%	11,690,352	56,306	(1,987,360)	46,734
Wilkin	16	49.8	24%	66,867	32,320	107%	107.0%	210.51	69.0%	9,323,742	44,291	9,976,404	91,683
District 4 Totals	212	712.4	23%	\$81,877	\$50,645	62%		3,120.60	76.5%	\$192,523,479	\$61,694	\$108,767,206	\$96,549

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2002 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2003 Needs Study				Rural Grading Cost Adjustment To The 2003 - 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	19	33.4	27%	\$272,326	\$150,873	81%	81.0%	122.53	64.9%	\$21,888,009	\$178,634	\$17,729,287	\$323,327
Carver	17	25.3	19%	211,792	115,743	83%	83.0%	136.05	75.1%	14,205,371	104,413	11,790,458	191,076
Hennepin	16	40.9	43%	598,878	316,788	89%	89.0%	95.98	75.2%	24,112,134	251,220	21,459,799	474,807
Scott	12	14.9	12%	345,541	90,301	283%	283.0%	121.98	73.6%	12,948,514	106,153	36,644,295	406,565
District 5 Totals	64	114.5	24%	\$385,036	\$194,438	98%		476.54	71.9%	\$73,154,028	\$153,511	\$87,623,839	\$337,386

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2002 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2003 Needs Study				Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Dodge	22	49.4	31%	\$92,866	\$63,545	46%	46.0%	159.48	67.0%	\$9,912,587	\$62,156	\$4,559,790	\$90,747
Fillmore	33	89.2	32%	170,654	135,045	26%	26.0%	275.96	70.3%	41,776,826	151,387	10,861,975	190,748
Freeborn	17	50.0	15%	133,757	64,028	109%	109.0%	342.27	80.5%	17,660,226	51,597	19,249,646	107,838
Goodhue	22	72.4	38%	188,950	108,995	73%	73.0%	192.40	61.8%	18,843,545	97,939	13,755,788	169,435
Houston	14	32.9	16%	235,066	156,822	50%	50.0%	203.10	84.4%	33,823,017	166,534	16,911,509	249,801
Mower	24	66.9	26%	101,509	64,462	57%	57.0%	253.71	71.4%	17,313,256	68,240	9,868,556	107,137
Olmsted	20	46.8	22%	158,811	131,682	21%	21.0%	215.95	75.2%	21,910,409	101,461	4,601,186	122,767
Rice	16	39.9	20%	108,363	59,946	81%	81.0%	203.70	79.1%	14,721,669	72,271	11,924,552	130,811
Steele	19	47.5	25%	123,449	53,478	131%	131.0%	192.89	71.7%	12,697,277	65,827	16,633,433	152,059
Wabasha	18	48.9	27%	188,590	130,991	44%	44.0%	181.47	70.7%	23,341,540	128,625	10,270,278	185,220
Winona	30	47.0	21%	137,695	114,745	20%	20.0%	223.14	75.2%	25,467,450	114,132	5,093,490	136,959
District 6 Totals	235	590.8	24%	\$148,950	\$99,242	50%		2,444.07	73.4%	\$237,467,802	\$97,161	\$123,730,203	\$147,785

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2002 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2003 Needs Study				Rural Grading Cost Adjustment  To The 2003 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2)  Miles											
Blue Earth	28	85.6	34%	\$139,747	\$98,057	43%	43.0%	253.12	64.1%	\$20,272,256	\$80,090	\$8,717,070	\$114,528
Brown	17	57.3	26%	113,660	96,118	18%	18.0%	217.24	71.3%	13,465,929	61,986	2,423,867	73,144
Cottonwood	18	50.2	22%	91,216	54,156	68%	68.0%	227.60	73.6%	12,107,104	53,195	8,232,831	89,367
Faribault	19	78.0	36%	87,881	57,317	53%	53.0%	217.82	65.7%	12,010,553	55,140	6,365,593	84,364
Jackson	17	44.5	16%	77,761	56,611	37%	37.0%	285.94	79.6%	17,618,652	61,617	6,518,901	84,415
Le Sueur	23	66.6	45%	92,210	64,885	42%	42.0%	146.33	60.3%	10,935,159	74,729	4,592,767	106,116
Martin	17	87.8	36%	88,516	64,245	38%	38.0%	247.07	66.6%	13,659,556	55,286	5,190,631	76,295
Nicollet	25	56.5	36%	111,725	70,969	57%	57.0%	156.00	66.3%	14,937,400	95,753	8,514,318	150,332
Nobles	17	47.6	20%	82,941	56,489	47%	47.0%	240.35	72.3%	16,042,370	66,746	7,539,914	98,116
Rock	12	44.9	25%	85,502	48,871	75%	75.0%	180.60	72.2%	8,853,119	49,021	6,639,839	85,786
Sibley	21	66.6	37%	79,716	57,414	39%	39.0%	181.22	64.5%	10,493,347	57,904	4,092,405	80,486
Waseca	26	65.2	43%	69,918	54,712	28%	28.0%	151.90	64.6%	8,512,033	56,037	2,383,369	71,727
Watonwan	15	48.3	46%	72,851	60,364	21%	21.0%	104.49	47.3%	7,112,246	68,066	1,493,572	82,360
District 7 Totals	255	799.0	31%	\$93,573	\$66,044	42%		2,609.68	67.5%	\$166,019,724	\$63,617	\$72,705,077	\$91,477

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2002 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2003 Needs Study				Rural Grading Cost Adjustment To The 2003 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Chippewa	12	38.5	23%	\$138,713	\$102,650	35%	35.0%	164.20	69.3%	\$14,844,664	\$90,406	\$5,195,632	\$122,048
Kandiyohi	36	114.2	47%	113,322	70,418	61%	61.0%	243.63	62.2%	20,279,751	83,240	12,370,648	134,016
Lac Qui Parle	23	97.9	42%	68,959	48,044	44%	44.0%	235.14	66.2%	9,867,263	41,963	4,341,596	60,427
Lincoln	20	64.3	40%	64,544	46,599	39%	39.0%	161.83	66.4%	8,923,447	55,141	3,480,144	76,646
Lyon	31	86.2	48%	83,644	60,153	39%	39.0%	181.18	59.7%	9,841,072	54,317	3,838,018	75,500
Mc Leod	27	55.3	39%	121,653	76,168	60%	60.0%	140.60	59.5%	9,634,249	68,522	5,780,549	109,636
Meeker	24	53.9	30%	87,029	55,039	58%	58.0%	181.31	68.2%	10,960,086	60,449	6,356,850	95,510
Murray	22	72.6	27%	74,633	50,763	47%	47.0%	273.47	78.9%	14,644,699	53,551	6,883,009	78,721
Pipestone	24	68.5	48%	63,855	50,751	26%	26.0%	141.67	64.0%	7,405,897	52,276	1,925,533	65,867
Redwood	31	78.8	31%	62,984	47,630	32%	32.0%	253.75	68.1%	13,603,844	53,611	4,353,230	70,767
Renville	16	67.2	20%	86,364	53,084	63%	63.0%	341.35	77.5%	18,989,182	55,630	11,963,185	90,676
Yellow Medicine	29	107.5	52%	57,811	52,691	10%	10.0%	206.25	61.3%	12,538,835	60,794	1,253,884	66,874
District 8 Totals	295	904.9	36%	\$82,428	\$57,693	43%		2,524.38	67.3%	\$151,532,989	\$60,028	\$67,742,278	\$86,863

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2002 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2003 Needs Study				Rural Grading Cost Adjustment To The 2003 - 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	17	27.3	17%	\$243,232	\$122,616	98%	98.0%	157.92	74.3%	\$14,750,598	\$93,406	\$14,455,586	\$184,943
Dakota	13	17.3	15%	226,731	174,441	30%	30.0%	117.05	86.7%	13,392,636	114,418	4,017,791	148,744
Ramsey	3	3.5	59%	503,673	338,416	49%	49.0%	5.90	74.2%	1,377,290	233,439	674,872	347,824
Washington	17	21.2	18%	361,506	172,943	109%	109.0%	115.94	82.0%	16,021,686	138,189	17,463,638	288,816
District 9 Totals	50	69.3	12%	\$288,503	\$161,797	78%		396.81	79.8%	\$45,542,210	\$114,771	\$36,611,887	207,036

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1984-2002 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-2002 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2003 Needs Study				Rural Grading Cost Adjustment To The 2003 - 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	240	598.4	25%	\$225,876	\$140,697	61%		2,436.17	75.0%	\$351,797,170	\$144,406	\$217,878,526	\$233,841
District 2 Totals	300	1,144.1	42%	73,192	68,101	7%		2,736.47	62.9%	179,807,410	65,708	19,768,534	72,932
District 3 Totals	269	797.1	27%	119,648	72,144	66%		2,968.68	69.3%	219,129,569	73,814	144,179,172	122,381
District 4 Totals	212	712.4	23%	81,877	50,645	62%		3,120.60	76.5%	192,523,479	61,694	108,767,206	96,549
District 5 Totals	64	114.5	24%	385,036	194,438	98%		476.54	71.9%	73,154,028	153,511	87,623,839	337,386
District 6 Totals	235	590.8	24%	148,950	99,242	50%		2,444.07	73.4%	237,467,802	97,161	123,730,203	147,785
District 7 Totals	255	799.0	31%	93,573	66,044	42%		2,609.68	67.5%	166,019,724	63,617	72,705,077	91,477
District 8 Totals	295	904.9	36%	82,428	57,693	43%		2,524.38	67.3%	151,532,989	60,028	67,742,278	86,863
District 9 Totals	50	69.3	17%	288,503	161,797	78%		396.81	79.8%	45,542,210	114,771	36,611,887	207,036
STATE TOTAL	1,920	5,730.4	29%	\$108,764	\$78,272	39%		19,713.40	70.2%	\$1,616,974,381	\$82,024	\$879,006,722	\$126,613



## OTES and COMMENTS

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987 - 2002 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 2004 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 - 2002. 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 2003 needs study (\$3,408,412) an adjustment (+\$6,680,488) to the 2003 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 2003 25-year construction needs) have been used in calculating the 2003 annual County State Aid Highway money needs.

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2002 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2003 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			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2003 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Carlton	3	1.4	13%	\$114,584	\$127,504	-10%	-10.0%	10.63	67.6%	\$2,521,360	\$237,193	(\$252,136)	\$213,474
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	18%	147,234	163,330	-10%	-10.0%	12.99	72.7%	2,138,416	164,620	(213,842)	148,158
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%	3,408,412	250,619	6,680,488	741,831
St. Louis	19	9.6	15%	640,035	284,712	125%	125.0%	65.31	57.6%	26,185,893	400,948	32,732,366	902,132
District 1 Totals	48	22.8	19%	\$453,063	\$217,097	109%		118.63	60.4%	\$38,006,142	\$320,375	\$42,446,810	\$678,184

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2002 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2003 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			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2003 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Beltrami	8	5.1	39%	\$145,410	\$120,890	20%	20.0%	13.00	60.6%	\$2,234,269	\$171,867	\$446,854	\$206,240
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%	5.44	82.6%	795,631	146,256	272,106	196,275
Norman	4	1.1	27%	109,332	103,815	5%	5.0%	4.09	57.3%	603,956	147,667	30,198	155,050
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	10	2.7	26%	162,949	138,959	17%	17.0%	10.48	70.1%	1,786,414	170,459	303,690	199,437
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	8%	239,273	136,499	75%	60.0%	9.19	75.5%	1,372,787	149,378	823,672	239,005
District 2 Totals	39	15.6	24%	\$179,955	\$141,875	27%		64.12	68.6%	\$9,851,719	\$153,645	\$2,077,505	186,045

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2002 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2003 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			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2003 - 25 Year Construction Needs	
	#	(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	24%	199,014	154,565	29%	29.0%	7.19	66.3%	1,082,703	150,585	313,984	194,254
Cass	4	1.6	26%	113,774	145,858	-22%	-22.0%	6.19	56.4%	993,615	160,519	(218,595)	125,205
Crow Wing	5	2.8	18%	158,841	151,560	5%	5.0%	15.36	63.7%	2,498,488	162,662	124,924	170,795
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	7	5.5	26%	299,456	167,377	79%	79.0%	21.11	76.5%	4,552,931	215,677	3,596,815	386,061
Morrison	8	3.6	25%	197,801	113,411	74%	74.0%	14.35	69.6%	2,182,651	152,101	1,615,162	264,656
Sherburne	1	0.3	11%	193,119	84,194	129%	129.0%	2.82	23.7%	226,455	80,303	292,127	183,894
Stearns	30	12.1	49%	223,874	152,973	46%	46.0%	24.86	50.2%	3,909,531	157,262	1,798,384	229,602
Todd	5	1.9	15%	311,495	143,115	118%	118.0%	12.45	80.6%	1,690,024	135,745	1,994,228	295,924
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	12%	199,458	228,898	-13%	-13.0%	19.67	60.9%	4,059,257	206,368	(527,703)	179,540
District 3 Totals	82	36.2	27%	\$227,901	\$163,899	39%		133.15	60.3%	\$22,949,237	\$172,356	\$9,033,741	\$240,203

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2002 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2003 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			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2003 - 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	1.4	29%	247,487	184,408	34%	34.0%	4.81	57.1%	421,426	87,615	143,285	117,404
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	16	8.1	57%	159,604	194,792	-18%	-18.0%	14.24	52.3%	3,274,329	229,939	(589,379)	188,550
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	13	6.2	19%	291,705	183,570	59%	59.0%	32.66	75.7%	8,071,190	247,128	4,762,002	392,933
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	49%	152,875	163,079	-6%	-6.0%	1.42	28.3%	235,709	165,992	(14,143)	156,032
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	5	1.6	66%	235,104	158,321	48%	48.0%	2.44	46.9%	316,626	129,765	151,980	192,052
Wilkin	5	2.2	71%	369,907	225,803	64%	64.0%	3.11	44.0%	499,082	160,477	319,412	263,181
District 4 Totals	77	30.8	35%	\$228,649	\$181,625	26%		86.78	58.9%	\$17,547,276	\$202,204	\$5,870,315	\$269,850

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2002 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2003 Needs Study				Urban Grading Cost Adjustment  To The 2003 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	Miles											
Anoka	14	12.7	29%	\$596,358	\$216,248	176%	176.0%	43.59	44.5%	\$10,877,408	\$249,539	\$19,144,238	\$688,728
Carver	11	8.2	47%	420,629	156,169	169%	169.0%	17.59	51.4%	2,475,619	140,740	4,183,796	378,591
Hennepin	47	41.0	15%	683,188	508,846	34%	34.0%	269.71	68.6%	118,991,900	441,185	40,457,246	591,187
Scott	19	18.8	79%	585,371	261,884	124%	124.0%	23.88	36.3%	4,989,279	208,931	6,186,706	468,006
District 5 Totals	91	80.7	23%	\$620,054	\$369,466	68%		354.77	60.0%	\$137,334,206	\$387,108	\$69,971,986	\$584,340

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2002 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2003 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			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2003 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Dodge	9	3.1	58%	\$261,691	\$178,709	46%	46.0%	5.36	47.3%	\$1,466,065	\$273,520	\$674,390	\$399,339
Fillmore	10	4.1	30%	287,324	87,578	228%	228.0%	13.61	71.3%	1,557,458	114,435	3,551,004	375,346
Freeborn	1	0.5	3%	81,945	125,124	-35%	-10.5%	16.52	75.8%	2,342,605	141,804	(245,974)	126,915
Goodhue	9	3.2	32%	221,408	142,488	55%	55.0%	10.08	66.6%	2,117,592	210,079	1,164,676	325,622
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	26%	153,173	206,088	-26%	-26.0%	10.01	55.4%	1,990,061	198,807	(517,416)	147,117
Olmsted	0	0.0	0%	0	0	0%	0.0%	22.57	70.9%	3,783,415	167,630	0	167,630
Rice	8	4.8	29%	225,069	253,310	-11%	-11.0%	16.29	66.8%	5,541,814	340,197	(609,600)	302,776
Steele	5	1.7	16%	428,355	180,452	137%	137.0%	10.65	46.2%	1,940,930	182,247	2,659,074	431,925
Wabasha	7	2.4	25%	346,923	422,394	-18%	-18.0%	9.43	63.8%	2,496,149	264,703	(449,307)	217,056
Winona	0	0.0	0%	0	0	0%	0.0%	16.46	87.9%	3,641,702	221,246	0	221,246
District 6 Totals	65	25.2	19%	\$261,161	\$194,074	35%		133.64	64.5%	\$27,190,277	\$203,459	\$6,548,708	\$252,462

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2002 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2003 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			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2003 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Blue Earth	8	5.3	27%	\$336,781	\$128,314	162%	162.0%	19.78	60.8%	\$3,839,968	\$194,134	\$6,220,748	\$508,631
Brown	11	4.9	72%	178,714	104,508	71%	71.0%	6.78	52.8%	969,347	142,972	688,236	244,481
Cottonwood	4	2.0	49%	147,491	153,062	-4%	-4.0%	4.05	43.1%	486,384	120,095	(19,455)	115,291
Faribault	10	3.9	47%	367,492	173,834	111%	111.0%	8.23	52.8%	1,795,452	218,159	1,992,952	460,316
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	13	3.7	24%	311,570	139,253	124%	124.0%	15.74	64.2%	2,546,827	161,806	3,158,065	362,445
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	6	1.9	27%	213,308	145,729	46%	46.0%	6.91	62.2%	750,431	108,601	345,198	158,557
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	5%	110,707	207,275	-47%	-23.5%	11.12	75.4%	1,939,008	174,371	(455,667)	133,394
Watonwan	9	2.8	44%	270,580	207,144	31%	31.0%	6.42	45.2%	1,323,600	206,168	410,316	270,080
District 7 Totals	94	46.3	43%	\$242,376	\$145,380	67%		107.13	57.9%	\$18,851,406	\$175,968	\$14,781,524	\$313,945

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2002 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2003 Needs Study				Urban Grading Cost Adjustment  To The 2003 - 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											
Chippewa	8	3.3	99%	\$247,157	\$290,597	-15%	-15.0%	3.35	50.0%	\$831,346	\$248,163	(\$124,702)	210,939
Kandiyohi	8	7.2	48%	378,326	229,465	65%	65.0%	14.97	51.1%	2,790,752	186,423	1,813,989	307,598
Lac Qui Parle	3	0.4	6%	214,271	190,007	13%	7.8%	6.63	87.8%	1,330,949	200,746	103,814	216,405
Lincoln	5	1.9	41%	333,018	167,339	99%	99.0%	4.59	50.7%	503,771	109,754	498,733	218,410
Lyon	12	5.7	73%	128,920	228,672	-44%	-44.0%	7.83	51.2%	1,529,206	195,301	(672,851)	109,368
Mc Leod	8	3.6	35%	190,040	177,366	7%	7.0%	10.42	52.7%	1,502,634	144,207	105,184	154,301
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	58%	132,122	135,693	-3%	-3.0%	8.76	64.6%	1,492,002	170,320	(44,760)	165,210
Redwood	4	1.4	15%	114,874	142,801	-20%	-20.0%	9.34	73.1%	1,918,584	205,416	(383,717)	164,333
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	20%	331,014	131,225	152%	152.0%	5.95	68.6%	698,697	117,428	1,062,019	295,919
District 8 Totals	81	34.6	41%	\$238,359	\$194,067	23%		83.87	58.8%	\$13,911,923	\$165,875	\$2,996,982	\$201,609

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2002 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2003 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			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2003 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Chisago	3	2.7	21%	\$365,361	\$161,647	126%	126.0%	12.78	59.9%	\$1,527,302	119,507	\$1,924,401	\$270,086
Dakota	28	43.1	59%	432,250	250,271	73%	73.0%	73.22	38.8%	13,692,257	187,002	9,995,348	323,513
Ramsey	45	34.4	22%	661,560	403,779	64%	64.0%	156.09	61.4%	64,101,109	410,668	41,024,710	673,495
Washington	11	5.1	13%	402,808	224,930	79%	79.0%	40.47	55.1%	8,656,390	213,896	6,838,548	382,875
District 9 Totals	87	85.3	30%	\$520,826	\$307,867	69%		282.56	52.6%	\$87,977,058	\$311,357	\$59,783,007	\$522,933

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## Comparison of 1987-2002 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-2002 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2003 Needs Study				Urban Grading Cost Adjustment  To The 2003 - 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											
District 1 Totals	48	22.8	19%	\$453,063	\$217,097	109%		118.63	60.4%	\$38,006,142	\$320,375	\$42,446,810	\$678,184
District 2 Totals	39	15.6	24%	179,955	141,875	27%		64.12	68.6%	9,851,719	153,645	2,077,505	186,045
District 3 Totals	82	36.2	27%	227,901	163,899	39%		133.15	60.3%	22,949,237	172,356	9,033,741	240,203
District 4 Totals	77	30.8	35%	228,649	181,625	26%		86.78	58.9%	17,547,276	202,204	5,870,315	269,850
District 5 Totals	91	80.7	23%	620,054	369,466	68%		354.77	60.0%	137,334,206	387,108	69,971,986	584,340
District 6 Totals	65	25.2	19%	261,161	194,074	35%		133.64	64.5%	27,190,277	203,459	6,548,708	252,462
District 7 Totals	94	46.3	43%	242,376	145,380	67%		107.13	57.9%	18,851,406	175,968	14,781,524	313,945
District 8 Totals	81	34.6	41%	238,359	194,067	23%		83.87	58.8%	13,911,923	165,875	2,996,982	201,609
District 9 Totals	87	85.3	30%	520,826	307,867	69%		282.56	52.6%	87,977,058	311,357	59,783,007	522,933
STATE TOTAL	664	377.5	28%	\$350,229	\$249,826	40%		1,364.65	58.8%	\$373,619,244	\$273,784	\$213,510,578	\$430,242

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## 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, 2003 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 4-5, 2003 Screening Board meeting.

<b>County</b>	<b>Project</b>	<b>Variance From</b>	<b>2003 Needs Adjustments</b>	<b>Approx. 2004 Apport. Loss*</b>
Carver	10-631-09	Design Speed	\$91,660	\$1,915
Houston	28-625-15	Design Speed	\$62,870	\$1,313
Steele	74-645-19	Design Speed	\$39,530	\$826
Yellow Medicine	87-644-03	Design Speed	\$277,770	\$5,803
TOTAL			\$471,830	\$9,857

\* Based on \$20.89 earning factor for each \$1,000 of 25 year money needs.

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## 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, 2002

<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>
Polk	04/01/98	\$2,000,000	\$2,000,000	\$1,600,000	\$400,000	\$0	\$400,000
District 2 Totals		2,000,000	2,000,000	1,600,000	400,000	0	400,000
Benton	06/01/95	720,000	720,000	460,000	260,000	153,399	106,601
District 3 Totals		720,000	720,000	460,000	260,000	153,399	106,601
Anoka	05/18/99	6,400,000	6,400,000	1,835,000	4,565,000	0	4,565,000
Anoka	03/01/01	4,575,000	4,575,000	370,000	4,205,000	0	4,205,000
District 5 Totals		\$10,975,000	\$10,975,000	\$2,205,000	\$8,770,000	\$0	\$8,770,000

**STATE AID BOND RECORD AS OF DECEMBER 31, 2002**

<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>
Waseca	09/01/91	\$2,580,000	\$2,580,000	\$2,304,599	\$275,401	\$0	\$275,401
District 7 Totals		2,580,000	2,580,000	2,304,599	275,401	0	275,401
Kandiyohi	01/01/99	3,250,000	3,240,192	465,000	2,775,192	0	2,775,192
District 8 Totals		3,250,000	3,240,192	465,000	2,775,192	0	2,775,192
STATE TOTALS		\$19,525,000	\$19,515,192	\$7,034,599	\$12,480,593	\$153,399	\$12,327,194

**TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2002**

Pine	08/30/01	\$2,225,000	\$0	\$0	\$0	\$0	\$0
District 1 Totals		2,225,000	0	0	0	0	0
Pennington	07/14/01	2,000,000	0	0	0	0	0
District 1 Totals		\$2,000,000	\$0	\$0	\$0	\$0	\$0

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## "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 2003 25-year needs and are shown on the 2004 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	\$767,883	Aitkin	\$1,012,211
Cook	290,821	Benton	1,250,962
Itasca	1,262,000	Cass	1,231,687
Koochiching	1,150,454	Crow Wing	1,125,127
Lake	1,082,866	Isanti	668,584
Pine	1,013,052	Kanabec	362,375
St. Louis	9,374,026	Mille Lacs	306,773
District 1 Totals	\$14,941,102	Morrison	255,686
		Sherburne	458,486
Beltrami	\$1,205,509	Stearns	1,446,846
Clearwater	513,544	Todd	426,987
Hubbard	1,446,732	Wadena	382,807
Kittson	1,254,122	Wright	2,715,294
Lake of the Woods	176,828	District 3 Totals	\$11,643,825
Marshall	1,969,223		
Norman	686,097		
Pennington	531,560		
Polk	3,930,780		
Red Lake	341,906		
Roseau	726,477		
District 2 Totals	\$12,782,778		

## "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	\$859,488	Blue Earth	\$5,064,552
Big Stone	194,537	Brown	559,061
Clay	1,511,158	Cottonwood	935,910
Douglas	1,181,251	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	1,321,449
Stevens	483,713	Nobles	334,815
Swift	512,851	Rock	611,529
Traverse	160,653	Sibley	551,663
Wilkin	761,623	Waseca	323,108
District 4 Totals	\$7,991,394	Watsonwan	530,589
		District 7 Totals	\$13,360,301
Anoka	\$7,734,317		
Carver	2,097,278	Chippewa	\$721,249
Hennepin	65,976,610	Kandiyohi	1,869,236
Scott	12,083,300	Lac Qui Parle	597,053
District 5 Totals	\$87,891,505	Lincoln	830,690
		Lyon	1,266,894
Dodge	\$811,609	Mc Leod	2,487,550
Fillmore	1,613,134	Meeker	685,952
Freeborn	496,889	Murray	677,058
Goodhue	2,830,457	Pipestone	460,763
Houston	741,985	Redwood	1,050,452
Mower	187,423	Renville	1,848,791
Olmsted	4,813,721	Yellow Medicine	779,824
Rice	498,752	District 8 Totals	\$13,275,512
Steele	257,441		
Wabasha	795,557	Chisago	\$2,630,373
Winona	612,598	Dakota	30,519,647
District 6 Totals	\$13,659,566	Ramsey	14,182,163
		Washington	3,691,743
		District 9 Totals	\$51,023,926
		STATE TOTALS	\$226,569,909

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## 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 2003 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	Total
<b><u>District 1</u></b>							
Carlton	\$39,454						<b>\$39,454</b>
Cook	6,976	---	---	\$16,161	---	---	<b>23,137</b>
Itasca	80,395	143,725	---	\$86,190	---	---	<b>310,310</b>
Lake	89,138	64,970	15,801	66,378	4,442	---	<b>240,729</b>
Pine	58,386	\$9,112	---	14,612	---	---	<b>82,110</b>
St. Louis	648,475	180,188	26,280	203,919	92,123	---	<b>1,150,985</b>
<b><u>District 2</u></b>							
Beltrami	76,884	---	46,760	48,748	29,464	94,350	<b>296,206</b>
Clearwater	---	---	---	57,509	32,134	---	<b>89,643</b>
Hubbard	---	---	---	---	18,213	---	<b>18,213</b>
Marshall	---	---	---	80,678	18,732	---	<b>99,410</b>
Polk	---	---	---	22,975	4,970	88,883	<b>116,828</b>
Red Lake	---	193,218	---	61,553	1,953	---	<b>256,724</b>
<b><u>District 3</u></b>							
Aitkin	---	---	---	---	7,534	---	<b>7,534</b>
Benton	150,409	---	---	---	---	---	<b>150,409</b>
Crow Wing	109,067	---	38,369	97,802	97,562	---	<b>342,800</b>
Mille Lacs	70,653	---	16,473	42,402	44,417	---	<b>173,945</b>
Stearns	615,840	---	46,500	33,697	---	---	<b>696,037</b>
Todd	16,745	---	---	---	---	---	<b>16,745</b>
<b><u>District 4</u></b>							
Becker	8,883	---	---	115,520	37,561	19,576	<b>181,540</b>
Douglas	183,684	15,871	18,398	116,142	---	---	<b>334,095</b>
Swift	---	20,054	---	35,904	---	---	<b>55,958</b>

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	Total
<b>District 5</b>							
Anoka	\$5,843,736	\$77,611	\$610,267	\$572,318	\$1,357,226	---	<b>\$8,461,158</b>
Carver	37,029	204,557	---	---	17,279	50,581	<b>309,446</b>
Hennepin	10,720,405	2,072,226	2,853,872	2,318,825	39,636	---	<b>18,004,964</b>
Scott	2,963,596	41,500	581,872	1,048,436	179,709	---	<b>4,815,113</b>
<b>District 6</b>							
Dodge	---	---	---	48,264	22,268	---	<b>70,532</b>
Fillmore	---	221,020	35,790	191,377	---	---	<b>448,187</b>
Freeborn	144,736	---	---	---	---	---	<b>144,736</b>
Goodhue	210,370	87,328	271,798	66,674	---	36,513	<b>672,683</b>
Houston	---	153,749	57,742	62,111	122,040	---	<b>395,642</b>
Olmsted	1,574,663	---	90,033	---	---	---	<b>1,664,696</b>
Rice	---	---	63,815	272,181	---	---	<b>335,996</b>
Wabasha	---	---	57,971	75,787	5,100	---	<b>138,858</b>
Winona	---	---	2,760	---	---	---	<b>2,760</b>
<b>District 7</b>							
Blue Earth	---	218,091	9,942	172,205	639,919	54,132	<b>1,094,289</b>
Faribault	99,989	---	---	3,386	---	---	<b>103,375</b>
Le Sueur	---	9,650	42,122	113,672	---	---	<b>165,444</b>
Nicollet	---	---	50,232	23,340	---	---	<b>73,572</b>
Nobles	37,255	---	---	6,039	---	---	<b>43,294</b>
Watsonwan	1,626	324,117	---	312,004	---	---	<b>637,747</b>
<b>District 8</b>							
Chippewa	---	---	---	---	---	37157	<b>37,157</b>
Kandiyohi	68,554	---	47,085	47,194	89,093	22,270	<b>274,196</b>
Lyon	---	---	---	73,849	7,824	---	<b>81,673</b>
McLeod	---	---	40,294	---	16,400	---	<b>56,694</b>
Meeker	8,439	---	---	---	---	23,762	<b>32,201</b>
Murray	---	---	22,988	193,323	---	---	<b>216,311</b>
Pipestone	---	216	3,150	78,575	---	15,000	<b>96,941</b>
Yellow Medicine	---	---	---	---	---	5000	<b>5,000</b>
<b>District 9</b>							
Chisago	83,255	---	4,599	110,419	---	---	<b>198,273</b>
Dakota	5,127,389	---	2,441,139	1,169,098	435,535	98,758	<b>9,271,919</b>
Ramsey	8,552,650	989,464	2,297,443	1,170,031	875,191	---	<b>13,884,779</b>
Washington	2,956,053	23,107	167,588	276,574	92,785	---	<b>3,516,107</b>
<b>TOTAL</b>	<b>\$40,584,734</b>	<b>\$5,049,774</b>	<b>\$9,961,083</b>	<b>\$9,505,872</b>	<b>\$4,289,110</b>	<b>\$545,982</b>	<b>\$69,936,555</b>

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

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## "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 2004 Money Needs Apportionment Form.

<u>County</u>	<u>Letting Date Or Reporting Date</u>	<u># of Projects</u>	<u>Regular Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Total Bridge Deck Rehab. Needs</u>	<u>Added to the Needs for these Apport. Years</u>
<b>Itasca</b>	1999	2	\$256,076	\$210,838	\$466,914	2001-2015
<b>Lake</b>	1999	1	113,025	0	113,025	2001-2015
<b>District 1</b>						
<b>Beltrami</b>	2002	1	270,771	0	270,771	2004-2018
<b>Polk</b>	1988	1	201,689	0	201,689	1994-2008
<b>District 2</b>						
<b>Anoka</b>	2000	1	179,005	0	179,005	2001-2015
<b>Hennepin</b>	1989	2	348,771	0	348,771	1991-2005
<b>Hennepin</b>	1994	1	45,520	0	45,520	1996-2010
<b>Hennepin</b>	2000	1	88,131	0	88,131	2002-2016
<b>Hennepin</b>	2002	1	1,687,062	0	1,687,062	2004-2018
<b>District 5</b>						
<b>Houston</b>	2002	1	0	138,340	138,340	2004-2018
<b>Olmsted</b>	1993	1	52,831	0	52,831	1995-2009
<b>Olmsted</b>	1999	2	228,355	0	228,355	2003-2017
<b>Olmsted</b>	2000	3	295,336	0	295,336	2003-2017
<b>Rice</b>	1999	1	0	299,733	299,733	2004-2018
<b>Wabasha</b>	1998	1	27,500	0	27,500	1999-2013
<b>District 6</b>						
<b>Nicollet</b>	1999	1	0	114,468	114,468	2000-2014
<b>Nicollet</b>	2001	1	37,813	0	37,813	2003-2017
<b>District 7</b>						
<b>Kandiyohi</b>	2001	1	19,828	0	19,828	2002-2016
<b>District 8</b>						
<b>Ramsey</b>	1979	1	79,075	0	79,075	2003-2017
<b>Ramsey</b>	1986	1	555,051	0	555,051	2003-2017
<b>Ramsey</b>	1988	4	344,783	0	344,783	1993-2007
<b>District 9</b>						
<b>State Total</b>		<b>29</b>	<b>\$4,830,622</b>	<b>\$763,379</b>	<b>\$5,594,001</b>	<b>2004 Apport.</b>

# 2003 COUNTY SCREENING BOAD DATA

OCTOBER, 2003

## "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 2004 Money Needs Apportionment Form.

<u>County</u>	<u>Project #</u>	<u>Reporting Date</u>	<u>County Funds used on Mn/DOT Bridges</u>			<u>Added to the Needs for these Apport. Years</u>
			<u>Regular</u>	<u>Municipal</u>	<u>Total</u>	
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

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## 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 2003 money needs

<u>District</u>	<u>County</u>	<u>Regular Account Adjustment</u>	<u>Municipal Account Adjustment</u>	<u>Total Adjustment</u>
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	4,691,021	0	4,691,021
	Carver	5,071,477	0	5,071,477
	Hennepin	2,322,171	0	2,322,171
	Scott	7,465,978	0	7,465,978
6	Dodge	238,653	87,897	326,550
	Fillmore	4,039,189	95,238	4,134,427
	Goodhue	5,535,970	0	5,535,970
	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
	Watonwan	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	6,440,318	0	6,440,318
	Ramsey	455,138	0	455,138
	Washington	1,986,309	0	1,986,309
<b>State Total</b>		<b>\$56,441,205</b>	<b>\$1,216,079</b>	<b>\$57,657,284</b>



## OTES and COMMENTS

# **2003 COUNTY SCREENING BOARD DATA**

OCTOBER, 2003

## 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 2003 25 year needs, as shown on the 2004 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	\$653,067
<b>DISTRICT 1</b>		<b>0.70</b>			<b>653,067</b>
KANABEC	9	0.70	CO RD 51 to 0.70 M N	1958	115,771
<b>DISTRICT 3</b>		<b>0.70</b>			<b>115,771</b>
CARVER	14	1.05	CSAH 15 to 0.12 M West of CSAH 17	1992	673,827
HENNEPIN	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	2,411,434
SCOTT	27	0.92	CSAH 16 to TH 13	1979	2,159,466
<b>DISTRICT 5</b>		<b>2.54</b>			<b>5,244,727</b>
DAKOTA	5	1.35	TH 13 to FAI 35W	1975	2,189,150
DAKOTA	32	1.15	CSAH 71 to 105th St	1975	769,058
DAKOTA	70	1.08	CSAH 23 to TH 50	1973	1,487,388
<b>DISTRICT 9</b>		<b>3.58</b>			<b>4,445,596</b>
<b>STATE TOTAL</b>		<b>7.52</b>			<b>\$10,459,161</b>

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## 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.

<b>County</b>	<b>County Total Real &amp; Personal Market Value (Taxes Payable 2003)</b>	<b>Mill Levy Deduction</b>
Carlton	\$1,214,986,658	\$193,912
Cook	325,746,643	51,989
Itasca	2,050,765,104	327,302
Koochiching	421,005,596	67,192
Lake	472,373,960	75,391
Pine	942,694,416	150,454
St. Louis*	7,346,910,350	710,446
District 1 Totals	12,774,482,727	1,576,686
Beltrami	1,105,816,356	176,488
Clearwater	256,106,334	40,875
Hubbard	917,537,091	146,439
Kittson	171,372,369	27,351
Lake of the Woods	135,594,635	21,641
Marshall	235,969,812	37,661
Norman	128,487,540	20,507
Pennington	329,330,730	52,561
Polk	797,899,728	127,345
Red Lake	87,526,200	13,969
Roseau	409,662,810	65,382
District 2 Totals	4,575,303,605	730,219
Aitkin	587,265,998	93,728
Benton	1,427,828,250	227,881
Cass	1,466,932,710	234,122
Crow Wing	3,234,369,935	516,205
Isanti	1,499,665,050	239,347
Kanabec	501,612,446	80,057
Mille Lacs	848,797,000	135,468
Morrison	1,096,762,405	175,043
Sherburne	4,400,229,163	702,277
Stearns	5,803,847,607	926,294
Todd	630,366,730	100,607
Wadena	359,556,159	57,385
Wright	5,578,968,893	890,403
District 3 Totals	27,436,202,346	4,378,817
Becker	1,157,837,016	184,791
Big Stone	111,249,035	17,755
Clay	1,575,448,170	251,442
Douglas	1,731,645,900	276,371
Grant	164,538,280	26,260
Mahnomen	117,889,645	18,815
Otter Tail	2,258,631,732	360,478
Pope	376,233,015	60,047
Stevens	281,626,110	44,948
Swift	295,525,890	47,166
Traverse	96,017,565	15,324
Wilkin	177,879,385	28,390
District 4 Totals	\$8,344,521,743	\$1,331,787
Anoka*	\$17,867,606,220	\$1,727,798
Carver	5,369,663,800	856,998
Hennepin*	88,257,832,595	8,534,532
Scott	7,046,079,674	1,124,554
District 5 Totals	118,541,182,289	12,243,882

<u>County</u>	<u>County Total Real &amp; Personal Market Value (Taxes Payable 2003)</u>	<u>Mill Levy Deduction</u>
Dodge	683,307,495	109,056
Fillmore	666,959,973	106,447
Freeborn	1,102,702,140	175,991
Goodhue	2,607,407,050	416,142
Houston	683,040,916	109,013
Mower	1,210,929,748	193,264
Olmsted	7,050,349,286	1,125,236
Rice	2,642,414,993	421,729
Steele	1,617,082,170	258,086
Wabasha	860,303,701	137,304
Winona	2,005,688,821	320,108
District 6 Totals	21,130,186,293	3,372,376
Blue Earth	2,443,504,049	389,983
Brown	908,287,150	144,963
Cottonwood	309,632,205	49,417
Faribault	391,367,336	62,462
Jackson	294,001,378	46,923
Le Sueur	1,195,057,900	190,731
Martin	694,622,571	110,862
Nicollet	1,306,000,800	208,438
Nobles	536,534,445	85,631
Rock	265,500,975	42,374
Sibley	486,039,594	77,572
Waseca	680,452,935	108,600
Watonwan	262,339,204	41,869
District 7 Totals	9,773,340,542	1,559,825
Chippewa	371,715,313	59,326
Kandiyohi	1,591,971,385	254,079
Lac Qui Parle	156,931,808	25,046
Lincoln	174,860,630	27,908
Lyon	910,675,029	145,344
Mc Leod	1,468,557,335	234,382
Meeker	842,051,680	134,391
Murray	225,411,234	35,976
Pipestone	248,938,420	39,731
Redwood	389,379,530	62,145
Renville	464,310,765	74,104
Yellow Medicine	260,051,760	41,504
District 8 Totals	7,104,854,889	1,133,936
Chisago	2,462,835,490	393,069
Dakota*	25,789,259,900	2,493,821
Ramsey*	28,850,203,504	2,789,815
Washington*	15,717,192,569	1,519,853
District 9 Totals	72,819,491,463	7,196,558
STATE TOTALS	\$282,499,565,897	\$33,524,086

\* Denotes Urban County.

N/CSAH/Books/Fall 2003/Mill Levy 2003

\* \* \* \* \*

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

\* \* \* \* \*

# **2003 COUNTY SCREENING BOARD DATA**

OCTOBER, 2003

## **Development of the Tentative 2004 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 her use in apportioning the 2004 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2004 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 2003 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 2004 Apportionment.

Adjustments must be made for any turnback activity in 2003, construction fund balances as of 12/31/03, and possibly for any action taken by this Board.

October 23, 2003

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

Dear Lieutenant Governor/ Commissioner Molnau:

We, the undersigned, as members of the 2003 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 2003; construction fund balances as of December 31, 2003; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2004.

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 2004 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary  
County Screening Board

APPROVED

\_\_\_\_\_  
Al Goodman, District 1

\_\_\_\_\_  
Brad Larson, Metro

\_\_\_\_\_  
Mark Krebsbach, Urban

\_\_\_\_\_  
Jeff Langan, District 2

\_\_\_\_\_  
Greg Isakson, District 6

\_\_\_\_\_  
Gary Erickson, Urban

\_\_\_\_\_  
Russ Larson, District 3

\_\_\_\_\_  
Nathan Richman, District 7

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

\_\_\_\_\_  
Nick Anderson, District 4

\_\_\_\_\_  
Dave Halbersma, District 8

\_\_\_\_\_  
Marcus Hall, Urban

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

\_\_\_\_\_  
Doug Fischer, Urban

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

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

## 2003 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 2004 C.S.A.H. FUND

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>County State Aid Highway Lane Miles</u>	<u>Annual County State Aid Highway Money Needs</u>
Carlton	292.21	595.34	\$2,987,285
Cook	178.89	357.48	1,953,426
Itasca	647.29	1,293.18	6,664,341
Koochiching	246.73	493.16	4,455,343
Lake	223.94	440.88	3,137,309
Pine	474.87	949.65	5,678,283
St. Louis	1,378.96	2,772.47	23,162,094
<b>District 1 Totals</b>	<b>3,442.89</b>	<b>6,902.16</b>	<b>48,038,081</b>
Beltrami	466.18	932.36	3,858,386
Clearwater	325.68	651.36	1,866,142
Hubbard	323.00	646.00	2,244,637
Kittson	373.20	746.40	2,057,422
Lake of the Woods	194.81	389.62	2,726,013
Marshall	639.76	1,279.52	3,013,550
Norman	391.65	784.54	2,010,845
Pennington	258.74	515.48	1,266,085
Polk	807.14	1,614.28	5,477,918
Red Lake	185.66	371.32	1,763,114
Roseau	481.92	963.84	2,275,151
<b>District 2 Totals</b>	<b>4,447.74</b>	<b>8,894.72</b>	<b>28,559,263</b>
Aitkin	373.98	748.56	2,905,531
Benton	225.43	452.98	1,554,402
Cass	530.80	1,062.22	3,407,552
Crow Wing	377.62	756.60	3,192,165
Isanti	227.24	455.38	1,719,526
Kanabec	212.00	422.60	1,450,921
Mille Lacs	255.63	511.26	3,030,691
Morrison	442.74	888.68	3,371,334
Sherburne	215.54	438.94	1,044,925
Stearns	604.48	1,246.68	5,486,208
Todd	412.08	821.16	2,017,680
Wadena	227.24	454.48	1,379,840
Wright	403.31	813.02	5,835,924
<b>District 3 Totals</b>	<b>4,508.09</b>	<b>9,072.56</b>	<b>36,396,699</b>
Becker	465.74	931.48	2,531,277
Big Stone	210.86	421.72	1,590,766
Clay	399.06	798.24	3,056,662
Douglas	383.47	766.94	2,524,209
Grant	228.65	457.30	1,466,204
Mahnomen	194.81	389.62	1,716,895
Otter Tail	916.80	1,833.60	7,848,920
Pope	298.31	596.62	2,250,104
Stevens	243.29	486.58	1,339,448
Swift	329.41	658.82	1,775,540
Traverse	245.42	490.84	1,398,129
Wilkin	312.26	625.68	2,181,773
<b>District 4 Totals</b>	<b>4,228.08</b>	<b>8,457.44</b>	<b>29,679,927</b>

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>County State Aid Highway Lane Miles</u>	<u>Annual County State Aid Highway Money Needs</u>
Anoka	286.81	737.51	\$6,899,116
Carver	215.40	437.78	3,338,492
Hennepin	521.01	1,521.27	22,149,261
Scott	231.56	535.98	6,134,651
<b>District 5 Totals</b>	<b>1,254.78</b>	<b>3,232.54</b>	<b>38,521,520</b>
Dodge	249.22	498.94	2,271,531
Fillmore	411.80	823.60	5,611,254
Freeborn	446.95	896.34	3,577,053
Goodhue	326.51	655.02	3,757,888
Houston	249.62	499.24	3,355,525
Mower	373.66	750.08	3,733,901
Olmsted	319.02	688.66	4,610,221
Rice	281.78	565.84	2,898,394
Steele	292.06	587.80	3,073,516
Wabasha	271.63	543.26	3,132,404
Winona	315.36	630.78	3,780,157
<b>District 6 Totals</b>	<b>3,537.61</b>	<b>7,139.56</b>	<b>39,801,844</b>
Blue Earth	427.69	863.80	4,915,855
Brown	317.46	635.92	2,280,530
Cottonwood	318.57	637.14	2,146,744
Faribault	346.98	694.60	3,404,671
Jackson	370.64	741.28	2,978,278
Le Sueur	267.19	534.38	2,649,765
Martin	378.15	757.54	2,662,912
Nicollet	246.12	490.96	2,279,069
Nobles	345.12	692.30	3,885,767
Rock	261.31	522.62	1,909,360
Sibley	289.34	580.98	2,151,776
Waseca	249.99	499.98	1,919,562
Watsonwan	235.18	470.36	1,588,566
<b>District 7 Totals</b>	<b>4,053.74</b>	<b>8,121.86</b>	<b>34,772,855</b>
Chippewa	243.56	487.12	1,690,142
Kandiyohi	421.06	844.86	4,012,081
Lac Qui Parle	362.91	726.08	1,824,412
Lincoln	252.80	505.60	1,569,450
Lyon	319.03	637.66	2,144,781
Mc Leod	256.05	512.10	2,445,513
Meeker	272.75	545.50	1,770,101
Murray	354.20	708.40	2,116,827
Pipestone	235.02	470.20	1,555,223
Redwood	385.54	771.56	3,280,065
Renville	445.87	891.74	3,686,253
Yellow Medicine	345.25	690.50	2,248,652
<b>District 8 Totals</b>	<b>3,894.04</b>	<b>7,791.32</b>	<b>28,343,500</b>
Chisago	233.96	468.12	3,305,146
Dakota	323.61	857.14	8,167,880
Ramsey	262.23	753.91	11,620,825
Washington	214.81	470.48	5,924,007
<b>District 9 Totals</b>	<b>1,034.61</b>	<b>2,549.65</b>	<b>29,017,858</b>
<b>STATE TOTALS</b>	<b>30,401.58</b>	<b>62,161.81</b>	<b>\$313,131,547</b>
<b>Does not include 2003 T.H. Turnback Mileage</b>			

# **2003 COUNTY SCREENING BOARD DATA**

OCTOBER, 2003

## **Total Tentative 2004 C.S.A.H. Apportionment**

The following tabulation lists a TENTATIVE 2004 Apportionment based on an estimate of \$335 million (same as 2003 apportionment).

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

Each county's tentative 2004 Lane Mile Apportionment has been computed using the 2003 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, 2003 Trunk Highway Turnback Mileage is not included, but will be when the Final 2004 Apportionment is determined.

The Money Needs Apportionment is based on the actual 2003 25-year construction needs, however, these needs will be adjusted by 2003 turnback activity, construction fund balances as of 12/31/03, 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, 2004, by the Commissioner with the assistance of recommendations by your Screening Board.

# 2003 C.S.A.H. COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## COMPONENTS OF THE TENTATIVE 2004 APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Tentative 2004 CSAH Apportionment
Carlton	\$385,801	\$243,042	\$964,346	\$1,601,039	\$3,194,228
Cook	385,801	43,231	579,091	1,046,941	2,055,064
Itasca	385,801	368,003	2,094,736	3,571,762	6,420,302
Koochiching	385,801	118,987	798,805	2,387,847	3,691,440
Lake	385,801	85,858	714,122	1,681,445	2,867,226
Pine	385,801	215,653	1,538,302	3,043,283	5,183,039
St. Louis	385,801	1,373,969	4,491,051	12,413,754	18,664,575
District 1 Totals	\$2,700,607	\$2,448,743	\$11,180,453	\$25,746,071	\$42,075,874
Beltrami	385,801	255,729	1,510,309	2,067,907	4,219,746
Clearwater	385,801	69,680	1,055,071	1,000,161	2,510,713
Hubbard	385,801	147,315	1,046,412	1,203,016	2,782,544
Kittson	385,801	43,634	1,209,032	1,102,678	2,741,145
Lake of the Woods	385,801	37,458	631,150	1,461,010	2,515,419
Marshall	385,801	89,886	2,072,684	1,615,116	4,163,487
Norman	385,801	61,558	1,270,858	1,077,715	2,795,932
Pennington	385,801	103,815	835,055	678,560	2,003,231
Polk	385,801	228,072	2,614,921	2,935,897	6,164,691
Red Lake	385,801	37,324	601,445	944,943	1,969,513
Roseau	385,801	135,702	1,561,260	1,219,370	3,302,133
District 2 Totals	\$4,243,811	\$1,210,173	\$14,408,197	\$15,306,373	\$35,168,554
Aitkin	385,801	143,355	1,212,557	1,557,223	3,298,936
Benton	385,801	243,277	733,757	833,084	2,195,919
Cass	385,801	214,780	1,720,658	1,826,282	4,147,521
Crow Wing	385,801	448,424	1,225,546	1,710,845	3,770,616
Isanti	385,801	257,877	737,684	921,582	2,302,944
Kanabec	385,801	121,571	684,518	777,623	1,969,513
Mille Lacs	385,801	188,700	828,208	1,624,303	3,027,012
Morrison	385,801	255,628	1,439,521	1,806,871	3,887,821
Sherburne	385,801	501,523	711,000	560,029	2,158,353
Stearns	385,801	1,009,793	2,019,417	2,940,340	6,355,351
Todd	385,801	196,957	1,330,167	1,081,378	2,994,303
Wadena	385,801	108,011	736,174	739,527	1,969,513
Wright	385,801	737,046	1,316,976	3,127,771	5,567,594
District 3 Totals	\$5,015,413	\$4,426,942	\$14,696,183	\$19,506,858	\$43,645,396
Becker	385,801	236,463	1,508,899	1,356,641	3,487,804
Big Stone	385,801	48,031	683,108	852,573	1,969,513
Clay	385,801	315,810	1,293,011	1,638,222	3,632,844
Douglas	385,801	278,385	1,242,362	1,352,853	3,259,401
Grant	385,801	57,093	740,805	785,814	1,969,513
Mahnomen	385,801	32,390	631,150	920,172	1,969,513
Otter Tail	385,801	463,259	2,970,170	4,206,639	8,025,869
Pope	385,801	93,276	966,461	1,205,946	2,651,484
Stevens	385,801	77,601	788,232	717,879	1,969,513
Swift	385,801	87,000	1,067,155	951,603	2,491,559
Traverse	385,801	39,304	795,079	749,329	1,969,513
Wilkin	385,801	57,429	1,013,485	1,169,324	2,626,039
District 4 Totals	\$4,629,612	\$1,786,041	\$13,699,917	\$15,906,995	\$36,022,565

# 2003 C.S.A.H. COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## COMPONENTS OF THE TENTATIVE 2004 APPORTIONMENT

<b>County</b>	<b>Equalization Apportionment</b>	<b>Motor Vehicle Registration Apportionment</b>	<b>Lane Mile (Mileage) Apportionment</b>	<b>Money Needs Apportionment</b>	<b>Tentative 2004 CSAH Apportionment</b>
Anoka	\$385,801	\$2,021,196	\$1,194,633	\$3,697,590	\$7,299,220
Carver	385,801	460,574	709,188	1,789,269	3,344,832
Hennepin	385,801	6,416,252	2,464,283	11,870,925	21,137,261
Scott	385,801	671,763	868,183	3,287,874	5,213,621
<b>District 5 Totals</b>	<b>\$1,543,204</b>	<b>\$9,569,785</b>	<b>\$5,236,287</b>	<b>\$20,645,658</b>	<b>\$36,994,934</b>
Dodge	385,801	141,609	808,170	1,217,430	2,553,010
Fillmore	385,801	169,837	1,334,094	3,007,359	4,897,091
Freeborn	385,801	255,125	1,451,906	1,917,126	4,009,958
Goodhue	385,801	345,917	1,061,012	2,014,045	3,806,775
Houston	385,801	145,671	808,673	1,798,398	3,138,543
Mower	385,800	280,735	1,215,074	2,001,189	3,882,798
Olmsted	385,800	839,418	1,115,588	2,470,854	4,811,660
Rice	385,800	393,478	916,617	1,553,398	3,249,293
Steele	385,800	253,212	952,162	1,647,255	3,238,429
Wabasha	385,800	174,637	879,964	1,678,816	3,119,217
Winona	385,800	316,011	1,021,742	2,025,980	3,749,533
<b>District 6 Totals</b>	<b>\$4,243,805</b>	<b>\$3,315,650</b>	<b>\$11,565,002</b>	<b>\$21,331,850</b>	<b>\$40,456,307</b>
Blue Earth	385,800	381,093	1,399,243	2,634,659	4,800,795
Brown	385,800	229,582	1,030,099	1,222,253	2,867,734
Cottonwood	385,800	98,982	1,032,113	1,150,550	2,667,445
Faribault	385,800	133,654	1,125,154	1,824,738	3,469,346
Jackson	385,800	93,410	1,200,775	1,596,212	3,276,197
Le Sueur	385,800	208,604	865,666	1,420,145	2,880,215
Martin	385,800	175,845	1,227,157	1,427,191	3,215,993
Nicollet	385,800	198,300	795,281	1,221,470	2,600,851
Nobles	385,800	154,834	1,121,429	2,082,582	3,744,645
Rock	385,800	76,829	846,534	1,023,324	2,332,487
Sibley	385,800	126,203	941,086	1,153,247	2,606,336
Waseca	385,800	142,985	809,881	1,028,792	2,367,458
Watsonwan	385,800	94,048	761,951	851,394	2,093,193
<b>District 7 Totals</b>	<b>\$5,015,400</b>	<b>\$2,114,369</b>	<b>\$13,156,369</b>	<b>\$18,636,557</b>	<b>\$38,922,695</b>
Chippewa	385,800	109,085	789,038	905,834	2,189,757
Kandiyohi	385,800	320,610	1,368,532	2,150,280	4,225,222
Lac Qui Parle	385,800	70,452	1,176,105	977,796	2,610,153
Lincoln	385,800	53,334	819,045	841,149	2,099,328
Lyon	385,800	192,426	1,032,919	1,149,498	2,760,643
Mc Leod	385,800	288,320	829,517	1,310,676	2,814,313
Meeker	385,800	189,405	883,589	948,688	2,407,482
Murray	385,800	79,313	1,147,508	1,134,516	2,747,137
Pipestone	385,800	75,319	761,649	833,524	2,056,292
Redwood	385,800	149,867	1,249,914	1,757,955	3,543,536
Renville	385,800	148,894	1,444,555	1,975,652	3,954,901
Yellow Medicine	385,800	93,982	1,118,609	1,205,168	2,803,559
<b>District 8 Totals</b>	<b>\$4,629,600</b>	<b>\$1,771,007</b>	<b>\$12,620,980</b>	<b>\$15,190,736</b>	<b>\$34,212,323</b>
Chisago	385,800	371,092	758,427	1,771,397	3,286,716
Dakota	385,800	2,226,109	1,388,570	4,377,586	8,378,065
Ramsey	385,800	2,970,171	1,221,317	6,228,196	10,805,484
Washington	385,800	1,354,570	762,253	3,174,980	5,677,603
<b>District 9 Totals</b>	<b>\$1,543,200</b>	<b>\$6,921,942</b>	<b>\$4,130,567</b>	<b>\$15,552,159</b>	<b>\$28,147,868</b>
<b>STATE TOTALS</b>	<b>\$33,564,652</b>	<b>\$33,564,652</b>	<b>\$100,693,955</b>	<b>\$167,823,257</b>	<b>\$335,646,516</b>



## OTES and COMMENTS

# **2003 COUNTY SCREENING BOARD DATA**

OCTOBER, 2003

## **Comparison of the Actual 2003 to a TENTATIVE 2004 C.S.A.H. Apportionment**

The following two pages indicate a comparison between the actual 2003 C.S.A.H. Apportionment and what each county's 2004 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 2004 C.S.A.H. road user fund would remain the same as 2003. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 2004 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.

# 2003 COUNTY SCREENING BOARD DATA

October, 2003

## Comparison of the Actual 2003 to the TENTATIVE 2004 CSAH Apportionment

County	Actual 2003 CSAH Apportionment	TENTATIVE 2004 CSAH Apportionment	Increase or Decrease	% + or -
Carlton	\$3,249,020	\$3,194,228	(\$54,792)	-1.7%
Cook	2,098,531	2,055,064	(43,467)	-2.1%
Itasca	6,628,025	6,420,302	(207,723)	-3.1%
Koochiching	3,691,440	3,691,440	0	0.0%
Lake	2,978,495	2,867,226	(111,269)	-3.7%
Pine	5,312,768	5,183,039	(129,729)	-2.4%
St. Louis	17,252,602	18,664,575	1,411,973	8.2%
District 1 Totals	41,210,881	42,075,874	864,993	2.1%
Beltrami	4,197,499	4,219,746	22,247	0.5%
Clearwater	2,445,749	2,510,713	64,964	2.7%
Hubbard	2,802,504	2,782,544	(19,960)	-0.7%
Kittson	2,790,529	2,741,145	(49,384)	-1.8%
Lake of the Woods	2,515,419	2,515,419	0	0.0%
Marshall	4,160,793	4,163,487	2,694	0.1%
Norman	2,805,942	2,795,932	(10,010)	-0.4%
Pennington	2,019,202	2,003,231	(15,971)	-0.8%
Polk	6,241,850	6,164,691	(77,159)	-1.2%
Red Lake	1,969,513	1,969,513	0	0.0%
Roseau	3,181,341	3,302,133	120,792	3.8%
District 2 Totals	35,130,341	35,168,554	38,213	0.1%
Aitkin	3,325,857	3,298,936	(26,921)	-0.8%
Benton	2,207,067	2,195,919	(11,148)	-0.5%
Cass	4,277,544	4,147,521	(130,023)	-3.0%
Crow Wing	3,731,231	3,770,616	39,385	1.1%
Isanti	2,312,997	2,302,944	(10,053)	-0.4%
Kanabec	1,969,513	1,969,513	0	0.0%
Mille Lacs	2,834,441	3,027,012	192,571	6.8%
Morrison	3,789,290	3,887,821	98,531	2.6%
Sherburne	2,195,831	2,158,353	(37,478)	-1.7%
Stearns	6,380,467	6,355,351	(25,116)	-0.4%
Todd	2,967,350	2,994,303	26,953	0.9%
Wadena	1,971,207	1,969,513	(1,694)	-0.1%
Wright	5,836,704	5,567,594	(269,110)	-4.6%
District 3 Totals	43,799,499	43,645,396	(154,103)	-0.4%
Becker	3,485,529	3,487,804	2,275	0.1%
Big Stone	1,969,513	1,969,513	0	0.0%
Clay	3,665,370	3,632,844	(32,526)	-0.9%
Douglas	3,178,589	3,259,401	80,812	2.5%
Grant	1,969,513	1,969,513	0	0.0%
Mahnomen	1,969,513	1,969,513	0	0.0%
Otter Tail	8,016,063	8,025,869	9,806	0.1%
Pope	2,704,023	2,651,484	(52,539)	-1.9%
Stevens	1,969,513	1,969,513	0	0.0%
Swift	2,532,243	2,491,559	(40,684)	-1.6%
Traverse	1,969,513	1,969,513	0	0.0%
Wilkin	2,586,892	2,626,039	39,147	1.5%
District 4 Totals	\$36,016,274	\$36,022,565	\$6,291	0.0%

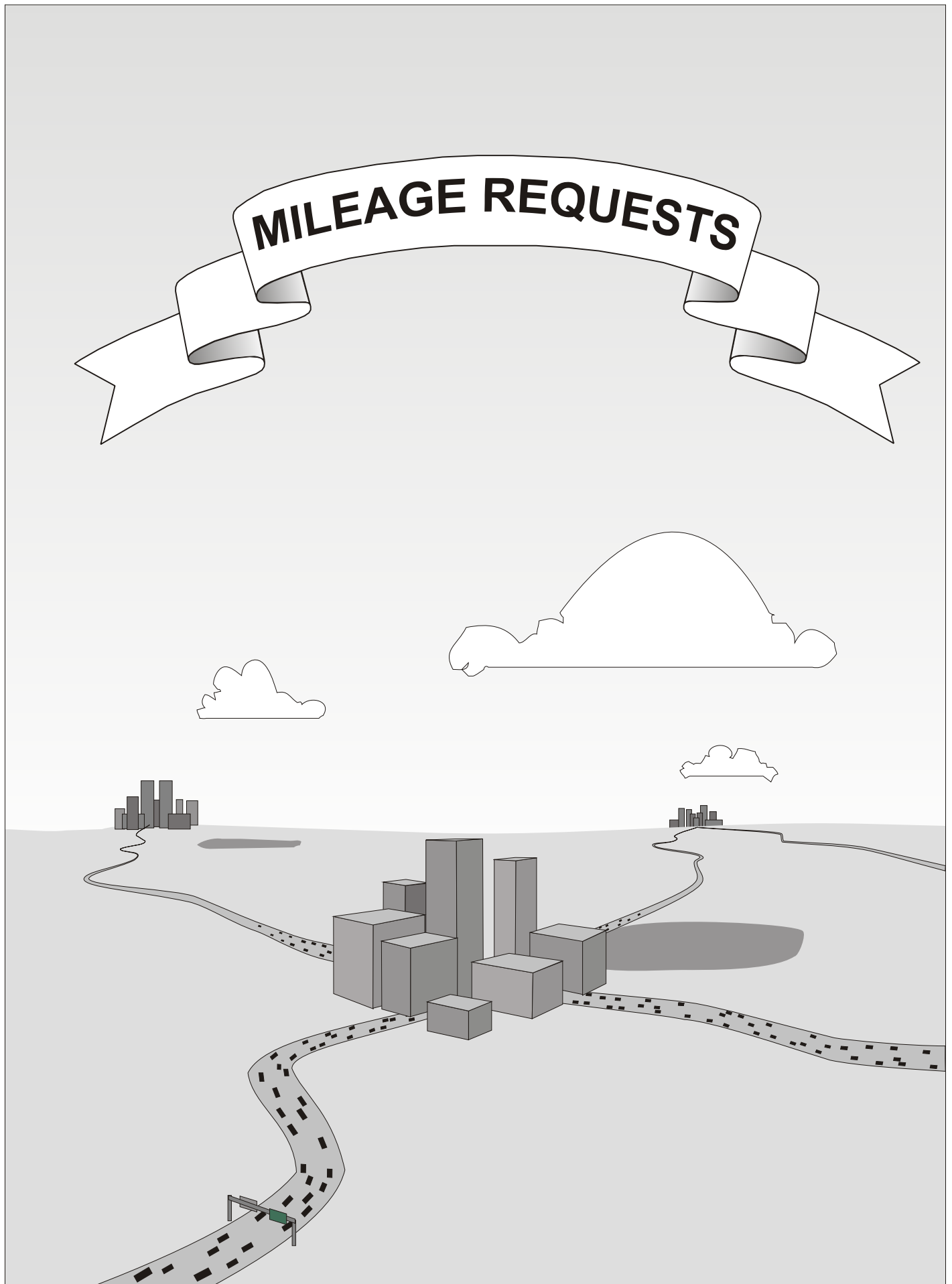
# 2003 COUNTY SCREENING BOARD DATA

October, 2003

## Comparison of the Actual 2003 to the TENTATIVE 2004 CSAH Apportionment

County	Actual 2003 CSAH Apportionment	TENTATIVE 2004 CSAH Apportionment	Increase or Decrease	% + or -
Anoka	\$6,664,471	\$7,299,220	\$634,749	9.5%
Carver	3,459,264	3,344,832	(114,432)	-3.3%
Hennepin	22,125,950	21,137,261	(988,689)	-4.5%
Scott	4,863,984	5,213,621	349,637	7.2%
District 5 Totals	37,113,669	36,994,934	(118,735)	-0.3%
Dodge	2,485,217	2,553,010	67,793	2.7%
Fillmore	4,965,834	4,897,091	(68,743)	-1.4%
Freeborn	3,913,545	4,009,958	96,413	2.5%
Goodhue	3,886,706	3,806,775	(79,931)	-2.1%
Houston	3,222,309	3,138,543	(83,766)	-2.6%
Mower	3,825,312	3,882,798	57,486	1.5%
Olmsted	4,716,777	4,811,660	94,883	2.0%
Rice	3,116,794	3,249,293	132,499	4.3%
Steele	3,207,068	3,238,429	31,361	1.0%
Wabasha	3,158,158	3,119,217	(38,941)	-1.2%
Winona	3,740,727	3,749,533	8,806	0.2%
District 6 Totals	40,238,447	40,456,307	217,860	0.5%
Blue Earth	4,748,401	4,800,795	52,394	1.1%
Brown	2,921,920	2,867,734	(54,186)	-1.9%
Cottonwood	2,715,376	2,667,445	(47,931)	-1.8%
Faribault	3,612,436	3,469,346	(143,090)	-4.0%
Jackson	3,302,418	3,276,197	(26,221)	-0.8%
Le Sueur	2,798,379	2,880,215	81,836	2.9%
Martin	3,301,344	3,215,993	(85,351)	-2.6%
Nicollet	2,620,345	2,600,851	(19,494)	-0.7%
Nobles	3,731,313	3,744,645	13,332	0.4%
Rock	2,395,837	2,332,487	(63,350)	-2.6%
Sibley	2,648,745	2,606,336	(42,409)	-1.6%
Waseca	2,349,568	2,367,458	17,890	0.8%
Watsonwan	2,077,542	2,093,193	15,651	0.8%
District 7 Totals	39,223,624	38,922,695	(300,929)	-0.8%
Chippewa	2,178,113	2,189,757	11,644	0.5%
Kandiyohi	4,320,921	4,225,222	(95,699)	-2.2%
Lac Qui Parle	2,514,128	2,610,153	96,025	3.8%
Lincoln	2,077,265	2,099,328	22,063	1.1%
Lyon	2,741,044	2,760,643	19,599	0.7%
Mc Leod	2,787,829	2,814,313	26,484	1.0%
Meeker	2,414,779	2,407,482	(7,297)	-0.3%
Murray	2,706,054	2,747,137	41,083	1.5%
Pipestone	2,010,266	2,056,292	46,026	2.3%
Redwood	3,634,832	3,543,536	(91,296)	-2.5%
Renville	3,886,073	3,954,901	68,828	1.8%
Yellow Medicine	2,805,640	2,803,559	(2,081)	-0.1%
District 8 Totals	34,076,944	34,212,323	135,379	0.4%
Chisago	3,250,528	3,286,716	36,188	1.1%
Dakota	8,624,537	8,378,065	(246,472)	-2.9%
Ramsey	11,008,704	10,805,484	(203,220)	-1.9%
Washington	5,953,068	5,677,603	(275,465)	-4.6%
District 9 Totals	28,836,837	28,147,868	(688,969)	-2.4%
STATE TOTALS	\$335,646,516	\$335,646,516	\$0	0.0%

# MILEAGE REQUESTS



# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## 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.

# 2003 COUNTY SCREENING BOARD

OCTOBER, 2003

## 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	2003	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	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	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													29.24		34.17	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	29.24	0.00	96.26	District 3 Totals

# 2003 COUNTY SCREENING BOARD

OCTOBER, 2003

## 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	2003	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	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	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	0.00	44.03	District 6 Totals

# 2003 COUNTY SCREENING BOARD

OCTOBER, 2003

## 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	2003	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	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	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	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	29.24	0.00	626.32	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

# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## "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, 2003 is included.

County	Banked Mileage	Year Made Available
Anoka	1.04	2000
Becker	0.40	1991
Beltrami	0.31	2002
Blue Earth	0.55	2000 & 2003
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
Goodhue	1.68	2003
Hennepin	5.29	1994, 96, 97, 99 & 02
Hubbard	0.40	2002
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.70	1993 & 2003
Kittson	0.26	1999
Koochiching	0.45	1994, 95 & 98
Lincoln	1.70	1996, 2002 & 2003
McLeod	0.40	1997 & 2003
Meeker	0.81	2001 & 2003
Mille Lacs	1.10	1992
Morrison	1.90	2001

County	Banked Mileage	Year Made Available
Nicollet	0.02	1999
Nobles	0.07	1997
Norman	0.91	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
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	0.65	2000
Rock	1.60	1993
Roseau	0.30	1991
St. Louis	0.76	1996
Scott	0.77	2001
Sibley	0.01	1995
Stearns	0.52	1997 & 2001
Steele	0.24	1999
Stevens	1.78	1998 & 2001
Todd	0.48	2000
Wabasha	2.41	93,98,2002 & 2003
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Watsonwan	1.50	2003
Wright	0.30	1997, 2001 & 2002
Yellow Medicine	0.78	1993, 1995 & 2001
<b>Total Banked Mileage</b>	<b>55.31</b>	

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

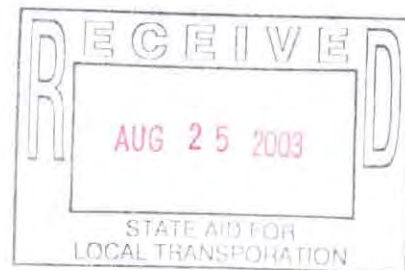
MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 8/22/03

TO: Manager, State Aid Needs Unit Diane Gould

FROM: D.E. Haeder, District State Aid Engineer

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



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

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

M.S.A.S. CRITERIA

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

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

Comments: T.H. turn back segment, needing Screening Board approval to be moved as CSAH to another alignment. This move is consistent with City/County planning.

RECOMMENDED APPROVAL OR DENIAL: D.E. Haeder  
District State Aid Engineer

8/22/03  
Date

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

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Date



M I N N E S O T A

1700 Sunrise Dr., P. O. Box 518, St. Peter, MN 56082

PUBLIC WORKS DEPARTMENT

Highway Department

Park Department

Drainage System Inspection

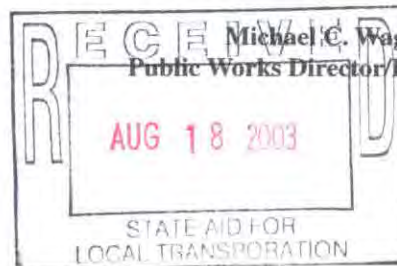
Agricultural Inspection

Date: August 13, 2003

To: CSAH Screening Board Members

From: Mike Wagner

Re: Nicollet CSAH 36 Mileage



Michael C. Wagner, P. E.  
Public Works Director/Highway Engineer

CSAH 36 is a former TH 169 Turnback located fully within the City limits of St. Peter. It is currently listed in the Needs as a 0.91 mile segment. Both the City and the County desire to designate an additional, new, 0.54 mile segment of CSAH 20 for a new growth area on the west side of the City. Initially this 0.54 mile was to be a mileage proposal, since turnback mileage is not to be moved.

However, moving CSAH designations from inner-city to new growth areas has been a uniform, historical practice in Nicollet County. In this instance the County is willing to remove the entire 0.91 mile designation of CSAH 36 and retain only the 0.54 mile for new CSAH 20. It appears logical to bring the matter to the Screening Board to see if this could be acted on without taking it to the mileage subcommittee.

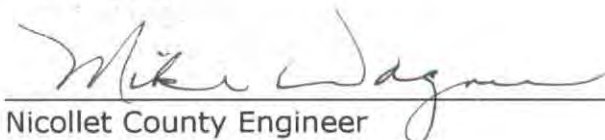
The Screening Board Resolution states: That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, unless approved by the Screening Board. It appears the Screening Board can approve this Nicollet County request.

Approval would also require Nicollet County to pay back \$35,014 for resurfacing done in 1997 and the County does agree to that. The funds would be adjusted by the State-aid Office on the next construction contract.

A map is enclosed. Nicollet County is cooperating with the City of St. Peter to construct a long-planned, Nicollet Avenue (CSAH 20), north/south route along the western side of the City. The 0.54 mile is the next desired segment to connect, southerly, to a mainline County route.

The proposal is supported by the City and Mr. Doug Haeder, the District Seven State Aid Engineer.

Thank-you,

  
Nicollet County Engineer

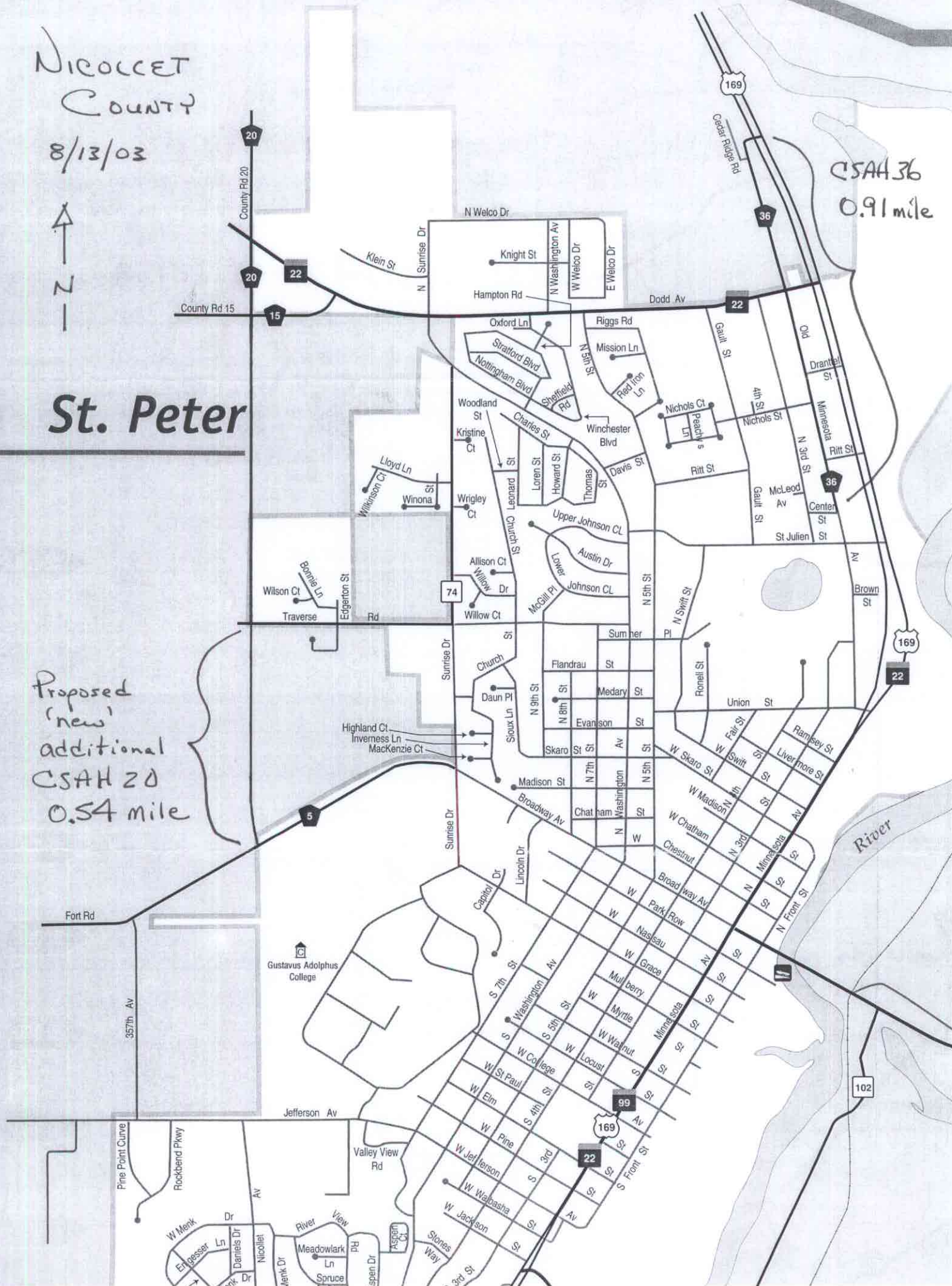


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Fax Number 507-931-6978



Proposed  
'new'  
additional  
CSAH 20  
0.54 mile

CSAH 36  
0.91 mile



# 2003 COUNTY SCREENING BOARD DATA

October, 2003

## HISTORICAL DOCUMENTATION FOR THE CARVER COUNTY CSAH 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	7.76	207.54	215.30

These designation are left to be completed:

Pioneer Trail (CSAH 11 to TH 41)      (+2.65 Miles) as CSAH 14  
Pioneer Trail (TH 41 to CSAH 15)      (+1.56 Miles) as CSAH 14

# 2003 COUNTY SCREENING BOARD DATA

October, 2003

## HISTORICAL DOCUMENTATION FOR THE DAKOTA COUNTY CSAH MILEAGE REQUEST

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

<b>Date</b>	<b>Type of Transaction</b>	<b>Mileage Change</b>	<b>Starting Mileage</b>	<b>Ending Mileage</b>
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)

# 2003 COUNTY SCREENING BOARD DATA

October, 2003

## HISTORICAL DOCUMENTATION FOR THE LAKE COUNTY CSAH MILEAGE REQUEST

Lake County CSAH mileage (1/01)	222.94
Requested Additions (10/01)	7.30
TOTAL	230.24

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-02	Beginning Balance	0.00	222.94	222.94

This designation is left to be completed:

Forest Service Road 424 - from St. Louis Co. Line to TH 1 (7.3 miles)

# 2003 COUNTY SCREENING BOARD DATA

October, 2003

## HISTORICAL DOCUMENTATION FOR THE ST. LOUIS COUNTY CSAH MILEAGE REQUEST

St. Louis County CSAH mileage (1/01)	1,378.88
Requested Additions (10/01)	7.60
TOTAL	1,386.48

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-02	Beginning Balance	0.00	1,378.88	1,378.88

These designations are left to be completed:

Forest Service Road 424	2.9 miles
Forest Service Road 623	4.7 miles

## 2003 COUNTY SCREENING BOARD DATA

# October, 2003

# HISTORICAL DOCUMENTATION FOR THE STEARNS COUNTY CSAH MILEAGE REQUEST

Stearns County CSAH mileage (1/02)	603.60
Requested Additions (10/02)	29.89
Bank Mileage	(0.65)
TOTAL	632.84

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-02	Beginning Balance	0.00	603.60	603.60

These designations are left to be completed:

CR 133 from CSAH 75 to CSAH 78	7.01 miles
CR 120 from CSAH 4 to TH15	1.92 miles
CR 134 from CSAH 75 to CSAH 4	2.19 miles
CR 138 from CSAH 81 to CSAH 4	0.74 miles
CR 138 from TH 23 to CSAH 75	5.36 miles
CR 136 from TH 15 to 33rd Street	5.20 miles
CR 137 from CSAH 6 to CSAH 74	5.17 miles
CR 115 from CR 136 to CSAH 7	2.30 miles

# 2003 COUNTY SCREENING BOARD DATA

October, 2003

## HISTORICAL DOCUMENTATION FOR THE WASHINGTON COUNTY CSAH MILEAGE REQUEST

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

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

The portion of this request left to be accomplished are the revocations of part of CSAH 21 (-0..20), CSAH 22 (-4.41), CSAH 23 (-1.04), CSAH 28 (-0.62), and CSAH 34 (-1.23).

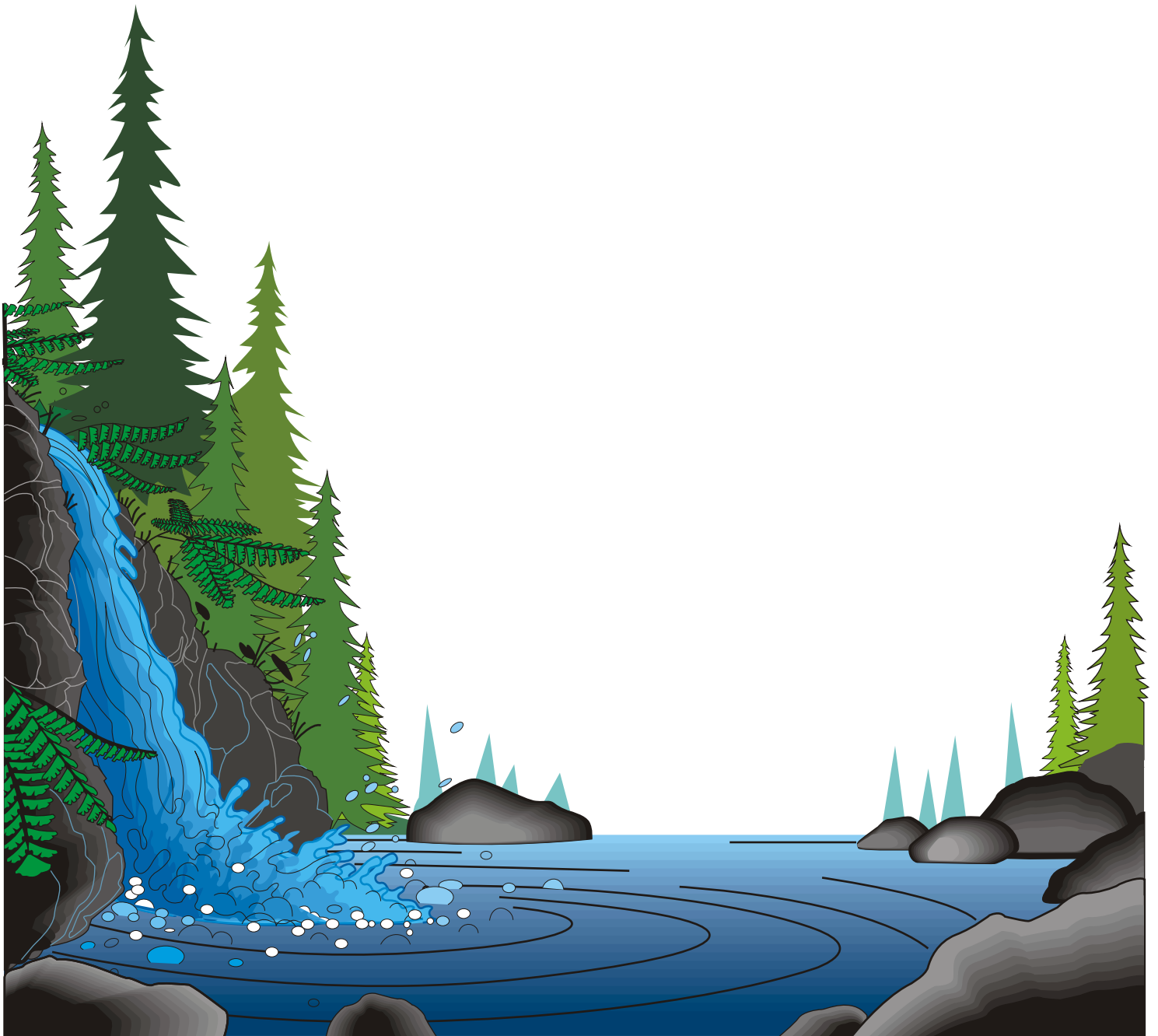
AND

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



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

# STATE PARK ROAD ACCOUNT



# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## 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.**

# 2003 County Screening Board Data

OCTOBER, 2003

## Historical Review of 2001 State Park Road Account

**2001 Allotment \$2,584,984**

### 2001 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Aitkin		01-600-10	TWP	Ball Bluff Rd.; access to Hay Lake Forestry Campground	Road Improvements	\$25,000
Becker		03-600-07	TWP	Erie Town Rd T-22; access to West Peckerel Lake	Road Improvements	33,000 *
Becker		03-600-08	TWP	Lake Eunice Rd; access to Pearl Lake	Road Improvements	159,000
Benton		05-600-03	Co. Rd.	Co. Rd. 55; access to the Mississippi River	Road Improvements	150,000
Chisago		13-600-07	PARK	Little Lake Rd.; access to Little Lake	Road Improvements	34,656 *
Clearwater		15-600-07 15-600-08	Co. Rd.	Co. Rd. 122 in Itasca State Park	Road Improvements	100,000 *
Hubbard		29-600-07	Co. Rd.	Co. Rd. 122 & 123; access to Itasca State Park	Road Improvements	57,000 *
Kittson	6/01	35-628-06 35-628-07	CSAH	CSAH28; access to Lake Bronson State Park	Road Improvements	15,635 *
Kittson	6/01	35-628-08	CSAH	CSAH 28; access to Lake Bronson State Park	Road Improvements	90,000 *
Lake		38-600-12	TWP	Fall Lake Twp Rd 60; access to White Iron Lake	Road Improvements	33,529 *
Lake o' Wood		39-600-03	City	Tourist Park Ave.; access to Rainy River	Street Improvements	60,000
Morrison		49-600-21	TWP	Stanchfield Lake Rd.; access to Stanchfield Lake	Road Improvements	75,000 *
Morrison		49-600-22	TWP	Bellevue Twp Rd T-33; access to Crane Meadows WMA and the Mississippi River	Road Improvements	21,000
Morrison		49-600-23	TWP	Bellevue Twp Rd T-304 & T-306; access to the Mississippi River	Road Improvements	10,349
Morrison		49-600-24	TWP	Birch Rd in Scandia Valley Twp; access to Round Lake	Road Improvements	100,000
Pine		58-600-07	City	Doc Street, city of Willow River; access to Willow River Forestry Campground	Street Improvements	90,000
Rice	6/01	66-640-04	CSAH	CSAH 40; access to Nerstrand Woods State Park	Road Improvements	21,891
St. Louis		69-600-27	TWP	Cedar Lake Rd.; access to Cedar Lake	Road Improvements	106,000
St. Louis		69-600-28	TWP	Canosia Twp Rd 5529; access to Pike Lake	Road Improvements	75,000
Scott		70-600-04	TWP	St. Lawrence Twp Rd. 57; access to Minnesota Valley State Recreation Area	Road Improvements	100,000
Wabasha		79-600-09	Co. Rd.	County Rd 84; access to the Half Moon Lake Boat Landing	Road Improvements	100,000
<b>Pre June Total =</b>						<b>\$1,457,060</b>

### PROJECTS ADDED AFTER JUNE 2001

Benton		05-600-03	Co. Rd.	Co. Rd. 55; access to Mississippi River	Road Improvements	\$62,143 *
Brown	10/01	08-626-03	CSAH	CSAH 26; access to Flandrau State Park	Road Improvements	199,895
Cass		11-600-12	Co Rd	County Road 139; access to Mud Goose Wildlife Management	Road Improvements	150,000 *
Cass		11-600-14	Twp	Birch Lake Twp Road #65; access to Stoney Lake	Road Improvements	5,974 *
Dakota		19-600-19	City	280th Street & Oliver Trail; access to Trout Brook and Cannon R	Road Improvements	49,000
Douglas		21-600-10	Co Rd	County Road 108; access to Little Chippewa Lake	reconstruction	256,883
Isanti		30-600-04	City	277th Ave; access to Blue Lake	grade and pave	50,000
Itasca	10/01	31-675-03	CSAH	CSAH 75; access to Scenic State Park	Road Improvements	315,000
Marshall		45-600-03	Twp	Moose RiverTwp Road; access to Thief Lake Wildlife Management	grading	112,500
Mille Lacs		48-600-08	Twp	Onamia Twp Road (80th Ave); access to Mille Lacs Wildlife Man	gravel surf	20,600
Pine		58-600-05	Co. Rd.	Co Rd.118; access to Chenqwantana State Forest Camp & river	Road Improvements	81,597 *
Rock		67-090-02	Trail	access to Blue Mound State Park	New Trail - Bit Surf	61,711

**\$2,822,363**

\* Supplement to a previous allocation

## 2003 County Screening Board Data

OCTOBER, 2003

### 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 Brighdsdale Forestry Unit	road improvements	\$50,000
Fillmore	06/02	23-621-19	CSAH-Twp	CSAH 21; access to Brighdsdale 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	Co Rd	Trail along Co Rd 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
<b>Pre June Total =</b>						<b>\$1,477,000</b>
<b><u>PROJECTS ADDED AFTER JUNE 2002</u></b>						
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
Crow Wing	01/03	18-627-24	CSAH	CSAH 27; access to Crow Wing State Park	road improvements	450,000
Hubbard		29-600-08	Co Rd	Co Rd 109; access to Second Crow Wing Lake	road improvements	6,250
Hubbard	06/03	29-626-02	CSAH	CSAH 26; access to the Heartland Trail	road improvements	175,000
Lac Qui Parle		37-600-01	Co Rd	County Road 68; access to Lac Qui Parle Lake	road improvements	150,000
Lake of the Woods		39-600-03	City	Tourist Park Ave; access to Rainy River	Street Improvements	20,000
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
St Louis	06/03	69-728-09	CSAH	CSAH 128; access to Bear Head Lake State Park	road improvements	154,572
E Grand Forks		119-600-01	City	city street access to Red River State Recreation Area Camp	street improvements	235,000
<b>TOTAL:</b>						<b>3,108,050</b>

\* Supplement to a previous allocation

N:\CSAH\Books\Fall 2003\2003 history state park rd acc oct

**2003 County Screening Board Data**  
OCTOBER, 2003  
**Historical Review of 2003 State Park Road Account**

**2003 Allotment \$2,536,372**

**2003 Projects**

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Becker	06/03	03-646-05	CSAH	CSAH 46;access to Boot Lake	road improvements	\$225,000
Isanti		30-600-04	City	277th Ave; access to Blue Lake	street improvements	28,000
Koochiching	06/02	36-685-02	CSAH	CSAH 85; access to Franz Jevne State Park & Rainy River	road improvements	117,000
St Louis	06/02	69-661-14	CSAH	CSAH 61 & 33; construction of McQuade Road Small Craft Harbor	road improvements	1,000,000
St Louis	06/03	69-728-09	CSAH	CSAH 128; access to Bear Head Lake State Park	road improvements	345,428
<b>Pre June Total =</b>						<b>\$1,715,428</b>
<b><u>PROJECTS ADDED AFTER JUNE 2003</u></b>						
Big Stone		06-600-02	Twp	Mallard Point Township Road; access to Big Stone Lake	road improvements	180,000
Crow Wing		18-600-24	Co Rd	Co Rd 114, Fairfield twp Rd, City of Cross Lake Street; access to Greer Lake Forestry Campground.	road and street improvements	200,000
Crow Wing		18-600-25	City	Mill Road in the City of Emily; access to Ruth Lake	road improvements	60,000
Douglas		21-600-12	Co Rd	Co Rd 86; access to Lake Union	road improvements	60,000
Douglas		21-600-09	Twp	Sandy Beach Road in Miltona Twp; access to Lake Miltona	road improvements	30,000
St Louis		69-600-33	City	Clyde Ave in City of Duluth; access to the St Louis River at the Willard Munger Landing	street improvements	46,885
Scott		70-600-05	Twp	Twp Rd 57; access to Minnesota Valley State Rec Area	road improvements	100,000
<b>TOTAL:</b>						<b>\$2,392,313</b>
<b><u>PROJECTS ADDED AFTER JUNE 2003</u></b>						
Aitkin		01-600-12	City	435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake	street improvements	28,500
St Louis		69-600-30	Co Rd	Cedar Island Dr, Co Rd 629; access to Ely Lake	road improvements	45,000
St Louis		69-600-31	City	Cedar Island Dr in City of Gilbert; access to Lake Ore-Be-Gone	street improvements	100,000

\* Supplement to a previous allocation



## OTES and COMMENTS

# REFERENCE MATERIAL



# 2003 COUNTY SCREENING BOARD DATA

OCTOBER, 2003

## C.S.A.H. 20-Year Traffic Projection Factors (For Use in the 2003 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 2003 Needs Study.

For those counties whose traffic was counted in 2002 and for which we received traffic maps in 2003, two factors are shown. The first factor is the one used in the 2002 Needs Study and the second one was computed using 2002 traffic and has been used for the 2003 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 2002 and we received new traffic maps in 2003.

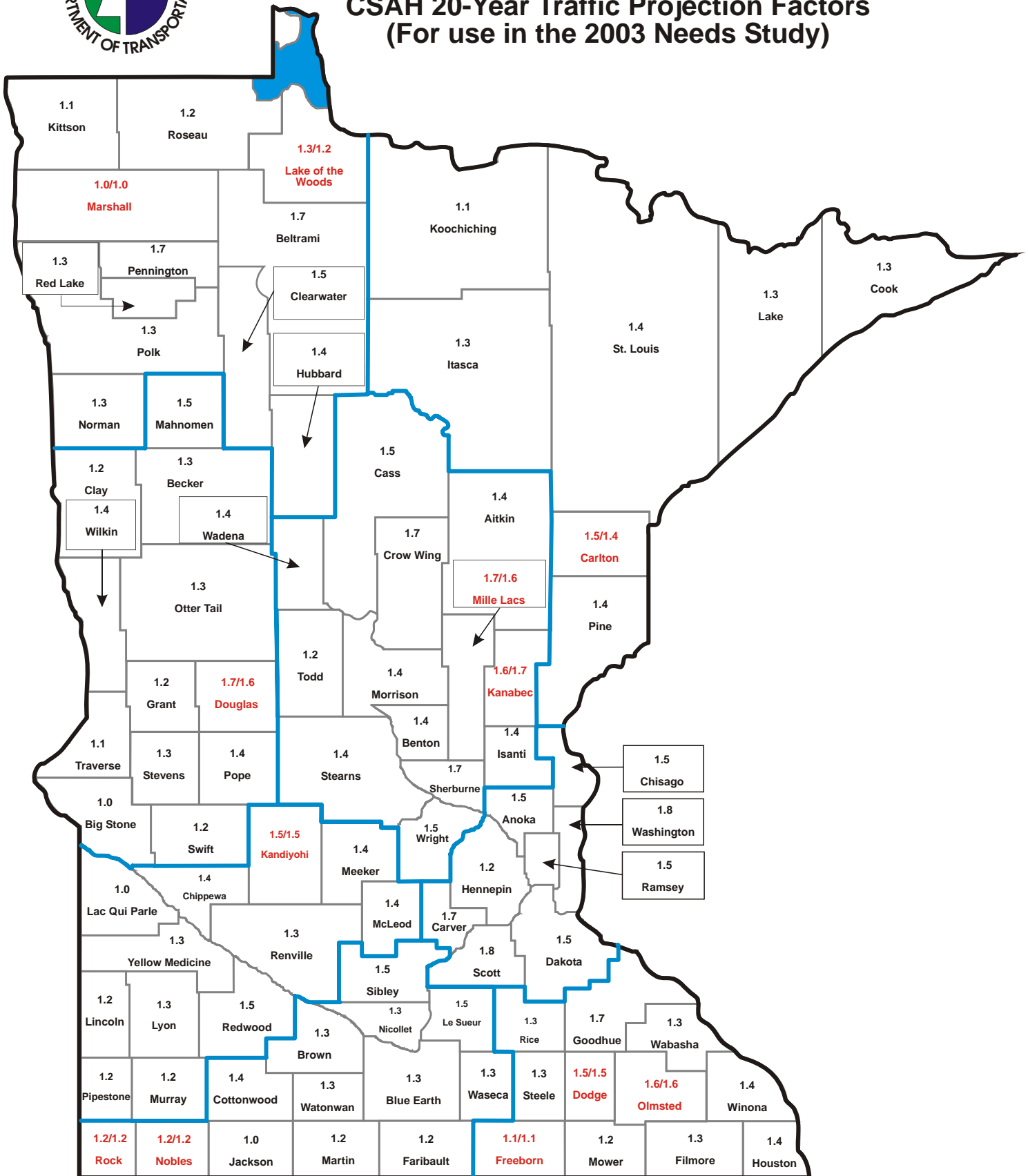
Carlton	Freeborn	Lake of the Woods	Nobles
Dodge	Kanabec	Marshall	Olmsted
Douglas	Kandiyohi	Mille Lacs	Rock

Dodge and Freeborn counties were completed late in 2001 and therefore, included with the 2002 data.

The Seven Metro Counties were not counted in 2002. They will be included with next years data.



# 2003 County Screening Board Data October, 2003 CSAH 20-Year Traffic Projection Factors (For use in the 2003 Needs Study)



Old and new factors are shown for those counties whose traffic was counted in 2002 and for which the Needs Unit has received updated traffic maps.

Dodge and Freeborn County was counted in 2001.

# 2003 County Screening Board Data

OCTOBER, 2003

## 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.

### 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

### 2003 SUMMARY TO DATE

County	\$'s Reserved by Resolution	\$'s Actually Advanced
Anoka	2,709,490	1,481,674
Becker	2,091,317	1,375,219
Cass	2,566,527	0
Chippewa	1,219,569	622,363
Clearwater	880,000	811,813
Crow Wing	1,000,000	0
Dodge	1,100,000	370,283
Douglas	790,000	53,085
Faribault	515,881	134,016
Freeborn	900,000	759,037
Hubbard	1,400,000	182,926
Itasca	1,143,663	0
Kandiyohi	790,100	144,722
LeSeur	1,500,000	1,200,132
Lyon	1,434,278	215,127
Nicollet	500,000	90,918
Nobles	2,000,000	0
Olmsted	2,757,334	1,161,201
Polk	334,289	18,752
Pope	1,191,666	0
Scott	34,036	0
Sibley	1,225,908	0
St. Louis	7,000,000	0
Stearns	2,744,201	1,221,382
Stearns	468,581	0
Wabasha	500,000	194,562
Wadena	500,000	166,002
Waseca	1,131,218	977,970
Wilkin	1,174,460	398,600
Wright	647,194	0
<b>TOTAL</b>	<b>\$42,249,712</b>	<b>\$11,579,784</b>

Max Allowable to Advance:	<b>\$30,316,008</b>
Less Actual Advances:	<b>\$11,579,784</b>
Less Outstanding Reserve Amount:	<b>\$10,056,773</b>
Remaining Available to Advance:	<b>\$8,679,451</b>

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING  
JUNE 4 & 5, 2003  
SUGAR LAKE RESORT NEAR GRAND RAPIDS

Chairman Gary Erickson, Hennepin County Engineer called the meeting to order at 1:10 p.m., June 4, 2003

**ATTENDANCE**

Roll call of members:

Al Goodman, Lake	District 1
Jeff Langan, Marshall	District 2
Russ Larson, Wadena	District 3
Nick Anderson, Big Stone	District 4
Mic Dahlberg, Chisago	Metro East
Brad Larson, Scott	Metro West
Greg Isakson, Goodhue	District 6
Nathan Richman, Sibley	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
Marcus Hall, St. Louis	Urban

Chairman Gary Erickson asked for a motion to approve the October 30 & 31, 2002 Screening Board Minutes held at Arrowwood Resort near Alexandria. Motion by Don Theisen and seconded by Mic Dahlberg, motion passed unanimously.

Roll call of MnDOT personnel:

Julie Skallman	Division Director, State Aid Engineer
Rick Kjonaas	Deputy State Aid Engineer
Mark Gieseke	Program Delivery Engineer
Diane Gould	Manager, County State Aid Needs Unit
Norman Cordes	CSAH Needs Specialist
Marshall Johnston	Manager, Municipal State Aid Needs Unit
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Steven Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer (not present)
Tom Behm	District 8 State Aid Engineer
Bob Brown	Metro Division State Aid Engineer
Dan Erickson	Metro Division State Aid

Chairman Gary Erickson recognized, Chairman, Jeff Blue, Waseca County (not present), Mic Dahlberg, Chisago County and Rich Heilman, Isanti County as members of the General Subcommittee.

Chairman Gary Erickson recognized the following alternates and other engineers in attendance:

Chuck Schmidt, Cook	District 1	
Kelly Bengston, Kittson	District 2	(not present)
Mitch Anderson, Stearns	District 3	
Larry Haukos, Traverse	District 4	
Roger Gustafson, Carver	Metro	
Alan Henke, Houston	District 6	
Mark Sehr, Rock	District 7	
Steve Kubista, Chippewa	District 8	

Others in attendance were:

Doug Grindall, Koochiching  
Mic Alm, Norman  
Dave Christy, Itasca  
David Enblom, Cass  
Dave Schwarting, Sherburne  
Anita Benson, Lyon  
Lyndon Robjent, Anoka  
Gary Bruggeman, Steele

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

Chairman Gary Erickson asked for Vice Chairman nominations, Don Theisen nominated Nathan Richman, Sibley County, Al Goodman seconded the nomination, motion passed, congratulations Nathan.

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

Chairman Gary Erickson asked Diane Gould to review the Screening Board book. Diane reviewed the report which she has previously done out in all the Districts. Chairman Gary Erickson suggested that any action taken on the report should wait until Thursday, June 5, 2003.

#### **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 gravel base prices. Subbase quantities will no longer be used in calculating the inflated gravel base price because of the new design charts. Those counties that do not have 50,000 tons or more of gravel base will use the surrounding counties that do have over 50,000 tons. The proposed changes are shown on page 10 of the Screening Board book.

Diane reviewed the map in Figure A, gravel base unit prices, there were 8 counties with less than 50,000 tons, 48 counties increased, 37 decreased and 2 stayed the same. Nobles County had the largest increase of \$ 0.89 and Lake of the Woods County had the largest decrease of \$ 0.90.

The unit price inflation factor is applied to each of the previous four years, where they divide the annual average by the current year's average to come up with the inflation factor. Then the factor is applied back in the reference material on pages 47 to 48.

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 as shown on page 13.

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, however the prices should be \$ 8.00 because the MSAS subcommittee used a nation wide inflation factor. Bridge prices were recommended to use the State Aid average only for the 0-149 & 150-499 and the bridges 500 and longer. Prices were also listed for 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 approved by previous Screening Boards 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 apportionment or money needs apportionment.

Reports of Historical documentation for the Carver County, Washington County, Dakota County, Lake County, St. Louis County, Stearns County (correction on their Starting and Ending Mileage should be 603.60) and Scott County CSAH mileage requests is shown on pages 23-28 only as information.

#### **D) State Park Road Account - Pages 29-44**

Diane Gould explained page 30 covers the Minnesota Statute on State Park Road Account and pages 41-43 are the history of SPR Account Projects from 2001 to 2003.

Diane Gould introduced the project from **Hubbard County**, a request for 0.60 miles on CSAH 26 for \$ 175,000, which includes a connecting trail for the Paul Bunyan and Heartland Trails along with a parking lot.

Diane Gould introduced the project from **St. Louis County**, a request for 5.2 miles of reclamation and resurfacing on CSAH 128 for \$ 500,000, which is the entrance to the Bear Head Lake State Park.

Diane Gould introduced the project from **Becker County**, a request for improvements to 3 miles of the Boot Lake access road CSAH 46 for \$ 225,000, which serves the northern end of the lake.

Russ Larson asked if the **Crow Wing County** request that was reviewed and voted on by e-mail should be acknowledged at the this meeting. Chairman Gary Erickson thought it would be a good idea to approve it officially at this meeting.

**E) Reference Material - Pages 45-62**

The Procedure for inflating gravel base unit prices is shown on pages 47 – 48 and the counties with less than 50,000 tons of gravel base is shown on pages 50 – 52 using surrounding counties.

The State Aid Storm Sewer costs are based on the average cost per mile of storm sewer constructed using prices from approximately 131 plans for 2002.

The letter from the Railroad Office recommends using the figures on page 54 for planning purposes.

The General Subcommittee used the information on pages 56 – 57 to determine the average bridge costs for those bridges with lengths of 0 - 149, 150 – 499, & over 500 feet.

Diane Gould discussed the variances granted on page 58, this is a one time 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 and the one time 10 year adjustment is the difference between what they have been drawing needs for and what the variance allows them to do. Carver, Houston, Steele, & Yellow Medicine Counties are requesting a variance for a Design Speed change.

Diane Gould discussed the advancing of CSAH Construction money with a report on page 59, 21.9 million has been requested and there is still 60 million available to advance.

Pages 60-62 is the report the Board asked for about the Local Road Research Board Projects from the last three years.

**F) Proposed Design Chart Changes - Pages 63-71**

Diane Gould indicated that on pages 64 & 65 are the new Rural and Urban Design charts that State Aid is moving forward with and along with the changes on page 66 there will have to be some housekeeping language changes needed. The resolution for Base and Surface – June 1965 (Rev. June 1985) will have to be revised to reflect the changes. Al Goodman stated that District 1 will introduce a request for some consideration in looking at possibly some changes in the soil factors for lower volume roads, because of their heavier loads on logging roads there is a need to have more base material to accommodate the tonnage.

Diane Gould explained and reviewed the addendums on page 67, 1) After the Fact Concrete, 2) Safety Net – Needs Restriction 20% Increase or 5% Decrease, 3) Bituminous

Price Increment – Outstate & Metro, and 4) Rural Design Projected ADT 7,000 – allow 4 lanes. Which were proposed by districts and were reviewed by State Aid and the General Subcommittee, which can be administered and they are consistent with the needs process. Consideration and action will be required by the Screening Board, if any of the following addendums are adopted. Al Goodman asked if they looked at the difference between Urban Counties and Metro Counties, Diane said they did review previous prices which would have come out less.

Al Goodman handed out a resolution from District 1, asking that the General Subcommittee review design data for low-volume roads of ADT 149 and less to determine if the general practice of providing 6 inches of gravel surfacing for needs be adjusted depending on soil factors. Gary Erickson asked everyone to review the resolution before tomorrow's meeting at which time a decision can be made on how to handle the request.

Rick Kjonaas asked the group if anything is referred to the General Subcommittee that its review could be held over to 2004, so everything that has happened can be caught up with before new material is reviewed.

Gary Erickson asked for a motion to adjourn until tomorrow morning at 8:30, Greg Isakson made the motion with a second from Marcus Hall, motion carried.

The meeting reconvened at 8:30 a.m. June 5, 2003 with all members present.

Chairman Gary Erickson 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 Marcus Hall, to make the changes to the resolution on page 10 as shown and recommended by the General Subcommittee, seconded by Greg Isakson, motion carried.

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

Motion by Al Goodman, to accept the miscellaneous unit prices, with the change to the Curb & Gutter Construction cost of \$8.00, on page 15, seconded by Brad Larson, motion carried.

Russ Larson commented that there seems to be no real controversy on approving items in the book, so Russ made a motion to approve the entire book as discussed on Wednesday, with the items as recommended by State Aid and the General Subcommittee, along with the two additional State Park Road projects from Crow Wing and Becker County, the motion was seconded by Nathan Richman. Gary Erickson asked for discussion, Diane Gould told the group they will use abstract prices for after the fact concrete eligible items. Doug Fischer asked if the State Aid office has authority to implement the changes as outlined in the new Design Chart tables, Rick Kjonaas replied they felt they were able to make the necessary changes, because of the lengthy time these issues have been discussed. Russ Larson's motion passed with one opposing vote.

Gary Erickson read the resolution presented by District 1 concerning gravel surfacing for needs be adjusted depending on soil factors. Al Goodman made a motion to accept the resolution with a second from Marcus Hall, discussion from Russ Larson suggesting this resolution go back to District 1 and provide additional information for the fall meeting. Al Goodman and Marcus Hall agreed to retract their motion and second and include the information in the Fall Book.

Chairman Gary Erickson thanked Jeff Blue for his excellent work as the Chairman on the General Subcommittee. Gary Erickson will be appointing someone from the southern counties to that position within a few weeks.

Julie Skallman expressed to the group she was very pleased with their performance in working together to arrive at the results approved in this spring screening board book. It shows how working and discussing items together, solutions can be resolved. Julie discussed the legislation presented require counties to use plastic pipe on projects, she explained we do have the option to use it now. Larry Haukos said when they make plastic pipe so it does not burn then he will consider using it on his projects. Julie informed the group her feelings on future funding (State, Federal & Bridge bonding). Rick Kjonaas commented that there is 83 million dollars of bridge projects waiting for funding, the group felt that a letter from the MCEA requesting bonding next year would have more effect then individual letters.

Rick Kjonaas explained what he knew about BWSR and wetland banking, he feels the group should be prepared to get involved to help resolve the issue that may come next year with these items. He commented that AMC is interested in streamlining the environmental process.

Mic Dahlberg expressed his feelings about possibly moving back to having an engineering background for the position of Commissioner of Transportation.

Greg Isakson commented that legislative issues should be approached earlier in the year so we are ready for the legislator when they get started for next year's session.

Motion to adjoin by Russ Larson, seconded by Nick Anderson, motion passed.

The next meeting will be October 22 & 23 near Deerwood at Ruttgers Bay Lake Resort.

Respectively Submitted,

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

David A. Olsonawski  
Screening Board Secretary  
Hubbard County Engineer

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

**October, 2003**

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, 2002)**

- 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 counties 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 counties 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) In addition to the total advances allowed under 2) and 3) above, a county may request an advance in an amount equal to the Federal Funds formally programmed by an Area Transportation Partnership (ATP) in any future programmed year for a State Aid Project and for items that are State Aid eligible. Should Federal Funds fail to be programmed or the project or a portion of the project be declared federally ineligible, the local agency shall be required to pay back the advance under a payment plan agreed to between State Aid and the County.
- 5) 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 Counties 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).
- 6) 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, 2002)**

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, 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. June 2003)**

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 5 percentage points less 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:

<u>Existing ADT</u>	<u>Turnback Maintenance/Lane Mile/Lane</u>
---------------------	--

0 - 999 VPD	Current lane mileage apportionment/lane
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1,000 - 4,999 VPD	2 X current lane mileage apportionment/lane
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For every additional 5,000 VPD	Add current lane mileage apportionment/lane
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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 2003)**

That the minimum requirements for 4 - 12 foot traffic lanes be established as 7,000 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 2003)**

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 2" bituminous surface over existing bituminous.

### **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, Wetland Mitigation and Concrete Paving - June 1984 (Latest Rev. June 2003)**

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation and Concrete paving (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 Engineers 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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75 Brian Giese  
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74 Gary Bruggeman  
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FIGURE A

17-Sep-03

2003 COUNTY SCREENING BOARD DATA  
OCTOBER, 2003  
DEVELOPMENT OF THE TENTATIVE 2004 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 2003 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRUCT.	RESTRICTED 2003 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"	(PLUS) BRIDGE Mn/DOT "AFTER THE FACT"	(PLUS) RIGHT OF WAY "AFTER THE FACT"	(PLUS) MISC. "AFTER THE FACT"	(MINUS) VARIANCE ADJUST.	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	(PLUS) 2002 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 77 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 77 COUNTIES	TENTATIVE 2004 MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	ANNUAL MONEY NEEDS RECOMMENDATION TO THE COMMISSIONNER	COUNTY	
Carlton	\$71,542,912		\$71,542,912	\$12,136,321	(252,136)	0	\$0	(\$2,399,818)			\$767,883	\$39,454		\$21,550			\$81,856,166	\$3,274,247	(193,912)	\$3,080,335	0.983719	\$1,640,071		\$1,640,071	1.016620	(39,032)	\$1,601,039	0.9540	\$2,987,285	Carlton	
Cook	46,301,812		46,301,812	8,187,486	968,887	(2,371,117)	0	(1,744,500)			290,821	23,137				51,656,526	2,066,261	(51,989)	2,014,272	0.643267	1,072,464		1,072,464	0.664781	(25,523)	1,046,941	0.6238	1,953,426	Cook		
Itasca	136,340,576		136,340,576	45,962,838	1,004,854	(605,257)	0	(4,108,601)	\$466,914						(\$653,067)	179,980,567	7,199,223	(327,302)	6,871,921	2.194580	3,658,837		3,658,837	2.267979	(87,075)	3,571,762	2.1283	6,664,341	Itasca		
Koochiching	39,518,610		39,518,610	6,082,469	(213,842)	(1,004,621)	0	(2,712,837)			1,150,454	0				42,820,233	1,712,809	(67,192)	1,645,617	0.525535	876,180		876,180	\$1,511,667	1.067676	(40,992)	2,387,847	1.4228	4,455,343	Koochiching	
Lake	66,243,756		66,243,756	19,905,353	1,526,193	(2,324,326)	0	(4,027,024)	113,025		1,082,866	240,729				82,760,572	3,310,423	(75,391)	3,235,032	1.033122	1,722,437		1,722,437		1,067676	(40,992)	1,681,445	1.0019	3,137,309	Lake	
Pine	126,426,841		126,426,841	20,965,787	6,680,488	0	0	(5,028,111)			1,013,052	82,110				150,140,167	6,005,607	(150,454)	5,855,153	1.889870	3,117,475		3,117,475		1.932408	(74,192)	3,043,283	1.8134	5,678,283	Pine	
St. Louis	473,782,015		473,782,015	104,638,272	32,732,366	(2,802,921)	0	(4,024,761)			9,374,026	1,150,985				614,849,982	24,593,999	(710,446)	23,883,553	7.627323	12,716,387		12,716,387		7.882422	(302,633)	12,413,754	7.3969	23,162,094	St. Louis	
District 1 Totals	960,156,522		960,156,522	217,878,526	42,446,810	(9,108,242)	0	(24,045,652)	579,939	0	14,941,102	1,846,725	0	21,550	(653,067)	1,204,064,213	48,162,569	(1,576,686)	46,585,883	14.877416	24,803,851	0	24,803,851	1,511,667	14.831886	(569,447)	25,746,071	15.3411	48,038,081	District 1 Totals	
Beltrami	98,862,838		98,862,838	7,520,307	446,854	(1,948,932)	0	(2,777,141)	270,771		1,205,509	296,206				103,876,412	4,155,056	(176,488)	3,978,568	1.270574	2,118,320		2,118,320		1.313069	(50,413)	2,067,907	1.2322	3,858,386	Beltrami	
Clearwater	49,190,286		49,190,286	1,963,527	(310,891)	0	0	(2,317,499)			513,544	89,643				49,128,610	1,965,144	(40,875)	1,924,269	0.614524	1,024,544		1,024,544		0.635077	(24,383)	1,000,161	0.5960	1,866,142	Clearwater	
Hubbard	56,105,430		56,105,430	5,714,568	357,402	0	0	(2,117,578)			1,446,732	18,213				61,524,767	2,460,991	(146,439)	2,314,552	0.739163	1,232,344		1,232,344		1.232344	(29,328)	1,203,016	0.7168	2,244,637	Hubbard	
Kitson	54,179,909		54,179,909	798,941	(172,493)	0	0	(2,339,005)			1,254,122	0				53,721,474	2,148,859	(27,351)	2,121,508	0.677513	1,129,560		1,129,560		0.700173	(26,882)	1,102,678	0.6570	2,057,422	Kitson	
Lake of 'Woods	24,375,517		24,375,517	997,500	297,581	(263,027)	0	(2,418,628)			176,828	0				23,165,771	926,631	(904,990)	904,990	0.289013	481,847		481,847	979,163		1,461,010	0.8706	2,726,013	Lake of 'Woods		
Marshall	76,013,514		76,013,514	383,654	272,106	(68,172)	0	(42,754)			1,969,223	99,410				78,626,981	3,145,079	(37,661)	3,107,418	0.992368	1,654,491		1,654,491		1.025558	(39,375)	1,615,116	0.9624	3,013,550	Marshall	
Norman	53,872,738		53,872,738	1,191,780	30,198	(391,875)	0	(3,039,393)			686,097	0				52,349,627	2,093,985	(20,507)	2,073,478	0.662175	1,103,988		1,103,988		0.684322	(26,273)	1,077,715	0.6422	2,010,845	Norman	
Pennington	30,815,717		30,815,717	2,983,878	(60,987)	0	0	(318,149)			531,560	0				33,952,019	1,358,081	(52,561)	1,305,520	0.416924	695,102		695,102		1.080343	(16,542)	678,560	0.4043	1,266,085	Pennington	
Polk	135,309,731		135,309,731	(608,721)	303,690	0	400,000	(1,369,895)	201,689		3,930,780	116,828		6,113,142		144,397,244	5,775,890	(127,345)	5,648,545	1.803889	3,007,471		3,007,471		1.864221	(71,574)	2,935,897	1.7494	5,477,918	Polk	
Red Lake	27,386,881		27,386,881	977,153	90,373	(452,653)	0	(3,642,456)			341,906	256,724				24,957,928	998,317	(13,969)	984,348	0.314356	524,099		524,099				944,943	0.5631	1,763,114	Red Lake	
Roseau	64,202,818		64,202,818	(2,154,053)	823,672	(210,144)	0	(3,103,773)			726,477	0				60,284,997	2,411,400	(65,382)	2,346,018	0.749212	1,249,097		1,249,097		0.774269	(29,727)	1,219,370	0.7266	2,275,151	Roseau	
District 2 Totals	670,315,379		670,315,379	19,768,534	2,077,505	(9,334,785)	400,000	(23,486,207)	472,460	0	12,782,778	877,024	0	6,113,142	0	685,985,830	27,439,433	(730,219)	26,709,214	8.529711	14,220,863	0	14,220,863	1,400,007	8.191442	(314,497)	15,306,373	9.1206	28,559,263	District 2 Totals	
Aitkin	62,397,717		62,397,717	15,727,863	(8,341)	(670,077)	0	(1,222,895)			1,012,211	7,534				77,244,012	3,089,760	(93,728)	2,996,032	0.956797	1,595,186		1,595,186		0.988797	(37,963)	1,557,223	0.9279	2,905,531	Aitkin	
Benton	35,860,264		35,860,264	9,300,251	313,984	0	106,601	(2,127,358)			1,500,962	150,409				44,855,113	1,794,205	(227,881)	1,566,324	0.500213	853,394	\$19,431	853,394		0.528988	(20,310)	833,084	0.4964	1,554,404	Benton	
Cass	85,254,325	280,184	85,534,509	8,755,257	(218,595)	0	0	(1,627,471)			1,231,687	\$0				93,695,387	3,747,815	(234,122)	3,513,693	1.122114	1,870,805		1,870,805		1.159643	(44,523)	1,826,282	1.0882	3,407,552	Cass	
Crow Wing	89,916,782		89,916,782	4,545,210	124,924	0	0	(2,544,500)			1,125,127	342,800				93,510,343	3,740,414	(516,205)	3,224,209	1.029666	1,716,675		1,716,675	35,878		1,086343	(41,708)	1,710,845	1.0194	3,192,165	Crow Wing
Isanti	41,988,836		41,988,836	11,383,435	(314,166)	(1,055,343)	0	(2,360,524)			668,584	0				50,310,822	2,012,433	(239,347)	1,773,086	0.566243	944,049		944,049		0.585181	(22,467)	921,882	0.5491	1,719,526	Isanti	
Kanabec	33,651,855		33,651,855	3,663,748	(264,148)	(929,861)	0	(112,050)			362,375	0			(115,771)	36,256,148	1,450,246	(80,057)	1,370,189	0.437576	729,533		729,533	48,090		777,623	0.4634	1,450,921	Kanabec		
Millie Lacs	68,281,276	(488,309)	67,792,967	15,656,489	3,596,815	(1,841,653)	0	(4,171,298)			306,773	173,945				81,514,018	3,260,561	(135,468)	3,125,093	0.998013	1,663,902		1,663,902		1.031392	(39,599)	1,624,303	0.9679	3,030,691	Millie Lacs	
Morrison	84,801,759		84,801,759	13,272,418	1,615,162	(809,021)	0	(7,851,261)			255,686	0				91,284,743	3,651,390	(175,043)	3,476,347	1.110187	1,850,820		1,850,820		1.147317	(44,049)	1,806,871	1.0767	3,371,334	Morrison	
Sherburne	42,556,746		42,556,746	2,567,857	292,127	(438,551)	0	(942,682)			458,486	0				44,443,749	1,778,749	(94,349)	1,684,399	0.573682	873,682		873,682		0.355029	(13,653)	860,029	0.3357	1,044,925	Sherburne	
Stearns	151,788,732		151,788,732	18,493,313	1,798,384	0	0	(9,726,933)			1,446,846	696,037		11,584		164,556,047	6,580,341	(62,504)	5,954,047	1.805646	3,012,022	1,622	3,012,022		1.867042	(71,682)	2,940,340	1.7520	5,486,208	Stearns	
Todd	52,040,080		52,040,080	2,349,497	1,984,228	(826,403)	0	(1,471,809)			426,987	16,745				54,528,325	2,181,133	(100,607)	2,080,526	0.664426	1,107,741		1,107,741			1,081,378	0.6444	2,017,680	Todd		
Wadena	31,650,119		31,650,119	5,096,040	631,070	0	0	(1,785,430)			382,807	0				35,974,606	1,438,984	(57,385)	1,381,599	0.441220	735,609		735,609	3,918		739,522	0.4407	1,379,840	Wadena		
Wright	137,851,705	4,547,109	142,398,814	33,348,814	(527,703)	(332,909)	0	(4,899,643)			2,715,294	0				172,702,667	6,908,107	(890,403)	6,017,704	1.921781	3,204,022		3,204,022		1.986056	(76,251)	3,127,771	1.8637	5,835,924	Wright	
District 3 Totals	918,040,196		922,379,180	144,179,172	9,033,741	(6,903,818)	106,601	(40,843,535)	0	0	11,643,825	1,387,470	0	11,584	(115,771)	1,040,878,449	41,635,138	(4,378,817)	37,256,321	11.897978	19,836,487	56,931	19,893,418	52,008	11.423011	(438,568)	19,506,858	11.6235	36,396,699	District 3 Totals	
Becker	68,343,685		68,343,685	6,231,404	(69,301)	0	0	(5,674,040)			859,488	181,540				69,872,776	2,794,911	(184,791)	2,610,120	0.833554	1,389,714		1,389,714			0.861433	(33,073)	1,356,641	0.8084	2,531,277	Becker
Big Stone	28,509,608	(1,991,191)	26,518,417	5,767,959	143,285	0	0	(1,790,106)			194,537	0				30,834,092	1,233,364	(20,810)	1,212,554	0.388210	647,230										