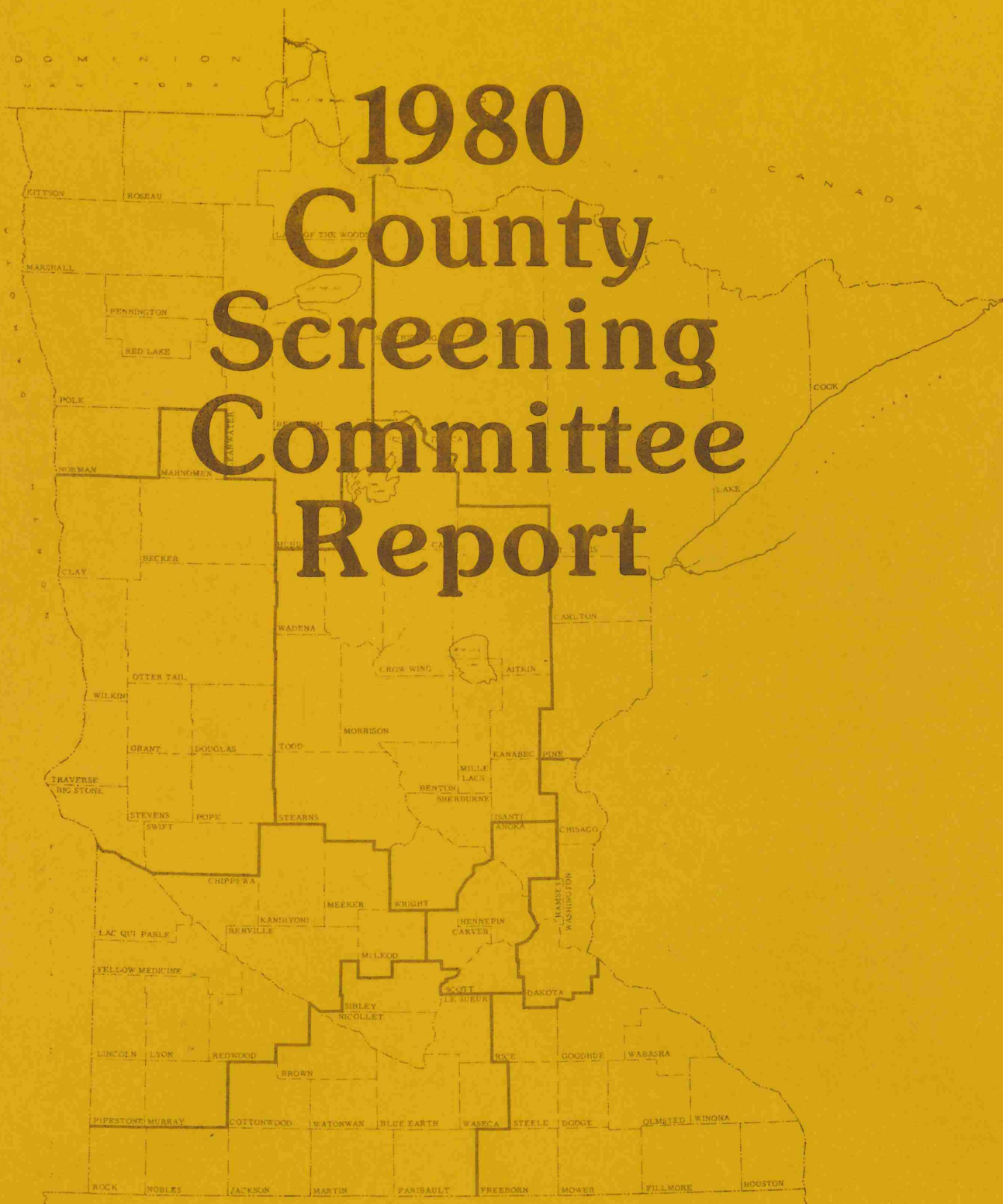


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1980 County Screening Committee Report



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October 1980

October 14, 1980

TO : County Engineers
District State Aid Engineers

Distribution: I

FROM : William Strand, Director
Office of Highway Studies *WS*

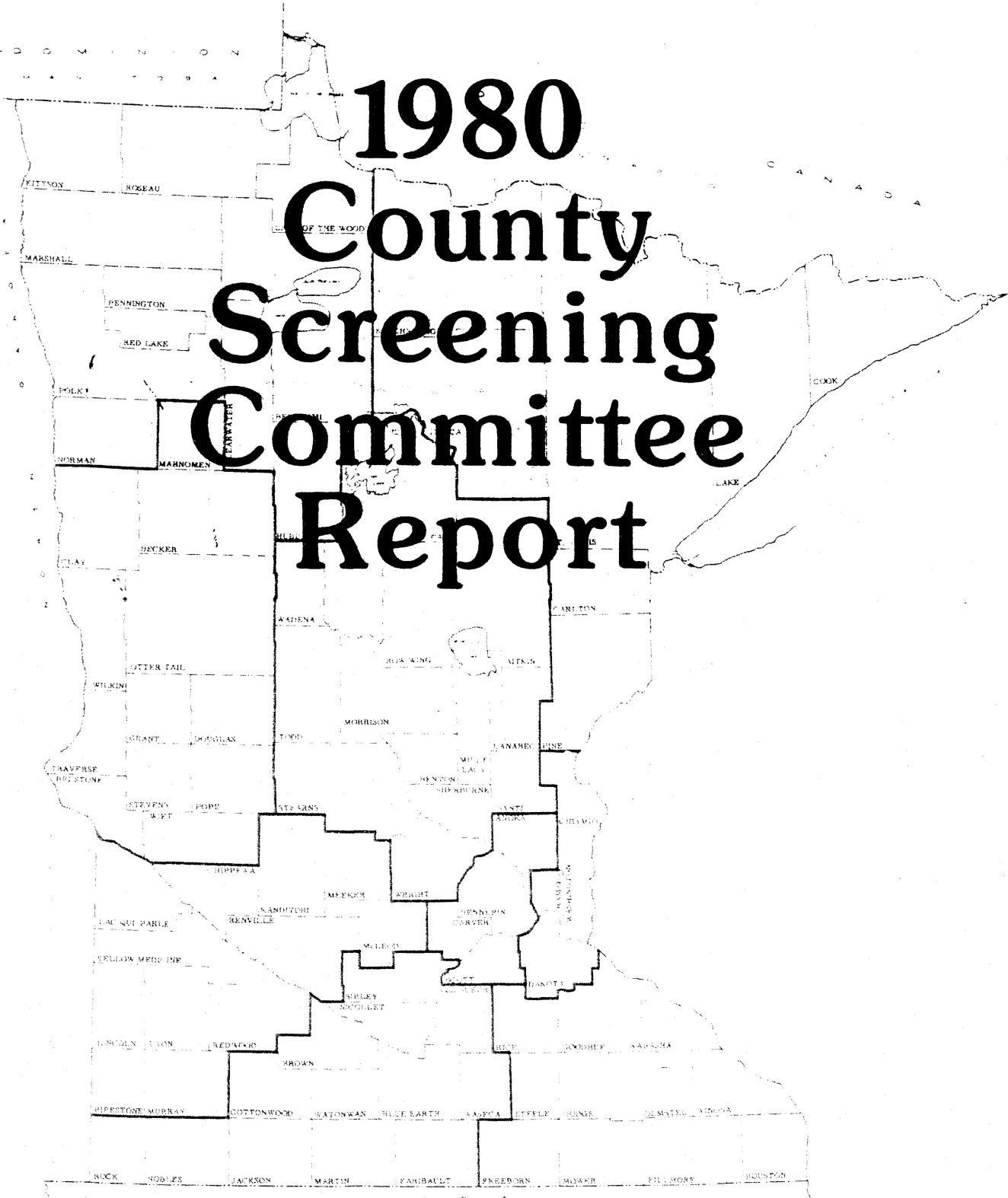
SUBJECT: County Screening Committee Report

Enclosed is a copy of the 1980 Fall County Engineer's Screening Committee 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 Committee in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1981 apportionment.

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

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



1980 County Screening Committee Report

October 1980

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1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

C.S.A.H. Mileage, Needs and Apportionment - 1958 Through 1981

The information listed below is presented as historical data for the 23 years of County State Aid Apportionments and preliminary data for the 24th year.

Since 1958, the first year of State Aid Apportionment, County State Aid mileage has increased more than 1,000 miles of which over 700 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 1981 has been estimated to be the same as the 1980 apportionment figure. This is purposely done to alleviate any misconceptions which could arise from an over estimate or an under estimate. The actual apportionment which will be made by the Commissioner in January will reflect any increase or decrease in income, to the County State Aid Highway Fund.

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

C.S.A.H. Mileage, Needs and Apportionment - 1958 Through 1981

<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	30,035.57	\$2,443,735,175*	\$100,581,191 Est.	\$1,294,938,654

* Needs do not include results of District State Aid Engineers grade widening recommendations.

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of the Basic 1979 to the Basic 1980 25-Year C.S.A.H. Construction Needs

The following tabulation indicates the five phases of the 1980 C.S.A.H. needs study update and shows the needs effect each phase produced.

Normal Update

- Reflects the needs change due to 1979 construction, system revisions and any other necessary corrections. Under normal conditions, this phase should show a decrease in needs, however, instances do arise where the needs remain the same or actually increase. We have documented explanations for these cases and these are listed in the "Reference Material" section.

1980 Unit Prices

- Shows the needs impact of the unit prices approved at the June 5-6, 1980 meeting. This includes the revisions in the needs costs on all bridges.

Traffic Update and
Traffic Factor Update

- Indicates the needs change from the use of the new traffic counts in the 21 counties which were counted in 1979. These figures also reflect the needs change resulting from the use of the new 20-year traffic projection factors computed using the new traffic counts. A map showing the new factors is included in the "Reference Material" section.

Grade Widening Update
(as directed at the
June Screening Committee)

- Shows the effect of revising the rural design grade widening needs as follows:
 - a) change segments which have 13 feet or more of grade widening needs to complete grading needs at the average cost of complete grading established for each county.
 - b) revise the needs cost of segments with 9-12 feet of grade widening to 75% of the complete grading cost/mile.
 - c) revise the needs cost of segments with 4-8 feet of grade widening to 50% of the complete grading cost/mile.

Widening/Complete Grading
(results of District
State Aid Engineers
review)

- Indicates the effect of revising certain segments which presently have 4-12 feet of grade widening needs to complete grading.

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of the Basic 1979 to the Basic 1980 25-Year C.S.A.H. Construction Needs

	Basic 1979 25 Year Construction Needs	Effect of 1980 Normal Update	% Change	Effect of 1980 Unit Prices	% Change	Effect of 1980 Traffic Factor Update	% Change	Effect of Grade Widen- ing Needs (as directed by Screening Committee)	% Change	Effect of District State Aid Engineers Widening/Com- plete Rec- ommendations	% Change	Basic 1980 25 year Construction Needs	Total Change From 1979 Needs	Total % Change	
CARLTON	\$ 19,174,738	-\$ 235,160	- 1.2	-\$ 169,666	- 0.9			+\$ 612,592	+ 3.3	\$ ----	----	\$ 19,382,504	+\$ 207,766	+ 1.1	CARLTON
COOK	13,204,611	- 16,648	- 0.1	+ 2,041,819	+ 15.5	-\$ 432,453	- 2.8	+ 704,354	+ 4.8	+ 75,375	+ 0.5	15,577,058	+ 2,372,447	+ 18.0	COOK
ITASCA	48,961,320	- 414,993	- 0.8	+ 367,935	+ 0.8			+ 1,558,497	+ 3.2	----	----	50,472,759	+ 1,511,439	+ 3.1	ITASCA
KOOCHICHING	17,247,258	+ 99,766	+ 0.6	+ 585,901	+ 3.4	- 224,202	- 1.3	+ 1,004,188	+ 5.7	----	----	18,712,911	+ 1,465,653	+ 8.5	KOOCHICHING
LAKE	20,551,049	- 525,682	- 2.6	+ 362,425	+ 1.8	- 509,451	- 2.5	+ 754,907	+ 3.8	+ 38,648	+ 0.2	20,671,896	+ 120,847	+ 0.6	LAKE
PINE	34,957,657	- 222,949	- 0.6	+ 6,684,302	+ 19.2	+ 2,370,396	+ 5.7	+ 2,088,958	+ 4.8	+ 62,233	+ 0.1	45,940,597	+ 10,982,940	+ 31.4	PINE
ST LOUIS	150,985,366	- 2,887,419	- 1.9	+ 3,687,839	+ 2.5			+ 9,419,463	+ 6.2	+ 1,371,776	+ 0.9	162,577,025	+ 11,591,659	+ 7.7	ST LOUIS
DISTRICT 1 TOTALS	305,081,999	- 4,203,085		+ 13,560,555				+ 16,142,959		+ 1,548,032		333,334,750	+ 28,252,751		DISTRICT 1 TOTALS
BE TRAMI	32,117,263	- 424,851	- 1.3	+ 1,974,240	+ 6.2			+ 1,199,107	+ 3.6	+ 299,318	+ 0.9	35,165,077	+ 3,047,814	+ 9.5	BELTRAMI
CLEARWATER	14,321,496	- 35,840	- 0.3	- 80,563	- 0.6			+ 357,389	+ 2.5	+ 488,317	+ 3.4	15,050,799	+ 729,303	+ 5.1	CLEARWATER
HUBBARD	14,016,331	+ 130,422	+ 0.9	- 56,161	- 0.4	+ 2,554,369	+ 18.1	+ 538,638	+ 3.2	+ ----	----	17,183,599	+ 3,167,268	+ 22.6	HUBBARD
KITTSO	18,552,009	- 427,295	- 2.3	- 405,310	- 2.2			+ 702,289	+ 4.0	+ 376,966	+ 2.0	18,798,659	+ 246,650	+ 1.3	KITTSO
LAKE of the WOODS	7,300,605	+ 7,660	+ 0.1	+ 187,851	+ 2.6			+ 264,625	+ 3.5	+ 152,127	+ 2.0	7,912,868	+ 612,263	+ 8.4	LAKE of the WOODS
MARSHALL	25,730,792	- 194,636	- 0.8	+ 718,568	+ 2.8			+ 334,012	+ 1.3	+ 18,514	+ 0.1	26,607,250	+ 876,458	+ 3.4	MARSHALL
NORMAN	25,087,414	- 1,108,406	- 4.4	+ 484,296	+ 2.0			+ 493,224	+ 2.0	+ 85,090	+ 0.3	25,041,618	- 45,796	- 0.2	NORMAN
PENNINGTON	12,920,922	----	----	- 56,503	- 0.4			+ 101,150	+ 0.8	----	----	12,965,569	+ 44,647	+ 0.3	PENNINGTON
POLK	45,605,164	+ 1,183,250	+ 2.6	+ 4,115,662	+ 8.8	+ 5,442,008	+ 10.7	+ 1,585,118	+ 2.8	+ 357,651	+ 0.6	58,288,853	+ 12,683,689	+ 27.8	POLK
RED LAKE	8,452,714	- 129,186	- 1.5	+ 1,326,560	+ 15.9			+ 227,166	+ 2.4	+ 402,173	+ 4.1	10,279,427	+ 1,826,713	+ 21.6	RED LAKE
ROSEAU	21,749,336	- 463,206	- 2.1	- 304,862	- 1.4			+ 383,574	+ 1.8	+ 439,329	+ 2.1	21,804,171	+ 54,835	+ 0.3	ROSEAU
DISTRICT 2 TOTALS	225,854,046	- 1,462,088		+ 7,903,778				+ 6,186,292		+ 2,619,485		249,097,890	+ 23,243,844		DISTRICT 2 TOTALS
AITKIN	29,164,454	+ 201,030	+ 0.7	- 2,159,381	- 7.4			+ 685,518	+ 2.5	+ 1,480,914	+ 5.3	29,372,535	+ 208,081	+ 0.7	AITKIN
BENTON	14,266,706	- 285,575	- 2.0	+ 1,271,280	+ 9.1			+ 280,587	+ 1.8	+ 693,125	+ 4.5	16,226,123	+ 1,959,417	+ 13.7	BENTON
CASS	32,158,000	- 184,350	- 0.6	+ 886,851	+ 2.8			+ 1,695,432	+ 5.2	+ 1,485,869	+ 4.3	36,041,802	+ 3,883,802	+ 12.1	CASS
CROW WING	28,869,010	- 1,728,993	- 6.0	+ 655,959	+ 2.4	+ 2,702,360	+ 9.7	+ 907,491	+ 3.0	+ 181,974	+ 0.6	31,587,801	+ 2,718,791	+ 9.4	CROW WING
ISANTI	11,766,378	- 277,592	- 2.4	+ 385,300	+ 3.4			+ 1,483,785	+ 12.5	+ 1,795,728	+ 13.4	15,153,599	+ 3,387,221	+ 28.8	ISANTI
KANABEC	13,647,756	- 360,336	- 2.6	+ 96,736	+ 0.7			+ 644,658	+ 4.8	+ 910,631	+ 6.5	14,939,445	+ 1,291,689	+ 9.5	KANABEC
MILLE LACS	13,102,458	- 279,730	- 2.1	+ 136,366	+ 1.1			+ 559,274	+ 4.3	+ 385,634	+ 2.9	13,904,002	+ 801,544	+ 6.1	MILLE LACS
MORRISON	17,729,362	- 1,281,176	- 7.2	+ 38,515	+ 0.2	+ 1,002,583	+ 6.1	+ 654,433	+ 3.7	+ 1,003,886	+ 5.5	19,147,603	+ 1,418,241	+ 8.0	MORRISON
SHERBURNE	9,777,763	- 611,685	- 6.3	+ 229,263	+ 2.5			+ 207,541	+ 2.2	+ 270,418	+ 2.8	9,873,300	+ 95,537	+ 1.0	SHERBURNE
STEARNS	37,783,420	- 136,714	- 0.4	+ 1,510,695	+ 4.0			+ 1,825,522	+ 4.7	+ 1,566,987	+ 3.8	42,549,910	+ 4,766,490	+ 12.6	STEARNS
TODD	21,717,023	- 118,680	- 0.5	- 437,691	- 2.0			+ 835,381	+ 3.9	+ 1,215,729	+ 5.5	23,211,762	+ 1,494,739	+ 6.9	TODD
WADENA	10,074,108	- 54,294	- 0.5	+ 222,865	+ 2.2			+ 304,086	+ 3.0	+ 111,399	+ 1.1	10,658,164	+ 584,056	+ 5.8	WADENA
WRIGHT	33,133,794	+ 475,443	+ 1.4	+ 1,069,812	+ 3.2	+ 3,487,650	+ 10.1	+ 556,928	+ 1.5	+ 379,513	+ 1.0	39,103,140	+ 5,969,346	+ 18.0	WRIGHT
DISTRICT 3 TOTALS	273,190,232	- 4,642,652		+ 3,906,570				+ 10,640,636		+ 11,481,807		301,769,186	+ 28,578,954		DISTRICT 3 TOTALS
BECKER	18,537,694	- 172,586	- 0.9	- 55,622	- 0.3			+ 170,961	+ 0.9	+ 282,447	+ 1.5	18,762,894	+ 225,200	+ 1.2	BECKER
BIG STONE	5,732,030	- 16,219	- 0.3	+ 19,072	+ 0.3	+ 1,275,779	+ 22.2	+ 76,222	+ 1.1	+ 27,475	+ 0.4	7,114,359	+ 1,382,329	+ 24.1	BIG STONE
CLAY	27,420,723	- 288,538	- 1.1	+ 684,817	+ 2.5	+ 6,886,658	+ 24.8	+ 1,496,363	+ 4.3	+ 813,176	+ 2.2	37,013,199	+ 9,592,476	+ 35.0	CLAY
DOUGLAS	19,116,240	- 325,551	- 1.7	+ 155,865	+ 0.8			+ 1,347,698	+ 7.1	+ 1,178,289	+ 5.8	21,472,541	+ 2,356,301	+ 12.3	DOUGLAS
GRANT	8,176,423	+ 256	----	- 175,377	- 2.1			+ 293,844	+ 3.7	+ 252,050	+ 3.0	8,547,196	+ 370,773	+ 4.5	GRANT
MAHNOHEN	8,297,891	- 466,956	- 5.6	+ 761,953	+ 9.7			+ 269,034	+ 3.1	+ 17,383	+ 0.2	8,879,305	+ 581,414	+ 7.0	MAHNOHEN
OTTER TAIL	50,470,792	- 221,226	- 0.4	+ 327,507	+ 0.7			+ 954,588	+ 1.9	+ 479,234	+ 0.9	52,010,895	+ 1,540,103	+ 3.1	OTTER TAIL
POPE	10,240,640	+ 4,031	----	+ 110,375	+ 1.1			+ 877,817	+ 8.5	+ 1,042,393	+ 9.3	12,275,256	+ 2,034,616	+ 19.9	POPE
STEVENS	8,995,994	+ 1,056	----	- 143,636	- 1.6			+ 687,156	+ 7.8	+ 127,227	+ 1.3	9,667,797	+ 671,803	+ 7.5	STEVENS
SWIFT	13,751,298	- 124,117	- 0.9	+ 587,701	+ 4.3	+ 1,703,562	+ 12.0	+ 782,209	+ 4.9	+ 1,471,782	+ 8.8	18,172,435	+ 4,421,137	+ 32.2	SWIFT
TRAVERSE	9,985,285	- 200	----	+ 90,235	+ 0.9			+ 165,453	+ 1.6	----	----	10,240,773	+ 255,488	+ 2.6	TRAVERSE
WILKIN	14,597,574	- 112,635	- 0.8	+ 345,243	+ 2.4			+ 163,897	+ 1.1	+ 76,257	+ 0.5	15,070,336	+ 472,762	+ 3.2	WILKIN
DISTRICT 4 TOTALS	195,322,584	- 1,722,685		+ 2,708,133				+ 7,285,242		+ 5,767,713		219,226,986	+ 23,904,402		DISTRICT 4 TOTALS
ANOKA	26,262,660	- 969,259	- 3.7	+ 1,178,388	+ 4.7			+ 1,447,766	+ 5.5	+ 1,108,354	+ 4.0	29,027,909	+ 2,765,249	+ 10.5	ANOKA
CARVER	23,894,974	- 1,521,411	- 6.4	+ 2,220,583	+ 9.9			+ 4,186,823	+ 17.0	+ 868,011	+ 3.0	29,648,980	+ 5,754,006	+ 24.1	CARVER
HENNEPIN	195,373,330	+ 5,269,799	+ 2.7	+ 18,729,701	+ 9.3			+ 5,295,084	+ 2.4	+ 501,244	+ 0.2	225,164,128	+ 29,790,828	+ 12.2	HENNEPIN
SCOTT	22,673,433	+ 428,864	+ 1.9	+ 2,083,250	+ 9.0			+ 3,791,281	+ 15.1	+ 1,054,950	+ 3.6	30,028,778	+ 7,355,345	+ 32.5	SCOTT
DISTRICT 5 TOTALS	268,201,367	+ 3,207,993		+ 24,211,922				+ 14,715,954		+ 3,532,559		313,869,795	+ 45,668,428		DISTRICT 5 TOTALS
DODGE	17,788,175	- 9,000	- 0.1	+ 543,048	+ 3.1			+ 767,144	+ 4.2	+ 422,838	+ 2.2	19,512,205	+ 1,724,030	+ 9.7	DODGE
FILLMORE	43,859,673	- 351,847	- 0.8	+ 2,678,199	+ 6.2	+ 4,145,320	+ 9.0	+ 1,626,500	+ 3.2	+ 835,744	+ 1.6	52,793,589	+ 8,933,916	+ 20.4	FILLMORE
FREEBORN	20,893,700	+ 1,170,320	+ 5.6	+ 452,299	+ 2.0	+ 923,417	+ 4.1	+ 1,691,163	+ 7.2	+ 1,383,513	+ 5.5	26,516,412	+ 5,622,712	+ 26.9	FREEBORN
GOODHUE	34,209,656	- 1,558,256	- 4.6	- 109,343	- 0.3			+ 3,128,506	+ 9.6	+ 3,406,686	+ 9.6	39,077,249	+ 4,867,593	+ 14.2	GOODHUE
HOUSTON	22,874,160	- 494,539	- 2.2	+ 1,966,172	+ 8.8			+ 915,930	+ 3.8	+ 1,916,212	+ 7.6	27,177,935	+ 4,303,775	+ 18.8	HOUSTON
MOWER	26,050,232	- 203,631	- 0.8	+ 985,422	+ 3.8			+ 1,027,725	+ 3.8	+ 1,508,568	+ 5.4	29,368,316	+ 3,318,084	+ 12.7	MOWER
OLMSTED	30,803,097	- 1,004,001	- 3.3	+ 1,818,087	+ 6.1			+ 1,613,391	+ 5.1	+ 2,511,761	+ 7.6	35,742,335	+ 4,939,238	+ 16.0	OLMSTED
RICE	16,686,884	+ 245,751	+ 1.5	+ 300,227	+ 1.8			+ 2,094,175	+ 12.2	+ 3,421,131	+ 17.7	22,748,168	+ 6,061,284	+ 36.3	RICE
STEELE	17,807,981	- 383,352	- 2.2	+ 574,797	+ 3.3			+ 366,766	+ 2.0	----	----	18,366,192	+ 558,211	+ 3.1	STEELE
WABASHA	30,047,192	+ 116,224	+ 0.4	+ 1,719,091	+ 5.6			+ 1,051,665	+ 3.2	+ 2,333,243	+ 6.9	36,067,395	+ 5,220,203	+ 16.9	WABASHA
WINONA	31,199,076	- 1,553,696	- 5.0	+ 2,073,944	+ 7.0			+ 3,840,573	+ 12.1	+ 489,410	+ 1.4	36,049,307	+ 4,850,231	+ 15.5	WINONA
DISTRICT 6 TOTALS	293,019,826	- 4,026,027		+ 13,001,943				+ 18,123,518		+ 18,231,106		343,419,103	+ 50,399,277		DISTRICT 6 TOTALS
BLUE EARTH	38,822,024	- 1,065,466	- 2.7	+ 2,474,340	+ 6.6			+ 678,018	+ 1.7	+ 2,252,434	+ 5.5	43,161,350	+ 4,339,326	+ 11.2	BLUE EARTH
BROWN	18,549,730	- 822,455	- 4.4	+ 567,412	+ 3.2	+ 1,006,879	+ 5.5	+ 1,243,185	+ 6.4	+ 899,362	+ 4.4	21,444,113	+ 2,894,383	+ 15.6	BROWN
COTTONWOOD	20,395,417	- 568,267	- 2.8	- 288,247	- 1.5			+ 633,424	+ 3.2	+ 853,495	+ 4.2	21,025,822	+ 630,405	+ 3.1	COTTONWOOD
FARIBAULT	24,637,018	+ 4,037,244	+ 16.4	+ 1,183,191	+ 4.1			+ 555,487	+ 1.9	+ 2,630,950	+ 8.7	33,043,890	+ 8,406,872	+ 34.1	FARIBAULT
JACKSON	24,842,829	- 269,553	- 1.1	+ 2,455,738	+ 10.0	- 957,586	- 3.5	+ 572,324	+						

1980 COUNTY SCREENING COMMITTEE DATA

OCTOBER, 1980

1980 CSAH MILEAGE AND NEEDS BY RURAL AND MUNICIPAL LOCATION
(1980 TURNBACK MILEAGE IS NOT INCLUDED)NOTE: NEEDS DO NOT INCLUDE RESULTS OF DISTRICT STATE AID
ENGINEERS GRADE WIDENING RECOMMENDATIONS

	RURAL					MUNICIPALITIES - UNDER 5000 POPULATION					MUNICIPALITIES - 5,000 POPULATION AND OVER					TOTAL CSAH MILEAGE	TOTAL CSAH NEEDS	
	MILEAGE	ROADWAY NEEDS	BRIDGE NEEDS	RRXING NEEDS	TOTAL NEEDS	MILEAGE	ROADWAY NEEDS	BRIDGE NEEDS	RRXING NEEDS	TOTAL NEEDS	MILEAGE	ROADWAY NEEDS	BRIDGE NEEDS	RRXING NEEDS	TOTAL NEEDS			
CARLTON	258.90	\$ 15,233,862	\$ 510,396	\$ 450,300	\$ 16,194,558	17.39	\$ 1,933,046	\$ —	\$ 150,000	\$ 2,083,046	18.07	\$ 1,104,900	\$ —	\$ —	\$ 1,104,900	294.36	\$ 19,382,504	CARLTON
COOK	174.00	13,781,092	705,054	—	14,486,146	4.08	1,015,537	—	—	1,015,537	—	—	—	—	—	178.08	15,501,683	COOK
ITASCA	632.10	41,684,932	4,670,763	51,800	46,407,495	16.93	2,609,193	837,000	105,600	3,551,793	2.25	513,471	—	—	513,471	651.28	50,472,759	ITASCA
KOOCHICHING	230.20	12,964,911	1,928,892	300,000	15,193,803	16.70	2,721,086	434,656	250,000	3,405,742	2.03	63,366	—	50,000	113,366	248.93	18,712,911	KOOCHICHING
LAKE	205.90	17,605,314	1,302,862	201,200	19,109,376	8.22	1,473,872	—	50,000	1,523,872	—	—	—	—	—	214.12	20,633,248	LAKE
PINE	428.40	34,298,990	4,902,452	510,000	39,711,442	44.72	5,252,695	548,927	365,300	6,166,922	—	—	—	—	—	473.12	45,878,364	PINE
ST. LOUIS	1147.80	117,560,443	14,158,299	1,746,200	133,464,942	65.29	10,065,595	453,378	320,300	10,839,273	149.47	14,393,787	2,192,247	315,000	16,901,034	1,362.56	161,205,249	ST. LOUIS
DISTRICT 1 TOTALS	3077.30	253,129,544	28,178,718	3,259,500	284,567,762	173.33	25,071,024	2,273,961	1,241,200	28,586,185	171.82	16,075,524	2,192,247	365,000	18,632,771	3,422.45	331,786,718	DISTRICT 1 TOTALS
BELTRAMI	445.50	29,203,730	2,785,616	320,450	32,309,796	10.83	956,797	259,500	150,000	1,366,297	9.08	985,498	204,168	—	1,189,666	465.41	34,865,759	BELTRAMI
CLEARWATER	320.10	12,763,710	636,624	51,350	13,451,684	7.28	803,798	207,000	100,000	1,110,798	—	—	—	—	—	327.38	14,562,482	CLEARWATER
HUBBARD	317.20	14,919,343	735,116	150,900	15,805,359	8.60	1,378,240	—	—	1,378,240	—	—	—	—	—	325.80	17,183,599	HUBBARD
KITTSO	361.90	15,272,697	1,130,214	550,000	16,952,911	10.64	1,023,912	279,870	165,000	1,468,782	—	—	—	—	—	372.54	18,421,693	KITTSO
LAKE of the WOODS	182.30	6,570,050	541,474	50,000	7,161,524	4.66	466,317	77,900	55,000	599,217	—	—	—	—	—	186.96	7,760,741	LAKE of the WOODS
MARSHALL	625.90	22,415,584	2,528,912	503,000	25,447,496	14.29	781,471	209,469	150,300	1,141,240	—	—	—	—	—	640.19	26,588,736	MARSHALL
NORMAN	385.90	16,262,161	5,679,616	485,000	22,426,777	7.61	1,382,495	707,256	440,000	2,529,751	—	—	—	—	—	393.51	24,956,528	NORMAN
PENNINGTON	256.10	11,123,356	1,326,202	50,750	12,500,308	1.52	174,141	—	50,000	224,141	3.18	190,820	—	50,300	241,120	260.80	12,965,569	PENNINGTON
POLK	782.00	47,248,823	5,737,907	463,300	53,450,030	19.74	3,500,608	—	380,000	3,880,608	7.75	600,564	—	—	600,564	809.49	57,931,202	POLK
RED LAKE	179.60	8,319,916	589,266	151,050	9,060,232	6.89	714,634	52,388	50,000	817,022	—	—	—	—	—	186.49	9,877,254	RED LAKE
ROSEAU	471.30	19,109,103	962,250	102,100	20,173,453	11.32	1,141,389	—	50,000	1,191,389	—	—	—	—	—	482.62	21,364,842	ROSEAU
DISTRICT 2 TOTALS	4327.80	203,208,473	22,653,197	2,877,900	228,739,570	103.38	12,323,802	1,793,383	1,590,300	15,707,485	20.01	1,776,882	204,168	50,300	2,031,350	4,451.19	246,478,405	DISTRICT 2 TOTALS
AITKIN	361.40	26,126,926	722,134	51,500	26,900,560	7.33	871,909	68,552	50,600	991,061	—	—	—	—	—	368.73	27,891,621	AITKIN
BENTON	209.50	11,466,475	1,183,916	150,000	12,800,391	13.00	1,647,395	947,856	50,000	2,645,251	1.80	87,356	—	—	87,356	224.30	15,532,998	BENTON
CASS	502.90	28,648,088	1,093,972	151,200	29,893,260	27.45	4,196,323	306,350	160,000	4,662,673	—	—	—	—	—	530.35	34,555,933	CASS
CROW WING	295.90	21,175,486	1,376,650	51,500	22,603,636	73.94	7,855,687	710,800	52,100	8,618,587	3.54	183,604	—	—	183,604	373.38	31,405,827	CROW WING
ISANTI	221.00	12,066,507	454,226	—	12,520,733	5.24	727,138	—	110,000	837,138	—	—	—	—	—	226.24	13,357,871	ISANTI
KANABEC	205.40	11,253,122	1,321,248	100,600	12,674,970	6.24	644,288	514,556	195,000	1,353,844	—	—	—	—	—	211.64	14,028,814	KANABEC
MILLE LACS	236.20	11,546,610	217,956	1,200	11,765,766	7.90	1,602,002	—	150,600	1,752,602	—	—	—	—	—	244.10	13,518,368	MILLE LACS
MORRISON	401.80	13,346,532	1,469,019	212,400	15,027,951	25.65	2,662,856	—	155,000	2,817,856	1.53	297,910	—	—	297,910	428.98	18,143,717	MORRISON
SHERBURNE	188.10	6,368,881	709,104	300	7,078,285	7.94	277,131	—	90,300	367,431	19.45	1,081,966	1,075,200	—	2,157,166	215.49	9,602,882	SHERBURNE
STEARNS	549.20	29,127,463	2,985,328	152,100	32,264,891	43.54	5,366,784	911,647	505,000	6,783,431	5.14	794,150	—	—	1,934,601	597.88	40,982,923	STEARNS
TODD	398.00	17,599,617	1,622,100	100,300	19,322,017	14.86	2,534,452	139,564	—	2,674,016	—	—	—	—	—	412.86	21,996,033	TODD
WADENA	217.90	6,819,160	1,966,787	—	8,785,947	11.60	1,442,062	168,756	150,000	1,760,818	—	—	—	—	—	229.50	10,546,765	WADENA
WRIGHT	358.40	26,967,078	3,054,128	300,000	30,321,206	45.09	6,714,921	1,057,500	630,000	8,402,421	—	—	—	—	—	403.49	38,723,627	WRIGHT
DISTRICT 3 TOTALS	4145.70	222,511,945	18,176,568	1,271,100	241,959,613	289.78	36,542,948	4,825,581	2,298,600	43,667,129	31.46	2,444,986	2,215,651	—	4,660,637	4,466.94	290,287,379	DISTRICT 3 TOTALS
BECKER	455.40	15,512,834	1,347,700	100,000	16,960,534	8.80	1,328,641	—	50,000	1,378,641	3.52	141,272	—	—	141,272	467.72	18,480,447	BECKER
BIG STONE	199.40	4,868,496	—	900	4,869,396	12.20	1,218,568	693,320	305,600	2,217,488	—	—	—	—	—	211.60	7,086,884	BIG STONE
CLAY	392.20	27,383,209	5,848,023	213,000	33,444,232	12.67	2,198,945	77,326	165,300	2,441,571	1.82	314,220	—	—	314,220	406.69	36,200,023	CLAY
DOUGLAS	366.40	16,167,136	4,758,29	320,000	16,962,965	18.18	1,916,648	425,250	365,000	2,706,898	2.79	444,389	—	180,000	624,389	387.37	20,294,252	DOUGLAS
GRANT	216.10	7,382,128	—	155,000	7,537,128	12.75	708,018	—	50,000	758,018	—	—	—	—	—	228.85	8,295,146	GRANT
MAHNOMEN	191.50	7,352,969	767,110	600	8,120,679	3.70	686,243	—	55,000	741,243	—	—	—	—	—	195.20	8,861,922	MAHNOMEN
OTTER TAIL	872.00	43,066,094	3,109,858	312,100	46,488,052	34.33	3,685,449	451,902	220,600	4,357,951	6.69	685,658	—	—	685,658	913.02	51,531,661	OTTER TAIL
POPE	288.40	9,447,746	392,944	900	9,841,590	10.83	1,390,673	—	600	1,391,273	—	—	—	—	—	299.23	11,232,863	POPE
STEVENS	237.20	8,148,984	116,342	165,300	8,430,626	5.63	729,657	96,432	600	826,689	1.08	282,955	—	300	283,255	243.91	9,540,570	STEVENS
SWIFT	317.40	12,471,110	1,862,892	55,900	14,389,902	12.06	2,110,151	—	200,600	2,310,751	—	—	—	—	—	329.46	16,700,653	SWIFT
TRAVERSE	235.90	7,562,245	935,423	1,200	8,498,868	7.92	1,188,771	462,234	90,900	1,741,905	—	—	—	—	—	243.82	10,240,773	TRAVERSE
WILKIN	299.00	11,222,524	2,268,327	220,600	13,711,451	13.56	979,428	68,200	235,000	1,282,628	—	—	—	—	—	312.56	14,994,079	WILKIN
DISTRICT 4 TOTALS	4070.90	170,585,475	17,124,448	1,545,500	189,255,423	152.63	18,141,192	2,274,664	1,739,200	22,155,056	15.90	1,868,494	—	180,300	2,048,794	4,239.43	213,459,273	DISTRICT 4 TOTALS

ANOKA	71.30	8,811,950	177,632	300	8,989,882	43.36	5,415,519	—	300	5,415,819	128.92	12,667,786	735,768	110,300	13,513,854	243.58	27,919,555	ANOKA
CARVER	169.90	18,189,361	1,317,833	405,000	19,912,194	18.60	3,133,782	311,624	150,300	3,595,406	18.61	5,073,369	—	200,000	5,273,369	207.11	28,780,969	CARVER
HENNEPIN	16.30	5,199,919	933,525	50,000	6,183,444	133.19	43,327,246	1,719,589	215,000	45,261,835	350.92	144,666,883	27,779,522	771,200	173,217,605	500.41	224,662,884	HENNEPIN
SCOTT	131.60	9,569,424	1,128,876	200,000	10,898,300	25.05	4,430,509	10,002,881	100,000	14,533,390	30.26	3,353,578	88,560	100,000	3,542,138	186.91	28,973,828	SCOTT
DISTRICT 5 TOTALS	389.10	41,770,654	3,557,866	655,300	45,983,820	220.20	56,307,056	12,034,094	465,300	68,806,450	528.71	165,761,616	28,603,850	1,181,500	195,546,966	1,138.01	310,337,236	DISTRICT 5 TOTALS
DODGE	239.10	15,488,881	2,281,796	2,100	17,772,777	11.03	1,315,690	—	900	1,316,590	—	—	—	—	—	250.13	19,089,367	DODGE
FILLMORE	367.60	39,889,342	6,608,371	900	46,498,613	26.99	4,105,091	1,352,641	1,500	5,459,232	—	—	—	—	—	394.59	51,957,845	FILLMORE
FREEBORN	428.80	21,364,215	689,584	272,400	22,326,199	13.74	1,591,805	354,568	105,600	2,051,973	5.30	644,487	108,240	—	752,727	447.84	25,130,899	FREEBORN
GOODHUE	307.60	30,573,599	1,870,541	105,300	32,549,440	15.10	2,459,294	314,004	300	2,773,598	4.52	347,525	—	—	347,525	327.22	35,670,563	GOODHUE
HOUSTON	240.10	21,011,676	2,276,378	—	23,288,054	10.55	1,848,209	125,460	—	1,973,669	—	—	—	—	—	250.65	25,261,723	HOUSTON
MOWER	350.50	21,181,578	2,699,112	810,300	24,690,990	17.66	1,931,326	32,085	105,300	2,068,711	6.12	874,447	225,600	—	1,100,047	374.28	27,859,748	MOWER
OLMSTED	297.70	24,851,123	3,332,005	51,500	28,234,628	8.94	1,058,067	890,744	50,300	1,999,111	13.38	2,311,011	685,824	—	2,996,835	320.02	33,230,574	OLMSTED
RICE	264.60	13,676,635	2,751,558	51,800	16,479,993	7.53	1,475,642	514,878	55,600	2,046,120	8.75	800,924	—	—	800,924	280.88	19,327,037	RICE
STEELE	261.70	11,927,694	1,345,606	535,000	13,808,300	6.47	1,179,964	—	165,000	1,344,964	17.21	2,390,176	712,752	110,000	3,212,928	285.38	18,366,192	STEELE
WABASHA	254.20	23,824,047	4,116,570	600	27,941,217	23.40	4,195,731	1,436,304	160,900	5,792,935	—	—	—	—	—	277.60	33,734,152	WABASHA
WINONA	297.10	29,738,795	3,828,393	50,000	33,617,188	14.07	1,602,194	125,230	—	1,727,424	4.94	215,285	—	—	215,285	316.11	35,559,897	WINONA
DISTRICT 6 TOTALS	3309.00	253,527,585	31,799,914	1,879,900	287,207,399	155.48	22,763,013	5,145,914	645,400	28,554,327	60.22	7,583,855	1,732,416	110,000	9,426,271	3,524.70	325,187,997	DISTRICT 6 TOTALS
BLUE EARTH	392.10	28,992,939	5,222,535	523,150	34,738,624	16.93	3,726,161	526,604	580,000	4,832,765	7.26	1,081,687	255,840	—	1,337,527	416.29	40,908,916	BLUE EARTH
BROWN	301.60	14,399,301	2,726,122	58,900	17,184,323	10.53	2,089,819	505,344	275,900	2,871,063	5.44	489,365	—	—	489,365	317.57	20,544,751	BROWN
COTTONWOOD	306.90	16,517,055	798,613	600	17,316,268	9.85	2,855,759	—	300	2,856,059	—	—	—	—	—	316.75	20,172,327	COTTONWOOD
FARIBAULT	322.10	19,739,910	3,999,762	55,700	23,795,372	21.23	4,695,438	1,361,530	560,600	6,617,568	—	—	—	—	—	343.33	30,412,940	FARIBAULT
JACKSON	356.80	18,892,058	2,860,205	102,250	21,854,513	14.05	4,006,623	626,416	156,200	4,789,239	—	—	—	—	—	370.85	26,643,752	JACKSON
LE SUEUR	245.50	17,764,593	1,326,016	1,800	19,092,409	22.84	4,823,060	305,532	340,000	5,468,592	—	—	—	—	—	268.34	24,561,001	LE SUEUR
MARTIN	356.60	24,398,741	1,000,844	150,900	25,550,485	11.22	2,149,370	—	50,900	2,200,270	10.26	519,563	—	—	519,563	378.08	28,270,318	MARTIN
NICOLLET	234.30	13,230,139	1,197,210	—	14,427,349	5.82	2,171,09	—	—	2,171,09	4.60	332,477	—	—	332,477	244.72	14,976,935	NICOLLET
NOBLES	322.10	17,733,316	2,479,513	258,300	20,471,129	13.51	2,615,935	24,255	55,600	2,695,790	8.09	742,164	—	250,300	992,464	343.70	24,159,383	NOBLES
ROCK	236.40	10,032,875	2,441,362	900	12,475,137	10.57	871,743	92,004	300	964,047	3.59	215,828	—	—	215,828	250.56	13,655,012	ROCK
SIBLEY	279.90	18,076,614	2,013,601	—	20,090,215	7.72	1,481,892	—	—	1,481,892	—	—	—	—	—	287.62	21,572,107	SIBLEY
WASECA	241.40	14,894,888	1,300,094	355,150	16,550,132	5.00	1,112,506	—	315,000	1,427,506	4.08	388,500	—	155,000	543,500	250.48	18,521,138	WASECA
WATONWAN	215.00	12,365,380	3,041,420	225,600	15,632,400	14.50	2,901,148	94,300	310,300	3,305,748	—	—	—	—	—	229.50	18,938,148	WATONWAN
DISTRICT 7 TOTALS	3810.70	227,037,809	30,407,297	1,733,250	259,178,356	163.77	33,546,563	3,535,985	2,645,100	39,727,648	43.32	3,769,584	255,840	405,300	4,430,724	4,017.79	303,336,728	DISTRICT 7 TOTALS
CHIPPEWA	238.10	12,547,767	2,190,017	200,300	14,938,084	4.91	1,094,016	416,806	300	1,511,122	1.31	281,605	—	—	281,605	244.32	16,730,811	CHIPPEWA
KANDIYOHI	394.30	21,492,052	436,136	151,800	22,079,988	14.84	2,834,090	—	330,000	3,164,090	9.86	711,879	—	140,000	851,879	418.90	26,095,957	KANDIYOHI
LAC QUI PARLE	353.20	13,851,144	3,234,848	51,800	17,137,792	8.69	1,058,196	407,490	150,600	1,616,386	—	—	—	—	—	361.89	18,754,078	LAC QUI PARLE
LINCOLN	243.80	9,397,153	999,867	145,600	10,542,620	11.38	2,243,548	84,132	215,000	2,542,680	—	—	—	—	—	255.18	13,085,300	LINCOLN
LYON	294.20	14,733,244	1,443,022	452,400	16,628,666	20.11	2,886,096	392,980	350,600	3,629,676	1.03	92,050	—	50,000	142,050	315.34	20,400,392	LYON
MC LEOD	217.70	14,870,171	697,164	1,500	15,568,835	14.50	2,291,578	374,904	200,000	2,866,482	4.60	603,588	—	—	603,588	236.80	19,038,905	MC LEOD
MEEKER	262.20	10,568,290	840,928	110,000	11,519,218	6.61	326,732	11,398	—	338,130	3.25	235,102	—	—	235,102	272.06	12,092,450	MEEKER
MURRAY	341.90	12,864,032	929,419	162,700	13,896,151	13.24	1,120,433	—	365,000	1,485,433	—	—	—	—	—	355.14	15,381,584	MURRAY
PIPESTONE	213.30	6,882,656	1,647,109	52,700	8,582,465	11.56	1,152,175	162,725	200,600	1,515,500	2.45	178,537	—	300	178,837	227.31	10,276,802	PIPESTONE
REDWOOD	359.60	15,256,487	3,149,078	2,100	18,407,665	25.54	2,710,583	1,201,926	52,700	3,965,209	—	—	—	—	—	385.14	22,372,874	REDWOOD
RENVILLE	438.10	26,540,006	2,377,030	52,400	28,969,436	11.65	2,002,146	—	210,300	2,212,446	—	—	—	—	—	449.75	31,181,882	RENVILLE
YELLOW MEDICINE	321.00	12,930,983	1,148,027	301,500	14,380,510	14.98	1,904,976	—	350,000	2,254,976	—	—	—	—	—	335.98	16,635,486	YELLOW MEDICINE
DISTRICT 8 TOTALS	3677.30	171,933,985	19,092,645	1,624,800	192,651,430	158.01	21,624,569	3,052,361	2,425,100	27,102,030	22.50	2,102,761	—	190,300	2,293,061	3,857.81	222,046,521	DISTRICT 8 TOTALS
CHISAGO	181.60	12,908,454	—	50,300	12,958,754	44.79	5,529,426	—	—	5,529,426	—	—	—	—	—	226.39	18,488,180	CHISAGO
DAKOTA	122.10	10,887,703	1,751,728	350,000	12,989,431	30.50	5,341,618	929,250	305,000	6,575,868	122.14	32,249,354	2,430,816	400,000	35,080,170	274.74	54,645,469	DAKOTA
RAMSEY	7.00	2,092,444	—	150,000	2,242,444	18.02	6,524,526	442,652	50,000	7,017,178	203.06	74,631,614	5,320,824	885,000	80,837,438	228.08	90,097,060	RAMSEY
WASHINGTON	88.60	14,820,824	31,160	55,000	14,906,984	39.01	9,880,643	1,176,224	255,300	11,312,167	60.43	8,562,191	2,747,267	55,600	11,365,058	188.04	37,584,209	WASHINGTON
DISTRICT 9 TOTALS	399.30	40,709,425	1,782,888	605,300	43,097,613	132.32	27,276,213	2,548,126	610,300	30,434,639	385.63	115,443,159	10,498,907	1,340,600	127,282,666	917.25	200,814,918	DISTRICT 9 TOTALS
STATE TOTALS	27,207.10	\$1,584,414,895	\$172,773,541	\$15,452,550	\$1,772,640,986	1,548.90	\$253,596,380	\$37,484,069	\$13,660,500	\$304,740,949	1,279.57	\$316,826,861	\$45,703,079	\$3,823,300	\$366,353,240	30,035.57	\$2,443,735,175	STATE TOTALS

NEEDS

ADJUSTMENTS

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Restriction of 25-Year Construction Needs Increases

In order to temper any large needs increases, the County Screening Committee adopted the resolution below:

That, for the 1976 C.S.A.H. Apportionment, the increase in basic 25-year C.S.A.H. construction needs of any one county, from the 1974 to the 1975 C.S.A.H. needs studies, shall be restricted to 20 percentage points greater than the statewide average percent increase from the 1974 to the 1975 basic 25-year C.S.A.H. construction needs. For future years' apportionments, the C.S.A.H. 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 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.

This year the statewide needs increased 13.6%, thereby limiting any individual county's needs increase to 33.6%. The following tabulation indicates the method of computing the three restrictions necessary for 1980.

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

	RESTRICTED 1979 25 YEAR CONSTRUCTION NEEDS #	BASIC 1980 25 YEAR CONSTRUCTION NEEDS #	CHANGE FROM RESTRICTED 1979 NEEDS #	PERCENT CHANGE FROM RESTRICTED 1979 NEEDS	RESTRICTED PERCENT CHANGE	RESTRICTED 1980 25 YEAR CONSTRUCTION NEEDS	1980 SCREENING COMMITTEE RESTRICTION
CARLTON	19,174,738	19,382,504	+ 207,766	+ 1.1			
COOK	13,204,611	15,577,058	+ 2,372,447	+ 18.0			
ITASCA	48,986,424	50,472,759	+ 1,486,335	+ 3.0			
KOOCHICHING	17,247,258	18,712,911	+ 1,465,653	+ 8.5			
LAKE	20,551,049	20,671,896	+ 120,847	+ 0.6			
PINE	35,020,963	45,940,597	+ 10,919,634	+ 31.2			
ST. LOUIS	15,046,447	16,257,025	+ 11,530,578	+ 7.6			
DISTRICT 1 TOTALS							
BELTRAMI	32,117,263	35,165,077	+ 3,047,814	+ 9.5			
CLEARWATER	14,321,496	15,050,799	+ 729,303	+ 5.1			
HUBBARD	14,016,331	17,183,599	+ 3,167,268	+ 22.6			
KITTSOON	18,552,009	18,798,659	+ 246,650	+ 1.3			
LAKE of the WOODS	7,300,605	7,912,868	+ 612,263	+ 8.4			
MARSHALL	25,730,792	26,607,250	+ 876,458	+ 3.4			
NORMAN	25,087,414	25,041,618	- 45,796	- 0.2			
PENNINGTON	12,920,922	12,965,569	+ 44,647	+ 27.8			
POLK	45,605,164	58,288,853	+ 12,683,689	+ 21.6			
RED LAKE	8,452,714	10,279,427	+ 1,826,713	+ 0.3			
ROSEAU	21,749,336	21,804,171	+ 54,835	+ 10.3			
DISTRICT 2 TOTALS							
AITKIN	29,164,454	29,372,535	+ 208,081	+ 0.7			
BENTON	14,266,706	16,226,123	+ 1,959,417	+ 13.7			
CASS	32,158,000	36,041,802	+ 3,883,802	+ 12.1			
CROW WING	28,869,010	31,587,801	+ 2,718,791	+ 9.4			
ISANTI	11,766,378	15,153,599	+ 3,387,221	+ 28.8			
KANABEC	13,647,756	14,939,445	+ 1,291,689	+ 9.5			
MILLE LACS	13,102,458	13,904,002	+ 801,544	+ 6.1			
MORRISON	17,729,362	19,147,603	+ 1,418,241	+ 8.0			
SHERBURNE	9,777,763	9,873,300	+ 95,537	+ 1.0			
STEARNS	37,783,420	42,549,910	+ 4,766,490	+ 12.6			
TODD	21,717,023	23,211,762	+ 1,494,739	+ 6.9			
WADENA	10,074,108	10,658,164	+ 584,056	+ 5.8			
WRIGHT	33,133,794	39,103,140	+ 5,969,346	+ 18.0			
DISTRICT 3 TOTALS							
BECKER	18,537,694	18,762,894	+ 225,200	+ 1.2			
BIG STONE	5,732,030	7,114,359	+ 1,382,329	+ 24.1			
CLAY	27,420,723	37,013,199	+ 9,592,476	+ 35.0	+ 33.6	# 36,634,086	- # 379,113
DOUGLAS	19,116,240	21,472,541	+ 2,356,301	+ 12.3			
GRANT	8,176,423	8,547,196	+ 370,773	+ 4.5			
MAHNOMEN	8,297,891	8,879,305	+ 581,414	+ 7.0			
OTTER TAIL	50,501,656	52,010,895	+ 1,509,239	+ 3.0			
POPE	10,306,187	12,275,256	+ 1,969,069	+ 19.1			
STEVENS	8,225,001	8,617,207	+ 392,206	+ 7.5			

STEVENS	8,995,994	9,667,797	+ 671,803	+ 7.5		
SWIFT	13,751,298	18,172,435	+ 4,421,137	+ 32.2		
TRAVERSE	9,985,285	10,240,773	+ 255,488	+ 2.6		
WILKIN	14,597,574	15,070,336	+ 472,762	+ 3.2		
DISTRICT 4 TOTALS						
ANOKA	26,262,660	29,027,909	+ 2,765,249	+ 10.5		
CARVER	23,900,042	29,648,980	+ 5,748,938	+ 24.1		
HENNEPIN	195,373,300	225,164,128	+ 29,790,828	+ 15.2		
SCOTT	22,710,257	30,028,778	+ 7,318,521	+ 32.2		
DISTRICT 5 TOTALS						
DODGE	17,788,175	19,512,205	+ 1,724,030	+ 9.7		
FILLMORE	43,859,673	52,793,589	+ 8,933,916	+ 20.4		
FREEBORN	20,893,700	26,516,412	+ 5,622,712	+ 26.9		
GOODHUE	34,209,656	39,077,249	+ 4,867,593	+ 14.2		
HOUSTON	22,874,160	27,177,935	+ 4,303,775	+ 18.8		
MOWER	26,054,832	29,368,316	+ 3,313,484	+ 12.7		
OLMSTED	30,803,097	35,742,335	+ 4,939,238	+ 16.0		
RICE	16,686,884	22,748,168	+ 6,061,284	+ 36.3	+ 33.6	# 22,293,677 - 454,491
STEELE	17,807,981	18,366,192	+ 558,211	+ 3.1		
WABASHA	30,949,986	36,067,395	+ 5,117,409	+ 16.5		
WINONA	31,362,876	36,049,307	+ 4,686,431	+ 14.9		
DISTRICT 6 TOTALS						
BLUE EARTH	38,831,979	43,161,350	+ 4,329,371	+ 11.1		
BROWN	18,549,730	21,444,113	+ 2,894,383	+ 15.6		
COTTONWOOD	17,816,968	21,025,822	+ 3,208,854	+ 18.0		
FARIBAULT	28,844,051	33,043,890	+ 4,199,839	+ 14.6		
JACKSON	24,842,829	27,786,369	+ 2,943,540	+ 11.8		
LE SUEUR	23,099,343	25,319,301	+ 2,219,958	+ 9.6		
MARTIN	26,883,299	28,995,819	+ 2,112,520	+ 7.9		
NICOLLET	15,069,194	15,394,986	+ 325,792	+ 2.2		
NOBLES	20,548,292	24,565,767	+ 4,017,475	+ 19.6		
ROCK	12,738,913	14,377,065	+ 1,638,152	+ 12.9		
SIBLEY	17,466,300	23,077,051	+ 5,610,751	+ 32.1		
WASECA	18,260,460	19,187,058	+ 926,598	+ 5.1		
WATONWAN	18,101,489	19,164,063	+ 1,062,574	+ 5.9		
DISTRICT 7 TOTALS						
CHIPPEWA	14,604,444	16,978,445	+ 2,374,001	+ 16.3		
KANDIYOHI	26,077,113	27,763,110	+ 1,685,997	+ 6.5		
LAC QUI PARLE	18,035,186	21,671,351	+ 3,636,165	+ 20.2		
LINCOLN	13,076,053	13,085,300	+ 9,247	+ 0.1		
LYON	18,280,811	23,515,697	+ 5,234,886	+ 28.6		
MC LEOD	14,273,948	21,600,121	+ 7,326,173	+ 51.3	+ 33.6	19,069,994 - 2,530,122
MEEKER	11,093,242	12,236,828	+ 1,143,586	+ 10.3		
MURRAY	14,701,393	17,925,585	+ 3,224,192	+ 21.9		
PIPESTONE	10,414,875	11,895,458	+ 1,480,583	+ 14.2		
REDWOOD	21,217,450	25,548,087	+ 4,330,637	+ 20.4		
RENVILLE	29,299,024	34,391,543	+ 5,092,519	+ 17.4		
YELLOW MEDICINE	16,234,848	18,791,934	+ 2,557,086	+ 15.8		
DISTRICT 8 TOTALS						
CHISAGO	17,711,457	19,338,847	+ 1,627,390	+ 9.2		
DAKOTA	44,226,005	54,813,136	+ 10,587,131	+ 23.9		
RAMSEY	76,397,387	90,097,060	+ 13,699,673	+ 17.9		
WASHINGTON	34,193,178	37,959,211	+ 3,766,033	+ 11.0		
DISTRICT 9 TOTALS						
STATE TOTALS	2,222,121,303	2,524,872,077	+ 302,750,774	+ 13.6		

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

FAS Fund Balance Deductions

The following resolution was adopted by the 1973 County Screening Committee. The maximum balances allowable were increased by the Committee at its June 5-6, 1980 meeting.

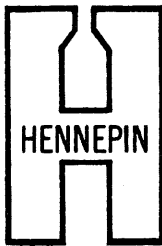
That in the event any county's FAS fund balance exceeds either an amount which equals a total of the last five years of their FAS allotments or \$350,000; whichever is greater, the excess over the aforementioned amount shall be deducted from their 25-year County State Aid Highway construction needs. This deduction will be based on the FAS fund balance as of June 30th of each year. The needs adjustment resulting from this resolution may be waived if extenuating circumstances are justified to the satisfaction of the State Aid Engineer and the Screening Committee.

In conforming with this resolution, the following data is presented for the Screening Committee's information.

<u>County</u>	<u>FAS Fund Balance as of June 30, 1980</u>	<u>Maximum Balance</u>	<u>Tentative Deduction From the 1980 25-Year C.S.A.H. Construction Needs</u>
Cass	\$ 765,241	\$673,688	\$ 91,553
Cook	464,233	350,000	114,233
Hennepin	1,591,954	409,186	1,182,768

A letter of "justification" has been received from Hennepin County and follows this write-up. We have not received any written justification from Cass or Cook Counties.

The Screening Committee must review this data and determine which counties, if any, are to receive a deduction in their 1980 25-year C.S.A.H. construction needs.



DEPARTMENT OF TRANSPORTATION
320 Washington Av. South
Hopkins, Minnesota 55343



935-3381

September 5, 1980

CSAH Screening Committee
c/o Gordon M. Fay
Director, Office of State Aid
Minnesota Department of Transportation
420 Transportation Building
St. Paul, Minnesota 55155

Gentlemen:

RE: Excess Federal Aid Secondary (FAS) Account Balance

Hennepin County plans to spend a major portion of the current FAS balance of \$1,591,954 on a project on CSAH 144 (S.P. 27-744-01) in northern Hennepin County.

The project is well along in the federal process. We received Location and Design approval on August 19th and published a Notice of Design Approval on September 3, 1980. Right of Way is currently being acquired and work is progressing on plans, specifications, and estimates. The project is scheduled for letting on March 1, 1981.

We estimate the federal share on this project to be \$1,322,000. When obligated, this will reduce our FAS balance to within the Screening Committee's prescribed limits. Consequently, we request the committee to waive the penalty to Hennepin County for excess FAS funds for the 1981 CSAH apportionment.

Sincerely,

A. J. Lee, P.E.
Associate County Administrator
and County Engineer

AJL/DJJ:pj
cc: C. Weichselbaum

HENNEPIN COUNTY

an equal opportunity employer

NOTES & COMMENTS

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Rural Design Grading Cost Adjustments

The following explanation is to reacquaint you with how we arrive at the rural design grading cost adjustments.

If, in the five years from 1975 through 1979, a county has constructed 30 percent or more of its' rural design grading, then 100 percent of the rural grading cost factor is applied to that county's total rural complete grading cost.

If, in the same period, a county constructed less than 30 percent of its rural design grading, then the rural grading cost factor is proportioned to the percent of rural design grading constructed.

The adjusted rural factor, can range from zero, when less than 1 percent of the system is graded, to 100, when 30 percent or more of the system is graded dependent on the actual and estimated costs in the needs study.

Only State Aid and Federal Aid projects have been used in the grading comparison since these are the only projects for which we have data on file.

Below is an example of Cook County's grading cost adjustment computation:

- During the years 1975-1979, inclusive, 2% of their C.S.A.H. system has been graded.
- 1979 rural grading cost factor is +45%.
(Difference between average construction cost/mile (\$165,869) and average needs cost/mile (\$114,679) divided by the average needs cost/mile.)
- Adjusted grading cost factor is 2/30 of 45%, or +3%.
- 3% of \$5,396,298 (complete rural grading cost in the 1980 needs study) = +\$161,889 (the effect on the 25-year construction needs).
- The approximate increase in the 1981 C.S.A.H. Apportionment, due to this adjustment is \$3,712. This is a result of the \$161,889 noted above times \$22.93 (apportionment earnings per \$1,000 of needs).

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 25-year construction needs) have been used in computing the 1980 annual County State Aid Highway money needs.

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of 1975-1979 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 1

County	1975-1979 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1980 Needs Study	Effect on 1980-25 year Construction Needs	Approx + or - in 1981 CSAH Apportionment (Using 1980 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
Carlton	2	2.20	1%	\$ 65,137	\$ 61,273	+ 6%	--			
Cook	2	3.90	2%	165,869	114,679	+ 45%	+ 3%	\$ 5,396,298	\$ + 161,889	\$ + 3,712
Itasca	2	8.60	1%	67,808	50,093	+ 35%	+ 1%	16,478,430	+ 164,784	+ 3,778
Koochiching	3	6.90	3%	49,761	41,449	+ 20%	+ 2%	4,715,088	+ 94,302	+ 2,162
Lake	5	6.20	3%	138,692	75,434	+ 84%	+ 8%	8,622,230	+ 689,778	+ 15,817
Pine	8	8.20	2%	123,092	58,390	+111%	+ 8%	10,018,270	+ 701,279	+ 16,080
St. Louis	6	21.70	2%	146,494	96,032	+ 53%	+ 4%	66,035,920	+2,641,437	+ 60,568
Dist. 1 Totals	28	57.70	2%	\$117,242	\$ 75,030	+ 56%	--	\$111,266,236	\$ +4,453,469	\$ +102,117

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of 1975-1979 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 2

County	1975-1979 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1980 Needs Study	Effect on 1980-25 year Construction Needs	Approx + or - in 1981 CSAH Apportionment (Using 1980 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
Beltrami	5	18.40	4%	\$ 49,663	\$ 47,589	+ 4%	+ 1%	\$ 7,666,412	\$ + 76,664	\$ + 1,758
Clearwater	4	16.40	5%	33,696	24,648	+ 37%	+ 6%	3,622,323	+ 217,339	+ 4,984
Hubbard	3	11.30	4%	28,731	30,743	- 7%	- 1%	4,898,760	- 48,988	- 1,123
Kittson	4	13.10	4%	76,308	25,468	+200%	+26%	4,820,224	+1,301,460	+ 29,842
Lake of the Woods	--									
Marshall	9	26.00	4%	27,939	19,179	+ 46%	+ 6%	\$ 5,865,934	+ 351,956	+ 8,070
Norman	8	38.40	10%	26,740	21,578	+ 24%	+ 8%	3,279,540	+ 262,363	+ 6,016
Pennington	1	3.90	2%	21,178	20,000	+ 6%	--			
Polk	20	72.50	9%	32,342	26,687	+ 21%	+ 6%	9,249,368	+ 554,962	+ 12,725
Red Lake	3	7.10	4%	45,914	31,722	+ 45%	+ 6%	1,593,653	+ 95,619	+ 2,193
Roseau	2	17.70	4%	29,046	24,442	+ 19%	+ 2%	4,763,067	+ 142,892	+ 3,277
Dist. 2 Totals	59	224.80	5%	\$ 34,748	\$ 26,507	+ 31%	--	\$ 45,759,281	\$ +2,954,267	\$ + 67,742

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of 1975-1979 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 3

County	1975-1979 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1980 Needs Study	Effect on 1980-25 year Construction Needs	Approx + or - in 1981 CSAH Apportionment (Using 1980 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
Aitkin	3	13.30	4%	\$ 72,710	\$ 54,400	+ 34%	+ 4%	\$ 14,566,400	\$ + 728,320	\$ + 16,700
Benton	1	1.40	1%	58,541	30,000	+ 95%	+ 3%	2,665,460	+ 79,964	+ 1,834
Cass	6	19.80	4%	51,930	48,874	+ 6%	+ 1%	12,579,116	+ 125,791	+ 2,884
Crow Wing	2	4.80	1%	61,105	43,542	+ 40%	+ 1%	8,828,710	+ 88,287	+ 2,024
Isanti	4	6.40	3%	82,611	51,391	+ 61%	+ 6%	1,343,798	+ 80,628	+ 1,849
Kanabec	4	16.90	8%	42,897	37,633	+ 14%	+ 4%	3,641,700	+ 145,668	+ 3,340
Mille Lacs	9	14.08	6%	36,802	50,817	- 28%	- 6%	3,915,250	- 234,915	- 5,387
Morrison	2	16.20	4%	16,872	25,926	- 35%	- 5%	2,038,060	- 101,903	- 2,337
Sherburne	8	27.00	13%	18,473	25,022	- 26%	-11%	1,647,180	- 181,190	- 4,155
Stearns	10	28.20	5%	31,780	28,326	+ 12%	+ 2%	3,903,900	+ 78,078	+ 1,790
Todd	3	14.20	4%	19,766	25,739	- 23%	- 3%	3,601,800	- 108,054	- 2,478
Wadena	2	2.30	1%	39,710	30,130	+ 32%	+ 1%	2,191,371	+ 21,914	+ 502
Wright	5	14.70	4%	63,862	35,347	+ 81%	+11%	5,148,955	+ 566,385	+ 12,987
Dist. 3 Totals	59	179.28	4%	\$ 39,723	\$ 36,097	+ 10%	--	\$ 66,071,700	\$ + 1,288,973	\$ + 29,553

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of 1975-1979 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 4

County	1975-1979 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1980 Needs Study	Effect on 1980-25 year Construction Needs	Approx + or - in 1981 GSAH Apportionment (Using 1980 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
Becker	6	20.00	4%	\$ 27,434	\$ 25,245	+ 9%	+ 1%	\$ 3,818,085	\$ + 38,181	\$ + 875
Big Stone	1	.50	--	1,708	3,120	- 45%	--			
Clay	1	8.00	2%	16,414	14,070	+ 17%	+ 1%	2,909,290	+ 29,093	+ 667
Douglas	6	20.20	5%	28,059	20,168	+ 39%	+ 7%	844,770	+ 50,686	+ 1,162
Grant	1	5.00	2%	16,526	22,000	- 25%	- 2%	1,338,970	- 26,779	- 614
Mahnomen	3	18.90	10%	24,217	20,614	+ 17%	+ 6%	1,109,700	+ 66,582	+ 1,527
Otter Tail	17	58.20	7%	35,668	30,854	+ 16%	+ 4%	11,854,158	+ 474,166	+ 10,873
Pope	3	5.20	2%	28,243	33,533	- 16%	- 1%	1,656,750	- 16,568	- 380
Stevens	3	13.70	6%	16,159	19,804	- 18%	- 4%	1,004,471	- 40,179	- 921
Swift	5	19.00	6%	17,878	21,611	- 17%	- 3%	1,014,400	- 30,432	- 698
Traverse	--									
Wilkin	2	8.30	3%	15,094	16,440	- 8%	- 1%	2,301,358	- 23,014	- 528
Dist. 4 Totals	48	177.00	4%	\$ 26,537	\$ 24,376	+ 9%	--	\$ 27,851,952	\$ + 521,736	\$ + 11,963

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of 1975-1979 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 5

County	1975-1979 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1980 Needs Study	Effect on 1980-25 year Construction Needs	Approx + or - in 1981 CSAH Apportionment (Using 1980 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
Anoka	6	17.00	10%	\$ 66,810	\$ 68,559	- 3%	- 1%	\$ 3,849,038	\$ - 38,490	\$ - 883
Carver	4	6.30	3%	70,279	76,540	- 8%	- 1%	4,509,918	- 45,099	- 1,034
Chisago	5	7.70	4%	53,428	52,558	+ 2%	--			
Dakota	2	5.90	3%	56,051	57,034	- 2%	--			
Scott	4	5.90	4%	75,416	43,898	+ 72%	+ 9%	1,389,355	+ 138,936	+ 3,186
Washington	3	7.30	5%	85,144	104,830	- 19%	- 3%	3,784,981	- 113,549	- 2,604
Dist. 5 Totals	24	50.10	5%	\$ 67,607	\$ 68,127	- 1%	--	\$ 13,533,292	\$ - 58,202	\$ - 1,335

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of 1975-1979 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 6

County	1975-1979 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1980 Needs Study	Effect on 1980-25 year Construction Needs	Approx + or - in 1981 CSAH Apportionment (Using 1980 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
Dodge	5	14.70	6%	\$ 29,234	\$ 35,000	- 16%	- 3%	\$ 4,580,550	\$ - 137,417	\$ - 3,151
Fillmore	4	14.20	4%	108,292	98,831	+ 10%	+ 1%	17,646,270	+ 176,463	+ 4,046
Freeborn	8	21.60	5%	31,622	38,651	- 18%	- 3%	3,092,912	- 92,787	- 2,128
Goodhue	5	18.00	6%	51,879	74,583	- 30%	- 6%	9,886,800	- 593,208	- 13,602
Houston	7	19.00	8%	62,051	49,247	+ 26%	+ 7%	7,808,550	+ 546,599	+ 12,534
Mower	3	15.30	4%	33,508	25,373	+ 32%	+ 4%	3,736,333	+ 149,453	+ 3,427
Olmsted	7	17.70	6%	61,874	31,704	+ 95%	+19%	3,206,983	+ 609,327	+ 13,972
Rice	7	14.50	5%	35,333	45,397	- 22%	- 4%	2,396,955	- 95,878	- 2,198
Steele	8	11.00	4%	23,169	22,177	+ 4%	+ 1%	1,395,740	+ 13,957	+ 320
Wabasha	7	13.50	5%	54,328	56,887	- 4%	- 1%	10,370,260	- 103,703	- 2,378
Winona	12	17.70	6%	54,831	67,980	- 19%	- 4%	8,806,770	- 352,271	- 8,078
Dist. 6 Totals	73	177.20	5%	\$ 49,900	\$ 49,965	--	--	\$ 72,928,123	\$ + 120,535	\$ + 2,764

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of 1975-1979 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 7

County	1975-1979 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1980 Needs Study	Effect on 1980-25 year Construction Needs	Approx + or - in 1981 CSAH Apportionment (Using 1980 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
Blue Earth	2	5.10	1%	\$ 67,110	\$ 30,627	+119%	+ 4%	\$ 4,530,736	\$ + 181,229	\$ + 4,156
Brown	2	5.40	2%	22,865	20,486	+ 12%	+ 1%	1,674,286	+ 16,743	+ 384
Cottonwood	5	14.60	5%	27,916	20,805	+ 34%	+ 6%	822,650	+ 49,359	+ 1,132
Faribault	1	2.60	1%	14,348	15,800	- 9%	--			
Jackson	7	22.90	6%	25,161	24,253	+ 4%	+ 1%	1,928,467	+ 19,285	+ 442
Le Sueur	9	35.20	14%	35,557	33,028	+ 8%	+ 4%	2,859,892	+ 114,396	+ 2,623
Martin	4	9.90	3%	37,462	26,218	+ 43%	+ 4%	2,492,274	+ 99,691	+ 2,286
Nicollet	6	8.50	4%	27,398	34,359	- 20%	- 3%	2,668,204	- 80,046	- 1,835
Nobles	4	16.00	5%	20,018	28,788	- 30%	- 5%	2,861,815	- 143,091	- 3,281
Rock	2	4.90	2%	23,619	13,492	+ 75%	+ 5%	1,455,627	+ 72,781	+ 1,669
Sibley	--									
Waseca	2	4.70	2%	24,589	27,723	- 11%	- 1%	2,204,050	- 22,041	- 505
Watonswan	5	11.30	5%	34,145	17,783	+ 92%	+16%	2,136,475	+ 320,471	+ 7,348
Dist. 7 Totals	49	141.10	4%	\$ 30,330	\$ 26,500	+ 14%	--	\$ 25,634,476	\$ + 628,777	\$ + 14,419

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of 1975-1979 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 8

County	1975-1979 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1980 Needs Study	Effect on 1980-25 year Construction Needs	Approx + or - in 1981 CSAH Apportionment (Using 1980 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
Chippewa	7	39.90	17%	\$ 27,200	\$ 27,296	--	--			
Kandiyohi	6	22.70	6%	23,841	29,544	- 19%	- 4%	\$ 4,137,725	\$ - 165,509	\$ - 3,795
Lac Qui Parle	5	21.10	6%	33,234	22,104	+ 50%	+10%	880,340	+ 88,034	+ 2,019
Lincoln	4	14.40	6%	24,121	18,646	+ 29%	+ 6%	2,134,065	+ 128,044	+ 2,936
Lyon	2	3.20	1%	16,150	19,875	- 19%	- 1%	1,468,780	- 14,688	- 337
McLeod	3	6.50	3%	39,473	22,585	+ 75%	+ 8%	519,990	+ 36,399	+ 835
Meeker	8	13.70	5%	33,539	26,214	+ 28%	+ 5%	1,552,619	+ 77,631	+ 1,780
Murray	4	13.80	4%	17,669	18,229	- 3%	--			
Pipestone	5	8.70	4%	49,677	20,303	+145%	+19%	546,581	+ 103,850	+ 2,381
Redwood	10	19.80	5%	22,386	19,851	+ 13%	+ 2%	1,157,173	+ 23,143	+ 531
Renville	1	1.00	--	11,528	18,000	- 36%	--			
Yellow Medicine	6	10.80	3%	47,904	23,593	+103%	+10%	1,968,720	+ 196,872	+ 4,514
Dist. 8 Totals	61	175.60	5%	\$ 28,992	\$ 23,680	+ 22%	--	\$ 14,365,993	\$ + 473,776	\$ + 10,864

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of 1975-1979 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 9

County	1975-1979 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1980 Needs Study	Effect on 1980-25 year Construction Needs	Approx + or - in 1981 GSAH Apportionment (Using 1980 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
Hennepin	2	.80	--	\$200,606	\$ 48,884	+310%	--			
Ramsey	3	1.20	5%	164,003	74,148	+121%	+21%	\$ 1,748,352	\$ + 349,670	\$ + 8,018
Dist. 9 Totals	5	2.00	1%	\$178,644	\$ 64,042	+179%	--	\$ 1,748,352	\$ + 349,670	\$ + 8,018

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of 1975-1979 Rural Design Grading Construction Costs to Needs Study Costs

District	1975-1979 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1980 Needs Study	DISTRICT & STATE TOTALS	
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile				Effect on 1980-25 year Construction Needs	Approx + or - in 1981 CSAN Apportionment (Using 1980 Apport. Sum)
District 1	28	57.70	2%	\$117,242	\$ 75,030	+ 56%	--	\$111,266,236	\$ +4,453,469	\$ +102,117
District 2	59	224.80	5%	34,748	26,507	+ 31%	--	45,759,281	+2,954,267	+ 67,742
District 3	59	179.28	4%	39,723	36,097	+ 10%	--	66,071,700	+1,288,973	+ 29,553
District 4	48	177.00	4%	26,537	24,376	+ 9%	--	27,851,952	+ 521,736	+ 11,963
District 5	24	50.10	5%	67,607	68,127	- 1%	--	13,533,292	- 58,202	- 1,335
District 6	73	177.20	5%	49,900	49,965	--	--	72,928,123	+ 120,535	+ 2,764
District 7	49	141.10	4%	30,330	26,500	+ 14%	--	25,634,476	+ 628,777	+ 14,419
District 8	61	175.60	5%	28,992	23,680	+ 22%	--	14,365,993	+ 473,776	+ 10,864
District 9	5	2.00	1%	178,644	64,042	+179%	--	1,748,352	+ 349,670	+ 8,018
State Totals	406	1,184.78	4%	\$ 40,811	\$ 34,915	+ 17%	--	\$379,159,405	\$ +10,733,001	\$ +246,105

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Special Resurfacing Projects

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

That any county using County State Aid Highway construction funds for special resurfacing projects shall have the 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 1970 through 1979, the number of projects awarded and the project costs in each account which have been deducted from the 1980 County State Aid Highway Money needs. In 1979 alone, over \$9.3 million of special resurfacing projects were awarded.

	<u>Number of Special Resurfacing Projects 1970-1979</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1980-25 Yr. Con- struction Needs</u>
Carlton	3	\$ 226,402	\$ --	\$ 226,402
Cook	3	364,677	34,445	399,122
Itasca	15	2,020,666	75,511	2,096,177
Koochiching	14	829,318	73,182	902,500
Lake	8	539,767	12,263	552,030
Pine	22	1,596,283	149,152	1,745,435
St. Louis	13	1,084,727	119,728	1,204,455
District 1 Totals	78	6,661,840	464,281	7,126,121
Beltrami	15	1,236,084	19,126	1,255,210
Clearwater	8	681,748	28,136	709,884
Hubbard	3	390,936	3,288	394,224
Kittson	4	383,888	27,101	410,989
Lake of the Woods	1	150,120	--	150,120
Marshall	8	1,828,692	34,266	1,862,958
Norman	12	584,890	33,813	618,703
Polk	17	1,509,294	49,557	1,558,851
Red Lake	4	199,415	12,671	212,086
Roseau	3	346,333	4,079	350,412
District 2 Totals	75	7,311,400	212,037	7,523,437

	<u>Number of Special Resurfacing Projects 1970-1979</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1980-25 Yr. Con- struction Needs</u>
Aitkin	3	\$ 86,155	\$ 14,111	\$ 100,266
Benton	10	549,509	11,489	560,998
Cass	10	568,339	125,201	693,540
Crow Wing	1	51,619	--	51,619
Isanti	6	374,316	--	374,316
Kanabec	3	202,156	7,127	209,283
Mille Lacs	13	205,860	18,830	224,690
Morrison	9	987,188	115,297	1,102,485
Sherburne	1	--	11,550	11,550
Stearns	15	1,793,148	125,314	1,918,462
Todd	12	1,507,163	28,049	1,535,212
Wadena	3	80,035	21,267	101,302
Wright	3	40,773	4,620	45,393
District 3 Totals	89	6,446,261	482,855	6,929,116
Becker	5	90,198	15,258	105,456
Douglas	4	208,260	15,073	223,333
Grant	10	936,120	35,658	971,778
Mahnomen	5	318,583	3,388	321,971
Pope	7	701,232	5,924	707,156
Stevens	10	1,027,209	102,089	1,129,298
Swift	11	1,436,023	34,716	1,470,739
Traverse	1	30,037	21,751	51,788
Wilkin	3	346,471	15,285	361,756
District 4 Totals	56	5,094,133	249,142	5,343,275
Anoka	5	184,342	95,893	280,235
Carver	5	155,030	--	155,030
Scott	2	121,060	9,188	130,248
District 5 Totals	12	460,432	105,081	565,513
Dodge	3	142,665	18,016	160,681
Fillmore	7	396,042	18,917	414,959
Freeborn	13	1,138,723	1,592	1,140,315
Goodhue	1	136,395	--	136,395
Houston	1	66,455	--	66,455
Mower	7	454,011	25,800	479,811
Rice	1	--	4,624	4,624
Steele	11	399,212	33,430	432,642
Wabasha	8	512,484	17,400	529,884
Winona	7	369,347	--	369,347
District 6 Totals	59	3,615,334	119,779	3,735,113

	<u>Number of Special Resurfacing Projects 1970-1979</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1980-25 Yr. Con- struction Needs</u>
Blue Earth	8	\$ 424,224	\$ 53,853	\$ 478,077
Brown	1	43,773	--	43,773
Cottonwood	11	744,307	23,550	767,857
Faribault	13	705,839	39,071	744,910
Jackson	15	770,745	20,327	791,072
Le Sueur	1	195,709	--	195,709
Martin	2	199,189	11,151	210,340
Nicollet	1	354,429	--	354,429
Nobles	9	555,495	--	555,495
Rock	5	809,637	12,234	821,871
Sibley	10	346,857	18,374	365,231
Waseca	2	122,183	--	122,183
Watsonwan	15	790,639	14,986	805,625
District 7 Totals	93	6,063,026	193,546	6,256,572
Chippewa	2	157,986	--	157,986
Kandiyohi	16	372,063	47,711	419,774
Lac Qui Parle	2	166,711	--	166,711
Lincoln	5	743,084	24,251	767,335
Lyon	7	530,998	56,635	587,633
McLeod	18	1,096,241	36,764	1,133,005
Meeker	5	161,453	6,106	167,559
Murray	11	895,620	50,564	946,184
Redwood	5	103,459	18,629	122,088
Renville	17	1,082,582	18,114	1,100,696
Yellow Medicine	4	361,272	25,934	387,206
District 8 Totals	92	5,671,469	284,708	5,956,177
Chisago	4	740,431	31,223	771,654
District 9 Totals	4	740,431	31,223	771,654
STATE TOTALS	558	\$42,064,326	\$2,142,652	\$44,206,978

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

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 Committee 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. 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 needs of the county.

The Bond Account Adjustment consists of the unamortized bond balance less the unencumbered balance available as of December 31st of the preceding year.

STATE AID BOND RECORD AS OF DECEMBER 31, 1979

<u>County</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1979</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Beltrami	\$ 1,955,000	\$ 1,110,000	\$ 1,938,246	\$ 16,754	\$ 1,093,246
Carver	1,585,000	1,260,000	794,162	790,838	469,162
Chippewa	1,000,000	500,000	1,000,000	-0-	500,000
Chisago	1,700,000	1,310,000	856,783	843,217	466,783
Clay	1,000,000	195,000	1,000,000	-0-	195,000
Clearwater	990,000	500,000	990,000	-0-	500,000
Faribault	1,025,000	425,000	1,025,000	-0-	425,000
Fillmore	1,220,000	200,000	1,220,000	-0-	200,000
Freeborn	1,450,000	930,000	1,450,000	-0-	930,000
Koochiching	800,000	200,000	800,000	-0-	200,000
Lac Qui Parle	890,000	300,000	890,000	-0-	300,000
Lake	500,000	350,000	500,000	-0-	350,000

County	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1979	Unencumbered Balance Available	Bond Account Adjustment
Le Sueur	\$ 1,300,000	\$ 1,250,000	\$ 1,076,789	\$ 223,211	\$ 1,026,789
Marshall	1,250,000	1,250,000	976,024	273,976	976,024
Meeker	890,000	225,000	890,000	-0-	225,000
Nicollet	1,000,000	1,000,000	-0-	1,000,000	-0-
Nobles	1,000,000	650,000	1,000,000	-0-	650,000
Norman	1,135,000	460,000	1,135,000	-0-	460,000
Pennington	800,000	525,000	592,110	207,890	317,110
Pipestone	940,000	730,000	935,013	4,987	725,013
Polk	1,000,000	510,000	965,191	34,809	475,191
Red Lake	500,000	150,000	500,000	-0-	150,000
Rice	750,000	440,000	693,142	56,858	383,142
Steele	900,000	200,000	893,174	6,826	193,174
Waseca	1,250,000	795,000	1,250,000	-0-	795,000
Watonwan	1,250,000	1,250,000	-0-	1,250,000	-0-
Wilkin	1,100,000	770,000	549,061	550,939	219,061
Yellow Medicine	250,000	200,000	143,594	106,406	93,594
TOTALS	\$29,430,000	\$17,685,000	\$24,063,289	\$5,366,711	\$12,318,289

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

County State Aid Construction Fund Balance "Needs" Deductions

The resolution below was adopted by the Screening Committee at its July 8-9, 1976 meeting.

That, for the determination of the 1976 County State Aid Highway needs and all future needs, the amount of the unencumbered construction fund balance as of September 1 of the current year; not including the current year's regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000, whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right of way acquisition which is being actively engaged in shall be considered encumbered funds.

The following listing indicates the balance, the maximum allowable balances, and the "needs" deductions, in the respective accounts, which will be made to the 1980 25-year construction needs pursuant to this resolution.

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

County State Aid Construction Fund Balance "Needs" Deductions

	Regular Account			Municipal Account			
	Unencumbered Construction Fund Balance (As Of Sept. 1, 1980)	Maximum Balance (1980 Const. Apportionment)	1981 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance (As Of Sept. 1, 1980)	Maximum Balance (Larger of Either \$100,000 Or 1978-1980 Const. Apport.)	1981 Construction Fund Balance "Needs" Deduction	Total 1981 Construction Fund Balance "Needs" Deduction
CARLTON	\$ 772,671	\$ 491,312	\$ 281,359	\$ 4,992	\$ 172,778	\$ --	\$ 281,359
COOK	325,758	346,886	--	181,904	100,000	81,904	81,904
ITASCA	1,163,874	1,111,580	52,294	88,407	233,919	--	52,294
KOOCHICHING	1	592,832	--	7,463	200,325	--	--
LAKE	987,015	488,451	498,564	155,519	100,000	55,519	554,083
PINE	309,124	757,255	--	16,387	331,422	--	--
ST. LOUIS	4,124,108	3,144,207	979,901	308,845	575,354	--	979,901
DISTRICT 1 TOTALS							
BELTRAMI	1,267,544	814,306	453,238	62,285	100,000	--	453,238
CLEARWATER	215,835	453,782	--	133,724	100,000	33,724	33,724
HUBBARD	930,182	432,289	497,893	65,921	103,318	--	497,893
KITTSO	133,501	540,077	--	160,929	111,819	49,110	49,110
LAKE of the WOODS	162,119	437,842	--	39,603	100,000	--	--
MARSHALL	959,948	804,779	155,169	142,644	100,000	42,644	197,813
NORMAN	67,633	620,330	--	17,260	185,606	--	--
PENNINGTON	1	435,262	--	40,237	100,000	--	--
POLK	1	1,145,421	--	134,576	286,311	--	--
RED LAKE	52,538	332,020	--	1	100,000	--	--
ROSEAU	757,103	663,829	93,274	77,894	119,273	--	93,274
DISTRICT 2 TOTALS							
AITKIN	990,530	717,535	272,995	23,492	100,000	--	272,995
BENTON	797,097	351,907	445,190	388,386	174,221	214,165	659,355
CASS	229,723	766,353	--	249,661	298,727	--	--
CROW WING	817,312	531,316	285,996	187,202	608,855	--	285,996
ISANTI	244,250	366,175	--	10,555	100,000	--	--
KANABEC	95,243	365,581	--	16,112	100,000	--	--
MILLE LACS	36,960	382,808	--	150,275	104,122	46,153	46,153
MORRISON	150,614	517,642	--	1	256,688	--	--
SHERBURNE	28,010	339,988	--	1	100,000	--	--
STEARNS	267,324	875,849	--	15,544	465,819	--	--
TODD	510,825	571,474	--	51,710	210,940	--	--
WADENA	98,558	312,370	--	93,524	163,246	--	--
WRIGHT	57,272	649,746	--	199,640	534,780	--	--
DISTRICT 3 TOTALS							
BECKER	496,461	606,952	--	59,946	146,513	--	--
BIG STONE	316,498	283,860	32,638	105,661	301,701	--	32,638
CLAY	665,359	705,358	--	235,689	150,668	85,021	85,021
DOUGLAS	199,709	523,745	--	198,999	217,699	--	--
GRANT	88,554	327,949	--	14,893	100,000	--	--
MAHNOMEN	86,338	331,666	--	37,998	100,000	--	--
OTTER TAIL	653,115	1,308,689	--	127,868	312,588	--	--
POPE	263,350	352,757	--	75,333	133,822	--	--
STEVENS	52,469	319,590	--	18,527	100,000	--	--
SWIFT	132,276	391,316	--	184,015	201,596	--	--
TRAVERSE	114,730	193,889	--	352,245	139,880	212,365	212,365
WILKIN	115,784	437,872	--	124,852	108,967	15,885	15,885
DISTRICT 4 TOTALS							

ANOKA	1	518,277	--	1	381,616	--	--
CARVER	32,733	501,268	--	33,554	177,215	--	--
HENNEPIN	3,678,303	3,270,047	408,256	699,904	1,897,394	--	408,256
SCOTT	203,408	251,535	--	433,128	897,527	--	--
DISTRICT 5 TOTALS							
DODGE	1	454,763	--	146,267	100,000	46,267	46,267
FILLMORE	2,691	877,088	--	364,573	292,192	72,381	72,381
FREEBORN	1	608,007	--	96,503	164,334	--	--
GOODHUE	1	705,009	--	112,151	145,672	--	--
HOUSTON	244,702	544,067	--	141,945	115,502	26,443	26,443
MOWER	49,374	659,438	--	112,347	173,472	--	--
OLMSTED	237,847	725,232	--	152,516	123,451	29,065	29,065
RICE	180,017	472,084	--	114,591	158,477	--	--
STEELE	1	486,234	--	47,115	100,000	--	--
WABASHA	137,565	601,901	--	26,814	267,900	--	--
WINONA	329,825	714,202	--	8,208	100,000	--	--
DISTRICT 6 TOTALS							
BLUE EARTH	1	820,340	--	17,791	277,235	--	--
BROWN	54,174	478,195	--	20,057	205,187	--	--
COTTONWOOD	14,352	449,225	--	304,607	190,719	113,888	113,888
FARIBAULT	123,306	568,963	--	4,829	336,073	--	--
JACKSON	1	539,068	--	55,584	290,604	--	--
LE SUEUR	126,585	456,685	--	151,837	366,599	--	--
MARTIN	1	652,297	--	1	149,294	--	--
NICOLLET	152,934	446,546	--	1,762	100,000	--	--
NOBLES	13,311	539,573	--	189,930	158,487	31,443	31,443
ROCK	428,774	374,008	54,766	34,627	100,000	--	54,766
SIBLEY	134,206	471,530	--	138,707	100,071	38,636	38,636
WASECA	389,844	470,097	--	20,335	100,000	--	--
WATONWAN	1	387,021	--	90,225	221,601	--	--
DISTRICT 7 TOTALS							
CHIPPEWA	1	414,097	--	3,200	100,079	--	--
KANDIYOHI	1	649,493	--	168,623	209,044	--	--
LAC QUI PARLE	1	520,947	--	123,691	119,948	3,743	3,743
LINCOLN	49,618	343,093	--	51,914	214,815	--	--
LYON	78,981	447,530	--	231,780	259,548	--	--
MC LEOD	191,814	354,263	--	201,651	185,076	16,575	16,575
MEEKER	320,925	407,113	--	73,845	100,000	--	--
MURRAY	115,480	442,273	--	156,548	131,764	24,784	24,784
PIPESTONE	294,249	332,787	--	186,065	136,248	49,817	49,817
REDWOOD	50,159	512,356	--	1	303,108	--	--
RENVILLE	421,063	717,866	--	52,275	151,186	--	--
YELLOW MEDICINE	1	450,803	--	18,502	191,453	--	--
DISTRICT 8 TOTALS							
CHISAGO	28,967	338,966	--	227,959	395,996	--	--

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

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 OR 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 or times the full and true value of taxable property (except any value determined by the state equalization aid review committee) shall not exceed $33 \frac{1}{3}$ percent of such maximum tax rate until and unless such law or charter is amended to provide a different maximum tax rate. (1971 C 424 S 241)

We have, therefore, reduced the mill rate by the required $33 \frac{1}{3}$ % to equal a 0.6667 mill levy for rural counties and a 0.4000 mill levy for urban counties.

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

County	1980 County Total Tax Valuation	Mill Levy Deduction
Carlton	\$ 88,981,157	\$ 59,324
Cook	23,619,461	15,747
Itasca	198,231,145	132,161
Koochiching	45,248,667	30,167
Lake	29,806,392	19,872
Pine	46,876,244	31,252
St. Louis*	629,926,523	251,971
District 1 Totals	\$ 1,062,689,589	\$ 540,494

County	1980 County Total Tax Valuation	Mill Levy Deduction
Beltrami	\$ 61,075,645	\$ 40,719
Clearwater	27,624,954	18,418
Hubbard	53,593,971	35,731
Kittson	51,559,196	34,375
Lake of the Woods	11,476,447	7,651
Marshall	71,822,792	47,884
Norman	59,640,293	39,762
Pennington	46,131,946	30,756
Polk	165,652,725	110,441
Red Lake	20,504,329	13,670
Roseau	42,176,474	28,119
District 2 Totals	611,258,772	407,526
Aitkin	61,133,176	40,757
Benton	69,133,052	46,091
Cass	81,412,551	54,278
Crow Wing	154,147,941	102,770
Isanti	61,754,449	41,172
Kanabec	27,476,886	18,319
Mille Lacs	47,828,529	31,887
Morrison	72,846,549	48,567
Sherburne	186,037,059	124,031
Stearns	323,523,444	215,693
Todd	61,326,783	40,887
Wadena	29,090,903	19,395
Wright	224,640,005	149,767
District 3 Totals	\$ 1,400,351,327	\$ 933,614
Becker	\$ 89,171,646	\$ 59,451
Big Stone	34,422,106	22,949
Clay	175,196,194	116,803
Douglas	103,398,091	68,936
Grant	42,222,659	28,150
Mahnomen	17,403,897	11,603
Otter Tail	182,539,765	121,699
Pope	50,502,434	33,670
Stevens	52,251,084	34,836
Swift	70,285,413	46,859
Traverse	43,799,932	29,201
Wilkin	62,312,827	41,544
District 4 Totals	\$ 923,506,048	\$ 615,701
Anoka	\$ 725,387,374	\$ 483,616
Carver	146,970,667	97,985
Hennepin*	5,071,323,852	2,028,530
Scott	179,474,975	119,656
District 5 Totals	\$ 6,123,156,868	\$ 2,729,787

County	1980 County Total Tax Valuation	Mill Levy Deduction
Dodge	\$ 80,893,339	\$ 53,932
Fillmore	108,778,258	72,522
Freeborn	198,272,772	132,188
Goodhue	297,470,160	198,323
Houston	65,284,594	43,525
Mower	188,116,852	125,418
Olmsted	402,139,697	268,107
Rice	155,501,661	103,673
Steele	136,023,128	90,687
Wabasha	82,181,256	54,790
Winona	160,723,683	107,154
District 6 Totals	\$ 1,875,385,400	\$ 1,250,319
Blue Earth	232,996,567	\$ 155,339
Brown	140,548,912	93,704
Cottonwood	112,713,674	75,146
Faribault	156,557,060	104,377
Jackson	127,032,375	84,692
Le Sueur	82,867,921	55,248
Martin	178,496,131	119,003
Nicollet	100,706,317	67,141
Nobles	129,254,856	86,174
Rock	71,371,879	47,584
Sibley	87,170,017	58,116
Waseca	96,305,767	64,207
Watsonwan	87,672,612	58,451
District 7 Totals	\$ 1,603,694,088	\$ 1,069,182
Chippewa	\$ 79,758,015	\$ 53,175
Kandiyohi	147,234,964	98,162
Lac Qui Parle	73,101,457	48,737
Lincoln	41,624,318	27,751
Lyon	113,850,584	75,904
McLeod	111,817,050	74,548
Meeker	87,973,209	58,652
Murray	82,753,913	55,172
Pipestone	58,058,240	38,707
Redwood	140,390,199	93,598
Renville	150,770,598	100,519
Yellow Medicine	83,643,924	55,765
District 8 Totals	\$ 1,170,976,471	\$ 780,690
Chisago	\$ 78,293,470	\$ 52,198
Dakota	866,987,573	578,021
Ramsey*	1,928,014,212	771,206
Washington	444,357,492	296,253
District 9 Totals	\$ 3,317,652,747	\$ 1,697,678
STATE TOTALS	\$18,088,671,310	\$10,024,991

* Denotes Urban Counties

NOTES & COMMENTS

TENTATIVE

APPORTIONMENT

DATA

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Development of the Tentative 1981
C.S.A.H. Money Needs Apportionment

(Based on the 1980 Apportionment Sum)

This chart was prepared in order to determine an annual money needs figure for each county. These figures, along with each county's mileage, must be presented to the Commissioner on or before November 1, for his use in apportioning the 1981 County State Aid Highway Fund. This tabulation also indicates a tentative 1981 money needs apportionment figure for each county based on the 1980 apportionment sum.

The Trunk Highway Turnback Adjustment column is the same as was used for the 1980 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 1981 apportionment.

As you can see, it was necessary to add Traverse County to the list of "minimum counties" for this tabulation.

Minor adjustments must be made for any turnback activity in 1980 and possibly for any FAS fund balance deductions deemed necessary by this Committee.

DEVELOPMENT OF THE TENTATIVE 1981 CSAH MONEY NEEDS APPORTIONMENT
(BASED ON THE 1980 APPORTIONMENT SUM)

		BASIC 1980 25 YEAR CONSTRUCTION NEEDS	SCREENING COMMITTEE RESTRICTION	RESTRICTED 1980 25 YEAR CONSTRUCTION NEEDS	RURAL COMPLETE GRADING ADJUSTMENTS	STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS	BOND ACCOUNT ADJUSTMENTS	SPECIAL RESURFACING PROJECTS	ADJUSTED 25 YEAR CONSTRUCTION NEEDS	ANNUAL CONSTRUCTION NEEDS	MILL LEVY DEDUCTIONS	TENTATIVE ANNUAL MONEY NEEDS	TENTATIVE MONEY NEEDS APPORTIONMENT (LESS THTB ADJUSTMENTS)	1981 THTB ADJUSTMENTS (NOT AVAILABLE)	TENTATIVE MONEY NEEDS APPORTIONMENT	TENTATIVE MONEY NEEDS FACTORS	MINIMUM FACTORS	ANNUAL MONEY NEEDS FACTORS	ANNUAL MONEY NEEDS	TENTATIVE 1981 MONEY NEEDS APPORTIONMENT	
9	CARLTON	19,382,504		19,382,504	+ 161,889	81,359		226,402	18,814,743	754,990	59,324	695,666	389,034	18,845	407,879	.811044		795,351	713,640	399,987	CARLTON
16	COOK	15,577,058		15,577,058	+ 161,889	81,359		226,402	15,257,921	610,317	15,747	594,570	332,499		332,499	.661155		648,362	581,752	326,065	COOK
31	ITASCA	50,472,759		50,472,759	+ 161,889	81,359		226,402	48,489,072	1,939,563	132,161	1,807,402	1,010,745	673	1,011,418	2.011147		1,972,233	1,769,614	991,848	ITASCA
36	KOOCHICHING	18,712,911		18,712,911	+ 94,302			902,500	18,104,713	724,189	30,167	694,022	388,115		388,115	.771745	1.316700	1,376,700	1,235,264	692,351	KOOCHICHING
38	LAKE	20,671,896		20,671,896	+ 689,778	554,083	350,000	552,030	20,605,561	824,222	19,872	804,350	449,813		449,813	.894428		1,771,222	1,545,488	441,110	LAKE
58	PINE	45,440,597		45,440,597	+ 701,279			1,745,435	44,894,441	1,958,858	312,522	1,764,606	986,813		986,813	1.962222		1,924,255	1,726,565	967,719	PINE
69	ST. LOUIS	162,577,025		162,577,025	+ 2,641,437	979,901		1,204,455	163,034,106	6,521,364	251,971	6,269,393	3,506,004		3,506,004	6.971490		6,836,598	6,124,235	3,438,166	ST. LOUIS
	DISTRICT 1 TOTALS	333,334,750		333,334,750	+ 4,453,469	1,949,541	550,000	7,126,121	329,262,557	13,170,503	540,494	12,630,009	7,063,023	19,518	7,063,023	14.083231					DISTRICT 1 TOTALS
4	BELTRAMI	35,165,077		35,165,077	+ 76,664	453,238	1,093,246	1,255,210	34,626,539	1,385,062	40,719	1,344,343	751,791	11,526	763,317	1.517813		1,488,445	1,335,529	748,548	BELTRAMI
15	CLEARWATER	15,050,799		15,050,799	+ 217,339	33,734	500,000	709,884	15,024,530	600,981	18,418	582,563	325,784		325,784	.647803		1,635,269	1,570,004	319,481	CLEARWATER
29	HUBBARD	17,183,599		17,183,599	+ 48,988	497,893		394,224	16,842,494	649,700	35,731	613,969	343,347		343,347	.682126		669,516	600,733	336,704	HUBBARD
35	KITTSO	18,798,659		18,798,659	+ 1,301,460	49,110		410,987	19,640,020	785,601	34,375	751,226	420,105		420,105	.835355		819,192	735,032	411,977	KITTSO
39	LAKE OF THE WOODS	7,912,868		7,912,868	+ 351,956	197,813		150,133	7,762,748	310,510	7,651	302,859	169,366		169,366	.336775	8.713490	1,819,192	1,783,751	439,283	LAKE OF THE WOODS
45	MARSHALL	26,607,250		26,607,250	+ 351,956			1,862,958	25,844,292	1,034,978	47,884	987,044	552,008		552,008	1.097637		1,076,399	965,814	541,327	MARSHALL
57	NORMAN	25,041,618		25,041,618	+ 263,363			618,703	25,145,278	1,005,811	39,762	966,049	540,239		540,239	1.074235		1,053,449	945,222	529,786	NORMAN
57	PENNINGTON	12,965,569		12,965,569	+ 554,962			317,110	13,282,679	531,307	30,756	500,551	279,921		279,921	.556607		545,237	489,760	274,505	PENNINGTON
60	POLK	58,288,853		58,288,853	+ 554,962			475,191	57,760,155	2,310,408	110,441	2,199,465	1,230,276		1,230,276	2.446334		2,379,000	2,152,537	1,206,471	POLK
63	RED LAKE	10,279,427		10,279,427	+ 95,619		150,000	219,086	10,312,960	412,516	13,670	398,848	223,046		223,046	.443518	5.38904	5,538,904	493,539	271,018	RED LAKE
63	ROSEAU	21,804,171		21,804,171	+ 142,892	93,274		350,412	21,503,377	860,135	28,119	832,016	465,284		465,284	.925191		907,289	814,078	456,281	ROSEAU
	DISTRICT 2 TOTALS	249,097,890		249,097,890	+ 2,454,267	1,325,052	3,971,571	7,523,437	247,175,239	9,887,009	407,526	9,479,483	5,301,167	11,526	5,301,167	10.563990					DISTRICT 2 TOTALS
1	AITKIN	29,372,535		29,372,535	+ 728,320	272,995		100,266	29,124,594	1,189,104	40,757	1,148,347	642,185		642,185	1.276948		1,252,240	1,123,590	629,759	AITKIN
5	BENTON	16,226,123		16,226,123	+ 79,964	569,355		560,948	15,035,734	603,429	46,091	557,338	311,178		311,178	.619754		607,762	545,323	305,647	BENTON
11	CASS	36,041,802		36,041,802	+ 135,791			693,540	35,474,053	1,418,962	54,278	1,364,684	763,166		763,166	1.517512		1,488,149	1,335,263	748,399	CASS
18	CROW WING	31,587,801		31,587,801	+ 88,287	285,996		51,619	31,338,473	1,253,539	102,770	1,150,769	643,539		643,539	1.279641		1,254,881	1,125,960	631,087	CROW WING
30	ISANTI	15,153,599		15,153,599	+ 30,628			374,316	14,859,911	594,396	41,172	553,224	309,377		309,377	.615179		603,276	541,288	303,391	ISANTI
33	KANABEC	14,939,445		14,939,445	+ 145,668			209,283	14,815,830	595,033	18,319	576,714	322,513		322,513	.615179		603,276	541,288	303,391	KANABEC
43	MILLE LACS	13,904,002		13,904,002	+ 234,915	46,153		224,690	13,679,312	535,930	31,887	504,043	281,874		281,874	.560490		549,645	493,177	276,420	MILLE LACS
49	MORRISON	19,147,603		19,147,603	+ 101,903			1,102,485	17,943,215	717,729	48,567	669,162	374,212		374,212	.744099		729,701	654,735	366,971	MORRISON
71	SHERBURNE	9,873,300		9,873,300	+ 81,190			11,550	9,861,750	387,222	12,403	969,623	540,239		540,239	.556607	3.84324	3,843,244	344,840	193,279	SHERBURNE
71	STEARNS	42,549,910		42,549,910	+ 78,078			1,918,462	40,709,560	1,628,381	215,693	1,412,688	790,011	9.036	790,011	1.588860		1,558,117	1,398,043	783,586	STEARNS
77	TODD	23,211,762		23,211,762	+ 108,054			1,535,212	21,568,496	862,740	40,887	821,853	459,601		459,601	.913891		876,208	804,135	450,708	TODD
80	WADENA	10,658,164		10,658,164	+ 21,914			101,302	10,578,716	423,151	19,395	403,756	225,191		225,191	.448973		440,286	395,053	221,422	WADENA
86	WRIGHT	39,103,140		39,103,140	+ 566,385			453,393	38,649,747	1,584,965	149,776	1,435,198	802,599		802,599	1.595923		1,565,043	1,404,257	787,069	WRIGHT
	DISTRICT 3 TOTALS	301,769,186		301,769,186	+ 1,288,973	1,264,499		6,929,116	294,864,544	11,794,581	923,614	10,860,967	6,073,729	9.036	6,073,729	12.095234					DISTRICT 3 TOTALS
3	BECKER	18,762,894		18,762,894	+ 38,181			105,456	18,695,619	747,825	59,451	688,374	384,956	2.510	387,466	.770454		755,546	677,824	379,969	BECKER
14	BIG STONE	7,114,359		7,114,359	+ 29,093	32,638		1,081,721	283,269	22,949	22,949	260,320	145,578		145,578	.289474	4.74924	4,749,244	426,132	238,842	BIG STONE
16	CLAY	37,013,199		37,013,199	+ 29,093	85,021	195,000	223,333	36,773,158	1,470,926	116,803	1,354,123	757,132	472	757,132	1.506707		1,477,554	1,325,756	743,071	CLAY
21	DOUGLAS	21,472,541		21,472,541	+ 50,686			971,778	21,299,894	851,996	68,936	783,060	437,907		437,907	.870153		853,905	766,179	429,443	DOUGLAS
26	GRANT	8,547,196		8,547,196	+ 2,677.9			321,971	8,225,225	301,946	28,150	273,796	153,114		153,114	.304458	4.39144	4,391,444	394,028	220,848	GRANT
44	MAHONMEN	8,879,305		8,879,305	+ 66,582			5,623,916	3,444,551	11,603	333,354	186,420		186,420	.370686		523,224	469,470	263,132	MAHONMEN	
56	OTTER TAIL	52,010,895		52,010,895	+ 474,166			5,485,061	50,099,402	1,015,982	1,917,703	1,015,982		1,015,982	.2199183		2,156,631	1,935,068	1,084,583	OTTER TAIL	
61	POPE	12,275,256		12,275,256	+ 16,568			11,551,532	462,061	33,670	428,391	239,567		239,567	.476365		467,148	419,155	234,931	POPE	
75	STEVENS	9,667,797		9,667,797	+ 40,179			1,129,298	8,498,330	339,933	34,836	305,097	170,618		170,618	.339264	3.96304	3,963,044	355,589	199,304	STEVENS
76	SWIFT	13,172,435		13,172,435	+ 30,432			16,611,264	666,851	46,859	619,992	340,715		340,715	.689423		6,760,833	606,625	340,006	SWIFT	
78	TRAVERSE	10,240,773		10,240,773	+ 23,014	212,365		51,788	9,916,630	399,065	23,201	369,864	206,837		206,837	.411284	4.18884	4,188,884	325,850	210,659	TRAVERSE
84	WILKIN	15,070,336		15,070,336	+ 23,014	15,885	219,061	361,756	14,888,742	595,950	41,544	554,006	309,814		309,814	.616048		6,041,128	542,063	303,820	WILKIN
	DISTRICT 4 TOTALS	219,226,986		219,226,986	+ 521,736	345,909	414,061	5,343,275	214,094,486	8,563,781	615,701	7,948,080	4,444,768	2.982	4,444,768	8.844094					DISTRICT 4 TOTALS
1	ANOKA	29,027,909		29,027,909	+ 38,490			280,235	28,709,184	1,148,367	483,616	644,751	371,746	29,214	400,960	.797286		781,859	701,534	393,202	ANOKA
14	CARVER	29,648,980		29,648,980	+ 45,099			155,030	29,493,881	1,196,731	97,985	1,098,736	614,441		614,441	1.221781		1,198,141	1,075,049	602,552	CARVER
16	HENNEPIN	22,516,128		22,516,128	+ 45,099	408,256		224,755,872	22,291,256	8,940,235	2,028,520	6,961,705	3,293,163		3,293,163	7.7141334		7,591,546	6,811,623	3,817,834	HENNEPIN
21	SCOTT	30,028,778		30,028,778	+ 133,936			130,248	30,037,466	1,201,9											

October 30, 1980

Richard P. Braun
Commissioner
Minnesota Department of Transportation
Room 411
Transportation Building
Saint Paul, Minnesota 55155

In reply refer to: 702

Dear Commissioner Braun:

We, the undersigned, as members of the 1980 County Screening Committee, having reviewed all information available in relation to the mileage and money needs of the County State Aid Highway System, do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, construction accomplishments, traffic revisions, new traffic factors and grade widening revisions. After determining the annual needs, adjustments as required by law and Screening Committee Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 1980, and possible deductions caused by excessive FAS fund balances; adjustments to the mileage and money needs will be necessary before January 1, 1981.

This Committee, therefore, recommends that the mileage and money needs as listed be modified as required and used as the basis for apportioning to the counties the 1981 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dennis Carlson, Secretary
County Screening Committee

APPROVED

Vern Skallman, District 1

John Dolan, District 6

Roger Diesen, District 2

Michael Wagner, District 7

Robert Elleraas, District 3

Marlyn Hanson, District 8

Dennis Berend, District 4

Robert Sandeen, District 9
(Chairman)

Ervie Prenevost, District 5

Enclosure:
Mileage and Annual Money Needs Listing

1980 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1981 C.S.A.H. FUND APPORTIONMENT)

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE AND MONEY NEEDS
AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING COMMITTEE
FOR USE BY THE COMMISSIONER OF TRANSPORTATION
IN APPORTIONING THE 1981 COUNTY STATE AID HIGHWAY FUND

	<u>County State Aid Highway Mileage</u>	<u>Annual County State Aid Highway Money Needs</u>
Carlton	294.36	\$ 713,640
Cook	178.08	581,752
Itasca	651.28	1,769,614
Koochiching	248.93	1,235,264
Lake	214.12	787,010
Pine	473.12	1,726,565
St. Louis	1,362.56	6,134,235
District 1 Totals	3,422.45	12,948,080
Beltrami	465.41	1,335,529
Clearwater	327.38	570,004
Hubbard	325.80	600,733
Kittson	372.54	735,032
Lake of the Woods	186.96	783,751
Marshall	640.19	965,814
Norman	393.51	945,222
Pennington	260.80	489,760
Polk	809.49	2,152,537
Red Lake	186.49	483,539
Roseau	482.62	814,078
District 2 Totals	4,451.19	9,875,999
Aitkin	368.73	1,123,590
Benton	224.30	545,323
Cass	530.35	1,335,263
Crow Wing	373.38	1,125,960
Isanti	226.24	541,298
Kanabec	211.64	564,281
Mille Lacs	244.10	493,177
Morrison	428.98	654,735
Sherburne	215.49	344,840
Stearns	597.88	1,398,043
Todd	412.86	804,135
Wadena	229.50	395,053
Wright	403.49	1,404,257
District 3 Totals	4,466.94	10,729,955
Becker	467.72	677,924
Big Stone	211.60	426,132
Clay	406.69	1,325,756
Douglas	387.37	766,179
Grant	228.85	394,028
Mahnomen	195.20	469,470
Otter Tail	913.02	1,935,068
Pope	299.23	419,155
Stevens	243.91	355,589
Swift	329.46	606,625
Traverse	243.82	375,850
Wilkin	312.56	542,063
District 4 Totals	4,239.43	8,293,839

	<u>County State Aid Highway Mileage</u>	<u>Annual County State Aid Highway Money Needs</u>
Anoka	243.58	\$ 701,534
Carver	207.11	1,075,049
Hennepin	500.41	6,811,623
Scott	186.91	1,058,520
District 5 Totals	1,138.01	9,646,726
Dodge	250.13	697,416
Fillmore	394.59	1,990,921
Freeborn	447.84	921,709
Goodhue	327.22	1,306,790
Houston	250.65	1,038,851
Mower	374.28	1,013,764
Olmsted	320.02	1,159,256
Rice	280.88	782,147
Steele	285.38	621,252
Wabasha	277.60	1,333,187
Winona	316.11	1,277,800
District 6 Totals	3,524.70	12,143,093
Blue Earth	416.29	1,525,626
Brown	317.57	746,530
Cottonwood	316.75	716,798
Faribault	343.33	1,178,613
Jackson	370.85	974,422
Le Sueur	268.34	973,884
Martin	378.08	1,021,088
Nicollet	244.72	519,826
Nobles	343.70	874,000
Rock	250.56	484,665
Sibley	287.62	830,512
Waseca	250.48	713,584
Watsonwan	229.50	683,942
District 7 Totals	4,017.79	11,243,490
Chippewa	244.32	625,854
Kandiyohi	418.90	967,632
Lac Qui Parle	361.89	808,995
Lincoln	255.18	459,956
Lyon	315.34	822,508
McLeod	236.80	629,847
Meeker	272.06	426,821
Murray	355.14	609,583
Pipestone	227.31	458,178
Redwood	385.14	904,440
Renville	449.75	1,204,575
Yellow Medicine	335.98	677,123
District 8 Totals	3,857.81	8,595,512
Chisago	226.39	716,128
Dakota	274.74	1,575,893
Ramsey	228.08	2,763,288
Washington	188.04	1,194,425
District 9 Totals	917.25	6,249,734
STATE TOTALS	30,035.57	\$89,726,428

* Does not include 1980 T.H. Turnback Mileage.

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Total Tentative 1981 C.S.A.H. Apportionment

(Based on 1980 Apportionment Sum)

The following tabulation lists a tentative 1981 Apportionment based on the 1980 allotment sum. The Equalization Apportionment naturally remains the same. The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures. The Mileage Apportionment was computed using the actual 1980 C.S.A.H. needs study mileage but the 1980 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1980 25-year construction needs, however, these needs will be adjusted by 1980 turnback activity, by deductions caused by excessive FAS fund balances, and possibly by other action taken at this meeting.

We wish to emphasize that the apportionment as shown is tentative and the final apportionment will be determined in January, 1981, by the Commissioner with the assistance of recommendations by your Screening Committee.

Total Tentative 1981 C.S.A.H. Apportionment
(Based on 1980 Apportionment Sum)

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment 1980 THTB Mileage (Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1981 C.S.A.H. Apportionment</u>
Carlton	\$ 115,611	\$ 79,379	\$ 295,709	\$ 399,987	\$ 890,686
Cook	115,611	12,271	178,904	326,065	632,851
Itasca	115,611	116,714	654,301	991,848	1,878,474
Koochiching	115,611	48,148	250,085	692,351	1,106,195
Lake	115,611	35,606	215,113	441,110	807,440
Pine	115,610	49,637	475,306	967,719	1,608,272
St. Louis	115,610	539,055	1,368,860	3,438,166	5,461,691
District 1 Totals	\$ 809,275	\$ 880,810	\$ 3,438,278	\$ 7,257,246	\$ 12,385,609
Beltrami	\$ 115,611	\$ 72,992	\$ 467,552	\$ 748,548	\$ 1,404,703
Clearwater	115,611	22,973	328,900	319,481	786,965
Hubbard	115,611	36,451	327,301	336,704	816,067
Kittson	115,611	21,977	374,253	411,977	923,818
Lake of the Woods	115,611	11,054	187,835	439,283	753,783
Marshall	115,611	42,033	643,136	541,327	1,342,107
Norman	115,610	30,386	395,314	529,786	1,071,096
Pennington	115,610	44,728	262,004	274,505	696,847
Polk	115,610	98,700	813,229	1,206,471	2,234,010
Red Lake	115,610	16,214	187,353	271,018	590,195
Roseau	115,610	37,306	484,842	456,281	1,094,039
District 2 Totals	\$ 1,271,716	\$ 434,814	\$ 4,471,719	\$ 5,535,381	\$ 11,713,630
Aitkin	\$ 115,611	\$ 36,410	\$ 370,420	\$ 629,759	\$ 1,152,200
Benton	115,611	54,133	225,342	305,647	700,733
Cass	115,611	52,705	532,789	748,399	1,449,504
Crow Wing	115,611	112,359	375,097	631,087	1,234,154
Isanti	115,611	53,630	227,273	303,391	699,905
Kanabec	115,611	30,446	212,609	316,273	674,939
Mille Lacs	115,611	52,272	245,227	276,420	689,530
Morrison	115,611	72,257	430,950	366,971	985,789
Sherburne	115,610	64,804	216,501	193,279	590,194
Stearns	115,610	256,532	600,651	783,586	1,756,379
Todd	115,610	59,896	414,777	450,708	1,040,991
Wadena	115,610	37,024	230,562	221,422	604,618
Wright	115,610	141,417	405,362	787,069	1,449,458
District 3 Totals	\$ 1,502,938	\$ 1,023,885	\$ 4,487,560	\$ 6,014,011	\$ 13,028,394

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1980 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1981 C.S.A.H. Apportionment</u>
Becker	\$ 115,611	\$ 73,726	\$ 469,875	\$ 379,969	\$ 1,039,181
Big Stone	115,611	23,164	212,578	238,842	590,195
Clay	115,611	114,954	408,561	743,071	1,382,197
Douglas	115,611	72,288	389,159	429,434	1,006,492
Grant	115,611	23,838	229,898	220,848	590,195
Mahnomen	115,611	15,349	196,103	263,132	590,195
Otter Tail	115,610	137,967	917,240	1,084,583	2,255,400
Pope	115,610	29,782	300,627	234,931	680,950
Stevens	115,610	30,235	245,046	199,304	590,195
Swift	115,610	39,719	330,982	340,006	826,317
Traverse	115,610	18,970	244,955	210,659	590,194
Wilkin	115,610	25,186	313,994	303,820	758,610
District 4 Totals	\$ 1,387,326	\$ 605,178	\$ 4,259,018	\$ 4,648,599	\$ 10,900,121
Anoka	\$ 115,611	\$ 391,190	\$ 244,714	\$ 393,202	\$ 1,144,717
Carver	115,611	83,482	208,082	602,552	1,009,727
Hennepin	115,611	2,257,887	502,735	3,817,834	6,694,067
Scott	115,610	108,225	187,775	593,288	1,004,898
District 5 Totals	\$ 462,443	\$ 2,840,784	\$ 1,143,306	\$ 5,406,876	\$ 9,853,409
Dodge	\$ 115,611	\$ 41,087	\$ 251,292	\$ 390,893	\$ 798,883
Fillmore	115,611	60,228	396,400	1,115,887	1,688,126
Freeborn	115,611	100,812	449,900	516,607	1,182,930
Goodhue	115,611	104,645	328,719	732,440	1,281,415
Houston	115,611	47,675	251,805	582,263	997,354
Mower	115,610	113,104	376,003	568,203	1,172,920
Olmsted	115,610	231,980	321,508	649,749	1,318,847
Rice	115,610	103,438	282,191	438,384	939,623
Steele	115,610	80,183	286,687	348,205	830,685
Wabasha	115,610	52,453	278,871	747,235	1,194,169
Winona	115,610	104,011	317,585	716,192	1,253,398
District 6 Totals	\$ 1,271,715	\$ 1,039,616	\$ 3,540,961	\$ 6,806,058	\$ 12,658,350

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1980 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1981 C.S.A.H. Apportionment</u>
Blue Earth	\$ 115,611	\$ 134,226	\$ 418,217	\$ 855,095	\$ 1,523,149
Brown	115,611	81,702	319,033	418,421	934,767
Cottonwood	115,611	45,473	318,219	401,757	881,060
Faribault	115,611	60,731	344,923	660,599	1,181,864
Jackson	115,611	39,961	372,563	546,152	1,074,287
Le Sueur	115,611	62,541	269,578	545,851	993,581
Martin	115,611	73,716	379,835	572,307	1,141,469
Nicollet	115,610	57,553	245,861	291,356	710,380
Nobles	115,610	63,919	345,285	489,867	1,014,681
Rock	115,610	30,034	251,714	271,649	669,007
Sibley	115,610	43,240	288,950	465,492	913,292
Waseca	115,610	49,928	251,624	399,956	817,118
Watonwan	115,610	37,426	230,562	383,341	766,939
District 7 Totals	\$ 1,502,937	\$ 780,450	\$ 4,036,364	\$ 6,301,843	\$ 12,621,594
Chippewa	\$ 115,611	\$ 44,618	\$ 245,438	\$ 350,783	\$ 756,450
Kandiyohi	115,611	98,026	420,842	542,346	1,176,825
Lac Qui Parle	115,611	31,492	363,571	453,432	964,106
Lincoln	115,611	21,836	256,361	257,800	651,608
Lyon	115,611	67,983	316,801	461,006	961,401
McLeod	115,611	86,912	237,895	353,022	793,440
Meeker	115,611	55,360	273,319	239,228	683,518
Murray	115,610	33,182	356,782	341,664	847,238
Pipestone	115,610	32,810	228,360	256,803	633,583
Redwood	115,610	58,840	386,926	506,928	1,068,304
Renville	115,610	64,332	451,831	675,150	1,306,923
Yellow Medicine	115,610	41,047	337,530	379,519	873,706
District 8 Totals	\$ 1,387,327	\$ 636,438	\$ 3,875,656	\$ 4,817,681	\$ 10,717,102
Chisago	\$ 115,611	\$ 67,822	\$ 227,424	\$ 401,381	\$ 812,238
Dakota	115,611	418,025	276,005	883,269	1,692,910
Ramsey	115,610	1,088,882	229,144	1,548,790	2,982,426
Washington	115,610	241,415	188,922	669,461	1,215,408
District 9 Totals	\$ 462,442	\$ 1,816,144	\$ 921,495	\$ 3,502,901	\$ 6,702,982
STATE TOTALS	\$10,058,119	\$10,058,119	\$30,174,357	\$50,290,596	\$100,581,191

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of the Actual 1980 to the
Tentative 1981 C.S.A.H. Apportionment

(Based on the 1980 C.S.A.H. Apportionment Sum)

The following two pages show what each county's 1981 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the road user fund for 1981 remained the same as 1980. However, as we stated in the previous write ups, some revised figures will be used to determine the final 1981 Apportionment. This data is being presented simply to show the approximate comparison to last year's apportionment if the Committee approves the mileage and money needs as presented.

1980 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1980

Comparison of the Actual 1980 to the Tentative 1981 C.S.A.H. Apportionments
(Based on the 1980 C.S.A.H. Apportionment Sum)

	<u>Actual</u> 1980 C.S.A.H. <u>Apportionment</u>	<u>Tentative</u> 1981 C.S.A.H. <u>Apportionment</u> (Using 1980 Funds)	<u>Increase</u> or <u>Decrease</u>	<u>%</u> <u>+ or -</u>
Carlton	\$ 945,859	\$ 890,686	\$- 55,173	- 5.9
Cook	619,793	632,851	+ 13,058	+ 2.1
Itasca	1,996,348	1,878,474	-117,874	- 5.9
Koochiching	1,106,195	1,106,195	--	*
Lake	866,232	807,440	- 58,792	- 6.8
Pine	1,459,741	1,608,272	+148,531	+10.2
St. Louis	5,592,685	5,461,691	-130,994	- 2.3
District 1 Totals	\$ 12,586,853	\$ 12,385,609	\$-201,244	- 1.6
Beltrami	\$ 1,437,722	\$ 1,404,703	\$- 33,019	- 2.3
Clearwater	814,982	786,965	- 28,017	- 3.4
Hubbard	790,434	816,067	+ 25,633	+ 3.2
Kittson	970,593	923,818	- 46,775	- 4.8
Lake of the Woods	753,783	753,783	--	*
Marshall	1,401,127	1,342,107	- 59,020	- 4.2
Norman	1,147,229	1,071,096	- 76,133	- 6.6
Pennington	737,082	696,847	- 40,235	- 5.5
Polk	2,086,149	2,234,010	+147,861	+ 7.1
Red Lake	590,194	590,195	+ 1	*
Roseau	1,164,122	1,094,039	- 70,083	- 6.0
District 2 Totals	\$ 11,893,417	\$ 11,713,630	\$-179,787	- 1.5
Aitkin	\$ 1,235,042	\$ 1,152,200	\$- 82,842	- 6.7
Benton	691,805	700,733	+ 8,928	+ 1.3
Cass	1,461,557	1,449,504	- 12,053	- 0.8
Crow Wing	1,254,997	1,234,154	- 20,843	- 1.7
Isanti	658,706	699,905	+ 41,199	+ 6.3
Kanabec	674,230	674,939	+ 709	+ 0.1
Mille Lacs	711,275	689,530	- 21,745	- 3.1
Morrison	1,020,749	985,789	- 34,960	- 3.4
Sherburne	590,195	590,194	- 1	*
Stearns	1,763,053	1,756,379	- 6,674	- 0.4
Todd	1,080,005	1,040,991	- 39,014	- 3.6
Wadena	622,673	604,618	- 18,055	- 2.9
Wright	1,414,418	1,449,458	+ 35,040	+ 2.5
District 3 Totals	\$ 13,178,705	\$ 13,028,394	\$-150,311	- 1.1
Becker	\$ 1,096,765	\$ 1,039,181	\$- 57,584	- 5.3
Big Stone	590,195	590,195	--	*
Clay	1,275,188	1,382,197	+107,009	+ 8.4
Douglas	1,013,125	1,006,492	- 6,633	- 0.7
Grant	590,196	590,195	- 1	*
Mahnomen	590,194	590,195	+ 1	*
Otter Tail	2,373,911	2,255,400	-118,511	- 5.0
Pope	673,071	680,950	+ 7,879	+ 1.2
Stevens	590,194	590,195	+ 1	*
Swift	779,111	826,317	+ 47,206	+ 6.1
Traverse	609,092	590,194	- 18,898	- 3.1
Wilkin	797,930	758,610	- 39,320	- 4.9
District 4 Totals	\$ 10,978,972	\$ 10,900,121	\$- 78,851	- 0.7

* Less than 0.1%

	<u>Actual</u> <u>1980 C.S.A.H.</u> <u>Apportionment</u>	<u>Tentative</u> <u>1981 C.S.A.H.</u> <u>Apportionment</u> (Using 1980 Funds)	<u>Increase</u> <u>or</u> <u>Decrease</u>	<u>%</u> <u>+ or -</u>
Anoka	\$ 1,133,701	\$ 1,144,717	\$+ 11,016	+ 1.0
Carver	953,597	1,009,727	+ 56,130	+ 5.9
Hennepin	6,616,583	6,694,067	+ 77,484	+ 1.2
Scott	906,628	1,004,898	+ 98,270	+10.8
District 5 Totals	\$ 9,610,509	\$ 9,853,409	\$+242,900	+ 2.5
Dodge	\$ 811,323	\$ 798,883	\$- 12,440	- 1.5
Fillmore	1,632,034	1,688,126	+ 56,092	+ 3.4
Freeborn	1,136,734	1,182,930	+ 46,196	+ 4.1
Goodhue	1,269,189	1,281,415	+ 12,226	+ 1.0
Houston	977,133	997,354	+ 20,221	+ 2.1
Mower	1,184,207	1,172,920	- 11,287	- 1.0
Olmsted	1,283,551	1,318,847	+ 35,296	+ 2.7
Rice	869,016	939,623	+ 70,607	+ 8.1
Steele	874,773	830,685	- 44,088	- 5.0
Wabasha	1,175,496	1,194,169	+ 18,673	+ 1.6
Winona	1,250,091	1,253,398	+ 3,307	+ 0.3
District 6 Totals	\$ 12,463,547	\$ 12,658,350	\$+194,803	+ 1.6
Blue Earth	\$ 1,546,120	\$ 1,523,149	\$- 22,971	- 1.5
Brown	929,654	934,767	+ 5,113	+ 0.5
Cottonwood	868,672	881,060	+ 12,388	+ 1.4
Faribault	1,189,056	1,181,864	- 7,192	- 0.6
Jackson	1,085,998	1,074,287	- 11,711	- 1.1
Le Sueur	983,387	993,581	+ 10,194	+ 1.0
Martin	1,183,355	1,141,469	- 41,886	- 3.5
Nicollet	754,887	710,380	- 44,507	- 6.0
Nobles	1,004,679	1,014,681	+ 10,002	+ 1.0
Rock	676,288	669,007	- 7,281	- 1.1
Sibley	849,328	913,292	+ 63,964	+ 7.5
Waseca	845,377	817,118	- 28,259	- 3.3
Watsonwan	792,563	766,939	- 25,624	- 3.2
District 7 Totals	\$ 12,709,364	\$ 12,621,594	\$- 87,770	- 0.7
Chippewa	\$ 752,383	\$ 756,450	\$+ 4,067	+ 0.5
Kandiyohi	1,214,914	1,176,825	- 38,089	- 3.1
Lac Qui Parle	943,847	964,106	+ 20,259	+ 2.1
Lincoln	703,780	651,608	- 52,172	- 7.4
Lyon	908,507	961,401	+ 52,894	+ 5.8
McLeod	726,873	793,440	+ 66,567	+ 9.2
Meeker	696,205	683,518	- 12,687	- 1.8
Murray	821,489	847,238	+ 25,749	+ 3.1
Pipestone	637,890	633,583	- 4,307	- 0.7
Redwood	1,042,900	1,068,304	+ 25,404	+ 2.4
Renville	1,290,244	1,306,923	+ 16,679	+ 1.3
Yellow Medicine	864,601	873,706	+ 9,105	+ 1.1
District 8 Totals	\$ 10,603,633	\$ 10,717,102	\$+113,469	+ 1.1
Chisago	\$ 828,086	\$ 812,238	\$- 15,848	- 1.9
Dakota	1,569,222	1,692,910	+123,688	+ 7.9
Ramsey	2,942,702	2,982,426	+ 39,724	+ 1.3
Washington	1,216,181	1,215,408	- 773	- 0.1
District 9 Totals	\$ 6,556,191	\$ 6,702,982	\$+146,791	+ 2.2
STATE TOTALS	\$100,581,191	\$100,581,191	--	--

* Less than 0.1%.

MILEAGE

REQUESTS

1980 COUNTY SCREENING COMMITTEE DATA

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 January, 1977 definitely sets forth what criteria are necessary.

Portion of Minn. Rule Hwy. 32, (E) (2):

State Aid routes shall be selected on the basis of the following criteria:

a. County state-aid highways which:

- (1) Carry relatively heavier traffic volumes or are functional classified as collector or arterial as identified on the county's functional plans as approved by the county board;
- (2) And connect towns, communities, shipping points, and markets within a county or in adjacent counties;
 - (a) Or provide access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas;
 - (b) Or serve as principal rural mail routes and school bus routes;
- (3) And occur at reasonable intervals consistent with the density of population;
- (4) And provide an integrated and coordinated highway system, affording within practical limits a State-Aid highway network consistent with traffic demands.

1980 COUNTY SCREENING COMMITTEE DATA

History of C.S.A.H. Additional Mileage Requests
Approved by The
County Engineer's Screening Committee

	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	Total Mileage Requested & Approved To Date
01 Aitkin 02 Anoka 03 Becker				0.50	1.33	5.60					5.90	4.17	0.71										6.10 2.04 10.07
04 Beltrami 05 Benton 06 Big Stone		2.54 0.66				4.30* 1.40*	1.12 1.40	0.51		0.18					0.16				0.16				7.69 3.18 1.56
07 Blue Earth 08 Brown 09 Carlton	3.00	4.75*	7.10* 0.81 3.62		3.44				3.63					0.13							0.25		15.54 7.97 3.62
10 Carver 11 Cass 12 Chippewa		14.00	1.55						0.94 7.40	0.50 1.00								0.48					2.97 7.90 15.00
13 Chisago 14 Clay 15 Clearwater			1.04 0.06 0.30*	1.20	1.00	0.21	0.91			0.82				1.00	0.10								3.24 2.10 1.30
16 Cook 17 Cottonwood 18 Crow Wing		3.00 1.50	9.70*	1.80	3.60		0.37			1.80				1.10			0.20						3.60 6.47 13.00
19 Dakota 20 Dodge 21 Douglas		7.40*	1.25 0.40*						3.25						0.07	2.40							4.12 - 10.65
22 Faribault 23 Fillmore 24 Freeborn		0.05					1.12		0.08				0.29 0.90	1.20		0.65							1.57 1.12 1.60
25 Goodhue 26 Grant 27 Hennepin				5.30 0.80		3.70					0.12			0.19	0.05			0.08				0.52	0.08 5.42 5.26
28 Houston 29 Hubbard 30 Isanti		1.00			0.06		0.60	1.25	0.74						0.12		0.26			0.06			0.12 2.17 1.80
31 Itasca 32 Jackson 33 Kanabec									0.10														- 0.10 -
34 Kandiyohi 35 Kittson 36 Koochiching		0.50	7.67*	6.60*		1.10			0.44														0.44 6.60 9.27
37 Lac Qui Parle 38 Lake 39 Lake of the Woods			1.70	0.20*	3.04	0.46	0.10	1.58 0.33	0.23					0.56									1.93 5.38 0.89
40 Le Sueur 41 Lincoln 42 Lyon			4.00*		0.82	2.70 2.00	0.83		0.90						0.06				0.75				3.53 6.15 2.00
43 McLeod 44 Mahanomen 45 Marshall				1.00 15.00*			0.09	0.42						0.50		1.00							0.59 1.42 16.00
46 Martin 47 Meeker 48 Mille Lacs			0.80				1.28			0.24							0.50						1.52 1.30 0.74
49 Morrison 50 Mower 51 Murray	0.50	2.40	0.33	0.50 0.29		2.00	6.78*	0.15	2.53		1.15			1.10							0.09		13.20 4.62
52 Nicollet 53 Nobles 54 Norman					0.41	0.90		13.41	0.30					0.11			0.12						13.94 1.31
55 Olmsted 56 Otter Tail 57 Pennington				7.77*	3.00			2.00			2.55									0.36			15.32 0.36 0.84
58 Pine 59 Pipestone 60 Polk	4.00		9.25										0.50		0.55	1.00					0.67		9.25 0.50 6.22
61 Pope 62 Ramsey 63 Red Lake	0.50		6.16		2.76	1.13 0.53*			2.00			0.67		1.20 0.21 0.50		0.40							4.83 10.73 0.50
64 Redwood 65 Renville 66 Rice		1.70				2.30							1.11										3.41 1.70
67 Rock 68 Roseau 69 St. Louis	1.00	2.20 1.50	0.50	4.83*	0.25	2.00 0.03	1.10*	3.43*	1.00	7.00			1.60										0.50 6.80 19.14
70 Scott 71 Sherburne 72 Sibley		0.50				7.65* 1.00	1.00		2.50 2.92	0.04		0.90 2.50		3.51	1.07		0.57					0.12	17.36 5.42 1.50
73 Stearns 74 Steele 75 Stevens		0.08							0.78	1.00	0.57 0.50	0.13	0.27								3.90		4.68 1.55 1.00
76 Swift 77 Todd 78 Traverse	0.20	1.40*	0.50					0.78															0.78 1.90 0.76
79 Wabasha 80 Wadena 81 Waseca			4.10				0.43*		0.43								0.20	0.10					0.73 - 4.67
82 Washington 83 Watonwan 84 Wilkin			1.80*			0.53*										0.40		0.04		0.08			2.73 0.12 -
85 Winona 86 Wright 87 Yellow Medicine		0.45	3.70*				3.70															1.38	7.40 1.83 1.39
TOTALS	16.60	39.48	65.09	45.79	19.71	40.38	19.55	25.14	30.17	12.16	11.21	8.37	5.38	11.38	3.34	6.08	1.85	1.61	1.39	0.50	4.15	2.78	372.11

* Some Trunk Highway Turnback Mileage

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID DESIGNATION

DATE : 9-21-79
 TO : Local Road Studies Engineer
 FROM : G. M. MAIDL District State Aid Engineer
 SUBJECT: Request for Preliminary Approval for System Review
 (Municipality) (County) of Fillmore

Attached is a request and supporting data for preliminary approval of a revision to the ~~(H&S)~~ (CSAH) system. It is recommended that this revision be (approved) (~~denied~~).

This proposed new State Aid route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

- ☒ carries relatively heavier traffic volumes or is functional classified as collector or arterial as identified on the county's functional plans
- ☒ and 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;
- ☒ and occurs at a reasonable interval consistent with the density of population;
- ☒ and provides an integrated and coordinated highway system-----
 ----- consistent with traffic demands.

M.S.A.S. CRITERIA

- ☐ carries relatively heavier traffic volumes or is functionally classified as collector or arterial as identified on the urban municipality's functional plan
- ☐ and connects the points of major traffic interest within an urban municipality;
- ☐ and provides an integrated street system affording within practical limits a State-Aid street network consistent with traffic demands.

COMMENTS: ALTERNATE ROUTE WHICH SERVED AS A FEEDER
INTO STATE AID ROUTE # 1104 IN 1971

RECOMMENDED APPROVAL OR DENIAL:

Local Road Studies Engineer

Date

APPROVED OR DENIED:

State Aid Engineer

Date

FILLMORE COUNTY
DEPARTMENT OF HIGHWAYS

NEIL BRITTON, Engineer

~~~~~  
Phone (AC-507) 765-3854 . . . . PRESTON, MINNESOTA 55965

September 18, 1980

Jack K. Dolan, Director of Public Works  
1421 - Third Avenue S.E.  
Rochester, Minnesota 55901

Re: Additional information on the request to revoke and  
designate a new route for a portion of C.S.A.H. 25.

Dear Sir:

Fillmore County proposes to grade a portion of C.S.A.H. 25 from C.S.A.H. 10 to approximately the south limits of the City of Rushford Village in 1982. On the present alignment this would be a length of 4.6 miles. The needs on this section are \$110,000.00/mi. with a \$64,260.00 bridge or a total cost of \$570,026.00 for the grading. The proposed road alignment change would eliminate 2.8 miles of this route, which is the most expensive part of this construction. The estimated needs is \$140,000.00/mi. or \$392,000.00.

The 3.9 miles proposed designation follows the higher ground and is less expensive to construct. The estimated needs on this section are \$65,000.00/mi. or \$253,500.00. Total needs, grading, base and bituminous surface for the present route would be \$762,418.00. The new route would have a need on it of \$684,515.00 even though this route is longer.

The 2.8 miles of proposed revocation is classified as rugged. The design on this section would have to be less than 50 M.P.H. The alternate route could be built to a 50 M.P.H. design.

I have examined our county state aid system and have found no place to reduce our mileage.

Sincerely,

FILLMORE COUNTY HIGHWAY DEPARTMENT

*Neil Britton*

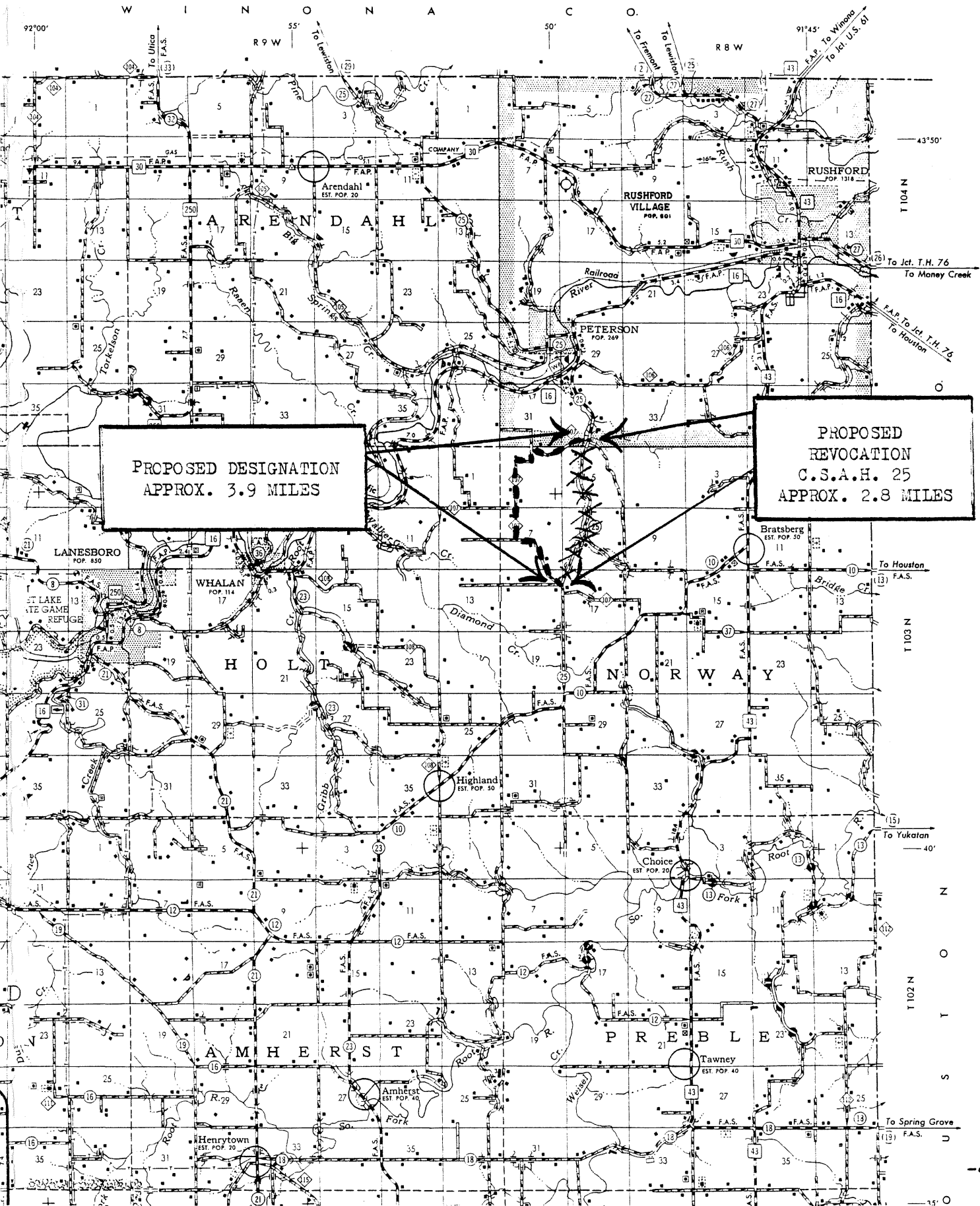
Neil Britton  
County Highway Engineer

NB/jc

cc: Glen Maidl



# FILLMORE COUNTY



PROPOSED DESIGNATION  
APPROX. 3.9 MILES

PROPOSED  
REVOCATION  
C.S.A.H. 25  
APPROX. 2.8 MILES

## Office Memorandum

DEPARTMENT of Transportation - Rochester  
Division of Field Operations

TO : Wm. Strand,  
Chief, State Aid Needs Unit

DATE: September 26, 1980

FROM : Glen M. Maidl,  
District State Aid Engineer

PHONE: 507-285-7377

SUBJECT: Revocation - Designation of a Portion of  
C.S.A.H. 25 in Fillmore County

The original request for the above action was submitted to the Screening Committee at the June 1980 meeting for their consideration. Their consensus was that the submittal left a little to be desired and that additional information supporting the request must be made and presented at the Fall meeting in order for this request to receive further consideration.

Attached is a letter from the County Engineer, Neil Britton, to Mr. Jack Dolan, District 6 Screening Committee Representative in which Mr. Britton indicates a reduction in needs of approximately \$78,000 even though the proposed route is 1.1 miles longer. A physical analysis of the two routes by Mr. Dolan and myself indicates the following. The present 2.8 mile segment follows a dry run throughout its length. The typical section generally consists of a deep, eroded gully on one side of a 22'+ gravel surfaced road and a steep rock to rock debris cut on the opposite side with little or no ditch. The existing road horizontal alignment provides a design speed of 20 - 50 miles per hour. This means that there are some 200' - 300' tangent sections. It would be difficult to economically attain more than a 40 m.p.h. design speed on this section. The type of grading classification would be moderate to heavy. Two similar grading projects placed under contract during 1979 and 1980 averaged \$193,000/mile. I think Mr. Britton is being conservative in his estimate of \$140,000/for this project.

per mile

The proposed section follows a ridge except for the E-W Section 1.0 mile in length along the south limits of Rushford Village. The terrain of the ridge portion is gently rolling with minimal drainage structures required. It will directly serve 12 farmsteads throughout its 3.9 mile length as compared to 4 farmsteads on the existing route. Fifty M.P.H. design is economically attainable. Type of grading classification is light to moderate except for the E. W. mile which is similar to the existing route typical section.

Wm. Strand  
September 26, 1980  
Page 2

The proposed route would be more economical to construct, would directly serve more people and farmsteads, could be constructed to 50 M.P.H. design and would be less expensive to maintain. Therefore, I strongly recommend that this proposal be approved and the necessary revocation and designation made.

GM:jl

Attachment:

cc: J. K. Dolan  
N. Britton



NOTES & COMMENTS



MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : 7-31-80  
TO : Local Road Studies Engineer  
FROM : J. R. J. ISAACSON *J. R. J. Isaacson* District State Aid Engineer  
SUBJECT: Request for Preliminary Approval for System Review  
(Municipality) (County) of LAKE OF THE WOODS

Attached is a request and supporting data for preliminary approval of a revision to the ~~(HRS)~~ (CSAH) system. It is recommended that this revision be (approved) (~~denied~~).

This proposed new State Aid route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

- ☐ carries relatively heavier traffic volumes or is functional classified as collector or arterial as identified on the county's functional plans
- ☐ and 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;
- ☐ and occurs at a reasonable interval consistent with the density of population;
- ☐ and provides an integrated and coordinated highway system-----  
----- consistent with traffic demands.

M.S.A.S. CRITERIA

- ☐ carries relatively heavier traffic volumes or is functionally classified as collector or arterial as identified on the urban municipality's functional plan
- ☐ and connects the points of major traffic interest within an urban municipality;
- ☐ and provides an integrated street system affording within practical limits a State-Aid street network consistent with traffic demands.

COMMENTS: THIS IS THE ONLY ACCESS ROAD TO THE  
NORTHWEST ANGLE. LAND USE HAS CHANGED FROM  
TIMBER PRODUCTION TO RESORT TYPE USAGE.

RECOMMENDED APPROVAL OR DENIAL: \_\_\_\_\_  
Local Road Studies Engineer Date

APPROVED OR DENIED: \_\_\_\_\_  
State Aid Engineer Date



JUL 31 1980



## Lake of The Woods County Highway Department

Baudette, Minnesota 56623 • (218) 634-1767

July 29, 1980

Mr. J.R.J. Isaacson  
Box 727  
Mn/DOT  
Bemidji, MN 56601

Re: Request for CSAH mileage

Dear Jack:

Enclosed is a request for additional State-Aid mileage in the form of a resolution and map. The following is justification for this change.

The Northwest Angle area of our county is an area that traditionally has received very little benefit from either fuel taxes or local property taxes. For many years, they were quite isolated, satisfied to exchange a low tax base for minimal county services. But as the area modernized, traffic picked up and assessments increased. They began to pay a greater proportion of taxes. A sizeable demand for equitable levels of service is now being heard.

We have been very successful at the county level in providing some of these services. However, they also need to share in the State-Aid system. There does not now exist a County State-Aid Highway anywhere in the vicinity. I am having traffic counts taken in the area. As soon as we have any results, I will advise.

We do therefore request this additional mileage on our system. Being a minimum county, it would not increase our allocation, but would allow us greater flexibility in distributing our resources.

Kindly review this data and forward it to the appropriate people.

Sincerely,

Patrick J. Hines  
County Highway Engineer

PJH:vp

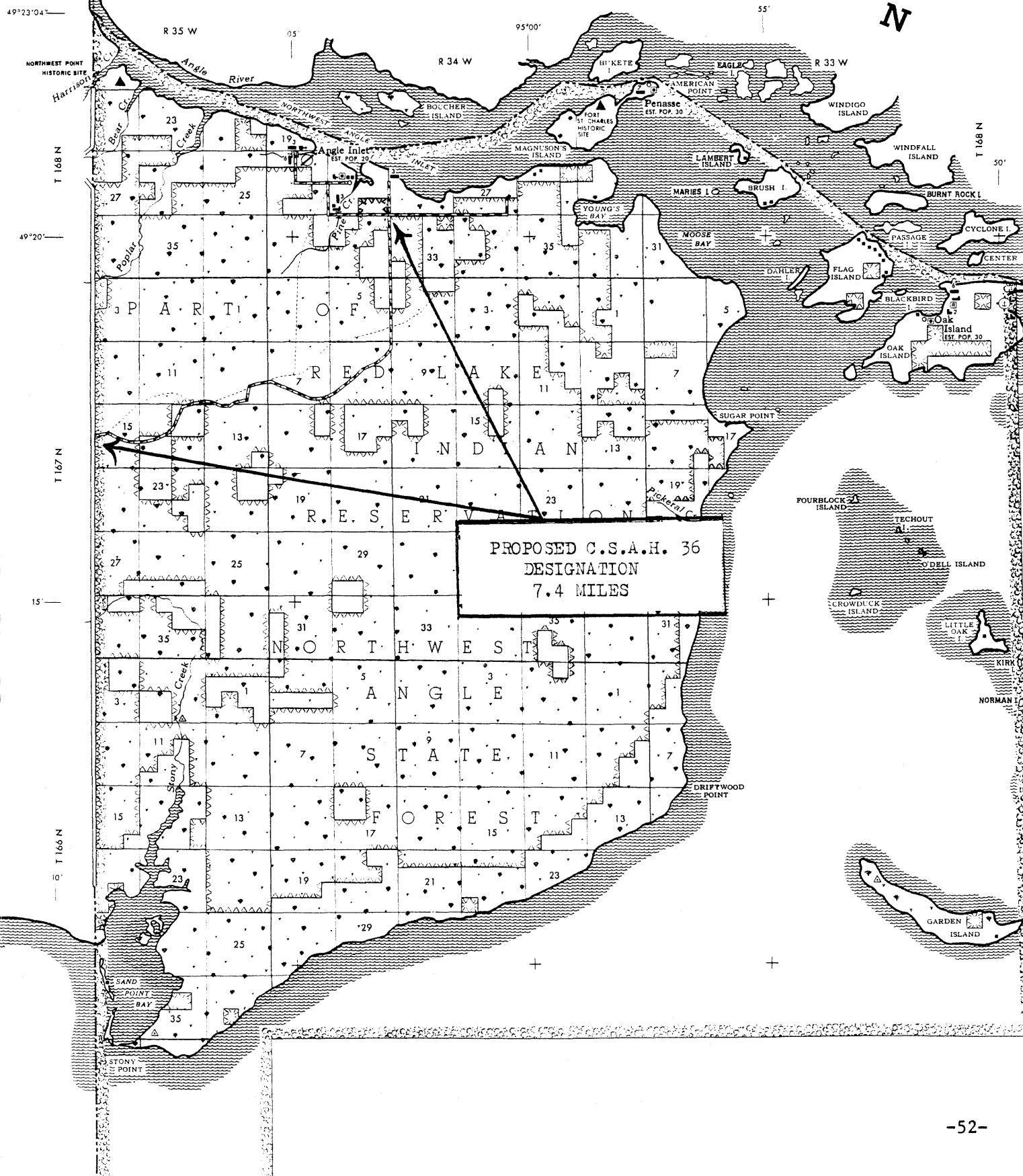
encs.

ALTA TOB A

C

LAKE of the WOODS COUNTY

N



JUL 31 1980

Certified copy of resolution adopted by the County Board of Commissioners of Lake of the Woods County, Minnesota, at their meeting held July 22, 1980, in the Commissioners' Room of the County Court House:

WHEREAS: The Northwest Angle of Minnesota is a remote area neverbefore given equitable consideration for expenditure of motor fuel tax revenue, and

WHEREAS: In recent years, the area has developed and traffic counts have increased, and

WHEREAS: It appears to the County Board of the County of Lake of the Woods that the road hereinafter described should be designated a County State-Aid Highway under the provisions of Minnesota Laws of 1967; Chapter 162.

NOW THEREFORE, BE IT RESOLVED, by the County Board of the County of Lake of the Woods that the road described as follows, to-wit:

Commencing on the International Border between the United States and Canada approximately 3,050 feet northerly of the south line of Section 15, T-167-N, R-35-W, thence northeasterly and northerly along the centerline of the existing public road to the northeast corner of Section 32, T-168-N, R-34-W, all in the Northwest Angle of Minnesota, for a total distance of 7.40 miles, and there terminating,

be, and hereby is established, located and designated a County State Aid Highway of said County, subject to the approval of the Commissioner of Transportation of the State of Minnesota.

BE IT FURTHER RESOLVED, that the County Auditor is hereby authorized and directed to forward two certified copies of this resolution to the Commissioner of Transportation for his consideration and that upon his approval of the designation of said road or portion thereof, that same be constructed, improved and maintained as a County State Aid Highway of the County of Lake of the Woods, to be numbered and known as County State Aid Highway No. 36.

I hereby certify that this is a true and complete copy of the resolution of the County Board of Lake of the Woods County, Minnesota, as the same appears in the minutes of the County Auditor, Lake of the Woods County, Minnesota.

Witness my hand and seal of office this 28th day of July, 1980.

County Auditor

July 28 1980  
Charles E. [Signature]





MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : July 3, 1980  
 TO : Local Road Studies Engineer *Sub-Lane*  
 FROM : Richard H. Hansen, District State Aid Engineer  
 SUBJECT: Request for Preliminary Approval for System Review  
 (~~XXXXXXXXXX~~) (County) of Pine

Attached is a request and supporting data for preliminary approval of a revision to the (~~XXXX~~) (CSAH) system. It is recommended that this revision be (approved) (~~XXXXXX~~).

This proposed new State Aid route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

- ☒ carries relatively heavier traffic volumes or is functional classified as collector or arterial as identified on the county's functional plans
- ☐ and 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;
- ☐ and occurs at a reasonable interval consistent with the density of population;
- ☐ and provides an integrated and coordinated highway system-----  
 ----- consistent with traffic demands.

M.S.A.S. CRITERIA

- ☐ carries relatively heavier traffic volumes or is functionally classified as collector or arterial as identified on the urban municipality's functional plan
- ☐ and connects the points of major traffic interest within an urban municipality;
- ☐ and provides an integrated street system affording within practical limits a State-Aid street network consistent with traffic demands.

COMMENTS: The proposed route is the main street of Askov and serves all local businesses, post office, and a grain elevator. The existing route serves the school and provides a direct north-south route through town. This request must be processed by the Screening Committee.

RECOMMENDED APPROVAL OR DENIAL:

Local Road Studies Engineer

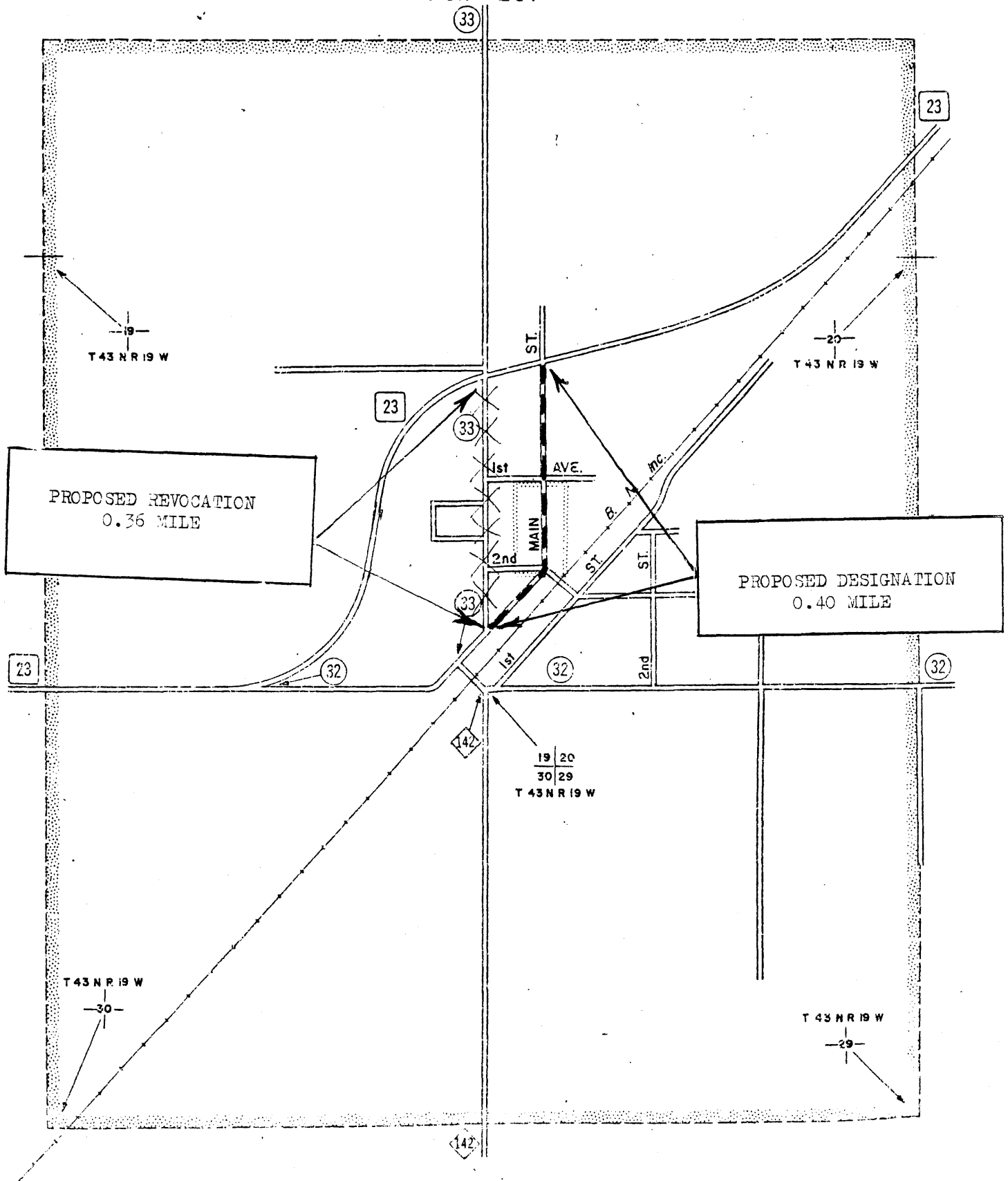
Date

APPROVED OR DENIED:

State Aid Engineer

Date

MAP OF  
ASKOV  
PINE COUNTY  
POP. 287





## PINE COUNTY HIGHWAY DEPARTMENT

COUNTY ROAD 55, ROUTE 3  
PINE CITY, MINNESOTA 55063

(612) 629-6727



VINCENT A. RYAN, P.E.  
COUNTY ENGINEER

June 23, 1980

Mr. Richard Hansen  
Asst. District Engineer-State Aid  
Dept. of Transportation  
1123 Mesaba Ave.  
Duluth, Minn. 55801

Re: Change in Street Designation  
M.S.A.S. System City of Askov.

Dear Richard,

The County of Pine requests a change in the M.S.A.S. System in the City of Askov as shown on the attached map.

The City Council of Askov and the County Board of Pine have passed resolutions requesting the indicated designation change and copies of the resolutions are enclosed.

The present routing is adjacent to the Askov School and extends to T.H. 23 on the North. School buses that use this route and cross T.H. 23 complain of the sight distance problem at the T.H. 23 intersection caused by the curve in T.H. 23. Presently the buses do not use the proposed routing as the street is in such poor condition. The proposed street is 100 feet in width, has numerous frost boils, 10 foot wide sidewalks and steep crown. Municipal Funds would be used to rebuild the street to nine ton design and would include replacing the sidewalk and adding curb and gutter and storm sewer.

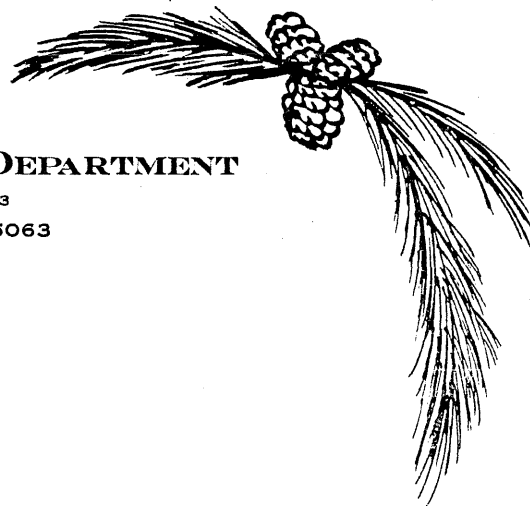
The present 33 Route was regraded to 42 feet and curb and gutter and Bituminous Surfacing with State Aid Funds in 1958. However, storm sewer was not included in this Contract and there is a drainage problem at the intersection, especially when there is ice and snow build up. There also was an overlay placed on this street in 1971 with State Aid Funds.

1979 traffic count on the Municipal No. 33 route is 1100 ADT on the South end of the section that would remain on the system and 480 ADT North of the school. It is very possible the main street, proposed route, would be 600 ADT, with an estimated 25% HCADT with normal type of Business District contributing to the count and the grain elevator being the major generator of HCADT.

## PINE COUNTY HIGHWAY DEPARTMENT

COUNTY ROAD 55, ROUTE 3  
PINE CITY, MINNESOTA 55063

(612) 629-6727



VINCENT A. RYAN, P.E.  
COUNTY ENGINEER

June 23, 1980

- 2 -

The present municipal route of C.S.A.H. 33 is 0.36 miles in length and the proposed route on Main Street is 0.40 miles, therefore the request for designation change adds 0.04 miles to the system.

If you have further questions regarding this requested change please do not hesitate to call me, and if the same appears in order please submit to Central Office of State Aid in order that the Screening Committee may consider it at their fall meeting.

Sincerely,

Vincent A. Ryan, P.E.  
County Engineer  
VR:b

Encl:



MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : Sept. 17, 1980  
 TO : Local Road Studies Engineer  
 FROM : Carmon T. Kuylenstierna District State Aid Engineer  
 SUBJECT: Request for Preliminary Approval for System Review  
 (Municipality) (County) of Swift

Attached is a request and supporting data for preliminary approval of a revision to the (~~CSAH~~) (CSAH) system. It is recommended that this revision be (approved) (~~approved~~).

This proposed new State Aid route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

- ☒ carries relatively heavier traffic volumes or is functional classified as collector or arterial as identified on the county's functional plans
- ☒ and 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;
- ☒ and occurs at a reasonable interval consistent with the density of population;
- ☒ and provides an integrated and coordinated highway system-----  
 ----- consistent with traffic demands.

M.S.A.S. CRITERIA

- ☐ carries relatively heavier traffic volumes or is functionally classified as collector or arterial as identified on the urban municipality's functional plan
- ☐ and connects the points of major traffic interest within an urban municipality;
- ☐ and provides an integrated street system affording within practical limits a State-Aid street network consistent with traffic demands.

COMMENTS: County is making system revisions that reflect traffic routes.

RECOMMENDED APPROVAL OR DENIAL: \_\_\_\_\_  
 Local Road Studies Engineer Date

APPROVED OR DENIED: \_\_\_\_\_  
 State Aid Engineer Date

LEGISLATIVE REFERENCE LIBRARY  
 STATE OF MINNESOTA



# SWIFT COUNTY HIGHWAY DEPARTMENT

Tallack G. Johnson

County Engineer

BENSON, MINNESOTA 56215

September 18, 1980

Mr. Vernon Korzendorfer  
District State Aid Engineer  
Minnesota Department of Transportation  
Box 666  
Detroit Lakes, Minnesota 56501

RE: Request for addition to Swift County State Aid Highway System

Dear Mr. Korzendorfer:

After a thorough study of traffic patterns and traffic counts on our County State Aid Highway and County Road network, it was determined that some revisions on our present road system would better facilitate the public transportation needs within our county. The Swift County Board of County Commissioners reviewed these findings and authorized the necessary action to implement the upgrading of our present road system.

Enclosed are two maps showing proposed revoking, designating and redesignating of County State Aid Highways No. 4-11-36-37-38 within Swift County.

County State Aid Highway No. 4 would be revoked and redesignated to proceed South one mile to a junction with Chippewa County State Aid Highway No. 7. Presently, this portion of Chippewa County State Aid Highway No. 7 stub ends at the North County line, so this revision would provide a direct route that would interconnect County State Aid Highways within the two Counties of Chippewa and Swift.


County State Aid Highway No. 11 would be revoked and redesignated as County State Aid Highways No. 11-36-37 and 38, as shown on the map. These proposed revisions would provide a better means of access to the Cities of Clontarf, Holloway and Appleton that will enable a more uniform flow of traffic than the present system does. Vehicle counts show that traffic on the proposed County State Aid Highways is much higher than on the present roadways due to the expanding residential and commercial development in these Cities.

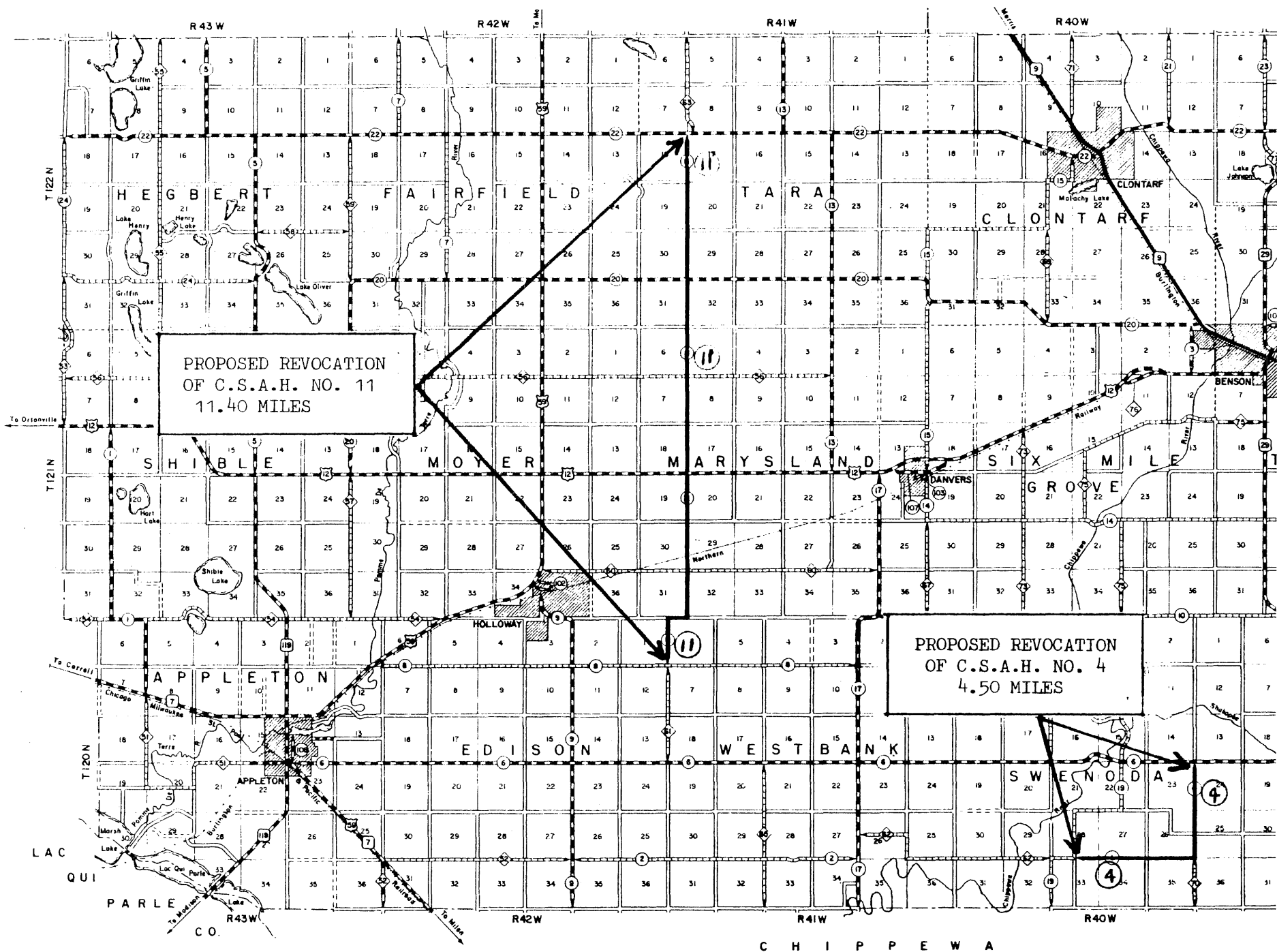
The present length of sections of County State Aid Highways No. 4 and 11 to be revoked is 15.90 miles and the proposed designation and redesignation of County State Aid Highways No. 4-11-36-37 and 38 is 16.14 miles, thus an increase of 0.24 miles. We have reviewed our County State Aid Highway System and find that this proposed internal exchange of mileage would best serve the transportation needs of Swift County, therefore, we are requesting the Screening Committee to approve an addition of 0.24 miles to the Swift County System.

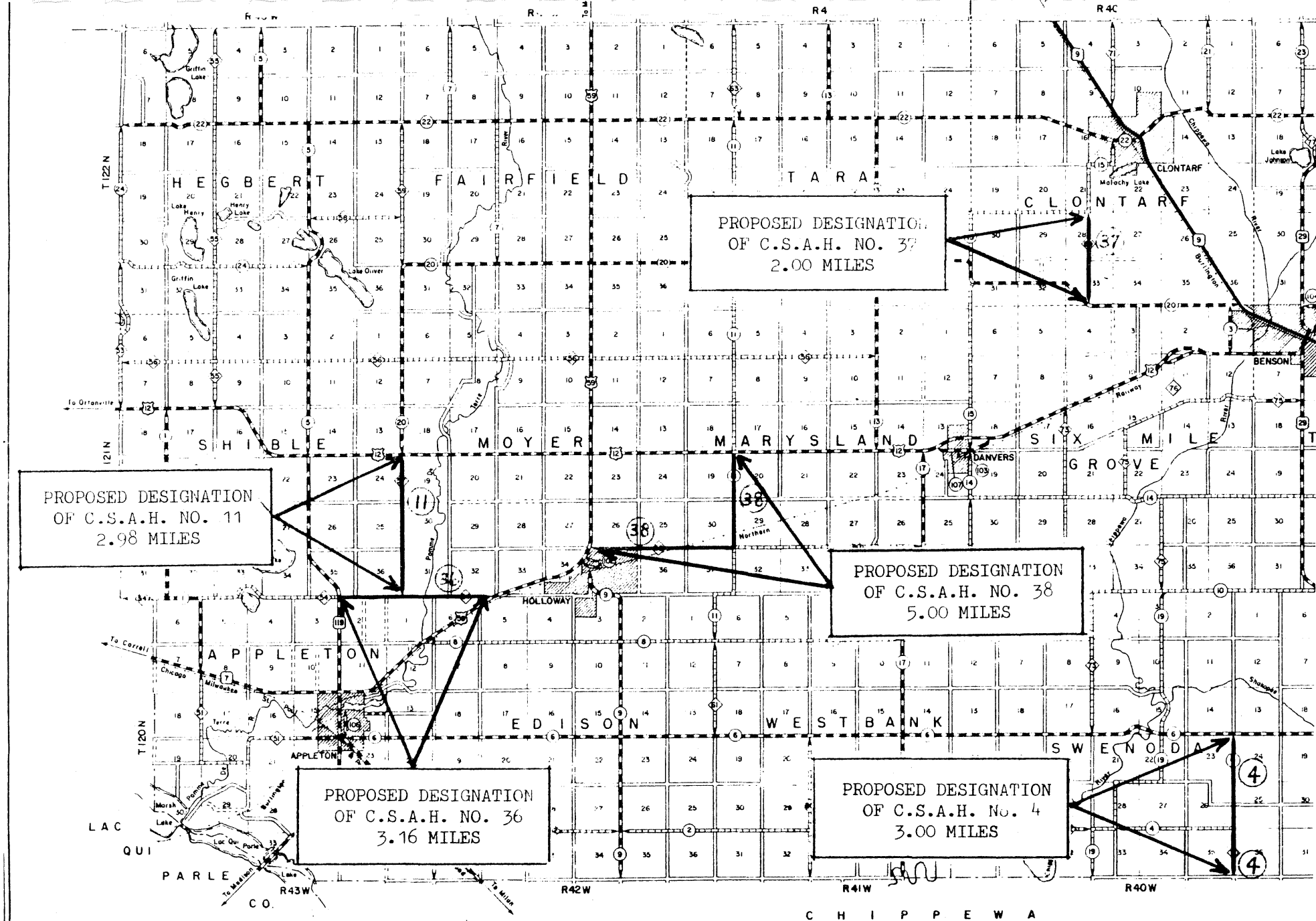
If it is necessary to justify the added mileage, I submit that should proposed County State Aid Highway No. 38 be built, it will require a standard 7 degree curve, where presently a 90 degree turn is being made, thus a loss of 0.07 miles of the original request of 0.24 additional miles.

Please review this request and if acceptable, transmit to the State Aid Office for processing through the Screening Committee.

Sincerely,

  
Tallack G. Johnson P.E.  
County Highway Engineer  
Benson, Minnesota







NOTES & COMMENTS



MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID DESIGNATION

DATE : Wm Strand  
 TO : Local Road Studies Engineer  
 FROM : E. Morris District State Aid Engineer  
 SUBJECT: Request for Preliminary Approval for System Review  
 (Municipality) (County) of Washington

Attached is a request and supporting data for preliminary approval of a revision to the ~~(C.S.A.H.)~~ (C.S.A.H.) system. It is recommended that this revision be (approved) ~~(denied)~~.

This proposed new State Aid route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

- ☒ carries relatively heavier traffic volumes or is functional classified as collector or arterial as identified on the county's functional plans
- ☐ and 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;
- ☒ and occurs at a reasonable interval consistent with the density of population;
- ☒ and provides an integrated and coordinated highway system-----  
 ----- consistent with traffic demands.

M.S.A.S. CRITERIA

- ☐ carries relatively heavier traffic volumes or is functionally classified as collector or arterial as identified on the urban municipality's functional plan
- ☐ and connects the points of major traffic interest within an urban municipality;
- ☐ and provides an integrated street system affording within practical limits a State-Aid street network consistent with traffic demands.

COMMENTS:

See attached letter from DNR and map. I am not aware of a means of making a justification by their system to provide the required mileage.

RECOMMENDED APPROVAL OR DENIAL:

Local Road Studies Engineer

Date

APPROVED OR DENIED:

State Aid Engineer

Date

Washington  
County

# HIGHWAY DEPARTMENT

11860 MYERON RD. N. • STILL PATER, MINNESOTA 55122

May 1, 1980

Mr. Elmer Morris, Jr.  
District State Aid Engineer  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Box 2050  
North St. Paul, Minnesota 55109

RE: Request Extension of C.S.A.H. 20  
Washington County

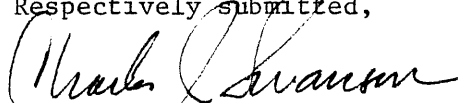
Dear Mr. Morris:

Washington County respectfully requests that County State Aid Highway Number 20 be extended approximately 1700 feet (0.33 mi) easterly of C.S.A.H. 21 and be added to the system to provide access to the headquarters for the development of Afton State Park as requested by the Department of Natural Resources.

Afton State Park is a new state park consisting of 1648 acres presently being developed for year around use with an anticipated 200,000 to 300,000 visitors annually. The proposed extension will be the only public access to the park and will also serve the Afton Alps Ski area, which is a privately owned ski area with a vehicle count of 125,000 per season.

Thanking you for your cooperation in this matter.

Respectively submitted,



Charles J. Swanson  
County Engineer

CJS:nh

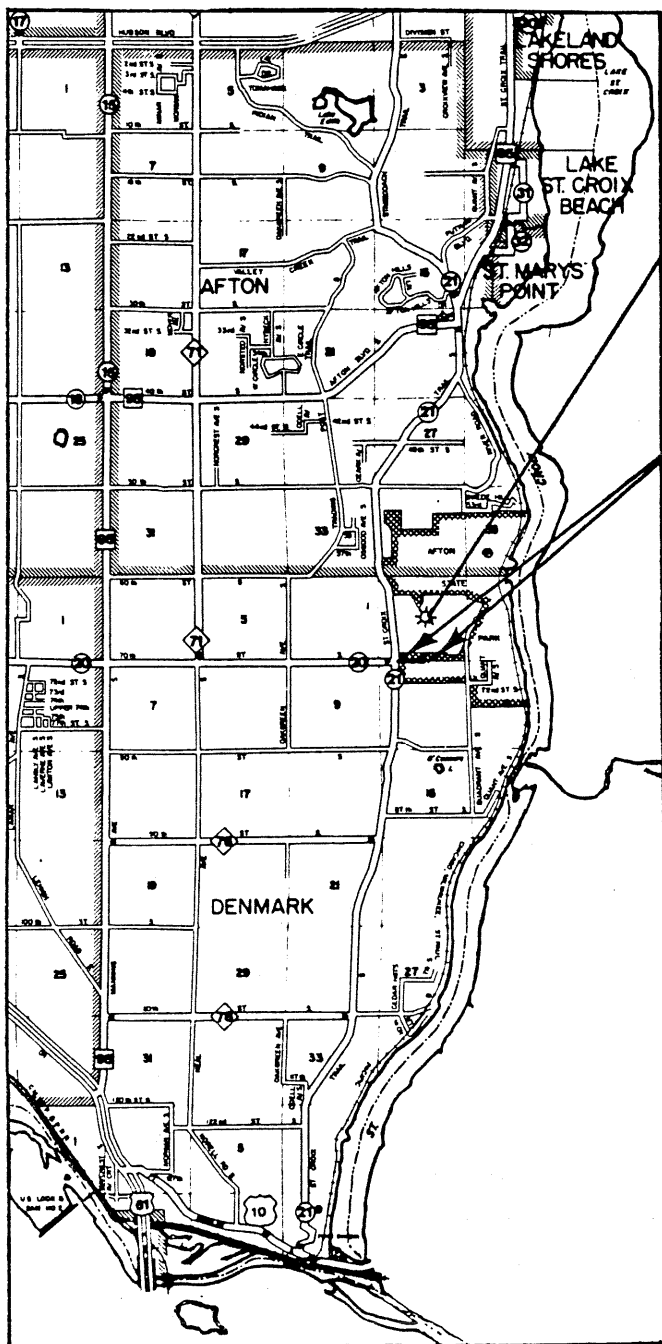
cc: Wes Scheel, County Commissioner  
Wayne Brown, Chairman, Denmark Town Board  
Joseph Alexander, Commissioner DNR  
Bill Weir, Regional Park Supervisor  
G.M. Fay, State Aid Engineer, MnDOT



# AREA MAP

## AFTON STATE PARK

### WASHINGTON COUNTY



Afton Alps  
Ski Area

Proposed extension  
C.S.A.H. 20  
0.33 Miles



STATE OF  
**MINNESOTA**  
**DEPARTMENT OF NATURAL RESOURCES**

CENTENNIAL OFFICE BUILDING • ST. PAUL, MINNESOTA • 55155

DNR INFORMATION  
(612) 296-6157

**RECEIVED**

APR 21 1980

April 18, 1980

A. B. Schaefer Jr., Chairman  
Washington County Board of Commissioners  
Washington County Court House  
14900 - 61st Street North  
Stillwater, Minnesota 55082

WASHINGTON CO.  
HIGHWAY DEPT.

Dear Mr. Schaefer:

Pursuant to Minnesota Statutes 162.06, Subd. 5, the Minnesota Department of Natural Resources requests that Washington County take the necessary action to designate an existing Denmark township road lying within the boundaries of Afton State Park as a County State Aid Highway (C.S.A.H.). The road in question is that portion of 70th Street lying east of County Road 21 to the junction of Peller Avenue South and lying approximately on north line of Section 10, Township 27N., Range 20W., a distance of approximately 1700 feet.

The proposed C.S.A.H. would provide access to the headquarters area of Afton State Park. The proposal has been discussed with Commissioner Wes Scheel and Mark Mattson, Assistant County Engineer. Please feel free to call upon Bill Weir, Regional Park Supervisor, if you would like further details on this proposal.

Very truly yours,

Joseph Alexander, Commissioner  
Department of Natural Resources

JA:JW:bk

cc: Wes Schell, County Commissioner  
Charles Swanson, County Engineer  
Wayne Brown, Chairman, Denmark Town Board  
Don Davison, Director, Division of Parks and Recreation  
Bill Weir, Regional Park Supervisor  
Wayland Porter, Park System Supervisor  
John C. Winter, Park Development and Resource Supervisor  
Gordon Fay, County State Aid Engineer

REFERENCE

MATERIAL

\*\*\*\*\*

## 1980 COUNTY SCREENING COMMITTEE DATA

OCTOBER, 1980

Explanations of Needs Increases and Small Decreases Due to the 1980 Normal Update

The following counties are those whose 1980 normal update resulted in either an increase in 25 year construction needs or a minor decrease. The remaining counties indicated a logical decrease in needs and therefore no explanation was written.

| <u>County</u> | <u>Needs Change</u> | <u>% Change</u> | <u>Explanation</u>                                                                                                                                                                                                                      |
|---------------|---------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aitkin        | + \$ 201,030        | + 0.7           | Only Special Bit. Overlay Construction. Added minor drainage and changed one segment from proposed rural to proposed urban design.                                                                                                      |
| Big Stone     | - \$ 16,219         | - 0.3           | Minor construction accomplished. Added complete storm sewer and curb and gutter needs on a few segments.                                                                                                                                |
| Chisago       | + \$ 7,452          | *               | Mainly overlay construction. Revised several soil factors from 100% to 130%.                                                                                                                                                            |
| Clearwater    | - \$ 35,840         | - 0.3           | Minor construction on only two CSAH's. Added bridge needs in one location.                                                                                                                                                              |
| Cook          | - \$ 16,648         | - 0.1           | Mostly overlay construction. Revised one segment from proposed rural design to proposed urban design.                                                                                                                                   |
| Dakota        | + \$5,675,817       | +12.8           | Construction on only two CSAH's. Large increase in needs due to change from proposed rural design to proposed urban design on many segments. Also, revision from proposed 2 lane to proposed 4 lane caused substantial needs increases. |



| <u>County</u>     | <u>Needs Change</u> | <u>% Change</u> | <u>Explanation</u>                                                                                                                                                                                                       |
|-------------------|---------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Dodge             | - \$ 9,000          | - 0.1           | Only construction was small grading project and a bridge that wasn't in the needs study.                                                                                                                                 |
| Faribault         | + \$4,037,244       | +16.4           | Addition of 20 miles of Trunk Highway Turn-back (not eligible for THTB funding) resulted in the large increase. Also, added bridge needs in two locations and revised one segment's proposed design from rural to urban. |
| Freeborn          | + \$1,170,320       | + 5.6           | Approx. \$1 million increase due to needs for 9 ton outlets for Freeborn and Conger. Only small amount of construction accomplished. Also added special drainage and bridge needs.                                       |
| Grant             | + \$ 256            | *               | Mostly special bit. overlay construction. Increase resulted in revising proposed rural design needs on one segment to proposed urban design needs.                                                                       |
| Hennepin          | + \$5,269,799       | + 2.7           | Revised several segments from proposed rural design to proposed urban design. Also increased width requirements from 2 lane to 4 lane in several areas.                                                                  |
| Hubbard           | + \$ 130,422        | + 0.9           | Only had one small construction project. Addition of special drainage and bridge needs in several locations also.                                                                                                        |
| Koochiching       | + \$ 99,766         | + 0.6           | Only overlay construction in 1979. Increase results from addition of two railroad crossing protection devices in the needs.                                                                                              |
| Lake of the Woods | + \$ 7,660          | + 0.1           | One small construction project. Added bridge needs in one location and also curb and gutter needs in one area.                                                                                                           |

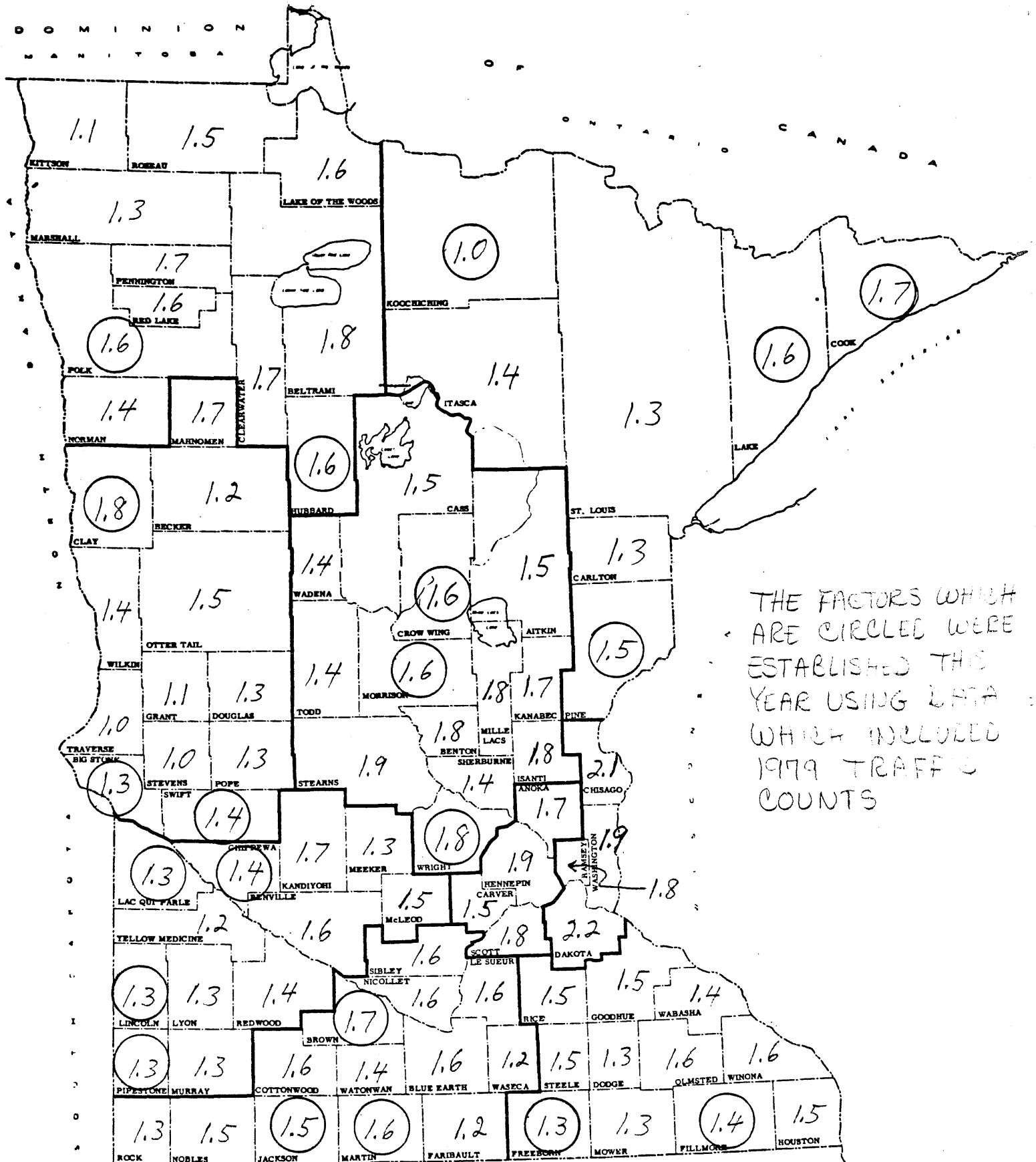
| <u>County</u> | <u>Needs Change</u> | <u>% Change</u> | <u>Explanation</u>                                                                                                                                                                                |
|---------------|---------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lyon          | + \$ 4              | *               | Only overlay construction in 1979.                                                                                                                                                                |
| Nobles        | + \$1,132,021       | + 5.5           | Only overlay construction in 1979. Additional bridge and railroad crossing needs plus curb and gutter construction reporting increased the needs.                                                 |
| Pennington    | --                  | --              | No 1979 construction or revisions.                                                                                                                                                                |
| Polk          | + \$1,183,250       | + 2.6           | Revision of location of CSAH 71 near Crookston resulted in a \$2 million needs increase (\$1.5 million bridge).                                                                                   |
| Pope          | + \$ 4,031          | *               | Minor construction in 1979. Also THTB construction resulted in the addition of resurfacing needs.                                                                                                 |
| Ramsey        | + \$5,883,962       | + 7.7           | Construction on only 2 CSAH's. Revised several routes from proposed 2 lane to proposed 4 lane needs, thereby doubling the needs. Added complete needs on segments which were built prior to 1965. |
| Renville      | + \$ 485,455        | + 1.7           | Only overlay construction in 1979. Correction of traffic data on two CSAH's increased the needs considerably.                                                                                     |
| Rice          | + \$ 245,751        | + 1.5           | Only one CSAH had construction in 1979. Addition of proposed curb and gutter and storm sewer resulted in the needs increase.                                                                      |
| Scott         | + \$ 428,864        | + 1.9           | Correction of traffic projection factors which should have been done in 1979 resulted in an increase of approx. \$600,000. Bridge needs were also increased \$300,000.                            |

| <u>County</u> | <u>Needs Change</u> | <u>% Change</u> | <u>Explanation</u>                                                                                                                                                                                                           |
|---------------|---------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sibley        | - \$ 21,897         | - 0.1           | Minor construction program. Mostly special bit. overlays.                                                                                                                                                                    |
| Stevens       | + \$ 1,056          | *               | Only bit. overlay construction. Increase resulted from segments split due to corporate limit changes.                                                                                                                        |
| Traverse      | - \$ 200            | *               | Only bit. overlay construction plus one rail-road crossing protection installed.                                                                                                                                             |
| Wabasha       | + \$ 116,225        | + 0.4           | Added needs for new bridge over the Zumbro at \$760,000. Also over \$100,000 needs increase resulted from a Trunk Highway Turnback that ran out of time for eligibility for use of Turn-back funds.                          |
| Watsonwan     | + \$ 239,000        | + 1.3           | Minor construction program. Added bridge and special drainage needs at several locations which amounted to approx. \$700,000. Also, Trunk Highway Turnback mileage designation in 1979 caused over \$100,000 needs increase. |
| Wright        | + \$ 475,443        | + 1.4           | New designation, approved by the 1979 Screening Committee, of 1.4 miles resulted in a needs increase of over \$740,000. The bridge over the Mississippi accounted for 70% of the increase.                                   |

\* Less than 0.1% change.

NOTE: If you have any questions or suggestions, or if these explanations are not satisfactory, please contact this office prior to the Screening Committee meeting.

1980 COUNTY SCREENING COMMITTEE DATA  
OCTOBER, 1980  
CSAH 20 YEAR TRAFFIC PROJECTION FACTORS  
(FOR USE IN THE 1980 CSAH NEEDS STUDY)



THE FACTORS WHICH ARE CIRCLED WERE ESTABLISHED THIS YEAR USING DATA WHICH INCLUDED 1979 TRAFFIC COUNTS



# 1980 COUNTY SCREENING COMMITTEE DATA

OCTOBER, 1980

## Research and Administrative Account History

Below is a brief history of the allotments and expenditures from the County State Aid Highway Research and Administrative Accounts. This data is being presented simply for general information.

| Apportionment<br>Year | Research Account |           | Administrative Account |              |
|-----------------------|------------------|-----------|------------------------|--------------|
|                       | Allotment        | \$ Spent  | Allotment              | \$ Spent     |
| 1958                  |                  |           | \$ 368,456             | \$ 313,826   |
| 1959                  |                  |           | 404,324                | 287,405      |
| 1960                  | \$ 66,302        | \$ 30,800 | 412,011                | 302,317      |
| 1961                  | 67,400           | 8,196     | 445,621                | 295,071      |
| 1962                  | 72,988           | 3,372     | 433,608                | 277,350      |
| 1963                  | 70,996           | 12,462    | 459,463                | 308,445      |
| 1964                  | 75,145           | 0         | 531,943                | 323,014      |
| 1965                  | 86,639           | 37,119    | 547,105                | 328,494      |
| 1966                  | 89,100           | 33,953    | 563,014                | 359,742      |
| 1967                  | 90,984           | 0         | 601,233                | 295,826      |
| 1968                  | 97,641           | 8,508     | 693,542                | 413,198      |
| 1969                  | 113,112          | 4,741     | 725,585                | 401,475      |
| 1970                  | 118,291          | 5,679     | 789,851                | 447,702      |
| 1971                  | 128,121          | 8,038     | 863,285                | 462,050      |
| 1972                  | 140,767          | 3,652     | 867,158                | 485,310      |
| 1973                  | 141,448          | 4,333     | 868,191                | 522,724      |
| 1974                  | 141,666          | 74,866    | 1,034,778              | 537,343      |
| 1975                  | 168,890          | 128,372   | 1,063,394              | 640,039      |
| 1976                  | 173,651          | 50,823    | 1,055,393              | 619,484      |
| 1977                  | 172,231          | 62,076    | 1,288,227              | 876,407      |
| 1978                  | 210,553          | 0         | 1,317,912              | 1,101,429    |
| 1979                  | 215,003          | 192,985   | 1,429,904              | 832,001      |
| 1980                  | <u>233,705</u>   |           | <u>1,538,298</u>       |              |
| TOTAL                 | \$2,440,928      | \$669,975 | \$16,763,998           | \$10,430,652 |

NOTE: Totals do not include 1980 allotments.

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

June 4, 1980

Meeting called to order at 8:20 pm on Wednesday, June 4, 1980

Members present: Hershel Koenig, Chairman - Faribault County  
Jim Worcester - Cass County

Absent: Chuck Swanson - Washington County

Others present were Ken Hoeschen from Mn/DOT

Ken Hoeschen presented a letter from Chisago County requesting the removal of two projects from their five year average unit price study. These were "deep strength" projects which were converted to standard designs. Considerable discussion resulted concerning the impact of removing all "deep strength" projects from the five year average unit price study.

The Subcommittee then reviewed the recommended procedure for determining rural design gravel base unit prices in the event a county does not have 50,000 tons in their five year average unit price study.

The conclusion of the Subcommittee members was that their unit price recommendations remain as presented in the June, 1980 Screening Committee book.

A general reviewal of the Subcommittee's recommendation concerning rural design grade widening followed. Complete rural design grading costs were also discussed. No changes in the recommendation were suggested.

The meeting was adjourned at 9:25 pm.

Respectfully submitted,



Kenneth M. Hoeschen  
Acting Secretary

Minutes of the County Engineers Screening Committee Meeting

June 5-6, 1980

The meeting was called to order by Chairman Bob Sandeen at 1:05 P.M. on June 5, 1980.

The Secretary called the roll of the Committee Members:

|            |                            |                        |               |
|------------|----------------------------|------------------------|---------------|
| District 1 | ..... Verne Skallman       | ..... Itasca County    | ..... Absent  |
| District 1 | ..... (Alt.) Doug Grindall | ..... Koochiching Co   | ..... Present |
| District 2 | ..... Roger Diesen         | ..... Marshall County  | ..... Present |
| District 3 | ..... Bob Elleraas         | ..... Todd County      | ..... Present |
| District 4 | ..... Dennis Berend        | ..... Ottertail County | ..... Present |
| District 5 | ..... Ervie Prenevost      | ..... Scott County     | ..... Present |
| District 6 | ..... Jack Dolan           | ..... Olmsted County   | ..... Present |
| District 7 | ..... Mike Wagner          | ..... Nobles County    | ..... Present |
| District 8 | ..... Marlyn Hanson        | ..... LacQui Parle Co  | ..... Present |
| District 9 | ..... Bob Sandeen          | ..... Dakota County    | ..... Present |

Others present were:

|                |                                                |
|----------------|------------------------------------------------|
| Gordon Fay     | ..... Director of State Aid                    |
| Ken Hoeschen   | ..... Policy and Planning Unit - Mn/DOT        |
| Dave Reed      | ..... District 3 State Aid Engineer            |
| Dick Hanson    | ..... District 1 State Aid Engineer            |
| Hershel Koenig | ..... Sub-Committee Chairman                   |
| Art Tobkin     | ..... Clearwater County - Alternate District 2 |
| Duane Blank    | ..... Crow Wing County - Alternate District 3  |
| Gailen Narum   | ..... Wilkin County - Alternate District 4     |
| Earl Welshons  | ..... Winona County - Alternate District 6     |
| Bob Witty      | ..... Martin County - Alternate District 7     |
| Ken Weltzin    | ..... Ramsey County - Alternate District 9     |
| Dennis Carlson | ..... Screening Committee Secretary            |

A motion by Bob Elleraas and second by Dennis Berend to accept the minutes of the October 1979 meeting of the Screening Committee. Motion carried unanimously.

Chairman Sandeen introduced and welcomed those present that were not on the committee or an alternate.

Chairman Sandeen called for nominations for Vice-President for Screening Committee during the next year. Mike Wagner nominated Jack Dolan from Olmsted County, Marlyn Hanson second the nomination. Chairman Sandeen called for more nominations, Ervie Prenevost moved that nominations cease and cast a white ballot for Jack Dolan. Doug Grindall second the motion and the motion carried unanimously.

Ken Hoeschen began by going through the Screening Committee book pages 1 thru 9. Ken informed the Committee that pages 1 thru 9 were primarily informational and there were no comments from the committee.

Page 10 and Figure A

Ken Hoeschen handed out a sample calculation for deep strength bituminous and went through the computation to show how they had converted deep strength bituminous to gravel base G.E.

Ken then handed out a letter from Chisago County indicating that sub-base unit price from the computations does not reflect contract bid prices for his area. There was a brief discussion but no questions from committee members.

#### Page 12 and Figure B

Ken Hoeschen pointed out that the 1980 MSAS Screening Committee has met and revised the unit prices listed in column 2. Those revisions were:

##### Rural Design

Gravel shoulders was revised from \$2.50 to \$5.00 per ton.

##### Urban Design

Grading was revised from \$2.50 to \$2.75 per cubic yard.  
Bituminous base and bituminous surface 2331 were revised to \$17.00 per ton and bituminous surface 2341 was revised to \$20.00 per ton.

##### Miscellaneous

Curb and gutter construction was revised from \$5.65 to \$6.50 per linear foot.

Ken then explained the revisions in column 3 under rural design reflect a 10% inflation increase. There was a brief discussion about gravel shoulders and the relationship between gravel base bid unit prices. There seemed a conclusion that gravel shoulders would be higher and that the MSAS unit price of \$5.00 would better reflect the going prices. Ken then explained how the figures in column 4 are added to each county's gravel base unit price as recommended by the County State Aid Highway Sub-Committee.

#### Page 13-17 - CSAH Mileage Request From Fillmore County

Jack Dolan explained that construction costs on the existing Fillmore County C.S.A.H. 25, being located in a rock valley, will probably cost around \$110,000.00 per mile. The proposed route although longer is on top of a bluff and would probably cost from \$60,000.00 to \$70,000.00 per mile. Jack also indicated that the mention of a 0.72 mile revocation back in 1972 is not mileage that a County can hold in reserve. He indicated that he felt that the County Engineer was aware of that but wanted to bring it to the Screening Committee's attention anyway.

#### Page 19 and Figure D

This is a 5 year average for sub-base for all the counties in the state. There were no comments.

#### Page 22 and Figure E - Rural Design Grade Widening Study

This study was generated by the October 1979 Screening Committee Meeting. Hershel Koenig said the Sub-Committee recommends that the Screening Committee not approve figure E at this time. He recommended that the District State Aid Engineers review all sections for changes or update on the complete system. Dennis Berend asked if the new standards apply. Ken Hoeschen said yes but recommended using the existing method for this year.



Page 23 - FAS Fund Balances

Dennis Berend said that the 3 year period is too short when we consider all the red tape that is required to process a project at the present time. Bob Elleraas said that district 3 would recommend using the State Total Balance as a first criteria for penalizing excessive FAS Fund Balances. The feeling in District 3 being that this resolution was adopted in 1973 because the FAS Fund Balance was becoming a problem with some state legislative people. Jack Dolan indicated that 5 years would be a better time period for accumulating FAS allotments in light of the complexity of processing current projects. There was considerable more discussion, debating the benefits and need for a longer accumulation of FAS allotment period and an increased balance to \$350,000.00 rather than \$200,000.00.

Chairman Sandeen asked Gordon Fay if he had any comments he would like to make at this time to the committee members. Gordon said that the legislature, specifically Clarence Peerfurst, would like to have a 15 man committee to look at the total transportation needs in Minnesota. Gordon felt it would be appropriate or even a must that a County Engineer sit on this committee. Gordon also mentioned the capital for a day being held by Governor Quie throughout Minnesota is an opportunity for us to get in contact with the man in charge for direct input. Ken Paulson had an opportunity to sit with the Governor for 10 minutes at the Capital for a day meeting in Brainerd.

The new rules are back to the hearing office and will be back to the State Aid Office in 30 days after which they will be submitted to the Attorney Generals Office.

Gordon also announced that Dean Carlson will be leaving as a State FHWA Director and no replacement has been named.

The meeting recessed at 4:00 P.M. The meeting reconvened at 9:20 A.M. on June 6, 1980.

Pages 1-9

No action required.

Page 10 and Figure A

The Sub-Committee looked at eliminating deep strength bituminous but decided that too many counties would have to use the surrounding county average if this was done. A motion by Jack Dolan and second by Bob Elleraas to accept the recommendation of the Sub-Committee (Figure A) and do additional study on deep strength bituminous and report back at the next spring meeting. Motion carried unanimously.

The letter from Chisago County was briefly discussed and it was agreed that a previous motion would resolve that matter.

Figure B

Motion by Mike Wagner and second by Marlyn Hanson to accept the CSAH Sub-Committees recommendation as amended by the approved MSAS Screening Committee unit prices. Those changes are:

### Rural Design

Gravel shoulders would be increased to reflect a gravel base, plus \$2.41 in column 4.

### Urban Design

Grading would be increased to \$2.75 per cubic yard in column 4. The bituminous base 2331 would be increased to gravel base, plus \$14.41. The bituminous surface 2331 would be increased to gravel base, plus \$14.41. The bituminous surface 2341 would be increased to gravel base, plus \$17.41.

### Miscellaneous

The Curb and Gutter construction would be increased to \$6.50 per linear foot in column 4. The motion carried unanimously.

### Page 15-17

Mileage request by Fillmore County. Jack Dolan moved and Ervie Prenevost second a motion to table this item until the fall meeting when more details can be supplied by Neil Britton of Fillmore County. The motion carried.

### Page 22 and Figure E - Grade Widening Study

There was discussion about the State Aid Engineers reviewing each segment to be considered for Grade Widening Revision. Ken Hoeschen would in turn revise accordingly using the current method. Gordon Fay mentioned that when the new Standards are approved a complete study can be done and the necessary revisions made. Dennis Berend would like to see the results of the State Aid Engineers review and action prior to implementation. Ken Hoeschen indicated that the affect of those revisions can be shown in the fall Screening Committee Book. A motion by Mike Wagner and second by Ervie Prenevost to accept the Sub-Committees recommendation as shown on page 22. This will require review of all segments in their counties by the District State Aid Engineers and a determination which segments have deficiencies other than width and will therefore require complete grading. Needs unit will introduce those segments into the needs study using the previously approved average complete grading cost per mile for that county. The remaining grade widening segments will utilize the applicable percentage of complete grading cost factors as approved in the October 1979 Screening Committee Meeting. Subsequent to the approval of new standards a complete restudy of all Rural Design Grading Costs will be undertaken. Motion carried unanimously.

### Page 23 - FAS Fund Balance Deductions

Motion by Mike Wagner and second by Jack Dolan to revise the FAS Fund Balance Resolution to read "5 years of their FAS allotments or \$350,000.00 whichever is greater". The motion carried unanimously.

Chairman Sandeen asked if there were any requests for the Sub-Committee to study before the next Screening Committee Meeting. Motion by Mike Wagner and second by Ervie Prenevost to instruct the Sub-Committee to study railroad protection unit prices and the needs be based the same as MN/DOT currently does theirs. Motion carried unanimously.

Chairman Sandeen asked if there were any other subjects to be discussed. Jack Dolan discussed the City County Coordinating Committee, who will be working

with the needs section to determine if areas are coordinated between the cities and counties. Examples of areas to be reviewed are:

- 1) The County State Aid Highway Construction Maintenance Split.
- 2) Minimum Counties.
- 3) The 24 foot restriction.
- 4) The mill-levy deduction, and other similar areas.

This committee will work toward getting more staff in the needs section to perform such studies on a regular basis.

Chairman Sandeen thanked Hershel Koenig for the Sub-Committees work and Gordon Fay and Ken Hoeschen for their work in the State Aid Section.

Motion by Jack Dolan and second by Mike Wagner to adjourn. Motion carried.  
Meeting adjourned at 11:10 A.M.

Respectfully Submitted,



Dennis C. Carlson  
Screening Committee Secretary