



1982

COUNTY SCREENING COMMITTEE REPORT



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October 1982

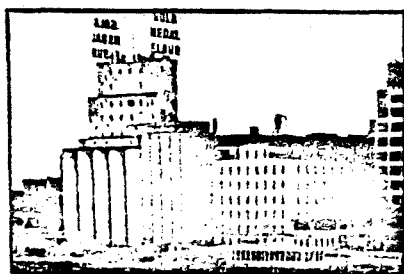
Our counties

Wherever you live with your friends or your family,
Ly, out on the farm or in city or town,
In Aitkin, Anoka, Becker, Beltrami,
Benton or Big Stone or Blue Earth or Brown —
Wherever your home be (and only you know) —
In Carlton, Carver, Cass, Chippewa, Chisago,
Clay or Clearwater, Cook, Cottonwood, Crow
Wing, Dakota, Dodge, Douglas, or sweet Faribault,
Fillmore or Freeborn or Goodhue or Grant,
Hennepin, Houston, Hubbard, Isant-
I, Itasca or Jackson or Kanabec too,
Kandiyohi-kandiyohi-kandiyodel-tee-hoo,
Kittson, or Koochiching-koochiching-koo,
You're cooking with gas, folks, and you've got the goods
In Lac qui Parle, Lake, Lake of the Woods,
So stand up for your county and shout and be proud
In LeSueur and Lincoln, Lyon, McLeod.
In Mahnommen and Marshall, Martin and Meeker,
Hire a hall and a band and a speaker
To tell of Mille Lacs, Morrison, Mower,
Murray and Nicollet, the glory and power
Of Nobles and Norman, and what is so fine
As Olmsted and Otter Tail, Pennington, Pine?
O Pipestone, Polk, Pope, Ramsey, Red Lake, and O
Redwood and Renville, Rice, Rock, and Roseau!
How the soul longeth, how the heart yearns
For St. Louis, Scott, Sherburne, Sibley, and Stearns!
Of all the sad fates, which sad fate could be worse
Than to leave Steele, Stevens, Swift, Todd, Traverse?
As a frog loves its pond or a fish loves its creek, a
Good fellow loves Wabasha, Wadena, Waseca.
And the county seats too, how melodious their names:
Washington's Stillwater, Watonwan's St. James.
O speak not of Paris, Seville, Barcelona,
But of Wilkin's sweet Breckenridge, Winona's Winona,
And Yellow Medicine's proud Granite Falls.
But though all these counties be stars, or *L'Etoiles*,
And lovely and fertile, progressive and fair
And the finest to all of the folks who live there,
The proudest by day and the dearest by night,
There's only one county we know to be Wright.



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The poem "Our Countries" which appears in this report was written by Garrison Keillor, host of "A Prairie Home Companion", a live radio show broadcast Saturday evenings on public radio stations throughout the United States and appearing locally on KSJN 91.1FM at 5:00 pm. It was used by permission. Copyright 1977 MINNESOTA PUBLIC RADIO INC and GARRISON KEILLOR.

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1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

C.S.A.H. Mileage, Needs and Apportionment - 1958 Through 1983

The information listed below is presented as historical data for the 25 years of County State Aid Apportionments and preliminary data for the 26th year.

Since 1958, the first year of State Aid Apportionment, County State Aid mileage has increased more than 1,000 miles of which almost 760 miles can be attributed to the turn-back law which was enacted in 1965. Needs have increased since 1958 substantially due to revised design standards, increasing traffic, and ever rising construction costs.

For comparison purposes the apportionment for 1983 has been estimated to be the same as the 1982 apportionment figure. This is purposely done to alleviate any misconceptions which could arise from an overestimate and also to show the apportionment effects of the various needs revisions. The actual apportionment which will be made by the Commissioner in January will reflect any increase in income to the County State Aid Highway Fund.

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

C.S.A.H. Mileage, Needs and Apportionment - 1958 Through 1983

<u>Year</u>	<u>Mileage</u>	<u>Needs</u>	<u>Apportionment</u>	<u>Accumulative Apportionment</u>
1958	29,003.30	\$ 705,318,817	\$ 23,895,255	\$
1959	29,128.00	792,766,387	26,520,631	50,415,886
1960	29,109.15	781,163,725	26,986,118	77,402,004
1961	29,177.31	881,168,466	29,195,071	106,597,075
1962	29,183.50	836,684,473	28,398,346	134,995,421
1963	29,206.63	812,379,561	30,058,060	165,053,481
1964	29,250.40	844,850,828	34,655,816	199,709,297
1965	29,285.26	1,096,704,147	35,639,932	235,349,229
1966	29,430.36	961,713,095	36,393,775	271,743,004
1967	29,518.48	956,436,709	39,056,521	310,799,525
1968	29,614.63	920,824,895	45,244,948	356,044,473
1969	29,671.50	907,383,704	47,316,647	403,361,120
1970	29,732.84	871,363,426	51,248,592	454,609,712
1971	29,763.66	872,716,257	56,306,623	510,916,335
1972	29,814.83	978,175,117	56,579,342	567,495,677
1973	29,806.67	1,153,027,326	56,666,390	624,162,067
1974	29,807.37	1,220,857,594	67,556,282	691,718,349
1975	29,857.90	1,570,593,707	69,460,645	761,178,994
1976	29,905.06	1,876,982,838	68,892,738	830,071,732
1977	29,929.57	2,014,158,273	84,221,382	914,293,114
1978	29,952.03	1,886,535,596	86,001,153	1,000,294,267
1979	30,008.47	1,964,328,702	93,482,005	1,093,776,272
1980	30,008.25	2,210,694,426	100,581,191	1,194,357,463
1981	30,072.55	2,524,102,659	104,003,792	1,298,361,255
1982	30,086.79	2,934,808,695	122,909,078	1,421,270,333
1983	30,084.16*	\$3,269,243,767	\$122,909,078 <i>EST.</i>	\$1,544,179,411

* Does Not Include 1982 Trunk Highway Turnback Mileage.

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of the Basic 1981 to the Basic 1982 25-Year C.S.A.H. Construction Needs

The following tabulation indicates the four phases of the 1982 C.S.A.H. needs study update that have been completed and shows the needs effect each phase produced.

- Design Standards Update - Indicates the effect that the new State Aid Standards adopted in August, 1980 had on each county's 25-year needs.
- Normal Update - Reflects the needs change due to 1981 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.
- 1981 Unit Prices - Shows the needs impact of the unit prices approved at the June 2-3, 1982 meeting.
- Traffic Update and Traffic Factor Update - Indicates the needs change from the use of the new traffic counts in the 22 counties which were counted in 1981. 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.

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of the Basic 1981 to the Basic 1982 25-Year C.S.A.H. Construction Needs

	Basic 1981 25-Year Construction Needs	Effect of Design Standards Update	% Change	Effect of 1982 Normal Update	% Change	Effect of 1982 Unit Prices	% Change	Effect of Traffic and Traffic Factor Update	% Change	Basic 1982 25-Year Construction Needs	Total Changes From 1981 Needs	Total % Change	
CARLTON	\$ 23,735,838	+\$ 2,670,066	+ 11.2	\$- 369,292	- 1.4	+\$ 41,345	+ 0.2	\$		\$ 26,077,957	+\$ 2,342,119	+ 9.9	CARLTON
COOK	18,866,293	+ 1,870,956	+ 9.9	+ 132,739	+ 0.6	+ 698,105	+ 3.3			21,568,093	+ 2,701,800	+ 14.3	COOK
ITASCA	59,053,763	+ 4,785,579	+ 8.1	- 1,592,983	- 2.5	+ 3,963,938	+ 6.4			66,210,297	+ 7,156,534	+ 12.1	ITASCA
KOOCHICHING	19,097,897	+ 2,237,251	+ 11.7	- 161,880	- 0.8	- 176,694	- 0.8			20,996,574	+ 1,898,677	+ 9.9	KOOCHICHING
LAKE	24,298,414	+ 829,024	+ 3.4	- 520,286	- 2.1	- 197,605	- 0.8			24,409,547	+ 111,133	+ 0.5	LAKE
PINE	47,318,661	+ 4,896,416	+ 10.3	- 453,193	- 0.9	+ 3,799,730	+ 7.3			55,561,614	+ 8,242,953	+ 17.4	PINE
ST LOUIS	177,230,071	+ 3,175,820	+ 1.8	- 1,151,910	- 0.6	+ 5,147,779	+ 2.9	+ 29,578,800	+ 16.0	213,980,560	+ 36,750,489	+ 20.7	ST LOUIS
DISTRICT 1 TOTALS													DISTRICT 1 TOTALS
BELTRAMI	42,263,596	+ 3,265,853	+ 7.7	- 2,268,475	- 5.0	+ 685,740	+ 1.6			43,946,714	+ 1,683,118	+ 4.0	BELTRAMI
CLEARWATER	19,352,242	+ 2,774,978	+ 14.3	- 176,395	- 0.8	+ 1,519,064	+ 6.9			23,469,889	+ 4,117,647	+ 21.3	CLEARWATER
HUBBARD	19,482,529	+ 2,641,202	+ 13.6	- 595,981	- 2.7	+ 1,526,146	+ 7.1			23,053,896	+ 3,571,367	+ 18.3	HUBBARD
KITSON	21,312,045	+ 4,234,365	+ 19.9	+ 106,242	+ 0.4	+ 938,702	+ 3.7	+ 887,266	+ 3.3	27,478,620	+ 6,166,575	+ 28.9	KITSON
LAKE of the WOODS	10,300,142	+ 2,004,912	+ 19.5	- 435,786	- 3.5	+ 402,719	+ 3.4			12,271,987	+ 1,971,845	+ 19.1	LAKE of the WOODS
MARSHALL	30,516,687	+ 5,124,518	+ 16.8	- 476,721	- 1.3	+ 2,237,793	+ 6.4	+ 7,379,860	+ 19.7	44,782,137	+ 14,265,450	+ 46.7	MARSHALL
NORMAN	29,147,360	+ 4,998,531	+ 17.1	+ 186,967	+ 0.5	+ 718,458	+ 2.1			35,051,316	+ 5,903,956	+ 20.3	NORMAN
PENNINGTON	16,906,939	+ 2,932,342	+ 17.3	- 154,854	- 0.8	- 1,773,200	- 9.0			17,911,227	+ 1,004,288	+ 5.9	PENNINGTON
POLK	69,110,926	+ 6,480,508	+ 9.4	+ 125,247	+ 0.2	+ 3,473,522	+ 4.6			79,190,203	+ 10,079,277	+ 14.6	POLK
RED LAKE	14,859,345	+ 1,679,098	+ 11.3	- 1,525,150	- 9.2	+ 653,869	+ 4.4			15,667,162	+ 807,817	+ 5.4	RED LAKE
ROSEAU	29,168,653	+ 7,635,527	+ 26.2	- 690,148	- 1.9	- 1,787,135	- 4.9	+ 4,380,314	+ 12.8	38,707,211	+ 9,538,558	+ 32.7	ROSEAU
DISTRICT 2 TOTALS													DISTRICT 2 TOTALS
AITKIN	35,031,879	+ 5,546,895	+ 15.8	+ 962,031	+ 2.4	- 1,851,681	- 4.5			39,689,124	+ 4,657,245	+ 13.3	AITKIN
BENTON	17,793,377	- 91,506	- 0.5	- 1,434,974	- 8.1	+ 1,293,055	+ 7.9			17,559,952	- 233,425	- 1.3	BENTON
CASS	39,077,325	+ 2,782,735	+ 7.1	- 246,376	- 0.6	+ 1,195,706	+ 2.9			42,809,390	+ 3,732,065	+ 9.6	CASS
CROW WING	38,752,365	+ 1,842,736	+ 4.8	- 1,127,711	- 2.8	+ 1,992,171	+ 5.0			41,459,561	+ 2,707,196	+ 7.0	CROW WING
SANTI	18,265,657	+ 678,852	+ 3.7	- 100,052	- 0.5	+ 632,401	+ 3.4			19,476,858	+ 1,211,201	+ 6.6	SANTI
KANABEC	17,151,692	+ 1,673,470	+ 9.8	+ 57,468	+ 0.3	+ 786,921	+ 4.2			19,669,551	+ 2,517,859	+ 14.7	KANABEC
MILLE LACS	16,737,119	+ 1,440,402	+ 8.6	- 108,536	- 0.6	+ 1,316,004	+ 7.3			19,384,989	+ 2,647,870	+ 15.8	MILLE LACS
MORRISON	23,258,000	+ 70,776	+ 0.3	- 605,024	- 2.6	+ 1,674,047	+ 7.4			24,397,799	+ 1,139,799	+ 4.9	MORRISON
SHERBURNE	13,683,988	- 281,495	- 2.1	- 289,288	- 2.2	+ 1,053,986	+ 8.0			14,167,191	+ 483,203	+ 3.5	SHERBURNE
STEARNS	48,792,701	- 2,634,860	- 5.4	- 138,729	- 0.3	+ 3,789,048	+ 8.2	+ 4,205,212	+ 8.4	54,013,372	+ 5,220,671	+ 10.7	STEARNS
TODD	26,172,426	+ 693,257	+ 2.6	- 439,170	- 1.6	+ 1,998,051	+ 7.6	+ 402,521	+ 1.4	28,827,085	+ 2,654,659	+ 10.1	TODD
WADENA	12,926,240	+ 1,062,879	+ 8.2	- 14,104	- 0.1	- 872,553	- 6.2	+ 1,027,415	+ 7.8	14,129,877	+ 1,203,637	+ 9.3	WADENA
WRIGHT	44,488,472	- 2,481,812	- 5.6	- 519,455	- 1.2	+ 2,412,184	+ 5.8			43,899,389	- 589,083	- 1.3	WRIGHT
DISTRICT 3 TOTALS													DISTRICT 3 TOTALS
BECKER	21,943,931	+ 2,727,197	+ 12.4	- 254,683	- 1.0	+ 1,373,272	+ 5.6	+ 3,235,540	+ 12.5	29,025,257	+ 7,081,326	+ 32.3	BECKER
BIG STONE	7,326,627	+ 596,154	+ 8.1	- 167,232	- 2.1	+ 33,918	+ 0.4			7,789,467	+ 462,840	+ 6.3	BIG STONE
CLAY	45,972,347	+ 2,795,271	+ 6.1	- 103,693	- 0.2	- 3,934,625	- 8.1			44,729,300	- 1,243,047	- 2.7	CLAY
DOUGLAS	23,399,878	+ 1,666,777	+ 7.1	- 245,569	- 1.0	+ 1,257,982	+ 5.1			26,079,068	+ 2,679,190	+ 11.4	DOUGLAS
GRANT	8,031,636	+ 222,618	+ 2.8	0		+ 538,862	+ 6.5			8,793,116	+ 761,480	+ 9.5	GRANT
MAHNOMEN	10,427,436	+ 1,987,068	+ 19.1	- 430,138	- 3.5	- 161,483	- 1.3			11,822,883	+ 1,395,447	+ 13.4	MAHNOMEN
OTTER TAIL	62,031,346	- 458,120	- 0.7	- 1,412,786	- 2.3	+ 3,757,456	+ 6.2			63,917,896	+ 1,886,550	+ 3.0	OTTER TAIL
POPE	13,624,050	+ 2,619,951	+ 19.2	+ 1,685,773	+ 10.4	+ 925,139	+ 5.2	+ 1,505,726	+ 8.0	20,360,639	+ 6,736,589	+ 49.4	POPE
STEVENS	9,091,433	+ 1,568,479	+ 17.3	- 1,940	*	+ 551,683	+ 5.2	+ 7,880,649	+ 70.3	19,090,304	+ 9,998,871	+110.4	STEVENS
SWIFT	22,894,309	+ 4,493,893	+ 19.6	- 479,177	- 1.7	+ 1,346,762	+ 5.0			28,257,787	+ 5,363,478	+ 23.4	SWIFT
TRAVERSE	16,361,395	+ 3,626,918	+ 22.2	+ 103,528	+ 0.5	+ 655,321	+ 3.3			20,747,162	+ 4,385,767	+ 26.8	TRAVERSE
WILKIN	16,496,128	+ 2,296,761	+ 13.9	- 32,647	- 0.2	+ 762,252	+ 4.1			19,522,494	+ 3,026,366	+ 18.3	WILKIN
DISTRICT 4 TOTALS													DISTRICT 4 TOTALS
ANOKA	36,650,743	- 4,074,371	- 11.1	- 338,518	- 1.0	+ 1,692,897	+ 5.3			33,930,751	- 2,719,992	- 7.4	ANOKA
CARVER	34,892,274	- 3,870,510	- 11.1	- 1,828,544	- 5.9	+ 1,482,846	+ 5.1			30,676,066	- 4,216,208	- 12.1	CARVER
HENNEPIN	238,883,859	- 15,985,291	- 6.7	+ 5,039,234	+ 2.3	+ 9,772,315	+ 4.3			237,710,117	- 1,173,742	- 0.5	HENNEPIN
SCOTT	39,517,343	- 2,766,346	- 7.0	+ 248,557	+ 0.7	+ 889,028	+ 2.4			37,888,582	- 1,628,761	- 4.1	SCOTT
DISTRICT 5 TOTALS													DISTRICT 5 TOTALS
DODGE	21,153,155	+ 2,412,983	+ 11.4	+ 72,885	+ 0.3	+ 1,221,219	+ 5.2	+ 3,229,136	+ 13.0	28,089,378	+ 6,936,223	+ 32.8	DODGE
FILLMORE	58,676,153	+ 6,091,781	+ 10.4	- 850,080	- 1.3	+ 1,060,079	+ 1.7			64,977,933	+ 6,301,780	+ 10.7	FILLMORE
FREEBORN	31,798,231	- 774,105	- 2.4	- 145,509	- 0.5	+ 2,806,752	+ 9.1			33,685,369	+ 1,887,138	+ 5.9	FREEBORN
GOODHUE	43,425,558	+ 1,465,643	+ 3.4	- 1,777,883	- 4.0	+ 1,488,573	+ 3.5			44,601,891	+ 1,176,333	+ 2.7	GOODHUE
HOUSTON	31,177,143	+ 4,684,885	+ 15.0	- 887,698	- 2.5	+ 1,054,532	+ 3.0	+ 2,595,105	+ 7.2	38,623,967	+ 7,446,824	+ 23.9	HOUSTON
MOWER	34,425,289	+ 1,837,033	+ 5.3	- 395,730	- 1.1	+ 2,161,725	+ 6.0	+ 4,647,993	+ 12.2	42,676,310	+ 8,251,021	+ 24.0	MOWER
OLMSTED	43,231,312	- 2,304,994	- 5.3	- 272,767	- 0.7	+ 468,287	+ 1.2	+ 5,820,300	+ 14.2	46,942,138	+ 3,710,826	+ 8.6	OLMSTED
RICE	26,762,102	+ 1,363,649	+ 5.1	- 17,958	- 0.1	+ 506,591	+ 1.8	+ 2,485,343	+ 8.7	31,099,727	+ 4,337,625	+ 16.2	RICE
STEELE	22,783,280	- 341,959	- 1.5	- 504,508	- 2.2	+ 3,346,325	+15.3			25,283,138	+ 2,499,858	+ 11.0	STEELE
WABASHA	40,418,092	+ 3,576,015	+ 8.8	- 828,609	- 1.9	+ 555,197	+ 1.3			43,720,695	+ 3,302,603	+ 8.2	WABASHA
WINONA	39,751,686	+ 1,814,604	+ 4.6	- 1,225,784	- 2.9	+ 1,239,994	+ 3.1			41,580,500	+ 1,828,814	+ 4.6	WINONA
DISTRICT 6 TOTALS													DISTRICT 6 TOTALS
BLUE EARTH	53,672,150	+ 1,531,283	+ 2.9	- 931,223	- 1.7	+ 1,988,758	+ 3.7	+ 3,350,528	+ 6.0	59,611,496	+ 5,939,346	+ 11.1	BLUE EARTH
BROWN	25,080,055	+ 185,622	+ 0.7	+ 139,334	+ 0.6	+ 1,517,266	+ 6.0			26,922,277	+ 1,842,222	+ 7.3	BROWN
COTTONWOOD	24,724,176	+ 866,359	+ 3.5	- 337,297	- 1.3	+ 2,096,045	+ 8.3			27,349,283	+ 2,625,107	+ 10.6	COTTONWOOD
FARIBAULT	34,941,777	+ 1,803,178	+ 5.2	+ 1,064,041	+ 2.9	+ 1,501,423	+ 4.0	+ 7,173,616	+ 18.2	46,484,035	+ 11,542,258	+ 33.0	FARIBAULT
JACKSON	36,222,564	+ 131,363	+ 0.4	- 39,586	- 0.1	+ 2,974,849	+ 8.2			39,289,190	+ 3,066,626	+ 8.5	JACKSON
LE SUEUR	27,396,500	+ 1,002,446	+ 3.7	- 989,711	- 3.5	+ 431,984	+ 1.6			27,841,219	+ 444,719	+ 1.6	LE SUEUR
MARTIN	38,132,640	+ 1,955,078	+ 5.1	- 1,139,090	- 2.8	+ 2,433,941	+ 6.2			41,382,569	+ 3,249,929	+ 8.5	MARTIN
NICOLLET	17,241,656	+ 1,552,321	+ 9.0	+ 16,011	+ 0.1	+ 1,013,811	+ 5.4			19,823,599	+ 2,582,143	+ 15.0	NICOLLET
NOBLES	30,260,480	+ 2,010,595	+ 6.6	+ 3,938,858	+ 12.2	+ 3,158,766	+ 8.7			39,368,699	+ 9,108,219	+ 30.1	NOBLES
ROCK	17,485,615	+ 952,988	+ 5.5	- 181,507	- 1.0	+ 1,604,979	+ 8.8			19,862,075	+ 2,376,460	+ 13.6	ROCK
SIBLEY	28,941,239	+ 930,119	+ 3.2	- 421,326	- 1.4	+ 1,311,850	+ 4.5			30,761,882	+ 1,820,643	+ 6.3	SIBLEY
WASECA	24,719,453	+ 1,452,937	+ 5.9	- 157,407	- 0.6	+ 1,416,304	+ 5.4	+ 1,446,013	+ 5.3	28,877,300	+ 4,157,847	+ 16.8	WASECA
WATONWAN	26,106,469	+ 662,734	+ 2.5	- 1,442,531	- 5.4	+ 1,668,706	+ 6.6			26,995,378	+ 888,909	+ 3.4	WATONWAN
DISTRICT 7 TOTALS													DISTRICT 7 TOTALS
CHIPPEWA	18,918,731	+ 618,419	+ 3.3	+ 344,219	+ 1.8	+ 1,604,899	+ 8.1			21,486,268	+ 2,567,537	+ 13.6	CHIPPEWA
KANDIYOHI	34,856,086	+ 785,693	+ 2.3	- 468,356	- 1.3	+ 1,376,254	+ 3.9			36,549,677	+ 1,693,591	+ 4.9	KANDIYOHI
LAC QUI PARLE	23,994,258	+ 4,454,442	+ 18.6	- 19,414	- 0.1	+ 585,340	+ 2.1			29,014,626	+ 5,020,368	+ 20.9	LAC QUI PARLE
LINCOLN	16,538,453	+ 1,484,471	+ 9.0	+ 87,8									

NEEDS

ADJUSTMENTS

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Restriction of 25-Year Construction Needs Changes

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 11.5%, thereby limiting any individual county's needs increase to a +31.5% and any individual county's needs decrease to a -8.5%. The following tabulation indicates the method of computing the restrictions necessary for 1982 and the actual needs restrictions to the nine counties involved.

1982 COUNTY SCREENING COMMITTEE DATA OCTOBER, 1982

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

	RESTRICTED 1981 25 YEAR CONSTRUCTION NEEDS	BASIC 1982 25 YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1981 NEEDS	PER CENT CHANGE FROM RESTRICTED 1981 NEEDS	RESTRICTED PER CENT CHANGE	RESTRICTED 1982 25 YEAR CONSTRUCTION NEEDS	1982 SCREENING COMMITTEE RESTRICTION
CARLTON	# 23,735,838	# 26,077,957	+ # 2,342,119	+ 9.9			
COOK	18,866,293	21,568,093	+ 2,701,800	+ 14.3			
ITASCA	59,053,763	66,210,297	+ 7,156,534	+ 12.1			
KOOCHICHING	19,097,897	20,996,574	+ 1,898,677	+ 9.9			
LAKE	24,298,414	24,409,547	+ 111,133	+ 0.5			
PINE	47,318,661	55,561,614	+ 8,242,953	+ 17.4			
ST. LOUIS	177,230,071	213,980,560	+ 36,750,489	+ 20.7			
DISTRICT 1 TOTALS							
BELTRAMI	42,263,596	43,946,714	+ 1,683,118	+ 4.0			
CLEARWATER	19,352,242	23,469,889	+ 4,117,647	+ 21.3			
HUBBARD	19,482,529	23,053,896	+ 3,571,367	+ 18.3			
KITTSOON	21,312,045	27,478,620	+ 6,166,575	+ 28.9			
LAKE of the WOODS	10,300,142	12,271,987	+ 1,971,845	+ 19.1			
MARSHALL	30,516,687	44,782,137	+ 14,265,450	+ 46.7	+ 31.5	# 40,129,443	# - 4,652,694
NORMAN	29,147,360	35,051,316	+ 5,903,956	+ 20.3			
PENNINGTON	16,906,939	17,911,227	+ 1,004,288	+ 5.9			
POLK	69,535,654	79,190,203	+ 9,654,549	+ 13.9			
RED LAKE	14,231,424	15,667,162	+ 1,435,738	+ 10.1			
ROSEAU	29,168,653	38,707,211	+ 9,538,558	+ 32.7	+ 31.5	38,356,779	- 350,432
DISTRICT 2 TOTALS							
AITKIN	35,031,879	39,689,124	+ 4,657,245	+ 13.3			
BENTON	17,793,377	17,559,952	- 233,425	- 1.3			
CASS	39,077,325	42,809,390	+ 3,732,065	+ 9.6			
CROW WING	38,752,365	41,459,561	+ 2,707,196	+ 7.0			
ISANTI	18,265,657	19,476,858	+ 1,211,201	+ 6.6			
KANABEC	17,151,692	19,669,551	+ 2,517,859	+ 14.7			
MILLE LACS	16,737,119	19,384,989	+ 2,647,870	+ 15.8			
MORRISON	23,280,259	24,397,799	+ 1,117,540	+ 4.8			
SHERBURNE	13,491,184	14,167,191	+ 676,007	+ 5.0			
STEARNS	48,792,701	54,013,372	+ 5,220,671	+ 10.7			
TODD	26,172,426	28,827,085	+ 2,654,659	+ 10.1			
WADENA	12,926,240	14,129,877	+ 1,203,637	+ 9.3			
WRIGHT	44,488,472	43,899,389	- 589,083	- 1.3			
DISTRICT 3 TOTALS							
BECKER	21,993,601	29,025,257	+ 7,031,656	+ 32.0	+ 31.5	28,921,585	- 103,672
BIG STONE	7,326,627	7,789,467	+ 462,840	+ 6.3			
CLAY	45,997,834	44,729,300	- 1,268,534	- 2.8			
DOUGLAS	23,399,878	26,079,068	+ 2,679,190	+ 11.4			
GRANT	8,258,057	8,793,116	+ 535,059	+ 6.5			
MAHNOMEN	10,427,436	11,822,883	+ 1,395,447	+ 13.4			
OTTER TAIL	62,031,346	63,917,896	+ 1,886,550	+ 3.0			
POPE	13,624,050	20,360,639	+ 6,736,589	+ 49.4	+ 31.5	17,915,626	- 2,445,013
STEVENS	9,301,306	19,090,304	+ 9,788,998	+ 105.2	+ 31.5	12,231,217	- 6,859,087
SWIFT	22,894,309	28,257,787	+ 5,363,478	+ 23.4			
TRAVERSE	13,978,655	20,747,162	+ 6,768,507	+ 48.4	+ 31.5	18,381,931	- 2,365,231
WILKIN	16,496,128	19,522,494	+ 3,026,366	+ 18.3			
DISTRICT 4 TOTALS							
ANOKA	36,650,743	33,930,751	- 2,719,992	- 7.4			
CARVER	34,892,274	30,676,066	- 4,216,208	- 12.1	- 8.5	31,926,431	+ 1,250,365
HENNEPIN	238,883,859	237,710,117	- 1,173,742	- 0.5			
SCOTT	39,517,343	37,888,582	- 1,628,761	- 4.1			
DISTRICT 5 TOTALS							
DODGE	21,153,155	28,089,378	+ 6,936,223	+ 32.8	+ 31.5	27,816,399	- 272,979
FILLMORE	58,676,153	64,977,933	+ 6,301,780	+ 10.7			
FREEBORN	31,820,172	33,685,369	+ 1,865,197	+ 5.9			
GOODHUE	43,425,558	44,601,891	+ 1,176,333	+ 2.7			
HOUSTON	31,203,586	38,623,967	+ 7,420,381	+ 23.8			
MOWER	34,425,289	42,676,310	+ 8,251,021	+ 24.0			
OLMSTED	43,231,312	46,942,138	+ 3,710,826	+ 8.6			
RICE	26,762,102	31,099,727	+ 4,337,625	+ 16.2			
STEELE	23,783,280	25,283,138	+ 2,499,858	+ 11.0			
WABASHA	40,418,092	43,720,695	+ 3,302,603	+ 8.2			
WINONA	39,751,686	41,580,500	+ 1,828,814	+ 4.6			
DISTRICT 6 TOTALS							
BLUE EARTH	53,672,150	59,611,496	+ 5,939,346	+ 11.1			
BROWN	25,080,055	26,922,277	+ 1,842,222	+ 7.3			
COTTONWOOD	24,724,176	27,349,283	+ 2,625,107	+ 10.6			
FARIBAULT	35,654,765	46,484,035	+ 10,829,270	+ 30.4			
JACKSON	36,222,564	39,289,190	+ 3,066,626	+ 8.5			
LE SUEUR	27,396,500	27,841,219	+ 444,719	+ 1.6			
MARTIN	38,233,583	41,382,569	+ 3,148,986	+ 8.2			
NICOLLET	17,241,456	19,823,599	+ 2,582,143	+ 15.0			
NOBLES	30,260,480	39,368,699	+ 9,108,219	+ 30.1			
ROCK	17,485,615	19,862,075	+ 2,376,460	+ 13.6			
SIBLEY	28,941,239	30,761,882	+ 1,820,643	+ 6.3			
WASECA	24,719,453	28,877,300	+ 4,157,847	+ 16.8			
WATONWAN	26,193,857	26,995,378	+ 801,521	+ 3.1			
DISTRICT 7 TOTALS							
CHIPPEWA	18,918,731	21,486,268	+ 2,567,537	+ 13.6			
KANDIYOHI	34,856,086	36,549,677	+ 1,693,591	+ 4.9			
LAC QUI PARLE	23,994,258	29,014,626	+ 5,020,368	+ 20.9			
LINCOLN	16,538,453	18,236,268	+ 1,697,815	+ 10.3			
LYON	31,822,659	38,179,786	+ 6,357,127	+ 20.0			
MC LEOD	25,707,081	28,818,447	+ 3,111,366	+ 12.1			
MEEKER	15,114,079	19,762,324	+ 4,648,245	+ 30.8			
MURRAY	19,806,553	24,548,622	+ 4,742,069	+ 23.9			
PIPESTONE	13,322,220	16,889,022	+ 3,566,802	+ 26.8			
REDWOOD	29,294,945	32,200,971	+ 2,906,026	+ 9.9			
RENVILLE	44,666,591	47,627,039	+ 2,960,448	+ 6.6			
YELLOW MEDICINE	20,569,734	24,421,558	+ 3,851,824	+ 18.7			
DISTRICT 8 TOTALS							
CHISAGO	26,607,912	32,461,706	+ 5,853,794	+ 22.0			
DAKOTA	62,353,559	56,789,408	- 5,564,151	- 8.9	- 8.5	57,053,506	+ 264,098
RAMSEY	96,976,582	111,311,046	+ 14,334,464	+ 14.8			
WASHINGTON	42,493,697	44,936,920	+ 2,443,223	+ 5.7			
DISTRICT 9 TOTALS							
STATE TOTALS	# 2,931,971,768	# 3,269,243,767	# 337,271,999	+ 11.5			

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

FAS Fund Balance Deductions

The following resolution was adopted by the County Screening Committee in 1973 and revised in June, 1980.

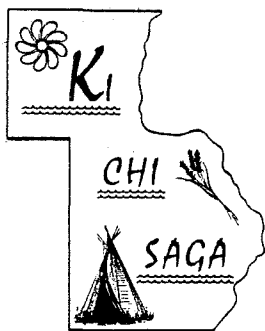
That in the event any county's FAS fund balance exceeds either an amount which equals a total of the last five years of their FAS allotments or \$350,000, whichever is greater, the excess over the aforementioned amount shall be deducted from the 25-year County State Aid Highway construction needs in their regular account. This deduction will be based on the FAS fund balance as of June 30 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 Director 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 28, 1982</u>	<u>Maximum Balance</u>	<u>Tentative Deduction From the 1982 25-Year C.S.A.H. Construction Needs</u>
Chisago	\$ 437,075	\$373,128	\$ 63,947
Fillmore	533,929	531,769	2,160
Hennepin	1,837,275	560,643	1,276,632
Kittson	399,390	395,318	4,072
Ramsey	363,168	350,000	13,168
Scott	357,643	350,000	7,643
Wright	980,017	699,566	280,451

Letters of justification have been received from Chisago, Hennepin, and Wright Counties and are shown on the pages following this write-up. We have not received any written correspondence from the other counties.

The Screening Committee must review this data and determine which counties, if any, are to receive a deduction in their 1982 25-year C.S.A.H. construction needs.



Office Telephone: 257-4097

OFFICE OF
COUNTY HIGHWAY DEPARTMENT

CHISAGO COUNTY
Center City, Minnesota 55012

DOUGLAS J. WEISZHAAR
County Highway Engineer

CLARENCE H. HALLBERG
Asst. County Engineer

CINDY V. NELSON
Highway Accountant

September 2, 1982

Gordon M. Faye, Director
Office of State Aid
Minnesota Department of Transportation
420 Transportation Building
St. Paul, MN 55155

Re: Excess Federal Aid Secondary (FAS) Account Balance

Dear Gordon:

With this letter I will attempt to explain the excess balance in Chisago County's FAS Account and also request consideration from the Screening Committee when they make their determinations on any deductions against our 25-year construction needs.

In 1979, Chisago County had programmed a project for FAS construction to include the grading, bituminous base, binder, and surfacing and curb, gutter and storm sewer on CSAH 25 in Lindstrom. The project was to extend from T.H. 8 to a new High School South of town. The project was changed to a State Aid Bond Account job in order to expedite the letting date for the project to sooner bring service to the new school. This project was let in the Fall of 1979. Subsequently no new FAS projects were programmed.

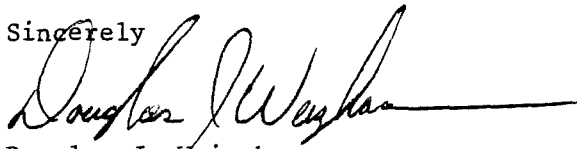
Shortly after my appointment to the position of Chisago County Highway Engineer in the Fall of 1981, I learned that we would be in excess of our allowable FAS Fund Balance in 1982. Since that time we have programmed a project to utilize our FAS Fund. The proposed improvement is for the grading, base and surfacing, storm sewer and curb and gutter on County Road #77 from T.H. 8 in Chisago City to CSAH #19, a length of approximately 1.8 miles. The total estimated cost of this project is \$435,000. To date we have collected preliminary survey data, a Draft

Project Development Report is being reviewed in the Office of State Aid, and we are presently developing plans for this project.

If all goes as planned we would expect a letting date some time in the latter part of 1983. Chisago County is presently making every effort to move this project along as quickly as possible in order to bring our FAS Account Balance within the allowable amount.

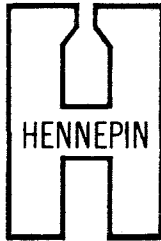
I hereby request sincere consideration to a waiver of penalty to the 25-year construction needs which would be authorized by the 1973 Screening Committee Resolution on FAS Fund Balance Deductions.

Sincerely

A handwritten signature in cursive script, appearing to read "Douglas J. Weiszhaar", followed by a long horizontal line.

Douglas J. Weiszhaar
County Highway Engineer

cc: Elmer Morris
Ken Weltzin



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



935-3381

September 20, 1982

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 currently has three projects scheduled for letting in 1983, which are programmed for federal-aid secondary funding. These are:

Hennepin CSAH No.	C.P. No.	S.P. No.	F.P. No.	Estimated Proj. Cost	FAS Share (75%)	Scheduled Letting Date
144	7828	27-744-01	RS 7547	\$ 902,000	\$ 676,500	4-07-83
144	8114	27-744-03	SR 7547	755,000	566,250	1-18-83
110	7410	27-710-03	RS 6344	524,000	393,000	4-21-83
				<u>\$2,181,000</u>	<u>\$1,635,750</u>	

After some initial problems on the CSAH 144 jobs, these projects are all proceeding well now and we anticipate that we will meet the scheduled letting dates listed above.

The federal share on these projects will be more than sufficient to reduce our federal aid secondary balance to within the Screening Committee's limit. We therefore request the Committee to waive the penalty to Hennepin County for excess FAS funds for the 1983 CSAH apportionment.

Sincerely,

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

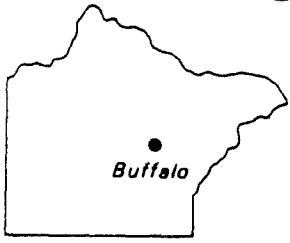
AJL/DJJ:pl
cc: C. E. Weichselbaum

HENNEPIN COUNTY

an equal opportunity employer

WRIGHT COUNTY

Department of Public Works



Route 1, Box 97-B
Buffalo, Minnesota 55313
T.H. 25 North of T.H. 55
Telephone (612) 682-3900

September 16, 1982

County Screening Committee
c/o Mr. Gordon M. Fay, P.E.
State Aid Engineer
420 Transportation Bldg.
St Paul, Minn 55155

Re: FAS Fund Balance
County Screening Committee Data
June, 1982

Gentlemen:

This letter will explain Wright County's position regarding the excess balance in our Federal Aid Secondary (FAS) account.

One year ago, I reported in a letter to the Screening Committee the status of an improvement project on Wright County CSAH No. 37, which was programmed for the 1982 construction season. FAS funds had been earmarked for this project for the past four (4) years so that these funds could finance a major part of this extensive grading project.

Unfortunately delays were encountered in the project development procedures due primarily to right of way acquisition. In view of this obstacle to project advancement and other budget consideration, it was decided to divide the 8.7 mile CSAH 37 project into two (2) segments. This decision allowed us to let to contract in 1982 the grading, base, and bituminous surfacing of the West end of CSAH 37, using state and local funds. We are continuing with the normal FAS project development procedures for the East segment of CSAH 37 which, as you know, are complex and lengthy. The grading of this East end is programmed for the 1983 construction season.

In an effort to lower its FAS balance in 1982 in view of the above, Wright County has identified five (5) needed improvements on our FAS system which have qualified as federal RRR projects. These projects have advanced through the project development procedures to the point where the plans have been approved by the Office of State Aid with the exception of three projects which each have a short vertical curve which meets the 40 MPH minimum design speed but not the 45 MPH standard. Accordingly, the necessary resolutions, etc. have been executed as part of an application for variance from State Aid Rules concerning Rural Geometric Standards on Minimum Design Speed for Special Resurfacing Projects. The State Aid office has informed me that a Variance Committee will be meeting in October. With a favorable decision for Wright County from this Committee (which seems very likely) we would still plan to let the contract for these five (5) RRR projects in 1982.

County Screening Committee
September 16, 1982
Page 2

Our estimate for this RRR contract is \$753,000.00, which would easily bring our FAS balance within the Screening Committee's limit. Further, according to our 5-Year Plan our FAS fund balance will be zero in 1984 which may require us to "borrow" to accomplish scheduled projects.

We have made every attempt to utilize our FAS funds and feel justified in requesting a waiver of needs deduction specified in the 1973 Screening Committee Resolution.

Your kind consideration, in regard to a waiver of deduction, is hereby requested. If additional information is required, do not hesitate to contact me.

Sincerely,



Wayne A. Fingalson, P.E.
Wright County Highway Engineer

cc: Duane A. Blanck, Chairman, Screening Committee
David O. Reed, District State Aid Engineer
William Strand - Kenneth Hoeschen

WAF:kb

NOTES & COMMENTS

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

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 seven years from 1975 through 1981, 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 Itasca County's grading cost adjustment computation:

- . During the years 1975-1981, inclusive, 3% of their C.S.A.H. system has been graded.
- . 1981 rural grading cost factor is +37%.
(Difference between average construction cost/mile (\$64,030) and average needs cost/mile (\$46,854) divided by the average needs cost/mile).
- . Adjusted grading cost factor is 3/30 of +37% or +4%.
- . 4% of \$15,887,748 (complete rural grading cost in the 1982 needs study) = +\$635,510 (the effect on the 25-year construction needs).
- . The approximate increase in the 1983 C.S.A.H. Apportionment, due to this adjustment is \$13,416. This is a result of the \$635,510 noted above times \$21.11 (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 1982 annual County State Aid Highway money needs.

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of 1975-1981 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 1

County	1975-1981 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1982 Needs Study	Effect on 1982 - 25 year Construction Needs	Approx + or - in 1983 CSAH Apportionment (Using 1982 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
CARLTON	5	7.9	3%	\$ 46,127	\$ 43,089	+ 7%	+ 1%	\$ 6,028,582	+ 60,286	+ 1,213
COOK	2	3.9	2%	165,869	114,679	+45%	+ 3%	5,644,447	+169,333	+ 3,515
ITASCA	5	17.8	3%	64,030	46,854	+37%	+ 4%	15,881,748	+635,510	+13,416
KOOCHICHING	6	16.9	7%	51,706	39,183	+32%	+ 7%	4,332,288	+303,260	+ 6,402
LAKE	6	8.3	4%	177,590	80,394	+121%	+16%	8,605,550	+1,376,888	+ 29,066
PINE	10	10.3	2%	128,051	54,515	+135%	+ 9%	11,070,885	+ 996,380	+ 21,034
ST. LOUIS	9	31.1	2%	153,623	102,942	+ 49%	+ 3%	11,458,288	+2,143,749	+ 45,255
DIST. 1 TOTALS	43	96.2	3%	\$ 110,140	\$ 69,793	+ 58%		\$ 123,021,788	+5,685,406	+120,021

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of 1975-1981 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 2

County	1975-1981 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1982 Needs Study	Effect on 1982 - 25 year Construction Needs	Approx + or - in 1983 CSAH Apportionment (Using 1982 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
BELTRAMI	9	30.1	1%	\$52,467	\$48,998	+ 7%	+ 2%	\$8,138,867	+ 162,777	\$ + 3,436
CLEARWATER	5	19.3	1%	34,330	24,060	+43%	+ 9%	4,275,118	+ 384,761	+ 8,122
HUBBARD	5	15.5	5%	30,048	29,510	+ 2%	—	4,788,960		
KITTSOON	4	13.1	1%	76,308	25,468	+200%	+27%	5,362,797	+1,441,955	+ 30,566
LAKE OF THE WOODS	—									
MARSHALL	11	35.5	6%	32,638	18,810	+ 74%	+15%	5,662,281	+ 849,342	+ 17,930
NORMAN	10	41.9	11%	28,738	21,709	+32%	+12%	3,551,309	+ 426,517	+ 9,004
PENNINGTON	4	24.3	9%	23,276	20,800	+12%	+4%	2,311,130	+ 95,085	+ 2,007
POLK	26	96.3	12%	37,672	26,513	+42%	+17%	10,262,762	+1,744,670	+ 36,830
RED LAKE	5	10.4	6%	65,174	53,882	+21%	+4%	1,986,514	+ 79,461	+ 1,677
ROSEAU	3	23.6	5%	29,084	23,797	+22%	+4%	1,889,406	+ 195,576	+ 4,129
DIST. 2 TOTALS	82	310.0	7%	\$37,508	\$21,381	+31%		\$5,218,414	+5,386,144	\$ + 113,701

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of 1975-1981 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 3

County	1975-1981 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1982 Needs Study	Effect on 1982 - 25 year Construction Needs	Approx + or - in 1983 CSAH Apportionment (Using 1982 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
AITKIN	5	20.7	6%	\$74,318	\$54,365	+31%	+1%	\$15,211,419	\$+1,068,999	\$+22,567
BENTON	6	14.8	1%	48,597	38,020	+28%	+1%	2,585,303	+180,971	+3,820
CASS	8	28.1	5%	57,945	46,393	+25%	+4%	14,215,644	+571,026	+12,054
CROW WING	5	13.7	4%	70,708	38,321	+85%	+11%	9,315,573	+1,024,713	+21,632
ISANTI	5	8.8	4%	72,861	46,593	+56%	+1%	4,473,871	+313,171	+6,611
KANABEC	6	20.5	10%	51,376	37,307	+38%	+13%	4,312,350	+568,406	+11,999
MILLE LACS	12	20.1	8%	45,428	47,119	-4%	-1%	4,674,748	-46,747	-987
MORRISON	2	16.2	4%	16,872	25,926	-35%	-5%	2,806,659	-140,333	-2,962
SHERBURNE	10	33.5	16%	19,917	25,310	-21%	-11%	2,006,856	-220,754	-4,660
STEARNS	14	36.2	6%	38,710	28,296	+31%	+1%	6,461,223	+452,706	+9,557
TODD	5	20.1	5%	24,559	27,493	-11%	-2%	4,541,621	-90,892	-1,919
WADENA	1	1.6	1%	26,194	56,350	-54%	-2%	2,167,440	-43,349	-915
WRIGHT	6	20.0	5%	72,637	35,255	+106%	+18%	5,670,465	+1,020,684	+21,547
DIST. 3 TOTALS	85	254.3	6%	\$46,311	\$36,487	+21%		\$78,632,172	\$+4,658,601	\$+98,344

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of 1975-1981 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 4

County	1975-1981 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1982 Needs Study	Effect on 1982 - 25 year Construction Needs	Approx + or - in 1983 CSAH Apportionment (Using 1982 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
BECKER	9	31.1	7%	\$ 30,861	\$ 21,876	+41%	+10%	\$ 3,717,355	\$ + 311,736	\$ + 7,847
BIG STONE	1	0.5	—	1,708	3,120	-45%	—			
CLAY	2	14.4	4%	25,553	17,813	+43%	+6%	5,281,194	+ 316,872	+ 6,689
DOUGLAS	7	22.7	6%	29,912	20,653	+45%	+9%	2,823,472	+ 254,112	+ 5,364
GRANT	1	5.0	2%	16,526	22,000	-25%	-2%	1,775,395	- 35,508	- 750
MAHNOMEN	3	18.9	10%	24,217	20,614	+17%	+6%	1,552,321	+ 93,139	+ 1,966
OTTER TAIL	20	69.6	8%	36,677	29,547	+24%	+6%	11,886,567	+ 713,194	+ 15,056
POPE	3	5.2	2%	28,243	33,533	-16%	-1%	3,977,833	- 39,778	- 840
STEVENS	4	13.9	6%	16,792	19,187	-15%	-3%	1,144,734	- 52,342	- 1,105
SWIFT	7	22.6	7%	19,586	21,673	-10%	-2%	1,925,742	- 38,515	- 813
TRAVERSE	—									
WILKIN	3	8.6	3%	19,316	16,504	+17%	+7%	2,380,646	+ 47,613	+ 1,005
DIST. 4 TOTALS	60	212.5	5%	\$ 28,651	\$ 23,731	+21%		\$ 3,665,351	\$ +1,630,523	\$ + 34,419

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of 1975-1981 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 5

County	1975-1981 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1982 Needs Study	Effect on 1982 - 25 year Construction Needs	Approx + or - in 1983 CSAH Apportionment (Using 1982 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
ANOKA	8	22.9	14%	\$19,616	69,624	+14%	+1%	\$5,270,419	\$+368,929	\$+7,788
CARVER	8	10.6	6%	101,052	21,054	+16%	+3%	7,052,129	+211,564	+4,466
CHISAGO	5	1.1	4%	53,428	52,558	+2%	---			
DAKOTA	2	5.9	3%	56,051	51,034	-2%	---			
SCOTT	6	1.5	4%	67,368	42,387	+59%	+2%	4,747,411	+379,793	+8,017
WASHINGTON	4	7.6	5%	87,986	104,442	-16%	-3%	5,258,767	-157,763	-3,330
DIST. 5 TOTALS	33	62.2	6%	\$11,338	\$10,251	+10%		\$10,328,706	\$+802,523	\$+16,941

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of 1975-1981 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 6

County	1975-1981 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1982 Needs Study	Effect on 1982 - 25 year Construction Needs	Approx + or - in 1983 CSAH Apportionment (Using 1982 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
DODGE	11	33.3	14%	\$45,086	\$36,468	+24%	+11%	\$4,896,041	\$+538,565	\$+11,369
FILLMORE	5	18.3	5%	109,248	94,202	+16%	+3%	19,140,157	+574,205	+12,121
FREEBORN	9	22.5	5%	33,825	38,865	-13%	-2%	4,650,142	-93,003	-1,963
GOODHUE	7	23.2	7%	52,994	74,483	-29%	-7%	13,565,304	-949,571	-20,045
HOUSTON	7	19.0	8%	62,051	49,247	+26%	+7%	9,436,941	+660,586	+13,945
MOWER	8	26.4	7%	42,491	27,417	+55%	+13%	5,260,859	+683,912	+14,437
OLMSTED	10	23.0	7%	66,913	31,881	+110%	+26%	5,609,522	+1,458,476	+30,788
RICE	8	15.6	6%	38,597	47,080	-18%	-4%	6,564,579	-262,583	-5,543
STEELE	11	16.1	6%	30,241	24,730	+22%	+4%	1,506,684	+60,267	+1,272
WABASHA	10	22.3	9%	59,311	61,002	-3%	-1%	12,495,011	-124,950	-2,638
WINONA	14	24.9	8%	51,721	61,830	-24%	-6%	9,913,241	-594,794	-12,556
DIST. 6 TOTALS	100	244.6	7%	\$53,272	\$49,532	+8%		\$43,038,481	\$+1,951,110	\$+41,187

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of 1975-1981 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 7

County	1975-1981 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1982 Needs Study	Effect on 1982 - 25 year Construction Needs	Approx + or - in 1983 CSAH Apportionment (Using 1982 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
BLUE EARTH	4	8.4	2%	\$57,987	\$28,012	+107%	+ 1%	\$6,211,908	+ 434,834	\$+ 9,179
BROWN	2	5.4	2%	22,865	20,486	+ 12%	+ 1%	3,854,112	+ 38,542	+ 814
COTTONWOOD	6	15.8	5%	30,827	20,934	+ 47%	+ 8%	2,310,522	+ 184,842	+ 3,902
FARIBAULT	5	9.3	3%	39,392	23,666	+ 66%	+ 1%	3,482,423	+ 243,770	+ 5,146
JACKSON	9	27.4	8%	26,271	24,860	+ 6%	+ 2%	2,883,742	+ 57,677	+ 1,218
LE SUEUR	12	45.1	18%	38,888	33,293	+ 17%	+ 10%	3,891,678	+ 389,168	+ 8,215
MARTIN	6	21.9	6%	40,349	25,118	+ 61%	+ 12%	4,503,539	+ 540,425	+ 11,408
NICOLLET	8	20.1	8%	31,101	31,848	- 2%	- 1%	3,228,074	- 32,281	- 681
NOBLES	5	18.7	6%	20,515	27,519	- 25%	- 5%	3,247,628	- 162,381	- 3,428
ROCK	3	10.7	4%	26,585	20,781	+ 28%	+ 4%	2,527,510	+ 101,100	+ 2,134
SIBLEY	2	4.6	2%	35,388	44,090	- 20%	- 1%	4,552,426	- 45,524	- 961
WASECA	3	8.8	4%	33,603	26,920	+ 25%	+ 3%	2,672,139	+ 80,164	+ 1,692
WATONWAN	10	21.5	10%	31,415	19,333	+ 62%	+ 21%	1,980,621	+ 415,930	+ 8,780
DIST. 7 TOTALS	75	217.1	6%	\$33,296	\$26,927	+ 24%		\$45,246,482	+ 2,246,266	\$+ 47,418

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of 1975-1981 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 8

County	1975-1981 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1982 Needs Study	Effect on 1982 - 25 year Construction Needs	Approx + or - in 1983 CSAH Apportionment (Using 1982 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
CHIPPEWA	8	41.4	17%	\$27,431	\$27,031	+ 1%	+ 1%	\$1,959,792	\$+ 19,598	\$+ 414
KANDIYOH1	7	27.5	7%	25,855	28,860	-10%	-2%	6,148,591	-122,972	- 2,596
LACQUI PARLE	8	30.6	9%	32,067	22,308	+44%	+13%	2,924,653	+ 380,205	+ 8,026
LINCOLN	6	19.8	8%	23,609	16,641	+42%	+11%	2,016,195	+ 228,381	+ 4,821
LYON	6	5.8	2%	29,702	16,741	+77%	+5%	2,987,812	+ 149,391	+ 3,154
MCLEOD	3	6.5	3%	39,659	22,585	+76%	+8%	2,385,570	+ 190,846	+ 4,029
MEEKER	13	21.2	8%	35,350	24,185	+46%	+12%	1,847,829	+ 221,739	+ 4,681
MURRAY	5	14.2	4%	17,969	18,420	-2%	—			
PIPESTONE	6	9.0	4%	49,202	20,056	+145%	+19%	1,855,387	+ 352,524	+ 7,442
REDWOOD	11	22.9	6%	22,120	19,394	+ 14%	+ 3%	3,239,674	+ 97,190	+ 2,052
RENVILLE	1	1.0	—	11,528	18,000	-36%	—			
YELLOW MED	7	13.2	4%	45,461	24,930	+82%	+11%	3,939,015	+ 433,298	+ 9,147
DIST. 8 TOTALS	81	213.1	6%	\$29,521	\$23,063	+28%		\$29,244,578	\$1,950,200	\$+ 41,170

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of 1975-1981 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 9

County	1975-1981 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1982 Needs Study	Effect on 1982 - 25 year Construction Needs	Approx + or - in 1983 CSAH Apportionment (Using 1982 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
HENNEPIN	3	0.9	1%	\$ 204,244	\$ 51,786	+294%	+10%	\$ 16,127,219	\$ +1,612,722	\$ +34,045
RAMSEY	6	3.9	30%	190,485	67,276	+183%	+183%	1,176,363	+2,152,744	+45,444
DIST. 9 TOTALS	9	4.8	3%	\$ 193,065	\$ 64,312	+200%		\$ 17,303,580	\$ +3,765,466	\$ +79,489

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of 1975-1981 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT ALL

County	1975-1981 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1982 Needs Study	Effect on 1982 - 25 year Construction Needs	Approx + or - in 1983 CSAH Apportionment (Using 1982 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
DISTRICT 1	43	96.2	3%	\$ 110,140	\$ 69,793	+ 58%		\$ 123,021,788	\$ + 5,685,406	\$ + 120,021
DISTRICT 2	82	310.0	7%	37,508	27,381	+ 37%		51,298,144	+ 5,386,144	+ 113,701
DISTRICT 3	85	254.3	6%	46,371	36,487	+ 27%		78,632,172	+ 4,658,601	+ 98,344
DISTRICT 4	60	212.5	5%	28,657	23,739	+ 21%		37,065,259	+ 1,630,523	+ 34,419
DISTRICT 5	33	62.2	6%	77,338	70,257	+ 10%		22,328,726	+ 802,523	+ 16,941
DISTRICT 6	100	244.6	7%	53,272	49,532	+ 8%		93,038,481	+ 1,951,110	+ 41,187
DISTRICT 7	75	217.7	6%	33,296	26,927	+ 24%		45,346,482	+ 2,246,266	+ 47,418
DISTRICT 8	81	213.1	6%	29,521	23,063	+ 28%		29,364,578	+ 1,950,200	+ 41,170
DISTRICT 9	9	4.8	3%	193,065	64,372	+ 200%		17,303,582	+ 3,765,466	+ 79,489
STATE TOTALS	568	1,615.4	6%	\$ 44,826	\$ 35,345	+ 27%		\$ 497,405,212	\$ + 28,016,239	\$ + 592,690

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

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 1972 through 1981, the number of projects awarded and the project costs in each account which have been deducted from the 1982 County State Aid Highway Money needs. In 1981 alone, over \$12.8 million of special resurfacing projects were awarded.

	<u>Number of Special Resurfacing Projects 1972-1981</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1982-25 Yr. Con- struction Needs</u>
Carlton	3	\$ 226,402	\$ --	\$ 226,402
Cook	5	697,050	34,445	731,495
Itasca	13	2,624,869	66,933	2,691,802
Koochiching	9	593,981	36,474	630,455
Lake	8	539,767	12,263	552,030
Pine	11	1,225,588	114,490	1,340,078
St. Louis	14	1,404,420	15,187	1,419,607
District 1 Totals	63	7,312,077	279,792	7,591,869
Beltrami	8	1,249,137	45,801	1,294,938
Clearwater	6	545,782	24,772	570,554
Hubbard	4	560,714	3,288	564,002
Kittson	3	620,729	6,017	626,746
Lake of the Woods	3	624,427	29,461	653,888
Marshall	9	2,195,304	51,284	2,246,588
Norman	13	694,188	33,813	728,001
Polk	15	1,370,636	45,957	1,416,593
Red Lake	3	132,462	48,655	181,117
Roseau	4	370,901	4,079	374,980
District 2 Totals	68	8,364,280	293,127	8,657,407

	Number of Special Resurfacing Projects <u>1972-1981</u>	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1982-25 Yr. Con- struction Needs
Aitkin	3	\$ 86,155	\$ 14,111	\$ 100,266
Benton	3	265,626	3,605	269,231
Cass	12	866,936	125,201	992,137
Crow Wing	1	51,619	--	51,619
Isanti	9	837,576	--	837,576
Kanabec	4	402,860	7,127	409,987
Mille Lacs	10	157,107	15,373	172,480
Morrison	10	1,157,820	157,689	1,315,509
Stearns	15	2,590,010	146,803	2,736,813
Todd	8	1,659,288	14,151	1,673,439
Wadena	4	721,019	21,267	742,286
Wright	1	--	1,563	1,563
District 3 Totals	80	8,796,016	506,890	9,302,906
Becker	9	342,236	15,258	357,494
Big Stone	2	122,973	35,426	158,399
Douglas	6	749,003	22,785	771,788
Grant	9	973,561	27,522	1,001,083
Mahnomen	4	298,717	--	298,717
Pope	8	1,079,200	--	1,079,200
Stevens	12	1,530,202	111,139	1,641,341
Swift	15	2,076,920	129,901	2,206,821
Traverse	2	342,207	49,635	391,842
Wilkin	1	183,133	--	183,133
District 4 Totals	68	7,698,152	391,666	8,089,818
Anoka	4	75,479	95,893	171,372
Carver	2	59,139	--	59,139
Scott	2	121,060	9,188	130,248
District 5 Totals	8	255,678	105,081	360,759
Dodge	3	142,665	18,016	160,681
Fillmore	8	396,042	18,917	414,959
Freeborn	17	1,442,747	33,213	1,475,960
Goodhue	2	159,585	11,808	171,393
Houston	1	66,455	--	66,455
Mower	11	1,146,223	34,770	1,180,993
Olmsted	2	165,012	--	165,012
Rice	5	708,018	4,624	712,642
Steele	11	399,212	33,430	432,642
Wabasha	7	450,425	17,400	467,825
Winona	6	320,262	--	320,262
District 6 Totals	73	5,396,646	172,178	5,568,824

	Number of Special Resurfacing Projects 1972-1981	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1982-25 Yr. Con- struction Needs
Blue Earth	3	\$ 732,895	\$ 13,128	\$ 746,023
Brown	6	401,773	17,344	419,117
Cottonwood	15	1,587,943	23,550	1,611,493
Faribault	15	904,348	73,107	977,455
Jackson	16	828,093	20,327	848,420
Le Sueur	1	195,709	--	195,709
Martin	2	199,189	11,151	210,340
Nicollet	5	1,305,091	--	1,305,091
Nobles	13	1,583,652	42,590	1,626,242
Rock	5	809,637	12,234	821,871
Sibley	15	545,273	55,540	600,813
Waseca	3	291,244	--	291,244
Watsonwan	17	1,160,773	14,986	1,175,759
District 7 Totals	116	10,545,620	283,957	10,829,577
Chippewa	4	355,397	17,224	372,621
Kandiyohi	8	325,680	13,735	339,415
Lac Qui Parle	2	232,488	13,578	246,066
Lincoln	6	866,392	24,251	890,643
Lyon	6	779,679	139,809	919,488
McLeod	10	1,025,650	5,898	1,031,548
Meeker	2	105,546	--	105,546
Murray	13	1,509,923	63,263	1,573,186
Pipestone	2	94,536	29,863	124,399
Redwood	4	401,634	11,656	413,290
Renville	19	1,908,012	116,710	2,024,722
Yellow Medicine	10	821,584	184,260	1,005,844
District 8 Totals	86	8,426,521	620,247	9,046,768
Chisago	6	871,030	31,223	902,253
Ramsey	1	--	94,690	94,690
Washington	1	--	69,646	69,646
District 9 Totals	8	871,030	195,559	1,066,589
STATE TOTALS	570	\$57,666,020	\$2,848,497	\$60,514,517

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

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, 1981

<u>County</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1981</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Beltrami	\$ 1,955,000	\$ 700,000	\$ 1,938,246	\$ 16,754	\$ 683,246
Carver	1,585,000	1,100,000	1,585,000	-0-	1,100,000
Chippewa	1,000,000	300,000	1,000,000	-0-	300,000
Chisago	1,330,000	1,050,000	959,258	370,742	679,258
Clearwater	990,000	300,000	990,000	-0-	300,000
Faribault	1,025,000	225,000	1,025,000	-0-	225,000
Crow Wing	1,000,000	1,000,000	-0-	1,000,000	-0-
Fillmore	1,220,000	-0-	1,220,000	-0-	-0-
Freeborn	1,450,000	620,000	1,450,000	-0-	620,000

<u>County</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1981</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Koochiching	\$ 600,000	\$ 550,000	\$ 600,000	\$ -0-	\$ 550,000
Lac Qui Parle	890,000	100,000	890,000	-0-	100,000
Lake	500,000	250,000	500,000	-0-	250,000
Lake of the Woods	500,000	400,000	315,949	184,051	215,949
Le Sueur	1,300,000	1,090,000	1,300,000	-0-	1,090,000
Marshall	1,250,000	1,050,000	1,250,000	-0-	1,050,000
Meeker	890,000	-0-	890,000	-0-	-0-
Nicollet	1,000,000	700,000	1,000,000	-0-	700,000
Nobles	1,000,000	450,000	1,000,000	-0-	450,000
Norman	1,135,000	250,000	1,135,000	-0-	250,000
Pennington	1,775,000	1,250,000	1,616,104	158,896	1,091,104
Pipestone	940,000	575,000	935,013	4,987	570,013
Polk	1,000,000	250,000	1,000,000	-0-	250,000
Red Lake	1,280,000	830,000	701,831	578,169	251,831
Rice	750,000	220,000	693,142	56,858	163,142
Sibley	990,000	990,000	-0-	990,000	-0-
Steele	900,000	-0-	896,378	3,622	-0-
Wadena	635,000	635,000	374,691	260,309	374,691
Waseca	1,250,000	445,000	1,250,000	-0-	445,000
Watonwan	1,250,000	1,250,000	1,069,300	180,700	1,069,300
Wilkin	1,100,000	550,000	1,100,000	-0-	550,000
Yellow Medicine	1,250,000	1,100,000	1,197,065	52,935	1,047,065
TOTALS	\$33,740,000	\$18,230,000	\$29,881,977	\$3,858,023	\$14,375,599

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1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

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 balances, the maximum allowable balances, and the "needs" deductions, in the respective accounts, which will be made to the 1982 25-year construction needs pursuant to this resolution.

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

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 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 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	1982 County Total Tax Valuation	Mill Levy Deduction
Carlton	\$ 121,466,119	\$ 80,981
Cook	32,984,463	21,991
Itasca	295,475,164	196,993
Koochiching	65,586,221	43,726
Lake	42,672,677	28,450
Pine	84,498,063	56,335
St. Louis*	824,807,626	329,923
District 1 Totals	1,467,490,333	758,399

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

County State Aid Construction Fund Balance "Needs" Deductions

County	Regular Account			Municipal Account			Total 1983 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance As of Sept. 1, 1982	Maximum Balance 1982 Const. Apportionment	1983 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1982	Maximum Balance Larger of Either \$100,000 or 1980-1982 Const. Apport.	1983 Construction Fund Balance "Needs" Deduction	
CARLTON	\$ 570,876	\$ 595,045	\$ —	\$ 2,678	\$ 183,245	\$ —	\$ —
COOK	356,843	448,423	—	31,109	100,000	—	—
ITASCA	1,181,327	1,283,875	—	91,425	260,134	—	—
KOOCHICHING	764,873	728,814	36,059	123,757	225,394	—	36,059
LAKE	591,643	570,668	20,975	191,001	104,764	86,237	107,212
PINE	376,483	951,754	—	147,028	402,957	—	—
ST. LOUIS	4,266,592	3,602,720	663,872	647,478	678,493	—	663,872
DISTRICT 1 TOTALS							
BELTRAMI	895,483	990,418	—	130,438	100,359	30,079	30,079
CLEARWATER	343,128	559,929	—	48,806	111,534	—	—
HUBBARD	103,912	547,526	—	198,402	130,473	67,929	67,929
KITTSOON	141,299	621,139	—	185,372	131,632	53,740	53,740
LAKE of the WOODS	—	538,244	—	64,085	100,000	—	—
MARSHALL	629,689	938,283	—	232,275	110,418	121,857	121,857
NORMAN	36,155	733,441	—	64,423	185,241	—	—
PENNINGTON	296,104	526,159	—	60,680	100,000	—	—
POLK	137,317	1,570,465	—	115,272	298,548	—	—
RED LAKE	167,397	405,638	—	60,930	100,000	—	—
ROSEAU	274,237	815,666	—	160,280	111,111	49,169	49,169
DISTRICT 2 TOTALS							
AITKIN	914,993	831,145	83,848	66,949	100,000	—	83,848
BENTON	729,930	434,569	295,361	473,055	207,942	265,113	560,474
CASS	419,021	896,729	—	374,031	352,833	21,198	21,198
CROW WING	468,525	689,029	—	313,310	687,294	—	—
ISANTI	101,025	490,915	—	74,721	100,000	—	—
KANABEC	518,781	468,653	50,128	47,356	101,178	—	50,128
MILLE LACS	93,484	431,605	—	108,419	189,751	—	—
MORRISON	73,576	632,191	—	219,219	295,428	—	—
SHERBURNE	201,100	415,763	—	2,835	100,000	—	—
STEARNS	602,970	1,075,283	—	50,091	548,602	—	—
TODD	930,756	670,777	259,979	256,731	240,800	15,931	275,910
WADENA	170,336	378,825	—	252,221	194,343	57,878	57,878
WRIGHT	1,113,039	851,702	261,337	472,567	589,810	—	261,337
DISTRICT 3 TOTALS							
BECKER	337,049	700,234	—	181,995	156,436	25,559	25,559
BIG STONE	681,108	357,952	323,156	53,093	362,982	—	323,156
CLAY	1,057,858	995,178	62,680	373,525	174,598	198,927	261,607
DOUGLAS	377,760	630,468	—	13,655	247,630	—	—
GRANT	52,887	406,417	—	—	100,000	—	—
MAHONOMEN	69,610	408,580	—	105,658	100,000	5,658	5,658
OTTER TAIL	1,141,091	1,544,851	—	272,024	358,404	—	—
POPE	132,098	432,790	—	208,101	159,511	48,590	48,590
STEVENS	190,290	379,372	—	7,162	115,783	—	—
SWIFT	82,340	543,137	—	265,008	225,376	39,632	39,632
TRAVERSE	189,215	379,901	—	170,757	184,120	—	—
WILKIN	110,001	510,141	—	1,848	120,288	—	—
DISTRICT 4 TOTALS							
ANOKA	197,102	697,103	—	173,947	446,460	—	—
CARVER	450,032	676,744	—	71,201	228,237	—	—
HENNEPIN	4,814,566	3,599,118	1,215,448	2,419,241	2,518,143	—	1,215,448
SCOTT	—	482,363	—	226,231	910,670	—	—
DISTRICT 5 TOTALS							
DODGE	26,814	531,388	—	180,909	106,714	74,195	74,195
FILLMORE	653,699	1,078,358	—	211,483	337,870	—	—
FREEBORN	20,271	802,599	—	91,447	163,472	—	—
GOODHUE	—	845,087	—	147,128	177,970	—	—
HOUSTON	202,863	683,506	—	—	130,245	—	—
MOWER	163,764	802,088	—	67,610	163,526	—	—
OLMSTED	—	954,353	—	201,502	138,463	63,039	63,039
RICE	62,492	634,469	—	239,701	161,182	78,519	78,519
STEELE	108,800	587,541	—	64,748	114,476	—	—
WABASHA	43,332	711,524	—	32,708	369,199	—	—
WINONA	476,184	843,424	—	11,471	116,654	—	—
DISTRICT 6 TOTALS							
BLUE EARTH	15,142	1,053,731	—	235,171	321,513	—	—
BROWN	—	595,166	—	120,957	243,386	—	—
COTTONWOOD	84,497	573,551	—	123,138	218,639	—	—
FARIBAULT	139,321	666,947	—	—	453,815	—	—
JACKSON	48,081	715,639	—	133,536	353,492	—	—
LE SUEUR	—	567,278	—	128,664	395,233	—	—
MARTIN	393,620	840,064	—	—	166,504	—	—
NICOLLET	100,001	495,659	—	15,601	100,000	—	—
NOBLES	33,587	672,206	—	46,918	212,347	—	—
ROCK	722,007	445,075	276,932	96,623	113,848	—	276,932
SIBLEY	101,290	654,343	—	39,848	113,482	—	—
WASECA	466,334	588,965	—	101,484	110,147	—	—
WATONWAN	398,471	529,840	—	—	254,139	—	—
DISTRICT 7 TOTALS							
CHIPPEWA	345,597	495,136	—	90,625	121,634	—	—
KANDIYOHI	—	806,537	—	173,702	250,578	—	—
LAC QUI PARLE	125,203	639,228	—	76,583	137,459	—	—
LINCOLN	240,728	405,893	—	32,772	250,846	—	—
LYON	129,804	660,290	—	353,678	299,792	53,886	53,886
MC LEOD	645,440	560,168	85,272	322,992	232,809	90,183	175,455
MEEKER	230,380	495,523	—	103,883	100,000	3,883	3,883
MURRAY	137,493	550,519	—	—	148,079	—	—
PIPESTONE	562,778	388,136	174,642	96,619	163,541	—	174,642
REDWOOD	253,650	682,741	—	126,842	310,805	—	—
RENVILLE	329,310	952,982	—	70,350	171,563	—	—
YELLOW MEDICINE	120,778	551,914	—	110,618	206,737	—	—
DISTRICT 8 TOTALS							
CHISAGO	500,332	490,126	10,206	156,386	449,005	—	10,206
DAKOTA	—	1,165,650	—	114,548	329,866	—	—
RAMSEY	2,614,952	2,003,771	611,181	94,660	346,041	—	611,181
WASHINGTON	119,636	542,667	—	454,284	768,418	—	—
DISTRICT 9 TOTALS							
STATE TOTALS	\$37,970,552		\$4,431,076	\$14,479,579		\$1,451,202	\$5,882,278

1982		
County	County Total Tax Valuation	Mill Levy Deduction
Beltrami	\$ 95,015,959	\$ 63,347
Clearwater	37,365,217	24,911
Hubbard	84,081,081	56,057
Kittson	80,119,180	53,415
Lake of the Woods	18,026,188	12,018
Marshall	118,233,404	78,826
Norman	91,867,498	61,248
Pennington	72,882,485	48,591
Polk	234,452,776	156,310
Red Lake	34,112,773	22,743
Roseau	77,408,872	51,608
District 2 Totals	943,565,433	629,074
Aitkin	85,174,194	56,786
Benton	103,067,177	68,715
Cass	130,334,733	86,894
Crow Wing	219,080,518	146,061
Isanti	78,453,324	52,305
Kanabec	38,942,517	25,963
Mille Lacs	62,737,850	41,827
Morrison	118,132,722	78,759
Sherburne	226,335,553	150,898
Stearns	447,973,980	298,664
Todd	87,160,198	58,110
Wadena	41,899,788	27,935
Wright	305,160,959	203,451
District 3 Totals	1,944,453,513	1,296,368
Becker	137,448,264	91,637
Big Stone	47,288,562	31,527
Clay	215,018,119	143,353
Douglas	140,434,306	93,628
Grant	67,501,168	45,003
Mahnomen	27,401,793	18,269
Otter Tail	252,695,215	168,472
Pope	77,401,699	51,604
Stevens	79,414,022	52,945
Swift	100,239,670	66,830
Traverse	59,420,181	39,615
Wilkin	88,404,241	58,939
District 4 Totals	1,292,667,240	861,822
Anoka	958,304,950	638,902
Carver	207,364,297	138,250
Hennepin*	6,980,409,131	2,792,164
Scott	261,818,027	174,554
District 5 Totals	8,407,896,405	3,743,870

County	1982 County Total Tax Valuation	Mill Levy Deduction
Dodge	\$ 112,939,487	\$ 75,297
Fillmore	143,174,029	95,454
Freeborn	257,930,802	171,962
Goodhue	360,677,750	240,464
Houston	78,895,704	52,600
Mower	250,681,786	167,130
Olmsted	486,731,650	324,504
Rice	197,755,090	131,843
Steele	184,760,611	123,180
Wabasha	100,633,124	67,092
Winona	193,443,525	128,969
District 6 Totals	2,367,623,558	1,578,495
Blue Earth	324,083,116	216,066
Brown	193,331,935	128,894
Cottonwood	157,314,453	104,882
Faribault	208,354,274	138,910
Jackson	182,717,673	121,818
Le Sueur	116,584,465	77,727
Martin	239,055,155	159,378
Nicollet	144,203,534	96,140
Nobles	175,490,043	116,999
Rock	98,849,300	65,903
Sibley	130,822,111	87,219
Waseca	132,984,051	88,660
Watonwan	118,022,140	78,685
District 7 Totals	2,221,812,250	1,481,281
Chippewa	113,732,508	75,825
Kandiyohi	221,124,571	147,424
Lac Qui Parle	95,326,931	63,554
Lincoln	58,809,261	39,208
Lyon	151,630,065	101,092
McLeod	156,813,393	104,547
Meeker	134,100,550	89,405
Murray	121,364,515	80,914
Pipestone	76,663,488	51,112
Redwood	201,566,731	134,385
Renville	218,504,159	145,677
Yellow Medicine	115,754,873	77,174
District 8 Totals	1,665,391,045	1,110,317
Chisago	111,381,310	74,258
Dakota	1,121,599,148	747,770
Ramsey*	2,835,030,727	1,134,012
Washington	634,672,880	423,136
District 9 Totals	4,702,684,065	2,379,176
STATE TOTALS	\$25,013,583,842	\$13,838,802

* Denotes Urban Counties

NOTES & COMMENTS

TENTATIVE

APPORTIONMENT

DATA

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Development of the Tentative 1983 C.S.A.H. Money Needs Apportionment

(Based on the 1982 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 1983 County State Aid Highway Fund. This tabulation also indicates a tentative 1983 money needs apportionment figure for each county based on the 1982 apportionment sum.

The Trunk Highway Turnback Adjustment column is the same as was used for the 1982 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 1983 apportionment.

Minor adjustments must be made for any turnback activity in 1982 and possibly for any FAS fund balance deductions deemed necessary by this Committee.

1982 COUNTY SCREENING COMMITTEE DATA OCTOBER, 1982

DEVELOPMENT OF THE TENTATIVE 1983 CSAH MONEY NEEDS APPORTIONMENT
(BASED ON THE 1982 APPORTIONMENT SURVEY)

	BASIC 1982 25 YEAR CONSTRUCTION NEEDS	SCREENING COMMITTEE RESTRICTION	RESTRICTED 1982 25 YEAR CONSTRUCTION NEEDS	RURAL COMPLETE GRADING ADJUSTMENTS	STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS	BOND ACCOUNT ADJUSTMENTS	SPECIAL RESURFACING DEDUCTIONS	ADJUSTED 25 YEAR CONSTRUCTION NEEDS	ANNUAL CONSTRUCTION NEEDS	MILL LEVY DEDUCTIONS	TENTATIVE ANNUAL MONEY NEEDS	TENTATIVE MONEY NEEDS (LESS THIS ADJUSTMENT)	1981 THIS ADJUSTMENTS (1982 FIGURES NOT AVAILABLE)	TENTATIVE MONEY NEEDS APPORTIONMENT	TENTATIVE MONEY NEEDS FACTORS	MINIMUM FACTORS	ANNUAL MONEY NEEDS FACTORS	ANNUAL MONEY NEEDS	TENTATIVE 1983 MONEY NEEDS APPORTIONMENT	
ARLTON COOK HASC	26,017,951 21,568,093 66,210,297		26,017,951 21,568,093 66,210,297	+ 60,286 + 169,333 + 635,510			226,402 731,495 2,611,802	25,911,841 21,005,931 64,154,005	1,036,474 840,237 2,566,160	80,981 21,991 196,993	955,493 818,246 2,369,167	508,237 435,234 1,260,186	19,530 613	527,767 435,234 1,260,199	858,193 1,708,221 2,051,596		842,223 1,944,556 2,012,012	971,519 801,183 2,320,891	517,584 426,836 1,236,473	CARLTON COOK ITASCA
KOOCHICHI LAKE NE	30,996,574 24,409,547 55,561,614		30,996,574 24,409,547 55,561,614	+ 303,260 + 137,888 + 996,380	36,059 107,212	550,000 250,000	630,455 552,030 1,340,078	21,183,320 25,317,193 55,217,916	847,333 1,015,088 2,208,717	43,726 28,450 56,335	803,607 986,638 2,152,382	427,447 524,804 1,144,875		427,447 524,804 1,144,875	695,550 853,971 1,662,962	1,380,780	1,380,780 1,592,754 2,107,497	848,552 514,678 1,122,186	KOOCHICHI LAKE PINE	
ST LOUIS DISTRICT 1 TOTALS	213,980,560		213,980,560	+ 2,143,749	663,872		1,419,607	214,040,830	2,561,633	329,923	8,231,710	4,378,536		4,378,536	7,124,837		6,987,368	8,060,052	4,294,055	DISTRICT 1 TOTALS
BE TRAM CLEARWATER HUBBARD	43,946,714 23,467,389 23,053,896		43,946,714 23,467,389 23,053,896	+ 162,777 + 384,761	30,079	683,246 300,000	1,294,938 570,554 564,002	43,467,120 23,584,096 22,421,965	1,738,709 943,364 286,879	63,347 24,911 56,057	1,675,362 918,453 240,822	891,143 488,535 477,261	14,075	905,218 488,535 477,261	1,472,988 794,454 1,277,161		1,444,568 779,616 1,713,719	1,666,335 849,301 823,287	877,153 479,104 438,613	BELTRAMI CLEARWATER HUBBARD
KITTSON LAKE OF THE WOODS MARSHALL	27,478,620 12,871,987 14,728,137	4,652,694	27,478,620 12,871,987 14,728,137	+ 1,447,955 + 849,342	53,740	215,949 1,050,000	626,746 653,888 2,246,588	28,246,089 11,834,048 39,660,340	1,139,844 473,362 1,586,414	53,415 12,018 78,826	1,076,429 461,344 1,501,588	517,564 245,394 801,903		517,564 245,394 801,903	931,687 399,310 1,304,872	874,030	1,053,182 1,008,209 1,279,325	561,513 537,131 1,476,151	KITTSON LAKE OF THE WOODS MARSHALL	
NORMAN PENNINGTON POLK	35,051,316 17,911,227 19,190,203		35,051,316 17,911,227 19,190,203	+ 42,651 + 55,085 + 744,670		1,091,104 250,000	728,001 1,416,593 181,117	34,999,832 19,097,416 13,217,337	1,399,993 763,897 642,493	61,248 48,591 156,310	1,328,745 715,306 3,024,421	712,093 380,479 1,614,042		712,093 380,479 1,614,042	1,136,374 619,123 2,626,400	1,130,821	1,130,821 1,000,391 2,626,400	698,353 373,338 2,626,400	NORMAN PENNINGTON POLK	
RED LAKE ROSEAU DISTRICT 2 TOTALS	15,667,162 38,101,211	- 350,432	15,667,162 38,356,779	+ 79,461 + 195,576	49,169		374,980	15,746,623	1,525,128	51,602	1,473,520	783,781		783,781	1,275,383		1,250,715	1,442,791	763,658	DISTRICT 2 TOTALS
AITKIN BENTON CASS CROW WING ISANTI	39,689,124 17,559,952 42,809,390 41,459,561 19,476,858		39,689,124 17,559,952 42,809,390 41,459,561 19,476,858	+ 1,068,999 + 180,971 + 571,026 + 1,024,713 + 313,171	83,248 560,474 21,192		100,266 264,231 992,137 51,619 837,576	40,574,009 16,911,218 43,367,081 42,432,655 18,952,453	1,622,960 66,449 1,694,683 1,697,306 758,098	56,786 68,715 86,894 146,061 52,305	1,566,174 607,134 855,200 1,551,245 705,193	833,065 323,260 855,200 825,124 375,419		833,065 323,260 855,200 825,124 375,419	1,355,579 526,015 1,391,598 1,342,658 610,889	1,329,424	1,533,514 545,061 1,364,748 1,518,897 599,102	816,191 317,023 838,700 809,204 366,175	AITKIN BENTON CASS CROW WING ISANTI	
KANABEC MILLE LACS MORRISON SHERBURNE STEARNS TODD	19,669,551 19,384,989 24,597,799 14,167,191 54,013,372 28,827,085		19,669,551 19,384,989 24,597,799 14,167,191 54,013,372 28,827,085	+ 568,406 + 46,747 + 140,333 + 220,754 + 452,706 + 90,892	50,128		409,987 172,480 1,315,509 13,446,437 2,736,813 1,673,434	19,177,842 19,165,762 22,441,957 13,446,437 51,729,265 26,786,244	791,114 766,630 917,678 557,857 2,069,171 1,011,474	25,963 41,827 78,759 150,878 2,438,664 58,110	765,151 724,803 838,919 406,959 1,770,507 1,013,364	406,992 385,531 446,230 216,466 941,752 539,019		406,992 385,531 446,230 216,466 941,752 539,019	649,487 627,343 726,114 352,238 1,550,392 877,102	369,204	649,487 627,343 726,114 352,238 1,550,392 877,102	749,195 709,649 821,425 425,883 1,753,898 520,695	KANABEC MILLE LACS MORRISON SHERBURNE STEARNS TODD	
WADENA WRIGHT DISTRICT 3 TOTALS	14,129,817 43,899,389		14,129,817 43,899,389	+ 43,349 + 1,020,684	51,878 261,337	374,691	742,386 1,563	13,661,055 41,657,173	546,442 1,786,287	27,935 203,451	215,507 1,562,836	215,507 841,928		215,507 841,928	1,448,787 1,370,001		1,448,787 1,370,001	270,695 1,549,839	270,695 825,684	WADENA WRIGHT DISTRICT 3 TOTALS
BECKER BIG STONE CLAY DOUGLAS GRANT	29,025,257 4,789,467 44,729,300 26,079,068 8,793,116	103,672	29,025,257 4,789,467 44,729,300 26,079,068 8,793,116	+ 371,736 + 1,189,461 + 316,872 + 354,112 + 550,838	25,557 223,156 261,607		357,494 158,599 44,784,565 25,561,392 1,001,083	28,910,268 12,207,912 44,784,565 25,561,392 1,156,525	1,156,411 292,316 1,191,583 1,022,456 310,261	91,637 31,527 31,553 93,628 365,258	1,064,774 260,789 1,648,030 928,828 365,258	566,365 138,717 876,605 494,054 141,094		566,365 138,717 876,605 494,054 141,094	921,600 225,722 1,426,428 803,934 229,591	476,404	921,600 225,722 1,426,428 803,934 229,591	1,042,570 549,540 1,613,663 909,460 507,345	555,437 292,772 829,691 484,522 322,292	BECKER BIG STONE CLAY DOUGLAS GRANT
MAHONOMET OTTER TAIL POPE	11,822,883 63,917,896 20,360,639		11,822,883 63,917,896 20,360,639	+ 33,134 + 113,194 + 397,778	5,658		298,717 64,631,090 16,148,058	11,611,647 64,631,090 16,148,058	464,466 2,385,244 669,922	18,269 162,472 51,624	446,197 2,416,772 1,185,507	237,337 1,285,507 328,890		237,337 1,285,507 328,890	386,999 2,091,802 535,76	525,064	386,999 2,091,802 535,76	605,671 2,366,375 605,424	322,676 1,260,704 322,544	MAHONOMET OTTER TAIL POPE
STEVENS SWIFT TRAVERSE	19,090,304 28,257,787 20,747,162	- 6,859,087 - 2,365,231	19,090,304 28,257,787 20,747,162	+ 52,342 + 38,515 + 13,313	39,637		1,641,341 2,206,821 1,691,842	10,537,534 25,972,819 19,990,089	421,501 1,038,913 719,604	52,445 66,830 361,615	368,556 972,083 679,989	196,039 517,062 361,615		196,039 517,062 361,615	318,498 841,373 588,555	398,064	318,498 841,373 588,555	459,174 507,085 354,715	244,628 507,085 354,715	STEVENS SWIFT TRAVERSE
WILKIN DISTRICT 4 TOTALS	19,522,494		19,522,494	+ 47,613		550,000	183,133	19,936,974	797,499	58,934	738,540	342,837		342,837	639,232		639,232	123,139	385,258	DISTRICT 4 TOTALS
ANOKA CARVER HENNEPIN SCOTT	33,930,751 30,676,066 237,710,117 27,888,582	1,250,365	33,930,751 30,676,066 237,710,117 27,888,582	+ 368,929 + 211,564 + 1,622,722 + 319,793	1,215,443	1,100,000	171,372 59,139 228,101,291 130,248	34,128,308 23,178,856 228,101,291 38,138,127	1,365,132 1,321,154 9,524,132 1,525,525	638,902 138,250 2,732,164 174,554	726,230 1,188,904 6,732,132 1,350,971	386,290 632,391 3,580,894 718,596	12,554 564	398,244 632,391 3,580,894 718,596	649,007 1,029,039 5,282,817 1,169,313		636,485 1,009,184 5,715,373 1,146,752	734,197 1,164,112 6,892,784 1,322,799	391,149 620,189 3,512,356 704,731	ANOKA CARVER HENNEPIN SCOTT
DODGE FILLMORE FREEBORN GOODHUE HOUSTON MOWER	28,089,278 64,911,933 33,685,369 44,601,891 38,623,967 42,676,310	- 272,979	28,089,278 64,911,933 33,685,369 44,601,891 38,623,967 42,676,310	+ 538,565 + 574,205 + 93,003 + 949,571 + 660,586 + 683,912	74,195	620,000	160,681 414,959 1,475,960 171,293 66,455 1,180,993	28,120,088 65,137,179 32,736,406 43,480,427 39,218,098 43,173,224	1,124,303 2,605,487 1,309,456 1,739,237 1,568,724 1,687,167	75,217 15,454 1,137,494 240,464 52,600 167,130	1,049,506 2,510,033 1,137,494 1,448,773 1,516,124 1,520,039	558,244 1,335,114 605,045 797,214 806,443 808,525		558,244 1,335,114 605,045 797,214 806,443 808,525	908,385 2,457,523 1,011,273 1,297,232 1,312,259 1,280,263	890,856	908,385 2,457,523 1,011,273 1,297,232 1,312,259 1,280,263	1,027,630 1,309,354 369,482 781,833 790,883 1,929,235	DODGE FILLMORE FREEBORN GOODHUE HOUSTON MOWER	
OLMSTED RICE STEELE WABASHA WINONA	46,942,138 31,099,127 25,283,138 43,120,695 41,580,500		46,942,138 31,099,127 25,283,138 43,120,695 41,580,500	+ 1,458,476 + 262,583 + 60,267 + 124,950 + 514,794	63,031 78,519	163,142	165,012 712,642 432,642 467,825 320,262	48,172,563 50,209,125 432,642 43,127,920 40,665,444	1,736,902 1,208,365 946,451 1,125,117 1,626,618	334,504 131,843 132,120 67,092 28,969	1,602,398 1,076,522 873,251 1,658,025 1,497,649	852,333 572,614 464,492 881,922 796,616		852,333 572,614 464,492 881,922 796,616	1,386,933 931,768 741,247 1,435,080 1,296,269		1,386,933 931,768 741,247 1,435,080 1,296,269	835,888 561,565 455,041 864,906 781,246	OLMSTED RICE STEELE WABASHA WINONA	
BLUE EARTH BROWN COTTONWOOD FARBALT JACKSON	59,611,496 26,922,277 27,349,283 46,484,035 39,289,190		59,611,496 26,922,277 27,349,283 46,484,035 39,289,190	+ 434,834 + 38,542 + 184,842 + 243,770 + 57,677			746,023 419,117 1,611,493 977,455 848,420	59,300,307 26,541,702 25,922,632 45,975,350 38,498,447	2,372,012 1,061,668 1,036,905 1,839,014 1,539,938	216,066 28,894 104,822 138,910 121,818	2,155,946 922,774 922,023 1,700,104 1,418,120	1,146,771 496,153 495,753 943,317 754,313		1,146,771 496,153 495,753 943,317 754,313	1,866,048 807,350 806,699 1,483,171 1,227,433		1,866,048 807,350 806,699 1,483,171 1,227,433	2,110,988 913,534 912,587 823,889 729,760	1,124,645 486,520 486,189 823,889 729,760	BLUE EARTH BROWN COTTONWOOD FARBALT JACKSON
LE SUEUR MARTIN NICOLLET NOBLES ROCK SIBLEY	27,841,219 41,382,569 19,823,599 39,362,699 19,862,075 30,761,882		27,841,219 41,382,569 19,823,599 39,362,699 19,862,075 30,761,882	+ 389,168 + 540,425 + 32,281 + 162,381 + 101,100 + 45,524			195,709 210,340 1,305,091 1,626,242 821,871 600,813	27,841,219 41,712,654 19,186,227 38,002,076 18,864,372 30,115,545	1,164,987 1,668,506 767,449 1,521,203 754,575 1,204,622	77,727 159,378 96,140 116,499 65,903 87,219	1,087,260 1,509,128 671,309 1,404,204 688,672 1,117,403	578,325 802,722 357,077 746,911 266,312 594,359		578,325 802,722 357,077 746,911 266,312 594,359	941,061 1,302,205 581,043 1,215,388 612,868 967,152		941,061 1,302,205 581,043 1,215,388 			

October 29, 1982

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

In reply refer to: 901

Dear Commissioner Braun:

We, the undersigned, as members of the 1982 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 new design standards, changes in unit costs, construction accomplishments, traffic revisions and new traffic factors. 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 1982, and possible deductions caused by excessive FAS fund balances; adjustments to the mileage and money needs will be necessary before January 1, 1983.

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 1983 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dennis Carlson, Secretary
County Screening Committee

APPROVED

Douglas Grindall, District 1

Earl Welshons, District 6

Arthur Tobkin, District 2

Michael Wagner, District 7

Duane Blanck (Chairman), District 3

Dennis Stoeckman, District 8

John Cousins, District 4

Kenneth Weltzin, District 9

A. J. Lee, District 5

Enclosure: Mileage and Annual Money Needs Listing

1982 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1983 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 COMMINNSIONER OF TRANSPORTATION
IN APPORTIONING THE 1983 COUNTY STATE AID HIGHWAY FUND

	<u>County State Aid Highway Mileage</u>	<u>Annual County State Aid Highway Money Needs</u>
Carlton	294.44	\$ 971,519
Cook	178.08	801,183
Itasca	650.68	2,320,891
Koochiching	248.93	1,592,754
Lake	214.02	966,064
Pine	473.11	2,107,497
St. Louis	1,361.86	8,060,052
District 1 Totals	3,421.12	16,819,960
Beltrami	465.11	1,666,335
Clearwater	327.39	899,301
Hubbard	325.70	823,287
Kittson	372.54	1,053,982
Lake of the Woods	186.96	1,008,209
Marshall	640.19	1,476,151
Norman	393.53	1,310,827
Pennington	260.60	700,391
Polk	809.48	2,971,145
Red Lake	186.39	624,173
Roseau	482.62	1,442,791
District 2 Totals	4,450.51	13,976,592
Aitkin	369.13	1,533,514
Benton	224.30	595,061
Cass	530.05	1,574,261
Crow Wing	373.68	1,518,897
Isanti	226.24	691,075
Kanabec	211.67	749,195
Mille Lacs	249.77	709,689
Morrison	430.08	821,425
Sherburne	217.39	425,883
Stearns	602.78	1,753,898
Todd	412.56	992,232
Wadena	229.50	507,695
Wright	403.54	1,549,829
District 3 Totals	4,480.69	13,422,654
Becker	467.50	1,042,570
Big Stone	211.60	549,540
Clay	406.69	1,613,663
Douglas	387.11	909,460
Grant	228.85	507,345
Mahnomen	195.20	605,671
Otter Tail	912.42	2,366,375
Pope	299.23	603,424
Stevens	243.91	459,174
Swift	329.76	951,812
Traverse	243.82	665,809
Wilkin	312.56	723,139
District 4 Totals	4,238.65	10,999,982

	<u>County State Aid Highway Mileage</u>	<u>Annual County State Aid Highway Money Needs</u>
Anoka	243.38	\$ 734,197
Carver	207.01	1,164,112
Hennepin	500.76	6,592,784
Scott	186.54	1,322,799
District 5 Totals	1,137.69	9,813,892
Dodge	250.13	1,027,620
Fillmore	395.54	2,457,692
Freeborn	447.78	1,144,014
Goodhue	326.92	1,467,520
Houston	250.68	1,484,508
Mower	374.28	1,488,341
Olmstead	319.92	1,568,984
Rice	280.88	1,054,073
Steele	292.48	855,041
Wabasha	277.30	1,623,450
Winona	315.82	1,466,419
District 6 Totals	3,531.73	15,637,662
Blue Earth	415.92	2,110,988
Brown	317.56	913,324
Cottonwood	316.75	912,587
Faribault	349.82	1,677,854
Jackson	370.75	1,388,548
Le Sueur	268.24	1,064,586
Martin	378.08	1,477,660
Nicollet	244.72	657,311
Nobles	343.75	1,374,922
Rock	258.88	693,314
Sibley	287.63	1,094,102
Waseca	250.58	1,053,355
Watsonwan	232.91	998,788
District 7 Totals	4,035.59	15,417,339
Chippewa	244.22	765,207
Kandiyohi	418.95	1,269,041
Lac Qui Parle	361.89	1,083,326
Lincoln	255.18	649,910
Lyon	317.74	1,364,089
McLeod	236.80	986,534
Meeker	272.02	690,867
Murray	354.97	820,626
Pipestone	227.31	635,847
Redwood	385.10	1,117,216
Renville	449.75	1,643,417
Yellow Medicine	346.88	903,009
District 8 Totals	3,870.81	11,929,089
Chisago	226.26	1,189,549
Dakota	274.74	1,502,374
Ramsey	228.06	3,305,897
Washington	188.31	1,336,775
District 9 Totals	917.37	7,334,595
STATE TOTALS	30,084.16	\$115,351,765

* Does not include 1982 T.H. Turnback Mileage.

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1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Total Tentative 1983 C.S.A.H. Apportionment

(Based on 1982 Apportionment Sum)

The following tabulation lists a tentative 1983 Apportionment based on the 1982 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 1982 C.S.A.H. needs study mileage, but the 1982 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1982 25-year construction needs, however, these needs will be adjusted by 1982 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, 1983, by the Commissioner with the assistance of recommendations by your Screening Committee.

Total Tentative 1983 C.S.A.H. Apportionment
(Based on 1982 Apportionment Sum)

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1982 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1983 C.S.A.H. Apportionment</u>
Carlton	\$ 141,275	\$ 96,017	\$ 360,873	\$ 517,584	\$ 1,115,749
Cook	141,275	14,958	218,250	426,836	801,319
Itasca	141,275	141,603	797,520	1,236,473	2,316,871
Koochiching	141,275	56,845	305,085	848,552	1,351,757
Lake	141,275	41,887	262,312	514,678	960,152
Pine	141,275	61,393	579,860	1,122,786	1,905,314
St. Louis	141,275	641,241	1,669,154	4,294,055	6,745,725
District 1 Totals	988,925	1,053,944	4,193,054	8,960,964	15,196,887
Beltrami	141,275	90,473	570,052	887,753	1,689,553
Clearwater	141,275	27,753	401,286	479,109	1,049,423
Hubbard	141,275	45,611	399,184	438,613	1,024,683
Kittson	141,275	25,860	456,595	561,517	1,185,247
Lake of the Woods	141,275	13,545	229,164	537,131	921,115
Marshall	141,275	50,098	784,652	786,431	1,762,456
Norman	141,275	35,140	482,332	698,353	1,357,100
Pennington	141,275	51,757	319,392	373,138	885,562
Polk	141,275	117,157	992,134	1,582,901	2,833,467
Red Lake	141,275	18,940	228,463	332,533	721,211
Roseau	141,275	44,149	591,512	768,658	1,545,594
District 2 Totals	1,554,025	520,483	5,454,766	7,446,137	14,975,411

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1982 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1983 C.S.A.H. Apportionment</u>
Aitkin	\$ 141,275	\$ 45,120	\$ 452,428	\$ 816,991	\$ 1,455,814
Benton	141,275	67,969	274,923	317,023	801,190
Cass	141,275	64,183	649,661	838,700	1,693,819
Crow Wing	141,275	137,695	457,996	809,204	1,546,170
Isanti	141,275	67,919	277,283	368,175	854,652
Kanabec	141,275	37,192	259,437	399,139	837,043
Mille Lacs	141,275	61,934	306,117	378,092	887,418
Morrison	141,275	88,851	527,132	437,620	1,194,878
Sherburne	141,274	86,602	266,442	226,893	721,211
Stearns	141,274	319,490	738,782	934,403	2,133,949
Todd	141,274	72,848	505,673	528,619	1,248,414
Wadena	141,274	45,181	281,302	270,479	738,236
Wright	141,274	178,759	494,611	825,684	1,640,328
District 3 Totals	1,836,570	1,273,743	5,491,787	7,151,022	15,753,122
Becker	141,275	89,527	573,002	555,437	1,359,241
Big Stone	141,275	27,802	259,363	292,772	721,212
Clay	141,275	134,475	498,445	859,691	1,633,886
Douglas	141,275	88,384	474,478	484,522	1,188,659
Grant	141,275	29,154	280,491	270,292	721,212
Mahnomen	141,275	18,031	239,230	322,676	721,212
Otter Tail	141,275	169,406	1,118,312	1,260,704	2,689,697
Pope	141,275	36,086	366,736	322,544	866,641
Stevens	141,274	36,344	298,964	244,628	721,210
Swift	141,274	47,308	404,162	507,085	1,099,829
Traverse	141,274	22,234	298,853	354,715	817,076
Wilkin	141,274	30,100	383,108	385,258	939,740
District 4 Totals	1,695,296	728,851	5,195,144	5,860,324	13,479,615

<u>County</u>	<u>Equalization</u> <u>Apportionment</u>	<u>Motor</u> <u>Vehicle</u> <u>Registration</u> <u>Apportionment</u>	<u>Mileage</u> <u>Apportionment</u> <u>1982 THTB</u> <u>Mileage</u> <u>(Not Included)</u>	<u>Money Needs</u> <u>Apportionment</u>	<u>Total</u> <u>Tentative</u> <u>1983 C.S.A.H.</u> <u>Apportionment</u>
Anoka	\$ 141,275	\$ 503,903	\$ 298,300	\$ 391,149	\$ 1,334,627
Carver	141,275	104,645	253,721	620,189	1,119,830
Hennepin	141,275	2,758,117	613,746	3,512,356	7,025,494
Scott	141,275	142,132	228,648	704,731	1,216,786
District 5 Totals	565,100	3,508,797	1,394,415	5,228,425	10,696,737
Dodge	141,275	49,520	306,560	547,473	1,044,828
Fillmore	141,275	71,853	484,803	1,309,354	2,007,285
Freeborn	141,275	118,816	548,814	609,482	1,418,387
Goodhue	141,275	127,715	400,696	781,833	1,451,519
Houston	141,275	57,583	307,260	790,883	1,297,001
Mower	141,275	133,074	458,734	792,925	1,526,008
Olmsted	141,275	287,275	392,105	835,888	1,656,543
Rice	141,275	128,010	344,281	561,565	1,175,131
Steele	141,274	96,840	358,477	455,530	1,052,121
Wabasha	141,274	65,523	339,893	864,906	1,411,596
Winona	141,274	124,077	387,090	781,246	1,433,687
District 6 Totals	1,554,022	1,260,286	4,328,713	8,331,085	15,474,106
Blue Earth	141,275	161,773	509,765	1,124,645	1,937,458
Brown	141,275	98,696	389,228	486,580	1,115,779
Cottonwood	141,275	54,314	388,233	486,188	1,070,010
Faribault	141,275	71,521	428,756	893,889	1,535,441
Jackson	141,275	47,652	454,419	739,760	1,383,106
Le Sueur	141,275	76,191	328,757	567,166	1,113,389
Martin	141,275	89,773	463,380	787,235	1,481,663
Nicollet	141,275	70,513	299,960	350,188	861,936
Nobles	141,275	77,175	421,308	732,500	1,372,258
Rock	141,275	35,299	317,290	369,368	863,232
Sibley	141,274	51,978	352,540	582,891	1,128,683
Waseca	141,274	61,356	307,113	561,183	1,070,926
Watsonwan	141,274	44,813	285,469	532,112	1,003,668
District 7	1,836,572	941,054	4,946,218	8,213,705	15,937,549

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1982 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1983 C.S.A.H. Apportionment</u>
Chippewa	\$ 141,275	\$ 53,674	\$ 299,333	\$ 407,670	\$ 901,952
Kandiyohi	141,275	121,213	513,490	676,092	1,452,070
Lac Qui Parle	141,275	37,291	443,542	577,150	1,199,258
Lincoln	141,275	26,561	312,754	346,245	826,835
Lyon	141,275	82,410	389,450	726,729	1,339,864
McLeod	141,275	106,144	290,225	525,584	1,063,228
Meeker	141,275	67,698	333,403	368,065	910,441
Murray	141,275	39,675	435,061	437,195	1,053,206
Pipestone	141,275	39,478	278,610	338,752	798,115
Redwood	141,275	70,304	472,008	595,206	1,278,793
Renville	141,275	76,671	551,247	875,543	1,644,736
Yellow Medicine	141,274	49,348	425,143	481,085	1,096,850
District 8 Totals	1,695,299	770,467	4,744,266	6,355,316	13,565,348
Chisago	141,275	85,840	277,320	633,741	1,138,176
Dakota	141,275	532,344	336,722	800,401	1,810,742
Ramsey	141,275	1,306,720	279,532	1,761,242	3,488,769
Washington	141,274	308,379	230,786	712,177	1,392,616
District 9 Totals	565,099	2,233,283	1,124,360	3,907,561	7,830,303
STATE TOTALS	\$12,290,908	\$12,290,908	\$36,872,723	\$61,454,539	\$122,909,078

NOTES & COMMENTS

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of the Actual 1982 to the
Tentative 1983 C.S.A.H. Apportionment

(Based on the 1982 C.S.A.H. Apportionment Sum)

The following two pages show what each county's 1983 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 1983 remained the same as 1982. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1983 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.

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of the Actual 1982 to the Tentative 1983 C.S.A.H. Apportionments
(Based on the 1982 C.S.A.H. Apportionment Sum)

	Actual 1982 C.S.A.H. <u>Apportionment</u>	Tentative 1983 C.S.A.H. <u>Apportionment</u> (Using 1982 Funds)	Increase or <u>Decrease</u>	% <u>+ or -</u>
Carlton	\$ 1,122,244	\$ 1,115,749	\$- 6,495	- 0.6
Cook	790,785	801,319	+ 10,534	+ 1.3
Itasca	2,293,783	2,316,871	+ 23,088	+ 1.0
Koochiching	1,351,758	1,351,757	- 1	*
Lake	1,014,522	960,152	- 54,370	- 5.4
Pine	1,837,221	1,905,314	+ 68,093	+ 3.7
St. Louis	6,405,519	6,745,725	+340,206	+ 5.3
District 1 Totals	14,815,832	15,196,887	+381,055	+ 2.6
Beltrami	1,742,784	1,689,553	- 53,231	- 3.1
Clearwater	1,002,702	1,049,423	+ 46,721	+ 4.7
Hubbard	988,564	1,024,683	+ 36,119	+ 3.7
Kittson	1,114,111	1,185,247	+ 71,136	+ 6.4
Lake of the Woods	921,115	921,115	--	*
Marshall	1,630,832	1,762,456	+131,624	+ 8.1
Norman	1,306,543	1,357,100	+ 50,557	+ 3.9
Pennington	892,187	885,562	- 6,625	- 0.7
Polk	2,784,513	2,833,467	+ 48,954	+ 1.8
Red Lake	721,211	721,211	--	*
Roseau	1,424,247	1,545,594	+121,347	+ 8.5
District 2 Totals	14,528,809	14,975,411	+446,602	+ 3.1
Aitkin	1,429,706	1,455,814	+ 26,108	+ 1.8
Benton	848,105	801,190	- 46,915	- 5.5
Cass	1,704,355	1,693,819	- 10,536	- 0.6
Crow Wing	1,573,342	1,546,170	- 27,172	- 1.7
Isanti	870,787	854,652	- 16,135	- 1.9
Kanabec	820,558	837,043	+ 16,485	+ 2.0
Mille Lacs	865,530	887,418	+ 21,888	+ 2.5
Morrison	1,230,758	1,194,878	- 35,880	- 2.9
Sherburne	721,210	721,211	+ 1	*
Stearns	2,131,222	2,133,949	+ 2,727	+ 0.1
Todd	1,258,683	1,248,414	- 10,269	- 0.8
Wadena	749,317	738,236	- 11,081	- 1.5
Wright	1,756,717	1,640,328	-116,389	- 6.6
District 3 Totals	15,960,290	15,753,122	-207,168	- 1.3
Becker	1,269,367	1,359,241	+ 89,874	+ 7.1
Big Stone	721,211	721,212	+ 1	*
Clay	1,759,446	1,633,886	-125,560	- 7.1
Douglas	1,188,934	1,188,659	- 275	*
Grant	721,212	721,212	--	*
Mahnomen	721,211	721,212	+ 1	*
Otter Tail	2,785,021	2,689,697	- 95,324	- 3.4
Pope	815,970	866,641	+ 50,671	+ 6.2
Stevens	721,211	721,210	- 1	*
Swift	1,035,611	1,099,829	+ 64,218	+ 6.2
Traverse	763,406	817,076	+ 53,670	+ 7.0
Wilkin	916,202	939,740	+ 23,538	+ 2.6
District 4 Totals	13,418,802	13,479,615	+ 60,813	+ 0.5

* Less than 0.1%

	Actual 1982 C.S.A.H. <u>Apportionment</u>	Tentative 1983 C.S.A.H. <u>Apportionment</u> (Using 1982 Funds)	Increase or Decrease	% + or -
Anoka	\$ 1,473,325	\$ 1,334,627	\$-138,698	- 9.4
Carver	1,264,752	1,119,830	-144,922	- 11.5
Hennepin	7,614,154	7,025,494	-588,660	- 7.7
Scott	1,331,023	1,216,786	-114,237	- 8.6
District 5 Totals	11,683,254	10,696,737	-986,517	- 8.4
Dodge	953,436	1,044,828	+ 91,392	+ 9.6
Fillmore	2,010,136	2,007,285	- 2,851	- 0.1
Freeborn	1,452,361	1,418,387	- 33,974	- 2.3
Goodhue	1,515,144	1,451,519	- 63,625	- 4.2
Houston	1,210,603	1,297,001	+ 86,398	+ 7.1
Mower	1,435,582	1,526,008	+ 90,426	+ 6.3
Olmsted	1,670,084	1,656,543	- 13,541	- 0.8
Rice	1,155,051	1,175,131	+ 20,080	+ 1.7
Steele	1,051,633	1,052,121	+ 488	*
Wabasha	1,427,501	1,411,596	- 15,905	- 1.1
Winona	1,477,048	1,433,687	- 43,361	- 2.9
District 6 Totals	15,358,579	15,474,106	+115,527	+ 0.8
Blue Earth	1,937,789	1,937,458	- 331	*
Brown	1,135,076	1,115,779	- 19,297	- 1.7
Cottonwood	1,076,849	1,070,010	- 6,839	- 0.6
Faribault	1,390,027	1,535,441	+145,414	+ 10.5
Jackson	1,398,114	1,383,106	- 15,008	- 1.1
Le Sueur	1,167,382	1,113,389	- 53,993	- 4.6
Martin	1,499,846	1,481,663	- 18,183	- 1.2
Nicollet	838,508	861,936	+ 23,428	+ 2.8
Nobles	1,252,481	1,372,258	+119,777	+ 9.6
Rock	851,602	863,232	+ 11,630	+ 1.4
Sibley	1,156,982	1,128,683	- 28,299	- 2.4
Waseca	1,042,711	1,070,926	+ 28,215	+ 2.7
Watonswan	1,036,046	1,003,668	- 32,378	- 3.1
District 7 Totals	15,783,413	15,937,549	+154,136	+ 1.0
Chippewa	897,472	901,952	+ 4,480	+ 0.5
Kandiyohi	1,488,956	1,452,070	- 36,886	- 2.5
Lac Qui Parle	1,145,324	1,199,258	+ 53,934	+ 4.7
Lincoln	826,296	826,835	+ 539	+ 0.1
Lyon	1,278,889	1,339,864	+ 60,975	+ 4.8
McLeod	1,056,603	1,063,228	+ 6,625	+ 0.6
Meeker	848,092	910,441	+ 62,349	+ 7.4
Murray	1,003,974	1,053,206	+ 49,232	+ 4.9
Pipestone	757,664	798,115	+ 40,451	+ 5.3
Redwood	1,289,552	1,278,793	- 10,759	- 0.8
Renville	1,690,943	1,644,736	- 46,207	- 2.7
Yellow Medicine	1,053,642	1,096,850	+ 43,208	+ 4.1
District 8 Totals	13,337,407	13,565,348	+227,941	+ 1.7
Chisago	1,082,528	1,138,176	+ 55,648	+ 5.1
Dakota	2,060,617	1,810,742	-249,875	- 12.1
Ramsey	3,434,054	3,488,769	+ 54,715	+ 1.6
Washington	1,445,493	1,392,616	- 52,877	- 3.7
District 9 Totals	8,022,692	7,830,303	-192,389	- 2.4
STATE TOTALS	\$122,909,078	\$122,909,078	---	*

* Lees than 0.1%

MILEAGE

REQUESTS

1982 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.

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

	1958- 1964	1965- 1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	Total Mileage Requested & Approved To Date
01 Aitkin	6.10													0.60					6.70
02 Anoka	1.33		0.71																2.04
03 Becker		10.07																	10.07
04 Beltrami	6.84*	0.69			0.16														7.69
05 Benton	3.18*																		3.18
06 Big Stone	1.40								0.16										1.56
07 Blue Earth	15.29*										0.25								15.54
08 Brown	3.81	3.63		0.13															7.57
09 Carlton	3.62																		3.62
10 Carver	1.55	0.94																	2.97
11 Cass		7.90							0.48										7.90
12 Chippewa	14.00	1.00																	15.00
13 Chisago	3.24																		3.24
14 Clay	1.18	0.82			0.10														2.10
15 Clearwater	0.30*			1.00															1.30
16 Cook	3.60																		3.60
17 Cottonwood	3.37	1.80		1.10			0.20												6.47
18 Crow Wing	13.00*																		13.00
19 Dakota	1.65*				0.07	2.40													4.12
20 Dodge																			-
21 Douglas	7.40*	3.25																	10.65
22 Faribault		0.08	0.29	1.20									1.10		0.09				1.66
23 Fillmore	1.12																		2.22
24 Freeborn	0.05		0.90			0.65													1.60
25 Goodhue								0.08											0.08
26 Grant	5.30	0.12																	5.42
27 Hennepin	4.50			0.19	0.05							0.52							5.26
28 Houston					0.12														0.12
29 Hubbard	0.60	1.25					0.26			0.06									2.17
30 Isanti	1.06	0.74																	1.80
31 Itasca																			-
32 Jackson		0.10																	0.10
33 Kanabec																			-
34 Kandiyohi		0.44																	0.44
35 Kittson	6.60*																		6.60
36 Koochiching	9.27*																		9.27
37 Lac Qui Parle	1.70	0.23																	1.93
38 Lake	3.24*	1.58		0.56															5.38
39 Lake of the Woods	0.56	0.33																	0.89
40 Le Sueur	2.70				0.08				0.75										3.53
41 Lincoln	5.65*	0.90																	6.55
42 Lyon	2.00																		2.00
43 McLeod	0.09			0.50															0.59
44 Mahnomon	1.00	0.42																	1.42
45 Marshall	15.00*				1.00														16.00
46 Martin		1.52																	1.52
47 Meeker	0.80						0.50												1.30
48 Mille Lacs						0.74													0.74
49 Morrison																			-
50 Mower	9.28*	3.83										0.09							13.20
51 Murray	3.52			1.10															4.62
52 Nicollet																			-
53 Nobles		13.71		0.11			0.12												13.94
54 Norman	1.31																		1.31
55 Olmsted	10.77*	4.55																	15.32
56 Otter Tail										0.36									0.36
57 Pennington	0.84																		0.84
58 Pine	9.25		0.50																9.25
59 Pipestone																			0.50
60 Polk	4.00				0.55	1.00						0.67							6.22
61 Pope	1.63	2.00		1.20															4.83
62 Ramsey	9.45*	0.67		0.21		0.40													10.73
63 Red Lake				0.50															0.50
64 Redwood	2.30		1.11										0.13						3.54
65 Renville																			-
66 Rice	1.70																		1.70
67 Rock	0.50														0.54				1.04
68 Roseau	5.20		1.60																6.80
69 St. Louis	7.71*	11.43																	19.14
70 Scott	8.65*	3.44		3.51	1.07		0.57					0.12							17.36
71 Sherburne		5.42																	5.42
72 Sibley	1.50																		1.50
73 Stearns	0.08	0.70									3.90								4.68
74 Steele		1.28	0.27																1.55
75 Stevens		1.00																	1.00
76 Swift		0.78											0.24						1.02
77 Todd	1.90*																		1.90
78 Traverse	0.20			0.07		0.49													0.76
79 Wabasha	0.43*						0.20	0.10											0.73
80 Wadena					0.14														-
81 Waseca	4.10	0.43																	4.67
82 Washington	2.33*					0.40							0.33						3.06
83 Watonwan								0.04		0.08				0.60					0.72
84 Wilkin																			-
85 Winona	7.40*																		7.40
86 Wright	0.45											1.38							1.83
87 Yellow Medicine								1.39											1.39
TOTALS	246.60	87.05	5.38	11.38	3.34	6.08	1.85	1.61	1.39	0.50	4.15	2.78	1.80	1.20	0.63				375.74

* Some Trunk Highway Turnback Mileage

1982 COUNTY SCREENING COMMITTEE DATA
History of C.S.A.M. Additional Mileage Requests
Approved by The
County Engineer's Screening Committee

	1958- 1964	1965- 1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	Total Mileage Requested & Approved To Date
01 Aitkin	6.10													0.60					6.70
02 Anoka	1.33		0.71																2.04
03 Becker		10.07																	10.07
04 Beltrami	6.84*	0.69			0.16														7.69
05 Benton	3.18*								0.16										3.18
06 Big Stone	1.40																		1.56
07 Blue Earth	15.29*										0.25								15.54
08 Brown	3.81	3.63		0.13															7.57
09 Carlton	3.62																		3.62
10 Carver	1.55	0.94							0.48										2.97
11 Cass		7.90																	7.90
12 Chippewa	14.00	1.00																	15.00
13 Chisago	3.24																		3.24
14 Clay	1.18	0.82			0.10														2.10
15 Clearwater	0.30*			1.00															1.30
16 Cook	3.60																		3.60
17 Cottonwood	3.37	1.80		1.10			0.20												6.47
18 Crow Wing	13.00*																		13.00
19 Dakota	1.65*				0.07	2.40													4.12
20 Dodge																			-
21 Douglas	7.40*	3.25																	10.65
22 Faribault		0.08	0.29	1.20									1.10		0.09				1.66
23 Fillmore	1.12																		2.22
24 Freeborn	0.05		0.90			0.65													1.60
25 Goodhue								0.08											0.08
26 Grant	5.30	0.12																	5.42
27 Hennepin	4.50			0.19	0.05							0.52							5.26
28 Houston					0.12														0.12
29 Hubbard	0.60	1.25					0.26			0.06									2.17
30 Isanti	1.06	0.74																	1.80
31 Itasca																			-
32 Jackson		0.10																	0.10
33 Kanabec																			-
34 Kandiyohi		0.44																	0.44
35 Kittson	6.60*																		6.60
36 Koochiching	9.27*																		9.27
37 Lac Qui Parle	1.70	0.23																	1.93
38 Lake	3.24*	1.58		0.56															5.38
39 Lake of the Woods	0.56	0.33																	0.89
40 Le Sueur	2.70				0.08				0.75										3.53
41 Lincoln	5.65*	0.90																	6.55
42 Lyon	2.00																		2.00
43 McLeod	0.09			0.50															0.59
44 Mahnomon	1.00	0.42																	1.42
45 Marshall	15.00*				1.00														16.00
46 Martin		1.52																	1.52
47 Meeker	0.80						0.50												1.30
48 Mille Lacs						0.74													0.74
49 Morrison																			-
50 Mower	9.28*	3.83										0.39							13.20
51 Murray	3.52			1.10															4.62
52 Nicollet																			-
53 Nobles		13.71		0.11			0.12												13.94
54 Norman	1.31																		1.31
55 Olmsted	10.77*	4.55																	15.32
56 Otter Tail										0.36									0.36
57 Pennington	0.84																		0.84
58 Pine	9.25		0.50																9.25
59 Pipestone																			0.50
60 Polk	4.00				0.55	1.00						0.67							6.22
61 Pope	1.63	2.00		1.20															4.83
62 Ramsey	9.45*	0.67		0.21		0.40													10.73
63 Red Lake				0.50															0.50
64 Redwood	2.30		1.11										0.13						3.54
65 Renville																			-
66 Rice	1.70																		1.70
67 Rock	0.50														0.54				1.04
68 Roseau	5.20		1.60																6.80
69 St. Louis	7.71*	11.43																	19.14
70 Scott	8.65*	3.44		3.51	1.07		0.57					0.12							17.36
71 Sherburne		5.42																	5.42
72 Sibley	1.50																		1.50
73 Stearns	0.08	0.70									3.90								4.68
74 Steele		1.28	0.27																1.55
75 Stevens		1.00																	1.00
76 Swift		0.78											0.24						1.02
77 Todd	1.90*																		1.90
78 Traverse	0.20			0.07		0.49													0.76
79 Wabasha	0.43*						0.20	0.10											0.73
80 Wadena					0.14														-
81 Waseca	4.10	0.43																	4.67
82 Washington	2.33*					0.40							0.33						3.06
83 Watonwan								0.04		0.08				0.60					0.72
84 Wilkin																			-
85 Winona	7.40*											1.38							7.40
86 Wright	0.45																		1.83
87 Yellow Medicine								1.39											1.39
TOTALS	246.60	87.05	5.38	11.38	3.34	6.08	1.85	1.61	1.39	0.50	4.15	2.78	1.80	1.20	0.63				375.74

* Some Trunk Highway Turnback Mileage

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : _____
TO : Director, Highway Studies Section
FROM : _____ District State Aid Engineer
SUBJECT: Request for Approval of a System Revision
(Municipality) (County) of _____

Attached is a request and supporting data for the revision to the State Aid system.

The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA	
<input checked="" type="checkbox"/>	<i>carries relatively heavier traffic volumes;</i>
<input type="checkbox"/>	<i>and connects towns, communities, shipping points, and markets within a county or in adjacent counties;</i>
<input type="checkbox"/>	<i>or provide access to rural churches, schools, community meeting halls, industrial plants, state institutions and recreational areas;</i>
<input type="checkbox"/>	<i>or serves as a principal rural mail route and school bus route;</i>
<input checked="" type="checkbox"/>	<i>or acts as a collector of traffic from several roads of local interest;</i>
<input checked="" type="checkbox"/>	<i>and occurs at a reasonable interval consistent with the density of population;</i>
<input checked="" type="checkbox"/>	<i>and provides an integrated and coordinated highway system affording within practical limits a State-Aid highway network consistent with local traffic demands.</i>
M.S.A.S. CRITERIA	
<input type="checkbox"/>	<i>carries relatively heavier traffic volumes;</i>
<input type="checkbox"/>	<i>and connects the points of major traffic interest within an urban municipality;</i>
<input type="checkbox"/>	<i>or connects with rural roads or urban routes of community interest and carries major traffic into and through an urban municipality;</i>
<input type="checkbox"/>	<i>and forms a system of streets which will effectively serve traffic within the urban municipality.</i>

COMMENTS: _____

RECOMMENDED APPROVAL:

District State Aid Engineer

Date

RECOMMENDED APPROVAL OR DENIAL:

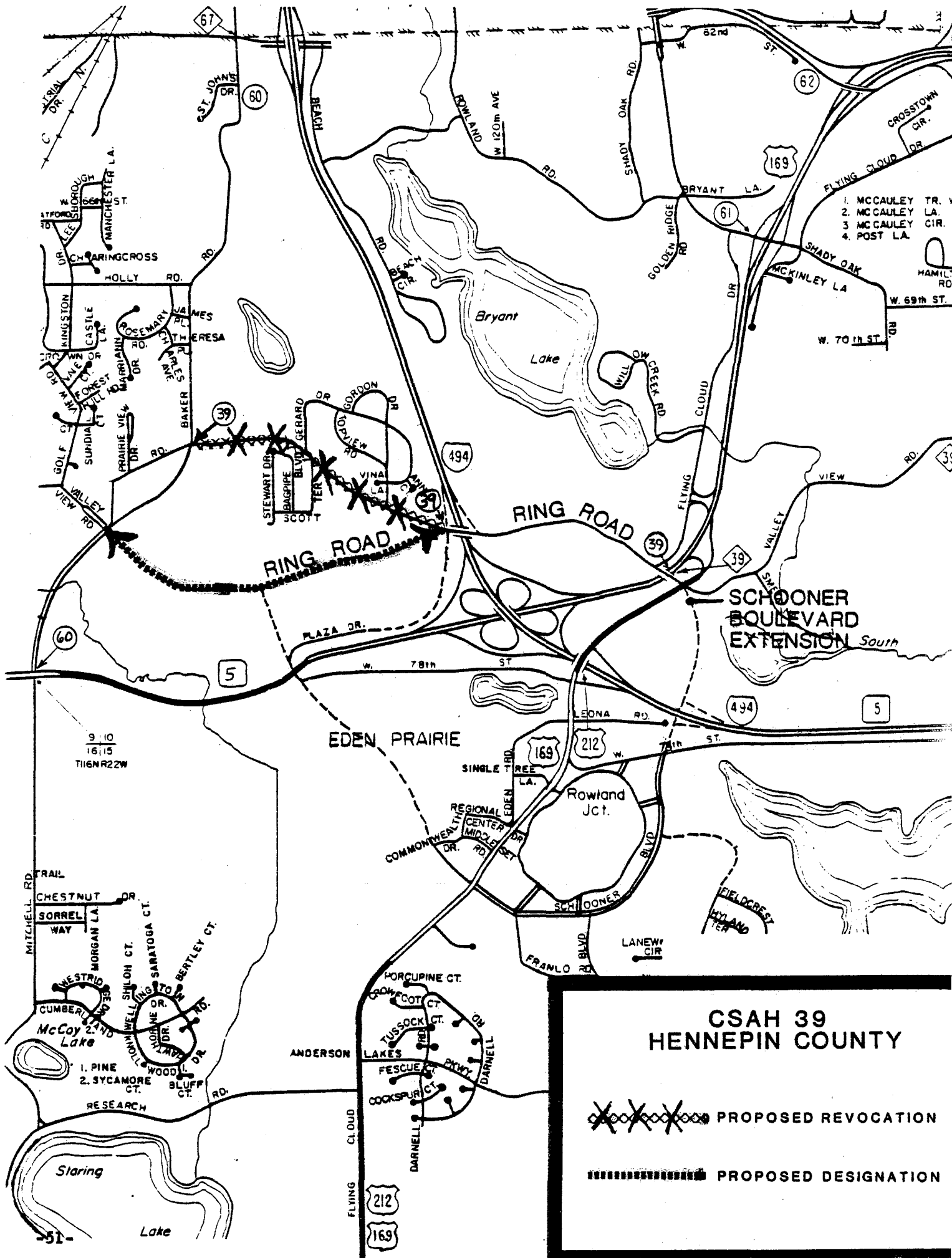
Director, Highway Studies Section

Date

APPROVAL OR DENIAL:

State Aid Engineer

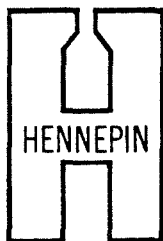
Date



CSAH 39 HENNEPIN COUNTY

XXXXXX PROPOSED REVOCATION

----- PROPOSED DESIGNATION



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



935-3381

August 12, 1982

Mr. C. E. Weichselbaum
District State Aid Engineer
Minnesota Department of Transportation
2055 North Lilac Drive
Golden Valley, MN 55422

Re: Revocation/Designation CSAH 39
Request for CSAH mileage increase

Dear Mr. Weichselbaum:

Hennepin County requests your approval for the revocation of a portion of existing CSAH 39 and redesignation of CSAH 39 along new alignment, all in Eden Prairie. This action results in an increase to our CSAH mileage and consequently also requires Screening Committee approval.

The City of Eden Prairie has begun a road development program around the I-494, TH 5, TH 169/212 interchanges. This area known as the "Major Center" is developing as a regional/commercial/industrial/office center. The City's goal is to improve traffic flow, capacity and safety and provide access to the Major Center by constructing a "Ring Road" around the interchanges and adding two new interchanges to I-494.

CSAH 39 forms the northern leg of the proposed Ring Road. The plan includes reconstructing CSAH 39, on new alignment, between CSAH 60 and I-494 and constructing a half-diamond interchange at the intersection with I-494. Existing CSAH 39 will have a cul-de-sac just west of I-494. East/west route continuity will be shifted to proposed CSAH 39. The proposed new alignment increases CSAH 39 mileage by 0.33 miles.

Between CSAH 60 and I-494 existing CSAH 39 is 0.84 miles long. CSAH 39 is a two lane, 24 foot wide, rural design road on 66 feet of right of way. The road is located in a single family residential area, has numerous intersecting driveways and residential streets, and is considered deficient in cross section, design speed and structure. Approximate needs for this road segment are \$258,000.

Proposed CSAH 39 is 1.17 miles long, and will be a four lane divided, urban design road on 120 feet of right of way. Planned land use along this road segment is predominately commercial and office. A high density residential area is located at the CSAH 60 intersection. Needs for the new road, based on resurfacing only, would be approximately \$117,000.

HENNEPIN COUNTY

an equal opportunity employer

Existing CSAH 39 roadway, alignment, and adjacent land use are not compatible with the ultimate transportation needs of the Major Center area. Proposed CSAH 39 provides a safe efficient road facility that is compatible with the adjacent land use and consistent with the transportation planning of Hennepin County and Eden Prairie.

Please review our request and if acceptable I ask that you submit it to the Screening Committee for approval of the CSAH mileage increase.

A location map showing the Major Center, Ring Road and proposed revocation/designation is enclosed.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. J. Lee', written over a vertical line.

A. J. Lee

Associate County Administrator and County Engineer

AJL/DBM:de
Enclosure

cc: H. O. Klossner

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : OCT 5 1982
TO : Director, Highway Studies Section
FROM : H. P. SUEDBECK District State Aid Engineer
SUBJECT: Request for Approval of a System Revision
(~~Municipality~~) (County) of NOBLES

Attached is a request and supporting data for the revision to the State Aid system.

The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA	
	<i>carries relatively heavier traffic volumes;</i>
	<i>and connects towns, communities, shipping points, and markets within a county or in adjacent counties;</i>
	<i>or provide access to rural churches, schools, community meeting halls, industrial plants, state institutions and recreational areas;</i>
X	<i>or serves as a principal rural mail route and school bus route;</i>
	<i>or acts as a collector of traffic from several roads of local interest;</i>
	<i>and occurs at a reasonable interval consistent with the density of population;</i>
	<i>and provides an integrated and coordinated highway system affording within practical limits a State-Aid highway network consistent with local traffic demands.</i>

M.S.A.S. CRITERIA	
	<i>carries relatively heavier traffic volumes;</i>
	<i>and connects the points of major traffic interest within an urban municipality;</i>
	<i>or connects with rural roads or urban routes of community interest and carries major traffic into and through an urban municipality;</i>
	<i>and forms a system of streets which will effectively serve traffic within the urban municipality.</i>

COMMENTS:

RECOMMENDED APPROVAL:

H. P. Suebeck
District State Aid Engineer

10-5-82
Date

RECOMMENDED APPROVAL OR DENIAL:

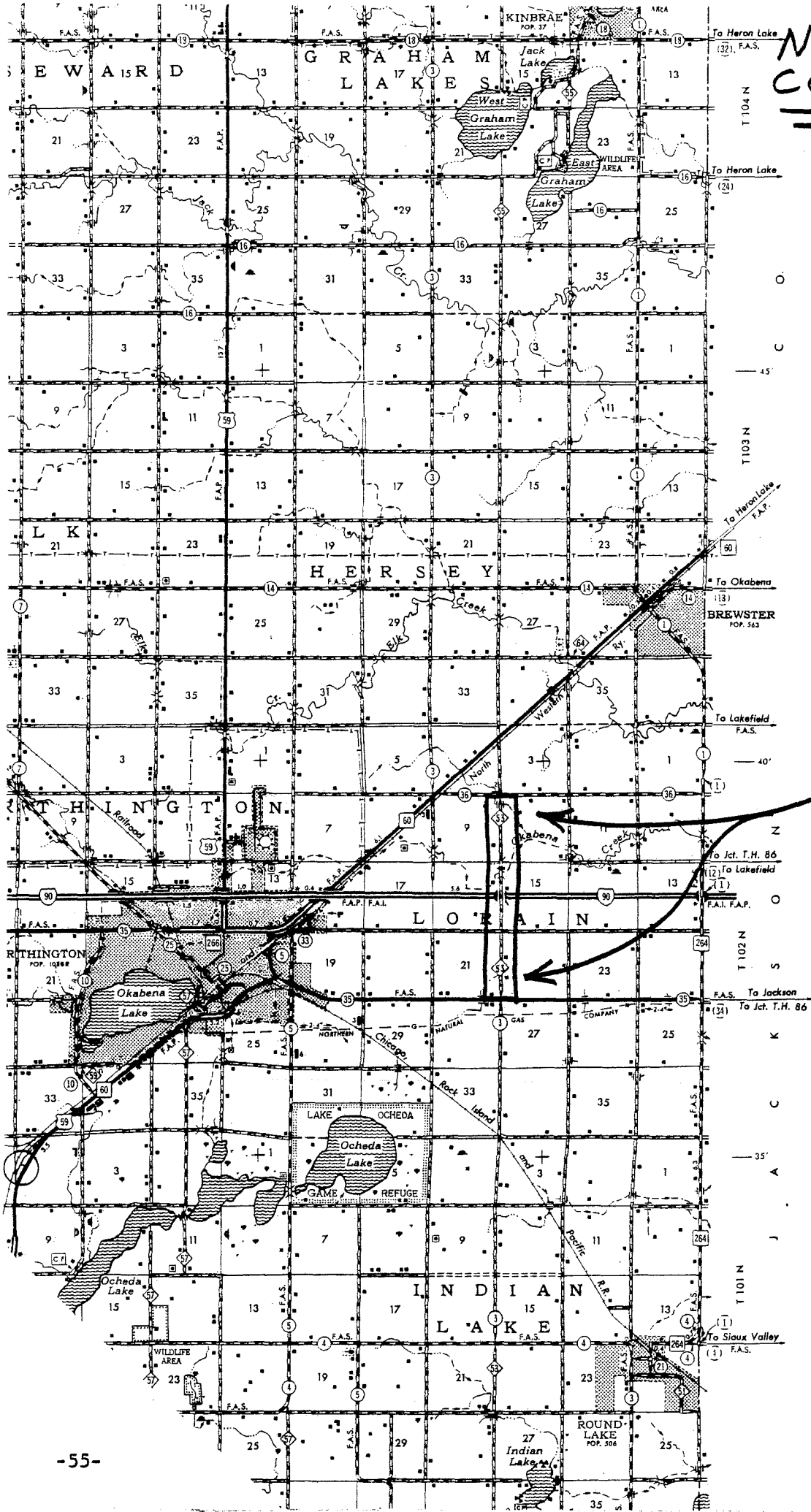
Director, Highway Studies Section

Date

APPROVAL OR DENIAL:

State Aid Engineer

Date



**NOBLES
COUNTY**

**PROPOSED
EXTENSION
TO CSAH 3
3.0 MILES**

COUNTY OF NOBLES
OFFICE OF
HIGHWAY ENGINEER
P. O. BOX 187
WORTHINGTON, MINNESOTA 56187

MICHAEL C. WAGNER
Highway Engineer

Phone 376-3109
Area Code 507

September 27, 1982

Mr. Harvey Suedbeck
District State Aid Engineer
Mn/DOT
501 South Victory Drive
Mankato, Minnesota

Dear Mr. Suedbeck:

Re: Additional Mileage Request

The Nobles County Board of Commissioners has requested by resolution the addition of County Road 53 between County State Aid Highways 35 and 36 to the State Aid Highway System. The Board reviewed the County's State Aid routes for a possible exchange and determined that any removal of a current State Aid segment would disrupt the existing continuity of the County's system.

The purpose of this request for additional mileage is to complete a missing link and thereby establish continuity on Nobles County's State Aid Highway 3.

The above-described segment of County Road 53 is three miles long and crosses over Interstate 90. With the exception of the part affected by the interstate, it is a gravel-surfaced road with its top width varying from 24 to 28 feet and a right of way width of 66 feet. No traffic volume data is available, since the route was established as a County Road after the opening of I-90 and after the County's last official traffic count. An estimated volume is 100 ADT. Two bridges were on this three-mile segment, and both have been replaced by culverts which meet State design standards.

Please note on the map that CSAH 3 from the north terminus of this County Road 53 starts one mile west at the CSAH 36 junction with T.H. 60 and extends eleven miles north to CSAH 18. CSAH 3 from the south terminus extends directly south of CSAH 35 for five miles to CSAH 4 and then jogs east to Round Lake and again extends south three miles to Iowa. Designation of County Road 53 as State Aid would provide continuity in CSAH 3 from near the north county line to the south county line.

With the close proximity of Worthington, the half diamond I-90 interchange on the west side of County Road 53 has potential for development and future justification for completion of the full diamond.

Mr. Harvey Suedbeck

- 2 -

September 27, 1982

Please review this request for your concurrence and submittal to the Office of State Aid.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael C. Wagner".

Michael C. Wagner, P.E.
Nobles County Engineer

MCW:jkj

Enc.

REFERENCE

MATERIAL

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Comparison of C.S.A.H. & M.S.A.S. Urban Design Quantity Tables

The M.S.A.S. Screening Committee has revised their State Aid Urban Design Standards for needs study purposes by eliminating concrete needs and by revising some projected traffic groups. We felt the County Screening Committee may wish to compare the two Urban Design Tables and, therefore, are presenting them below.

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

Design Data - 9 Ton	Soil Type	Grading (Cubic Yards)	Grading Depth (Inches)	#2211 Class 4 Subbase (Tons)	Subbase Depth (Inches)	#2211 Class 5 Gravel Base (Tons)	#2331 Bit. Base (Tons)	Initial Surface	Additional Surface (Tons)
Proj. ADT 1-999	50	15384	21.5	0	0				
40 Feet	75	15384	21.5	0	0	6623	1742	3495 Tons	2323
2 Traffic Lanes	100	19050	26.5	6565	5	5"	1½"	3" #2331	2" #2331
2 Parking Lanes	130	22010	30.5	11861	11				
Proj. ADT 1000-1999	50	16785	21.5	0	0				
44 Feet	75	19177	24.5	4288	3	7239	1936	3872 Tons	2531
2 Traffic Lanes	100	23191	29.5	11485	8	5"	1½"	3" #2341	2" #2341
2 Parking Lanes	130	28052	35.5	20202	14				
Proj. ADT 2000-4999	50	17581	22.5	0	0				
44 Feet	75	22386	28.5	8598	6	8686	1936	3872 Tons	2531
2 Traffic Lanes	100	27239	34.5	17285	12	6"	1½"	3" #2341	2" #2341
2 Parking Lanes	130	32963	41.5	27533	19				
Proj. ADT 5000 & Over	50	19480	23	X	X	4712	X	25813 SqYds.	1420
48 Feet	75	19480	23			3"			
2 Traffic Lanes	100	22073	26			9425			
2 Parking Lanes	130	22073	26			6"			
Proj. ADT 7000-9999	50	28166	24	0	0				
68 Feet	75	34133	29	10724	5	10935	7228	7228 Tons	4130
4 Traffic Lanes	100	42543	36	25839	12	5"	3½"	3½" #2341	2" #2341
2 Parking Lanes	130	52237	44	43264	20				
Proj. ADT 10000 & Over	50	28477	25	X	X	6930	X	30893 SqYds.	2194
72 Feet	75	28477	23			3"			
4 Traffic Lanes	100	32245	26			13860			
2 Parking Lanes	130	32245	26			6"			

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

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

Design - 9 Ton	Soil Type	Grading (Cu. Yds.)	Subbase (Tons)	Gravel Base (Tons)	#2331 Bit. Base (Tons)	#2341 Bit. Surf. (Tons)	#2361 Bit. Surf. (Tons)	Additional Surface (Tons)
Proj. ADT 0-1999 44 Feet Lanes: 2TR - 2PK G.E.: Tot. 19.5"-Surf. 10"	50 75 100 130	15990 (20.5") 18378 (23.5") 22386 (28.5") 23998 (30.5")	0 4288 (3") 11485 (8") 14379 (10")					
				5790 (4")	1936 (1½")	3872 (3")	--	#2341 2581 (2")
Proj. ADT 2000-4999 44 Feet Lanes: 2TR - 2PK G.E.: Tot. 21"-Surf. 11"	50 75 100 130	16388 (21") 18778 (24") 22788 (29") 24402 (31")	0 4288 (3") 11485 (8") 14379 (10")					
				5790 (4")	2581 (2")	3872 (3")	--	#2341 2581 (2")
Proj. ADT 5000 & Over 48 Feet Lanes: 2TR - 2PK G.E.: Tot. 25"-Surf. 14"	50 75 100 130	19048 (22.5") 21640 (25.5") 26860 (31.5") 29488 (34.5")	0 4644 (3") 14000 (9") 18711 (12")					
				6283 (4")	3550 (2½")	4259 (3")	1420 (1")	#2361 1420 (1")
Proj. ADT 8000-9999 68 Feet Lanes: 4TR - 2PK G.E.: Tot. 29"-Surf. 16"	50 75 100 130	28762 (24.5") 32340 (27.5") 41940 (35.5") 45562 (38.5")	0 6426 (3") 23673 (11") 30181 (14")					
				10935 (5")	6196 (3")	7228 (3½")	2065 (1")	#2361 2065 (1")
Proj. ADT 10000 & Over 72 Feet Lanes: 4TR - 2PK G.E.: Tot. 32.5"-Surf. 18"	50 75 100 130	34133 (27.5") 37919 (30.5") 46799 (37.5") 53184 (42.5")	0 6783 (3") 22695 (10") 34136 (15")					
				16169 (7")	8777 (4")	7680 (3½")	2194 (1")	#2361 2194 (1")

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

1982 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1982

Highway Policy Study Commission Recommendations

The Highway Policy Study Commission, an Interim Legislative Commission established to study the contracting of trunk highway maintenance, recently settled on ten recommendations. The only one of these recommendations which concerns the Screening Committee states that:

"The Commission recommends that the State Aid Screening Committees composed of county and municipal officials review and make recommendations concerning statutes and rules which restrict CSA and MSA funds for maintenance. In light of the growing trend away from highway construction and toward maintenance, the State Aid Screening Committees should determine if allocations for general maintenance are realistic."

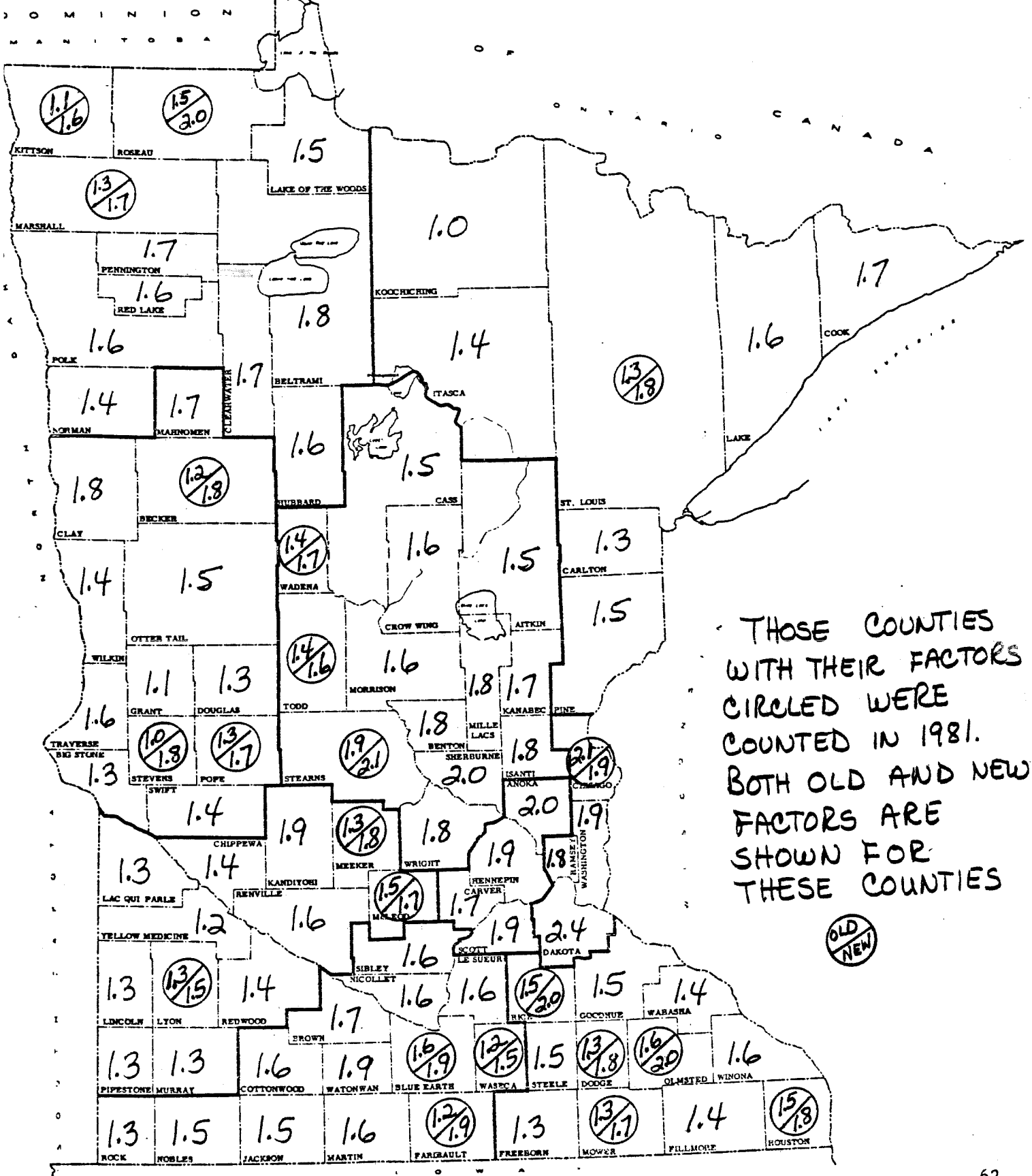
This recommendation is brought to your attention for discussion, and possible recommendations.

1982 COUNTY SCREENING COMMITTEE DATA

OCTOBER, 1982

C.S.A.H. 20 YEAR TRAFFIC PROJECTION FACTORS

(FOR USE IN THE 1982 CSAH NEEDS STUDY)



THOSE COUNTIES WITH THEIR FACTORS CIRCLED WERE COUNTED IN 1981. BOTH OLD AND NEW FACTORS ARE SHOWN FOR THESE COUNTIES

OLD
NEW

Minutes of the County Engineers Screening Committee Meeting

June 2 & 3, 1982

The meeting was called to order by Chairman Duane Blanck at 1:05 P.M. on June 2, 1982 at Cragun's Pine Beach Lodge at Brainerd, Minnesota.

The screening committee members present were:

District 1	..... Doug Grindall	..... Koochiching County
District 2	..... Art Tobkin	..... Clearwater County
District 3	..... Duane Blanck	..... Crow Wing County
District 4	..... Jack Cousins	..... Clay County
District 5	..... Art Lee	..... Hennepin County
District 6	..... Earl Welshons	..... Winona County
District 7	..... Mike Wagner	..... Nobles County
District 8	..... Dennis Stoeckman	..... Renville County
District 9	..... Ken Weltzin	..... Ramsey County

Others present were:

Gordon Fay	..... Director of State Aid
Roy Hanson	..... Office of State Aid
Ken Hoeschen	..... Office of State Aid
Bernie Lieder	..... Polk County - District 2 Alternate
Jack Isaacson	..... District 2 - State Aid Engineer
Dave Reed	..... District 3 - State Aid Engineer
Jim Worcester	..... Cass County - General Subcommittee Chairman
Bob McPartlin	..... Waseca County - General Subcommittee
Dave Zech	..... Cook County - District 1 Alternate
Wayne Fingalson	..... Wright County - District 3 Alternate
Don Wisniewski	..... Carver County - District 5 Alternate
Bob Egan	..... Wabasha County - District 6 Alternate
Ron Sandvik	..... LeSuer County - District 7 Alternate
Pete Boomgarden	..... Lincoln County - District 8 Alternate

Dave Zech was appointed temporary secretary since Dennis Carlson is absent due to a death in the family.

Chairman Blanck introduced the MN/DOT personnel and county engineers present.

The chairman called for approval of the October 29 and 30, 1981 screening committee minutes. Art Tobkin stated he should be listed from Clearwater County instead of Norman County. Earl Welshons moved and Doug Grindall second the motion to approve the minutes as corrected. Motion carried.

Chairman Blanck opened the floor for nominations to fill the vacant Vice Chairman position on the committee. Jack Cousins nominated Art Tobkin. No other nominations were made. Art Lee moved that a unanimous ballot be cast for Art Tobkin. Earl Welshons second the motion. The motion carried unanimously.

Chairman Blanck asked Ken Hoeschen to lead the discussion in discussing the 1982 Screening Committee Data.

Page 1-9

Ken Hoeschen noted the first 9 pages are historical data and unless there were questions, he would begin on page 10.

Page 10 and Figure A

Ken Hoeschen presented the unit price information for gravel base and the affect of not including 1981 deep strength bituminous projects converted to standard type construction as in previous years. Figure A does not include 1981 deep strength projects as recommended by the general subcommittee on April 15, 1982. Ken Hoeschen answered several questions on how the deep strength quantities and prices are converted to conventional aggregate base quantities and unit prices.

There is concern that elimination of black base from the unit price study over a five year period will adversely affect counties who have graded roads to accept full depth surfacing. They would need to widen grades to accommodate gravel base and surfacing yet have no grade widening needs. Also, haul distances would not be considered for counties using full depth surfacing, which is a cost to them.

Jim **Worcester** stated that the general subcommittee recommendation was not unanimous concerning eliminating full depth surfacing over five years. The motion is a compromise of what was presented at last year's screening committee meeting.

Ken Weltzin stated gravel base is the basis for determining other unit prices. Since many counties are not meeting the 50,000 ton minimum, consideration should be given to reducing the amount of base needed to 30,000 tons or using 2331 bituminous wearing course. Ken Hoeschen stated that 2331 has been considered, but does not give as good results as gravel base.

Chairman Blanck called for a recess until 2:05 P.M. for the screening committee members to study and discuss the maps showing four alternate methods of computing gravel base unit prices.

Earl Welshons stated that District 6 does not support the change of eliminating the oil and conversion of full depth to gravel base prices. District 6 voted to retain the 1981 method of establishing unit prices for gravel base.

Earl Welshons asked Ken Hoeschen if an inflation factor could be used for the bituminous portion of full depth construction. Art Tobkin stated the conversion system is not correct nor is the system proposed by the general subcommittee. Oil prices may need to be deflated to keep from influencing the price of full depth asphalt construction up too much. District 2 felt the existing and proposed system for computing gravel base prices has problems.

Jim **Worcester** stated the present system of converting all deep strength to gravel base does not seem equitable, but that the general subcommittee recommendation is more fair.

Bob McPartlin mentioned that grading widths and haul distances are factors which should support converting full depth bituminous projects in the future. Each county will still have to decide what type of construction is best for them, and that the needs reflect each county's costs. In two comparable projects, full depth bituminous and gravel base were compared - full depth bituminous was \$3,000 per mile cheaper.

Art Lee suggested that an engineer's estimate be submitted to State Aid for each project comparing full depth bituminous and gravel base costs.

Gordy Fay said many factors need to be considered in determining the cheapest alternate, with maintenance costs probably being the prime factor. Maintenance records are not available to determine the best alternate to use.

Earl Welshons stated maintenance should not be taken into consideration in determining design type.

Duane Blanck terminated the discussion of this item until tomorrow, when the general subcommittee recommendation will be considered.

Page 12 and Figure B

Ken Hoeschen stated that gravel base unit prices will also affect Figure B prices. Another Figure B was handed out which converts full depth bituminous projects as done in 1981. Figure B in the 1982 Screening Committee Data book takes into consideration the general subcommittee recommendation concerning eliminating full depth bituminous conversions over a five year period.

Ken Hoeschen handed out a map for gravel base prices using the 1981 method of converting the last five year full depth projects.

No questions were asked on rural design prices.

Urban Design prices were determined using the M.S.A.S. Subcommittee's recommendations and the M.S.A.S. 5-year averages, since better Urban Design price information is available from M.S.A.S. projects. The same applies to Miscellaneous unit prices.

Bridge and Railroad protection prices were recommended to remain at last year's prices.

No further questions were asked concerning Figure B.

Pages 13-24

Faribault County - page 16 Mike Wagner handed out a colored map showing State-Aid and State Highways for this request. C.S.A.H. 61 is drawing full needs on the X'ed-out section, and the proposed routes would also draw full needs. C.S.A.H. 61 has not been improved.

Art Tobkin - Is Wells' variance request for Broadway? Roy Hanson - Yes, from 2nd St. N.E. to Franklin St.

Duane Blanck - Why not revoke the two blocks on C.S.A.H. 32 between 2nd Ave. and Broadway?

Roy Hanson - Traffic is too high, and C.S.A.H. 32 is a logical connection to T.H. 22. Roy Hanson gave the traffic counts for the existing and proposed State-Aid roads. The proposed roads have much higher traffic than the existing.

Mike Wagner stated that Franklin is the best way from downtown Wells to T.H. 22.

Art Lee asked how many miles of road can be added to the total State-Aid system. Ken Hoeschen stated about 600 more are allowed.

Earl Welshons asked what the purpose of adding S.W. 7th. St. is. Roy Hanson stated it is needed for continuity.

No other comments were made.

Rock County - page 21 Mike Wagner described the request and handed out a colored map showing the requested changes.

Art Tobkin - Is the Iowa road equivalent to a State Aid road?

Earl Welshons - Yes, it is a farm-to-market and FAS route.

Art Tobkin - Will the Rock County and Iowa roads match at the state line?

Mike Wagner - Yes, if it is made a State-Aid road and when right-of-way is purchased.

Earl Welshons stated that it appears that a mile of State-Aid road could be dropped on the east-west roads. Dennis Stoeckman stated that the east-west State-Aid roads connect with South Dakota roads which have been rebuilt to a good standard.

Page 26 and Figure D

Ken Hoeschen stated these pages are for information only. No action is necessary. The map takes into consideration the general subcommittee's recommendation regarding full depth bituminous construction.

Page 27

Ken Hoeschen handed out revised copies of page 27 showing what affects on unit prices would occur if last year's procedure for converting full depth bituminous projects were used.

Art Tobkin stated that dropping 1981 deep strength projects would reduce the size of the inflation study sample, therefore making the inflation factor study less reliable.

Page 28

Ken Hoeschen discussed the tentative FAS deduction if existing balances are maintained until June 30, 1982. If FAS projects are let before June 30, the reductions would be less.

The reductions are to 25 years needs and not to the annual allocation, so

Kittson County's deduction would actually be about \$80 in apportionment.

Dennis Stoeckman stated that Lyon County has submitted a letter of justification.

Page 29

Ken Hoeschen requested the resolution on the bottom of the page after trying to implement the resolution passed in June, 1981. Calculations for the 1982 Screening Committee Report are being done using the proposed resolution on the bottom of the page.

Page 30-51

Ken Hoeschen stated these pages are informational only and need no action.

Earl Welshons brought up reinstating roads and bridges after a certain number of years to the needs study automatically.

Duane Blanck mentioned Hennepin County's proposal concerning reinstating needs from last year, which was tabled.

Earl Welshons moved and Ken Weltzin second to remove the proposal from the table. Motion carried.

Earl Welshons stated that a road cannot ever be put back on needs if once constructed.

Secretary Dave Zech read the existing resolution and the Hennepin County proposal.

Mike Wagner said District 7 feels each State-Aid engineer looks at all districts and should retain the existing resolution.

Ken Weltzin stated District 9 feels a road should be added to needs after 25 years and bridges after 50 years automatically.

Duane Blanck stated District 3 feels 25 years is the needs study time frame and is good for reinstating needs.

Earl Welshons stated District 6 supports 25 years for automatic reinstatement of grading needs, 35 years for bridges, and resurfacing if the surface becomes substandard.

Ken Weltzin feels 25 years for both bridges and grading is not correct - bridges last longer than road grades. He does not favor bridge deck rehabilitation needs always being in effect.

Gordy Fay stated District State-Aid engineers know the present resolution well and are familiar with other State-Aid districts.

Jack Isaacson said automatic reinstatement would be fine, but may not reflect true needs.

Dave Reed stated that changes in traffic could leave a road substandard in less than 25 years, and needs would not be reinstated.

Page 38

Duane Blanck brought up the special task force study of special resurfacing needs, hardship transfers, and maintenance transfers. The conclusion is that these items are not adversely impacting counties, and that no change should be made to the 1967 resolution. Copies of the report will be made available to the screening committee tomorrow.

Page 37

Duane Blanck brought up Art Lee's recommendation that the general subcommittee develop a work plan to address items 1 through 7 on pages 40 and 41 of the 1982 Screening Committee Data report.

Art Lee wants item 6 to be studied in detail with a staff or consultant. Much work needs to be done on the seven items on pages 40 and 41.

Ken Weltzin stated that District 9 feels the **County State Aid system** should be able to grow according to needs, as does the **Municipal State Aid system**.

Page 42

Duane Blanck stated that item 3 on page 40 concerning minimum counties **was** looked at, and no change was recommended. The general subcommittee has not really addressed Art Lee's concerns. **Jim Worcester** acknowledged this also. **Jim Worcester** will give Duane Blanck the general subcommittee's report on minimum counties for distribution.

Duane Blanck brought up revision of the grading cost revisions. Ken Hoeschen stated these revisions are not a concern at present.

Duane Blanck recessed the meeting until 9:00 A.M., June 3, 1982.

The meeting reconvened at 9:10 A.M. June 3, 1982.

Page 10 and Figure A

Duane Blanck began on page 10 to determine the procedure to establish gravel base unit prices. Ken Weltzin moved to accept the general subcommittee proposed resolution to discontinue converting deep strength projects starting with 1981 projects. Motion failed for lack of a second.

Mike Wagner moved that for 1982, the present method be used to determine gravel base unit prices.

Earl Welshons second the motion, and stated that the general subcommittee should look into a more equitable method to convert deep strength projects.

Ken Hoeschen said a study could not be completed by the 1982 fall screening committee meeting and that prices to be used for the 1982 needs study had to be approved at this meeting.

Earl Welshons called for the question, and Art Tobkin recommended using ballots to vote.

Motion carried by ballot 6 to 3.

Figure B

Duane Blanck next brought up the revised Figure B handed out at yesterday's meeting. It will be sent to all the counties.

Ken Weltzin made a motion to make Class 3 & 4 Subbase the same price as Class 5 Base on Figure B with Jack Cousins second.

Motion carried unanimously.

Earl Welshons made a motion to direct the general subcommittee to find a more equitable system of converting deep strength projects to granular equivalency by the Spring Screening Committee meeting, and to consider deflation or inflation factors of the bituminous material.

Doug Grindall second.

Art Lee asked if the information could be available by the fall meeting. That was considered too soon. Jim **Worcester** felt the motion was adequate direction for the subcommittee to begin work on the study.

Motion carried unanimously.

Ken Hoeschen presented the revised figures for Figure B. **Rural Design Subbase would be same as Gravel Base.** Bituminous Base is Gravel Base (G.B.) + \$15.84, Bit. Surface 2331 - G.B. + 15.84, Bit. Surface 2341 - G.B. + 17.20, Bit. Surface 2351 - G.B. + 31.14, Concrete Surface - G.B. + 10.65, Gravel Surface - G.B. - 0.24, Gravel Shoulders - G.B. + 0.35. Urban Design Subbase - G.B. + 0.57, Gravel Base - G.B. + 1.42, Bit. Base - G.B. + 15.84, Bit. Surface 2331 - G.B. + 15.84, Bit. Surface 2341 - G.B. + 17.20, Bit. Surface 2351 - G.B. + 31.14, and Concrete Surface - G.B. + 14.57.

Ken Weltzin made a motion to make urban bituminous prices the same as rural, Doug Grindall second. Motion carried.

Earl Welshons made a motion to accept Figure B as revised, Ken Weltzin second. Motion carried.

Mileage Requests

Faribault County - Mike Wagner said the proposed changes make sense if you look at the roads in the field. Jack Cousins questioned the additional .093 miles as being accurate. Mike Wagner feels they are correct.

Ballot vote was 5 to approve and 4 to deny.

Rock County - Doug Grindall commented that C.S.A.H. 54 is only two miles from T.H. 75. Mike Wagner said the proposed designation would make a continuous route, north and south, through the county. Three different Rock County highway engineers have been working to obtain this change.

Ballot vote was 5 to approve and 4 to deny.

Duane Blanck said he has distributed to each screening committee member the CSAH Needs Reinstatement report from Art Lee, the general subcommittee report on minimum county apportionments, and task force report on the 1967 resolution concerning Special Resurfacing Project Resolution and Impact of Potential Hardship.

Page 29

Jack Cousins made a motion to adopt the resolution relating to "Design" on the bottom of page 29 instead of the existing resolution of June, 1981. Dennis Stoeckman second.

Motion carried.

Construction Accomplishments Resolution

Duane Blanck opened the floor to discuss any of the current screening committee resolutions. Art Lee began to discuss the construction accomplishments resolution. He proposed changing Appendix "D" by eliminating the phrase "for a minimum of 25 years" in the 1st paragraph, the phrase "or bridge" in the 2nd paragraph, and adding the following to the end of the 2nd paragraph "and at the end of a 50-year time period, needs for bridges will automatically be reinstated in the needs study." Duane Blanck suggested changing the word "the" to "a" preceding "25-year time period." Revised Appendix "D" as proposed is as follows:

That any bridge construction project or road project involving complete grading accomplished in 1958 or later shall be considered as complete construction of the affected roadway or bridge and shall be excluded from the needs from the date of project award or force account agreement, except that needs for roadway surface and bridge deck rehabilitation shall be allowed on all county state-aid highways at all times.

That at the end of a 25-year time period, needs for complete construction of the roadway will automatically be reinstated in the needs study and at the end of a 50-year time period, needs for bridges will automatically be reinstated in the needs study.

Needs may also be granted in exception to the rule upon request by the County Engineer, which justifies to the satisfaction of the District State Aid Engineer a deficiency due to changing standards, projected traffic, or other verifiable causes.

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

Art Lee made a motion to amend Appendix "D" as just changed, with Earl Welshons second.

Doug Grindall wanted to know what would be involved in bridge deck rehabilitation. Mike Wagner asked about grade widening needs. Ken Weltzin said justified needs could still be added to the needs study in less than 25 years. Mike Wagner questioned how the needs unit will interpret Appendix "D". Ken Hoeschen feels Appendix "D" would replace the current construction accomplishment resolution. Mike Wagner suggested a "grandfather clause" be added to Appendix "D" so current

needs would not be eliminated if the resolution were adopted. Gordy Fay stated Appendix "D" is confusing and further consideration should be delayed to the Fall Screening Committee meeting so each district would have time to discuss the proposed resolution and determine what should be included as bridge deck rehabilitation.

The motion to amend Appendix "D" carried on an 8 to 1 vote.

Art Lee made a motion and Dennis Stoeckman second to refer Appendix "D" to the general subcommittee for study and report at the Fall Screening Committee meeting.

Earl Welshons stated that the automatic feature of the resolution should remain and that the general subcommittee develop a proposed resolution for consideration at the Fall meeting. Art Tobkin said the subcommittee should not change the intent of the proposed Appendix "D" resolution. Jack Cousins wanted the general subcommittee report on Appendix "D" available to the districts prior to the Fall Screening Committee meeting.

The motion to refer Appendix "D" to the general subcommittee for review and development of a proposed resolution for the Fall Screening Committee meeting carried.

Mike Wagner stated concern about the affect on needs of continual bridge deck rehabilitation needs. Gordy Fay said MN/DOT can help provide this information to the districts for review prior to the Fall Screening Committee meeting.

General Subcommittee Work Plan pages 40 and 41

Art Lee made a motion and Ken Weltzin second, that the Chairman of the Screening Committee appoint a task force of 5 members to develop a work plan and staffing proposals, to review statutes, rules, screening committee resolutions, etc., to assess the adequacy of our State Aid System for the 1980's and the future.

This motion is only a proposal to look into a work program and not to do the actual studies. The motion will address funding and staffing of such studies and to develop a work plan to accomplish the various studies.

Ken Weltzin made a motion to amend Art's motion by having a report of the task force by the Fall Screening Committee meeting. Art Lee seconded the motion, and stated the report of the task force should be present at the County Engineer's Annual Institute.

The motion to amend carried.

The motion to form the task force carried.

No further items for discussion were brought up.

Duane Blanck expressed the Screening Committee's thanks to Jim Worcester for his hard work on the general subcommittee, especially his last year as chairman. A suggestion was made to increase the size of the general subcommittee. No action was taken.

Gordy Fay reported on the following items:

(1) The city engineers asked that three District State Aid Engineers be invited to each Screening Committee meeting and that the District State Aid engineers view other districts to insure uniformity among district reporting and standards.

(2) MN/DOT employees acting as County and City engineers have a one year extension of leaves of absence in some cases. A task force is studying MN/DOT leave policy, which is not uniform for each individual. A meeting has been scheduled for July 28 to review the leave policy, including two MN/DOT representatives and two MGEC representatives. Don Wisniewski from Carver County, who is currently on a leave of absence from MN/DOT will be a representative at the meeting. Gordy feels a uniform leave policy should be instituted.

(3) District State Aid engineers have different salaries and benefits as Assistant District Engineers.

(4) July 21 and 22 is the 25th Anniversary of the State Aid system as it now exists. A meeting will be held at the Holiday Inn in St. Cloud to acknowledge the event, and all persons involved with the system, active or retired, are invited.

(5) A standards committee is being formed to review all State Aid rules and standards again.

(6) The City Engineer's Screening Committee looked at 8' wide bicycle paths for eligibility for State Aid funding. Roy Hanson is working **with a task force** to determine funding for widening bridges over interstate highways.

(7) Making funds available for bicycle paths could deplete needed funds for other projects.

(8) The Governor has appointed a task force to look at State mandates on local government, such as releasing only 95% of the State Aid construction funds to counties upon award of the contract.

(9) Federal Bridge Replacement funds have been used up. Congress has not passed a highway bill yet. Contact your Congressional delegation to get a highway act so projects can continue to be advanced. Bonding funds are not being spent as fast as expected, since some bonding money is designated for matching Federal Funds, and the Federal Funds are not available.

Mike Wagner asked about the status of the revised secondary road plan. Gordy stated that nothing is really being done. FHWA has not shown anything on the new plan, but promised it will be ready by November 1982. Current State Aid standards are being used for FAS projects.

Art Lee stated that the last Legislative session passed a bill that requires local governments to bid out highway maintenance and compare the costs with that of in-house costs. The lowest cost should get the work. Contractors who showed interest in bid maintenance do not seem interested now in doing this type of work. Contractors want only specialized maintenance, "gravy work," which would make maintenance staffing more difficult for local governments. Mike Wagner stated maintenance bids for I-29 in South Dakota were rejected because of high cost.

Duane Blanck brought up frequency of traffic counting by MN/DOT on county roads. Can it be increased? Gordy stated the MN/DOT policy is unclear on whether more or less counting can be provided.


Ken Weltzin questioned the importance of a Federal Highway Act, and if a tax increase is likely. Gordy feels the Federal Act is important for our bridge replacement program. Ken Weltzin suggested increasing State gas tax instead of Federal. Gordy feels that Governor Quie wants no tax increases in Minnesota. To get adequate highway funds, Interstate and FAU funding is needed. Duane Blanck stated Crow Wing County is considering a wheelage tax to raise funds, and they are interested in a local gas tax. Ken Weltzin is also interested in a plan to raise Ramsey County's highway funding. Counties should encourage legislators to permit county gas tax levies.

Doug Grindall brought up the restrictions on building roads which affect 10+ acres of farm land. A.M.C. stated the restriction does not apply to county highway projects.

Jack Cousins made a motion to adjourn, and Mike Wagner second. Motion carried.

Meeting adjourned at 10:55 A.M.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "David R. Zech".

Acting Screening Committee Secretary, David R. Zech

MINUTES OF THE C.S.A.H. GENERAL SUBCOMMITTEE MEETING
SEPTEMBER 9, 1982
ROOM 818, TRANSPORTATION BUILDING, ST. PAUL

Members Present: Bob McPartlin -- Waseca County
 Paul Ruud -- Anoka County
 John Walkup -- Aitkin County

Others in Attendance: Gordon Fay -- Mn/DOT
 Ken Hoeschen -- Mn/DOT

The meeting was called to order at 10:00 A.M. by Chairman Bob McPartlin.

The chairman reviewed the two specific projects which were given to the Subcommittee; namely, the "Construction Accomplishment" resolution and the conversion of deep strength bituminous projects for the unit price study.

Began discussing the Construction Accomplishment resolution referred to as Appendix D that was presented at the June, 1982 Screening Committee meeting. After considerable review of all the information available, the consensus of the Subcommittee was that the intent of "Appendix D" was originated due to inequalities among districts in the review process for reinstating roadway and bridge needs in the needs study. Since the problem first surfaced, the State Aid office has instituted a new review process involving field inspection tours with District State Aid Engineers and it appears, in the Subcommittee's estimation, that the inequality of needs reporting is disappearing. They felt that an automatic needs reinstatement is not necessary and would not present a true "needs" picture. The Subcommittee felt that each county engineer should be aware of the existing construction accomplishment resolution and review each segment on his own. Whenever he feels additional needs are required, the State Aid office shall go through the review process for possibly reinstating road or bridge needs.

The Subcommittee recommended that a statement be added to the present construction accomplishment resolution indicating this review process. This statement could read as follows:

"A review process of selected problem areas shall be
established by the State Aid Engineer."

The subject of needs for bridge deck rehabilitation introduced in Appendix D was discussed separately. The Subcommittee felt that if needs are to be allowed for this item it should be an "after the fact" situation and a resolution similar to the following should be adopted.

Page 2
General Subcommittee Meeting Minutes
September 9, 1982

Needs for bridge deck rehabilitation shall be allowed only after the plan has been approved by the Office of State Aid. These needs shall be added to the construction needs of that county for a period of 15 years after the project has been let and shall consist of the final cost of the approved project.

The meeting was recessed for lunch at 12:15 P.M. and reconvened at 1:10 P.M.

The afternoon session was spent discussing the methods of converting deep strength bituminous projects for use in the five-year average unit price study.

Several methods were reviewed and gone into in great detail, but no conclusions were arrived at.

The Needs Unit will send a typical deep strength project conversion out to each of the Subcommittee members for their investigation.

A meeting was tentatively scheduled for 10:00 A.M., September 30, 1982, in the Transportation Building for the purpose of further study into the problem of deep strength project conversion.

The meeting was adjourned at 3:35 P.M.

Respectfully submitted,



Kenneth M. Hoeschen, Manager
County State Aid Needs Unit

MINUTES OF THE C.S.A.H. GENERAL SUBCOMMITTEE MEETING
SEPTEMBER 30, 1982
ROOM 818, TRANSPORTATION BUILDING, ST. PAUL

Members Present: Bob McPartlin, Chairman -- Waseca County
Paul Ruud -- Anoka County
John Walkup -- Aitkin County

Others Present: Ken Hoeschen -- Mn/DOT

The meeting was called to order by Chairman McPartlin at 10:00 A.M.

The conversion of deep-strength bituminous projects to standard type subbase/gravel base projects for inclusion in the five year average unit price study was the topic to be covered at this meeting.

The Subcommittee reviewed the data from a typical deep-strength project which was sent to the members prior to the meeting. Data from a normal gravel base project with a deep-strength bituminous alternate was presented and reviewed in great detail.

After considerable discussion, Chairman McPartlin explained a method of conversion he developed which involves only converting the base portion of a deep-strength project to the base portion of a standard type design. The Subcommittee began working on a computation form to handle this method of conversion.

The meeting recessed for lunch at 12:35 P.M. and reconvened at 1:15 P.M.

The draft of the computation form was completed after lunch and the needs unit was directed to prepare a final copy to be sent out to the members for their review. This method will be presented to the Screening Committee at their October 1982 meeting.

The meeting adjourned at 2:20 P.M.

Respectfully submitted,



Kenneth M. Hoeschen
Acting Secretary

NOTES & COMMENTS

VARIANCES

COUNTY SCREENING COMMITTEE DATA

Variances

Included in the recent adoption of Rules for State Aid Operations is the following section dealing with variances:

M. Variance.

1. Any formal request by a political subdivision for a variance from these rules shall be submitted to the commissioner in writing.
2. Contents of request.
 - a. The specific rule or standard for which the variance is requested.
 - b. The reasons for the request.
 - c. The economic, social, safety and environmental impacts which may result from the requested variance.
 - d. Effectiveness of the project in eliminating an existing and projected deficiency in the transportation system.
 - e. Effect on adjacent lands.
 - f. Number of persons affected.
 - g. Safety considerations as they apply to:
 - (1) Pedestrians.
 - (2) Bicyclists.
 - (3) Motoring public.
 - (4) Fire, police and emergency units.
3. The commissioner shall publish notice of variance request in the State Register and shall request comments from all interested parties be directed to the commissioner within 20 calendar days from date of publication.
4. The commissioner may appoint a committee to serve as required to investigate and determine a recommendation for each variance. No elected or appointed official that represents a political subdivision requesting the variance may serve on the committee.
 - a. The committee shall consist of any five of the following persons:
 - (1) Not more than two county engineers only one of whom may be from a county containing a city of the first class.
 - (2) Not more than two city engineers only one whom may be from a city of the first class.

- (3) Not more than two county officials only one of whom may be from a county containing a city of the first class and
- (4) Not more than two city officials only one of whom may be from a city of the first class.

b. Operating procedure.

- (1) The committee shall meet on call from the commissioner at which time they shall elect a chairperson and establish their own procedure to investigate the requested variance.
- (2) The committee shall consider:
 - (a) The economic, social, safety and environmental impacts which may result from the requested variance in addition to the following criteria:
 - (b) Effectiveness of the project in eliminating an existing and projected deficiency in the transportation system.
 - (c) Effect on adjacent lands.
 - (d) Number of persons affected.
 - (e) Effect on future maintenance.
 - (f) Safety considerations as they apply to:
 - (i) Pedestrians.
 - (ii) Bicyclists.
 - (iii) Motoring public.
 - (iv) Fire, police and emergency units.
 - (g) Effect that the rule and standards may have in imposing an undue burden on a political subdivision.
- (3) The committee after considering all data pertinent to the requested variance shall recommend to the commissioner approval or disapproval of the request.

5. The commissioner shall base his decision on the criteria as specified in 14 MCAR 1.5032 M. 4. b. (2), (a)-(g) and shall notify the political subdivision in writing of his decision.

6. Any variance objected to in writing or denied by the commissioner is subject to a contested case hearing as required by law.

The next several pages document the variances that have been granted since the last Screening Committee meeting.

1982 COUNTY SCREENING COMMITTEE MEETING
OCTOBER, 1982

County Variance Requests

Dodge	--	Request less than 45 MPH design speed	(APPROVED)
Goodhue	--	Request less than 30 MPH design speed on Township Road.	(APPROVED)
Hennepin	--	Request less than 40 MPH design speed	(APPROVED)
Itasca	--	Request less than 40 MPH design speed	(APPROVED)
Lac Qui Parle	--	Request less than 45 MPH design speed	(APPROVED)
St. Louis	--	Request less than 40 MPH design speed	(APPROVED)
Stearns	--	Request less than 45 MPH design speed	(APPROVED)
Todd	--	Request less than 30 MPH design speed	(APPROVED)