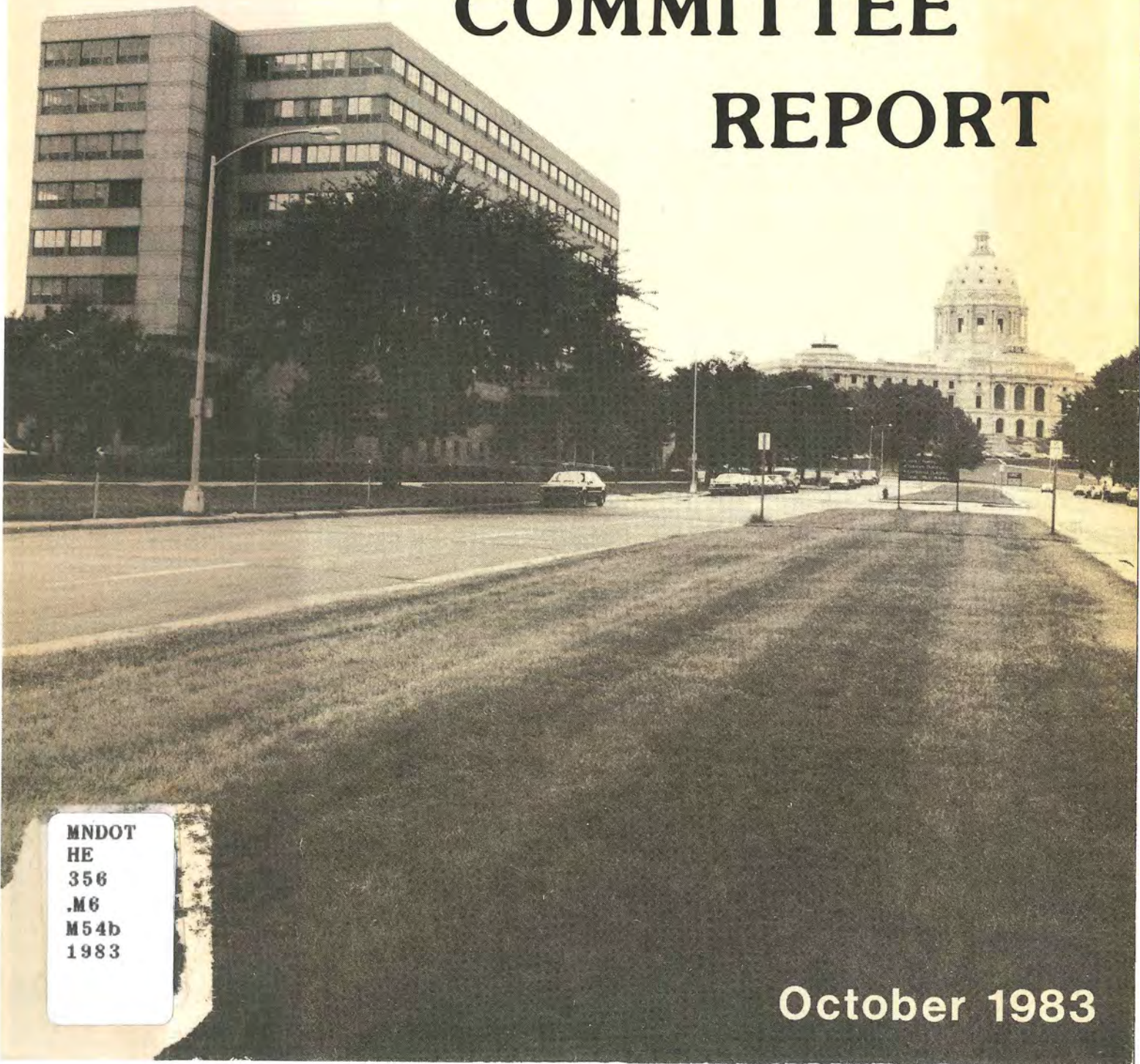




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COUNTY SCREENING COMMITTEE REPORT

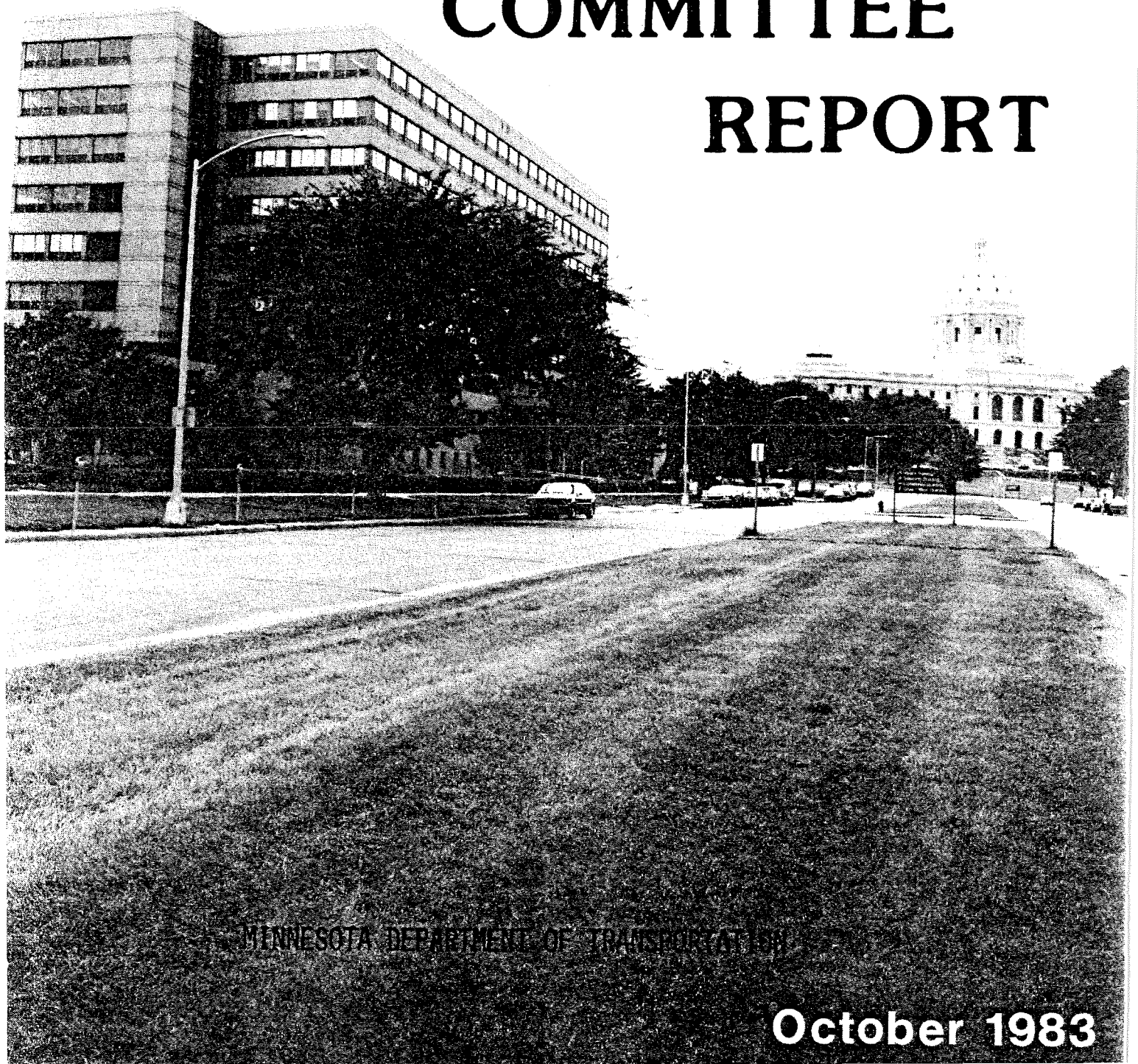


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COUNTY SCREENING COMMITTEE REPORT



MINNESOTA DEPARTMENT OF TRANSPORTATION

October 1983

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1983 COUNTY SCREENING COMMITTEE DATA
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C.S.A.H. Mileage, Needs and Apportionment - 1958 Through 1984

The information listed below is presented as historical data for the 26 years of County State Aid Apportionments and preliminary data for the 27th year.

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

For comparison purposes the apportionment for 1984 has been estimated to be the same as the 1983 apportionment figure. This is purposely done 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 resulting from the gas tax increase.

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

C.S.A.H. Mileage, Needs and Apportionment - 1958 Through 1984

<u>Year</u>	<u>Mileage</u>	<u>Needs</u>	<u>Apportionment</u>	<u>Accumulative Apportionment</u>
1958	29,003.30	\$ 705,318,817	\$ 23,895,255	\$
1959	29,128.00	792,766,387	26,520,631	50,415,886
1960	29,109.15	781,163,725	26,986,118	77,402,004
1961	29,177.31	881,168,466	29,195,071	106,597,075
1962	29,183.50	836,684,473	28,398,346	134,995,421
1963	29,206.63	812,379,561	30,058,060	165,053,481
1964	29,250.40	844,850,828	34,655,816	199,709,297
1965	29,285.26	1,096,704,147	35,639,932	235,349,229
1966	29,430.36	961,713,095	36,393,775	271,743,004
1967	29,518.48	956,436,709	39,056,521	310,799,525
1968	29,614.63	920,824,895	45,244,948	356,044,473
1969	29,671.50	907,383,704	47,316,647	403,361,120
1970	29,732.84	871,363,426	51,248,592	454,609,712
1971	29,763.66	872,716,257	56,306,623	510,916,335
1972	29,814.83	978,175,117	56,579,342	567,495,677
1973	29,806.67	1,153,027,326	56,666,390	624,162,067
1974	29,807.37	1,220,857,594	67,556,282	691,718,349
1975	29,857.90	1,570,593,707	69,460,645	761,178,994
1976	29,905.06	1,876,982,838	68,892,738	830,071,732
1977	29,929.57	2,014,158,273	84,221,382	914,293,114
1978	29,952.03	1,886,535,596	86,001,153	1,000,294,267
1979	30,008.47	1,964,328,702	93,482,005	1,093,776,272
1980	30,008.25	2,210,694,426	100,581,191	1,194,357,463
1981	30,072.55	2,524,102,659	104,003,792	1,298,361,255
1982	30,086.79	2,934,808,695	122,909,078	1,421,270,333
1983	30,084.16	3,269,243,767	127,310,171	1,548,580,504
1984	30,087.14*	\$3,363,269,043	\$127,310,171 EST.	\$1,675,890,675

* Does Not Include 1983 Trunk Highway Turnback Mileage.

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of the Basic 1982 to the Basic 1983 25-Year C.S.A.H. Construction Needs

The following tabulation indicates the various phases of the 1983 C.S.A.H. needs study update that have been completed and shows the needs effect each phase produced.

<u>Design Standards Update</u>	-- Shows the remaining 50% effect of the new State Aid standards which were adopted in August, 1980. The initial 50% effect of the change in standards was made to the 1982 needs study.
<u>Normal Update</u>	-- Indicates the needs changes due to 1982 construction, system revisions and any other necessary corrections. Also, under the revised Screening Committee resolution dealing with construction accomplishments, any segments graded prior to 1958 were eligible for complete needs. This increased several counties' needs considerably.
<u>1983 Unit Prices</u>	-- Reflect the needs impact of the unit prices approved at the June 9-10, 1983 meeting.
<u>1982 Traffic Update and Traffic Factors Update</u>	-- Indicates the needs change resulting from the use of the new traffic counts in the 13 counties counted in 1982. Also reflected is the needs effect of the new traffic projection factors used due to the revision in the number of counts used to arrive at a new factor (four counts rather than three counts). A map showing the new traffic factors and the counties counted in 1982 is included in the "Reference Material" section.
<u>3-Inch Additional Surface on Certain High ADT Groups</u>	-- The needs effect of this change was initially reported at the June, 1983 meeting, but action was deferred till the Fall meeting. Essentially the change consists of revising the additional surfacing needs on all proposed 2-lane segments with 5,000 proj. ADT & over, and proposed 4-lane segments with 10,000 proj. ADT & over, from 1-inch of #2361 to 3-inches of #2341. These revisions were recommended by the General Subcommittee.
<u>2-Inch Additional Surface on Select Rural Design Groups</u>	-- This column reflects the effect of revising the depth of additional bituminous surfacing needs from 1½ inches to 2 inches on all rural design segments, except those covered by the previously suggested revision (5,000 & over 2-lane and 10,000 & over 4-lane). This study was requested by the Committee at your June, 1983 meeting.

N E E D S

A D J U S T M E N T S

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1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

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 5.2%, thereby limiting any individual county's needs increase to a 25.2% and any individual county's needs decrease to a -14.8%. The following tabulation indicates the method of computing the restrictions necessary for 1983 and the actual needs restrictions to the eight counties involved.

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

FAS Fund Balance Deductions

The following resolution was adopted by the County Screening Committee in 1973, revised in June, 1980, and revised again in October, 1982.

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.

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

<u>County</u>	<u>FAS Fund Balance as of June 30, 1983</u>	<u>Maximum Balance</u>	<u>Needs Deduction From the 1983 25-Year C.S.A.H. Construction Needs</u>
Chisago	\$ 543,720	\$415,239	\$128,481
Hennepin	1,609,044	612,904	996,140
Ramsey	375,663	350,000	25,663
Scott	460,831	389,236	71,595

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

	RESTRICTED 1982 25 YEAR CONSTRUCTION NEEDS	BASIC 1983 25 YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1982 NEEDS	PER CENT CHANGE FROM RESTRICTED 1982 NEEDS	RESTRICTED PER CENT CHANGE	RESTRICTED 1983 25 YEAR CONSTRUCTION NEEDS	1983 SCREENING COMMITTEE RESTRICTION
CARLTON	\$ 25,001,539	\$ 29,407,572	\$ 4,406,033	+ 17.6			
COOK	20,632,615	26,446,198	+5,813,583	+28.2	+25.2	\$ 25,832,034	\$ - 614,164
ITASCA	63,817,507	65,863,406	+2,045,899	+ 3.2			
KOOCHICHING	19,877,948	29,275,968	+9,398,020	+47.3	+25.2	24,887,191	-4,388,777
LAKE	23,995,035	25,744,876	+1,749,841	+ 7.3			
PINE	53,113,406	56,138,812	+3,025,406	+ 5.7			
ST. LOUIS	212,392,650	203,046,304	-9,346,346	- 4.4			
DISTRICT 1 TOTALS							
BELTRAM	42,708,429	45,849,261	+3,140,832	+ 7.4			
CLEARWATER	22,082,400	21,904,895	- 177,505	- 0.8			
HUBBARD	21,733,295	21,928,660	+ 195,365	+ 0.9			
KITSON	25,361,437	26,801,167	+1,439,730	+ 5.7			
LAKE of the WOODS	11,269,531	11,803,106	+ 533,575	+ 4.7			
MARSHALL	39,488,593	40,898,081	+1,409,488	+ 3.6			
NORMAN	32,552,050	41,687,220	+9,135,170	+28.1	+25.2	40,755,167	- 932,053
PENNINGTON	16,445,056	15,406,445	-1,038,611	- 6.3			
POLK	76,010,333	75,880,021	- 130,312	- 0.2			
RED LAKE	14,827,613	15,633,204	+ 805,591	+ 5.4			
ROSEAU	34,889,447	30,355,429	-4,534,018	-13.0			
DISTRICT 2 TOTALS							
AITKIN	36,915,676	40,614,964	+3,699,288	+10.0			
BENTON	17,605,705	17,037,638	- 568,067	- 3.2			
CASS	41,418,022	45,308,692	+3,890,670	+ 9.4			
CROW WING	40,538,193	40,250,799	- 287,394	- 0.7			
ISANTI	19,137,432	18,528,359	- 609,073	- 3.2			
KANABEC	18,832,816	19,000,234	+ 167,418	+ 0.9			
MILLE LACS	19,079,588	19,890,623	+ 811,035	+ 4.3			
MORRISON	24,362,411	27,255,781	+2,893,370	+11.9			
SHERBURNE	14,307,939	14,109,929	- 198,010	- 1.4			
STEARNS	55,330,802	58,680,581	+3,349,779	+ 6.1			
TODD	28,480,456	29,462,786	+ 982,330	+ 3.4			
WADENA	13,598,437	14,243,333	+ 644,896	+ 4.7			
WRIGHT	45,140,295	44,688,967	- 451,328	- 1.0			
DISTRICT 3 TOTALS							
BECKER	27,661,658	27,443,888	- 217,770	- 0.8			
BIG STONE	7,491,390	7,488,466	- 2,924	*			
CLAY	43,331,664	54,509,088	+11,177,424	+25.8	+25.2	54,251,243	-257,845
DOUGLAS	25,245,679	29,536,229	+4,290,550	+17.0			
GRANT	8,681,807	11,858,825	+3,177,018	+36.6	+25.2	10,869,622	- 989,203
MAHONOMEN	10,829,349	12,091,226	+1,261,877	+11.7			
OTTER TAIL	64,146,956	64,229,579	+ 82,623	+ 0.1			
POPE	17,629,521	19,353,135	+1,723,614	+ 9.8			
STEVENS	12,035,890	18,595,493	+6,559,603	+54.5	+25.2	15,068,934	-3,526,559
SWIFT	26,009,840	30,345,699	+4,335,859	+16.7			
TRAVERSE	18,088,380	15,419,050	-2,669,330	-14.8			
WILKIN	18,374,113	22,864,420	+4,490,307	+24.4			
DISTRICT 4 TOTALS							
ANOKA	35,392,615	40,259,805	+4,867,190	+13.8			
CARVER	32,611,321	36,350,216	+3,738,895	+11.5			
HENNEPIN	245,702,763	244,129,939	-1,572,824	- 0.6			
SCOTT	39,271,755	34,441,329	-4,830,426	-12.3			
DISTRICT 5 TOTALS							
DODGE	26,882,886	28,881,443	+1,998,557	+ 7.4			
FILLMORE	61,932,042	64,165,549	+2,233,507	+ 3.6			
FREEBORN	34,072,422	47,182,612	+13,110,190	+38.5	+25.2	42,658,672	-4,523,940
GOODHUE	43,869,069	45,686,189	+1,817,120	+ 4.1			
HOUSTON	36,281,524	38,329,576	+2,048,052	+ 5.6			
MOWER	41,757,793	41,977,095	+ 219,302	+ 0.5			
OLMSTED	48,094,635	49,445,270	+1,350,635	+ 2.8			
RICE	30,417,902	30,604,831	+ 186,929	+ 0.6			
STEELE	25,454,118	23,274,143	-2,179,975	- 8.6			
WABASHA	41,932,687	42,286,517	+ 353,830	+ 0.8			
WINONA	40,673,198	44,633,891	+3,960,693	+ 9.7			
DISTRICT 6 TOTALS							
BLUE EARTH	58,845,554	59,687,365	+ 841,511	+ 1.4			
BROWN	26,829,466	26,766,501	- 62,965	- 0.2			
COTTONWOOD	26,916,103	27,213,826	+ 297,723	+ 1.1			
FARIBAULT	45,582,446	53,250,821	+7,668,375	+16.8			
JACKSON	39,223,508	43,164,768	+3,941,260	+10.0			
LE SUEUR	27,339,996	29,236,022	+1,896,026	+ 6.9			
MARTIN	40,405,030	47,663,059	+7,258,029	+18.0			
NICOLLET	19,047,438	21,474,398	+2,426,960	+12.7			
NOBLES	38,363,401	42,285,870	+3,922,469	+10.2			
ROCK	19,385,581	26,779,926	+7,394,345	+38.1	+25.2	24,270,747	-2,509,179
SIBLEY	30,296,822	31,022,900	+ 726,078	+ 2.4			
WASECA	28,150,831	34,162,242	+6,011,411	+21.4			
WATONWAN	26,664,011	25,373,681	-1,290,330	- 4.8			
DISTRICT 7 TOTALS							
CHIPPEWA	21,177,058	22,641,521	+1,464,463	+ 6.9			
KANDIYOHI	36,156,830	38,000,272	+1,843,442	+ 5.1			
LAC QUI PARLE	26,787,405	29,745,827	+2,958,422	+11.0			
LINCOLN	17,494,032	18,467,778	+ 973,746	+ 5.6			
LYON	36,933,687	35,404,068	-1,529,619	- 4.1			
MC LEOD	29,246,146	30,734,885	+1,488,739	+ 5.1			
MEEKER	18,742,961	22,231,802	+3,488,841	+18.6			
MURRAY	22,317,547	24,224,758	+1,907,211	+ 8.5			
PIPESTONE	15,611,011	18,385,445	+2,774,434	+17.8			
REDWOOD	31,154,478	31,680,212	+ 525,734	+ 1.7			
RENVILLE	46,512,667	51,360,810	+4,848,143	+10.4			
YELLOW MEDICINE	23,112,878	28,816,770	+5,703,892	+24.7			
DISTRICT 8 TOTALS							
CHISAGO	32,966,664	32,476,256	- 490,408	- 1.5			
DAKOTA	58,461,122	60,973,630	+2,512,508	+ 4.3			
RAMSEY	112,141,235	109,308,571	-2,832,664	- 2.5			
WASHINGTON	46,141,318	42,208,245	-3,933,073	- 8.5			
DISTRICT 9 TOTALS							
STATE TOTALS	\$3,196,827,159	\$3,363,269,043	\$166,441,884	+ 5.2			

* Less than 0.1%

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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 eight years from 1975 through 1982, 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 1975-1982, inclusive, 4% of their C.S.A.H. system has been graded.
- . 1983 rural grading cost factor is +40%.
(Difference between average construction cost/mile (\$65,489) and average needs cost/mile (\$46,636) divided by the average needs cost/mile).
- . Adjusted grading cost factor is 4/30 of +40% or +5%.
- . 5% of \$15,643,948 (Complete rural grading cost in the 1983 needs study) = +\$782,197 (the effect on the 25-year construction needs).
- . The approximate increase in the 1984 C.S.A.H. Apportionment, due to this adjustment is \$15,699. This is a result of the \$782,197 noted above times \$20.07 (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 1983 annual County State Aid Highway money needs.

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Comparison of 1975-1982 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 1

County	1975-1982 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1983 Needs Study	Effect on 1983 - 25 Year Construction Needs	Approx + or - in 1984 CSAH Apportionment (Using 1983 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
CARLTON	6	9.5	3%	\$ 52,112	\$ 49,474	+ 5%	+ 1%	\$ 7,035,183	+ 70,352	+ 1,412
COOK	3	4.8	3%	163,649	111,927	+ 46%	+ 5%	7,479,511	+ 373,976	+ 7,506
ITASCA	8	23.9	4%	65,489	46,636	+ 40%	+ 5%	15,643,948	+ 782,197	+ 15,699
KOOCHICING	6	16.9	7%	51,706	39,183	+ 32%	+ 7%	5,374,635	+ 376,224	+ 7,551
LAKE	6	8.3	4%	177,590	80,394	+ 121%	+ 16%	8,618,450	+ 1,378,952	+ 27,676
PINE	12	12.7	3%	133,431	62,646	+ 113%	+ 11%	10,980,123	+ 1,207,814	+ 24,241
ST. LOUIS	10	31.9	2%	155,345	103,997	+ 49%	+ 3%	71,873,434	+ 2,156,203	+ 43,275
DIST. 1 TOTALS	51	108.0	3%	\$ 109,664	\$ 70,041	+ 51%		\$ 127,005,284	+ 6,345,718	+ 127,360

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of 1975-1982 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 2

County	1975-1982 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1983 Needs Study	Effect on 1983 - 25 Year Construction Needs	Approx + or - in 1984 CSAH Apportionment (Using 1983 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
BELTRAMI	11	43.4	10%	\$ 54,956	\$ 44,538	+23%	+8%	\$ 8,717,900	+ 697,432	\$ + 13,997
CLEARWATER	7	27.9	9%	36,492	23,184	+57%	+17%	4,314,474	+ 733,461	+ 14,721
HUBBARD	6	19.4	6%	37,320	31,619	+ 18%	+ 4%	4,965,392	+ 198,616	+ 3,986
KITTSON	4	13.1	4%	76,308	25,468	+200%	+27%	6,534,178	+1,764,228	+ 35,408
LAKE of the Woods	1	6.1	3%	30,446	28,797	+ 6%	+ 1%	2,861,636	+ 28,616	+ 574
MARSHALL	14	57.8	9%	34,960	18,742	+ 87%	+26%	6,462,204	+1,680,173	+ 33,721
NORMAN	11	44.2	11%	29,382	22,203	+ 32%	+12%	4,415,334	+ 529,840	+ 10,634
PENNINGTON	4	24.3	9%	23,276	20,800	+ 12%	+ 4%	2,377,130	+ 95,085	+ 1,908
POLK	29	116.7	15%	37,803	28,010	+ 35%	+18%	10,641,424	+1,915,456	+ 38,443
RED LAKE	5	10.4	6%	65,174	53,882	+ 21%	+ 4%	1,989,350	+ 79,574	+ 1,597
ROSEAU	3	23.6	5%	29,084	23,797	+22%	+ 4%	5,033,144	+ 201,326	+ 4,041
DIST. 2 TOTALS	95	386.9	9%	\$ 38,701	\$ 27,561	+ 40%		\$ 58,312,166	+7,923,807	\$ + 159,030

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of 1975-1982 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 3

County	1975-1982 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1983 Needs Study	Effect on 1983 - 25 Year Construction Needs	Approx + or - in 1984 CSAH Apportionment (Using 1983 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
AITKIN	6	21.3	6%	\$75,407	\$54,334	+39%	+8%	\$15,239,466	\$+1,219,157	\$+24,468
BENTON	7	16.8	8%	48,059	36,232	+33%	+9%	2,588,029	+232,923	+4,675
CASS	9	32.1	6%	59,889	45,733	+31%	+6%	14,469,043	+868,143	+17,424
CROW WING	8	20.9	6%	66,541	42,775	+56%	+11%	9,085,637	+999,420	+20,058
ISANTI	6	11.3	5%	72,153	48,303	+49%	+8%	4,338,071	+347,046	+6,965
KANABEC	6	20.5	10%	51,376	37,307	+38%	+13%	4,372,350	+568,406	+11,408
MILLE LACS	13	22.6	9%	44,827	45,779	-2%	-1%	4,844,643	-48,446	-972
MORRISON	3	16.9	4%	24,392	25,828	-6%	-1%	3,257,589	-32,576	-654
SHERBURNE	12	39.2	19%	20,498	25,480	-20%	-13%	1,927,275	-250,546	-5,028
STEARNS	14	36.2	6%	38,710	28,296	+37%	+7%	7,873,186	+551,123	+11,061
TODD	5	20.1	5%	24,559	27,493	-11%	-2%	5,044,715	-100,894	-2,025
WADENA	2	6.6	3%	26,500	33,055	-20%	-2%	2,320,449	-46,409	-931
WRIGHT	7	25.1	7%	70,839	34,594	+105%	+24%	6,059,998	+1,454,400	+29,190
DIST. 3 TOTALS	98	289.6	7%	\$47,210	\$36,505	+29%		\$81,420,451	\$+5,761,747	\$+115,639

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of 1975-1982 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 4

County	1975-1982 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1983 Needs Study	Effect on 1983 - 25 Year Construction Needs	Approx + or - in 1984 CSAH Apportionment (Using 1983 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%	+ 9%	\$ 4,061,074	\$ + 365,497	\$ + 7,336
BIG STONE	2	1.1	1%	49,220	16,756	+ 194%	+ 6%	545,411	+ 32,725	+ 657
CLAY	2	14.4	4%	25,553	17,813	+ 43%	+ 6%	6,307,460	+ 378,448	+ 7,595
DOUGLAS	8	24.3	7%	33,465	21,117	+ 58%	+ 13%	2,996,977	+ 389,607	+ 7,819
GRANT	1	5.0	2%	16,526	22,000	- 25%	- 2%	2,280,158	- 45,603	- 915
MAHNOMEN	3	18.9	10%	24,217	20,614	+ 17%	+ 6%	1,738,282	+ 104,297	+ 2,093
OTTER TAIL	20	69.6	8%	36,677	29,547	+ 24%	+ 6%	11,886,567	+ 713,194	+ 14,314
POPE	3	5.2	2%	28,243	33,533	- 16%	- 1%	4,260,975	- 42,610	- 855
STEVENS	4	13.9	6%	16,792	19,787	- 15%	- 3%	3,489,484	- 104,685	- 2,101
SWIFT	7	22.6	7%	19,586	21,673	- 10%	- 2%	3,257,994	- 65,160	- 1,308
TRAVERSE	—									
WILKIN	6	11.0	4%	17,928	16,893	+ 6%	+ 1%	2,954,795	+ 29,548	+ 593
DIST. 4 TOTALS	65	217.1	5%	\$ 29,057	\$ 23,720	+ 23%		\$ 43,779,177	\$ 1,755,258	\$ + 35,828

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of 1975-1982 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 5

County	1975-1982 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1983 Needs Study	Effect on 1983 - 25 Year Construction Needs	Approx + or - in 1984 CSAH Apportionment (Using 1983 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
ANOKA	8	22.9	14%	\$ 79,616	\$ 69,624	+ 14%	+ 7%	\$ 5,880,768	\$ + 411,654	\$ + 8,262
CARVER	10	13.8	7%	98,062	95,528	+ 3%	+ 1%	9,640,873	+ 96,409	+ 1,935
CHISAGO	6	10.5	5%	48,312	49,743	- 3%	- 1%	7,355,733	- 73,557	- 1,476
DAKOTA	2	5.9	3%	56,051	57,034	- 2%	—			
SCOTT	7	12.4	7%	57,673	49,347	+ 17%	+ 4%	4,776,699	+ 191,068	+ 3,835
WASHINGTON	7	10.2	7%	103,716	101,114	+ 3%	+ 1%	6,148,902	+ 61,489	+ 1,234
DIST. 5 TOTALS	40	75.7	7%	\$ 76,453	\$ 71,529	+ 7%		\$ 41,399,330	\$ + 687,063	\$ + 13,790

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of 1975-1982 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 6

County	1975-1982 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1983 Needs Study	Effect on 1983 - 25 Year Construction Needs	Approx + or - in 1984 CSAH Apportionment (Using 1983 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
DODGE	12	35.2	14%	\$ 46,780	\$ 36,389	+ 29%	+ 14%	\$ 5,846,339	\$ + 818,487	\$ + 16,427
FILLMORE	5	18.3	5%	109,248	94,202	+ 16%	+ 3%	19,652,791	+ 589,584	+ 11,833
FREEBORN	10	26.6	6%	34,538	38,156	- 9%	- 2%	7,804,858	- 156,097	- 3,133
GOODHUE	8	28.6	9%	57,283	74,580	- 23%	- 7%	14,263,477	- 998,443	- 20,039
HOUSTON	7	19.0	8%	62,051	49,247	+ 26%	+ 7%	9,436,941	+ 660,586	+ 13,258
MOWER	8	26.4	7%	42,491	27,417	+ 55%	+ 13%	5,770,466	+ 750,161	+ 15,056
OLMSTED	10	23.0	7%	66,913	31,881	+ 110%	+ 25%	6,430,738	+ 1,607,685	+ 32,266
RICE	8	15.6	6%	38,597	47,080	- 18%	- 4%	6,561,519	- 262,461	- 5,268
STEELE	11	16.1	6%	30,241	24,730	+ 22%	+ 4%	1,466,684	+ 58,667	+ 1,177
WABASHA	11	25.8	10%	65,756	63,390	+ 4%	+ 1%	12,197,111	+ 121,971	+ 2,448
WINONA	15	26.8	9%	56,167	71,671	- 22%	- 7%	11,644,657	- 815,126	- 16,360
DIST 6 TOTALS	105	261.4	8%	\$ 54,833	\$ 50,629	+ 8%		\$ 101,075,581	\$ + 2,375,014	\$ + 47,665

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of 1975-1982 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 7

County	1975-1982 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1983 Needs Study	Effect on 1983 - 25 Year Construction Needs	Approx + or - in 1984 CSAH Apportionment (Using 1983 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
BLUE EARTH	5	10.4	3%	\$ 68,740	\$ 30,423	+ 126%	+ 13%	\$ 6,594,244	+ 857,252	+ 17,205
BROWN	5	11.0	4%	44,851	22,660	+ 98%	+ 13%	3,910,062	+ 508,308	+ 10,202
COTTONWOOD	6	15.8	5%	30,827	20,934	+ 47%	+ 8%	2,739,335	+ 219,147	+ 4,398
FARIBAULT	6	10.3	3%	37,881	22,902	+ 65%	+ 7%	5,077,274	+ 355,409	+ 7,133
JACKSON	9	27.4	8%	26,322	24,860	+ 6%	+ 2%	4,185,208	+ 83,704	+ 1,680
LE SUEUR	13	50.2	20%	40,954	32,511	+ 26%	+ 17%	4,092,431	+ 695,713	+ 13,963
MARTIN	8	26.9	7%	37,748	24,325	+ 55%	+ 13%	4,940,355	+ 642,246	+ 12,890
NICOLLET	9	20.8	9%	32,315	32,055	+ 1%	—			
NOBLES	8	29.7	9%	26,281	26,586	- 1%	—			
ROCK	3	10.7	4%	26,585	20,781	+ 28%	+ 4%	3,867,718	+ 154,709	+ 3,105
SIBLEY	2	4.6	2%	35,388	44,090	- 20%	- 1%	7,541,728	- 75,417	- 1,514
WASECA	5	13.0	5%	41,711	29,769	+ 40%	+ 7%	3,076,244	+ 215,337	+ 4,322
WATONWAN	10	21.5	10%	31,415	19,333	+ 62%	+ 20%	2,084,605	+ 416,921	+ 8,368
DIST. 7 TOTALS	89	352.3	6%	\$ 35,659	\$ 26,889	+ 33%		\$ 55,427,992	\$ 4,073,329	\$ + 81,752

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of 1975-1982 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 8

County	1975-1982 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1983 Needs Study	Effect on 1983 - 25 Year Construction Needs	Approx + or - in 1984 CSAH Apportionment (Using 1983 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%	\$ 2,267,488	+ 22,675	\$ + 455
KANDIYOHI	8	33.9	9%	31,104	29,264	+ 6%	+ 2%	5,944,651	+ 118,893	+ 2,386
LAC QUI PARLE	8	30.6	9%	32,067	22,308	+ 44%	+ 13%	3,457,376	+ 449,459	+ 9,020
LINCOLN	7	20.5	8%	24,649	16,927	+ 46%	+ 12%	2,198,863	+ 263,864	+ 5,296
LYON	8	13.7	4%	27,697	17,664	+ 57%	+ 7%	3,349,008	+ 234,431	+ 4,705
MC LEOD	4	6.8	3%	42,429	22,495	+ 89%	+ 9%	3,103,352	+ 279,302	+ 5,606
MEEKER	14	26.2	10%	36,251	22,909	+ 58%	+ 19%	2,716,711	+ 516,175	+ 10,360
MURRAY	5	14.2	4%	17,969	18,420	- 2%	—			
PIPESTONE	7	12.3	6%	48,272	18,919	+ 155%	+ 31%	2,079,505	+ 644,647	+ 12,938
REDWOOD	11	22.9	6%	22,120	19,394	+ 14%	+ 3%	3,174,121	+ 95,224	+ 1,911
RENVILLE	1	1.0	—	11,528	18,000	- 36%	—			
YELLOW MED	8	16.2	5%	48,457	25,098	+ 93%	+ 16%	4,229,236	+ 676,678	+ 13,581
DIST. 8 TOTALS	89	239.7	6%	\$ 31,065	\$ 22,941	+ 35%		\$ 42,478,750	\$ 3,301,348	\$ + 66,258

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of 1975-1982 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 9

County	1975-1982 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1983 Needs Study	Effect on 1983 - 25 Year Construction Needs	Approx + or - in 1984 CSAH Apportionment (Using 1983 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
HENNEPIN	4	1.1	1%	\$197,114	\$56,006	+252%	+ 8%	\$16,307,319	\$+1,304,586	\$+ 26,183
RAMSEY	6	3.9	26%	190,485	67,276	+183%	+159%	1,293,826	+2,057,183	+ 41,288
DIST. 9 TOTALS	10	5.0	3%	\$191,943	\$64,797	+196%		\$17,601,145	\$+3,361,769	\$+ 67,471

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of 1975-1982 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT ALL

County	1975-1982 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1983 Needs Study	Effect on 1983 - 25 Year Construction Needs	Approx + or - in 1984 CSAH Apportionment (Using 1983 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
DISTRICT 1	51	108.0	3%	\$ 109,664	\$ 70,041	+ 57%		\$ 127,005,284	\$ 6,345,718	\$ + 127,360
DISTRICT 2	95	386.9	9%	38,701	27,561	+ 40%		58,312,166	+ 7,923,807	+ 159,030
DISTRICT 3	98	289.6	7%	47,210	36,505	+ 29%		81,420,451	+ 5,761,747	+ 115,639
DISTRICT 4	65	217.1	5%	29,057	23,720	+ 23%		43,779,177	+ 1,755,258	+ 35,228
DISTRICT 5	40	75.7	7%	76,453	71,529	+ 7%		41,399,330	+ 687,063	+ 13,790
DISTRICT 6	105	261.4	8%	54,833	50,629	+ 8%		101,075,581	+ 2,375,014	+ 47,665
DISTRICT 7	89	252.3	6%	35,659	26,889	+ 33%		55,427,992	+ 4,073,329	+ 81,752
DISTRICT 8	89	239.7	6%	31,065	22,941	+ 35%		42,478,750	+ 3,301,348	+ 66,258
DISTRICT 9	10	5.0	3%	191,943	64,797	+ 196%		17,601,145	+ 3,361,769	+ 67,471
STATE TOTALS	642	1,835.7		\$ 45,934	\$ 35,521	+ 29%		\$ 568,499,876	\$ 35,585,053	\$ + 714,193

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

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 districts, that awarded special resurfacing projects from 1973 through 1982, the number of projects awarded and the project costs in each account which have been deducted from the 1983 County State Aid Highway Money needs. In 1982 alone, over \$13.9 million of special resurfacing projects were awarded.

<u>County</u>	<u>Number of Special Resurfacing Projects 1973-1982</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1983-25 Yr. Con- struction Needs</u>
Carlton	2	\$ 156,827	\$ ---	\$ 156,827
Cook	8	1,181,778	34,445	1,216,223
Itasca	14	2,536,491	201,931	2,738,422
Koochiching	8	526,646	36,474	563,120
Lake	9	554,751	12,263	567,014
Pine	9	924,580	114,490	1,039,070
St. Louis	15	1,646,208	15,187	1,661,395
District 1 Totals	65	7,527,281	414,790	7,942,071
Beltrami	11	1,330,595	95,764	1,426,359
Clearwater	5	450,023	21,420	471,443
Hubbard	6	952,799	3,288	956,087
Kittson	5	1,328,042	42,347	1,370,389
Lake of the Woods	3	624,427	29,461	653,888
Marshall	8	2,017,212	51,284	2,068,496
Norman	5	315,044	13,893	328,937
Pennington	1	165,962	---	165,962
Polk	13	1,241,168	27,048	1,268,216
Red Lake	3	132,462	48,655	181,117
Roseau	4	370,901	4,079	374,980
District 2 Totals	64	8,928,635	337,239	9,265,874

<u>County</u>	<u>Number of Special Resurfacing Projects 1973-1982</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1983-25 Yr. Con- struction Needs</u>
Aitkin	4	\$ 284,983	\$ 14,111	\$ 299,094
Benton	3	265,626	3,605	269,231
Cass	12	819,264	143,520	962,784
Crow Wing	1	51,619	---	51,619
Isanti	11	1,049,616	---	1,049,616
Kanabec	5	672,048	7,127	679,175
Mille Lacs	7	65,887	41,493	107,380
Morrison	11	1,481,344	157,689	1,639,033
Stearns	19	3,581,240	155,594	3,736,834
Todd	10	1,811,378	14,151	1,825,529
Wadena	4	721,019	21,267	742,286
Wright	3	---	24,999	24,999
District 3 Totals	90	10,804,024	583,556	11,387,580
Becker	8	337,892	15,258	353,150
Big Stone	2	122,973	35,426	158,399
Douglas	6	857,740	9,411	867,151
Grant	9	973,561	27,522	1,001,083
Mahnomen	4	192,840	5,437	198,277
Otter Tail	2	597,998	---	597,998
Pope	7	980,624	---	980,624
Stevens	13	1,530,202	185,235	1,715,437
Swift	16	2,293,675	129,901	2,423,576
Traverse	2	342,207	49,635	391,842
Wilkin	3	419,667	11,644	431,311
District 4 Totals	72	8,649,379	469,469	9,118,848
Anoka	4	75,479	95,893	171,372
Carver	4	207,652	4,086	211,738
Scott	2	121,060	9,188	130,248
District 5 Totals	10	404,191	109,167	513,358
Dodge	7	876,356	18,016	894,372
Fillmore	2	122,950	7,248	130,198
Freeborn	21	1,976,727	33,213	2,009,940
Goodhue	4	301,845	45,274	347,119
Houston	2	202,011	---	202,011
Mower	15	1,479,849	55,751	1,535,600
Olmsted	2	165,012	---	165,012
Rice	7	1,366,919	---	1,366,919
Steele	3	106,783	33,430	140,213
Wabasha	8	673,204	17,400	690,604
Winona	7	320,262	12,421	332,683
District 6 Totals	78	7,591,918	222,753	7,814,671

<u>County</u>	<u>Number of Special Resurfacing Projects 1973-1982</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1983-25 Yr. Con- struction Needs</u>
Blue Earth	8	\$ 1,737,024	\$ 13,128	\$ 1,750,152
Brown	12	697,602	46,914	744,516
Cottonwood	15	1,825,911	23,550	1,849,461
Faribault	17	1,135,525	82,177	1,217,702
Jackson	13	650,536	16,289	666,825
Le Sueur	1	195,709	---	195,709
Nicollet	6	1,684,034	---	1,684,034
Nobles	13	1,583,652	42,590	1,626,242
Rock	5	809,637	12,234	821,871
Sibley	18	1,106,675	55,739	1,162,414
Waseca	3	291,244	---	291,244
Watsonwan	17	1,258,443	4,906	1,263,349
District 7 Totals	128	12,975,992	297,527	13,273,519
Chippewa	4	355,397	17,224	372,621
Kandiyohi	7	314,224	13,735	327,959
Lac Qui Parle	3	397,808	13,578	411,386
Lincoln	7	994,244	24,251	1,018,495
Lyon	8	551,920	169,058	720,978
McLeod	7	1,023,023	5,898	1,028,921
Meeker	2	105,546	---	105,546
Murray	14	1,915,954	61,785	1,977,739
Pipestone	2	94,536	29,863	124,399
Redwood	5	401,634	19,919	421,553
Renville	19	2,177,237	118,019	2,295,256
Yellow Medicine	10	821,584	184,260	1,005,844
District 8 Totals	88	9,153,107	657,590	9,810,697
Chisago	7	871,030	55,042	926,072
Ramsey	1	---	94,690	94,690
Washington	1	---	69,646	69,646
District 9 Totals	9	871,030	219,378	1,090,408
STATE TOTALS	604	\$66,905,557	\$3,311,469	\$70,217,026

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

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, 1982

County	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1982	Unencumbered Balance Available	Bond Account Adjustment
Koochiching	\$ 600,000	\$ 450,000	\$ 600,000	\$ 0	\$ 450,000
Lake	500,000	200,000	500,000	0	200,000
District 1 Totals	1,100,000	650,000	1,100,000	0	650,000
Beltrami	1,400,000	560,000	1,400,000	0	560,000
Clearwater	990,000	200,000	990,000	0	200,000
Lake of the Woods	500,000	300,000	315,949	184,051	115,949
Marshall	1,250,000	940,000	1,250,000	0	940,000
Norman	1,135,000	140,000	1,135,000	0	140,000
Pennington	1,775,000	1,125,000	1,775,000	0	1,125,000
Polk	1,000,000	125,000	1,000,000	0	125,000
Red Lake	1,280,000	765,000	701,831	578,169	186,831
District 2 Totals	9,330,000	4,155,000	8,567,780	762,220	3,392,780
Crow Wing	1,000,000	750,000	650,000	350,000	400,000
Wadena	635,000	535,000	374,691	260,309	274,691
District 3 Totals	1,635,000	1,285,000	1,024,691	610,309	674,691

<u>County</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1982</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Wilkin	\$ 1,100,000	\$ 440,000	\$ 1,100,000	\$ 0	\$ 440,000
District 4 Totals	1,100,000	440,000	1,100,000	0	440,000
 Carver	 1,585,000	 1,020,000	 1,585,000	 0	 1,020,000
District 5 Totals	1,585,000	1,020,000	1,585,000	0	1,020,000
 Dodge	 1,775,000	 1,775,000	 557,729	 1,217,271	 557,729
Freeborn	1,450,000	465,000	1,450,000	0	465,000
Rice	750,000	110,000	747,927	2,073	107,927
Steele	900,000	0	900,000	0	0
Wabasha	1,250,000	1,250,000	1,225,676	24,324	1,225,676
District 6 Totals	6,125,000	3,600,000	4,881,332	1,243,668	2,356,332
 Faribault	 1,025,000	 125,000	 1,025,000	 0	 125,000
Le Sueur	1,300,000	975,000	1,300,000	0	975,000
Nicollet	1,000,000	600,000	1,000,000	0	600,000
Nobles	1,000,000	350,000	1,000,000	0	350,000
Sibley	990,000	990,000	925,773	64,227	925,773
Waseca	1,250,000	255,000	1,250,000	0	255,000
Watonwan	1,250,000	1,130,000	1,250,000	0	1,130,000
District 7 Totals	7,815,000	4,425,000	7,750,773	64,227	4,360,773
 Chippewa	 1,000,000	 200,000	 1,000,000	 0	 200,000
Lac Qui Parle	890,000	0	890,000	0	0
Pipestone	940,000	485,000	935,013	4,987	480,013
Yellow Medicine	1,250,000	1,000,000	1,197,065	52,935	947,065
District 8 Totals	4,080,000	1,685,000	4,022,078	57,922	1,627,078
 Chisago	 1,330,000	 900,000	 1,161,890	 168,110	 731,890
District 9 Totals	1,330,000	900,000	1,161,890	168,110	731,890
 STATE TOTALS	 \$34,100,000	 \$18,160,000	 \$31,193,544	 \$2,906,456	 \$15,253,544

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

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" deduction, in the respective accounts, which will be made to the 1983 25-year construction needs pursuant to this resolution.

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

County State Aid Construction Fund Balance "Needs" Deductions

County	Regular Account			Municipal Account			Total 1984 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance As of Sept. 1, 1983	Maximum Balance 1983 Const. Apportionment	1984 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1983	Maximum Balance Larger of Either \$100,000 or 1981-1983 Const. Apport.	1984 Construction Fund Balance "Needs" Deduction	
Carlton	\$ 383,080	\$ 616,172	\$ ---	\$ 43,486	\$ 178,737	\$ ---	\$ ---
Cook	485,443	466,258	19,185	71,141	100,000	---	19,185
Itasca	1,094,916	1,341,672	---	5,142	255,856	---	---
Koochiching	188,742	762,723	---	230,849	231,882	---	---
Lake	818,993	564,166	254,827	33,532	107,007	---	254,827
Pine	719,337	1,014,976	---	313,059	435,226	---	---
St. Louis	5,993,063	3,972,724	2,020,339	720,625	719,769	856	2,021,195
District 1 Totals			2,294,351			856	2,295,207
Beltrami	850,794	1,000,030	---	166,259	103,974	62,285	62,285
Clearwater	118,880	600,161	---	72,963	115,997	---	---
Hubbard	481,512	582,175	---	260,655	131,178	129,477	129,477
Kittson	553,667	665,486	---	231,983	139,443	92,540	92,540
Lake of the Woods	226,612	559,520	---	82,878	100,000	---	---
Marshall	367,197	1,062,144	---	1	109,067	---	---
Norman	122,149	775,288	---	35,687	161,055	---	---
Pennington	428,843	528,137	---	68,179	100,000	---	---
Polk	1	1,649,647	---	50,488	283,134	---	---
Red Lake	106,342	421,912	---	18,509	100,000	---	---
Roseau	251,182	890,299	---	148,237	110,482	37,755	37,755
District 2 Totals			---			322,057	322,057

Regular Account				Municipal Account			
County	Unencumbered Construction Fund Balance As of Sept. 1, 1983	Maximum Balance 1983 Const. Apportionment	1984 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1983	Maximum Balance Larger of Either \$100,000 or 1981-1983 Const. Apport.	1984 Construction Fund Balance "Needs" Deduction	Total 1984 Construction Fund Balance "Needs" Deduction
Aitkin	\$ 1,057,903	\$ 852,859	\$ 205,044	\$ 92,421	\$ 100,000	\$ ---	\$ 205,044
Benton	755,294	434,860	320,434	403,754	212,402	191,352	511,786
Cass	652,256	923,152	---	532,368	363,862	168,506	168,506
Crow Wing	377,780	726,362	---	478,517	698,143	---	---
Isanti	62,966	501,840	---	111,320	100,000	11,320	11,320
Kanabec	1	495,784	---	44,190	100,000	---	---
Mille Lacs	174,403	464,774	---	194,323	236,372	---	---
Morrison	208,416	644,557	---	43,523	303,637	---	---
Sherburne	36,547	432,445	---	4,484	100,000	---	---
Stearns	701,848	1,152,679	---	79,403	567,235	---	---
Todd	672,363	695,111	---	350,131	247,037	103,094	103,094
Wadena	1	390,652	---	28,187	197,603	---	---
Wright	622,533	841,768	---	378,320	595,058	---	---
District 3 Totals			525,478			474,272	999,750
Becker	251,901	781,066	---	242,020	162,284	79,736	79,736
Big Stone	727,928	380,003	347,925	3,700	359,586	---	347,925
Clay	1,014,918	951,311	63,607	441,159	171,844	269,315	332,922
Douglas	69,019	657,798	---	89,597	239,443	---	---
Grant	205,617	422,225	---	1	100,000	---	---
Mahnomen	167,017	426,349	---	140,804	100,000	40,804	40,804
Otter Tail	1,072,039	1,564,968	---	379,293	368,175	11,118	11,118
Pope	25,742	488,523	---	258,430	158,754	99,676	99,676
Stevens	454,162	397,483	56,679	61,441	131,996	---	56,679
Swift	289,296	586,410	---	224,637	222,965	1,672	1,672
Traverse	1,582	442,016	---	237,097	198,894	38,203	38,203
Wilkin	353,492	536,528	---	92,290	116,517	---	---
District 4 Totals			468,211			540,524	1,008,735

Regular Account

Municipal Account

County	Unencumbered	Maximum	1984	Unencumbered	Maximum Balance	1984	Total 1984
	Construction	Balance	Construction	Construction	Larger of Either	Construction	Construction
	Fund Balance	1983 Const.	Fund Balance	Fund Balance	\$100,000 or	Fund Balance	Fund Balance
	As of	Apportionment	"Needs"	As of	1981-1983	"Needs"	"Needs"
	Sept. 1, 1983		Deduction	Sept. 1, 1983	Const. Apport.	Deduction	Deduction
Anoka	\$ 707,732	\$ 754,334	\$ ---	\$ 263,216	\$ 395,850	\$ ---	\$ ---
Carver	719,217	636,403	82,814	78,880	233,760	---	82,814
Hennepin	5,537,999	3,626,147	1,911,852	3,223,541	2,691,102	532,439	2,444,291
Scott	96,955	494,876	---	462,056	906,632	---	---
District 5 Totals			1,994,666			532,439	2,527,105
Dodge	404,913	601,696	---	263,083	116,856	146,227	146,227
Fillmore	686,130	1,100,310	---	1	359,082	---	---
Freeborn	1	824,971	---	128,767	155,465	---	---
Goodhue	1	850,790	---	198,089	172,893	25,196	25,196
Houston	205,965	737,925	---	47,102	135,135	---	---
Mower	77,332	887,815	---	44,819	170,820	---	---
Olmsted	7,864	1,010,651	---	188,779	138,203	50,576	50,576
Rice	2	674,877	---	176,959	165,317	11,642	11,642
Steele	1	632,245	---	110,218	100,202	10,016	10,016
Wabasha	115,163	718,569	---	189,635	411,729	---	---
Winona	432,231	854,423	---	1	115,199	---	---
District 6 Totals			---			243,657	243,657
Blue Earth	1	1,108,936	---	1	313,368	---	---
Brown	175,260	619,388	---	182,134	242,696	---	---
Cottonwood	75,391	596,479	---	213,263	215,523	---	---
Faribault	40,654	792,293	---	22,822	464,052	---	---
Jackson	2,418	748,906	---	4,423	360,049	---	---
Le Sueur	2,018	573,694	---	168,306	380,641	---	---
Martin	68,540	863,908	---	1	167,482	---	---
Nicollet	142,225	521,823	---	23,547	100,000	---	---
Nobles	222,050	776,757	---	125,006	221,084	---	---
Rock	998,403	471,630	526,773	168,477	132,108	36,369	563,142
Sibley	188,891	667,547	---	50,997	110,475	---	---
Waseca	200,001	626,273	---	1,787	109,747	---	---
Watonwan	580,450	549,372	31,078	34,189	243,345	---	31,078
District 7 Totals			557,851			36,369	594,220

Regular Account				Municipal Account			
County	Unencumbered Construction Fund Balance As of Sept. 1, 1983	Maximum Balance 1983 Const. Apportionment	1984 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1983	Maximum Balance Larger of Either \$100,000 or 1981-1983 Const. Apport.	1984 Construction Fund Balance "Needs" Deduction	Total 1984 Construction Fund Balance "Needs" Deduction
Chippewa	\$ 1	\$ 518,833	\$ ---	\$ 1	\$ 127,036	\$ ---	\$ ---
Kandiyohi	167,758	821,830	---	56,946	254,989	---	---
Lac Qui Parle	313,340	678,682	---	132,892	136,494	---	---
Lincoln	12,111	421,850	---	108,399	258,196	---	---
Lyon	1	716,640	---	60,959	310,915	---	---
McLeod	103,296	599,813	---	170,456	224,176	---	---
Meeker	305,408	543,189	---	89,703	100,000	---	---
Murray	49,630	585,978	---	60,984	141,972	---	---
Pipestone	893,578	420,800	472,778	179,455	176,139	3,316	476,094
Redwood	180,664	704,873	---	210,181	280,909	---	---
Renville	34,382	961,687	---	128,047	172,008	---	---
Yellow Medicine	84,901	598,244	---	78,987	202,038	---	---
District 8 Totals			472,778			3,316	476,094
Chisago	356,061	564,320	---	216,513	464,072	---	---
Dakota	601,370	1,088,729	---	179,867	262,335	---	---
Ramsey	3,378,589	2,151,285	1,227,304	135,137	251,229	---	1,227,304
Washington	661,351	543,149	118,202	801,544	897,568	---	118,202
District 9 Totals			1,345,506			---	1,345,506
STATE TOTALS	\$41,976,026		\$7,658,841	\$16,445,253		\$2,153,490	\$9,812,331

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

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	1983 County Total Tax Valuation	Mill Levy Deduction
Carlton	\$ 124,025,532	\$ 82,688
Cook	34,905,031	23,271
Itasca	309,092,540	206,072
Koochiching	64,107,718	42,741
Lake	43,160,543	28,775
Pine	89,286,569	59,527
St. Louis*	843,336,212	337,334
District 1 Totals	\$ 1,507,914,145	\$ 780,408

County	1983 County Total Tax Valuation	Mill Levy Deduction
Beltrami	\$ 109,769,710	\$ 73,183
Clearwater	39,486,130	26,325
Hubbard	92,255,111	61,506
Kittson	81,160,268	54,110
Lake of the Woods	19,368,408	12,913
Marshall	126,646,442	84,435
Norman	95,208,960	63,476
Pennington	77,408,255	51,608
Polk	257,067,533	171,387
Red Lake	39,894,780	26,598
Roseau	83,024,106	55,352
District 2 Totals	1,021,289,703	680,893
Aitkin	87,795,178	58,533
Benton	116,200,220	77,471
Cass	146,782,946	97,860
Crow Wing	238,803,286	159,210
Isanti	83,963,290	55,978
Kanabec	46,350,455	30,902
Mille Lacs	76,457,856	50,974
Morrison	127,914,739	85,281
Sherburne	227,909,753	151,947
Stearns	487,814,298	325,226
Todd	95,773,854	63,852
Wadena	45,246,436	30,166
Wright	345,708,162	230,484
District 3 Totals	2,126,720,473	1,417,884
Becker	150,413,261	100,281
Big Stone	51,291,113	34,196
Clay	218,589,032	145,733
Douglas	149,694,779	99,801
Grant	72,435,361	48,293
Mahnomen	30,481,375	20,322
Otter Tail	269,159,507	179,449
Pope	85,250,762	56,837
Stevens	82,074,604	54,719
Swift	106,609,909	71,077
Traverse	62,829,733	41,889
Wilkin	93,316,272	62,214
District 4 Totals	1,372,145,708	914,811
Anoka	1,048,689,298	699,161
Carver	247,313,905	164,884
Hennepin*	7,846,262,382	3,138,505
Scott	274,146,477	182,773
District 5 Totals	\$ 9,416,412,062	\$ 4,185,323

County	1983	
	County Total Tax Valuation	Mill Levy Deduction
Dodge	\$ 128,100,986	\$ 85,405
Fillmore	160,381,894	106,927
Freeborn	280,054,962	186,713
Goodhue	390,616,743	260,424
Houston	80,622,454	53,751
Mower	276,754,397	184,512
Olmsted	527,629,380	351,770
Rice	213,365,821	142,251
Steele	192,262,725	128,182
Wabasha	110,519,581	73,683
Winona	203,548,654	135,706
District 6 Totals	2,563,857,597	1,709,324
Blue Earth	361,970,343	241,326
Brown	208,296,988	138,872
Cottonwood	185,145,518	123,437
Faribault	234,332,114	156,229
Jackson	204,785,039	136,530
Le Sueur	129,065,314	86,048
Martin	278,092,003	185,404
Nicollet	164,681,231	109,793
Nobles	189,778,306	126,525
Rock	109,342,320	72,899
Sibley	148,496,486	99,003
Waseca	152,625,586	101,755
Watsonwan	127,428,337	84,956
District 7 Totals	2,494,039,585	1,662,777
Chippewa	127,778,615	85,190
Kandiyohi	244,774,874	163,191
Lac Qui Parle	102,864,637	68,580
Lincoln	69,193,977	46,132
Lyon	176,675,799	117,790
McLeod	178,362,632	118,914
Meeker	149,420,697	99,619
Murray	139,772,108	93,186
Pipestone	84,638,038	56,428
Redwood	228,260,423	152,181
Renville	256,270,533	170,856
Yellow Medicine	127,542,667	85,033
District 8 Totals	1,885,555,000	1,257,100
Chisago	121,446,426	80,968
Dakota	1,263,673,767	842,491
Ramsey*	3,108,270,152	1,243,308
Washington	697,371,879	464,938
District 9 Totals	5,190,762,224	2,631,705
STATE TOTALS	\$27,578,696,497	\$15,240,225

* Denotes Urban Counties

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

"After The Fact" Bridge Deck Rehabilitation Needs

Included in the recently revised construction accomplishment resolution is a paragraph dealing with bridge deck rehabilitation needs which reads as follows:

Needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and shall consist of only those costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the State Aid office by July 1 of the year following the year of construction.

Pursuant to this resolution, Jackson County reported and justified bridge deck rehabilitation costs of \$5,646 for the year 1982. This adjustment is shown on the tentative 1984 Money Needs Apportionment form.

TENTATIVE

APPORTIONMENT

DATA

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Development of the Tentative 1984 C.S.A.H. Money Needs Apportionment

(Based on the 1983 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 1984 County State Aid Highway Fund. This tabulation also indicates a tentative 1984 money needs apportionment figure for each county based on the 1983 apportionment sum.

The Trunk Highway Turnback Adjustment column is the same as was used for the 1983 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 1984 apportionment.

Minor adjustments must be made for any turnback activity in 1983 and possibly for any action taken by this Committee.

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of the Basic 1982 to the Basic 1983 25-Year C.S.A.H. Construction Needs

	Basic 1982 25 Year Construction Needs	Remaining 50% Effect of the 1982 Design Standards Update	% Change	Effect of 1983 Normal Update	% Change	Effect of 1983 Unit Prices	% Change	Effect of Traffic and Traffic Factor Update	% Change	Effect of 3" Add. Surf. Revision to Certain High ADT Design Groups	% Change	Effect of 2" Add. Surf. Select Rural Design Groups	% Change	Basic 1983 25 Year Construction Needs	Total Change From 1982 Needs	Total % Change	
CARLTON	\$ 25,001,539	\$+ 1,335,033	+ 5.3	\$+ 2,296,741	+ 8.7	\$- 1,228,756	- 4.3	\$+ 1,110,728	+ 4.1	\$+ 41,738	+ 0.1	\$+ 850,549	+ 3.0	\$ 29,407,572	\$+ 4,406,033	+ 17.6	CARLTON
COOK	20,632,615	+ 935,478	+ 4.5	+ 4,669,286	+ 21.6	- 404,973	- 1.5	+ 279,907	+ 1.1	+ 16,951	+ 0.1	+ 316,934	+ 1.2	26,446,198	+ 5,813,583	+ 28.2	COOK
ITASCA	63,817,507	+ 2,392,790	+ 3.7	- 964,069	- 1.5	- 4,278,207	- 6.6	+ 3,073,954	+ 5.0			+ 1,821,431	+ 2.8	65,863,406	+ 2,045,899	+ 3.2	ITASCA
KOOCHECHING	19,877,948	+ 1,118,626	+ 5.6	+ 5,371,852	+ 25.6	- 1,117,340	- 4.2	+ 3,671,142	+ 14.5	+ 15,659	+ 0.1	+ 338,081	+ 1.2	29,275,968	+ 9,398,020	+ 47.3	KOOCHECHING
LAKE	23,995,035	+ 414,512	+ 1.7	- 449,733	- 1.8	- 814,987	- 3.4	+ 2,019,510	+ 8.7	+ 127,449	+ 0.5	+ 453,090	+ 1.8	25,744,876	+ 1,749,841	+ 7.3	LAKE
PINE	53,113,406	+ 2,448,208	+ 4.6	- 771,667	- 1.4	- 1,819,230	- 3.3	+ 2,298,360	+ 4.3	+ 130,685	+ 0.2	+ 739,050	+ 1.3	56,138,812	+ 3,025,406	+ 5.7	PINE
DISTRICT 1 TOTALS	212,392,650	+ 1,587,910	+ 0.7	- 1,120,028	- 0.5	- 7,763,554	- 3.6	- 5,274,372	- 2.6	+ 912,802	+ 0.5	+ 2,310,896	+ 1.2	203,046,304	- 9,346,346	- 4.4	ST LOUIS DISTRICT 1 TOTALS
BELTRAMI	42,708,429	+ 1,632,927	+ 3.8	+ 2,105,060	+ 4.7	- 3,170,227	- 6.8	+ 1,467,578	+ 3.4	+ 124,570	+ 0.3	+ 980,924	+ 2.2	45,849,261	+ 3,140,832	+ 7.4	BELTRAMI
CLEARWATER	22,082,400	+ 1,387,489	+ 6.3	+ 566,023	+ 2.4	- 1,423,869	- 5.9	- 1,463,519	- 6.5			+ 756,371	+ 3.6	21,904,895	- 177,505	- 0.8	CLEARWATER
HUBBARD	21,733,295	+ 1,320,601	+ 6.1	+ 446,289	+ 1.9	- 1,130,032	- 4.8	- 1,035,805	- 4.6			+ 594,312	+ 2.8	21,928,660	+ 195,365	+ 0.9	HUBBARD
KIT TSON	25,361,437	+ 2,117,183	+ 8.3	+ 3,509,640	+ 12.8	- 1,215,912	- 3.9	- 3,520,745	- 11.8			+ 549,564	+ 2.1	26,801,167	+ 1,439,730	+ 5.7	KIT TSON
LAKE of the WOODS	11,269,531	+ 1,002,456	+ 8.9	- 139,179	- 1.1	- 811,567	- 6.7					+ 481,865	+ 4.3	11,803,106	+ 533,575	+ 4.7	LAKE of the WOODS
MARSHALL	42,219,878	+ 2,562,259	+ 6.1	+ 2,279,886	+ 5.1	- 2,384,836	- 5.1	- 5,097,588	- 11.4			+ 1,318,482	+ 3.3	40,898,081	- 1,321,797	- 3.1	MARSHALL
NORMAN	32,552,050	+ 2,499,266	+ 7.7	+ 3,492,498	+ 10.0	+ 2,233,123	+ 5.8					+ 910,283	+ 2.2	41,687,220	+ 9,135,170	+ 28.1	NORMAN
PENNINGTON	16,445,056	+ 1,466,171	+ 8.9	- 190,214	- 1.1	- 965,088	- 5.4	- 1,967,766	- 11.7	+ 25,613	*	+ 592,673	+ 4.0	15,406,445	- 1,038,611	- 6.3	PENNINGTON
POLK	76,010,333	+ 3,240,254	+ 4.3	- 8,231	*	- 5,138,066	- 6.5			+ 30,324	*	- 1,745,407	+ 2.4	75,880,021	- 130,312	- 0.2	POLK
RED LAKE	14,827,613	+ 839,349	+ 5.7	+ 677,562	+ 4.1	- 1,090,822	- 6.7					+ 379,302	+ 2.5	15,633,204	+ 805,591	+ 5.4	RED LAKE
ROSEAU	34,889,447	+ 3,817,764	+ 10.9	- 131,157	- 0.3	- 3,725,696	- 9.7	- 5,383,360	- 15.4	+ 15,195	+ 0.1	+ 873,236	+ 3.0	30,355,429	- 4,534,018	- 13.0	ROSEAU
DISTRICT 2 TOTALS																	DISTRICT 2 TOTALS
AITKIN	36,915,676	+ 2,773,448	+ 7.5	+ 31,084	+ 0.1	+ 469,097	+ 1.2					+ 425,659	+ 1.1	40,614,964	+ 3,699,288	+ 10.0	AITKIN
BENTON	17,605,705	- 45,753	- 0.3	- 42,039	- 0.2	- 657,099	- 3.8	- 460,262	- 2.7	+ 40,861	+ 0.2	+ 596,225	+ 3.6	17,037,638	- 568,067	- 3.2	BENTON
CASS	41,418,022	+ 1,391,368	+ 3.4	+ 443,099	+ 1.0	- 818,456	- 1.9	+ 1,732,949	+ 4.1			+ 1,141,710	+ 2.6	45,308,692	+ 3,890,670	+ 9.4	CASS
CROW WING	40,538,193	+ 921,368	+ 2.3	- 116,539	- 0.3	- 1,950,776	- 4.7			+ 49,102	+ 0.1	+ 809,451	+ 2.1	40,250,799	- 287,394	- 0.7	CROW WING
SANTI	19,137,432	+ 339,426	+ 1.8	- 197,566	- 1.0	- 837,608	- 4.3	- 356,333	- 1.9			+ 443,008	+ 2.4	18,528,359	- 609,073	- 3.2	SANTI
KANABEC	18,832,816	+ 836,735	+ 4.4	- 20,074	- 0.1	- 525,535	- 2.7	- 534,551	- 2.8	+ 70,416	+ 0.4	+ 340,427	+ 1.8	19,000,234	+ 167,418	+ 0.9	KANABEC
MILLE LACS	19,079,588	+ 720,201	+ 3.8	+ 590,572	+ 3.0	- 846,186	- 4.1	- 257,185	- 1.3			+ 603,633	+ 3.1	19,890,623	+ 811,035	+ 4.3	MILLE LACS
MORRISON	24,362,411	+ 35,388	+ 0.1	+ 3,068,725	+ 12.8	- 1,958,355	- 7.1					+ 1,747,612	+ 6.9	27,255,781	+ 2,893,370	+ 11.9	MORRISON
SHERBURNE	14,307,939	- 140,748	- 1.0	+ 228,142	+ 1.6	- 557,782	- 3.9	- 686,703	- 5.0	+ 95,918	+ 0.7	+ 863,163	+ 6.5	14,109,929	- 198,010	- 1.4	SHERBURNE
STEARNS	55,330,802	- 1,317,430	- 2.4	+ 7,257,981	+ 13.4	- 2,494,608	- 4.1	- 2,320,252	- 3.9	+ 596,714	+ 1.1	+ 1,627,374	+ 2.9	58,680,581	+ 3,349,779	+ 6.1	STEARNS
TODD	28,480,456	+ 346,629	+ 1.2	+ 1,232,237	+ 4.3	- 1,629,325	- 5.4	- 229,159	- 0.8	+ 40,008	+ 0.1	+ 1,221,940	+ 4.3	29,462,786	+ 982,330	+ 3.4	TODD
WADENA	13,598,437	+ 531,440	+ 3.9	+ 724,616	+ 5.1	- 544,730	- 3.7	- 940,893	- 6.6	+ 30,171	+ 0.2	+ 844,292	+ 6.3	14,243,333	+ 644,896	+ 4.7	WADENA
WRIGHT	45,140,295	- 1,240,906	- 2.7	+ 1,125,692	+ 2.6	- 1,419,928	- 3.2			+ 246,341	+ 0.6	+ 837,473	+ 1.9	44,688,967	- 451,328	+ 1.0	WRIGHT
DISTRICT 3 TOTALS																	DISTRICT 3 TOTALS
BECKER	27,661,658	+ 1,363,599	+ 4.9	+ 441,475	+ 1.5	- 2,814,203	- 9.6	- 782,524	- 2.9	+ 63,196	+ 0.2	+ 1,510,687	+ 5.8	27,443,888	- 217,770	- 0.8	BECKER
BIG STONE	7,491,390	+ 298,077	+ 4.0	- 465,779	- 6.0	- 523,815	- 7.2					+ 688,593	+ 10.1	7,488,466	- 2,924	*	BIG STONE
CLAY	43,331,664	+ 1,397,636	+ 3.2	+ 7,520,315	+ 16.8	+ 1,462,429	+ 2.8					+ 797,044	+ 1.5	54,509,088	+ 11,177,424	+ 25.8	CLAY
DOUGLAS	25,245,679	+ 833,389	+ 3.3	- 294,376	- 1.1	- 904,727	- 3.5	+ 3,561,113	+ 14.3	+ 10,662	*	+ 1,084,489	+ 3.8	29,536,229	+ 4,290,550	+ 17.0	DOUGLAS
GRANT	8,681,807	+ 111,309	+ 1.3	+ 1,736,040	+ 19.7	- 529,550	- 5.0	+ 1,362,755	+ 13.6			+ 496,464	+ 4.4	11,858,825	+ 3,177,018	+ 36.6	GRANT
MAHNOMEN	10,829,349	+ 993,534	+ 9.2	+ 704,893	+ 6.0	- 635,857	- 5.1	- 350,099	- 2.9			+ 549,406	+ 4.8	12,091,226	+ 1,261,877	+ 11.7	MAHNOMEN
OTTER TAIL	64,146,956	- 229,060	- 0.4	- 566,983	- 0.9	- 2,184,394	- 3.4			+ 110,615	+ 0.2	+ 2,952,445	+ 4.8	64,229,579	+ 82,623	+ 0.1	OTTER TAIL
POPE	19,050,663	+ 1,309,976	+ 6.9	+ 97,652	+ 0.5	- 683,454	- 3.3	- 1,202,596	- 6.1			+ 780,894	+ 4.2	19,353,135	+ 302,472	+ 1.6	POPE
STEVENS	18,306,064	+ 784,240	+ 4.3	+ 3,631,103	+ 19.0	- 2,645,034	- 11.6	- 1,823,543	- 9.1			+ 342,663	+ 1.9	18,595,493	+ 289,429	+ 1.6	STEVENS
SWIFT	26,009,840	+ 2,247,947	+ 8.6	+ 4,028,189	+ 14.3	- 2,370,220	- 7.3					+ 429,943	+ 1.4	30,345,699	+ 4,335,859	+ 16.7	SWIFT
TRAVERSE	18,933,703	+ 1,813,459	+ 9.6	+ 742,643	+ 3.6	- 2,707,192	- 12.6	- 3,863,534	- 20.6			+ 499,971	+ 3.4	15,419,050	- 3,514,653	- 18.6	TRAVERSE
WILKIN	18,374,113	+ 1,148,381	+ 6.2	+ 3,121,023	+ 16.0	- 956,070	- 4.2	+ 274,189	+ 1.3			+ 902,784	+ 4.1	22,864,420	+ 4,490,307	+ 24.4	WILKIN
DISTRICT 4 TOTALS																	DISTRICT 4 TOTALS
ANOKA	35,392,615	- 2,037,186	- 5.8	+ 7,401,653	+ 22.2	- 834,852	- 2.0	- 2,063,588	- 5.2	+ 2,055,104	+ 5.4	+ 346,059	+ 0.9	40,259,805	+ 4,867,190	+ 13.8	ANOKA
CARVER	32,611,321	- 1,935,255	- 5.9	+ 5,908,508	+ 19.3	- 1,001,053	- 2.7	- 164,778	- 0.5	+ 395,259	+ 1.1	+ 536,214	+ 1.5	36,350,216	+ 3,738,895	+ 11.5	CARVER
HENNEPIN	245,702,763	- 7,992,646	- 3.3	+ 1,374,421	+ 0.6	- 1,827,797	- 0.8	+ 768,862	+ 0.3	+ 6,029,735	+ 2.5	+ 74,601	*	244,129,939	- 1,572,824	- 0.6	HENNEPIN
SCOTT	39,271,755	- 1,383,173	- 3.5	- 1,079,168	- 2.8	- 4,796,664	- 13.0	+ 1,663,658	+ 5.2	+ 304,642	+ 0.9	+ 460,279	+ 1.4	34,441,329	- 4,830,426	- 12.3	SCOTT
DISTRICT 5 TOTALS																	DISTRICT 5 TOTALS
DODGE	26,882,886	+ 1,206,492	+ 4.5	+ 115,082	+ 0.4	+ 824,551	+ 2.9	- 708,786	- 2.4			+ 561,218	+ 2.0	28,881,443	+ 1,998,557	+ 7.4	DODGE
FILLMORE	61,932,042	+ 3,045,891	+ 4.9	+ 1,354,781	+ 2.1	- 2,762,313	- 4.2					+ 595,148	+ 0.9	64,165,549	+ 2,233,507	+ 3.6	FILLMORE
FREEBORN	34,072,422	- 387,053	- 1.1	+ 10,699,795	+ 31.8	- 82,032	- 0.2	+ 1,746,399	+ 3.9	+ 75,563	+ 0.2	+ 1,057,518	+ 2.3	47,182,612	+ 13,110,190	+ 38.5	FREEBORN
GOODHUE	43,869,069	+ 732,822	+ 1.7	+ 3,559,953	+ 8.0	- 2,957,486	- 6.1	- 155,056	- 0.3			+ 636,887	+ 1.4	45,686,189	+ 1,817,120	+ 4.1	GOODHUE
HOUSTON	36,281,524	+ 2,342,443	+ 6.5	+ 197,785	+ 0.5	- 629,827	- 1.6	- 433,105	- 1.1	+ 47,880	+ 0.1	+ 522,876	+ 1.4	38,329,576	+ 2,048,052	+ 5.6	HOUSTON
MOWER	41,757,793	+ 918,517	+ 2.2	+ 1,528,430	+ 3.6	- 2,196,284	- 5.0	- 1,019,632	- 2.4	+ 41,037	+ 0.1	+ 947,234	+ 2.3	41,977,095	+ 219,302	+ 0.5	MOWER
OLMSTED	48,094,635	- 1,152,497	- 2.4	+ 1,881,250	+ 4.0	+ 1,302,745	+ 2.7	- 1,720,032	- 3.4	+ 308,012	+ 0.6	+ 731,157	+ 1.5	49,445,270	+ 1,350,635	+ 2.8	OLMSTED
RICE	30,417,902	+ 681,825	+ 2.2	- 23,985	- 0.1	- 587,706	- 1.9	- 754,318	- 2.5	+ 130,832	+ 0.4	+ 740,281	+ 2.5	30,604,831	+ 186,929	+ 0.6	RICE
STEELE	25,454,118	- 170,980	- 0.7	- 908,259	- 3.6	- 3,399,433	- 13.9	+ 992,303	+ 4.7	+ 224,644	+ 1.0	+ 1,081,750	+ 4.9	23,274,143	- 2,179,975	- 8.6	STEELE
WABASHA	41,932,687	+ 1,788,008	+ 4.3	- 1,384,206	- 3.2	- 1,567,182	- 3.7	+ 984,635	- 2.4	+ 12,196	*	+ 520,379	+ 1.2	42,286,517	+ 353,830	+ 0.8	WABASHA
WINONA	40,673,198	+ 907,302	+ 2.2	+ 1,707,085	+ 4.1	- 1,888,107	- 4.4	+ 2,263,547	+ 5.5	+ 176,002	+ 0.4	+ 794,864	+				

OCTOBER, 1983

(MINUS) (MINUS) (PLUS) (MINUS) (PLUS) (MINUS) (PLUS)

STATE	TALS	\$3,382,640.43	\$17,741,720	\$3,345,537,333	\$35,585,053	\$92,12,331	\$2,221,879	\$5,233,544	\$70,217,026	\$5,646	\$3,315,120,330	\$32,604,813	\$5,240,225	\$17,364,588	\$3,591,917	\$57,169	\$3,655,086	100.000000	100.000000	\$17,364,588	\$3,655,086	STATE TOTALS
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October 28, 1983

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

Dear Commissioner Braun:

We, the undersigned, as members of the 1983 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 1983, adjustments to the mileage and money needs will be necessary before January 1, 1984.

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 1984 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dennis Carlson, Secretary
County Screening Committee

APPROVED

David Zech, District 1

Earl Welshons, District 6

Arthur Tobkin (Chairman), District 2

Ronald Sandvik, District 7

Wayne Fingalson, District 3

Dennis Stoeckman, District 8

John Cousins, District 4

Charles Swanson, District 9

Donald Wisniewski, District 5

Enclosure: Mileage and Annual Money Needs Listing

1983 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1984 C.S.A.H. FUND APPORTIONMENT)

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE AND MONEY NEEDS
AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING COMMITTEE
FOR USE BY THE COMMISSIONER OF TRANSPORTATION
IN APPORTIONING THE 1984 COUNTY STATE AID HIGHWAY FUND

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>Annual County State Aid Highway Money Needs</u>
Carlton	294.44	\$ 1,071,868
Cook	178.08	957,893
Itasca	649.98	2,308,820
Koochiching	248.93	1,622,119
Lake	214.02	1,012,637
Pine	473.22	2,153,080
St. Louis	1,361.75	7,583,654
District 1 Totals	3,420.42	16,710,071
Beltrami	466.29	1,723,971
Clearwater	327.59	852,634
Hubbard	325.80	766,040
Kittson	372.54	1,011,345
Lake of the Woods	186.96	1,026,529
Marshall	640.29	1,545,070
Norman	393.53	1,551,759
Pennington	260.60	595,831
Polk	810.18	2,842,303
Red Lake	186.39	637,013
Roseau	482.62	1,129,586
District 2 Totals	4,452.79	13,682,081
Aitkin	369.13	1,565,800
Benton	224.30	571,573
Cass	530.05	1,673,117
Crow Wing	373.48	1,477,495
Isanti	226.24	644,714
Kanabec	211.67	711,558
Mille Lacs	253.67	725,050
Morrison	430.08	921,104
Sherburne	217.09	429,911
Stearns	602.78	1,880,967
Todd	412.56	1,014,772
Wadena	229.50	509,611
Wright	403.63	1,585,030
District 3 Totals	4,484.18	13,710,702
Becker	467.50	976,771
Big Stone	211.70	560,421
Clay	406.69	1,989,460
Douglas	387.11	1,043,313
Grant	228.85	516,996
Mahnomen	195.10	617,460
Otter Tail	912.44	2,350,563
Pope	299.23	660,200
Stevens	243.91	467,984
Swift	329.76	1,024,252
Traverse	243.82	547,576
Wilkin	312.56	838,435
District 4 Totals	4,238.67	11,593,431

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>Annual County State Aid Highway Money Needs</u>
Anoka	243.28	\$ 917,420
Carver	207.01	1,298,068
Hennepin	499.31	6,423,492
Scott	186.59	1,172,827
District 5 Totals	1,136.19	9,811,807
Dodge	249.63	1,063,668
Fillmore	395.64	2,433,212
Freeborn	447.78	1,456,130
Goodhue	326.92	1,484,819
Houston	250.68	1,470,662
Mower	373.80	1,436,668
Olmsted	319.97	1,651,282
Rice	280.88	1,002,142
Steele	292.48	784,655
Wabasha	276.90	1,614,298
Winona	315.82	1,574,706
District 6 Totals	3,530.50	15,972,242
Blue Earth	415.95	2,072,249
Brown	317.61	905,645
Cottonwood	316.75	883,612
Faribault	349.91	1,915,326
Jackson	370.69	1,538,598
Le Sueur	268.17	1,121,713
Martin	378.08	1,715,186
Nicollet	244.72	693,045
Nobles	343.75	1,486,457
Rock	259.48	852,717
Sibley	287.63	1,108,986
Waseca	250.58	1,248,874
Watonwan	232.97	928,963
District 7 Totals	4,036.29	16,471,371
Chippewa	244.22	799,728
Kandiyohi	418.99	1,324,047
Lac Qui Parle	361.79	1,102,453
Lincoln	255.05	650,403
Lyon	317.51	1,255,761
McLeod	236.80	1,060,938
Meeker	272.12	791,486
Murray	354.96	782,274
Pipestone	227.31	687,287
Redwood	385.10	1,082,025
Renville	449.75	1,759,330
Yellow Medicine	346.88	1,072,580
District 8 Totals	3,870.48	12,368,312
Chisago	226.26	1,180,471
Dakota	274.46	1,567,555
Ramsey	228.25	3,100,262
Washington	188.65	1,196,283
District 9 Totals	917.62	7,044,571
STATE TOTALS	30,087.14*	\$117,364,588

* Does not include 1983 T.H. Turnback Mileage.

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Total Tentative 1984 C.S.A.H. Apportionment

(Based on 1983 Apportionment Sum)

The following tabulation lists a tentative 1984 Apportionment based on the 1983 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 1983 C.S.A.H. needs study mileage, but the 1983 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1983 25-year construction needs; however, these needs will be adjusted by 1983 turnback activity, 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, 1984, by the Commissioner with the assistance of recommendations by your Screening Committee.

Total Tentative 1984 C.S.A.H. Apportionment
(Based on 1983 Apportionment Sum)

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1983 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1984 C.S.A.H. Apportionment</u>
Carlton	\$ 146,333	\$ 98,793	\$ 373,681	\$ 581,350	\$ 1,200,157
Cook	146,333	15,494	225,988	519,533	907,348
Itasca	146,333	145,630	824,894	1,252,236	2,369,093
Koochiching	146,333	58,104	315,933	879,789	1,400,159
Lake	146,333	42,012	271,629	549,224	1,009,198
Pine	146,334	62,853	600,548	1,167,767	1,977,502
St. Louis	146,334	649,944	1,728,197	4,113,150	6,637,625
District 1 Total	1,024,333	1,072,830	4,340,870	9,063,049	15,501,082
Beltrami	146,333	94,197	593,291	935,031	1,768,852
Clearwater	146,333	28,136	415,731	462,443	1,052,643
Hubbard	146,333	48,340	413,478	415,477	1,023,628
Kittson	146,333	25,144	472,792	548,524	1,192,793
Lake of the Woods	146,333	13,750	237,255	556,759	954,097
Marshall	146,334	49,104	812,595	838,000	1,846,033
Norman	146,334	35,507	499,412	841,628	1,522,881
Pennington	146,334	51,637	330,714	323,161	851,846
Polk	146,334	116,591	1,031,098	1,541,581	2,835,604
Red Lake	146,334	18,676	236,530	345,497	747,037
Roseau	146,334	44,138	612,502	612,654	1,415,628
District 2 Total	1,609,669	525,220	5,655,398	7,420,755	15,211,042

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1983 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1984 C.S.A.H. Apportionment</u>
Aitkin	\$ 146,333	\$ 47,321	\$ 468,476	\$ 849,244	\$ 1,511,374
Benton	146,333	71,574	284,653	310,004	812,564
Cass	146,333	67,092	672,694	907,449	1,793,568
Crow Wing	146,333	144,472	473,976	801,350	1,566,131
Isanti	146,333	71,561	287,135	349,674	854,703
Kanabec	146,333	38,715	268,650	385,928	839,626
Mille Lacs	146,334	63,744	327,123	393,246	930,447
Morrison	146,334	92,147	545,817	499,580	1,283,878
Sherburne	146,334	92,007	275,525	233,171	747,037
Stearns	146,334	333,362	764,969	1,020,181	2,264,846
Todd	146,334	75,877	523,589	550,382	1,296,182
Wadena	146,334	46,328	291,260	276,398	760,320
Wright	146,334	186,942	512,245	859,673	1,705,194
District 3 Total	1,902,336	1,331,142	5,696,112	7,436,280	16,365,870
Becker	146,333	91,371	593,291	529,772	1,360,767
Big Stone	146,333	28,097	268,650	303,956	747,036
Clay	146,333	135,484	516,141	1,079,024	1,876,982
Douglas	146,333	92,962	491,277	565,862	1,296,434
Grant	146,333	29,880	290,420	280,403	747,036
Mahnomen	146,334	18,205	247,606	334,892	747,037
Otter Tail	146,334	176,146	1,157,975	1,274,876	2,755,331
Pope	146,334	37,035	379,753	358,073	921,195
Stevens	146,334	37,327	309,555	253,821	747,037
Swift	146,334	48,327	418,481	555,524	1,168,666
Traverse	146,334	22,636	309,440	296,989	775,399
Wilkin	146,334	30,491	396,673	454,742	1,028,240
District 4 Total	1,756,003	747,961	5,379,262	6,287,934	14,171,160

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1983 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1984 C.S.A.H. Apportionment</u>
Anoka	\$ 146,333	\$ 538,369	\$ 308,753	\$ 497,582	\$ 1,491,037
Carver	146,333	110,276	262,730	704,034	1,223,373
Hennepin	146,333	2,870,946	633,661	3,483,912	7,134,852
Scott	146,334	151,665	236,797	636,107	1,170,903
District 5 Total	585,333	3,671,256	1,441,941	5,321,635	11,020,165
Dodge	146,333	50,886	316,811	576,902	1,090,932
Fillmore	146,333	73,343	502,124	1,319,702	2,041,502
Freeborn	146,333	121,097	568,274	789,762	1,625,466
Goodhue	146,333	131,651	414,891	805,322	1,498,197
Houston	146,333	58,983	318,148	797,644	1,321,108
Mower	146,334	135,840	474,396	779,206	1,535,776
Olmsted	146,334	300,758	406,069	895,607	1,748,768
Rice	146,334	133,421	356,456	543,532	1,179,743
Steele	146,334	100,180	371,198	425,574	1,043,286
Wabasha	146,334	68,187	351,414	875,548	1,441,483
Winona	146,334	128,914	400,798	854,074	1,530,120
District 6 Total	1,609,669	1,303,260	4,480,579	8,662,873	16,056,381
Blue Earth	146,333	164,077	527,866	1,123,927	1,962,203
Brown	146,333	102,166	403,089	491,195	1,142,783
Cottonwood	146,333	54,667	401,982	479,245	1,082,227
Faribault	146,333	73,254	444,071	1,038,816	1,702,474
Jackson	146,333	48,327	470,424	834,490	1,499,574
Le Sueur	146,333	79,365	340,338	608,384	1,174,420
Martin	146,334	92,720	479,819	930,266	1,649,139
Nicollet	146,334	73,980	310,586	375,887	906,787
Nobles	146,334	79,034	436,241	806,210	1,467,819
Rock	146,334	35,520	329,300	462,489	973,643
Sibley	146,334	52,948	365,049	601,481	1,165,812
Waseca	146,334	63,324	317,995	677,352	1,205,005
Watsonwan	146,334	45,653	295,652	503,842	991,481
District 7 Total	1,902,336	965,035	5,122,412	8,933,584	16,923,367

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment (1983 THTB Mileage Not Included)	Money Needs Apportionment	Total Tentative 1984 C.S.A.H. Apportionment
Chippewa	\$ 146,333	\$ 53,305	\$ 309,937	\$ 433,749	\$ 943,324
Kandiyohi	146,333	124,369	531,724	718,124	1,520,550
Lac Qui Parle	146,333	37,798	459,157	597,938	1,241,226
Lincoln	146,333	26,468	323,686	352,759	849,246
Lyon	146,334	82,892	402,937	681,088	1,313,251
McLeod	146,334	109,538	300,503	575,421	1,131,796
Meeker	146,334	69,295	345,342	429,279	990,250
Murray	146,334	39,466	450,487	424,282	1,060,569
Pipestone	146,334	39,555	288,472	372,764	847,125
Redwood	146,334	70,530	488,718	586,858	1,292,440
Renville	146,334	76,959	570,757	954,209	1,748,259
Yellow Medicine	146,334	49,040	440,213	581,736	1,217,323
District 8 Total	1,756,004	779,215	4,911,933	6,708,207	14,155,359
Chisago	146,333	89,537	287,135	640,253	1,163,258
Dakota	146,333	568,364	348,321	850,196	1,913,214
Ramsey	146,334	1,351,181	289,656	1,681,491	3,468,662
Washington	146,334	326,016	239,432	648,829	1,360,611
District 9 Total	585,334	2,335,098	1,164,544	3,820,769	7,905,745
STATE TOTALS	\$12,731,017	\$12,731,017	\$38,193,051	\$63,655,086	\$127,310,171

NOTES & COMMENTS

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of the Actual 1983 to the
Tentative 1984 C.S.A.H. Apportionment

(Based on the 1983 C.S.A.H. Apportionment Sum)

The following two pages show what each county's 1984 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 1984 remained the same as 1983. However, as we stated in the previous write-ups, some revised figures especially relative to the gas tax increase will be used to determine the final 1984 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.

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

Comparison of the Actual 1983 to the Tentative 1984 C.S.A.H. Apportionments
(Based on the 1983 C.S.A.H. Apportionment Sum)

<u>County</u>	<u>Actual 1983 C.S.A.H. Apportionment</u>	<u>Tentative 1984 C.S.A.H. Apportionment</u>	<u>Increase or Decrease</u>	<u>% + or -</u>
Carlton	\$ 1,123,335	\$ 1,200,157	+ 76,822	+ 6.8
Cook	818,341	907,348	+ 89,007	+ 10.9
Itasca	2,372,881	2,369,093	- 3,788	- 0.2
Koochiching	1,400,160	1,400,159	- 1	*
Lake	996,162	1,009,198	+ 13,036	+ 1.3
Pine	1,943,059	1,977,502	+ 34,443	+ 1.8
St. Louis	7,042,339	6,637,625	- 404,714	- 5.7
District 1 Totals	15,696,277	15,501,082	- 195,195	- 1.2
Beltrami	1,730,479	1,768,852	+ 38,373	+ 2.2
Clearwater	1,066,384	1,052,643	- 13,741	- 1.3
Hubbard	1,041,420	1,023,628	- 17,792	- 1.7
Kittson	1,192,627	1,192,793	+ 166	*
Lake of the Woods	954,097	954,097	---	*
Marshall	1,827,816	1,846,033	+ 18,217	+ 1.0
Norman	1,365,184	1,522,881	+ 157,697	+ 11.6
Pennington	892,726	851,846	- 40,880	- 4.6
Polk	2,900,835	2,835,604	- 65,231	- 2.2
Red Lake	747,037	747,037	---	*
Roseau	1,540,522	1,415,628	- 124,894	- 8.1
District 2 Totals	15,259,127	15,211,042	- 48,085	- 0.3
Aitkin	1,463,885	1,511,374	+ 47,489	+ 3.2
Benton	837,492	812,564	- 24,928	- 3.0
Cass	1,741,271	1,793,568	+ 52,297	+ 3.0
Crow Wing	1,598,156	1,566,131	- 32,025	- 2.0
Isanti	,454	854,703	- 30,751	- 3.5
Kanabec	856,898	839,626	- 17,272	- 2.0
Mille Lacs	925,586	930,447	+ 4,861	+ 0.5
Morrison	1,245,955	1,283,878	+ 37,923	+ 3.0
Sherburne	747,038	747,037	- 1	*
Stearns	2,258,671	2,264,846	+ 6,175	+ 0.3
Todd	1,296,463	1,296,182	- 281	*
Wadena	758,576	760,320	+ 1,744	+ 0.2
Wright	1,743,679	1,705,194	- 38,485	+ 2.2
District 3 Totals	16,359,124	16,365,870	+ 6,746	*
Becker	1,391,680	1,360,767	- 30,913	- 2.2
Big Stone	747,037	747,036	- 1	*
Clay	1,679,574	1,876,982	+ 197,408	+ 11.8
Douglas	1,222,900	1,296,434	+ 73,534	+ 6.0
Grant	747,036	747,036	---	*
Mahnomen	747,036	747,037	+ 1	*
Otter Tail	2,817,326	2,755,331	- 61,995	- 2.2
Pope	898,086	921,195	+ 23,109	+ 2.6
Stevens	747,037	747,037	---	*
Swift	1,100,248	1,168,666	+ 68,418	+ 6.2
Traverse	847,260	775,399	- 71,861	- 8.5
Wilkin	956,071	1,028,240	+ 72,169	+ 7.5
District 4 Totals	13,901,291	14,171,160	+ 269,869	+ 1.9

* Less than 0.1%

<u>County</u>	<u>Actual 1983 C.S.A.H. Apportionment</u>	<u>Tentative 1984 C.S.A.H. Apportionment</u>	<u>Increase or Decrease</u>	<u>% + or -</u>
Anoka	\$ 1,416,969	\$ 1,491,037	+ 74,068	+ 5.2
Carver	1,188,028	1,223,373	+ 35,345	+ 3.0
Hennepin	7,498,804	7,134,852	- 363,952	- 4.9
Scott	1,305,467	1,170,903	- 134,564	- 10.3
District 5 Totals	11,409,268	11,020,165	- 389,103	- 3.4
Dodge	1,073,115	1,090,932	+ 17,817	+ 1.7
Fillmore	2,039,424	2,041,502	+ 2,078	+ 0.1
Freeborn	1,490,077	1,625,466	+ 135,389	+ 9.1
Goodhue	1,503,695	1,498,197	- 5,498	- 0.4
Houston	1,308,378	1,321,108	+ 12,730	+ 1.0
Mower	1,576,991	1,535,776	- 41,215	- 2.6
Olmsted	1,758,817	1,748,768	- 10,049	- 0.6
Rice	1,213,895	1,179,743	- 34,152	- 2.8
Steele	1,103,092	1,043,286	- 59,806	- 5.4
Wabasha	1,440,826	1,441,483	+ 657	*
Winona	1,481,367	1,530,120	+ 48,753	+ 3.3
District 6 Totals	15,989,677	16,056,381	+ 66,704	+ 0.4
Blue Earth	2,013,538	1,962,203	- 51,335	- 2.5
Brown	1,163,825	1,142,783	- 21,042	- 1.8
Cottonwood	1,108,902	1,082,227	- 26,675	- 2.4
Faribault	1,585,187	1,702,474	+ 117,287	+ 7.4
Jackson	1,446,659	1,499,574	+ 52,915	+ 3.7
Le Sueur	1,154,082	1,174,420	+ 20,338	+ 1.8
Martin	1,529,636	1,649,139	+ 119,503	+ 7.8
Nicollet	882,949	906,787	+ 23,838	+ 2.7
Nobles	1,414,549	1,467,819	+ 53,270	+ 3.8
Rock	891,113	973,643	+ 82,530	+ 9.3
Sibley	1,171,013	1,165,812	- 5,201	- 0.4
Waseca	1,105,006	1,205,005	+ 99,999	+ 9.0
Watsonwan	1,043,010	991,481	+ 51,529	- 4.9
District 7 Totals	16,509,469	16,923,367	+ 413,898	+ 2.5
Chippewa	935,946	943,324	+ 7,378	+ 0.8
Kandiyohi	1,509,496	1,520,550	+ 11,054	+ 0.7
Lac Qui Parle	1,205,132	1,241,226	+ 36,094	+ 3.0
Lincoln	847,293	849,246	+ 1,953	+ 0.2
Lyon	1,375,562	1,313,251	- 62,311	- 4.5
McLeod	1,121,733	1,131,796	+ 10,063	+ 0.9
Meeker	928,243	990,250	+ 62,007	+ 6.7
Murray	1,050,818	1,060,569	+ 9,751	+ 0.9
Pipestone	805,574	847,125	+ 41,551	+ 5.2
Redwood	1,313,934	1,292,440	- 21,494	+ 1.6
Renville	1,697,355	1,748,259	+ 50,904	+ 3.0
Yellow Medicine	1,115,322	1,217,323	+ 102,001	+ 9.1
District 8 Totals	13,906,408	14,155,359	+ 248,951	+ 1.8
Chisago	1,203,345	1,163,258	- 40,087	- 3.3
Dakota	1,923,414	1,913,214	- 10,200	- 0.5
Ramsey	3,668,756	3,468,662	- 200,094	- 5.5
Washington	1,484,015	1,360,611	- 123,404	- 8.3
District 9 Totals	8,279,530	7,905,745	- 373,785	- 4.5
STATE TOTALS	\$127,310,171	\$127,310,171	---	*

* Less than 0.1%

M I L E A G E

R E Q U E S T S

1983 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.H. 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							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			0.33				5.59
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 Mahanomen	1.00	0.42																	1.42
45 Marshall	15.00*				1.00														16.00
46 Martin		1.52																	1.52
47 Neeker	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																		9.25
59 Pipestone			0.50																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										0.21			10.94
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																		0.50
68 Roseau	5.20		1.60												0.54				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																			-
81 Waseca	4.10	0.43			0.14														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	0.96	0.21			376.28

* Some Trunk Highway Turnback Mileage

MINNESOTA DEPARTMENT OF TRANSPORTATION
REQUEST FOR STATE AID SYSTEM REVISION

DATE : 7-29-83
TO : Director, Highway Studies Section
FROM : H. P. SUEBOECK District State Aid Engineer
SUBJECT: Request for Approval of a System Revision
(~~Municipality~~) (County) of NIBOLLET

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

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

COMMENTS:

A new bridge over the Minnesota River and grading, base and bituminous surfacing at this segment, meeting state and federal standards, was completed in 1981.

RECOMMENDED APPROVAL:

H. P. Sueboeck
District State Aid Engineer

7-29-83
Date

RECOMMENDED APPROVAL OR DENIAL:

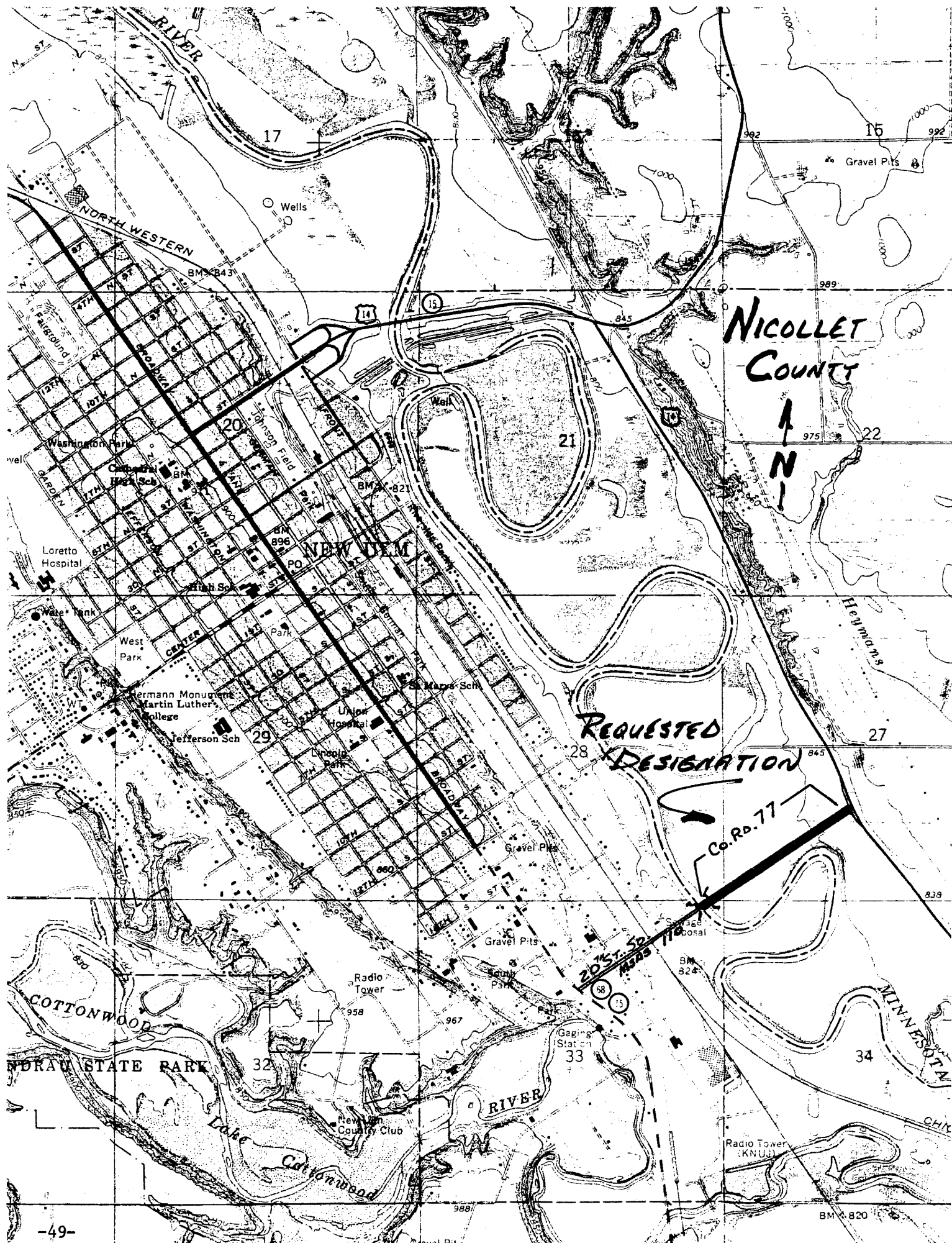
Director, Highway Studies Section

Date

APPROVAL OR DENIAL:

State Aid Engineer

Date



MICHAEL C. WAGNER
County Engineer

COUNTY OF NICOLLET
OFFICE OF COUNTY ENGINEER
ST. PETER, MINNESOTA 56082

PHONE: (507) 931-1760

July 22, 1983

Mr. Harvey Suedbeck
District State Aid Engineer
Minnesota Department of Transportation
501 South Victory Drive
Mankato, MN. 56001

RE: Request for State Aid Designation

Dear Mr. Suedbeck:

Nicollet County Road No. 77 from Trunk Highway No. 14 to the Minnesota River (County Line) was built in cooperation with the City of New Ulm to serve as a second river crossing. The 0.59 mile county route connects with New Ulm's Twentieth Street South (M.S.A.S. No. 110). It was opened to traffic in 1980 and had a Mn/DOT 1981 Traffic Count of 1236 AADT.

It appears this new highway section has all the criteria for a State Aid system route. Including New Ulm's Municipal State Aid No. 110, it is not only of major importance as an access to New Ulm; but also an important link between Trunk Highway No. 14 and Trunk Highway Nos. 15 and 68.

Nicollet County requests the designation of County Road No. 77 as a State Aid Highway.

Please review the request for submittal to the Screening Committee if you concur.

Sincerely,



Michael C. Wagner
County Highway Engineer

MCW:clb

Enclosures 2

NOTES & COMMENTS

REFERENCE

MATERIAL

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

C.S.A.H. 20-Year Traffic Projection Factors

(For Use in the 1983 C.S.A.H. Needs Study)

The map on the following page indicates the old traffic projection factor and the new traffic projection factor for each county.

The old traffic factors shown were computed using the last three counts. The Screening Committee resolution was revised at the October, 1982 meeting so that the last four counts be used to compute traffic projection factors. These are shown as the new factors on the map.

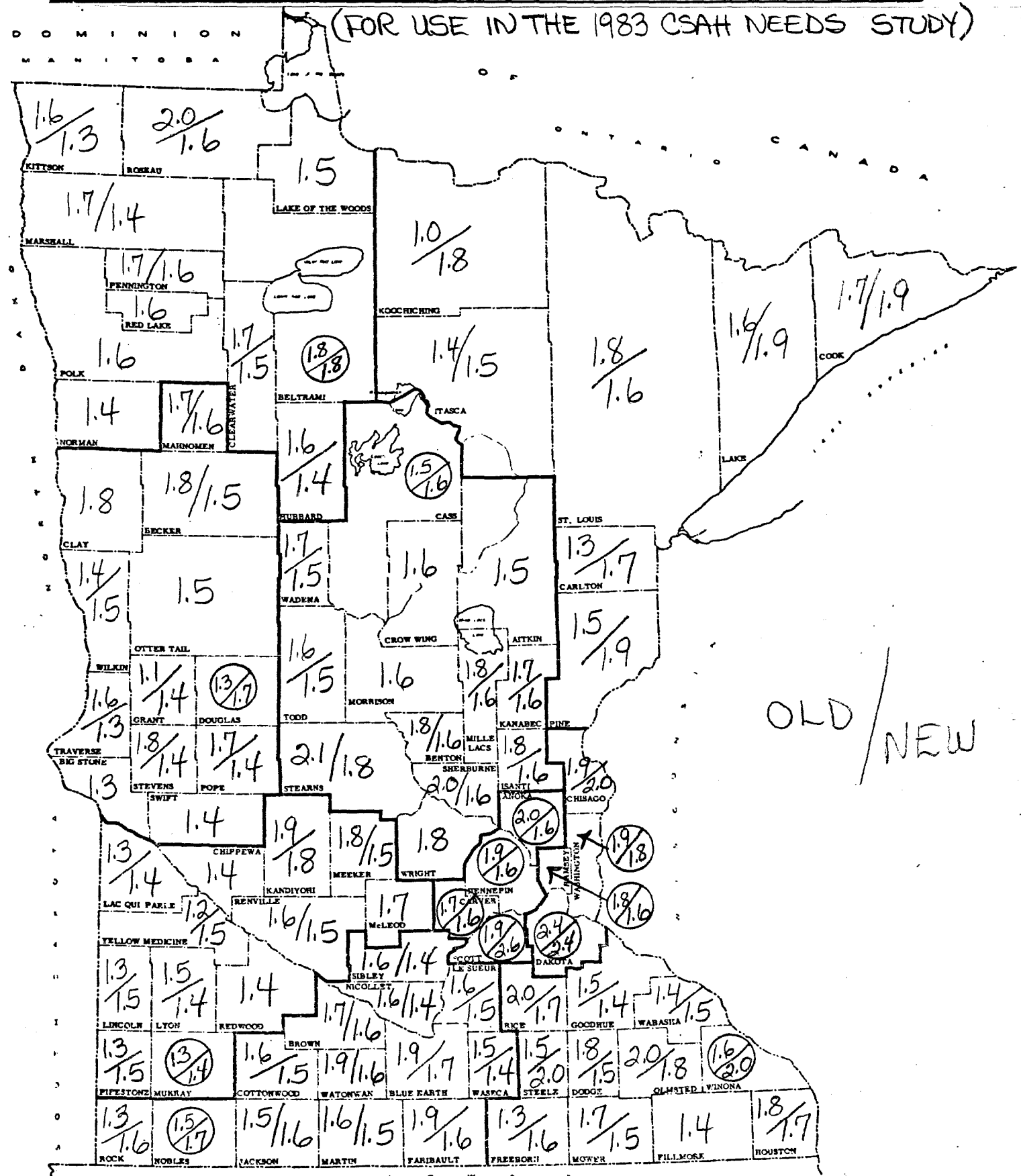
The counties whose factors are circled had their traffic counted in 1982 and updated in the 1983 needs study.

1983 COUNTY SCREENING COMMITTEE DATA

OCTOBER, 1983

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

(FOR USE IN THE 1983 CSAH NEEDS STUDY)



Minutes of the County Engineers Screening Committee Meeting

June 9 & 10, 1983

Roll call of Committee Member:

District 1 Dave Zech Cook County Present
District 2 Art Tobkin Clearwater County Present
District 3 Wayne Fingalson Wright County Present
District 4 Jack Cousins Clay County Present
District 5 Don Wisniewski Carver County Present
District 6 Earl Welshons Winona County Absent
District 7 Ron Sandvik LeSueur County Present
District 8 Dennis Stoeckman Renville County Present
District 9 Chuck Swanson Washington County Present

Chairman Tobkin called the meeting to order at 1:00 P.M.

Screening Committee Alternates Present:

District 1 Alternate	... Boyd Paulu Carlton County
District 2 Alternate	... Bernie Lieder Polk County
District 3 Alternate	... Dick Larson Mille Lacs County
District 4 Alternate	... Otho C. Buxton Grant-Pope County
District 6 Alternate	... Bob Egan Wabasha County
District 7 Alternate	... Jerry Engstrom Watonwan County
District 8 Alternate	... Pete Boomgarden Lincoln County
District 9 Alternate	... Doug Wieszhaar Chisago County

Others Present were:

Gordon Fay Director of State Aid
Roy Hanson Office of State Aid
Ken Hoeschen Office of State Aid
Bob McPartlin Sub-Committee Chairman
Richard Hansen District 1 State Aid Engineer
Dave Reed District 3 State Aid Engineer
Vern Korzendorfer District 4 State Aid Engineer
Harvey Suedbeck District 7 State Aid Engineer
Elmer Morris District 9 State Aid Engineer
Duane Blanck Crow Wing County
Dennis Carlson Screening Committee Secretary
Earl Welshons District 6 Member arrived at 1:20 P.M.
Doug Haeder Pipestone County
Don Paulson Yellow Medicine County

Chairman Tobkin announced that Richard Braun was re-appointed as Commissioner of Transportation and also asked that discussion be limited to committee members unless specific input was requested from others present.

Chuck Swanson moved and Wayne Fingalson second a motion to approve the October 27 & 28, 1982, December 9, 1982 and January 10, 1983 Screening Committee minutes. Motion carried.

Duane Blanck handed out the Special Study Committee Report dated June 9, 1983. He indicated the committee has completed their task and asked the Screening Committee to review the report and get back to him.

Chairman Tobkin thanked Bob McPartlin for serving on the sub-committee and commended him for a job well done.

Wayne Fingalson nominated Ron Sandvik for vice-chairman of the Screening Committee for 1983. Don Wisniewski moved to close nominations and cast a unanimous ballot for Ron Sandvik. Dennis Stoeckman second the motion. Motion carried unanimously.

Chairman Tobkin asked Roy Hanson to fill in for Ken Hoeschen until he arrives. Roy Hanson started the Screening Committee booklet review on Page 10. Gravel Base unit prices are shown for each county on Figure "A". There were no questions or comments from the committee.

Page 12 & 13 (Recommended Prices for all base related items)

As in the past the increment method is again being recommended using the statewide average for Class 5 gravel as a base. Roy Hansen reviewed the items individually and Don Wisniewski asked about the rural design concrete surfacing and Bob McPartlin explained that the difference from \$18.00 to the \$14.73 is \$3.27 which is the statewide Class 5 average.

Gordon Fay was asked for comments until Ken Hoeschen arrived. He mentioned the gravel tax was repealed except for Stearns, Benton, Sherburne, Wright, Carver, Scott, Dakota, LeSueur, Kittson, Marshall, Pennington, Red Lake, Polk, Norman, Mahnomen, Clay, Becker, Wilkin, Traverse, Big Stone, Stevens, Pope, Anoka, Hennepin, Washington, Ramsey Counties. Gordy said the Department of Revenue will make a determination of whether tax should be collected on existing contracts even if the tax was repealed.

Gordy also mentioned the investigation in Houston County and cautioned everybody to use extreme care in documenting Federal projects and have adequate inspectors on the job to run sufficient tests.

Ken Hoeschen then resumed the review of the Screening Committee booklet.

Pages 17-21 Pipestone County Mileage Request

Dennis Stoeckman requested that Doug Haeder be allowed to address the Committee on this request. The Committee approved Mr. Stoeckman's request by voice vote. Doug Haeder handed out additional information (a letter dated June 8, 1983 and some tables of comparable cities) and noted some errors on the map on page 21.

The first error that Mr. Haeder noted was to delete the proposed CSAH designation on 5th Ave. S.E. from 5th St. S.E. to 7th St. S.E. (TH 30) and add the proposed CSAH designation on 5th St. S.E. from 5th Ave. S.E. to 4th Ave. S.E. and on 4th Ave. S.E. from 5th St. S.E. to 7th St. S.E. (T.H. 30). Mr. Haeder also noted that Hiawatha Ave. should be shown as proposed CSAH designation from 7th St. S.E. (T.H. 30) to T.H. 23, as well as 13th Ave. S.W. from 8th Ave. S.W. to 4th Ave. S.W. Mr. Haeder noted that the errors on the map did not affect the 6.61 miles requested. Mr. Haeder discussed the CSAH mileages in other cities noting that Pipestone had relatively few miles. Ron Sandvik noted that the Legislators had allotted a portion of their previous Municipal State Aid allocation thru 1985. The Legislation involved 4 cities, and the allocations would phase out by 1/3 the first year, 2/3 the second year and eliminated the third year. Don Wisniewski felt the system that is being requested is much too extensive for a CSAH system in a municipality. The following discussion included the possibility of another request, at a later date, that serves the major traffic generators in the city. Gordon Fay said the recently passed legislation could be conflicting within itself and an

opinion would be requested from the Attorney General's Office.

Pages 23-26 Ramsey County Mileage Request

Chuck Swanson clarified that the intersection at TH 61 and Co.Rd. D, has limited movements in some directions for safety reasons. This intersection will be eliminated if the redesignation occurs. He also noted that most of the roads involved have been reconstructed within the last 10 years. He also mentioned the bridge on Co.Rd. D is closed due to deficiencies and briefly summarized the traffic volumes ranging from 2400 to 6200 VPD. Art Tobkin asked about possible mileage trade-offs and also asked about CSAH 68 terminating at FAI 694. Ken Hoeschen noted that the extension of CSAH 68 is a MSA Street. Elmer Morris said that Mn/DOT construction has forced the county to make some system changes.

Pages 27-30 Yellow Medicine County Mileage Request

Dennis Stoeckman noted that the elevator is relatively new and is now served by unit trains which increased the usage of the facility. The large number of trucks coming into the elevator results in long lines of waiting vehicles that would back up on the road being requested for addition to the CSAH system. Wayne Fingalson asked if they had considered designating the portion from the elevator to TH 23 only? Apparently that would not be adequate to handle the long lines of trucks. Wayne also asked if the County Engineer had considered revoking similar mileage on CSAH 39 near Lorne. Dennis Stoeckman said Don Paulson was going to look at that segment and get back to him but he has not heard from him as of today. It was also mentioned that the purpose of County State Aid Highways is not to provide a parking area.

Ken Hoeschen briefly reviewed pages 34 thru 39 as informational only and no action required.

Pages 40 & 41 Traffic Projection Factors

Ken Hoeschen noted that the resolution changed at last falls Screening Committee Meeting due to including more counts would probably be better if the last sentence read twelve years rather than eighteen years. The need for another change resulted from Mn/DOT's policy change to more frequent counting in the rural counties. Chuck Swanson concurred in the need to change back to twelve year period.

Page 71-74 Design Standard Changes

Ken Hoeschen noted that only 50% of the affect of the design table changes were implemented in 1982 and it was apparently understood that the remaining 50% would be implemented in 1983. The majority of the discussion revolved around the thicknesses of 1" and 3" additional surfacing. The committee appeared unified in having the thickness of bituminous overlays in the Needs Study, consistent with what is being done in actual practice in the field. Bob McPartlin said Mn/DOT recommended a 3" bituminous overlay on concrete as the most practical.

Ken Hoeschen handed out a copy of current resolutions of the County Screening Committee dated January 1983. He noted that the construction cut-off date for recording accomplishments is based on award date, when in actual practice they have been using the letting date. It would be appropriate to change the resolution or the practice to make it consistent.

Earl Welshons asked if the mileage process could be simplified by allowing minor system additions if they stay within the miles set up for each county at the inception of the current State Aid System (1957). He asked that this be discussed and considered at a future Screening Committee Meeting.

Don Wisnewski said that Districts 5 & 9 would like the Screening Committee to discuss the possibility of including R/W in determination of needs. Mn/DOT & MSA include R/W and CSAH needs should include R/W to be consistent in evaluating transportation needs. With increased land values the R/W becomes a larger part of total needs on a roadway. Dave Zech asked what that status of the Task Force review was regarding R/W? Gordy Fay said they are expanding their work force to assist the Task Force in making a report to the Screening Committee. He also noted that some revisions will require legislative changes. A copy of the MSAS R/W resolution was handed out. The following discussion included several possible ways to reflect R/W needs.

The inclusion of Administrative costs and Attorneys fees was discussed and there was a suggestion that Attorneys fees be limited to a percentage for needs purposes if they are included. Jack Cousins said he would like to see items that are being studied implemented only after all the studies are complete. Don Wisniewski suggested that the items be prioritized for the Task Force. Chuck Swanson suggested that all counties should be asked to submit all their R/W costs for the past 3 or 5 years to be used in evaluating needs.

Roy Hanson said variance requests for bituminous overlays are being processed without an appearance before the committee. Application must be made by resolution and the time can be reduced by submittal of the hold harmless clause at the same time.

Earl Welshons moved and Dave Zech second a motion to recess until 9:00 A.M., Friday.

Meeting reconvened at 9:00 A.M., Friday.

Chairman Tobkin requested Ken Hoeschen to lead the discussion of items that must be acted on.

Page 10 Gravel Base Prices

Ken noted that the average change from last year was a \$.17 decrease. Jack Cousins moved and Earl Welshons second a motion to approve the Gravel Base unit prices as shown on Figure "A" in the Screening Committee booklet. Motion carried.

Pages 12 & 13 Other Construction Item Unit Prices

Dave Zech moved and Wayne Fingalson second a motion to approve the Unit Prices as shown on Page 13. Motion carried.

Pages 16-30 Mileage Requests

The ballots were distributed to the Screening Committee members.

There were no comments on the Pipestone and Ramsey County requests. Wayne Fingalson asked Don Paulson if his county had considered revoking the similar mileage near Lorne on CSAH 39. Don Paulson of Yellow Medicine County indicated they had not considered that revocation because they wanted to retain their grid system. Dave Zech asked about land ownership by the elevator and Don Paulson said he thought they were different owners on each side of the road.

Ballots cast:

Pipestone County request denied	9-0
Ramsey County request approved	9-0
Yellow Medicine County request denied	8-1

Page 40 CSAH Traffic Projection Factor Resolution

Chuck Swanson moved that the resolution be revised to read a "Twelve" year period rather than "Eighteen" . Don Wisniewski second the motion. This would involve 7 counts for the metropolitan counties. Motion carried.

Earl Welshons moved and Dennis Stoeckman second a motion to change the construction cut-off date resolution to read "letting" date rather than "award" date. Motion carried.

Dave Zech moved and Ron Sandvik second a motion to implement the second 50% of the needs changes caused by the Design standard tables changes acted on at the October 1982 Screening Committee meeting. Motion carried.

Pages 71-74 Design Standard Changes

Visual aids were displayed to clarify how the old tables have changed and the recommended changes. Earl Welshons moved and Wayne Fingalson second a motion that the Subcommittees recommended change in the Design Standards for rural and urban design of over 5,000 and 10,000 ADT be delayed and State Aid be directed to determine the over all effect on each counties needs to change the additional surfacing on highways with less than 10,000 projected VADT from 1½" to 2" and report to the fall meeting for consideration.

Jack Cousins suggested acting on the recommended change today rather than delay the action to the fall meeting.

The question was called and the motion carried.

Dave Zech moved and Chuck Swanson second a motion to direct the General Subcommittee to study what actual additional surfaces is being placed by the counties and report to the fall Screening Committee meeting. Earl Welshons noted that there are two types of overlays, a minimum overlay (cosmetic) and a strengthening overlay (greater than 2") and when a study is performed they should be considered separately. Motion carried.

Chairman Tobkin accepted the report of the Special Study Committee from Duane Blanck and asked for comments. Hearing none he noted that their task was complete and relieved them of their appointment. Duane Blanck, Chuck Swanson, Dave Everds, Dennis Berend, and Ray Muchlinski served on the committee. Chuck Swanson moved that the Screening Committee endorse the recommendations of the Special Study Committee and recommend the State Aid Unit proceed with the necessary studies to implement or take negative action on each of the areas studied. Don Wisniewski second the motion. Chuck Swanson amended his motion to direct the State Aid Unit to study the R/W expenditures of each county for a period of 2 to 5 years and also Traffic Signals, Special Lighting, retaining walls, etc. to determine the affect on each county and report at the fall Screening Committee meeting. Don Wisniewski second the amendment.

Discussion included the flexibility to utilize the General Subcommittee to assist the State Aid Unit and limit the fall report to a reasonable number of items starting with R/W. Motion carried.

Earl Welshons moved and Jack Cousins second a motion to adjourn. Motion carried.

Respectfully Submitted

A handwritten signature in cursive script that reads "Dennis C. Carlson". The signature is written in dark ink and is positioned above the printed name and title.

Dennis c. Carlson
Screening Committee Secretary

MINUTES OF THE CASH GENERAL SUBCOMMITTEE MEETING
JULY 6, 1983

Members present : John Walkup -- Aitkin County
Tom Behm -- Lyon County
(Paul Ruud -- Anoka County - Absent)

Others in attendance: Gordon Fay -- State Aid, Mn/DOT
Roy Hanson -- State Aid, Mn/DOT
Ken Hoeschen -- State Aid, Mn/DOT

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

The County Screening Committee at their June meeting directed the State Aid Division along with the General Subcommittee to study the R/W, Traffic Signals, Lighting, Retaining Walls, etc., expenditures of each county for a period of 2 to 5 years to determine the affect on each county and to report at the Fall Screening Committee meeting.

After considerable discussion, the following determinations were made:

- a) Request reporting of expenditures on County State Aid Highways for the projects that have been let in the years from 1978 through 1982 (5 YEAR PERIOD) for the following items; R/W, Traffic Signals, Lighting, Retaining Walls and Sidewalk.
 - 1) R/W - Report the cost of any lands and properties required to accommodate the design width of the street or highway as governed by the state aid standards. Cost is restricted to actual monies paid to property owners.
 - 2) Traffic Signals - Report the cost of the signals that serve the County State Aid Highway; i.e., at an intersection with a CSAH and a road of any other jurisdiction, only half the cost of the signals should be reported.
 - 3) Lighting - Report the cost of the lighting at hazardous or accident-prone locations.
 - 4) Retaining Walls - Report the cost of any retaining walls constructed.

- 5) Sidewalk - Report the cost of sidewalk where the construction necessitated the alteration of existing sidewalk.
- b) The cost of each item shall be reported by project by year.
- c) Each County Engineer shall report any eligible costs by August 5, 1983.
- d) The next meeting of the Subcommittee will be called when the Needs Unit completes the compilation of the reported costs.

Considerable discussion took place regarding the rural design grading cost study. The Subcommittee was notified that a listing of all rural design segments with complete grading needs would be sent out to the District State Aid Engineers as soon as the normal update is completed. It was suggested that the District State Aid Engineers establish a time frame for reporting the new costs.

The Needs Unit handed out data on all 1982 resurfacing projects with specific reference to depth of the overlays. After reviewing this data, the Subcommittee agreed that 2 inches of bituminous resurfacing on rural design roadways is a better indication of present-day practices than the 1-1/2 inches that is presently allowed in the needs study.

The Subcommittee then discussed 10-ton routes and the possible inclusion of 10-ton needs in the needs study. No recommendations were made at this time.

The meeting was adjourned at 12:40 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.

1983 COUNTY SCREENING COMMITTEE DATA
OCTOBER, 1983

County Variance Requests
(July 28, 1983 Meeting)

LAKE OF THE WOODS	--	Request 20 feet width instead of 22 feet width for roadway resurfacing. (DENIED)
CLEARWATER	--	Request 1 foot shoulder instead of 4 feet, inslope of 3:1 instead of 4:1, and recovery area of 12 feet instead of 20 feet. (DENIED)
CARLTON	--	Request design speed of 35 MPH and 40 MPH instead of 45 MPH. (APPROVED)
BENTON	--	Request street width of 63.3 feet and 63.7 feet instead of 66 feet for diagonal 45° parking. (APPROVED)
ST. LOUIS	--	Request 28 foot width instead of 30 foot width for inplace bridge. (APPROVED)
MURRAY	--	Request design speed of 20 MPH instead of 30 MPH. (DENIED)