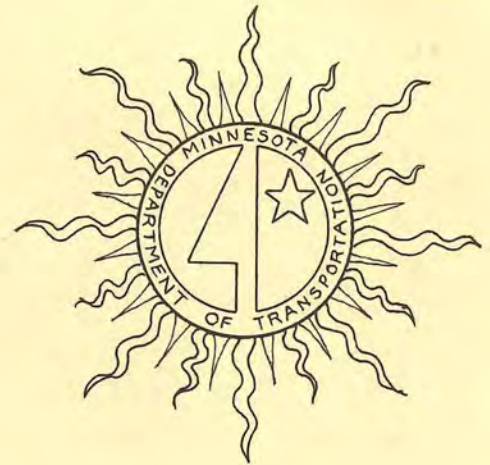
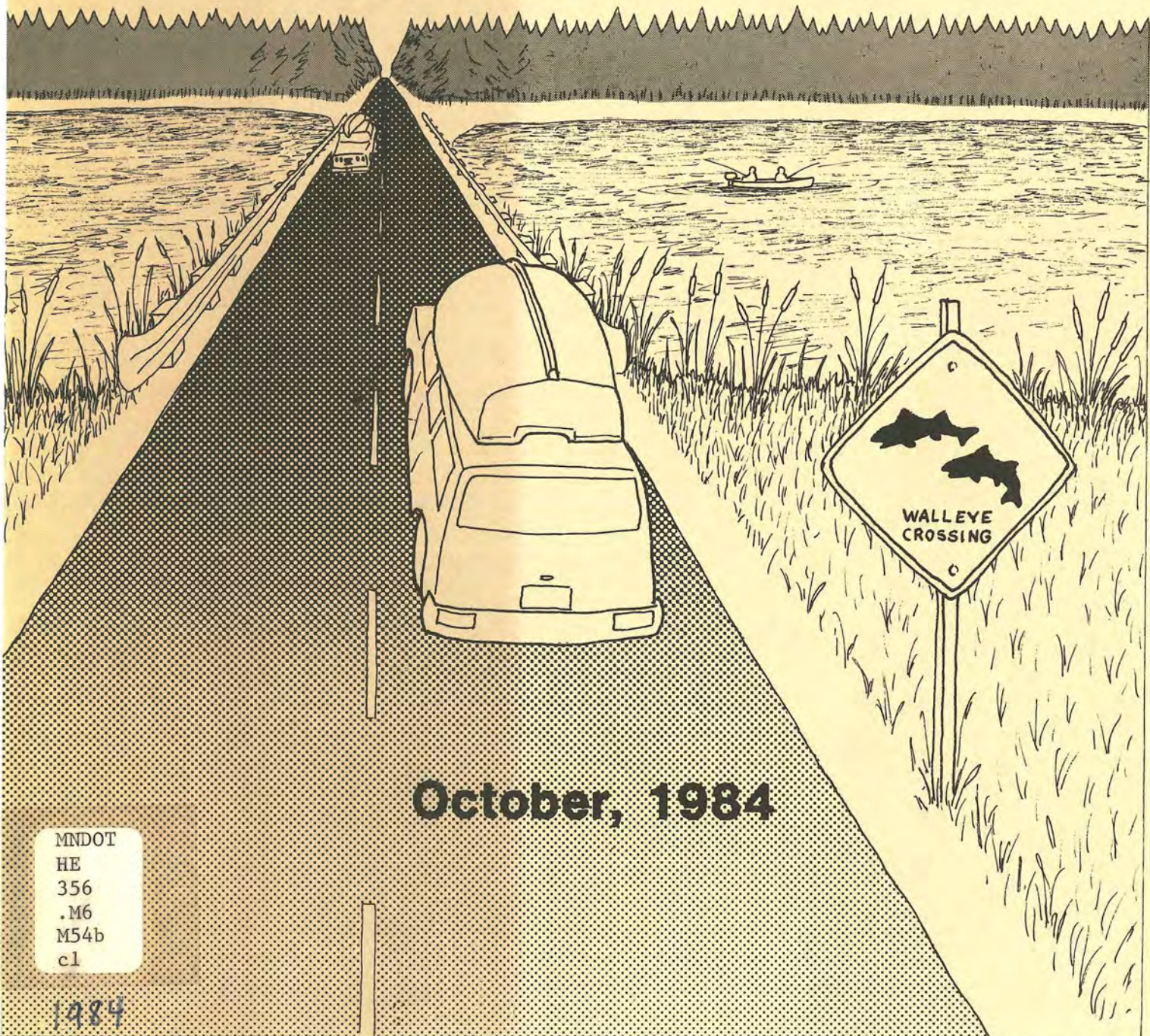


1984



COUNTY SCREENING BOARD REPORT



October, 1984

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Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

Phone 612-296-1660

October 12, 1984

TO : County Engineers
District State Aid Engineers

SUBJECT : County Screening Board Report

Enclosed is a copy of the 1984 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 30-31, 1984 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1985 apportionment.

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

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

Sincerely,

Kenneth M. Hoeschen, Manager
County State Aid Needs Unit

COUNTY ENGINEERS OF MINNESOTA
(AS OF 11/1/84)

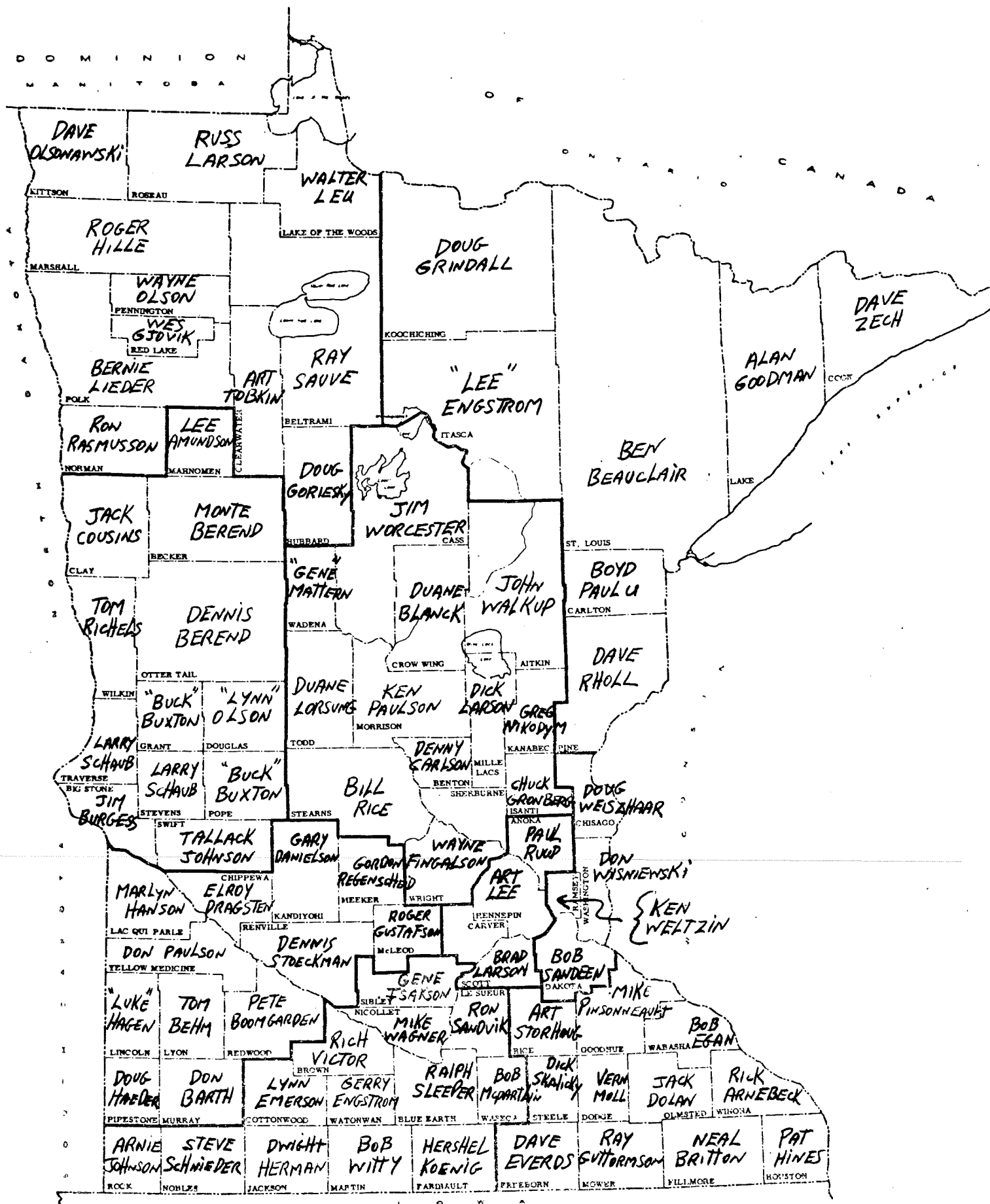


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1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

C.S.A.H. Mileage, Needs and Apportionment - 1958 Through 1985

The information listed below is presented as historical data for the 27 years of County State Aid Apportionments and preliminary data for the 28th 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 1985 has been estimated to be the same as the 1984 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 transfer of a portion of the excise tax on cars and trucks.

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1985

<u>Year</u>	<u>Mileage</u>	<u>Needs</u>	<u>Apportionment</u>	<u>Accumulative Apportionment</u>
1958	29,003.30	\$ 705,318,817	\$ 23,895,255	\$
1959	29,128.00	792,766,387	26,520,631	50,415,886
1960	29,109.15	781,163,725	26,986,118	77,402,004
1961	29,177.31	881,168,466	29,195,071	106,597,075
1962	29,183.50	836,684,473	28,398,346	134,995,421
1963	29,206.63	812,379,561	30,058,060	165,053,481
1964	29,250.40	844,850,828	34,655,816	199,709,297
1965	29,285.26	1,096,704,147	35,639,932	235,349,229
1966	29,430.36	961,713,095	36,393,775	271,743,004
1967	29,518.48	956,436,709	39,056,521	310,799,525
1968	29,614.63	920,824,895	45,244,948	356,044,473
1969	29,671.50	907,383,704	47,316,647	403,361,120
1970	29,732.84	871,363,426	51,248,592	454,609,712
1971	29,763.66	872,716,257	56,306,623	510,916,335
1972	29,814.83	978,175,117	56,579,342	567,495,677
1973	29,806.67	1,153,027,326	56,666,390	624,162,067
1974	29,807.37	1,220,857,594	67,556,282	691,718,349
1975	29,857.90	1,570,593,707	69,460,645	761,178,994
1976	29,905.06	1,876,982,838	68,892,738	830,071,732
1977	29,929.57	2,014,158,273	84,221,382	914,293,114
1978	29,952.03	1,886,535,596	86,001,153	1,000,294,267
1979	30,008.47	1,964,328,702	93,482,005	1,093,776,272
1980	30,008.25	2,210,694,426	100,581,191	1,194,357,463
1981	30,072.55	2,524,102,659	104,003,792	1,298,361,255
1982	30,086.79	2,934,808,695	122,909,078	1,421,270,333
1983	30,084.16	3,269,243,767	127,310,171	1,548,580,504
1984	30,087.24	3,363,921,407	143,696,365	1,692,276,869
1985	30,083.96*	3,632,699,310	143,696,365 Est.	1,835,973,234

* Does Not Include 1984 Trunk Highway Turnback Mileage.

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Comparison of the Basic 1983 to the Basic 1984 25-Year C.S.A.H. Construction Needs

The following tabulation indicates the various phases of the 1984 C.S.A.H. needs study update that have been completed and shows the needs effect each phase produced.

Normal Update

- Reflects the needs changes due to 1983 construction, system revisions and any other necessary corrections. Also, under the revised Screening Board resolution dealing with construction accomplishments, any segments graded in 1958 or earlier were eligible for complete needs. Also, any bridges built prior to 1949 were eligible for reconstruction needs. This increased several counties' needs considerably.

1984 Unit Prices

- Shows the needs impact of the unit prices approved at the June 28-29, 1984 meeting.

1983 Traffic Update and
Traffic Factors Update

- Indicates the needs change resulting from the use of the new traffic counts in the 22 counties counted in 1983. Also reflected is the needs effect of the new traffic projection factors computed using the new counts. A map showing the new traffic factors and the counties counted in 1983 is included in the "Reference Material" section.

Comparison of the Basic 1983 to the Basic 1984 25-Year C.S.A.H. Construction Needs

	Basic 1983 25-Year Construction Needs	Effect of 1984 Normal Update	% Change	Effect of 1984 Unit Prices	% Change	Effect of 1983 Traffic and Traffic Proj. Factor Update	% Change	Basic 1984 25-Year Construction Needs	Total Change From 1983 Needs	Total % Change	
CARLTON	\$ 29,407,572	\$- 281,600	- 1.0	\$+ 765,972	+ 2.6	\$- 764,550	- 2.6	\$ 29,127,394	\$- 280,178	- 1.0	CARLTON
COOK	26,446,198			+ 3,007,303	+ 11.4			29,453,501	+ 3,007,303	+ 11.4	COOK
ITASCA	65,863,406	- 1,706,782	- 2.6	+ 3,688,749	+ 5.7	+ 2,332,249	+ 3.4	70,177,622	+ 4,314,216	+ 6.6	ITASCA
KOOCHICHING	29,275,968	- 198,562	- 0.7	+ 2,575,433	+ 8.9			31,652,839	+ 2,376,871	+ 8.1	KOOCHICHING
LAKE	25,744,876	+ 627,926	+ 2.4	+ 1,226,806	+ 4.7			27,599,608	+ 1,854,732	+ 7.2	LAKE
PINE	56,138,812	+ 4,079,946	+ 7.3	+ 2,576,034	+ 4.3			62,794,792	+ 6,655,980	+ 11.9	PINE
ST LOUIS	203,046,304	- 4,129,890	- 2.0	+ 14,905,175	+ 7.5			213,821,589	+ 10,775,285	+ 5.3	ST LOUIS
DISTRICT 1 TOTALS											DISTRICT 1 TOTALS
BELTRAMI	45,849,261	- 561,484	- 1.2	+ 2,994,363	+ 6.6			48,282,140	+ 2,432,879	+ 5.3	BELTRAMI
CLEARWATER	21,904,895	- 394,860	- 1.8	+ 2,248,780	+ 10.5	- 29,326	- 0.1	23,729,489	+ 1,824,594	+ 8.3	CLEARWATER
HUBBARD	21,928,660	+ 113,511	+ 0.5	+ 1,421,985	+ 6.5			23,464,156	+ 1,535,496	+ 7.0	HUBBARD
KITTSON	26,801,167	+ 3,842,087	+ 14.3	+ 266,116	+ 0.9			30,909,370	+ 4,108,203	+ 15.3	KITTSON
LAKE of the WOODS	11,803,106	- 598,846	- 5.1	+ 1,285,063	+ 11.5			12,489,323	+ 686,217	+ 5.8	LAKE of the WOODS
MARSHALL	40,898,081	+ 4,189,681	+ 10.2	+ 5,612,180	+ 12.4			50,699,942	+ 9,801,861	+ 24.0	MARSHALL
NORMAN	41,687,220	- 564,328	- 1.4	- 1,428,877	- 3.5			39,694,015	- 1,993,205	- 4.8	NORMAN
PENNINGTON	15,406,445			+ 1,248,782	+ 8.1	+ 800,114	+ 4.8	17,455,341	+ 2,048,896	+ 13.3	PENNINGTON
POLK	75,880,021	- 735,759	- 1.0	+ 5,383,011	+ 7.2			80,527,273	+ 4,647,252	+ 6.1	POLK
RED LAKE	15,633,204	+ 238,908	+ 1.5	+ 1,208,972	+ 7.6	- 1,675,359	- 9.8	15,405,725	- 227,479	- 1.5	RED LAKE
ROSEAU	30,355,429	+ 2,764,093	+ 9.1	+ 2,151,488	+ 6.5			35,271,010	+ 4,915,581	+ 16.2	ROSEAU
DISTRICT 2 TOTALS											DISTRICT 2 TOTALS
AITKIN	40,614,964	- 229,435	- 0.6	+ 1,912,376	+ 4.7			42,297,905	+ 1,682,941	+ 4.1	AITKIN
BENTON	17,037,638	- 1,067,723	- 6.3	+ 902,434	+ 5.7	+ 903,035	+ 5.4	17,775,384	+ 737,746	+ 4.3	BENTON
CASS	45,308,692	+ 649,102	+ 1.4	+ 2,874,530	+ 6.3			48,832,324	+ 3,523,632	+ 7.8	CASS
CROW WING	40,250,799	- 346,276	- 0.9	+ 1,414,994	+ 3.5			41,319,517	+ 1,068,718	+ 2.7	CROW WING
ISANTI	18,528,359	- 125,121	- 0.7	+ 646,764	+ 3.5	+ 1,050,619	+ 5.5	20,100,621	+ 1,572,262	+ 8.5	ISANTI
KANABEC	19,000,234	+ 125,766	+ 0.7	+ 1,149,148	+ 6.0	+ 227,907	+ 1.1	20,503,055	+ 1,502,821	+ 7.9	KANABEC
MILLE LACS	19,900,253	+ 1,215,226	+ 6.1	+ 1,472,881	+ 7.0	+ 1,164,320	+ 5.2	23,752,680	+ 3,852,427	+ 19.4	MILLE LACS
MORRISON	27,255,781	+ 3,039,542	+ 11.2	+ 1,853,319	+ 6.1			32,148,642	+ 4,892,861	+ 18.0	MORRISON
SHERBURNE	14,109,929	- 1,109,541	- 7.9	+ 1,008,710	+ 7.8			14,009,098	- 100,831	- 0.7	SHERBURNE
STEARNS	58,769,721	- 2,396,002	- 4.1	+ 1,444,495	+ 2.6			57,818,214	- 951,507	- 1.6	STEARNS
TODD	29,462,786	+ 667,489	+ 2.3	+ 1,651,839	+ 5.5			31,782,114	+ 2,319,328	+ 7.9	TODD
WADENA	14,243,333	- 351,889	- 2.5	+ 679,871	+ 4.9			14,571,315	+ 327,982	+ 2.3	WADENA
WRIGHT	44,688,967	+ 578,223	+ 1.3	+ 1,916,549	+ 4.2			47,183,739	+ 2,494,772	+ 5.6	WRIGHT
DISTRICT 3 TOTALS											DISTRICT 3 TOTALS
BECKER	27,443,888	+ 112,355	+ 0.4	+ 1,381,341	+ 5.0			28,937,584	+ 1,493,696	+ 5.4	BECKER
BIG STONE	7,488,466			+ 535,944	+ 7.2			8,024,410	+ 535,944	+ 7.2	BIG STONE
CLAY	54,509,088	- 951,674	- 1.7	+ 3,633,973	+ 6.8			57,191,387	+ 2,682,299	+ 4.9	CLAY
DOUGLAS	29,536,229	- 1,133,710	- 3.8	+ 2,199,699	+ 7.7			30,602,218	+ 1,065,989	+ 3.6	DOUGLAS
GRANT	11,858,825	+ 488,894	+ 4.1	+ 582,638	+ 4.7	- 460,677	- 3.6	12,469,680	+ 610,855	+ 5.2	GRANT
MAHNOMEN	12,091,226	+ 141,064	+ 1.2	+ 59,703	+ 0.5			12,291,993	+ 200,767	+ 1.6	MAHNOMEN
OTTER TAIL	64,229,579	+ 5,804,268	+ 9.0	+ 4,575,855	+ 6.5	+ 2,226,653	+ 3.0	76,836,355	+ 12,606,776	+ 19.6	OTTER TAIL
POPE	19,353,135	+ 71,386	+ 0.4	+ 1,226,672	+ 6.3			20,651,193	+ 1,298,058	+ 6.7	POPE
STEVENS	18,595,493	+ 61,113	+ 0.3	+ 1,218,205	+ 6.5			19,874,811	+ 1,279,318	+ 6.9	STEVENS
SWIFT	30,345,699	+ 165,486	+ 0.5	- 20,005	- 0.1			30,491,180	+ 145,481	+ 0.5	SWIFT
TRAVERSE	15,419,050	- 263,898	- 1.7	+ 1,473,537	+ 9.7			16,628,689	+ 1,209,639	+ 7.8	TRAVERSE
WILKIN	22,864,420	+ 440,180	+ 1.9	+ 959,492	+ 4.1	+ 1,062,598	+ 4.4	25,326,690	+ 2,462,270	+ 10.8	WILKIN
DISTRICT 4 TOTALS											DISTRICT 4 TOTALS
ANOKA	40,262,648	- 1,327,576	- 3.3	+ 3,281,402	+ 8.4			42,216,474	+ 1,953,826	+ 4.9	ANOKA
CARVER	36,350,216	+ 381,006	+ 1.0	+ 2,700,275	+ 7.4			39,431,497	+ 3,081,281	+ 8.5	CARVER
HENNEPIN	244,129,939	- 4,943,129	- 2.0	+ 9,557,706	+ 4.0			248,744,516	+ 4,614,577	+ 1.9	HENNEPIN
SCOTT	34,441,329	+ 586,856	+ 1.7	+ 1,856,230	+ 5.3			36,884,415	+ 2,443,086	+ 7.1	SCOTT
DISTRICT 5 TOTALS											DISTRICT 5 TOTALS
DODGE	28,881,443	- 177,287	- 0.6	+ 1,779,692	+ 6.2			30,483,848	+ 1,602,405	+ 5.5	DODGE
FILLMORE	64,165,549	- 2,020,452	- 3.1	+ 4,329,754	+ 7.0			66,474,851	+ 2,309,302	+ 3.6	FILLMORE
FREEBORN	47,353,007	+ 1,722,006	+ 3.6	+ 3,185,972	+ 6.5			52,260,985	+ 4,907,978	+ 10.4	FREEBORN
GOODHUE	45,686,189	- 1,325,264	- 2.9	+ 634,458	+ 1.4	+ 4,519,320	+ 10.0	49,514,703	+ 3,828,514	+ 8.4	GOODHUE
HOUSTON	38,329,576	- 790,918	- 2.1	+ 2,054,037	+ 5.5			39,592,695	+ 1,263,119	+ 3.3	HOUSTON
MOWER	41,977,095	- 283,946	- 0.7	+ 1,040,377	+ 2.5			42,733,526	+ 756,431	+ 1.8	MOWER
OLMSTED	49,445,270	- 332,050	- 0.7	+ 2,670,507	+ 5.4			51,783,727	+ 2,338,457	+ 4.7	OLMSTED
RICE	30,604,831	+ 4,582,807	+ 15.0	+ 1,860,661	+ 5.3			37,048,299	+ 6,443,468	+ 21.1	RICE
STEELE	23,294,965	+ 5,192,889	+ 22.3	- 367,186	- 1.3	+ 1,813,607	+ 6.4	29,934,275	+ 6,639,310	+ 28.5	STEELE
WABASHA	42,286,517	+ 433,705	+ 1.0	+ 1,946,146	+ 4.6	+ 3,586,076	+ 8.0	48,252,444	+ 5,965,927	+ 14.1	WABASHA
WINONA	44,633,891	+ 949,913	+ 2.1	+ 2,800,182	+ 6.1			48,383,986	+ 3,750,095	+ 8.4	WINONA
DISTRICT 6 TOTALS											DISTRICT 6 TOTALS
BLUE EARTH	59,687,365	+ 5,009,782	+ 8.4	+ 3,571,040	+ 5.5			68,268,187	+ 8,580,822	+ 14.4	BLUE EARTH
BROWN	26,766,501	- 406,686	- 1.5	+ 2,021,936	+ 7.7			28,381,751	+ 1,615,250	+ 6.0	BROWN
COTTONWOOD	27,213,826	+ 1,070,637	+ 3.9	+ 7,012,325	+ 24.8			35,296,788	+ 8,082,962	+ 29.7	COTTONWOOD
FARIBAULT	53,269,525	+ 723,912	+ 1.4	+ 2,537,380	+ 4.7			56,530,817	+ 3,261,292	+ 6.1	FARIBAULT
JACKSON	43,164,768	+ 7,780,369	+ 18.0	+ 3,709,430	+ 7.3			54,654,567	+ 11,489,799	+ 26.6	JACKSON
LE SUEUR	29,236,022	+ 170,895	+ 0.6	+ 583,309	+ 2.0	+ 1,397,694	+ 4.7	31,387,920	+ 2,151,898	+ 7.4	LE SUEUR
MARTIN	47,663,059	+ 135,789	+ 0.3	+ 3,757,624	+ 7.9			51,556,472	+ 3,893,413	+ 8.2	MARTIN
NICOLLET	21,474,398	+ 2,541,645	+ 11.8	- 375,841	- 1.6	+ 1,256,866	+ 5.3	24,897,068	+ 3,422,670	+ 15.9	NICOLLET
NOBLES	42,285,870	+ 5,175,610	+ 12.2	- 1,167,705	- 2.5			46,293,775	+ 4,007,905	+ 9.5	NOBLES
ROCK	26,779,926	+ 266,531	+ 1.0	+ 856,860	+ 3.2	- 1,494,041	- 5.4	26,409,276	- 370,650	- 1.4	ROCK
SIBLEY	31,022,900	+ 372,985	+ 1.2	+ 1,781,819	+ 5.7	+ 2,560,074	+ 7.7	35,737,778	+ 4,714,878	+ 15.2	SIBLEY
WASECA	34,162,242	+ 334,562	+ 1.0	+ 1,049,107	+ 3.0			35,545,911	+ 1,383,669	+ 4.1	WASECA
WATONWAN	25,423,579	+ 2,627,662	+ 10.3	+ 2,785,285	+ 9.9			30,836,526	+ 5,412,947	+ 21.3	WATONWAN
DISTRICT 7 TOTALS											DISTRICT 7 TOTALS
CHIPPEWA	22,641,521	- 134,028	- 0.6	+ 1,986,846	+ 8.8			24,494,339	+ 1,852,818	+ 8.2	CHIPPEWA
KANDIYOHI	38,000,272	- 524,904	- 1.4	+ 1,939,879	+ 5.2			39,415,247	+ 1,414,975	+ 3.7	KANDIYOHI
LAC QUI PARLE	29,745,827	- 210,091	- 0.7	- 910,023	- 3.1			28,625,713	- 1,120,114	- 3.8	LAC QUI PARLE
LINCOLN	18,467,778	- 264,451	- 1.4	+ 1,635,602	+ 9.0			19,838,929	+ 1,371,151	+ 7.4	LINCOLN
LYON	35,404,068	+ 864,035	+ 2.4	+ 1,076,984	+ 3.0			37,345,087	+ 1,941,019	+ 5.5	LYON
MC LEOD	30,734,885	- 92,637	- 0.3	+ 1,842,887	+ 6.0			32,485,135	+ 1,750,250	+ 5.7	MC LEOD
MEEKER	22,231,802	- 32,490	- 0.1	+ 1,585,140	+ 7.1			23,784,452	+ 1,552,650	+ 7.0	MEEKER
MURRAY	24,224,758	+ 269,069	+ 1.1	+ 1,702,527	+ 7.0			26,196,354	+ 1,971,596	+ 8.1	MURRAY
PIPESTONE	18,385,445	+ 243,450	+ 1.3	+ 1,070,204	+ 5.7			19,699,099	+ 1,313,654	+ 7.1	PIPESTONE
REDWOOD	31,680,212	+ 1,008,433	+ 3.2	+ 2,442,304	+ 7.5	+ 1,495,816	+ 4.3	36,626,765	+ 4,946,553	+ 15.6	REDWOOD
RENVILLE	51,360,810	+ 2,405,795	+ 4.7	+ 7,336,379	+ 13.6	- 868,409	- 1.4	60,234,575	+ 8,873,765	+ 17.3	RENVILLE
YELLOW MEDICINE	29,107,702	+ 1,335,923	+ 4.6	+ 2,912,400	+ 9.6	- 2,273,611	- 6.8	31,082,414	+ 1,974,712	+ 6.8	YELLOW MEDICINE
DISTRICT 8 TOTALS											DISTRICT 8 TOTALS
CHISAGO	32,476,256	- 313,780	- 1.0	+ 589,601	+ 1.8			32,752,077	+ 275,821	+ 0.8	CHISAGO
DAKOTA	60,973,630	+ 5,708,092	+ 9.4	+ 3,104,752	+ 4.7			69,786,474	+ 8,812,844	+ 14.5	DAKOTA
RAMSEY	109,308,571	+ 5,591,902	+ 5.1	+ 8,283,207	+ 7.2			123,183,680	+ 13,875,109	+ 12.7	RAMSEY
WASHINGTON	42,208,245	+ 431,801	+ 1.0	+ 995,920	+ 2.3			43,635,966	+ 1,427,721	+ 3.4	WASHINGTON
DISTRICT 9 TOTALS											DISTRICT 9 TOTALS
STATE TOTALS	\$3,363,921,407	\$+ 57,007,238	+ 1.7	\$+ 192,939,690	+ 5.6	\$+ 18,830,975	+ 0.5	\$3,632,699,310	\$+ 268,777,903	+ 8.0	STATE TOTALS

N E E D S
A D J U S T M E N T S
* * * * *

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Restriction of 25-Year Construction Needs Changes

In order to temper any large needs increases, the County Screening Board 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 8.6%, thereby limiting any individual county's needs increase to 28.6% and any individual county's needs decrease to -11.4%. The following tabulation indicates the method of computing the restrictions necessary for 1984 and the actual needs restrictions to the two counties involved.

1984 COUNTY SCREENING BOARD DATA OCTOBER, 1984

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

	RESTRICTED 1983 25 YEAR CONSTRUCTION NEEDS	BASIC 1984 25 YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1983 NEEDS	% CHANGE FROM RESTRICTED 1983 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1984 25 YEAR CONSTRUCTION NEEDS	1984 SCREENING BOARD RESTRICTION	
CARLTON	\$29,407,572	\$29,127,394	\$-280,178	- 1.0				CARLTON
COOK	25,832,034	29,453,501	+3,621,467	+ 14.0				COOK
ITASCA	65,863,406	70,177,622	+4,314,216	+ 6.6				ITASCA
KOOCHICHING	24,887,191	31,652,839	+6,765,648	+ 27.2				KOOCHICHING
LAKE	25,744,876	27,599,608	+1,854,732	+ 7.2				LAKE
PINE	56,138,812	62,794,792	+6,655,980	+ 11.9				PINE
ST. LOUIS	203,046,304	213,821,589	+10,775,285	+ 5.3				ST. LOUIS
DISTRICT 1 TOTALS								DISTRICT 1 TOTALS
BELTRAMI	45,849,261	48,282,140	+2,432,879	+ 5.3				BELTRAMI
CLEARWATER	21,904,895	23,729,489	+1,824,594	+ 8.3				CLEARWATER
HUBBARD	21,928,660	23,464,156	+1,535,496	+ 7.0				HUBBARD
KITTSO	26,801,167	30,909,370	+4,108,203	+ 15.3				KITTSO
LAKE of the WOODS	11,803,106	12,489,323	+ 686,217	+ 5.8				LAKE of the WOODS
MARSHALL	40,898,081	50,699,942	+9,801,861	+ 24.0				MARSHALL
NORMAN	40,755,167	39,694,015	-1,061,152	- 2.6				NORMAN
PENNINGTON	15,406,445	17,455,341	+2,048,896	+ 13.3				PENNINGTON
POLK	75,880,021	80,527,273	+4,647,252	+ 6.1				POLK
RED LAKE	15,633,204	15,405,725	- 227,479	- 1.5				RED LAKE
ROSEAU	30,355,429	35,271,010	+4,915,581	+ 16.2				ROSEAU
DISTRICT 2 TOTALS								DISTRICT 2 TOTALS
AITKIN	40,614,964	42,297,905	+1,682,941	+ 4.1				AITKIN
BENTON	17,037,638	17,775,384	+ 737,746	+ 4.3				BENTON
CASS	45,308,692	48,832,324	+3,523,632	+ 7.8				CASS
CROW WING	40,250,799	41,319,517	+1,068,718	+ 2.7				CROW WING
ISANTI	18,528,359	20,100,621	+1,572,262	+ 8.5				ISANTI
KANABEC	19,000,234	20,503,055	+1,502,821	+ 7.9				KANABEC
MILLE LACS	19,900,253	23,752,680	+3,852,427	+ 19.4				MILLE LACS
MORRISON	27,255,781	32,148,642	+4,892,861	+ 18.0				MORRISON
SHERBURNE	14,109,929	14,009,098	- 100,831	- 0.7				SHERBURNE
STEARNS	58,769,721	57,818,214	- 951,507	- 1.6				STEARNS
TODD	29,462,786	31,782,114	+2,319,328	+ 7.9				TODD
WADENA	14,243,333	14,571,315	+ 327,982	+ 2.3				WADENA
WRIGHT	44,688,967	47,183,739	+2,494,772	+ 5.6				WRIGHT
DISTRICT 3 TOTALS								DISTRICT 3 TOTALS
BECKER	27,443,888	28,937,584	+1,493,696	+ 5.4				BECKER
BIG STONE	7,488,466	8,024,410	+ 535,944	+ 7.2				BIG STONE
CLAY	54,251,243	57,191,387	+2,940,144	+ 5.4				CLAY
DOUGLAS	29,536,229	30,602,218	+1,065,989	+ 3.6				DOUGLAS
GRANT	10,869,622	12,469,680	+1,600,058	+ 14.7				GRANT
MAHNOMEN	12,091,226	12,291,993	+ 200,767	+ 1.7				MAHNOMEN
OTTER TAIL	64,229,579	76,836,355	+12,606,776	+ 19.6				OTTER TAIL
POPE	19,353,135	20,651,193	+1,298,058	+ 6.7				POPE
STEVENS	15,068,934	19,874,811	+4,805,877	+ 31.9	+28.6	\$19,378,649	- 496,162	STEVENS
SWIFT	30,345,699	30,491,180	+ 145,481	+ 0.5				SWIFT
TRAVERSE	15,419,050	16,628,689	+1,209,639	+ 7.8				TRAVERSE
WILKIN	22,864,420	25,326,690	+2,462,270	+ 10.8				WILKIN
DISTRICT 4 TOTALS								DISTRICT 4 TOTALS
ANOKA	40,262,648	42,216,474	+1,953,826	+ 4.9				ANOKA
CARVER	36,350,216	39,431,497	+3,081,281	+ 8.5				CARVER
HENNEPIN	244,129,939	248,744,516	+4,614,577	+ 1.9				HENNEPIN
SCOTT	34,441,329	36,884,415	+2,443,086	+ 7.1				SCOTT
DISTRICT 5 TOTALS								DISTRICT 5 TOTALS
DODGE	28,881,443	30,483,848	+1,602,405	+ 5.5				DODGE
FILLMORE	64,165,549	66,474,851	+2,309,302	+ 3.6				FILLMORE
FREEBORN	42,658,672	52,260,985	+9,602,313	+ 22.5				FREEBORN
GOODHUE	45,686,189	49,514,703	+3,828,514	+ 8.4				GOODHUE
HOUSTON	38,329,576	39,592,695	+1,263,119	+ 3.3				HOUSTON
MOWER	41,977,095	42,733,526	+ 756,431	+ 1.8				MOWER
OLMSTED	49,445,270	51,783,727	+2,338,457	+ 4.7				OLMSTED
RICE	30,604,831	37,048,299	+6,443,468	+ 21.0				RICE
STEELE	23,294,965	29,934,275	+6,639,310	+ 28.5				STEELE
WABASHA	42,286,517	48,252,444	+5,965,927	+ 14.1				WABASHA
WINONA	44,633,891	48,383,986	+3,750,095	+ 8.4				WINONA
DISTRICT 6 TOTALS								DISTRICT 6 TOTALS
BLUE EARTH	59,687,365	68,268,187	+8,580,822	+ 14.4				BLUE EARTH
BROWN	26,766,501	28,381,751	+1,615,250	+ 6.0				BROWN
COTTONWOOD	27,213,826	35,296,788	+8,082,962	+ 29.7	+28.6	\$34,996,980	- 299,808	COTTONWOOD
FARIBAULT	53,269,525	56,530,817	+3,261,292	+ 6.1				FARIBAULT
JACKSON	43,164,768	54,654,567	+11,489,799	+ 26.6				JACKSON
LE SUEUR	29,236,022	31,387,920	+2,151,898	+ 7.4				LE SUEUR
MARTIN	47,663,059	51,556,472	+3,893,413	+ 8.2				MARTIN
NICOLLET	21,474,398	24,897,068	+3,422,670	+ 15.9				NICOLLET
NOBLES	42,285,870	46,293,775	+4,007,905	+ 9.5				NOBLES
ROCK	24,270,747	26,409,276	+2,138,529	+ 8.8				ROCK
SIBLEY	31,022,900	35,737,778	+4,714,878	+ 15.2				SIBLEY
WASECA	34,162,242	35,545,911	+1,383,669	+ 4.1				WASECA
WATONWAN	25,423,579	30,836,526	+5,412,947	+ 21.3				WATONWAN
DISTRICT 7 TOTALS								DISTRICT 7 TOTALS
CHIPPEWA	22,641,521	24,494,339	+1,852,818	+ 8.2				CHIPPEWA
KANDIYOHI	38,000,272	39,415,247	+1,414,975	+ 3.7				KANDIYOHI
LAC QUI PARLE	29,745,827	28,625,713	-1,120,114	- 3.8				LAC QUI PARLE
LINCOLN	18,467,778	19,838,929	+1,371,151	+ 7.4				LINCOLN
LYON	35,404,068	37,345,087	+1,941,019	+ 5.5				LYON
MC LEOD	30,734,885	32,485,135	+1,750,250	+ 5.7				MC LEOD
MEEKER	22,231,802	23,784,452	+1,552,650	+ 7.0				MEEKER
MURRAY	24,224,758	26,196,354	+1,971,596	+ 8.1				MURRAY
PIPESTONE	18,385,445	19,699,099	+1,313,654	+ 7.1				PIPESTONE
REDWOOD	31,680,212	36,626,765	+4,946,553	+ 15.6				REDWOOD
RENVILLE	51,360,810	60,234,575	+8,873,765	+ 17.3				RENVILLE
YELLOW MEDICINE	28,937,323	31,082,414	+2,145,091	+ 7.4				YELLOW MEDICINE
DISTRICT 8 TOTALS								DISTRICT 8 TOTALS
CHISAGO	32,476,256	32,752,077	+ 275,821	+ 0.8				CHISAGO
DAKOTA	60,973,630	69,786,474	+8,812,844	+ 14.5				DAKOTA
RAMSEY	109,308,571	123,183,680	+13,875,109	+ 12.7				RAMSEY
WASHINGTON	42,208,245	43,635,966	+1,427,721	+ 3.4				WASHINGTON
DISTRICT 9 TOTALS								DISTRICT 9 TOTALS
STATE TOTALS	\$3,345,838,913	\$3,632,699,310	\$+286,860,397	+ 8.6				STATE TOTALS

1984 COUNTY SCREENING BOARD DATA
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FAS Fund Balance Deductions

The following resolution was adopted by the County Screening Board 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 Board's information.

<u>County</u>	<u>FAS Fund Balance as of June 30, 1984</u>	<u>Maximum Balance</u>	<u>Needs Deduction From the 1984 25-Year C.S.A.H. Construction Needs</u>
Anoka	\$550,722	\$472,863	\$ 77,859
Chisago	648,815	445,321	203,494
Fillmore	667,760	599,759	68,001
Hennepin	813,384	645,453	167,931
Ramsey	387,704	350,000	37,704
Scott	550,488	414,705	135,783
Wright	845,581	778,633	66,948

1984 COUNTY SCREENING BOARD DATA
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Rural Design Grading Cost Adjustments

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

If, in the nine years from 1975 through 1983, 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 Pine County's grading cost adjustment computation:

- . During the years 1975-1983, 13.5 miles or 3% of their C.S.A.H. system has been graded.
- . The 1984 rural grading cost factor of +112% was computed as follows:

$$\left[\begin{array}{l} \text{Divide the difference between the average const. cost/mile and} \\ \text{the average needs cost/mile by the average needs cost/mile.} \end{array} \right] = \frac{\$130,332 - \$61,423}{\$61,423} = +112\%$$

- . The adjusted grading cost factor is simply 3/30 of +112% or +11%.
- . 11% of \$13,125,148 (Complete rural design grading cost remaining in the 1984 needs study) = +\$1,443,766 (the effect on the 1984 25-year construction needs).
- . The approximate increase in the 1985 C.S.A.H. Apportionment, due to this adjustment is \$31,286. This is a result of the \$1,443,766 noted above multiplied by \$21.67 (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 1984 annual County State Aid Highway money needs.

Comparison of 1975-1983 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 1

County	1975-1983 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1984 Needs Study	Effect on 1984 - 25 Year Construction Needs	Approx. + or - in 1985 CSAH Apportionment (Using 1984 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
CARLTON	7	12.8	5%	\$ 64,612	\$ 52,719	+ 23%	+ 4%	\$ 6,917,224	\$ + 276,689	\$ + 5,996
COOK	3	4.8	3%	163,649	111,927	+ 46%	+ 5%	7,479,511	+ 373,976	+ 8,104
ITASCA	9	24.1	4%	67,165	46,598	+ 44%	+ 6%	15,269,748	+ 916,185	+ 19,854
KOOCHICHING	7	20.6	9%	49,871	38,073	+ 31%	+ 9%	5,425,162	+ 488,265	+ 10,581
LAKE	6	8.3	4%	177,590	80,394	+ 121%	+ 16%	8,693,137	+ 1,390,902	+ 30,141
PINE	13	13.5	3%	130,332	61,423	+ 112%	+ 11%	13,125,148	+ 1,443,766	+ 31,286
ST. LOUIS	14	42.1	3%	155,215	102,839	+ 51%	+ 5%	71,451,465	+ 3,572,573	+ 77,418
DIST. 1 TOTALS	59	126.2	4%	\$ 111,146	\$ 70,882	+ 57%		\$ 128,361,395	\$ + 8,462,356	\$ + 183,380

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Comparison of 1975-1983 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 2

County	1975-1983 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1984 Needs Study	Effect on 1984 - 25 Year Construction Needs	Approx. + or - in 1985 CSAH Apportionment (Using 1984 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%	\$ 8,714,777	+ 697,182	\$ + 15,108
CLEARWATER	10	33.6	10%	51,542	25,286	+ 104%	+ 34%	4,100,424	+ 1,394,144	+ 30,211
HUBBARD	6	19.4	6%	37,320	31,619	+ 18%	+ 4%	5,167,251	+ 206,690	+ 4,479
KITTSOON	6	21.8	6%	68,102	26,427	+ 158%	+ 32%	6,392,768	+ 2,045,686	+ 44,330
LAKE of the Woods	2	10.1	5%	33,658	28,481	+ 18%	+ 3%	2,769,794	+ 83,094	+ 1,801
MARSHALL	17	60.5	10%	35,102	18,757	+ 81%	+ 29%	6,877,299	+ 1,994,417	+ 43,219
NORMAN	11	44.2	11%	29,382	22,203	+ 32%	+ 12%	4,415,334	+ 529,840	+ 11,482
PENNINGTON	4	24.3	9%	23,276	20,800	+ 12%	+ 4%	2,377,130	+ 95,085	+ 2,060
POLK	32	127.2	16%	41,263	29,379	+ 40%	+ 21%	10,170,534	+ 2,135,812	+ 46,283
RED LAKE	5	10.4	6%	65,174	53,882	+ 21%	+ 4%	2,079,129	+ 83,165	+ 1,802
ROSEAU	3	23.6	5%	29,084	23,797	+ 22%	+ 4%	5,360,843	+ 214,434	+ 4,647
DIST. 2 TOTALS	107	418.5	10%	41,258	28,053	+ 47%		\$ 58,425,283	+ 9,479,549	\$ + 205,422

Comparison of 1975-1983 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 3

County	1975-1983 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1984 Needs Study	Effect on 1984 - 25 Year Construction Needs	Approx. + or - in 1985 CSAH Apportionment (Using 1984 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
AITKIN	7	25.0	7%	\$ 76,429	\$ 54,344	+ 41%	+ 9%	\$ 15,038,186	+ 1,353,437	+ 29,329
BENTON	7	16.8	8%	48,059	36,232	+ 33%	+ 9%	2,588,029	+ 232,923	+ 5,041
CASS	11	36.8	7%	61,449	45,020	+ 36%	+ 8%	14,076,251	+ 1,126,100	+ 24,403
CROW WING	9	25.8	7%	69,197	41,298	+ 68%	+ 16%	8,595,061	+ 1,375,210	+ 29,801
ISANTI	6	11.3	5%	72,153	48,303	+ 49%	+ 8%	4,322,835	+ 345,827	+ 7,494
KANABEC	7	21.3	10%	52,361	37,408	+ 40%	+ 13%	4,595,856	+ 597,461	+ 12,947
MILLE LACS	14	25.1	10%	44,117	43,709	+ 1%	—			
MORRISON	3	16.9	4%	24,392	25,828	- 6%	- 1%	4,100,451	- 41,005	- 889
SHERBURNE	12	39.2	19%	20,498	25,480	- 20%	- 13%	1,928,703	- 250,731	- 5,433
STEARNS	15	38.0	7%	39,024	28,178	+ 38%	+ 9%	7,686,345	+ 691,111	+ 14,991
TODD	6	21.5	5%	22,489	27,396	+ 4%	+ 1%	5,611,941	+ 56,119	+ 1,216
WADENA	3	8.0	4%	36,723	32,340	+ 14%	+ 2%	2,270,619	+ 45,412	+ 984
WRIGHT	7	25.1	7%	70,839	34,594	+ 105%	+ 24%	6,076,451	+ 1,458,348	+ 31,602
DIST. 3 TOTALS	107	310.8	7%	\$ 48,860	\$ 36,523	+ 34%		\$ 76,890,728	+ 6,990,872	+ 151,492

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OCTOBER, 1984

Comparison of 1975-1983 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 4

County	1975-1983 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1984 Needs Study	Effect on 1984 - 25 Year Construction Needs	Approx. + or - in 1985 CSAH Apportionment (Using 1984 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
BECKER	10	33.2	7%	\$30,313	\$22,004	+ 38%	+ 9%	\$4,085,690	+ 367,712	+ 7,968
BIG STONE	2	1.1	1%	49,220	16,156	+194%	+ 6%	545,411	+ 32,725	+ 709
CLAY	2	14.4	4%	25,553	11,813	+ 43%	+ 6%	6280,471	+ 376,828	+ 8,166
DOUGLAS	10	28.9	8%	36,552	22,599	+ 62%	+ 17%	3,122,277	+ 530,787	+ 11,502
GRANT	1	5.0	2%	16,526	22,000	- 25%	- 2%	2,476,019	- 49,520	- 1,073
MAHONOMEN	3	18.9	10%	24,217	20,614	+ 17%	+ 6%	1,732,415	+ 103,945	+ 2,252
OTTER TAIL	23	77.5	9%	39,143	30,027	+ 30%	+ 9%	11,008,407	+ 990,757	+ 21,470
POPE	4	8.2	3%	28,780	30,785	- 6%	- 1%	4,071,260	- 40,713	- 882
STEVENS	4	13.9	6%	16,792	19,787	- 15%	- 3%	3,513,133	- 105,394	- 2,284
SWIFT	8	25.6	8%	20,088	22,180	- 9%	- 2%	3,148,171	- 62,963	- 1,364
TRAVERSE	—									
WILKIN	10	17.2	6%	25,745	19,640	+ 32%	+ 6%	2,805,365	+ 168,322	+ 3,648
DIST. 4 TOTALS	77	243.9	6%	\$30,720	\$24,266	+ 27%		\$42,788,619	+ 2,312,486	+ 50,112

Comparison of 1975-1983 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 5

County	1975-1983 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1984 Needs Study	Effect on 1984 - 25 Year Construction Needs	Approx. + or - in 1985 CSAH Apportionment (Using 1984 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
ANOKA	9	24.9	15%	\$ 88,599	\$ 69,901	+ 27%	+ 14%	\$ 5,130,650	+ 802,291	\$ + 17,386
CARVER	11	18.0	10%	92,056	95,638	- 4%	- 1%	9,443,516	- 94,435	- 2,046
CHISAGO	7	13.5	6%	53,132	49,356	+ 8%	+ 2%	7,154,382	+ 143,088	+ 3,101
DAKOTA	2	5.9	3%	56,051	57,034	- 2%	—			
SCOTT	7	12.4	7%	57,673	49,347	+ 17%	+ 4%	4,696,336	+ 187,853	+ 4,071
WASHINGTON	9	11.2	8%	106,665	98,470	+ 8%	+ 2%	6,537,515	+ 130,750	+ 2,833
DIST. 5 TOTALS	45	85.9	8%	\$ 79,405	\$ 71,939	+ 10%		\$ 33,562,399	\$ 1,169,547	\$ + 25,345

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Comparison of 1975-1983 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 6

County	1975-1983 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1984 Needs Study	Effect on 1984 - 25 Year Construction Needs	Approx. + or - in 1985 CSAH Apportionment (Using 1984 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
DODGE	13	36.7	15%	\$48,181	\$38,703	+ 24%	+ 12%	\$5,706,839	+ 684,821	+ 14,840
FILLMORE	6	23.8	6%	120,263	89,109	+ 35%	+ 7%	19,231,891	+ 1,346,232	+ 29,173
FREEBORN	11	31.1	7%	44,255	37,868	+ 17%	+ 4%	8,318,000	+ 332,720	+ 7,210
GOODHUE	9	38.7	12%	57,650	81,214	- 29%	- 12%	13,148,477	- 1,577,817	- 34,191
HOUSTON	7	19.0	8%	62,051	49,247	+ 26%	+ 7%	9,436,941	+ 660,586	+ 14,315
MOWER	9	27.2	8%	43,187	27,640	+ 56%	+ 15%	5,742,466	+ 861,370	+ 18,666
OLMSTED	10	23.0	7%	66,913	31,881	+ 110%	+ 25%	6,420,863	+ 1,605,216	+ 34,785
RICE	9	15.9	6%	38,602	46,840	- 18%	- 4%	7,863,514	- 314,541	- 6,816
STEELE	13	21.8	8%	30,861	23,452	+ 32%	+ 9%	3,117,876	+ 280,609	+ 6,081
WABASHA	12	26.3	10%	71,596	64,048	+ 12%	+ 4%	12,117,911	+ 484,716	+ 10,504
WINONA	17	30.2	10%	64,764	74,946	- 14%	- 5%	12,012,002	- 600,600	- 13,015
DIST. 6 TOTALS	116	293.7	9%	\$58,754	\$52,729	+ 11%		\$103,116,780	+ 3,763,312	+ 81,552

Comparison of 1975-1983 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 7

County	1975-1983 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1984 Needs Study	Effect on 1984 - 25 Year Construction Needs	Approx. + or - in 1985 CSAH Apportionment (Using 1984 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%	\$ 6,781,568	+ 881,604	\$ + 19,104
BROWN	6	14.6	5%	48,268	24,804	+ 95%	+16%	3,563,518	+ 570,163	+ 12,355
COTTONWOOD	6	15.8	5%	30,827	20,934	+ 47%	+ 8%	3,055,936	+ 244,475	+ 5,298
FARIBAULT	7	15.3	5%	42,151	22,804	+ 85%	+14%	5,116,876	+ 716,363	+ 15,524
JACKSON	9	27.4	8%	26,322	24,860	+ 6%	+ 2%	4,355,188	+ 87,104	+ 1,888
LE SUEUR	13	50.2	20%	40,954	32,511	+ 26%	+17%	4,200,691	+ 714,117	+ 15,475
MARTIN	9	30.9	8%	39,836	24,909	+ 60%	+16%	4,731,672	+ 757,068	+ 16,406
NICOLLET	9	20.8	9%	32,375	32,055	+ 1%	—			
NOBLES	10	37.5	11%	25,917	26,256	- 1%	—			
ROCK	3	10.7	4%	26,585	20,181	+28%	+ 4%	4,045,516	+ 161,821	+ 3,507
SIBLEY	2	4.6	2%	35,388	44,090	-20%	- 1%	7,140,133	- 77,401	- 1,677
WASECA	5	13.0	5%	41,711	29,769	+ 40%	+ 7%	3,214,883	+ 229,242	+ 4,968
WATONWAN	11	22.5	10%	31,735	21,308	+ 49%	+16%	2,392,123	+ 382,740	+ 8,294
DIST. 7 TOTALS	95	273.7	7%	\$ 36,202	\$ 26,977	+ 34%		\$ 49,258,104	\$ +4,667,296	\$ +101,142

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Comparison of 1975-1983 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 8

County	1975-1983 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1984 Needs Study	Effect on 1984 - 25 Year Construction Needs	Approx. + or - in 1985 CSAH Apportionment (Using 1984 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
CHIPPEWA	10	47.4	20%	\$ 31,794	\$ 26,774	+19%	+13%	\$ 2,114,114	\$ +274,835	\$ +5,956
KANDIYOH	9	40.3	10%	33,388	29,381	+14%	+5%	5,756,376	+287,819	+6,237
LACQUIPARLE	10	33.1	9%	33,259	22,495	+48%	+14%	3,400,024	+476,003	+10,315
LINCOLN	8	23.4	10%	24,403	20,406	+20%	+7%	2,290,440	+160,331	+3,474
LYON	10	20.3	7%	26,706	18,867	+42%	+10%	3,276,105	+327,611	+7,099
MCLEOD	6	10.0	5%	44,700	21,503	+108%	+18%	3,085,519	+555,393	+12,035
MEEKER	17	34.4	13%	39,183	22,858	+71%	+31%	2,519,674	+781,099	+16,926
MURRAY	5	14.2	4%	17,969	18,420	-2%	—			
PIPESTONE	7	12.3	6%	48,272	18,919	+155%	+31%	2,068,936	+641,370	+13,898
REDWOOD	11	22.9	6%	22,120	19,394	+14%	+3%	3,619,882	+108,596	+2,353
RENVILLE	1	1.0	—	11,528	18,000	-36%	—			
YELLOW MED.	11	21.6	6%	44,964	24,635	+83%	+17%	4,359,518	+741,118	+16,060
DIST. 8 TOTALS	105	280.9	7%	\$ 32,151	\$ 23,311	+40%		\$ 32,490,588	\$ +4,354,175	\$ +94,353

Comparison of 1975-1983 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 9

County	1975-1983 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1984 Needs Study	Effect on 1984 - 25 Year Construction Needs	Approx. + or - in 1985 CSAH Apportionment (Using 1984 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
HENNEPIN	5	1.7	1%	\$ 204,105	\$ 62,710	+225%	+1%	\$ 15,293,210	+1,070,525	\$ + 23,198
RAMSEY	6	3.9	26%	190,485	67,276	+183%	+159%	1,293,826	+2,057,183	+ 44,579
DIST. 9 TOTALS	11	5.6	3%	\$ 194,619	\$ 65,890	+195%		\$ 16,587,036	\$ +3,127,708	\$ + 67,111

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Comparison of 1975-1983 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT ALL

County	1975-1983 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1984 Needs Study	Effect on 1984 - 25 Year Construction Needs	Approx. + or - in 1985 CSAH Apportionment (Using 1984 Apport. Sum)
	# of Proj.	Miles	% of Rural Design System	Average Construction Cost/Mile	Average Needs Cost/Mile					
DISTRICT 1	59	126.2	4%	\$111,146	\$70,882	+ 57%		\$128,361,395	\$8,462,356	\$+ 183,380
DISTRICT 2	107	418.5	10%	41,258	28,053	+ 41%		58,425,283	+9,479,549	+ 205,422
DISTRICT 3	107	310.8	7%	48,860	36,523	+ 34%		81,712,361	+6,990,872	+ 151,492
DISTRICT 4	77	243.9	6%	30,720	24,266	+ 27%		42,788,619	+2,312,486	+ 50,112
DISTRICT 5	45	85.9	8%	79,405	71,939	+ 10%		41,418,850	+ 1,169,547	+ 25,345
DISTRICT 6	116	293.7	9%	58,754	52,729	+ 11%		103,116,780	+3,763,312	+ 81,552
DISTRICT 7	95	273.7	7%	36,202	26,979	+ 34%		57,114,962	+4,667,296	+ 101,142
DISTRICT 8	105	280.9	7%	32,751	23,311	+ 40%		43,038,289	+4,354,175	+ 94,353
DISTRICT 9	11	5.6	3%	194,619	65,890	+ 195%		16,587,036	+3,127,708	+ 67,177
STATE TOTALS	722	2,039.2	7%	\$48,179	36,251	+ 33%		\$572,623,575	\$44,327,301	\$+960,575

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Special Resurfacing Projects

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

That any county using non-local construction funds for special resurfacing projects shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.

The following list shows the counties, by districts, that awarded special resurfacing projects from 1974 through 1983, the number of projects awarded and the project costs in each account which have been deducted from the 1984 County State Aid Highway Money needs. In 1983 alone, more than \$13.6 million of special resurfacing projects were awarded.

<u>County</u>	<u>Number of Special Resurfacing Projects 1974-1983</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1984-25 Yr. Con- struction Needs</u>
Carlton	5	\$ 635,054	\$ 34,697	\$ 669,751
Cook	8	1,181,778	34,445	1,216,223
Itasca	14	2,374,993	263,101	2,638,094
Koochiching	6	423,505	20,791	444,296
Lake	9	554,751	12,263	567,014
Pine	6	579,096	87,080	666,176
St. Louis	18	2,369,981	15,187	2,385,168
District 1 Totals	66	8,119,158	467,564	8,586,722
Beltrami	12	2,052,354	95,764	2,148,118
Clearwater	4	394,786	16,565	411,351
Hubbard	6	952,799	3,288	956,087
Kittson	3	1,148,049	26,330	1,184,379
Lake of the Woods	3	624,427	29,461	653,888
Marshall	8	2,017,212	51,284	2,068,496
Norman	3	231,529	---	231,529
Pennington	1	165,962	---	165,962
Polk	13	1,241,168	27,048	1,268,216
Red Lake	3	132,462	58,655	181,117
Roseau	5	583,322	12,912	596,234
District 2 Totals	61	9,544,070	321,307	9,865,377

<u>County</u>	<u>Number of Special Resurfacing Projects 1974-1983</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1984-25 Yr. Con- struction Needs</u>
Aitkin	2	\$ 198,829	\$ 14,111	\$ 212,940
Benton	6	212,186	35,657	247,843
Cass	13	819,264	164,955	984,219
Crow Wing	1	51,619	---	51,619
Isanti	12	1,127,008	---	1,127,008
Kanabec	8	1,077,260	39,869	1,117,129
Mille Lacs	5	44,112	33,557	77,669
Morrison	13	2,261,217	191,357	2,452,574
Stearns	22	3,998,210	181,380	4,179,590
Todd	13	2,287,359	14,151	2,301,510
Wadena	7	954,188	64,453	1,018,641
Wright	5	331,606	23,436	355,042
District 3 Totals	107	13,362,858	762,926	14,125,784
Becker	10	628,895	33,392	662,287
Big Stone	3	201,208	41,780	242,988
Douglas	6	857,740	9,411	867,151
Grant	9	963,277	50,514	1,013,791
Mahnomen	5	255,495	5,437	260,932
Otter Tail	8	1,367,594	28,492	1,396,086
Pope	9	1,251,987	---	1,251,987
Stevens	13	1,475,299	156,372	1,631,671
Swift	15	2,241,956	145,400	2,387,356
Traverse	2	342,207	49,635	391,842
Wilkin	3	419,667	11,644	431,311
District 4 Totals	83	10,005,325	532,077	10,537,402
Anoka	4	75,479	95,893	171,372
Carver	4	207,652	4,086	211,738
Hennepin	1	41,870	---	41,870
Scott	2	121,060	9,188	130,248
District 5 Totals	11	446,061	109,167	555,228
Dodge	6	854,731	7,214	861,945
Fillmore	2	122,950	7,248	130,198
Freeborn	22	2,198,794	33,213	2,232,007
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	13	2,043,715	136,763	2,180,478
Steele	5	365,162	33,430	398,592
Wabasha	7	595,043	17,400	612,443
Winona	9	483,665	32,558	516,223
District 6 Totals	87	8,812,777	368,851	9,181,628

<u>County</u>	<u>Number of Special Resurfacing Projects 1974-1983</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1984-25 Yr. Con- struction Needs</u>
Blue Earth	11	\$ 1,901,209	\$ 27,620	\$ 1,928,829
Brown	14	705,823	57,033	762,856
Cottonwood	18	2,227,301	23,550	2,250,851
Faribault	12	895,317	77,127	972,444
Jackson	10	663,935	10,502	674,437
Le Sueur	1	195,709	---	195,709
Nicollet	6	1,317,471	---	1,317,471
Nobles	15	1,714,589	60,566	1,775,155
Rock	6	1,004,871	12,234	1,017,105
Sibley	17	1,223,385	60,101	1,283,486
Waseca	3	291,244	---	291,244
Watsonwan	14	985,357	---	985,357
District 7 Totals	127	13,126,211	328,733	13,454,944
Chippewa	4	355,397	17,224	372,621
Kandiyohi	7	291,270	13,735	305,005
Lac Qui Parle	4	640,132	13,578	653,710
Lincoln	7	994,244	24,251	1,018,495
Lyon	10	864,285	169,058	1,033,343
McLeod	8	1,026,798	5,898	1,032,696
Meeker	1	82,662	---	82,662
Murray	17	2,553,362	61,785	2,615,147
Pipestone	2	94,536	29,863	124,399
Redwood	8	901,327	19,919	921,246
Renville	22	3,202,875	118,019	3,320,894
Yellow Medicine	11	1,307,873	184,260	1,492,133
District 8 Totals	101	12,314,761	657,590	12,972,351
Chisago	8	1,050,321	55,042	1,105,363
Dakota	1	35,095	---	35,095
Ramsey	2	50,721	94,690	145,411
Washington	1	---	69,646	69,646
District 9 Totals	12	1,136,137	219,378	1,355,515
STATE TOTALS	655	76,867,358	3,767,593	80,634,951

1984 COUNTY SCREENING BOARD DATA

OCTOBER, 1984

Bond Account Adjustments

To compensate for unpaid County State Aid Highway Bond obligations that are not reflected in the County State Aid Highway Needs Studies, the County Engineers Screening Board passed a resolution which provides that a separate annual adjustment shall be made to the total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.181, for use on State Aid projects. 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, 1983

<u>County</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1983</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Koochiching	\$ 600,000	\$ 300,000	\$ 600,000	\$ 0	\$ 300,000
Lake	500,000	150,000	500,000	0	150,000
District 1 Totals	1,100,000	450,000	1,100,000	0	450,000
Beltrami	1,400,000	420,000	1,400,000	0	420,000
Clearwater	990,000	100,000	990,000	0	100,000
Lake of the Woods	500,000	200,000	315,949	184,051	15,949
Marshall	1,250,000	830,000	1,250,000	0	830,000
Norman	325,000	70,000	325,000	0	70,000
Pennington	1,375,000	1,005,000	1,366,767	8,233	996,767
Polk	3,000,000	2,000,000	1,438,260	1,561,740	438,260
Red Lake	780,000	665,000	201,831	578,169	86,831
District 2 Totals	9,620,000	5,290,000	7,287,807	2,332,193	2,957,807
Crow Wing	1,000,000	500,000	650,000	350,000	150,000
Wadena	635,000	435,000	635,000	0	435,000
District 3 Totals	1,635,000	935,000	1,285,000	350,000	585,000

<u>County</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1983</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Wilkin	\$ 1,100,000	\$ 330,000	\$ 1,100,000	\$ 0	\$ 330,000
District 4 Totals	1,100,000	330,000	1,100,000	0	330,000
Carver	1,585,000	935,000	1,585,000	0	935,000
District 5 Totals	1,585,000	935,000	1,585,000	0	935,000
Dodge	1,775,000	1,700,000	1,461,873	313,127	1,386,873
Freeborn	1,450,000	310,000	1,450,000	0	310,000
Steele	1,400,000	1,400,000	1,037,400	362,600	1,037,400
Wabasha	1,250,000	950,000	1,250,000	0	950,000
District 6 Totals	5,875,000	4,360,000	5,199,273	675,727	3,684,273
LeSueur	1,300,000	855,000	1,300,000	0	855,000
Nicollet	1,000,000	500,000	1,000,000	0	500,000
Nobles	1,000,000	250,000	1,000,000	0	250,000
Sibley	990,000	840,000	925,773	64,227	775,773
Waseca	1,250,000	55,000	1,250,000	0	55,000
Watonwan	1,250,000	1,010,000	1,250,000	0	1,010,000
District 7 Totals	6,790,000	3,510,000	6,725,773	64,227	3,445,773
Chippewa	1,000,000	100,000	1,000,000	0	100,000
Pipestone	940,000	395,000	935,013	4,987	390,013
Yellow Medicine	1,250,000	900,000	1,250,000	0	900,000
District 8 Totals	3,190,000	1,395,000	3,185,013	4,987	1,390,013
Chisago	1,330,000	750,000	1,330,000	0	750,000
District 9 Totals	1,330,000	750,000	1,330,000	0	750,000
STATE TOTALS	\$32,225,000	\$17,955,000	\$28,797,866	\$3,427,134	\$14,527,866

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

County State Aid Construction Fund Balance "Needs" Deductions

The resolution below was adopted by the Screening Board 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 1984 25-year construction needs pursuant to this resolution.

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

County State Aid Construction Fund Balance "Needs" Deductions

County	Regular Account			Municipal Account			
	Unencumbered Construction Fund Balance As of Sept. 1, 1984	Maximum Balance 1984 Const. Apportionment	1985 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1984	Maximum Balance Larger of Either \$100,000 or 1982-1984 Const. Apport.	1985 Construction Fund Balance "Needs" Deduction	Total 1985 Construction Fund Balance "Needs" Deduction
Carlton	\$ 263,743	\$ 742,640	\$ ---	\$ 113,815	\$ 189,378	\$ ---	\$ ---
Cook	652,962	588,452	64,510	112,578	100,000	12,578	77,088
Itasca	1,114,963	1,520,333	---	90,108	255,642	---	---
Koochiching	78,211	860,894	---	335,992	246,946	89,046	89,046
Lake	649,620	649,619	1	1	105,479	---	1
Pine	1	1,173,587	---	194,992	467,255	---	---
St. Louis	6,216,808	4,235,456	1,981,352	618,520	753,575	---	1,981,352
District 1 Totals			2,045,863			101,624	2,147,487
Beltrami	838,018	1,139,269	---	221,300	126,429	94,871	94,871
Clearwater	220,797	667,073	---	52,829	127,279	---	---
Hubbard	487,723	647,784	---	329,515	133,842	195,673	195,673
Kittson	201,360	749,819	---	191,306	155,505	35,801	35,801
Lake of the Woods	43,751	632,312	---	79,648	100,000	---	---
Marshall	11,771	1,207,986	---	27,389	117,150	---	---
Norman	78,138	983,948	---	74,484	141,859	---	---
Pennington	215,247	565,625	---	79,546	100,000	---	---
Polk	1	1,806,239	---	49,123	303,531	---	---
Red Lake	1	459,217	---	63,270	100,096	---	---
Roseau	411,250	902,180	---	171,188	129,565	41,623	41,623
District 2 Totals			---			367,968	367,968

County	Regular Account			Municipal Account			Total 1985 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance As of Sept. 1, 1984	Maximum Balance 1984 Const. Apportionment	1985 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1984	Maximum Balance Larger of Either \$100,000 or 1982-1984 Const. Apport.	1985 Construction Fund Balance "Needs" Deduction	
Aitkin	\$ 1,010,502	\$ 995,531	\$ 14,971	\$ 120,571	\$ 100,000	\$ 20,571	\$ 35,542
Benton	842,832	470,287	372,545	474,085	222,008	252,077	624,622
Cass	1,003,048	1,085,201	---	452,930	377,116	75,814	75,814
Crow Wing	16,210	812,438	---	689,900	735,832	---	---
Isanti	65,579	546,892	---	146,862	100,000	46,862	46,862
Kanabec	311,046	544,105	---	80,422	100,000	---	---
Mille Lacs	290,104	516,067	---	1	289,128	---	---
Morrison	280,940	747,674	---	1,884	331,196	---	---
Sherburne	312,700	489,370	---	6,898	100,000	---	---
Stearns	200,588	1,225,012	---	113,658	688,893	---	---
Todd	367,281	786,621	---	422,676	258,503	164,173	164,173
Wadena	276,377	435,467	---	53,045	214,772	---	---
Wright	699,495	914,670	---	1	642,800	---	---
District 3 Totals			387,516			559,497	947,013
Becker	614,545	864,268	---	276,770	172,750	104,020	104,020
Big Stone	673,799	446,570	227,229	1	337,230	---	227,229
Clay	1,379,098	1,194,386	184,712	305,681	193,837	111,844	296,556
Douglas	21,295	786,952	---	43,398	249,981	---	---
Grant	255,248	457,042	---	48,872	101,178	---	---
Mahnomen	220,463	477,177	---	1	100,000	---	---
Otter Tail	694,309	1,726,685	---	460,081	391,187	68,894	68,894
Pope	32,208	564,661	---	317,704	166,395	151,309	151,309
Stevens	187,389	448,846	---	118,507	161,161	---	---
Swift	308,271	720,329	---	232,927	223,210	9,717	9,717
Traverse	151,381	452,035	---	65,355	217,642	---	---
Wilkin	184,450	645,666	---	72,435	127,465	---	---
District 4 Totals			411,941			445,784	857,725

Regular Account

Municipal Account

County	Unencumbered Construction Fund Balance As of Sept. 1, 1984	Maximum Balance 1984 Const. Apportionment	1985 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1984	Maximum Balance Larger of Either \$100,000 or 1982-1984 Const. Apport.	1985 Construction Fund Balance "Needs" Deduction	Total 1985 Construction Fund Balance "Needs" Deduction
Anoka	\$ 744,854	\$ 914,240	\$ ----	\$ 183,673	\$ 351,476	\$ ----	\$ ----
Carver	231,473	735,861	----	171,598	251,240	----	----
Hennepin	4,571,008	3,881,453	689,555	3,449,617	2,792,345	657,272	1,346,827
Scott	339,206	481,151	----	875,333	916,567	----	----
District 5 Totals			689,555			657,272	1,346,827
Dodge	623,030	696,047	----	305,938	125,702	180,236	180,236
Fillmore	867,919	1,238,792	----	84,559	395,010	----	----
Freeborn	341,857	1,026,282	----	114,385	155,733	----	----
Goodhue	1	934,488	----	278,356	195,694	82,662	82,662
Houston	1	835,921	----	58,878	148,836	----	----
Mower	45,437	977,270	----	168	180,573	----	----
Olmsted	1	1,135,654	----	232,854	141,136	91,718	91,718
Rice	1	737,862	----	225,344	173,230	52,114	52,114
Steele	13,533	671,624	----	125,856	100,000	25,856	25,856
Wabasha	26,752	820,797	----	1	446,633	----	----
Winona	280	990,984	----	1	122,596	----	----
District 6 Totals			----			432,586	432,586
Blue Earth	79,715	1,200,658	----	1	336,516	----	----
Brown	254,029	685,155	----	277,159	253,643	23,516	23,516
Cottonwood	48,708	662,071	----	299,342	212,378	86,964	86,964
Faribault	257,451	963,156	----	62,401	501,364	----	----
Jackson	1	901,143	----	111,363	356,891	----	----
Le Sueur	1	630,470	----	337,668	416,881	----	----
Martin	318,882	1,056,670	----	3,276	174,035	----	----
Nicollet	100,001	602,141	----	35,585	100,000	----	----
Nobles	1	912,460	----	214,030	232,976	----	----
Rock	17,093	543,008	----	254,548	202,869	51,679	51,679
Sibley	61,796	754,397	----	1	110,124	----	----
Waseca	233,428	773,233	----	64,518	116,322	----	----
Watsonwan	92,184	558,955	----	1	270,011	----	----
District 7 Totals			----			162,159	162,159

County	Regular Account			Municipal Account			
	Unencumbered Construction Fund Balance As of Sept. 1, 1984	Maximum Balance 1984 Const. Apportionment	1985 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1984	Maximum Balance Larger of Either \$100,000 or 1982-1984 Const. Apport.	1985 Construction Fund Balance "Needs" Deduction	Total 1985 Construction Fund Balance "Needs" Deduction
Chippewa	\$ 52,507	\$ 588,964	\$ ---	\$ 58,783	\$ 136,047	\$ ---	\$ ---
Kandiyohi	215,792	939,796	---	1	260,821	---	---
Lac Qui Parle	651,615	785,393	---	191,287	147,682	43,605	43,605
Lincoln	1	480,472	---	59,246	271,146	---	---
Lyon	181,514	768,701	---	181,751	336,533	---	---
McLeod	320,048	679,569	---	248,854	234,027	14,827	14,827
Meeker	382,629	658,163	---	93,200	100,000	---	---
Murray	300,806	678,629	---	62,121	136,103	---	---
Pipestone	341,668	509,798	---	225,120	192,983	32,137	32,137
Redwood	519,168	784,442	---	101,133	265,432	---	---
Renville	732,217	1,101,842	---	200,021	200,608	---	---
Yellow Medicine	241,535	756,443	---	148,805	204,779	---	---
District 8 Totals			---			90,569	90,569
Chisago	457,070	607,069	---	397,333	497,898	---	---
Dakota	456,745	1,220,637	---	171,483	211,195	---	---
Ramsey	3,220,883	2,296,385	924,498	187,995	159,489	28,506	953,004
Washington	66,189	547,379	---	922,091	1,046,024	---	---
District 9 Totals			924,498			28,506	953,004
STATE	\$39,292,553		\$4,459,373	\$18,325,947		\$2,845,969	\$7,305,338

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

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	1984 County Total Tax Valuation	Mill Levy Deduction
Carlton	\$ 128,680,489	\$ 85,791
Cook	36,753,311	24,503
Itasca	308,512,275	205,685
Koochiching	62,967,749	41,981
Lake	43,620,462	29,082
Pine	93,301,472	62,204
St. Louis*	824,459,934	329,784
District 1 Totals	\$ 1,498,295,692	\$ 779,030

County	1984	
	County Total Tax Valuation	Mill Levy Deduction
Beltrami	\$ 110,899,364	\$ 73,937
Clearwater	38,933,021	25,957
Hubbard	91,762,884	61,178
Kittson	83,440,455	55,630
Lake of the Woods	20,565,048	13,711
Marshall	127,350,206	84,904
Norman	94,983,867	63,326
Pennington	75,563,836	50,378
Polk	254,270,786	169,522
Red Lake	39,812,701	26,543
Roseau	82,658,151	55,108
District 2 Totals	1,020,240,319	680,194
Aitkin	96,109,408	64,076
Benton	124,578,304	83,056
Cass	149,977,607	99,990
Crow Wing	248,293,263	165,537
Isanti	84,615,108	56,413
Kanabec	47,743,579	31,831
Mille Lacs	78,248,102	52,168
Morrison	125,539,509	83,697
Sherburne	227,452,588	151,643
Stearns	512,768,955	341,863
Todd	98,920,362	65,950
Wadena	44,854,265	29,904
Wright	350,723,954	233,828
District 3 Totals	2,189,825,004	1,459,956
Becker	151,004,457	100,675
Big Stone	59,420,774	39,616
Clay	222,234,452	148,164
Douglas	149,918,411	99,951
Grant	71,646,467	47,767
Mahnomen	30,746,800	20,499
Otter Tail	274,242,597	182,838
Pope	85,831,752	57,224
Stevens	84,002,224	56,004
Swift	112,946,144	75,301
Traverse	73,278,520	48,855
Wilkin	92,899,384	61,936
District 4 Totals	1,408,171,982	938,830
Anoka	1,047,238,676	698,194
Carver	255,239,936	170,168
Hennepin*	8,103,865,940	3,241,546
Scott	293,674,696	195,793
District 5 Totals	9,700,019,248	4,305,701

1984		
County	County Total Tax Valuation	Mill Levy Deduction
Dodge	\$ 127,076,048	\$ 84,722
Fillmore	159,070,567	106,052
Freeborn	279,580,307	186,396
Goodhue	394,225,730	262,830
Houston	79,618,730	53,082
Mower	275,816,800	183,887
Olmsted	527,642,738	351,779
Rice	212,430,001	141,627
Steele	191,002,023	127,341
Wabasha	113,683,955	75,793
Winona	201,016,313	134,018
District 6 Totals	2,561,163,212	1,707,527
Blue Earth	365,834,498	243,902
Brown	219,753,322	146,510
Cottonwood	194,937,957	129,965
Faribault	238,509,003	159,014
Jackson	220,389,782	146,934
Le Sueur	130,444,497	86,967
Martin	295,371,148	196,924
Nicollet	179,991,353	120,000
Nobles	194,917,242	129,951
Rock	108,417,141	72,282
Sibley	159,559,523	106,378
Waseca	154,582,845	103,060
Watsonwan	140,417,896	93,617
District 7 Totals	2,603,126,207	1,735,504
Chippewa	127,398,308	84,936
Kandiyohi	254,989,082	170,001
Lac Qui Parle	112,544,060	75,033
Lincoln	72,602,675	48,404
Lyon	191,096,640	127,404
McLeod	185,016,376	123,350
Meeker	155,307,372	103,543
Murray	145,960,533	97,312
Pipestone	83,529,274	55,689
Redwood	238,893,378	159,270
Renville	275,362,436	183,584
Yellow Medicine	134,622,127	89,753
District 8 Totals	1,977,322,261	1,318,279
Chisago	121,347,888	80,903
Dakota	1,316,310,464	877,584
Ramsey*	3,262,000,016	1,304,800
Washington	714,935,618	476,648
District 9 Totals	5,414,593,986	2,739,935
STATE TOTALS	\$28,372,757,911	\$15,664,956

* Denotes Urban Counties

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

"After The Fact" Bridge Deck Rehabilitation Needs

The resolution below dealing with bridge deck rehabilitation was adopted in 1982-1983 by the Screening Board.

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 construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the State Aid office by July 1 of the year following the year of construction.

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are also shown on the tentative 1985

Money Needs Apportionment form.

<u>County</u>	<u>Letting Date</u>	<u>Eligible "After the Fact" R/W Needs</u>	<u>Added to the Needs For These Apport. Years</u>
Jackson	1982	\$ 5,646	1984-1998
McLeod	1983	\$18,800	1985-1999

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

"After the Fact" Right of Way Needs

At your June, 1984 meeting, the following resolution dealing with Right-of-Way needs was adopted:

That needs for Right of Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made by the County and shall be comprised of actual monies paid to property owners. Acceptable justification of R/W purchases will be copies of the warrants paid to the property owners. It shall be the County Engineer's responsibility to submit said justification in the manner prescribed to the State Aid Office by July 1 of the year following the year of acquisition.

The Board directed that R/W needs to be included should begin with that purchased in 1978.

Pursuant to this resolution, the following R/W needs will be added to each county's 1984 25-year needs and are shown on the tentative 1984 Money Needs Apportionment Form.

<u>County</u>	<u>After the Fact R/W Needs</u>
Carlton	\$ 34,625
Cook	38,676
Itasca	88,751
Koochiching	61,702
Lake	174,070
Pine	131,247
St. Louis	850,841

District 1 Totals 1,379,912

Clearwater	101,255
Hubbard	27,584
Kittson	103,757
Lake of the Woods	21,747
Marshall	210,042
Norman	55,512
Pennington	105,395
Polk	293,224
Red Lake	48,214
Roseau	55,756

District 2 Totals 1,022,486

<u>County</u>	<u>After the Fact R/W Needs</u>
Aitkin	\$ 232,597
Cass	116,157
Crow Wing	322,380
Isanti	132,068
Mille Lacs	48,586
Morrison	3,775
Todd	64,111
Wright	350,813

District 3 Totals 1,270,487

Becker	76,547
Big Stone	43,635
Clay	242,090
Douglas	197,082
Otter Tail	288,276
Pope	69,397
Swift	54,479
Wilkin	149,310

District 4 Totals 1,120,816

"After the Fact" Right of Way Needs

County	After the Fact R/W Needs	County	After the Fact R/W Needs
Anoka	\$ 732,272	Chippewa	\$ 73,030
Caryer	263,163	Kandiyohi	54,557
Hennepin	8,108,452	Lac Qui Parle	76,062
Scott	101,371	Lincoln	30,577
		Lyon	182,607
District 5 Totals	9,205,258	Mc Leod	120,896
		Meeker	169,470
		Murray	20,225
Dodge	137,518	Pipestone	70,672
Fillmore	298,418	Redwood	175,742
Freeborn	70,041	Renville	20,116
Goodhue	315,065	Yellow Medicine	28,179
Houston	83,385		
Mower	117,115	District 8 Totals	1,022,133
Olmsted	223,998		
Steele	40,451	Chisago	68,125
Wabasha	114,665	Dakota	1,284,648
Winona	235,770	Ramsey	778,746
District 6 Totals	1,636,426	Washington	671,509
Blue Earth	135,080	District 9 Totals	2,803,028
Brown	163,020		
Cottonwood	88,517	STATE TOTALS	\$21,424,037
Faribault	252,784		
Jackson	207,124		
Le Sueur	322,909		
Martin	124,897		
Nicollet	143,583		
Nobles	170,611		
Rock	50,791		
Sibley	56,514		
Waseca	71,007		
Watsonwan	176,654		
District 7 Totals	1,963,491		

TENTATIVE

APPORTIONMENT

DATA

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Development of the Tentative 1985 C.S.A.H. Money Needs Apportionment

(Based on the 1984 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 1985 County State Aid Highway Fund. This tabulation also indicates a tentative 1985 money needs apportionment figure for each county based on the 1984 apportionment sum.

The Trunk Highway Turnback Adjustment column is the same as was used for the 1984 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 1985 apportionment.

Minor adjustments must be made for any turnback activity in 1984 and possibly for any action taken by this Board.

October 31, 1984

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 1984 County Screening Board, having reviewed all information available in relation to the mileage and money needs of the County State Aid Highway System, do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, construction accomplishments, traffic revisions and new traffic factors. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 1984, adjustments to the mileage and money needs will be necessary before January 1, 1985.

This Board, 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 1985 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dennis Carlson, Secretary
County Screening Board

APPROVED

David Zech, District 1

Robert Egan, District 6

Bernard Lieder, District 2

Ronald Sandvik (Chairman), District 7

Wayne Fingalson, District 3

Peter Boomgarden, District 8

Otho Buxton, District 4

Douglas Weiszhaar, District 9

A. J. Lee, District 5

Enclosure: Mileage and Annual Money Needs Listing

1984 COUNTY SCREENING BOARD DATA

FIG. C

OCTOBER, 1984

DEVELOPMENT OF THE TENTATIVE 1985 CSAH MONEY NEEDS APPORTIONMENT (BASED ON THE 1984 APPORTIONMENT SUM)

	BASIC 1984 25 YEAR CONSTRUCTION NEEDS	SCREENING COMMITTEE RESTRICTION	RESTRICTED 1984 25 YEAR CONSTRUCTION NEEDS	RURAL COMPLETE GRAVING ADJUSTMENTS	STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS	FAS FUND BALANCE DEDUCTIONS	BOND ACCOUNT ADJUSTMENTS	SPECIAL RESURFACING DEDUCTIONS	BRIDGE DECK REHAB AFTER THE FACT NEEDS	R/W AFTER THE FACT NEEDS	ADJUSTED 25 YEAR CONSTRUCTION NEEDS	ANNUAL CONSTRUCTION NEEDS	MILL LEVY DEDUCTIONS	TENTATIVE ANNUAL MONEY NEEDS	TENTATIVE MONEY NEEDS APPORTIONMENT (LESS THIS ADJUSTMENT)	1983 THIS ADJUSTMENT (1984 FIGURES NOT AVAILABLE)	TENTATIVE MONEY NEEDS APPORTIONMENT	TENTATIVE MONEY NEEDS FACTORS	MINIMUM FACTORS	ANNUAL MONEY NEEDS FACTORS	ANNUAL MONEY NEEDS	TENTATIVE 1985 MONEY NEEDS APPORTIONMENT	
CARLTON	29,127,394		29,127,394	+ 216,689				669,751		34,625	28,768,957	1,150,758	85,791	1,064,967	59,147	902	592,373	824,479		810,330	1,047,557	582,207	CARLTON
COOK	29,453,501		29,453,501	+ 273,976	71,088			2,162,223		27,523	28,512,842	1,142,914	24,503	1,118,411	621,153		621,153	864,535		849,698	1,098,450	610,492	COOK
ITASCA	70,177,622		70,177,622	+ 916,185				2,638,094		88,151	68,544,464	2,741,779	205,685	2,536,094	1,408,519	716	1,409,235	1,961,407		1,927,747	2,412,103	1,343,051	ITASCA
KOOCHICHIING	31,652,839		31,652,839	+ 488,265	89,046		300,000	444,296		61,702	31,969,464	1,278,779	41,981	1,236,798	686,904		686,904	956,049	1,384,180	1,384,180	1,789,404	944,508	KOOCHICHIING
LAKE	27,599,608		27,599,608	+ 1,390,902			150,000	567,014		174,070	28,747,565	1,149,903	29,082	1,130,821	622,492		622,492	966,399		951,530	1,102,819	611,809	LAKE
PINE	62,794,792		62,794,792	+ 1,443,166				666,176		13,247	63,703,629	2,548,145	62,204	2,485,941	1,320,664		1,320,664	1,921,641		1,838,663	2,441,577	1,352,970	PINE
ST. LOUIS	213,821,589		213,821,589	+ 3,572,573	1,981,352			2,385,168		850,841	213,878,483	8,555,139	329,784	8,225,355	4,568,271		4,568,271	6,358,238		6,249,112	8,078,565	4,484,874	ST. LOUIS
DISTRICT 1 TOTALS																							DISTRICT 1 TOTALS
BELTRAMI	48,282,140		48,282,140	+ 697,182	94,871		420,000	2,148,118		—	47,156,333	1,886,253	73,937	1,812,316	1,006,540	1,718	1,006,540	1,403,317		1,379,934	1,733,010	940,954	BELTRAMI
CLEARWATER	23,729,489		23,729,489	+ 1,294,144			100,000	411,351		101,255	24,913,537	996,542	25,957	970,585	539,052		539,052	750,265		737,369	953,263	521,807	CLEARWATER
HUBBARD	23,464,156		23,464,156	+ 206,690	195,673			956,087		21,584	23,546,670	901,867	61,178	840,689	466,909		466,909	649,855		633,702	825,686	522,297	HUBBARD
KITSON	30,909,370		30,909,370	+ 2,045,686	35,801			1,184,379		103,157	31,823,633	1,273,545	55,630	1,217,915	676,417		676,417	941,433		925,272	1,196,180	664,808	KITSON
LAKE OF THE WOODS	12,489,323		12,489,323	+ 83,094			159,449	653,888		21,747	12,562,215	478,349	13,711	464,638	257,999		257,999	359,089	873,330	873,330	1,131,580	628,908	LAKE OF THE WOODS
MARSHALL	50,699,942		50,699,942	+ 1,994,417			830,000	2,068,496		210,042	51,665,905	2,066,636	84,404	1,982,232	1,100,632		1,100,632	1,531,886		1,505,947	1,946,367	1,051,744	MARSHALL
NORMAN	39,694,015		39,694,015	+ 539,840			70,000	231,539		55,512	40,117,338	1,604,714	63,326	1,541,388	856,070		856,070	1,191,499		1,171,051	1,513,881	941,273	NORMAN
PENNINGTON	17,453,341		17,453,341	+ 950,855			996,767	1,659,216		105,395	18,486,626	739,465	50,378	689,087	382,711		382,711	532,666		523,525	676,789	376,143	PENNINGTON
POLK	20,527,273		20,527,273	+ 2,135,812			438,260	1,268,216		293,224	22,136,353	3,285,052	169,522	3,115,532	1,730,332		1,730,332	2,408,317		2,366,987	3,059,932	1,700,657	POLK
RED LAKE	15,405,725		15,405,725	+ 83,165			86,831	181,117		48,214	15,442,818	617,713	26,543	591,170	328,329		328,329	456,976	544,064	544,064	703,341	340,300	RED LAKE
ROSEAU	35,271,010		35,271,010	+ 214,434	41,623			596,234		55,756	34,403,343	1,396,134	55,108	1,341,026	744,791		744,791	1,036,618		1,018,828	1,317,044	732,009	ROSEAU
DISTRICT 2 TOTALS																							DISTRICT 2 TOTALS
AITKIN	42,297,905		42,297,905	+ 1,353,437	35,542			212,940		232,597	43,655,457	1,745,418	64,076	1,681,342	932,799		932,799	1,299,684		1,277,380	1,651,358	917,744	AITKIN
BENTON	17,775,384		17,775,384	+ 322,923	624,622			247,843		—	17,135,842	625,434	83,056	602,378	334,554		334,554	465,640		457,649	591,628	328,218	BENTON
CASS	48,832,324		48,832,324	+ 1,126,100	75,814			984,434		116,157	49,914,548	1,960,582	99,990	1,860,592	1,033,352		1,033,352	1,438,244		1,413,522	1,827,247	1,035,619	CASS
CROW WING	41,319,517		41,319,517	+ 1,375,210			150,000	51,619		322,380	43,111,548	1,724,662	165,537	1,559,083	865,898		865,898	1,205,177		1,184,495	1,551,261	1,021,024	CROW WING
ISANTI	20,100,621		20,100,621	+ 345,827	46,862			1,127,008		132,068	19,404,646	776,126	56,413	719,713	394,754		394,754	556,387		546,829	706,922	524,894	ISANTI
KANABEC	20,503,055		20,503,055	+ 597,461				1,117,129		—	19,983,387	799,336	31,831	767,505	426,264		426,264	593,284		583,103	753,809	518,041	KANABEC
MILLE LACS	23,752,680		23,752,680	+ 41,005				77,669		48,586	23,723,597	948,954	52,168	948,059	498,059		498,059	621,210		621,210	820,771	490,511	MILLE LACS
MORRISON	32,148,642		32,148,642	+ 41,005				2,452,574		3,775	29,658,832	1,186,354	83,697	1,102,657	612,404		612,404	852,358		837,720	1,025,272	657,394	MORRISON
SHERBURNE	14,009,098		14,009,098	+ 250,731				—		—	13,758,367	550,335	151,643	398,692	221,424		221,424	308,190	363,064	363,064	469,252	200,852	SHERBURNE
STEARNS	57,818,214		57,818,214	+ 691,771	164,173			4,179,590		—	54,330,395	2,113,216	34,865	1,831,353	1,017,113	8,592	1,017,113	1,427,601		1,403,101	1,812,864	1,021,024	STEARNS
TODD	31,782,114		31,782,114	+ 56,119			435,000	2,301,510		64,111	29,436,661	1,177,466	65,950	1,111,516	617,324		617,324	859,206		844,461	1,091,620	666,720	TODD
WADENA	14,571,315		14,571,315	+ 45,412				1,018,647		—	14,033,086	561,323	29,904	531,419	295,144		295,144	410,788		415,854	537,636	282,805	WADENA
WRIGHT	47,183,739		47,183,739	+ 1,458,348		66,948		355,042		350,813	48,570,910	1,942,836	233,822	1,709,008	949,164		949,164	1,321,069		1,298,298	1,678,509	922,275	WRIGHT
DISTRICT 3 TOTALS																							DISTRICT 3 TOTALS
BECKER	28,937,584		28,937,584	+ 367,712	104,020			662,287		76,547	28,615,536	1,144,621	100,675	1,043,946	579,796		579,796	806,914		799,125	1,025,216	519,846	BECKER
BIG STONE	8,024,410		8,024,410	+ 32,725	227,229			242,888		43,625	7,605,553	305,222	39,616	265,606	147,515		147,515	205,315	475,824	475,824	611,002	344,027	BIG STONE
CLAY	57,191,387		57,191,387	+ 316,823	296,556			—		242,090	57,513,749	2,300,550	148,164	2,152,386	1,195,411		1,195,411	1,663,801		1,635,348	2,113,773	1,174,216	CLAY
DOUGLAS	30,602,218		30,602,218	+ 530,787				867,151		191,082	30,462,936	1,218,517	99,951	1,118,566	621,329		621,329	804,655		794,516	1,071,193	810,216	DOUGLAS
GRANT	12,469,620		12,469,620	+ 49,520				1,013,791		—	11,406,367	456,255	47,767	456,255	226,870		226,870	315,763	441,844	441,844	571,196	317,457	GRANT
MAHONOME	12,291,993		12,291,993	+ 103,945				2,609,932		—	12,155,006	485,400	30,499	464,901	258,201		258,201	350,370		340,458	460,795	318,004	MAHONOME
OTTER TAIL	76,836,355		76,836,355	+ 990,757	68,894			1,396,086		288,876	76,650,408	3,066,016	183,838	2,882,178	1,601,285		1,601,285	2,228,106		2,190,582	2,821,732	1,733,004	OTTER TAIL
POPE	20,651,193		20,651,193	+ 40,712	151,309			1,251,987		69,377	19,765,881	771,063	51,224	713,239	396,458		396,458	551,800		543,370	701,049	513,641	POPE
STEVENS	19,874,811		19,874,811	+ 105,394				1,631,671		54,479	17,641,584	705,663	56,004	649,659	360,813		360,813	502,188		493,570	638,065	524,121	STEVENS
SWIFT	30,491,130		30,491,130	+ 62,963	9,117			2,387,356		—	28,085,623	1,123,425	75,301	1,048,124	582,117		582,117	810,204		796,300	1,039,450	512,191	SWIFT
TRAVERSE	16,628,689		16,628,689	+ 168,322			330,000	391,812		—	16,236,847	649,474	48,655	600,619	333,577		333,577	464,222		456,312	589,294	397,252	TRAVERSE
WILKIN	25,326,690		25,326,690	+ 168,322				431,311		149,310	25,543,011	1,021,720	61,936	999,784	533,053		533,053	741,916		729,184	942,656	523,906	WILKIN
DISTRICT 4 TOTALS																							DISTRICT 4 TOTALS
ANOKA	42,216,474		42,216,474	+ 802,291		77,859		171,372		732,272	43,501,806	1,740,072	698,194	1,041,278	578,648	2,163	578,648	816,737		802,721	1,031,721	576,741	ANOKA
CARVER	29,431,497		29,431,497	+ 94,435			935,000	211,738		263,163	29,398,487	1,612,940	170,168	1,									

1984 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1985 C.S.A.H. FUND APPORTIONMENT)

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE AND MONEY NEEDS
AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD
FOR USE BY THE COMMISSIONER OF TRANSPORTATION
IN APPORTIONING THE 1985 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	\$ 1,047,557
Cook	178.08	1,098,450
Itasca	648.85	2,492,103
Koochiching	248.93	1,789,404
Lake	214.02	1,100,819
Pine	473.22	2,441,577
St. Louis	1,361.79	8,078,565
District 1 Totals	3,419.33	18,048,475
Beltrami	466.29	1,783,010
Clearwater	327.59	953,263
Hubbard	325.82	825,686
Kittson	372.64	1,196,180
Lake of the Woods	186.96	1,131,586
Marshall	640.32	1,946,367
Norman	393.53	1,513,881
Pennington	260.60	676,789
Polk	810.18	3,059,932
Red Lake	186.39	703,341
Roseau	482.62	1,317,094
District 2 Totals	4,452.94	15,107,129
Aitkin	369.13	1,651,338
Benton	224.19	591,628
Cass	529.80	1,827,388
Crow Wing	373.38	1,531,261
Isanti	226.14	706,928
Kanabec	211.67	753,809
Mille Lacs	253.77	880,771
Morrison	430.08	1,082,979
Sherburne	217.09	469,352
Stearns	603.30	1,813,864
Todd	412.56	1,091,680
Wadena	229.45	537,636
Wright	403.91	1,678,509
District 3 Totals	4,484.47	14,617,143
Becker	467.50	1,025,316
Big Stone	211.70	619,002
Clay	406.63	2,113,973
Douglas	387.21	1,098,603
Grant	228.85	571,196
Mahnomen	195.19	680,795
Otter Tail	912.61	2,831,723
Pope	299.33	701,099
Stevens	243.91	638,065
Swift	329.76	1,029,420
Traverse	243.82	589,899
Wilkin	312.46	942,656
District 4 Totals	4,238.97	12,841,747

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Anoka	243.28	\$ 1,037,721
Carver	207.01	1,417,025
Hennepin	498.91	6,888,683
Scott	186.59	1,257,660
District 5 Totals	1,135.79	10,601,089
Dodge	249.63	1,160,231
Fillmore	395.14	2,564,209
Freeborn	447.79	1,831,018
Goodhue	326.62	1,620,609
Houston	250.18	1,524,603
Mower	373.80	1,476,342
Olmsted	319.97	1,750,659
Rice	280.78	1,216,319
Steele	292.41	1,087,630
Wabasha	276.60	1,858,021
Winona	315.92	1,734,581
District 6 Totals	3,528.84	17,824,222
Blue Earth	415.96	2,406,612
Brown	317.67	969,026
Cottonwood	316.85	1,168,489
Faribault	349.91	2,070,576
Jackson	370.69	1,988,142
Le Sueur	268.17	1,214,337
Martin	378.08	1,866,694
Nicollet	245.32	833,777
Nobles	343.77	1,637,859
Rock	259.48	954,214
Sibley	287.63	1,278,753
Waseca	250.58	1,297,756
Watsonwan	232.96	1,146,754
District 7 Totals	4,037.07	18,832,989
Chippewa	244.22	881,822
Kandiyohi	419.10	1,382,974
Lac Qui Parle	361.99	1,045,194
Lincoln	255.05	699,344
Lyon	317.59	1,321,462
McLeod	236.80	1,141,223
Meeker	272.12	866,801
Murray	354.96	831,634
Pipestone	227.31	756,353
Redwood	385.10	1,257,476
Renville	449.75	2,056,404
Yellow Medicine	346.88	1,139,917
District 8 Totals	3,870.87	13,380,604
Chisago	226.08	1,193,586
Dakota	272.56	1,928,811
Ramsey	228.24	3,624,678
Washington	188.80	1,274,930
District 9 Totals	915.68	8,022,005
STATE TOTALS	30,083.96*	\$129,275,403

* Does not include 1984 T.H. Turnback Mileage.

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Total Tentative 1985 C.S.A.H. Apportionment

(Based on 1984 Apportionment Sum)

The following tabulation lists a tentative 1985 Apportionment based on the 1984 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 1984 C.S.A.H. needs study mileage, but the 1984 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1984 25-year construction needs; however, these needs will be adjusted by 1984 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, 1985, by the Commissioner with the assistance of recommendations by your Screening Board.

TOTAL TENTATIVE 1985 C.S.A.H. APPORTIONMENT

(Based on 1984 Apportionment Sum)

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1984 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1985 CSAH Apportionment</u>
Carlton	\$ 165,169	\$ 111,192	\$ 421,907	\$ 582,207	\$ 1,280,475
Cook	165,169	17,747	255,162	610,492	1,048,570
Itasca	165,168	163,182	929,773	1,385,051	2,643,174
Koochiching	165,168	63,974	356,726	994,508	1,580,376
Lake	165,168	46,141	306,677	611,809	1,129,795
Pine	165,168	69,693	678,103	1,356,970	2,269,934
St. Louis	165,168	717,289	1,951,368	4,489,874	7,323,699
District 1 Total	1,156,178	1,189,218	4,899,716	10,030,911	17,276,023
Beltrami	165,169	102,671	668,188	990,954	1,926,982
Clearwater	165,169	30,895	469,413	529,801	1,195,278
Hubbard	165,168	52,521	466,870	458,897	1,143,456
Kittson	165,168	27,690	533,990	664,808	1,391,656
Lake of the Woods	165,168	14,901	267,922	628,908	1,076,899
Marshall	165,168	53,225	917,530	1,081,744	2,217,667
Norman	165,168	38,784	563,908	841,379	1,609,239
Pennington	165,168	54,289	373,409	376,143	969,009
Polk	165,168	125,806	1,160,966	1,700,637	3,152,577
Red Lake	165,168	20,017	267,103	390,900	843,188
Roseau	165,168	49,001	691,553	732,009	1,637,731
District 2 Total	1,816,850	569,800	6,380,852	8,396,180	17,163,682

<u>County.</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1984 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1985 CSAH Apportionment</u>
Aitkin	\$ 165,169	\$ 51,228	\$ 528,946	\$ 917,774	\$ 1,663,117
Benton	165,169	80,355	321,248	328,813	895,585
Cass	165,169	74,190	759,191	1,015,619	2,014,169
Crow Wing	165,169	159,733	535,025	851,038	1,710,965
Isanti	165,168	80,542	324,050	392,894	962,654
Kanabec	165,168	43,080	303,314	418,949	930,511
Mille Lacs	165,168	70,454	363,624	489,511	1,088,757
Morrison	165,168	101,306	616,285	601,894	1,484,653
Sherburne	165,168	106,091	311,074	260,855	843,188
Stearns	165,168	372,964	864,506	1,008,102	2,410,740
Todd	165,168	82,740	591,196	606,730	1,445,834
Wadena	165,168	50,423	328,792	298,805	843,188
Wright	165,168	214,251	578,780	932,875	1,891,074
District 3 Total	2,147,188	1,487,357	6,426,031	8,123,859	18,184,435
Becker	165,169	101,407	669,912	569,846	1,506,334
Big Stone	165,169	30,636	303,357	344,027	843,189
Clay	165,169	148,654	582,703	1,174,896	2,071,422
Douglas	165,168	102,915	554,855	610,577	1,433,515
Grant	165,168	32,633	327,929	317,457	843,187
Mahnomen	165,168	19,959	279,691	378,370	843,188
Otter Tail	165,168	194,134	1,307,709	1,573,804	3,240,815
Pope	165,168	41,155	428,934	389,654	1,024,911
Stevens	165,168	40,954	349,527	354,621	910,270
Swift	165,168	52,693	472,517	572,127	1,262,505
Traverse	165,168	24,687	349,398	327,852	867,105
Wilkin	165,168	33,280	447,729	523,906	1,170,083
District 4 Total	1,982,019	823,107	6,074,261	7,137,137	16,016,524

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment (1984 THTB Mileage Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1985 CSAH Apportionment</u>
Anoka	\$ 165,169	\$ 620,452	\$ 348,622	\$ 576,741	\$ 1,710,984
Carver	165,169	127,372	296,632	787,549	1,376,722
Hennepin	165,168	3,269,293	714,918	3,828,566	7,977,945
Scott	165,168	176,474	267,361	698,977	1,307,980
District 5 Total	660,674	4,193,591	1,627,533	5,891,833	12,373,631
Dodge	165,169	56,976	357,718	644,829	1,224,692
Fillmore	165,168	82,166	566,235	1,425,126	2,238,695
Freeborn	165,168	133,192	641,676	1,017,636	1,957,672
Goodhue	165,168	150,206	468,033	900,696	1,684,103
Houston	165,168	65,870	358,494	847,338	1,436,870
Mower	165,168	152,074	535,628	820,516	1,673,386
Olmsted	165,168	343,506	458,506	972,974	1,940,154
Rice	165,168	150,651	402,335	676,001	1,394,155
Steele	165,168	111,868	419,019	604,479	1,300,534
Wabasha	165,168	76,921	396,343	1,032,644	1,671,076
Winona	165,168	146,685	452,687	964,039	1,728,579
District 6 Total	1,816,849	1,470,115	5,056,674	9,906,278	18,249,916
Blue Earth	165,169	182,595	596,067	1,337,537	2,281,368
Brown	165,169	115,043	455,187	538,562	1,273,961
Cottonwood	165,169	60,769	454,023	649,418	1,329,379
Faribault	165,168	79,866	501,400	1,150,777	1,897,211
Jackson	165,168	53,728	531,188	1,104,962	1,855,046
Le Sueur	165,168	88,948	384,273	674,900	1,313,289
Martin	165,168	103,088	541,750	1,037,464	1,847,470
Nicollet	165,168	83,876	351,553	463,393	1,063,990
Nobles	165,168	90,342	492,606	910,283	1,658,399
Rock	165,168	40,048	371,814	530,329	1,107,359
Sibley	165,168	59,332	412,164	710,700	1,347,364
Waseca	165,168	70,986	359,054	721,262	1,316,470
Watsonwan	165,168	50,840	333,835	637,338	1,187,181
District 7 Total	2,147,187	1,079,461	5,784,914	10,466,925	19,478,487

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment 1984 THTB Mileage (Not Included)</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1985 CSAH Apportionment</u>
Chippewa	\$ 165,169	\$ 59,102	\$ 349,958	\$ 490,096	\$ 1,064,325
Kandiyohi	165,168	143,380	600,550	768,624	1,677,722
Lac Qui Parle	165,168	41,413	518,730	580,894	1,306,205
Lincoln	165,168	29,386	365,477	388,679	948,710
Lyon	165,168	95,371	455,101	734,437	1,450,077
McLeod	165,168	125,706	339,310	634,264	1,264,448
Meeker	165,168	78,386	389,920	481,747	1,115,221
Murray	165,168	44,460	508,642	462,202	1,180,472
Pipestone	165,168	43,598	325,731	420,363	954,860
Redwood	165,168	78,889	551,837	698,875	1,494,769
Renville	165,168	86,692	644,478	1,142,900	2,039,238
Yellow Medicine	165,168	55,021	497,046	633,539	1,350,774
District 8 Total	1,982,017	881,404	5,546,780	7,436,620	15,846,821
Chisago	165,169	100,947	323,963	663,367	1,253,446
Dakota	165,169	663,604	390,567	1,071,987	2,291,327
Ramsey	165,168	1,534,792	327,067	2,014,510	4,041,537
Washington	165,168	376,240	270,552	708,576	1,520,536
District 9 Total	660,674	2,675,583	1,312,149	4,458,440	9,106,846
STATE TOTALS	\$14,369,636	\$14,369,636	\$43,108,910	\$71,848,183	\$143,696,365

NOTES & COMMENTS

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Comparison of the Actual 1984 to the
Tentative 1985 C.S.A.H. Apportionment

(Based on the 1984 C.S.A.H. Apportionment Sum)

The following two pages indicate what each county's 1985 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 1985 remained the same as 1984. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1985 Apportionment, especially relative to a portion of the excise tax being transferred to the Highway User Fund. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

Comparison of the Actual 1984 to the Tentative 1985 C.S.A.H. Apportionments
(Based on the 1984 C.S.A.H. Apportionment Sum)

County	Actual 1984 C.S.A.H. Apportionment	Tentative 1985 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$ 1,354,788	\$ 1,280,475	\$- 74,313	- 5.5
Cook	1,024,285	1,048,570	+ 24,285	+ 2.4
Itasca	2,674,389	2,643,174	- 31,215	- 1.2
Koochiching	1,580,376	1,580,376	---	*
Lake	1,139,204	1,129,795	- 9,409	- 0.8
Pine	2,232,343	2,269,934	+ 37,591	+ 1.7
St. Louis	7,492,935	7,323,699	- 169,236	- 2.3
District 1 Totals	17,498,320	17,276,023	- 222,297	- 1.3
Beltrami	1,994,240	1,926,982	- 67,258	- 3.4
Clearwater	1,188,317	1,195,278	+ 6,961	+ 0.6
Hubbard	1,155,560	1,143,456	- 12,104	- 1.0
Kittson	1,346,513	1,391,656	+ 45,143	+ 3.4
Lake of the Woods	1,076,900	1,076,899	- 1	*
Marshall	2,083,956	2,217,667	+ 133,711	+ 6.4
Norman	1,719,168	1,609,239	- 109,929	- 6.4
Pennington	961,654	969,009	+ 7,355	+ 0.8
Polk	3,197,789	3,152,577	- 45,212	- 1.4
Red Lake	843,188	843,188	---	*
Roseau	1,598,081	1,637,731	+ 39,650	+ 2.5
District 2 Totals	17,165,366	17,163,682	- 1,684	*
Aitkin	1,706,138	1,663,117	- 43,021	- 2.5
Benton	917,276	895,585	- 21,691	- 2.4
Cass	2,024,705	2,014,169	- 10,536	- 0.5
Crow Wing	1,767,937	1,710,965	- 56,972	- 3.2
Isanti	964,843	962,654	- 2,189	- 0.2
Kanabec	947,786	930,511	- 17,275	- 1.8
Mille Lacs	1,044,839	1,088,757	+ 43,918	+ 4.2
Morrison	1,449,317	1,484,653	+ 35,336	+ 2.4
Sherburne	843,188	843,188	---	*
Stearns	2,554,613	2,410,740	- 143,873	- 5.6
Todd	1,463,209	1,445,834	- 17,375	- 1.2
Wadena	858,301	843,188	- 15,113	- 1.8
Wright	1,924,906	1,891,074	- 33,832	- 1.8
District 3 Totals	18,467,058	18,184,435	- 282,623	- 1.5
Becker	1,536,149	1,506,334	- 29,815	- 1.9
Big Stone	843,189	843,189	---	*
Clay	2,118,833	2,071,422	- 47,411	- 2.2
Douglas	1,463,498	1,433,515	- 29,983	- 2.0
Grant	843,188	843,187	- 1	*
Mahnomen	843,188	843,188	---	*
Otter Tail	3,110,471	3,240,815	+ 130,344	+ 4.2
Pope	1,039,892	1,024,911	- 14,981	- 1.4
Stevens	843,188	910,270	+ 67,082	+ 8.0
Swift	1,319,283	1,262,505	- 56,778	- 4.3
Traverse	875,324	867,105	- 8,219	- 0.9
Wilkin	1,160,727	1,170,083	+ 9,356	+ 0.8
District 4 Totals	15,996,930	16,016,524	+ 19,594	+ 0.1

* Less than 0.1%

County	Actual 1984 C.S.A.H. Apportionment	Tentative 1985 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$ 1,683,078	\$ 1,710,984	\$+ 27,906	+ 1.7
Carver	1,380,965	1,376,722	- 4,243	- 0.3
Hennepin	8,053,784	7,977,945	- 75,839	- 0.9
Scott	1,321,772	1,307,980	- 13,792	- 1.0
District 5 Totals	12,439,599	12,373,631	- 65,968	- 0.5
Dodge	1,231,505	1,224,692	- 6,813	- 0.6
Fillmore	2,304,557	2,238,695	- 65,862	- 2.9
Freeborn	1,827,555	1,957,672	+ 130,117	+ 7.1
Goodhue	1,691,259	1,684,103	- 7,156	- 0.4
Houston	1,491,332	1,436,870	- 54,462	- 3.7
Mower	1,733,671	1,673,386	- 60,285	- 3.5
Olmsted	1,974,089	1,940,154	- 33,935	- 1.7
Rice	1,331,785	1,394,155	+ 62,370	+ 4.7
Steele	1,178,207	1,300,534	+ 122,327	+ 10.4
Wabasha	1,627,210	1,671,076	+ 43,866	+ 2.7
Winona	1,727,296	1,728,579	+ 1,283	+ 0.1
District 6 Totals	18,118,466	18,249,916	+ 131,450	+ 0.7
Blue Earth	2,215,072	2,281,368	+ 66,296	+ 3.0
Brown	1,290,019	1,273,961	- 16,058	- 1.2
Cottonwood	1,221,713	1,329,379	+ 107,666	+ 8.8
Faribault	1,921,841	1,897,211	- 24,630	- 1.3
Jackson	1,692,859	1,855,046	+ 162,187	+ 9.6
Le Sueur	1,325,742	1,313,289	- 12,453	- 0.9
Martin	1,861,646	1,847,470	- 14,176	- 0.8
Nicollet	1,023,632	1,063,990	+ 40,358	+ 3.9
Nobles	1,656,970	1,658,399	+ 1,429	+ 0.1
Rock	1,099,098	1,107,359	+ 8,261	+ 0.8
Sibley	1,316,024	1,347,364	+ 31,340	+ 2.4
Waseca	1,360,272	1,316,470	- 43,802	- 3.2
Watonwan	1,119,231	1,187,181	+ 67,950	+ 6.1
District 7 Totals	19,104,119	19,478,487	+ 374,368	+ 2.0
Chippewa	1,064,881	1,064,325	- 556	- 0.1
Kandiyohi	1,716,522	1,677,722	- 38,800	- 2.3
Lac Qui Parle	1,401,187	1,306,205	- 94,982	- 6.8
Lincoln	958,682	948,710	- 9,972	- 1.0
Lyon	1,482,491	1,450,077	- 32,414	- 2.2
McLeod	1,277,626	1,264,448	- 13,178	- 1.0
Meeker	1,117,843	1,115,221	- 2,622	- 0.2
Murray	1,197,257	1,180,472	- 16,785	- 1.4
Pipestone	956,290	954,860	- 1,430	- 0.1
Redwood	1,458,992	1,494,769	+ 35,777	+ 2.5
Renville	1,973,567	2,039,238	+ 65,671	+ 3.3
Yellow Medicine	1,377,104	1,350,774	- 26,330	- 1.9
District 8 Totals	15,982,442	15,846,821	- 135,621	- 0.8
Chisago	1,313,148	1,253,446	- 59,702	- 4.5
Dakota	2,159,655	2,291,327	+ 131,672	+ 6.1
Ramsey	3,915,405	4,041,537	+ 126,132	+ 3.2
Washington	1,535,857	1,520,536	- 15,321	- 1.0
District 9 Totals	8,924,065	9,106,846	+ 182,781	+ 2.0
STATE TOTALS	\$143,696,365	\$143,696,365	---	*

* Less than 0.1%

M I L E A G E

R E Q U E S T S

1984 COUNTY SCREENING BOARD 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 March, 1984, definitely sets forth what criteria are necessary.

Portion of Minnesota Rules For State Aid Operations

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

a. A County state-aid highway which:

- (1) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional plans as approved by the county board;
- (2) connects towns, communities, shipping points, and markets within a county or in adjacent counties;
 - (a) or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas;
 - (b) or serves as a principal rural mail route and school bus route;
- (3) occurs at reasonable intervals consistent with the density of population; and
- (4) provides an integrated and coordinated highway system affording, within practical limits, a State-Aid highway network consistent with projected traffic demands.

History of C.S.A.M. Additional Mileage Requests

Approved by The

County Engineer's Screening Board

	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		0.71											0.60					6.70
02 Anoka	1.33																		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
																			2.97

DATE : July 20, 1984

TO : Manager, State Aid Needs Unit

FROM : H. P. SUEDBECK District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(~~Municipality~~) (County) of BLUE EARTH

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

M.S.A.S. CRITERIA

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

Miles M.S.A.S.	Comments: <u>See enclosed letter from the County Engineer providing justification for the requested addition.</u>
- Available	
- Revoked	
+ Requested	
- Balance	

H. P. Suedbeck
District State Aid Engineer

7-20-84
Date

RECOMMEND APPROVAL OR DENIAL:

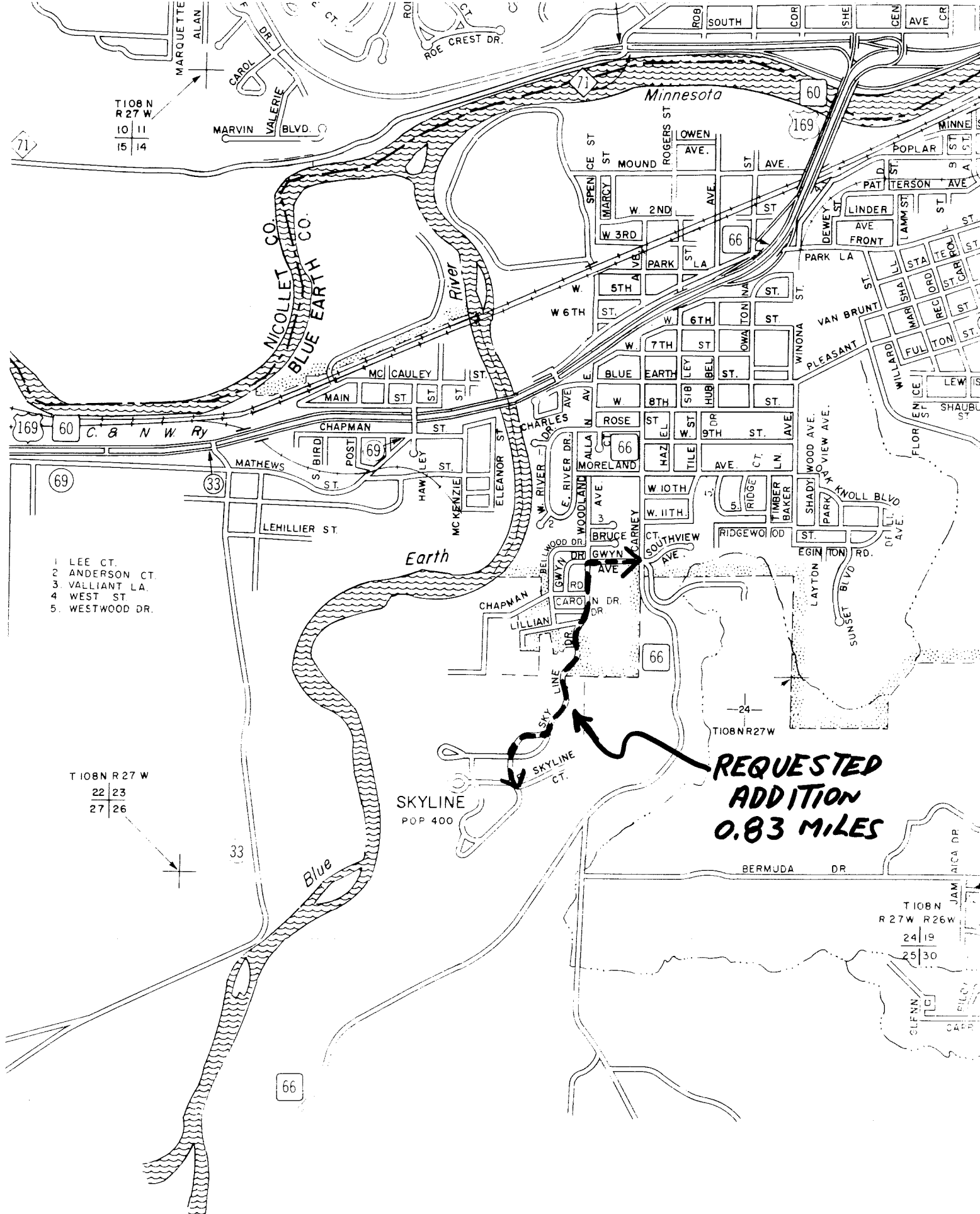
Manager, State Aid Needs Unit

Date

APPROVED OR DENIED:

State Aid Engineer

Date





BLUE EARTH COUNTY

MANKATO, MINNESOTA 56001

May 3, 1984

COUNTY OFFICES

Courthouse
204 South Fifth Street
P.O. Box 608
Phone (507) 625-3031

Assessor
Auditor
Board of Commissioners
Central Services
Clerk of Courts
County & District Courts
Data Processing
Personnel
Recorder
Treasurer

County Government Center
410 South Fifth Street
Phone (507) 625-3031

Agri. Extension
Community Corrections
License Bureau
Veterans' Service
Human Services
Phone (507) 625-9034
Administration
Health & Social
Development
Economic Security

Law Enforcement Center
710 South Front Street
P.O. Box 228

Emergency Services
(Civil Defense)
Phone (507) 387-6407
Sheriff
Phone (507) 625-5551

Highway Building
35 Map Road
P.O. Box 3083
Phone (507) 625-3281

Highway & Public Works

Mr. Harvey Suedbeck
District State Aid Engineer
Mn/DOT
501 South Victory Drive
Mankato, MN 56001

Dear Harv:

The incorporated Village of Skyline has requested Blue Earth County to designate the existing street or roadway from the Community Hall (also the Fire Station) in the Village of Skyline to Trunk Highway No. 66 (in the City of Mankato) as a County State Aid Highway. Said route being approximately 0.83 mile in length.

It is my understanding Skyline is one of only four incorporated Villages in the State of Minnesota that does not have a County State Aid Highway or a Trunk Highway serving their community.

The proposed designated route has approximately 2,050 A.D.T. (1981 Traffic Count), the majority of which is local traffic as it is the only access to the community which has a population of 399 (1980 concensus). The route requested appears to meet all the criteria for a State Aid route.

The route requested would begin at the intersection of Trunk Highway No. 66 and Gwyn Street in the City of Mankato; thence westerly along Gwyn Street to Woodland Avenue; thence southerly along Woodland Avenue to the intersection of Skyline Drive (Mankato south corporate limits); thence southerly and southwesterly along Skyline Drive to the intersection of South Skyline Drive; thence southerly along South Skyline Drive to the intersection of East Skyline Court, and there terminating (see enclosed map).

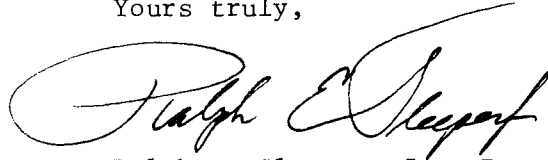
Blue Earth County and the City of Mankato have both indicated their concurrence with this route.

Alternate routes to be revoked from the County State Aid Highway system was studied to offset this mileage request, but there was no 0.83 mile segment that could be revoked without disturbing the continuity of the County State Aid Highway grid system.

May 3, 1984

Blue Earth County requests the designation of said route as a County State Aid Highway. Please review this request for submittal to the screening committee if you concur.

Yours truly,

A handwritten signature in cursive script, reading "Ralph E. Sleeper, Jr.", written in dark ink.

Ralph E. Sleeper, Jr., P.E.
PUBLIC WORKS DIRECTOR

RES:cg

Enclosure

CC James Norman, County Commissioner
Willard O. Vetter, Mayor

REFERENCE

MATERIAL

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

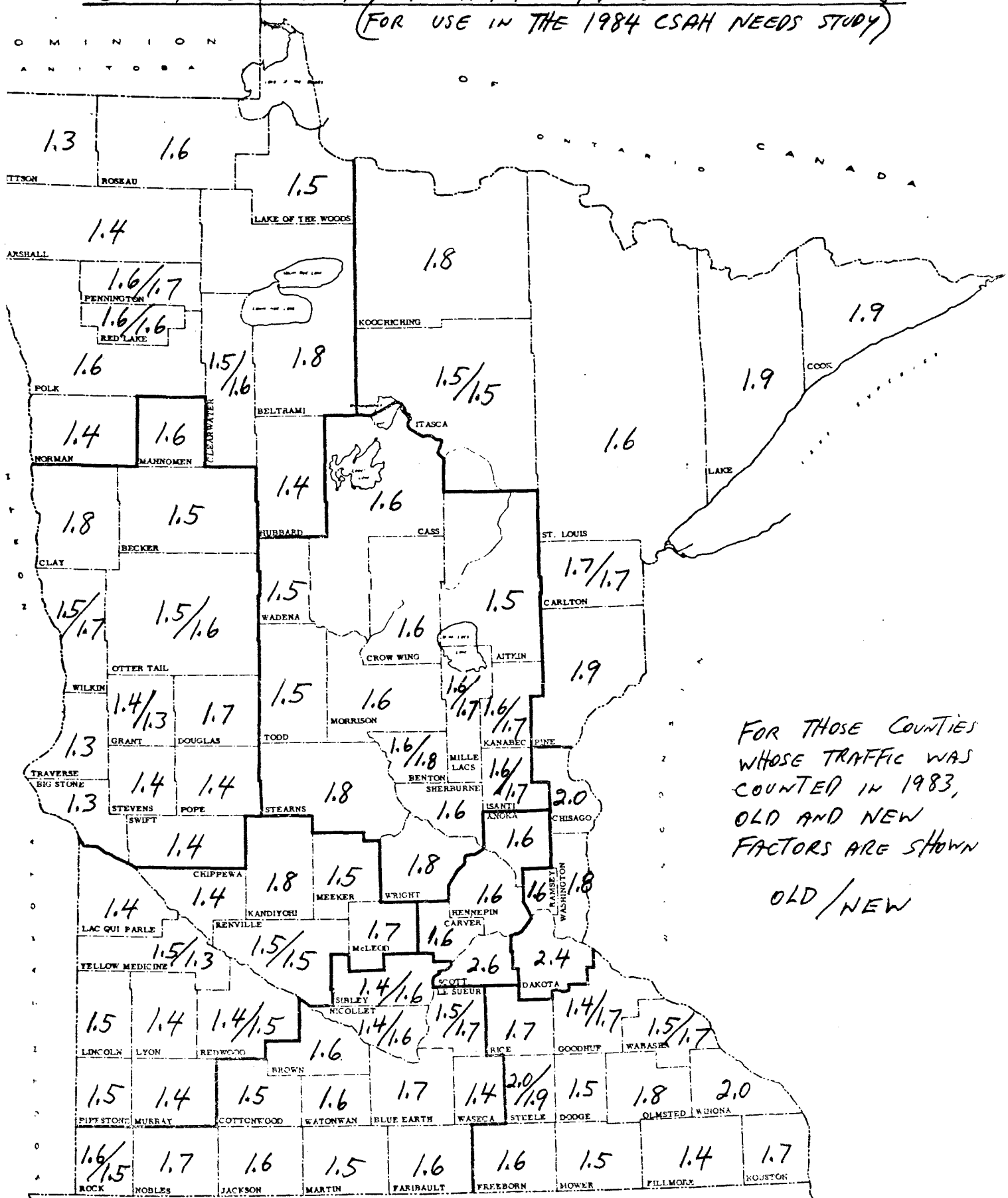
C.S.A.H. 20-Year Traffic Projection Factors
(For Use in the 1984 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors to be used for the 1984 Needs Study.

Those counties which show two factors on the map had their traffic counted in 1983. The first factor is the one used last year and the second one will be used for the 1984 Needs Study.

1984 COUNTY SCREENING BOARD DATA
OCTOBER, 1984

CSAH 20 YEAR TRAFFIC PROJECTION FACTORS
(FOR USE IN THE 1984 CSAH NEEDS STUDY)



FOR THOSE COUNTIES
WHOSE TRAFFIC WAS
COUNTED IN 1983,
OLD AND NEW
FACTORS ARE SHOWN
OLD / NEW

Minutes of the County Engineers Screening Committee Meeting

June 28 & 29, 1984

Roll call of Committee Members:

District 1	..... Dave Zech	..... Cook County	..... Present
District 2	..... Bernie Lieder	..... Polk County	..... Present
District 3	..... Wayne Fingalson	..... Wright County	..... Present
District 4	..... Otho C. Buxton	..... Grant-Pope County	..... Present
District 5	..... Don Wisniewski	..... Carver County	..... Present
District 6	..... Bob Egan	..... Wabasha County	..... Present
District 7	..... Ron Sandvik	..... LeSueur County	..... Present
District 8	..... Pete Boomgarden	..... Redwood County	..... Present
District 9	..... Chuck Swanson	..... Washington County	..... Present

Chairman Sandvik called the meeting to order at 1:00 P.M., June 28, 1984.

Screening Committee Alternates Present:

District 1 Alternate	.... Boyd Paulu	..... Carlton County
District 2 Alternate	.... Wes Gjovik	..... Red Lake County
District 3 Alternate	.... Dick Larson	..... Mille Lacs County
District 4 Alternate	.... Lee Amundson	..... Mahnomén County
District 5 Alternate	.... Art Lee	..... Hennepin County
District 6 Alternate	.... Mike Pinsonneault	..... Goodhue County
District 7 Alternate	.... Jerry Engstrom	..... Watonwan County
District 8 Alternate	.... Roger Gustafson	..... McLeod County
District 9 Alternate	.... Doug Weiszhaar	..... Chisago County

Others Present were:

Gordon Fay	..... Director of State Aid
Roy Hanson	..... Office of State Aid
Ken Hoeschen	..... Office of State Aid
Richard Hansen	..... District 1 State Aid Engineer
Jack Isaacson	..... District 2 State Aid Engineer
Dave Reed	..... District 3 State Aid Engineer
Vern Korzendorfer	..... District 4 State Aid Engineer
Chuck Weichselbaum	..... District 5 State Aid Engineer
Earl Welshons	..... District 6 State Aid Engineer
Harvey Suedbeck	..... District 7 State Aid Engineer
John Hoeke	..... District 8 State Aid Engineer
Elmer Morris	..... District 9 State Aid Engineer
Duane Blanck	..... Crow Wing County
Dennis Carlson	..... Screening Committee Secretary
Paul Ruud	..... Anoka County - Sub-Committee Chairman
John Walkup	..... Aitkin County
Art Tobkin	..... Clearwater County
Jerry Kalla	..... Stearns County
Dennis Stoeckman	..... Renville County
Doug Haeder	..... Pipestone County

Chairman Sandvik introduced Mn/DOT State Aid personnel from the Central Office and each District. He also introduced the Sub-Committee members that were present.

Chairman Sandvik asked for corrections to the minutes of the October 1983 Screening Committee Meeting. Boomgarden moved and Lieder second a motion to approve the minutes as distributed. Motion carried.

Chairman Sandvik asked for nominations from the floor for Vice-Chairman. Buxton nominated Bob Egan, Bernie Lieder second the nomination. There being no further nominations a vote was taken and unanimously elected Bob Egan.

Chairman Sandvik then asked Ken Hoeschen to lead the committee thru the report on an item by item basis.

Pages 1 thru 9 - General Information

No Discussion.

Page 10 & Figure A - Gravel Base Unit Prices

Ken explained an error in Lake County on Figure A which included an urban design project that should not have been included. The result was a reduction in Rural Design Gravel Base unit price to \$3.65 per ton. Ken briefly reviewed the number of counties that deviate from the formula due to insufficient gravel and also explained that Cook County is unique in that they don't have an adjacent county with 50,000 ton of gravel used in the last 5 years. If Cook used a portion of Lake or St. Louis County they would end up with \$5.69 per ton.

Pages 12 & 13 - CSAH-MSAS Unit Price Comparison

Ken explained each of the 5 columns on page 13 and the increment method used to arrive at the recommendation by the Sub-Committee in column 5. He also noted that there was insufficient sample to establish 5 year average for Rural Concrete Surfacing, therefore a recommendation of a 5% increase over 1983 was obtained from the Mn/DOT Estimates Section.

The Urban Design unit price for concrete surfacing was recommended to be increased by 5% also.

The Sub-Committee recommended using the MSAS unit prices for miscellaneous items.

The Sub-Committee recommended leaving the Bridge unit prices the same as last year because the MSAS committee reduced their's last year and brought them back up this year.

Roy Hanson noted that the MSAS Screening Committee adopted an increase in Bit. Surface items 2331 and 2341 of \$2.00 per ton, therefore Column 5 would read \$19.89 and \$21.39 respectively.

Wayne Fingalson briefly discussed the inflation factor formula and the fact it fluctuates statewide depending on the current year, and maybe the Sub-Committee should take a look at another formula that would take into account more of the variables and tend to stabilize the statewide unit price.

Pages 15 & Figure B - Mileage Criteria & History of Changes

No Discussion.

Pages 17-18 & Figure C - Renville County Mileage Request

Pete Boomgarden briefly outlined their request and Dennis Stoeckman was available to answer questions. Don Wisniewski asked if they could redesignate CSAH 1 which is 1 mile to the west and parallel to the requested route. Dennis said that would be a possibility. Ken Hoeschen noted that the ADT on CSAH 1 is 600 to 680 and only 70 to 120 on the requested route. Pete Boomgarden said the most important criteria to consider with this request is better service to the church and small community of Bechyn. Wisniewski asked Renville to consider trading CSAH 13 from TH 212 south to CSAH 17.

Pages 19 thru 27 & Figure D - Sibley and McLeod Counties Mileage Request

Roger Gustafson indicated that the request was initiated by Sibley County and McLeod suggested it be brought before the Screening Committee. He explained that it is a connection of 2 trunk highways and a direct connection to the City of Arlington. The ADT ranges from 35 to 94 vehicles per day. Harvey Suedbeck indicated that the County Engineer was requested to try to get the route designated as State Aid mileage.

Pages 29 thru 34 - Stearns County Mileage Request

Wayne Fingalson briefly ran through the request and said there were going to be local representatives present to provide input, however, they have not arrived. He also noted that Jerry Kalla was present to answer questions. The construction of the Freeway through Stearns County resulted in the turnback of 32 sections of roadway to the townships or the county. The requested mileage is one of the 32 segments turned back in 1978. It involves 3 different townships and one township has never officially accepted the turnback mileage. The route is used by semi's to haul coal to the St. John's University. The current traffic ranges from 161 to 187 ADT. The Stearns County Board has passed a resolution stating they will not add any County Roads (local funding) to their current system.

Jerry Kalla explained the geometrics of the road and the need to provide access for the coal trucks. Sandvik asked if any exchange had been considered with other township roads. Kalla said since it involves 3 townships, it gets complicated. Wayne Fingalson noted that there were a couple of locations that total 2.0 miles of CSAH routes that could be exchanged.

Pages 35 thru 37 & Figure F - Traverse County Mileage Request

Vern Korzendorfer explained that an agreement has been worked out between Mn/DOT and Traverse County regarding the reconstruction of this route to attain 10-ton status. Mn/DOT has agreed to finance the construction of this route to a 9-ton design and Traverse County agrees to taking over jurisdiction and giving it an overlay to bring it to 10-ton seasonal status. This route will save the traveling public approximately 33 miles.

The Functional Classification is a Minor Arterial. Buxton noted that Traverse County has reviewed their system and found 2.4 miles they can revoke, therefore the net request is about 1.6 miles.

Pages 39 thru 43 & Figure G - Washington County Mileage Request

Doug Weiszhaar was asked to review the request as an impartial District representative. He noted that the 1.33 miles requested and the relocation of a portion of the mileage would better serve the traffic than the existing route. Consideration has been given to placing the route on the MSAS system but it is more appropriate on the CSAH system due to the volumes. Elmer Morris noted that the existing intersection of TH 36 and TH 120 is adversely affected by the traffic from the existing route and if the relocation can be accomplished, a lot of traffic would be removed from that intersection.

Page 46 & Figure H - 5 Year Average Sub-base Data

No action is required.

Page 47 - Unit Price Inflation Factor Study

Discussed earlier in the meeting.

Page 48 - FAS Fund Balance Deductions

For information purposes only.

Pages 50 thru 53 - Inclusion of "After the Fact" Needs (R/W, etc.)

Ken Hoeschen said that additional data has been collected from counties that failed to respond to the initial request. Don Wisniewski said that the method of calculating needs as shown in the report would take 15 years before 60 percent of the actual needs would be realized. He suggested that the needs be added to the annual needs rather than the 25 year needs. He handed out a proposed calculation using the last 5 years to reflect each county's experience and determine a county's annual money needs. After considerable explanation and discussion a question was asked how it is done on the Municipal System. Roy Hanson said that where R/W is required, a city receives a flat \$10,000 per mile until they acquire the R/W and then they get the actual cost for a 15 year period. Roy read the new Rules regarding eligibility of R/W, traffic signals, lighting of intersections & bridges and proportionate share of drainage cost within municipalities for inclusion in the total estimated needs. Boomgarden questioned that fairness of such inclusions and noted that all actual costs cannot be covered by State Aid Funding on a county's system.

Pages 66 & 67 - CSAH General Sub-Committee Minutes

Ken Hoeschen discussed the soil factor revision procedure. The Sub-committee recommended the following wording:

That any requested changes in soil factors in the C.S.A.H. Needs Study cannot be based solely on Soil Conservation Service maps. Significant backup data such as soil borings, mechanical sieve analysis, stabilometer tests, etc. must be presented to provide justification to the satisfaction of the District State Aid Engineers.

Paul Ruud said they held a couple of meetings and Tom Behm said using just the Soil Conservation Service maps, he could apply factors of 130 on his entire system and he knows that would not be accurate. Inequities are created because of non-availability of the S.C.S. maps. Paul also noted that the soils represent what is adjacent to the road but may not represent what is in the road if soil selection was done during grading. He suggested some soil borings be made in the road. Chuck Swanson asked about the retro-activity of such an action at this time. Bob Egan asked why it took so long to discover that some counties had several hundred miles of 130 soils and not be reporting it or be aware of it.

Harvey Suedbeck explained the S.C.S. program being implemented Statewide by 1990 if the counties want to have it done. He also explained the degree of intensity, expertise and cost of the program. The two issues seem to be the accuracy of the S.C.S. maps and the date of implementation of some kind of recognition of a uniform map or method.

Meeting was recessed at 4:00 P.M.

Meeting reconvened at 9:00 A.M., June 29, 1984.

Chairman Sandvik suggested starting on Page 10 of the Screening Committee Report. Bernie Lieder moved and second by Pete Boomgarden to require Cook County to use 1000 ton of gravel base from St. Louis County to supplement their gravel base sample to meet the minimum 50,000-ton requirement in determining the 1984 Cook County Gravel Base Unit Price. Motion carried 8 to 1.

Chuck Swanson moved and Wayne Fingalson second the motion to approve the Rural Design Gravel Base Unit Prices as amended on Figure A. Motion carried unanimously.

Page 13 - Unit Prices (for all other items)

Don Wisniewski moved and Chuck Swanson second the motion to accept the unit prices as recommended with the exception of Bit. Surfacing 2331 and 2341 which should be increased \$2.00 per ton each. There was a brief discussion on how the \$2.00 was arrived at and the motion carried unanimously.

Pages 18 & Figure C - Renville County Mileage Request

Dave Zech moved and Wayne Fingalson second the motion to vote on the request by secret ballot. Motion carried unanimously.

Pages 19 thru 27 & Figure D - Sibley and McLeod Counties Mileage Request

Dave Zech moved and Pete Boomgarden second the motion to vote on the Sibley-McLeod request by secret ballot. Motion carried.

Pages 29 thru 34 & Figure E - Stearns County Mileage Request

Wayne Fingalson moved and Pete Boomgarden second the motion to table the request until Stearns County can give further study to their system and review at the spring 1985 Screening Committee Meeting. After a long discussion the motion failed. Don Wisniewski moved and Otho Buxton second the motion to vote on the Stearns County request by secret ballot. Motion carried 8 to 1.

Pages 35 thru 37 & Figure F - Traverse County Mileage Request

Vern Korzendorfer spoke briefly on the merits and history of this request and said each request must be judged on its own merits. Otho Buxton moved and Bernie Lieder second the motion to vote on the Traverse County request by secret ballot. Motion carried unanimously.

Pages 39 thru 43 & Figure G - Washington County Mileage Request

Wayne Fingalson moved and Don Wisniewski second the motion to vote on the Washington County request by secret ballot. Motion carried unanimously.

The ballots were counted and the results were:

<u>County</u>	<u>Approve</u>	<u>Deny</u>
Renville	1	8
Sibley-McLeod	1	8
Stearns	0	9
Traverse	9	0
Washington	5	4

Two approved and three denied.

Wayne Fingalson moved to request the General Subcommittee to review the current inflation factor formula for modification to include other variables and possibly stabilize it. Motion died for lack of second.

Inclusion of "After the Fact R/W" in Needs Study

Don Wisniewski moved to include the R/W needs in the apportionment needs based on the average annual R/W expenditure for each county. The average annual R/W costs will be based on the annual R/W expenditures for the most recent 5 year period. Such costs shall only include land or easement purchases, but not costs the county has been reimbursed for from other governmental agencies or those that have been paid for with other State and Federal Grants. The average annual R/W costs for each as determined by this method shall be added to the annual apportionment money needs of each county. Chuck Swanson second the motion. Bernie Lieder wanted to be sure that administrative, appraisal and court costs are not included. Don Wisniewski said they did not intend to include those costs. After considerable discussion the motion failed. Ken Hoeschen explained that the report includes R/W costs from 1978 thru 1982 and the calculations are examples to illustrate the concept.

Pete Boomargen moved to adopt the concept as illustrated on pages 50 thru 53 to include R/W costs in the Needs Study. Bernie Lieder second the motion. Don Wisniewski asked about the time period and suggested using 25 years. The question was called and the motion carried. Don Wisniewski moved: That needs for Right-of-Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made by the County and shall be comprised of actual monies paid to property owners. Acceptable justification of R/W purchases will be copies of the warrants paid to the property owners. It shall be the County Engineer's responsibility to submit said justification in the manner prescribed to the State Aid Office by July 1 of the year following the year of acquisition.

The question was called and the motion carried unanimously.

This resolution shall include R/W purchased since January 1, 1978. In order to include these needs for the 1985 CSAH Apportionment, justification of costs for the years from 1978 through 1983 must be received in the State Aid Office by August 15, 1984.

Chuck Swanson moved and Don Wisniewski second the motion to refer the proposal by District 5 regarding R/W to the General Subcommittee for analysis and report back to the fall Screening Committee Meeting. Motion carried.

Don Wisniewski moved to adopt the "After the Fact" concept to include Traffic Signals, Lighting, Retaining Walls and Sidewalk (as eligible in State Aid Regulations) in the apportionment needs. Chuck Swanson second the motion.

The resolution would read as follows:

That needs for Traffic Signals, Lighting, Retaining Walls, and Sidewalk (as eligible for State Aid participation) on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the State Aid office by July 1 of the year following the year of construction.

The motion carried 7 to 2.

Bob Egan moved to initiate the inclusion of items in the previous motion starting with costs as of January 1, 1984, and for a period of 25 years. Wayne Fingalson second the motion. Motion carried unanimously.

Chairman Sandvik asked for resolution of the soil factor item recommended by the General Subcommittee. Several methods were discussed including R-Values from borings to Road-Rater testing on the surface. Paul Ruud said there are basically 2 issues.

1. Are the Soil Conservation maps valid with or without supplemental data.
2. Should counties with soil maps be allowed to update their system before all counties have maps.

Chuck asked if any action is retro-active and affect those counties already updated. Pete Boomgarden moved to not accept future soil factor changes based solely on Soil Conservation maps. Bernie Lieder second the motion. After considerable discussion the question was called and motion carried. Chuck Swanson moved and Bernie Lieder second the motion to require a county to get significant backup data such as borings, sieve analysis, tests, etc., along with approval of the District State Aid Engineer and the State Aid Engineer. Motion carried.

Pete Boomgarden moved and Dave Zech second a motion to establish that all previous motions on this subject are non-retroactive as of this meeting. Motion failed.

New Business

Wayne Fingalson expressed a concern about mileage exchanges using previously turned back State Aid Routes.

Gordon Fay talked about appointing a committee of 3 people to review variances.

A Mn/DOT Policy and position statement, regarding bridge widening, was handed out and briefly discussed by Gordon Fay.

The Executive Committee is meeting on July 11 with Brian Vollum to talk about the Jurisdictional Study by the Legislature. A report by Region 7E is also on the agenda. The City Engineers have been invited to the meeting. Gordon Fay talked a little about the impacts of the Jurisdictional Study on Cities, Townships, Counties and the State.

We were saddened to hear that Chuck Swanson has left the ranks of County Engineer to be Washington County Administrator. Also, by the fact that Bernie Lieder is planning to leave the County Engineering ranks. Some big shoes to fill for somebody, both at the State and National level.

Gordon Fay also said Mike Doherty is retiring and we will miss his accounting expertise at the counties.

The District State Aid Engineers will meet again in August to review State Aid Needs reporting uniformity.

New legislation may make it necessary to go through the rule-making process again.

A Constitution revision apparently omitted State Aid mileage limitations.

Pete Boomgarden moved and Otho Buxton second a motion to authorize the Screening Committee chairman to appoint 3 people to review variances. Motion carried.

Roy Hanson said that if bridge needs are allowed on bridges over Interstate highways, it would be an incentive to participate in construction and maintenance costs. Chuck Swanson moved and Bob Egan second the motion to oppose the Mn/DOT Policy and Position statement on cooperative Bridge Widening Projects. Motion carried.

Wayne Fingalson moved and Otho Buxton second the motion to adjourn. Motion carried.

Meeting adjourned 12:50 P.M.

Respectfully Submitted,



Dennis C. Carlson
Screening Committee Secretary