

1985

# COUNTY SCREENING BOARD REPORT



CHARLES A. LINDBERGH STATUE  
THE CAPITOL MALL  
SAINT PAUL

## MORRISON COUNTY



LITTLE FALLS

CHARLES A. LINDBERGH  
STATE MEMORIAL PARK

OCTOBER  
1985

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1985



Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

Phone 612-296-1660

October 8, 1985

TO : County Engineers  
District State Aid Engineers

SUBJECT : County Screening Board Report

Enclosed is a copy of the 1985 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 24-25, 1985 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1986 apportionment.

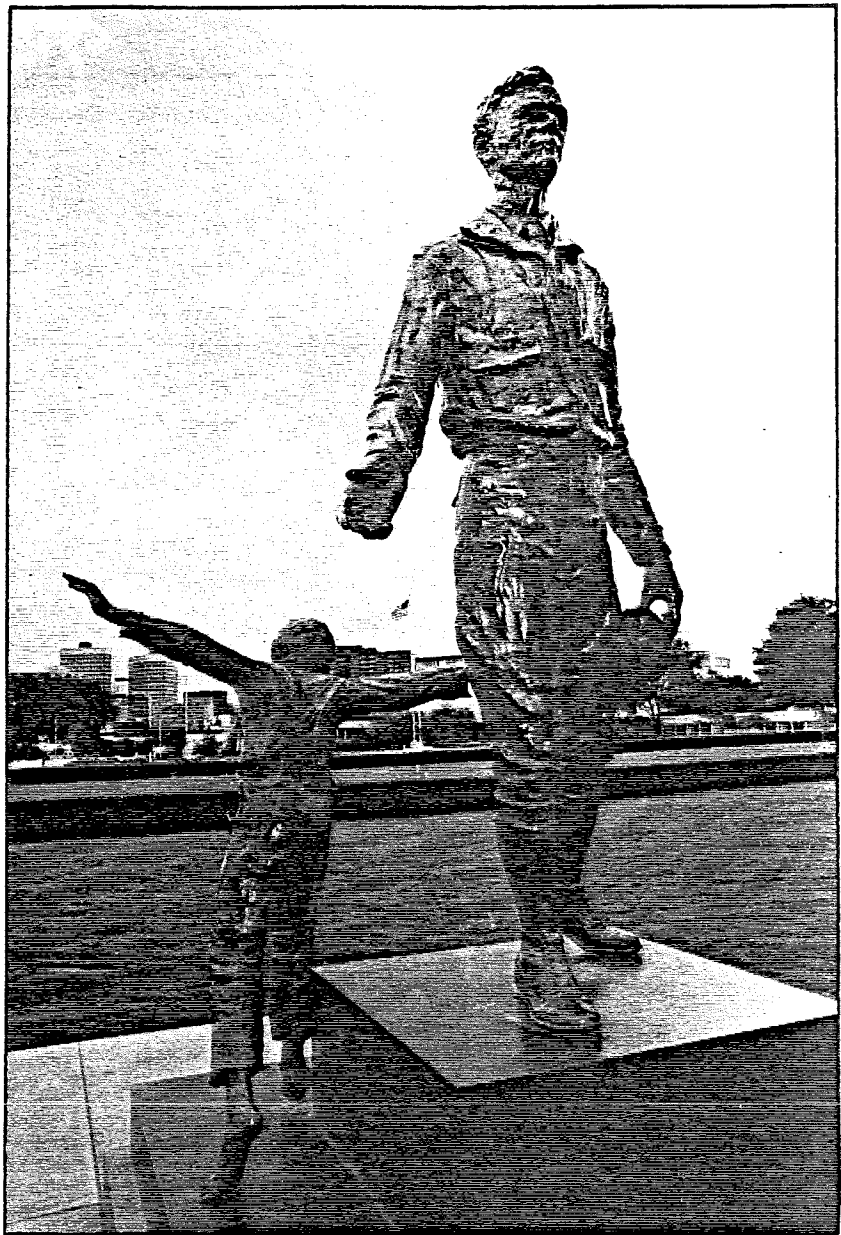
If you have any questions or comments, please contact your Screening Board representative or this office. The district representatives should be well informed regarding any mileage requests or other specific items which may involve your county. Possibly, district meetings could be held in advance of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

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Tracy Shatek

MINNESOTA DEPARTMENT OF TRANSPORTATION

# COUNTY ENGINEERS OF MINNESOTA

(AS OF 10/1/85)

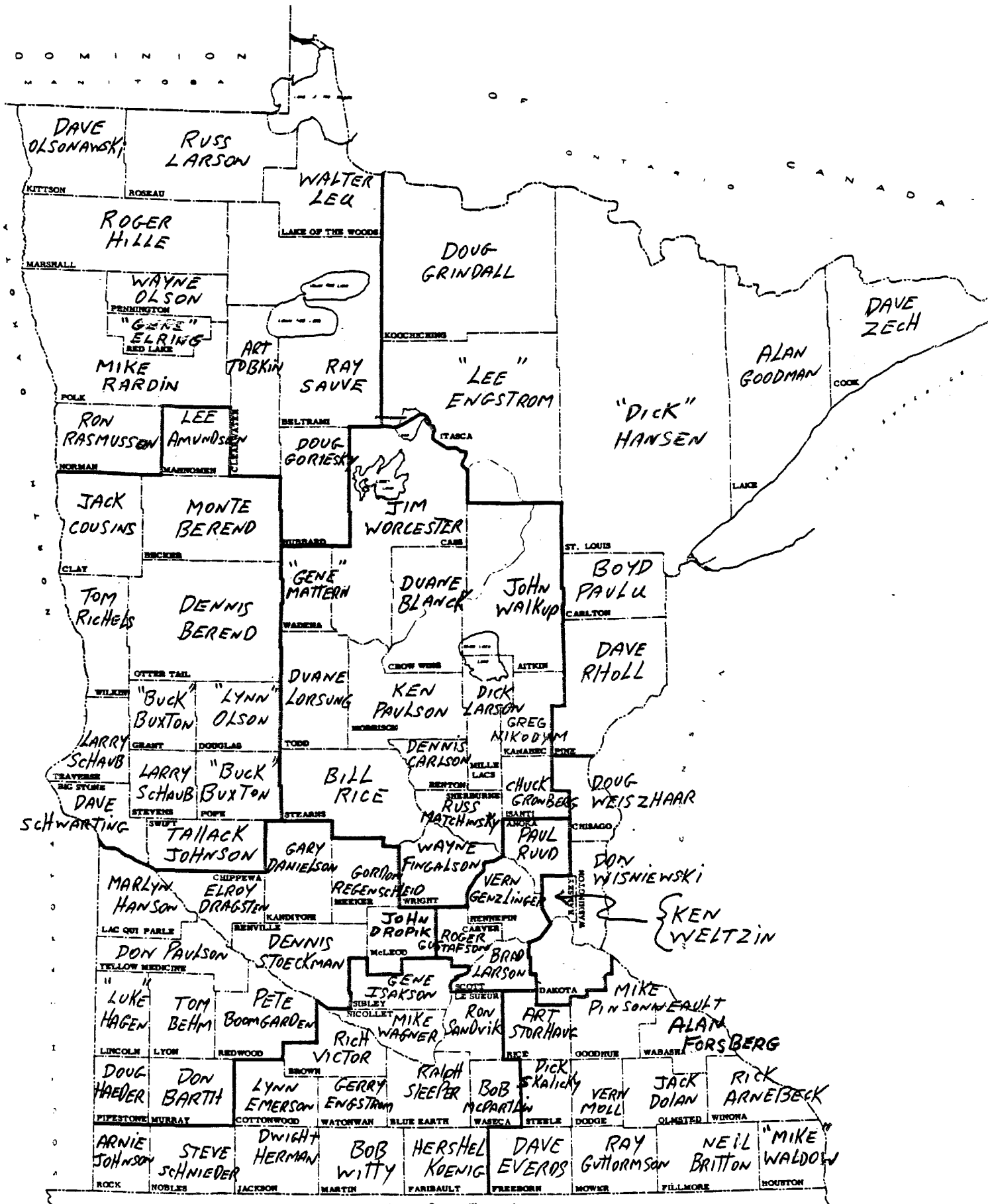




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1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1986

The information listed below is presented as historical data for the 28 years of County State Aid Apportionments and preliminary data for the 29th 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 770 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 1986 has been estimated to be the same as the 1985 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 change in income to the County State Aid Highway Fund.

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Year	C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1986			Accumulative Apportionment
	Mileage	Needs	Apportionment	
1958	29,003.30	\$ 705,318,817	\$ 23,895,255	\$
1959	29,128.00	792,766,387	26,520,631	50,415,886
1960	29,109.15	781,163,725	26,986,118	77,402,004
1961	29,177.31	881,168,466	29,195,071	106,597,075
1962	29,183.50	836,684,473	28,398,346	134,995,421
1963	29,206.63	812,379,561	30,058,060	165,053,481
1964	29,250.40	844,850,828	34,655,816	199,709,297
1965	29,285.26	1,096,704,147	35,639,932	235,349,229
1966	29,430.36	961,713,095	36,393,775	271,743,004
1967	29,518.48	956,436,709	39,056,521	310,799,525
1968	29,614.63	920,824,895	45,244,948	356,044,473
1969	29,671.50	907,383,704	47,316,647	403,361,120
1970	29,732.84	871,363,426	51,248,592	454,609,712
1971	29,763.66	872,716,257	56,306,623	510,916,335
1972	29,814.83	978,175,117	56,579,342	567,495,677
1973	29,806.67	1,153,027,326	56,666,390	624,162,067
1974	29,807.37	1,220,857,594	67,556,282	691,718,349
1975	29,857.90	1,570,593,707	69,460,645	761,178,994
1976	29,905.06	1,876,982,838	68,892,738	830,071,732
1977	29,929.57	2,014,158,273	84,221,382	914,293,114
1978	29,952.03	1,886,535,596	86,001,153	1,000,294,267
1979	30,008.47	1,964,328,702	93,482,005	1,093,776,272
1980	30,008.25	2,210,694,426	100,581,191	1,194,357,463
1981	30,072.55	2,524,102,659	104,003,792	1,298,361,255
1982	30,086.79	2,934,808,695	122,909,078	1,421,270,333
1983	30,084.16	3,269,243,767	127,310,171	1,548,580,504
1984	30,087.24	3,363,921,407	143,696,365	1,692,276,869
1985	30,089.03	3,628,382,077	171,133,770	1,863,410,639
1986	30,092.07*	4,742,018,916	171,133,770 <i>ESTIMATE</i>	2,034,544,409

\* Does Not Include 1985 Trunk Highway Turnback Mileage.

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison of the Basic 1984 to the Basic 1985 25-Year C.S.A.H. Construction Needs

The following tabulation indicates the various phases of the 1985 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 1984 construction, system revisions and any other necessary corrections. Also, under the revised Screening Board resolution dealing with construction accomplishments, any segments graded in 1959 or earlier were eligible for complete needs. Also, any bridges built prior to 1950 were eligible for reconstruction needs. This increased several counties' needs considerably.

1985 Unit Prices

- Shows the needs impact of the unit prices approved at the June 19-20, 1985 meeting.

Bridge and Railroad  
Crossing Costs

- Represents the change in needs resulting from the new prices for Bridges and Railroad crossings adopted at the last Screening Board meeting.

Rural Design Complete  
Grading Cost Update

- Indicates the effect of using the revised Rural Design Complete Grading Costs which were re-estimated by all county engineers.

Elimination of Half  
of the 24/48 Foot  
Needs Restriction

- Due to Legislative action in the 1985 session, the 24/48 Foot Needs Restriction on CSAH's in municipalities with population of 5,000 or more was rescinded. The removal of this restriction will be accomplished in two phases; half in 1985 and half in 1986.



N E E D S

A D J U S T M E N T S

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1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison Of The Basic 1984 To The Basic 1985 25-Year C.S.A.H. Construction Needs

	BASIC 1984 25 YEAR CONSTRUCTION NEEDS	EFFECT OF 1985 NORMAL UPDATE	% CHANGE	EFFECT OF 1985 UNIT PRICES	% CHANGE	EFFECT OF 1985 RR & BRIDGE PRICES	% CHANGE	EFFECT OF RURAL GRAD- ING COST/MI. UPDATE	% CHANGE	EFFECT OF ELIMINATING HALF OF 24' /48' NEEDS RESTRICTION	% CHANGE	BASIC 1985 25-YEAR CONSTRUCTION NEEDS	TOTAL CHANGE FROM 1984 NEEDS	TOTAL % CHANGE	
CARLTON	\$ 29,127,394	\$ 1,916,339	+ 6.6	\$ 1,846,825	+ 5.9	\$ 178,216	+ 0.5	\$ 8,063,094	+ 24.4	\$ 841,790	+ 2.0	\$ 41,973,598	\$ 12,846,204	+ 44.1	CARLTON
COOK	29,453,501	+ 6,683,448	+22.7	+ 884,194	+ 2.4	+ 34,104	+ 0.1	+ 11,597,280	+ 31.3	—	—	48,632,527	+ 19,199,026	+ 65.2	COOK
ITASCA	70,265,045	+ 6,592,695	+ 9.4	+ 5,625,463	+ 7.3	+ 378,419	+ 0.5	+ 6,944,316	+ 8.4	+ 103,979	+ 0.1	89,909,917	+ 19,644,872	+ 28.0	ITASCA
KOOCHICHING	31,652,839	- 787,259	- 2.5	+ 3,103,496	+10.1	+ 336,452	+ 1.0	+ 2,336,731	+ 6.8	+ 37,110	+ 0.1	36,679,369	+ 5,026,530	+ 15.9	KOOCHICHING
LAKE	27,599,608	+ 3,574,255	+13.0	- 975,701	- 3.1	+ 111,680	+ 0.4	+ 21,206,501	+ 70.0	—	—	51,516,343	+ 23,916,735	+ 86.7	LAKE
PINE	62,794,792	+ 604,367	- 1.0	+ 6,824,199	+10.8	+ 362,691	+ 0.5	+ 33,108,085	+ 46.9	—	—	103,695,034	+ 40,900,242	+ 65.1	PINE
ST. LOUIS	213,821,589	+ 21,955,173	+10.3	+ 10,744,139	+ 4.6	+ 1,928,196	+ 0.8	+ 64,460,210	+ 25.9	+ 6,614,641	+ 2.1	319,523,948	+ 105,702,359	+ 49.4	ST. LOUIS
DISTRICT 1 TOTALS															DISTRICT 1 TOTALS
BELTRAMI	48,282,140	+ 980,016	+ 2.0	+ 2,786,026	+ 5.7	+ 258,704	+ 0.5	+ 13,003,157	+ 24.9	+ 574,198	+ 0.9	66,884,241	+ 17,602,101	+ 36.5	BELTRAMI
CLEARWATER	23,729,489	+ 297,356	+ 1.3	+ 1,501,278	+ 6.2	+ 85,136	+ 0.3	+ 8,993,207	+ 35.1	—	—	34,606,466	+ 10,876,977	+ 45.8	CLEARWATER
HUBBARD	23,464,156	+ 336,749	+ 1.4	+ 2,058,296	+ 8.6	+ 82,416	+ 0.3	+ 8,728,966	+ 33.6	—	—	34,670,583	+ 11,206,427	+ 47.8	HUBBARD
KITTSO	31,290,875	- 636,963	- 2.0	+ 2,889,477	+ 9.4	+ 234,884	+ 0.7	+ 10,266,964	+ 30.4	—	—	44,045,235	+ 12,754,360	+ 40.8	KITTSO
LAKE of the WOODS	12,489,323	+ 254,851	+ 2.0	+ 787,255	+ 6.2	+ 77,586	+ 0.6	+ 2,176,072	+ 16.0	—	—	15,765,087	+ 3,295,764	+ 26.4	LAKE of the WOODS
MARSHALL	50,699,942	+ 696,328	+ 1.4	+ 3,869,668	+ 7.5	+ 321,484	+ 0.6	+ 14,889,338	+ 26.8	—	—	70,476,760	+ 19,776,818	+ 39.0	MARSHALL
NORMAN	39,694,015	- 826,065	- 2.1	+ 2,199,129	+ 5.7	+ 370,796	+ 0.9	+ 7,409,220	+ 17.9	—	—	48,847,095	+ 9,153,080	+ 23.1	NORMAN
PENNINGTON	17,455,341	+ 559,525	+ 3.2	+ 1,392,852	+ 7.7	+ 134,744	+ 0.7	+ 3,754,797	+ 19.2	+ 78,259	+ 0.3	23,375,518	+ 5,920,177	+ 33.9	PENNINGTON
POLK	80,527,273	+ 3,196,327	+ 4.0	+ 6,509,106	+ 7.8	+ 220,784	+ 0.2	+ 17,483,903	+ 19.3	+ 532,339	+ 0.5	108,469,732	+ 27,942,459	+ 34.7	POLK
RED LAKE	15,405,725	- 778,554	- 5.1	+ 1,241,772	+ 8.5	+ 64,272	+ 0.4	+ 4,773,001	+ 30.0	—	—	20,706,216	+ 5,300,491	+ 34.4	RED LAKE
ROSEAU	35,271,010	+ 3,599,028	+10.2	+ 2,713,969	+ 7.0	+ 89,331	+ 0.2	+ 7,752,935	+ 18.6	—	—	49,426,273	+ 14,155,263	+ 40.1	ROSEAU
DISTRICT 2 TOTALS															DISTRICT 2 TOTALS
AITKIN	42,297,905	- 543,194	- 1.3	+ 2,071,706	+ 5.0	+ 62,808	+ 0.1	+ 10,662,113	+ 24.3	—	—	54,551,338	+ 12,253,433	+ 29.0	AITKIN
BENTON	17,775,384	+ 180,548	+ 1.0	+ 1,060,049	+ 5.9	+ 145,328	+ 0.8	+ 2,825,391	+ 14.7	+ 39,011	+ 0.2	22,025,711	+ 4,250,327	+ 23.9	BENTON
CASS	48,832,324	+ 1,534,961	+ 3.1	+ 4,274,866	+ 8.5	+ 126,872	+ 0.2	+ 9,984,791	+ 18.2	—	—	64,753,814	+ 15,921,490	+ 32.6	CASS
CROW WING	41,319,517	- 1,093,622	- 2.6	+ 2,878,279	+ 7.2	+ 161,104	+ 0.4	+ 5,746,093	+ 13.3	+ 98,241	+ 0.2	49,109,612	+ 7,790,095	+ 18.9	CROW WING
ISANTI	20,100,621	+ 80,687	+ 0.4	+ 1,120,420	+ 5.6	+ 51,520	+ 0.2	+ 7,321,760	+ 34.3	—	—	28,675,008	+ 8,574,387	+ 42.7	ISANTI
KANABEC	20,503,055	+ 295,637	+ 1.4	+ 1,257,670	+ 6.0	+ 161,155	+ 0.7	+ 5,516,816	+ 24.8	—	—	27,734,333	+ 7,231,278	+ 35.3	KANABEC
MILLE LACS	23,752,680	- 69,725	- 0.3	+ 1,373,526	+ 5.8	+ 73,592	+ 0.3	+ 5,284,889	+ 21.0	—	—	30,414,962	+ 6,662,282	+ 28.0	MILLE LACS
MORRISON	32,148,642	+ 3,178,581	+ 9.9	+ 1,694,970	+ 4.8	+ 126,928	+ 0.3	+ 6,324,305	+ 17.1	+ 194,952	+ 0.4	43,698,378	+ 11,549,736	+ 35.9	MORRISON
SHERBURNE	14,009,098	- 509,049	- 3.6	+ 408,166	+ 3.0	+ 48,736	+ 0.4	+ 666,126	+ 4.8	+ 314,757	+ 2.2	14,937,834	+ 928,736	+ 6.6	SHERBURNE
STEARNS	57,934,041	- 234,918	- 0.4	+ 2,798,440	+ 4.9	+ 352,937	+ 0.6	+ 15,332,206	+ 25.2	+ 59,960	+ 0.1	76,242,666	+ 18,308,625	+ 31.6	STEARNS
TODD	31,782,114	+ 2,096,932	+ 6.6	+ 4,637,393	+13.7	+ 145,318	+ 0.4	+ 7,239,906	+ 18.9	—	—	45,961,663	+ 14,179,549	+ 44.6	TODD
WADENA	14,571,315	+ 1,586,165	+10.9	+ 865,686	+ 5.4	+ 150,224	+ 0.9	+ 2,704,830	+ 15.8	—	—	19,878,220	+ 5,306,905	+ 36.4	WADENA
WRIGHT	47,265,802	+ 21,414	*	+ 1,510,157	+ 3.2	+ 289,384	+ 0.6	+ 12,388,730	+ 25.2	—	—	61,475,487	+ 14,209,685	+ 30.1	WRIGHT
DISTRICT 3 TOTALS															DISTRICT 3 TOTALS
BECKER	28,937,584	+ 141,166	+ 0.5	+ 1,749,121	+ 6.0	+ 82,128	+ 0.3	+ 4,780,318	+ 15.5	+ 68,699	+ 0.2	35,759,016	+ 6,821,432	+ 23.6	BECKER
BIG STONE	8,024,410	+ 604,877	+ 7.5	+ 94,862	+ 1.1	+ 84,880	+ 1.0	+ 1,432,388	+ 16.3	—	—	10,241,417	+ 2,217,007	+ 27.6	BIG STONE
CLAY	57,191,387	- 717,764	- 1.3	+ 9,829,936	+17.4	+ 380,776	+ 0.6	+ 5,983,836	+ 9.0	+ 239,061	+ 0.3	72,907,232	+ 15,715,845	+ 27.5	CLAY
DOUGLAS	30,602,218	+ 818,828	+ 2.7	+ 2,433,326	+ 7.7	+ 132,368	+ 0.4	+ 3,505,408	+ 10.3	+ 270,507	+ 0.7	37,762,665	+ 7,160,437	+ 23.4	DOUGLAS
GRANT	12,469,680	+ 89,544	+ 0.7	+ 618,827	+ 4.9	+ 48,736	+ 0.4	+ 2,418,536	+ 18.3	—	—	15,645,373	+ 3,175,693	+ 25.5	GRANT
MAHOMEN	12,291,993	- 239,028	- 1.9	+ 10,514	+ 0.1	+ 53,632	+ 0.4	+ 1,692,263	+ 14.0	—	—	13,809,374	+ 1,517,381	+ 12.3	MAHOMEN
OTTER TAIL	76,836,355	- 105,354	- 0.1	+ 4,127,087	+ 5.4	+ 234,616	+ 0.3	+ 16,516,166	+ 20.4	+ 444,971	+ 0.5	98,053,841	+ 21,217,486	+ 27.6	OTTER TAIL
POPE	20,651,193	+ 1,877,178	+ 9.1	+ 1,450,920	+ 6.4	+ 25,848	+ 0.1	+ 5,824,266	+ 24.3	—	—	29,829,405	+ 9,178,212	+ 44.4	POPE
STEVENS	19,874,811	—	—	+ 1,595,660	+ 8.0	+ 46,968	+ 0.2	+ 4,699,100	+ 21.8	+ 202,436	+ 0.8	26,418,975	+ 6,544,164	+ 32.9	STEVENS
SWIFT	30,491,180	- 205,575	- 0.7	+ 3,042,682	+10.0	+ 159,629	+ 0.5	+ 2,923,988	+ 8.7	—	—	36,411,904	+ 5,920,724	+ 19.4	SWIFT
TRAVERSE	16,628,689	- 230,847	- 1.4	+ 1,656,329	+10.1	+ 142,056	+ 1.0	+ 2,866,789	+ 19.3	—	—	17,750,568	+ 1,121,669	+ 6.7	TRAVERSE
WILKIN	25,326,690	+ 1,973	*	+ 1,760,143	+ 6.9	+ 287,598	+ 1.1	+ 2,362,419	+ 8.6	—	—	29,738,823	+ 4,412,133	+ 17.4	WILKIN
DISTRICT 4 TOTALS															DISTRICT 4 TOTALS
ANOKA	42,308,118	- 390,425	- 0.9	+ 3,484,188	+ 8.3	+ 71,536	+ 0.2	+ 6,213,191	+ 13.7	+ 5,904,743	+11.4	57,591,351	+ 15,283,233	+ 36.1	ANOKA
CARVER	39,431,497	- 221,482	- 0.6	+ 3,018,727	+ 7.7	+ 219,118	+ 0.5	+ 689,025	+ 1.6	+ 1,015,229	+2.4	44,152,114	+ 4,720,617	+ 12.0	CARVER
HENNEPIN	249,254,602	+ 896,826	+ 0.4	+ 10,350,775	+ 4.1	+ 828,900	+ 0.3	+ 4,646,363	+ 1.7	+ 29,702,567	+11.2	295,680,033	+ 46,425,431	+ 18.6	HENNEPIN
SCOTT	31,671,009	+ 1,258,610	+ 4.0	+ 1,577,794	+ 4.8	+ 87,440	+ 0.3	+ 2,149,771	+ 6.2	+ 4,121,759	+11.2	40,866,313	+ 9,195,374	+ 29.0	SCOTT
DISTRICT 5 TOTALS															DISTRICT 5 TOTALS
DODGE	30,483,848	- 952,966	- 3.1	+ 2,275,826	+ 7.7	+ 168,832	+ 0.5	+ 3,364,174	+ 10.5	—	—	35,339,714	+ 4,855,866	+ 15.9	DODGE
FILLMORE	66,474,851	+ 2,084,813	+ 3.1	+ 5,733,642	+ 8.4	+ 585,488	+ 0.8	+ 22,484,112	+ 30.0	—	—	97,362,906	+ 30,888,055	+ 46.5	FILLMORE
FREEBORN	52,519,242	+ 1,467,286	+ 2.8	+ 4,482,622	+ 8.3	+ 97,728	+ 0.2	+ 5,449,838	+ 9.3	+ 535,066	+ 0.8	64,551,743	+ 12,032,500	+ 22.9	FREEBORN
GOODHUE	49,635,243	+ 3,927,234	+ 7.9	+ 2,555,816	+ 4.8	+ 251,668	+ 0.4	+ 6,471,600	+ 11.5	+ 93,634	+ 0.1	62,935,195	+ 13,299,952	+ 26.8	GOODHUE
HOUSTON	39,592,695	- 541,392	- 1.4	+ 3,876,972	+ 9.9	+ 215,672	+ 0.5	+ 16,987,529	+ 39.3	—	—	60,111,506	+ 20,518,811	+ 51.8	HOUSTON
MOWER	42,733,526	- 596,498	- 1.4	+ 1,107,548	+ 2.6	+ 257,160	+ 0.6	+ 5,192,654	+ 11.9	+ 739,025	+ 1.5	49,433,415	+ 6,699,889	+ 15.7	MOWER
OLMSTED	51,783,727	- 667,000	- 1.3	+ 4,384,764	+ 8.6	+ 201,192	+ 0.4	+ 13,824,795	+ 24.8	+ 761,300	+ 1.1	70,288,778	+ 18,505,051	+ 35.7	OLMSTED
RICE	37,048,299	+ 1,669,853	+ 4.5	+ 1,963,675	+ 5.1	+ 180,168	+ 0.4	+ 1,336,964	+ 3.3	+ 711,643	+ 1.7	42,910,602	+ 5,862,303	+ 15.8	RICE
STEELE	29,934,275	+ 1,196,152	+ 4.0	+ 1,043,385	+ 3.4	+ 260,016	+ 0.8	+ 3,921,445	+ 12.1	+ 1,118,257	+ 3.1	37,473,530	+ 7,539,255	+ 25.2	STEELE
WABASHA	48,252,444	+ 275,980	+ 0.6	+ 2,013,868	+ 4.1	+ 566,499	+ 1.1	+ 11,570,905	+ 22.6	—	—	62,679,696	+ 14,427,252	+ 29.9	WABASHA
WINONA	48,383,986	- 967,171	- 2.0	+ 3,541,011	+ 7.5	+ 286,606	+ 0.6	+ 9,351,531	+ 18.2	+ 141,730	+ 0.2	60,737,693	+ 12,353,707	+ 25.5	WINONA
DISTRICT 6 TOTALS															DISTRICT 6 TOTALS
BLUE EARTH	68,268,187	- 1,258,702	- 1.8	+ 6,254,590	+ 9.3	+ 435,436	+ 0.6	+ 10,962,157	+ 14.9	+ 701,440	+ 0.8	85,363,108	+ 17,094,921	+ 25.0	BLUE EARTH
BROWN	28,651,751	+ 1,100,331	+ 3.8	+ 4,142,544	+13.9	+ 202,792	+ 0.6	+ 4,970,844	+ 14.6	+ 247,972	+ 0.6	39,316,234	+ 10,664,483	+ 37.2	BROWN
COTTONWOOD	35,296,788	+ 1,478,275	+ 4.2	+ 5,122,975	+13.9	+ 102,264	+ 0.2	+ 5,727,992	+ 13.6	—	—	47,728,294	+ 12,431,506	+ 35.2	COTTONWOOD
FARIBAULT	56,530,817	- 469,289													



1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Restriction of 25-Year Construction Needs Changes

In order to temper any large needs changes, the County Screening Board adopted the resolution below:

That, the C.S.A.H. construction needs change in any one county from the previous year's restricted C.S.A.H. needs to the current year's basic 25 year C.S.A.H. construction needs shall be restricted to 20 percentage points greater than the statewide average percent change from the previous year's restricted C.S.A.H. needs to the current year's basic 25 year C.S.A.H. construction needs. Any needs restriction determined by this resolution shall be made to the regular account of the county involved.

This year the statewide needs increased 30.7%, thereby limiting any individual county's needs increase to a range from 10.7% to 50.7%. The following tabulation indicates the method of computing the restrictions necessary for 1985 and the actual needs restrictions to the seven counties involved.

## RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

	RESTRICTED 1984 25 YEAR CONSTRUCTION NEEDS	BASK 1985 25 YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1984 NEEDS	% CHANGE FROM RESTRICTED 1984 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1985 25 YEAR CONSTRUCTION NEEDS	1985 'SCREENING BOARD RESTRICTION	
CARLTON	\$ 29,127,394	\$ 41,973,598	\$ +12,846,204	+ 44.1				CARLTON
COOK	29,453,501	48,652,527	+ 19,199,026	+ 65.2	+ 50.7	\$ 44,386,426	- 4,266,101	COOK
ITASCA	70,265,045	89,909,917	+ 19,644,872	+ 28.0				ITASCA
KOOCHICHING	31,652,839	36,679,369	+ 5,026,530	+ 15.9				KOOCHICHING
LAKE	27,599,608	51,516,343	+ 23,916,735	+ 86.7	+ 50.7	41,592,609	- 9,923,734	LAKE
PINE	62,744,792	103,695,034	+ 40,950,242	+ 65.1	+ 50.7	94,631,752	- 9,063,282	PINE
ST. LOUIS	213,821,589	319,523,948	+ 105,702,359	+ 49.4				ST. LOUIS
DISTRICT 1 TOTALS								DISTRICT 1 TOTALS
BELTRAMI	48,232,140	65,884,241	+ 17,602,101	+ 36.5				BELTRAMI
CLEARWATER	23,729,489	34,606,466	+ 10,876,977	+ 45.8				CLEARWATER
HUBBARD	23,464,156	34,670,583	+ 11,206,427	+ 47.8				HUBBARD
KITTSOON	31,290,875	44,045,235	+ 12,754,360	+ 40.8				KITTSOON
LAKE of the WOODS	12,489,323	15,785,087	+ 3,295,764	+ 26.4				LAKE of the WOODS
MARSHALL	50,699,942	70,476,760	+ 19,776,818	+ 39.0				MARSHALL
NORMAN	39,694,015	48,847,095	+ 9,153,080	+ 23.1				NORMAN
PENNINGTON	17,455,341	23,375,518	+ 5,920,177	+ 33.9				PENNINGTON
POLK	80,527,273	108,469,732	+ 27,942,459	+ 34.7				POLK
RED LAKE	15,405,725	20,706,216	+ 5,300,491	+ 34.4				RED LAKE
ROSEAU	35,271,010	49,426,273	+ 14,155,263	+ 40.1				ROSEAU
DISTRICT 2 TOTALS								DISTRICT 2 TOTALS
AITKIN	42,297,905	54,551,338	+ 12,253,433	+ 29.0				AITKIN
BENTON	17,775,384	22,025,711	+ 4,250,327	+ 23.9				BENTON
CASS	48,832,324	64,753,814	+ 15,921,490	+ 32.6				CASS
CROW WING	41,319,517	49,109,612	+ 7,790,095	+ 18.9				CROW WING
ISANTI	20,100,621	28,675,008	+ 8,574,387	+ 42.7				ISANTI
KANABEC	20,503,055	27,734,333	+ 7,231,278	+ 35.3				KANABEC
MILLE LACS	23,752,680	30,414,962	+ 6,662,282	+ 28.0				MILLE LACS
MORRISON	32,148,642	43,698,378	+ 11,549,736	+ 35.9				MORRISON
SHERBURNE	14,009,098	14,937,834	+ 928,736	+ 6.6	+ 10.7	15,508,071	+ 570,237	SHERBURNE
STEARNS	57,934,041	76,242,666	+ 18,308,625	+ 31.6				STEARNS
TODD	31,782,114	45,961,663	+ 14,179,549	+ 44.6				TODD
WADENA	14,571,315	19,878,220	+ 5,306,905	+ 36.4				WADENA
WRIGHT	47,265,802	61,475,487	+ 14,209,685	+ 30.1				WRIGHT
DISTRICT 3 TOTALS								DISTRICT 3 TOTALS
BECKER	28,937,584	35,759,016	+ 6,821,432	+ 23.6				BECKER
BIG STONE	8,024,410	10,241,417	+ 2,217,007	+ 27.6				BIG STONE
CLAY	57,191,387	72,907,232	+ 15,715,845	+ 27.5				CLAY
DOUGLAS	30,602,218	37,762,655	+ 7,160,437	+ 23.4				DOUGLAS
GRANT	12,469,680	15,645,373	+ 3,175,693	+ 25.5				GRANT
MAHNOMEN	12,291,993	13,809,374	+ 1,517,381	+ 12.3				MAHNOMEN
OTTER TAIL	76,836,355	98,053,841	+ 21,217,486	+ 27.6				OTTER TAIL
POPE	20,651,193	29,829,405	+ 9,178,212	+ 44.4				POPE
STEVENS	19,348,511	26,418,975	+ 7,070,464	+ 36.5				STEVENS
SWIFT	30,491,180	36,411,904	+ 5,920,724	+ 19.4				SWIFT
TRAVERSE	16,628,689	17,750,358	+ 1,121,669	+ 6.7	+ 10.7	18,407,959	+ 657,601	TRAVERSE
WILKIN	25,326,690	29,738,823	+ 4,412,133	+ 17.4				WILKIN
DISTRICT 4 TOTALS								DISTRICT 4 TOTALS
ANOKA	42,308,118	57,591,351	+ 15,283,233	+ 36.1				ANOKA
CARVER	39,431,497	44,152,114	+ 4,720,617	+ 12.0				CARVER
HENNEPIN	249,254,602	295,680,033	+ 46,425,431	+ 18.6				HENNEPIN
SCOTT	31,671,009	40,866,383	+ 9,195,374	+ 29.0				SCOTT
DISTRICT 5 TOTALS								DISTRICT 5 TOTALS
DODGE	30,483,848	35,339,714	+ 4,855,866	+ 15.9				DODGE
FILLMORE	66,474,851	97,362,906	+ 30,888,055	+ 46.5				FILLMORE
FREEBORN	52,519,242	64,551,782	+ 12,032,540	+ 22.9				FREEBORN
GOODHUE	49,635,243	62,935,195	+ 13,299,952	+ 26.8				GOODHUE
HOUSTON	39,592,695	60,111,506	+ 20,518,811	+ 51.8	+ 50.7	59,666,191	- 445,315	HOUSTON
MOWER	42,733,526	49,433,415	+ 6,699,889	+ 15.7				MOWER
OLMSTED	51,783,727	70,288,778	+ 18,505,051	+ 35.7				OLMSTED
RICE	37,048,299	42,910,602	+ 5,862,303	+ 15.8				RICE
STEELE	29,910,735	37,473,530	+ 7,562,795	+ 25.3				STEELE
WABASHA	48,252,444	62,679,696	+ 14,427,252	+ 29.9				WABASHA
WINONA	48,383,986	60,737,693	+ 12,353,707	+ 25.5				WINONA
DISTRICT 6 TOTALS								DISTRICT 6 TOTALS
BLUE EARTH	68,268,187	85,363,108	+ 17,094,921	+ 25.0				BLUE EARTH
BROWN	28,651,751	39,316,234	+ 10,664,483	+ 37.2				BROWN
COTTONWOOD	34,942,553	47,728,294	+ 12,785,741	+ 36.6				COTTONWOOD
FARIBAULT	56,530,817	67,282,412	+ 10,751,595	+ 19.0				FARIBAULT
JACKSON	54,654,567	71,060,669	+ 16,406,102	+ 30.0				JACKSON
LE SUEUR	31,387,920	37,124,470	+ 5,736,550	+ 18.3				LE SUEUR
MARTIN	51,556,472	63,378,673	+ 11,822,201	+ 22.9				MARTIN
NICOLLET	24,897,068	33,616,485	+ 8,719,417	+ 35.0				NICOLLET
NOBLES	46,293,775	59,379,371	+ 13,085,596	+ 28.3				NOBLES
ROCK	26,503,379	33,490,099	+ 6,986,720	+ 26.4				ROCK
SIBLEY	35,737,778	41,657,980	+ 5,920,202	+ 16.6				SIBLEY
WASECA	35,545,911	43,726,136	+ 8,180,225	+ 23.0				WASECA
WATONWAN	30,052,401	37,355,898	+ 7,303,497	+ 24.3				WATONWAN
DISTRICT 7 TOTALS								DISTRICT 7 TOTALS
CHIPPEWA	24,494,339	30,593,224	+ 6,098,885	+ 24.9				CHIPPEWA
KANDIYOHI	39,445,247	52,545,219	+ 13,129,972	+ 33.3				KANDIYOHI
LAC QUI PARLE	28,625,713	35,543,108	+ 6,917,395	+ 24.2				LAC QUI PARLE
LINCOLN	19,838,929	24,014,847	+ 4,175,918	+ 21.0				LINCOLN
LYON	37,345,087	47,734,240	+ 10,389,153	+ 27.8				LYON
MC LEOD	32,485,135	41,512,325	+ 9,027,190	+ 27.8				MC LEOD
MEEKER	23,784,452	29,591,629	+ 5,807,177	+ 24.4				MEEKER
MURRAY	26,196,354	37,545,816	+ 11,349,462	+ 43.3				MURRAY
PIPESTONE	19,699,099	29,991,926	+ 10,292,827	+ 52.3	+ 50.7	29,686,542	- 305,384	PIPESTONE
REDWOOD	36,626,765	46,508,510	+ 9,881,745	+ 27.0				REDWOOD
RENVILLE	60,234,575	77,368,162	+ 17,133,587	+ 28.4				RENVILLE
YELLOW MEDICINE	31,082,414	39,625,620	+ 8,543,206	+ 27.5				YELLOW MEDICINE
DISTRICT 8 TOTALS								DISTRICT 8 TOTALS
CHISAGO	32,420,927	39,503,924	+ 7,082,997	+ 21.8				CHISAGO
DAKOTA	69,786,474	86,263,652	+ 16,477,178	+ 23.6				DAKOTA
RAMSEY	123,183,680	158,420,481	+ 35,236,801	+ 28.6				RAMSEY
WASHINGTON	43,635,966	50,630,365	+ 6,994,399	+ 16.0				WASHINGTON
DISTRICT 9 TOTALS								DISTRICT 9 TOTALS
STATE TOTALS	\$ 3,627,478,002	\$ 4,742,018,916	\$ 1,114,540,914	+ 30.7				STATE TOTALS



1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

FAS Fund Balance Deductions

The following resolution was adopted by the county Screening Board in 1973, revised in June, 1980, again in October 1982, and revised again in June, 1985.

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 September 1, of the current year.

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

County	FAS Fund Balance as of Sept. 1, 1985	Maximum Balance	Needs Deduction From the 1985 25-Year C.S.A.H. Construction Needs
Anoka	\$652,552	\$477,822	\$174,730
Chisago	672,185	463,385	208,800
Cook	561,184	534,659	26,525
Fillmore	797,906	615,827	182,079
Hennepin	921,306	652,909	268,397
Ramsey	400,149	350,000	50,149
Scott	472,396	432,313	40,083

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

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 County State Aid Highway 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 1985 25-year construction needs pursuant to this resolution.

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

County State Aid Construction Fund Balance "Needs" Deductions

County	Regular Account			Municipal Account			Total 1986 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance (As of Sept. 1, 1985)	Maximum Balance (1985 Const. Apportionment)	1986 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance (As of Sept 1, 1985)	Maximum Balance (Larger of Either \$100,000 or 1983-1985 Const. Apport.)	1986 Construction Fund Balance "Needs" Deduction	
Carlton	\$ 824,297	\$ 830,624	\$ ---	\$ 99,539	\$213,034	\$ ---	\$ ---
Cook	1,348,396	718,366	630,030	149,355	100,000	49,355	679,385
Itasca	1,499,385	1,818,059	---	183,582	257,692	---	---
Koochiching	327,147	1,029,113	---	418,942	264,872	154,070	154,070
Lake	1,301,687	848,849	452,838	34,749	100,506	---	452,838
Pine	499,001	1,467,994	---	336,301	503,134	---	---
St. Louis	9,050,124	5,039,648	4,010,476	904,902	817,606	87,296	4,097,772
DISTRICT 1 TOTALS	14,850,037	---	5,093,344	2127,370	---	290,721	5,384,065
Beltrami	699,081	1,306,379	---	283,557	153,119	130,438	130,438
Clearwater	191,473	836,257	---	81,625	133,042	---	---
Hubbard	1,120,485	766,105	354,380	399,675	138,345	261,330	615,710
Kittson	153,977	1,006,003	---	167,996	176,505	---	---
Lake of the Woods	79,103	753,432	---	94,533	100,000	---	---
Marshall	1	1,577,703	---	16,903	116,227	---	---
Norman	142,629	1,090,522	---	115,673	142,521	---	---
Pennington	259,581	672,834	---	97,145	100,000	---	---
Polk	1	2,115,159	---	1	326,392	---	---
Red Lake	139,776	550,937	---	72	124,582	---	---
Roseau	1	1,103,653	---	229,267	151,467	77,800	77,800
DISTRICT 2 TOTALS	2,786,108	---	354,380	1,486,447	---	469,568	823,948

County	Regular Account			Municipal Account			Total 1986 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance (As of Sept. 1, 1985)	Maximum Balance (1985 Const. Apportionment)	1986 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance (As of Sept 1, 1985)	Maximum Balance (Larger of Either \$100,000 or 1983-1985 Const. Apport.)	1986 Construction Fund Balance "Needs" Deduction	
Aitkin	626,200	1,197,577	---	151,279	100,000	51,279	51,279
Benton	486,343	585,380	---	564,602	203,214	361,388	361,388
Cass	1,282,764	1,290,989	---	1	432,798	---	---
Crow Wing	588,254	997,844	---	124,563	751,082	---	---
Isanti	103,253	656,876	---	1	102,557	---	---
Kanabec	65,390	645,074	---	58,259	100,000	---	---
Mille Lacs	96,836	627,446	---	18,055	340,175	---	---
Morrison	824,001	882,376	---	66,587	384,938	---	---
Sherburne	6,398	582,629	---	25,605	100,000	---	---
Stearns	423,723	1,387,437	---	422,870	832,240	---	---
Todd	682,194	913,812	---	216,916	280,365	---	---
Wadena	72,638	510,508	---	155,579	236,010	---	---
Wright	1,438,247	1,125,561	312,686	261,587	717,085	---	312,686
DISTRICT 3 TOTALS	6,696,241	---	312,686	2,065,904	---	412,667	725,353
Becker	637,441	1,016,849	---	339,494	174,086	165,408	165,408
Big Stone	552,496	537,742	14,754	1	320,555	---	14,754
Clay	873,805	1,372,623	---	228,551	225,949	2,602	2,602
Douglas	279,987	924,800	---	145,552	272,133	---	---
Grant	327,488	547,864	---	108,842	129,516	---	---
Mahnomen	164,609	565,517	---	15,747	100,000	---	---
Otter Tail	314,736	2,050,816	---	723,499	524,468	199,031	199,031
Pope	1	642,464	---	364,007	188,279	175,728	175,728
Stevens	379,615	575,566	---	20,344	167,312	---	---
Swift	530,385	799,114	---	174,264	230,037	---	---
Traverse	670,451	519,319	151,132	134,840	231,360	---	151,132
Wilkin	271,140	760,066	---	144,603	161,499	---	---
DISTRICT 4 TOTALS	5,002,154	---	165,886	2,399,744	---	542,769	708,655
Anoka	1	1,107,089	---	194,501	283,148	---	---
Carver	296,914	829,381	---	302,484	299,127	3,357	3,357
Hennepin	4,742,606	4,569,008	173,598	4,531,912	2,905,663	1,626,249	1,799,847
Scott	345,017	811,252	---	920,566	673,930	246,636	246,636
DISTRICT 5 TOTALS	5,384,538	---	173,598	5,949,463	---	1,876,242	2,049,840



County	Regular Account			Municipal Account			Total 1986 Construction Fund Balance "Needs" Deduction
	Unencumbered	Maximum Balance (1985 Const. Apportionment)	1986	Unencumbered	Maximum Balance (Larger of Either \$100,000 or 1983-1985 Const. Apport.)	1986	
	Construction		Construction	Construction		Construction	
	Fund Balance (As of Sept. 1, 1985)		Fund Balance "Needs" Deduction	Fund Balance (As of Sept 1, 1985)		Fund Balance "Needs" Deduction	
Dodge	618,766	815,477	---	726	138,467	---	---
Fillmore	1,361,759	1,469,732	---	209,409	421,568	---	---
Freeborn	497,853	1,311,808	---	83,459	176,683	---	---
Goodhue	271,327	1,043,918	---	382,989	236,327	146,662	146,662
Houston	799,423	964,882	---	134,084	173,168	---	---
Mower	255,227	1,141,196	---	89,910	190,292	---	---
Olmsted	1	1,393,652	---	1	143,387	---	---
Rice	1	883,656	---	289,680	193,391	96,289	96,289
Steele	1	877,070	---	30,122	100,000	---	---
Wabasha	402,707	994,373	---	188,842	490,297	---	---
Winona	330,313	1,140,881	---	2	133,157	---	---
DISTRICT 6 TOTALS	4,537,378	---	---	1,409,224	---	242,951	242,951
Blue Earth	103,447	1,494,044	---	47,447	367,257	---	---
Brown	16,845	845,284	---	150,055	265,456	---	---
Cottonwood	77,701	873,146	---	132,734	217,089	---	---
Faribault	71,005	1,147,861	---	133,248	552,103	---	---
Jackson	113,797	1,171,754	---	1	361,834	---	---
Le Sueur	1	733,157	---	344,314	477,447	---	---
Martin	370,105	1,255,643	---	3,277	183,440	---	---
Nicollet	103,735	732,560	---	52,064	100,000	---	---
Nobles	264,038	1,062,266	---	221,064	252,629	---	---
Rock	463,307	661,723	---	133,510	260,332	---	---
Sibley	162,259	896,335	---	1	112,710	---	---
Waseca	1	888,886	---	132,026	165,114	---	---
Watonwan	32,856	705,420	---	57,420	305,437	---	---
DISTRICT 7 TOTALS	1,779,097	---	---	1,407,245	---	---	---

County	Regular Account			Municipal Account			Total 1986 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance (As of Sept. 1, 1985)	Maximum Balance (1985 Const. Apportionment)	1986 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance (As of Sept 1, 1985)	Maximum Balance (Larger of Either \$100,000 or 1983-1985 Const. Apport.)	1986 Construction Fund Balance "Needs" Deduction	
Chippewa	120,750	689,989	---	135,658	152,617	---	---
Kandiyohi	1	1,082,755	---	57,458	278,201	---	---
Lac Qui Parle	775,361	872,056	---	137,969	163,543	---	---
Lincoln	82,248	563,084	---	158,568	290,598	---	---
Lyon	72,635	892,334	---	177,316	370,309	---	---
McLeod	419,666	818,708	---	276,478	255,773	20,705	20,705
Meeker	168,984	777,350	---	90,409	100,000	---	---
Murray	289,021	781,856	---	110,878	132,995	---	---
Pipestone	816,082	630,421	185,661	316,234	201,585	114,649	300,310
Redwood	346,268	951,225	---	155,160	279,428	---	---
Renville	677,033	1,336,250	---	244,754	230,697	14,057	14,057
Yellow Medicine	382,079	911,666	---	220,707	213,972	6,735	6,735
DISTRICT 8 TOTALS	4,150,128	---	185,661	2,081,589	---	156,146	341,807
Chisago	162,158	668,419	---	606,159	550,282	55,877	55,877
Dakota	1,716,980	1,524,739	192,241	258,229	224,450	33,779	226,020
Ramsey	4,208,101	2,770,139	1,437,962	259,024	173,856	85,168	1,523,130
Washington	202,272	663,391	---	1,277,962	1,132,322	145,640	145,640
DISTRICT 9 TOTALS	6,289,511	---	1,630,203	2,401,374	---	320,464	1,950,667
STATE TOTALS	\$51,475,192	---	\$ 7,915,758	\$21,328,360	---	\$ 4,311,528	\$12,227,286

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

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 1975 through 1984, the number of projects awarded and the project costs in each account which have been deducted from the 1985 County State Aid Highway Money needs. In 1984 alone, more than \$13.1 million of special resurfacing projects were awarded.

<u>County</u>	<u>Number of Special Resurfacing Projects 1975-1984</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1985 25-Yr. Con- struction Needs</u>
Carlton	6	\$ 731,484	\$ 34,697	\$ 766,181
Cook	10	1,435,374	34,445	1,469,819
Itasca	14	2,374,993	263,101	2,638,094
Koochiching	5	397,446	20,791	418,237
Lake	9	554,751	12,263	567,014
Pine	5	516,217	87,080	603,297
St. Louis	21	2,493,957	30,937	2,524,894
District 1 Totals	70	8,504,222	483,314	8,987,536
Beltrami	10	1,799,776	92,484	1,892,260
Clearwater	3	277,553	6,922	284,475
Hubbard	6	952,799	3,288	956,087
Kittson	3	1,148,048	35,330	1,184,378
Lake of the Woods	3	624,427	29,461	653,888
Marshall	9	2,248,003	51,284	2,299,287
Norman	3	231,529	-00-	231,529
Pennington	1	165,962	-00-	165,962
Polk	13	1,858,151	22,020	1,880,171
Red Lake	3	132,462	48,655	181,117
Roseau	5	583,322	12,912	596,234
District 2 Totals	59	\$10,022,032	\$ 303,356	\$10,325,388

County	Number of Special Resurfacing Projects 1975-1984	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1985 25-Yr. Con- struction Needs
Aitkin	2	\$ 198,828	\$ 14,111	\$ 212,939
Benton	6	212,186	35,657	247,843
Cass	13	819,264	164,955	984,219
Isanti	11	1,038,379	-00-	1,038,379
Kanabec	9	1,328,405	39,869	1,368,274
Mille Lacs	3	107,319	38,817	146,136
Morrison	15	2,866,063	191,357	3,057,420
Stearns	25	4,380,311	231,259	4,611,570
Todd	18	3,522,395	14,151	3,536,546
Wadena	7	954,188	64,453	1,018,641
Wright	7	645,994	48,580	694,574
District 3 Totals	116	16,073,332	843,209	16,916,541
Becker	11	750,414	35,417	785,831
Big Stone	4	229,002	41,780	270,782
Douglas	8	1,147,771	9,411	1,157,182
Grant	8	757,009	44,682	801,691
Mahnomen	7	275,948	41,410	317,358
Otter Tail	11	2,329,281	28,492	2,357,773
Pope	10	1,363,629	-00-	1,363,629
Stevens	11	1,161,807	156,372	1,318,179
Swift	15	2,354,427	122,798	2,477,225
Traverse	1	312,170	27,884	340,054
Wilkin	4	419,667	99,674	519,341
District 4 Totals	90	11,101,125	607,920	11,709,045
Anoka	4	75,479	95,893	171,372
Carver	5	320,393	4,086	324,479
Hennepin	1	41,870	-00-	41,870
Scott	2	121,060	9,188	130,248
District 5 Totals	12	558,802	109,167	667,969
Dodge	4	733,691	-00-	733,691
Fillmore	2	122,950	7,248	130,198
Freeborn	26	2,649,048	58,740	2,707,797
Goodhue	4	301,845	45,274	347,119
Houston	2	202,011	-00-	202,011
Mower	15	1,479,849	55,751	1,535,600
Olmsted	3	397,980	-00-	397,980
Rice	16	2,458,830	146,088	2,604,918
Steele	4	465,566	-00-	465,566
Wabasha	7	534,867	17,400	552,267
Winona	8	350,311	32,558	382,869
District 6 Totals	91	\$ 9,696,948	\$ 363,068	\$10,060,016

County	Number of Special Resurfacing Projects 1975-1984	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1985 25-Yr. Con- struction Needs
Blue Earth	12	\$ 2,305,860	\$ 27,620	\$ 2,333,480
Brown	13	705,823	57,033	762,856
Cottonwood	20	2,409,569	23,550	2,433,119
Faribault	12	1,087,610	83,327	1,170,937
Jackson	14	1,501,012	10,502	1,511,514
Le Sueur	1	195,709	-00-	195,709
Nicollet	7	1,406,017	-00-	1,406,017
Nobles	16	1,887,934	60,566	1,948,500
Rock	8	1,621,346	12,234	1,633,580
Sibley	17	1,454,485	49,774	1,504,259
Waseca	1	169,061	-00-	169,061
Watsonwan	13	1,181,144	-00-	1,181,144
District 7 Totals	134	15,925,570	324,606	16,250,176
Chippewa	4	355,397	17,224	372,621
Kandiyohi	11	764,666	42,393	807,059
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	12	1,356,698	5,898	1,362,596
Meeker	2	82,662	16,339	99,001
Murray	15	2,484,472	61,785	2,546,257
Pipestone	3	255,975	29,863	285,838
Redwood	10	1,007,257	19,919	1,027,176
Renville	25	3,407,320	128,547	3,535,867
Yellow Medicine	10	1,253,264	184,260	1,437,524
District 8 Totals	113	13,466,372	713,115	14,179,487
Chisago	8	1,050,321	55,042	1,105,363
Dakota	6	522,000	47,793	569,793
Ramsey	2	50,721	94,690	145,411
Washington	1	-00-	69,646	69,66
District 9 Totals	17	1,623,042	267,171	1,890,213
STATE TOTALS	702	\$86,971,445	\$ 4,014,926	\$90,986,371

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison of 1984 Rural Design Grading Construction Costs to Needs Study Costs

In order to partially offset the expected rapid rate of inflation without reviewing all rural design complete grading costs each year, the 1968 County Screening Committee adopted the resolution below.

That, annually an adjustment to the rural complete grading costs in each county be considered by the Screening Board. Such adjustment shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Board.

The original adjustment procedure established that if a county had 30% or more of it's rural design mileage in the grading study, then 100% of the rural grading cost factor was used to adjust the remaining rural design complete grading needs.

This procedure was revised in 1984 so that the entire Rural Grading Cost Factor would be applied if the mileage in the grading comparison equaled 10% or more of that county's rural design system that had complete grading remaining in the needs study.

Also, with all rural complete grading costs in the needs study being updated in 1984, the grading comparison will start anew this year with only the 1984 projects.

Below is an example showing Koochiching County's grading cost adjustment computation for the 1986 apportionment:

- 1) 3.2 miles of rural design C.S.A.H. were graded in Koochiching County in 1984. This represents 2% of the 136.16 miles of rural design CSAH's which still have complete grading required in their needs study.
- 2) The Rural Grading Cost Factor of +11% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$59,894 - \$53,784}{\$53,784} = + 11\%$$

- 3) The Adjusted Rural Grading Cost Factor of +2% was arrived at by dividing the 2% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Rural Grading Cost Factor (+ 11%) as shown in 2 above.

$$\frac{2}{10} \times (+ 11\%) = + 2\%$$

- 4) Then by multiplying the Adjusted Factor (+2%) times the complete rural design grading needs remaining in the 1985 study (\$7,608,855) an adjustment (+\$152,177) to the 1985 needs is computed.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1985 25-year construction needs) have been used in calculating the 1985 annual County State Aid Highway money needs.

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison of 1984 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 1

County	1984 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1985 Needs Study	Effect on 1985 - 25 Year Construction Needs
	# of Proj.	Miles	% of SYSTEM HAVING COMPLETE GRADING	Average Construction Cost/Mile	Average Needs Cost/Mile				
CARLTON	1	1.6	1%	\$119,633	\$110,633	—	—		
COOK	0								
ITASCA	0								
KOOCHICHING	2	3.2	2%	59,894	53,784	+ 11%	+ 2%	\$7,608,855	\$152,177
LAKE	0								
PINE	1	2.7	1%	74,818	82,067	- 9%	- 1%	45,015,243	-450,152
ST. LOUIS	2	6.0	1%	171,028	167,378	+ 2%	—		
Dist. 1 Totals	6	13.5	1%	\$118,285	\$116,664	+ 1%			\$297,975

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

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

DISTRICT 2

[illegible]



1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison of 1984 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 3

County	1984 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1985 Needs Study	Effect on 1985 - 25 Year Construction Needs
	# of Proj.	Miles	% of SYSTEM HAVING COMPLETE GRADING	Average Construction Cost/Mile	Average Needs Cost/Mile				
AITKIN	3	8.7	3%	\$120,693	\$97,364	+24%	+7%	\$25,114,951	+\$1,758,047
BENTON	2	2.9	2%	39,179	46,748	-16%	-3%	5,576,772	-167,303
CASS	0								
CROW WING	2	3.2	2%	84,193	77,969	+8%	+2%	14,017,040	+280,341
ISANTI	1	1.0	1%	194,902	98,300	+98%	+10%	11,643,740	+1,164,374
KANABEC	1	2.0	2%	62,120	85,000	-27%	-5%	9,971,168	-498,558
MILLE LACS	1	2.3	2%	61,610	66,482	-7%	-1%	9,925,392	-99,254
MORRISON	0								
SHERBURNE	2	12.5	19%	24,850	34,676	-28%	-28%	2,256,704	-631,877
STEARNS	1	2.5	1%	125,834	125,834	—	—		
TODD	0								
WADENA	0								
WRIGHT	1	1.0	—	201,069	183,000	+10%	—		
DIST 3 TOTALS	14	36.1	1%	\$75,352	\$71,589	+5%			+\$1,805,770

County	1984 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Com- plete Grad- ing Cost in the 1985 Needs Study	Effect on 1985 - 25 Year Construction Needs
	# of Proj.	Miles	% of SYSTEM HAVING COMPLETE GRADING	Average Construction Cost/Mile	Average Needs Cost/Mile				
BECKER	1	5.0	2 %	\$ 30,346	\$ 28,207	+ 8%	+ 2%	\$ 8,907,150	+ \$ 178,143
BIG STONE	0								
CLAY	4	15.9	6%	53,136	44,495	+ 19%	+ 11%	11,968,750	+ 1,316,563
DOUGLAS	1	5.0	4%	45,189	55,300	- 18%	- 7%	6,334,801	- 443,436
GRANT	0								
MAHNOMEN	0								
OTTER TAIL	0								
POPE	0								
STEVENS	0								
SWIFT	2	4.1	3 %	22,778	35,492	- 36%	- 11%	5,560,856	- 611,694
TRAVERSE	0								
WILKIN	0								
TOTAL	8	30.0	4.5 %	\$ 45,189	\$ 44,495	- 1.5 %	- 1.5 %	\$ 45,189	- \$ 44,495

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison of 1984 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 5

County	1984 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1985 Needs Study	Effect on 1985 - 25 Year Construction Needs
	# of Proj.	Miles	% of SYSTEM HAVING COMPLETE GRADING	Average Construction Cost/Mile	Average Needs Cost/Mile				
ANOKA	1	0.6	17%	\$ 107,052	\$ 81,735	+ 31%	+ 3%	\$ 11,689,031	+\$ 350,671
CARVER	1	1.6	2%	107,198	106,368	+ 1%	—		
HENNEPIN	1	1.5	17%	117,563	119,135	- 1%	—		
SCOTT	0								
DIST 5 TOTALS	3	3.7	17%	\$ 111,376	\$ 107,549	+ 4%			+\$ 350,671

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

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

DISTRICT 6

[illegible]

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison of 1984 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 7

County	1984 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1985 Needs Study	Effect on 1985 - 25 Year Construction Needs
	# of Proj.	Miles	% of SYSTEM HAVING COMPLETE GRADING	Average Construction Cost/Mile	Average Needs Cost/Mile				
BLUE EARTH	0								
BROWN	0								
COTTONWOOD	0								
FARIBAULT	0								
JACKSON	0								
LE SUEUR	1	2.1	2%	\$ 50,381	\$ 62,031	- 19%	- 4%	\$8,537,427	-\$ 341,497
MARTIN	1	5.0	3%	32,465	32,465	—	—		
NICOLLET	1	1.0	1%	45,072	51,497	- 12%	- 1%	9,910,238	- 99,102
NOBLES	0								
ROCK	2	4.1	2%	42,570	70,018	- 39%	- 8%	8,173,230	- 653,858
SIBLEY	1	1.8	1%	131,381	101,386	+ 30%	+ 3%	10,087,036	+ 302,611
WASECA	2	6.3	5%	54,130	49,377	+ 10%	+ 5%	6,992,553	+ 349,628
WATONWAN	1	6.9	6%	63,526	69,323	- 8%	- 5%	6,453,737	- 322,687
DIST 7 TOTALS	9	27.2	1%	\$ 55,278	\$ 58,936	- 6%			-\$ 764,905

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

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

DISTRICT 8

[illegible]



1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison of 1984 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT 9

County	1984 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Com- plete Grad- ing Cost in the 1985 Needs Study	Effect on 1985 - 25 Year Construction Needs
	# of Proj.	Miles	% of SYSTEM HAVING COMPLETE GRADING	Average Construction Cost/Mile	Average Needs Cost/Mile				
CHISAGO	1	3.1	2%	\$ 91,678	\$ 82,639	+ 11%	+2%	\$ 11,856,396	+ \$ 237,128
DAKOTA	0								
RAMSEY	0								
WASHINGTON	2	2.6	3%	122,193	134,337	- 9%	-3%	36,468,887	-1,094,067
DIST 9 TOTALS	3	5.7	2%	\$ 105,597	\$ 106,220	- 1%			- \$ 856,939

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison of 1984 Rural Design Grading Construction Costs to Needs Study Costs

DISTRICT ALL

County	1984 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Cost in the 1985 Needs Study	Effect on 1985 - 25 Year Construction Needs
	# of Proj.	Miles	% of SYSTEM HAVING COMPLETE GRADING	Average Construction Cost/Mile	Average Needs Cost/Mile				
DISTRICT 1	6	13.5	1%	\$ 118,285	\$ 116,664	+ 1%		\$ 52,624,098	- \$ 297,975
DISTRICT 2	16	70.1	3%	\$ 61,242	\$ 63,732	- 4%		114,012,649	- 2,206,030
DISTRICT 3	14	36.1	1%	\$ 75,352	\$ 71,589	+ 5%		78,505,767	+ 1,805,770
DISTRICT 4	8	30.0	2%	\$ 43,864	\$ 42,351	+ 4%		32,771,557	+ 439,576
DISTRICT 5	3	3.7	1%	\$ 111,376	\$ 107,549	+ 4%		11,689,031	+ 350,671
DISTRICT 6	16	41.1	2%	\$ 102,400	\$ 80,130	+ 28%		106,185,315	+ 8,514,150
DISTRICT 7	9	27.2	1%	\$ 55,278	\$ 58,936	- 6%		50,154,221	- 764,905
DISTRICT 8	14	37.4	2%	\$ 49,082	\$ 54,199	- 9%		60,949,932	- 2,295,972
DISTRICT 9	3	5.7	2%	\$ 105,597	\$ 106,220	- 1%		48,325,283	- 856,939
STATE TOTALS	89	264.8	2%	\$ 69,818	\$ 67,312	+ 4%			+ \$ 4,688,346

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

VARIANCE ADJUSTMENTS

According to Minnesota Statutes, Chapter 162.07, subdivision 2: "any variance granted....shall be reflected in the estimated construction costs in determining money needs."

A Variance Subcommittee composed of Ron Sandvik - Le Sueur, Don Wisniewski - Washington and Pete Boomgarden - Redwood, was appointed in June, 1984. Their recommendations for needs adjustments were presented to the Screening Board in June of 1985.

The following variance adjustments were approved by the 1985 Screening Board for use in determining the 1986 C.S.A.H. Apportionment.

<u>County</u>	<u>Variance Adjustments</u>
Itasca	\$ 220,800
St. Louis	89,970
District 1 Totals	310,770
Hubbard	19,625
District 2 Totals	19,625
Todd	22,226
Wright	25,600
District 3 Totals	47,826
Becker	165,885
District 4 Totals	165,885
Hennepin	7,246,004
District 5 Totals	7,246,004
Dodge	154,240
Fillmore	82,794
Freeborn	200,058
Rice	128,223
District 6 Totals	565,320
Cottonwood	28,053
Jackson	2,353,760
Nicollet	41,191
Nobles	309,140
Rock	21,551
Watonwan	18,640
District 7 Totals	2,772,335
Lac Qui Parle	136,120
District 8 Totals	136,120
STATE TOTALS	\$ 11,263,885

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

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, 1984

County	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1983	Unencumbered Balance Available	Bond Account Adjustment
Koochiching	\$ 600,000	\$ 150,000	\$ 600,000	\$ 0	\$ 150,000
Lake	500,000	100,000	500,000	0	100,000
District 1 Totals	1,100,000	250,000	1,100,000	0	250,000
Beltrami	1,400,000	280,000	1,400,000	0	280,000
Clearwater	990,000	0	990,000	0	0
Kittson	1,235,000	1,235,000	1,200,000	35,000	1,200,000
Lake of the Woods	500,000	100,000	315,959	184,051	0
Marshall	3,250,000	2,705,000	1,729,207	1,520,793	1,184,207
Norman	325,000	0	325,000	0	0
Pennington	975,000	885,000	966,767	8,233	876,767
Polk	2,000,000	1,825,000	1,888,270	111,730	1,713,270
Red Lake	780,000	555,000	585,589	194,411	360,589
District 2 Totals	11,455,000	7,585,000	9,400,782	2,054,218	5,614,833
Crow Wing	1,000,000	250,000	986,632	13,368	236,632
Wadena	635,000	335,000	635,000	0	335,000
District 3 Totals	1,635,000	585,000	1,621,632	13,368	571,632

County	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1983	Unencumbered Balance Available	Bond Account Adjustment
Douglas	\$ 2,500,000	\$ 2,500,000	\$ 550,036	\$ 1,949,964	\$ 550,036
Wilkin	1,100,000	220,000	1,100,000	0	220,000
District 4 Totals	3,600,000	2,720,000	1,650,036	1,949,964	770,036
Carver	1,585,000	850,000	1,585,000	0	850,000
District 5 Totals	1,585,000	850,000	1,585,000	0	850,000
Dodge	1,700,000	1,700,000	1,700,000	0	1,700,000
Freeborn	1,450,000	155,000	1,450,000	0	155,000
Steele	1,400,000	1,300,000	1,285,981	114,019	1,185,981
Wabasha	1,250,000	625,000	1,250,000	0	625,000
District 6 Totals	5,800,000	3,780,000	5,685,981	114,019	3,665,981
Le Sueur	1,300,000	725,000	1,300,000	0	725,000
Nicollet	1,000,000	400,000	1,000,000	0	400,000
Nobles	1,000,000	125,000	1,000,000	0	125,000
Sibley	990,000	690,000	990,000	0	690,000
Waseca	1,250,000	0	1,250,000	0	0
Watonwan	1,250,000	880,000	1,250,000	0	880,000
District 7 Totals	6,790,000	2,820,000	6,790,000	0	2,820,000
Chippewa	1,000,000	0	1,000,000	0	0
Pipestone	940,000	295,000	935,013	4,987	290,013
Yellow Medicine	1,250,000	800,000	1,250,000	0	800,000
District 8 Totals	3,190,000	1,095,000	3,185,013	4,987	1,090,013
Chisago	1,330,000	600,000	1,330,000	0	600,000
District 9 Totals	1,330,000	600,000	1,330,000	0	600,000
STATE TOTALS	\$36,485,000	\$20,285,000	\$32,348,444	\$ 4,136,556	\$16,232,495

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

"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 1985 25-year needs and are shown on the tentative 1985 Money Needs Apportionment Form.

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Carlton	\$ 34,625	Aitkin	\$ 446,683
Cook	38,676	Benton	170,527
Itasca	88,751	Cass	146,256
Koochiching	66,833	Crow Wing	322,380
Lake	174,070	Isanti	132,068
Pine	131,247	Kanabec	97,123
St Louis	850,841	Mille Lacs	48,586
		Morrison	3,775
District 1 Totals	\$ 1,385,043	Sherburne	135,955
		Stearns	291,365
Beltrami	\$ 253,479	Todd	64,111
Clearwater	142,429	Wright	355,546
Hubbard	27,584	District 3 Totals	\$ 2,214,375
Kittson	103,757		
Lake of the Woods	21,747	Becker	\$ 110,212
Marshall	210,042	Big Stone	43,635
Norman	55,512	Clay	266,648
Pennington	105,395	Douglas	229,338
Polk	421,763	Otter Tail	292,190
Red Lake	48,214	Pope	69,397
Roseau	99,091	Swift	87,170
District 2 Totals	\$ 1,489,013	Wilkin	149,310
		District 4 Totals	\$ 1,247,900



"After the Fact" Right of Way Needs

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Anoka	\$ 732,272	Chippewa	\$ 73,030
Carver	294,603	Kandiyohi	54,557
Hennepin	11,627,173	Lac Qui Parle	120,020
Scott	341,463	Lincoln	42,502
		Lyon	201,437
District 5 Totals	\$12,995,511	Mc Leod	164,178
		Meeker	195,823
		Murray	56,319
Dodge	\$ 137,518	Pipestone	77,315
Fillmore	298,418	Redwood	175,742
Freeborn	70,041	Renville	20,116
Goodhue	373,227	Yellow Medicine	28,179
Houston	83,385		
Mower	146,714	District 3 Totals	\$ 1,209,218
Olmsted	223,998		
Rice	53,570	Chisago	106,709
Steele	55,547	Dakota	1,358,667
Wabasha	140,013	Ramsey	1,119,588
Winona	235,770	Washington	859,809
District 6 Totals	\$ 1,818,201	District 9 Totals	\$ 3,444,773
Blue Earth	\$ 135,080	STATE TOTALS	\$27,991,865
Brown	163,020		
Cottonwood	88,517		
Faribault	283,503		
Jackson	284,575		
Le Sueur	339,900		
Martin	138,698		
Nicollet	154,457		
Nobles	170,611		
Rock	50,791		
Sibley	85,998		
Waseca	71,007		
Watsonwan	221,674		
District 7 Totals	\$ 2,187,831		

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

"After The Fact" Bridge Deck Rehabilitation Needs

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

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 Engineers's responsibility to justify any costs incurred and to report said costs to the State Aid office by July 1.

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 1986 Money Needs Apportionment form.

<u>County</u>	<u>Letting Date</u>	<u># of Projects</u>	<u>Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Added to the Needs For These Apport. Years</u>
Jackson	1982	1	\$ 5,646	1984-1993
Hennepin	1983	1	139,856	1985-1999
Mc Leod	1983	1	13,800	1985-1999
Hennepin	1984	4	435,650	1986-2000
Washington	1984	1	54,841	1986-2000
STATE TOTAL		8	\$ 754,793	1986 Apportionment

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Miscellaneous "After the Fact" Needs

In 1984, the Screening Board adopted the following resolution dealing with miscellaneous "After the Fact" Needs.

That needs for Traffic Signals, Lighting, Retaining Walls, 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.

The Board directed that the initial inclusion of these type items begin with construction costs as of January 1, 1984. Pursuant to the resolution above, the following "After the Fact" needs will be added to each county's 1985 25-year needs.

<u>County</u>	<u>Traffic Signals</u>	<u>Lighting</u>	<u>Retaining Walls</u>	<u>Sidewalk</u>	<u>Total</u>
Dakota	\$ 95,579	----	\$ 268	----	\$ 95,847
Hennepin	180,217	----	----	\$6,162	186,379
LeSueur	-----	----	3,794	----	3,794
Ramsey	148,238	----	----	----	148,238
Washington	41,296	----	----	----	41,296
TOTAL	\$465,330	----	\$4,062	\$6,162	\$475,554

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

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

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 1985 LEGISLATURE REVISED THE DEFINITION OF URBAN COUNTIES FROM THOSE HAVING A POPULATION OF 200,000 OR MORE TO THOSE HAVING A POPULATION OF 175,000 OR MORE. THIS LEGISLATION GIVES URBAN COUNTY STATUS TO ANOKA AND DAKOTA COUNTIES IN ADDITION TO HENNEPIN, RAMSEY AND ST. LOUIS WHICH WERE CONSIDERED URBAN COUNTIES PRIOR TO 1985.

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

County	1985	
	County Total Tax Valuation	Mill Levy Deduction
Carlton	129,710,301	\$86,478
Cook	39,436,694	26,292
Itasca	304,665,438	203,120
Koochiching	61,279,693	40,855
Lake	42,128,712	28,087
Pine	99,332,163	66,225
St. Louis*	789,664,722	315,866
District 1 Totals	1,466,217,723	\$766,923

	1985	
County	County Total Tax Valuation	Mill Levy Deduction
Beltrami	115,743,351	\$77,166
Clearwater	38,670,736	25,782
Hubbard	95,319,297	63,549
Kittson	82,597,631	55,068
Lake of the Woods	21,360,032	14,241
Marshall	127,452,270	84,972
Norman	93,772,511	62,518
Pennington	75,003,319	50,005
Polk	252,352,717	168,244
Red Lake	39,938,575	26,627
Roseau	82,163,104	54,778
District 2 Totals	1,024,373,543	682,950
Aitkin	96,572,496	64,385
Benton	126,254,513	84,174
Cass	157,388,366	104,931
Crow Wing	263,224,527	175,492
Isanti	89,117,877	59,415
Kanabec	48,692,911	32,464
Mille Lacs	78,489,524	52,329
Morrison	132,689,142	88,464
Sherburne	231,259,917	154,181
Stearns	530,863,262	353,927
Todd	99,399,224	66,269
Wadena	46,088,793	30,727
Wright	363,709,150	242,485
District 3 Totals	2,263,749,702	1,509,243
Becker	152,206,388	101,476
Big Stone	58,893,683	39,264
Clay	225,906,224	150,612
Douglas	158,773,661	105,854
Grant	73,384,804	48,926
Mahnomen	31,749,343	21,167
Otter Tail	269,660,786	179,783
Pope	87,223,664	58,152
Stevens	85,031,647	56,691
Swift	110,665,440	73,781
Traverse	73,365,048	48,912
Wilkin	92,749,263	61,836
District 4 Totals	1,419,609,951	946,454
Anoka*	1,084,265,975	433,706
Carver	259,966,508	173,320
Hennepin*	8,585,320,093	3,434,128
Scott	301,982,368	201,332
District 5 Totals	10,231,534,944	\$4,242,486

County	1985	Mill Levy Deduction
	County Total Tax Valuation	
Dodge	121,078,721	\$ 80,723
Fillmore	151,373,079	100,920
Freeborn	261,166,056	174,119
Goodhue	398,541,532	265,708
Houston	81,122,852	54,085
Mower	261,904,710	174,612
Olmsted	550,193,882	366,814
Rice	214,461,179	142,981
Steele	186,352,119	124,241
Wabasha	114,181,543	76,125
Winona	202,411,414	134,948
District 6 Totals	2,542,787,087	1,695,276
Blue Earth	355,491,928	237,006
Brown	208,622,385	139,089
Cottonwood	190,390,974	126,934
Faribault	224,977,536	149,992
Jackson	204,036,057	136,031
Le Sueur	128,088,481	85,397
Martin	279,269,696	186,189
Nicollet	170,747,267	113,837
Nobles	182,697,624	121,804
Rock	105,907,170	70,608
Sibley	146,776,559	97,856
Waseca	149,849,532	99,905
Watsonwan	130,303,857	86,874
District 7 Totals	2,477,159,066	1,651,522
Chippewa	123,840,269	82,564
Kandiyohi	260,378,030	173,594
Lac Qui Parle	101,735,259	67,827
Lincoln	71,159,796	47,442
Lyon	191,601,588	127,741
McLeod	182,067,941	121,385
Meeker	155,509,603	103,678
Murray	138,446,632	92,302
Pipestone	77,929,335	51,955
Redwood	238,184,407	158,798
Renville	244,079,752	162,728
Yellow Medicine	131,895,654	87,935
District 8 Totals	1,916,828,266	1,277,949
Chisago	123,919,548	82,617
Dakota*	1,411,355,375	564,542
Ramsey*	3,300,106,439	1,320,043
Washington	766,928,736	511,311
District 9 Totals	5,602,310,098	2,478,513
STATE TOTALS	28,944,570,380	\$15,251,316

\*Denotes Urban Counties



TENTATIVE

APPORTIONMENT

DATA

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1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Development of the Tentative 1986 C.S.A.H. Money Needs Apportionment

(Based on the 1985 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 1986 County State Aid Highway Fund. This tabulation also indicates a tentative 1986 money needs apportionment figure for each county based on the 1985 apportionment sum.

The Trunk Highway Turnback Adjustment column is the same as was used for the 1985 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 1986 apportionment.

Minor adjustments must be made for any turnback activity in 1985 and possibly for any action taken by this Board.



## 1985 COUNTY SCREENING BOARD DATA

OCTOBER, 1985

DEVELOPMENT OF THE TENTATIVE 1986 CSAH MONEY NEEDS APPORTIONMENT  
(BASED ON THE 1985 APPORTIONMENT SUM)

	1985 1985 AS YEAR CONSTRUCTION NEEDS	SCREENING COMMITTEE RESTRICTION	RESTRICTED 1985 AS YEAR CONSTRUCTION NEEDS	RURAL COMPLETE GRAVING ADJUSTMENTS	STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS	FAS FUND BALANCE DEDUCTIONS	BOND ACCOUNT ADJUSTMENTS	SPECIAL RESURFACING ADJUSTMENTS	BRIDGE DECK REHAB. AFTER % FACT NEEDS	RIGHT OF WAY AFTER % FACT NEEDS	MISC. AFTER % FACT NEEDS	VARIANCE ADJUSTMENTS	ADJUSTED AS YEAR CONSTRUCTION NEEDS	ANNUAL CONSTRUCTION NEEDS	MILL LEVY DEDUCTIONS	TENTATIVE ANNUAL MONEY NEEDS	TENTATIVE MONEY NEEDS FACTORS	TENTATIVE MONEY NEEDS FACTORS (NOT AVAILABLE)	1984 THE ADJUSTMENTS FIGURES	TENTATIVE MONEY NEEDS FACTORS	TENTATIVE MONEY NEEDS FACTORS	MINIMUM FACTORS	ANNUAL MONEY NEEDS FACTORS	ANNUAL MONEY NEEDS FACTORS	TENTATIVE 1985 MONEY NEEDS FACTORS				
CARLTON	4,913,598		4,913,598					766,121		34,625			4,147,473	1,649,682	86,478	1,563,204	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	CARLTON	
COOK	48,532,527	-4,266,101	44,266,426					44,266,426		38,676			43,820,350	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	COOK	
ITASCA	89,909,917		89,909,917					89,909,917		38,676			89,909,917	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	ITASCA	
KOOCHICHIING	36,679,369		36,679,369					36,679,369		38,676			36,679,369	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	KOOCHICHIING	
LAKE	51,516,243	-9,923,734	41,592,509					41,592,509		38,676			41,592,509	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	LAKE	
PINE	103,675,034	-9,063,882	94,611,152					94,611,152		38,676			94,611,152	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	PINE	
ST. LOUIS	319,533,948		319,533,948					319,533,948		38,676			319,533,948	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	ST. LOUIS	
DISTRICT 1 TOTALS																													DISTRICT 1 TOTALS
BELTRAMI	65,884,241		65,884,241					65,884,241		34,625			65,884,241	1,649,682	86,478	1,563,204	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	BELTRAMI	
CLEARWATER	34,606,466		34,606,466					34,606,466		38,676			34,606,466	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	CLEARWATER	
HUBBARD	34,606,466		34,606,466					34,606,466		38,676			34,606,466	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	HUBBARD	
KITTSOON	44,045,235		44,045,235					44,045,235		38,676			44,045,235	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	KITTSOON	
LAKE OF THE WOODS	15,785,087		15,785,087					15,785,087		38,676			15,785,087	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	LAKE OF THE WOODS	
MARSHALL	70,476,760		70,476,760					70,476,760		38,676			70,476,760	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	MARSHALL	
NORMAN	48,847,095		48,847,095					48,847,095		38,676			48,847,095	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	NORMAN	
PENNINGTON	23,375,518		23,375,518					23,375,518		38,676			23,375,518	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	PENNINGTON	
POLK	108,469,732		108,469,732					108,469,732		38,676			108,469,732	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	POLK	
RED LAKE	20,706,216		20,706,216					20,706,216		38,676			20,706,216	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	RED LAKE	
ROSEAU	49,426,273		49,426,273					49,426,273		38,676			49,426,273	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	ROSEAU	
DISTRICT 2 TOTALS																													DISTRICT 2 TOTALS
AITKIN	54,551,338		54,551,338					54,551,338		34,625			54,551,338	1,649,682	86,478	1,563,204	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	AITKIN	
BENTON	22,025,711		22,025,711					22,025,711		38,676			22,025,711	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	BENTON	
CASS	64,753,814		64,753,814					64,753,814		38,676			64,753,814	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	CASS	
CROW WING	49,109,612		49,109,612					49,109,612		38,676			49,109,612	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	CROW WING	
ISANTI	28,675,008		28,675,008					28,675,008		38,676			28,675,008	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	ISANTI	
KANABEC	27,734,323		27,734,323					27,734,323		38,676			27,734,323	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	KANABEC	
MILLE LACS	30,414,962		30,414,962					30,414,962		38,676			30,414,962	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	MILLE LACS	
MORRISON	43,688,378		43,688,378					43,688,378		38,676			43,688,378	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	MORRISON	
SHERBURNE	14,937,834		14,937,834					14,937,834		38,676			14,937,834	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	SHERBURNE	
STEARNS	76,243,666		76,243,666					76,243,666		38,676			76,243,666	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	STEARNS	
TODD	45,961,663		45,961,663					45,961,663		38,676			45,961,663	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	TODD	
WADENA	19,878,220		19,878,220					19,878,220		38,676			19,878,220	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	WADENA	
WRIGHT	61,475,487		61,475,487					61,475,487		38,676			61,475,487	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	WRIGHT	
DISTRICT 3 TOTALS																													DISTRICT 3 TOTALS
BECKER	35,759,016		35,759,016					35,759,016		34,625			35,759,016	1,649,682	86,478	1,563,204	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	BECKER	
BIG STONE	10,241,417		10,241,417					10,241,417		38,676			10,241,417	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	BIG STONE	
CLAY	72,907,232		72,907,232					72,907,232		38,676			72,907,232	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	CLAY	
DOUGLAS	37,762,655		37,762,655					37,762,655		38,676			37,762,655	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	DOUGLAS	
GRANT	15,645,373		15,645,373					15,645,373		38,676			15,645,373	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	GRANT	
MAHOMEN	13,809,374		13,809,374					13,809,374		38,676			13,809,374	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	MAHOMEN	
OTTER TAIL	98,053,841		98,053,841					98,053,841		38,676			98,053,841	1,689,975	86,478	1,663,683	1,114,652	1,182,413	1,075	1,182,413	1,154,644			1,154,644	1,154,644	1,154,644	1,154,644	OTTER TAIL	
POPE	29,839,405		29,839,405																										



October 25, 1985

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 1985 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, and 1985 legislation involving the center 24 foot needs restriction. 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 1985, and possible apportionment limitations dictated by the aforementioned 1985 legislation, adjustments to the mileage and money needs will be necessary before January 1, 1986.

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 1986 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dennis Carlson, Secretary  
County Screening Board

APPROVED

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Boyd Paula, District 1

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Michael Pinsonneault, District 6

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David Olsonawski, District 2

---

Gerald Engstrom, District 7

---

Richard Larson, District 3

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Peter Boomgarden (Chairman) District 8

---

Otho Buxton, District 4

---

Douglas Weiszhaar, District 9

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Paul Ruud, District 5

Enclosure: Mileage and Annual Money Needs Listing

1985 COUNTY STATE AID HIGHWAY NEEDS STUDY  
(1986 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 1986 COUNTY STATE AID HIGHWAY FUND

County	County State Aid Highway Mileage	Annual
		County State Aid Highway Money Needs
Carlton	294.44	\$ 1,534,143
Cook	178.10	1,630,511
Itasca	648.85	3,217,027
Koochiching	249.03	2,364,908
Lake	214.02	1,573,771
Pine	472.32	3,608,746
St. Louis	1,361.65	11,986,774
District 1 Totals	3,418.41	25,915,880
Beltrami	466.42	2,444,536
Clearwater	327.46	1,325,825
Hubbard	325.82	1,241,041
Kittson	373.39	1,677,394
Lake of the Woods	186.96	1,497,470
Marshall	640.22	2,618,837
Norman	393.43	1,851,324
Pennington	260.60	899,367
Polk	809.72	4,054,127
Red Lake	186.39	932,441
Roseau	482.75	1,839,949
District 2 Totals	4,453.16	20,382,311
Aitkin	369.13	2,151,521
Benton	224.29	757,210
Cass	529.80	2,402,822
Crow Wing	372.99	1,786,131
Isanti	226.14	1,076,020
Kanabec	211.47	986,060
Mille Lacs	253.77	1,133,342
Morrison	430.11	1,506,675
Sherburne	217.11	612,401
Stearns	603.24	2,478,015
Todd	412.36	1,599,864
Wadena	229.45	722,359
Wright	404.01	2,151,804
District 3 Totals	4,483.87	19,364,224
Becker	467.57	1,269,902
Big Stone	211.64	819,848
Clay	406.63	2,772,501
Douglas	387.11	1,344,452
Grant	228.85	757,193
Mahnomen	195.09	903,626
Otter Tail	912.01	3,578,980
Pope	299.31	1,054,768
Stevens	243.91	928,454
Swift	329.76	1,237,450
Traverse	243.82	724,960
Wilkin	312.46	1,099,352
District 4 Totals	4,238.16	16,491,486

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>Annual County State Aid Highway Money Needs</u>
Anoka	243.23	\$ 1,881,900
Carver	207.01	1,593,029
Hennepin	503.05	8,349,492
Scott	186.36	1,401,788
District 5 Totals	1,139.65	13,226,209
Dodge	249.63	1,326,324
Fillmore	395.04	3,714,170
Freeborn	447.99	2,355,606
Goodhue	327.26	2,278,908
Houston	249.35	2,461,423
Mower	373.85	1,720,618
Olmsted	320.03	2,389,176
Rice	280.84	1,433,252
Steele	292.41	1,375,027
Wabasha	276.50	2,390,934
Winona	315.92	2,234,746
District 6 Totals	3,528.82	23,680,184
Blue Earth	415.96	3,027,983
Brown	317.67	1,381,465
Cottonwood	316.85	1,653,652
Faribault	349.91	2,455,850
Jackson	370.69	2,512,288
Le Sueur	268.17	1,392,511
Martin	378.08	2,307,562
Nicollet	245.32	1,167,399
Nobles	343.77	2,131,528
Rock	259.48	1,155,169
Sibley	287.61	1,520,505
Waseca	250.38	1,626,122
Watsonwan	232.96	1,368,485
District 7 Totals	4,036.85	23,700,519
Chippewa	244.22	1,131,985
Kandiyohi	419.30	1,860,271
Lac Qui Parle	361.99	1,285,417
Lincoln	255.05	825,556
Lyon	317.39	1,693,037
McLeod	236.69	1,473,246
Meeker	272.12	1,072,874
Murray	354.96	1,248,294
Pipestone	233.78	1,068,801
Redwood	385.10	1,634,238
Renville	449.75	2,735,161
Yellow Medicine	346.88	1,443,091
District 8 Totals	3,877.23	17,471,971
Chisago	226.08	1,450,975
Dakota	272.57	2,854,287
Ramsey	228.45	4,899,080
Washington	188.82	1,469,865
District 9 Totals	915.92	10,674,207
STATE TOTALS	30,092.07	\$170,906,991

\* Does not include 1985 T.H. Turnback Mileage.



1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Total Tentative 1986 C.S.A.H. Apportionment

(Based on 1985 Apportionment Sum)

The following tabulation lists a tentative 1986 Apportionment based on the 1985 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 1985 C.S.A.H. needs study mileage, but the 1985 Trunk Highway Turnback is not included. The Money Needs Apportionment is based on the actual 1985 25-year construction needs; however, these needs will be adjusted by 1985 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, 1986, by the Commissioner with the assistance of recommendations by your Screening Board. Also, possible limitations on the C.S.A.H. apportionments may be required to satisfy 1985 changes in Minnesota Statutes, Chapter 162.07.

TOTAL TENTATIVE 1986 C.S.A.H. APPORTIONMENT

(Based on 1985 Apportionment Sum)

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment 1985 THTB Mileage Not Included</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1986 CSAH Apportionment</u>
Carlton	\$ 196,706	\$ 132,304	\$ 502,363	\$ 768,089	\$ 1,599,462
Cook	196,706	20,570	303,882	816,337	1,337,495
Itasca	196,706	193,878	1,106,996	1,610,648	3,108,228
Koochiching	196,706	76,514	424,891	1,184,023	1,882,134
Lake	196,706	53,531	365,131	787,930	1,403,298
Pine	196,705	82,949	805,835	1,806,767	2,892,256
St. Louis	196,705	841,430	2,323,090	6,001,340	9,362,565
District 1 Total	1,376,940	1,401,176	5,832,188	12,975,134	21,585,438
Beltrami	196,706	116,046	795,772	1,223,890	2,332,414
Clearwater	196,706	34,312	558,683	663,792	1,453,493
Hubbard	196,706	60,393	555,860	621,344	1,434,303
Kittson	196,706	31,027	637,028	839,810	1,704,571
Lake of the Woods	196,706	17,113	318,976	749,729	1,282,524
Marshall	196,705	59,247	1,092,261	1,311,156	2,659,369
Norman	196,705	43,451	671,221	926,890	1,838,267
Pennington	196,705	60,102	444,606	450,280	1,151,693
Polk	196,705	140,467	1,381,460	2,029,753	3,748,385
Red Lake	196,705	22,641	318,001	466,839	1,004,186
Roseau	196,705	54,557	823,598	921,195	1,996,055
District 2 Total	2,163,760	639,356	7,597,466	10,204,678	20,605,260

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment 1985 THTB Mileage Not Included</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1986 CSAH Apportionment</u>
Aitkin	\$ 196,706	\$ 58,476	\$ 629,789	\$ 1,077,188	\$ 1,962,159
Benton	196,706	98,025	382,638	379,108	1,056,477
Cass	196,706	86,303	903,894	1,203,005	2,389,908
Crow Wing	196,706	181,744	636,361	894,251	1,909,062
Isanti	196,706	98,710	385,821	538,724	1,219,961
Kanabec	196,706	48,277	360,767	493,684	1,099,434
Mille Lacs	196,705	82,658	432,951	567,423	1,279,737
Morrison	196,705	123,233	733,805	754,337	1,808,080
Sherburne	196,705	130,455	370,419	306,607	1,004,186
Stearns	196,705	450,784	1,029,164	1,240,651	2,917,304
Todd	196,705	99,754	703,514	800,993	1,800,966
Wadena	196,705	59,657	391,469	361,659	1,009,490
Wright	196,705	260,123	689,293	1,077,330	2,223,451
District 3 Total	2,557,171	1,778,199	7,649,885	9,694,960	21,680,215
Becker	196,706	113,496	797,723	635,794	1,743,719
Big Stone	196,706	35,938	361,075	410,468	1,004,187
Clay	196,706	164,528	693,759	1,388,090	2,443,083
Douglas	196,706	124,277	660,439	673,118	1,654,540
Grant	196,706	37,940	390,442	379,099	1,004,187
Mahnomen	196,705	22,230	332,838	452,413	1,004,186
Otter Tail	196,705	233,170	1,555,965	1,791,865	3,777,705
Pope	196,705	48,927	510,680	528,084	1,284,396
Stevens	196,705	48,226	416,112	464,843	1,125,886
Swift	196,705	62,087	562,585	619,546	1,440,923
Traverse	196,705	28,511	416,009	362,961	1,004,186
Wilkin	196,705	38,882	533,065	550,406	1,319,058
District 4 Total	2,360,465	958,212	7,230,692	8,256,687	18,806,056

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment 1985 THTB Mileage Not Included</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1986 CSAH Apportionment</u>
Anoka	\$ 196,706	\$ 773,525	\$ 414,982	\$ 942,198	\$ 2,327,411
Carver	196,706	154,448	353,169	797,571	1,501,894
Hennepin	196,706	3,933,373	858,253	4,180,285	9,168,617
Scott	196,705	216,929	317,949	701,824	1,433,407
District 5 Total	786,823	5,078,275	1,944,353	6,621,878	14,431,329
Dodge	196,706	67,084	425,918	664,042	1,353,750
Fillmore	196,706	96,160	673,993	1,859,549	2,826,408
Freeborn	196,706	154,174	764,301	1,179,366	2,294,547
Goodhue	196,706	178,886	558,324	1,140,966	2,074,882
Houston	196,706	77,626	425,404	1,232,345	1,932,081
Mower	196,705	177,962	637,850	861,451	1,873,968
Olmsted	196,705	411,354	546,002	1,196,173	2,350,234
Rice	196,705	177,979	479,157	717,577	1,571,418
Steele	196,705	130,558	498,872	688,426	1,514,561
Wabasha	196,705	91,300	471,765	1,197,053	1,956,823
Winona	196,705	174,283	538,969	1,118,856	2,028,813
District 6 Total	2,163,760	1,737,366	6,020,555	11,855,804	21,777,485
Blue Earth	196,706	212,411	709,675	1,516,000	2,634,792
Brown	196,706	134,152	541,998	691,649	1,564,505
Cottonwood	196,706	69,994	540,560	827,923	1,635,183
Faribault	196,706	91,779	596,983	1,229,554	2,115,022
Jackson	196,706	61,762	632,459	1,257,810	2,148,737
Le Sueur	196,706	104,665	457,543	697,179	1,456,093
Martin	196,705	119,588	645,037	1,155,312	2,116,642
Nicollet	196,705	97,906	418,525	584,474	1,297,610
Nobles	196,705	103,793	586,510	1,067,178	1,954,186
Rock	196,705	46,377	442,706	578,351	1,264,139
Sibley	196,705	69,686	490,709	761,261	1,518,361
Waseca	196,705	81,836	427,150	814,140	1,519,831
Watsonwan	196,705	58,220	397,475	685,150	1,337,550
District 7 Total	2,557,171	1,252,169	6,887,330	11,865,981	22,562,651

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Mileage Apportionment 1985 THTB Mileage Not Included</u>	<u>Money Needs Apportionment</u>	<u>Total Tentative 1986 CSAH Apportionment</u>
Chippewa	\$ 196,706	\$ 69,309	\$ 416,677	\$ 566,744	\$ 1,249,436
Kandiyohi	196,706	169,251	715,373	931,370	2,012,700
Lac Qui Parle	196,706	48,448	617,570	643,561	1,506,285
Lincoln	196,706	33,885	435,159	413,326	1,079,076
Lyon	196,706	111,990	541,484	847,642	1,697,822
McLeod	196,705	149,554	403,842	737,600	1,487,701
Meeker	196,705	92,275	464,269	537,149	1,290,398
Murray	196,705	51,443	605,608	624,975	1,478,731
Pipestone	196,705	50,793	398,862	535,110	1,181,470
Redwood	196,705	91,077	657,000	818,203	1,762,985
Renville	196,705	100,079	767,330	1,369,395	2,433,509
Yellow Medicine	196,705	64,072	591,798	722,503	1,575,078
District 8 Total	2,360,465	1,032,176	6,614,972	8,747,578	18,755,191
Chisago	196,706	122,823	385,718	726,450	1,431,697
Dakota	196,706	817,352	465,039	1,429,037	2,908,134
Ramsey	196,705	1,836,505	389,774	2,452,790	4,875,774
Washington	196,705	459,768	322,159	735,908	1,714,540
District 9 Total	786,822	3,236,448	1,562,690	5,344,185	10,930,145
STATE TOTALS	\$17,113,377	\$17,113,377	\$51,340,131	\$85,566,885	\$171,133,770

NOTES & COMMENTS

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison of the Actual 1985 to the  
Tentative 1986 C.S.A.H. Apportionment

(Based on the 1985 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 1986 remained the same as 1985. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1986 Apportionment, especially relative to possible apportionment limitations required by the 1985 legislation involving the elimination of the 24/48 foot needs restrictions. 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.

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Comparison of the Actual 1985 to the Tentative 1986 C.S.A.H. Apportionments  
(Based on the 1985 C.S.A.H. Apportionment Sum)

County	Actual 1985 C.S.A.H. Apportionment	Tentative 1986 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$ 1,529,694	\$ 1,599,462	+\$ 69,768	+ 4.6
Cook	1,247,163	1,337,495	+ 90,332	+ 7.2
Itasca	3,185,888	3,108,228	- 77,660	- 2.4
Koochiching	1,882,134	1,882,134	--	--
Lake	1,469,868	1,403,298	- 66,570	- 4.5
Pine	2,757,418	2,892,256	+ 134,838	+ 4.9
St. Louis	8,907,120	9,362,565	+ 455,445	+ 5.1
District 1 Totals	20,979,285	21,585,438	+ 606,153	+ 2.9
Beltrami	2,285,495	2,332,414	+ 46,919	+ 2.1
Clearwater	1,472,853	1,453,493	- 19,360	- 1.3
Hubbard	1,360,369	1,434,303	+ 73,934	+ 5.4
Kittson	1,790,550	1,704,571	- 85,979	- 4.8
Lake of the Woods	1,282,525	1,282,524	- 1	- *
Marshall	2,694,993	2,659,369	- 35,624	- 1.3
Norman	1,902,781	1,838,267	- 64,514	- 3.4
Pennington	1,142,760	1,151,693	+ 8,933	+ 0.8
Polk	3,730,439	3,748,385	+ 17,946	+ 0.5
Red Lake	1,004,186	1,004,186	--	--
Roseau	1,940,728	1,996,055	+ 55,327	+ 2.9
District 2 Totals	20,607,679	20,605,260	- 2,419	- *
Aitkin	2,047,141	1,962,159	- 84,982	- 4.2
Benton	1,068,133	1,056,477	- 11,656	- 1.1
Cass	2,454,258	2,389,908	- 64,350	- 2.6
Crow Wing	2,113,449	1,909,062	- 204,387	- 9.7
Isanti	1,163,312	1,219,961	+ 56,649	+ 4.9
Kanabec	1,121,439	1,099,434	- 22,005	- 2.0
Mille Lacs	1,277,010	1,279,737	+ 2,727	+ 0.2
Morrison	1,737,303	1,808,080	+ 70,777	+ 4.1
Sherburne	1,004,186	1,004,186	--	--
Stearns	2,879,772	2,917,304	+ 37,532	+ 1.3
Todd	1,700,179	1,800,966	+ 100,787	+ 5.9
Wadena	1,004,186	1,009,490	+ 5,304	+ 0.5
Wright	2,340,892	2,223,451	- 117,441	- 5.0
District 3 Totals	21,911,260	21,680,215	- 231,045	- 1.1
Becker	1,799,287	1,743,719	- 55,568	- 3.1
Big Stone	1,004,187	1,004,187	--	--
Clay	2,442,042	2,443,083	+ 1,041	+ *
Douglas	1,716,407	1,654,540	- 61,867	- 3.6
Grant	1,004,187	1,004,187	--	--
Mahnomen	1,004,185	1,004,186	+ 1	+ *
Otter Tail	3,850,429	3,777,705	- 72,724	- 1.9
Pope	1,201,900	1,284,396	+ 82,496	+ 6.9
Stevens	1,058,454	1,125,886	+ 67,432	+ 6.4
Swift	1,473,619	1,440,923	- 32,696	- 2.2
Traverse	1,018,632	1,004,186	- 14,446	- 1.4
Wilkin	1,389,467	1,319,058	- 70,409	- 5.1
District 4 Totals	18,962,796	18,806,056	- 156,740	- 0.8

\* Less than 0.1%



County	Actual 1985 C.S.A.H. Apportionment	Tentative 1986 C.S.A.H. Apportionment	Increase or Decrease	& + or -
Anoka	\$ 2,035,031	\$ 2,327,411	+\$292,380	+ 14.4
Carver	1,598,960	1,501,894	- 97,066	- 6.1
Hennepin	9,419,453	9,168,617	- 250,836	- 2.7
Scott	1,412,543	1,433,407	+ 20,864	+ 1.5
District 5 Totals	14,465,987	14,431,329	- 34,658	- 0.2
Dodge	1,448,193	1,353,750	- 94,443	- 6.5
Fillmore	2,706,690	2,826,408	+ 119,718	+ 4.4
Freeborn	2,310,487	2,294,547	- 15,940	- 0.7
Goodhue	1,914,251	2,074,882	+ 160,631	+ 8.4
Houston	1,720,117	1,932,081	+ 211,964	+ 12.3
Mower	2,016,960	1,873,968	- 142,992	- 7.1
Olmsted	2,406,001	2,350,234	- 55,767	- 2.3
Rice	1,603,964	1,571,418	- 32,546	- 2.0
Steele	1,540,448	1,514,561	- 25,887	- 1.7
Wabasha	1,972,023	1,956,823	- 15,200	- 0.8
Winona	1,990,442	2,028,813	+ 38,371	+ 1.9
District 6 Totals	21,629,576	21,777,485	+ 147,909	+ 0.7
Blue Earth	2,722,880	2,634,792	- 88,088	- 3.2
Brown	1,571,627	1,564,505	- 7,122	- 0.5
Cottonwood	1,584,024	1,635,183	+ 51,159	+ 3.2
Faribault	2,265,633	2,115,022	- 150,611	- 6.6
Jackson	2,166,544	2,148,737	- 17,807	- 0.8
LeSueur	1,544,789	1,456,093	- 88,696	- 5.7
Martin	2,208,228	2,116,642	- 91,586	- 4.1
Nicollet	1,248,398	1,297,610	+ 49,212	+ 3.9
Nobles	1,935,335	1,954,186	+ 18,851	+ 1.0
Rock	1,298,141	1,264,139	- 34,002	- 2.6
Sibley	1,564,613	1,518,361	- 46,252	- 3.0
Waseca	1,564,225	1,519,831	- 44,394	- 2.8
Watsonwan	1,386,900	1,337,550	- 49,350	- 3.6
District 7 Totals	23,061,337	22,562,651	- 498,686	- 2.2
Chippewa	1,249,845	1,249,436	- 409	- *
Kandiyohi	1,978,284	2,012,700	+ 34,416	+ 1.7
Lac Qui Parle	1,559,805	1,506,285	- 53,520	- 3.4
Lincoln	1,120,699	1,079,076	- 41,623	- 3.7
Lyon	1,721,922	1,697,822	- 24,100	- 1.4
McLeod	1,523,744	1,487,701	- 36,043	- 2.4
Meeker	1,332,904	1,290,398	- 42,506	- 3.2
Murray	1,384,356	1,478,731	+ 94,375	+ 6.8
Pipestone	1,175,808	1,181,470	+ 5,662	+ 0.5
Redwood	1,760,354	1,762,985	+ 2,631	+ 0.1
Renville	2,379,872	2,433,509	+ 53,637	+ 2.3
Yellow Medicine	1,654,267	1,575,078	- 79,189	- 4.8
District 8 Totals	18,841,860	18,755,191	- 86,669	- 0.5
Chisago	1,466,990	1,431,697	- 35,293	- 2.4
Dakota	2,681,190	2,908,134	+ 226,944	+ 8.5
Ramsey	4,735,280	4,875,774	+ 140,494	+ 3.0
Washington	1,790,530	1,714,540	- 75,990	- 4.2
District 9 Totals	10,673,990	10,930,145	+ 256,155	+ 2.4
STATE TOTALS	\$171,133,770	\$171,133,770	--	--

\* Less than 0.1%

M I L E A G E

R E Q U E S T S

\*\*\*\*\*

## 1985 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.

1985 COUNTY SCREENING BOARD DATA  
OCTOBER 1985  
History of C.S.A.H. Additional Mileage Requests  
Approved by the County Engineer's Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	Tot. Miles Requested & Approved To Date
01 Aitkin	6.10							0.60					6.70
02 Anoka	1.33	0.71											2.04
03 Becker		10.07											10.07
04 Beltrami	6.84*	0.69	0.16										7.69
05 Benton	3.18*												3.18
06 Big Stone	1.40		0.16										1.56
07 Blue Earth	15.29*				0.25								15.54
08 Brown	3.81	3.63	0.13										7.57
09 Carlton	3.62												3.62
10 Carver	1.55	0.94	0.48										2.97
11 Cass		7.90											7.90
12 Chippewa	14.00	1.00											15.00
13 Chisago	3.24												3.24
14 Clay	1.18	0.82	0.10										2.10
15 Clearwater	0.30*		1.00										1.30
16 Cook	3.60												3.60
17 Cottonwood	3.37	1.80	1.30										6.47
18 Crow Wing	13.00*												13.00
19 Dakota	1.65*		2.47									2.26	6.38
20 Dodge													-
21 Douglas	7.40*	3.25											10.65
22 Faribault		0.37	1.20						0.09				1.66
23 Fillmore	1.12						1.10						2.22
24 Freeborn	0.05	0.90	0.65										1.60
25 Goodhue			0.08										0.08
26 Grant	5.30	0.12											5.42
27 Hennepin	4.50		0.24			0.52			0.33				5.59
28 Houston			0.12										0.12
29 Hubbard	0.60	1.25	0.26	0.06									2.17
30 Isanti	1.06	0.74											1.80

1985 COUNTY SCREENING BOARD DATA  
OCTOBER 1985  
History of C.S.A.H. Additional Mileage Requests  
Approved by the County Engineer's Screening Board

[illegible]

1985 COUNTY SCREENING BOARD DATA  
OCTOBER 1985  
History of C.S.A.H. Additional Mileage Requests  
Approved by the County Engineer's Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	Tot. Miles Requested & Approved To Date
61 Pope	1.63	2.00	1.20										4.83
62 Ramsey	9.45*	0.67	0.61							0.21		0.92	11.86
63 Red Lake			0.50										0.50
64 Redwood	2.30	1.11					0.13						3.54
65 Renville													-
66 Rice	1.70												1.70
67 Rock	0.50								0.54				1.04
68 Roseau	5.20	1.60											6.80
69 St. Louis	7.71*	11.43											19.14
70 Scott	8.65*	3.44	5.15			0.12							17.36
71 Sherburne		5.42											5.42
72 Sibley	1.50												1.50
73 Stearns	0.08	0.70			3.90								4.68
74 Steele		1.55											1.55
75 Stevens		1.00											1.00
76 Swift		0.78					0.24						1.02
77 Todd	1.90*												1.90
78 Traverse	0.20		0.56								1.60		2.36
79 Wabasha	0.43*		0.30										0.73
80 Wadena													-
81 Waseca	4.10	0.43	0.14									0.05	4.72
82 Washington	2.33*		0.40				0.33				1.33		4.39
83 Watonwan			0.04	0.08				0.60					0.72
84 Wilkin													-
85 Winona	7.40*												7.40
86 Wright	0.45					1.38							1.83
87 Yellow Medicine				1.39									1.39
TOTALS	246.60	92.43	25.65	0.50	4.15	2.78	1.80	1.20	0.96	0.81	2.93	3.23	383.04

\*Some Trunk Highway Turnback Mileage

(10-80) Rev. 2-84

DATE : July 24, 1985

TO : Manager, State Aid Needs Unit

FROM : GARL WELSHONS District State Aid Engineer

SUBJECT: Request for Approval of a System Revision

(~~Municipality~~) (County) of DODGE

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 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, ----- 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>IN THE CITY OF MANTORVILLE</u>
Available	<u>ELIMINATES 2 STUB END ROADS</u>
- Revoked	<u>A STATE AID PROJECT IS INCLUDED IN THE</u>
+ Requested	<u>REMOVED SECTION (1971)</u>
Balance	<u>AN ADDITIONAL 0.11 MILES</u>

Garl Welshons  
District State Aid Engineer

7-24-85  
Date

RECOMMEND APPROVAL OR DENIAL:

\_\_\_\_\_  
Manager, State Aid Needs Unit

\_\_\_\_\_  
Date

APPROVED OR DENIED:

\_\_\_\_\_  
State Aid Engineer

\_\_\_\_\_  
Date

RESOLUTION

FOR

Partial Re-Designation Mantorville, Mn.  
C.S.A.H. 35

WHEREAS: The City Council of Mantorville, Mn. in an effort to upgrade some of the Streets and solve some of the current Maintenance problems wish to revise the present C.S.A.H. System, in the City of Mantorville

WHEREAS: The Dodge County Commissioners concur that this Re-Designation is for the Best Interest of Mantorville and Dodge County.

NOW THEREFORE BE IT RESOLVED THAT: C.S.A.H. 35 Designation be Revoked for the following Streets;

On 4th Street - Clay St. to T.H. 57 -- .07 miles  
On 5th Street - 186 ft. West of Clay St. to Clay St. - .04 miles  
On 5th Street - T.H. 57 to Blanch St. -.08 miles  
On Clay Street - 4th Street to 5th Street - .07 miles

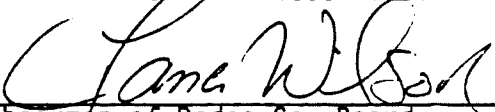
Current C.S.A.H. 35 revocation 0.26 miles

C.S.A.H. 35 Designation added to the following Streets:

On Clay Street - 5th Street to 9th Street - .30 miles  
On 9th Street - Clay Street to T.H. 57 - .07 miles

Proposed C.S.A.H. 35 Addition Designation - .37 miles

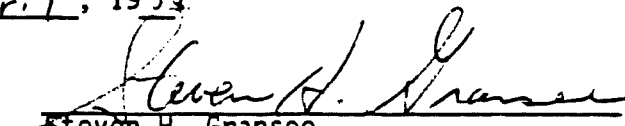
**TOTAL ADDITION TO C.S.A.H. 35 DESIGNATION = 0.11 MILES**

  
Chairman of Dodge Co. Board

**CERTIFICATION**

State of Minnesota  
County of Dodge

I do hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the County of Dodge at a duly authorized meeting thereof held on the 2nd day of April, 1935.

  
Steven H. Gransee  
Dodge County Auditor



**DODGE COUNTY  
HIGHWAY DEPARTMENT**

VERN D. MOLL, P.E. — County Engineer

P.O. Box 370

**Dodge Center, Minnesota 55927**

Phone: (507) 374-6694

July 18, 1985

Earl Welshons, P.E.  
MN. D.O.T.  
District State Aid Engineer  
P.O. Box 6177  
Rochester, Mn. 55903

RE: City of Mantorville request change in C.S.A.H. 35 designation.

Dear Mr. Welshons:

Dodge County requests the approval of the redesignation of C.S.A.H. 35 in Mantorville, Minnesota. This would include the addition of 0.11 miles to the C.S.A.H. 35 designation.

The new route of C.S.A.H. 35, (see attached map) would better serve the traffic generated by the Downtown Businesses and the Mantorville school. The change would also eliminate dead end C.S.A.H. stub streets that go nowhere and replace with a single loop beginning and ending on T.H. 57.

Also attached are copies of the Resolutions of the City Council and County Board requesting the change in designation.

Please review this request, and if acceptable, submit it to the Screening Committee for its consideration.

Thank you.

Sincerely yours,

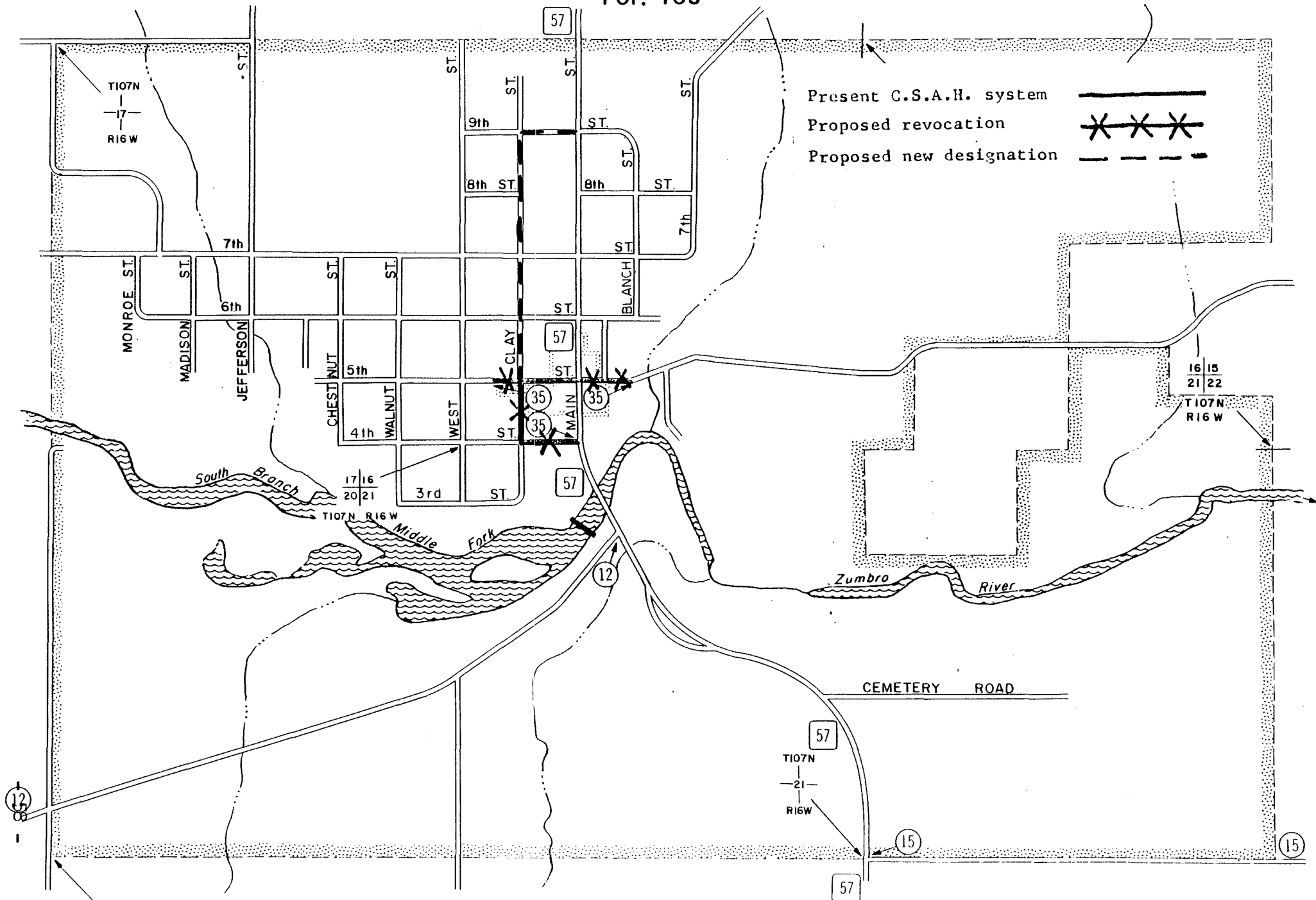


Vern D. Moll, P.E.  
Dodge County Engr.

Enc.  
VDM/sit

**"An Equal Opportunity Employer"**

MAP OF  
MANTORVILLE  
DODGE COUNTY  
POP. 705



NOTES & COMMENTS







(10-80) Rev. 2-84

DATE : July 24, 1985

TO : Manager, State Aid Needs Unit

FROM : EARL WELSHONS District State Aid EngineerSUBJECT: Request for Approval of a System Revision  
(~~Municipality~~) (County) of DODGE

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, ----- or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas, ----- or serves as a principal rural mail route and school bus route.
<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>IN THE CITY OF WEST CONCORD</u>
Available	<u>A STATE AID PROJECT IS INCLUDED IN THE</u>
- Revoked	<u>REVOKED SECTION (1962)</u>
+ Requested	
Balance	
	<u>AN ADDITIONAL 0.04 MILES</u>

Earl Welshons  
District State Aid Engineer

7-24-85  
Date

RECOMMEND APPROVAL OR DENIAL:

\_\_\_\_\_  
Manager, State Aid Needs Unit

\_\_\_\_\_  
Date

APPROVED OR DENIED:

\_\_\_\_\_  
State Aid Engineer

\_\_\_\_\_  
Date

**DODGE COUNTY  
HIGHWAY DEPARTMENT**

VERN D. MOLL, P.E. — County Engineer

P.O. Box 370

**Dodge Center, Minnesota 55927**

Phone: (507) 374-6694

July 18, 1985

Earl Welshons, P.E.  
MN. D.O.T.  
District State Aid Engineer  
P.O. Box 6177  
Rochester, Mn. 55903

RE: City of West Concord request change in C.S.A.H. 36 designation.

Dear Mr. Welshons:

Dodge County requests the approval of the redesignation of C.S.A.H. 36 in West Concord, Minnesota. This would include the addition of 0.04 miles to the C.S.A.H. 36 designation.


The new route of C.S.A.H. 36 (see attached map) would serve the traffic generated by the elevator and other commercial buildings on Front Street. The change would also eliminate smaller segregated segments of C.S.A.H. streets and coordinate C.S.A.H. mileage.

Also attached are copies of the Resolutions of the City Council and County Board requesting the change in designation.

Please review this request, and if acceptable, submit it to the Screening Committee for its consideration.

Thank you.

Sincerely yours,

  
Vern D. Moll, P.E.  
Dodge County Engr.

Enc.  
VDM/sit

**"An Equal Opportunity Employer"**

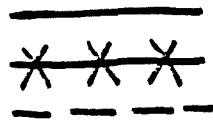
# MAP OF WEST CONCORD DODGE COUNTY

POP. 762

56

T108N  
— 17 —  
R17W

Present C.S.A.H. system  
Proposed revocation  
Proposed new designation



T108W  
18 17  
19 20  
R17W

56

24

CONCORD

24

ST.

24

ELLINGTON

MAIN

IRVIN

ARNOLD

OLIVE

SOUTH

CLYDE

EUGENE

36

36

2nd

2nd

1st

56

36

36

36

56

56

56

T108N  
— 20 —  
R17W

RESOLUTION

FOR

Partial Re-Designation West Concord, Mn.  
for C.S.A.H. 36

WHEREAS: The City Council of West Concord, Mn. in an effort to upgrade some of the streets and solve some of the current Maintenance problems wish to revise the present C.S.A.H. System, in the City of West Concord.

WHEREAS: The Dodge County Commissioners concur that this Re-Designation is for the Best Interest of West Concord and Dodge County.

NOW THEREFORE BE IT RESOLVED THAT: C.S.A.H. 36 Designation be Revoked for the following Streets;

Eugene Street from T.H. 56 to 3rd Street and on  
3rd Street from Eugene Street to Olive Street.

Current C.S.A.H. 36 Revocation 0.36 miles (1900 ft.)

C.S.A.H. 36 Designation added to the following Streets:

Front Street from C.S.A H. 24 to Arnold Street and  
Arnold Street from Front Street to T.H. 56 and Main  
Street from Front Street to East First Street.

Proposed C.S.A.H. 36 Designation addition, 0.40 miles (2116 ft.)

TOTAL ADDITION TO C.S.A.H. 36 DESIGNATION = 0.04 MILES

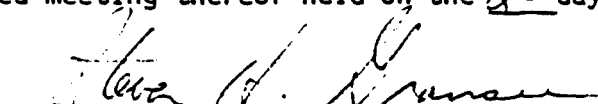


Chairman of Dodge Co. Board

CERTIFICATION

State of Minnesota  
County of Dodge

I do hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the County of Dodge at a duly authorized meeting thereof held on the 2<sup>nd</sup> day of April, 1985.

  
Steven H. Gransee  
Dodge County Auditor



DATE : April 26, 1985

TO : Manager, State Aid Needs Unit

FROM : J. J. Hoeke District State Aid Engineer

SUBJECT: Request for Approval of a System Revision  
(~~Municipality~~) (County) of Lac Qui Parle

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

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

M.S.A.S. CRITERIA

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

Miles M.S.A.S.	Comments: <u>Attached is a letter of request sent to this office by the</u>
Available	<u>County Engineer. Since this is a request for additional mileage, it</u>
- Revoked	<u>will have to be referred to the screening committee. Attached is</u>
+ Requested	<u>correspondence regarding the reduction of 1.6 miles of CSAH mileage</u>
Balance	<u>effective 9-24-73.</u>

J. J. Hoeke  
District State Aid Engineer

4-26-85  
Date

RECOMMEND APPROVAL OR DENIAL:

Manager, State Aid Needs Unit

Date

APPROVED OR DENIED:

State Aid Engineer

Date

MARLYN D. HANSON

Telephone (612) 598-3878

Highway Engineer

*Lac qui Parle County*  
DEPARTMENT OF HIGHWAYS  
MADISON, MINNESOTA 56256

April 10, 1985

Mr. John Hoeke  
District State Aid Engineer  
Minn. Dept. of Transportation  
Box 768  
Willmar, Mn. 56201

Dear John,

The city of Marietta has requested Lac qui Parle County to designate the existing street for 2 blocks north of CSAH #201 and the existing street which intersects the proposed extension of CSAH #201 from the Public School to CSAH #7 as a State Aid Highway. The requested designated route is approximately 0.3 miles in length.

The proposed route would serve the bank, City hall, fire station, the Public School and three churches. This route has approximately 1200 ADT (1979 Count ).

The proposed route would begin at the north end of CSAH #201 (intersection of 3rd Ave. and 2nd St.), thence northerly on 3rd Ave. to 4th St., and there terminating. The second portion of the proposed route would begin at the intersection of 4th St. and 4th Ave., thence easterly along 4th St. to CSAH #7, and there terminating (see enclosed map).

Routes to be revoked from the existing State Aid system have been reviewed and none was found that could be revoked without disrupting the continuity of the Highway System.

In 1973 Lac qui Parle County revoked 2 miles of CSAH 13 as a trade for 3000 feet of CSAH #207 in the City of Bellingham. This trade left the County about 1.4 miles short of their previous CSAH mileage. Lac qui Parle County feels that consideration should be given on this request for the loss of mileage on the CSAH 13 revocation.

Please review this request and submit to the screening committee if you concur.

Yours truly,

  
Marlyn D. Hanson

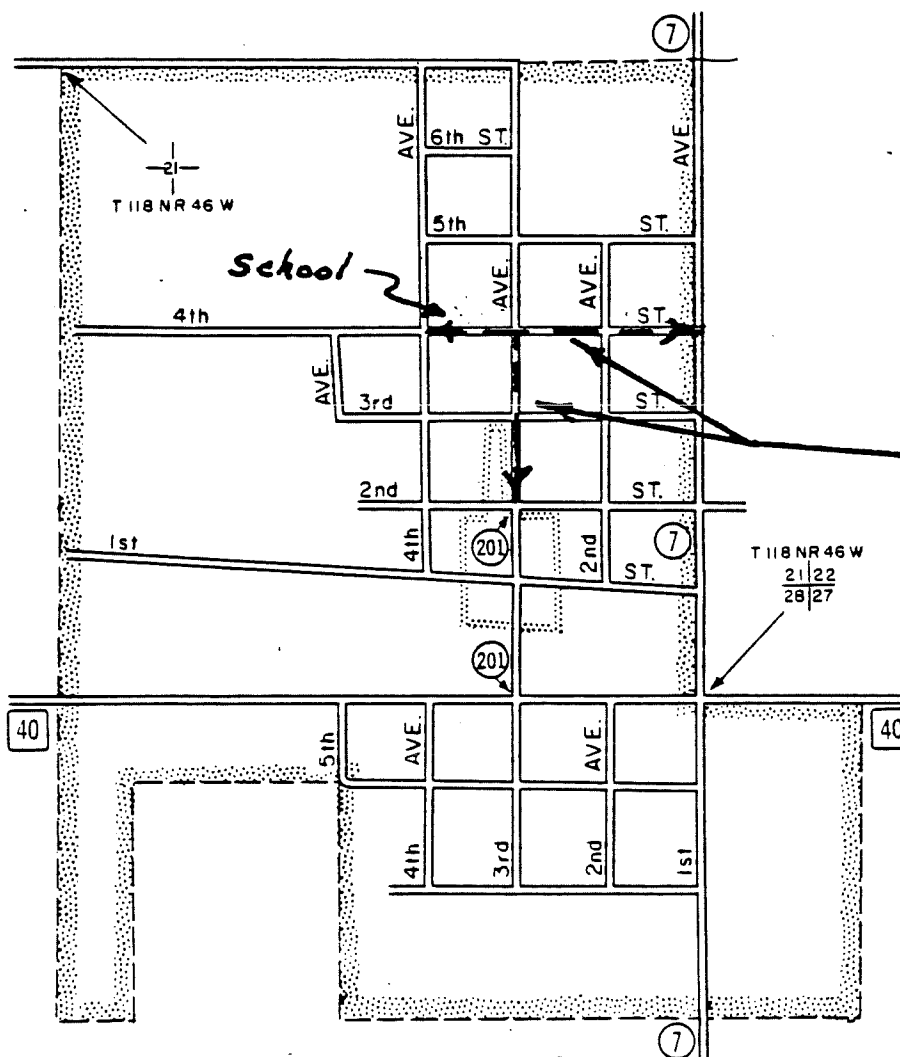
County Highway Engineer

MDH:mp

cc: Arvid Gollnick, County Commissioner

Mark Schuelke, Mayor

MAP OF  
**MARIETTA**  
 LAC QUI PARLE COUNTY  
 POP. 279



NOTES & COMMENTS







DATE : April 26, 1985

TO : Manager, State Aid Needs Unit

FROM : J. J. Hoeke District State Aid EngineerSUBJECT: Request for Approval of a System Revision  
(~~Municipality~~) (County) of Lac Qui Parle

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

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

## M.S.A.S. CRITERIA

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

Miles M.S.A.S.	Comments: <u>Attached is letter from County Engineer providing documentation</u>
Available	<u>as to the need of this addition. Please note the mileage given up in</u>
- Revoked	<u>1973. Since this is a request for additional mileage, it will have to</u>
+ Requested	<u>be referred to the screening committee.</u>
Balance	

J. J. Hoeke  
District State Aid Engineer

4/26/85  
Date

RECOMMEND APPROVAL OR DENIAL:

\_\_\_\_\_  
Manager, State Aid Needs Unit

\_\_\_\_\_  
Date

APPROVED OR DENIED:

\_\_\_\_\_  
State Aid Engineer

\_\_\_\_\_  
Date

Highway Engineer

*Lac qui Parle County*  
DEPARTMENT OF HIGHWAYS  
MADISON, MINNESOTA 56256

April 10, 1985

Mr. John Hoeke  
District State Aid Engineer  
Minn. Dept. of Transportation  
Box 768  
Willmar, Mn. 56201

Dear John,

The Township of Riverside has requested Lac qui Parle County to designate a 0.5 mile portion of T-23 from T.H. 212 to 0.5 mile South, as a County State Aid Highway.

Associated Milk Producers Inc., has a milk processing plant near the South end of the proposed route designation. This plant which processes over 1 million pounds daily is served exclusively by trucks by way of T.H. 212 and T-23. The truck traffic for the AMPI plant is approximately 60 per day. The estimated traffic is 125 A.D.T.

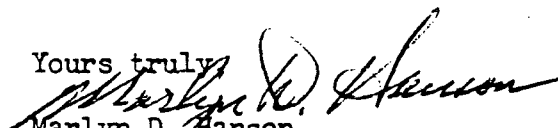
The route requested would begin at TH No. 212; thence southerly on T-23 for 0.5 mile and there terminating.

Lac qui Parle County has indicated their concurrence with this route change. Possible routes were considered for revocation from the existing County State Aid System and none were found that could be revoked without disrupting the continuity of the County Highway System.

In 1973 Lac qui Parle County revoked 2 miles of CSAH No. 13 as a trade for 3000 feet of CSAH No. 207 in the City of Bellingham. This trade left the County about 1.4 miles short of their previous CSAH mileage. Lac qui Parle County feels that consideration should be given on this request for the loss of mileage on the CSAH #13 revocation.

Please review this request and submit to the screening committee if you concur.

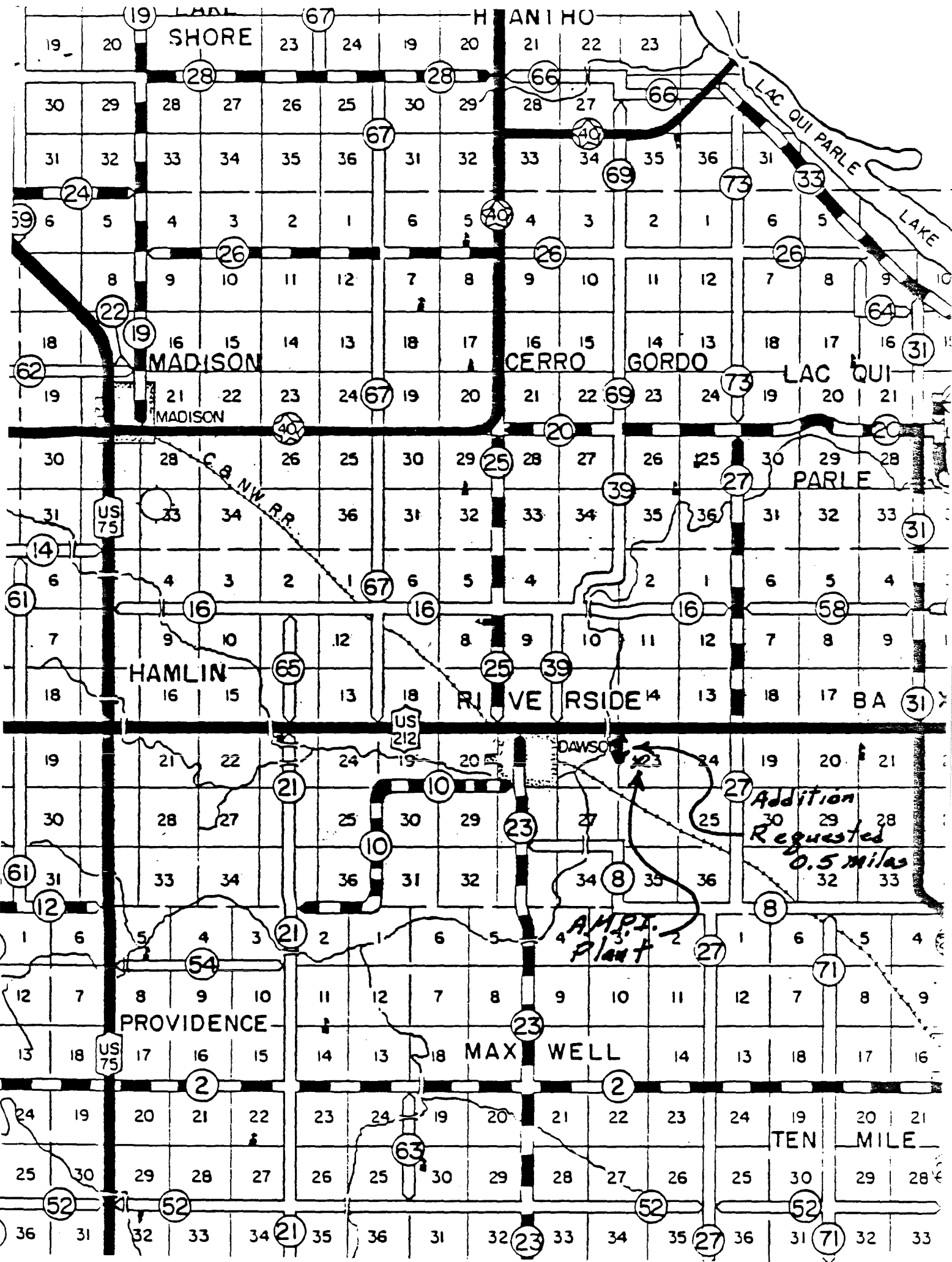
Yours truly,

  
Marlyn D. Hanson  
County Highway Engineer

MDH:mp

cc: Morris Benson, County Commissioner  
DuWayne Swenson, Town Board Chairman





NOTES & COMMENTS

STATE OF MINNESOTA

*Office Memorandum*

DEPARTMENT OF TRANSPORTATION  
Office of State Aid - Room 420

TO : County Engineers Screening Board

DATE: October 15, 1985

FROM : Office of State Aid

SUBJECT: Le Sueur County System Revision

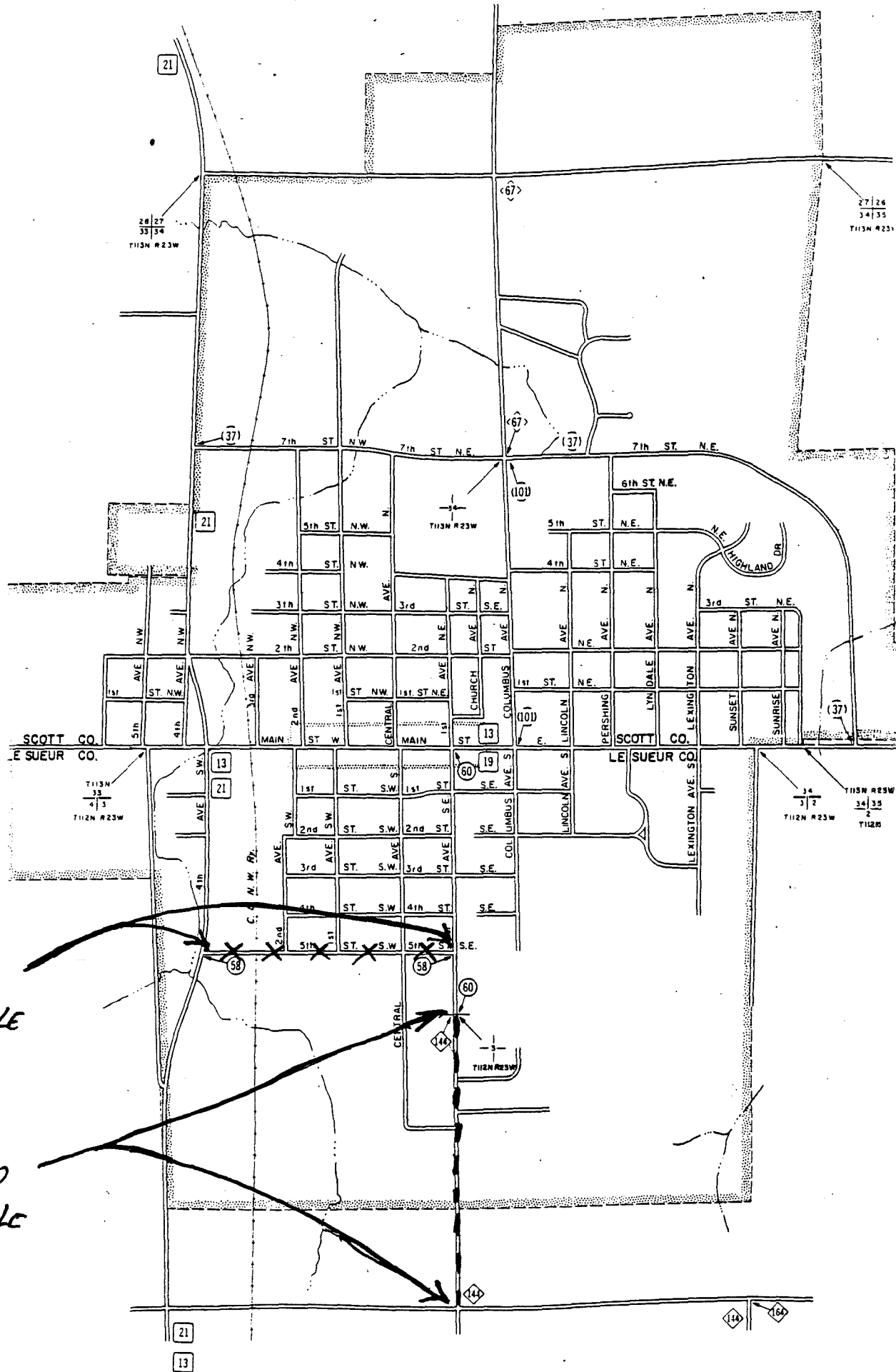
Earlier this year Ron Sandvik, Le Sueur County Engineer, submitted a request to revoke CSAH 58 in New Prague and to extend CSAH 60 south to the new corporate limits of New Prague. This resulted in a decrease of 0.11 of a mile. However, this request was denied because of the resulting stub end designation at the south corporate limits. Our office suggested that the county review their system to come up with enough mileage so that an integrated network of CSAH's be maintained.

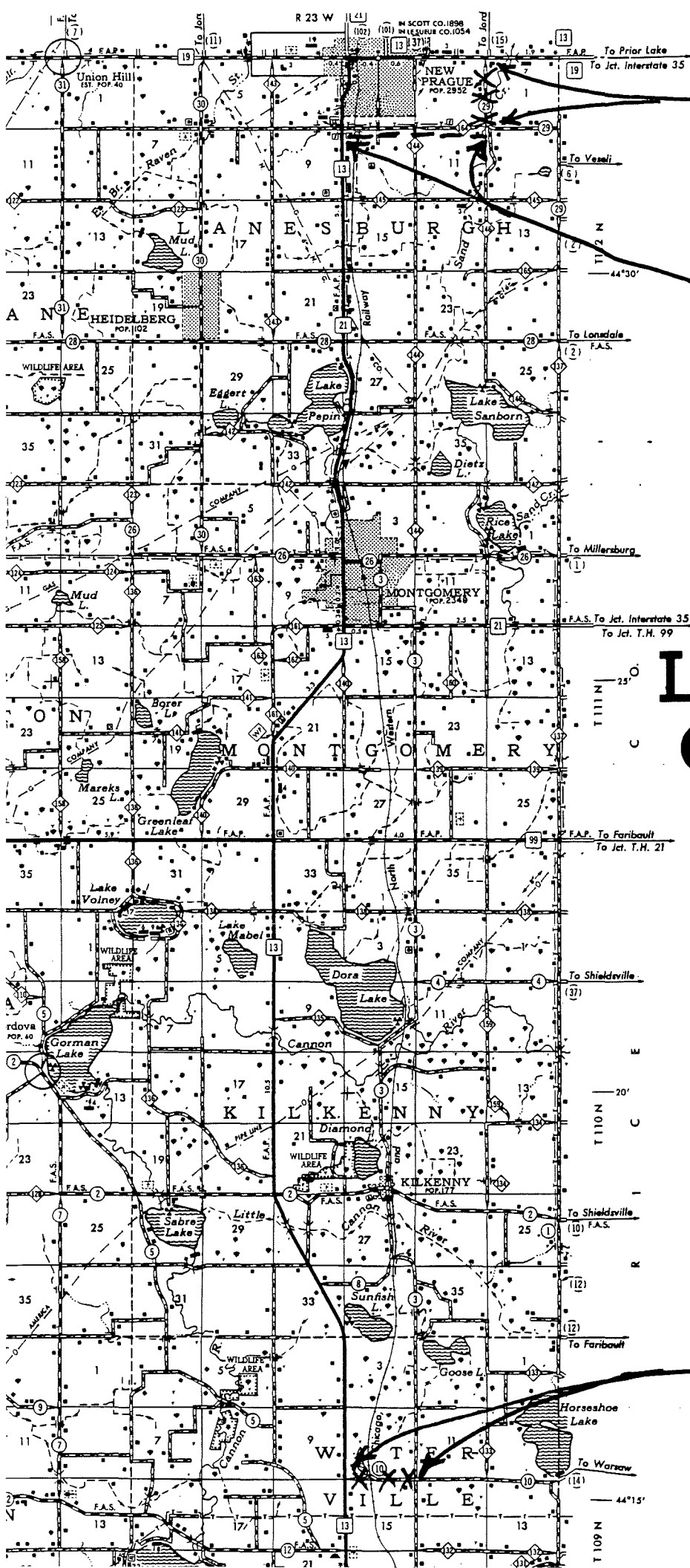
After further review the county submitted a request for changes as shown on the following two pages. These revisions were acceptable to our office. However the changes result in an increase of 0.02 of a mile (100 feet) of County State Aid Highway.

We informed them that we would present this to the Screening Board as any other additional mileage request. Harvey Suedbeck, the District State Aid Engineer has approved the request.

Inadvertently, the Commissioner's Orders making these changes has already been written and approved by the Commissioner. Due to this error in timing on our part, we are requesting the County Screening Board to approve the 0.02 mileage addition to Le Sueur County.

**NEW PRAGUE**  
LE SEUEUR AND SCOTT COUNTIES  
POP. 1054      POP. 1898





REVOKE PORTION  
OF CSAH 29  
- 1.00 MILE

EXTEND  
CSAH 29  
+ 2.00 MILES

# LE SUEUR COUNTY

REVOKE PORTION  
OF CSAH 10  
- 1.04 MILES

NOTES & COMMENTS

MINNESOTA DEPARTMENT OF TRANSPORTATION  
REQUEST FOR STATE AID SYSTEM REVISION

DATE : 3-5-85

TO : Director, Highway Studies Section

FROM : J.R.J. ISAACSON District State Aid Engineer

SUBJECT: Request for Approval of a System Revision  
(Municipality) (County) of NORMAN IN TWIN VALLEY

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

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

COMMENTS: PRESENT CSAH 49 CONNECTS TO CR 158 (STUB)  
PROPOSED DESIGNATION WOULD CONTINUE TO DO SO.

RECOMMENDED APPROVAL:

J.R.J. Isaacson  
District State Aid Engineer

3-5-85  
Date

RECOMMENDED APPROVAL OR DENIAL:

\_\_\_\_\_  
Director, Highway Studies Section

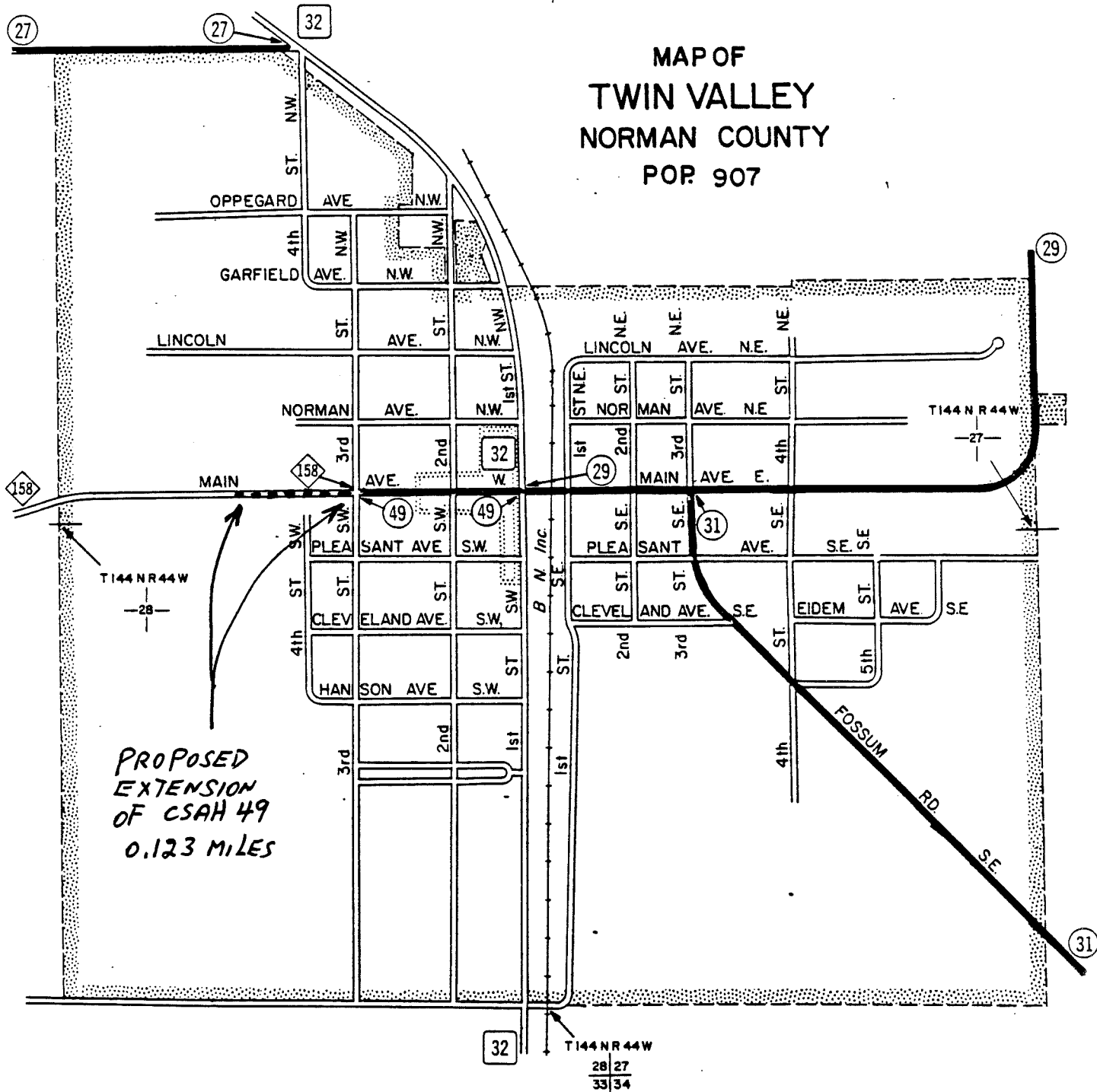
\_\_\_\_\_  
Date

APPROVAL OR DENIAL:

\_\_\_\_\_  
State Aid Engineer

\_\_\_\_\_  
Date

# MAP OF TWIN VALLEY NORMAN COUNTY POP. 907





**NORMAN COUNTY**  
DEPARTMENT OF ROADS  
HIGHWAY 9 NORTH  
ADA, MINNESOTA 56510

March 1, 1985

Mr. Jack Isaacson  
District State Aid Engineer  
Minnesota Dept. of Transportation  
Bemidji, MN 56601

RE: Request for additional C.S.A.H. mileage

Dear Mr. Isaacson:

Norman County requests approval of the addition of 0.123 miles to County State Aid Highway number 49 located in the city of Twin Valley, Minnesota.

Twin Valley is a city of 1,200 population, that serves as a hub for a relatively heavy populated farming community.

The Twin Valley Grade School and High School are located along the proposed extension and have a large impact on the traffic generated in the area. The projected traffic is 2,593 ADT. All of the problems that affect traffic in an area of concentrated people are present.

County State Aid Highway number 49 and its proposed extension functionally work as an arterial.

C.S.A.H. #49 would begin on County Road number 158, a bituminous surfaced road to the west and terminate at the intersection of T.H. #32 and C.S.A.H. #29 to the east, both bituminous surfaced highways that connect all communities, shipping points, rural churches, schools, and serve as school bus routes and mail route.

I believe that it is reasonable and consistent with County State Aid Highway designation to approve the proposed extension as a County State Aid Highway.

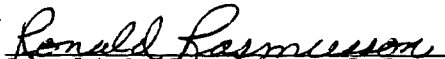
It is in Norman County's Proposed 5-Year Construction Plan to completely reconstruct C.S.A.H. #49 in 1987; this would include the proposed extension and will drop all needs except for future surfacing after that date.

Enclosed you will find maps showing the proposed extension.

After a review of our present County State Aid System, we cannot find any mileage to revoke.

I now request that MNDOT and the County Screening Committee approve this extension.

Sincerely,

  
Ronald C. Rasmussen, P.E.  
County Highway Engineer

RR/emv

cc: Norman County Board of Commissioners  
Twin Valley City Council  
Norman County Auditor







DATE : July 30, 1985  
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 WATONWAN

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:

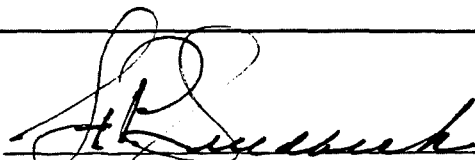
C.S.A.H. CRITERIA

<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, ----- or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas, ----- or serves as a principal rural mail route and school bus route.
<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: _____
Available	_____
- Revoked	_____
+ Requested	_____
Balance	_____

  
District State Aid Engineer

7-30-85  
Date

RECOMMEND APPROVAL OR DENIAL:

\_\_\_\_\_  
Manager, State Aid Needs Unit

\_\_\_\_\_  
Date

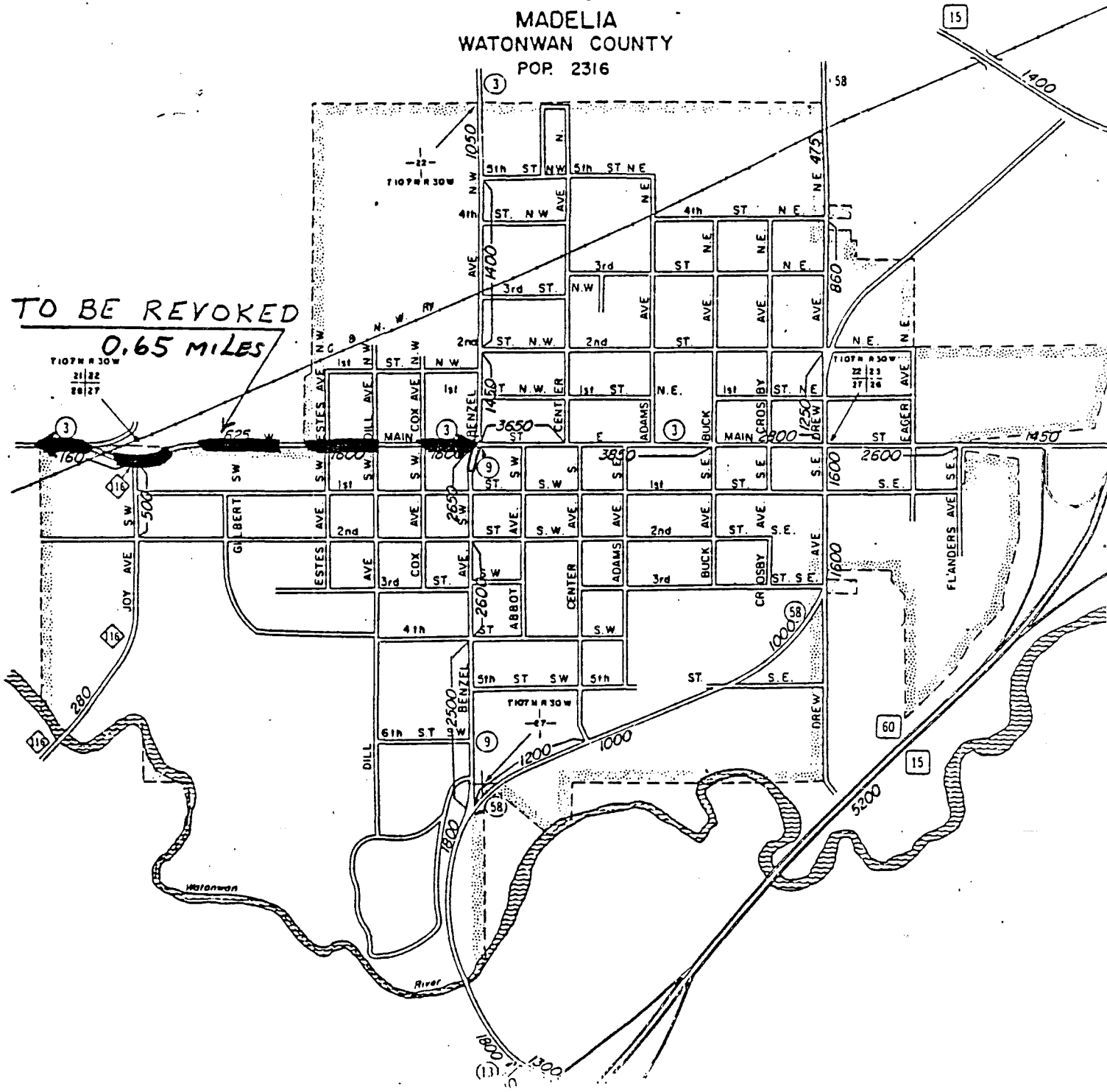
APPROVED OR DENIED:

\_\_\_\_\_  
State Aid Engineer

\_\_\_\_\_  
Date

MAP OF  
MADELIA  
WATONWAN COUNTY  
POP. 2316

TO BE REVOKED  
0.65 MILES



MAP OF  
ST. JAMES  
WATONWAN COUNTY  
POP. 4027

# Watonwan County

Public Works Department  
Roads & Bridges - Parks - Zoning - Landfill  
Buildings - Ag Inspector - Ditches

P.O. Box 467  
(507) 375-3341

St. James, Minnesota  
56081-0467

July 22, 1985

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

Re: Request for State Aid Designation

Dear Mr. Suedbeck:

This is a change in my request of April 30, 1985 after discussions with Madelia city officials.

The City of St. James, Madelia and the County of Watonwan hereby request that the following described streets in Madelia and St. James be altered as to State Aid status:

Revoke: In Madelia CSAH 3 - along Main Street from the West city limits to Benzel Avenue.  
Total CSAH mileage - 0.65 mile. State Aid funds were expended on 0.25 mile segment of this section of CSAH 3 in 1975.

Designate: CSAH 54 - along Tenth Avenue north from State Highway 4 to Eleventh Street North; thence south along Eleventh Street North to First Avenue South (Junction of CSAH 27 and 56). Total proposed mileage - 0.84 mile.

The requested designation provides access to the High School, Elementary School, Downsware Food Plant and the St. James Ready Mix Plant. This request if approved would result in a designation of 0.84 mile and the revocation of 0.65 mile for a net increase of 0.19 mile.

Sincerely,



Gerald A. Engstrom  
Highway Engineer

ms



SCALE OF STATUTE MILES

1985

BASIC DATA 19

Polyconic Projection  
North American Datum

**LEGEND**

[illegible]

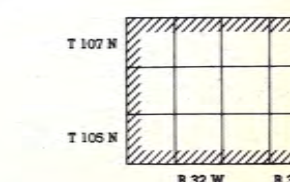
Outline Map of Minnesota showing location of this County within the State



Outline Map of this County. Shaded portion being area delineated on this sheet.

Area of this County	437	Sq. Miles
Land Area	432.6	Sq. Miles

TOTAL COUNTY POPULATION 12,341



SHEET 1 OF 1

\*NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE, ARE CURRENT AS OF JAN. 1, 1985.

NOTE: FOR DETAIL OF COUNTY STATE-AID HIGHWAYS AND COUNTY ROADS IN INCORPORATED PLACES, SEE MAP OF MUNICIPALITIES.



R E F E R E N C E

M A T E R I A L

\* \* \* \* \*

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

1985 LEGISLATION INVOLVING CSAH NEEDS AND APPORTIONMENTS

Sec. 4. Minnesota Statutes 1984, section 162.07, subdivision 2, is amended to read:

Subd. 2. [MONEY NEEDS DEFINED.] For the purpose of this section, money needs of each county are defined as the estimated total annual costs of constructing, over a period of 25 years, the county state-aid highway system in that county. Costs incidental to construction, or a specified portion thereof as set forth in the commissioner's rules and regulations may be included in determining money needs. ~~When a county state-aid highway is located over a street in a city having a population of 5,000 or more, only the construction costs of the center 24 feet of the street shall be included in the money needs of that county; provided that when traffic volumes warrant multiple or divided lane highways the construction costs of the necessary number of 12-foot lanes required for through traffic may be included in the money needs.~~ ~~When a county state-aid highway is located over a street in any city of less than 5,000 population, the construction costs of the entire width of the roadway or street surface shall be included in the money needs of that county.~~ To avoid variances in costs due to differences in construction policy, construction costs shall be estimated on the basis of the engineering standards developed cooperatively by the commissioner and the county engineers of the several counties. Any variance granted pursuant to section 162.02, subdivision 3a shall be reflected in the estimated construction costs in determining money needs.

Sec. 5. Minnesota Statutes 1984, section 162.07, subdivision 3, is amended to read:

Subd. 3. [COMPUTATIONS FOR RURAL COUNTIES.] A two-thirds of one mill levy on each rural county's total taxable valuation for the last preceding calendar year shall be computed and shall be subtracted from such county's total estimated construction costs. The result thereof shall be the money needs of such county. For the purpose of this section, rural counties shall be construed to mean all counties having a population of less than ~~200,000~~ 175,000.

Sec. 6 Minnesota Statutes 1984, section 162.07, subdivision 4, is amended to read:

Subd 4. [COMPUTATION FOR URBAN COUNTIES.] A four-tenths mill levy on each urban county's total taxable valuation for the last preceding calendar year shall be computed and shall be subtracted from such county's total estimated construction costs. The result thereof shall be the money needs of the county. For the purpose of this section urban counties shall be construed to mean all counties having a population of ~~200,000~~ 175,000 or more.

Sec. 7. [162.071] [SPECIAL PROVISIONS.]

The following provisions apply to county state-aid apportionments in calendar years 1986 and 1987 only:

(a) In calendar year 1985 for the 1986 apportionment the definition of "money needs" includes 50 percent of the construction costs beyond the center 24 feet of a county state-aid highway located over a street in a city of 5,000 or more population.

(b) In calendar year 1986 for the 1987 apportionment the definition of "money needs" must include 100 percent of the construction costs beyond the center 24 feet of a county state-aid highway located over a street in a city of 5,000 or more population.

(c) Notwithstanding paragraphs (a) and (b), the commissioner shall make no apportionment of county state-aid highway funds for calendar years 1986 and 1987 which would result in any county receiving a lesser apportionment of such funds than was apportioned to it in calendar year 1985.

(d) Notwithstanding paragraphs (a) and (b), the apportionment of county state-aid funds for either calendar year 1986 or 1987 for any county may not exceed the apportionment to that county for the previous calendar year, increased by a percentage which is the sum of the percentage by which the total funds available for apportionment to all counties increased over the total funds available for apportionment for the previous calendar year, plus five percent. If the provisions of this clause result in more funds being available for distribution to all counties than can be distributed under these provisions, the commissioner shall apportion the excess funds to the counties in proportion to each county's approved money needs as defined in section 162.07, subdivision 2.

The provisions of this section do not apply to apportionments for any year in which the amount of county state-aid highway funds available for apportionment to all counties is less than the amount which was available for apportionment to all counties in calendar year 1985.

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Elimination of the 24 foot/48 foot needs restriction  
on C.S.A.H.'s in Municipalities with 5,000 and over population

A portion of legislation concerning CSAH's which was passed by the 1985 legislature reads as follows:

(a) In calendar year 1985 for the 1986 apportionment the definition of "money needs" includes 50 percent of the construction costs beyond the center 24 feet of a county state-aid highway located over a street in a city of 5,000 or more population.

(b) In calendar year 1986 for the 1987 apportionment the definition of "money needs" must include 100 percent of the construction costs beyond the center 24 feet of a county state-aid highway located over a street in a city of 5,000 or more population.

To satisfy this legislation, the needs impact of removing the restriction was computed and is shown on these pages.

	Increase To <u>Roadway Needs</u>	Increase To <u>Bridge Needs</u>	Total Needs <u>Increase</u>
Carlton	\$ 1,668,631	\$ 14,949	\$ 1,683,580
Itasca	207,958	--	207,958
Koochiching	74,219	--	74,219
St. Louis	12,147,270	1,082,012	13,229,282
District 1 Totals	14,098,078	1,096,961	15,195,039
 Beltrami	 1,148,395	 --	 1,148,395
Pennington	156,518	--	156,518
Polk	1,064,678	--	1,064,678
District 2 Totals	2,369,591	--	2,369,591
 Benton	 78,021	 --	 78,021
Crow Wing	196,482	--	196,482
Morrison	389,904	--	389,904
Sherburne	629,514	--	629,514
Stearns	119,919	--	119,919
District 3 Totals	1,413,840	--	1,413,840

Elimination of the 24 foot/48 foot needs restriction  
on C.S.A.H.'s in Municipalities with 5,000 and over population

	Increase To <u>Roadway Needs</u>	Increase To <u>Bridge Needs</u>	Total Needs <u>Increase</u>
Becker	\$ 137,398	\$ --	\$ 137,398
Clay	478,122	--	478,122
Douglas	541,014	--	541,014
Otter Tail	889,942	--	889,942
Stevens	404,872	--	404,872
District 4 Totals	2,451,348	--	2,451,348
 Anoka	 11,552,355	 257,130	 11,809,485
Carver	1,939,699	90,758	2,030,457
Hennepin	46,989,926	12,415,207	59,405,133
Scott	4,365,948	3,877,569	8,243,517
District 5 Totals	64,847,928	16,640,664	81,488,592
 Freeborn	 961,231	 108,900	 1,070,131
Goodhue	187,268	--	187,268
Mower	913,442	564,608	1,478,050
Olmsted	1,294,120	228,480	1,522,600
Rice	1,368,431	54,855	1,423,286
Steele	1,737,884	498,630	2,236,514
Winona	283,459	--	283,459
District 6 Totals	6,745,835	1,455,473	8,201,308
 Blue Earth	 1,391,179	 11,700	 1,402,879
Brown	495,944	--	495,944
Martin	587,530	--	587,530
Nicollet	480,755	--	480,755
Nobles	1,206,566	--	1,206,566
Waseca	684,504	--	684,504
District 7 Totals	4,846,478	11,700	4,858,178
 Chippewa	 405,525	 --	 405,525
Kandiyohi	830,937	--	830,937
Lyon	349,101	--	349,101
McLeod	823,397	--	823,397
Meeker	208,423	--	208,423
Redwood	260,775	221,850	482,625
District 8 Totals	2,878,158	221,850	3,100,008
 Dakota	 17,505,533	 2,207,840	 19,713,373
Ramsey	43,530,169	2,609,097	46,139,266
Washington	3,606,835	--	3,606,835
District 9 Totals	64,642,537	4,816,937	69,459,474
 STATE TOTALS	 \$ 164,293,793	 \$ 24,243,585	 \$ 188,537,378

1985 COUNTY SCREENING BOARD DATA  
OCTOBER, 1985

Inclusion of Former MSAS's in the C.S.A.H. System

Action by the 1984 Legislature added the following Subdivision to Minnesota Statutes Chapter 162.02:

Subd. 12. System to include former municipal state-aid streets. Former municipal state-aid streets located in a city that previously received money from the municipal state-aid street fund but whose population fell below 5,000 under the 1980 federal census must be included in the county state-aid highway system, subject to the approval of the governing bodies of the city and the county. An action taken by a county board approving the inclusion of a former municipal state-aid street in the county state-aid system must also include a resolution taking over the street as a county highway under section 163.11. The County state-aid highway system is increased in extent by the addition of the mileage of municipal state-aid streets reverting or turned over to the jurisdiction of the counties under this subdivision.

Pursuant to this addition to the law, Pipestone County designated 6.61 miles of former Municipal State Aid Street as County State Aid Highway in 1984. As stated in the subdivision, these type mileages do not count towards the 30,000 mile limitation of the County State Aid Highway system.

Minutes of the County Engineers Screening Committee Meeting

June 19 & 20, 1985

Meeting opened with Ron Sandvik calling the meeting to order at 1:00 P.M.  
June 19, 1985.

Mr. Sandvik asked the Secretary to call the roll of Board Members.

District 1	.....	Boyd Paulu	.....	Carlton County	.....	Present
District 2	.....	Dave Olsonawski	.....	Kittson County	.....	Present
District 3	.....	Dick Larson	.....	Mille Lacs County	.....	Present
District 4	.....	Otho Buxton	.....	Grant-Pope County	.....	Present
District 5	.....	Paul Ruud	.....	Anoka County	.....	Present
District 6	.....	Mike Pinsonneault	.....	Goodhue County	.....	Present
District 7	.....	Gerald Engstrom	.....	Watonwan County	.....	Present
District 8	.....	Pete Boomgarden	.....	Redwood County	.....	Present
District 9	.....	Doug Weiszhaar	.....	Chisago County	.....	Present

Due to Bob Egans resignation as County Engineer it is necessary to elect a new chairman from an even numbered District.

Mr. Sandvik asked for nominations for chairman. Otho Buxton nominated Pete Boomgarden, Dave Olsonawski second the nomination. Upon receiving no further nominations after asking 3 times, a vote was taken and a unanimous ballot was cast for Pete Boomgarden.

Pete Boomgarden took the chair and asked for approval of the October 30 & 31, 1984 Screening Board minutes. Paul Ruud moved and Mike Pinsonneault second a motion to approve the minutes as distributed. Motion Carried.

Chairman Boomgarden introduced the Mn/DOT personnel present:

Gordon Fay	.....	Director of State Aid
Roy Hanson	.....	Assistant Director of State Aid
Ken Hoeschen	.....	Manager-State Aid Needs Unit
Dick Hanson	.....	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

Others present were:

Screening Board Alternates

District 1	.....	Dave Rholl	.....	Pine County
District 2	.....	Mike Rardin	.....	Polk County
District 3	.....	Duané Lorsung	.....	Todd County
District 4	.....	Lee Amundson	.....	Mahnomen County
District 5	.....	Roger Gustafson	.....	Carver County
District 6	.....	Niel Britton	.....	Fillmore County
District 7	.....	Bob McPartlin	.....	Waseca County
District 8	.....	Don Paulson	.....	Yellow Medicine County
District 9	.....	Ken Weltzin	.....	Ramsey County

John Walkup ..... Aitkin County ..... Sub-Committee Chairman  
 Ron Sandvik ..... LeSueur County ..... Outgoing Board Chairman  
 Herb Klossner ..... Hennepin County  
 Duane Blanck ..... Crow Wing County  
 Dennis Carlson ..... Benton County ..... Screening Board Secretary

Chairman Boomgarden asked for nominations for vice chairman from the odd numbered Districts. Paul Ruud nominated Doug Weiszhaar, Dick Larson second the nomination. Boyd Paulu moved to close nominations and cast a unanimous ballot for Doug Weiszhaar. Otho Buxton second the motion, and it carried.

Chairman Boomgarden then asked Ken Hoeschen to lead the Board thru the report.

#### Page 10 & Figure A - Gravel Base Unit Prices

Ken Hoeschen explained the legend for the numbering system on the map and noted it was inflated prices. The inflation factors are computed on page 39. He also noted that the number of counties using other sources to establish their gravel base price is increasing due to the 50,000 Ton minimum. The number using other sources has increased from 18 in 1983 to 21 in 1984 and 29 in 1985. There was a discussion about lowering the minimum to 40,000 Ton or possibly some other method of computation. There was also a discussion about what to do with counties that don't have neighboring counties with 50,000 ton to establish gravel base prices. The report used the second ring of counties but not all of them. Otho Buxton questioned the selection of counties used for Traverse County. There apparently is a considerable difference in availability of gravel that affects the price so neighboring counties may not be representative.

#### Pages 12 & 13 - CSAH-MSAS Unit Price Comparison

Ken Hoeschen reviewed the Sub-Committee recommended Unit Prices on page 13 and explained that the MSAS Screening Board changed the price shown from \$5.50/Ln.Ft. to \$6.50/Ln. Ft. for curb and gutter construction. He also noted that the last item was incorrect in that it has Signals and Gates at \$90,000 when it should be \$95,000.

Dick Larsen handed out a proposal to consider an alternate method of computing inflation factors that would be more stable. Dick Larsen also said the same thing could be done with bituminous material as gravel base. Dick Larsen also said the flat \$196,000/mi. for Storm Sewer is not indicative of the County's actual cost and should be looked at by the Sub-Committee.

#### Pages 21-24 & Figure B - Dakota County Mileage Request

Doug Weiszhaar explained the circumstances of the mileage request regarding T.H. 77 and the construction of the new route completed to date with local participating funds. Projected ADT on the new route 10,000 to 15,000 and existing volumes of up to 55,000 on the parallel route CSAH 42 was also pointed out. The question was asked if Dakota County had considered other exchange mileage or reducing the request to the westerly segment only. Doug indicated that the request is for both segments and should be considered on its merits as a Minor Arterial. A long discussion followed, regarding MSA designation, expenditures, and future needs as well as the regional impact as an access to the Minnesota Zoo.



#### Pages 25-27 & Figure C - Polk County Mileage Request

District 2 representative deferred to the Polk County Engineer. Mike Rardin explained the corporate limits changes and their plans for development in Fertile and the City's desire to get adequate access to the industrial park. He also noted the proposed regional park west of town and the possible future need to provide access to that area. Exchange mileage and traffic volumes were also discussed.

#### Pages 29-32 Figure D - Ramsey County Mileage Request

After a brief explanation Doug Weiszhaar deferred to the Ramsey County Engineer. Ken Weltzin pointed out that after the request was submitted he has withdrawn 1.0 miles of the request therefore the mileage requested should be 0.92 miles. This being from T.H. 280 to Cleveland Ave. The City of Lauderdale is unhappy because they don't receive gas tax dollars as a city under 5,000 population. The segment of road carries 3,000 vehicles per day and is in poor condition and needs reconstruction. Ramsey County has State Aid funds available to reconstruct the segment if the mileage is approved. Exchange mileage was also discussed.

#### Pages 33-36 & Figure E - Waseca County Mileage Request

District representative Gerald Engstrom deferred to the Waseca County Engineer. Bob McPartlin explained development changes that have occurred in New Richland that shifted traffic to Aspen Avenue. The proposed designation also fits a grid system with logical connections to other State Aid Routes. In reviewing their present system they felt the revocation of 0.32 miles of CSAH 45 was the best they could do in exchange mileage for the new route.

#### Page 41 - Soil Classification Guidelines

The guidelines proposed by the Subcommittee were discussed and 2 changes were considered.

1. Delete references to "Road Rater" in paragraphs one and two.
2. The last sentence in paragraph one should read "The mileage, boring locations and testing method to be used shall be approved by the District State Aid Engineer."

Testing material in borrow pit areas is considered by some as more important than testing the soil in the road that may be unacceptable and disposed of outside the new roadbed.

#### Page 42-45 & Figure G - Rural Design Grading Cost Restudy

A recommendation by the District State Aid Engineers was discussed at length. Ken Hoeschen said that some checking of actual costs in 1984 against 1983 needs indicate that statewide on over 254 miles of grading the actual cost was \$68,840/mi. and the Needs cost was \$66,525 which was less than a 3% difference. However by District there seemed to be more diversity. District 1 was 2%, District 2-3%, District 3-6%, District 4-4%, District 5 & 9 combined 10%, District 6-28%, District 7-4% District 8-11%. Ken Hoeschen also pointed out that the change in the adjustment factor made at the fall 1984 meeting makes the system more responsive to correcting errors made in estimating grading costs. It was also noted that the comparison made between 1983 Needs and 1984 actual costs may not include segments with high Needs costs and therefore may not validate the system. In fact the diversity between Districts indicates offsetting errors. There was also a concern that some counties are not doing any grading therefore errors in estimating grading costs will never become apparent. Dick Larsen suggested that the 10% adjustment factor should only be applied when Needs are

higher than actual costs. Otho Buxton said that some counties were spending their money on bituminous overlays to preserve their existing system and that should be the County Engineers decision. Mike Pinsonneault mentioned that maybe some consideration should be given to disallowing bituminous surface Needs for some ADT figure higher than 100 VPD projected traffic.

#### Pages 46-47 - Conversion of Low Volume Concrete to Gravel Base

Ken Hoeschen asked Bob McPartlin to explain his suggested conversion formula for low volume concrete. After leading the Board thru the formula there was a brief discussion about the benefits of concrete versus bituminous. Ken Hoeschen said this idea would bring some counties up to the minimum 50,000 Ton of Gravel Base.

#### Pages 52-55 - Guidelines for Needs Adjustments due to Variances

Ken Hoeschen explained that some 100 variances have been granted therefore creating the need for some guidelines for relationship to Needs. There was a discussion about the 10 year deduction being made in 1 year. Future adjustments will always be included in the Screening Board Reports. It was also noted that this will fill the requirements of the law regarding adjustments. An avenue of appeal was discussed, but dropped, because when a county requests a variance they give up their right to appeal.

#### Pages 65-68 - Screening Board Resolution Changes

Ken Hoeschen said most of the changes are not major but more of a housekeeping type. There was a brief discussion and members would review the changes before the meeting reconvenes in the morning.

#### New Business

Gerald Engstrom said that District 7 would like to see the Special Resurfacing Needs adjustment should be eliminated because of the demands for dollars make it difficult to bring the roadbed up to standards by regrading. The consensus of the Board was that the Needs adjustment was appropriate in light of the fact it was the choice of the county and the same for everybody. There was a discussion about whether bituminous overlays was a construction item or a maintenance item. The adjustment was apparently initiated when some counties were using local funds for overlays and then other counties were allowed to use State Aid Construction funds. Previous Screening Boards felt that the adjustment would balance out the inequity as it relates to local effort.

Gerald Engstrom also said that District 7 would like to see some change in standards if the 10 Ton law is passed. He suggested possibly 10 Ton design for roads over 1,000 ADT. Paul Ruud said it may be more appropriate to look at a 10 Ton system rather than set a volume because in rural areas some roads with 200 vehicles may have a high percentage of trucks. The chairman asked if the issue could be deferred to the fall Screening Board meeting and District 7 could bring it up again and supply some data based on the above discussion.

Gerald Engstrom said that District 7 was interested in including the cost of tile crossings as "after the fact needs." A comparison was made to the current practice in handling seeding that is not included in the contract. Dick Larsen suggested that maybe the total final costs should be included at the end of the contract and adjust the bid costs accordingly. This could be quite cumbersome as some projects aren't finalized for a couple of years.

The Legislative Auditors Report was briefly discussed and the Board agreed to wait for the Executive Committee to make recommendations.

At 5:00 P.M. Otho Buxton moved and Gerald Engstrom second a motion to recess until 9:00 A.M. tomorrow morning. Motion carried.

Meeting Reconvened at 9:00 A.M., June 20, 1985.

Chairman Boomgarden asked Ken Hoeschen to lead the Board thru the Report on subjects that required action at this meeting.

Page 10 & Figure A - Gravel Base Unit Prices

Ken Hoeschen reported the revised unit prices for Traverse and Big Stone counties based on the inclusion of additional more similar counties. Traverse would go to \$ 3.48 and Big Stone would go to \$ 3.59. Vern Korzendorfer noted that Traverse gets some of their gravel from north central Big Stone County. Paul Ruud moved to accept the recommendation of the Sub-Committee as included in the report. Mike Pinsonneault second the motion. After considerable discussion the motion carried - on a 7 to 2 vote.

Pages 12 & 13 - CSAH-MSAS Unit Price Comparison

Gerald Engstrom moved to accept the recommendation of the Sub-Committee with two revisions. 1. Change Curb & Gutter to \$6.50/Ln. Ft. and Railroad Signals and Gates to \$95,000. Doug Weiszhaar second the motion. The motion carried unanimously.

Pages 21-24 & Figure B - Dakota County Mileage Request

Ken Hoeschen explained that the requests would be considered and voted on individually but the votes would not be tallied until all requests have been considered.

Doug Weiszhaar reiterated the request was for a route that will be a Minor Arterial with high traffic demands. He also said that it was his understanding that there was no trade-off mileage available and their District supported the request as is. Boyd Paulu moved and Paul Ruud second a motion to consider only the westerly segment at this time. A discussion followed on programmed construction on both segments. Motion carried. Secret ballots were then cast.

Pages 25-27 & Figure C - Polk County Mileage Request

There being no further discussion the secret ballots were cast.

Pages 29-32 Figure D - Ramsey County Mileage Request

Doug Weiszhaar moved to amend the Ramsey County request to only include the westerly 0.92 miles. Dick Larsen second the motion. After considerable discussion about voting on amended requests without the benefit of District input. It was suggested that request should not be made to test the water so to speak because in the future the request could be denied without amending. Motion carried and the secret ballots were cast.

Pages 33-36 & Figure E - Waseca County Mileage Request

Dick Larsen commented on the appropriateness of this request with the trade-off mileage and apparent system improvement. The secret ballots were then cast.

The outcome of the ballots were:

Dakota County - Approved	5-4
Polk County - Denied	0-9
Ramsey County - Approved	5-4
Waseca County - Approved	9-0

Dave Olsonawski moved to establish a policy on future mileage requests. That policy would be to consider mileage requests as submitted, and amended requests should be resubmitted at a later meeting. Gerald Engstrom second the motion. Doug Weiszhaar expressed a concern that Board considerations of requests may put too much emphasis on the size of the request rather than the merits of the request. Motion failed.

#### Page 41 - Soil Classification Guidelines

Paul Ruud moved to accept the recommended Soil Classification Guidelines with 3 amendments. In paragraph one delete the words "Road Rater", also in paragraph one change the last sentence to read "The mileage to be tested and the testing method to be used shall be approved by the District State Aid Engineer" and in paragraph two delete the words "Road Rater." Mike Pinsonneault second the motion. Motion carried unanimously. It was understood that this would replace the current resolution on the subject.

#### Page 42-45 & Figure G - Rural Design Grading Cost Restudy

Doug Weiszhaar moved to approve the recommend grading needs prices as shown in the report. Dave Olsonawski second the motion. Motion carried.

Dick Larsen moved to refer the matter of grading needs adjustments based on 10% of a county's system, to the General Sub-Committee. Boyd Paulu second the motion. Motion carried.

Ken Hoeschen assumes the complete grading costs to be reinstated into a county's needs would be done so by filling out an estimate sheet based on 1983 prices. Also grade widening already reported will be adjusted to reflect the new complete grading cost study. There were no objections.

#### Pages 46-47 - Conversion of Low Volume Concrete to Gravel Base

Ken Hoeschen explained that this is similar converting Deep Strength bituminous for the purpose of assisting counties in reaching the 50,000 ton minimum. Dick Larsen moved and Gerald Engstrom second a motion to accept the recommendation on page 47. Motion carried.

#### Pages 52-55 Guidelines for Needs Adjustments due to Variances

Ken Hoeschen explained that the law states that any variances granted will be reflected in the estimated construction costs in determining Needs. The guidelines on pages 52 thru 54 are for compliance with the law. The impacts are shown on page 55. Ken Hoeschen also corrected an error for St. Louis County Needs Adjustment to \$89,970. Gerald Engstrom moved and Doug Weiszhaar second a motion to accept the guidelines as shown in the report. Motion carried 8 to 1. Ken Hoeschen said they will look to the Sub-Committee annually for recommendations on future adjustments.

#### Pages 65-68 - Screening Board Resolution Changes

Ken Hoeschen explained that the General Sub-Committee was asked to review the current resolutions for possible minor housekeeping type changes. Dick Larsen Moved and Boyd Paulu second a motion to approve the Sub-Committee recommendations as shown in the report, plus include the variance resolution. Motion carried.

The 50,000 ton requirement was briefly discussed but no action was taken.

## New Business

Gerald Engstrom moved to consider the elimination of the Special Resurfacing Needs adjustment. Otho Buxton second the motion. The discussion generally opposed the motion. Motion failed.

Dick Larsen moved to refer the matter of Gravel Base and Sub-base trends and inflation factors to the General Sub-Committee for study. Boyd Paulu second the motion. Following a question regarding their workload the motion carried 6 to 3.

Mike Pinsonneault moved to have the Sub-Committee study the possibility of increasing the minimum projected ADT for bituminous surfacing. Doug Weiszhaar second the motion. The discussion included consideration should be given to HCADT as well as ADT. Mike amended his motion to include HCADT in the Sub-Committee study. Doug Weiszhaar agreed to second the amendment. Paul Ruud said the study is not limited to traffic but could include other factors. Apparently there is a dual concern, one being bituminous surface needs and second a concern about 10 Ton routes. Motion carried.

Gerald Engstrom brought up the subject of including Tile crossings and Supplemental Agreements in the grading costs. If "after the fact" costs are to be considered what would be the time limit on getting final costs in? Dick Larsen suggested a one time modification would be allowed within 1 year after the bid abstract price was submitted. There was a concern that the amount of apportionment received would be so small from the modifications that it would not be worth the effort. Pete Boomgarden also said that underruns would offset some of the added costs thereby reducing the impact even more. Paul Ruud moved to not change our current reporting method but provide for a way to bring in "after the fact" needs for replacing tile lines. Gerald Engstrom second the motion. Boyd Paulu said that the motion as it stands may not address the problem of grading cost adjustments occurring because the cost is not included in the grading cost at time of bid. Harvey Suedbeck said it is a significant cost and should be handled like Turf Establishment. Boyd Paulu moved to table the subject to the fall meeting. Dick Larsen second, Motion carried.

Gordon Fay discussed current legislation.

1. A mandatory one year suspension of bid awards to debarred contractors, with reference to the person and the company. This includes all levels of government.
2. Removal of the center 24' restriction in State Aid Needs. Implemented over a 2 year period.
3. Urban county population limit was reduced from 200,000 to 175,000.
4. The 80,000 pound bill included additional truck length and did not pass with the exception of a test route.
5. Bridge Bonding bill did not pass but some additional flexibility of shifting from funds within the bonding authority will help for a year or so.
6. There will be a study relative to trucks conducted by legislative committees. It could be an all inclusive study covering many subjects.
7. The DNR increased their portion of the Highway User Fund to 1½% or \$9,000,000 in 1986.
8. Another bill was proposed to fund some Forest roads which could be \$2,000,000.

9. A bill may be introduced to stop the constant raids on the H.U.F.
10. Minimum maintenance bill was passed but probably won't affect the tort liability very much on State Aid routes.
11. District Engineers will be required to hold Public Meetings to consider a 10 Ton system.
12. The Highway Commissioner will be developing procedures to study jurisdictional changes. Thru RDC's, MPO's and the Metro Council. We will be busy studying our systems as related to jurisdiction.

Gordon Fay also discussed:

Bid rigging and it's impact on Needs costs etc. Bid rigging investigations are not over so be prepared to respond to questions in writing.

The Legislative Auditors Report has not been discussed with him by legislators. Gordon said the Executive committee will be dealing with a position or response to the report later today.

AASHTO is recommending to Congress going to block grants for Federal Aid Secondary and Urban funds.

There was a brief discussion about the possibility of giving all Federal Funds to Mn/DOT and the counties would receive a like amount thru State Aid.

Gordon Fay said our transportation system is probably better in Minnesota because of Federal regulations.

Dick Larsen had a concern about a response to the Legislative Auditors Report and some assurance that it is dealt with by the County Engineers. The Executive Committee will develop a plan for appropriate action.

There was a brief discussion about a bill dealing with certified acceptance. Apparently a county with their own staff of competent engineers could bypass State Aid review of plans. Herb Klossner said that California has this procedure but it is limited to Los Angeles County.

Chairman Boomgarden thanked the Board for electing him chairman.

Boyd Paulu moved and Dave Olsonawski second a motion to adjourn.

Meeting adjourned at 12:00 P.M.

Respectfully submitted,



Dennis C. Carlson  
Screening Committee Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING  
SEPTEMBER 12, 1985

Members present: Tom Behm - Chairman - Lyon County  
Don Wisniewski - Washington County  
Art Tobkin - Clearwater County

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

The meeting was called to order by Chairman Behm at 9:00 A.M. on Thursday, September 12, 1985.

The first item on the agenda was to review the procedure used to adjust the rural design grading costs in each county. This procedure uses the grading cost comparison data directly if 10% or more of the rural design system that has complete grading needs is included in the comparison. This method was used to adjust the complete grading costs in the 1984 needs study and the Subcommittee felt it should be used for 1985 also.

The Screening Board directed the Subcommittee to review trends and inflation factors of subbase and gravel base unit prices as they pertain to the County State Aid Needs Study. After considerable discussion the Subcommittee arrived at the following recommendations:

- 1) Individual reviewal of counties whose five-year average unit price data does not conform to the present requirement of having 50,000 tons of gravel base material.
- 2) Review results of including urban design projects in all counties 1985 Unit Price Study.
- 3) Continue using the inflation factors to determine more current prices to use for the C.S.A.H. Needs Study.

Another task assigned the Subcommittee was to study the possibility of increasing the minimum projected ADT for base and bituminous surfacing.

The Subcommittee was informed that there is approximately 3300 miles of C.S.A.H. that has present ADT less than 100 VPD but projected ADT of 100 VPD or more. After considerable discussion the following areas of study were identified:

- 1) For needs purposes, use present ADT instead of projected ADT for determining base and bituminous needs.
- 2) Increase the minimum projected ADT ( presently 100) for allowing base and bituminous needs.
- 3) Use of State Aid \$'s for bituminous overlaying of CSAH's with less than 100 projected ADT.
- 4) Investigate the possibility of obtaining heavy commercial ADT on the lower volume roads to use for needs purposes.

Another question brought to the Subcommittee's attention was situations where counties are widening C.S.A.H.'s with local \$'s wide enough to allow overlay construction with State Aid \$'s. It was felt that the overlay project should be considered a special resurfacing project, thereby losing the project cost for a period of 10 years, and that the grading and base needs should be restricted to only widening out to the standard width.

The State Aid staff introduced the situation of projects using C.S.A.H. construction \$'s for joint repair on existing concrete roadways. The Subcommittee felt that, if needs beyond resurfacing were being earned on the segment, joint repair projects should be handled the same as special bituminous resurfacing projects.

The Subcommittee was informed that the following items are presently not included in the apportionment needs of proposed urban design segments:

- a) Sidewalk removal
- b) Concrete pavement removal
- c) Clearing and grubbing

The Subcommittee decided to recommend to the Screening Board that all counties be given the opportunity to bring this type of reporting up to date and that they would review the needs results at their next meeting.

A question arose concerning "Bond Account Adjustments" involving overlay projects. The Subcommittee requested the State Aid staff to report at the next Subcommittee meeting the type of projects for which bonds were sold and therefore are receiving bond account adjustments.



Page 3

Minutes - September 12, 1985

Recent legislation determined that Municipal State Aid mileage lost because of a population decrease in the 1980 census can be designated as County State Aid Highway. Because of this the Subcommittee is recommending that the following resolution be adopted:

That whereas, former Municipal State Aid Street mileage, located in municipalities which fell below 5000 population under the 1980 Federal census, is allowed in excess of the normal County State Aid Highway mileage limitations; revocation of said former M.S.A.S.'s shall not create eligible mileage for State Aid designation on other roads in the county.

The Subcommittee reviewed the resolution from District 7 concerning grading cost items but took no action on the matter.

The Subcommittee agreed to meet on October 24 just before the Screening Board meeting to review some of the items discussed today.

The meeting adjourned at 11:05 A.M.

Respectfully submitted,



Kenneth M. Hoeschen  
Acting Secretary