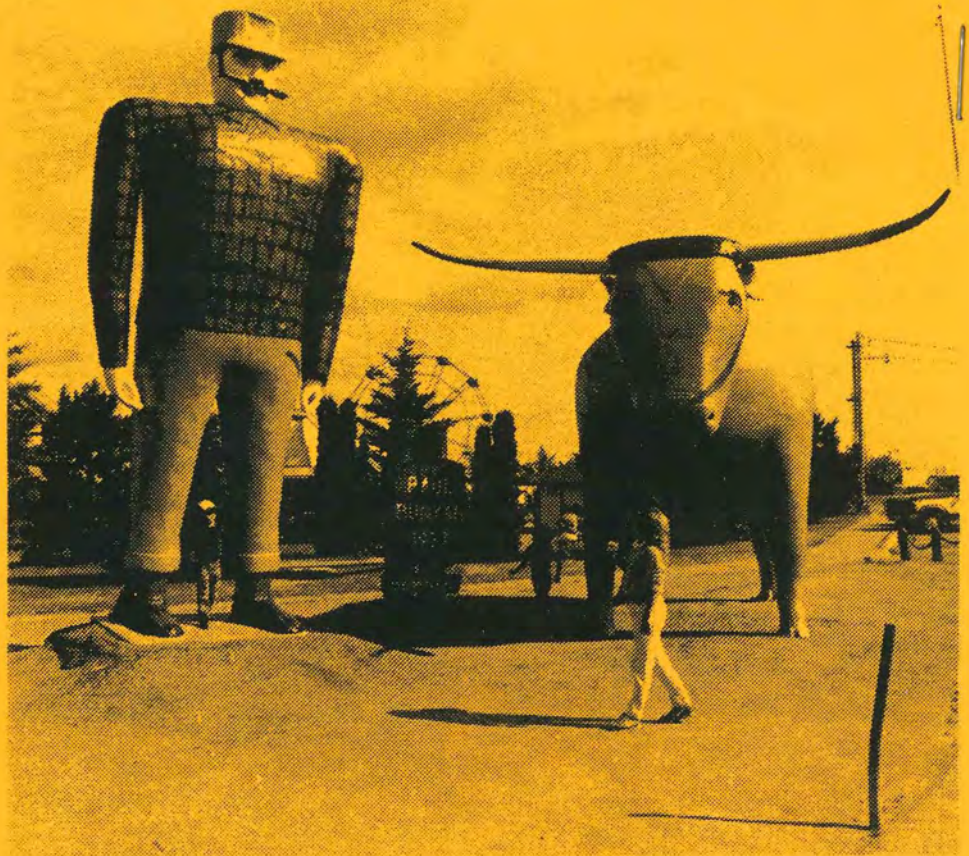




1986 COUNTY SCREENING BOARD REPORT



PAUL BUNYAN - BABE, THE BLUE OX



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OCTOBER 1986



Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

Phone 612-296-1660

October 1, 1986

TO : County Engineers
District State Aid Engineers

SUBJECT : County Screening Board Report


Enclosed is a copy of the 1986 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 29-30, 1986 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1987 apportionment.

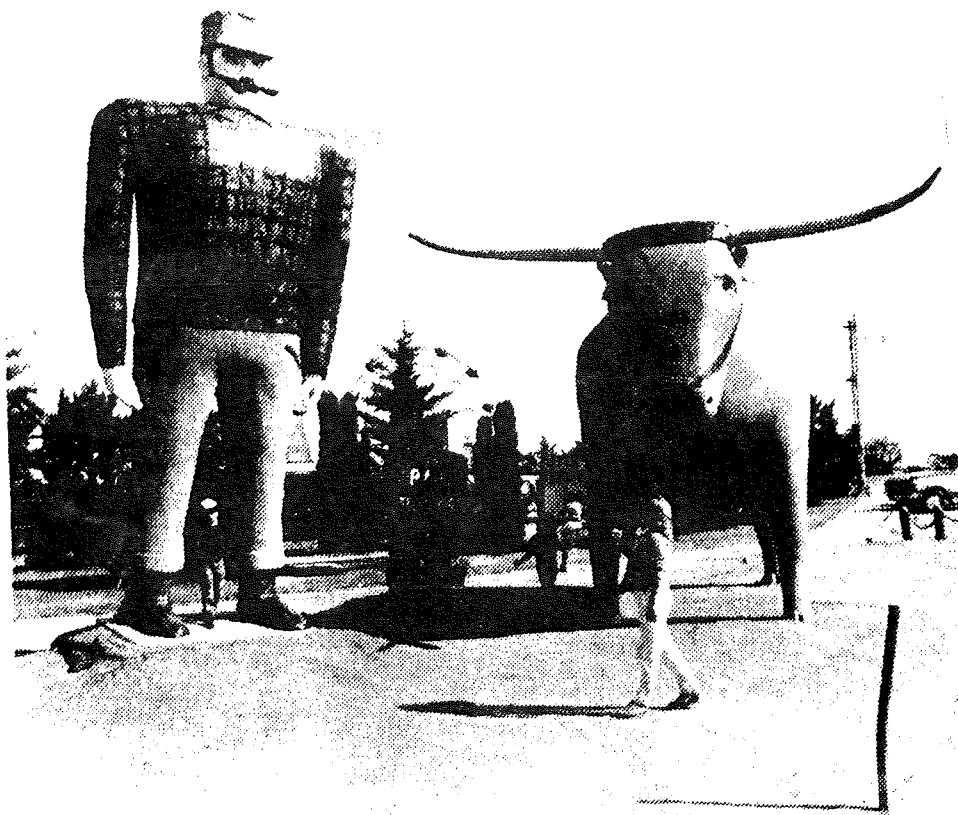
If you have any questions or comments, please contact your Screening Board representative or this office. The district representatives should be well informed regarding any mileage requests or other specific items which may involve your county. Possibly, district meetings could be held in advance of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

1986
COUNTY
SCREENING
BOARD
REPORT



PAUL BUNYAN - BABE, THE BLUE OX

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OCTOBER 1986

MINNESOTA DEPARTMENT OF TRANSPORTATION

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Tracy Shatek

1986 COUNTY SCREENING BOARD

| | | | | |
|----------------------------|---|------------------------|---|------------|
| BOYD PAULU | - | CARLTON COUNTY | - | DISTRICT 1 |
| DAVE OLSONAWSKI | - | KITTSO COUNTY | - | DISTRICT 2 |
| DICK LARSON | - | MILLE LACS COUNTY | - | DISTRICT 3 |
| LEE AMUNDSON | - | MAHNOMEN COUNTY | - | DISTRICT 4 |
| PAUL RUUD | - | ANOKA COUNTY | - | DISTRICT 5 |
| MIKE PINSONNEAULT | - | GOODHUE COUNTY | - | DISTRICT 6 |
| GERALD ENGSTROM | - | WATONWAN COUNTY | - | DISTRICT 7 |
| DON PAULSON | - | YELLOW MEDICINE COUNTY | - | DISTRICT 8 |
| DOUG WEISZHAAR (CHAIRMAN) | - | CHISAGO COUNTY | - | DISTRICT 9 |
| DENNIS CARLSON (SECRETARY) | - | BENTON COUNTY | | |

1986 CSAH GENERAL SUBCOMMITTEE

| | | |
|---------------------------|---|-------------------|
| DON WISNIEWSKI (CHAIRMAN) | - | WASHINGTON COUNTY |
| ART TOBKIN | - | CLEARWATER COUNTY |
| DAVE EVERDS | - | FREEBORN COUNTY |

CSAH VARIANCE SUBCOMMITTEE

| | | |
|-----------------|---|-------------------|
| RON SANDVIK | - | LE SUEUR COUNTY |
| PETE BOOMGARDEN | - | REDWOOD COUNTY |
| DON WISNIEWSKI | - | WASHINGTON COUNTY |

(AS OF 9/1/86)

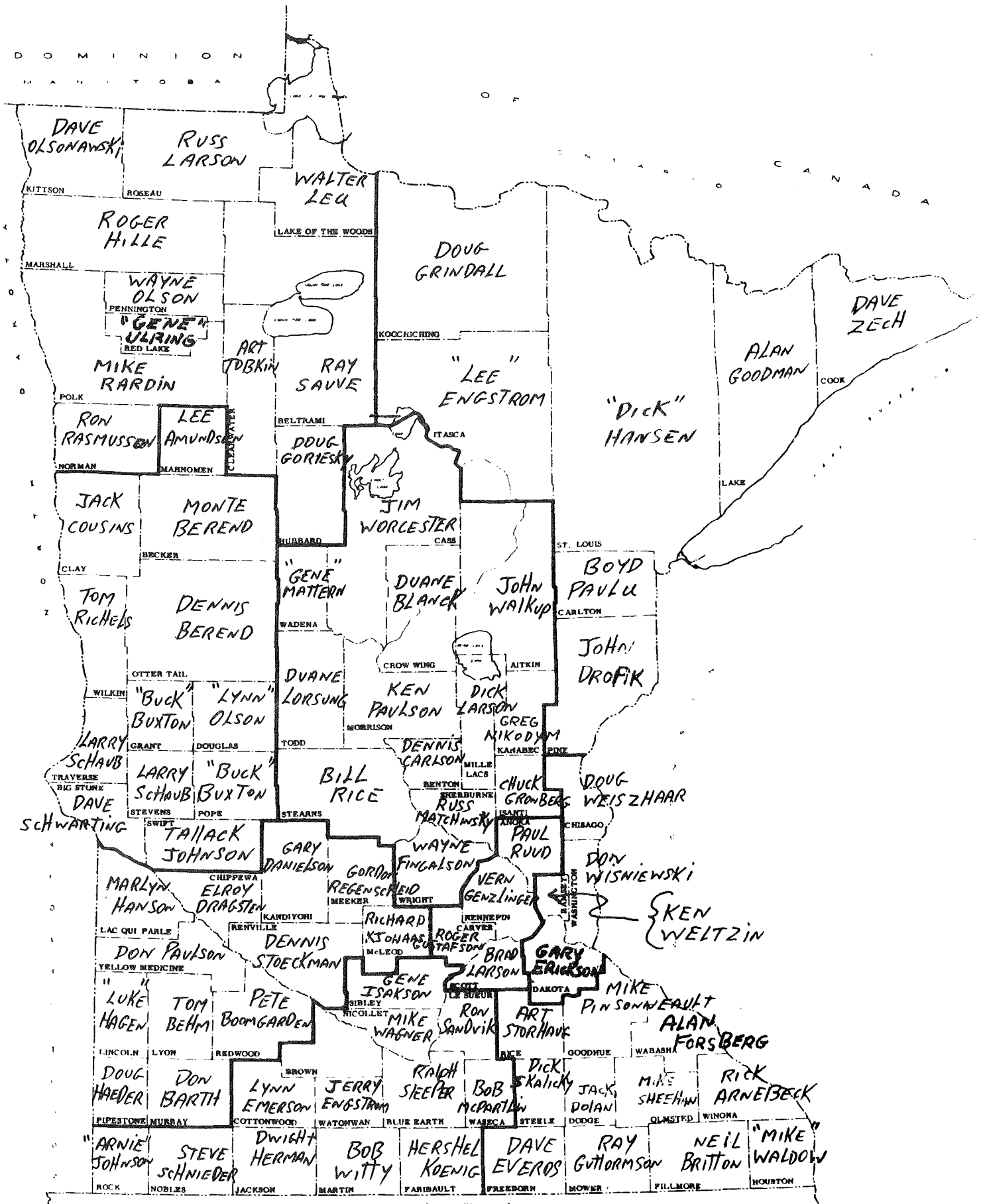


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1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1987

The information listed below is presented as historical data for the 29 years of County State Aid Apportionments and preliminary data for the 30th 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 775 miles can be attributed to the turnback law which was enacted in 1965. Needs have increased since 1958 substantially due to revised design standards, increasing traffic, and ever rising construction costs.

The apportionment for 1987 has been estimated to be approximately \$157 million. This is substantially less than 1986 and reflects the loss of the motor vehicle excise tax transfer for 1986 and 1987. 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.

OCTOBER, 1986

| C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1987 | | | | Accumulative |
|---|------------|----------------|----------------------|---------------|
| Year | Mileage | Needs | Apportionment | 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 | 30,095.37 | 4,742,570,129 | 176,412,995 | 2,039,823,634 |
| 1987 | 30,095.26* | 4,656,668,402 | 157,000,000 ESTIMATE | 2,196,823,634 |

* Does Not Include 1986 Trunk Highway Turnback Mileage.

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of the Basic 1985 to the Basic 1986 25-Year C.S.A.H. Construction Needs

The following tabulation indicates the various phases of the 1986 C.S.A.H. needs study that have been completed and shows the needs effect each phase produced.

| | | |
|---|----|--|
| <u>Elimination of Second Half of 24/48 Foot Needs Restriction</u> | -- | 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 was accomplished in two phases; half was removed in 1985 and the other half in 1986 (shown in this column). |
| <u>1984 Traffic and Traffic Projection Factors Update</u> | -- | Indicates the effect the 1984 traffic changes and the new traffic projection factors had on the needs of the counties involved. (This should have been included in the 1985 needs study but time did not permit). |
| <u>Normal Update</u> | -- | Reflects the needs changes due to 1985 construction, system revisions and any other necessary corrections. Also, under the revised Screening Board resolution dealing with construction accomplishments, any segments graded in 1960 or earlier were eligible for complete needs. Also, any bridges built prior to 1951 were eligible for reconstruction needs. This increased several counties' needs considerably. |
| <u>1986 Unit Prices</u> | -- | Shows the needs impact of the unit prices approved at the June 25-26, 1986 meeting. |
| <u>1985 Traffic and Traffic Projection Factors Update</u> | -- | Represents the change in needs resulting from using the 1985 traffic and new traffic projection factors for the counties which were counted in 1985 and for which the needs section received updated traffic maps. The rest will be updated next year. |
| <u>Reinstatement of 24/48 Foot Needs Restriction</u> | -- | The previously mentioned 1985 legislation eliminating the 24/48 foot restriction included the following concluding paragraph. |

"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."

Because projections we have received indicate an apportionment substantially less than 1985, we have reinstated the 24/48 foot restriction; thus the negative needs effects shown in this column.

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison Of The Basic 1985 To The Basic 1986 25-Year Construction Needs

| County | Basic 1985 25-Year Construction Needs | Effect of Eliminating Of 24' Needs Restriction | % Change | Effect of 1984 Traffic and Traffic Factor Update | % Change | Effect Of 1986 Normal Update | % Change | Effect Of 1986 Unit Price Update | % Change | Effect of 1985 Traffic and Traffic Factor Update | % Change | Effect of Reinstatement Of 24' Needs Restriction | % Change | Basic 1986 25-Year Construction Needs | Total Change From 1985 Needs | Total % Change | County |
|-------------------|--|---|-------------|--|-------------|------------------------------------|-------------|--|-------------|--|-------------|---|-------------|--|---------------------------------------|----------------------|-------------------|
| Carlton | \$41,973,598 | \$841,790 | 2.0% | 0 | 0.0% | \$416,066 | 1.0% | \$235,496 | 0.5% | \$0 | 0.0% | (\$1,683,580) | -3.9% | \$41,783,370 | (\$190,228) | -0.5% | Carlton |
| Cook | 48,632,527 | 0 | 0.0% | 0 | 0.0% | 1,219,616 | 2.5% | (99,625) | -0.2% | (2,504,791) | -5.0% | 0 | 0.0% | 47,267,727 | (1,384,800) | -2.8% | Cook |
| Itasca | 89,909,917 | 103,979 | 0.1% | 0 | 0.0% | (1,450,620) | -1.6% | (3,992,592) | -4.5% | (3,337,025) | -3.9% | (207,958) | -0.3% | 81,025,701 | (8,884,216) | -9.9% | Itasca |
| Koochiching | 36,679,369 | 37,109 | 0.1% | (1,058,989) | -2.9% | (1,380,830) | -3.9% | (734,112) | -2.1% | 0 | 0.0% | (74,218) | -0.2% | 33,468,329 | (3,211,040) | -8.8% | Koochiching |
| Lake | 51,516,343 | 0 | 0.0% | 0 | 0.0% | (104,072) | -0.2% | 778,606 | 1.5% | (2,158,019) | -4.1% | 0 | 0.0% | 50,032,858 | (1,483,485) | -2.9% | Lake |
| Pine | 103,695,034 | 0 | 0.0% | 0 | 0.0% | (247,213) | -0.2% | (5,024,881) | -4.9% | 0 | 0.0% | 0 | 0.0% | 98,422,940 | (5,272,094) | -5.1% | Pine |
| St. Louis | 319,523,948 | 6,614,641 | 2.1% | 0 | 0.0% | 18,442,956 | 5.7% | 6,577,446 | 1.9% | 0 | 0.0% | (13,229,282) | -3.8% | 337,929,709 | 18,405,761 | 5.8% | St. Louis |
| District 1 Totals | 691,950,736 | 7,597,519 | 1.1% | (1,058,989) | -0.2% | 16,895,903 | 2.4% | (2,259,662) | -0.3% | (7,999,835) | -1.1% | (15,195,038) | -2.2% | 689,930,634 | (2,020,102) | -0.3% | District 1 Totals |
| Beltrami | 65,884,241 | 574,197 | 0.9% | 0 | 0.0% | 185,829 | 0.3% | 221,227 | 0.3% | 0 | 0.0% | (1,148,394) | -1.7% | 65,717,100 | (167,141) | -0.3% | Beltrami |
| Clearwater | 34,606,466 | 0 | 0.0% | 0 | 0.0% | (4,523) | 0.0% | 2,252,571 | 6.5% | 0 | 0.0% | 0 | 0.0% | 36,854,514 | 2,248,048 | 6.5% | Clearwater |
| Hubbard | 34,670,583 | 0 | 0.0% | 0 | 0.0% | 295,439 | 0.9% | 976,361 | 2.8% | 2,120,452 | 5.9% | 0 | 0.0% | 38,062,835 | 3,392,252 | 9.8% | Hubbard |
| Kittson | 44,045,235 | 0 | 0.0% | 0 | 0.0% | 439,225 | 1.0% | 259,655 | 0.6% | 1,598,344 | 3.6% | 0 | 0.0% | 46,342,459 | 2,297,224 | 5.2% | Kittson |
| Lake of the Woods | 15,785,087 | 0 | 0.0% | 0 | 0.0% | (484,189) | -3.1% | (335,133) | -2.2% | 0 | 0.0% | 0 | 0.0% | 14,965,765 | (819,322) | -5.2% | Lake of the Woods |
| Marshall | 70,476,760 | 0 | 0.0% | 0 | 0.0% | (714,097) | -1.0% | (367,950) | -0.5% | 0 | 0.0% | 0 | 0.0% | 69,394,713 | (1,082,047) | -1.5% | Marshall |
| Norman | 48,847,095 | 0 | 0.0% | (3,643,771) | -7.5% | (405,490) | -0.9% | (743,291) | -1.7% | 0 | 0.0% | 0 | 0.0% | 44,054,543 | (4,792,552) | -9.8% | Norman |
| Pennington | 23,375,518 | 78,259 | 0.3% | 0 | 0.0% | 1,364,645 | 5.8% | 781,423 | 3.1% | 0 | 0.0% | (156,518) | -0.6% | 25,443,327 | 2,067,809 | 8.8% | Pennington |
| Polk | 108,469,732 | 532,339 | 0.5% | 0 | 0.0% | (2,373,555) | -2.2% | 5,637,101 | 5.3% | (2,432,569) | -2.2% | (1,064,678) | -1.0% | 108,768,370 | 298,638 | 0.3% | Polk |
| Red Lake | 20,706,216 | 0 | 0.0% | 0 | 0.0% | 1,299,761 | 6.3% | (377,315) | -1.7% | 0 | 0.0% | 0 | 0.0% | 21,628,662 | 922,446 | 4.5% | Red Lake |
| Roseau | 49,426,273 | 0 | 0.0% | 0 | 0.0% | (155,441) | -0.3% | 883,820 | 1.8% | 1,772,210 | 3.5% | 0 | 0.0% | 51,926,862 | 2,500,589 | 5.1% | Roseau |
| District 2 Totals | 516,293,206 | 1,184,795 | 0.2% | (3,643,771) | -0.7% | (552,396) | -0.1% | 9,188,469 | 1.8% | 3,058,437 | 0.6% | (2,369,590) | -0.5% | 523,159,150 | 6,865,944 | 1.3% | District 2 Totals |
| Aitkin | 54,551,338 | 0 | 0.0% | (4,391,966) | -8.1% | (1,833,633) | -3.7% | 1,847,190 | 3.8% | 0 | 0.0% | 0 | 0.0% | 50,172,929 | (4,378,409) | -8.0% | Aitkin |
| Benton | 22,025,711 | 39,010 | 0.2% | 0 | 0.0% | (249,804) | -1.1% | (110,957) | -0.5% | 0 | 0.0% | (78,020) | -0.4% | 21,625,940 | (399,771) | -1.8% | Benton |
| Cass | 64,753,814 | 0 | 0.0% | 0 | 0.0% | (425,906) | -0.7% | 1,581,597 | 2.5% | 2,229,879 | 3.4% | 0 | 0.0% | 68,139,384 | 3,385,570 | 5.2% | Cass |
| Crow Wing | 49,109,612 | 98,241 | 0.2% | 0 | 0.0% | (1,068,306) | -2.2% | 796,288 | 1.7% | 1,492,736 | 3.1% | (196,482) | -0.4% | 50,232,089 | 1,122,477 | 2.3% | Crow Wing |
| Isanti | 28,675,008 | 0 | 0.0% | 0 | 0.0% | (363,386) | -1.3% | (460,978) | -1.6% | 0 | 0.0% | 0 | 0.0% | 27,850,644 | (824,364) | -2.9% | Isanti |
| Kanabec | 27,734,333 | 0 | 0.0% | 0 | 0.0% | 359,726 | 1.3% | (468,626) | -1.7% | 0 | 0.0% | 0 | 0.0% | 27,625,433 | (108,900) | -0.4% | Kanabec |
| Mille Lacs | 30,414,362 | 0 | 0.0% | 0 | 0.0% | 2,496,576 | 8.2% | 52,105 | 0.2% | 0 | 0.0% | 0 | 0.0% | 32,963,643 | 2,548,681 | 8.4% | Mille Lacs |
| Morrison | 43,698,378 | 194,352 | 0.4% | 0 | 0.0% | 2,523,679 | 5.7% | 1,543,655 | 3.3% | 0 | 0.0% | (389,904) | -0.8% | 47,570,760 | 3,872,382 | 8.9% | Morrison |
| Sherburne | 14,937,834 | 314,757 | 2.1% | 0 | 0.0% | (307,520) | -2.0% | 29,441 | 0.2% | 0 | 0.0% | (629,514) | -4.2% | 14,344,998 | (592,836) | -4.0% | Sherburne |
| Stearns | 76,242,666 | 59,599 | 0.1% | 0 | 0.0% | 5,294,173 | 6.9% | 765,250 | 0.9% | 0 | 0.0% | (119,918) | -0.1% | 82,242,130 | 5,999,464 | 7.9% | Stearns |
| Todd | 45,961,663 | 0 | 0.0% | 0 | 0.0% | 1,933,916 | 4.2% | (268,929) | -0.6% | 626,220 | 1.3% | 0 | 0.0% | 48,252,870 | 2,291,207 | 5.0% | Todd |
| Wadena | 19,878,220 | 0 | 0.0% | 0 | 0.0% | 555,512 | 2.8% | (42,648) | -0.2% | 1,231,955 | 6.0% | 0 | 0.0% | 21,623,039 | 1,744,819 | 8.8% | Wadena |
| Wright | 61,475,487 | 0 | 0.0% | 1,203,571 | 2.0% | 454,002 | 0.7% | 1,884,708 | 3.0% | 0 | 0.0% | 0 | 0.0% | 65,017,768 | 3,542,281 | 5.8% | Wright |
| District 3 Totals | 539,459,026 | 706,919 | 0.1% | (3,188,395) | -0.6% | 9,369,029 | 1.7% | 7,148,096 | 1.3% | 5,580,790 | 1.0% | (1,413,838) | -0.3% | 557,661,627 | 18,202,601 | 3.4% | District 3 Totals |
| Becker | 35,759,016 | 68,699 | 0.2% | 2,827,104 | 7.9% | 2,631 | .0% | (318,035) | -0.8% | 0 | 0.0% | (137,398) | -0.4% | 38,202,017 | 2,443,001 | 6.8% | Becker |
| Big Stone | 10,241,417 | 0 | 0.0% | 0 | 0.0% | (81,996) | -0.8% | 768,995 | 7.6% | 621,960 | 5.7% | 0 | 0.0% | 11,550,376 | 1,308,959 | 12.8% | Big Stone |
| Clay | 72,907,232 | 239,061 | 0.3% | 0 | 0.0% | (1,471,907) | -2.0% | (7,877,196) | -11.0% | 682,520 | 1.1% | (478,122) | -0.7% | 64,001,588 | (8,905,644) | -12.2% | Clay |
| Douglas | 37,762,655 | 270,507 | 0.7% | 0 | 0.0% | (927,901) | -2.4% | (490,378) | -1.3% | 0 | 0.0% | (541,014) | -1.5% | 36,073,869 | (1,688,786) | -4.5% | Douglas |
| Grant | 15,645,373 | 0 | 0.0% | 0 | 0.0% | 410,523 | 2.6% | 162,322 | 1.0% | 0 | 0.0% | 0 | 0.0% | 16,218,218 | 572,845 | 3.7% | Grant |
| Mahnomen | 13,809,374 | 0 | 0.0% | (456,727) | -3.3% | (170,215) | -1.3% | (48,076) | -0.4% | 0 | 0.0% | 0 | 0.0% | 13,134,356 | (675,018) | -4.9% | Mahnomen |
| Otter Tail | 98,053,841 | 444,971 | 0.5% | 0 | 0.0% | (182,066) | -0.2% | (562,890) | -0.6% | 0 | 0.0% | (889,942) | -0.9% | 96,863,914 | (1,189,927) | -1.2% | Otter Tail |
| Pope | 29,829,405 | 0 | 0.0% | 0 | 0.0% | (1,656,233) | -5.6% | (293,864) | -1.0% | 0 | 0.0% | 0 | 0.0% | 27,879,308 | (1,950,097) | -6.5% | Pope |
| Stevens | 26,418,975 | 202,436 | 0.8% | 0 | 0.0% | (425,570) | -1.6% | 1,289,860 | 4.9% | 1,623,620 | 5.9% | (404,872) | -1.4% | 28,704,449 | 2,285,474 | 8.7% | Stevens |
| Swift | 36,411,904 | 0 | 0.0% | 0 | 0.0% | 358,582 | 1.0% | 2,493,133 | 6.8% | (737,732) | -1.9% | 0 | 0.0% | 38,525,887 | 2,113,983 | 5.8% | Swift |
| Traverse | 17,750,358 | 0 | 0.0% | 0 | 0.0% | 5,570,685 | 31.1% | 5,570,685 | 31.1% | 2,634,462 | 11.2% | 0 | 0.0% | 26,099,948 | 8,349,590 | 47.0% | Traverse |
| Wilkin | 29,738,823 | 0 | 0.0% | 0 | 0.0% | 593,124 | 2.0% | (2,859,970) | -9.4% | 0 | 0.0% | 0 | 0.0% | 27,471,977 | (2,266,846) | -7.6% | Wilkin |
| District 4 Totals | 424,328,373 | 1,225,674 | 0.3% | 2,370,377 | 0.6% | (3,406,585) | -0.8% | (2,165,414) | -0.5% | 4,424,830 | 1.1% | (2,451,348) | -0.6% | 424,725,907 | 397,534 | 0.1% | District 4 Totals |
| Anoka | 57,591,351 | 5,904,742 | 10.3% | (3,265,527) | -5.1% | (733,879) | -1.2% | (441,055) | -0.7% | 0 | 0.0% | (11,809,484) | -20.0% | 47,246,148 | (10,345,203) | -18.0% | Anoka |
| Carver | 44,152,114 | 1,015,228 | 2.3% | (2,235,511) | -4.9% | 3,007,833 | 7.0% | (833,029) | -1.8% | 0 | 0.0% | (2,030,456) | -4.5% | 43,076,179 | (1,075,935) | -2.4% | Carver |
| Hennepin | 295,680,033 | 29,702,566 | 10.0% | (1,311,698) | -0.4% | 18,701,406 | 5.8% | (6,672,228) | -1.9% | 0 | 0.0% | (59,405,132) | -17.7% | 276,694,947 | (18,985,086) | -6.4% | Hennepin |
| Scott | 40,866,383 | 4,121,758 | 10.1% | (1,157,972) | -2.6% | (1,157,972) | -2.6% | (183,120) | -0.4% | 0 | 0.0% | (8,243,516) | -18.2% | 37,017,535 | (3,848,848) | -9.4% | Scott |
| District 5 Totals | 438,289,881 | 40,744,294 | 9.3% | (7,970,708) | -1.7% | 22,589,362 | 4.8% | (8,129,432) | -1.6% | 0 | 0.0% | (81,488,588) | -16.8% | 404,034,809 | (34,255,072) | -7.8% | District 5 Totals |
| Dodge | 35,339,714 | 0 | 0.0% | 0 | 0.0% | 708,494 | 2.0% | (1,266,807) | -3.5% | 0 | 0.0% | 0 | 0.0% | 34,781,401 | (558,313) | -1.6% | Dodge |
| Fillmore | 97,362,906 | 0 | 0.0% | 0 | 0.0% | 174,592 | 0.2% | (1,400,549) | -1.4% | 0 | 0.0% | 0 | 0.0% | 96,136,949 | (1,225,957) | -1.3% | Fillmore |
| Freeborn | 64,551,782 | 535,065 | 0.8% | 0 | 0.0% | (453,224) | -0.7% | (1,421,703) | -2.2% | 0 | 0.0% | (1,070,130) | -1.7% | 62,141,790 | (2,409,992) | -3.7% | Freeborn |
| Goodhue | 62,935,195 | 93,634 | 0.1% | 0 | 0.0% | 537,256 | 0.9% | (919,790) | -1.4% | 0 | 0.0% | (187,268) | -0.3% | 62,459,027 | (476,168) | -0.8% | Goodhue |
| Houston | 60,111,506 | 0 | 0.0% | 0 | 0.0% | (170,812) | -0.3% | (991,217) | -1.7% | 0 | 0.0% | 0 | 0.0% | 58,949,477 | (1,162,029) | -1.9% | Houston |
| Mower | 49,433,415 | 739,025 | 1.5% | 590,328 | 1.2% | (667,464) | -1.3% | (201,026) | -0.4% | 0 | 0.0% | (1,478,050) | -3.0% | 48,416,228 | (1,017,187) | -2.1% | Mower |
| Olmsted | 70,288,778 | 761,300 | 1.1% | 0 | 0.0% | (1,282,217) | -1.8% | (6,798,529) | -9.7% | 0 | 0.0% | (1,522,600) | -2.4% | 61,446,732 | (8,842,046) | -12.6% | Olmsted |
| Rice | 42,910,602 | 711,643 | 1.7% | 0 | 0.0% | 284,735 | 0.7% | 22,647 | 0.1% | 0 | 0.0% | (1,423,286) | -3.2% | 42,506,341 | (404,261) | -0.9% | Rice |
| Steele | 37,473,530 | 1,118,257 | 3.0% | 0 | 0.0% | 1,431,912 | 3.7% | (202,939) | -0.5% | 0 | 0.0% | (2,236,514) | -5.6% | 37,584,246 | 110,716 | 0.3% | Steele |
| Wabasha | 62,679,696 | 0 | 0.0% | 0 | 0.0% | (382,338) | -0.6% | (1,586,591) | -2.5% | 0 | 0.0% | 0 | 0.0% | 60,710,767 | (1,968,929) | -3.1% | Wabasha |
| Winona | 60,737,693 | 141,729 | 0.2% | 0 | 0.0% | 1,030,431 | 1.7% | (768,330) | -1.2% | 0 | 0.0% | (283,458) | -0.5% | 60,858,065 | 120,372 | 0.2% | Winona |
| District 6 Totals | 643,824,817 | 4,100,653 | 0.6% | 590,328 | 0.1% | 1,211,365 | 0.2% | (15,534,834) | -2.4% | 0 | 0.0% | (8,201,306) | -1.3% | 625,991,023 | (17,833,794) | -2.8% | District 6 Totals |
| Blue Earth | 85,363,108 | 701,439 | 0.8% | 0 | 0.0% | (2,163,444) | -2.5% | (7,861,130) | -9.4% | 0 | 0.0% | (1,402,878) | -1.8% | 74,637,095 | (10,726,013) | -12.6% | Blue Earth |
| Brown | 39,316,234 | 247,972 | 0.6% | 0 | 0.0% | (555,143) | -1.4% | (387,031) | -1.0% | 0 | 0.0% | (495,944) | -1.3% | 38,126,088 | (1,190,146) | -3.0% | Brown |
| Cottonwood | 47,728,294 | 0 | 0.0% | (3,497,846) | -7.3% | 42,939 | 0.1% | (3,216,033) | -7.3%</ | | | | | | | | |

N E E D S

A D J U S T M E N T S

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1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

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 or less 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 decreased 1.4%, thereby limiting any individual county's needs change to a range from a minus 21.4% to a plus 18.6%. The following tabulation indicates the method of computing the restrictions necessary for 1986 and the actual needs restrictions to the two counties involved.

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

| COUNTY | RESTRICTED 1985 25 YEAR CONSTRUCTION NEEDS | BASIC 1986 25-YEAR CONSTRUCTION NEEDS | CHANGE FROM RESTRICTED 1985 NEEDS | % CHANGE FROM RESTRICTED 1985 NEEDS | RESTRICTED 1986 25 YEAR CONSTRUCTION NEEDS | 1986 SCREENING BOARD RESTRICTION | COUNTY |
|-------------------|--|---|---|---|--|---|-------------------|
| Carlton | 941,973,598 | 941,783,370 | (9190,228) | -0.5% | | | Carlton |
| Cook | 44,386,426 | 47,267,727 | 2,881,301 | 6.5% | | | Cook |
| Itasca | 89,909,917 | 81,025,701 | (8,884,216) | -9.9% | | | Itasca |
| Koochiching | 36,679,369 | 33,468,329 | (3,211,040) | -8.8% | | | Koochiching |
| Lake | 41,592,609 | 50,032,858 | 8,440,249 | 20.3% | +18.6% | \$49,328,834 | Lake |
| Pine | 94,631,752 | 98,422,940 | 3,791,188 | 4.0% | | (9704,024) | Pine |
| St. Louis | 319,523,948 | 337,929,709 | 18,405,761 | 5.8% | | | St. Louis |
| District 1 Totals | 668,697,619 | 689,930,634 | 21,233,015 | 3.2% | | | District 1 Totals |
| Beltrami | 65,947,450 | 65,717,100 | (230,350) | -0.3% | | | Beltrami |
| Clearwater | 34,606,466 | 36,854,514 | 2,248,048 | 6.5% | | | Clearwater |
| Hubbard | 34,670,583 | 38,062,835 | 3,392,252 | 9.8% | | | Hubbard |
| Kittson | 44,045,235 | 46,342,459 | 2,297,224 | 5.2% | | | Kittson |
| Lake of the Woods | 15,785,087 | 14,965,765 | (819,322) | -5.2% | | | Lake of the Woods |
| Marshall | 70,476,760 | 69,394,713 | (1,082,047) | -1.5% | | | Marshall |
| Norman | 48,847,095 | 44,054,543 | (4,792,552) | -9.8% | | | Norman |
| Pennington | 23,375,518 | 25,443,327 | 2,067,809 | 8.8% | | | Pennington |
| Polk | 108,469,732 | 108,768,370 | 298,638 | 0.3% | | | Polk |
| Red Lake | 20,706,216 | 21,628,662 | 922,446 | 4.5% | | | Red Lake |
| Roseau | 49,426,273 | 51,926,862 | 2,500,589 | 5.1% | | | Roseau |
| District 2 Totals | 516,356,415 | 523,159,150 | 6,802,735 | 1.3% | | | District 2 Totals |
| Aitkin | 54,551,338 | 50,172,929 | (4,378,409) | -8.0% | | | Aitkin |
| Benton | 22,025,711 | 21,625,940 | (399,771) | -1.8% | | | Benton |
| Cass | 64,753,814 | 68,139,384 | 3,385,570 | 5.2% | | | Cass |
| Crow Wing | 49,109,612 | 50,232,089 | 1,122,477 | 2.3% | | | Crow Wing |
| Isanti | 28,675,008 | 27,850,644 | (824,364) | -2.9% | | | Isanti |
| Kanabec | 27,734,333 | 27,625,433 | (108,900) | -0.4% | | | Kanabec |
| Mille Lacs | 30,414,962 | 32,963,643 | 2,548,681 | 8.4% | | | Mille Lacs |
| Morrison | 43,698,378 | 47,570,760 | 3,872,382 | 8.9% | | | Morrison |
| Sherburne | 15,508,071 | 14,344,998 | (1,163,073) | -7.5% | | | Sherburne |
| Stearns | 76,283,747 | 82,242,130 | 5,958,383 | 7.8% | | | Stearns |
| Todd | 45,961,663 | 48,252,870 | 2,291,207 | 5.0% | | | Todd |
| Wadena | 19,955,141 | 21,623,039 | 1,667,898 | 8.4% | | | Wadena |
| Wright | 61,537,942 | 65,017,768 | 3,479,826 | 5.7% | | | Wright |
| District 3 Totals | 540,209,720 | 557,661,627 | 17,451,907 | 3.2% | | | District 3 Totals |
| Becker | 35,759,016 | 38,202,017 | 2,443,001 | 6.8% | | | Becker |
| Big Stone | 10,241,417 | 11,550,376 | 1,308,959 | 12.8% | | | Big Stone |
| Clay | 71,183,982 | 64,001,588 | (7,182,394) | -10.1% | | | Clay |
| Douglas | 37,762,655 | 36,073,869 | (1,688,786) | -4.5% | | | Douglas |
| Grant | 15,645,373 | 16,218,218 | 572,845 | 3.7% | | | Grant |
| Mahnomen | 13,809,374 | 13,134,356 | (675,018) | -4.9% | | | Mahnomen |
| Otter Tail | 98,053,841 | 96,863,914 | (1,189,927) | -1.2% | | | Otter Tail |
| Pope | 28,264,305 | 27,879,308 | (384,997) | -1.4% | | | Pope |
| Stevens | 26,418,975 | 28,704,449 | 2,285,474 | 8.7% | | | Stevens |
| Swift | 36,411,904 | 38,525,887 | 2,113,983 | 5.8% | | | Swift |
| Traverse | 18,407,959 | 26,099,948 | 7,691,989 | 41.8% | +18.6% | \$21,831,839 | Traverse |
| Wilkin | 29,738,823 | 27,471,977 | (2,266,846) | -7.6% | | (94,268,109) | Wilkin |
| District 4 Totals | 421,697,624 | 424,725,907 | 3,028,283 | 0.7% | | | District 4 Totals |
| Anoka | 957,852,690 | 947,246,148 | (910,606,542) | -18.3% | | | Anoka |
| Carver | 44,152,114 | 43,076,179 | (1,075,935) | -2.4% | | | Carver |
| Hennepin | 302,118,033 | 276,694,947 | (25,423,086) | -8.4% | | | Hennepin |
| Scott | 40,866,383 | 37,017,535 | (3,848,848) | -9.4% | | | Scott |
| District 5 Totals | 444,989,220 | 404,034,809 | (40,954,411) | -9.2% | | | District 5 Totals |
| Dodge | 35,339,714 | 34,781,401 | (558,313) | -1.6% | | | Dodge |
| Fillmore | 97,362,906 | 96,136,949 | (1,225,957) | -1.3% | | | Fillmore |
| Freeborn | 64,178,372 | 62,141,790 | (2,036,582) | -3.2% | | | Freeborn |
| Goodhue | 62,935,195 | 62,459,027 | (476,168) | -0.8% | | | Goodhue |
| Houston | 59,666,191 | 58,949,477 | (716,714) | -1.2% | | | Houston |
| Mower | 49,433,415 | 48,416,228 | (1,017,187) | -2.1% | | | Mower |
| Olmsted | 70,288,778 | 61,446,732 | (8,842,046) | -12.6% | | | Olmsted |
| Rice | 42,910,602 | 42,506,341 | (404,261) | -0.9% | | | Rice |
| Steele | 37,473,530 | 37,584,246 | 110,716 | 0.3% | | | Steele |
| Wabasha | 62,679,696 | 60,710,767 | (1,968,929) | -3.1% | | | Wabasha |
| Winona | 60,737,693 | 60,858,065 | 120,372 | 0.2% | | | Winona |
| District 6 Totals | 643,006,092 | 625,991,023 | (17,015,069) | -2.6% | | | District 6 Totals |
| Blue Earth | 85,363,108 | 74,637,095 | (10,726,013) | -12.6% | | | Blue Earth |
| Brown | 40,116,234 | 38,126,088 | (1,990,146) | -5.0% | | | Brown |
| Cottonwood | 47,728,294 | 41,057,354 | (6,670,940) | -14.0% | | | Cottonwood |
| Faribault | 67,282,412 | 67,024,068 | (258,344) | -0.4% | | | Faribault |
| Jackson | 71,060,669 | 58,849,360 | (12,211,309) | -17.2% | | | Jackson |
| Le Sueur | 37,124,470 | 39,910,820 | 2,786,350 | 7.5% | | | Le Sueur |
| Martin | 63,378,673 | 59,245,824 | (4,132,849) | -6.5% | | | Martin |
| Nicollet | 33,616,485 | 33,081,979 | (534,506) | -1.6% | | | Nicollet |
| Nobles | 59,379,371 | 58,167,503 | (1,211,868) | -2.0% | | | Nobles |
| Rock | 33,490,099 | 33,060,611 | (429,488) | -1.3% | | | Rock |
| Sibley | 41,657,980 | 40,659,971 | (998,009) | -2.4% | | | Sibley |
| Waseca | 43,726,136 | 38,407,287 | (5,318,849) | -12.2% | | | Waseca |
| Watonwan | 37,355,898 | 36,784,770 | (571,128) | -1.5% | | | Watonwan |
| District 7 Totals | 661,279,829 | 619,012,730 | (42,267,099) | -6.4% | | | District 7 Totals |
| Chippewa | 30,593,224 | 28,522,712 | (2,070,512) | -6.8% | | | Chippewa |
| Kandiyohi | 52,545,219 | 56,308,016 | 3,762,797 | 7.2% | | | Kandiyohi |
| Lac Qui Parle | 35,543,108 | 35,729,123 | 186,015 | 0.5% | | | Lac Qui Parle |
| Lincoln | 24,014,847 | 23,911,808 | (103,039) | -0.4% | | | Lincoln |
| Lyon | 47,734,240 | 48,601,449 | 867,209 | 1.8% | | | Lyon |
| Mc Leod | 41,512,325 | 38,690,332 | (2,821,993) | -6.8% | | | Mc Leod |
| Meeker | 29,591,629 | 29,825,152 | 233,523 | 0.8% | | | Meeker |
| Murray | 37,545,816 | 36,079,869 | (1,465,947) | -3.9% | | | Murray |
| Pipestone | 29,686,542 | 30,585,594 | 899,052 | 3.0% | | | Pipestone |
| Redwood | 46,508,510 | 50,720,959 | 4,212,449 | 9.1% | | | Redwood |
| Renville | 77,368,162 | 76,298,305 | (1,069,857) | -1.4% | | | Renville |
| Yellow Medicine | 39,625,620 | 41,223,028 | 1,597,408 | 4.0% | | | Yellow Medicine |
| District 8 Totals | 492,269,242 | 496,496,347 | 4,227,105 | 0.9% | | | District 8 Totals |
| Chisago | 39,503,924 | 44,198,758 | 4,694,834 | 11.9% | | | Chisago |
| Dakota | 86,263,652 | 87,037,757 | 774,105 | 0.9% | | | Dakota |
| Ramsey | 158,420,481 | 133,724,164 | (24,696,317) | -15.6% | | | Ramsey |
| Washington | 50,630,365 | 50,695,496 | 65,131 | 0.1% | | | Washington |
| District 9 Totals | 334,818,422 | 315,656,175 | (19,162,247) | -5.7% | | | District 9 Totals |
| STATE TOTALS | \$4,723,324,183 | \$4,656,668,402 | (\$66,655,781) | -1.4% | | | STATE TOTALS |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

FAS Fund Balance Deductions

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

That in the event any county's FAS fund balance exceeds either an amount which equals a total of the last five years of their FAS allotments or \$350,000, whichever is greater, the excess over the aforementioned amount shall be deducted from the 25-year County State Aid Highway construction needs in their regular account. This deduction will be based on the FAS fund balance as of September 1, of the current year.

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

| <u>County</u> | <u>FAS Fund Balance as of Sept. 1, 1986</u> | <u>Maximum Balance</u> | <u>Needs Deduction From the 1986 25-Year C.S.A.H. Construction Needs</u> |
|---------------|---|----------------------------|--|
| Anoka | \$755,717 | \$481,355 | \$274,362 |
| Becker | 654,428 | 551,684 | 102,744 |
| Dakota | 642,794 | 540,803 | 101,991 |
| Houston | 523,291 | 413,208 | 110,083 |
| Kanabec | 366,356 | 350,000 | 16,356 |
| McLeod | 490,789 | 457,329 | 33,460 |
| Ramsey | 410,257 | 350,000 | 60,257 |
| Scott | 552,519 | 428,045 | 124,474 |

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1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

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 1986 25-year construction needs pursuant to this resolution.

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

| County | Regular Account | | | Municipal Account | | | | County |
|-------------------|--|--|--|--|--|--|--|-------------------|
| | Unencumbered Construction Fund Balance | Maximum Balance 1986 Const. Apportionment | 1986 Construction Fund Balance "Needs" Deduction | Unencumbered Construction Fund Balance | Maximum Balance Larger of Either \$100,000 or 1984-1986 Const. Apport. | 1986 Construction Fund Balance "Needs" Deduction | Total 1986 Construction Fund Balance "Needs" Deduction | |
| | As of Sept. 1, 1986 | | | As of Sept. 1, 1986 | | | | |
| Carlton | \$518,896 | \$914,511 | \$--- | \$116,486 | \$227,613 | \$--- | \$0 | Carlton |
| Cook | 1,606,950 | 773,453 | 833,497 | 184,699 | 100,000 | 84,699 | 918,196 | Cook |
| Itasca | 2,071,203 | 1,834,261 | 236,942 | 64,516 | 260,661 | --- | 236,942 | Itasca |
| Koochiching | 1,101,660 | 1,076,808 | 24,852 | 308,772 | 274,808 | 33,964 | 58,816 | Koochiching |
| Lake | 1,295,774 | 850,172 | 445,602 | 68,036 | 100,000 | --- | 445,602 | Lake |
| Pine | 1,024,435 | 1,572,766 | --- | 194,746 | 564,309 | --- | 0 | Pine |
| St. Louis | 5,812,766 | 5,429,198 | 383,568 | 896,049 | 912,088 | --- | 383,568 | St. Louis |
| District 1 Totals | 13,431,684 | 12,451,169 | 1,924,461 | 1,833,304 | --- | 118,663 | 2,043,124 | District 1 Totals |
| Beltrami | 946,073 | 1,381,355 | --- | 340,972 | 174,713 | 166,259 | 166,259 | Beltrami |
| Clearwater | 495,381 | 852,299 | --- | 131,365 | 138,136 | --- | 0 | Clearwater |
| Hubbard | 1,560,483 | 841,279 | 719,204 | 314,521 | 136,602 | 177,919 | 897,123 | Hubbard |
| Kittson | 157,563 | 1,003,102 | --- | 245,552 | 197,643 | 47,909 | 47,909 | Kittson |
| Lake of the Woods | 373,939 | 777,546 | --- | 16,160 | 100,000 | --- | 0 | Lake of the Woods |
| Marshall | 716,447 | 1,599,770 | --- | 37,751 | 123,206 | --- | 0 | Marshall |
| Norman | 416,648 | 1,087,782 | --- | 22,830 | 152,586 | --- | 0 | Norman |
| Pennington | 414,351 | 693,020 | --- | 118,214 | 100,000 | 18,214 | 18,214 | Pennington |
| Polk | 1 | 2,192,768 | --- | 1 | 346,061 | --- | 0 | Polk |
| Red Lake | 227,495 | 572,900 | --- | 64,683 | 146,468 | --- | 0 | Red Lake |
| Roseau | 504,251 | 1,181,088 | --- | 314,429 | 168,333 | 146,096 | 146,096 | Roseau |
| District 2 Totals | 5,812,632 | 12,182,909 | 719,204 | 1,606,478 | --- | 556,397 | 1,275,601 | District 2 Totals |
| Aitkin | 510,937 | 1,198,560 | --- | 134,321 | 100,000 | 34,321 | 34,321 | Aitkin |
| Benton | 498,908 | 603,230 | --- | 622,853 | 184,489 | 438,364 | 438,364 | Benton |
| Cass | 1,666,452 | 1,312,722 | 353,730 | 189,851 | 473,435 | --- | 353,730 | Cass |
| Crow Wing | 423,402 | 953,969 | --- | 183,566 | 832,651 | --- | 0 | Crow Wing |
| Isanti | 315,374 | 711,024 | --- | 21,312 | 115,065 | --- | 0 | Isanti |
| Kanabec | 416,210 | 653,083 | --- | 86,005 | 100,000 | --- | 0 | Kanabec |
| Mille Lacs | 86,340 | 667,825 | --- | 115,747 | 371,630 | --- | 0 | Mille Lacs |
| Morrison | 370,214 | 981,405 | --- | 65,117 | 416,511 | --- | 0 | Morrison |
| Sherburne | 294,876 | 603,335 | --- | 43,369 | 100,000 | --- | 0 | Sherburne |
| Stearns | 261,826 | 1,499,129 | --- | 155,913 | 939,183 | --- | 0 | Stearns |
| Todd | 749,088 | 1,003,792 | --- | 312,275 | 296,390 | 15,885 | 15,885 | Todd |
| Wadena | 44,065 | 538,420 | --- | 257,990 | 257,134 | 856 | 856 | Wadena |
| Wright | 729,066 | 1,124,330 | --- | 511,932 | 794,221 | --- | 0 | Wright |
| District 3 Totals | 6,366,758 | 11,850,824 | 353,730 | 2,700,251 | --- | 489,426 | 843,156 | District 3 Totals |
| Becker | 40,666 | 1,026,025 | --- | 406,592 | 173,691 | 232,901 | 232,901 | Becker |
| Big Stone | 521,303 | 561,908 | --- | 1 | 266,047 | --- | 0 | Big Stone |
| Clay | 454,213 | 1,402,970 | --- | 305,010 | 253,372 | 51,638 | 51,638 | Clay |
| Douglas | 114,973 | 932,112 | --- | 189,481 | 293,923 | --- | 0 | Douglas |
| Grant | 887,843 | 569,734 | 318,109 | 165,146 | 154,884 | 10,262 | 328,371 | Grant |
| Mahnomen | 338,966 | 598,118 | --- | 1 | 100,000 | --- | 0 | Mahnomen |
| Otter Tail | 2,253,760 | 2,105,847 | 147,913 | 999,620 | 624,733 | 374,887 | 522,800 | Otter Tail |
| Pope | 86,174 | 708,857 | --- | 436,150 | 202,870 | 233,280 | 233,280 | Pope |
| Stevens | 236,134 | 639,261 | --- | 52,338 | 163,730 | --- | 0 | Stevens |
| Swift | 358,741 | 813,496 | --- | 243,753 | 232,160 | 11,593 | 11,593 | Swift |
| Traverse | 222,628 | 549,050 | --- | 98,614 | 237,067 | --- | 0 | Traverse |
| Wilkin | 280,105 | 764,318 | --- | 262,463 | 193,746 | 68,717 | 68,717 | Wilkin |
| District 4 Totals | 5,795,506 | 10,671,696 | 466,022 | 3,159,169 | --- | 983,278 | 1,449,300 | District 4 Totals |
| Anoka | \$752,342 | \$1,203,340 | \$--- | \$1,980 | \$307,113 | \$--- | \$0 | Anoka |
| Carver | 442,957 | 834,370 | --- | 272,492 | 347,719 | --- | 0 | Carver |
| Hennepin | 4,276,603 | 4,703,917 | --- | 5,507,805 | 3,065,452 | 2,442,353 | 2,442,353 | Hennepin |
| Scott | 1,015,917 | 844,238 | 171,679 | 111,901 | 388,615 | --- | 171,679 | Scott |
| District 5 Totals | 6,487,819 | 7,585,865 | 171,679 | 5,894,178 | --- | 2,442,353 | 2,614,032 | District 5 Totals |
| Dodge | 85,838 | 808,700 | --- | 224,839 | 156,510 | 68,329 | 68,329 | Dodge |
| Fillmore | 1,827,773 | 1,596,383 | 231,390 | 113,546 | 445,950 | --- | 231,390 | Fillmore |
| Freeborn | 279,419 | 1,343,506 | --- | 34,092 | 195,609 | --- | 0 | Freeborn |
| Goodhue | 3,089 | 1,116,277 | --- | 333,231 | 310,034 | 23,197 | 23,197 | Goodhue |
| Houston | 1,171,309 | 1,060,295 | 111,014 | 189,302 | 181,284 | 8,018 | 119,032 | Houston |
| Mower | 162,437 | 1,142,164 | --- | 100,485 | 199,924 | --- | 0 | Mower |
| Olmsted | 395,872 | 1,398,288 | --- | 169 | 150,966 | --- | 0 | Olmsted |
| Rice | 0 | 900,921 | --- | 24,463 | 208,890 | --- | 0 | Rice |
| Steele | 77,977 | 882,257 | --- | 8,000 | 116,819 | --- | 0 | Steele |
| Wabasha | 1,153,122 | 1,038,245 | 114,877 | 101,237 | 513,667 | --- | 114,877 | Wabasha |
| Winona | 394,488 | 1,207,250 | --- | 21,873 | 143,602 | --- | 0 | Winona |
| District 6 Totals | 5,551,324 | 12,494,286 | 457,281 | 1,151,237 | --- | 99,544 | 556,825 | District 6 Totals |
| Blue Earth | 8,710 | 1,509,565 | --- | 1 | 392,233 | --- | 0 | Blue Earth |
| Brown | 289,418 | 885,749 | --- | 241,254 | 276,080 | --- | 0 | Brown |
| Cottonwood | 420,826 | 941,673 | --- | 0 | 215,740 | --- | 0 | Cottonwood |
| Faribault | 397,500 | 1,157,784 | --- | 25,707 | 598,991 | --- | 0 | Faribault |
| Jackson | 96,882 | 1,211,314 | --- | 54,591 | 357,445 | --- | 0 | Jackson |
| Le Sueur | 1 | 750,211 | --- | 459,640 | 535,354 | --- | 0 | Le Sueur |
| Martin | 353,918 | 1,260,015 | --- | 44,862 | 194,533 | --- | 0 | Martin |
| Nicollet | 103,774 | 783,265 | --- | 24,981 | 100,000 | --- | 0 | Nicollet |
| Nobles | 435,837 | 1,117,262 | --- | 310,944 | 269,420 | 41,524 | 41,524 | Nobles |
| Rock | 303,440 | 673,375 | --- | 95,717 | 310,575 | --- | 0 | Rock |
| Sibley | 0 | 906,944 | --- | 3,188 | 109,474 | --- | 0 | Sibley |
| Waseca | 166,638 | 890,013 | --- | 3,942 | 141,101 | --- | 0 | Waseca |
| Watonwan | 133,152 | 727,948 | --- | 60,082 | 333,508 | --- | 0 | Watonwan |
| District 7 Totals | 2,710,096 | 12,815,118 | --- | 1,324,909 | --- | 41,524 | 41,524 | District 7 Totals |
| Chippewa | 311,619 | 718,323 | --- | 147,459 | 162,705 | --- | 0 | Chippewa |
| Kandiyohi | 0 | 1,141,615 | --- | 0 | 294,785 | --- | 0 | Kandiyohi |
| Lac Qui Parle | 755,928 | 869,342 | --- | 210,367 | 185,687 | 24,680 | 24,680 | Lac Qui Parle |
| Lincoln | 97,884 | 579,222 | --- | 282,294 | 297,270 | --- | 0 | Lincoln |
| Lyon | 291,169 | 893,400 | --- | 192,097 | 416,066 | --- | 0 | Lyon |
| Mc Leod | 980,475 | 841,138 | 139,337 | 300,901 | 259,581 | 41,320 | 180,657 | Mc Leod |
| Meeker | 600,401 | 772,711 | --- | 117,440 | 100,000 | 17,440 | 17,440 | Meeker |
| Murray | 287,006 | 842,197 | --- | 166,450 | 144,054 | 22,396 | 22,396 | Murray |
| Pipestone | 409,040 | 589,775 | --- | 136,170 | 278,463 | --- | 0 | Pipestone |
| Redwood | 658,571 | 985,067 | --- | 28,204 | 298,984 | --- | 0 | Redwood |
| Renville | 282,671 | 1,420,395 | --- | 267,552 | 255,368 | 12,184 | 12,184 | Renville |
| Yellow Medicine | 180,342 | 897,572 | --- | 265,910 | 245,701 | 20,209 | 20,209 | Yellow Medicine |
| District 8 Totals | 4,855,106 | 10,550,757 | 139,337 | 2,114,844 | --- | 138,229 | 277,566 | District 8 Totals |
| Chisago | 1 | 685,318 | --- | 832,260 | 590,874 | 241,386 | 241,386 | Chisago |
| Dakota | 2,336,720 | 1,658,273 | 678,447 | 338,735 | 239,637 | 99,098 | 777,545 | Dakota |
| Ramsey | 6,541,775 | 2,937,937 | 3,603,838 | 330,344 | 195,207 | 135,137 | 3,738,975 | Ramsey |
| Washington | 880,382 | 678,110 | --- | 385,909 | 1,181,270 | --- | 0 | Washington |
| District 9 Totals | 9,758,878 | 5,959,638 | 4,282,285 | 1,887,248 | --- | 475,621 | 4,757,906 | District 9 Totals |
| STATE TOTALS | \$60,769,803 | \$96,562,262 | \$8,513,999 | \$21,671,618 | --- | \$5,345,035 | \$13,859,034 | STATE TOTALS |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

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 fund for special bituminous resurfacing or concrete joint repair 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 district, that awarded special resurfacing projects from 1976 through 1985, the number of projects awarded and the project costs in each account which have been deducted from the 1986 County State Aid Highway Money needs. In 1985 alone, more than \$15.7 million of special resurfacing projects were awarded.

| County | Number of Special Resurfacing Projects 1976-1985 | Regular Account Deduction | Municipal Account Deduction | Total Special Resurfacing Cost Deducted from the 1986 25-Yr. Con- struction Needs |
|-------------------|--|---------------------------------|-----------------------------------|---|
| Carlton | 5 | \$308,287 | \$34,697 | \$342,984 |
| Cook | 11 | 1,658,250 | 34,445 | 1,692,695 |
| Itasca | 15 | 2,923,075 | 263,101 | 3,186,176 |
| Koochiching | 5 | 397,446 | 20,791 | 418,237 |
| Lake | 9 | 554,751 | 12,263 | 567,014 |
| Pine | 3 | 253,530 | 0 | 253,530 |
| St. Louis | 25 | 3,037,413 | 43,673 | 3,081,086 |
| District 1 Totals | 73 | 9,132,752 | 408,970 | 9,541,722 |
| Beltrami | 10 | 1,799,776 | 92,484 | 1,892,260 |
| Clearwater | 1 | 69,556 | 1,131 | 70,687 |
| Hubbard | 6 | 952,799 | 3,288 | 956,087 |
| Kittson | 6 | 1,574,501 | 132,910 | 1,707,411 |
| Lake of the Woods | 3 | 624,427 | 29,461 | 653,888 |
| Marshall | 8 | 2,185,482 | 40,367 | 2,225,849 |
| Norman | 2 | 171,843 | 0 | 171,843 |
| Pennington | 1 | 165,962 | 0 | 165,962 |
| Polk | 10 | 1,105,197 | 45,052 | 1,150,249 |
| Red Lake | 3 | 132,462 | 48,655 | 181,117 |
| Roseau | 5 | 583,322 | 12,912 | 596,234 |
| District 2 Totals | 55 | 9,365,327 | 406,260 | 9,771,587 |
| Aitkin | 2 | 198,828 | 14,111 | 212,939 |
| Benton | 8 | 606,382 | 35,657 | 642,039 |
| Cass | 9 | 661,477 | 66,920 | 728,397 |
| Isanti | 8 | 866,863 | 0 | 866,863 |
| Kanabec | 9 | 1,328,405 | 39,869 | 1,368,274 |
| Mille Lacs | 6 | 116,781 | 137,107 | 253,888 |
| Morrison | 16 | 2,887,917 | 191,357 | 3,079,274 |
| Stearns | 30 | 4,914,927 | 276,438 | 5,191,365 |
| Todd | 21 | 4,357,401 | 14,151 | 4,371,552 |
| Wadena | 8 | 1,594,724 | 64,453 | 1,659,177 |
| Wright | 7 | 645,994 | 48,580 | 694,574 |
| District 3 Totals | 124 | 18,179,699 | 888,643 | 19,068,342 |

| County | Number of Special Resurfacing Projects 1976-1985 | Regular Account Deduction | Municipal Account Deduction | Total Special Resurfacing Cost Deducted from the 1986 25-Yr. Con- struction Needs |
|-------------------|--|---------------------------------|-----------------------------------|---|
| Becker | 11 | \$1,085,866 | \$25,252 | \$1,111,118 |
| Big Stone | 4 | 229,002 | 41,780 | 270,782 |
| Douglas | 11 | 1,586,526 | 9,411 | 1,595,937 |
| Grant | 8 | 744,452 | 40,047 | 784,499 |
| Mahnomen | 6 | 312,799 | 41,410 | 354,209 |
| Otter Tail | 16 | 3,606,167 | 28,492 | 3,634,659 |
| Pope | 12 | 1,831,545 | 26,317 | 1,857,862 |
| Stevens | 12 | 1,201,555 | 156,372 | 1,357,927 |
| Swift | 15 | 2,354,427 | 122,798 | 2,477,225 |
| Traverse | 3 | 575,162 | 136,519 | 711,681 |
| Wilkin | 6 | 474,072 | 99,674 | 573,746 |
| District 4 Totals | 104 | 14,001,573 | 728,072 | 14,729,645 |
| Anoka | 3 | 67,780 | 95,893 | 163,673 |
| Carver | 7 | 493,373 | 4,086 | 497,459 |
| Hennepin | 2 | 715,357 | 0 | 715,357 |
| Scott | 4 | 390,939 | 9,188 | 400,127 |
| District 5 Totals | 16 | 1,667,449 | 109,167 | 1,776,616 |
| Dodge | 4 | 733,691 | 0 | 733,691 |
| Fillmore | 2 | 122,950 | 7,248 | 130,198 |
| Freeborn | 31 | 3,413,885 | 58,749 | 3,472,634 |
| Goodhue | 2 | 23,190 | 45,274 | 68,464 |
| Houston | 2 | 202,011 | 0 | 202,011 |
| Mower | 16 | 1,617,128 | 87,673 | 1,704,801 |
| Olmsted | 4 | 503,236 | 0 | 503,236 |
| Rice | 19 | 2,598,970 | 229,018 | 2,827,988 |
| Steele | 5 | 535,664 | 0 | 535,664 |
| Wabasha | 7 | 534,867 | 17,400 | 552,267 |
| Winona | 11 | 594,468 | 32,558 | 627,026 |
| District 6 Totals | 103 | 10,880,060 | 477,920 | 11,357,980 |

| County | Number of Special Resurfacing Projects 1976-1985 | Regular Account Deduction | Municipal Account Deduction | Total Special Resurfacing Cost Deducted from the 1986 25-Yr. Con- struction Needs |
|-------------------|--|---------------------------------|-----------------------------------|---|
| Blue Earth | 12 | \$2,314,073 | \$14,492 | \$2,328,565 |
| Brown | 14 | 729,673 | 80,365 | 810,038 |
| Cottonwood | 21 | 2,590,829 | 23,550 | 2,614,379 |
| Faribault | 10 | 967,719 | 65,539 | 1,033,258 |
| Jackson | 13 | 1,841,453 | 23,441 | 1,864,894 |
| Nicollet | 8 | 1,419,301 | 0 | 1,419,301 |
| Nobles | 18 | 2,063,747 | 81,544 | 2,145,291 |
| Rock | 7 | 1,646,986 | 12,234 | 1,659,220 |
| Sibley | 18 | 1,527,793 | 49,774 | 1,577,567 |
| Waseca | 1 | 169,061 | 0 | 169,061 |
| Watonwan | 12 | 909,330 | 0 | 909,330 |
| District 7 Totals | 134 | 16,179,965 | 350,939 | 16,530,904 |
| Chippewa | 3 | 201,351 | 17,224 | 218,575 |
| Kandiyohi | 11 | 764,666 | 42,393 | 807,059 |
| Lac Qui Parle | 4 | 640,132 | 13,578 | 653,710 |
| Lincoln | 8 | 1,163,797 | 24,251 | 1,188,048 |
| Lyon | 16 | 1,535,141 | 227,189 | 1,762,330 |
| McLeod | 10 | 1,209,476 | 5,898 | 1,215,374 |
| Meeker | 3 | 149,414 | 46,786 | 196,200 |
| Murray | 18 | 2,821,100 | 61,785 | 2,882,885 |
| Pipestone | 3 | 255,975 | 29,863 | 285,838 |
| Redwood | 13 | 1,699,678 | 55,109 | 1,754,787 |
| Renville | 23 | 3,433,583 | 128,547 | 3,562,130 |
| Yellow Medicine | 13 | 1,556,618 | 184,260 | 1,740,878 |
| District 8 Totals | 125 | 15,430,931 | 836,883 | 16,267,814 |
| Chisago | 9 | 1,148,657 | 55,042 | 1,203,699 |
| Dakota | 6 | 522,000 | 47,793 | 569,793 |
| Ramsey | 3 | 194,993 | 94,690 | 289,683 |
| Washington | 1 | 0 | 69,646 | 69,646 |
| District 9 Totals | 19 | 1,865,650 | 267,171 | 2,132,821 |
| STATE TOTALS | 753 | \$96,703,406 | \$4,474,025 | \$101,177,431 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of 1984-85 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.

All rural complete grading costs in the needs study were updated in 1984. Because of this, it was necessary to begin the grading comparison over again starting with the 1984 projects.

Below is an example showing Itasca County's grading cost adjustment computation for the 1987 apportionment:

- 1) 8.2 miles of rural design C.S.A.H. were graded in Itasca County in 1984 and 1985. This represents 2% of the 368.58 miles of rural design C.S.A.H.'s which still have complete grading required in their needs study.
- 2) The Rural Grading Cost Factor of -17% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$69,774 - \$57,662}{\$69,774} = -17\%$$
- 3) The Adjusted Rural Grading Cost Factor of -3% 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 (-17%) as shown in 2 above.

$$\frac{2}{10} \times (-17\%) = -3\%$$
- 4) Then by multiplying the Adjusted Factor (-3%) times the complete rural design grading needs remaining in the 1986 study (\$23,798,766) an adjustment (-\$713,963) to the 1986 needs is computed.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1986 25-year construction needs) have been used in calculating the 1986 annual County State Aid Highway money needs.

Comparison of 1984-85 Rural Design Grading Construction Costs to Needs Study Costs

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1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of 1984-85 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-85 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading in 1986 Needs Study | | Effects on 1986 - 25 Year Construction Needs |
|-------------------|------------------------------|-------|--|--------------------------------------|-------------------------------|------------------------------------|--|---|----------------|---|
| | Projects | | % of Sys- tem Having Complete Grading | Average Construction Cost/Mile | Average Needs Cost/Mile | | | Miles | Cost | |
| | # | Miles | | | | | | | | |
| BELTRAMI | 3 | 9.0 | 3% | \$ 101,336 | \$ 108,032 | -6% | -2% | 264.58 | \$ 21,981,367 | \$ - 437,627 |
| CLEARWATER | 6 | 12.2 | 7% | 61,229 | 67,043 | -9% | -6% | 176.25 | 12,826,502 | - 769,590 |
| HUBBARD | 1 | 2.0 | 1% | 87,575 | 79,238 | +11% | +1% | 203.13 | 14,165,726 | + 141,657 |
| KITSON | — | — | | | | | | 261.55 | 16,599,190 | — |
| LAKE of THE WOODS | 2 | 10.9 | 12% | 67,398 | 70,122 | -4% | -4% | 88.28 | 4,510,720 | - 180,427 |
| MARSHALL | 2 | 7.8 | 2% | 56,636 | 67,032 | -16% | -3% | 376.16 | 21,831,639 | - 654,949 |
| NORMAN | 3 | 7.5 | 4% | 48,144 | 56,512 | -15% | -6% | 206.40 | 11,484,463 | - 689,068 |
| PENNINGTON | — | — | | | | | | 131.90 | 6,658,690 | — |
| POLK | 4 | 26.1 | 7% | 52,284 | 56,323 | -7% | -5% | 391.88 | 28,383,900 | - 1,419,195 |
| RED LAKE | — | — | | | | | | 101.23 | 7,454,943 | — |
| ROSEAU | 3 | 21.1 | 8% | 52,338 | 62,603 | -16% | -13% | 253.46 | 13,798,521 | - 1,793,808 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| DIST. 2 TOTALS | 24 | 96.6 | 4% | \$ 60,455 | \$ 66,788 | -9% | | 2454.62 | \$ 159,695,661 | \$ - 5,805,009 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of 1984-85 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-85 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading in 1986 Needs Study | | Effects on 1986 - 25 Year Construction Needs |
|----------------|------------------------------|-------|--|--------------------------------------|-------------------------------|------------------------------------|--|---|---------------|---|
| | Projects | | % of Sys- tem Having Complete Grading | Average Construction Cost/Mile | Average Needs Cost/Mile | | | Miles | Cost | |
| | # | Miles | | | | | | | | |
| AITKIN | 7 | 25.5 | 10% | # 102,284 | # 73,368 | +39% | +39% | 263.16 | # 24,245,295 | + 9,455,665 |
| BENTON | 3 | 8.1 | 7% | 44,448 | 43,836 | + 1% | + 1% | 121.52 | 5,757,084 | + 57,571 |
| CASS | 1 | 2.7 | 1% | 107,108 | 75,360 | +42% | +4% | 334.20 | 25,015,226 | +1,000,609 |
| CROW WING | 2 | 3.2 | 2% | 84,193 | 77,969 | + 8% | + 2% | 204.88 | 13,809,120 | + 276,182 |
| ISANTI | 1 | 1.0 | 1% | 210,385 | 97,327 | +116% | +12% | 140.50 | 11,678,220 | +1,401,386 |
| KANABEC | 2 | 4.6 | 4% | 62,043 | 84,184 | -26% | -10% | 122.38 | 10,506,121 | - 1,050,612 |
| MILLE LACS | 1 | 2.3 | 2% | 82,213 | 66,194 | +26% | +5% | 128.14 | 10,580,983 | + 529,049 |
| MORRIS | - | - | | | | | | 228.10 | 14,443,882 | — |
| SHERBURNE | 2 | 12.5 | 19% | 34,467 | 34,621 | -29% | -29% | 65.09 | 2,300,012 | - 667,003 |
| STEARNS | 2 | 3.4 | 1% | 137,742 | 128,439 | +7% | +1% | 314.83 | 24,927,998 | + 249,280 |
| TODD | - | - | | | | | | 230.50 | 14,820,184 | — |
| WADSWORTH | - | - | | | | | | 107.59 | 6,150,481 | — |
| WRIGHT | 4 | 7.0 | 3% | 119,699 | 132,240 | -9% | -3% | 231.19 | 18,215,745 | - 546,472 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| DIST. 3 TOTALS | 75 | 70.3 | 3% | # 82,889 | # 72,711 | +14% | | 2492.02 | # 182,450,351 | + 10,705,655 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of 1984-85 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-85 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading in 1986 Needs Study | | Effects on 1986 - 25 Year Construction Needs |
|----------------|------------------------------|-------|-------------------------------------|--------------------------------|-------------------------|---------------------------|------------------------------------|--|---------------|--|
| | Projects | | % of System Having Complete Grading | Average Construction Cost/Mile | Average Needs Cost/Mile | | | Miles | Cost | |
| | # | Miles | | | | | | | | |
| BECKER | 2 | 14.2 | 7% | \$ 37,604 | \$ 38,921 | -3% | -2% | 196.40 | \$ 8,766,045 | \$ -175,321 |
| BIG STONE | 1 | 1.4 | 3% | 31,361 | 51,165 | -39% | -12% | 51.78 | 2,123,582 | -254,830 |
| CLAY | 5 | 18.6 | 7% | 50,847 | 43,427 | +17% | +12% | 275.61 | 10,598,413 | +1,271,810 |
| DOUGLAS | 2 | 7.0 | 5% | 62,378 | 59,786 | +4% | +2% | 131.08 | 6,114,791 | +122,296 |
| GRANT | - | - | | | | | | 121.14 | 5,087,644 | - |
| MAHONEN | - | - | | | | | | 80.30 | 3,244,668 | - |
| OTTER TAIL | 1 | 0.6 | - | 89,867 | 60,780 | +48% | - | 373.31 | 26,152,057 | - |
| POPE | - | - | | | | | | 163.21 | 10,111,445 | - |
| STEVENS | - | - | | | | | | 147.27 | 7,952,542 | - |
| SWIFT | 4 | 8.3 | 6% | 27,712 | 35,585 | -22% | -13% | 145.21 | 5,725,495 | -744,314 |
| TRAVERSE | - | - | | | | | | 105.41 | 4,643,954 | - |
| WILKIN | 1 | 3.0 | 2% | 43,303 | 25,040 | +73% | +15% | 154.02 | 5,226,669 | +784,000 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| DIST. 4 TOTALS | 16 | 53.1 | 3% | \$ 44,702 | \$ 42,514 | +5% | | 1944.74 | \$ 95,747,305 | +1,923,641 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of 1984-85 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-85 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading in 1986 Needs Study | | Effects on 1986 - 25 Year Construction Needs |
|----------------|------------------------------|-------|--|--------------------------------------|-------------------------------|------------------------------------|--|---|--------------|---|
| | Projects | | % of Sys- tem Having Complete Grading | Average Construction Cost/Mile | Average Needs Cost/Mile | | | Miles | Cost | |
| | # | Miles | | | | | | | | |
| ANOKA | 2 | 3.6 | 4% | \$117,944 | \$128,301 | -8% | -3% | 91.29 | \$13,910,655 | \$-417,319 |
| CARVER | 2 | 4.1 | 4% | 82,362 | 98,747 | -17% | -7% | 114.07 | 11,438,322 | -800,684 |
| HENNEPIN | 2 | 4.1 | 3% | 468,673 | 376,115 | +25% | +8% | 126.26 | 22,707,555 | +1,816,604 |
| SCOTT | — | — | | | | | | 100.93 | 7,566,737 | — |
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| DIST. 5 TOTALS | 6 | 11.8 | 3% | \$227,014 | \$203,831 | +11% | | 432.55 | \$55,623,273 | +598,601 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of 1984-85 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-85 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading in 1986 Needs Study | | Effects on 1986 - 25 Year Construction Needs |
|----------------|------------------------------|-------|--|--------------------------------------|-------------------------------|------------------------------------|--|---|---------------|---|
| | Projects | | % of Sys- tem Having Complete Grading | Average Construction Cost/Mile | Average Needs Cost/Mile | | | Miles | Cost | |
| | # | Miles | | | | | | | | |
| DODGE | 5 | 9.8 | 7% | \$ 67,197 | \$ 59,803 | +12% | +8% | 138.96 | \$ 8,676,622 | \$ +694,288 |
| FILLMORE | 1 | 4.2 | 1% | 157,554 | 222,580 | -29% | -3% | 295.38 | 41,934,785 | -1,258,044 |
| FREEBORN | 3 | 12.3 | 5% | 102,314 | 72,413 | +41% | +21% | 256.23 | 13,425,329 | +2,819,319 |
| GOODHUE | 3 | 11.7 | 6% | 103,484 | 90,598 | +14% | +8% | 192.95 | 19,484,160 | +1,558,253 |
| HOUSTON | 2 | 4.7 | 3% | 214,358 | 140,798 | +52% | +16% | 151.44 | 25,339,906 | +4,051,385 |
| MODER | 4 | 10.8 | 6% | 58,417 | 57,231 | +2% | +1% | 176.50 | 10,227,954 | +102,280 |
| OLMSTED | 4 | 8.9 | 5% | 101,846 | 99,507 | +2% | +1% | 176.39 | 19,745,947 | +197,459 |
| RICE | — | — | | | | | | 166.17 | 9,876,615 | — |
| STEELE | 5 | 9.6 | 7% | 59,940 | 48,494 | +24% | +17% | 136.55 | 7,061,504 | +1,200,456 |
| WABASHA | 1 | 4.8 | 3% | 101,592 | 101,542 | — | — | 173.42 | 23,348,592 | — |
| WINONA | 2 | 5.2 | 3% | 83,324 | 90,484 | -8% | -2% | 175.00 | 22,046,807 | -440,956 |
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| DIST. 6 TOTALS | 30 | 82.0 | 4% | \$ 95,487 | \$ 86,088 | +11% | | 2038.99 | \$ 201,68,207 | \$ -8,927,780 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of 1984-85 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-85 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading in 1986 Needs Study | | Effects on 1986 - 25 Year Construction Needs |
|----------------|------------------------------|-------|--|--------------------------------------|-------------------------------|------------------------------------|--|---|---------------|---|
| | Projects | | % of Sys- tem Having Complete Grading | Average Construction Cost/Mile | Average Needs Cost/Mile | | | Miles | Cost | |
| | # | Miles | | | | | | | | |
| BLUE EARTH | — | — | | | | | | 248.21 | # 16,753,529 | — |
| BROWN | 1 | 5.0 | 5% | # 79,716 | # 79,600 | — | — | 107.15 | 9,046,817 | — |
| COTTONWOOD | — | — | | | | | | 172.20 | 9,150,246 | — |
| FARIBAULT | 2 | 5.7 | 3% | 62,666 | 70,555 | -11% | -3% | 218.24 | 12,469,429 | - # 374,083 |
| JACKSON | — | — | | | | | | 216.25 | 12,469,174 | — |
| LE SUEUR | 1 | 2.1 | 2% | 51,183 | 61,737 | -17% | -3% | 133.41 | 8,813,095 | - 264,393 |
| MARTIN | 2 | 11.1 | 6% | 42,037 | 49,017 | -14% | -8% | 185.14 | 11,154,317 | - 892,345 |
| NICOLET | 3 | 6.8 | 5% | 49,367 | 56,438 | -13% | -7% | 124.44 | 9,621,052 | - 673,474 |
| NOBLE | — | — | | | | | | 159.71 | 10,044,711 | — |
| ROCK | 1 | 1.4 | 1% | 54,296 | 34,759 | +56% | +6% | 161.40 | 7,353,638 | + 441,218 |
| SIBLEY | 1 | 1.8 | 1% | 143,000 | 100,826 | +42% | +4% | 187.18 | 10,257,542 | + 410,302 |
| WASECA | 3 | 10.0 | 8% | 50,487 | 47,304 | +7% | +6% | 130.20 | 7,111,707 | + 426,702 |
| WATKINS | 2 | 6.9 | 5% | 64,575 | 69,123 | -7% | -4% | 125.71 | 7,052,955 | - 282,118 |
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| DIST. 7 TOTALS | 16 | 50.8 | 2% | # 58,068 | # 59,802 | -3% | | 2169.24 | # 131,248,210 | - # 1,206,171 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of 1984-85 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-85 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading in 1986 Needs Study | | Effects on 1986 - 25 Year Construction Needs |
|-----------------|------------------------------|-------|--|--------------------------------------|-------------------------------|------------------------------------|--|---|----------------|---|
| | Projects | | % of Sys- tem Having Complete Grading | Average Construction Cost/Mile | Average Needs Cost/Mile | | | Miles | Cost | |
| | # | Miles | | | | | | | | |
| CHIPPewa | 2 | 0.7 | 1% | \$ 196,832 | \$ 127,604 | +54% | +5% | 79.06 | \$ 6,574,687 | + 327,724 |
| KANDIYOH | 2 | 7.5 | 3% | 85,523 | 78,498 | +9% | +3% | 215.01 | 13,208,164 | + 396,245 |
| LAC Qui Parle | 3 | 14.1 | 9% | 38,911 | 41,502 | -6% | -5% | 161.16 | 7,398,658 | - 369,933 |
| LINCOLN | 2 | 9.5 | 9% | 33,500 | 50,335 | -33% | -30% | 106.54 | 5,331,112 | - 1,599,324 |
| LYON | 5 | 14.0 | 7% | 50,151 | 51,287 | -2% | -1% | 194.50 | 10,761,833 | - 107,618 |
| MC LEO | 1 | 1.5 | 1% | 89,058 | 69,750 | +28% | +3% | 151.57 | 10,082,726 | + 302,482 |
| MEEKER | 3 | 7.3 | 5% | 56,262 | 48,645 | +16% | +8% | 134.61 | 7,635,101 | + 610,808 |
| MURRAY | 3 | 7.5 | 4% | 41,109 | 51,513 | -20% | -8% | 167.62 | 8,382,208 | - 670,577 |
| PIPESTONE | 2 | 9.1 | 7% | 59,065 | 63,354 | -7% | -5% | 132.87 | 6,471,116 | - 323,556 |
| REDWOOD | 1 | 3.0 | 1% | 23,984 | 32,320 | -26% | -3% | 207.34 | 11,355,433 | - 340,663 |
| RENVILLE | 1 | 0.4 | — | 119,220 | 45,659 | +161% | — | 299.76 | 14,937,219 | — |
| YELLOW MEDICINE | — | — | | | | | | 209.36 | 11,329,235 | — |
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| Dist. 8 Totals | 25 | 74.6 | 4% | \$ 51,764 | \$ 53,603 | -3% | | 2059.40 | \$ 113,467,492 | - 1,773,412 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of 1984-85 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-85 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading in 1986 Needs Study | | Effects on 1986 - 25 Year Construction Needs |
|------------|------------------------------|-------|--|--------------------------------------|-------------------------------|------------------------------------|--|---|--------------|---|
| | Projects | | % of Sys- tem Having Complete Grading | Average Construction Cost/Mile | Average Needs Cost/Mile | | | Miles | Cost | |
| | # | Miles | | | | | | | | |
| CHISAGO | 2 | 4.4 | 3% | # 101,581 | # 86,166 | +18% | +5% | 156.84 | # 13,561,156 | # + 678,058 |
| DAKOTA | 1 | 0.9 | 1% | 321,171 | 128,876 | +149% | +15% | 120.11 | 14,984,940 | + 2,247,741 |
| RAMSEY | — | — | | | | | | 8.85 | 2,115,525 | — |
| WASHINGTON | 2 | 2.6 | 3% | 112,318 | 124,415 | -10% | -3% | 88.42 | 12,252,527 | - 367,578 |
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1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of 1984-85 Rural Design Grading Construction Costs to Needs Study Costs

| County | 1984-85 Rural Design Grading | | | | | Rural Grading Cost Factor | Adjusted Rural Grading Cost Factor | Rural Complete Grading in 1986 Needs Study | | Effects on 1986 - 25 Year Construction Needs |
|--------------|------------------------------|-------|--|--------------------------------------|-------------------------------|------------------------------------|--|---|-----------------|---|
| | Projects | | % of Sys- tem Having Complete Grading | Average Construction Cost/Mile | Average Needs Cost/Mile | | | Miles | Cost | |
| | # | Miles | | | | | | | | |
| DISTRICT 1 | 18 | 35.0 | 2% | # 133,134 | # 131,973 | +1% | | 2270.83 | # 310,510,668 | -795,390 |
| DISTRICT 2 | 24 | 76.6 | 4% | 60,455 | 66,788 | -9% | | 2454.82 | 159,695,661 | -5,805,009 |
| DISTRICT 3 | 25 | 70.3 | 3% | 82,889 | 72,711 | +14% | | 2,492.08 | 182,450,351 | +10,705,655 |
| DISTRICT 4 | 16 | 53.1 | 3% | 44,702 | 42,514 | +5% | | 1,944.74 | 95,747,325 | +1,003,641 |
| DISTRICT 5 | 6 | 11.8 | 3% | 227,014 | 203,831 | +11% | | 432.55 | 55,623,273 | +593,601 |
| DISTRICT 6 | 30 | 82.0 | 4% | 95,487 | 86,088 | +11% | | 2038.99 | 201,168,207 | +8,927,772 |
| DISTRICT 7 | 16 | 50.2 | 2% | 58,068 | 59,802 | -3% | | 2169.24 | 131,298,210 | -1,208,171 |
| DISTRICT 8 | 25 | 74.6 | 4% | 51,764 | 53,603 | -3% | | 2059.40 | 113,467,492 | -1,773,412 |
| DISTRICT 9 | 5 | 7.9 | 2% | 130,073 | 103,624 | +26% | | 374.22 | 42,914,218 | +2,558,221 |
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| STATE TOTALS | 165 | 482.1 | 3% | # 76,853 | # 74,177 | +4% | | 16,236.87 | # 1,292,875,385 | +14,213,296 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

VARIANCE ADJUSTMENTS

Pursuant 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 Peter Boomgarden - Redwood, was appointed in June, 1984. Their recommended guidelines for needs adjustments were adopted and made a part of the Screening Board Resolutions.

The following variance adjustments are for those variances granted for which projects have been awarded prior to May 1, 1986 and for which no adjustments have been previously made. They were approved by the Screening Board at the June 25-26, 1986 meeting.

| <u>County</u> | <u>Variance Adjustments</u> |
|-----------------|---------------------------------|
| Le Sueur | \$ 253,726 |
| Mower | 105,597 |
| Ramsey | 1,340,398 |
| St. Louis | 1,947,451 |
| Stearns | 95,450 |
| Swift | 36,900 |
| Yellow Medicine | 14,400 |
| <hr/> | <hr/> |
| STATE TOTAL | \$3,793,922 |

1986 COUNTY SCREENING BOARD DATA

OCTOBER, 1986

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, except bituminous overlay or concrete joint repair 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 need 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, 1985

| County | Date of Issue | Amount of Issue | Unamortized Bond Balance | Total Disbursements and Obligations to December 31, 1985 | Unencumbered Balance Available | Bond Account Adjustment |
|-------------------|---------------------|-----------------------|--------------------------------|--|--------------------------------------|-------------------------------|
| Koochiching | 08-01-80 | \$600,000 | \$0 | \$600,000 | \$0 | \$0 |
| Lake | 05-01-77 | 500,000 | 50,000 | 500,000 | 0 | 50,000 |
| District 1 Totals | | 1,100,000 | 50,000 | 1,100,000 | 0 | 50,000 |
| Beltrami | 04-12-77 | 1,400,000 | 140,000 | 1,400,000 | 0 | 140,000 |
| Kittson | 05-01-84 | 1,235,000 | 1,075,000 | 1,200,000 | 35,000 | 1,040,000 |
| Lake of the Woods | 08-01-85 | 1,000,000 | 1,000,000 | 145,190 | 854,810 | 145,190 |
| Lake of the Woods | 08-01-80 | 500,000 | 0 | 500,000 | 0 | 0 |
| Marshall | 02-01-79 | 1,250,000 | 580,000 | 1,250,000 | 0 | 580,000 |
| Marshall | 07-01-84 | 2,000,000 | 1,950,000 | 1,396,567 | 603,433 | 1,346,567 |
| Norman | 04-03-85 | 500,000 | 500,000 | 437,668 | 62,332 | 437,668 |
| Pennington | 08-01-81 | 575,000 | 450,000 | 575,000 | 0 | 450,000 |
| Pennington | 08-01-80 | 400,000 | 300,000 | 391,767 | 8,233 | 291,767 |
| Polk | 04-20-83 | 2,000,000 | 1,650,000 | 2,000,000 | 0 | 1,650,000 |
| Red Lake | 07-01-81 | 780,000 | 435,000 | 692,187 | 87,813 | 347,187 |
| District 2 Totals | | 11,640,000 | 8,080,000 | 9,988,379 | 1,651,621 | 6,428,379 |

| County | Date of Issue | Amount of Issue | Unamortized Bond Balance | Total Disbursements and Obligations to December 31, 1985 | Unencumbered Balance Available | Bond Account Adjustment |
|-------------------|---------------------|-----------------------|--------------------------------|--|--------------------------------------|-------------------------------|
| Crow Wing | 07-01-81 | \$1,000,000 | \$0 | \$986,632 | \$13,368 | (\$13,368) |
| Wadena | 07-01-81 | 635,000 | 235,000 | 635,000 | 0 | 235,000 |
| District 3 Totals | | 1,635,000 | 235,000 | 1,621,632 | 13,368 | 221,632 |
| Douglas | 07-01-84 | 2,500,000 | 2,305,000 | 1,878,746 | 621,254 | 1,683,746 |
| Wilkin | 05-01-77 | 1,100,000 | 110,000 | 1,100,000 | 0 | 110,000 |
| District 4 Totals | | 3,600,000 | 2,415,000 | 2,978,746 | 621,254 | 1,793,746 |
| Carver | 05-01-68 | 485,000 | 70,000 | 485,000 | 0 | 70,000 |
| Carver | 08-01-79 | 900,000 | 640,000 | 900,000 | 0 | 640,000 |
| Carver | 09-01-67 | 200,000 | 30,000 | 200,000 | 0 | 30,000 |
| District 5 Totals | | 1,585,000 | 740,000 | 1,585,000 | 0 | 740,000 |
| Dodge | 03-01-84 | 1,700,000 | 1,590,000 | 1,700,000 | 0 | 1,590,000 |
| Freeborn | 03-18-75 | 1,450,000 | 0 | 1,450,000 | 0 | 0 |
| Steele | 05-01-83 | 1,400,000 | 1,100,000 | 1,316,894 | 83,106 | 1,016,894 |
| Wabasha | 06-01-82 | 1,250,000 | 0 | 1,250,000 | 0 | 0 |
| District 6 Totals | | 5,800,000 | 2,690,000 | 5,716,894 | 83,106 | 2,606,894 |
| LeSueur | 02-01-79 | 1,300,000 | 590,000 | 1,300,000 | 0 | 590,000 |
| Nicollet | 07-01-79 | 1,000,000 | 300,000 | 1,000,000 | 0 | 300,000 |
| Nobles | 03-01-73 | 1,000,000 | 0 | 1,000,000 | 0 | 0 |
| Sibley | 07-01-81 | 990,000 | 540,000 | 990,000 | 0 | 540,000 |
| Watonwan | 11-01-79 | 1,250,000 | 750,000 | 1,250,000 | 0 | 750,000 |
| District 7 Totals | | 5,540,000 | 2,180,000 | 5,540,000 | 0 | 2,180,000 |
| Pipestone | 08-01-75 | 940,000 | 190,000 | 935,013 | 4,987 | 185,013 |
| Yellow Medicine | 09-01-80 | 1,000,000 | 700,000 | 1,000,000 | 0 | 700,000 |
| District 8 Totals | | 1,940,000 | 890,000 | 1,935,013 | 4,987 | 885,013 |
| Chisago | 06-07-78 | 1,330,000 | 450,000 | 1,330,000 | 0 | 450,000 |
| District 9 Totals | | 1,330,000 | 450,000 | 1,330,000 | 0 | 450,000 |
| STATE TOTALS | | \$34,170,000 | \$17,730,000 | \$31,795,664 | \$2,374,336 | \$15,355,664 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

"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 1986 25-year needs and are shown on the tentative 1987 Money Needs Apportionment Form.

| County | After the Fact R/W Needs | County | After the Fact R/W Needs |
|-------------------|--------------------------------|-------------------|--------------------------------|
| Carlton | \$34,625 | Aitkin | \$567,782 |
| Cook | 38,676 | Benton | 225,042 |
| Itasca | 88,751 | Cass | 180,176 |
| Koochiching | 66,833 | Crow Wing | 322,380 |
| Lake | 174,070 | Isanti | 132,068 |
| Pine | 191,267 | Kanabec | 154,536 |
| St. Louis | 850,841 | Mille Lacs | 48,586 |
| District 1 Totals | \$1,445,063 | Morrison | 3,775 |
| | | Sherburne | 135,955 |
| Beltrami | \$405,323 | Stearns | 291,365 |
| Clearwater | 160,494 | Todd | 64,111 |
| Hubbard | 76,076 | Wadena | ---- |
| Kittson | 103,757 | Wright | 355,546 |
| Lake of the Woods | 21,747 | District 3 Totals | \$2,481,322 |
| Marshall | 210,042 | | |
| Norman | 55,512 | Becker | \$118,865 |
| Pennington | 105,395 | Big Stone | 43,635 |
| Polk | 447,040 | Clay | 284,868 |
| Red Lake | 48,214 | Douglas | 248,600 |
| Roseau | 99,091 | Grant | ---- |
| District 2 Totals | \$1,732,691 | Mahnomen | ---- |
| | | Otter Tail | 310,781 |
| | | Pope | 69,397 |
| | | Stevens | ---- |
| | | Swift | 116,880 |
| | | Traverse | ---- |
| | | Wilkin | 171,326 |
| | | District 4 Totals | \$1,364,352 |

"After the Fact" Right of Way Needs

| County | After the Fact R/W Needs | County | After the Fact R/W Needs |
|-------------------|--------------------------------|-------------------|--------------------------------|
| Anoka | \$732,272 | Chippewa | \$73,030 |
| Carver | 305,161 | Kandiyohi | 123,300 |
| Hennepin | 14,035,404 | Lac Qui Parle | 150,619 |
| Scott | 438,537 | Lincoln | 42,502 |
| District 5 Totals | \$15,511,374 | Lyon | 235,774 |
| Dodge | \$137,518 | Mc Leod | 164,178 |
| Fillmore | 298,418 | Meeker | 195,823 |
| Freeborn | 70,041 | Murray | 60,265 |
| Goodhue | 441,251 | Pipestone | 83,532 |
| Houston | 83,385 | Redwood | 197,813 |
| Mower | 173,267 | Renville | 20,116 |
| Olmsted | 377,535 | Yellow Medicine | 28,929 |
| Rice | 53,570 | District 8 Totals | \$1,375,881 |
| Steele | 87,793 | Chisago | \$177,733 |
| Wabasha | 140,013 | Dakota | 1,358,667 |
| Winona | 235,770 | Ramsey | 1,172,035 |
| District 6 Totals | \$2,098,561 | Washington | 940,212 |
| Blue Earth | \$135,080 | District 9 Totals | \$3,648,647 |
| Brown | 196,765 | STATE TOTALS | \$32,129,196 |
| Cottonwood | 88,517 | | |
| Faribault | 355,860 | | |
| Jackson | 284,575 | | |
| Le Sueur | 339,900 | | |
| Martin | 138,698 | | |
| Nicollet | 241,689 | | |
| Nobles | 170,611 | | |
| Rock | 50,791 | | |
| Sibley | 85,998 | | |
| Waseca | 157,430 | | |
| Watonwan | 225,391 | | |
| District 7 Totals | \$2,471,305 | | |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

"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.

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

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 shown on the tentative 1987 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 | 1984-1998 |
| Hennepin | 1983 | 1 | 189,856 | 1985-1999 |
| Mc Leod | 1983 | 1 | 18,800 | 1985-1999 |
| Hennepin | 1984 | 4 | 485,650 | 1986-2000 |
| Washington | 1984 | 1 | 54,841 | 1986-2000 |
| Hennepin | 1985 | 2 | 110,423 | 1987-2001 |
| Todd | 1985 | 1 | 14,512 | 1987-2001 |
| STATE TOTAL | | 11 | \$879,728 | 1987 Apportionment |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

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 have been added to each county's 1986 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 | 633,385 | \$83,856 | 46,601 | \$ 94,940 | 858,782 |
| Le Sueur | ---- | ---- | 3,794 | ---- | 3,794 |
| Lyon | ---- | ---- | ---- | 10,169 | 10,169 |
| Mille Lacs | ---- | ---- | ---- | 6,426 | 6,426 |
| Pine | 44,555 | 9,112 | ---- | 14,612 | 68,279 |
| Ramsey | 148,238 | ---- | ---- | ---- | 148,238 |
| Washington | 41,296 | ---- | ---- | ---- | 41,296 |
| TOTAL | \$963,053 | \$92,968 | \$50,663 | \$126,147 | \$1,232,831 |

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.

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

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 OF 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 of 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 of 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 | 1986 County Total Tax Valuation | Mill Levy Deduction |
|-------------------|---------------------------------------|------------------------|
| Carlton | 128,352,707 | \$85,573 |
| Cook | 41,295,740 | 27,532 |
| Itasca | 302,154,734 | 201,447 |
| Koochiching | 48,071,724 | 32,049 |
| Lake | 41,464,756 | 27,645 |
| Pine | 98,934,698 | 65,960 |
| St. Louis* | 777,733,563 | 311,093 |
| District 1 Totals | 1,438,007,922 | \$751,299 |

| County | 1986 County Total Tax Valuation | Mill Levy Deduction |
|-------------------|---------------------------------------|------------------------|
| Beltrami | 118,081,782 | \$78,725 |
| Clearwater | 39,503,430 | 26,337 |
| Hubbard | 96,871,981 | 64,585 |
| Kittson | 75,080,833 | 50,056 |
| Lake of the Woods | 21,101,068 | 14,068 |
| Marshall | 113,071,828 | 75,385 |
| Norman | 81,492,585 | 54,331 |
| Pennington | 69,616,443 | 46,413 |
| Polk | 233,567,300 | 155,719 |
| Red Lake | 35,320,627 | 23,548 |
| Roseau | 75,716,492 | 50,480 |
| District 2 Totals | 959,424,369 | 639,647 |
| Aitkin | 98,422,860 | 65,619 |
| Benton | 130,504,385 | 87,007 |
| Cass | 162,067,845 | 108,051 |
| Crow Wing | 287,216,790 | 191,487 |
| Isanti | 94,238,404 | 62,829 |
| Kanabec | 51,195,060 | 34,132 |
| Mille Lacs | 79,637,425 | 53,094 |
| Morrison | 134,898,598 | 89,937 |
| Sherburne | 247,778,076 | 165,194 |
| Stearns | 541,835,637 | 361,242 |
| Todd | 99,888,660 | 66,596 |
| Wadena | 45,511,786 | 30,343 |
| Wright | 395,722,843 | 263,828 |
| District 3 Totals | 2,368,918,369 | 1,579,359 |
| Becker | 156,531,627 | 104,360 |
| Big Stone | 48,802,642 | 32,537 |
| Clay | 232,306,773 | 154,879 |
| Douglas | 169,304,722 | 112,875 |
| Grant | 68,469,920 | 45,649 |
| Mahnomen | 28,996,528 | 19,332 |
| Otter Tail | 276,661,924 | 184,451 |
| Pope | 86,209,910 | 57,476 |
| Stevens | 82,938,893 | 55,295 |
| Swift | 99,745,993 | 66,501 |
| Traverse | 66,597,126 | 44,400 |
| Wilkin | 86,183,380 | 57,458 |
| District 4 Totals | 1,402,749,438 | 935,213 |
| Anoka* | 1,141,283,438 | 456,513 |
| Carver | 261,424,320 | 174,292 |
| Hennepin* | 9,083,608,277 | 3,633,443 |
| Scott | 332,036,052 | 221,368 |
| District 5 Totals | 10,818,352,087 | \$4,485,616 |

| County | 1986 | |
|-------------------|-------------------------------|------------------------|
| | County Total Tax Valuation | Mill Levy Deduction |
| Dodge | 107,952,349 | \$71,972 |
| Fillmore | 134,605,874 | 89,742 |
| Freeborn | 245,361,433 | 163,582 |
| Goodhue | 388,999,716 | 259,346 |
| Houston | 80,050,348 | 53,370 |
| Mower | 253,993,167 | 169,337 |
| Olmsted | 608,225,884 | 405,504 |
| Rice | 217,808,027 | 145,213 |
| Steele | 181,097,906 | 120,738 |
| Wabasha | 107,661,732 | 71,778 |
| Winona | 207,273,902 | 138,190 |
| District 6 Totals | 2,533,030,338 | 1,688,772 |
| Blue Earth | 338,378,674 | 225,597 |
| Brown | 187,843,868 | 125,236 |
| Cottonwood | 159,820,715 | 106,552 |
| Faribault | 179,245,906 | 119,503 |
| Jackson | 156,154,128 | 104,108 |
| Le Sueur | 124,694,574 | 83,134 |
| Martin | 235,199,878 | 156,808 |
| Nicollet | 158,192,793 | 105,467 |
| Nobles | 160,054,809 | 106,709 |
| Rock | 88,556,902 | 59,041 |
| Sibley | 123,060,619 | 82,045 |
| Waseca | 140,643,674 | 93,767 |
| Watonwan | 103,961,646 | 69,311 |
| District 7 Totals | 2,155,808,186 | 1,437,278 |
| Chippewa | 115,060,034 | 76,711 |
| Kandiyohi | 244,547,980 | 163,040 |
| Lac Qui Parle | 91,193,849 | 60,799 |
| Lincoln | 65,520,856 | 43,683 |
| Lyon | 175,894,718 | 117,269 |
| McLeod | 175,252,578 | 116,841 |
| Meeker | 142,113,586 | 94,747 |
| Murray | 116,565,800 | 77,714 |
| Pipestone | 69,004,957 | 46,006 |
| Redwood | 211,717,958 | 141,152 |
| Renville | 216,915,092 | 144,617 |
| Yellow Medicine | 115,988,570 | 77,330 |
| District 8 Totals | 1,739,775,978 | 1,159,909 |
| Chisago | 131,763,316 | 87,847 |
| Dakota* | 1,547,491,084 | 618,996 |
| Ramsey* | 3,337,028,376 | 1,334,811 |
| Washington | 809,314,635 | 539,570 |
| District 9 Totals | 5,825,597,411 | 2,581,224 |
| STATE TOTALS | 29,241,664,098 | \$15,258,317 |

* Denotes Urban County.

TENTATIVE

APPORTIONMENT

DATA

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Development of the Tentative 1987 C.S.A.H. Money Needs Apportionment

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 1987 County State Aid Highway Fund. This tabulation also indicates a tentative 1987 money needs apportionment figure for each county based on an estimated apportionment sum.

The Trunk Highway Turnback Adjustment column is the same as was used for the 1986 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 1987 apportionment.

Minor adjustments must be made for any turnback activity in 1986 and possibly for any action taken by this Board.

October 30, 1986

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 1986 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 1986, adjustments to the mileage and money needs will be necessary before January 1, 1987.

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 1987 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dennis Carlson, Secretary
County Screening Board

APPROVED

Boyd Paulu, District 1

Michael Pinsonneault, District 6

David Olsonawski, District 2

Gerald Engstrom, District 7

Richard Larson, District 3

Donald Paulson, District 8

Lee Amundson, District 4

Douglas Weiszhaar (Chairman), District 9

Paul Ruud, District 5

Enclosure: Mileage and Annual Money Needs Listing

1986 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1987 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 1987
COUNTY STATE AID HIGHWAY FUND

| County | County State Aid Highway Mileage | Annual County State Aid Highway Money Needs |
|-------------------|-------------------------------------|---|
| Carlton | 294.36 | \$1,544,852 |
| Cook | 178.10 | 1,725,709 |
| Itasca | 648.85 | 2,821,121 |
| Koochiching | 249.08 | 2,338,619 |
| Lake | 214.02 | 1,876,370 |
| Pine | 472.72 | 3,759,735 |
| St. Louis | 1,360.94 | 12,767,810 |
| District 1 Totals | 3,418.07 | 26,834,216 |
| Beltrami | 466.02 | 2,423,291 |
| Clearwater | 327.26 | 1,392,745 |
| Hubbard | 325.52 | 1,365,156 |
| Kittson | 373.39 | 1,744,229 |
| Lake of the Woods | 186.96 | 1,476,606 |
| Marshall | 640.12 | 2,618,175 |
| Norman | 393.43 | 1,659,882 |
| Pennington | 260.60 | 978,240 |
| Polk | 809.07 | 4,094,085 |
| Red Lake | 186.39 | 913,148 |
| Roseau | 482.85 | 1,891,217 |
| District 2 Totals | 4,451.61 | 20,556,774 |
| Aitkin | 368.45 | 2,286,530 |
| Benton | 224.29 | 731,461 |
| Cass | 529.80 | 2,569,974 |
| Crow Wing | 372.92 | 1,805,036 |
| Isanti | 226.14 | 1,056,685 |
| Kanabec | 211.17 | 960,412 |
| Mille Lacs | 253.67 | 1,253,542 |
| Morrison | 430.12 | 1,656,677 |
| Sherburne | 217.11 | 595,349 |
| Stearns | 603.06 | 2,684,799 |
| Todd | 412.36 | 1,657,947 |
| Wadena | 229.46 | 762,302 |
| Wright | 403.71 | 2,256,252 |
| District 3 Totals | 4,482.26 | 20,276,966 |
| Becker | 467.58 | 1,336,806 |
| Big Stone | 211.64 | 812,340 |
| Clay | 406.63 | 2,416,957 |
| Douglas | 387.21 | 1,321,940 |
| Grant | 228.85 | 752,226 |
| Mahnomen | 195.09 | 865,644 |
| Otter Tail | 911.91 | 3,466,774 |
| Pope | 299.13 | 957,637 |
| Stevens | 243.91 | 1,018,163 |
| Swift | 329.64 | 1,321,919 |
| Traverse | 243.82 | 784,683 |
| Wilkin | 312.16 | 1,037,545 |
| District 4 Totals | 4,237.57 | 16,092,634 |

| County | County State Aid Highway Mileage | Annual County State Aid Highway Money Needs |
|-------------------|-------------------------------------|---|
| Anoka | 243.33 | \$1,408,680 |
| Carver | 207.51 | 1,508,410 |
| Hennepin | 503.10 | 7,851,643 |
| Scott | 186.56 | 1,224,488 |
| District 5 Totals | 1,140.50 | 11,993,221 |
| Dodge | 249.74 | 1,356,880 |
| Fillmore | 394.94 | 3,630,149 |
| Freeborn | 447.89 | 2,258,044 |
| Goodhue | 327.26 | 2,269,867 |
| Houston | 249.35 | 2,404,692 |
| Mower | 373.72 | 1,672,409 |
| Olmsted | 319.83 | 2,014,864 |
| Rice | 280.67 | 1,415,696 |
| Steele | 292.19 | 1,424,860 |
| Wabasha | 276.50 | 2,289,689 |
| Winona | 315.92 | 2,218,394 |
| District 6 Totals | 3,528.01 | 22,955,544 |
| Blue Earth | 415.53 | 2,619,655 |
| Brown | 317.67 | 1,348,261 |
| Cottonwood | 316.35 | 1,406,524 |
| Faribault | 349.91 | 2,469,911 |
| Jackson | 370.69 | 2,143,919 |
| Le Sueur | 268.26 | 1,499,866 |
| Martin | 378.08 | 2,139,998 |
| Nicollet | 245.02 | 1,133,065 |
| Nobles | 343.77 | 2,097,319 |
| Rock | 262.75 | 1,192,794 |
| Sibley | 287.71 | 1,492,791 |
| Waseca | 250.16 | 1,430,464 |
| Watsonwan | 233.25 | 1,372,355 |
| District 7 Totals | 4,039.15 | 22,346,922 |
| Chippewa | 244.12 | 1,050,475 |
| Kandiyohi | 423.11 | 2,061,399 |
| Lac Qui Parle | 361.79 | 1,306,284 |
| Lincoln | 255.05 | 787,220 |
| Lyon | 317.34 | 1,727,219 |
| McLeod | 236.69 | 1,365,648 |
| Meeker | 272.11 | 1,099,937 |
| Murray | 354.96 | 1,200,794 |
| Pipestone | 233.94 | 1,140,923 |
| Redwood | 385.14 | 1,776,189 |
| Renville | 449.25 | 2,710,829 |
| Yellow Medicine | 346.88 | 1,499,681 |
| District 8 Totals | 3,880.38 | 17,726,598 |
| Chisago | 225.98 | 1,641,640 |
| Dakota | 272.38 | 2,894,629 |
| Ramsey | 229.35 | 3,774,170 |
| Washington | 190.00 | 1,482,508 |
| District 9 Totals | 917.71 | 9,792,947 |
| STATE TOTALS | 30,095.26 | \$168,575,822 |

Does not include 1986 T.H. Turnback Mileage

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Total Tentative 1987 C.S.A.H. Apportionment

The following tabulation lists a tentative 1987 Apportionment based on an estimate of \$157 million. The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures. The Mileage Apportionment was computed using the actual 1986 C.S.A.H. needs study mileage, but the 1986 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1986 25-year construction needs; however, these needs will be adjusted by 1986 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, 1987, by the Commissioner with the assistance of recommendations by your Screening Board.

TOTAL TENTATIVE 1987 C.S.A.H. APPORTIONMENT

| County | Equalization Apportionment | Motor Vehicle Registration Apportionment | Mileage Apportionment 1986 THTB Mileage Not Included | Money Needs Apportionment | Total Tentative 1987 CSAH Apportionment |
|-------------------|-------------------------------|---|--|------------------------------|--|
| Carlton | \$180,459 | \$114,437 | \$460,682 | \$719,385 | \$1,474,963 |
| Cook | 180,459 | 18,024 | 278,732 | 803,604 | 1,280,819 |
| Itasca | 180,460 | 186,783 | 1,015,470 | 1,313,700 | 2,696,413 |
| Koochiching | 180,460 | 67,416 | 389,818 | 1,089,015 | 1,726,709 |
| Lake | 180,460 | 47,398 | 334,948 | 873,762 | 1,436,568 |
| Pine | 180,460 | 86,146 | 739,821 | 1,750,780 | 2,757,207 |
| St. Louis | 180,460 | 752,171 | 2,129,913 | 5,945,533 | 9,008,077 |
| District 1 Totals | 1,263,218 | 1,272,375 | 5,349,384 | 12,495,779 | 20,380,756 |
| Beltrami | 180,459 | 110,638 | 729,336 | 1,128,444 | 2,148,877 |
| Clearwater | 180,459 | 32,766 | 512,172 | 648,554 | 1,373,951 |
| Hubbard | 180,460 | 59,126 | 509,449 | 635,706 | 1,384,741 |
| Kittson | 180,460 | 29,940 | 584,367 | 812,228 | 1,606,995 |
| Lake of the Woods | 180,460 | 15,951 | 292,598 | 687,605 | 1,176,614 |
| Marshall | 180,460 | 54,008 | 1,001,807 | 1,219,194 | 2,455,469 |
| Norman | 180,460 | 49,691 | 615,730 | 772,950 | 1,618,831 |
| Pennington | 180,460 | 56,316 | 407,847 | 455,533 | 1,100,156 |
| Polk | 180,460 | 129,415 | 1,266,219 | 1,906,475 | 3,482,569 |
| Red Lake | 180,460 | 23,880 | 291,706 | 425,222 | 921,268 |
| Roseau | 180,460 | 56,159 | 755,675 | 880,675 | 1,872,969 |
| District 2 Totals | 1,985,058 | 617,890 | 6,966,906 | 9,572,586 | 19,142,440 |
| Aitkin | 180,459 | 54,448 | 576,635 | 1,064,759 | 1,876,301 |
| Benton | 180,459 | 90,149 | 351,021 | 340,616 | 962,245 |
| Cass | 180,459 | 85,031 | 829,153 | 1,196,749 | 2,291,392 |
| Crow Wing | 180,459 | 170,471 | 583,631 | 840,543 | 1,775,104 |
| Isanti | 180,460 | 91,154 | 353,916 | 492,062 | 1,117,592 |
| Kanabec | 180,460 | 46,896 | 330,488 | 447,231 | 1,005,075 |
| Mille Lacs | 180,460 | 71,372 | 397,001 | 583,731 | 1,232,564 |
| Morrison | 180,460 | 114,202 | 673,151 | 771,458 | 1,739,271 |
| Sherburne | 180,460 | 123,779 | 339,784 | 277,234 | 921,257 |
| Stearns | 180,460 | 405,264 | 943,807 | 1,250,219 | 2,779,750 |
| Todd | 180,460 | 90,353 | 645,356 | 772,049 | 1,688,218 |
| Wadena | 180,460 | 54,793 | 359,112 | 354,978 | 949,343 |
| Wright | 180,460 | 242,800 | 631,818 | 1,050,660 | 2,105,738 |
| District 3 Totals | 2,345,976 | 1,640,712 | 7,014,873 | 9,442,289 | 20,443,850 |

TOTAL TENTATIVE 1987 C.S.A.H. APPORTIONMENT

| County | Equalization Apportionment | Motor Vehicle Registration Apportionment | Mileage Apportionment 1986 THTB Mileage Not Included | Money Needs Apportionment | Total Tentative 1987 CSAH Apportionment |
|-------------------|-------------------------------|---|--|------------------------------|--|
| Becker | \$180,459 | \$108,644 | \$731,777 | \$622,505 | \$1,643,385 |
| Big Stone | 180,459 | 31,306 | 331,223 | 378,279 | 921,267 |
| Clay | 180,459 | 156,262 | 636,388 | 1,125,495 | 2,098,604 |
| Douglas | 180,460 | 112,098 | 605,995 | 615,582 | 1,514,135 |
| Grant | 180,460 | 32,358 | 358,157 | 350,286 | 921,261 |
| Mahnomen | 180,460 | 32,389 | 305,322 | 403,101 | 921,272 |
| Otter Tail | 180,460 | 209,564 | 1,427,167 | 1,614,358 | 3,431,549 |
| Pope | 180,460 | 44,494 | 468,148 | 445,939 | 1,139,041 |
| Stevens | 180,460 | 42,390 | 381,727 | 474,123 | 1,078,700 |
| Swift | 180,460 | 53,270 | 515,897 | 615,573 | 1,365,200 |
| Traverse | 180,460 | 25,355 | 381,586 | 365,400 | 952,801 |
| Wilkin | 180,460 | 34,336 | 488,540 | 483,149 | 1,186,485 |
| District 4 Totals | 2,165,517 | 882,466 | 6,631,927 | 7,493,790 | 17,173,700 |
| Anoka | 180,459 | 773,979 | 380,819 | 655,974 | 1,991,231 |
| Carver | 180,459 | 150,343 | 324,759 | 702,415 | 1,357,976 |
| Hennepin | 180,460 | 3,583,180 | 787,367 | 3,656,242 | 8,207,249 |
| Scott | 180,460 | 197,710 | 291,972 | 570,202 | 1,240,344 |
| District 5 Totals | 721,838 | 4,705,212 | 1,784,917 | 5,584,833 | 12,796,800 |
| Dodge | 180,459 | 59,974 | 390,851 | 631,853 | 1,263,137 |
| Fillmore | 180,460 | 81,766 | 618,093 | 1,690,436 | 2,570,755 |
| Freeborn | 180,460 | 144,252 | 700,962 | 1,051,494 | 2,077,168 |
| Goodhue | 180,460 | 156,121 | 512,172 | 1,056,999 | 1,905,752 |
| Houston | 180,460 | 67,698 | 390,240 | 1,119,783 | 1,758,181 |
| Mower | 180,460 | 155,116 | 584,883 | 778,784 | 1,699,243 |
| Olmsted | 180,460 | 387,570 | 500,544 | 938,253 | 2,006,827 |
| Rice | 180,460 | 161,443 | 439,257 | 659,241 | 1,440,401 |
| Steele | 180,460 | 118,048 | 457,286 | 663,509 | 1,419,303 |
| Wabasha | 180,460 | 78,814 | 432,731 | 1,066,230 | 1,758,235 |
| Winona | 180,460 | 156,560 | 494,424 | 1,033,030 | 1,864,474 |
| District 6 Totals | 1,985,059 | 1,567,362 | 5,521,443 | 10,689,612 | 19,763,476 |

| | | | | | |
|-------------------|--------------|--------------|--------------|--------------|---------------|
| Blue Earth | 180,459 | 192,058 | 650,317 | 1,219,884 | 2,242,718 |
| Brown | 180,459 | 118,378 | 497,163 | 627,839 | 1,423,839 |
| Cottonwood | 180,459 | 59,487 | 495,097 | 654,970 | 1,390,013 |
| Faribault | 180,460 | 80,384 | 547,620 | 1,150,153 | 1,958,617 |
| Jackson | 180,460 | 55,704 | 580,141 | 998,350 | 1,814,655 |
| Le Sueur | 180,460 | 93,289 | 419,835 | 698,436 | 1,392,020 |
| Martin | 180,460 | 112,224 | 591,707 | 996,524 | 1,880,915 |
| Nicollet | 180,460 | 91,547 | 383,464 | 527,630 | 1,183,101 |
| Nobles | 180,460 | 89,129 | 538,011 | 976,650 | 1,784,250 |
| Rock | 180,460 | 40,741 | 411,212 | 555,443 | 1,187,856 |
| Sibley | 180,460 | 62,439 | 450,275 | 695,142 | 1,388,316 |
| Waseca | 180,460 | 72,691 | 391,508 | 666,118 | 1,310,777 |
| Watonwan | 180,460 | 51,512 | 365,043 | 639,059 | 1,236,074 |
| District 7 Totals | 2,345,977 | 1,119,583 | 6,321,393 | 10,406,198 | 20,193,151 |
| Chippewa | 180,459 | 59,848 | 382,055 | 489,170 | 1,111,532 |
| Kandiyohi | 180,460 | 149,982 | 662,180 | 959,923 | 1,952,545 |
| Lac Qui Parle | 180,460 | 44,572 | 566,212 | 608,292 | 1,399,536 |
| Lincoln | 180,460 | 30,003 | 399,161 | 366,582 | 976,206 |
| Lyon | 180,460 | 97,858 | 496,647 | 804,307 | 1,579,272 |
| Mc Leod | 180,460 | 134,235 | 370,427 | 635,936 | 1,321,058 |
| Meeker | 180,460 | 83,461 | 425,860 | 512,203 | 1,201,984 |
| Murray | 180,460 | 48,372 | 555,523 | 559,169 | 1,343,524 |
| Pipestone | 180,460 | 43,772 | 366,123 | 531,289 | 1,121,644 |
| Redwood | 180,460 | 79,442 | 602,756 | 827,111 | 1,689,769 |
| Renville | 180,460 | 86,460 | 703,090 | 1,262,340 | 2,232,350 |
| Yellow Medicine | 180,460 | 55,374 | 542,878 | 698,350 | 1,477,062 |
| District 8 Totals | 2,165,519 | 913,379 | 6,072,912 | 8,254,672 | 17,406,482 |
| Chisago | 180,459 | 109,209 | 353,666 | 764,456 | 1,407,790 |
| Dakota | 180,459 | 789,176 | 426,283 | 1,347,930 | 2,743,848 |
| Ramsey | 180,460 | 1,640,320 | 358,940 | 1,757,502 | 3,937,222 |
| Washington | 180,460 | 442,316 | 297,356 | 690,353 | 1,610,485 |
| District 9 Totals | 721,838 | 2,981,021 | 1,436,245 | 4,560,241 | 9,699,345 |
| STATE TOTALS | \$15,700,000 | \$15,700,000 | \$47,100,000 | \$78,500,000 | \$157,000,000 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of the Actual 1986 to a
Tentative 1987 C.S.A.H. Apportionment

The following two pages indicates a comparison between the actual 1986 C.S.A.H. Apportionment and what each county's 1987 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1987 C.S.A.H. road user fund equaled the estimate of \$157 million. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1987 Apportionment. 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.

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

Comparison of the Actual 1986 to the Tentative 1987 C.S.A.H. Apportionments

| County | Actual 1986 C.S.A.H. Apportionment | Tentative 1987 C.S.A.H. Apportionment | Increase or Decrease | % + or - |
|-------------------|--|---|----------------------------|-------------|
| Carlton | \$1,645,277 | \$1,474,963 | (\$170,314) | -10.4% |
| Cook | 1,347,996 | 1,280,819 | (67,177) | -5.0% |
| Itasca | 3,197,136 | 2,696,413 | (500,723) | -15.7% |
| Koochiching | 1,940,195 | 1,726,709 | (213,486) | -11.0% |
| Lake | 1,469,868 | 1,436,568 | (33,300) | -2.3% |
| Pine | 2,974,667 | 2,757,207 | (217,460) | -7.3% |
| St. Louis | 9,627,261 | 9,008,077 | (619,184) | -6.4% |
| District 1 Totals | 22,202,400 | 20,380,756 | (1,821,644) | -8.2% |
| Beltrami | 2,398,303 | 2,148,877 | (249,426) | -10.4% |
| Clearwater | 1,495,104 | 1,373,951 | (121,153) | -8.1% |
| Hubbard | 1,470,355 | 1,384,741 | (85,614) | -5.8% |
| Kittson | 1,790,550 | 1,606,995 | (183,555) | -10.3% |
| Lake of the Woods | 1,322,087 | 1,176,614 | (145,473) | -11.0% |
| Marshall | 2,735,492 | 2,455,469 | (280,023) | -10.2% |
| Norman | 1,902,781 | 1,618,831 | (283,950) | -14.9% |
| Pennington | 1,184,771 | 1,100,156 | (84,615) | -7.1% |
| Polk | 3,855,485 | 3,482,569 | (372,916) | -9.7% |
| Red Lake | 1,035,163 | 921,268 | (113,895) | -11.0% |
| Roseau | 2,053,281 | 1,872,969 | (180,312) | -8.8% |
| District 2 Totals | 21,243,372 | 19,142,440 | (2,100,932) | -9.9% |
| Aitkin | 2,047,141 | 1,876,301 | (170,840) | -8.3% |
| Benton | 1,086,902 | 962,245 | (124,657) | -11.5% |
| Cass | 2,458,281 | 2,291,392 | (166,889) | -6.8% |
| Crow Wing | 2,113,449 | 1,775,104 | (338,345) | -16.0% |
| Isanti | 1,254,940 | 1,117,592 | (137,348) | -10.9% |
| Kanabec | 1,130,996 | 1,005,075 | (125,921) | -11.1% |
| Mille Lacs | 1,316,430 | 1,232,564 | (83,866) | -6.4% |
| Morrison | 1,859,990 | 1,739,271 | (120,719) | -6.5% |
| Sherburne | 1,035,164 | 921,257 | (113,907) | -11.0% |
| Stearns | 2,999,099 | 2,779,750 | (219,349) | -7.3% |
| Todd | 1,837,638 | 1,688,218 | (149,420) | -8.1% |
| Wadena | 1,040,064 | 949,343 | (90,721) | -8.7% |
| Wright | 2,340,892 | 2,105,738 | (235,154) | -10.0% |
| District 3 Totals | 22,520,986 | 20,443,850 | (2,077,136) | -9.2% |
| Becker | 1,799,287 | 1,643,385 | (155,902) | -8.7% |
| Big Stone | 1,035,165 | 921,267 | (113,898) | -11.0% |
| Clay | 2,478,046 | 2,098,604 | (379,442) | -15.3% |
| Douglas | 1,716,407 | 1,514,135 | (202,272) | -11.8% |
| Grant | 1,035,165 | 921,261 | (113,904) | -11.0% |
| Mahnomen | 1,035,165 | 921,272 | (113,893) | -11.0% |
| Otter Tail | 3,885,900 | 3,431,549 | (454,351) | -11.7% |
| Pope | 1,289,629 | 1,139,041 | (150,588) | -11.7% |
| Stevens | 1,144,030 | 1,078,700 | (65,330) | -5.7% |
| Swift | 1,482,264 | 1,365,200 | (117,064) | -7.9% |
| Traverse | 1,035,163 | 952,801 | (82,362) | -8.0% |
| Wilkin | 1,389,467 | 1,186,485 | (202,982) | -14.6% |
| District 4 Totals | 19,325,688 | 17,173,700 | (2,151,988) | -11.1% |

| County | Actual 1986 C. S. A. H. Apportionment | Tentative 1987 C. S. A. H. Apportionment | Increase or Decrease | % + or - |
|-------------------|---|--|----------------------------|-------------|
| Anoka | \$2, 199, 563 | \$1, 991, 231 | (\$208, 332) | -9. 5% |
| Carver | 1, 598, 960 | 1, 357, 976 | (240, 984) | -15. 1% |
| Hennepin | 9, 561, 578 | 8, 207, 249 | (1, 354, 329) | -14. 2% |
| Scott | 1, 474, 446 | 1, 240, 344 | (234, 102) | -15. 9% |
| District 5 Totals | 14, 834, 547 | 12, 796, 800 | (2, 037, 747) | -13. 7% |
| Dodge | 1, 448, 193 | 1, 263, 137 | (185, 056) | -12. 8% |
| Fillmore | 2, 906, 848 | 2, 570, 755 | (336, 093) | -11. 6% |
| Freeborn | 2, 352, 683 | 2, 077, 168 | (275, 515) | -11. 7% |
| Goodhue | 2, 069, 018 | 1, 905, 752 | (163, 266) | -7. 9% |
| Houston | 1, 859, 188 | 1, 758, 181 | (101, 007) | -5. 4% |
| Mower | 2, 016, 960 | 1, 699, 243 | (317, 717) | -15. 8% |
| Olmsted | 2, 417, 510 | 2, 006, 827 | (410, 683) | -17. 0% |
| Rice | 1, 616, 466 | 1, 440, 401 | (176, 065) | -10. 9% |
| Steele | 1, 557, 982 | 1, 419, 303 | (138, 679) | -8. 9% |
| Wabasha | 2, 012, 571 | 1, 758, 235 | (254, 336) | -12. 6% |
| Winona | 2, 086, 791 | 1, 864, 474 | (222, 317) | -10. 7% |
| District 6 Totals | 22, 344, 210 | 19, 763, 476 | (2, 580, 734) | -11. 5% |
| Blue Earth | 2, 722, 880 | 2, 242, 718 | (480, 162) | -17. 6% |
| Brown | 1, 625, 466 | 1, 423, 839 | (201, 627) | -12. 4% |
| Cottonwood | 1, 681, 979 | 1, 390, 013 | (291, 966) | -17. 4% |
| Faribault | 2, 265, 633 | 1, 958, 617 | (307, 016) | -13. 6% |
| Jackson | 2, 210, 023 | 1, 814, 655 | (395, 368) | -17. 9% |
| Le Sueur | 1, 544, 789 | 1, 392, 020 | (152, 769) | -9. 9% |
| Martin | 2, 208, 228 | 1, 880, 915 | (327, 313) | -14. 8% |
| Nicollet | 1, 334, 807 | 1, 183, 101 | (151, 706) | -11. 4% |
| Nobles | 2, 010, 042 | 1, 784, 250 | (225, 792) | -11. 2% |
| Rock | 1, 300, 366 | 1, 187, 856 | (112, 510) | -8. 7% |
| Sibley | 1, 564, 613 | 1, 388, 316 | (176, 297) | -11. 3% |
| Waseca | 1, 564, 225 | 1, 310, 777 | (253, 448) | -16. 2% |
| Watsonwan | 1, 386, 900 | 1, 236, 074 | (150, 826) | -10. 9% |
| District 7 Totals | 23, 419, 951 | 20, 193, 151 | (3, 226, 800) | -13. 8% |
| Chippewa | 1, 285, 244 | 1, 111, 532 | (173, 712) | -13. 5% |
| Kandiyohi | 2, 087, 514 | 1, 952, 545 | (134, 969) | -6. 5% |
| Lac Qui Parle | 1, 559, 805 | 1, 399, 536 | (160, 269) | -10. 3% |
| Lincoln | 1, 120, 699 | 976, 206 | (144, 493) | -12. 9% |
| Lyon | 1, 746, 423 | 1, 579, 272 | (167, 151) | -9. 6% |
| Mc Leod | 1, 530, 287 | 1, 321, 058 | (209, 229) | -13. 7% |
| Meeker | 1, 332, 904 | 1, 201, 984 | (130, 920) | -9. 8% |
| Murray | 1, 496, 281 | 1, 343, 524 | (152, 757) | -10. 2% |
| Pipestone | 1, 215, 329 | 1, 121, 644 | (93, 685) | -7. 7% |
| Redwood | 1, 813, 518 | 1, 689, 769 | (123, 749) | -6. 8% |
| Renville | 2, 502, 987 | 2, 232, 350 | (270, 637) | -10. 8% |
| Yellow Medicine | 1, 654, 267 | 1, 477, 062 | (177, 205) | -10. 7% |
| District 8 Totals | 19, 345, 258 | 17, 406, 482 | (1, 938, 776) | -10. 0% |
| Chisago | 1, 472, 661 | 1, 407, 790 | (64, 871) | -4. 4% |
| Dakota | 2, 897, 964 | 2, 743, 848 | (154, 116) | -5. 3% |
| Ramsey | 5, 015, 428 | 3, 937, 222 | (1, 078, 206) | -21. 5% |
| Washington | 1, 790, 530 | 1, 610, 485 | (180, 045) | -10. 1% |
| District 9 Totals | 11, 176, 583 | 9, 699, 345 | (1, 477, 238) | -13. 2% |
| STATE TOTALS | \$176, 412, 995 | \$157, 000, 000 | (\$19, 412, 995) | -11. 0% |

Development of the Tentative 1987 C.S.A.H. Money Needs Apportionment

| COUNTY | BASIC 1986 25 YEAR CONSTRUCTION NEEDS | SCREENING BOARD RESTRICTION | RESTRICTED 1986 25-YEAR CONSTRUCTION NEEDS | RURAL COMPLETE GRADING ADJUSTMENTS | STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS | FAS FUND BALANCE DEDUCTIONS | BOND ADJUSTMENTS | SPECIAL RESOURCES ADJUSTMENTS | BRIDGE DECK REHAB. NEEDS | RIGHT OF WAY NEEDS | MISC. NEEDS | VARIANCE ADJUSTMENTS | ADJUSTED 25 YEAR CONSTRUCTION NEEDS | ANNUAL CONSTRUCTION NEEDS | HILL LEVY DEDUCTIONS | TENTATIVE ANNUAL MONEY NEEDS | TENTATIVE MONEY NEEDS FACTORS | TENTATIVE MONEY NEEDS APPORTIONMENT (LESS THAN ADJUSTMENTS) | 1986 ADJUSTMENTS | TENTATIVE MONEY NEEDS APPORTIONMENT | TENTATIVE MONEY NEEDS FACTORS | MINIMUM FACTORS | ANNUAL MONEY NEEDS FACTORS | ANNUAL MONEY NEEDS | 1986 MONEY NEEDS APPORTIONMENT | COUNTY | |
|-------------------|--|-----------------------------------|---|---|---|--------------------------------------|---------------------|-------------------------------------|--------------------------------|--------------------------|----------------|-------------------------|--|---------------------------------|----------------------------|---------------------------------------|--|---|---------------------|--|--|--------------------|-------------------------------------|--------------------------|---|-------------------|-------------------|
| Carlton | \$41,783,370 | | \$41,783,370 | | | | | (8342,984) | | \$34,625 | | | \$41,783,370 | \$1,523,000 | (885,573) | \$1,523,427 | 0.933365 | \$732,884 | \$1,108 | \$732,884 | 0.934512 | | | 0.916414 | \$1,574,852 | \$719,385 | Carlton |
| Cook | 47,267,727 | | 47,267,727 | | (918,196) | | | (1,692,695) | | 38,676 | | | 44,695,512 | 1,787,820 | (27,532) | 1,760,288 | 0.934211 | 819,473 | | 819,473 | 1.043915 | | | 1.023699 | 1,725,709 | 803,604 | Cook |
| Itasca | 81,025,701 | | 81,025,701 | (4713,963) | (236,942) | | | (3,186,176) | | 88,751 | | | 76,977,371 | 3,079,095 | (201,447) | 2,877,648 | 1.707035 | 1,339,643 | | 1,339,643 | 1.706552 | | | 1.673503 | 2,821,121 | 1,313,700 | Itasca |
| Hoochiching | 33,468,329 | | 33,468,329 | 823,744 | (58,816) | | | (419,237) | | 66,833 | | | 33,881,853 | 1,355,274 | (32,049) | 1,323,225 | 0.784944 | 616,006 | | 616,006 | 0.784721 | | | 1.387280 | 2,335,619 | 1,089,015 | Hoochiching |
| Lake | 50,032,858 | (9704,024) | 49,328,834 | | (445,602) | | \$50,000 | (567,014) | | 174,070 | | | 48,540,288 | 1,941,612 | (27,645) | 1,913,967 | 1.135375 | 891,017 | | 891,017 | 1.135053 | | | 1.113072 | 2,756,370 | 1,076,762 | Lake |
| Pine | 98,422,940 | | 98,422,940 | (903,171) | | | | (253,330) | | 191,267 | \$68,279 | | 97,525,785 | 3,901,031 | (65,960) | 3,835,071 | 2.274983 | 1,785,355 | | 1,785,355 | 2.274338 | | | 2.230293 | 3,759,733 | 1,750,780 | Pine |
| St. Louis | 337,929,709 | | 337,929,709 | | (383,568) | | | (3,081,086) | | 850,841 | | | 333,368,445 | 13,334,738 | (311,093) | 13,023,645 | 7.725690 | 6,062,947 | | 6,062,947 | 7.723499 | | | 7.573927 | 12,767,810 | 5,945,533 | St. Louis |
| District 1 Totals | 689,930,634 | | 689,930,634 | (793,390) | (2,043,124) | | 50,000 | (9,541,722) | | 1,445,063 | | (\$1,947,451) | 676,464,265 | 27,058,570 | (751,299) | 26,307,271 | | 12,246,925 | | 12,246,925 | | | | 26,834,216 | 12,495,779 | District 1 Totals | |
| Beltrami | 65,717,100 | | 65,717,100 | (439,627) | (165,253) | | 140,000 | (1,892,260) | | 405,323 | | | 63,764,277 | 2,550,571 | (78,725) | 2,471,846 | 1.466311 | 1,150,728 | | 1,150,728 | 1.465896 | | | 1.437508 | 2,423,291 | 1,128,444 | Beltrami |
| Clearwater | 36,854,514 | | 36,854,514 | | (769,590) | | | (70,687) | | 160,494 | | | 36,174,731 | 1,446,989 | (26,337) | 1,420,652 | 0.842738 | 661,362 | | 661,362 | 0.842499 | | | 1.437508 | 2,423,291 | 1,128,444 | Clearwater |
| Hubbard | 38,062,835 | | 38,062,835 | 141,657 | (897,123) | | | (956,087) | | 76,076 | | | 36,427,358 | 1,457,094 | (64,585) | 1,392,509 | 0.825043 | 648,260 | | 648,260 | 0.825809 | | | 1.437508 | 2,423,291 | 1,128,444 | Hubbard |
| Kittson | 46,342,459 | | 46,342,459 | | (47,909) | | 1,040,000 | (1,707,411) | | 103,757 | | | 45,730,896 | 1,829,236 | (50,056) | 1,779,180 | 1.055418 | 828,268 | | 828,268 | 1.055118 | | | 1.034685 | 1,744,229 | 812,328 | Kittson |
| Lake of the Woods | 14,965,765 | | 14,965,765 | (180,429) | | | 145,190 | (653,888) | | 21,747 | | | 14,298,385 | 571,935 | (14,068) | 557,867 | 0.330929 | 259,706 | | 259,706 | 0.330836 | | | 0.875930 | 1,476,606 | 687,605 | Lake of the Woods |
| Marshall | 69,394,713 | | 69,394,713 | (654,949) | | | 1,926,567 | (2,225,829) | | 55,512 | | | 68,650,524 | 2,746,021 | (75,385) | 2,670,636 | 1.584234 | 1,243,271 | | 1,243,271 | 1.583785 | | | 1.553114 | 2,618,175 | 1,219,134 | Marshall |
| Norman | 44,054,543 | | 44,054,543 | (689,068) | | | 437,668 | (171,843) | | 105,395 | | | 43,686,812 | 1,747,472 | (54,331) | 1,693,141 | 1.004380 | 788,215 | | 788,215 | 1.004095 | | | 0.984650 | 1,659,862 | 772,950 | Norman |
| Pennington | 25,443,327 | | 25,443,327 | | (18,214) | | 741,767 | (163,962) | | 105,395 | | | 25,106,313 | 1,044,253 | (64,413) | 997,840 | 0.591924 | 464,529 | | 464,529 | 0.591757 | | | 0.580297 | 978,240 | 455,333 | Pennington |
| Polk | 108,768,370 | | 108,768,370 | (1,419,155) | | | 1,650,000 | (1,150,249) | | 447,040 | | | 108,295,966 | 4,331,839 | (155,719) | 4,176,120 | 2.477259 | 1,944,125 | | 1,944,125 | 2.476592 | | | 2.428631 | 4,094,085 | 1,906,475 | Polk |
| Red Lake | 21,628,662 | | 21,628,662 | | | | 347,187 | (181,117) | | 99,091 | | | 21,842,946 | 873,718 | (23,548) | 850,170 | 0.504325 | 395,783 | | 395,783 | 0.504182 | | | 0.541684 | 913,148 | 425,222 | Red Lake |
| Roseau | 51,926,862 | | 51,926,862 | (1,793,808) | (146,096) | | | (596,234) | | 99,091 | | | 49,489,815 | 1,979,593 | (50,480) | 1,929,113 | 1.144359 | 898,067 | | 898,067 | 1.144034 | | | 1.121879 | 1,913,148 | 880,675 | Roseau |
| District 2 Totals | 523,159,150 | | 523,159,150 | (5,805,009) | (1,275,601) | | 6,428,379 | (5,771,587) | | 1,732,691 | | | 514,468,023 | 20,578,721 | (639,647) | 19,939,074 | | 9,282,313 | | 9,282,313 | | | | 20,556,774 | 9,572,536 | District 2 Totals | |
| Aitkin | 50,172,929 | | 50,172,929 | 9,455,665 | (34,321) | | | (212,939) | | 567,782 | | | 59,949,116 | 2,397,965 | (65,619) | 2,332,346 | 1.383559 | 1,085,786 | | 1,085,786 | 1.383167 | | | 1.356381 | 2,285,530 | 1,064,759 | Aitkin |
| Benton | 21,625,940 | | 21,625,940 | | (34,321) | | | (642,039) | | 180,176 | | | 20,828,150 | 833,126 | (87,007) | 746,119 | 0.442601 | 347,343 | | 347,343 | 0.442475 | | | 0.433906 | 731,461 | 340,616 | Benton |
| Cass | 68,139,384 | | 68,139,384 | 1,000,609 | (353,730) | | | (728,397) | | 180,176 | | | 68,238,042 | 2,729,522 | (108,051) | 2,621,471 | 1.555069 | 1,220,383 | | 1,220,383 | 1.554621 | | | 1.524521 | 2,569,974 | 1,196,749 | Cass |
| Crow Wing | 50,232,089 | | 50,232,089 | 276,182 | | | | (866,863) | | 132,068 | | | 50,817,283 | 2,032,691 | (191,487) | 1,841,204 | 1.092211 | 857,143 | | 857,143 | 1.091902 | | | 1.070756 | 1,805,036 | 840,543 | Crow Wing |
| Isanti | 27,850,644 | | 27,850,644 | 1,401,386 | | | | (1,368,274) | | 154,536 | | | 28,517,235 | 1,140,689 | (62,829) | 1,077,860 | 0.639392 | 501,780 | | 501,780 | 0.639201 | | | 0.626831 | 1,056,685 | 492,062 | Isanti |
| Kanabec | 27,625,433 | | 27,625,433 | (1,050,612) | | | | (253,888) | | 3,775 | | | 25,344,727 | 1,013,789 | (34,132) | 979,657 | 0.581137 | 456,063 | | 456,063 | 0.580972 | | | 0.569721 | 960,412 | 447,231 | Kanabec |
| Mill Lake | 32,963,643 | | 32,963,643 | 529,049 | | | | (3,079,274) | | 135,555 | | | 31,293,816 | 1,331,753 | (53,094) | 1,278,659 | 0.758507 | 555,259 | | 555,259 | 0.758232 | | | 0.743607 | 1,253,542 | 583,731 | Mill Lake |
| Morrison | 47,570,760 | | 47,570,760 | | | | | (5,191,365) | | 291,365 | | | 44,495,261 | 1,779,810 | (69,937) | 1,689,873 | 1.002441 | 786,693 | | 786,693 | 1.002157 | | | 0.982749 | 1,656,677 | 771,458 | Morrison |
| Sherburne | 14,344,998 | | 14,344,998 | (667,003) | | | | (4,371,532) | | 64,111 | | | 13,813,950 | 552,558 | (165,194) | 387,364 | 0.229786 | 180,331 | | 180,331 | 0.229721 | | | 0.229721 | 595,349 | 277,234 | Sherburne |
| Stearns | 82,242,130 | | 82,242,130 | 249,280 | | | | (15,885) | | 291,365 | | | 77,495,960 | 3,099,838 | (361,242) | 2,738,596 | 1.624549 | 1,274,909 | | 1,274,909 | 1.624088 | | | 1.595336 | 2,684,799 | 1,250,219 | Stearns |
| Todd | 48,252,870 | | 48,252,870 | | | | | (836) | | 235,000 | | | 48,484,056 | 1,757,762 | (66,596) | 1,691,166 | 1.003208 | 787,295 | | 787,295 | 1.002924 | | | 0.983502 | 1,657,947 | 772,049 | Todd |
| Wadena | 21,623,039 | | 21,623,039 | | | | | (634,574) | | 355,546 | | | 20,198,005 | 807,920 | (30,343) | 777,577 | 0.461262 | 361,988 | | 361,988 | 0.461131 | | | 0.452201 | 762,302 | 354,978 | Wadena |
| Wright | 55,017,768 | | 55,017,768 | (546,472) | | | | (634,574) | | 355,546 | | | 54,468,023 | 2,565,291 | (263,828) | 2,301,463 | 1.365239 | 1,071,409 | | 1,071,409 | 1.364852 | | | 1.338420 | 2,256,252 | 1,050,660 | Wright |
| District 3 Totals | 557,661,627 | | 557,661,627 | 10,705,655 | (843,156) | | 221,632 | (15,066,342) | | 2,481,322 | | | 551,067,870 | 22,042,714 | (1,579,359) | 20,463,355 | | 9,526,383 | | 9,526,383 | | | | 20,276,965 | 9,442,289 | District 3 Totals | |
| Decker | 38,202,017 | | 38,202,017 | (175,321) | (236,901) | | | (1,111,118) | | 118,865 | | | 36,694,798 | 1,467,952 | (104,360) | 1,363,592 | 0.808889 | 634,798 | | 634,798 | 0.808660 | | | 0.793000 | 1,336,806 | 622,505 | Decker |
| Rig Stone | 11,550,376 | | 11,550,376 | | (254,830) | | | (270,782) | | 43,535 | | | 11,068,399 | 442,736 | (32,537) | 1,041,199 | 0.243332 | 190,961 | | 190,961 | 0.243262 | | | 0.481884 | 347,343 | 812,340 | Rig Stone |
| Clay | 64,001,588 | | 64,001,588 | 1,271,810 | (51,638) | | | (784,499) | | 284,868 | | | 65,506,628 | 2,620,265 | (154,879) | 2,465,386 | 1.462479 | 1,147,721 | | 1,147,721 | 1.462065 | | | 1.433751 | 2,416,957 | 1,125,493 | Clay |
| Douglas | 36,073,869 | | 36,073,869 | 122,296 | | | 1,683,746 | (1,595,337) | | 248,600 | | | 36,532,574 | 1,461,303 | (112,875) | 1,348,428 | 0.799894 | 627,739 | | 627,739 | 0.799661 | | | 0.784181 | 1,321,940 | 615,582 | Douglas |
| Grant | 15,218,218 | | 15,218,218 | | (328,371) | | | (354,209) | | 604,214 | | | 15,105,248 | 508,565 | (45,649) | 462,915 | 0.331343 | 260,021 | | 260,021 | 0.331250 | | | 0.446224 | 722,226 | 350,286 | Grant |
| Isanti | 13,134,356 | | 13,134,356 | | | | | (3,634,699) | | 310,781 | | | 12,780,147 | 511,206 | (19,332) | 491,874 | 0.291762 | 228,354 | | 228,354 | 0.291699 | | | 0.513504 | 865,644 | 403,101 | Isanti |
| Officer Tail | 96,863,914 | | 96,863,914 | | (522,800) | | | (3,634,699) | | 63,397 | | | 93,017,236 | 3,720,689 | (184,451) | 3,536,238 | 2.077714 | 1,646,239 | | 1,646,239 | 2.077120 | | | 2.056507 | 3,466,774 | 1,614,358 | Officer Tail |
| Pope | 27,879,308 | | 27,879,308 | | (233,280) | | | (2,471,255) | | 116,880 | | | 25,857,563 | 1,034,303 | (57,465) | 976,837 | 0.616082 | 483,487 | | 483,487 | 0.615907 | | | 0.603979 | 1,018,163 | 474,123 | Pope |
| Stevens | 28,704,449 | | 28,704,449 | | | | | (2,471,255) | | 116,880 | | | 27,346,392 | 1,093,861 | (55,295) | 1,038,566 | 0.799682 | 627,729 | | 627,729 | 0.799655 | | | 0.799655 | 1,321,919 | 615,573 | Stevens |

M I L E A G E

R E Q U E S T S

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

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.

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986
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- 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 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 | | | | | | | 0.11 | | | | | | 0.11 |
| 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 | 0.85 | | | | | | | | | 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 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986
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- 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | Tot. Miles Requested & Approved To Date |
|------------------|---------------|---------------|---------------|---------------|------|------|------|------|------|------|------|------|--|
| 31 Itasca | | | | | | | | | | | | | -- |
| 32 Jackson | | 0.10 | | | | | | | | | | | 0.10 |
| 33 Kanabec | | | | | | | | | | | | | -- |
| 34 Kandiyohi | | 0.44 | | | | | | | | | | | 0.44 |
| 35 Kittson | 6.60* | | | | | | | | | | | | 6.60 |
| 36 Koochiching | 9.27* | | | | | | | | | | | | 9.27 |
| 37 Lac Qui Parle | 1.70 | 0.23 | | | | | | | | | | | 1.93 |
| 38 Lake | 3.24* | 1.58 | 0.56 | | | | | | | | | | 5.38 |
| 39 Lake of Woods | 0.56 | 0.33 | | | | | | | | | | | 0.89 |
| 40 Le Sueur | 2.70 | | 0.83 | | | | 0.02 | | | | | | 3.55 |
| 41 Lincoln | 5.65* | 0.90 | | | | | | | | | | | 6.55 |
| 42 Lyon | 2.00 | | | | | | | | | | | | 2.00 |
| 43 McLeod | 0.09 | | 0.50 | | | | | | | | | | 0.59 |
| 44 Mahnomen | 1.00 | 0.42 | | | | | | | | | | | 1.42 |
| 45 Marshall | 15.00* | | 1.00 | | | | | | | | | | 16.00 |
| 46 Martin | | 1.52 | | | | | | | | | | | 1.52 |
| 47 Meeker | 0.80 | | 0.50 | | | | | | | | | | 1.30 |
| 48 Mille Lacs | | | 0.74 | | | | | | | | | | 0.74 |
| 49 Morrison | | | | | | | | | | | | | -- |
| 50 Mower | 9.28* | 3.83 | | 0.09 | | | | | | | | | 13.20 |
| 51 Murray | 3.52 | | 1.10 | | | | | | | | | | 4.62 |
| 52 Nicollet | | | | | 0.60 | | | | | | | | 0.60 |
| 53 Nobles | | 13.71 | 0.23 | | | | | | | | | | 13.94 |
| 54 Norman | 1.31 | | | | | | | | | | | | 1.31 |
| 55 Olmsted | 10.77* | 4.55 | | | | | | | | | | | 15.32 |
| 56 Otter Tail | | | | 0.36 | | | | | | | | | 0.36 |
| 57 Pennington | 0.84 | | | | | | | | | | | | 0.84 |
| 58 Pine | 9.25 | | | | | | | | | | | | 9.25 |
| 59 Pipestone | | 0.50 | | | | | | | | | | | 0.50 |
| 60 Polk | 4.00 | | 1.55 | 0.67 | | | | | | | | | 6.22 |

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986
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- 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 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 | 0.68 | | | 0.19 | | | | | | 0.91 |
| 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 | 11.39 | 0.81 | 2.93 | 3.55 | | | | | | 383.36 |

*Some Trunk Highway Turnback Mileage

DATE : July 24, 1986

TO : Manager, State Aid Needs Unit

FROM : D. O. Reed, P.E. District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(~~Municipality~~) (County) of Mille Lacs

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, ----- |
| <input type="checkbox"/> | or serves as a principal rural mail route and school bus route. |
| <input checked="" type="checkbox"/> | Occurs at reasonable intervals consistent with the density of population. |
| <input checked="" type="checkbox"/> | Provides an integrated and coordinated highway system affording, within practical limits, a State-Aid highway network consistent with projected traffic demands. |

M.S.A.S. CRITERIA

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

| | |
|----------------|--|
| Miles M.S.A.S. | Comments: <u>Request is consistent with existing and proposed (turnback) system.</u> |
| - Available | |
| - Revoked | |
| + Requested | |
| - Balance | |

D. O. Reed
District State Aid Engineer

7-24-86
Date

RECOMMEND APPROVAL OR DENIAL:

Manager, State Aid Needs Unit

Date

APPROVED OR DENIED:

State Aid Engineer

Date

DEPARTMENT OF HIGHWAYS

MILLE LACS COUNTY

665 - 8th STREET N.E.
P.O. BOX 95
MILACA, MINNESOTA 56353

RICHARD C. LARSON
COUNTY HIGHWAY ENGINEER
1-612-983-2561, Ext. 290

July 9, 1986

Mr. Dave Reed, P.E.
District State Aid Engineer
Minnesota Department of Transportation
Brainerd, MN 56401

Dear Mr. Reed:

Mille Lacs County requests the following changes to our County State Aid Highway system:

Revoke CSAH 33 (Portion)

From southwest corner of Section 19 east to the southeast corner of Section 19, then south to T.H. 23, length 1 mile.

Designate CSAH 9

From southwest corner of Section 19 north 1 mile to the northwest corner of Section 19 then west 3/4 mile to T.H. 169 there connecting to existing CSAH 9, length 1 3/4 miles.

These changes are being requested as a result of the construction of the T.H. 169 Bypass around Milaca and the traffic pattern changes that will result.

Mille Lacs County has no roads that can be logically deleted from its system without affecting the continuity of the system. A system map is enclosed that contains all State Aid roads except park and turnback roads.

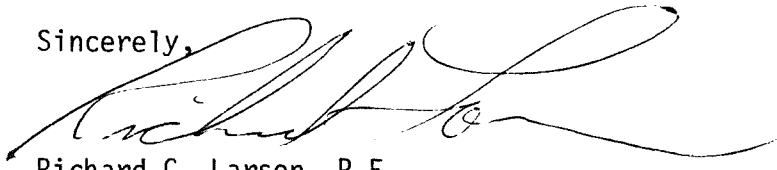
CSAH roads affected by the Bypass but that require no action by the screening board are:

Relocation of CSAH 2

Turnback of T.H. 169

Turnback of east frontage road, T.H. 23 to CSAH 33.

Sincerely,



Richard C. Larson, P.E.
Mille Lacs County Highway Engineer

RCL:tw
cc: file

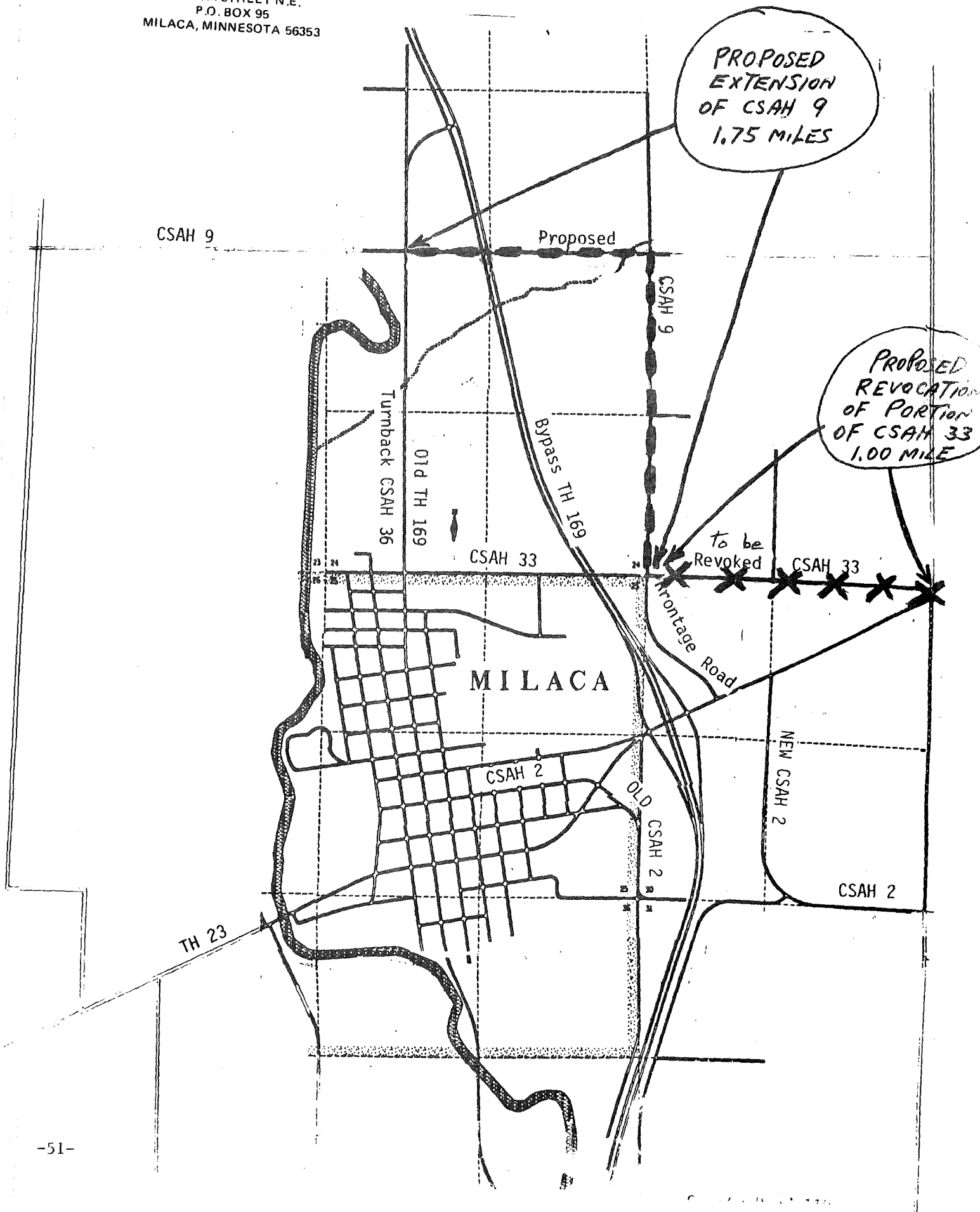
DEPARTMENT OF HIGHWAYS

MILLE LACS COUNTY

665 - 8th STREET N.E.

P.O. BOX 95

MILACA, MINNESOTA 56353





NOTES & COMMENTS



DATE : JULY 29, 1986

TO : Manager, State Aid Needs Unit

FROM : WILLIAM J. CROKE District State Aid EngineerSUBJECT: Request for Approval of a System Revision
(~~Municipality~~) (County) of KOOCHICHIING

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. |
| X | 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>PROPOSED CHANGES HAVE BROAD PUBLIC</u> |
| Available | <u>SUPPORT (SEE ATTACHED DOCUMENTATION). A NET</u> |
| - Revoked | <u>INCREASE OF 0.12 MILES IS REQUIRED. KOOCHICHIING</u> |
| + Requested | <u>CD. HAS NOT RECEIVED ANY CSAH MILEAGE INCREASE</u> |
| Balance | <u>IN OVER 20 YEARS.</u> |

William J. Croke
District State Aid Engineer

7/29/86
Date

RECOMMEND APPROVAL OR DENIAL:

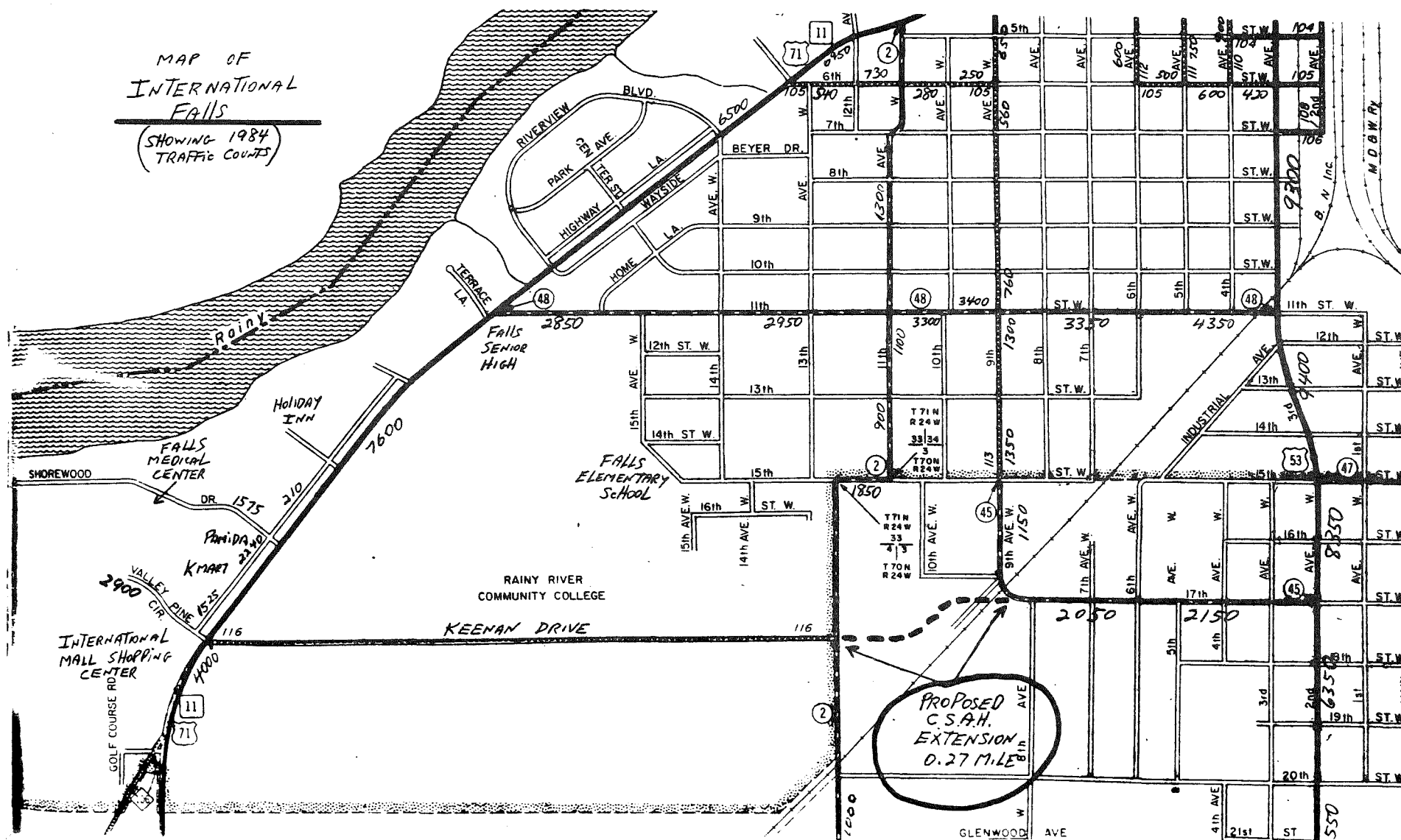
Manager, State Aid Needs Unit

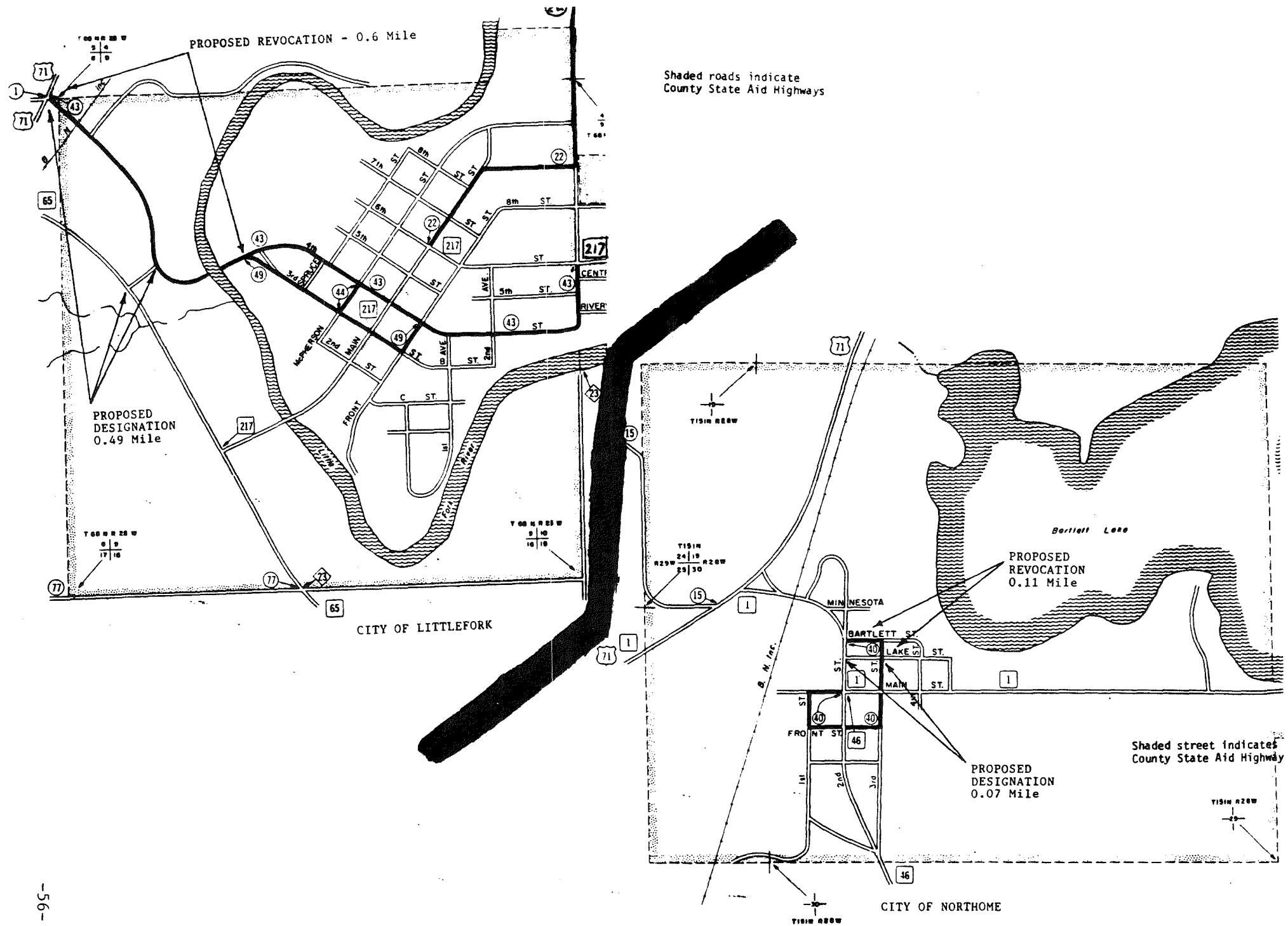
Date

APPROVED OR DENIED:

State Aid Engineer

Date





Koochiching County

Court House Complex
International Falls, MN 56649
218-283-2581



July 15, 1986

Mr. William Croke
District State Aid Engineer
Mn/DOT
1123 Mesaba Avenue
Duluth Mn 55811

Re: Request for Additional CSAH Mileage

Dear Mr. Croke,

Koochiching County plans to construct the final connection of a crosstown highway between Trunk Highways 71 and 53. This route will connect Seventeenth Street (CSAH 45) in South International Falls with Keenan Drive (MSAS 116) in International Falls. As this imaginary road is not presently a CSAH and will require approximately 0.27 mile of additional CSAH mileage, we studied all county state aid highways for possible revisions in our system. The following changes resulted in obtaining 0.15 mile of the 0.27 mile that is needed:

- City of Littlefork Revoke: CSAH 43 from TH 71 to 3rd Street. 0.6 mile. Surfaced in 1970 with 24 feet of bituminous. Still a 5 ton design. Originally a county Turnback. Presently drawing resurfacing needs only. Bridge over the Littlefork River removed in 1977. Interest in constructing a new bridge has disappeared due to CSAH 22 being regraded and bituminous surfaced on the east side of Littlefork.
- Designate: As CSAH 33 from TH 71 to TH 65. 0.49 mile. Serves County Fair Grounds. Contains approximately 0.43 mile of existing CSAH 43.
- Net Change: 0.11 mile for use in South International Falls.
- City of Northome Revoke: CSAH 40 on Third Street from Lake Street to Bartlett Street (0.04 mile) and on Bartlett Street from Third Street to TH 46 (0.07 mile). School on the north side of Bartlett Street has closed. Surfaced in 1971 with 44 feet of bituminous. Still a 5 ton design. Presently drawing resurfacing needs only.
- Designate: As CSAH 40 on Lake Street from Third Street to TH 46 (0.07 mile). Senior citizens center is on the north side of Lake Street near TH 46. City Council points out that residents are using Lake Street when shopping or conducting business in Northome. It is presently a bituminous surfaced road in poor condition that would need complete reconstruction to meet standards.

Net Change: 0.04 mile available for use in South International Falls.

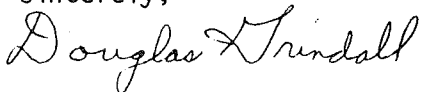
The need for an additional connection highway between TH 53 and TH 71 has been discussed for the past ten years, but the location was never agreed on between the cities of International Falls and South International Falls. The proposed roadway would alleviate some of the traffic on Eleventh Street (CSAH 48) which carries between 2850 and 4350 vehicles per day. The Falls City Council placed stop signs on Eleventh Street at Ninth Avenue, Eleventh Avenue, and Fourteenth Avenue to discourage traffic use. The Falls Medical Center, Holiday Inn, Shopping Mall, K-Mart, and Pamida are located in the western end of the city along TH 11 & 71 and increase the need for an additional crosstown route. The Chamber of Commerce supports the need for an additional crosstown route. In 1983, International Falls constructed Keenan Drive (MSAS 116), a 44 foot wide curb and gutter 9 ton roadway as their portion of this crosstown highway.

The City of South International Falls has concurred with Seventeenth Street (CSAH 45) and its extension to serve as their half of the proposed crosstown. Seventeenth Street currently carries between 2050 and 2150 vehicles per day and serves the majority of the citizens of South International Falls (population 2806) traveling westerly toward the Mall area. Traffic is anticipated to increase tremendously on Seventeenth Street upon completion of the extension due to less traffic control and a 45 mph speed on Keenan Drive. Seventeenth Street is the most economical route and will require the least additional CSAH mileage compared to Twentieth Street which was the other alternative.

School District No. 361 supports construction of this connection between Seventeenth Street and CSAH 2, so traffic is reduced on Eleventh Street in front of the high school and their buses coming from south of Seventeenth Street do not have to use Fifteenth Street between Ninth Avenue and Eleventh Avenue to reach their elementary school and high school. Fifteenth Street is approximately 16 feet wide on a 33 foot right of way and has sight restrictions so buses are currently a traffic hazard on this road. The general public also uses Fifteenth Street as an expedient route across town and this increases traffic problems on this narrow roadway.

I respectfully request that Mn/DOT and the County Screening Committee grant this mileage addition. Construction could occur as early as 1987 if right-of-way acquisition and plans are completed.

Sincerely,



Douglas L. Grindall, P.E.
Koochiching County Engineer

DLG/bnc

RESOLUTION

The following motion was made by Commissioner Kjemperud, seconded by Commissioner Chezick and passed by the following vote:
Kjemperud - aye, Chezick -aye, Sandbeck - aye, Nesbitt - aye, Jourdan - absent.

WHEREAS, the need exists to construct an additional thru highway between TH 53 and TH 11 and 71 in International Falls and South International Falls, and

WHEREAS, the cities of International Falls and South International Falls have passed resolutions approving the extension of Seventeenth Street (CSAH 45) as a state-aid highway from the intersection of Ninth Avenue and Seventeenth Street to Keenan Drive.

WHEREAS, this extension would require approximately 0.27 mile of additional County State Aid Highway mileage, and

WHEREAS, Koochiching County has analyzed its County State Aid Highway System, and supports the following changes in the cities of Littlefork and Northome:

City of Littlefork Revoke: CSAH 43 from TH 71 to Third Street.
Length - 0.6 mile.

Designate: As CSAH 33 from TH 71 to TH 65.
Length - 0.49 mile.

Net Change: 0.11 mile.

City of Northome Revoke: CSAH 40 on Third Street from Lake Street to Bartlett Street. (0.04 mile) and on Bartlett Street from Third Street to TH 46 (.07 mile)

Designate: As CSAH 40 on Lake Street from Third Street to TH 46. 0.07 mile.

Net Change: 0.04 mile.

WHEREAS, the above changes make 0.15 mile available for the Seventeenth Street extension with an additional 0.12 mile of CSAH still required.

NOW THEREFORE BE IT RESPECTFULLY REQUESTED, that the above mileage changes and the additional 0.12 mile mileage request be approved.

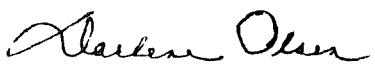
CERTIFICATION

STATE OF MINNESOTA

COUNTY OF KOOCHICHING

I, Darelene Olsen, Clerk to the County Board, in and for the County of Koochiching, State of Minnesota, do hereby certify that the records of my office show that the above is a true and correct copy of a resolution adopted by the County Board of Koochiching at their meeting June 2, 1986.

Dated: June 2, 1986


Darelene Olsen, Clerk to the
Koochiching County Board

RESOLUTION #85 - 46

Be it resolved that the City of International Falls approves the extension of 17th Street as a state-aid street to the C.S.A.H. #2 and the intersection with Keenan Drive.

The route would provide continuous street service for citizens of the area.

This is to certify the above is an exact copy of a Resolution passed by the Int'l Falls City Council at the regular meeting held December 23, 1985.

A handwritten signature in cursive script, reading "Gary B. Davison".

Gary B. Davison
City Clerk-Treasurer

Excerpt from City of South International Falls Council Organizational Meeting,
held on Thursday, January 2, 1986:

Motion was made by Councilman Briggs to accept the following resolution:

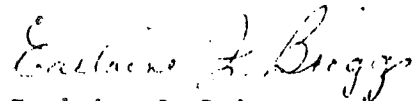
Be it resolved that the City of South International Falls approves the
extention of 17th St. as a state aid street to C.S.A.H. #2 and the
intersection with Keenan Drive. The route would provide continuous street
service for citizens of the area.

The motion was duly seconded by Tessier and carried unanimously.

Motion was made by Councilman Jenson to accept the following resolution:

Be it resolved the City of South International Falls requests the
Burlington Northern Railroad to move their switch in the vicinity of 9th
Avenue West and 17th Street and the removal of the crossing at the same
location.

The motion was duly seconded by Tessier and carried unanimously.



Earlaine J. Briggs
City Clerk

INDEPENDENT SCHOOL DISTRICT NO. 361
INTERNATIONAL FALLS PUBLIC SCHOOLS
JAMES F. ROBERTS, SUPERINTENDENT
4th Street and 6th Avenue
INTERNATIONAL FALLS, MINNESOTA 56649

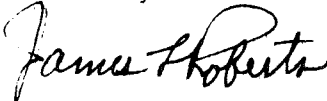
June 4, 1986

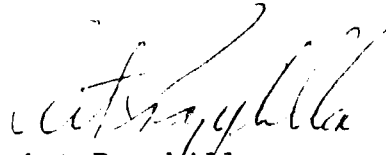
Mr. Doug Grindall
County Engineer
Court House
International Falls, MN
56649

Dear Mr. Grindall:

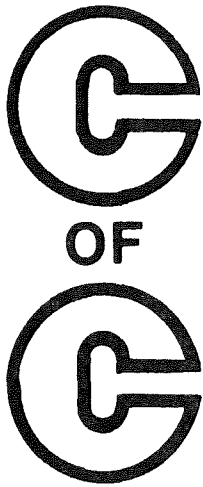
This letter is to lend support for the proposed 17th Street extension of the Crosstown Highway. If this project is completed, it will make a safe and direct route for our school buses across the community. It will not be necessary for us to use the very restricted 15th Street for our school bus traffic. The end effect of this extension is to make our transportation safer, quicker and easier. It should be an asset to our community.

Sincerely


James F. Roberts
Superintendent


Art Przybilla
Chairperson

JFR/sb



**GREATER INTERNATIONAL FALLS
CHAMBER OF COMMERCE**

Box 169
INTERNATIONAL FALLS, MINN. 56649

July 7, 1986

Mr. Douglas Grindall
Koochiching County Courthouse Annex
International Falls, Minnesota 56649

Dear Doug:

The Greater International Falls Chamber of Commerce passed a resolution on July 3, 1986, in support of the proposed crosstown highway. Please continue to do all necessary to facilitate the building of this street.

Sincerely,

Evelyn R. Henrickson
Executive Director

* * * * *

STATE PARK

ROAD

ACCOUNT

* * * * *

MINNESOTA DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SCALE OF STATUTE MILES

[illegible]

| | | | |
|-------------------------|-------------|-----------|-----------|
| ROAD SYSTEM DESIGNATION | ROAD NUMBER | ROAD TYPE | ROAD NAME |
| 1 | 101 | 1 | 101 |
| 2 | 102 | 2 | 102 |
| 3 | 103 | 3 | 103 |
| 4 | 104 | 4 | 104 |
| 5 | 105 | 5 | 105 |
| 6 | 106 | 6 | 106 |
| 7 | 107 | 7 | 107 |
| 8 | 108 | 8 | 108 |
| 9 | 109 | 9 | 109 |
| 10 | 110 | 10 | 110 |
| 11 | 111 | 11 | 111 |
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| 14 | 114 | 14 | 114 |
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| 99 | 199 | 99 | 199 |
| 100 | | | |

[illegible][illegible][illegible][illegible]

Area of 1000 County 2173 Sq. Miles
 State Area 2127.0 Sq. Miles
 100% (Source: Census Bureau, 1991)



Outline Map of Minnesota showing the location of the State of Minnesota within the United States.



1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

State Park Road Account

Legislation passed in 1986 amended Minnesota Statutes 1984, section 162.06, subdivision 5, to read as follows:

Subd. 5. STATE PARK ROAD ACCOUNT. After deducting for administrative costs and for the disaster account and research account as heretofore provided from the remainder of the total sum provided for in subdivision 1, there shall be deducted a sum equal to the three quarters of one percent of the remainder but not to exceed the sum of \$200,000 \$600,000 annually. The sum so deducted shall be set aside in a separate account and shall be used for the establishment, location, relocation, construction, reconstruction and improvement of those roads included in the county state-aid highway system under Minnesota Statutes 1961, Section 162.02, Subdivision 6 which border and provide substantial access to an outdoor recreation unit as defined in section 86A.04 or which provide access to the headquarters of or the principal parking lot located within a state-park such a unit. At the request of the commissioner of natural resources the counties wherein such roads are located shall do such work as requested in the same manner as on any other county state-aid highway and shall be reimbursed for such construction, reconstruction or improvements from the amount set aside by this subdivision. Before requesting a county to do work on a county state-aid highway as provided in this subdivision, the commissioner of natural resources must obtain approval for the project from the county state-aid screening board. The screening board, before giving its approval, must obtain a written comment on the project from the county engineer of the county requested to undertake the project. Any sums paid to counties in accordance with this subdivision shall reduce the money needs of said counties in the amounts necessary to equalize their status with those counties not receiving such payments. Any balance of the amount so set aside, at the end of each year shall be transferred to the county state-aid highway fund.

Pursuant to this legislation, the following information has been submitted by the Department of Natural Resources and the counties involved.



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

BOX 39, 500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55146

DNR INFORMATION
(612) 296-6157

September 1, 1986

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

Dear Commissioner Braun:

As you know, the 1986 legislation, in the Omnibus Transportation Bill (Chapter 454, Sec. 7, Subd. 5), passed legislation that increased the state park road account from \$200,000 to \$600,000. This will enable the state park system to perform much needed road improvements over the coming years.

Please find attached the list of projects tentatively planned for construction during 1987. We are requesting the County State Aid screening board to review these projects in the near future. Please note that the cost estimates are approximate since detailed engineering has not yet been completed. We have contacted the County Engineers in the counties affected by these projects and have requested project letters which we will forward to State Aid.

If additional information is required, please contact John Winter of the Division of Parks and Recreation.

Yours truly,

Joseph N. Alexander
Commissioner

c: Don D. Davison, Director
Division of Parks and Recreation
John Winter
Gordon Fay

COUNTY STATE AID PROJECTS

Priority List

| | | |
|-------------------------------------|---|---------------|
| Forestville State Park | Fillmore County Upgrade and surface CSAH #12 | \$455,000 |
| Sibley State Park | Kandiyohi County Reconstruct CSAH #48 | 75,000 |
| Split Rock Lighthouse State Park | Lake County Overlay CSAH #22 | 35,000 |
| Gooseberry Falls State Park | Lake County Overlay CSAH #1 | <u>35,000</u> |
| | | \$600,000 |



Fillmore County Highway Department

NEIL BRITTON, County Highway Engineer
JERRY DOERING, Assistant Engineer, Construction
GLENN CORNWELL, Assistant Engineer, Maintenance

Box 495
Preston, Minnesota 55965
Phone (507) 765-3854

September 15, 1986

John Strohkirch
Park Development Specialist
Division of Parks and Recreation
Minnesota Department of Natural Resources
P.O. Box 39
LaFayette Road
St. Paul, MN 55146

RE: County State Aid Highway 12, Park Entrance Road

Dear Mr. Strohkirch:

County State Aid Highway 12 from County State Aid Highway 5 to the west boundary of Forestville State Park is a crushed rock surface road 2 miles in length. The improvements needed on this section of road are complete grading and bituminous surface. The improvements would have to be done under the current design standards which would include a 12 foot lane width, 4 foot shoulders, 4:1 inslope, 15 foot recovery area and a design speed between 40 and 50 miles per hour.

The cost of such improvements would be \$381,812 for the grading and \$277,106 for the bituminous surface for a total cost of \$658,918.

Fillmore County would be willing to proceed with the needed improvements using monies obtained from the State Park road account.

Sincerely,

FILLMORE COUNTY HIGHWAY DEPARTMENT

A handwritten signature in cursive script that reads "Neil Britton".

Neil Britton
Fillmore County Highway Engineer

NB/jc

cc: Roy Hanson, Assistant State Aid Engineer

NOTES & COMMENTS

R E F E R E N C E

M A T E R I A L

* * * * *

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

C.S.A.H. 20-Year Traffic Projection Factors
(For Use in the 1986 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1986 Needs Study.

Those counties which show two factors circled on the map had their traffic counted in 1984. Those counties which have a square around two factors had their traffic counted in 1985. The first factor is the one used last year and the second one will be used for the 1986 Needs Study.

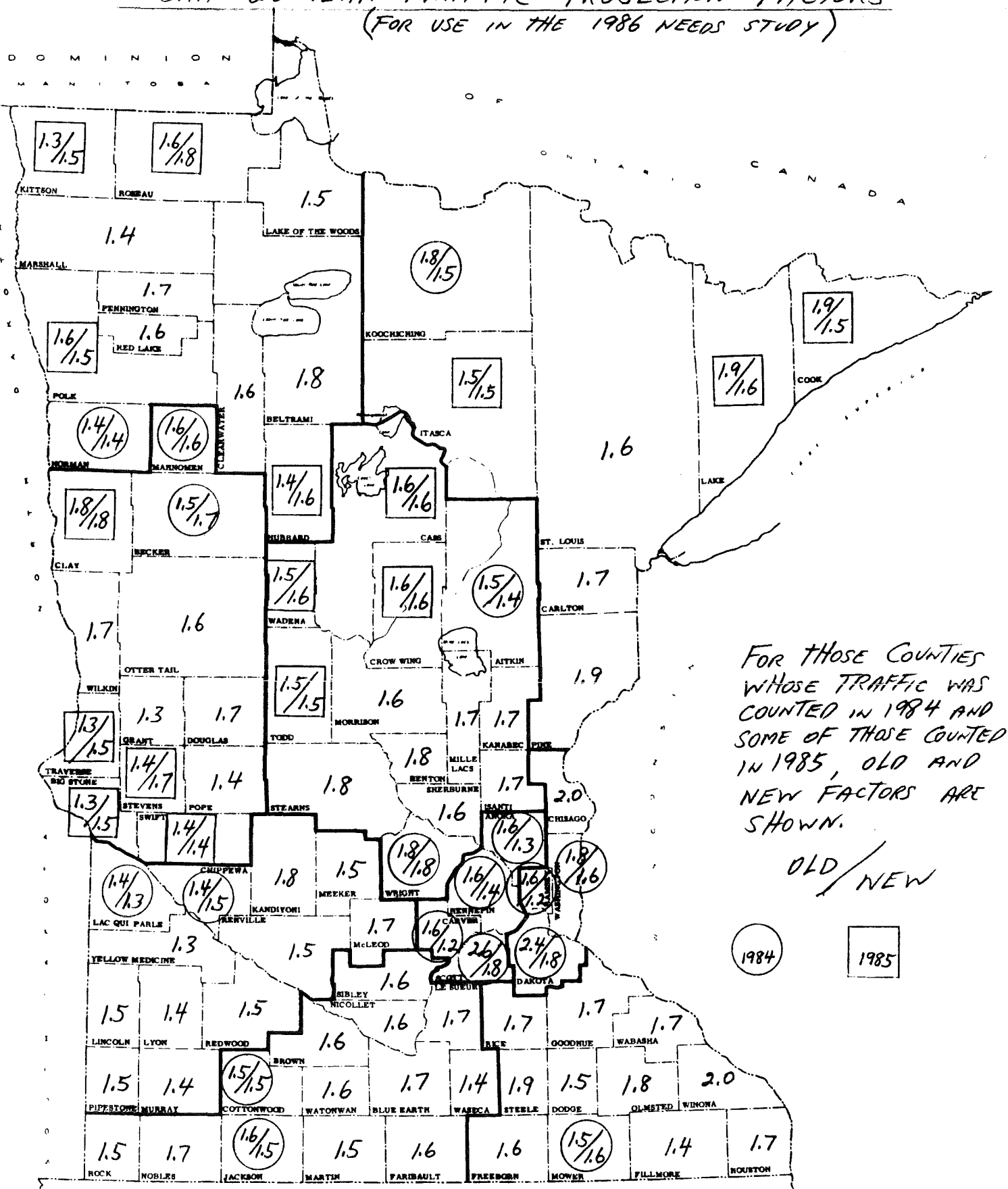
The following counties were also counted in 1985 but updated traffic maps were not received in time to include the new traffic in the 1986 Needs Study.

| | | | |
|------------|----------|----------|-----------------|
| Blue Earth | Fillmore | Martin | Pipestone |
| Brown | Freeborn | Morrison | Rice |
| Chisago | Lincoln | Murray | Watonwan |
| Dodge | Lyon | Pine | Yellow Medicine |

They will be updated next year.

1986 COUNTY SCREENING BOARD DATA
OCTOBER, 1986

CSAH 20 YEAR TRAFFIC PROJECTION FACTORS
(FOR USE IN THE 1986 NEEDS STUDY)



Minutes of the County Engineers Screening Committee Meeting

June 25 & 26, 1986

Call to order at 1:05 P.M. by Chairman Doug Weiszhaar.

Roll call of members:

| | | | |
|------------------------|-----------------------------|-----------------|---------|
| Boyd Paulu..... | Carlton County..... | District 1..... | Present |
| Dave Olsonawski..... | Kittson County..... | District 2..... | Present |
| Dick Larson..... | Mille Lacs County..... | District 3..... | Present |
| Lee Amundson..... | Mahnomen County..... | District 4..... | Present |
| Paul Ruud..... | Anoka County..... | District 5..... | Present |
| Mike Pinsonneault..... | Goodhue County..... | District 6..... | Present |
| Gerald Engstrom..... | Watsonwan County..... | District 7..... | Present |
| Don Paulson..... | Yellow Medicine County..... | District 8..... | Present |
| Doug Weiszhaar..... | Chisago County..... | District 9..... | Present |
| Dennis Carlson..... | Benton County..... | Secretary..... | Present |

Chairman Weiszhaar called for approval of the October 24 & 25, 1985 Screening Board minutes. Dick Larson moved and Gerald Engstrom second a motion to approve the minutes as distributed. Motion carried unanimously.

Chairman Weiszhaar introduced the Mn/DOT Personnel from State Aid in attendance:

| | |
|--------------------|-----------------------|
| Gordon Fay | Director of State Aid |
| Roy Hanson..... | Office of State Aid |
| Ken Hoeschen | Office of State Aid |

| | |
|-------------------------|-------------------------------|
| Bill Croke | 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 |

Chairman Weiszhaar then introduced Art Tobkin - Clearwater County as acting General Sub-Committee Chairman.

Chairman Weiszhaar asked others present to introduce themselves:

| | |
|----------------------|--------------------------|
| Herb Klossner..... | Hennepin County |
| Roger Gustafson..... | Carver County |
| Mike Wagner | Nicollet County |
| Bob Witty..... | Martin County |
| Ray Guttormson..... | Mower County |
| Neil Britton..... | Fillmore County |
| Doug Haeder | Pipestone County |
| Tom Richels..... | Wilkin County |
| John Walkup..... | Aitkin County |
| Duane Lorsung..... | Todd County |
| Mike Rardin..... | Polk County |
| Paul Kirkwold..... | Ramsey County |
| Dick Hanson..... | St. Louis County |
| Bob McPartlin..... | Waseca County |
| Mark Stedman..... | Attorney Generals Office |

Chairman Weiszhaar called for nominations for Vice Chairman of the Screening Board from any of the even number District Screening Board members. Dave Olsonawski nominated Lee Amundson and Mike Pinsonneault second the nomination. After 3 calls for more nominations the chair declared nominations closed and all votes were cast for Lee Amundson.

Chairman Weiszhaar introduced Mark Stedman of the Attorney General's Office. Mr. Stedman talked about the distribution of money collected from contractors found guilty of bid rigging. The basic methods of distributing the various funds is as follows;

1. Local funded projects return 100% of the money to originating county.
2. State Aid Funded Projects are 50% of the money to originating county and 50% reapportioned thru State Aid formula.
3. Federal funds are 100% returned to FHWA.

Damages against contractors was based on 10% of the original bid price.

The County Boards have the option to spend the funds returned where they feel it is in the best interest of the individual county. Some Screening Board representatives felt the money should be spent on transportation improvements.

After some discussion Paul Ruud moved and Don Paulson second a motion to approve the concept of redistributing recovered funds. Motion passed unanimously.

Mr. Stedman handed out copies of the Windom Grand Jury report and also noted that bid information on State Aid projects should be entered into the Mn/DOT data base.

Chairman Weiszhaar then asked Ken Hoeschen to lead the discussion of the Screening Board Booklet.

Pages 2 thru 8 - Rural Design Unit Prices

Ken H. noted that the Sub-Committee recommended that the 1985 Urban Design Unit Prices be included to establish Rural Design Unit Prices. They have been included on the graphs for Screening Board consideration. There were a couple of questions regarding Traverse and Grant Counties that were satisfactorily answered.

Page 10 & Figure "A" - Rural Design Gravel Base Unit Price Data

Ken said Figure "A" is the Sub-Committee recommendation for the 1986 Needs Study. He then explained the Legend in detail and the alternatives used to establish unit prices for counties with less than 50,000 Ton of gravel base in the study period. He also explained the formula to determine the inflation factor.

Boyd Paulu offered a resolution from District 1 regarding the inclusion of all 5-Year Urban Design Unit Prices rather than only the last year. The purpose being to assist counties in obtaining the 50,000 ton minimum to establish their rural design unit prices. (Copy attached)

Mike P. was concerned about the inclusion of urban design unit prices in determining rural design unit prices and then adding a differential of \$1.18 per ton for urban design gravel base prices for the 1986 Needs Study. Isn't that giving double credit or artificially inflating urban design unit prices? After considerable discussion it was agreed that clarification would be necessary before another year is phased in.

Pages 12 & 13 - Subcommittee Unit Price Recommendations

Ken explained the method that has been used to determine each individual county's unit prices. The last column on Page 13 is the Subcommittee's recommended unit prices. Dave O. again asked if the \$1.18 would be eliminated. Ken said that is still up to the Screening Board. Ken then explained how each design category unit price was established. Dick L. asked how the \$196,000/mi. was established? Gordon F. said the Municipal Screening Board studied it in detail a couple of years ago and decided to leave it as a 24" storm sewer size for an overall average.

Pages 20 thru 23 & Figure "B" - Becker County Mileage Request

Due to litigation Becker County withdrew the mileage request included in the booklet for Screening Board consideration.

District 8 - Proposed Resolution regarding Mileage Requests

Don Paulson read the resolution. See attachment "B"

Discussion included comments about the original modification of a mileage request being valid and appropriate but later it became more of a practice and probably abused.

Page 27 - FAS Fund Balance Deductions

Ken explained that waivers of the deductions were no longer being considered. Mike P. asked how Houston County should handle their excess since they are barred from spending Federal dollars? Loans to other counties would not reduce their balance. Paul R. said if waivers are considered they should just waive them all. A question was asked how the apportionment amounts were arrived at? Ken said it is 50% on FAS mileage and 50% on needs.

Page 30 - Needs Adjustments for Variances

Ken said it is a one time adjustment based on the difference between what a county has drawn needs on and what was built. Although a one time adjustment, it includes a 10 year period. Doug W. noted that the City of St. Paul received a variance on a MSA/CSAH without Ramsey County's approval and Ramsey County would like a waiver of the adjustment.

Pages 44-46 - Urban Grading Needs

Ken noted that the Subcommittee was requested to look at an Urban Grading Needs Study similar to the Rural study. He also noted that 2 items on the list (Pg. 45) should be deleted based on previous discussions. They are "Salvage Aggregate" and "Salvage Topsoil." Mike P. had a question regarding utilities because they normally don't pay for utility relocation. Paul R. says the metro counties do pay for utility relocation. Jerry E. said the references to 6" of bituminous on Salvage Bit. Mixture and Common Exc. should be deleted based on actual practice in the field.

Pages 49 & 50 - Subcommittee List of Special Studies Assigned

- I. "After the Fact" needs be allowed on storm sewer relocation, sanitary sewer relocation or removal, and water main relocation or removal.
- II. Ken said Right-of-Way needs should also include power lines. Paul asked why the reference to water was restricted to rural water. Discussion included comments about urban water covered in Item I. and the possibility of removing the word rural may resolve the matter.

III. Urban Gravel Base (Discussed earlier)

IV. Minimum Bit. Surfacing Needs (ADT)

Pages 51 & 52 show the impact in miles and needs adjustments. Ken also noted that 43 counties would go up in apportionment, 8 counties would stay the same and 36 counties would go down. The dollars ranged from a \$241,000 increase to a \$227,000 decrease. Subcommittee recommended continued study to determine grid system (jurisdiction study) impact, etc. Paul suggested a sunset approach to receiving needs may work if a county doesn't intend to pave some roads. Chairman Weiszhaar suggested the subcommittee develop some options for the Screening Board to consider. The question was asked what is magic about a 100 ADT cutoff for bit.? Jack I. commented on the impact on his District with only 50% paved roads when the State Average is 75%.

V. Topics to be studied should be presented to and approved by the Screening Board. Art T. asked for more specific direction and avoid requests by individuals. Prioritization would also help.

District 2 - Proposed Resolution Regarding 10-20-foot Structures

Dave O. presented the resolution (Attachment C). Data on these structures was included on original data sheet submittals. Dick L. was concerned about existing structures less than 10' that need replacement with greater than a 10' span. A hydraulic survey would be necessary and that normally isn't done until the preliminary design phase.

District 5 - Traffic Projection Factor Study

Paul handed out a package (Attachment D) showing changes in methods of computing projection factors and different bases for calculations. He requested a study be done to establish consistent mileages and methods to be used. Doug W. suggested a 3 level projection factor be used in the metro area. A downtown, a suburban and a rural factor. Paul R. said that in 1976 they counted only a portion of their system and in 1978 they began counting Anoka County's entire system. Dick L. asked why the official Traffic Flow maps have not been received by some counties and even some 1984 maps have not been distributed.

Chairman Weiszhaar recess the meeting at 4:30 P.M.

Chairman Weiszhaar reconvened the meeting at 9:00 A.M. (6-26-86).

All Screening Board members were present.

Ken H. briefly discussed the least square method of projecting traffic.

Page 10 & Figure A - Rural Design Gravel Base Unit Prices

Ken H. explained that the inclusion of urban prices for all 5 years in the study would result in 3 counties (Lake, Faribault & Dakota) going over the 50,000 ton minimum.

Paul R. moved and Boyd P. second a motion to accept the Subcommittees recommendation.

Mike P. and Dick L. both commented on the fact that the study is no longer a rural unit price study.

Ken H. noted that the basis for using 50,000 ton was arbitrary, assuming each county would use 10,000 ton per year. Last year a base of 40,000 ton was computed and then someone asked why not use 35,000 ton and the proposal was dropped.

Chairman Weiszhaar commented on the possibility that the \$1.18 differential would decrease as additional years of urban unit prices are added. Don P. suggested the minimum tonnage be reduced rather than include urban unit prices. Ken H. noted that since the \$1.18 differential is based on MSAS studies, it is possible it could increase rather than decrease. The point being that 2 separate studies are being compared. Art T. stated that his understanding of the original intent when they were requested to study this subject was reduce the number of counties that depend on adjacent counties for gravel base unit price determination.

Motion was voted on by ballot and passed 6-3.

Boyd moved and Jerry second a motion to approve a proposed resolution from District 1 regarding the inclusion of urban design gravel base unit prices in the rural design gravel base unit prices. This is a different resolution than discussed yesterday and is attachment "E". After a brief discussion the motion was approved.

Pages 12 & 13 - Subcommittee Unit Price Recommendations

Ken explained that the Subcommittee recommended unit prices are listed in the column on the right side of page 13. Jerry moved and Boyd second a motion to approve the recommended unit prices on page 13. Motion carried unanimously.

Pages 20 thru 23 & Figure "B" - Becker Co. Mileage Request

Becker County withdrew their mileage request.

District 8 - Proposed Resolution Regarding Mileage Requests

Don P. presented a resolution restricting changes on mileage requests at the Screening Board meeting. (Attachment "B").

Don moved and Dave O. second a motion to approve the resolution proposed by District 8. There was a brief discussion about tying the hands of the Screening Board representatives. Motion was passed by a 6-3 vote.

FAS Fund Balances Deductions

After a very brief discussion, no action was taken.

Page 30 - Needs Adjustments for Variances

No action required.

Page 44-46 - Urban Design Grading Needs Study

Ken explained the proposal to have an Urban Design Grading Needs Study similar to the recently completed Rural Design Grading Needs Study.

Mike P. moved and Dick L. second a motion to remove Section D. Utilities from the list of eligible items. Paul noted that in the urban area the utilities are real needs and costs to the counties. After a brief discussion the motion was voted on and failed by a 2-7 vote.

Boyd moved and Paul second a motion to proceed with the Urban Grading Needs Study based on the items on Page 45 amended to remove Salvage Aggregate and Salvage Topsoil

as well as the references to 6" of bituminous on common excavation and salvage bituminous mixture. The base data is to be 1986 prices. The earliest possible completion date would be June 1987 and more likely fall 1987. Motion passed 9-0.

Jerry moved and Don seconded a motion to set June 1987 as a target for the first report. Motion passed 9-0.

Jerry moved and Don seconded a motion to add the item "Salvage Bituminous" to the rural grading needs even though the quantity is included in the grading quantities. The practice seemed to be that the material belonged to the contractor and may be used on another job. It was also noted that if the motion carries it would involve revision of the Rural Design Grading Study. Motion failed 1-8.

Mike was concerned that the Screening Board had just approved the Urban Design Grading Study with "Salvage Bituminous" included and now excluded that item in rural areas. No further action was taken.

Page 49 - Subcommittee Recommendations

Item I - Urban Design Grading Cost Study Items. Dick L. moved to table the addition of the following as "after the fact" needs. (Storm sewer relocation, sanitary sewer relocation or removal, and water main removal or relocation); until the spring of 1987. Boyd seconded the motion. Motion passed 7-2.

Item II - R/W Needs (inclusion of utilities). Dave moved and Lee seconded a motion to approve the recommendation of the Subcommittee. Motion passed 8-1.

Item IV - Minimum requirements for base and bituminous needs. Mike moved and Jerry seconded a motion to continue studying this item. Discussion followed and Art T. asked if the Subcommittee could get more specific direction. Paul suggested a sunset on low volume roads that likely will not be paved in the next decade or two. Motion passed 7-2.

Dave moved and Boyd seconded a motion to require Subcommittee topics be approved by the Screening Board and submitted by April 1 and August 1 preceding each meeting for inclusion in the booklet. Paul amended the motion to allow the Screening Board to revise the request and redirect the Subcommittee at a current meeting without waiting 6 months for the process. Dick seconded the amendment. Amendment passed unanimously. Motion also passed 9-0.

Dave moved and Mike seconded a motion to approve District 2 proposed resolution regarding structures between 10 and 20 feet. Motion passed 9-0.

Paul moved and Boyd seconded a motion to direct the subcommittee to give consideration to including only consistent mileage in the determination of traffic projection factors. This direction is further outlined in the second paragraph of the letter (Attachment F) from the District 5 and 9 representatives. Paul Kirkwold said that Districts 5 and 9 had formed a committee to study alternative methods of projecting traffic. They would like to get the State Aid traffic data and continue to look at alternatives like a 3 level system in the metro area. A downtown growth factor would probably be quite low, then a suburban ring around downtown would show rapid growth, and a second ring would reflect a more rural growth pattern. Motion passed 8-1.

Paul moved and Doug W. seconded a motion to authorize a study of projection factors in any urban areas, using Mn/DOT (State Aid) data, under the direction of the Subcommittee. Paul volunteered the services of metro county traffic departments to assist in any way they can. General discussion concluded that it is more appropriate for the study to be a product of the Subcommittee rather than the two metro districts. Motion passed 9-0.

Chairman Weiszhaar thanked Art T. and the General Subcommittee for their diligent work.

Dave moved and Mike second a motion to remove the \$1.18 additional increment for Urban Design Gravel Base in 1986 that is shown on Page 13. Mike asked if the Subcommittee could again take a look at a lower minimum tonnage like 40,000 Ton for next years Screening Board to consider. Motion failed 4-5.

Dick L. moved and Don second a motion to direct the Subcommittee to study the impact of a 40,000 ton minimum with urban prices included. Discussion included comments about restricting the Subcommittee to only one alternative and maybe it would be better to look at a variety of minimum tonnages with and without urban prices. Motion passed 6-3.

Gordon Fay commented on bid rigging problems as it relates to his staff. He also talked about the Legislative Auditors observations that several counties have late fall lettings and receive 95% of the funds for investment over the winter months and the interest earned goes into the General Fund rather than Road and Bridge Fund. Gordon discussed the losses to transportation funds thru removal of the MVET transfer and DNR increased proportions from HUF.

Gordon mentioned that the Combined Road Plan will require deeper reviews of Federal Projects by the District State Aid Engineers.

He also talked about the life (7 years) of an overlay and that too much overlaying is being done therefore we will never get to regrading some roads.

Gordon said that Legislative preparation should be done prior to election when Legislators are looking for votes. Get committments and their position when they are the most vulnerable.

He concluded with a comment on the Bridge Program nearing the end of funding capabilities.

Boyd moved and Jerry second a motion to adjourn. Motion passed.

Meeting adjourned at 12:00 P.M.

Respectfully submitted,

A handwritten signature in cursive script that reads "Dennis C. Carlson".

Dennis C. Carlson
Screening Board Secretary

June 24, 1986

Whereas: Urban design gravel base unit prices ^{and quantities} were used in the calculation, ~~of~~ C.S.A.H. Rural Design Gravel Base Unit Prices for the first time in 1986; and

Whereas: The urban design gravel base unit prices ^{and quantities} were derived only from those projects let in 1985; and

Whereas: Several counties ^{remain} ~~are~~ under the ^{required} 50,000 ton ^{minimum} gravel base quantity needed to establish an average unit price; and

Whereas: Some of these counties could reach the 50,000 ton gravel base quantity by using urban design quantities for the ^{previous 5 year} period ~~from 1981 through 1984~~; and

Whereas: By reaching the minimum 50,000 ton gravel base quantity using their own projects they would not be relying on sub-base or base prices from surrounding counties, thereby establishing a more accurate and equitable gravel base unit price.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

1. ~~Counties that C.S.A.H. Rural Design Gravel Base Unit Prices~~
If a county has less than 50,000 tons of combined gravel base and subbase material in their five-year average unit price study, then enough gravel base material from urban design projects from that county's five-year average unit price study is added to the combined gravel base and subbase material to equal 50,000 tons and a weighted average unit price inflated by the proper factor is determined.

Mileage Requests

WHEREAS, Mileage requests are considered by the County State Aid Highway Screening Board; and

WHEREAS, such mileage requests are circulated by means of the County State Aid Screening Board Data Books for the purpose of being discussed by County Highway Engineers; and

WHEREAS, an important part of the Screening Board Delegate's and Alternate's resource in voting on such mileage requests is the discussion and consensus reached at district meetings in advance of the Screening Board meetings; and

WHEREAS, it is impossible for the Engineers to anticipate potential changes or negotiated concessions in such mileage requests, which might be conceived and discussed at the Screening Board meetings.

NOW, THEREFORE, BE IT RESOLVED, That all future mileage requests submitted to the County State Aid Highway Screening Board will be considered as originally proposed only, and no revisions to such mileage requests will be considered by the Screening Board, without being resubmitted through the Office of State Aid.

DISTRICT 2 PROPOSED RESOLUTION

Needs Study to Include Structures 10 - 20 Feet

WHEREAS: Inplace structures with at least 10' in length or require a replacement structure 10' or more in length as substantiated by a hydrological survey are eligible for replacement or rehabilitation with Town Bridge Account and/or Minnesota State Transportation Funds; and

WHEREAS: These structures may or may not be shown as special drainage in the needs, however when a structure is removed from special drainage and becomes a structure on the MN/DOT Structure Inventory there is no definite record keeping of the new structure.

NOW THEREFORE BE IT RESOLVED, That the State Aid Needs Unit will accept reporting of all structures ~~larger than~~ 10 feet in the Needs Study similar to what is presently shown for structures larger than 20 feet thereby eliminating special drainage; and

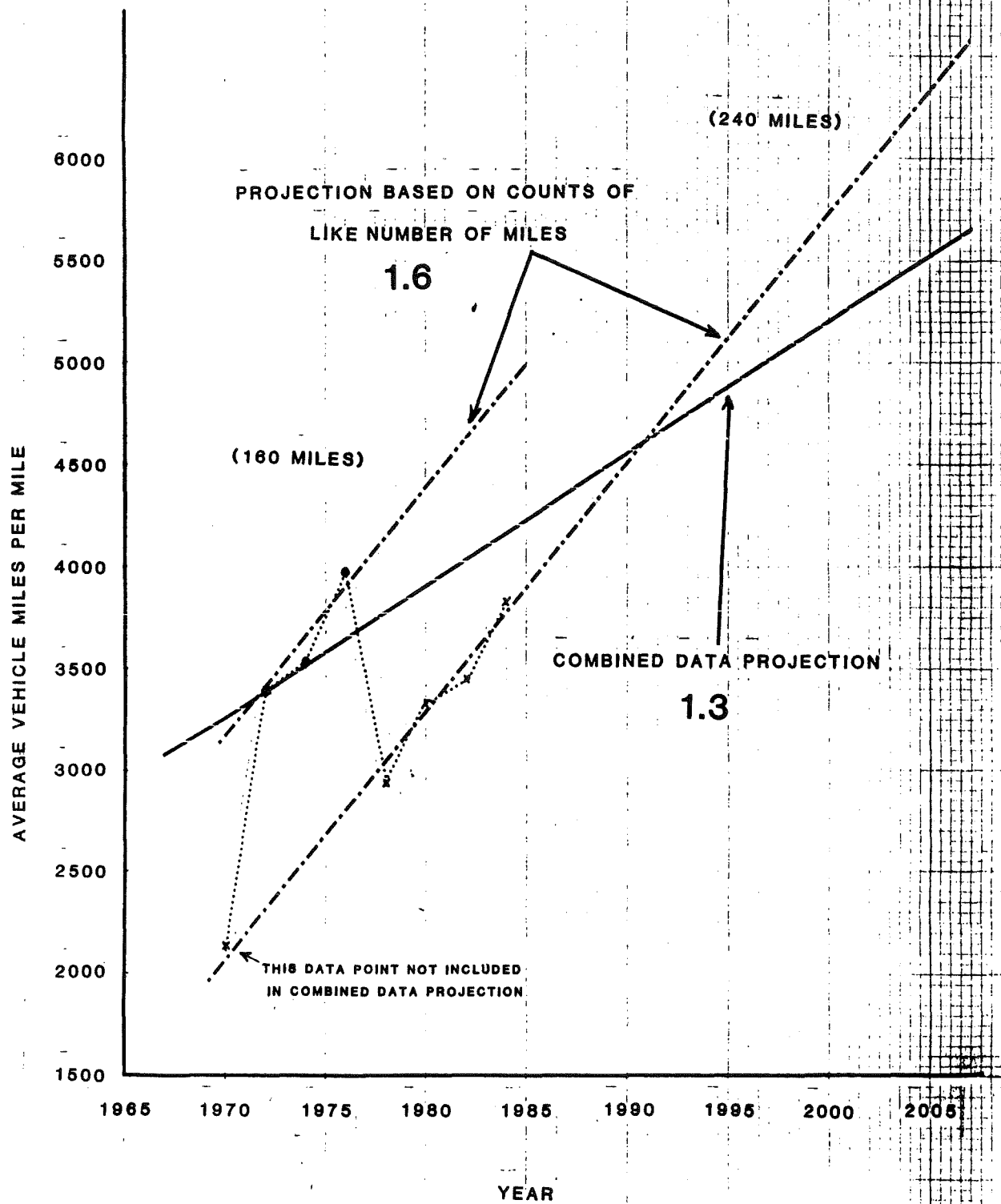
BE IT FURTHER RESOLVED, That the reporting will be done at the same time as the annual C.S.A.H. Needs Study Reporting.

Attachment ②

TRAFFIC PROTECTION FACTOR STUDY

| <u>Year</u> | <u>ANOKA</u> <u>V mi</u> | <u>COUNTY</u> <u>MILES</u> | | <u>AVG.</u> <u>V mi / mi</u> |
|-------------|-----------------------------|-------------------------------|---|---------------------------------|
| 1958 | 23,234 | 58.10 | | 400 |
| 1963 | 216,731 | 210.84 | | 1,028 |
| 1970 | 508,502 | 237.36 | x | 2,142 |
| 1972 | 545,505 | 160.52 | • | 3,398 |
| 1974 | 575,326 | 162.72 | • | 3,536 |
| 1976 | 649,597 | 163.33 | • | 3,977 |
| 1978 | 850,351 | 246.99 | x | 3,443 |
| 1980 | 954,744 | 248.40 | x | 3,844 |
| 1982 | 977,159 | 246.55 | x | 3,963 |
| 1984 | 1,053,424 | 243.23 | x | 4,331 |

ANOKA COUNTY TRAFFIC PROJECTION



County of Carlton
Office of the County Highway Engineer

Court House - P.O. Box D - Carlton, Minnesota 55718

Telephone 218-384-4281

WHEREAS: Certain Counties have not had sufficient Rural design projects to have 50,000 tons of gravel base in their 5 year average, and

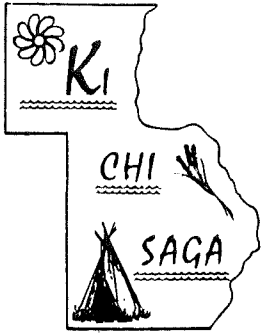
WHEREAS: There are Urban design projects that do contain gravel base and in some cases, rural design sections, and

WHEREAS: Urban design Projects let in 1985 are now being included in the 5 year average gravel base prices.

NOW THEREFORE BE IT RESOLVED THAT all Urban design projects be included in the 5 year average for gravel base for a County.

BE IT FURTHER RESOLVED THAT these projects be included to figure the 1987 gravel base price.

ATTACHMENT (F)



OFFICE OF
COUNTY HIGHWAY DEPARTMENT
CHISAGO COUNTY
Center City, Minnesota 55012

Office Telephone: 257-5708

DOUGLAS J. WEISZHAAR
County Highway Engineer

W. ALLEN PALMER
Asst. County Engineer

CRAIG R. POORKER
Right of Way Administrator

June 2, 1986

Gerald Engstrom
Watonswan County Highway Engineer
Box 467
St. James, MN 56081

RE: Requested 1986 June Screening Board Action

Dear Mr. Engstrom:


The County Engineers of Districts 5 and 9 have been reviewing the methodology behind the traffic projection factor as utilized in our State Aid needs computation.


We have discovered a discrepancy in the information used to arrive at the least square calculations. Historically the traffic data used is inconsistent in that the early years of data use only mileage from a portion of the system. Prior to 1976 the traffic counts were not taken on segments within city limits. We request that consideration be given to studying the possibility of using consistent mileage and segments through out.

In addition, we recommend that a study be done to develop a uniform method of arriving at projected traffic volumes for special segments within and surrounding the urbanized area of the state. We would suggest that projected traffic volumes as developed by MN/DOT and the Metropolitan Council be used for the base data.

Districts 5 and 9 respectfully request that the Screening Board direct the General Subcommittee to study the issues outlined above. If you have any questions please contact either of us.

Sincerely,


Douglas J. Weisshaar
Chisago County Highway Engineer


Paul Ruud
Anoka County Highway Engineer

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING
SEPTEMBER 10, 1986

Members present: Don Wisniewski - Chairman - Washington County
Art Tobkin - Clearwater County
Dave Everds - Freeborn County

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

The meeting was called to order by Chairman Wisniewski at 12:30 P.M. on Wednesday, September 11, 1986.

The first item discussed was the use of consistent/inconsistent mileage in the determination of traffic projection factors. This issue was introduced initially because of the System 70 counts used in the metro area in the 1970's. After considerable discussion the Subcommittee requested the State Aid personnel to prepare graphs of the traffic projection factors and the vehicle miles per mile figures used for computing the factors; since the "least squares" procedure has been used. Hopefully this data will be available for selected counties for the Subcommittee's next meeting.

The Subcommittee then reviewed the procedure used to establish gravel base unit prices for the needs study. The Screening Board directed that a study be made of the impact of using a 40,000 ton minimum rather than a 50,000 ton minimum gravel base quantity to establish gravel base prices. The Subcommittee asked the Needs Unit to compute 1986 gravel base prices based on a 40,000 ton minimum and to compare them to those already approved (using the 50,000 ton minimum) at the 1986 Spring Screening Board meeting.

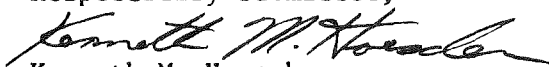
The Subcommittee discussed several other methods, ideas, procedures, etc. which could possibly be used in their recommendation of unit prices; but no formal action was taken.

The Screening Board also asked the Subcommittee to continue studying the minimum requirements for base and bit. needs. The Needs Unit was requested to run a summary of the deficient mileage in the needs study by year of latest grading by existing surface type by county. The Subcommittee felt that a summary such as this would help them in their review of situations related to standards, needs, etc.

The next meeting was scheduled for 10:30 A.M. on October 29 at Rutters.

The meeting was adjourned at 3:50 P.M.

Respectfully submitted,


Kenneth M. Hoeschen
Acting Secretary

CURRENT RESOLUTIONS OF THE
COUNTY SCREENING BOARD

July, 1986

BE IT RESOLVED:

ADMINISTRATIVE

Improper Needs Report - Oct. 1961 (Rev. Jan. 1969)

That the Office of State Aid and the District State Aid Engineer be requested to recommend an adjustment in the needs reporting whenever there is reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Board with a copy to the county engineer involved.

Type of Needs Study - Oct. 1961 (Rev. June 1965)

That the Screening Board shall, from time to time, make recommendations to the Commissioner of Transportation as to the extent and type of needs study to be subsequently made on the County State Aid Highway System consistent with the requirements of law.

Appearance at Screening Board - Oct. 1962

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment Amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the Commissioner of Transportation through proper channels. The Commissioner shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons to appear before the Screening Board for discussion purposes.

Construction Cut Off Date - Oct. 1962 (Rev. June 1983)

That for the purpose of measuring the needs of the County State Aid Highway System, the annual cut off date for recording construction accomplishments based upon the project letting date shall be December 31.

Screening Board Vice-chairman - June 1968

That at the first County Screening Board meeting held each year, a Vice-chairman shall be elected and he shall serve in that capacity until the following year when he shall succeed to the chairmanship.

Screening Board Secretary - Oct. 1961

That, annually, the Commissioner of Transportation may be requested to appoint a secretary, upon recommendation of the County Highway

Engineers' Association as a non-voting member of the County Screening Board for the purpose of recording all Screening Board actions.

Research Account - Oct. 1961

That the Screening Board annually consider setting aside a reasonable amount of County State Aid Highway Funds for the Research Account to continue local road research activity.

Annual District Meeting - Oct. 1963 (Rev. June 1985)

That the District State Aid Engineer call a minimum of one district meeting annually at the request of the District Screening Board Representative to review needs for consistency of reporting.

NEEDS ADJUSTMENTS

Deficiency Adjustment - Oct. 1961 (Rev. June 1965)

That any money needs adjustment made to any county within the deficiency classification pursuant to Minnesota Statutes Chapter 162.07, Subdivision 4, shall be deemed to have such money needs adjustment confined to the rural needs only, and that such adjustment shall be made prior to computing the Municipal Account allocation.

Minimum Apportionment - Oct. 1961 (Latest Rev. Dec. 1966)

That any county whose total apportionment percentage falls below .586782, which is the minimum percentage permitted for Red Lake, Mahnomen and Big Stone Counties, shall have its money needs adjusted so that its total apportionment factor shall at least equal the minimum percentage factor.

Funds to Townships - April 1964 (Rev. June 1965)

That this Screening Board recommend to the Commissioner of Transportation, that he equalize the status of any county allocating County State Aid Highway Funds to the township by deducting the townships' total annual allocation from the gross money needs of the county for a period of twenty-five years.

Bond Adjustment - Oct. 1962 (Latest Rev. Oct. 1985)

That a separate annual adjustment shall be made in total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.181 for use on State Aid projects except bituminous overlay or concrete joint repair projects. That this adjustment, which covers the amortization period, which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

FAS Fund Balances - Oct. 1973 (Latest Rev. 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.

County State Aid Construction Fund Balances - May 1975 (Latest Rev. June 1985)

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.

Rural Grading Cost Adjustment - Oct. 1968 (Latest Rev. Oct. 1985)

That, annually an adjustment to the rural complete grading costs in each county be considered by the Screening Board. Such adjustment shall be made to the regular account and 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 Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. Oct. 1985)

The CSAH Construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs shall be restricted to 20 percentage points greater than or lesser than the statewide average percent change from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs. Any needs restriction determined by this Resolution shall be made to the regular account of the county involved.

Trunk Highway Turnback - June 1965 (Latest Rev. June 1977)

That, any Trunk Highway Turnback which reverts directly to the county and becomes part of the State Aid Highway System shall not have its construction needs considered in the money needs apportionment determination as long as the former Trunk Highway is fully eligible for 100 percent construction payment from the county Turnback account. During this time of eligibility, financial aid

for the additional maintenance obligation of the county imposed by the Turnback shall be computed on the basis of the current year's apportionment data and the existing traffic, and shall be accomplished in the following manner:

| <u>Existing ADT</u> | <u>Turnback Maintenance/Mile/2 Lanes</u> |
|-----------------------------------|--|
| 0 - 999 VPD | Current mileage apportionment/mile |
| 1,000 - 4,999 VPD | 2 X current mileage apportionment/mile |
| For every additional 5,000 VPD | Add current mileage apportionment/mile |

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial Turnback adjustment, when for less than 12 full months, shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of the Turnback maintenance per mile in apportionment funds for each month, or part of a month, that the county had maintenance responsibility during the initial year.

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per mile shall be added to the annual money needs. This needs adjustment per mile shall produce sufficient needs apportionment funds so that when added to the mileage apportionment per mile, the Turnback maintenance per mile prescribed shall be earned for each mile of Trunk Highway Turnback on the County State Aid Highway System. Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the county Turnback account payment provisions, or at the end of the calendar year during which the period of eligibility for 100 percent construction payment from the county Turnback account expires. The needs for these roadways shall be included in the needs study for the next apportionment.

That Trunk Highway Turnback maintenance adjustments shall be made prior to the computation of the minimum apportionment county adjustment.

Those Turnbacks not fully eligible for 100 percent reimbursement for reconstruction with county Turnback account funds are not eligible for maintenance adjustments and shall be included in the needs study in the same manner as normal County State Aid Highways.

MILEAGE

Mileage Limitation - Oct. 1961 (Latest Rev. June 1986)

That any request, after July 1, 1966, by any county for County State Aid Highway designation, other than Trunk Highway Turnbacks, or minor increases due to construction proposed on new alignment, that results in a net increase over the county's approved apportionment mileage for the preceding year shall be submitted to the Screening Board for consideration. Such request should be accompanied by supporting data and be concurred on by the District State Aid Engineer. All mileage requests submitted to the County State Aid Highway Screening Board will be considered as originally proposed only, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted through the Office of State Aid. The Screening Board shall review such requests and make its recommendation to the Commissioner of Transportation. If approved, the needs on mileage additions shall be submitted to the Office of State Aid for inclusion in the subsequent year's study of needs.

Revisions in the County State Aid Highway System not resulting in an increase in mileage do not require Screening Board review.

Mileage made available by an internal revision will not be held in abeyance for future designation.

Mileage made available by reason of shortening a route by construction shall not be considered as designatable mileage elsewhere.

That any additions to a county's State Aid System, required by State Highway construction, shall not be approved unless all mileage made available by revocation of State Aid roads which results from the aforesaid construction has been used in reducing the requested additions.

That in the event a County State Highway designation is revoked because of the proposed designation of a Trunk Highway over the County State Aid Highway alignment, the mileage revoked shall not be considered as eligible for a new County State Aid Highway designation.

That whereas Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations; revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county.

That whereas, former Municipal State Aid street mileage, located in municipalities which fell below 5,000 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.

That whereas the county engineers are sending in many requests for additional mileage to the C.S.A.H. system up to the date of the Screening Board meetings, and whereas this creates a burden on the State Aid Staff to prepare the proper data for the Screening Board, be it resolved that the requests for the spring meeting must be in the State Aid Office by April 1 of each year, and the requests for the fall meeting must be in the State Aid Office by August 1 of each year. Requests received after these dates shall carry over to the next meeting.

TRAFFIC

Traffic Projection Factors - Oct. 1961 (Latest Rev. June, 1983)

That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles from the last four traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any specific segments where conditions warrant, with the approval of the District State Aid Engineer.

Minimum Requirements - Oct. 1963 (Rev. June 1985)

That the minimum requirements for 4 - 12 foot traffic lanes be established as 5,000 projected vehicles per day for rural design and 7,000 for urban design. Traffic projections of over 20,000 vehicles per day for urban design will be the minimum requirements for 6 - 12 foot lanes. The use of these multiple-lane designs in the needs study, however, must be requested by the county engineer and approved by the District State Aid Engineer.

ROAD NEEDS

Method of Study - Oct. 1961 (Rev. Nov. 1965)

That, except as otherwise specifically provided, the Manual of Instruction for Completion of Data Sheets shall provide the format for estimating needs on the County State Aid Highway System.

Soil - Oct. 1961 (Latest Rev. June 1985)

Soil classifications established using a U.S. Soil Conservation Service Soil Map must have supporting verification using standard testing procedures; such as soil borings or other approved testing methods. A minimum of ten percent of the mileage requested to be changed must be tested at the rate of ten tests per mile. The mileage to be tested and the method to be used shall be approved by the District State Aid Engineer.

Soil classifications established by using standard testing procedures; such as soil borings or other approved testing methods shall have one hundred percent of the mileage requested to be changed tested at the rate of ten tests per mile.

All soil classification determinations must be approved by the District State Aid Engineer.

Unit Costs - Oct. 1961 (Rev. Nov. 1965)

That the unit costs for base, surface and shouldering quantities obtained from the 5-Year Average Construction Cost Study and approved by the Screening Board shall be used for estimating needs.

Design - Oct. 1961 (Latest Rev. June 1982)

That all roads be divided into proper segments and the highest estimated ADT, consistent with adjoining segments, be used in determining the design geometrics for needs study purposes.

Also, that for all roads which qualify for needs in excess of additional surfacing, the proposed needs shall be based solely on projected traffic, regardless of existing surface type or geometrics.

And that for all roads which are considered adequate in the needs study, additional surfacing and shouldering needs shall be based on existing geometrics but not greater than the widths allowed by the State Aid Design Standards currently in force.

Grading - Oct. 1961 (Rev. Nov. 1965)

That all grading costs shall be determined by the county engineer's estimated cost per mile except for urban design where the cost is computed using estimated quantities and unit prices.

Rural Design Grade Widening - June 1980

That rural design grade widening needs be limited to the following widths and costs.

| <u>Feet of Widening</u> | <u>Needs Cost/Mile</u> |
|-------------------------|---|
| 4 - 8 Feet | 50% of Average Complete Grading Cost/Mile |
| 9 - 12 Feet | 75% of Average Complete Grading Cost/Mile |

Any segments which are less than 4 feet deficient in width shall be considered adequate. Any segments which are more than 12 feet deficient in width shall have needs for complete grading.

Storm Sewer - Oct. 1961 (Rev. Nov. 1965)

That storm sewer mains may be located off the County State Aid Highway if, in so doing, it will satisfactorily accommodate the drainage problem of the County State Aid Highway.

Base and Surface - June 1965 (Rev. June 1985)

That base and surface quantities shall be determined by reference to traffic volumes, soil factors, and State Aid standards. Rigid base is not to be used as the basis for estimating needs on County State Aid Highways. Replacement mats shall be 3" bituminous surface over existing concrete or 2" bituminous surface over existing bituminous. To be eligible for concrete pavement in the needs study, 2,500 VPD or more per lane projected traffic is necessary.

Construction Accomplishments - June 1965 (Latest Rev. Oct. 1983)

That any complete grading accomplishments be considered as complete grading construction of the affected roadway and grading needs shall be excluded for a period of 25 years from the project letting date or date of force account agreement. At the end of the 25-year period, needs for complete reconstruction of the roadway will be reinstated in the needs study at the initiative of the County Engineer with costs established and justified by the County Engineer and approved by the State Aid Engineer.

Needs for resurfacing shall be allowed on all county state aid highways at all times.

That any bridge construction project shall cause the needs on the affected bridge to be removed for a period of 35 years from the project letting date or date of force account agreement. At the end of the 35-year period, needs for complete reconstruction of the bridge will be reinstated in the needs study at the initiative of the County Engineer and with approval of the State Aid Engineer.

The restrictions above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the County Engineer, and justification to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

Special Resurfacing Projects - May 1967 (Latest Rev. Oct. 1985)

That any county using non-local construction funds for special bituminous resurfacing or concrete joint repair 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.

Items Not Eligible For Apportionment Needs - Oct. 1961 (Latest Rev. June 1985)

That Adjustment of Utilities, Miscellaneous Construction, or Maintenance Costs shall not be considered a part of the Study of Apportionment Needs of the County State Aid Highway System.

Right of Way - Oct. 1979

That for the determination of total needs, proposed right-of-way widths shall be standardized in the following manner:

| | <u>Projected ADT</u> | <u>Proposed R/W Width</u> |
|-------------------------|-----------------------------------|-------------------------------------|
| Proposed Rural Design - | 0 - 749 | 100 Feet |
| | 750 - 999 | 110 Feet |
| | 1,000 & Over (2 Lane) | 120 Feet |
| | 5,000 & Over (4 Lane) | 184 Feet |
| | <u>Proposed Roadbed Width</u> | <u>Proposed R/W Width</u> |
| Proposed Urban Design - | 0 - 44 Feet | 60 Feet |
| | 45 & Over | Proposed Roadbed Width + 20 Feet |

Also, that the total needs cost for any additional right of way shall be based on the estimated market value of the land involved, as determined by each county's assessor.

Forest Highways and State Park Access Roads - Oct. 1961 (Latest Rev. June 1985)

That for the determination of needs for those County State Aid Highways which are designated as a part of the Forest Highway System or are state park access roads, the appropriate standards documented in the "Rules for State Aid Operations" shall be used.

Loops and Ramps - May 1966

That any county may include the cost of loops and ramps in the needs study with the approval of the District State Aid Engineer.

BRIDGE NEEDS

Bridge Widening - April 1964 (Latest Rev. June 1985)

That the minimum bridge widening be 4 feet.

Bridge Cost Limitations - July 1976

That the total needs of the two Minnesota River bridges between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River

bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference, shall be added to the 25-year needs of the respective counties for a period of 15 years.

AFTER THE FACT NEEDS

Bridge Deck Rehabilitation - Dec. 1982 (Rev. Oct. 1984)

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

Right of Way - June 1984 (Rev. Oct. 1984)

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.

Traffic Signals, Lighting, Retaining Walls, and Sidewalk - June 1984 (Rev. Oct. 1984)

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.

VARIANCES

Variance Subcommittee - June 1984

That a Variance Subcommittee be appointed to develop guidelines for use in making needs adjustments for variances granted on County State Aid Highways.

Guidelines for Needs Adjustments on Variances Granted - June 1985

That the following guidelines be used to determine needs adjustments due to variances granted on County State Aid Highways:

- 1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.
- 2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.

Examples: a) Segments whose needs are limited to the center 24 feet.

b) Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).
- 3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.
 - A. The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.
 - B. The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.
 - C. In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment.
- 4) Those variances requesting acceptance of widths less than standard for a grading and/or base & bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.
- 5) On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical needs calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.

Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.

- 6) On resurfacing projects, the needs deduction for bridge width variances shall be the difference between theoretical needs based on the width of the bridge which could be left in place and the width of the bridge actually left in place. This difference shall be computed to cover a ten year period and will be applied cumulatively in a one year deduction.

Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.

- 7) There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.