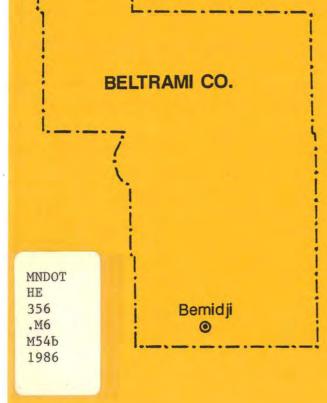


COUNTY SCREENING BOARD REPORT

1986



PAUL BUNYAN - BABE, THE BLUE OX



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.

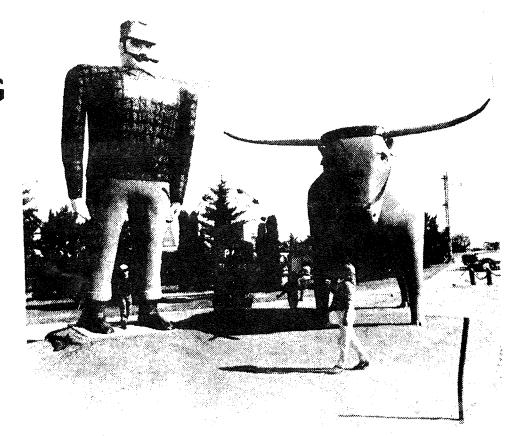
If you have any questions or comments, please contact your Screening Board representative or this office. The district representatives should be well informed regarding any mileage requests or other specific items which may involve your county. Possibly, district meetings could be held in advance of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

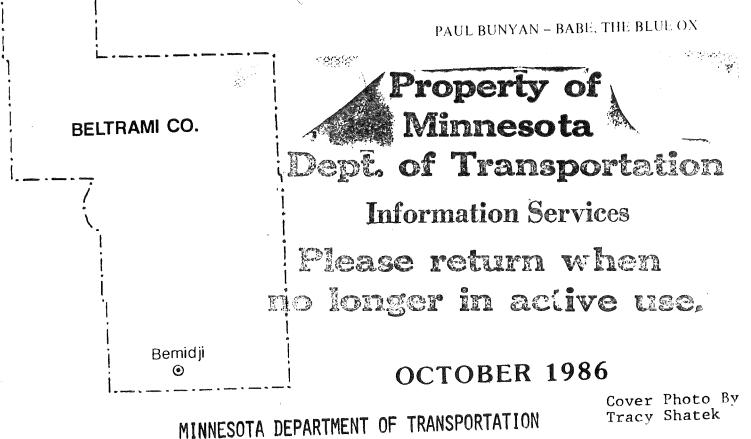
This presentation has only preliminary status. The final determination of the apportionment will be made in January by the Commissioner with the assistance of the recommendations of the County Screening Board.

Sincerely,

Kenneth M. Hoeschen, Manager County State Aid Needs Unit

1986 COUNTY SCREENING BOARD REPORT





1986 COUNTY SCREENING BOARD

BOYD PAULU	-	CARLTON COUNTY		DISTRICT 1
DAVE OLSONAWSKI	-	KITTSON COUNTY		DISTRICT 2
DICK LARSON	-	MILLE LACS COUNTY	-	DISTRICT 3
LEE AMUNDSON	-	MAHNOMEN COUNTY		DISTRICT 4
PAUL RUUD	-	ANOKA COUNTY	-	DISTRICT 5
MIKE PINSONNEAULT	52.	GOODHUE COUNTY	-	DISTRICT 6
GERALD ENGSTROM	-	WATONWAN COUNTY	-	DISTRICT 7
DON PAULSON	-	YELLOW MEDICINE COUNTY	-	DISTRICT 8
DOUG WEISZHAAR (CH	IAIRMAN)-	CHISAGO COUNTY	-	DISTRICT 9
DENNIS CARLSON (SE	CRETARY)	- BENTON COUNTY		

1986 CSAH GENERAL SUBCOMMITTEE

DON WI	SNIEWSKI ((CHAIRMAN)-	WASHINGTON	COUNTY
ART TO	BKIN	-	CLEARWATER	COUNTY
DAVE E	VERDS	-	FREEBORN CO	DUNTY

1

•

CSAH VARIANCE SUBCOMMITTEE

RON	SANDVIK	-	LE	SUEUR	COUNTY

PETE BOOMGARDEN - REDWOOD COUNTY

DON WISNIEWSKI - WASHINGTON COUNTY

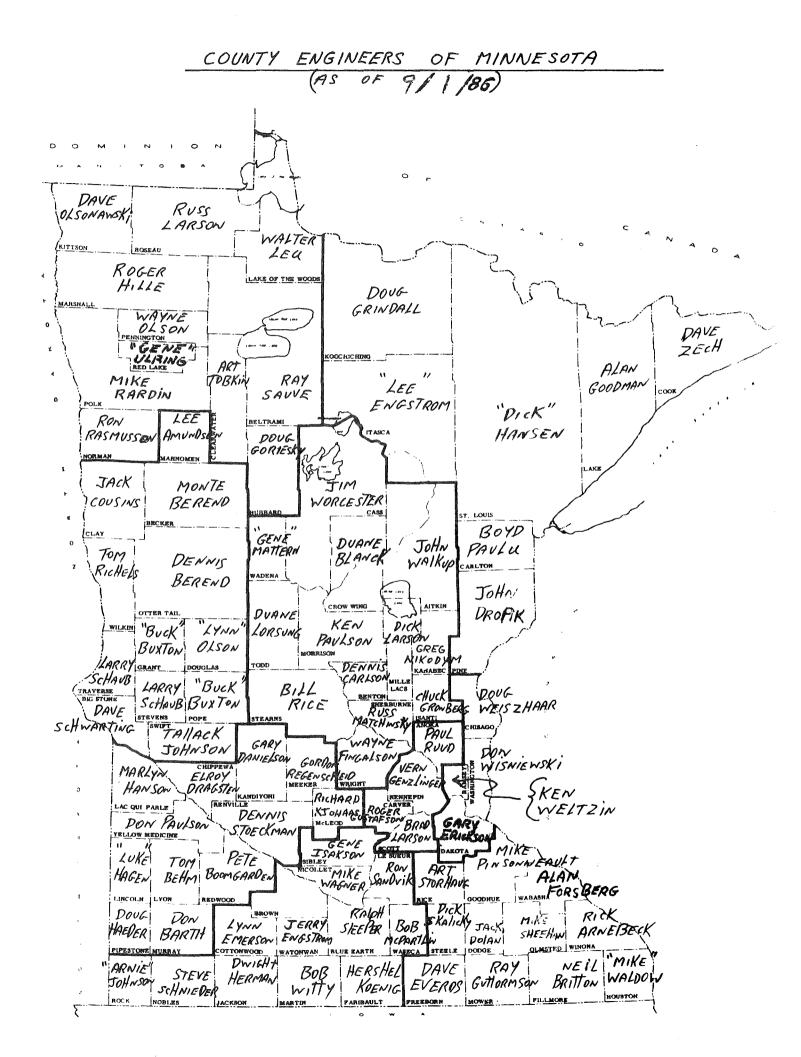


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C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1987

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. Milea	age, Needs and Apportionme	ent - 1958 through 1987	Accumulative
Year	Mileage	Needs	Apportionment	Apportionment
1958	29,003.30	\$ 705,318,817	\$ 23,895,255	ş
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
				والمحافظة والمحافظة والمحافظ والمحافظة والمحافظة والمحافظة والمحافظة والمحافظة والمحافظة والمحافظة والمحافظة
1987	30,095.26*	4,656,668,402	157,000,000 ESTIMATE	2,196,823,634

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* Does Not Include 1986 Trunk Highway Turnback Mileage.

-2-

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.

μ L

Elimination of
Second Half of
24/48 Foot Needs--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).

1984 Traffic and--Indicates the effect the 1984 traffic changes and the new traffic projectionTraffic Projectionfactors had on the needs of the counties involved. (This should have been in-Factors Updatecluded in the 1985 needs study but time did not permit).

Normal Update -- 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.

1986 Unit Prices -- Shows the needs impact of the unit prices approved at the June 25-26, 1986 meeting.

1985 Traffic and--Represents the change in needs resulting from using the 1985 traffic and new trafficTraffic Projectionprojection 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.

Reinstatement of -- The previously mentioned 1985 legislation eliminating the 24/48 foot restriction 24/48 Foot Needs included the following concluding paragraph. Restriction

> "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.

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

	Count y	Basic 1985 25-Year Construction Needs	Effect of Eliminating Remaining Half Of 24' Needs Restriction	\$ Change	Effect of 1984 Traffic and Traffic Factor X Update Change	Effect Of 1986 Normal ≯ Update Change	Effect Of 1906 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
Diam Normal Normal <td></td>														
Distant Distant <t< td=""><td>Itasca</td><td>89, 909, 917</td><td>103, 979</td><td>0.1%</td><td>0 0.0%</td><td>(1,450,620) -1.6%</td><td>(3, 992, 592) -4, 5%</td><td>(3, 337, 025)</td><td>-3.9%</td><td>(207, 958) -0.3%</td><td>81, 025, 701</td><td>(8,884,216)</td><td>-9.9%</td><td></td></t<>	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%	
Lines Ministry Ministry <thministry< th=""> Ministry <th< td=""><td>Lake</td><td>51, 516, 343</td><td>. 0</td><td>0.0%</td><td>0 0.0%</td><td>(104,072) -0.24</td><td>778,606 1.5%</td><td></td><td></td><td>0 0.0% 0 0.0%</td><td></td><td></td><td>-5.1×</td><td>Pine</td></th<></thministry<>	Lake	51, 516, 343	. 0	0.0%	0 0.0%	(104,072) -0.24	778,606 1.5%			0 0.0% 0 0.0%			-5.1×	Pine
	St. Louis	319, 523, 948	6,614,641	2.1%	0 0.0%	18, 442, 956 5. 7%					, ,			
Marker Spring C C Spring C C Spring C C Spring C C Spring C Spring C Spring C Spring	Beltrami		•				•	-		• •	, ,			
	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
Direction Grant Strate Grant Strate <td>Lake of the Woods</td> <td>15, 785, 087</td> <td>0</td> <td>0.0%</td> <td>0 0.0%</td> <td>(484, 189) -3. 1%</td> <td>(335, 133) -2.21</td> <td>0</td> <td>0.0%</td> <td>0 0.0%</td> <td>14, 965, 765</td> <td>(819, 322)</td> <td></td> <td></td>	Lake of the Woods	15, 785, 087	0	0.0%	0 0.0%	(484, 189) -3. 1%	(335, 133) -2.21	0	0.0%	0 0.0%	14, 965, 765	(819, 322)		
bh bh<	Norman	48, 847, 095	0	0.01	(3, 643, 771) -7.54	(405, 490) -0.9#	(743,291) -1.7%	•					8.8×	Pennington
Tenner Lands State 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999	Polk	108, 469, 732	•	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
Distance Concent of the second s								• •		• ••••				
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array bits bits <t< td=""><td></td><td></td><td>0</td><td>0.0%</td><td>0 0.0%</td><td>359,726 1.34</td><td>(468,626) -1.7%</td><td>0</td><td>0.0%</td><td>0.0%</td><td>27, 625, 433</td><td>(108, 900)</td><td>-0.4%</td><td>Kanabec</td></t<>			0	0.0%	0 0.0%	359,726 1.34	(468,626) -1.7%	0	0.0%	0.0%	27, 625, 433	(108, 900)	-0.4%	Kanabec
Dame Calcular Status Status<	Morrison	43, 698, 378	194, 952	0.4%	0 0.0%	2, 523, 679 5. 7%	1,543,655 3.34	0	0.0%	(389, 904) -0.8%	47, 570, 760	3, 872, 382	8.9%	Morrison
$ \begin{array}{c} 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 $	Stearns	76, 242, 666	59, 959	0.1%	0 0.0%	5,294,173 6.9%	765,250 0.94	Ō	0.0%	(119, 918) -0.1#	82, 242, 130	5, 999, 464	7.9%	Stearns
District Johan 20, On Control Control Owner Contro Owner Control Owner Control <td>kadena</td> <td>19, 878, 220</td> <td>0</td> <td>0.0%</td> <td>0 0.0%</td> <td>555, 512 2.8%</td> <td>(42,648) -0.2%</td> <td>0</td> <td></td> <td>0 0.0%</td> <td>65, 017, 768</td> <td>3, 542, 281</td> <td>5.8%</td> <td>Wright</td>	kadena	19, 878, 220	0	0.0%	0 0.0%	555, 512 2.8%	(42,648) -0.2%	0		0 0.0%	65, 017, 768	3, 542, 281	5.8%	Wright
$ \begin{array}{c} 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 $		• •												
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Big Stone	10,241,417	0	0.01	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
	Douglas	37, 762, 655	270,507	0.7%	0 0.0%	(927, 901) -2.4%	(490, 378) -1.34 162, 322 1.04	-		•		• •		-
Definition Sec. (a) Definition Construct Definition Sec. (a) Definition Definition <thdefinition< t<="" td=""><td></td><td>• •</td><td></td><td>0.5%</td><td>0 0.0%</td><td>(182,066) -0.2%</td><td>(562,890) -0.6×</td><td>0</td><td>0.0%</td><td>(889, 942) -0. 9%</td><td>96, 863, 914</td><td>(1, 189, 927)</td><td>-1.2%</td><td>Otter Tail</td></thdefinition<>		• •		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
	Stevens	26, 418, 975	202, 436	0.81	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
Binner Final Exp. (n) C. (n) Exp. (n) C. (Traverse	17, 750, 356	0	0.0%	0 0.0%	144,443 0.6%	5,570,685 31.14	2,634,462	11.2%	0 0.0%	26,099,948	8,349,590	47.0%	Traverse
Dummershow H_1(2):11 JOS 228 C2.550 JON ASI			1,225,674		2, 370, 377 0.6%	•		4, 824, 830				397, 534	-0.1\$	District 4 Totals
Start (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) </td <td>Carver</td> <td>44, 152, 114</td> <td>1,015,228</td> <td>2, 3%</td> <td>(2,235,511) -4.9%</td> <td>3,007,833 7.0%</td> <td>(833, 029) -1.8%</td> <td>0</td> <td>0.0%</td> <td>(2,030,456) -4.5%</td> <td>43, 076, 179</td> <td>(1,075,935)</td> <td>-2.4%</td> <td>Carver</td>	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
Design of the standard	Scott	40, 866, 383	4, 121, 758	10.1%	(1,157,972) -2.6%	1,614,002 3.7%	(183, 120) -0.4%	0	0.0%	(8,243,516) -18.2%	37,017,535	(3, 848, 848)	-9.4%	Scott
Fremen 61,031,192 CSS,05 0.55 0.50 0.55 (1,0,1,00) -1.75 (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (2,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70) (1,11,70)						708,494 2.0%			0.0%	0 0.0%	34,781,401	(558, 313)	-1.6%	Dodge
Nome Co., Co. Statute Numer 4, 33, 14, 17, 126 1.15 0.05 Co., Co., Co., Co., Co., Co., Co., Co.,	Freeborn	64,551,782	535,065	0.8%	0 0.0%	(453, 224) -1). 7%	(1,421,703) -2.24	0	0.01	(1,070,130) -1.7%	62, 141, 790	(2,409,992)	-3.7%	Freeborn
Dimeted TG, Sam, 776 TL, Sam, 716	Houston	50, 111, 506	0	0.0%	0 0.0%	(170, 812) -(). 3%	(991,217) -1.7%	0	0.0X	0 0.0%	58,949,477	(1,162,029)	-1.9%	Houston
Stepic T_1 (T_1 (T_2) T_1 (T_2) T_1 (T_2) T_1 (T_2) T_2 (Olasted	70, 288, 778	761,300	1.1%	0 0.0%	(1,282,217) -1.8%	(6, 798, 529) -9. 7%	•	0.0%	(1,522,600) -2.4%	61, 446, 732	(8,842,046)	-12.6*	Olmsted
District 6 Totals 6A3, 80.7 4, 100, 633 0.65 550, 283 0.15 1, 211, 353 0.24 (15, 534, 64) -2.45 0 0.05 (42, 673) -1.65 74, 627, 795 (17, 783, 749) -2.45 Bitstrict 6 Totals Bits Bits Bits C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C C <	Steele	37, 473, 530	1,118,257	3.0%		• •	(1,586,591) -2.5%	0	0.0%	0 0.0%	60, 710, 767	(1, 968, 929)	-3.1%	Wabasha
Dome TS, 116, 24 227, 722 0.65 0 0.67 (TS, 11, 1-16) 0 0.67 (TS, 11, 1-16) 0 0.67 (TS, 11, 10) 1.61 0.67 (TS, 11, 10) 1.61 0.67 (TS, 11, 10) 1.61 0.67 0 0.67 0 0.67 0 0.67 0 0.67 (TS, 11, 10) 1.61 0.65 0 0.67 0 0.67 0 0.67 (TS, 11, 10) 0.67 (TS, 11, 10) 0 0.67 0 0.67 0 0.67 (TS, 11, 10) 0 1.75 Jackson Le Sawer T, 124, 470 0 0.66 1.07 1.1205, 151 0 0.67 0 0.67 0 0.67 1.05 0.163 1.140 1.1405, 151 1.1405, 151 1.1405, 151 1.1405, 151 1.1405, 151 1.1405, 151 1.1405, 151 1.1405, 151 1.1405, 151 1.1405, 151 1.1405, 151 1.1405, 151 1.150 0.06 0.06 1.053, 116 1.155 1.150 1.1111,							•	•		•		•		
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Instruct 37, 124, 1470 0 0.05 3, 197, 183 10.75 1, 15, 15, 13-2-25 0 0.05 0 0.05 39, 190, 800 2, 785, 100 7, 75 Le Sueur Nartin 61, 776 12, 35, 105 0.55 0.55 0.05 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001, 001 1, 001	Cottonwood	47, 728, 294	0	0,0%		•	• •	•	0.0%	0 0.01	67, 024, 068	(258, 344)	-0.4%	Faribault
Nicoline 33,615,485 240,377 0.75 0 0.05 (48,904)-1.68 0.06 (480,754)-1.48 33,061,979 (534,506)-1.65 Nicoline Nobles 59,379,371 603,833 1.05 0 0.05 (12,055,561-2.05 56,1573) (12,165,536) 21,155 30,611 (423,488) -1.35 80ck Sibley 41,657,990 0 0.05 0 0.05 (13,055,111-2.55 0 0.05 0 0.05 0 0.05 80,05,111 (423,488) -1.35 80ck Nisseca 43,752,153 342,222 0.85 0 0.05 10,05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05 0 0.05	Le Sueur	37, 124, 470	0	0.0%	0 0.01	3, 987, 893 10.7%	(1,201,543) -2.9%	0	0.01	0 0.0%	39, 910, 820	2, 786, 350	7.5¥	Le Sueur
Back 33, 40, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005 00, 005	Nicollet	33, 616, 485	240, 377	0.7\$	0 0.0%	320,775 0.9%	(614, 904) -1.8%	0	0.0%	(480,754) -1.4%	33, 081, 979	(534, 506)	-1.6×	Nicollet
Masses 43,726,136 342,622 0.65 0 0.05 (64,131 - 0.55 0 0.05 (6,31,6) + 0.1.65 38,407,287 (5,31,6) + 49 -12.25 Hatomean Matomean 37,355,959 0 0.05 0 0.05 759,237 2.15 (1,340,355) - 3.55 0 0.05 60,073 65,784,770 (571,128) -1.5.5 Matomean District 7 Totals 660,479,829 2,423,080 0.45 (4,628,255) - 0.75 (502,730) -1.65 (90,074) - 1.65 (90,074) - 1.65 (90,074) - 1.65 (90,074) - 1.65 (90,074) - 1.65 (90,074) - 1.65 (90,074) - 1.65 (90,074) - 1.65 (90,074) - 1.65 (90,074) - 1.65 (90,074) - 1.65 (90,075) - 0.05 63,08,016 3,762,797 7.25 Kandiyohi Lac Qui Parle 35,543,100 0.075 (10,77,755) - 3.05 (00,07 (00,075) - 0.05 0.075 0.075 0.075 0.075 20,075 21,071 7.25 Kandiyohi Lincoln 24,014,014 0.075 0.075 0.075 0 0.075 0 0.075 1.455 56,308,016 3,762,797	Rock	33, 490, 099	0	0.0%	0 0.0%	(498, 985) -1.5%	69,497 0.2%	0 0	0.0%	0 0.0%	33, 050, 611	(429, 488)	-1.3%	Rock
District Fools Construct Fools C	kaseca	43, 725, 136	342,252	0.6%	0 0.0%	(241, 113) -0.5% 769, 237 2.1%	(4, 735, 484)-10.8× (1, 340, 365) -3.5×	0	0.0%	0 0.0%	36, 784, 770	(571, 128)	-1.5%	Watonwan
Christeria Control Control <td></td> <td></td> <td></td> <td></td> <td></td> <td>·</td> <td></td> <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						·		•						
Lincoln 24,014,847 0 0.0% 0 0.0% 254,372 1.1% (357,411) -1.5% 0 0.0% 0 0.0% 23,911,808 (103,039) -0.4% Lincoln Lyon 47,734,240 174,550 0.4% 0 0.0% 1,925,550 4.0% (883,791) -1.6% 0 0.0% (349,100) -0.7% 48,601,449 867,209 1.8% Lyon Mc Leod 41,512,255 411,689 1.0% 0 0.0% (435,174) -1.0% (1374,121) -4.8% 0 0.0% (349,100) -0.7% 48,601,449 867,209 1.8% Lyon Mc Leod 41,512,255 91,629 104,211 0.4% 0 0.0% 653,631 2.9% (1574,977) -1.7% 0 0.0% (208,422) -0.7% 29,825,152 233,523 0.8% Meeker Murray 37,545,816 0 0.0% 0 0.0% 0 0.0% 167,856 0.6% 425,812 1.4% 0 0.0% 0 0.0% 30,585,594 553,668 2.0% Pipestone Redwood 46,508,510 241,312 0.5% 0 0.0% 167,856 0.6% 425,812 1.4% 0 0.0% 0 0.0% 30,055,594 553,668 2.0% Pipestone Redwood 46,508,510 241,312 0.5% 0 0.0% 1,142,564 1.5% (2,212,421) -2.8% 0 0.0% 0 0.0% 76,298,305 (1,069,857) -1.4% Redwood Renville 77,368,162 0 0.0% 0 0.0% 1,142,564 1.5% (2,212,421) -2.8% 0 0.0% 0 0.0% 1,222,049 9.1% Redwood Renville 77,368,162 0 0.0% 0 0.0% 1,142,564 1.5% (2,212,421) -2.8% 0 0.0% 0 0.0% 44,198,783 1,597,408 4.0% Yellow Medicine District 8 Totals 492,574,625 1,550,001 0.3% (1,578,485) -0.3% 11,194,839 2.3% (4,144,522) -0.8% 0 0.0% (3,100,002) -0.6% 496,347 3,921,721 0.8% Yellow Medicine District 8 Totals 492,574,626 11.4% 318,656 0.3% 10,15% (15,5% 157,05% 0.1% 0 0.0% (3,100,002) -0.6% 44,198,758 4,694,633 11.9% Chisago Dakota 86,253,552 9,855,643 0 0.00% 0 0.0% 157,055 0.1% 0 0.0% (3,100,002) -0.6% 44,198,758 4,694,834 11.9% Chisago Dakota 86,253,552 9,855,643 0 0.00% 0 0.0% 157,055 0.1% 0 0.0% (3,100,002) -0.6% 44,198,758 4,694,834 11.9% Chisago Dakota 86,253,552 9,856,668 11.4% 318,65% 0.3% 10,15% (15,5% 157,05% 0.1% 0 0.0% (46,139,266) -25.7% 133,724,164 (24,695,317) -15.6% Ramsey Kashington 50,630,355 1,803,417 3,65 249,649 0.5% 1,827,455 3.5% (208,566) -0.4% 0 0.0% (3,606,834) -5.6% 50,655,495 65,131 0.1% Mashington District 9 Totals 334,818,422 34,729,736 10.4% 503,371 0.1% 18,709,470 5.1% (3,645,352) -0.9% 0 0.0% (65,453,56,347 -5.6% 50,655,495 65,131 0.1% Mashington Distr	Kandiyohi	52, 545, 219	415, 468	0.8%	0 0.0≭	1,259,259 2.4%	2, 919, 006 5. 4%	0	0.0%	(830, 936) -1.5× 0 0.0×	56, 308, 016 35, 729, 123	3,762,797 186,015	7.2¥ 0.5≭	Kandiyohi Lac Qui Parle
Heeker 29,591,629 104,211 0.4x 0.0x 853,631 2.9x (515,897) -1.7x 0 0.0x (208,422) -0.7x 29,825,152 233,523 0.8x Meeker Murray 37,545,816 0 0.0x 0.0x 205,402 0.5x (1,671,349) -4.4x 0 0.0x 0.0x 36,079,869 (1,465,947) -3.9x Murray Pipestone 29,991,926 0 0.0x 0.0x 167,856 0.6x 425,812 1.4x 0 0.0x 0.0x 30,585,594 593,366 2.0x Pipestone Redwood 46,508,510 241,312 0.5x 0 0.0x 5,336,845 11.4x (883,084) -1.7x 0 0.0x 482,624) -0.9x 50,720,959 4,212,449 9.1x Redwood Remville 77,366,162 0 0.0x 0 0.0x 0.0x 0 0.0x 0.0x 0.0x 11,42,863 0.0x 0.0x 11,223,028 1,597,408 4.0x Yellow Medicine District 8 Totals 492,574,625	Lincoln Lyon	24,014,847 47,734,240	0 174, 550	0.0% 0.4%	0 0.0% 0 0.0%	254, 372 1.1% 1, 925, 550 4.0%	(883,791) -1.8%	0	0.0%	(349, 100) -0.7%	48,601,449	867,209	1.8%	Lyon
Dipertone 29,91,265 0 0.0x 0 0.0x 167,856 0.6x 425,812 1.4x 0 0.0x 30,585,594 593,668 2.0x Pipestone Pipestone 29,91,265 0 0.0x 0 0.0x 30,585,594 593,668 2.0x Pipestone Redwood 465,508,510 241,312 0.5x 0 0.0x 5,336,845 11.4x (883,084) -1.7x 0 0.0x 4(482,624) -0.9x 50,720,959 4,212,449 9.1x Redwood Remville 77,368,162 0 0.0x 0 0.0x 0 0.0x 0 0.0x 0.0x 142,23,028 1,577,408 4.0x Yellow Medicine 91,625,520 0 0.0x 0.0x 0.0x 0.0x 0.0x 0.0x 41,223,028 1,597,408 4.0x Yellow Medicine District 8 Totals 492,574,626 1,550,001 0.3x (1,578,485) -0.3x 11,194,839 2.3x (4,144,632) -0.8x 0 0.0x 43,694,834 11.9x District 8 Totals	Meeker	29,591,629	104,211	0.4%	0 0.0%	853,631 2.9%	(515,897) -1.74	0	0.0%	(208,422) -0.7%	29,825,152	233,523	0.8≭	Neeker
Remville 77,366,162 0.00x 0.00x 1,142,564 1.5x (2,212,421) -2.8x 0 0.0x 76,298,305 (1,069,857) -1.4x Renville Yellow Medicine 33,625,620 0 0.0x 0 0.0x 1,142,564 1.5x (2,212,421) -2.8x 0 0.0x 0 0.0x 41,223,028 1,597,408 4.0x Yellow Medicine District 8 Totals 492,574,626 1,550,001 0.3x (1,578,485) -0.3x 11,194,839 2.3x (4,144,632) -0.8x 0 0.0x (3,100,002) -0.5x 496,496,347 3,921,721 0.8x District 8 Totals District 8 Totals 492,574,626 11,550,001 0.3x 11,194,839 2.3x (4,144,632) -0.8x 0 0.0x (3,100,002) -0.5x 496,496,347 3,921,721 0.8x District 8 Totals Dakota 86,263,652 9,856,686 11.4x 318,696 0.3x 10,155,030 10.5x 157,065 0.1x 0 0.0x (19,713,372) -18.5x 87,037,757 774,105 0.9x Dakota <td>Pipestone</td> <td>29, 991, 926</td> <td>0</td> <td>0.0%</td> <td>0 0.014</td> <td>167,856 0.6#</td> <td>425,812 1.4%</td> <td>0</td> <td>0.0%</td> <td>0 0.0%</td> <td>30, 585, 594</td> <td>593, 668</td> <td>2.0%</td> <td>Pipestone</td>	Pipestone	29, 991, 926	0	0.0%	0 0.014	167,856 0.6#	425,812 1.4%	0	0.0%	0 0.0%	30, 585, 594	593, 668	2.0%	Pipestone
District 8 Totals 492, 574, 626 1, 550,001 0.3x (1, 578, 485) -0.3x 11, 194, 839 2.3x (4, 144, 632) -0.8x 0 0.0x (3, 100, 002) -0.6x 496, 496, 347 3, 921, 721 0.8x District 8 Totals Chisago 39, 503, 924 0 0.0x 6, 631, 803 16.8x (1, 936, 969) -4.2x 0 0.0x 44, 198, 758 4, 694, 834 11.9x Chisago Dakota 86, 263, 652 9, 856, 686 11.4x 318, 696 0.3x 10, 155, 030 10.5x 157, 065 0.1x 0 0.0x (19, 713, 372) -18.5x 87, 037, 757 774, 105 0.9x Dakota Ramsey 158, 420, 481 23, 069, 633 14.6x (64, 974) 0.0x 95, 172 0.1x (1, 656, 882) -0.9x 0 0.0x (46, 139, 266) -25.7x 133, 724, 164 (24, 696, 317) -15.6x Ramsey Washington 50, 630, 365 1, 803, 417 3.6x 249, 649 0.5x 1, 827, 465 3.5x (208, 566) -0.4x 0 0.0x (3, 606, 834) -6.6x	Renville	77, 368, 162	0	0.0%	0 0.0% 0 0.0%	1,142,564 1.5%	(2,212,421) -2.8× (324,507) -0.8×	0	0.0%	0 0.0×	76, 298, 305 41, 223, 028	(1,069,857) 1,597,408	-1.4% 4.0%	Renville Yellow Medicine
Dakota 86,263,652 9,856,666 11.4% 318,695 0.3% 10,155,030 10.5% 157,065 0.1% 0 0.0% (19,713,372) -18.5% 87,037,757 774,105 0.9% Dakota Ramsey 158,420,481 23,069,633 14.6% (64,974) 0.0% 95,172 0.1% (1,656,882) -0.9% 0 0.0% (46,139,266) -25.7% 133,724,164 (24,696,317) -15.6% Ramsey Washington 50,630,365 1,803,417 3.6% 249,649 0.5% 1,827,465 3.5% (208,566) -0.4% 0 0.0% (3,606,834) -6.6% 50,695,496 65,131 0.1% Washington District 9 Totals 334,818,422 34,729,736 10.4% 503,371 0.1% 18,709,470 5.1% (3,645,352) -0.9% 0 0.0% (69,459,472) -18.0% 315,656,175 (19,162,247) -5.7% District 9 Totals	District 8 Totals	492, 574, 626	1,550,001	0.3%		11, 194, 839 2.3%	• •				, ,			
Washington 50,630,365 1,803,417 3.6x 249,649 0.5x 1,827,465 3.5x (208,566) -0.4x 0 0.0x (3,606,834) -6.6x 50,695,496 65,131 0.1x Washington District 9 Totals 334,818,422 34,729,736 10.4x 503,371 0.1x 18,709,470 5.1x (3,645,352) -0.9x 0 0.0x (69,459,472) -18.0x 315,656,175 (19,162,247) -5.7x District 9 Totals	Dakota	86, 263, 652	9, 856, 686	11.4%	318,696 0.3%	10,155,030 10.5%	157,065 0.1#	0	0.0≴	(19, 713, 372) -18.5×	87,037,757	774,105	0.9%	Dakota
	Washington	50, 630, 365	1,803,417	3.6%	249,649 0.5×	1,827,465 3.5%	(208, 566) -0.4%	0	0.0%	(3,606,834) -6.6%	50,695,496	65, 131	0.17	Washington
		-						\$5, 464, 222	0.1%	· •	\$4,656,668,402	(\$85,350,514)	-1.8%	state totals

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NEEDS

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

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.

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RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

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	RESTRICTED 1985 25 YEAR CONSTRUCTION	BASIC 1986 25-YEAR Construction	CHANGE FROM RESTRICTED 1985	% CHANGE FROM RESTRICTED 1985	RESTRICTED %	RESTRICTED 1986 25 YEAR CONSTRUCTION	1986 SCREENING BOARD	COUNTY	
COUNTY	NEEDS	NEEDS	NEEDS	NEEDS	CHANGE	NEEDS	RESTRICTION	COUNTY	
Carlton Cook	941, 973, 598 44, 386, 426	941, 783, 370 47, 267, 727	(\$190,228) 2,881,301	-0.5% 6.5%				Carlton Cook	
Itasca	89, 909, 917	81, 025, 701	(8, 884, 216)	-9.9%				Itasca	
Koochiching Lake	36, 679, 369 41, 592, 609	33, 468, 329 50, 032, 858	(3,211,040) 8,440,249	-8.8% 20.3%		\$49,328,834	(\$704,024)	Koochiching Lake	
Pine	94, 631, 752	98, 422, 940	3, 791, 188	4.0%				Pine	
St. Louis District 1 Totals	319, 523, 948 668, 697, 619	337, 929, 709 689, 930, 63 4	18, 405, 761 21, 233, 015	5.8% 3.2%				St. Louis District 1 Totals	
								Ballanari	
Beltrami Clearvater	65, 947, 450 34, 606, 466	65, 717, 100 36, 854, 514	(230,350) 2,248,048	-0.3% 6.5%				Beltrami Clearwater	
Hubbard	34, 670, 583	38, 062, 835	3, 392, 252	9.8%				Hubbard	
Kittson Lake of the Woods	44,045,23 5 15,785,087	46, 342, 459 14, 965, 765	2,297,224 (819,322)	5.2% -5.2%				Kittson Lake of the Woods	
Narshall	70, 476, 760	69, 394, 713	(1,082,047)	-1.5%				Marshall	
Norman Pennington	48, 847, 095 23, 375, 518	44, 054, 543 25, 443, 327	(4,792,552) 2,067,809	-9.8% 8.8%				Norman Pennington	
Polk	108, 469, 732	108, 768, 370	298, 638	0.3%				Polk	
Red Lake Roseau	20, 706, 216 49, 426, 273	21,628,662 51,926,862	922, 446 2, 500, 589	4.5% 5.1%				Red Lake 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 Case	22, 025, 711 6 4 , 753, 814	21, 625, 940 68, 139, 38 4	(399,771) 3,385,570	-1.8% 5.2%				Benton Cass	
Crow Wing	49, 109, 612	50, 232, 089	1, 122, 477	2.3%				Crow Wing	
Isanti Kanabec	28,675,008 27,73 4 ,333	27, 850, 644 27, 625, 433	(824,364) (108,900)	-2.9% -0.4%				Isanti Kanabec	
Mille Lacs	30, 414, 962	32, 963, 643	2, 548, 681	8.4%				Mille Lacs	
Morrison Sherburne	43, 698, 378 15, 508, 071	47, 570, 760 14, 344, 998	3,872,382 (1,163,073)	8.9% -7.5%				Morrison Sherburne	
Stearns	76, 283, 747	82, 242, 130	5, 958, 383	7.8%				Stearns	
Todd Wadena	45, 961, 663 19, 955, 141	48, 252, 870 21, 623, 039	2,291,207 1,667,898	5.0% 8.4%				Todd 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 Clay	10, 241, 417 71, 183, 982	11, 550, 376 64, 001, 588	1, 308, 959 (7, 182, 394)	12.8% -10.1%				Big Stone Clay	
Douglas	37, 762, 655	36, 073, 869	(1,688,786)	~4.5%				Douglas	
Grant Nahnomen	15,645,373 13,809,374	16, 218, 218 13, 13 4 , 356	572,845 (675,018)	3.7% -4.9%				Grant Nahnomen	
Otter Tail	98, 053, 841	96, 863, 914	(1, 189, 927)	-1.2%				Otter Tail	
Pope Stevens	28, 264, 305 26, 418, 975	27, 879, 308 28, 70 4, 44 9	(384,997) 2,285,474	-1.4% 8.7%				Pope Stevenø	
Swift	36, 411, 904	38, 525, 887	2, 113, 983	5.8%				Swift	
Traverse Wilkin	18, 407, 959 29, 738, 823	26,099,948 27,471,977	7,691,989 (2,266,846)	41.8% -7.6%		\$21,831,839	(\$4,268,109)	Traverse Wilkin	
District 4 Totels	421, 697, 624	424, 725, 907	3, 028, 283	0.7%				District 4 Totals	
Anoka	\$57, 852, 690	947, 246, 148	(\$10,606,542)	-18.3%				Anoka	
Carver	44, 152, 114	43, 076, 179	(1,075,935)	-2.4%				Carver	
Hennepin Scott	302, 118, 033 40, 866, 383	276, 694, 947 37, 017, 535	(25, 423, 086) (3, 848, 848)					Hennepin Scott	
District 5 Totals	444, 989, 22 0	404, 034, 809	(40, 954, 411)	-9, 2%				District 5 Totals	
Dodge	35, 339, 714	34, 781, 401	(558, 313)					Dodge	
Fillmore Freeborn	97, 362, 906 64, 178, 372	96, 136, 949 62, 141, 790	(1,225,957) (2,036,582)					Fillmore Freeborn	
Goodhue	62, 935, 195	62, 459, 027	(476, 168)	-0.8%				Goodhue	
Houston Mover	59, 666, 191 49, 433, 415	58, 949, 477 48, 416, 228	(716,714) (1,017,187)					Houston Mover	
Olmsted	70, 288, 778	61, 446, 732	(8, 842, 046)	-12.6%				Olmsted	
Rice Steele	42, 910, 602 37, 473, 530	42, 506, 341 37, 584, 246	(404,261) 110,716	-0.9% 0.3%				Rice Steele	
Wabasha Winona	62, 679, 696 60, 737, 693	60,710,767	(1,968,929)					Wabasha	
District 6 Totals	643,006,092	60,858,065 625,991,023	120,372 (17,015,069)	0.2% -2.6%				Winona District 6 Totals	
Blue Earth	85, 363, 108	74, 637, 095	(10, 726, 013)	-12.6%				Rive Forth	
Brown	40, 116, 234	38, 126, 088	(1, 990, 146)					Blue Earth Brown	
Cottonwood Faribault	47, 728, 294 67, 282, 412	41,057,354 67,024,068	(6,670,940) (258,344)	-14.0% -0.4%				Cottonwood Faribault	
Jackson	71,060,669	58, 849, 360	(12, 211, 309)	-17.2%				Jackson	
Le Sueur Martin	37, 124, 470 63, 378, 673	39, 910, 820 59, 245, 824	2,786,350 (4,132,849)	7.5% ~6.5%				Le Sueur Martin	
Nicollet	33, 616, 485	33, 081, 979	(534, 506)	-1.6%				Nicollet	
Noble s Rock	59, 379, 371 33, 490, 099	58, 167, 503 33, 060, 611	(1,211,868) (429,488)					Nobles Rock	
Sibley Waseca	41, 657, 980 43, 726, 136	40, 659, 971	(998,009)	-2.4%				Sibley	
Watonwan	37, 355, 898	38, 4 07, 287 36, 784, 770	(5,318,849) (571,128)					Waseca 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)					Chippewa	
Kandiyohi Lac Qui Parle	52, 545, 219 35, 543, 108	56, 308, 016 35, 729, 123	3, 762, 797 166, 015	7.2% 0.5%				Kandiyohi Lac Qui Parle	
Lincoln	24, 014, 847	23, 911, 808	(103,039)	-0.4%				Lincoln	
Lyon Mc Leod	47, 734, 240 41, 512, 325	48, 601, 449 38, 690, 332	867,209 (2,821,993)	1.8% -6.8%				Lyon Mc Leod	
Neeker	29, 591, 629	29, 825, 152	233, 523	0.8%				Meeker	
Murray Pipestone	37, 545, 816 29, 686, 542	36, 079, 869 30, 585, 594	(1, 465, 947) 899, 052	-3.9% 3.0%				Murray Pipestone	
Redwood	46, 508, 510	50, 720, 959	4, 212, 449	9.1%				Redwood	
Renville Yellow Medicine	77, 368, 162 39, 625, 620	76, 298, 305 41, 223, 028	(1,069,857) 1,597,408	-1.4% 4.0%				Renville Yellow Medicine	
District 8 Totals		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	
Ra msey Washington	158, 420, 481 50, 630, 365	133, 724, 164 50, 695, 496	(24, 696, 317) 65, 131	-15.6% 0.1%				Ramsey Washington	
District 9 Totals	334, 818, 422	315, 656, 175	(19, 162, 247)					District 9 Totals	
STATE TOTALS	94, 723, 324, 183	\$4,656,668,402	(\$66,655,781)	-1.4%				STATE TOTALS	

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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.

County	FAS Fund Balance as of Sept. 1, 1986	Maximum Balance	Needs Deduction From the 1986 25-Year C.S.A.H. Construction Needs
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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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.

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COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

		Regular Account		Municipal Account			_		
	Unencumbered Construction Fund Balance As of	Maximum Balance 1986 Const.	1986 Construction Fund Balance "Needs"	Unencumbered Construction Fund Balance As of	Maximum Balance Larger of Either \$100,000 or 1984-1986	1986 Construction Fund Balance "Needs"	Total 1986 Construction Fund Balance "Needs"		
County	Sept. 1, 1986	Apportionment	Deduction	Sept. 1, 1986	Const. Apport.	Deduction	Deduction	County	
Carlton Cook	\$518,896 1,606,950	\$914,511 773,453	\$ 833,497	\$116,486 184,699	\$227,613 100,000	\$ 84,699	\$0 918,196	Carlton Cook	
Itasca	2,071,203	1,834,261	236, 942	64, 516	260,661		236, 942	Itasca	
Koochiching Lake	1,101,660 1,295,774	1,076,808 850,172	. 24,852 445,602	308,772 68,036	274,808 100,000	33,964	58,816 445,602	Koochiching Lake	
Pine St. Louis	1,024,435 5,812,766	1, 572, 766 5, 429, 198	383, 568	194,746 896,049	564,309 912,088		0 383,568	Pine 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 Hubbard	495,381 1,560,483	852,299 841,279	 719,204	131, 365 314, 521	138, 136 136, 602	 177,919	0 897, 123	Clearwater Hubbard	
Kittson	157, 563	1,003,102		245,552	197,643	47,909	47,909	Kittson	
Lake of the Woods Marshall	373, 939 716, 447	777, 546 1, 599, 770 [.]		16, 160 37, 751			0	Lake of th e Woods Marshall	
Norman Pennington	416,648 414,351	1,087,782 693,020		22,830 118,214		 18,214	0 18,214	Norman Pennington	
Polk	1	2, 192, 768		1	346,061		0	Polk	
Red Lake Roseau	227, 495 504, 251	572,900 1,181,088		64,683 314,429	•	 146,096	0 146,096	Red Lake Roseau	
District 2 Totals	5,812,632	12, 182, 909	719, 204	1,606,478		556, 397	1,275,601	District 2 Totals	
Aitkin Benton	510,937	1,198,560		134, 321		34, 321	34, 321	Aitkin	
Cass	498,908 1,666,452	603,230 1,312,722	353, 730	622, 853 189, 851	473, 435	438, 364	438,364 353,730	Benton Cass	
Crow Wing Isanti	423,402 315,374	953,969 711,024		183,566 21,312	•	<u> </u>	0 0	Crow Wing Isanti	
Kanabec	416, 210	653,083		86,005	100,000		0	Kanabec	
Mílle Lacs Morrison	86,340 370,214	667,825 981,405		115,747 65,117	•		0 0	Mille Lacs Morrison	
Sherburne Stearns	294,876 261,826	603,335 1,499,129		43,369 155,913			0	Sherburne Stearns	
Todd	749,088	1,003,792		312, 275	296, 390	15,885	15,885	Todd	
Wadena Wright	44,065 729,066	538, 420 1, 124, 330		257,990 511,932	•	· 856	856 0	Wadena Wright	
District 3 Totals	6,366,758	11,850,824	353, 730	2,700,251		489, 426	843,156	District 3 Totals	
Becker Big Stone	40,666 521,303	1,026,025 561,908		406,592 1	,	232,901	232,901 0	Becker Big Stone	
Clay	454, 213 114, 973	1,402,970		305,010	253, 372	51,638	51,638	Clay	
Douglas Grant	887,843	932, 112 569, 734	318, 109	189, 481 165, 146	154,884	10,262	328 , 371	Douglas Grant	
Mahnomen Otter Tail	338, 966 2, 253, 760	598,118 2,105,847	 147, 913	1 999, 620		 374,887	0 522 ,8 00	Mahnomen Otter Tail	
Pope	86,174	708,857		436, 150	202,870	233, 280	233, 280	Pope	
Stevens Swift	236, 134 358, 741	639, 261 813, 496		52, 338 243, 753	232, 160	11,593	0 11,593	Stevens Swift	
Tr averse Wilkin	222,628 280,105	549,050 764,318		98,614 262,463		 68,717	0 68,717	Traverse Wilkin	
District 4 Totals	5, 795, 506	10,671,696	466,022	3, 159, 169	·	983, 278	1,449,300	District 4 Totals	
Anoka Carver	\$752, 342	• •		\$1,98 272,49			\$0 0	Anoka Carver	
Hennepin	442,957 4,276,603	834, 370 4, 703, 917		5, 507, 80	5 3,065,452	2, 442, 353	2, 442, 353	Hennepin	
Scott District 5 Totals	1,015,917 6,487,819	844,238 7,585,865		111,90 5,894,17		; 2,442,353	171,679 2,614,032	Scott District 5 Totals	
Dodge	85,838	808,700)	224,83	9 156,510	68,329	68,329	Dodge	
Fillmore Freeborn	1,827,773 279,419	1, 596, 38 3 1, 343, 506		113,54 34,09			231,390 0	Fillmore Freeborn	
Goodhue	3,089	1, 116, 277		333, 23	1 310,034	23, 197	23, 197	Goodhue	
Houston Mower	1,171,309 162,437	1,060,295 1,142,164		189, 30 100, 48			119,032 0	Houston Mower	
Olmsted Rice	395, 872 0	1, 398, 288 900, 921		16 24,46	,		. 0	Olmsted Rice	
Steele	77, 977	882, 257		8,00	0 116,819)	0	Steele Wabasha	
Wabasha Winona	1,153,122 394,488	1,207,250)	101,23 21,87	3 143,608	2	114 ,877 0	Winona	
District 6 Totals	5, 551, 324	12, 494, 286	457, 281	1,151,23	7	99, 544	556,825	District 6 Totals	
Blue Earth Brown	8,710 289,418			241,25	1 39 2,233 4 276 ,080		0 0	Blue Earth Brown	
Cottonwood	420, 826	941,673	3		0 215,740)	0	Cattonwood	
Faribault Jackson	397,500 96,882	1,211,314	+	25,70 54,59	1 357, 445	5	0 0	Faribault Jackson	
Le Sueur Martin	1 353, 918	· · · · · · · · · · · · · · · · · · ·		459,64 44,86			0	Le Sueur Martin	
Nicollet	103, 774	783, 265	5	24, 98	1 100,000)	0	Nícollet Nobles	
Nobles Rock	435, 837 303, 440	673, 375	5	310,94 95,71	7 310, 575	5	0	Rock	
Sibley Was eca	0 166,638			3,18 3,94			0	Sibley Waseca	
Watonwan District 7 Totals	133, 152	727, 948	<u> </u>	60,08 1,324,90	2 333,508		0 41,524		
Chippewa Kandiyohi	311,619	1, 141, 615	ō		0 294, 785	5	0 0	Chippewa Kandiyohi	
Lac Qui Parle Lincoln	755,928 97,884			210,36 282,29	,		o 24,680 0	Lac Qui Parle Lincoln	
Lyon	291,169 980,475	893,400)	192,09 300,90	7 416,066	5	0 180,657	Lyon Mc Leod	
Mc Leod Meeker	600, 401	772,711		117,44	0 100,000) 17,440	17,440	Meeker	
Murray Pipestone	287,005 409,040	589, 775	5	166, 45 136, 17	0 278, 463	3	22 , 396 0	Murray Pipestone	
Redwood Renville	658,571 282,671	985,061	7	28,20 267,55	4 298, 984	4	0 12,184	Redwood Renville	
Yellow Medicine	180, 342	897, 572	2	265, 91	0 245, 70:	1 20, 205	20, 209	Yellow Medicine	
District 8 Totals	. ,			2,114,84		138,229		District 8 Totals	
Chisago Dakota	1 2, 336, 720			832,26 338,73				Chisago Dakota	
Ramsey Washington	6, 541, 775 880, 382	2, 937, 93	7 3, 603, 838	330, 34 385, 90	4 195, 201	7 135,137		Ramsey Washington	
District 9 Totals				1,887,24		475,62:		District 9 Totals	
STATE TOTALS	\$60, 769, 803	\$96,562,26	2 \$8,5 13,999	\$21,671,61	8	\$5,345,035	\$13,859,034	STATE TOTALS	

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	F	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 To	tals	бд	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 Wo	ods	_ 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
Polķ		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 To	tals	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 7	1,594,724	64,453	1,659,177
Wright District 3 To	tala	124	645,994	48,580	694,574
<i>P</i> IDUITUU J 10	ratp	124	18,179,699	888,643	19,068,342
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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, 49
Mahnomen	6	312,799	41, 410	354, 20
Otter Tail	16	3,606,167	28,492	3,634, 65 /
Pope	12	1,831,545	26,317	1,857,86
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	З	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
Wab as ha	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
Mc Leod	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 & 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

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:

- 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. \$69,774-\$57,662 = -17%

$$\frac{369,774-357,882}{$69,774} = -17$$

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.

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

······································				esign Grading			Adjusted		al Complete	
	Pro	jects	% of Sys- tem Having	Average	Average	Rural Grading	Rural Grading		Grading in 1986	Effects on 1986 - 25 Yea
County			Complete	Construction	Needs	Cost	Cost	Ne	eds Study	Construction
	#	Miles		Cost/Mile	Cost/Mile	Factor	Factor	Miles	Cost	Needs
CARLTON	1	1.6	1%	121161	[#] 121,161			168,25	# 16 48 9 390	
COOK	1	0.2		432,770	93,170	+ 364%		135.71	20,378,323	
TTASCA	2	8.2	2%	57,662	69774	- 17%	-3%	368.58	23,798,766	- ¹ 7/3 96
KoocHicHing	3	4.8	3%	95064	71524	+ 33%	+103	145.96	8,237,438	+ 823,74
LAKE	1	0.4		203.610	197,000	+ 3%		146.42	30,645,218	
PINE	5	9.0	3%	121795	133/02	- 8%	-2%	310.28	45,158 543	- 90317
ST Louis	5	10.8	1%	210514	205157	+ 3%		995.63	165,802,990	
					,					
	+									
	+									
DIST I TATAL	18	2-0	2%	[#] 133,134	[#] 131,973	1 1 3		20-74 02	H 310,510,668	\$ 76070
DIST. I TOTALS	10	35.0	2/0	133,134	121,413	+13		2,270.83	510,510,668	- 79339

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<u></u>		1984-	-85 Rural De	sign Grading		1	Adjusted	Rura	al Complete	
	Pro	jects	% of Sys-			Rural	Rural		Grading	Effects on
Country			tem Having	Average Construction	Average Needs	Grading Cost	Grading Cost	NL	in 1986	1986 - 25 Year Construction
County	#	Miles	Complete Grading	Cost/Mile	Cost/Mile	Factor	Factor	Miles	eeds Study Cost	Needs
DELERANI		<u> </u>		Å.	Star.	a de la constante	have a second of the second of	and the second secon	Ø	4-437627
BELTRANI	3	9.0	3%	101,336	108032	-62	-2%	264.58	21,981.367	- 437621
CLEARWATER	6	12.2	7%	61229	67043	- 9%	-673	176.25	12,826,502	- 769,590
HUEBARD		2.0	1%	87,575	79,238	+11%	+12	203.13	14,165,726	+ 141.657
KITTSON								261.55	16,599,190	
LAKE OF THE WOOD	2	10.9	12%	67,398	70,128	- 4%	-4%	88.28	4,510,720	- 180429
MARSHALL	2	7.8	2%	56,636	67,032	-16%	- 3%	376.16	21, 831, 639	- 6549-19
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	56,383	-7%	-5%	391.88	18,383,900	-1419,195
RED LAKE					nacasa . Di na ka mandunian sa			101.23	7,454,943	
ROSEAU	3	21.1	8%	52338	62603	-16%	-13%	253.46	13,798,521	- 1,793,808
						0-2 ⁰⁻¹				
									· · · · · · · · · · · · · · · · · · ·	
DIST. 2 TOTALS	24	96.6	40	4 60,455	466,788	-9%		2454.82	157,695,66/	- 5,805,009

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

			-85 Rural De	esign Grading	·		Adjusted	Rura	al Complete	
	Pro	jects	% of Sys-			Rural	Rural		Grading	Effects on
County			tem Having Complete	Average Construction	Average Needs	Grading Cost	Grading Cost	No	in 1986 eeds Study	1986 - 25 Year Construction
councy	#	Miles	Grading	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Cost	Needs
AITKIN	7	25.5		H 102 284	473368	+39%		263.16	11	4
BENTON	3	8.1	7%	44 448	43836		+18	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	97327	+ 116%	+12%	140.50	11678 220	+ 1,401,386
KANNBEC	2	4.6	4%	62043	84184	-26%	-10%	122.38	10 506 121	- 1,050,612
Mille LACS	1	2.3	2%	82213	66 194	+ 26%	+ 5%	128.14	10.580,983	+ 529,049
MORRISM	-			ŕ				228.10	14,443,882	
SHERBURNE	2	12.5	19%	24467	34.621	- 29%	-29%	65.09	2300012	- 667,003
STEAPHS	ス	3.4	12	137,742	128439	+ 7%	+1%	314.83	24 927,998	+ 249,280
T322		-						230,50	14.820,184	
VEDEMA								107.59	6.150,481	
CIPIEHT	4	7.0	3%	119699	132,240	-9%	- 3%	231.19	18 215 745	- 546,472
DIST. 3 TOTALS	75	70,3	3%	# 82 889	1772711	+142		2492.08	* 82,450,35	+ 10,705,655

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				esign Grading		·	Adjusted	Rura	1 Complete	
	Pro	jects	% of Sys-	Average	Average	Rural Grading	Rural Grading		Grading in 1986	Effects on 1986 - 25 Year
County			tem Having Complete	Construction	Needs	Cost	Cost	Ne	eds Study	Construction
councy	#	Miles	Grading	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Cost	Needs
BECKER	Z	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	43427	+17%	+12%	275.61	10, 598 413	+1,271,810
DOUGLAS	2	7.0	5%	62378	59,786	+42	+2%	131.08	6,114,791	+ 122 294
GRANT	iii aa							121.14	5 087 644	
MAHNOMEN								80,30	3,244,668	
OTTER TAIL		0.6		89867	60780	+ 48%		373,31	26,152,057	and the second sec
POPE			20-0 ¹⁰ 0-		alizaçıyya Mərəfi kayı yapını dörəndinca sonana			163.21	10.111, 445	
STEVENS								147.27	7952 542	
SWIFT	4	8.3	6%	27712	35,585	- 227	-13%	145.21	5,725,495	- 744 314
TRAVERSE			an a		ىرىمىيە ئىرىمىيە ئىرىكىيە <u>بەر بەر بەر بەر بەر بەر بەر بەر بەر بەر </u>			105.41	4,643,954	
WILKIN	1	3.0	2%	43.303	25040	+ 73%	+15%	154.02	5,226,669	+ 784,000
					-					
DIST. 4 TOTALS	16	53,1	3%	# 44,702	* 42514	+ 5%		1944.74	95,747,305	+ 1,003641

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

	Pro	1984 jects	-85 Rural Do % of Sys-	esign Grading		Rural	Adjusted Rural	Rura	al Complete Grading	Effects on
County	#	Miles	tem Having Complete	Average Construction Cost/Mile	Average Needs Cost/Mile	Grading Cost Factor	Grading Cost Factor	Miles	in 1986 eeds Study Cost	1986 - 25 Year Construction Needs
ANOKA	2	3.6	4%	117,944	# 128.301	-8%	-32	91.29	13910 633	-417,319
CARVER	2	4.1	48	82362	98.747	-17%	-7%	114.07	11.438, 342	
HENNERIN	2	4.1	3%	468.673	376,115	+25%	+8%	126,26	22,707,555	+ 1816604
SCOT								100.93	7566737	
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DIST. 5 TOTALS	6	11.8	3%	# 227014	203,83/	+ 11%		432.55	\$ 55 623 273	+ "598,601

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				esign Grading			Adjusted	Rura	al Complete	
	Pro	jects	% of Sys-	A	8.40.0 F F F	Rural	Rural		Grading	Effects on
County			tem Having Complete	Average Construction	Average Needs	Grading Cost	Grading Cost	Nc	in 1986 eeds Study	1986 - 25 Year Construction
councy	#	Miles		Cost/Mile	Cost/Mile	Factor	Factor	Miles	Cost	Needs
DODGE	5	9.8	7%	\$ 67,197	\$ 59803	+ 12%	+8%	138.%	# 8.676,602	N + 694,28
FILLMORE	/	4.2	1%	157,554	322 580	-29%	-376	295,38	41,934,785	- 1,258 044
FREE BORN	3	12.3	5%	102314	72413	+41%	+21%	256.23	13 425 329	+ 2.819 319
500DHUE	3	11.7	6%	103 484	90,598	+ 14%	+8%	192.95	19 484 160	+1558 7.53
HOUSTON	2	4.7	3%	214 358	140,798	+52%	+16%	[5].44	25,339,906	+ 4,054,385
MOHER	4	10.8	6%	58417	57231	+ 2%	+ 1%	176.50	10,227,954	+ 102280
OLMSTED	4	8.9	5%	101846	99507	+ 2%	+1%	176.39	19,745947	+ 197459
RICL					n Andre yn cyflwyd yn rafer yn cyfraf yn argen yr arfern			166.17	9,876,615	
STEELE	5	9.6	7%	59,940	48 494	+24%	+17%	136.55	7.061,504	+1200.456
WABASHA	1	4.8	3%	101592	101542		Republic conferences	173,42	23,348,592	
WINONA	2	5.2	3%	83324	90,484	- 87,	-2%	175.00	22,046,207	- 440 956
					Marina da Marina da Marina da Marina da Marina da Cara de Cara				an Quale and a many series as the Product of the Pr	
		<u> </u>						afartinga afar ang ing ing ing ing ing ing ing ing ing i		
				* an un	\$ 61-55	, , , , , , , , , , , , , , , , , , , ,			\$	11
2157. 6 757.15	30	82.0	4%	* 95 487	<u>~ 86,088</u>	+11%		2032.99	201, 188, 207	- 8,927,780

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

				esign Grading			Adjusted	Rura	al Complete	
	Pro	jects	% of Sys- tem Having	Average	Average	Rural Grading	Rural Grading		Grading in 1986	Effects on 1986 - 25 Year
County		1	Complete	Construction	Needs	Cost	Cost	N	eeds Study	Construction
	#	Miles	Grading	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Cost	Needs
2. UZ EARTH					2			248.21	16,753 529	
BROWN		5.0	5%	# 79,716	# 79,600			107,15	9.046 817	
Cotton wood		·						172.20	9.150,246	
FREI BAULT	2	5.7	3%	62666	70555	-//7	-32	218.24	12469429	- 374083
TACKSON					· · · · · · · · · · · · · · · · · · ·			216.25	12,469,174	
LE SUEUR		2.1	2%	51,183	61,737	- 17%	-3%	133,41	8,813,093	- 264 393
MARTIN	2	11.1	6%	42,037	49017	- 14%	-8%	185,14	11,154,317	- 892 345
NICCIET	3	6.8	5%	49.367	56,438	- 13%	-72	124,44	9,621,052	- 673,474
NOSLIS								159.71	10,044.711	
ROCK	/	1.4	1%	54,296	34759	+56%	+6%	161,40	7,353,638	+ 441,218
SIBLEY	1	1.8	1%	143 000	100 826	+427	+ 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
CIRTORYUDN	2	6,9	5%	64575	69,123	- 7%	- 4%	125.71	7,052,955	- 282,118
		ļ								· · · · · · · · · · · · · · · · · · ·
			· · · · · · · · · · · · · · · · · · ·	-#					<i>H</i>	
DIT. 7 TOTALS	16	50,8	2%	# 58,068	59,802	-3%		2,169.24	131212210	-1,202,171

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				esign Grading			Adjusted			T
County		jects Miles	% of Sys- tem Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Rural Grading Cost Factor	Ne Miles	Grading in 1986 eeds Study Cost	Effects on 1986 - 25 Year Construction Needs
: HAPPEWA	2	0.7	1%	# 196 832	127604	+54%	+5%	79.06	4 6574687	4 327 734
KANDiYO4;	2	7.5	3%	85523	78498	+97	+3%	215.01	13 208 164	+ 396,245
LAC DUI PARLE	3	14.1	9%	38,911	41,502	-67	-52	161.16	7,398,658	- 369 453
LINCOLN	2	9.5	9%	33,500	50,335	- 33%	-30%	106.54	533/112	- 1599 334
LYON	5	14.0	7%	50,151	51,287	- 270	-1%	194,50	10,761,833	- 107.618
MCLEDD	1	1.5	1%	89058	69750	+ 28%	4	151.57	12.082726	+ 302 482
MEEKER	3	7.3	5%	56262	48645	+167	+8%	134,61	7635101	+ 610,808
MURRAY	3	7,5	4%	41.109	51,513	-20%	-8%	167.62	8382208	- 670.577
PIPESTONE	Э.	9.1	7%	59,065	63,354	- 7%	- 5%	132.87	6,471 116	- 323556
REDWOOD	1	3.0	1%	23984	32,320	-26%	- 3%	207.34	11355 433	- 340 663
RENVILLE	1	0.4		119.220	45659	+1617		299.76	14,937,219	
YEllow McDicins								209.36	11329235	**************************************
				i						
	-			11	-p				<i>µ</i>	<u> </u>
[1:51, 8 Totals	25	74.6	4%	451,764	<u> </u>	-37		2059,40	1/3 487 402	-1,773412

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				esign Grading			Adjusted	Rura	al Complete	
	Pro	jects	% of Sys-			Rural	Rural		Grading	Effects on
Court			tem Having		Average	Grading	Grading		in 1986	1986 - 25 Yea
County		Miles	Complete	Construction	Needs	Cost	Cost	NE	eeds Study	Construction
	#	Miles		Cost/Mile	Cost/Mile	Factor	Factor	Miles	Cost	Needs
HISAGO	2	4.4	3%	"101,581	# 86,166	+18%	+5%	156.84	13:561.156	4 678 052
DAKOTA	1	0.9	1%	321.171	128876	+149%	+15%	120.11		+ 2 247 74
RAMSEY		-			,			8.85	2.115,525	·····
UPSHINGTON	2	2.6	3%	112 318	124415	-10%	-3%	88.42		- 367.57
		<u> </u>								
	<u> </u>									
									· · · ·	
	1									
DIST. 9 TOTALS	5	7.9	2%	#130073	103624	+=6%		27422	42,914,218	+2558 22

		1	1984	-85 Rural De	sign Grading			Adjusted	Rura	al Complete	
County		Pro #	jects Miles		Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Rural Grading Cost Factor	Ne Miles	Grading in 1986 eeds Study Cost	Effects on 1986 - 25 Year Construction Needs
DISTRICT	1	18	35.0	2%	133.134	R 131973	+ 17		2,270.83	# 310510,668	- 795,390
DISTRICT	2	24	76.6	4%	60.455	56,728	- 9%		2,454,82	159 695 661	
DISTRACT	3	25	10.3	3%	82889	72.7/1	+ 1470		2,492.08	182 450 351	+10,705,655
DISTRUCT	4	16	53.1	3%	44702	42514	+58		1944.74	95747325	+ 1003.641
DISTRICT	5	6	11.8	3%	227014	203,831	+ 11%		432.55	55623273	+ 593,601
2/578767	6	30	82.0	43	95487	86088	+ 11%		2,038,99	201, 168, 207	+ 8927 720
01577/07	7	16	50,2	2%	58,068	59,802	- 3%		2.169.24	13/298210	- 12:8 171
DISTRICT	8	25	74.6	4%	51764	53603	- 37		2,059.40	1	- 1773412
DISTRICT	9	5	7.9	2%	130073	103624	+ 26%		374,22	42,914,218	+ 2,558, 121
THIE TO	TAIS	165	482.1	3%	# 76,853	# 74177	+4%		16,236.87	# /875385	# +14,2.13,896

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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.

County	Variance Adjustments
Le Sueur	\$ 253 ,72 6
Mower	105,597
Ramsey	1,340,398
St. Louis	1,947,451
Stearns	95,450
Swift	36,900
Yellow Medicine	14,400
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 A	ID BOND	RECORD	AS	OF	DECEMBER	31,	1985

	Total					
				Disbursements		
	Date	Amount	Unamortized	and	Unencumbered	Bond
	of	of	Bond	Obligations to	Balance	Account
County	Issue	Issue	Balance	December 31, 1985	Available	Adjustment
Koochiching	08-01-80	\$ 600, 000	\$0	\$600,000	\$0	\$0
Lake	05-01-77	500,0 00	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 ,00 0,000	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		Bond Account Adjustment
-	07-01-81	\$1,000,000	\$0	\$986,632	\$13,368	(\$13,368)
Wadena District 3 Totals	07-01-81	635,000 1,635,000	235,000 235,000	-	0 13,368	235,000 221,632
District 3 lotais		1,633,000	233,000	1,021,002	10,000	221,002
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

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"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 puchases 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.

	After the Fact R/W		After the Fact R/W
Generation		C	
County	Needs	County	Needs
Carlton	\$34,625	Aitkin	\$567,782
Cook	38,676	Benton	225,042
Itasca	88,751		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

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		After the		After the
~ .		Fact R/W	a 1	Fact R/W
County		Needs	County	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
			Mc Leod	164,178
Dodge		\$137,518	Meeker	195, 823
Fillmore		298, 418	Murray	60,265
Freeborn		70,041	Pipestone	83,532
Goodhue		441, 251	Redwood	197,813
Houston		83,385	Renville	20,116
Mover		173, 267	Yellow Medicine	28, 929
Olmsted		377,535	District 8 Totals	\$1,375,881
Rice		53,570		
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
			District 9 Totals	\$3,648,647
Blue Earth		\$135,080		
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		

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"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.

County	Letting Date	# of Projects	Eligible "After the Fact" Bridge Deck Rehab. Needs	Added to the Needs For These Apport. Years
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			\$879,728	1987 Apportionment

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.

County	Traffic Signals	Lighting	Retaining <u>Walls</u>	Sidewalk	Total
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.

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 maxumum 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

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	1986	
County	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

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	1986	
County	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
Mc Leod	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

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* Denotes Urban County.

TENTATIVE

APPORTIONMENT

DATA

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 l	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

		A
		Annual
	County State Aid	County State Aid
County	Highway Mileage	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
DIBUICC S IOUAIA	7, 302.20	20, 276, 980
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	З, 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

		A
	County State Aid	Annual County State Aid
County	Highway Mileage	Highway Money Needs
		migning noncy 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 Houston	327.26 249.35	2, 269, 867
Mower	373.72	2,404,692
Olmsted	319.83	1,672,409 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 Nicollet	378.08	2, 139, 998
Nobles	245.02 343.77	1,133,065
Rock	262.75	2,097,319 1,192,794
Sibley	287.71	1, 192, 791
Waseca	250.16	1,430,464
Watonwan	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
Mc Leod Meeker	236.69	1,365,648
Murray	272.11 354.96	1,099,937 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

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

The following tabulation lists a <u>tentative</u> 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 <u>apportionment as shown is tentative</u> and the final apportionment will be determined in January, 1987, by the Commissioner with the assistance of recommendations by your Screening Board.

			Mileage		
		Motor	Apportionment		Total
		Vehicle	1986 THTB		Tentative
	Equalization	Registration	Mileage	Money Needs	1987 CSAH
County	Apportionment	Apportionment	Not Included	Apportionment	Apportionment
Carlton	0100 450	6114 407	ACO COO	0710 205	et 474 063
Cook	\$180,459	\$114,437	\$460,682	\$719,385	\$1,474,963
Itasca	180,459	18,024	278,732	803,604	1,280,819
Koochiching	180,460	186,783	1,015,470	1,313,700	2,696,413
-	180,460	67,416	389,818	1,089,015	1,726,709
Lake Pine	180,460	47,398	334,948	873,762	1,436,568
St. Louis	180,460	86,146	739,821	1,750,780	2,757,207 9,008,077
	180,460	752,171	2,129,913	5,945,533	
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
Waɗena	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
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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

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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

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 <u>approximate comparison</u> to last year's apportionment, if the Board approves the mileage and money needs as presented. Comparison of the Actual 1986 to the Tentative 1987 C.S.A.H. Apportionments

	Actual	Tentative	Increase	
	1986 C.S.A.H.	1987 C.S.A.H.	or	%
County	Apportionment	Apportionment	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% -9.9%
District 2 Totals	21, 243, 372	19, 142, 440	(2,100,932)	
Aitkin	2,047,141	1,876,301	(170,840)	-8.3%
Benton	1,086,902	962, 245	(124,657)	-11.5%
Савв	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%

	Actual 1986 C.S.A.H.	Tentative 1987 C.S.A.H.	Increase	%
County	Apport1onment	Apportionment	or Decrea <i>se</i>	* 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%
Mover	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%
Watonwan	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%

1986 COUNTY SCREENING BOARD DATA OCTOBER, 1986

1	승규가 전문에 가장 아파는 것이 가지 않는 것 같아. 전문에 가지 않는 것 같아요. 가지 않는 것 같아.	4
	승규님은 부모님께 하는 것 같아요. 이는 말에서 한 것 같아요.	1.368
14	행사 연습에 안 많은 것은 것을 받았는 것을 가지 않는 것을 하는 것을 했다.	1 2
1	동물 사람들은 것이 없는 것이 같은 것이 가지 않는 것이 없는 것이 없다.	
1.1	이 수는 일험에서 걸려가 한 것을 느꼈다. 물로 잘 하는 것을 가지 않는 것을 하는 것이다.	
	승규가 귀엽에 가지 않는 것이라 가지 않는 것이 없는 것이라.	
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S)	(PLUS) (PLUS)	1 1
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	이번 사람은 것 같아요. 이는 것이 같아요. 이 전에서 이 가슴이 가지 않는 것 같아요. 이 가슴을 다 하는 것이?	

(PLUS)	(MINUS)	(PLUS)	(PLUS)	
1가 전 감정()		BRIDGE DECK	RIGHT OF	JSM
ROND	SPECIAL	REHAB.	MAN YAW	10
ACCOUNT	RESURFACING	"AFTER THE FACT	""AFTER THE FACT"	OFT
ADJUSTMENTS	ADJUSTMENTS	NEEDS	NEEDS	ru 1
1 A. L. SAL MARK	(\$342.98	4)	1 #74 605	

(\$704,024)	49, 328, 834		(445, 602)			(110,201)	00,833	
· · ·	98, 422, 940	(903, 171)	(TAU, DUC)		\$50,000	(567,014)	174,070	
	337, 929, 709	(200, 1717	(393, 568)			(253, 530)	191,267	\$68,279
	689, 226, 610	(793, 390)	strates and at falling by write and strateging and a			(3,081,086)	850,841	
		(753, 350)	(2,043,124)		50,000	(9,541,722)	1,445,063	
	65, 717, 100	(439, 627)	(165, 259)		140,000	(1,892,260)		
化的基本本的	36, 854, 514	(769, 590)	CHARLEN AND AND AND AND AND AND AND AND AND AN	and the states	140,000		405, 323	elestender staten er
	38,062,835	141,657	(897, 123)			(70,687)	160, 494	
an i Martin Star	45, 342, 459		(47, 909)	전 그러 소리 가지?	1 040 000	(956, 087)	76,075	방법 김 사람이 집안되었
	14,965,765	(180, 429)			1,040,000	(1,707,411)	103, 757	
	69, 394, 713	(654, 949)			145,190	(653, 888)	21,747	
	44,054,543	(689,058)		κ	1,926,567	(2,225,849)	210,042	
	25, 443, 327		(18,214)		437,668	(171,843)	55,512	
	108, 768, 370	(1, 419, 195)	(10; [14]		741,767	(165, 962)	105, 395	
	21,628,652				1,650,000	(1, 150, 249)	447,040	
1.1.1	51,926,862	(1,793,808)	(146,096)		347, 187	(181,117)	48,214	
· · · ·	523, 159, 150	(5,805,009)				(596, 234)	99,091	
		(0,000,000)	(1,275,501)		6,428,379	(9,771,587)	1,732,691	
a 1	50, 172, 929	9, 455, 665	(34, 321)		8 ¹⁶ 2	(212,020)		
	21, 625, 940	57, 571	(438, 364)			(212, 939)	567,782	
	69, 139, 384	1,000,609	(353, 730)			(642,039)	225,042	
	50, 232, 089	276, 182			(17 70)	(728, 397)	180, 176	
	27, 850, 644	1,401,385			(13, 368)		322, 380	
	27, 625, 433	(1,050,612)		LEIE DECL		(866,863)	132,068	
	32, 963, 643	529,049		(\$16, 356)		(1, 368, 274)	154, 536	
	47, 570, 760	0.01				(253,888)	48, 586	6,426
	14, 344, 998	(657,003)				(3,079,274)	3,775	
		,0031					175 CEE	

	BASIC 1986 25 YEAR CONSTRUCTION	SCREENING BOARD	RESTRICTED 1986 25-YEAR CONSTRUCTION	RURAL COMPLETE	(MINUS) STATE AID CONSTRUCTION	(minus) Fas Fund	(Plus) Rond	(MINUS) SPECIAL	(PLUS) BRIDGE DECK REHAB,	(PLUS) RIGHT DF NAY	(PLUS) MISC.	(MINUS)	ADJUSTED	Obbild	(MINUS)	TENTATIVE	Tentative	TENTATIVE. MONEY NEEDS	(PLUS)	TENTATIVE	TENTATIVE		- Annua		
CDUNTY Inition Iok	MEEDS \$41, 783, 370 47, 267, 727	RESTRICTION	NEEDS \$41,783,370 47,267,727	GRADING ADJUSTMENTS	FUND BALANCE DEDUCTIONS (\$918, 196)	BALANCE DEDUCTIONS	ACCOUNT ADJUSTMENTS	RESURFACING "F ADJUSTMENTS (\$342,984) (1,692,695)	FTER THE FACT" NEEDS	"AFTER THE FACT" NEEDS \$34,625	"AFTER THE FACT NEEDS	VARIANCE ADJUSTMENTS	25 YEAR CONSTRUCTION NEEDS \$41,475,011	ANNUAL CONSTRUCTION, NEEDS \$1,559,000	, MILL ,LEVY DEDUCTIONS (\$85,573)	ANNUAL MONEY NEEDS \$1,573,427	MONEY NEEDS FACTORS 0. 933365	APPORTIONMENT (LESS THTB ADJUSTMENTS) 5732 484	1986 THTB ADJUSTMENTS	MONEY NEEDS APPORTIONMENT	MONEY NEEDS FACTORS	Minimum Factors	ANNUAL MONEY NEEDS \\FACTORS	ANNUAL MONEY NEEDS	1986 MONEY NEEDS APPORTICNMENT COUNTY
asca ochiching ka ne	81,025,701 33,468,329 50,032,858 98,422,940	(\$704,024)	81,025,701 33,468,329 49,328,834 98,422,940	(\$713,963) 823,744 (903,171)	(236, 942) (58, 816) (445, 602)	i se status	\$50,000	(3, 185, 176) (418, 237) (567, 014)	,s str≚.	38,676 88,751 66,833 174,070	°, , , °		44,695,512 76,977,371 33,881,853 48,540,288	1,787,820 3,079,095 1,355,274	(27, 532) (201, 447) (32, 049)	1,760,288 2,877,648 1,323,225	1.044211 1.707035 0.784944	\$732,484 819,473 1,339,643 616,006	\$1,108	\$733,592 819,473 1,339,643 616,006	0.934512 1.043915 1.706552 0.784721	1. 387280	0.916414 1.023699 1.673503 1.387280	\$1,544,852 1,725,709 2,821,121	\$719,385 Carlton 803,604 Cook 1,313,700 Itasca
. Louis istrict 1 Totals Itrami	337, 929, 709 689, 930, 634 65, 717, 100		337, 929, 709 689, 226, 610	(793, 390)	(283,568) (2,043,124)		50,000	(253, 530) (3, 081, 086) (9, 541, 722)		191,267 850,841 1,445,063	\$68,279	(\$1,947,451)	97, 525, 785 333, 368, 445 676, 464, 265	1,941,612 3,901,031 13,334,738 27,058,570	(27,645) (65,960) (311,093) (751,299)	1,913,967 3,835,071 13,023,645 26,307,271	1.135375 2.274983 7.725690	891,017 1,785,355 <u>6,062,947</u> 12,246,925		891,017 1,785,355 <u>6,062,947</u> 12,248,033	1.135053 2.274338 7.723499		1.387280 1.113072 2.230293 7.573927	2, 338, 619 1, 876, 370 3, 759, 733 12, 757, 810	1,089,015 Koochiching 873,762 Lake 1,750,780 Pine 5,945,533 St. Louis
earwater Dbard ttson	36,854,514 38,062,835 46,342,459		65, 717, 100 36, 854, 514 38, 062, 835 45, 342, 459	(439, 627) (769, 590) 141, 657	(165, 259) (897, 123) (47, 909)		140,000 1,040,000	(1,892,260) (70,687) (956,087) (1,707,611)		405, 323 160, 494 76, 076			63, 764, 277 36, 174, 731 36, 427, 358	2,550,571 1,446,989 1,457,094	(78,725) (26,337) (64,585)	2,471,846 1,420,652 1,392,509	1.465311 0.842738 0.826043	1,150,728 661,362		1, 150, 728 661, 362	1.465896 0,842499		1.437508 0.826183	26, 834, 216 2, 423, 291 1, 392, 745	12,495,779 District 1 T 1,128,444 Beltrami 648,554 Cleerwater
ks of the Woods rshall rman nnington	14, 965, 765 69, 394, 713 44, 054, 543 25, 443, 327		14,965,765 69,394,713 44,054,543 25,443,327	(180, 429) (654, 949) (689, 068)			145, 190 1, 926, 557 437, 668	(1,707,411) (653,888) (2,225,849) (171,843)		103, 757 21, 747 210, 042 55, 512			45, 730, 896 14, 298, 385 68, 650, 524 43, 686, 812	1,829,236 571,935 2,746,021	(50, 056) (14, 068) (75, 385)	1,779,180 557,867 2,670,636	1.055418 0.330929 1.584234	648,260 828,268 259,706 1,243,271		648,260 828,268 259,706 1,243,271	0.825809 1.055118 0.330835 1.583785	0.875930	0.809817 1.034685 0.875930 1.553114	1, 365, 156 1, 744, 229 1, 476, 606	635,706 Hubbard 812,228 Kittson 687,605 Lake of the W
lk d Lake seau istrict 2 Totals	108, 768, 370 21, 628, 562 51, 926, 862		108,758,370 21,628,652 51,926,862	(1, 419, 195)	(18,214)		741, 767 1, 650, 000 347, 187	(165,962) (1,150,249) (181,117) (596,234)	· · ·	105, 395 447, 040 48, 214		na n	26, 106, 313 108, 295, 966 21, 842, 946	1,747,472 1,044,253 4,331,839 873,718	(54, 331) (46, 413) (155, 719) (23, 548)	1,693,141 997,840 4,176,120 850,170	1.004380 0.591924 2.477295 0.504325	788,215 464,529 1,944,125 395,783		788,215 464,529 1,944,125	1.004095 0.591757 2.476592		0. 984650 0. 580297 2. 428631	2,618,175 1,659,882 978,240 4,094,085	1,219,194 Marshall 772,950 Norman 455,533 Pennington 1,906,475 Polk
tkin nton	523, 159, 150 50, 172, 929 21, 625, 940	8 - 200 ⁻ 14 - 1	523, 159, 150 50, 172, 529 21, 625, 940	(5,805,009) 9,455,665 57,571	(1,275,501) (34,321) (438,364)		6,428,379	(9,771,587) (212,939)	99 (1 - 17)(2 - 24)	99,091 1,732,691 567,782			49, 489, 815 514, 468, 023 59, 949, 116	1,979,593 20,578,721 2,397,965	(50, 480) (639, 647) (65, 619)	1, 929, 113 19, 939, 074	1.144359	898,067 9,282,313		395, 783 898, 067 9, 282, 313	0.504182 1.144034	0.541684	0.541684 1.121879	913, 148 1, 891, 217 20, 556, 774	425,222 Red Lake 880,675 Roseau 9,572,586 District 2 To
ss ow Wing anti nabec	68,139,384 50,232,089 27,850,644 27,625,433		69, 139, 384 50, 232, 089 27, 850, 644	1,000,609 276,182 1,401,385	(353,730)		(13, 368)	(642,039) (728,397) (866,863)		225,042 180,176 322,380 132,068			20, 828, 150 68, 238, 042 50, 817, 283	833, 126 2, 729, 522 2, 032, 691	(87,007) (108,051) (191,487)	2,332,346 746,119 2,621,471 1,841,204	1.383559 0.442601 1.555069 1.092211	1,085,786 347,343 1,220,383 857,143		1,085,786 347,343 1,220,383 857,143	1.383167 0.442475 1.554628 1.091902		1.356381 0.433906 1.524521	2,285,530 731,461 2,569,974	1,064,759 Aitkin 340,616 Benton 1,196,749 Cass
lle Lacs rrison erburne	32, 963, 843 47, 570, 760 14, 344, 998		27, 625, 433 32, 963, 643 47, 570, 760 14, 344, 998	(1,050,612) 529,049 (667,003)		(\$16, 356)		(1, 368, 274) (253, 888) (3, 079, 274)		154, 536 48, 586 3, 775	6,426		28, 517, 235 25, 344, 727 33, 293, 816 44, 495, 261	1, 140, 689 1, 013, 789 1, 331, 753 1, 779, 810	(62,829) (34,132) (53,094) (89,937)	1,077,860 979,657 1,278,659 1,689,873	0.639392 0.581137 0.758507 1.002441	501,780 456,063 595,259		501, 780 456, 063 595, 259	0.639210 0.580972 0.758292		1.070756 0.626831 0.569721 0.743607	1,805,036 1,056,685 960,412 1,253,542	840,543 Crow Wing 492,062 Isanti 447,231 Kanabee 583,731 Mille Lacs
earns dd dena ìght	82,242,130 48,252,870 21,623,039 55,017,768		82, 242, 130 48, 252, 870 21, 523, 039 65, 017, 768	249,280 (546,472)	(15,885) (856)		235,000	(5, 191, 365) (4, 371, 552) (1, 659, 177)	\$14,512	135,955 291,365 64,111		(95, 450)	13, 813, 950 77, 495, 960 43, 944, 056 20, 198, 006	552,558 3,099,838 1,757,762	(165, 194) (361, 242) (66, 596)	387,364 2,738,596 1,691,166	0.229786 1.624549 1.003208	786,693 180,331 1,274,909 787,295		786,693 180,331 1,274,909 787,295	1.002157 0.229721 1.624088 1.002924	0.353164	0.982749 0.353164 1.592636 0.983502	1,656,677 595,349 2,684,799	771,458 Morrison 277,234 Sherburne 1,250,219 Stearns
istrict 3 Totals cker g Stone	557,661,627 38,202,017 11,550,376		557,661,627 38,202,017	10,705,655 (175,321)	(843, 156) (232, 901)	(102,744)	221,632	(694, 574) (19, 068, 342) (1, 111, 118)		355,546 2,481,322 118,865			<u> </u>	807, 920 2, 565, 291 22, 042, 714	(30, 343) (263, 828) (1, 579, 359)	777, 577 2, 301, 463 20, 463, 355	0.461262 1.365239	361,988 1,071,409 9,526,383		361,988 1,071,409 9,526,383	0.461131 1.364852		0.452201	1,657,947 762,302 2,256,252 20,276,966	772,049 Todd 354,978 Wadena 1,050,660 Wright 9,442,289 District 3 Tod
ay uglas ent	54,001,588 35,073,869 15,218,218		11,550,376 64,001,588 36,073,869 16,218,218	(254,830) 1,271,810 122,296	(51,638) (328,371)		1,683,746	(270, 782) (1, 595, 937) (784, 499)		43, 635 284, 868 248, 600			36,698,798 11,068,399 65,506,628 36,532,574	1,467,952 442,736 2,620,265 1,461,303	(104, 360) (32, 537) (154, 879) (112, 875)	1, 363, 592 410, 199 2, 465, 386 1, 348, 428	0.808889 0.243332 1.462479	634,798 190,961 1,147,721		634,798 190,961 1,147,721	0.808660 0.243262 1.462065	0, 481884	0.793000 0.481884 1.433751	1,336,806 812,340 2,416,957	622,505 Becker 378,279 Big Stone 1,125,495 Clay
nnomen ter Tail De evens	13, 134, 356 95, 863, 914 27, 879, 308 28, 704, 449		13, 134, 356 96, 863, 914 27, 879, 368 28, 704, 449		(522, 800) (233, 280)		ه به د و	(354, 209) (3, 634, 659) (1, 857, 862)		310, 781 69, 397			15, 105, 348 12, 780, 147 93, 017, 236	604, 214 511, 206 3, 720, 689	(45,649) (19,332) (184,451)	558,555 491,874 3,536,238	0.799894 0.331343 0.291782 2.097714	627,739 260,031 228,984 1,646,239		627,739 260,031 228,984 1,646,239	0.799667 0.331250 0.291699 2.097120	0.446224 0.513504	0.784181 0.446224 0.513504 2.056507	1, 321, 940 752, 226 865, 644	615,582 Douglas 350,286 Grant 403,101 Mahnowen
ift sverse (kin istrict 4 Totals	38, 525, 887 26, 099, 948 27, 471, 577 424, 725, 907	(4,268,109)	38,525,087 21,831,039 27,471,377	(744, 314) 784, 000	(11, 592) (58, 717)		110,000	(1, 357, 927) (2, 477, 225) (711, 681) (573, 746)		116, 890 171, 325		(36, 900)	25, 857, 563 27, 346, 322 35, 372, 735 21, 120, 158	1,034,303 1,093,861 1,414,209 844,805	(57, 476) (55, 295) (63, 501) (44, 400)	976,827 1,038,566 1,348,405 800,405	0.579459 0.616082 0.799882 0.474805	454,746 483,487 627,729 372,615	n in an Ngjerana	454, 746 483, 487 627, 729	0.579294 0.615907 0.799655	.,	0.568075 0.603979 0.784169	3,466,774 957,637 1,018,163 1,321,919	1,814,358 Otter Tail 445,939 Pope 474,123 Stevens 615,573 Swift
oka -ver	47,245,148 43,076,175		420, 457, 798 47, 246, 148 43, 076, 179	1,003,641 (417,315) (800,684)	(1,449,300)	(274, 362)	1, 793, 746	(14.729,645)		1, 364, 352	anna ann an Anna an Anna an Anna an Anna ann an Ann	AMBER GARAGEMENT AND	27,894,840 408,300,948 47,123,065	1,115,794 16,332,038 1,884,923	(57,458) (935,213) (456,513)	1,058,336 15,396,825	0.627810	<u>492,691</u> 7,167,742		372,616 492,691 7,167,742	0.474670 0.627632		0.465478 0.615477	784,683 1,037,545 16,092,634	365,400 Traverse 483,149 Wilkin 7,493,790 District 4 Tot
nnepin ott strict 5 Totals	275, 694, 947 37, 017, 535 404, 034, 809		276, 594, 947 37, 017, 535 404, 034, 809	1,816,604 598,601	(2, 442, 353) (171, 679) (2, 614, 032)	(124, 474)	740,000	(497, 459) (715, 357) (400, 127) (1, 776, 616)	785, 929	305, 161 14, 035, 404 438, 537 15, 511, 374	858,782	.,	42,823,197 291,033,955 36,759,792	1,712,928 11,541,358 1,470,392	(174, 292) (3, 633, 443) (221, 368)	1,428,410 1,538,636 8,007,915 1,249,024	0.847340 0.912725 4.750334 0.740927	664, 973 716, 287 3, 727, 955 581, 463	3, 955 492	668,928 716,287 3,728,447 581,463	0.852138 0.912467 4.749614 0.740717		0.835636 0.894796 4.657633 0.726372	1,408,680 1,508,410 7,851,643	655,974 Anoka 702,415 Carver 3,656,242 Hennepin
lge løore æborn øhve	34,781,401 96,136,949 62,141,790	· ·	34,791,401 96,136,949 62,141,790	694,128 (1,258,044) 2,819,319	(68, 329) (231, 390)		1, 590, 000	(733,691) (130,198) (3,472,634)		137, 518 298, 418 70, 041			417,740,011 36,401,027 94,815,735	16, 709, 601 1, 456, 041 3, 792, 629	(4,485,616) (71,972) (89,742)	12,223,985 1,384,069 3,702,887	0.821036 2.196571	5, 690, 678 644, 331 1, 723, 819		5,695,125 644,331	0.820804		0.804908	1,224,488 11,993,221 1,356,880	570,202 Scott 5,584,833 District 5 Teta 631,853 Dodge
iston ær sted	62, 459, 027 58, 949, 477 48, 416, 228 61, 446, 732		62,459,027 58,949,477 48,416,228 61,446,732	1,558,733 4,054,385 102,280 197,459	(23, 197) (119, 032)	(110, 083)		(68, 464) (202, 011) (1, 704, 801)		441, 251 83, 385 173, 267		(105, 597)	61, 558, 516 64, 367, 350 62, 656, 121 46, 881, 377	2, 462, 341 2, 574, 694 2, 506, 245 1, 875, 255	(163, 582) (259, 346) (53, 370) (169, 337)	2,293,759 2,315,348 2,452,875	1.363635 1.373476 1.455057	1,070,150 1,077,873 1,141,896	2,110	1,723,819 1,072,260 1,077,873 1,141,896	2.195948 1.365936 1.373087 1.454645		2.153422 1.339483 1.346496 1.426475	3, 630, 149 2, 258, 044 2, 269, 867 2, 404, 692	1,690,436 Fillwore 1,051,494 Freeborn 1,056,999 Goodhue 1,119,783 Houston
e ele asha ona	42,506,341 37,584,246 60,710,767 60,858,065		42, 506, 341 37, 584, 246 60, 710, 767	1,200,455	(114,877)		1,016,894	(503, 236) (2, 827, 988) (535, 664) (552, 267)		377, 535 53, 570 87, 793 140, 013			61, 518, 490 39, 731, 923 39, 353, 725	2,460,740 1,589,277 1,574,149	(405,504) (145,213) (120,738)	1,705,918 2,055,236 1,444,064 1,453,411	1.011959 1.219176 0.856626 0.862171	794,163 956,782 672,261 676,612		794, 163 956, 782 672, 261 676, 612	1.011673 1.218831 0.856383 0.861926		0.992081 1.195227 0.839798	1,672,409 2,014,884 1,415,696	778,784 Mower 938,253 Olmsted 659,241 Rice
strict 6 Totals e Earth	625, 991, 023 74, 637, 095		60,858,065 625,991,023 74,637,095	(440, 936) 8, 927, 780	(556, 825)		2,606,894	(627,026) (11,357,980) (2,328,565)		235,770 2,098,561			60, 183, 636 60, 025, 873 627, 493, 773	2,407,345 2,401,035 25,099,751	(71,778) (138,190) (1,688,772)	2, 335, 567 2, 262, 845 23, 410, 979	1.385470 1.342331	1,087,286 1,053,431 10,898,603		1,087,286 1,053,431 10,900,713	1. 385078 1. 341950		0.845234 1.358255 1.315962	1, 424, 860 2, 289, 689 2, 218, 394 22, 955, 544	653,509 Steele 1,066,230 Wabasha 1,033,030 Ninona 10,639,612 District 6 10ta
Wn tonwood ibault kson	38, 126, 088 41, 057, 354 67, 024, 068 58, 849, 360	e e	38, 126, 088 41, 057, 354 67, 024, 068 58, 849, 360	(374,083)				(810, 038) (2, 614, 379) (1, 033, 258)		135,080 196,765 88,517 355,860			72,443,610 37,512,815 38,531,492 65,972,587	2,897,744 1,500,513 1.541,260	(225,597) (125,236) (106,552)	2,672,147 1,375,277 1,434,708	1.585131 0.815821 0.851076	1,243,975 640,238 667,905		1,243,975 640,238 667,905	1.584681 0.815590 0.850834		1.553992 0.799795 0.834357	2,619,655 1,348,261 1,406,524	1,219,884 Blue Earth 627,839 Brown
Gueur tin bllet Les	39, 910, 820 59, 245, 824 33, 081, 979 58, 167, 503		39, 910, 820 59, 245, 824 33, 081, 979	(264, 393) (892, 345) (673, 474)			590, 000 300, 000	(1,864,894) (1,419,301)	5,646	284,575 339,900 138,698 241,689	3,794	(253, 726)	57, 274, 587 40, 326, 395 58, 492, 177	2,638,903 2,290,987 1,613,056 2,339,687	(119,503) (104,108) (83,134) (156,808)	2,519,400 2,186,879 1,529,922 2,182,879	1.494520 1.297267 0.907557 1.294894	1,172,866 1,018,066 712,230 1,016,204	[.]	1,172,866 1,018,066 712,230 1,016,204	1.494097 1.296899 0.907299		1.465163 1.271783 0.889728	2,469,911 2,143,919 1,499,866	654,970 Cottonwood 1,150,153 Faribault 998,350 Jackson 698,436 Le Sueur
(ley PCa	33, 060, 611 40, 659, 971 38, 407, 287	s 1 Rompon (Seculty)	58, 167, 503 33, 060, 611 40, 659, 971 38, 407, 287	441,218 410,302 426,702	(41, 524)	n producer and n decomposition and	540,000	(2,145,291) (1,659,220) (1,577,567)	e a la la la B Receptor de la	170, 611 50, 791 85, 998	n a la l	n an	31,530,893 56,151,299 31,893,400 40,118,704	1,261,236 2,246,052 1,275,736 1,604,748	(105, 467) (106, 709) (59, 041) (82, 045)	1,155,769 2,139,343 1,216,695	0.685608 1.269069 0.721749	538,050 995,937 566,412	an a	538,050 995,937 566,412	1.294527 0.685414 1.268710 0.721544	ga ere o journe were ere ou journe	1.269457 0.672140 1.244140 0.707571	2, 139, 998 1, 133, 065 2, 097, 319 1, 192, 794	996,524 Mertin 527,630 Nicollet 976,650 Nobles 555,443 Kock
nman strict 7 Totals pewa	36,784,770 619,012,730 28,522,712	n star 11 sector service historie services 2 sector services	36,784,770 619,012,730	(282,118) (1,208,191)	(41, 524)		750,000 2,180,000	(169,061) (909,330) (16,530,904)	· · · · · · · · · · · · · · · · · · ·	157, 430 225, 391 2, 471, 305		in and a second se	38,822,358 36,568,713 605,639,130	1,552,894 1,462,749 24,225,565	(93, 767) (69, 311)	1,522,703 1,459,127 1,393,438 22,788,287	0.903275 0.865561 0.826594	708,870 679,273 648,692 10,608,717	2, 988	708,870 679,273 651,680 10,611,705	0.903019 0.865316 0.830155		0.885531 0.848558 0.614088	1,492,791 1,430,464 1,372,355	695,142 Sibley 666,118 Waseca 639,059 Watonwan
liychi Qui Parle oln	56, 308, 016 35, 729, 123 23, 911, 808		28, 522, 712 55, 308, 016 35, 729, 123 23, 911, 808	328,734 396,245 (369,933) (1,599,334)	(24,680)		f a state state Hande state	(807,059) (653,710)	lan a Sana ang Sana Mangang Sana ang Sana Mangang Sana ang Sana N	73,030 123,300 150,619			28, 705, 901 56, 020, 502 34, 831, 419	1, 148, 236 2, 240, 820 1, 393, 257	(76, 711) (163, 040) (60, 799)	1,071,525 2,077,780 1,332,458	0.635634 1.232549 0.790421	498,831 967,277	11,603	498,831 978,880	0.635453 1.246981	en en formen forsen en forsen en forsen en en forsen en forsen en forsen en forsen en forsen en forsen en forse en en forsen en forse	1.222832	22, 346, 922 1, 050, 475 2, 061, 399	10,406,198 District 7 Total 489,170 Chippewa 959,923 Kandiyohi
eod er ay	48,601,449 38,690,232 29,825,152 36,079,869	speringen oper so Se se se se se Franse speringen so	48,601,449 38,690,332 29,825,152 36,079,869	(107,618) 302,482 610,808	(180, 657) (17, 440)	(33, 460)		(1, 138, 048) (1, 752, 330) (1, 215, 374) (196, 200)	18, 800	42,502 235,774 164,178 195,823	10, 169		21, 166, 928 46, 977, 444 37, 746, 301	846,677 1,879,098 1,509,852	(43,683) (117,269) (116,841)	802,994 1,761,829 1,393,011	0.790421 0.476340 1.045126 0.826341	620, 305 373, 821 820, 191 648, 494	n k to dife i ser Stanije to polici na je stati policie	620, 305 373, 821 820, 191 648, 494	0.790197 0.476205 1.044829 0.826107		0.774894 0.466983 1.024595	1,306,284 787,220 1,727,219	608,292 Lac Qui Parle 366,582 Lincoln 804,307 Lyon
stone cod ille	30, 585, 594 50, 720, 959 76, 298, 305		30, 585, 594 50, 720, 959 76, 298, 305	(670, 577) (323, 556) (340, 663)	(22, 395) (12, 184)		185,013	(2,882,885) (285,838) (1,754,787) (3,562,130)		60,265 83,532 197,813			30, 418, 143 32, 564, 276 30, 244, 745 48, 823, 322	1,216,726 1,302,571 1,209,790 1,952,933	(94, 747) (77, 714) (45, 005) (141, 152)	1, 121, 979 1, 224, 857 1, 153, 784 1, 811, 781	0.665563 0.726591 0.690362	522,319 570,212 541,781		522, 319 570, 212 541, 781	0.665374 0.726384 0.690167		0.810109 0.652488 0.712317 0.676801	1,365,648 1,099,937 1,200,794 1,140,923	635,936 Mc Leod 512,203 Meeker 559,169 Murray 531,289 Pipestone
cw Medicine trict & Totals ago	41,223,028 496,496,347 44,198,758	9	41, 223, 028	(1,773,412)	(20,203) (277,566)			(1,740,878) (16,267,814)		20, 116 28, 929 1, 375, 881		(14, 400)	72,744,107	2, 909, 764 1, 607, 059 19, 216, 783	(144, 617) (77, 330)	2,765,147 1,529,729 18,056,874	1.074757 1.640299 0.907443	843,445 1,287,270 712,141 8,406,085		843,445 1,287,270 712,141 B,417,658	1.074452 1.639834 0.907186		1.053644 1.608077 0.889618	1,776,189 2,710,829 1,499,681	827,111 Redwood 1,262,340 Renville 698,350 Yellow Medicine
a ey ington rict 9 Totals	87,037,757 133,724,164 50,695,496		87,037,757 133,724,164 50,695,498	(367, 578)	(241, 305) (777, 545) (3, 738, 975)	(101,991) (50,257)	450,000	(1,203,699) (569,793) (289,683) (69,646)	56 044	177, 733 1, 358, 667 1, 172, 035	95,847 148,238	(1, 340, 398)	44, 059, 464 89, 290, 683 129, 615, 124	1,762,379 3,571,527 5,184,605	(618, 996)	1,674,532 2,952,631 3,849,794	0.993341 1.751515 2.283717	779,552 1,374,549		779,552 1,374,549	0.993060 1.751018		0.973829	1,641,640	8,254,672 District 8 Totals 764,456 Chisago 1,347,930 Dakota
TOTALS	315, 656, 175 \$4, 656, 668, 402	(\$4,972,133) ≴8,9	315,636,175 987,736,363 4		(4,757,506) 113,859,034)	(\$823,727)	450,000 \$15,355,664 (\$	(2, 132, 821) 101, 177, 431)	54,841 \$879,728 \$	940,212 3,648,647 32,129,196	41,295		51,294,621	2,051,785 12,570,396	(539, 570)	1,512,215 9,989,172	0.897053	1,792,210 703,987 4,650,238		1,792,210 703,987 4,650,298	2.283070 0.896793		2.238856 0.879431	/3,774,170 1,482,508	1,757,502 Ramsey 690,353 Washington 4,560,241 District 9 Totals

COUNTY Carlton Cook	CONSTRUCTION	SCREENING BOARD RESTRICTION	RESTRICTED 1986 25-YEAR CONSTRUCTION NEEDS \$41,783;370 47 267 727	RURAL COMPLETE GRADING ADJUSTMENTS	STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS	FAS FUND BALANCE DEDUCTIONS	Rond Account Adjustments	ADJUSTMENTS (\$342,984)	BRIDGE DECK REHAB. AFTER THE FACT" NEEDS	RIGHT OF NAY "AFTER THE FACT" NEEDS \$34,625	Misc. "After the fact Needs	" VARIANCE ADJUSTMENTS	ADJUSTED 25 YEAR CONSTRUCTION NEEDS	ANNUAL CONSTRUCTION NEEDS	MILL LEVY DEDUCTIONS	TENTATIVE ANNUAL MONEY NEEDS	TENTATIVE MONEY NEEDS FACTORS	TENTATIVE MONEY NEEDS APPORTIONMENT (LESS THTB ADJUSTMENTS)	(PLUS) 1986 THTB AUJUSTMENTS	TENTATIVE MONEY NEEDS APPORTIONMENT	TENTATIVE MONEY NEEDS FACTORS	MINIMUM	ANNUAL MONEY NEEDS	ANNUAL MONEY	1986 MONEY NEEDS
Itasca Koochiching Lake Pine St. Louis District 1 Totals Beltrami	81,025,701 33,468,329 50,032,858 98,422,940 <u>337,929,709</u> 689,930,634 65,717,100	(\$704, 024)	47, 267, 727 81, 025, 701 33, 468, 329 49, 328, 834 98, 422, 940 <u>337, 929, 709</u> 689, 226, 610 65, 717, 100	(\$713, 963) 823, 744 (903, 171) (793, 390) (439, 627)	(\$918, 196) (236, 942) (58, 816) (445, 602) (283, 568) (2, 043, 124) (165, 259)		\$50,000	(1,692,695) (3,186,176) (418,237) (567,014) (253,530) (3,081,086) (9,541,722)		38,675 88,751 66,833 174,070 191,267 850,841 1,445,063	\$68, 279	(\$1,947,451)	\$41, 475, 011 44, 695, 512 76, 977, 371 33, 881, 853 48, 540, 288 97, 525, 785 333, 368, 445 676, 464, 265	\$1,559,000 1,787,820 3,079,095 1,355,274 1,941,612 3,901,031 13,334,738 27,058,570	(\$85,573) (27,532) (201,447) (32,049) (27,645) (65,960) (311,093) (751,299)	\$1,573,427, 1,760,288 2,877,648 1,323,225 1,913,967 3,835,071 13,023,645 26,307,271	0.933365 1.044211 1.707035 0.784944 1.135375 2.274983 7.725690	\$732,484 819,473 1,339,643 616,002 891,017 1,785,355 6,062,947 12,246,325	\$1,108		0. 934512 1. 043915 1. 706552 0. 784721 1. 135053 2. 274338 7. 723499	FACTORS	0.916414 1.023699 1.673503 1.387280 1.113072 2.230293 7.573327	NEEDS \$1,544,852 1,725,709 2,821,121 2,338,619 1,876,370 3,759,735 12,767,810 26,834,216	803,604 Cook 1,313,700 Itasca 1,089,015 Koochic 873,762 Lake 1,750,780 Pine 5,945,533 St. Lou
Clearwater Hubbard f Kittson Lake of the Woods Marshall Norman Pennington Polk Red Lake Roseau District 2 Totals Aitkin	36, 854, 514 38, 062, 835 46, 342, 459 14, 965, 765 69, 394, 713 44, 054, 543 25, 443, 327 108, 768, 370 21, 628, 662 51, 926, 862 523, 159, 150 50, 172, 929		36, 854, 514 38, 062, 835 46, 342, 459 14, 965, 765 69, 394, 713 44, 054, 543 25, 443, 327 108, 768, 370 21, 628, 662 51, 926, 862 523, 159, 150	(769, 590) 141, 657 (180, 429) (654, 949) (689, 068) (1, 419, 195) (1, 793, 808) (5, 805, 009)	(897, 123) (47, 909) (18, 214) (146, 096) (1, 275, 501)		140,000 1,040,000 145,190 1,926,557 437,668 741,767 1,650,000 347,187 6,428,379	(1, 892, 260) (70, 687) (956, 087) (1, 707, 411) (653, 888) (2, 225, 849) (171, 843) (165, 962) (1, 150, 249) (181, 117) (596, 234) (9, 771, 587)		405, 323 160, 494 76, 076 103, 757 21, 747 210, 042 55, 512 105, 395 447, 040 48, 214 99, 091 1, 732, 691			63, 764, 277 36, 174, 731 36, 427, 358 45, 730, 896 14, 298, 385 68, 650, 524 43, 686, 812 26, 106, 313 108, 295, 966 21, 842, 946 49, 489, 815 514, 468, 023	2,550,571 1,446,989 1,457,094 1,829,236 571,935 2,746,021 1,747,472 1,044,253 4,331,839 873,718 1,979,593 20,578,721	(78, 725) (26, 337) (64, 585) (50, 056) (14, 068) (75, 385) (54, 331) (46, 413) (155, 719) (23, 548) (50, 480) (639, 647)	2,471,846 1,420,652 1,392,509 1,779,180 557,867 2,670,636 1,693,141 997,840 4,176,120 850,170 1,929,113 19,939,074	1.466311 0.842738 0.826043 1.055418 0.330929 1.584234 1.004380 0.591924 2.477295 0.504325 1.144359	1, 150, 728 661, 362 648, 260 828, 268 259, 706 1, 243, 271 788, 215 464, 529 1, 944, 125 395, 783 898, 067 9, 282, 313		1, 150, 728 661, 362 648, 260 828, 268 259, 706 1, 243, 271 788, 215 464, 529 1, 944, 125 395, 783 898, 067 9, 282, 313	1.465896 0.842499 0.825809 1.055118 0.330836 1.583785 1.004095 0.591757 2.476592 0.504182 1.144034	0. 875930 0. 541684	1.437508 0.826183 0.809817 1.034685 0.875930 1.553114 0.984650 0.580297 2.428631 0.541684 1.121879	26,834,216 2,423,291 1,392,745 1,365,156 1,744,229 1,476,606 2,618,175 1,659,882 978,240 4,094,085 913,148 1,891,217	12,495,779 Distri 1,128,444 Beltram 648,554 Clearwa 635,706 Hubbard 812,228 Kittson 687,605 Lake of 1,219,194 Marshal 772,950 Norman 455,533 Penning 1,906,475 Polk 425,222 Red Lake 880,675 Roseau
Benton Cass Drow Wing Isanti Kanabec Mille Lacs Morrison Sherburne Stearns Todd Wadena Wright District 3 Totals Decker	21, 625, 940 68, 139, 384 50, 232, 089 27, 850, 644 27, 625, 433 32, 963, 643 47, 570, 760 14, 344, 998 82, 242, 130 48, 252, 870 21, 623, 039 557, 661, 627 38, 202, 017		50, 172, 929 21, 625, 940 68, 139, 384 50, 232, 089 27, 850, 644 27, 625, 433 32, 963, 643 47, 570, 760 14, 344, 998 82, 242, 130 48, 252, 870 21, 623, 039 65, 017, 768 557, 661, 627 38, 202, 017	9,455,665 57,571 1,000,609 276,182 1,401,385 (1,050,612) 529,049 (667,003) 249,280 (546,472) 10,705,655 (175,321)	(34, 321) (438, 364) (353, 730) (856) (843, 156) (232, 901)	(\$16, 35 6) (102, 744)	(13, 368) 235, 000 821, 632	(212, 939) (642, 039) (728, 397) (866, 863) (1, 368, 274) (253, 888) (3, 079, 274) (5, 191, 365) (4, 371, 552) (1, 659, 177) (694, 574) (19, 068, 342)	\$14,512	567, 782 225, 042 180, 176 322, 380 132, 068 154, 536 48, 586 3, 775 135, 555 291, 365 64, 111 <u>355, 546</u> 2, 481, 322	б, 426	(95, 450)	59, 949, 116 20, 828, 150 68, 238, 042 50, 817, 283 28, 517, 235 25, 344, 727 33, 293, 816 44, 495, 261 13, 813, 950 77, 495, 960 43, 944, 056 20, 198, 006 <u>64, 132, 268</u> 551, 067, 870	2, 397, 965 833, 126 2, 729, 522 2, 032, 691 1, 140, 689 1, 013, 789 1, 331, 753 1, 779, 810 552, 558 3, 099, 838 1, 757, 762 807, 920 2, 565, 291 22, 042, 714	(65, 619) (87, 007) (108, 051) (191, 487) (62, 829) (34, 132) (53, 094) (89, 937) (155, 194) (361, 242) (66, 596) (30, 343) (263, 828) (1, 579, 359)	2, 332, 346 746, 119 2, 621, 471 1, 841, 204 1, 077, 860 979, 657 1, 278, 659 1, 689, 873 387, 364 2, 738, 596 1, 691, 166 777, 577 2, 301, 463 20, 463, 355	1.383559 0.442601 1.555069 1.092211 0.639392 0.581137 0.758507 1.002441 0.229786 1.624549 1.003208 0.461262 1.365239	1, 085, 786 347, 343 1, 220, 383 857, 143 501, 780 456, 063 595, 259 786, 693 180, 331 1, 274, 909 787, 295 361, 988 1, 071, 409 9, 526, 383		1,085,786 347,343 1,220,383 857,143 501,780 456,063 595,259 786,693 180,331 1,274,909 787,295 361,988 1,071,409 9,526,383	1.383167 0.442475 1.554628 1.091902 0.639210 0.580972 0.758232 1.002157 0.229721 1.624088 1.002924 0.461131 1.364852	0. 353164	1. 356381 0. 433906 1. 524521 1. 070756 0. 626831 0. 569721 0. 743607 0. 982749 0. 353164 1. 592636 0. 983502 0. 452201 1. 338420	20, 556, 774 2, 285, 530 731, 461 2, 569, 974 1, 805, 036 1, 056, 685 960, 412 1, 253, 542 1, 656, 677 595, 349 2, 684, 799 1, 657, 947 762, 302 2, 256, 252 20, 276, 965	9,572,586 Distric 1,064,759 Aitkin 340,616 Benton 1,196,749 Cass 840,543 Drow Wir 492,062 Isanti 447,231 Kanabec 583,731 Mille La 771,458 Morrison 277,234 Sherburn 1,250,219 Stearns 772,049 Todd 354,978 Wadena 1,050,660 Wright 9,442,289 Distric
Big Stone Clay Douglas Grant Mahnomen Otter Tail Pope Stevens Swift Traverse Wilkin District & Totals Anoka Carver	11, 550, 376 64, 001, 588 35, 073, 869 16, 218, 218 13, 134, 356 96, 863, 914 27, 879, 308 28, 704, 449 38, 525, 887 26, 099, 948 27, 471, 577 424, 725, 907 47, 246, 148 43, 076, 179	(4,268,109)	11, 550, 376 64, 001, 588 36, 073, 869 16, 218, 218 13, 134, 356 96, 853, 914 27, 879, 368 28, 704, 449 38, 525, 887 21, 831, 639 27, 471, 977 420, 457, 798 47, 246, 148	(254, 830) 1, 271, 810 122, 296 (744, 314) 724, 000 1, 003, 641 (417, 315)	(51,638) (328,371) (522,800) (233,280) (11,592) (58,717) (1,449,300)	(274, 362)	1,683,746 110,000 1,793,746	(1, 111, 118) (270, 782) (1, 595, 537) (784, 499) (354, 209) (3, 634, 659) (1, 857, 982) (1, 357, 927) (2, 477, 225) (711, 581) (573, 746) (14, 729, 643) (163, 673)		118,865 43,535 284,858 248,600 310,781 59,397 116,890 171,326 1.364,352 732,272		(36, 900)	36, 698, 798 11, 068, 399 65, 506, 628 36, 532, 574 15, 105, 348 12, 780, 147 93, 017, 236 25, 857, 563 27, 346, 322 35, 372, 735 21, 120, 158 27, 894, 840 408, 300, 948	1,467,952442,7362,620,2651,461,303604,214511,2063,720,6891,034,3031,093,8611,414,209844,8061,115,79416,332,038	(104, 360) (32, 537) (154, 879) (112, 875) (45, 649) (19, 332) (184, 451) (57, 476) (55, 295) (62, 501) (44, 400) (57, 458) (935, 213)	$\begin{array}{c} 1, 363, 592 \\ 410, 199 \\ 2, 465, 386 \\ 1, 348, 428 \\ 558, 565 \\ 491, 874 \\ 3, 536, 238 \\ 976, 827 \\ 1, 038, 586 \\ 1, 346, 408 \\ 800, 406 \\ 1, 058, 336 \\ 15, 396, 825 \end{array}$	0.808889 0.243332 1.462479 0.799894 0.331343 0.291782 2.097714 0.579459 0.616082 0.799882 0.474805 0.627810	634, 798 190, 961 1, 147, 721 627, 739 260, 031 228, 984 1, 645, 239 454, 746 483, 487 627, 729 372, 615 492, 691 7, 167, 742		634, 798 190, 961 1, 147, 721 627, 739 260, 031 228, 984 1, 646, 239 454, 746 483, 487 627, 729 372, 616 492, 691 7, 167, 742	0.808660 0.243262 1.462065 0.799667 0.331250 0.291699 2.097120 0.579294 0.615907 0.799655 0.474670 0.627632	0.481884 0.446224 0.513504	0.793000 0.481884 1.433751 0.784181 0.446224 0.513504 2.056507 0.568075 0.603979 0.784169 0.465478 0.615477	1, 336, 806 812, 340 2, 416, 957 1, 321, 940 752, 226 865, 644 3, 466, 774 957, 637 1, 018, 163 1, 321, 919 784, 683 1, 037, 545 16, 092, 634	622,505 Becker 378,279 Big Stone 1,125,495 Clay 615,582 Douglas 350,286 Grant 403,101 Mahnowen 1,514,358 Otter Tai 445,939 Pope 474,123 Stevens 615,573 Swift 365,400 Traverse 483,149 Wilkin 7,493,790 District
Hennepin Scott District 5 Totals Dodge	43,076,173 275,694,947 37,017,535 404,034,809 34,781,401	5. 5.	43,075,179 276,594,947 37,017,535 404,034,809 34,781,401	(800,684) 1,816,604 598,601 694,128	(2, 442, 353) (171, 679) (2, 614, 032) (68, 329)	(124, 474)	740,000	(497, 459) (715, 357) (400, 127) (1, 776, 616)	785, 929	305, 161 14, 035, 404 438, 537 15, 511, 374	858,782		47, 123, 066 42, 823, 197 291, 033, 956 <u>36, 759, 792</u> 417, 740, 011	1,884,923 1,712,928 11,541,358 <u>1,470,392</u> 16,709,601	(456, 513) (174, 292) (3, 633, 443) (221, 368) (4, 485, 616)	1,428,410 1,538,536 8,007,915 1,249,024 12,223,985	0.847340 0.912725 4.750334 0.740927	664,973 716,287 3,727,955 581,463 5,690,678	3, 955 492	658,928 716,287 3,728,447 581,463 5,695,125	0.852138 0.912467 4.749614 0.740717		0.835636 0.894796 4.657633 0.726372	1,408,680 1,508,410 7,851,643 1,224,488 11,993,221	655,974 Anoka 702,415 Carver 3,656,242 Hennepin 570,202 Scott 5,584,833 District
Fillwore Freeborn Goodhue Houston Mower Olwsted Rice Steele Wabasha Winona District 6 Totals Blue Earth	96, 136, 949 62, 141, 790 62, 459, 027 58, 949, 477 48, 416, 228 61, 446, 732 42, 506, 341 37, 584, 246 60, 710, 767 60, 858, 065 625, 991, 023 74, 637, 095		96, 136, 949 62, 141, 790 62, 459, 027 58, 949, 477 48, 416, 228 61, 446, 732 42, 506, 341 37, 584, 246 60, 710, 767 60, 958, 065 625, 991, 023 74, 637, 095	(1, 258, 044) 2, 319, 319 1, 558, 733 4, 054, 385 102, 280 197, 459 1, 200, 456 (440, 936) 8, 927, 780	(23:,390) (23:,390) (119,032) (114,877) (556,325)	(110,083)	1,590,000 1,016,894 2,606,894	(733, 691) (130, 198) (3, 472, 634) (68, 464) (202, 011) (1, 704, 801) (503, 236) (2, 827, 988) (535, 664) (552, 267) (627, 026) (11, 357, 980)	·	137, 518 298, 418 70, 041 441, 251 83, 385 173, 267 377, 535 53, 570 87, 793 140, 013 235, 770 2, 098, 561		(105, 597)	36, 401, 027 94, 815, 735 61, 558, 516 64, 367, 350 62, 656, 121 46, 881, 377 61, 518, 490 39, 731, 923 39, 353, 725 60, 183, 636 <u>60, 025, 873</u> 627, 493, 773	$\begin{array}{c} 1,456,041\\ 3,792,629\\ 2,462,341\\ 2,574,694\\ 2,506,245\\ 1,875,255\\ 2,460,740\\ 1,589,277\\ 1,574,149\\ 2,407,345\\ 2,401,035\\ 25,099,751 \end{array}$	(71, 972) (89, 742) (163, 582) (259, 346) (53, 370) (169, 337) (405, 504) (145, 213) (120, 738) (71, 778) (138, 190) (1, 688, 772)	1, 384, 069 3, 702, 987 2, 293, 759 2, 315, 348 2, 452, 875 1, 705, 918 2, 055, 236 1, 444, 064 1, 453, 411 2, 335, 567 2, 262, 845 23, 410, 979	0.821036 2.196571 1.363635 1.373476 1.455057 1.011959 1.219176 0.856626 0.862171 1.385470 1.342331	644, 331 1, 723, 819 1, 070, 150 1, 077, 873 1, 141, 896 794, 163 956, 782 672, 261 676, 612 1, 087, 286 1, 053, 431 10, 898, 603	2,110	644, 331 1, 723, 819 1, 072, 260 1, 077, 873 1, 141, 896 794, 163 956, 782 672, 261 675, 612 1, 087, 286 1, 053, 431 10, 900, 713	0.820804 2.195948 1.365936 1.373087 1.454645 1.011673 1.218831 0.856383 0.861926 1.385078 1.341950	· ·	0.804908 2.153422 1.339483 1.346496 1.426475 0.992081 1.195227 0.839798 0.845234 1.358255 1.315962	1, 356, 880 3, 630, 149 2, 258, 044 2, 269, 867 2, 404, 692 1, 672, 409 2, 014, 864 1, 415, 696 1, 424, 860 2, 289, 689 2, 218, 394	631,953 Dodge 1,690,436 Fillwore 1,051,494 Freeborn 1,056,999 Goodhue 1,119,783 Houston 778,784 Mower 938,253 Olmsted 659,241 Rice 663,509 Steele 1,066,230 Wabasha 1,033,030 Winona
Brown Cottonwood Faribault Jackson Le Sueur Martin Nicollet Nobles Rock Sibley Waseca Watonwan District 7 Totals. Chippewa	38, 125, 088 41, 057, 354 67, 024, 068 58, 849, 360 39, 910, 820 59, 245, 824 33, 081, 979 58, 167, 503 33, 060, 611 40, 659, 971 38, 407, 287 36, 784, 770 619, 012, 730 28, 522, 712		74, 83, 095 38, 126, 088 41, 057, 354 67, 024, 068 58, 849, 360 39, 910, 820 59, 245, 824 33, 081, 979 58, 167, 503 33, 060, 611 40, 659, 971 38, 407, 287 36, 784, 770 619, 012, 730	426,702 (282,118) (1,208,191)	(41, 524) (41, 524)		530,000 300,000 540,000 750,000 2,180,000	(2, 328, 565) (810, 038) (2, 614, 379) (1, 033, 258) (1, 864, 894) (1, 864, 894) (1, 419, 301) (2, 145, 291) (1, 659, 220) (1, 577, 567) (169, 061) (909, 330) (16, 530, 904)	5,646	135,080 196,765 88,517 355,860 284,575 339,900 138,698 241,689 170,611 50,791 85,998 157,430 225,391 2,471,305	3, 794	(253, 726)	$72, 443, 610 \\ 37, 512, 815 \\ 38, 531, 492 \\ 65, 972, 587 \\ 57, 274, 687 \\ 40, 326, 395 \\ 58, 492, 177 \\ 31, 530, 893 \\ 56, 151, 299 \\ 31, 893, 400 \\ 40, 118, 704 \\ 38, 822, 358 \\ 36, 568, 713 \\ 605, 639, 130 \\ 720$	2, 897, 744 1, 500, 513 1, 541, 260 2, 638, 903 2, 290, 987 1, 613, 056 2, 339, 687 1, 261, 236 2, 246, 052 1, 275, 736 1, 604, 748 1, 552, 894 1, 462, 749 24, 225, 565	(225, 597) (125, 236) (106, 552) (119, 503) (104, 108) (83, 134) (156, 808) (105, 467) (106, 709) (59, 041) (82, 045) (93, 767) (69, 311) (1, 437, 278)	2,672,147 1,375,277 1,434,708 2,519,400 2,186,879 1,529,922 2,182,879 1,155,769 2,139,343 1,216,695 1,522,703 1,459,127 1,393,438 22,788,287	1.585131 0.815821 0.851076 1.494520 1.297267 0.907557 1.294894 0.685608 1.269069 0.721749 0.903275 0.865561 0.826594	1, 243, 975 640, 238 667, 905 1, 172, 866 1, 018, 066 712, 230 1, 016, 204 538, 050 995, 937 566, 412 708, 870 679, 273 648, 692 10, 608, 717	2 , 988	1, 243, 975 640, 238 667, 905 1, 172, 866 1, 018, 066 712, 230 1, 016, 204 538, 050 995, 937 566, 412 708, 870 679, 273 <u>651, 680</u> 70, 611, 705	1.584681 0.815590 0.850834 1.494097 1.296899 0.907299 1.294527 0.685414 1.268710 0.721544 0.903019 0.865316 0.830155		1. 553992 0. 799795 0. 834357 1. 465163 1. 271783 0. 889728 1. 269457 0. 672140 1. 244140 0. 707571 0. 885531 0. 848558 0. 814088	22, 955, 544 2, 619, 655 1, 348, 261 1, 406, 524 2, 469, 911 2, 143, 919 1, 499, 866 2, 139, 998 1, 133, 065 2, 097, 319 1, 192, 794 1, 492, 791 1, 430, 464 1, 372, 355	10,689,612 District 1,219,884 Blue Earth 627,839 Brown 654,970 Cottonwood 1,150,153 Faribault 998,350 Jackson 698,436 Le Sueur 996,524 Martin 527,630 Nicollet 976,650 Nobles 555,443 Kock 695,142 Sibley 666,118 Waseca 639,059 Watonwan
Kandiyohi Lac Qui Parle Lincoln Lyon Mc Leod Meeker Murray Pipestone Redwood Renville Yellow Medicine District & Totals	56, 308, 016 35, 729, 123 23, 911, 808 48, 601, 449 38, 690, 332 29, 825, 152 36, 079, 869 30, 585, 594 50, 720, 959 76, 298, 305 41, 223, 028 496, 496, 347		55, 308, 016 35, 729, 123 23, 911, 808 48, 601, 449 38, 690, 332 29, 825, 152 36, 079, 869 30, 585, 594 50, 720, 959 76, 238, 305 41, 223, 628 495, 426, 347	328, 734 395, 245 (369, 933) (1, 599, 334) (107, 618) 302, 482 610, 808 (670, 577) (323, 556) (340, 663) (340, 663)	(24,680) (180,657) (17,440) (22,395) (12,184) (20,203) (277,566)	(33, 460)	185,013 700,000	(218, 575) (807, 059) (653, 710) (1, 138, 048) (1, 752, 330) (1, 215, 374) (196, 200) (2, 882, 885) (285, 838) (1, 754, 787) (3, 562, 130) (1, 740, 878) (16, 267, 814)	18,800	73,030 123,300 150,619 42,502 235,774 164,178 195,823 60,265 83,532 197,813 20,116 <u>28,929</u> 1,375,881	10, 169	(14, 400)	28,705,901 56,020,502 34,831,419 21,166,928 46,977,444 37,746,301 30,418,143 32,564,276 30,244,745 48,823,322 72,744,107 40,176,470 480,419,558	1, 148, 236 2, 240, 820 1, 393, 257 846, 677 1, 879, 098 1, 509, 852 1, 216, 726 1, 302, 571 1, 209, 790 1, 952, 933 2, 909, 764 1, 607, 059 19, 216, 783	(76, 711) (163, 040) (60, 799) (43, 683) (117, 269) (116, 841) (94, 747) (77, 714) (45, 006) (141, 152) (144, 617) (77, 330) (1, 159, 909)	1,071,525 2,077,780 1,332,458 802,994 1,761,829 1,393,011 1,121,979 1,224,857 1,163,784 1,811,781 2,765,147 1,529,729 18,056,874	0.635634 1.232549 0.790421 0.476340 1.045126 0.826341 0.655563 0.726591 0.690362 1.074757 1.640299 0.907443	498, 831 967, 277 620, 305 373, 821 820, 191 648, 494 522, 319 570, 212 541, 781 843, 445 1, 287, 270 712, 141	11,603	498,831 978,880 620,305 373,821 820,191 648,494 522,319 570,212 541,781 843,445 1,287,270 712,141	0.635453 1.246981 0.790197 0.476205 1.044829 0.826107 0.665374 0.726384 0.726384 0.690167 1.074452 1.639834 0.907186		1.222832 0.774894 0.465983 1.024595 0.810109 0.652488 0.712317 0.676801 1.053644	22, 346, 922 1, 050, 475 2, 061, 399 1, 306, 284 787, 220 1, 727, 219 1, 365, 648 1, 099, 937 1, 200, 794 1, 140, 923 1, 776, 189 2, 710, 829 1, 499, 681	10,406,198 District 7 489,170 Chippewa 959,923 Kandiyohi 608,292 Lac Qui Par 366,582 Lincoln 804,307 Lyon 635,936 Mc Leod 512,203 Meeker 559,169 Murray 531,289 Pipestone 827,111 Redwood 1,262,340 Renville 698,350 Yellow Medic
Chisago Dakota Ramsey Mashington District 9 Totals MATE TOTALS	44, 198, 758 87, 037, 757 133, 724, 164 50, 695, 496 315, 656, 175		44, 198, 759 87, 037, 757 133, 724, 564 30, 655, 695 315, 656, 175	578,058 2,247,741 (367,578) 2,558,221	(241, 386) (777, 545) (3, 738, 975) (4, 757, 506)	(101,991) (50,257)	450,000	(1, 203, 699) (569, 793) (289, 683) (69, 646) (2, 132, 821)	<u>54,841</u>	177, 733 1, 358, 667 1, 172, 035 940, 212 3, 648, 647	95,847 148,238 41,295	(1,340,398)	44,039,464 89,290,683 129,615,124 51,294,621 314,259,892	1, 762, 379 3, 571, 527 5, 184, 605 2, 051, 785 12, 570, 396	(87, 847) (618, 996) (1, 334, 811) (539, 570) (2, 581, 224)	1,674,532 2,952,631 3,849,794 1,512,215 9,989,172	0.993341 1.751515 2.283717 0.897053	8,406,085 779,552 1,374,549 1,792,210 703,987	r entre 1775 - Solo 1775 - Solo 1775 - Solo Solo 1775 - Solo Solo Solo	8,417,688 779,552 1,374,549 1,792,210 703,987	0.993060 1.751018 2.283070 0.896795		0.973829 1.717108 2.238856	1,641,640 2,894,629 3,774,170 1,482,508	8,254,672 District 8 764,456 Chisago 1,347,930 Dakota 1,757,502 Ramsey 690,353 Washington

MILEAGE

REQUESTS

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:
 - 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

Co	unty	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	y Engine 1984	er s Scr 1985	eening 1986	1987	1988	1989	F &	ot. Miles Requested Approved To Date
	Aitkin	6.10			0.60	<u></u>				. <u> </u>				6.70
02 03	Anoka Becker	1.33	0.71 10.07											2.04 10.07
04	Beltrami	6.84*	0.69	0.16										7.69
05 06	Benton Big Stone	3.18* 1.40		0.16										3.18 1.56
07	Blue Earth	15.29*			0.25									15.54
08	Brown	3.81	3.63	0.13	0.20									7.57
09	Carlton	3.62	1.01	0.15										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	0 00	0.65	1.10									2.22
24	Freeborn	0.05	0.90	0.65										1.60
25	Goodhue	F 20	0.10	0.08										0.08
26	Grant	5.30	0.12	0.34	0 95									5.42
27	Hennepin	4.50		0.24	0.85									
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

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						OCT	OBER, 19	86					
							dditiona Enginee						
					ea by ch	e douncy	Liginee	1 3 5616	ching bo	410			Tot. Miles Requested
Cour	ity	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	& Approved 1990 To Date
31	Itasca					<u></u>							
	Jackson Kanabec		0.10										0.10
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
	Lincoln	5.65*	0.90										6.55
	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												ap ap
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			0.50										0.50
60	Polk	4.00		1.55	0.67								6.22

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History of C.S.A.H. Additional Mileage Requests Approved by the County Engineer's Screening Board

Cou	nty	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	Tot. Mile: Requested & Approved 1990 To Date
61	Pope	1.63	2.00	1.20				******		- Wingness			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 Medic	ine		1.39									1.39
TOT	ALS	246.60	92.43	25.65	11.39	0.81	2.93	3.55					383.36

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Mn/DOT-TP30758 (10-80) Rev. 2-84 MINNESOTA DEPARTMENT OF TRANSPORTATION

July 24, 1986 DATE

TO : Manager, State Aid Needs Unit

FROM

:

D. O. Reed P.E.

_____ District State Aid Engineer

SUBJECT: Request for Approval of a System Revision (<u>Municipality</u>) (County) of <u>Mille Lacs</u>

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

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

M.S.A.S. CRITERIA

	Projected to	carry a relatively heavier traffic volume,
	or is function	onally classified as collector or arterial.
	Connects the	points of major traffic interest within an urban municipality.
		ntegrated street system affording, within practical limits, a reet network consistent with projected traffic demands.
Mi +	les M.S.A.S. Available Revoked Requested Balance	Comments: Request is consistent with existing 2nd proposed (turnbeck) system.

7-24-86 Date

District State Aid Engineer

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.

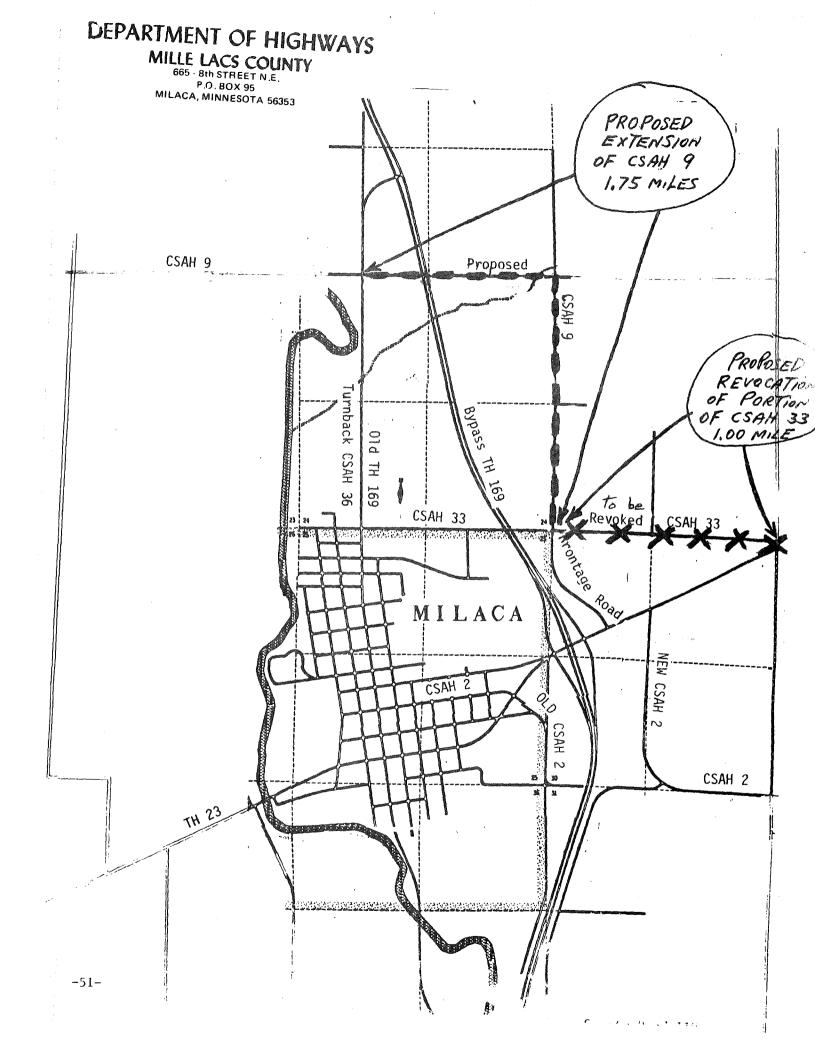
CSAH roads affected by the Bypass but that require no action by the screening board are: Relocation of CSAH 2

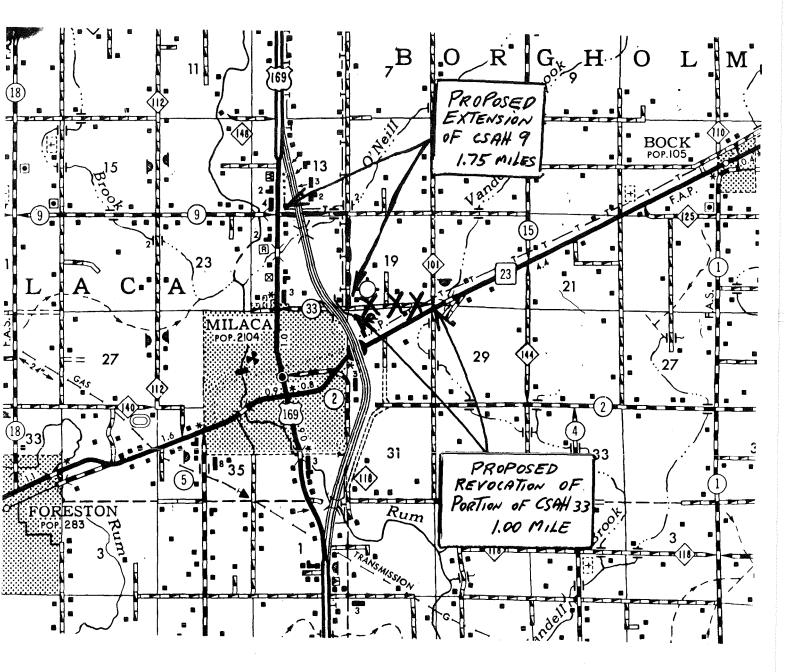
Turnback of T.H. 169 Turnback of east frontage road, T.H. 23 to CSAH 33.

Sincerely

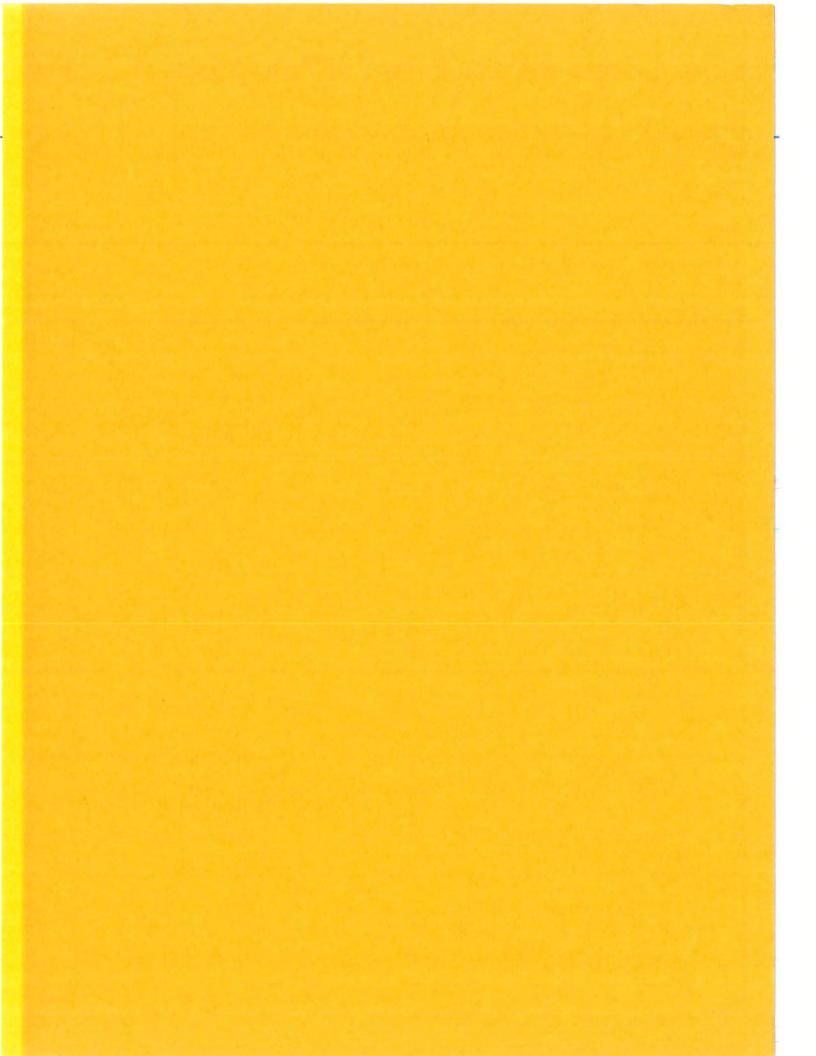
Richard C. Larson, P.E. Mille Lacs County Highway Engineer

RCL:tw cc: file





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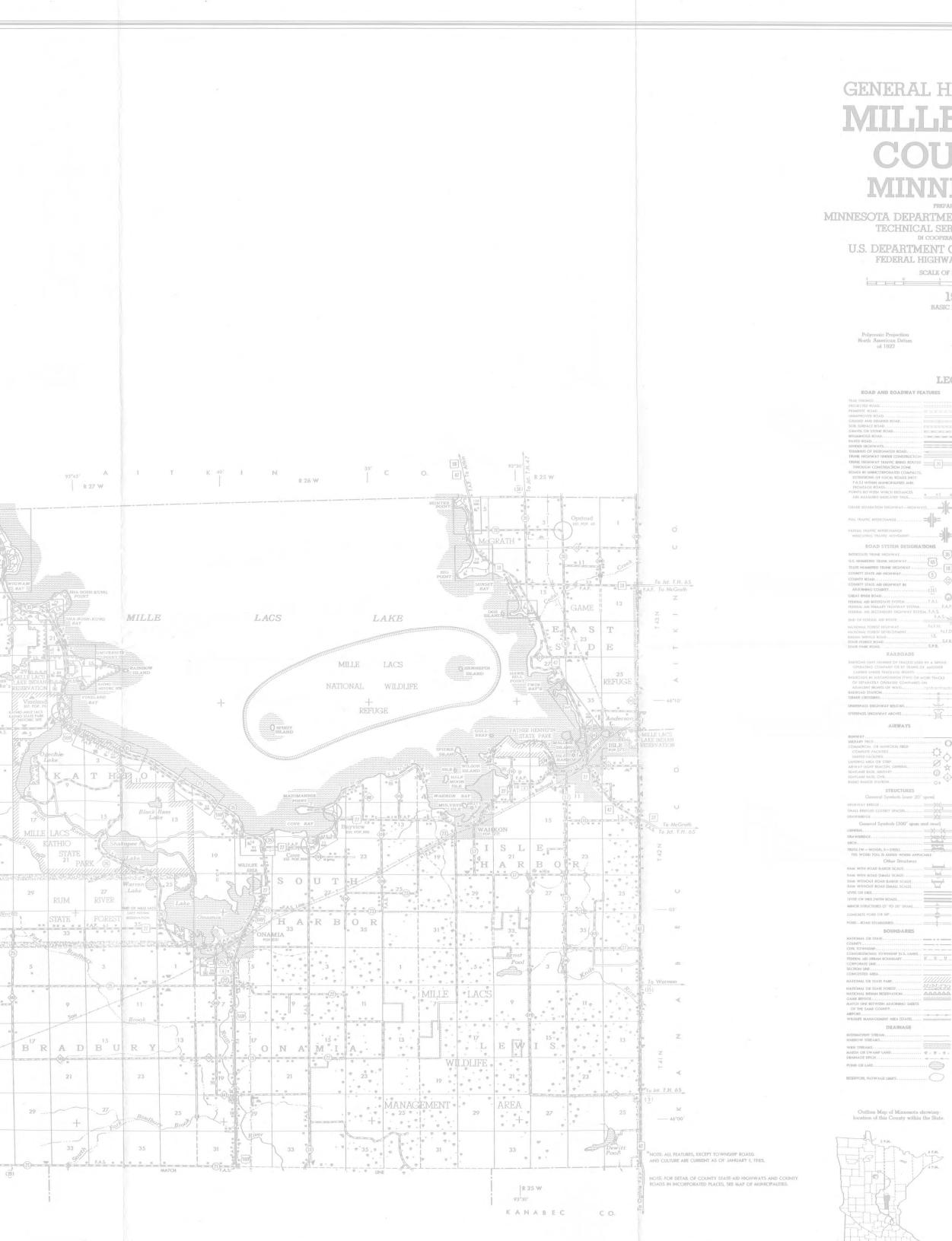


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MILLE LACS COUNTY MINNESOTA 48

GENERAL HIGHWAY MAP MILLE LACS

FIG. E

MINNESO PREPARED BY THE MINNESOTA DEPARTMENT OF TRANSPORTATION

TECHNICAL SERVICES DIVISION IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION SCALE OF STATUTE MILES

1985

46* 46* 94*

Projection Reference 46th Parallel—94th Meridian

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CHURCH, OTHER RELIGIOUS INSTITUTIONS

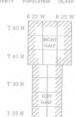
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SHEET 1 OF 1

Mn/DOT-TP30758	MINNESOTA	DEPARTMENT	OF	TRANSPORTATION
(10-80) Rev. 2-84	-	•		

DATE : JULY 29, 1986

TO : Manager, State Aid Needs Unit

FROM : WILLIAM J. CROKE District State Aid Engineer

SUBJECT: Request for Approval of a System Revision (Municipality) (County) of KOOCHICHING

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,		
×	or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,		
	or serves as a principal rural mail route and school bus route.		
×	Occurs at reasonable intervals consistent with the density of population.		
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M.S.A.S. CRITERIA

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or is functionally classified as collector or arterial.				
Connects the points of major traffic interest within an urban municipality.				
		egrated street system affording, within practical limits, a t network consistent with projected traffic demands.		
_	Available Service Revoked Service Balance	MMENTS: PROPOSED CHANGES HAVE BROAD PUBLIC UPPORT (SEE ATTACHED DOCUMENTATION). A NET NCREASE OF D.12 MILES IS REQUIRED, KOOCHICNING D. HAS NOT RECEIVED ANY CSAH MILEAGE INCREASE N OVER 20 YEARS.		

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District State Aid Engineer

7/29/86 Date

RECOMMEND APPROVAL OR DENIAL:

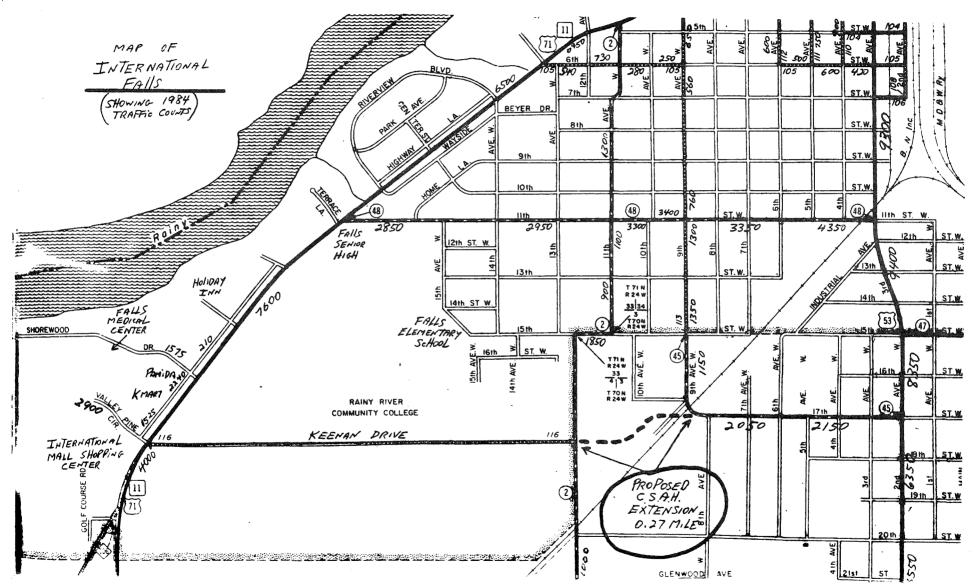
Manager, State Aid Needs Unit

Date

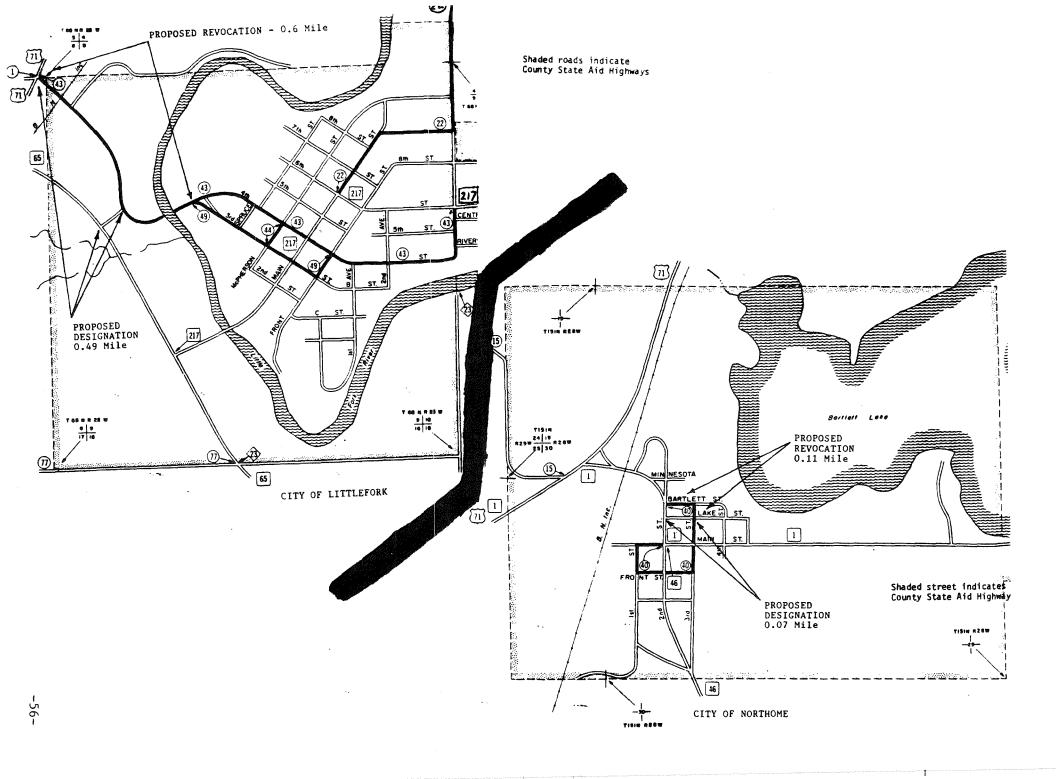
APPROVED OR DENIED:

State Aid Engineer

Date



-55-





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:

<u>City of Littlefork</u> 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.
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- As CSAH 33 from TH 71 to TH 65. 0.49 mile. Designate: Serves County Fair Grounds. Contains approximately 0.43 mile of existing CSAH 43.
- 0.11 mile for use in South International Falls. Net Change:
- 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.
 - As CSAH 40 on Lake Street from Third Street to Designate: 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.

Page 2

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. 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 Trindall

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

DLG/bnc

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 LittleforkRevoke: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 NorthomeRevoke:City of NorthomeRevoke:ConstructionCSAH 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.OutputOutputCity of Third StreetRevoke:CSAH 40 on Lake Street from Third Street
to TH 46.

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: Jene 2, 1986

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÷,

Darlene Olsen, Clerk to the Koochiching County Board

-59-

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.

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.

-61-

Concluence 5.

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

JFR/sb

Art Przybilla Chairperson

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.

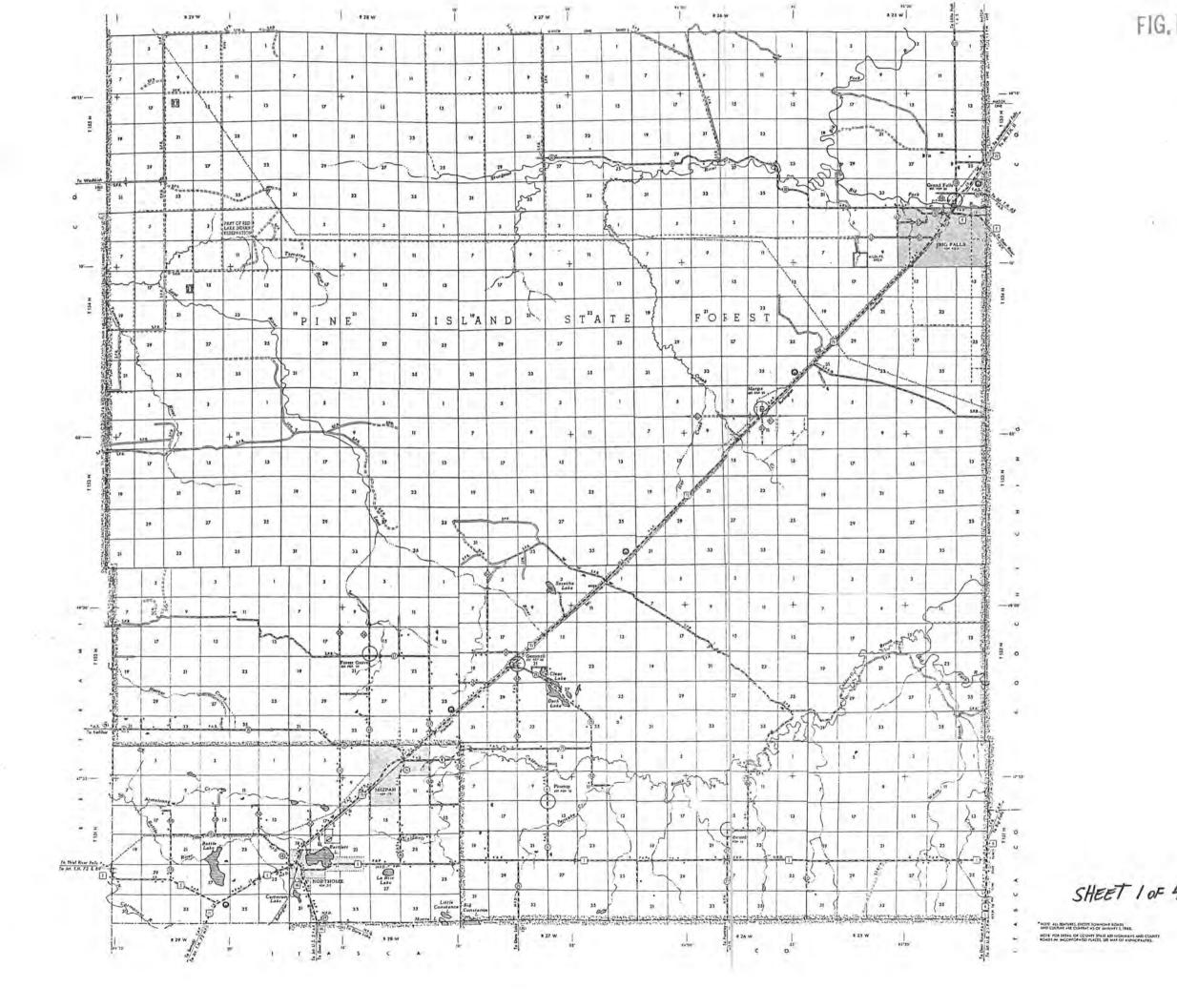
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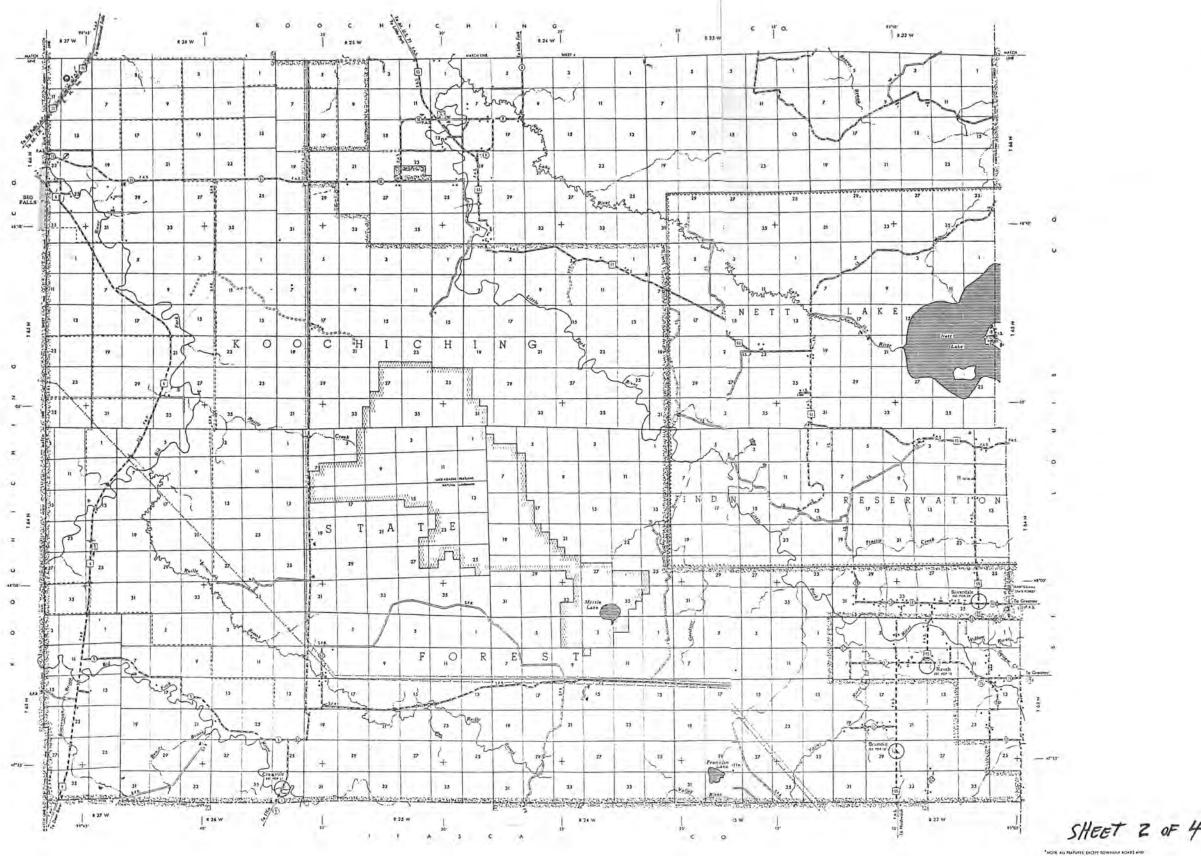
Evelyn R. Henrickson Executive Director

* * * * * * * STATE PARK ROAD ACCOUNT * * * * * * * *

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1	KOOCHICHING
	COUNTY
	MINNESOTA
	MINNESOTA DEPARTMENT OF TRANSPORTATION TECHNICAL SERVICES DIVISION
	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION SCALE OF STATUTE MILES
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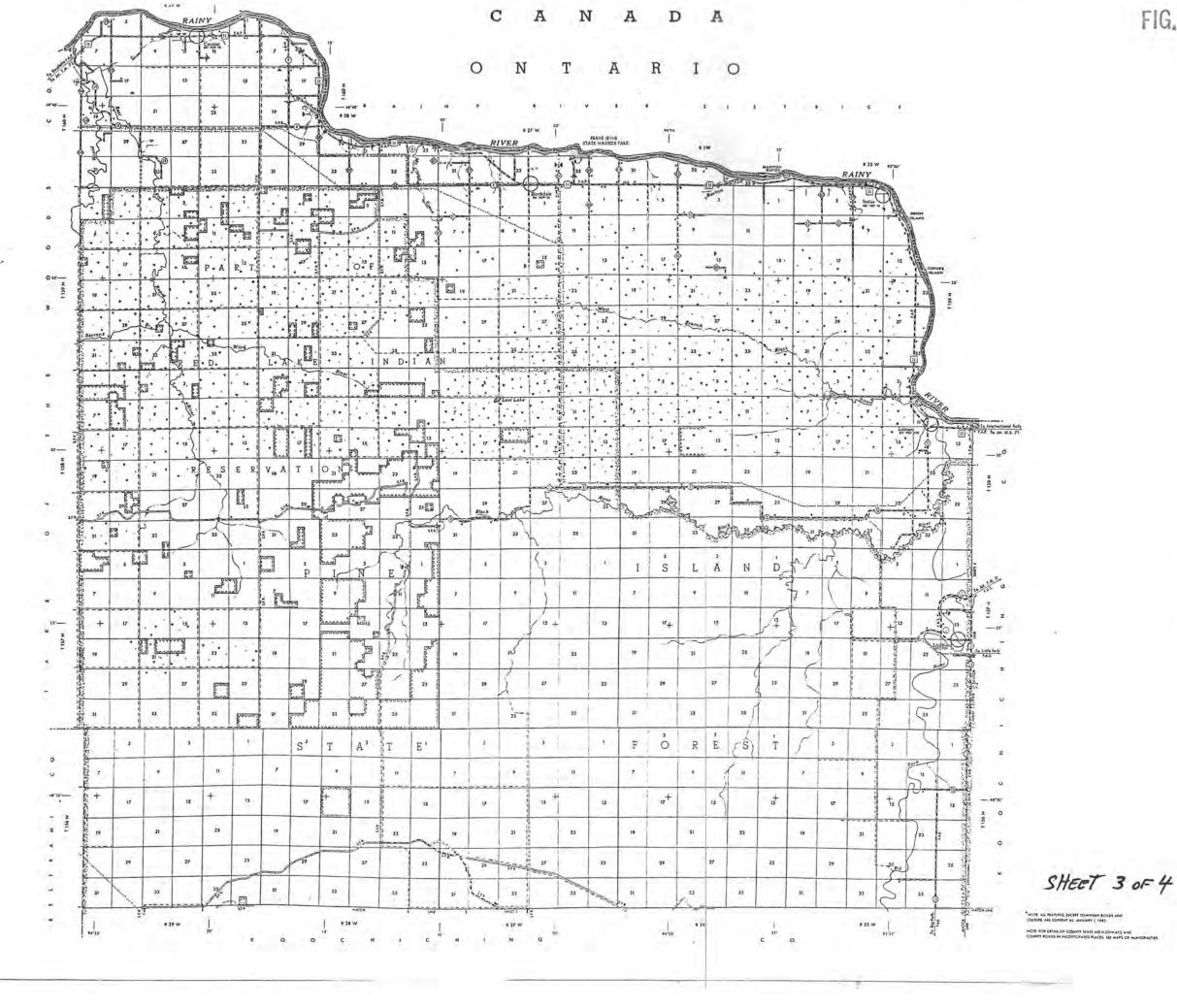


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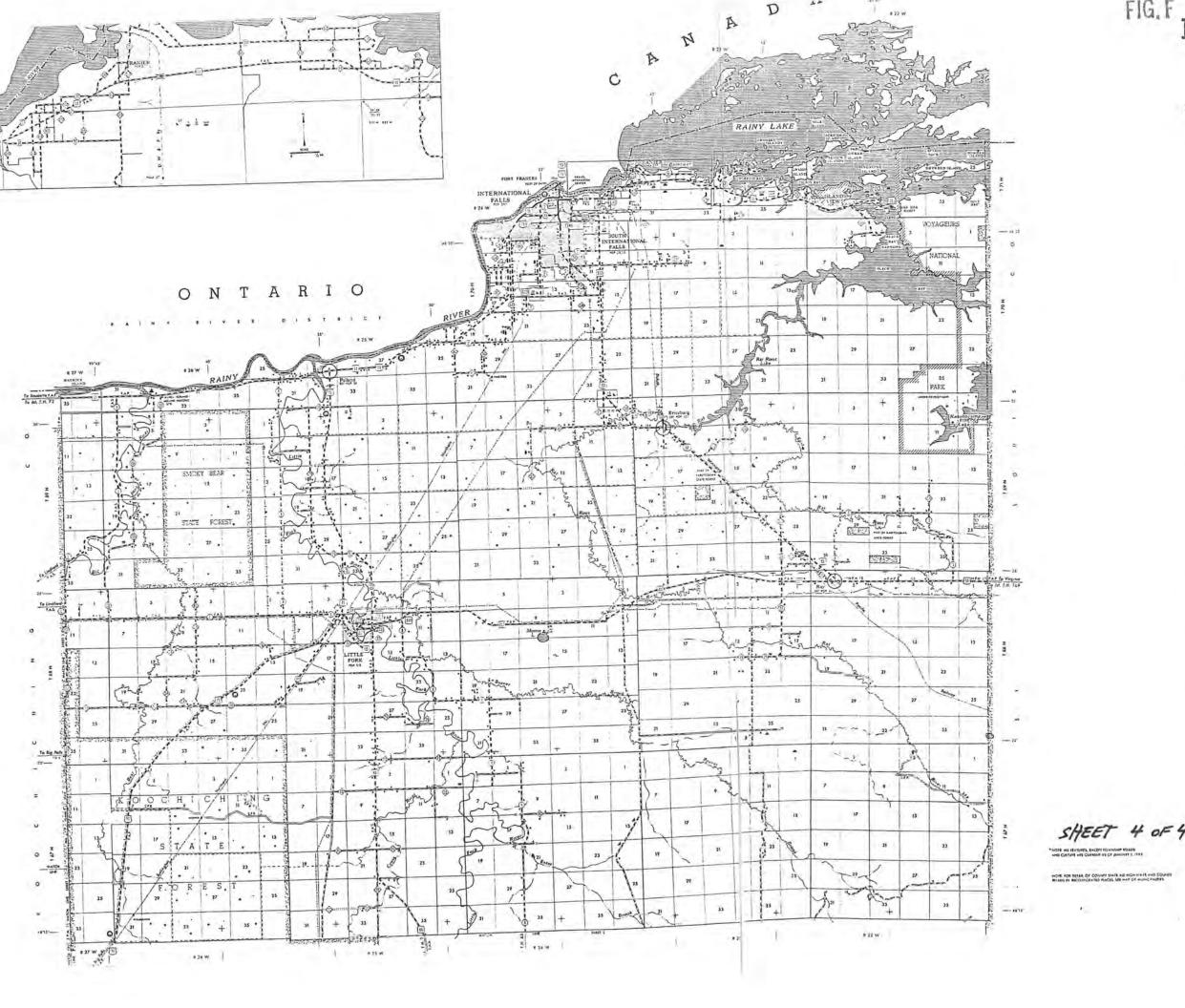
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1986 COUNTY SCREENING BOARD DATA OCTOBER, 1986

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 subdivison 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.





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 Ommibus 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.

Yoursstruly. lilia

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	35,000
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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

nel Rutton

Neil Britton Fillmore County Highway Engineer

NB/jc

cc: Roy Hanson, Assistant State Aid Engineer

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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.

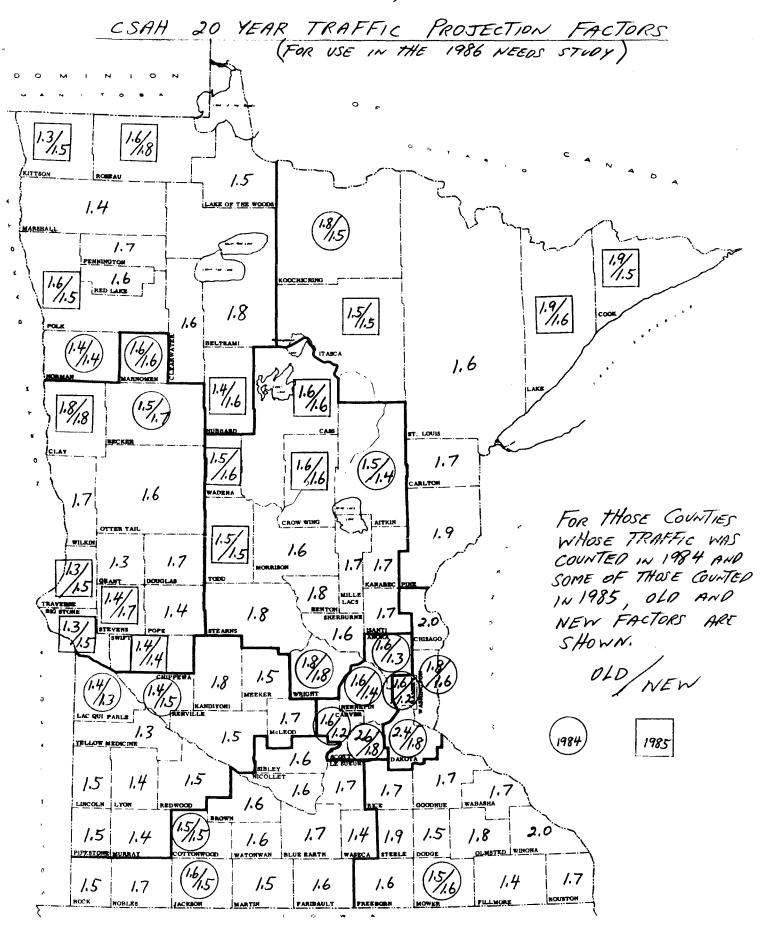
Those counties which show two factors circled on the map had their traffic counted in 1984. Those counties which have a square around two factors had their traffic counted in 1985. The first factor is the one used last year and the second one will be used for the 1986 Needs Study.

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



June 25 & 26, 1986

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

Roll call of members:

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 FayDirector of State Aid Roy Hanson.....Office of State Aid Ken HoeschenOffice of State Aid

Bill CrokeDistrict	1	State	Aid	Engineer
Jack TsaacsonDistrict	2	State	Aid	Engineer
Dave ReedDistrict	3	State	Aid	Engineer
Vern KorzendorferDistrict	4	State	Aid	Engineer
Chuck WeichselbaumDistrict	. 5	State	Aid	Engineer
Earl WelshonsDistrict	6	State	Aid	Engineer
Harvey SuedbeckDistrict	. 7	State	Aid	Engineer
John HoekeDistrict	8	State	Aid	Engineer
Elmer MorrisDistrict	. 9	State	Aid	Engineer

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

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Chairman Weiszhaar asked others present to introduce themselves:

Herb Klossner
Roger GustafsonCarver County
Mike WagnerNicollet County
Bob Witty
Ray GuttormsonMower County
Neil Britton
Doug HaederPipestone County
Tom RichelsWilkin County
John WalkupAitkin County
Duane LorsungTodd County
Mike RardinPolk County
Paul KirkwoldRamsey County
Dick HansonSt. Louis County
Bob McPartlinWaseca County
Mark StedmanAttorney Generals Official

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 Distrigtl 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

- 1. "After the Fact" needs be allowed on storm sewer relocation, sanitary sewer relocation or removal, and water main relocation or removal.
- 11. 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 submitals. 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 consistant 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 that 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 second a motion to set June 1987 as a target for the first report. Motion passed 9-0.

Jerry moved and Don second 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,

ennis C. Carlin

Dennis C. Carlson Screening Board Secretary

AHechment A

June 24, 1986 and quantities Whereas : Urban blogn thank base unit price pure used in the calculation, the C.S.A.H. Rural Design travel Base Unit Prices for the first time in 1486; and Whereas: The urban design gravel base unit price/were derived only from those projects let in 1985; and Several counties, and under the So,000 tong grand bace quantity reeded to establish an average unit price; Wherea: Some of these counties could reach the 50,000 Ton grave base quantity by using unban design grantities for the prival from 1981 Through 1984; and Whereas : Whereas : By reaching the minimum 50,000 ton gravel base quantity using their own projects they would not be religing on sub-bear or base pines from surrounding counties, thereby establishing a more accurate and equitable gravel base simit price.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

1. Sander that dis Arth Sural Design thank have that Cins If a county has less them 50,000 toos of combined great base and subban material in these five year average wint 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 grand bere and subbase material to equal 50,000 tons and a weighted average unit price inflated by the proper factors is determined .

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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 concensus 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.

Attachment (C

DISTRICT 2 PROPOSED RESOLUTION

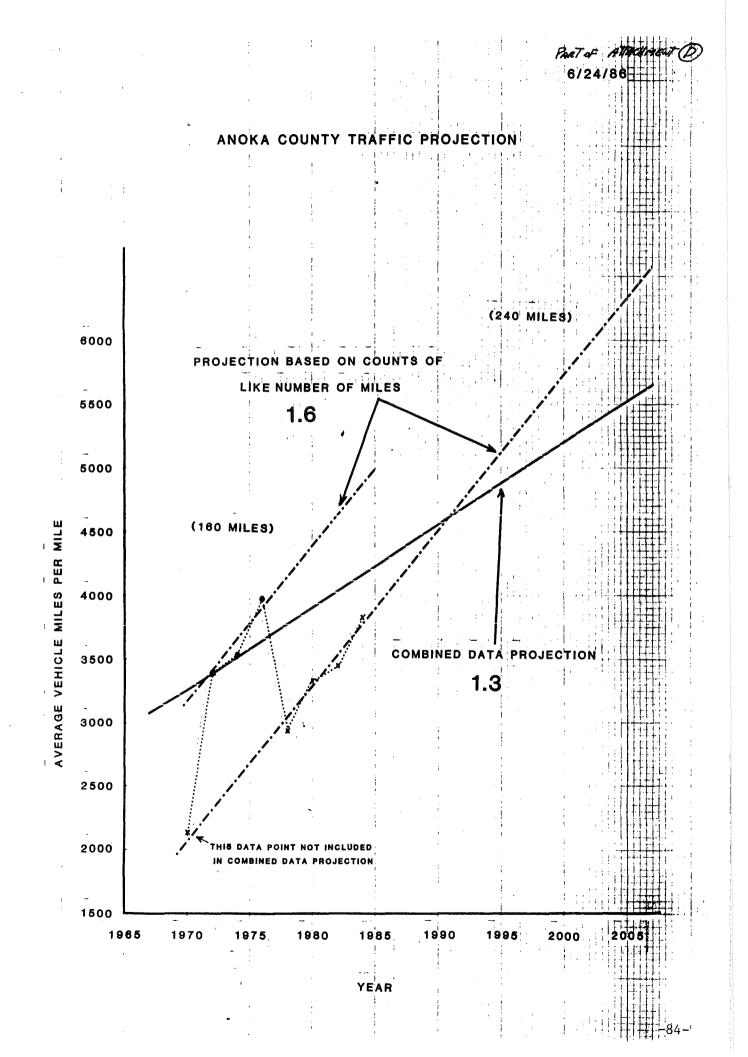
Needs Study to Include Structures 10 - 20 Feet

- 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 OR LARGER 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.

TRAFFIC PROJECTION FACTOR STUDY

<u>Year</u> 1958	<u>ANOKA</u> <u>V mi</u> 23,234	County <u>Miles</u> 58.10	400- V Mi /mi 400
1963	216,731	210,84	1,028
1970	508,502	237,36 ×	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 ×	3,443
1980	954,744	248.40 X	3,844
1982	977,159	246.55 ×	3963
1984	1,053,424	243.23 x	4,331

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Attachment (E)

County of Carlton Office of the County Highway Engincer

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



OFFICE OF

COUNTY HIGHWAY DEPARTMENT

CHISAGO COUNTY

Center City, Minnesota 55012

DOUGLAS J. WEISZHAAR County Highway Engineer W. ALLEN PALMER Asst. County Engineer CRAIG R. POORKER Right of Way Administrator

Office Telephone: 257-5708

June 2, 1986

Gerald Engstrom Watonwan 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 inconsistant 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 consistant 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/ Weiszhaar 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 Ruttgers.

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

Respectfully submitted, tomath M. Horalan

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:

Existing ADT	Turnback Maintenance/Mile/2 Lanes			
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.

Feet	of	Widening	Needs Cost/Mile
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:

		Proposed
	Projected ADT	R/W Width
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
	Proposed Roadbed <u>Width</u>	Proposed R/W Width
Proposed Urban Design -	0 - 44 Feet	60 Feet
		Proposed Roadbed lidth + 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:

- 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 apportinment needs are presently being computed.

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

- b) Segments which allow wider dimensions to accomodate 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.