



1988 County Screening Board Report

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1988

October 1988



Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

September 30, 1988

Phone (612) 296-1660

TO : County Highway Engineers
District State Aid Engineers

SUBJECT : County Screening Board Report

Enclosed is a copy of the 1988 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 19-20, 1988 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1989 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,

A handwritten signature in black ink, appearing to read 'Kenneth M. Hoeschen', is written over a horizontal line.

Kenneth M. Hoeschen
Manager
County State Aid Needs Unit



Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

Phone 612-296-1660

DATE: November 18, 1988
TO: County Engineers
District State Aid Engineers
SUBJECT: Revised Sections of County Screening Board Report

Due to necessary revisions and corrections to several reports in the October, 1988 County Screening Board booklet, we are sending revised pages and a revised Figure B to be inserted in your booklet. We apologize for any inconvenience.

If you were at the Screening Board meeting and received a set of pink sheets showing revisions, please destroy those and keep this packet of blue sheets and revised Figure B.

Sincerely,

Kenneth M. Hoeschen, Manager
County State Aid Needs Unit

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1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

FAS Fund Balance Deductions

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

That in the event any county's FAS fund balance exceeds either an amount which equals a total of the last five years of their FAS allotments or \$350,000, whichever is greater, the excess over the aforementioned amount shall be deducted from the 25-year County State Aid Highway construction needs in their regular account. This deduction will be based on the FAS fund balance as of September 1 of each 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, 1988	Maximum Balance	Needs Deduction From the 1988 25-Year C.S.A.H. Construction Needs
Anoka	\$923,094	\$477,884	\$445,210
Fillmore	750,502	633,585	116,917
Hennepin	592,729	579,285	13,444
Houston	687,589	430,528	257,061
Itasca	1,001,414	872,148	129,266
Ramsey	427,514	350,000	77,514
Rice	515,608	433,564	82,044
Roseau	717,182	579,524	137,658
Scott	406,135	402,302	3,833
Winona	454,204	434,323	19,881

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1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Grading in 1988 Needs Study		
	#	Miles						Miles	Cost	
Beltrami	5	17.3	7%	\$114,688	\$102,928	11%	7.7%	265.90	\$22,111,704	\$1,702,601
Clearwater	9	21.0	12%	61,550	66,328	-7%	-7.0%	175.55	12,635,607	(884,492)
Hubbard	2	7.0	3%	64,130	63,747	1%	0.3%	220.23	15,468,341	46,405
Kittson	7	24.1	9%	59,627	56,634	5%	4.5%	267.26	17,301,653	778,574
Lake of the Woods	2	10.9	12%	69,672	70,000	0%	0.0%	93.78	5,083,468	0
Marshall	7	30.1	8%	49,577	59,284	-16%	-12.8%	369.86	21,443,504	(2,744,769)
Norman	9	18.8	9%	50,227	57,436	-13%	-11.7%	198.48	11,070,042	(1,295,195)
Pennington	3	16.7	15%	42,318	45,545	-7%	-7.0%	115.10	5,936,688	(415,568)
Polk	6	34.1	8%	56,674	62,648	-10%	-8.0%	425.19	30,563,564	(2,445,085)
Red Lake	1	0.7	1%	131,530	115,763	14%	1.4%	108.22	7,930,256	111,024
Roseau	7	36.1	15%	48,414	58,750	-18%	-18.0%	246.86	13,349,555	(2,402,920)
District 2 Totals	58	216.8	9%	\$59,215	\$63,244	-6%	-5.4%	2,486.43	\$162,894,382	(\$7,549,425)

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

Districts	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1988 Needs Study		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
	#	Miles								
District 1 Totals	45	79.7	3%	\$162,441	\$151,711	7%	2.1%	2,469.56	\$332,206,880	\$6,590,085
District 2 Totals	58	216.8	9%	59,215	63,244	-6%	-5.4%	2,486.43	162,894,382	(7,549,425)
District 3 Totals	49	133.1	5%	85,830	69,402	24%	12.0%	2,541.62	185,530,381	23,396,266
District 4 Totals	39	128.8	6%	51,739	44,231	17%	10.2%	2,065.96	103,441,213	8,153,357
District 5 Totals	13	27.3	6%	176,441	152,646	16%	9.6%	441.69	58,169,219	4,242,607
District 6 Totals	53	141.2	7%	99,548	91,108	9%	6.3%	2,089.47	205,806,092	13,582,262
District 7 Totals	40	117.1	5%	71,149	72,049	-1%	-0.5%	2,222.33	132,928,746	1,069,133
District 8 Totals	47	143.2	7%	54,993	55,508	-1%	-0.7%	2,106.73	116,676,556	122,715
District 9 Totals	10	16.0	4%	149,095	133,283	12%	4.8%	367.11	41,738,458	1,773,065
STATE TOTAL	354	1003.2	6%	\$81,088	\$76,050	7%		16,790.90	\$1,339,391,927	\$51,380,065

REVISED
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1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Bond Account Adjustments

To compensate for unpaid County State Aid Highway bond obligations that are not reflected in the County State Aid Highway Needs Studies, the County Engineers Screening Board passed a resolution which provides that a separate annual adjustment shall be made to the total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.181, for use on State Aid projects, except bituminous overlay or concrete joint repair projects. This Bond Account Adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding the adjustment to the 25-year construction need of the county.

The Bond Account Adjustment consists of the unamortized bond balance less the unencumbered balance available as of December 31st of the preceding year.

STATE AID BOND RECORD AS OF DECEMBER 31, 1987

County	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements	Overlay Projects (No Adj.)	Unencumbered Balance Available	Bond Account Adjustment
Beltrami	05-01-87	\$3,000,000	\$3,000,000	\$0		\$3,000,000	\$0
Kittson	05-01-84	1,235,000	675,000	1,235,000		0	675,000
Lake of the Woods	08-01-85	1,000,000	800,000	333,918		666,082	133,918
Marshall	02-01-79	1,250,000	300,000	1,250,000		0	300,000
Marshall	07-01-84	2,000,000	1,775,000	1,423,608		576,392	1,198,608
Norman	04-03-85	500,000	300,000	500,000	\$62,332	0	237,668
Pennington	08-01-81	575,000	300,000	575,000		0	300,000
Pennington	08-01-80	400,000	180,000	400,000		0	180,000
Polk	04-20-83	2,000,000	1,275,000	2,000,000		0	1,275,000
Red Lake	07-01-81	780,000	150,000	780,000		0	150,000
District 2 Totals		12,740,000	8,755,000	8,497,526	62,332	4,242,474	4,450,194

County	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements	Overlay Projects (No Adj.)	Unencumbered Balance Available	Bond Account Adjustment
Crow Wing	07-01-81	\$1,000,000	\$0	\$986,632		\$13,368	(\$13,368)
Wadena	07-01-81	635,000	0	635,000		0	0
Wadena	07-01-87	515,000	515,000	515,000	\$300,000	0	215,000
District 3 Totals		2,150,000	515,000	2,136,632	300,000	13,368	201,632
Becker	08-01-86	1,500,000	1,400,000	1,070,435	377,633	429,565	592,802
Otter Tail	06-01-86	7,735,000	7,250,000	2,322,011	173,297	5,412,989	1,663,714
Douglas	07-01-84	2,500,000	1,850,000	2,500,000	621,254	0	1,228,746
Wilkin	05-01-77	1,100,000	0	1,100,000		0	0
District 4 Totals		12,835,000	10,500,000	6,992,446	1,172,184	5,842,554	3,485,262
Carver	05-01-68	485,000	0	485,000		0	0
Carver	08-01-79	900,000	520,000	900,000		0	520,000
Carver	09-01-67	200,000	0	200,000		0	0
District 5 Totals		1,585,000	520,000	1,585,000	0	0	520,000
Dodge	03-01-84	1,700,000	1,130,000	1,700,000		0	1,130,000
Steele	05-01-83	1,400,000	700,000	1,400,000	14,439	0	685,561
District 6 Totals		3,100,000	1,830,000	3,100,000	14,439	0	1,815,561
LeSueur	02-01-79	1,300,000	300,000	1,300,000		0	300,000
Nicollet	07-01-79	1,000,000	100,000	1,000,000		0	100,000
Sibley	07-01-81	990,000	240,000	990,000		0	240,000
Watonwan	11-01-79	1,250,000	450,000	1,250,000		0	450,000
District 7 Totals		4,540,000	1,090,000	4,540,000		0	1,090,000
Kandiyohi	07-01-86	2,300,000	2,300,000	562,449		1,737,551	562,449
Pipestone	08-01-75	940,000	0	940,000	4,987	0	0
Yellow Medicine	09-01-80	1,000,000	500,000	1,000,000		0	500,000
Yellow Medicine	08-01-86	2,700,000	2,700,000	400,000		2,300,000	400,000
District 8 Totals		6,940,000	5,500,000	2,902,449	4,987	4,037,551	1,462,449
Chisago	06-07-78	1,330,000	150,000	1,330,000		0	150,000
District 9 Totals		1,330,000	150,000	1,330,000		0	150,000
STATE TOTALS		\$45,220,000	\$28,860,000	\$31,084,053	\$1,553,942	\$14,135,947	\$13,175,098

1988 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1989 C.S.A.H. FUND APPORTIONMENT)

REVISED
11/1/88

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 1989 C.S.A.H. FUND

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
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Carlton	294.36	\$1,982,935
Cook	178.20	1,428,715
Itasca	647.48	2,909,872
Koochiching	249.03	2,438,733
Lake	213.92	1,999,860
Pine	472.62	3,880,937
St. Louis	1,360.49	12,737,894
District 1 Totals	3,416.10	27,378,946
Beltrami	465.42	2,370,952
Clearwater	327.06	1,358,614
Hubbard	325.02	1,262,427
Kittson	373.39	1,741,404
Lake of the Woods	186.96	1,532,987
Marshall	639.68	2,434,050
Norman	393.43	1,377,841
Pennington	260.46	748,101
Polk	808.92	4,126,003
Red Lake	186.39	958,480
Roseau	482.65	1,791,707
District 2 Totals	4,449.38	19,702,566
Aitkin	368.35	2,442,359
Benton	223.98	822,572
Cass	528.89	2,207,886
Crow Wing	372.47	1,632,879
Isanti	226.14	993,139
Kanabec	211.17	806,348
Mille Lacs	253.67	1,171,882
Morrison	430.12	1,654,507
Sherburne	217.01	608,705
Stearns	603.02	2,663,477
Todd	412.36	1,590,005
Wadena	229.62	795,370
Wright	403.41	2,291,363
District 3 Totals	4,480.21	19,680,492
Becker	466.81	1,253,417
Big Stone	211.31	848,397
Clay	406.63	2,324,938
Douglas	387.21	1,407,371
Grant	228.85	786,023
Mahnomen	195.09	925,633
Otter Tail	911.62	3,279,107
Pope	299.13	888,358
Stevens	243.91	1,002,938
Swift	329.64	1,492,249
Traverse	245.42	1,028,827
Wilkin	312.15	1,249,991
District 4 Totals	4,237.77	16,487,249

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Anoka	243.21	\$1,861,570
Carver	207.59	1,530,553
Hennepin	523.29	13,035,030
Scott	186.56	1,932,802
District 5 Totals	1,160.65	18,359,955
Dodge	249.71	1,247,026
Fillmore	394.95	3,467,161
Freeborn	447.64	2,145,110
Goodhue	326.66	2,043,473
Houston	249.34	2,269,899
Mower	373.70	1,851,996
Olmsted	319.87	1,956,155
Rice	280.41	1,581,276
Steele	292.19	1,480,580
Wabasha	276.21	2,018,672
Winona	315.92	2,130,792
District 6 Totals	3,526.60	22,192,140
Blue Earth	415.83	2,334,446
Brown	317.94	1,181,321
Cottonwood	316.35	1,266,865
Faribault	349.92	2,106,299
Jackson	370.89	2,001,689
Le Sueur	268.16	1,404,851
Martin	378.15	1,815,692
Nicollet	246.14	1,196,968
Nobles	343.88	1,990,627
Rock	262.80	1,238,632
Sibley	288.79	1,330,984
Waseca	250.26	1,523,153
Watsonwan	235.20	1,362,166
District 7 Totals	4,044.31	20,753,693
Chippewa	244.12	1,038,836
Kandiyohi	422.77	2,096,118
Lac Qui Parle	361.89	1,300,817
Lincoln	255.05	709,406
Lyon	317.34	1,673,093
Mc Leod	236.36	1,470,988
Meeker	272.21	1,032,607
Murray	355.24	950,817
Pipestone	233.84	985,396
Redwood	385.24	1,705,227
Renville	449.35	2,008,371
Yellow Medicine	346.77	1,097,608
District 8 Totals	3,880.18	16,069,284
Chisago	226.14	1,642,797
Dakota	274.50	4,087,365
Ramsey	229.40	6,684,695
Washington	194.67	1,866,365
District 9 Totals	924.71	14,281,222
STATE TOTALS	30,119.91	\$174,905,547

Does not include 1988 T.H. Turnback Mileage

REVISED 11/1/88

COMPONENTS OF THE TENTATIVE 1989 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment 1988 THTB Mile. Not Included	Money Needs Apportionment	Total TENTATIVE 1989 CSAH Apportionment
Carlton	\$243,167	\$153,759	\$620,261	\$1,199,224	\$2,216,411
Cook	243,168	24,033	375,470	864,047	1,506,718
Itasca	243,168	234,933	1,364,346	1,759,810	3,602,257
Koochiching	243,168	83,903	524,744	1,474,878	2,326,693
Lake	243,168	58,707	450,741	1,209,460	1,962,076
Pine	243,168	104,868	995,858	2,347,083	3,690,977
St. Louis	243,168	965,626	2,866,733	7,703,525	11,779,052
District 1 Totals	1,702,175	1,625,829	7,198,153	16,558,027	27,084,184
Beltrami	243,167	151,728	980,689	1,433,886	2,809,470
Clearwater	243,168	44,236	689,186	821,652	1,798,242
Hubbard	243,168	81,555	684,870	763,481	1,773,074
Kittson	243,168	36,536	786,798	1,053,153	2,119,655
Lake of the Woods	243,168	21,240	393,938	927,108	1,585,454
Marshall	243,168	69,221	1,347,908	1,472,046	3,132,343
Norman	243,168	51,281	829,004	833,280	1,956,733
Pennington	243,168	73,220	548,798	452,431	1,317,617
Polk	243,168	169,203	1,704,528	2,495,292	4,612,191
Red Lake	243,168	25,810	392,733	579,662	1,241,373
Roseau	243,168	72,733	1,016,992	1,083,575	2,416,468
District 2 Totals	2,674,847	796,763	9,375,444	11,915,566	24,762,620
Aitkin	243,167	74,045	776,136	1,477,071	2,570,419
Benton	243,167	124,607	471,939	497,469	1,337,182
Cass	243,167	114,896	1,114,414	1,335,268	2,807,745
Crow Wing	243,168	237,852	784,831	987,520	2,253,371
Isanti	243,168	128,838	476,509	600,623	1,449,138
Kanabec	243,168	65,582	444,966	487,657	1,241,373
Mille Lacs	243,168	99,304	534,517	708,722	1,585,711
Morrison	243,168	151,940	906,306	1,000,600	2,302,014
Sherburne	243,168	172,799	457,278	368,128	1,241,373
Stearns	243,168	565,764	1,270,669	1,610,797	3,690,398
Todd	243,168	119,275	868,924	961,591	2,192,958
Wadena	243,168	73,389	483,808	481,018	1,281,383
Wright	243,168	343,144	850,011	1,385,753	2,822,076
District 3 Totals	3,161,181	2,271,435	9,440,308	11,902,217	26,775,141

COMPONENTS OF THE TENTATIVE 1989 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment 1988 THTB Mile. Not Included	Money Needs Apportionment	Total TENTATIVE 1989 CSAH Apportionment
Becker	\$243,167	\$146,164	\$983,609	\$758,032	\$2,130,972
Big Stone	243,167	39,836	445,283	513,087	1,241,373
Clay	243,168	206,754	856,802	1,406,058	2,712,782
Douglas	243,168	149,824	815,929	851,139	2,060,060
Grant	243,168	40,619	482,221	475,365	1,241,373
Mahnomen	243,168	27,333	411,075	559,797	1,241,373
Otter Tail	243,168	279,064	1,920,887	1,983,113	4,426,232
Pope	243,168	56,993	630,289	537,254	1,467,704
Stevens	243,168	54,455	513,954	606,549	1,418,126
Swift	243,168	67,634	694,581	902,471	1,907,854
Traverse	243,168	32,283	517,128	622,206	1,414,785
Wilkin	243,168	44,850	657,770	755,960	1,701,748
District 4 Totals	2,918,014	1,145,809	8,929,528	9,971,031	22,964,382
Anoka	243,167	1,092,835	512,495	1,125,826	2,974,323
Carver	243,167	213,925	437,413	925,636	1,820,141
Hennepin	243,168	4,894,561	1,102,672	7,883,225	14,123,626
Scott	243,168	282,385	393,113	1,168,905	2,087,571
District 5 Totals	972,670	6,483,706	2,445,693	11,103,592	21,005,661
Dodge	243,168	79,016	526,203	754,167	1,602,554
Fillmore	243,168	108,613	832,240	2,096,843	3,280,864
Freeborn	243,168	186,212	943,244	1,297,303	2,669,927
Goodhue	243,168	210,308	688,298	1,235,836	2,377,610
Houston	243,168	91,667	525,378	1,372,772	2,232,985
Mower	243,168	198,524	787,433	1,120,036	2,349,161
Olmsted	243,168	509,004	674,018	1,183,028	2,609,218
Rice	243,168	220,865	590,876	956,312	2,011,221
Steele	243,168	157,207	615,692	895,414	1,911,481
Wabasha	243,168	105,545	581,991	1,220,837	2,151,541
Winona	243,168	207,685	665,703	1,288,644	2,405,200
District 6 Totals	2,674,848	2,074,646	7,431,076	13,421,192	25,601,762

COMPONENTS OF THE TENTATIVE 1989 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment 1988 THTB Mile. Not Included	Money Needs Apportionment	Total TENTATIVE 1989 CSAH Apportionment
Blue Earth	\$243,167	\$254,840	\$876,223	\$1,411,808	\$2,786,038
Brown	243,167	153,674	669,956	714,430	1,781,227
Cottonwood	243,168	77,028	666,592	766,165	1,752,953
Faribault	243,168	100,828	737,357	1,273,831	2,355,184
Jackson	243,168	72,077	781,530	1,210,566	2,307,341
Le Sueur	243,168	125,812	565,045	849,615	1,783,640
Martin	243,168	133,534	796,826	1,098,080	2,271,608
Nicollet	243,168	120,693	518,651	723,893	1,606,405
Nobles	243,168	116,123	724,601	1,203,876	2,287,768
Rock	243,168	54,560	553,748	749,090	1,600,566
Sibley	243,168	82,867	608,520	804,942	1,739,497
Waseca	243,168	95,454	527,346	921,161	1,787,129
Watonwan	243,168	66,534	495,612	823,800	1,629,114
District 7 Totals	3,161,182	1,454,024	8,522,007	12,551,257	25,688,470
Chippewa	243,168	76,372	514,399	628,259	1,462,198
Kandiyohi	243,168	199,899	890,820	1,267,674	2,601,561
Lac Qui Parle	243,168	53,756	762,554	786,698	1,846,176
Lincoln	243,168	38,672	537,437	429,029	1,248,306
Lyon	243,168	129,218	668,686	1,011,840	2,052,912
Mc Leod	243,168	181,198	498,024	889,613	1,812,003
Meeker	243,168	112,273	573,613	624,492	1,553,546
Murray	243,168	58,051	748,528	575,028	1,624,775
Pipestone	243,168	56,909	492,756	595,940	1,388,773
Redwood	243,168	104,657	811,741	1,031,274	2,190,840
Renville	243,168	111,448	946,861	1,214,607	2,516,084
Yellow Medicine	243,168	72,225	730,693	663,803	1,709,889
District 8 Totals	2,918,016	1,194,678	8,176,112	9,718,257	22,007,063
Chisago	\$243,168	154,796	476,509	993,518	1,867,991
Dakota	243,168	1,135,252	578,437	2,471,925	4,428,782
Ramsey	243,168	2,187,870	483,363	4,042,718	6,957,119
Washington	243,168	630,797	410,186	1,128,726	2,412,877
District 9 Totals	972,672	4,108,715	1,948,495	8,636,887	15,666,769
STATE TOTALS	\$21,155,605	\$21,155,605	\$63,466,816	\$105,778,026	\$211,556,052

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988REVISED
11/1/88

Comparison of the Actual 1988 to the Tentative 1989 C.S.A.H. Apportionment

County	Actual 1988 C.S.A.H. Apportionment	Tentative 1989 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$1,666,017	\$2,216,411	\$550,394	33.0%
Cook	1,396,067	1,506,718	110,651	7.9%
Itasca	3,117,075	3,602,257	485,182	15.6%
Koochiching	1,946,163	2,326,693	380,530	19.6%
Lake	1,706,122	1,962,076	255,954	15.0%
Pine	3,155,812	3,690,977	535,165	17.0%
St. Louis	10,251,125	11,779,052	1,527,927	14.9%
District 1 Totals	23,238,381	27,084,184	3,845,803	16.5%
Beltrami	2,358,183	2,809,470	451,287	19.1%
Clearwater	1,543,012	1,798,242	255,230	16.5%
Hubbard	1,527,816	1,773,074	245,258	16.1%
Kittson	1,880,906	2,119,655	238,749	12.7%
Lake of the Woods	1,326,153	1,585,454	259,301	19.6%
Marshall	2,685,590	3,132,343	446,753	16.6%
Norman	1,723,629	1,956,733	233,104	13.5%
Pennington	1,167,155	1,317,617	150,462	12.9%
Polk	3,809,805	4,612,191	802,386	21.1%
Red Lake	1,038,346	1,241,373	203,027	19.6%
Roseau	2,042,865	2,416,468	373,603	18.3%
District 2 Totals	21,103,460	24,762,620	3,659,160	17.3%
Aitkin	2,131,350	2,570,419	439,069	20.6%
Benton	1,109,473	1,337,182	227,709	20.5%
Cass	2,523,746	2,807,745	283,999	11.3%
Crow Wing	1,960,630	2,253,371	292,741	14.9%
Isanti	1,225,615	1,449,138	223,523	18.2%
Kanabec	1,052,437	1,241,373	188,936	18.0%
Mille Lacs	1,338,998	1,585,711	246,713	18.4%
Morrison	1,930,780	2,302,014	371,234	19.2%
Sherburne	1,038,346	1,241,373	203,027	19.6%
Stearns	3,011,453	3,690,398	678,945	22.5%
Todd	1,881,232	2,192,958	311,726	16.6%
Wadena	1,069,981	1,281,383	211,402	19.8%
Wright	2,352,833	2,822,076	469,243	19.9%
District 3 Totals	22,626,874	26,775,141	4,148,267	18.3%
Becker	1,803,682	2,130,972	327,290	18.1%
Big Stone	1,038,346	1,241,373	203,027	19.6%
Clay	2,314,775	2,712,782	398,007	17.2%
Douglas	1,767,686	2,060,060	292,374	16.5%
Grant	1,038,346	1,241,373	203,027	19.6%
Mahnomen	1,038,346	1,241,373	203,027	19.6%
Otter Tail	3,851,955	4,426,232	574,277	14.9%
Pope	1,246,173	1,467,704	221,531	17.8%
Stevens	1,199,051	1,418,126	219,075	18.3%
Swift	1,593,421	1,907,854	314,433	19.7%
Traverse	1,111,257	1,414,785	303,528	27.3%
Wilkin	1,332,419	1,701,748	369,329	27.7%
District 4 Totals	19,335,457	22,964,382	3,628,925	18.8%

County	Actual 1988 C.S.A.H. Apportionment	Tentative 1989 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$2,482,129	\$2,974,323	\$492,194	19.8%
Carver	1,519,082	1,820,141	301,059	19.8%
Hennepin	10,510,747	14,123,626	3,612,879	34.4%
Scott	1,548,140	2,087,571	539,431	34.8%
District 5 Totals	16,060,098	21,005,661	4,945,563	30.8%
Dodge	1,373,670	1,602,554	228,884	16.7%
Fillmore	2,743,143	3,280,864	537,721	19.6%
Freeborn	2,245,738	2,669,927	424,189	18.9%
Goodhue	2,063,366	2,377,610	314,244	15.2%
Houston	1,852,313	2,232,985	380,672	20.6%
Mower	1,934,948	2,349,161	414,213	21.4%
Olmsted	2,176,169	2,609,218	433,049	19.9%
Rice	1,704,891	2,011,221	306,330	18.0%
Steele	1,634,776	1,911,481	276,705	16.9%
Wabasha	1,896,321	2,151,541	255,220	13.5%
Winona	2,060,760	2,405,200	344,440	16.7%
District 6 Totals	21,686,095	25,601,762	3,915,667	18.1%
Blue Earth	2,447,054	2,786,038	338,984	13.9%
Brown	1,561,746	1,781,227	219,481	14.1%
Cottonwood	1,517,362	1,752,953	235,591	15.5%
Faribault	2,062,302	2,355,184	292,882	14.2%
Jackson	1,953,216	2,307,341	354,125	18.1%
Le Sueur	1,534,376	1,783,640	249,264	16.2%
Martin	1,916,965	2,271,608	354,643	18.5%
Nicollet	1,313,881	1,606,405	292,524	22.3%
Nobles	1,913,939	2,287,768	373,829	19.5%
Rock	1,316,338	1,600,566	284,228	21.6%
Sibley	1,489,563	1,739,497	249,934	16.8%
Waseca	1,474,546	1,787,129	312,583	21.2%
Watsonwan	1,346,530	1,629,114	282,584	21.0%
District 7 Totals	21,847,818	25,688,470	3,840,652	17.6%
Chippewa	1,252,365	1,462,198	209,833	16.8%
Kandiyohi	2,140,330	2,601,561	461,231	21.5%
Lac Qui Parle	1,574,997	1,846,176	271,179	17.2%
Lincoln	1,074,792	1,248,306	173,514	16.1%
Lyon	1,741,195	2,052,912	311,717	17.9%
Mc Leod	1,463,068	1,812,003	348,935	23.8%
Meeker	1,309,272	1,553,546	244,274	18.7%
Murray	1,493,115	1,624,775	131,660	8.8%
Pipestone	1,194,944	1,388,773	193,829	16.2%
Redwood	1,845,800	2,190,840	345,040	18.7%
Renville	2,228,431	2,516,084	287,653	12.9%
Yellow Medicine	1,522,683	1,709,889	187,206	12.3%
District 8 Totals	18,840,992	22,007,063	3,166,071	16.8%
Chisago	1,568,573	1,867,991	299,418	19.1%
Dakota	3,463,508	4,428,782	965,274	27.9%
Ramsey	5,135,304	6,957,119	1,821,815	35.5%
Washington	2,049,492	2,412,877	363,385	17.7%
District 9 Totals	12,216,877	15,666,769	3,449,892	28.2%
STATE TOTALS	\$176,956,052	\$211,556,052	\$34,600,000	19.6%

	(MINUS)			(PLUS)										
ADJUSTED YEAR CONSTRUCTION NEEDS	ANNUAL CONSTRUCTION NEEDS *	MILL LEVY DEDUCTIONS	TENTATIVE ANNUAL MONEY NEEDS	TENTATIVE MONEY NEEDS FACTORS	TENTATIVE MONEY NEEDS APPORTIONMENT (LESS THTB ADJUSTMENTS)	1988 THTB ADJUSTMENTS	TENTATIVE MONEY NEEDS APPORTIONMENT	ADJUSTMENTS TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 79 COUNTIES	MINIMUM COUNTY ADJUSTMENT FOR OTHER 79 COUNTIES	TENTATIVE 1989 MONEY NEEDS APPORTIONMENT	ANNUAL MONEY NEEDS	COUNTY	
2,688,206	\$2,107,528	(\$82,901)	\$2,024,627	1.157555	\$1,224,232		\$1,224,232		1.194537	(\$25,008)	\$1,199,224	\$1,982,935	Carlton	
17,212,775	1,488,511	(29,757)	1,458,754	0.834024	882,065		882,065		0.860670	(18,018)	864,047	1,428,715	Cook	
9,248,303	3,169,932	(198,877)	2,971,055	1.698663	1,796,508		1,796,508		1.752933	(36,698)	1,759,810	2,909,872	Itasca	
5,114,722	1,404,589	(31,853)	1,372,736	0.784844	830,052		830,052	644,826			1,474,878	2,438,733	Koochiching	
1,756,643	2,070,266	(28,358)	2,041,908	1.167435	1,234,681		1,234,681		1.204733	(25,221)	1,209,460	1,999,860	Lake	
10,768,510	4,030,740	(68,202)	3,962,538	2.265530	2,396,027		2,396,027		2.337910	(48,944)	2,347,083	3,880,937	Pine	
2,625,031	13,305,001	(299,279)	13,005,722	7.435855	7,864,169		7,864,169		7.673419	(160,644)	7,703,525	12,737,894	St. Louis	
9,414,190	27,576,567	(739,227)	26,837,340		16,227,734		16,227,734				16,558,027	27,378,946	District 1 Totals	
2,590,291	2,503,612	(\$82,609)	2,420,803	1.384063	1,463,787		1,463,787		1.428282	(29,901)	1,433,886	2,370,952	Beltrami	
5,338,488	1,413,540	(26,360)	1,387,180	0.793102	838,786		838,786		0.818441	(17,134)	821,652	1,358,614	Clearwater	
3,872,630	1,354,905	(65,933)	1,288,972	0.736953	779,402		779,402		0.760497	(15,921)	763,481	1,262,427	Hubbard	
5,517,370	1,820,695	(42,676)	1,778,019	1.016560	1,075,115		1,075,115		1.09037	(21,962)	1,053,153	1,741,404	Kittson	
5,109,335	604,373	(13,397)	590,976	0.337883	357,345		357,345	569,763			927,108	1,532,987	Lake of the Woods	
3,604,112	2,544,164	(58,935)	2,485,229	1.420898	1,502,743		1,502,743		1.466293	(30,697)	1,472,046	2,434,050	Marshall	
6,328,776	1,453,151	(46,339)	1,406,812	0.804327	850,657		850,657		0.830024	(17,377)	833,280	1,377,841	Norman	
0,046,233	801,849	(38,018)	763,831	0.436711	461,866		461,866		0.450663	(9,435)	452,431	748,101	Pennington	
6,892,334	4,355,693	(142,937)	4,212,756	2.408589	2,547,327		2,547,327		2.485540	(52,035)	2,495,292	4,126,003	Polk	
1,663,304	866,532	(17,894)	848,638	0.485198	513,146		513,146	66,516			579,662	958,480	Red Lake	
6,893,262	1,875,730	(46,351)	1,829,379	1.045924	1,106,171		1,106,171		1.079340	(22,596)	1,083,575	1,791,707	Roseau	
9,856,135	19,594,244	(581,649)	19,012,595		11,496,345		11,496,345				11,915,566	19,702,566	District 2 Totals	
3,957,100	2,558,284	(64,572)	2,493,712	1.425748	1,507,873		1,507,873		1.471299	(30,802)	1,477,071	2,442,359	Aitkin	
3,274,768	930,991	(91,122)	839,869	0.480184	507,843		507,843		0.495525	(10,374)	497,469	822,572	Benton	
5,058,235	2,362,329	(108,021)	2,254,308	1.288872	1,363,113		1,363,113		1.330050	(27,845)	1,335,268	2,207,886	Cass	
6,802,153	1,872,086	(204,874)	1,667,212	0.953207	1,008,113		1,008,113		0.983661	(20,593)	987,520	1,632,875	Crow Wing	
6,996,430	1,079,857	(65,637)	1,014,220	0.579753	613,148		613,148		0.598276	(12,525)	600,623	993,139	Isanti	
0,140,763	805,631	(35,277)	770,354	0.440440	465,810		465,810	21,847			487,657	806,348	Kanabec	
1,203,144	1,248,366	(51,844)	1,196,522	0.684096	723,501		723,501		0.705952	(14,779)	708,722	1,171,882	Millie Lacs	
4,485,146	1,779,406	(90,110)	1,689,296	0.965833	1,021,466		1,021,466		0.996690	(20,866)	1,000,600	1,654,507	Morrison	
3,326,746	533,070	(235,081)	297,989	0.170371	180,185		180,185	187,943			368,128	608,705	Sherburne	
7,238,335	3,089,533	(370,054)	2,719,479	1.554827	1,644,387		1,644,387		1.604501	(33,590)	1,610,797	2,663,477	Stearns	
2,084,208	1,683,368	(59,931)	1,623,437	0.928179	981,643		981,643		0.957833	(20,052)	961,591	1,590,005	Tood	
1,052,624	842,105	(30,011)	812,094	0.464304	491,049		491,049		0.479138	(10,031)	481,018	795,370	Wadena	
5,484,312	2,619,372	(279,830)	2,339,542	1.337603	1,414,651		1,414,651		1.360338	(28,898)	1,385,753	2,291,363	Wright	
5,109,964	21,404,398	(1,686,564)	19,717,834		11,922,782		11,922,782				11,902,217	19,680,492	District 3 Totals	
4,500,105	1,380,004	(100,230)	1,279,774	0.731694	773,840		773,840		0.755070	(15,808)	758,032	1,253,417	Becker	
0,939,464	437,579	(24,684)	412,895	0.238067	249,665		249,665	263,422			513,087	848,397	Big Stone	
2,955,603	2,518,284	(144,402)	2,373,882	1.357202	1,435,373		1,435,373		1.400563	(29,321)	1,406,058	2,324,938	Clay	
8,707,633	1,548,305	(111,342)	1,436,963	0.821565	868,888		868,888		0.847813	(17,749)	851,139	1,407,371	Douglas	
5,040,212	601,608	(33,442)	568,166	0.324842	343,553		343,553	131,812			475,365	766,023	Grant	
4,979,830	599,193	(16,375)	582,818	0.333219	352,413		352,413	207,384			559,797	925,633	Hannover	
8,211,287	3,528,451	(180,397)	3,348,054	1.914207	2,024,468		2,024,468		1.975363	(41,355)	1,983,113	3,279,107	Otter Tail	
3,798,754	951,950	(44,912)	907,038	0.518587	548,458		548,458		0.535155	(11,204)	537,254	888,358	Pope	
6,612,478	1,064,499	(40,472)	1,024,027	0.585474	619,198		619,198		0.604179	(12,649)	606,549	1,002,938	Stevens	
9,201,784	1,568,071	(44,444)	1,523,627	0.871114	921,291		921,291		0.898945	(18,820)	902,471	1,492,249	Swift	
7,054,951	1,082,198	(31,740)	1,050,458	0.600586	635,181		635,181		0.619774	(12,975)	622,206	1,028,827	Traverse	
3,082,706	1,323,308	(47,034)	1,276,274	0.729693	771,724		771,724		0.753005	(15,764)	755,960	1,249,991	Wilkin	
5,084,806	16,603,390	(819,474)	15,783,916		9,544,058		9,544,058				9,971,031	16,487,249	District 4 Totals	
0,334,919	2,413,397	(512,685)	1,900,711	1.086707	1,149,303		1,149,303		1.121426	(23,477)	1,125,826	1,861,570	Anoka	
3,779,131	1,751,165	(188,430)	1,562,735	0.893474	944,939		944,939		0.922019	(19,303)	925,636	1,530,553	Carver	
5,664,727	17,426,589	(4,117,483)	13,309,106	7.609310	8,047,616		8,047,616		7.852416	(164,391)	7,883,225	13,035,030	Hennepin	
5,495,501	2,219,820	(246,378)	1,973,442	1.128290	1,193,281		1,193,281		1.164337	(24,376)	1,168,905	1,932,802	Scott	
5,274,278	23,810,971	(5,064,977)	18,745,994		11,335,139		11,335,139				11,103,592	18,359,955	District 5 Totals	
3,064,708	1,322,588	(\$49,343)	1,273,245	0.727962	769,894		769,894		0.751220	(15,727)	754,167	1,247,026	Dodge	
9,924,387	3,536,975	(56,913)	3,540,062	2.023985	2,140,569		2,140,569	2,115			2,096,843	3,467,161	Fillmore	
7,527,902	2,301,116	(114,401)	2,186,715	1.250226	1,322,241		1,322,241		1.292233	(27,053)	1,297,303	2,145,110	Freeborn	
5,482,388	2,338,296	(252,857)	2,085,439	1.192895	1,261,607		1,261,607		1.231005	(25,771)	1,235,836	2,042,473	Goodhue	
9,045,945	2,381,838	(44,212)	2,317,626	1.325073	1,401,399		1,401,399		1.367407	(28,627)	1,372,772	2,269,895	Houston	
0,310,863	2,072,411	(121,476)	1,890,935	1.081118	1,143,392		1,143,392		1.156568	(23,356)	1,120,036	1,851,996	Mower	
2,253,811	2,410,152	(412,867)	1,997,285	1.141922	1,207,698		1,207,698		1.178405	(24,670)	1,183,028	1,956,155	Olmsted	
3,776,464	1,751,053	(136,535)	1,614,518	0.923083	976,254		976,254		0.952574	(19,942)	956,312	1,581,276	Rice	
0,407,826	1,616,313	(104,602)	1,511,711	0.864301	914,086		914,086		0.891914	(18,672)	895,414	1,480,580	Steele	
3,057,557	2,123,902	(62,785)	2,061,117	1.178417	1,246,295		1,246,295		1.216065	(25,458)	1,220,837	2,018,672	Wabasha	
7,703,784	2,308,151	(132,555)	2,175,596	1.243869	1,315,517		1,315,517		1.283608	(26,873)	1,288,644	2,130,792	Winona	
3,595,035	24,143,801	(1,488,546)	22,655,255		13,698,952		13,701,067				13,421,192	22,192,140	District 6 Totals	
8,412,243	2,576,490	(192,959)	2,383,531	1.362753	1,441,249		1,441,249		1.406291	(29,441)	1,411,808	2,334,446	Blue Earth	
2,593,056	1,303,722	(97,563)	1,206,159	0.689606	729,328		729,328		0.711638	(14,898)	714,430	1,181,321	Brown	
3,939,109	1,357,564	(64,063)	1,293,501	0.739543	782,142		782,142		0.763171	(15,977)	766,165	1,266,865	Cottonwood	
3,714,855	2,228,595	(78,009)	2,150,586	1.229570	1,300,395		1,300,395		1.268853	(26,564)	1,273,831	2,106,299	Faribault	
2,659,662	2,106,386	(62,609)	2,043,777	1.168503	1,235,810		1,235,810		1.205835	(25,244)	1,210,566	2,001,689	Jackson	
7,661,969	1,506,479	(72,090)	1,434,389	0.820094	867,332		867,332		0.846294	(17,717)	849,615	1,404,851	Le Sueur	
3,183,484	1,967,339	(113,469)	1,853,870	1.059926	1,120,979		1,120,979		1.093789	(22,899)	1,098,080	1,815,692	Martin	
2,557,678	1,302,307	(86,458)	1,215,849	0.695146	735,187		735,187	3,802			723,893	1,196,968	Nicollet	
2,621,991	2,104,880	(72,397)	2,032,483	1.162046	1,228,981		1,228,981		1.199171	(25,105)	1,203,876	1,990,627	Nobles	
2,534,289	1,301,372	(36,696)	1,264,676	0.723062	764,711		764,711		0.746162	(15,621)	749,090	1,238,632	Rock	
2,285,361	1,411,414	(54,825)	1,35											

FIG. B REVISED
11/1/88

Lotus-2.01-7(Tentappo)

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Development of the Tentative 1989 Money Needs Apportionment

COUNTY	REVISED BASIC 1988 25 YEAR CONSTRUCTION NEEDS	SCREENING BOARD RESTRICTION	RESTRICTED 1988 25-YEAR CONSTRUCTION NEEDS	RURAL COMPLETE GRADING ADJUSTMENTS	URBAN COMPLETE GRADING ADJUSTMENTS	(MINUS) STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS	(MINUS) FAS FUND BALANCE DEDUCTIONS	(PLUS) BOND ACCOUNT ADJUSTMENTS	(MINUS) SPECIAL RESURFACING ADJUSTMENTS	(PLUS) BRIDGE DECK REHAB. "AFTER THE FACT"	(PLUS) RIGHT OF WAY "AFTER THE FACT"	(PLUS) MISC. "AFTER THE FACT"	(MINUS) VARIANCE ADJUSTMENTS
Carlton	\$51,408,369		\$51,408,369	\$1,545,571	\$0	\$0			(\$300,359)		\$34,625		
Cook	38,159,949		38,159,949	2,301,121	0	(1,708,869)			(1,609,090)		69,664		
Itasca	80,144,753		80,144,753	1,671,865	0	0	(\$129,266)		(2,527,800)		88,751		
Koochiching	35,423,039		35,423,039	1,192,064	50,180	(515,877)			(1,032,098)		66,833		(\$69,400)
Lake	52,983,604		52,983,604	100,798	0	(548,072)			(991,529)		211,842		
Pine	103,313,040		103,313,040	(2,737,039)	383,255	0			(450,292)		191,267	\$68,279	
St. Louis	332,887,362		332,887,362	2,515,705	0	(427,235)			(3,201,642)		850,841		
District 1 Totals	694,320,116		694,320,116	6,590,085	433,435	(3,200,053)	(129,266)	0	(10,112,810)		1,513,823		
Beltrami	62,514,202		62,514,202	1,702,601	0	(7,528)		0	(1,647,406)		490,377		(461,500)
Clearwater	36,070,290		36,070,290	(884,492)	0	(40,723)		0	0		193,413		
Hubbard	35,361,616		35,361,616	46,405	0	(322,638)		0	(1,280,136)		149,056		(81,000)
Kittson	45,532,864		45,532,864	778,574	0	(36,218)		675,000	(1,744,788)		311,938		
Lake of the Woods	15,649,719		15,649,719	0	0	(45,540)		133,918	(653,888)		25,126		
Marshall	66,656,133		66,656,133	(2,744,769)	0	0		1,498,608	(2,015,902)		210,042		
Norman	37,503,849		37,503,849	(1,295,195)	(57,842)	0		237,668	(115,216)		55,512		
Pennington	20,028,024		20,028,024	(415,568)	0	0		480,000	(181,808)		135,585		
Polk	111,189,455		111,189,455	(2,445,085)	(204,818)	0		1,275,000	(1,557,741)		621,639	13,884	
Red Lake	21,392,131		21,392,131	111,024	0	0		150,000	(38,065)		48,214		
Roseau	50,475,248		50,475,248	(2,402,920)	0	(282,111)	(137,658)	0	(941,435)		182,138		
District 2 Totals	502,373,531		502,373,531	(7,549,425)	(262,660)	(734,758)	(137,658)	4,450,194	(10,176,385)		2,423,040		
Aitkin	51,090,725		51,090,725	12,497,400	0	(61,593)		0	(212,939)		643,513		
Benton	22,688,790		22,688,790	1,215,987	0	(333,750)		0	(654,451)		343,042	15,150	
Cass	57,520,787		57,520,787	2,702,542	0	(32,681)		0	(1,339,459)		207,046		
Crow Wing	44,995,774		44,995,774	1,497,367	0	0		(13,368)	0		322,380		
Isanti	26,232,813		26,232,813	1,456,173	0	(71,932)		0	(752,692)		132,068		
Kanabec	24,426,299		24,426,299	(3,005,795)	0	0		0	(1,553,287)		273,546		
Mille Lacs	30,381,203		30,381,203	576,229	403,164	0		0	(289,989)		64,016	74,521	
Morrison	48,276,384		48,276,384	0	0	0		0	(3,755,013)		3,775		
Sherburne	14,143,592		14,143,592	(541,761)	0	0		0	(411,040)		135,955		
Stearns	82,265,153		82,265,153	190,210	233,540	0		0	(5,741,933)		291,365		
Todd	47,306,693		47,306,693	0	0	0		0	(5,301,109)	\$14,512	64,111		
Wadena	21,173,704		21,173,704	1,400,820	0	(102,754)		215,000	(1,634,145)		0		
Wright	61,585,982		61,585,982	5,407,094	(769,381)	(400,355)		0	(694,574)		355,546		
District 3 Totals	532,087,899		532,087,899	23,336,266	(132,677)	(1,093,071)	0	201,632	(22,380,631)		2,836,363		(654,000)
Becker	35,797,953		35,797,953	376,536	0	(659,871)		592,802	(1,126,118)		172,803		
Big Stone	10,704,632	946,695	11,651,327	26,455	0	0		0	(781,953)		43,635		
Clay	58,509,560		58,509,560	4,288,295	0	(208,803)		0	0		366,550		
Douglas	37,883,907		37,883,907	898,147	0	0		1,228,746	(1,595,937)		292,770		
Grant	15,604,050		15,604,050	0	0	(15,351)		0	(548,487)		0		
Mahnomen	14,068,945		14,068,945	1,732,742	0	(501,738)		0	(320,119)		0		
Otter Tail	92,637,957		92,637,957	205,976	0	(280,351)		1,663,714	(6,326,790)		310,781		
Pope	26,078,298		26,078,298	0	99,281	(336,102)		0	(2,112,120)		69,397		
Stevens	26,843,601		26,843,601	0	(18,703)	(465,692)		0	(1,746,728)		0		
Swift	41,725,601		41,725,601	(490,007)	0	(19,504)		0	(2,163,252)		148,946		
Traverse	27,766,632		27,766,632	0	0	0		0	(711,681)		0		
Wilkin	32,214,584		32,214,584	1,115,213	(216,509)	0		0	(302,583)	37,731	234,270		
District 4 Totals	421,835,720		422,782,415	8,153,357	(135,931)	(2,487,412)	0	3,485,262	(17,735,768)		1,639,152		
Anoka	58,146,209		58,146,209	1,394,046	(322,245)	0	(445,210)	0	0		1,426,277	135,842	
Carver	44,565,785		44,565,785	(648,370)	0	0		520,000	(978,375)		320,091		
Hennepin	439,113,455	(21,947,872)	417,165,583	1,850,393	(905,679)	(432,465)	(13,444)	0	(1,350,617)	785,929	16,033,381	2,579,726	(38,000)
Scott	56,435,317	(2,553,613)	53,881,704	1,646,538	0	(68,715)	(3,833)	0	(543,541)		516,750	66,598	
District 5 Totals	598,260,766		573,759,281	4,242,607	(1,227,924)	(501,180)	(462,487)	520,000	(2,882,533)		18,296,499		
Dodge	31,748,692		31,748,692	790,095	0	(7,906)		1,130,000	(733,691)		137,518		
Fillmore	91,331,246		91,331,246	(1,248,579)	0	(23,967)	(116,917)	0	(130,198)		298,418		(185,000)
Freeborn	56,365,578		56,365,578	4,621,999	0	0		0	(3,529,716)		70,041		
Goodhue	57,629,718		57,629,718	559,691	(142,513)	0		0	(115,773)		555,665		
Houston	54,750,759		54,750,759	5,226,452	0	(555,579)	(257,061)	0	(205,011)		83,385		
Mower	52,569,220		52,569,220	(140,743)	0	0		0	(2,291,481)		173,267		
Olmsted	60,153,038		60,153,038	(797,105)	0	0		0	(503,236)		1,401,114		
Rice	43,734,000		43,734,000	2,943,766	0	(82,044)		0	(2,963,201)		143,943		
Steele	37,447,164		37,447,164	2,722,972	0	0		685,561	(535,664)		87,793		
Wabasha	53,917,037		53,917,037	(696,366)	0	0		0	(314,149)		191,035		
Winona	58,577,646		58,577,646	(399,920)	0	0	(19,861)	0	(689,821)		235,770		
District 6 Totals	598,224,098		598,224,098	13,582,262	(142,913)	(587,452)	(475,903)	1,815,561	(12,012,951)		3,377,949		
Blue Earth	66,331,050		66,331,050	381,418	0	0		0	(2,435,299)		135,080		
Brown	33,646,631		33,646,631	(405,083)	0	(123,461)		0	(766,265)		241,234		
Cottonwood	37,046,413		37,046,413	0	0	0		0	(3,195,821)		88,517		
Faribault	56,579,121		56,579,121	184,564	(230,248)	0		0	(1,279,125)		460,553		
Jackson	55,599,948		55,599,948	0	(349,498)	0		0	(2,803,558)	5,646	207,124		
Le Sueur	37,139,882		37,139,882	(188,928)	0	(15,018)		300,000	0		422,239	3,794	
Martin	50,263,948		50,263,948	(1,277,552)	0	0		0	0		197,088		
Nicollet	35,519,534		35,519,534	(1,955,381)	0	0		100,000	(1,419,301)		312,826		
Nobles	52,844,527		52,844,527	2,142,311	(188,542)	(2,354)		0	(2,357,402)		183,451		
Rock	33,930,349		33,930,349	421,676	0	(122,290)		0	(1,841,316)		145,870		
Sibley	37,648,875		37,648,875	0	0	0		240,000	(2,689,512)		85,998		
Waseca	39,141,599		39,141,599	1,413,981	0	0		0	(169,061)		165,196		
Watsonwan	35,496,360		35,496,360	352,127	0	0		450,000	(762,204)		225,391	17,588	
District 7 Totals	571,188,237		571,188,237	1,069,133	(768,288)	(263,123)	0	1,090,000	(19,718,864)		2,870,567		
Chippewa	26,876,937		26,876,937	1,189,136	0	(110,754)		0	(218,575)		104,243		
Kandiyohi	54,489,456		54,489,456	2,315,773	0	0		562,449	(805,808)		185,132		
Lac Qui Parle	35,101,354		35,101,354	(385,987)	0	0		0	(653,710)		156,968		
Lincoln	21,165,249		21,165,249	(1,335,544)	0	0		0	(1,042,597)		55,368		
Lyon	45,979,673		45,979,673	1,278,260	(522,216)	0		0	(1,947,743)		274,927	27,989	
McLeod	39,894,517		39,894,517	850,345	0	0		0	(1,046,864)	18,800	290,648		
Meeker	27,220,650		27,220,650	1,319,613	0	(159,246)		0	(355,165)		224,791		
Murray	28,839,508		30,467,452	(1,814,444)	0	0		0	(3,175,485)		91,432		(28,000)
Pipestone	27,839,813		27,839,813	(1,264,579)	0	0		0	(749,641)		103,762	96	
Redwood	47,490,862		47,490,862	802,095	(402,896)	0		0	(2,625,825)		224,978		
Renville	58,997,082		58,997,082	0	(455,433)	(76,954)		0	(5,084,256)		167,317		
Yellow Medicine	32,823,168		32,823,168	(2,831,953)	0	0		900,000	(1,737,446)		128,504		
District 8 Totals	446,718,269		448,346,213	122,715	(1,380,545)	(346,954)	0	1,462,449	(19,443,115)		2,008,070		
Chisago	44,486,321		44,486,321	1,203,351	0	0		150,000	(1,730,428)	27,200	203,652		
Dakota	121,222,296		121,222,296	82									



1988 County Screening Board Report

ST LOUIS

MINNESOTA DEPARTMENT
OF TRANSPORTATION

October 1988

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1988 COUNTY SCREENING BOARD

Dick Hansen	- St. Louis County	- District 1
Mike Rardin	- Polk County	- District 2
Duane Lorsung	- Todd County	- District 3
Tom Richels	- Wilkin County	- District 4
Roger Gustafson	- Carver County	- District 5
Rick Arnebeck	- Winona County	- District 6
Bob McPartlin	- Waseca County	- District 7
Tom Behm	- Lyon County	- District 8
Ken Weltzin	- Ramsey County	- District 9
Duane Blanck (Secretary)	- Crow Wing County	

1988 CSAH GENERAL SUBCOMMITTEE

Dave Everds (Chairman)	- Dakota County
Dick Skalicky	- Steele County
Dennis Berend	- Otter Tail County

1988 CSAH MILEAGE SUBCOMMITTEE

Bob McPartlin	- Waseca County
Roger Gustafson	- Carver County
Duane Lorsung	- Todd County

CSAH VARIANCE SUBCOMMITTEE

Ron Sandvik	- Le Sueur County
Pete Boomgarden	- Redwood County
Don Wisniewski	- Washington County

COUNTY ENGINEERS OF MINNESOTA

(as of 9/9/88)

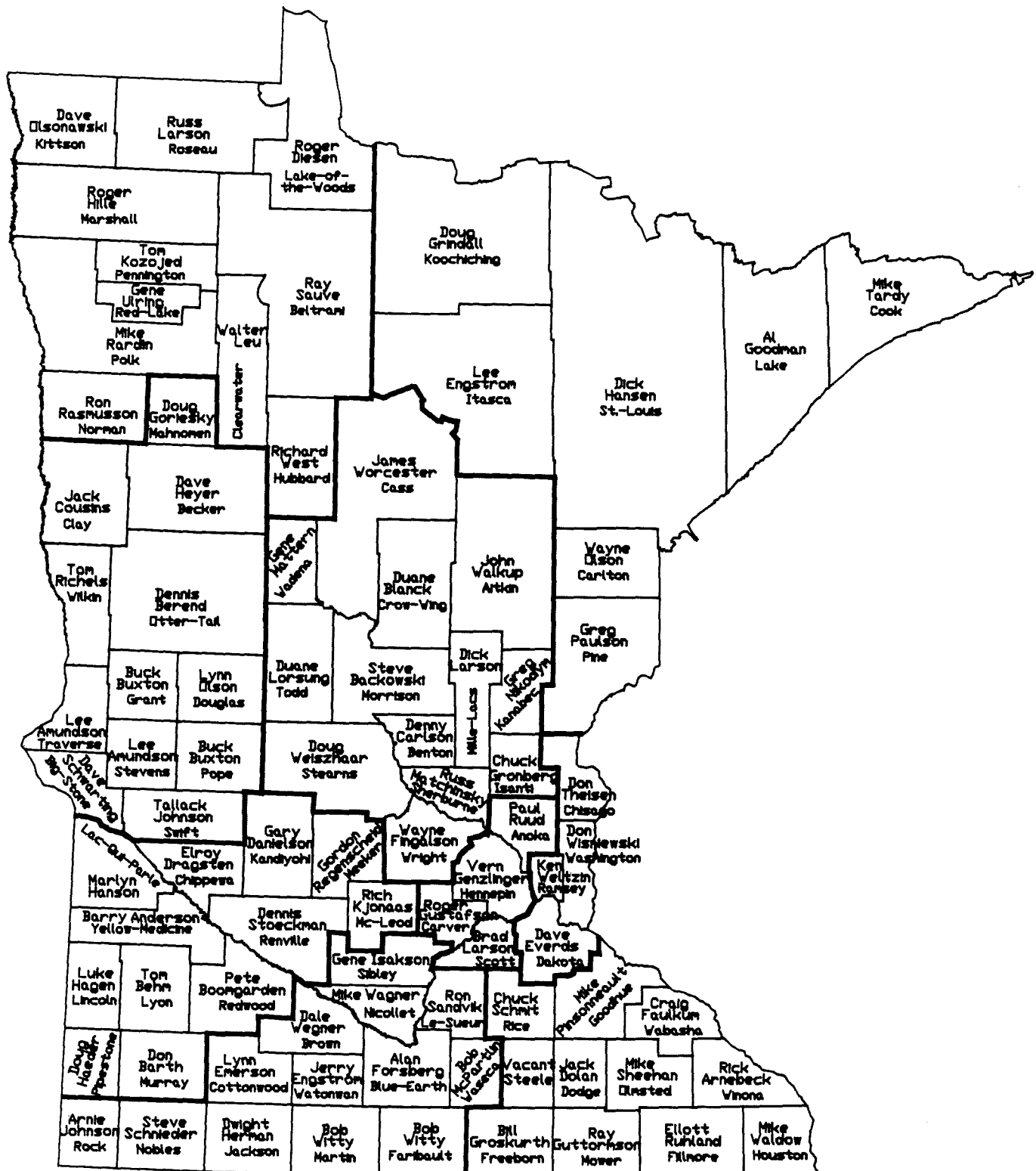


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MILEHIST

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1989

The information listed below is presented as historical data for the 31 years of County State Aid Apportionments and preliminary data for the 32nd 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 780 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 1989 has been estimated to be approximately \$211.5 million (the large increase is due to the increased gas tax and larger portion of the Motor Vehicle Excise Tax being included). The actual apportionment which will be made by the Commissioner in January will reflect any additional change in income to the County State Aid Highway Fund.

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1989

Year	Mileage	Needs	Apportionment	Accumulative Apportionment
1958	29,003.30	\$ 705,318,817	\$ 23,895,255	
1959	29,128.00	792,766,387	26,520,631	\$ 50,415,886
1960	29,109.15	781,163,725	26,986,118	77,402,004
1961	29,177.31	881,168,466	29,195,071	106,597,075
1962	29,183.50	836,684,473	28,398,346	134,995,421
1963	29,206.63	812,379,561	30,058,060	165,053,481
1964	29,250.40	844,850,828	34,655,816	199,709,297
1965	29,285.26	1,096,704,147	35,639,932	235,349,229
1966	29,430.36	961,713,095	36,393,775	271,743,004
1967	29,518.48	956,436,709	39,056,521	310,799,525
1968	29,614.63	920,824,895	45,244,948	356,044,473
1969	29,671.50	907,383,704	47,316,647	403,361,120
1970	29,732.84	871,363,426	51,248,592	454,609,712
1971	29,763.66	872,716,257	56,306,623	510,916,335
1972	29,814.83	978,175,117	56,579,342	567,495,677
1973	29,806.67	1,153,027,326	56,666,390	624,162,067
1974	29,807.37	1,220,857,594	67,556,282	691,718,349
1975	29,857.90	1,570,593,707	69,460,645	761,178,994
1976	29,905.06	1,876,982,838	68,892,738	830,071,732
1977	29,929.57	2,014,158,273	84,221,382	914,293,114
1978	29,952.03	1,886,535,596	86,001,153	1,000,294,267
1979	30,008.47	1,964,328,702	93,482,005	1,093,776,272
1980	30,008.25	2,210,694,426	100,581,191	1,194,357,463
1981	30,072.55	2,524,102,659	104,003,792	1,298,361,255
1982	30,086.79	2,934,808,695	122,909,078	1,421,270,333
1983	30,084.16	3,269,243,767	127,310,171	1,548,580,504
1984	30,087.24	3,363,921,407	143,696,365	1,692,276,869
1985	30,089.03	3,628,382,077	171,133,770	1,863,410,639
1986	30,095.37	4,742,570,129	176,412,995	2,039,823,634
1987	30,095.26	4,656,668,402	169,035,460	2,208,859,094
1988	30,101.37	4,694,034,188	176,956,052	2,385,815,146
1989	30,119.91*	\$4,801,166,017	\$211,556,052 (EST.)	\$2,597,371,198

* Does Not Include 1989 Trunk Highway Turnback Mileage.

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988Comparison of the Basic 1987 to the Basic 1988
25-Year C.S.A.H. Construction Needs

The following tabulation indicates the various stages of the 1988 C.S.A.H. needs study that have been completed and shows the needs effect each phase produced.

- Normal Update -- Reflects the needs changes due to 1987 construction, system revisions and any other necessary corrections. Also, under the revised Screening Board resolution dealing with construction accomplishments, any segments graded in 1962 or earlier were eligible for complete needs. Also, any bridges built prior to 1953 were eligible for reconstruction needs. This increased several counties' needs considerably. The mileage swap between Mn/DOT and Hennepin County is also included in this phase.
- 1988 Unit Prices -- Shows the needs impact of the unit prices approved at the June 22-23, 1988 meeting.
- Bridge Costs -- Indicates the effect of the bridge costs adopted by the Screening Board in June.
- 1987 Traffic and -- Represents the change in needs resulting from using
Traffic Projection the 1987 traffic and new traffic projection factors
Factors Update for the counties which were counted in 1987.
St. Louis County was counted in 1987, but the maps with the adjusted counts were not received in time for the Needs Section to update the needs study this year. Please see the report on "TRAFFIC PROJECTION FACTORS" in the Reference Material section of this book for more information.

N E E D S

A D J U S T M E N T S

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1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988
Comparison of The Basic 1987 To The Basic 1988 25-Year Construction Needs

County	Basic 1987 25-Year Construction Needs	Effect of 1988 Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Bridge Cost Update	% Change	Effect of Traffic & Traffic Factor Update	% Change	Basic 1988 25-Year Construction Needs	Total Change From 1987 Needs	Total % Change	County
Carlton	\$41,581,330	\$9,343,577	22.5%	\$496,492	1.0%	(\$13,030)	0.0%	0	0.0%	\$51,408,369	\$9,827,039	23.6%	Carlton
Cook	42,712,571	(3,080,127)	-7.2%	(1,513,645)	-3.8%	41,150	0.1%	0	0.0%	38,159,949	(4,552,622)	-10.7%	Cook
Itasca	83,428,049	(2,233,456)	-2.7%	(1,506,376)	-1.9%	456,536	0.6%	0	0.0%	80,144,753	(3,283,296)	-3.9%	Itasca
Koochiching	35,377,156	(151,951)	-0.4%	(22,447)	-0.1%	220,281	0.6%	0	0.0%	35,423,039	45,883	0.1%	Koochiching
Lake	53,767,623	(296,792)	-0.6%	(579,487)	-1.1%	92,260	0.2%	0	0.0%	52,983,604	(784,019)	-1.5%	Lake
Pine	102,188,921	1,235,838	1.2%	(398,115)	-0.4%	286,396	0.3%	0	0.0%	103,313,040	1,124,119	1.1%	Pine
St. Louis	337,387,333	(4,075,070)	-1.2%	(1,630,027)	-0.5%	1,205,126	0.4%	0	0.0%	332,887,362	(4,499,971)	-1.3%	St. Louis
District 1 Totals	696,442,983	742,019	0.1%	(5,153,605)	-0.7%	2,288,719	0.3%	0	0.0%	694,320,116	(2,122,867)	-0.3%	District 1 Totals
Beltrami	60,548,909	(6,270)	0.0%	1,156,459	1.9%	195,500	0.3%	619,604	1.0%	62,514,202	1,965,293	3.2%	Beltrami
Clearwater	36,153,583	(1,002,049)	-2.8%	(456,807)	-1.3%	126,736	0.4%	1,248,827	3.6%	36,070,290	(83,293)	-0.2%	Clearwater
Hubbard	35,880,348	214,263	0.6%	(798,015)	-2.2%	65,020	0.2%	0	0.0%	35,361,616	(518,732)	-1.4%	Hubbard
Kittson	45,832,845	(72,411)	-0.2%	(367,074)	-0.8%	139,504	0.3%	0	0.0%	45,532,864	(299,981)	-0.7%	Kittson
Lake of the Woods	15,998,949	(646,684)	-4.0%	252,106	1.6%	45,348	0.3%	0	0.0%	15,649,719	(349,230)	-2.2%	Lake of the Woods
Marshall	66,764,539	53,311	0.1%	(384,657)	-0.6%	222,940	0.3%	0	0.0%	66,656,133	(108,406)	-0.2%	Marshall
Norman	40,030,358	(1,397,956)	-3.5%	(1,454,206)	-3.8%	325,653	0.9%	0	0.0%	37,503,849	(2,526,509)	-6.3%	Norman
Pennington	22,567,721	(312,198)	-1.4%	(132,771)	-0.6%	142,972	0.6%	(2,237,700)	-10.0%	20,028,024	(2,539,697)	-11.3%	Pennington
Polk	101,968,360	5,092,796	5.0%	3,905,938	3.6%	222,361	0.2%	0	0.0%	111,189,455	9,221,095	9.0%	Polk
Red Lake	20,615,754	1,583,555	7.7%	(51,681)	-0.2%	130,272	0.6%	(885,769)	-4.0%	21,392,131	776,377	3.8%	Red Lake
Roseau	48,789,777	(1,139,053)	-2.3%	2,735,066	5.7%	89,458	0.2%	0	0.0%	50,475,248	1,685,471	3.5%	Roseau
District 2 Totals	495,151,143	2,367,304	0.5%	4,404,358	0.9%	1,705,764	0.3%	(1,255,038)	-0.2%	502,373,531	7,222,388	1.5%	District 2 Totals
Aitkin	48,459,104	(863,937)	-1.8%	3,450,568	7.2%	44,990	0.1%	0	0.0%	51,090,725	2,631,621	5.4%	Aitkin
Benton	22,215,075	491,461	2.2%	(315,822)	-1.4%	119,480	0.5%	178,596	0.8%	22,688,790	473,715	2.1%	Benton
Cass	62,337,554	(1,533,564)	-2.5%	(3,333,063)	-5.5%	49,860	0.1%	0	0.0%	57,520,787	(4,816,767)	-7.7%	Cass
Crow Wing	46,585,051	(1,020,530)	-2.2%	(680,047)	-1.5%	111,300	0.2%	0	0.0%	44,995,774	(1,589,277)	-3.4%	Crow Wing
Isanti	25,639,465	(870)	0.0%	(331,196)	-1.3%	50,456	0.2%	874,958	3.5%	26,232,813	593,348	2.3%	Isanti
Kanabec	24,954,233	72,433	0.3%	(730,321)	-2.9%	129,954	0.5%	0	0.0%	24,426,299	(527,934)	-2.1%	Kanabec
Mille Lacs	30,049,145	(45,528)	-0.2%	306,696	1.0%	70,890	0.2%	0	0.0%	30,381,203	332,058	1.1%	Mille Lacs
Morrison	46,215,676	1,520,203	3.3%	475,025	1.0%	65,480	0.1%	0	0.0%	48,276,384	2,060,708	4.5%	Morrison
Sherburne	13,017,718	202,522	1.6%	(235,145)	-1.8%	54,670	0.4%	1,103,827	8.5%	14,143,592	1,125,874	8.6%	Sherburne
Stearns	76,306,461	2,782,573	3.6%	(450,194)	-0.6%	144,605	0.2%	3,481,708	4.4%	82,265,153	5,958,692	7.8%	Stearns
Todd	47,379,519	402,788	0.9%	(578,777)	-1.2%	103,163	0.2%	0	0.0%	47,306,693	(72,826)	-0.2%	Todd
Wadena	20,821,952	45,162	0.2%	143,058	0.7%	163,532	0.8%	0	0.0%	21,173,704	351,752	1.7%	Wadena
Wright	61,697,468	5,709	0.0%	(316,747)	-0.5%	199,552	0.3%	0	0.0%	61,585,982	(111,486)	-0.2%	Wright
District 3 Totals	525,678,421	2,058,422	0.4%	(2,595,965)	-0.5%	1,307,932	0.2%	5,639,089	1.1%	532,087,899	6,409,478	1.2%	District 3 Totals
Becker	35,054,468	28,898	0.1%	649,427	1.9%	65,160	0.2%	0	0.0%	35,797,953	743,485	2.1%	Becker
Big Stone	13,755,994	(488,380)	-3.6%	(2,659,022)	-20.0%	96,040	0.9%	0	0.0%	10,704,632	(3,051,362)	-22.2%	Big Stone
Clay	58,127,609	(475,576)	-0.8%	407,091	0.7%	450,436	0.8%	0	0.0%	58,509,560	381,951	0.7%	Clay
Douglas	38,378,104	98,225	0.3%	(634,122)	-1.6%	41,700	0.1%	0	0.0%	37,883,907	(494,197)	-1.3%	Douglas
Grant	16,550,485	(1,021,422)	-6.2%	(153,149)	-1.0%	10,920	0.1%	217,216	1.4%	15,604,050	(946,435)	-5.7%	Grant
Mahnomen	14,164,772	(7,762)	-0.1%	(124,645)	-0.9%	36,580	0.3%	0	0.0%	14,068,945	(95,827)	-0.7%	Mahnomen
Otter Tail	94,045,909	(558,274)	-0.6%	(2,029,630)	-2.2%	166,576	0.2%	1,013,375	1.1%	92,637,957	(1,407,952)	-1.5%	Otter Tail
Pope	26,093,034	(123,794)	-0.5%	19,886	0.1%	32,310	0.1%	56,862	0.2%	26,078,298	(14,736)	-0.1%	Pope
Stevens	27,789,678	(200,107)	-0.7%	1,244,580	4.5%	9,450	0.0%	0	0.0%	28,843,601	1,053,923	3.8%	Stevens
Swift	40,418,705	1,331,116	3.3%	(187,520)	-0.4%	163,300	0.4%	0	0.0%	41,725,601	1,306,896	3.2%	Swift
Traverse	23,319,113	4,356,405	18.7%	(63,826)	-0.2%	154,940	0.6%	0	0.0%	27,765,632	4,447,519	19.1%	Traverse
Wilkin	26,984,158	(771,636)	-2.9%	6,980,514	26.6%	152,534	0.5%	(1,130,986)	-3.4%	32,214,584	5,230,426	19.4%	Wilkin
District 4 Totals	414,682,029	2,167,693	0.5%	3,449,584	0.8%	1,379,946	0.3%	156,468	0.0%	421,835,720	7,153,691	1.7%	District 4 Totals
Anoka	58,063,595	(741,530)	-1.3%	718,654	1.3%	105,490	0.2%	0	0.0%	58,146,209	82,614	0.1%	Anoka
Carver	41,940,998	1,665,490	4.0%	383,181	0.9%	576,116	1.3%	0	0.0%	44,565,785	2,624,787	6.3%	Carver
Hennepin	380,677,410	55,081,307	14.5%	293,274	0.1%	3,061,464	0.7%	0	0.0%	439,113,455	58,436,045	15.4%	Hennepin
Scott	43,209,065	12,133,708	28.1%	658,074	1.2%	434,470	0.8%	0	0.0%	56,435,317	13,226,252	30.6%	Scott
District 5 Totals	523,891,068	68,138,975	13.0%	2,053,183	0.3%	4,177,540	0.7%	0	0.0%	598,260,766	74,369,698	14.2%	District 5 Totals
Dodge	31,801,597	416,671	1.3%	(685,096)	-2.1%	215,520	0.7%	0	0.0%	31,748,692	(52,905)	-0.2%	Dodge
Fillmore	88,542,273	1,981,269	2.2%	154,744	0.2%	652,960	0.7%	0	0.0%	91,331,246	2,788,973	3.1%	Fillmore
Freeborn	56,636,714	(619,068)	-1.1%	259,712	0.5%	88,220	0.2%	0	0.0%	56,365,578	(271,136)	-0.5%	Freeborn
Goodhue	57,695,721	(1,974,618)	-3.4%	226,236	0.4%	234,798	0.4%	1,447,581	2.6%	57,629,718	(66,003)	-0.1%	Goodhue
Houston	53,010,830	1,844,371	3.5%	(422,031)	-0.8%	337,250	0.6%	(19,661)	0.0%	54,750,759	1,739,929	3.3%	Houston
Mower	49,043,755	3,329,617	6.8%	(174,954)	-0.3%	370,802	0.7%	0	0.0%	52,569,220	3,525,465	7.2%	Mower
Olmsted	57,677,202	2,461,133	4.3%	(308,155)	-0.5%	322,858	0.5%	0	0.0%	60,153,038	2,475,836	4.3%	Olmsted
Rice	43,770,049	11,548	0.0%	(276,977)	-0.6%	229,380	0.5%	0	0.0%	43,734,000	(36,049)	-0.1%	Rice
Steele	36,979,004	1,331,928	3.6%	(165,523)	-0.4%	195,730	0.5%	(893,975)	-2.3%	37,447,164	468,160	1.3%	Steele
Wabasha	54,978,387	(677,010)	-1.2%	(2,353,123)	-4.3%	619,156	1.2%	1,349,627	2.6%	53,917,037	(1,061,350)	-1.9%	Wabasha
Winona	57,338,147	(574,106)	-1.0%	1,401,708	2.5%	298,237	0.5%	113,660	0.2%	58,577,646	1,239,499	2.2%	Winona
District 6 Totals	587,473,679	7,531,735	1.3%	(2,343,459)	-0.4%	3,564,911	0.6%	1,997,232	0.3%	598,224,098	10,750,419	1.8%	District 6 Totals
Blue Earth	69,603,925	(788,795)	-1.1%	(2,808,289)	-4.1%	324,209	0.5%	0	0.0%	66,331,050	(3,272,875)	-4.7%	Blue Earth
Brown	35,443,467	(594,208)	-1.7%	(1,404,822)	-4.0%	202,194	0.6%	0	0.0%	33,646,631	(1,796,836)	-5.1%	Brown
Cottonwood	38,061,309	373,840	1.0%	(1,602,299)	-4.2%	213,563	0.6%	0	0.0%	37,046,413	(1,014,896)	-2.7%	Cottonwood
Faribault	58,145,402	(783,920)	-1.3%	(214,231)	-0.4%	565,419	1.0%	(1,133,549)	-2.0%	56,579,121	(1,566,281)	-2.7%	Faribault
Jackson	54,138,656	1,518,965	2.8%	(277,823)	-0.5%	220,150	0.4%	0	0.0%	55,599,948	1,461,292	2.7%	Jackson
Le Sueur	37,372,307	240,832	0.6%	(987,806)	-2.6%	102,340	0.3%	412,209	1.1%	37,139,882	(232,425)	-0.6%	Le Sueur
Martin	48,967,023	(788,796)	-1.6%	1,969,882	4.1%	115,839	0.2%	0	0.0%	50,263,948	1,296,925	2.6%	Martin
Nicollet	31,377,682	4,087,919	13.0%	(568,399)	-1.6%	57,630	0.2%	564,702	1.6%	35,519,534	4,141,852	13.2%	Nicollet
Nobles	51,784,893	24,327	0.0%	935,465	1.8%	99,842	0.2%	0	0.0%	52,844,527	1,059,634	2.0%	Nobles
Rock	31,066,513	258,532	0.8%	2,181,326	7.0%	423,978	1.3%	0	0.0%	33,930,349	2,863,836	9.2%	Rock
Sibley	37,146,378	1,005,142	2.7%	(176,077)	-0.5%	148,151	0.4%	(474,719)	-1.2%	37,648,875	502,497	1.4%	Sibley
Waseca	36,540,093	138,669	0.4%	1,500,899	4.1%	95,610	0.3%	866,328	2.3%	39,141,599	2,601,506	7.1%	Waseca
Watonwan	33,585,131	4,076,390	12.1%	(2,398,110)	-6.4%	232,949	0.7%	0	0.0%	35,495,360	1,911,229	5.7%	Watonwan
District 7 Totals	563,232,779	8,768,897	1.6%	(3,850,284)	-0.7%	2,801,874	0.5%	234,971	0.0%	571,188,237	7,955,458	1.4%	District 7 Totals
Chippewa	26,970,800	177,225	0.7%	(459,443)	-1.7%	188,355	0.7%	0	0.0%	26,876,937	(93,863)	-0.3%	Chippewa
Kandiyohi	52,307,399	3,954,675	7.6%	(1,831,494)	-3.3%	58,876	0.1%	0	0.0%	54,489,456	2,182,057	4.2%	Kandiyohi
Lac Qui Parle	35,278,983	(243,874)	-0.7%	(381,710)	-1.1%	447,955	1.3%	0	0.0%	35,101,354	(177,629)	-0.5%	Lac Qui Parle
Lincoln	21,881,603	(266,3											

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Restriction of 25-Year Construction Needs Changes

In order to temper any large needs changes, the 1975 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 increased 4.7%, thereby limiting any individual county's needs change to a range from a minus 15.3% to a plus 24.7%. The following tabulation indicates the method of computing the restrictions necessary for 1988 and the actual needs restrictions to the five counties involved.

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988
RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1987 25 YEAR CONSTRUCTION NEEDS	BASIC 1988 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1987 NEEDS	% CHANGE FROM RESTRICTED 1987 NEEDS	RESTRICTED 1988 25 YEAR CONSTRUCTION NEEDS	1988 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$41,595,576	\$51,408,369	\$9,812,793	23.6%			Carlton
Cook	42,712,571	38,159,949	(4,552,622)	-10.7%			Cook
Itasca	83,428,049	80,144,753	(3,283,296)	-3.9%			Itasca
Koochiching	35,377,156	35,423,039	45,883	0.1%			Koochiching
Lake	53,767,623	52,983,604	(784,019)	-1.5%			Lake
Pine	102,188,921	103,313,040	1,124,119	1.1%			Pine
St. Louis	337,387,333	332,887,362	(4,499,971)	-1.3%			St. Louis
District 1 Totals	696,457,229	694,320,116	(2,137,113)	-0.3%			District 1 Totals
Beltrami	60,548,909	62,514,202	1,965,293	3.2%			Beltrami
Clearwater	36,153,583	36,070,290	(83,293)	-0.2%			Clearwater
Hubbard	35,880,348	35,361,616	(518,732)	-1.4%			Hubbard
Kittson	45,832,845	45,532,864	(299,981)	-0.7%			Kittson
Lake of the Woods	15,998,949	15,649,719	(349,230)	-2.2%			Lake of the Woods
Marshall	66,764,539	66,656,133	(108,406)	-0.2%			Marshall
Norman	40,030,358	37,503,849	(2,526,509)	-6.3%			Norman
Pennington	22,567,721	20,028,024	(2,539,697)	-11.3%			Pennington
Polk	101,968,360	111,189,455	9,221,095	9.0%			Polk
Red Lake	20,615,754	21,392,131	776,377	3.8%			Red Lake
Roseau	48,789,777	50,475,248	1,685,471	3.5%			Roseau
District 2 Totals	495,151,143	502,373,531	7,222,388	1.5%			District 2 Totals
Aitkin	48,459,104	51,090,725	2,631,621	5.4%			Aitkin
Benton	22,215,075	22,688,790	473,715	2.1%			Benton
Cass	62,337,554	57,520,787	(4,816,767)	-7.7%			Cass
Crow Wing	46,585,051	44,995,774	(1,589,277)	-3.4%			Crow Wing
Isanti	25,639,465	26,232,813	593,348	2.3%			Isanti
Kanabec	24,954,233	24,426,299	(527,934)	-2.1%			Kanabec
Mille Lacs	30,049,145	30,381,203	332,058	1.1%			Mille Lacs
Morrison	46,215,676	48,276,384	2,060,708	4.5%			Morrison
Sherburne	13,017,718	14,143,592	1,125,874	8.6%			Sherburne
Stearns	76,306,461	82,265,153	5,958,692	7.8%			Stearns
Todd	47,379,519	47,306,693	(72,826)	-0.2%			Todd
Wadena	20,902,596	21,173,704	271,108	1.3%			Wadena
Wright	61,697,468	61,585,982	(111,486)	-0.2%			Wright
District 3 Totals	525,759,065	532,087,899	6,328,834	1.2%			District 3 Totals
Becker	35,054,468	35,797,953	743,485	2.1%			Becker
Big Stone	13,755,994	10,704,632	(3,051,362)	-22.2%	-15.3	\$11,651,327	\$946,695 Big Stone
Clay	58,127,609	58,509,560	381,951	0.7%			Clay
Douglas	38,378,104	37,883,907	(494,197)	-1.3%			Douglas
Grant	16,550,485	15,604,050	(946,435)	-5.7%			Grant
Mahnomen	14,164,772	14,068,945	(95,827)	-0.7%			Mahnomen
Otter Tail	94,045,909	92,637,957	(1,407,952)	-1.5%			Otter Tail
Pope	26,093,034	26,078,298	(14,736)	-0.1%			Pope
Stevens	27,789,678	28,843,601	1,053,923	3.8%			Stevens
Swift	40,418,705	41,725,601	1,306,896	3.2%			Swift
Traverse	23,319,113	27,766,632	4,447,519	19.1%			Traverse
Wilkin	26,984,158	32,214,584	5,230,426	19.4%			Wilkin
District 4 Totals	414,682,029	421,835,720	7,153,691	1.7%			District 4 Totals

COUNTY	RESTRICTED 1987 25 YEAR CONSTRUCTION NEEDS	BASIC 1988 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1987 NEEDS	% CHANGE FROM RESTRICTED 1987 NEEDS	RESTRICTED 1988 25 YEAR CONSTRUCTION NEEDS	1988 SCREENING BOARD RESTRICTION	COUNTY
Anoka	57,223,888	58,146,209	\$922,321	1.6%			Anoka
Carver	41,940,998	44,565,785	2,624,787	6.3%			Carver
Hennepin	334,535,351	439,113,455	104,578,104	31.3%	24.7	\$417,165,583 (\$21,947,872)	Hennepin
Scott	43,209,065	56,435,317	13,226,252	30.6%	24.7	53,881,704 (2,553,613)	Scott
District 5 Totals	476,909,302	598,260,766	121,351,464	25.4%			District 5 Totals
Dodge	31,801,597	31,748,692	(52,905)	-0.2%			Dodge
Fillmore	88,542,273	91,331,246	2,788,973	3.1%			Fillmore
Freeborn	56,636,714	56,365,578	(271,136)	-0.5%			Freeborn
Goodhue	57,695,721	57,629,718	(66,003)	-0.1%			Goodhue
Houston	53,010,830	54,750,759	1,739,929	3.3%			Houston
Mower	49,043,755	52,569,220	3,525,465	7.2%			Mower
Olmsted	57,677,202	60,153,038	2,475,836	4.3%			Olmsted
Rice	43,770,049	43,734,000	(36,049)	-0.1%			Rice
Steele	37,917,430	37,447,164	(470,266)	-1.2%			Steele
Wabasha	54,978,387	53,917,037	(1,061,350)	-1.9%			Wabasha
Winona	57,338,147	58,577,646	1,239,499	2.2%			Winona
District 6 Totals	588,412,105	598,224,098	9,811,993	1.7%			District 6 Totals
Blue Earth	69,603,925	66,331,050	(3,272,875)	-4.7%			Blue Earth
Brown	35,443,467	33,646,631	(1,796,836)	-5.1%			Brown
Cottonwood	38,061,309	37,046,413	(1,014,896)	-2.7%			Cottonwood
Faribault	58,145,402	56,579,121	(1,566,281)	-2.7%			Faribault
Jackson	54,138,656	55,599,948	1,461,292	2.7%			Jackson
Le Sueur	37,372,307	37,139,882	(232,425)	-0.6%			Le Sueur
Martin	48,967,023	50,263,948	1,296,925	2.6%			Martin
Nicollet	31,377,682	35,519,534	4,141,852	13.2%			Nicollet
Nobles	51,784,893	52,844,527	1,059,634	2.0%			Nobles
Rock	31,255,705	33,930,349	2,674,644	8.6%			Rock
Sibley	37,166,432	37,648,875	482,443	1.3%			Sibley
Waseca	36,540,093	39,141,599	2,601,506	7.1%			Waseca
Watonwan	33,598,303	35,496,360	1,898,057	5.6%			Watonwan
District 7 Totals	563,455,197	571,188,237	7,733,040	1.4%			District 7 Totals
Chippewa	26,970,800	26,876,937	(93,863)	-0.3%			Chippewa
Kandiyohi	52,307,399	54,489,456	2,182,057	4.2%			Kandiyohi
Lac Qui Parle	35,278,983	35,101,354	(177,629)	-0.5%			Lac Qui Parle
Lincoln	21,881,603	21,165,249	(716,354)	-3.3%			Lincoln
Lyon	45,968,102	45,979,673	11,571	0.0%			Lyon
Mc Leod	36,815,260	39,894,517	3,079,257	8.4%			Mc Leod
Meeker	26,912,361	27,220,650	308,289	1.1%			Meeker
Murray	35,971,018	28,839,508	(7,131,510)	-19.8%	-15.3	30,467,452 1,627,944	Murray
Pipestone	27,086,504	27,839,813	753,309	2.8%			Pipestone
Redwood	46,845,626	47,490,862	645,236	1.4%			Redwood
Renville	61,725,329	58,997,082	(2,728,247)	-4.4%			Renville
Yellow Medicine	35,445,130	32,823,168	(2,621,962)	-7.4%			Yellow Medicine
District 8 Totals	453,208,115	446,718,269	(6,489,846)	-1.4%			District 8 Totals
Chisago	42,572,297	44,486,321	1,914,024	4.5%			Chisago
Dakota	105,228,648	121,222,296	15,993,648	15.2%			Dakota
Ramsey	161,672,514	208,786,775	47,114,261	29.1%	24.7	201,605,625 (7,181,150)	Ramsey
Washington	60,799,416	61,661,989	862,573	1.4%			Washington
District 9 Totals	370,272,875	436,157,381	65,884,506	17.8%			District 9 Totals
STATE TOTALS	\$4,584,307,060	\$4,801,166,017	\$216,858,957	4.7%			STATE TOTALS

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

FAS Fund Balance Deductions

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

That in the event any county's FAS fund balance exceeds either an amount which equals a total of the last five years of their FAS allotments or \$350,000, whichever is greater, the excess over the aforementioned amount shall be deducted from the 25-year County State Aid Highway construction needs in their regular account. This deduction will be based on the FAS fund balance as of September 1 of each 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, 1988	Maximum Balance	Needs Deduction From the 1988 25-Year C.S.A.H. Construction Needs
Anoka	\$923,094	\$477,884	\$445,210
Fillmore	750,502	633,585	116,917
Hennepin	592,729	579,285	13,444
Houston	687,589	430,528	257,061
Itasca	1,001,414	872,148	129,266
Ramsey	427,514	350,000	77,514
Rice	515,608	433,564	82,044
Rock	523,501	440,308	83,193
Roseau	717,182	579,524	137,658
Scott	406,135	402,302	3,833
Winona	454,204	434,323	19,881

NEEDSDED

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

County State Aid Construction Fund Balance "Needs" Deductions

The resolution below was originally adopted by the Screening Board at its May, 1975 meeting. The latest revision was made by the Screening Board at the October, 1987 meeting.

That, for the determination of the 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 acquisitions which is being actively engaged in shall be considered encumbered funds.

That, for the computation of this deduction, projects that have been received before September 1 by the District State Aid Engineer for payment shall be considered as being encumbered and the construction balances shall be so adjusted.

The following listing indicates the balances, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which will be made to the 1988 25-year construction needs pursuant to this resolution.

OCTOBER, 1988

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account				County
	Unencumbered	Maximum Balance 1988 Const. Apportionment	1988	Unencumbered	Maximum Balance	1988	Total 1988	
	Construction		Construction	Construction	Larger of Either	Construction	Construction	
	Fund Balance As of Sept. 1, 1988		Fund Balance "Needs" Deduction	Fund Balance As of Sept. 1, 1988	\$100,000 or 1986-1988 Const. Apport.	Fund Balance "Needs" Deduction	Fund Balance "Needs" Deduction	
Carlton	\$393,127	\$923,940	---	\$140,273	\$218,524	\$---	\$0	Carlton
Cook	2,326,959	797,182	\$1,529,777	295,618	116,526	179,092	1,708,869	Cook
Itasca	781,114	1,772,992	---	105,742	267,437	---	0	Itasca
Koochiching	1,601,602	1,085,725	515,877	1	247,452	---	515,877	Koochiching
Lake	1,487,141	975,356	511,785	145,448	109,161	36,287	548,072	Lake
Pine	1,558,417	1,645,441	---	317,715	662,542	---	0	Pine
St. Louis	4,966,719	5,749,651	---	1,584,337	1,157,102	427,235	427,235	St. Louis
District 1 Totals	13,115,079	12,950,287	2,557,439	2,589,134	---	642,614	3,200,053	District 1 Totals
Beltrami	1,347,731	1,340,203	7,528	13,514	188,337	---	7,528	Beltrami
Clearwater	646,121	878,128	---	178,793	138,070	40,723	40,723	Clearwater
Hubbard	1,169,764	877,639	292,125	151,515	121,002	30,513	322,638	Hubbard
Kittson	1	1,059,025	---	249,276	213,058	36,218	36,218	Kittson
Lake of the Woods	229,444	776,038	---	145,540	100,000	45,540	45,540	Lake of the Woods
Marshall	14,197	1,556,407	---	6,399	140,123	---	0	Marshall
Norman	56,255	974,609	---	29,858	167,399	---	0	Norman
Pennington	605,361	679,004	---	21,289	100,000	---	0	Pennington
Polk	34,175	2,153,073	---	60,955	364,824	---	0	Polk
Red Lake	368,806	570,675	---	65,473	147,668	---	0	Red Lake
Roseau	210,416	1,156,588	---	458,990	176,879	282,111	282,111	Roseau
District 2 Totals	4,682,271	12,021,389	299,653	1,381,602	---	435,105	734,758	District 2 Totals
Aitkin	375,550	1,248,886	---	161,599	100,000	61,599	61,599	Aitkin
Benton	682,141	614,293	67,848	410,672	144,770	265,902	333,750	Benton
Cass	802,448	1,338,898	---	516,974	484,293	32,681	32,681	Cass
Crow Wing	817,089	894,047	---	628,245	884,623	---	0	Crow Wing
Isanti	766,709	694,777	71,932	10,472	116,376	---	71,932	Isanti
Kanabec	1	604,941	---	58,260	100,000	---	0	Kanabec
Mille Lacs	231,299	641,836	---	14,339	431,544	---	0	Mille Lacs
Morrison	322,481	1,013,659	---	37,353	403,219	---	0	Morrison
Sherburne	1	607,246	---	20,157	100,000	---	0	Sherburne
Stearns	622,682	1,461,037	---	385,099	951,522	---	0	Stearns
Todd	723,013	1,022,074	---	1	301,254	---	0	Todd
Wadena	651,654	548,900	102,754	117,933	261,045	---	102,754	Wadena
Wright	1,495,411	1,095,056	400,355	719,731	875,695	---	400,355	Wright
District 3 Totals	7,490,479	11,785,650	642,889	3,080,835	---	360,182	1,003,071	District 3 Totals

County	Regular Account			Municipal Account				County
	Unencumbered Construction Fund Balance As of Sept. 1, 1988	Maximum Balance 1988 Const. Apportionment	1988 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1988	Maximum Balance Larger of Either \$100,000 or 1986-1988 Const. Apport.	1988 Construction Fund Balance "Needs" Deduction	Total 1988 Construction Fund Balance "Needs" Deduction	
Becker	1,347,451	1,029,614	317,837	497,594	155,560	\$342,034	\$659,871	Becker
Big Stone	423,240	565,442	---	115,756	212,246	---	0	Big Stone
Clay	763,094	1,300,255	---	460,765	251,962	208,803	208,803	Clay
Douglas	1	964,838	---	4,959	288,333	---	0	Douglas
Grant	456,918	560,146	---	180,206	164,855	15,351	15,351	Grant
Mahnomen	1,090,667	588,929	501,738	5,108	100,000	---	501,738	Mahnomen
Otter Tail	1,737,984	2,032,908	---	1,002,657	722,306	280,351	280,351	Otter Tail
Pope	250,478	679,887	---	529,422	193,320	336,102	336,102	Pope
Stevens	1,137,352	671,660	465,692	46,394	138,027	---	465,692	Stevens
Swift	667,919	865,132	---	260,322	240,818	19,504	19,504	Swift
Traverse	307,276	601,612	---	47,189	204,786	---	0	Traverse
Wilkin	1	677,695	---	1	263,389	---	0	Wilkin
District 4 Totals	8,182,381	10,538,118	1,285,267	3,150,373	---	1,202,145	2,487,412	District 4 Totals
Anoka	1	1,362,986	---	239,463	374,350	---	0	Anoka
Carver	598,719	788,495	---	285,537	366,666	---	0	Carver
Hennepin	3,418,107	5,292,371	---	3,431,898	2,999,433	432,465	432,465	Hennepin
Scott	310,419	882,997	---	201,732	133,017	68,715	68,715	Scott
District 5 Totals	4,327,246	8,326,849	0	4,158,630	---	501,180	501,180	District 5 Totals
Dodge	749	748,458	---	205,332	197,426	7,906	7,906	Dodge
Fillmore	1,522,711	1,498,744	23,967	338,076	443,066	---	23,967	Fillmore
Freeborn	531,409	1,276,416	---	1	197,541	---	0	Freeborn
Goodhue	1	1,088,467	---	361,432	408,954	---	0	Goodhue
Houston	1,607,174	1,051,595	555,579	33,266	173,004	---	555,579	Houston
Mower	231,122	1,099,670	---	141,579	190,557	---	0	Mower
Olmsted	1,390	1,280,501	---	30,433	119,462	---	0	Olmsted
Rice	143,070	948,158	---	14,197	209,751	---	0	Rice
Steele	10,101	935,452	---	19,882	135,626	---	0	Steele
Wabasha	361,727	951,650	---	175,260	521,031	---	0	Wabasha
Winona	481,098	1,177,972	---	124,625	147,576	---	0	Winona
District 6 Totals	4,890,552	12,057,083	579,546	1,444,083	---	7,906	587,452	District 6 Totals

County	Regular Account			Municipal Account				County
	Unencumbered	Maximum Balance 1988 Const. Apportionment	1988	Unencumbered	Maximum Balance	1988	Total 1988	
	Construction		Construction	Construction	Larger of Either	Construction	Construction	
	Fund Balance As of Sept. 1, 1988		Fund Balance "Needs" Deduction	Fund Balance As of Sept. 1, 1988	\$100,000 or 1986-1988 Const. Apport.	Fund Balance "Needs" Deduction	Fund Balance "Needs" Deduction	
Blue Earth	1	1,327,576	---	1	390,858	---	0	Blue Earth
Brown	1	852,432	---	381,354	257,893	123,461	123,461	Brown
Cottonwood	402,789	846,870	---	1	190,951	---	0	Cottonwood
Faribault	242,956	1,031,605	---	199,382	601,212	---	0	Faribault
Jackson	312,612	1,044,424	---	70,871	342,502	---	0	Jackson
Le Sueur	1	722,783	---	571,516	556,498	15,018	15,018	Le Sueur
Martin	321,877	1,079,328	---	68,922	200,101	---	0	Martin
Nicollet	162,889	764,953	---	31,918	100,000	---	0	Nicollet
Nobles	434,960	1,058,447	---	264,630	262,276	2,354	2,354	Nobles
Rock	750,788	675,992	74,796	379,703	332,209	47,494	122,290	Rock
Sibley	1	856,486	---	65,154	100,000	---	0	Sibley
Waseca	42,425	828,990	---	135,461	152,887	---	0	Waseca
Watonwan	175,040	683,642	---	242,132	323,646	---	0	Watonwan
District 7 Totals	2,846,340	11,773,528	74,796	2,411,045	---	188,327	263,123	District 7 Totals
Chippewa	1,198	692,207	---	273,718	162,964	110,754	110,754	Chippewa
Kandiyohi	358,296	1,160,554	---	245,364	315,159	---	0	Kandiyohi
Lac Qui Parle	543,745	864,106	---	172,798	211,740	---	0	Lac Qui Parle
Lincoln	254,667	545,629	---	143,316	285,756	---	0	Lincoln
Lyon	1	861,265	---	1	492,411	---	0	Lyon
Mc Leod	459,303	794,007	---	96,178	235,738	---	0	Mc Leod
Meeker	902,860	743,614	159,246	27,412	100,339	---	159,246	Meeker
Murray	107,646	839,071	---	90,400	169,261	---	0	Murray
Pipestone	1	550,917	---	257,231	442,470	---	0	Pipestone
Redwood	505,898	975,690	---	261,079	348,670	---	0	Redwood
Renville	254,483	1,251,620	---	323,534	246,580	76,954	76,954	Renville
Yellow Medicine	283,156	796,211	---	118,006	306,370	---	0	Yellow Medicine
District 8 Totals	3,671,254	10,074,891	159,246	2,009,037	---	187,708	346,954	District 8 Totals
Chisago	403,026	650,801	---	608,521	751,102	---	0	Chisago
Dakota	1	1,948,223	---	424,779	297,072	127,707	127,707	Dakota
Ramsey	92,895	2,984,741	---	155,405	249,152	---	0	Ramsey
Washington	721,407	744,826	---	1,252,951	1,263,250	---	0	Washington
District 9 Totals	1,217,329	6,328,591	0	2,441,656	---	127,707	127,707	District 9 Totals
					28,789,100			
STATE TOTALS	\$50,422,931	\$95,856,386	\$5,598,836	\$22,666,395	---	\$3,652,874	\$9,251,710	STATE TOTALS

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

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 1978 through 1987, the number of projects awarded and the project costs in each account which have been deducted from the 1988 County State Aid Highway Money needs. In 1987 alone, more than \$11.3 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1978-1987	Spec. Resurf. 1987	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1987 25-Yr. Con- struction Needs
Carlton	5	1	\$265,662	\$34,697	\$300,359
Cook	10	0	1,609,090	0	1,609,090
Itasca	13	1	2,264,699	263,101	2,527,800
Koochiching	7	3	1,011,307	20,791	1,032,098
Lake	4	1	991,529	0	991,529
Pine	5	0	398,808	51,484	450,292
St. Louis	24	0	3,095,690	105,952	3,201,642
District 1 Totals	68	6	9,636,785	476,025	10,112,810
Beltrami	8	1	1,570,768	76,638	1,647,406
Clearwater	0	0	0	0	0
Hubbard	10	4	1,276,848	3,288	1,280,136
Kittson	7	1	1,611,878	132,910	1,744,788
Lake of the Woods	3	0	624,427	29,461	653,888
Marshall	8	0	1,950,306	65,596	2,015,902
Norman	2	1	109,298	5,918	115,216
Pennington	2	0	181,808	0	181,808
Polk	15	7	1,461,067	96,674	1,557,741
Red Lake	1	0	0	38,065	38,065
Roseau	7	0	928,523	12,912	941,435
District 2 Totals	63	14	9,714,923	461,462	10,176,385

County	Number of Special Resurf. Projects 1978-1987	Spec. Resurf. 1987	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1987 25-Yr. Con- struction Needs
Aitkin	2	0	\$198,828	\$14,111	\$212,939
Benton	9	0	606,382	48,069	654,451
Cass	5	1	1,283,814	55,645	1,339,459
Crow Wing	0	0	0	0	0
Isanti	6	0	752,692	0	752,692
Kanabec	9	1	1,520,545	32,742	1,553,287
Mille Lacs	7	0	152,882	137,107	289,989
Morrison	17	2	3,554,380	240,633	3,795,013
Sherburne	4	1	411,040	0	411,040
Stearns	33	3	5,429,791	312,142	5,741,933
Todd	28	5	5,297,105	4,003	5,301,108
Wadena	7	1	1,583,612	50,534	1,634,146
Wright	7	0	645,994	48,580	694,574
District 3 Totals	134	14	21,437,065	943,566	22,380,631
Becker	12	1	\$1,105,486	\$20,632	\$1,126,118
Big Stone	8	0	740,173	41,780	781,953
Clay	0	0	0	0	0
Douglas	11	0	1,586,526	9,411	1,595,937
Grant	5	0	511,229	37,258	548,487
Mahnomen	5	0	278,709	41,410	320,119
Otter Tail	28	7	6,178,583	148,207	6,326,790
Pope	12	0	2,065,749	46,371	2,112,120
Stevens	11	1	1,616,347	130,381	1,746,728
Swift	13	0	2,040,454	122,798	2,163,252
Traverse	3	0	575,162	136,519	711,681
Wilkin	4	0	290,939	11,644	302,583
District 4 Totals	112	9	16,989,357	746,411	17,735,768
Anoka	0	0	0	0	0
Carver	12	3	974,289	4,086	978,375
Hennepin	5	0	1,360,617	0	1,360,617
Scott	6	0	534,353	9,188	543,541
District 5 Totals	23	3	2,869,259	13,274	2,882,533
Dodge	4	0	733,691	0	733,691
Fillmore	2	0	122,950	7,248	130,198
Freeborn	28	4	3,472,559	57,157	3,529,716
Goodhue	3	1	23,190	96,583	119,773
Houston	2	0	202,011	0	202,011
Mower	19	1	2,215,916	75,565	2,291,481
Olmsted	4	0	503,236	0	503,236
Rice	20	1	2,734,183	229,018	2,963,201
Steele	5	0	535,664	0	535,664
Wabasha	4	2	314,149	0	314,149
Winona	11	2	657,273	32,558	689,831
District 6 Totals	102	11	11,514,822	498,129	12,012,951

County	Number of Special Resurf. Projects 1978-1987	Spec. Resurf. 1987	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from t 1987 25-Yr. Cor struction Need
Blue Earth	14	2	\$2,420,807	\$14,492	\$2,435,29
Brown	13	0	685,900	80,365	766,26
Cottonwood	24	3	3,177,327	18,494	3,195,82
Faribault	11	1	1,213,586	65,539	1,279,12
Jackson	18	1	2,784,536	19,022	2,803,55
LeSueur	0	0	0	0	
Martin	0	0	0	0	
Nicollet	8	0	1,419,301	0	1,419,30
Nobles	20	1	2,253,669	103,733	2,357,40
Rock	10	1	1,799,042	42,274	1,841,31
Sibley	23	3	2,639,738	49,774	2,689,51
Waseca	1	0	169,061	0	169,06
Watonwan	11	0	762,204	0	762,20
District 7 Totals	153	12	19,325,171	393,693	19,718,86
Chippewa	3	0	201,351	17,224	218,57
Kandiyohi	10	1	695,245	110,563	805,80
Lac Qui Parle	4	0	640,132	13,578	653,71
Lincoln	7	0	1,027,509	15,088	1,042,59
Lyon	20	2	1,707,363	240,380	1,947,74
Mc Leod	9	0	1,046,864	0	1,046,86
Meeker	3	1	308,379	46,786	355,16
Murray	21	1	3,121,792	53,693	3,175,48
Pipestone	8	2	669,189	80,452	749,64
Redwood	19	4	2,570,716	55,109	2,625,82
Renville	23	3	4,960,664	123,592	5,084,25
Yellow Medicine	14	1	1,558,821	178,625	1,737,44
District 8 Totals	141	15	18,508,025	935,090	19,443,11
Chisago	10	0	1,675,386	55,042	1,730,42
Dakota	6	0	522,000	47,793	569,79
Ramsey	4	0	242,167	94,690	336,85
Washington	1	0	0	69,646	69,64
District 9 Totals	21	0	2,439,553	267,171	2,706,72
STATE TOTALS	817	84	\$112,434,960	\$4,734,821	\$117,169,78

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1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Comparison of 1984-87 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 its 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 rural design grading cost adjustment computation for the 1989 apportionment.

- 1) 16.9 miles of C.S.A.H.'s which had rural design complete grading needs were graded in Itasca County in 1984-1987. This represents 4% of the 430.06 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 15% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.
$$\frac{\$85,371 - \$74,475}{\$74,475} = 15\%$$
- 3) The Adjusted Rural Grading Cost Factor of 6% was arrived at by dividing the 4% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Rural Grading Cost Factor (15%) as shown in 2 above.
$$\frac{4}{10} \times 15\% = 6\%$$
- 4) Then by multiplying the Adjusted Factor (6%) times the complete rural design grading needs remaining in the 1988 study (\$27,864,420) an adjustment (+1,671,865) to the 1988 needs is computed.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1988 25-year construction needs) have been used in calculating the 1988 annual County State Aid Highway money needs.

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Grading in 1988		
	-----							Needs Study		
	#	Miles						Miles	Cost	
Carlton	4	5.6	3%	\$132,795	\$106,123	25%	7.5%	200.35	\$20,607,619	\$1,545,571
Cook	3	2.5	2%	308,316	198,064	56%	11.2%	138.91	20,545,725	2,301,121
Itasca	7	16.9	4%	85,371	74,475	15%	6.0%	430.06	27,864,420	1,671,865
Koochiching	4	5.0	3%	101,660	70,858	43%	12.9%	162.15	9,240,804	1,192,064
Lake	4	5.4	3%	160,868	159,187	1%	0.3%	162.92	33,599,278	100,798
Pine	8	13.9	4%	113,075	130,469	-13%	-5.2%	359.48	52,635,361	(2,737,039)
St. Louis	15	30.4	3%	231,647	220,992	5%	1.5%	1,015.69	167,713,673	2,515,705
District 1 Totals	45	79.7	3%	\$162,441	\$151,711	7%	2.1%	2,469.56	\$332,206,880	\$6,590,085

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1988 Needs Study		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
	#	Miles								
Beltrami	5	17.3	7%	\$114,688	\$102,928	11%	7.7%	265.90	\$22,111,704	\$1,702,601
Clearwater	9	21.0	12%	61,550	66,328	-7%	7.0%	175.55	12,635,607	884,492
Hubbard	2	7.0	3%	64,130	63,747	1%	0.3%	220.23	15,468,341	46,405
Kittson	7	24.1	9%	59,627	56,634	5%	4.5%	267.26	17,301,653	778,574
Lake of the Woods	2	10.9	12%	69,672	70,000	0%	0.0%	93.78	5,083,468	0
Marshall	7	30.1	8%	49,577	59,284	-16%	-12.8%	369.86	21,443,504	(2,744,769)
Norman	9	18.8	9%	50,227	57,436	-13%	-11.7%	198.48	11,070,042	(1,295,195)
Pennington	3	16.7	15%	42,318	45,545	-7%	-7.0%	115.10	5,936,688	(415,568)
Polk	6	34.1	8%	56,674	62,648	-10%	-8.0%	425.19	30,563,564	(2,445,085)
Red Lake	1	0.7	1%	131,530	115,763	14%	1.4%	108.22	7,930,256	111,024
Roseau	7	36.1	15%	48,414	58,750	-18%	-18.0%	246.86	13,349,555	(2,402,920)
District 2 Totals	58	216.8	9%	\$59,215	\$63,244	-6%	-5.4%	2,486.43	\$162,894,382	(\$5,780,441)

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete		Effects on 1987 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Grading in 1988		
	#	Miles						Needs Study		
								Miles	Cost	
Aitkin	8	29.9	11%	\$110,585	\$72,986	52%	52.0%	261.26	\$24,033,461	\$12,497,400
Benton	6	12.9	10%	52,813	44,031	20%	20.0%	128.43	6,079,934	1,215,987
Cass	4	13.2	4%	94,946	73,954	28%	11.2%	321.20	24,129,837	2,702,542
Crow Wing	8	17.7	9%	60,998	54,084	13%	11.7%	190.04	12,798,007	1,497,367
Isanti	2	3.5	3%	120,190	84,886	42%	12.6%	139.40	11,556,932	1,456,173
Kanabec	5	10.6	9%	60,291	88,284	-32%	-28.8%	122.01	10,436,789	(3,005,795)
Mille Lacs	1	2.3	2%	83,213	66,194	26%	5.2%	131.34	11,081,333	576,229
Morrison	0	0.0	0%	0	0	0%	0.0%	249.41	15,778,948	0
Sherburne	3	16.5	25%	28,317	36,506	-22%	-22.0%	66.99	2,462,549	(541,761)
Stearns	2	3.4	1%	137,742	128,439	7%	0.7%	340.18	27,172,805	190,210
Todd	1	1.0	0%	65,978	64,850	2%	0.0%	240.80	15,462,781	0
Wadena	1	1.9	2%	118,596	58,592	102%	20.4%	126.07	6,866,763	1,400,820
Wright	8	20.2	9%	129,937	96,689	34%	30.6%	224.49	17,670,242	5,407,094
District 3 Totals	49	133.1	5%	\$85,830	\$69,402	24%	12.0%	2,541.62	\$185,530,381	\$23,396,266

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1988 Needs Study		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
	#	Miles								
Becker	4	20.2	10%	\$45,358	\$43,417	4%	4.0%	208.46	\$9,413,401	\$376,536
Big Stone	2	9.3	14%	43,225	42,630	1%	1.0%	64.54	2,645,466	26,455
Clay	8	32.3	12%	55,616	39,163	42%	42.0%	263.73	10,210,227	4,288,295
Douglas	4	14.7	9%	64,706	57,220	13%	11.7%	163.73	7,676,466	898,147
Grant	0	0	0%	0	0	0%	0.0%	121.88	5,174,829	0
Mahnomen	2	10.0	10%	65,315	44,772	46%	46.0%	95.85	3,766,831	1,732,742
Otter Tail	9	14.1	4%	59,103	57,974	2%	0.8%	365.03	25,747,006	205,976
Pope	0	0	0%	0	0	0%	0.0%	165.21	10,237,325	0
Stevens	0	0	0%	0	0	0%	0.0%	173.27	9,396,842	0
Swift	7	18.8	12%	35,087	38,205	-8%	-8.0%	150.41	6,125,093	(490,007)
Traverse	0	0	0%	0	0	0%	0.0%	135.56	7,737,189	0
Wilkin	3	9.4	6%	47,952	35,452	35%	21.0%	158.29	5,310,538	1,115,213
District 4 Totals	39	128.8	6%	\$51,739	\$44,231	17%	10.2%	2,065.96	\$103,441,213	\$8,153,357

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1988 Needs Study		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
	#	Miles								
Anoka	5	12.8	16%	\$145,945	\$131,516	11%	11.0%	81.88	\$12,673,142	\$1,394,046
Carver	2	4.1	3%	82,362	98,747	-17%	-5.1%	126.28	12,713,145	(648,370)
Hennepin	2	4.1	3%	468,673	376,115	25%	7.5%	138.28	24,671,908	1,850,393
Scott	4	6.3	7%	109,842	85,461	29%	20.3%	95.25	8,111,024	1,646,538
District 5 Totals	13	27.3	6%	\$176,441	\$152,646	16%	9.6%	441.69	\$58,169,219	\$4,242,607

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Grading in 1988 Needs Study		
	#	Miles						Miles	Cost	
Dodge	7	13.6	10%	\$63,289	\$58,113	9%	9.0%	139.90	\$8,778,836	790,095
Fillmore	1	4.2	1%	157,670	222,051	-29%	-2.9%	302.39	43,054,454	(1,248,579)
Freeborn	4	15.9	6%	113,494	73,800	54%	32.4%	274.93	14,265,430	4,621,999
Goodhue	6	19.1	10%	106,678	103,697	3%	3.0%	186.85	18,656,352	559,691
Houston	5	13.6	9%	136,957	111,099	23%	20.7%	143.73	25,248,560	5,226,452
Mower	4	10.8	5%	56,170	57,178	-2%	-1.0%	211.31	14,074,283	(140,743)
Olmsted	5	15.0	8%	99,299	104,521	-5%	-4.0%	183.65	19,927,632	(797,105)
Rice	3	10.4	6%	88,907	59,419	50%	30.0%	162.37	9,812,554	2,943,766
Steele	8	14.0	10%	65,187	48,497	34%	34.0%	142.15	8,008,742	2,722,972
Wabasha	4	13.1	8%	128,209	133,201	-4%	-3.2%	164.32	21,761,450	(696,366)
Winona	6	11.5	6%	105,490	108,370	-3%	-1.8%	177.87	22,217,799	(399,920)
District 6 Totals	53	141.2	7%	\$99,548	\$91,108	9%	6.3%	2,089.47	\$205,806,092	\$13,582,262

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			in 1988 Needs Study		
	#	Miles								
									Miles		Cost
Blue Earth	5	9.8	4%	\$84,464	\$79,641	6%	2.4%	235.69	\$15,892,423	\$381,418
Brown	2	6.3	5%	278,701	307,620	-9%	-4.5%	127.02	9,001,835	(405,083)
Cottonwood	1	0.3	0%	72,271	47,865	51%	0.0%	190.10	9,843,632	0
Faribault	6	15.6	8%	64,378	62,836	2%	1.6%	201.25	11,535,253	184,564
Jackson	0	0.0	0%	0	0	0%	0.0%	237.57	13,747,271	0
Le Sueur	3	10.0	7%	59,750	61,605	-3%	-2.1%	135.31	8,996,587	(188,928)
Martin	3	19.7	11%	46,940	53,644	-12%	-12.0%	176.64	10,646,268	(1,277,552)
Nicollet	7	11.7	9%	54,392	70,132	-22%	-19.8%	127.61	9,875,660	(1,955,381)
Nobles	2	7.2	4%	36,286	24,042	51%	20.4%	167.41	10,501,525	2,142,311
Rock	1	1.4	1%	54,296	34,759	56%	5.6%	164.90	7,529,923	421,676
Sibley	2	7.8	4%	59,325	59,162	0%	0.0%	197.04	10,952,473	0
Waseca	5	17.3	13%	61,540	51,343	20%	20.0%	134.30	7,069,907	1,413,981
Watonwan	3	10.0	8%	70,086	66,243	6%	4.8%	127.49	7,335,989	352,127
District 7 Totals	40	117.1	5%	\$71,149	\$72,049	-1%	-0.5%	2,222.33	\$132,928,746	\$1,069,133

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Grading in 1988 Needs Study		
	#	Miles						Miles	Cost	
Chippewa	4	11.5	14%	\$86,446	\$73,763	17%	17.0%	80.13	\$6,994,918	\$1,189,136
Kandiyohi	6	18.6	8%	83,330	69,871	19%	15.2%	235.66	15,235,346	2,315,773
Lac Qui Parle	3	14.1	8%	38,911	41,502	-6%	-4.8%	174.86	8,041,390	(385,987)
Lincoln	3	12.6	12%	36,240	48,287	-25%	-25.0%	107.44	5,342,176	(1,335,544)
Lyon	6	17.1	9%	56,301	49,855	13%	11.7%	197.44	10,925,299	1,278,260
Mc Leod	3	8.8	6%	71,217	62,114	15%	9.0%	142.67	9,448,283	850,345
Meeker	4	8.1	6%	65,964	51,535	28%	16.8%	139.51	7,854,837	1,319,613
Murray	7	17.5	10%	39,989	50,952	-22%	-22.0%	166.96	8,247,472	(1,814,444)
Pipestone	2	9.1	7%	46,002	63,285	-27%	-18.9%	136.41	6,690,892	(1,264,579)
Redwood	5	9.3	4%	39,787	33,949	17%	6.8%	210.98	11,795,514	802,095
Renville	1	0.4	0%	119,220	45,659	161%	0.0%	312.80	15,373,334	0
Yellow Medicine	3	16.1	8%	41,280	61,434	-33%	-26.4%	201.87	10,727,095	(2,831,953)
District 8 Totals	47	143.2	7%	\$54,993	\$55,508	-1%	-0.7%	2,106.73	\$116,676,556	\$122,715

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading in 1988 Needs Study		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
	#	Miles								
Chisago	3	6.6	4%	\$101,993	\$83,417	22%	8.8%	155.62	\$13,674,445	\$1,203,351
Dakota	3	3.6	3%	256,934	214,962	20%	6.0%	114.65	13,780,083	826,805
Ramsey	0	0	0%	0	0	0%	0.0%	8.35	2,041,525	0
Washington	4	5.8	7%	135,595	139,200	-3%	-2.1%	88.49	12,242,405	(257,091)
District 9 Totals	10	16.0	4%	\$149,095	\$133,283	12%	4.8%	367.11	\$41,738,458	\$1,773,065

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1984-1987 Rural Design Grading Construction Costs to Needs Study Costs

Districts	1984-1987 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Grading in 1988 Needs Study		
	#	Miles						Miles	Cost	
District 1 Totals	45	79.7	3%	\$162,441	\$151,711	7%	2.1%	2,469.56	\$332,206,880	\$6,590,085
District 2 Totals	58	216.8	9%	59,215	63,244	-6%	-5.4%	2,486.43	162,894,382	(5,780,441)
District 3 Totals	49	133.1	5%	85,830	69,402	24%	12.0%	2,541.62	185,530,381	23,396,266
District 4 Totals	39	128.8	6%	51,739	44,231	17%	10.2%	2,065.96	103,441,213	8,153,357
District 5 Totals	13	27.3	6%	176,441	152,646	16%	9.6%	441.69	58,169,219	4,242,607
District 6 Totals	53	141.2	7%	99,548	91,108	9%	6.3%	2,089.47	205,806,092	13,582,262
District 7 Totals	40	117.1	5%	71,149	72,049	-1%	-0.5%	2,222.33	132,928,746	1,069,133
District 8 Totals	47	143.2	7%	54,993	55,508	-1%	-0.7%	2,106.73	116,676,556	122,715
District 9 Totals	10	16.0	4%	149,095	133,283	12%	4.8%	367.11	41,738,458	1,773,065
STATE TOTAL	354	1003.2	6%	\$81,088	\$76,050	7%		16,790.90	\$1,339,391,927	\$53,149,049

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1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

Recently, all counties estimated their grading costs on all urban design segments requiring complete grading. In order to keep their costs relatively up to date, the Screening Board directed that an adjustment to these costs be applied in the same manner as has been done to the rural design complete grading costs.

An explanation of Pine County's urban design grading cost adjustments for the 1989 apportionment is shown below.

- 1) 0.5 miles of C.S.A.H.'s which had urban design complete grading needs were graded in Pine County in 1987. This represents 6% of the 9.04 miles of urban design C.S.A.H.'s which still have complete grading required in their needs study.
- 2) The Urban Grading Cost Factor of 40% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs costs/mile.
$$\frac{\$199,780 - \$142,240}{\$142,240} = 40\%$$
- 3) The Adjusted Urban Grading Cost Factor of 24% was arrived at by dividing the 6% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Urban Grading Cost Factor (40%) as shown in 2 above.
$$\frac{6}{10} \times 40\% = 24\%$$
- 4) Then, by multiplying the Adjusted Factor (24%) times the complete urban design grading needs remaining in the 1988 needs study (\$1,596,896) an adjustment (+383,255) to the 1988 needs is computed.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 1988 25-year construction needs) have been used in calculating the 1988 annual County State Aid Highway money needs.

OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Grading in 1988 Needs Study		
	#	Miles						Miles		
								Miles	Cost	
Carlton	0									
Cook	0									
Itasca	0									
Koochiching	1	0.3	5%	\$111,884	\$101,403	10%	5.0%	5.54	\$1,003,593	\$50,180
Lake	0									
Pine	1	0.5	6%	199,780	142,240	40%	24.0%	9.04	1,596,896	383,255
St. Louis	1	0.1	0%	788,490	157,950	399%	0.0%	22.45	6,721,409	
District 1 Totals	3	0.9	2%	\$234,531	\$130,055	80%	16.0%	37.03	\$9,321,898	\$433,435

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading in 1988 Needs Study		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
	#	Miles								
Beltrami	0									
Clearwater	0									
Hubbard	0									
Kittson	0									
Lake of the Woods	0									
Marshall	0									
Norman	1	0.1	5%	\$79,640	\$137,150	-42%	-21.0%	1.99	\$275,437	(\$57,842)
Pennington	0									
Polk	1	0.3	3%	100,200	162,930	-39%	-11.7%	10.29	1,750,584	(204,818)
Red Lake	0									
Roseau	0									
District 2 Totals	2	0.4	3%	\$95,060	\$156,485	-39%	-11.7%	12.28	\$2,026,021	(\$262,660)

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading in 1988 Needs Study		Effects on 1987 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
	#	Miles								
Aitkin										
Benton										
Cass										
Crow Wing										
Isanti										
Kanabec										
Mille Lacs	1	0.1	1%	\$363,910	\$99,800	265%	26.5%	11.17	\$1,521,374	\$403,164
Morrison										
Sherburne										
Stearns	2	1.4	8%	130,848	118,318	11%	8.8%	18.41	2,653,866	233,540
Todd										
Wadena										
Wright	1	0.6	4%	84,072	221,475	-62%	-24.8%	13.49	3,102,344	(769,381)
District 3 Totals	4	2.1	5%	\$128,592	\$146,774	-12%	-6.0%	43.07	\$7,277,584	(\$132,677)

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Grading in 1988 Needs Study		
	#	Miles						Miles	Cost	
Becker										
Big Stone										
Clay										
Douglas										
Grant										
Mahnomen										
Otter Tail										
Pope	1	0.1	2%	\$192,930	\$123,120	57%	11.4%	6.30	\$870,889	\$99,281
Stevens	1	0.1	3%	182,760	209,440	-13%	-3.9%	3.32	479,553	(18,703)
Swift										0
Traverse										0
Wilkin	1	0.5	16%	226,008	377,216	-40%	-40.0%	3.08	541,272	(216,509)
District 4 Totals	3	0.7	6%	\$215,258	\$317,797	-32%	-19.2%	12.70	\$1,891,714	(\$135,931)

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete		Effects on 1988 - 25 Year Construction Needs	
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Urban Grading in 1988 Needs Study	Grading		
	#	Miles							Miles		Cost
Anoka	1	0.6	6%	\$277,137	\$349,350	-21%	-12.6%	10.57	\$2,557,500	(\$322,245)	
Carver											
Hennepin	2	1.5	1%	494,849	543,961	-9%	-0.9%	258.13	100,630,978	(905,679)	
Scott											
District 5 Totals	3	2.1	1%	\$432,645	\$488,358	-11%	-1.1%	268.70	\$103,188,478	(\$1,227,924)	

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading in 1988 Needs Study		Effects on 1988 - 25 Year Construction Needs
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Cost	
	#	Miles								
Dodge										
Fillmore										
Freeborn										
Goodhue	6	0.2	3%	\$160,215	\$240,000	-33%	-9.9%	7.52	\$1,443,570	(\$142,913)
Houston										
Mower										
Olmsted										
Rice										
Steele										
Wabasha										
Winona										
District 6 Totals	6	0.2	3%	\$160,215	\$240,000	-33%	-9.9%	7.52	\$1,443,570	(\$142,913)

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete		Effects on 1988 - 25 Year Construction Needs	
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Urban Grading in 1988 Needs Study	Grading		
	#	Miles							Miles		Cost
Blue Earth											
Brown											
Cottonwood											
Faribault	1	0.3	3%	\$114,284	\$118,584	-39%	-11.7%	9.97	\$1,967,932	(\$230,248)	
Jackson	1	0.5	7%	98,460	165,822	-41%	-28.7%	7.47	1,217,764	(349,498)	
Le Sueur											
Martin											
Nicollet											
Nobles	1	0.3	4%	102,148	154,942	-34%	-13.6%	7.34	1,386,338	(188,542)	
Rock											
Sibley											
Waseca											
Watonwan											
District 7 Totals	3	1.1	4%	\$103,861	\$169,111	-39%	-15.6%	24.78	\$4,572,034	(\$768,288)	

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete		Effects on 1988 - 25 Year Construction Needs	
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Urban Grading Needs Study	Grading		
	#	Miles							in 1988		Cost
	#	Miles						Miles	Cost		
Chippewa											
Kandiyohi											
Lac Qui Parle											
Lincoln											
Lyon	1	0.8	8%	\$113,273	\$155,291	-27%	-21.6%	10.20	\$2,417,666	(\$522,216)	
Mc Leod											
Meeker											
Murray											
Pipestone											
Redwood	1	0.6	13%	40,523	91,621	-56%	-56.0%	4.60	719,458	(402,896)	
Renville	1	0.3	7%	41,971	317,042	-87%	-60.9%	4.05	747,838	(455,433)	
Yellow Medicine											
District 8 Totals	3	1.7	9%	\$54,993	\$55,508	-54%	-48.6%	18.85	\$3,884,962	(\$1,380,545)	

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete		Effects on 1988 - 25 Year Construction Needs		
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor		Grading in 1988 Needs Study	
	#	Miles									Miles	Cost
Chisago												
Dakota												
Ramsey	5	4.6	3%	\$386,783	\$292,744	32%	9.6%	163.3	\$65,052,943	\$6,245,083		
Washington												
District 9 Totals	5	4.6	3%	\$386,783	\$292,744	32%	9.6%	163.30	\$65,052,943	\$6,245,083		

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

Comparison of 1987 Urban Design Grading Construction Costs to Needs Study Costs

Districts	1987 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete		Effects on 1988 - 25 Year Construction Needs	
	Projects		% of System Having Complete Grading	Average Construction Cost/Mile	Average Needs Cost/Mile			Grading in 1988 Needs Study			
	#	Miles						Miles			Cost
District 1 Totals	3	0.9	2%	\$234,531	\$130,055	80%	16.0%	37.03	\$9,321,898	\$433,435	
District 2 Totals	2	0.4	3%	95,060	156,485	-39%	-11.7%	12.28	2,026,021	(262,660)	
District 3 Totals	4	2.1	5%	128,592	146,774	-12%	-6.0%	43.07	7,277,584	(132,677)	
District 4 Totals	3	0.7	6%	215,258	317,797	-32%	-19.2%	12.70	1,891,714	(135,931)	
District 5 Totals	3	2.1	1%	432,645	488,358	-11%	-1.1%	268.70	103,188,478	(1,227,924)	
District 6 Totals	6	0.2	3%	160,215	240,000	-33%	-9.9%	7.52	1,443,570	(142,913)	
District 7 Totals	3	1.1	4%	103,861	169,111	-39%	-15.6%	24.78	4,572,034	(768,288)	
District 8 Totals	3	1.7	9%	74,621	161,863	-54%	-48.6%	18.85	3,884,962	(1,380,545)	
District 9 Totals	5	4.6	3%	386,783	292,744	32%	9.6%	163.30	65,052,943	6,245,083	
STATE TOTAL	32	13.8	2%	\$262,443	\$259,860	1%		588.23	\$198,659,204	\$2,627,580	

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

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."

The adjustments shown below are for those variances granted for which projects have been awarded prior to April 22, 1988 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee and were approved at the June 22-23, 1988 meeting.

<u>County</u>	<u>Project</u>	<u>1988 Needs Adjustments</u>
Becker	03-606-14	\$ 654,000
Beltrami	04-605-17	\$ 119,240
Beltrami	04-632-12	\$ 342,715
Fillmore	23-615-05	\$ 185,616
Hennepin	27-652-12	\$ 38,080
Hubbard	29-611-04	\$ 81,673
Koochiching	36-694-04	\$ 69,419
Murray	51-642-09	\$ 28,930
Ramsey	164-020-58	\$3,161,600

Lotus-2.01-6 (Bondacc2)

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Bond Account Adjustments

To compensate for unpaid County State Aid Highway bond obligations that are not reflected in the County State Aid Highway Needs Studies, the County Engineers Screening Board passed a resolution which provides that a separate annual adjustment shall be made to the total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.181, for use on State Aid projects, except bituminous overlay or concrete joint repair projects. This Bond Account Adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding the adjustment to the 25-year construction need of the county.

The Bond Account Adjustment consists of the unamortized bond balance less the unencumbered balance available as of December 31st of the preceding year.

STATE AID BOND RECORD AS OF DECEMBER 31, 1987

County	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements	Overlay Projects (No Adj.)	Unencumbered Balance Available	Bond Account Adjustment
Beltrami	05-01-87	\$3,000,000	\$3,000,000	\$0		\$3,000,000	\$0
Kittson	05-01-84	1,235,000	675,000	1,235,000		0	675,000
Lake of the Woods	08-01-85	1,000,000	800,000	333,918		666,082	133,918
Marshall	02-01-79	1,250,000	300,000	1,250,000		0	300,000
Marshall	07-01-84	2,000,000	1,775,000	1,423,608		576,392	1,198,608
Norman	04-03-85	500,000	300,000	437,668	\$62,332	62,332	237,668
Pennington	08-01-81	575,000	300,000	575,000		0	300,000
Pennington	08-01-80	400,000	180,000	400,000		0	180,000
Polk	04-20-83	2,000,000	1,275,000	2,000,000		0	1,275,000
Red Lake	07-01-81	780,000	150,000	780,000		0	150,000
District 2 Totals		12,740,000	8,755,000	8,435,194	62,332	4,304,806	4,450,194

County	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements	Overlay Projects (No Adj.)	Unencumbered Balance Available	Bond Account Adjustment
Crow Wing	07-01-81	\$1,000,000	\$0	\$986,632		\$13,368	(\$13,368)
Wadena	07-01-81	635,000	0	635,000		0	0
Wadena	07-01-87	515,000	515,000	515,000	\$300,000	0	215,000
District 3 Totals		2,150,000	515,000	2,136,632	300,000	13,368	201,632
Becker	08-01-86	1,500,000	1,400,000	1,070,435	377,633	429,565	592,802
Otter Tail	06-01-86	7,735,000	7,250,000	2,322,011	173,297	5,412,989	1,663,714
Douglas	07-01-84	2,500,000	1,850,000	2,500,000	621,254	0	1,228,746
Wilkin	05-01-77	1,100,000	0	1,100,000		0	0
District 4 Totals		12,835,000	10,500,000	6,992,446	1,172,184	5,842,554	3,485,262
Carver	05-01-68	485,000	0	485,000		0	0
Carver	08-01-79	900,000	520,000	900,000		0	520,000
Carver	09-01-67	200,000	0	200,000		0	0
District 5 Totals		1,585,000	520,000	1,585,000	0	0	520,000
Dodge	03-01-84	1,700,000	1,130,000	1,700,000		0	1,130,000
Steele	05-01-83	1,400,000	700,000	1,400,000	14,439	0	685,561
District 6 Totals		3,100,000	1,830,000	3,100,000	14,439	0	1,815,561
LeSueur	02-01-79	1,300,000	300,000	1,300,000		0	300,000
Nicollet	07-01-79	1,000,000	100,000	1,000,000		0	100,000
Sibley	07-01-81	990,000	240,000	990,000		0	240,000
Watonwan	11-01-79	1,250,000	450,000	1,250,000		0	450,000
District 7 Totals		4,540,000	1,090,000	4,540,000		0	1,090,000
Kandiyohi	07-01-86	2,300,000	2,300,000	562,449		1,737,551	562,449
Yellow Medicine	08-01-86	2,700,000	2,700,000	400,000		2,300,000	400,000
Pipestone	08-01-75	940,000	0	940,000	4,987	0	0
Yellow Medicine	09-01-80	1,000,000	500,000	1,000,000		0	500,000
Yellow Medicine	08-01-86	2,700,000	2,700,000	400,000		2,300,000	400,000
District 8 Totals		9,640,000	8,200,000	3,302,449	4,987	6,337,551	1,862,449
Chisago	06-07-78	1,330,000	150,000	1,330,000		0	150,000
District 9 Totals		1,330,000	150,000	1,330,000		0	150,000
STATE TOTALS		\$47,920,000	\$31,560,000	\$31,421,721	\$1,553,942	\$16,498,279	\$13,575,098

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

"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. Only Those Right of Way costs actually incurred by the county will be eligible. 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 District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

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 1988 25-year needs and are shown on the tentative 1989 Money Needs Apportionment Form.

County -----	After the Fact R/W Needs -----	County -----	After the Fact R/W Needs -----
Carlton	\$34,625	Aitkin	\$643,513
Cook	69,664	Benton	343,042
Itasca	88,751	Cass	207,046
Koochiching	66,833	Crow Wing	322,380
Lake	211,842	Isanti	132,068
Pine	191,267	Kanabec	273,546
St. Louis	850,841	Mille Lacs	64,016
District 1 Totals	\$1,513,823	Morrison	3,775
		Sherburne	135,955
Beltrami	\$490,377	Stearns	291,365
Clearwater	193,413	Todd	64,111
Hubbard	149,056	Wadena	----
Kittson	311,938	Wright	355,546
Lake of the Woods	25,126	District 3 Totals	\$2,836,363
Marshall	210,042		
Norman	55,512	Becker	\$172,803
Pennington	135,585	Big Stone	43,635
Polk	621,639	Clay	366,550
Red Lake	48,214	Douglas	292,770
Roseau	182,138	Grant	----
District 2 Totals	\$2,423,040	Mahnomen	----
		Otter Tail	310,781
		Pope	69,397
		Stevens	----
		Swift	148,946
		Traverse	----
		Wilkin	234,270
		District 4 Totals	\$1,639,152

"After the Fact" Right of Way Needs

County -----	After the Fact R/W Needs -----	County -----	After the Fact R/W Needs -----
Anoka	\$1,426,277	Chippewa	\$104,243
Carver	320,091	Kandiyohi	185,132
Hennepin	16,033,381	Lac Qui Parle	156,968
Scott	516,750	Lincoln	55,368
District 5 Totals	\$18,296,499	Lyon	274,927
Dodge	\$137,518	Mc Leod	290,648
Fillmore	298,418	Meeker	224,791
Freeborn	70,041	Murray	91,432
Goodhue	555,665	Pipestone	103,762
Houston	83,385	Redwood	224,978
Mower	173,267	Renville	167,317
Olmsted	1,401,114	Yellow Medicine	128,504
Rice	143,943	District 8 Totals	\$2,008,070
Steele	87,793	Chisago	\$203,652
Wabasha	191,035	Dakota	2,155,579
Winona	235,770	Ramsey	1,520,615
District 6 Totals	\$3,377,949	Washington	1,350,249
Blue Earth	\$135,080	District 9 Totals	\$5,230,095
Brown	241,234		
Cottonwood	88,517		
Faribault	460,553		
Jackson	207,124		
Le Sueur	422,239		
Martin	197,088		
Nicollet	312,826		
Nobles	183,451		
Rock	145,870		
Sibley	85,998		
Waseca	165,196		
Watsonwan	225,391		
District 7 Totals	\$2,870,567	STATE TOTALS	\$40,195,558

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

"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 District State Aid Engineer. His approval must be received in the Office of State Aid 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 1989 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
McLeod -----	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
Chisago -----	1986	1	27,200	1988-2002
Wilkin -----	1987	1	37,731	1989-2003
State Total		13	\$ 944,659	1989 Apportionment

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

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 District State Aid Engineer. His approval must be received in the Office of State Aid 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 1988 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Total
Anoka	\$135,842	---	---	---	\$135,842
Benton	15,150	---	---	---	15,150
Dakota	216,269	---	268	---	216,537
Hennepin	1,945,227	244,168	216,684	173,647	2,579,726
Le Sueur	---	---	3,794	---	3,794
Lyon	---	---	---	27,989	27,989
Mille Lacs	63,790	---	---	10,731	74,521
Pine	44,555	9,112	---	14,612	68,279
Pipestone	---	96	---	---	96
Polk	---	---	---	13,884	13,884
Ramsey	454,076	---	203,223	7,457	664,756
Scott	66,598	---	---	---	66,598
Washington	41,296	---	---	---	41,296
Watonwan	1,626	---	---	15,962	17,588
TOTAL	\$2,984,429	\$253,376	\$423,969	\$264,282	\$3,926,056

In the future the justification of these type needs should include a break down 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.

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Mill Levy Deductions

Minnesota Statutes, Chapter 162.07, Subdivision 3 and 4 requires that a two-mill levy on each rural county, and a one and two-tenths mill levy on each urban county be computed and subtracted from such county's total estimated construction cost.

The 1971 Legislature amended Laws pertaining to taxation and assessment of property valuations. Previously, the term "full and true" (1/3 of market value) was interpreted to mean Taxable Value. The 1971 Legislature deleted the term "full and true" and inserted "market" value where applicable. Also, all adjustments made to market value to arrive at the full and true value were negated. The result of this change in legislation was an increase in Taxable Value by approximately 300%.

To obviate any conflict, the 1971 Legislature enacted the following:

Chapter 273.1102 RATE OF TAXATION, TERMINOLOGY OF LAWS OF CHARTERS. The rate of taxation by any political subdivision or of the public corporation for any purpose for which any law or charter now provides a maximum tax rate expressed in mills times the assessed value of times the full and true value of taxable property (except any value determined by the state equalization aid review committee) shall not exceed 33 1/3 percent of such maximum tax rate until and unless such law or charter is amended to provide a different maximum tax rate. (1971 C 424 S 241)

We have therefore, reduced the mill rate by the required 33 1/3% to equal a 0.6667 mill levy for rural counties and a 0.4000 mill levy of urban counties.

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

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

County	County Total Tax Valuation (1987 Assessment) (Payable 1988)	Mill Levy Deduction

Carlton	124,344,941	\$82,901
Cook	44,633,050	29,757
Itasca	298,300,093	198,877
Koochiching	47,776,611	31,853
Lake	42,535,282	28,358
Pine	102,297,250	68,202
St. Louis*	748,197,058	299,279
District 1 Totals	1,408,084,285	\$739,227

County	County Total Tax Valuation (1987 Assessment) (Payable 1988)	Mill Levy Deduction
Beltrami	124,207,485	\$82,809
Clearwater	39,537,705	26,360
Hubbard	98,894,004	65,933
Kittson	64,011,534	42,676
Lake of the Woods	20,094,509	13,397
Marshall	88,398,318	58,935
Norman	69,504,953	46,339
Pennington	57,024,429	38,018
Polk	214,394,969	142,937
Red Lake	26,840,197	17,894
Roseau	69,523,305	46,351
District 2 Totals	872,431,408	581,649
Aitkin	96,852,712	64,572
Benton	136,676,676	91,122
Cass	162,023,990	108,021
Crow Wing	307,296,359	204,874
Isanti	98,750,332	65,837
Kanabec	52,912,590	35,277
Mille Lacs	77,762,019	51,844
Morrison	135,157,590	90,110
Sherburne	352,604,150	235,081
Stearns	555,052,824	370,054
Todd	89,892,416	59,931
Wadena	45,013,819	30,011
Wright	419,723,507	279,830
District 3 Totals	2,529,718,984	1,686,564
Becker	150,337,501	100,230
Big Stone	37,023,527	24,684
Clay	216,592,859	144,402
Douglas	167,004,404	111,342
Grant	50,159,798	33,442
Mahnomen	24,561,163	16,375
Otter Tail	270,581,769	180,397
Pope	67,364,126	44,912
Stevens	60,705,297	40,472
Swift	66,662,158	44,444
Traverse	47,607,363	31,740
Wilkin	70,548,148	47,034
District 4 Totals	1,229,148,113	819,474
Anoka*	1,281,714,345	512,686
Carver	282,630,602	188,430
Hennepin*	10,293,706,785	4,117,483
Scott	369,548,777	246,378
District 5 Totals	12,227,600,509	\$5,064,977

County	County Total Tax Valuation (1987 Assessment) (Payable 1988)	Mill Levy Deduction
Dodge	74,011,015	\$49,343
Fillmore	85,365,652	56,913
Freeborn	171,592,605	114,401
Goodhue	379,265,823	252,857
Houston	66,314,103	44,212
Mower	182,204,379	121,476
Olmsted	619,269,488	412,867
Rice	204,791,829	136,535
Steele	156,894,667	104,602
Wabasha	94,173,375	62,785
Winona	198,822,645	132,555
District 6 Totals	2,232,705,581	1,488,546
Blue Earth	289,423,767	192,959
Brown	146,337,654	97,563
Cottonwood	96,090,374	64,063
Faribault	117,007,258	78,009
Jackson	93,908,480	62,609
Le Sueur	108,129,232	72,090
Martin	170,194,835	113,469
Nicollet	129,680,266	86,458
Nobles	108,590,528	72,397
Rock	55,041,337	36,696
Sibley	82,233,701	54,825
Waseca	100,329,101	66,889
Watsonwan	71,882,862	47,924
District 7 Totals	1,568,849,395	1,045,951
Chippewa	79,439,343	52,962
Kandiyohi	209,340,778	139,567
Lac Qui Parle	60,862,470	40,577
Lincoln	44,062,678	29,377
Lyon	143,039,898	95,365
Mc Leod	147,562,397	98,380
Meeker	113,555,367	75,707
Murray	76,184,052	50,792
Pipestone	46,592,019	31,063
Redwood	117,729,144	78,490
Renville	136,960,123	91,311
Yellow Medicine	75,903,391	50,605
District 8 Totals	1,251,231,660	834,196
Chisago	144,390,633	96,265
Dakota*	1,939,108,942	775,644
Ramsey*	3,582,888,322	1,433,155
Washington	908,441,986	605,658
District 9 Totals	6,574,829,883	2,910,722
STATE TOTALS	29,894,599,818	\$15,171,306

* Denotes Urban County.

TENTATIVE

APPORTIONMENT

DATA

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Development of the Tentative 1989 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 1989 County State Aid Highway Fund. This tabulation also indicates a tentative 1989 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 1988 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 1989 apportionment.

Minor adjustments must be made for any turnback activity in 1988 and possibly for any action taken by this Board.

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Development of the Tentative 1989 Money Needs Apportionment

COUNTY	REVISED BASIC 1988 25-YEAR CONSTRUCTION NEEDS	SCREENING BOARD RESTRICTION	RESTRICTED 1988 25-YEAR CONSTRUCTION NEEDS	RURAL COMPLETE GRADING ADJUSTMENTS	URBAN COMPLETE GRADING ADJUSTMENTS	STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS	FAS FUND BALANCE DEDUCTIONS	BOND ACCOUNT ADJUSTMENTS	SPECIAL RESURFACING ADJUSTMENTS	BRIDGE DECK REHAB. AFTER THE FACT**	RIGHT OF WAY AFTER THE FACT**	MISC. AFTER THE FACT**	VARIANCE ADJUSTMENTS	ADJUSTED 25-YEAR CONSTRUCTION NEEDS	ANNUAL CONSTRUCTION NEEDS	WILL LEVY DEDUCTIONS	TENTATIVE ANNUAL MONEY NEEDS	TENTATIVE MONEY NEEDS FACTORS	TENTATIVE MONEY NEEDS APPORTIONMENT (LESS ADJUSTMENTS)	1988 THIR ADJUSTMENTS	TENTATIVE MONEY NEEDS APPORTIONMENT	ADJUSTMENTS TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 79 COUNTIES	MINIMUM COUNTY ADJUSTMENT FOR OTHER 79 COUNTIES	TENTATIVE 1989 MONEY NEEDS APPORTIONMENT	ANNUAL NEEDS	COUNTY
Carlton	\$51,408,369		\$51,408,369	\$1,545,571	\$0	\$0			(\$300,359)		\$34,625			\$52,688,206	\$2,107,528	(882,901)	\$2,024,627	1.152129	\$1,218,493		\$1,218,493		1.189361	(\$24,465)	\$1,194,028	\$1,983,640	Carlton
Cook	38,159,949		38,159,949	2,301,131	0	1,708,864			(1,609,090)		69,664			40,630,513	1,625,221	(29,757)	1,595,464	0.907911	960,208		960,208		0.937251	(19,279)	940,929	1,563,166	Cook
Itasca	80,144,753		80,144,753	1,671,865	0		(\$129,266)		(2,527,800)		68,751			79,248,303	3,169,932	(198,877)	2,971,055	1.690702	1,788,089		1,788,089		1.745339	(35,902)	1,752,187	2,910,910	Itasca
Koochiching	35,423,039		35,423,039	1,192,039	50,180	515,877			(1,032,098)		66,833			36,146,476	1,445,859	(31,853)	1,414,006	0.804651	851,000		851,000				1,474,878	2,450,216	Koochiching
Lake	52,983,604		52,983,604	100,798	0	548,072			(991,529)		211,842			52,852,787	2,114,111	(28,358)	2,085,753	1.186914	1,255,282		1,255,282				1,230,078	2,443,530	Lake
Pine	103,313,040		103,313,040	(2,737,039)	383,255	0			(450,292)		191,267		\$68,279	100,768,510	4,030,740	(68,202)	3,962,538	2.254913	2,384,799		2,384,799		1.225271	(25,204)	2,359,595	3,882,320	Pine
St. Louis	332,887,362		332,887,362	2,515,705	0	427,235			(3,201,642)		850,841			333,479,501	13,339,180	(299,279)	13,039,901	7.420455	7,847,882		7,847,882		7.660255	(157,573)	7,690,309	12,775,916	St. Louis
District 1 Totals	694,320,116		694,320,116	6,590,085	433,435	3,200,053	(129,266)	0	(10,112,810)		1,513,823			695,814,296	27,832,571	(739,227)	27,093,344		16,305,753		16,305,753				16,619,325	27,609,698	District 1 Totals
Beltrami	62,514,202		62,514,202	1,702,601	0	7,528			(1,647,406)		490,377		(461,955)	62,605,347	2,504,214	(882,809)	2,421,405	1.377919	1,457,289		1,457,289		1.422448	(29,260)	1,428,029	2,372,386	Beltrami
Clearwater	36,070,290		36,070,290	884,432	0	40,723			0		193,413		(81,673)	37,198,198	1,487,557	(26,360)	1,461,197	0.831505	879,401		879,401		0.858376	(17,657)	861,744	1,431,616	Clearwater
Hubbard	35,361,616		35,361,616	46,405	0	322,638			(1,280,136)		149,056			34,517,906	1,380,716	(59,933)	1,314,783	0.748187	791,283		791,283		0.772365	(15,888)	775,395	1,288,164	Hubbard
Kittson	45,532,864		45,532,864	778,574	0	36,218		675,000	(1,744,788)		311,938			45,589,806	1,823,592	(42,676)	1,780,916	1.013444	1,071,820		1,071,820		1.046195	(21,520)	1,050,300	1,744,864	Kittson
Lake of the Woods	15,649,719		15,649,719	0	0	45,540			(653,888)		25,126			15,200,415	608,017	(13,397)	594,620	0.338373	357,864		357,864				1,540,205	1,540,205	Lake of the Woods
Marshall	66,636,133		66,636,133	(2,744,769)	0	1,498,608			(2,015,902)		210,042			63,604,112	2,544,164	(58,355)	2,485,229	1.414239	1,495,701		1,495,701		1.459942	(30,031)	1,465,670	2,434,919	Marshall
Norman	37,503,849		37,503,849	(1,255,195)	(57,842)	237,568			(115,216)		55,512			36,328,776	1,453,151	(46,339)	1,406,812	0.800557	846,670		846,670		0.826428	(17,000)	829,670	1,378,331	Norman
Pennington	20,028,024		20,028,024	(415,568)	0	480,000			(181,808)		136,585			20,046,233	801,849	(38,018)	763,831	0.434664	459,701		459,701		0.448710	(9,230)	450,471	748,368	Pennington
Polk	111,189,455		111,189,455	(2,445,085)	0	0			(1,557,741)		621,639		13,884	108,892,334	4,355,693	(142,937)	4,212,756	2.397301	2,535,388		2,535,388		2.474772	(50,906)	2,484,482	4,127,472	Polk
Red Lake	21,292,131		21,292,131	111,024	0	0		150,000	(38,065)		48,214			21,665,332	848,638	(14,551)	834,087	0.482924	510,741		510,741				579,662	1,042,993	Red Lake
Roseau	50,475,248		50,475,248	(2,402,920)	0	282,111			(941,435)		182,138			47,457,484	1,898,299	(46,351)	1,851,948	1.053865	1,114,569		1,114,569		1.087922	(22,379)	1,092,190	1,814,456	Roseau
District 2 Totals	502,373,531		502,373,531	(5,780,441)	(262,660)	734,758	(137,658)	4,450,194	(10,176,385)		2,423,040			493,094,635	19,723,784	(581,649)	19,142,135		11,520,427		11,520,427				11,944,721	19,843,774	District 2 Totals
Aitkin	51,090,725		51,090,725	12,497,400	0	61,599			(212,939)		643,513		15,150	64,080,298	2,563,212	(64,572)	2,498,640	1.421870	1,503,771		1,503,771		1.467819	(30,193)	1,473,578	2,448,056	Aitkin
Benton	22,688,790		22,688,790	1,215,987	0	333,750			(654,451)		340,042			23,942,258	957,691	(91,122)	866,569	0.493128	521,533		521,533		0.509064	(10,472)	511,061	849,026	Benton
Cass	57,520,787		57,520,787	2,702,542	0	32,681			(1,339,459)		207,046			59,123,597	2,364,944	(108,021)	2,256,923	1.284319	1,358,297		1,358,297		1.325823	(27,272)	1,331,025	2,211,233	Cass
Crow Wing	44,995,774		44,995,774	1,497,367	0	0	(13,368)		0		322,380			46,802,153	1,667,215	(42,676)	1,624,538	0.907911	1,003,389		1,003,389		0.979400	(20,146)	983,243	1,503,462	Crow Wing
Isanti	26,232,813		26,232,813	1,456,173	0	71,932			(752,692)		132,068			27,140,294	1,085,611	(65,837)	1,019,755	0.580311	615,738		615,738		0.599055	(12,323)	599,415	999,131	Isanti
Kanabec	24,426,299		24,426,299	(3,005,287)	0	0			(1,553,287)		273,546			20,140,763	805,631	(35,277)	770,354	0.438376	463,627		463,627				1,016,679	1,016,679	Kanabec
Millie Lacs	30,381,203		30,381,203	576,229	403,164	0			(289,989)		64,016		74,521	31,209,144	1,248,366	(51,844)	1,196,522	0.680890	720,110		720,110		0.702894	(14,459)	705,651	1,172,239	Millie Lacs
Morrison	48,276,384		48,276,384	0	0	0			(3,355,013)		3,775			44,885,146	1,779,406	(90,110)	1,689,296	0.961307	1,016,679		1,016,679		0.992372	(20,413)	996,266	1,655,098	Morrison
Shenburne	14,143,592		14,143,592	(541,761)	0	0			(141,000)		135,955			13,326,746	533,070	(235,081)	297,989	0.169573	179,341		179,341				368,128	611,571	Shenburne
Stearns	82,265,153		82,265,153	190,210	233,540	0			(5,741,933)		291,365			77,238,335	3,089,533	(370,054)	2,719,479	1.547540	1,636,680		1,636,680		1.597550	(32,862)	1,603,818	2,664,424	Stearns
Todd	47,306,693		47,306,693	0	0	0			(5,301,108)		64,111			42,084,208	1,563,632	(93,511)	1,470,127	0.923829	977,043		977,043		0.953684	(19,617)	957,426	1,530,773	Todd
Wadena	21,173,704		21,173,704	1,400,820	0	102,754		215,000	(5,304,146)		\$14,512			21,258,132	3,089,533	(370,054)	1,623,437	0.923829	977,043		977,043		0.953684	(19,617)	957,426	1,530,773	Wadena
Wright	61,585,982		61,585,982	5,407,094	(769,381)	400,355			(694,574)		355,546			66,285,022	2,651,401	(279,830)	2,371,571	1.349561	1,427,297		1,427,297		1.393173	(28,658)	1,398,639	2,323,560	Wright
District 3 Totals	532,087,899		532,087,899	23,396,266	0	1,003,071	0	201,632	(22,380,631)		2,836,363			537,116,106	21,484,645	(1,686,564)	19,798,081		11,915,200		11,915,200				11,901,689	19,772,285	District 3 Totals
Becker	35,797,953		35,797,953	376,536	0	659,871		592,802	(1,126,118)		172,803		(654,000)	35,819,847	1,432,794	(100,230)	1,332,564	0.758306	801,985		801,985		0.782811	(16,103)	785,882	1,305,586	Becker
Big Stone	10,704,632		10,704,632	26,455	0	0			(781,953)		43,635			10,939,464	437,579	(24,684)	412,895	0.234961	248,495		248,495				513,087	852,392	Big Stone
Clay	58,509,560		58,509,560	4,288,295	0	208,803			0		366,550			63,772,208	2,334,928	(144,402)	2,190,526	1.360347	1,438,705		1,438,705		1.404308	(28,887)	1,409,818	2,409,132	Clay
Douglas	37,883,907	946,695	37,883,907	898,147	0	0		1,228,746	(1,595,937)		292,770			38,707,633	1,548,371	(44,444)	1,503,927	0.847115	864,816		864,816		0.844140	(17,364)	847,452	1,407,873	Douglas
Grant	15,604,050		15,604,050	0	0	15,351			(548,487)		0			15,070,514	602,837	(13,442)	569,395	0.324019	342,683		342,683				475,356	789,724	Grant
Mahnomen	14,068,945		14,068,945	1,732,742	0	501,738			(320,119)		0			15,983,306	639,332	(136,425)	622,957	0.354498	374,917		374,917				559,797	929,917	Mahnomen
Otter Tail	92,637,957		92,637,957	205,976	0	0		1,663,714	(6,326,790)		310,781			88,771,989	3,550,880	(180,397)	3,370,483	1.917999	2,028,478		2,028,478		1.979981	(40,728)	1,987,750	3,302,251	Otter Tail
Pope	26,078,298		26,078,298	0	99,281	336,102			(2,112,120)		69,397			24,470,958	978,838	(44,912)	933,926	0.531458	562,071		562,071		0.548633	(11,285)	550,786	915,021	Pope
Stevens																											

October 20, 1988

Leonard W. Levine
Minnesota Department of Transportation
Room 411, Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Levine:

We, the undersigned, as members of the 1988 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 1987 traffic data. 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 1988, adjustments to the mileage and money needs will be necessary before January 1, 1989.

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 1989 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Duane Blanck, Secretary
County Screening Board

APPROVED

Richard Hansen, District 1

Richard Arnebeck, District 6

Michael Rardin, District 2

Robert McPartlin, (Chairman) District 7

Duane Lorsung, District 3

Thomas Behm, District 8

Thomas Richels, District 4

Kenneth Weltzin, District 9

Roger Gustafson, District 5

Enclosures: Mileage and Annual Money Needs Listing

DW4: FINDINGS

1988 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1989 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 1989 C.S.A.H. FUND

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
-----	-----	-----
Carlton	294.36	\$1,983,640
Cook	178.20	1,563,166
Itasca	647.48	2,910,910
Koochiching	249.03	2,450,216
Lake	213.92	2,043,530
Pine	472.62	3,882,320
St. Louis	1,360.49	12,775,916
District 1 Totals	3,416.10	27,609,698
Beltrami	465.42	2,372,386
Clearwater	327.06	1,431,616
Hubbard	325.02	1,288,164
Kittson	373.39	1,744,864
Lake of the Woods	186.96	1,540,205
Marshall	639.68	2,434,919
Norman	393.43	1,378,331
Pennington	260.46	748,368
Polk	808.92	4,127,472
Red Lake	186.39	962,993
Roseau	482.65	1,814,456
District 2 Totals	4,449.38	19,843,774
Aitkin	368.35	2,448,056
Benton	223.98	849,026
Cass	528.89	2,211,233
Crow Wing	372.47	1,633,462
Isanti	226.14	999,131
Kanabec	211.17	810,145
Mille Lacs	253.67	1,172,299
Morrison	430.12	1,655,098
Sherburne	217.01	611,571
Stearns	603.02	2,664,424
Todd	412.36	1,590,573
Wadena	229.62	803,707
Wright	403.41	2,323,560
District 3 Totals	4,480.21	19,772,285
Becker	466.81	1,305,586
Big Stone	211.31	852,392
Clay	406.63	2,342,132
Douglas	387.21	1,407,873
Grant	228.85	789,724
Mahnomen	195.09	929,991
Otter Tail	911.62	3,302,251
Pope	299.13	915,021
Stevens	243.91	1,039,798
Swift	329.64	1,494,312
Traverse	245.42	1,029,191
Wilkin	312.15	1,250,436
District 4 Totals	4,237.77	16,658,707

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Anoka	243.21	\$1,862,232
Carver	207.59	1,531,098
Hennepin	523.29	13,073,570
Scott	186.56	1,938,876
District 5 Totals	1,160.65	18,405,776
Dodge	249.71	1,248,090
Fillmore	394.95	3,470,276
Freeborn	447.64	2,145,891
Goodhue	326.66	2,044,201
Houston	249.34	2,314,254
Mower	373.70	1,852,654
Olmsted	319.87	1,956,851
Rice	280.41	1,581,839
Steele	292.19	1,481,108
Wabasha	276.21	2,019,391
Winona	315.92	2,131,554
District 6 Totals	3,526.60	22,246,109
Blue Earth	415.83	2,335,279
Brown	317.94	1,191,420
Cottonwood	316.35	1,267,315
Faribault	349.92	2,107,049
Jackson	370.89	2,002,402
Le Sueur	268.16	1,406,527
Martin	378.15	1,816,340
Nicollet	246.14	1,197,424
Nobles	343.88	1,991,521
Rock	262.80	1,245,399
Sibley	288.79	1,331,470
Waseca	250.26	1,523,695
Watsonwan	235.20	1,362,687
District 7 Totals	4,044.31	20,778,528
Chippewa	244.12	1,047,887
Kandiyohi	422.77	2,096,911
Lac Qui Parle	361.89	1,301,280
Lincoln	255.05	709,658
Lyon	317.34	1,673,687
Mc Leod	236.36	1,471,512
Meeker	272.21	1,045,457
Murray	355.24	951,156
Pipestone	233.84	985,746
Redwood	385.24	1,705,832
Renville	449.35	2,015,118
Yellow Medicine	346.77	1,113,675
District 8 Totals	3,880.18	16,117,919
Chisago	226.14	1,643,384
Dakota	274.50	4,098,829
Ramsey	229.40	6,687,078
Washington	194.67	1,867,031
District 9 Totals	924.71	14,296,322
STATE TOTALS	30,119.91	\$175,729,118

Does not include 1988 T.H. Turnback Mileage

LOTUS: TOTALTEN

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Total Tentative 1989 C.S.A.H. Apportionment

The following tabulation lists a tentative 1989 Apportionment based on

an estimate of \$211.5 million. The Motor Vehicle Registration
Apportionment reflects changes caused by the new registration figures.
The Mileage Apportionment was computed using the actual 1988 C.S.A.H.
needs study mileage, but the 1988 Trunk Highway Turnback mileage is not
included. The Money Needs Apportionment is based on the actual 1988
25-year construction needs, however, these needs will be adjusted by
1988 turnback activity, and possibly by other action taken at this
meeting.

We wish to emphasize that the apportionment as shown is tentative and

the final apportionment will be determined in January, 1989, by the
Commissioner with the assistance of recommendations by your Screening
Board.

COMPONENTS OF THE TENTATIVE 1989 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment 1988 THTB Mile. Not Included	Money Needs Apportionment	Total TENTATIVE 1989 CSAH Apportionment
Carlton	\$243,167	\$153,759	\$620,261	\$1,194,028	\$2,211,215
Cook	243,168	24,033	375,470	940,929	1,583,600
Itasca	243,168	234,933	1,364,346	1,752,187	3,594,634
Koochiching	243,168	83,903	524,744	1,474,878	2,326,693
Lake	243,168	58,707	450,741	1,230,078	1,982,694
Pine	243,168	104,868	995,858	2,336,916	3,680,810
St. Louis	243,168	965,626	2,866,733	7,690,309	11,765,836
District 1 Totals	1,702,175	1,625,829	7,198,153	16,619,325	27,145,482
Beltrami	243,167	151,728	980,689	1,428,029	2,803,613
Clearwater	243,168	44,236	689,186	861,744	1,838,334
Hubbard	243,168	81,555	684,870	775,395	1,784,988
Kittson	243,168	36,536	786,798	1,050,300	2,116,802
Lake of the Woods	243,168	21,240	393,938	927,108	1,585,454
Marshall	243,168	69,221	1,347,908	1,465,670	3,125,967
Norman	243,168	51,281	829,004	829,670	1,953,123
Pennington	243,168	73,220	548,798	450,471	1,315,657
Polk	243,168	169,203	1,704,528	2,484,482	4,601,381
Red Lake	243,168	25,810	392,733	579,662	1,241,373
Roseau	243,168	72,733	1,016,992	1,092,190	2,425,083
District 2 Totals	2,674,847	796,763	9,375,444	11,944,721	24,791,775
Aitkin	243,167	74,045	776,136	1,473,578	2,566,926
Benton	243,167	124,607	471,939	511,061	1,350,774
Cass	243,167	114,896	1,114,414	1,331,025	2,803,502
Crow Wing	243,168	237,852	784,831	983,243	2,249,094
Isanti	243,168	128,838	476,509	601,415	1,449,930
Kanabec	243,168	65,582	444,966	487,657	1,241,373
Mille Lacs	243,168	99,304	534,517	705,651	1,582,640
Morrison	243,168	151,940	906,306	996,266	2,297,680
Sherburne	243,168	172,799	457,278	368,128	1,241,373
Stearns	243,168	565,764	1,270,669	1,603,818	3,683,419
Todd	243,168	119,275	868,924	957,426	2,188,793
Wadena	243,168	73,389	483,808	483,782	1,284,147
Wright	243,168	343,144	850,011	1,398,639	2,834,962
District 3 Totals	3,161,181	2,271,435	9,440,308	11,901,689	26,774,613

COMPONENTS OF THE TENTATIVE 1989 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment 1988 THTB Mile. Not Included	Money Needs Apportionment	Total TENTATIVE 1989 CSAH Apportionment
Becker	\$243,167	\$146,164	\$983,609	\$785,882	\$2,158,822
Big Stone	243,167	39,836	445,283	513,087	1,241,373
Clay	243,168	206,754	856,802	1,409,818	2,716,542
Douglas	243,168	149,824	815,929	847,452	2,056,373
Grant	243,168	40,619	482,221	475,365	1,241,373
Mahnomen	243,168	27,333	411,075	559,797	1,241,373
Otter Tail	243,168	279,064	1,920,887	1,987,750	4,430,869
Pope	243,168	56,993	630,289	550,786	1,481,236
Stevens	243,168	54,455	513,954	625,894	1,437,471
Swift	243,168	67,634	694,581	899,483	1,904,866
Traverse	243,168	32,283	517,128	619,509	1,412,088
Wilkin	243,168	44,850	657,770	752,685	1,698,473
District 4 Totals	2,918,014	1,145,809	8,929,528	10,027,508	23,020,859
Anoka	243,167	1,092,835	512,495	1,120,948	2,969,445
Carver	243,167	213,925	437,413	921,626	1,816,131
Hennepin	243,168	4,894,561	1,102,672	7,869,478	14,109,879
Scott	243,168	282,385	393,113	1,167,083	2,085,749
District 5 Totals	972,670	6,483,706	2,445,693	11,079,135	20,981,204
Dodge	243,168	79,016	526,203	751,273	1,599,660
Fillmore	243,168	108,613	832,240	2,088,891	3,272,912
Freeborn	243,168	186,212	943,244	1,291,693	2,664,317
Goodhue	243,168	210,308	688,298	1,230,482	2,372,256
Houston	243,168	91,667	525,378	1,393,037	2,253,250
Mower	243,168	198,524	787,433	1,115,183	2,344,308
Olmsted	243,168	509,004	674,018	1,177,903	2,604,093
Rice	243,168	220,865	590,876	952,169	2,007,078
Steele	243,168	157,207	615,692	891,535	1,907,602
Wabasha	243,168	105,545	581,991	1,215,548	2,146,252
Winona	243,168	207,685	665,703	1,283,063	2,399,619
District 6 Totals	2,674,848	2,074,646	7,431,076	13,390,777	25,571,347

COMPONENTS OF THE TENTATIVE 1989 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment 1988 THTB Mile. Not Included	Money Needs Apportionment	Total TENTATIVE 1989 CSAH Apportionment
Blue Earth	\$243,167	\$254,840	\$876,223	\$1,405,693	\$2,779,923
Brown	243,167	153,674	669,956	717,161	1,783,958
Cottonwood	243,168	77,028	666,592	762,845	1,749,633
Faribault	243,168	100,828	737,357	1,268,313	2,349,666
Jackson	243,168	72,077	781,530	1,205,322	2,302,097
Le Sueur	243,168	125,812	565,045	846,642	1,780,667
Martin	243,168	133,534	796,826	1,093,324	2,266,852
Nicollet	243,168	120,693	518,651	720,775	1,603,287
Nobles	243,168	116,123	724,601	1,198,772	2,282,664
Rock	243,168	54,560	553,748	749,653	1,601,129
Sibley	243,168	82,867	608,520	801,462	1,736,017
Waseca	243,168	95,454	527,346	917,170	1,783,138
Watsonwan	243,168	66,534	495,612	820,253	1,625,567
District 7 Totals	3,161,182	1,454,024	8,522,007	12,507,385	25,644,598
Chippewa	243,168	76,372	514,399	630,763	1,464,702
Kandiyohi	243,168	199,899	890,820	1,262,210	2,596,097
Lac Qui Parle	243,168	53,756	762,554	783,290	1,842,768
Lincoln	243,168	38,672	537,437	427,170	1,246,447
Lyon	243,168	129,218	668,686	1,007,456	2,048,528
Mc Leod	243,168	181,198	498,024	885,759	1,808,149
Meeker	243,168	112,273	573,613	629,300	1,558,354
Murray	243,168	58,051	748,528	572,537	1,622,284
Pipestone	243,168	56,909	492,756	593,358	1,386,191
Redwood	243,168	104,657	811,741	1,026,805	2,186,371
Renville	243,168	111,448	946,861	1,212,976	2,514,453
Yellow Medicine	243,168	72,225	730,693	670,363	1,716,449
District 8 Totals	2,918,016	1,194,678	8,176,112	9,701,987	21,990,793
Chisago	\$243,168	154,796	476,509	989,215	1,863,688
Dakota	243,168	1,135,252	578,437	2,467,241	4,424,098
Ramsey	243,168	2,187,870	483,363	4,025,206	6,939,607
Washington	243,168	630,797	410,186	1,123,837	2,407,988
District 9 Totals	972,672	4,108,715	1,948,495	8,605,499	15,635,381
STATE TOTALS	\$21,155,605	\$21,155,605	\$63,466,816	\$105,778,026	\$211,556,052

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Comparison of the Actual 1988 to a
Tentative 1989 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 1988 C.S.A.H. Apportionment and what each county's 1989 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1989 C.S.A.H. road user fund increases as projections indicate. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1989 Apportionment. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Comparison of the Actual 1988 to the Tentative 1989 C.S.A.H. Apportionment

County	Actual 1988 C.S.A.H. Apportionment	Tentative 1989 C.S.A.H. Apportionment	Increase or Decrease	% + or -
-----	-----	-----	-----	-----
Carlton	\$1,666,017	\$2,211,215	\$545,198	32.7%
Cook	1,396,067	1,583,600	187,533	13.4%
Itasca	3,117,075	3,594,634	477,559	15.3%
Koochiching	1,946,163	2,326,693	380,530	19.6%
Lake	1,706,122	1,982,694	276,572	16.2%
Pine	3,155,812	3,680,810	524,998	16.6%
St. Louis	10,251,125	11,765,836	1,514,711	14.8%
District 1 Totals	23,238,381	27,145,482	3,907,101	16.8%
Beltrami	2,358,183	2,803,613	445,430	18.9%
Clearwater	1,543,012	1,838,334	295,322	19.1%
Hubbard	1,527,816	1,784,988	257,172	16.8%
Kittson	1,880,906	2,116,802	235,896	12.5%
Lake of the Woods	1,326,153	1,585,454	259,301	19.6%
Marshall	2,685,590	3,125,967	440,377	16.4%
Norman	1,723,629	1,953,123	229,494	13.3%
Pennington	1,167,155	1,315,657	148,502	12.7%
Polk	3,809,805	4,601,381	791,576	20.8%
Red Lake	1,038,346	1,241,373	203,027	19.6%
Roseau	2,042,865	2,425,083	382,218	18.7%
District 2 Totals	21,103,460	24,791,775	3,688,315	17.5%
Aitkin	2,131,350	2,566,926	435,576	20.4%
Benton	1,109,473	1,350,774	241,301	21.7%
Cass	2,523,746	2,803,502	279,756	11.1%
Crow Wing	1,960,630	2,249,094	288,464	14.7%
Isanti	1,225,615	1,449,930	224,315	18.3%
Kanabec	1,052,437	1,241,373	188,936	18.0%
Mille Lacs	1,338,998	1,582,640	243,642	18.2%
Morrison	1,930,780	2,297,680	366,900	19.0%
Sherburne	1,038,346	1,241,373	203,027	19.6%
Stearns	3,011,453	3,683,419	671,966	22.3%
Todd	1,881,232	2,188,793	307,561	16.3%
Wadena	1,069,981	1,284,147	214,166	20.0%
Wright	2,352,833	2,834,962	482,129	20.5%
District 3 Totals	22,626,874	26,774,613	4,147,739	18.3%
Becker	1,803,682	2,158,822	355,140	19.7%
Big Stone	1,038,346	1,241,373	203,027	19.6%
Clay	2,314,775	2,716,542	401,767	17.4%
Douglas	1,767,686	2,056,373	288,687	16.3%
Grant	1,038,346	1,241,373	203,027	19.6%
Mahnomen	1,038,346	1,241,373	203,027	19.6%
Otter Tail	3,851,955	4,430,869	578,914	15.0%
Pope	1,246,173	1,481,236	235,063	18.9%
Stevens	1,199,051	1,437,471	238,420	19.9%
Swift	1,593,421	1,904,866	311,445	19.5%
Traverse	1,111,257	1,412,088	300,831	27.1%
Wilkin	1,332,419	1,698,473	366,054	27.5%
District 4 Totals	19,335,457	23,020,859	3,685,402	19.1%

County	Actual 1988 C.S.A.H. Apportionment	Tentative 1989 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$2,482,129	\$2,969,445	\$487,316	19.6%
Carver	1,519,082	1,816,131	297,049	19.6%
Hennepin	10,510,747	14,109,879	3,599,132	34.2%
Scott	1,548,140	2,085,749	537,609	34.7%
District 5 Totals	16,060,098	20,981,204	4,921,106	30.6%
Dodge	1,373,670	1,599,660	225,990	16.5%
Fillmore	2,743,143	3,272,912	529,769	19.3%
Freeborn	2,245,738	2,664,317	418,579	18.6%
Goodhue	2,063,366	2,372,256	308,890	15.0%
Houston	1,852,313	2,253,250	400,937	21.6%
Mower	1,934,948	2,344,308	409,360	21.2%
Olmsted	2,176,169	2,604,093	427,924	19.7%
Rice	1,704,891	2,007,078	302,187	17.7%
Steele	1,634,776	1,907,602	272,826	16.7%
Wabasha	1,896,321	2,146,252	249,931	13.2%
Winona	2,060,760	2,399,619	338,859	16.4%
District 6 Totals	21,686,095	25,571,347	3,885,252	17.9%
Blue Earth	2,447,054	2,779,923	332,869	13.6%
Brown	1,561,746	1,783,958	222,212	14.2%
Cottonwood	1,517,362	1,749,633	232,271	15.3%
Faribault	2,062,302	2,349,666	287,364	13.9%
Jackson	1,953,216	2,302,097	348,881	17.9%
Le Sueur	1,534,376	1,780,667	246,291	16.1%
Martin	1,916,965	2,266,852	349,887	18.3%
Nicollet	1,313,881	1,603,287	289,406	22.0%
Nobles	1,913,939	2,282,664	368,725	19.3%
Rock	1,316,338	1,601,129	284,791	21.6%
Sibley	1,489,563	1,736,017	246,454	16.5%
Waseca	1,474,546	1,783,138	308,592	20.9%
Watsonwan	1,346,530	1,625,567	279,037	20.7%
District 7 Totals	21,847,818	25,644,598	3,796,780	17.4%
Chippewa	1,252,365	1,464,702	212,337	17.0%
Kandiyohi	2,140,330	2,596,097	455,767	21.3%
Lac Qui Parle	1,574,997	1,842,768	267,771	17.0%
Lincoln	1,074,792	1,246,447	171,655	16.0%
Lyon	1,741,195	2,048,528	307,333	17.7%
Mc Leod	1,463,068	1,808,149	345,081	23.6%
Meeker	1,309,272	1,558,354	249,082	19.0%
Murray	1,493,115	1,622,284	129,169	8.7%
Pipestone	1,194,944	1,386,191	191,247	16.0%
Redwood	1,845,800	2,186,371	340,571	18.5%
Renville	2,228,431	2,514,453	286,022	12.8%
Yellow Medicine	1,522,683	1,716,449	193,766	12.7%
District 8 Totals	18,840,992	21,990,793	3,149,801	16.7%
Chisago	1,568,573	1,863,688	295,115	18.8%
Dakota	3,463,508	4,424,098	960,590	27.7%
Ramsey	5,135,304	6,939,607	1,804,303	35.1%
Washington	2,049,492	2,407,988	358,496	17.5%
District 9 Totals	12,216,877	15,635,381	3,418,504	28.0%
STATE TOTALS	\$176,956,052	\$211,556,052	\$34,600,000	19.6%

M I L E A G E

R E Q U E S T S

* * * * *

Lotus-2.01-3(Criteria)

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

Criteria Necessary for County State Aid Highway Designation

In the past, there has been considerable speculation as to which requirements a road must meet in order to qualify for designation as a County State Aid Highway. The following section of the Minnesota Department of Transportation Rules which was updated in March, 1984, definitely sets forth what criteria are necessary.

Portion of Minnesota Rules For State Aid Operations

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

a. A County state-aid highway which:

- (1) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional plans as approved by the county board;
- (2) connects towns, communities, shipping points, and markets within a county or a 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.

1988 COUNTY SCREENING BOARD DATA

OCTOBER, 1988

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

Approved by the County Engineers' Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	Total Miles Requested & Approved To Date
Aitkin	6.10			0.60								6.70
Anoka	1.33	0.71										2.04
Becker		10.07										10.07
Beltrami	6.84 *	0.69	0.16									7.69
Benton	3.18 *											3.18
Big Stone	1.40		0.16									1.56
Blue Earth	15.29 *			0.25								15.54
Brown	3.81	3.63	0.13									7.57
Carlton	3.62											3.62
Carver	1.55	0.94	0.48						0.08			3.05
Cass		7.90										7.90
Chippewa	14.00	1.00										15.00
Chisago	3.24											3.24
Clay	1.18	0.82	0.10									2.10
Clearwater	0.30 *		1.00									1.30
Cook	3.60											3.60
Cottonwood	3.37	1.80	1.30									6.47
Crow Wing	13.00 *											13.00
Dakota	1.65 *		2.47				2.26					6.38
Dodge							0.11					0.11
Douglas	7.40 *	3.25										10.65
Faribault		0.37	1.20	0.09								1.66
Fillmore	1.12			1.10								2.22
Freeborn	0.05	0.90	0.65									1.60
Goodhue			0.08									0.08
Grant	5.30	0.12										5.42
Hennepin	4.50		0.24	0.85								5.59

Approved by the County Engineers' Screening Board

[illegible]

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

Approved by the County Engineers' Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	Total Miles Requested & Approved To Date
Olmsted	10.77 *	4.55										15.32
Otter Tail				0.36								0.36
Pennington	0.84											0.84
Pine	9.25											9.25
Pipestone		0.50										0.50
Polk	4.00		1.55	0.67								6.22
Pope	1.63	2.00	1.20									4.83
Ramsey	9.45 *	0.67	0.61		0.21		0.92					11.86
Red Lake			0.50									0.50
Redwood	2.30	1.11		0.13								3.54
Renville												0.00
Rice	1.70											1.70
Rock	0.50			0.54								1.04
Roseau	5.20	1.60										6.80
St. Louis	7.71 *	11.43										19.14
Scott	8.65 *	3.44	5.15	0.12						3.50		20.86
Sherburne		5.42										5.42
Sibley	1.50											1.50
Stearns	0.08	0.70		3.90								4.68
Steele		1.55										1.55
Stevens		1.00										1.00
Swift		0.78		0.24								1.02
Todd	1.90 *											1.90
Traverse	0.20		0.56			1.60						2.36
Wabasha	0.43 *		0.30									0.73
Wadena												0.00
Waseca	4.10	0.43	0.14				0.05					4.72

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

Approved by the County Engineers' Screening Board												
County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	Total Miles Requested & Approved To Date

Washington	2.33 *		0.40	0.33		1.33						4.39
Watonwan			0.04	0.68			0.19					0.91
Wilkin												0.00
Winona	7.40 *											7.40
Wright	0.45			1.38								1.83
Yellow Medicine			1.39									1.39

Totals	246.60	92.43	25.65	11.39	0.81	2.93	3.55	0.12	0.08	3.50	0.00	387.06

* Some Trunk Highway Turnback Mileage

DATE : April 1, 88
TO : Manager, State Aid Needs Unit
FROM : CE Weichaltbaum District State Aid Engineer
SUBJECT: Request for Approval of a System Revision
(~~Municipality~~) (County) of Anoka

Attached is a request and supporting data for the revision to the State Aid System.

The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

Miles M.S.A.S.	Comments: <u>Will require screening board approval I reviewed the latest county traffic map which shows only two C.S.A.H. segments with less than 400 ADT (present). One segment at 358 ADT and one segment at 391 ADT. It is very difficult to find C.S.A.H. mileage that could be revoked.</u>
Available	
- Revoked	
+ Requested	
Balance	

CE Weichaltbaum
District State Aid Engineer

April 4, 88
Date

RECOMMEND APPROVAL OR DENIAL:

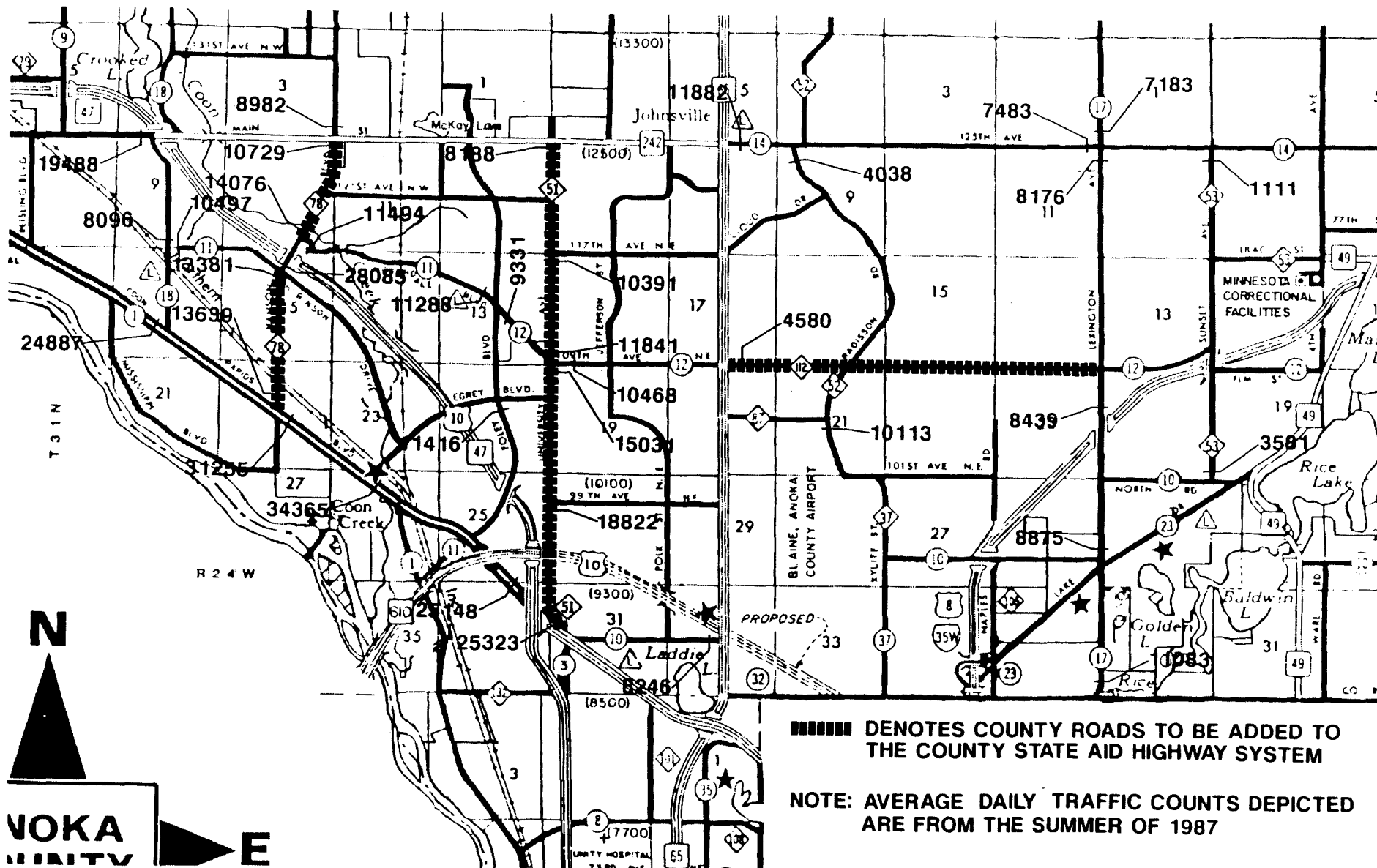
Manager, State Aid Needs Unit

Date

APPROVED OR DENIED:

State Aid Engineer

Date



**■■■■■ DENOTES COUNTY ROADS TO BE ADDED TO
THE COUNTY STATE AID HIGHWAY SYSTEM**

**NOTE: AVERAGE DAILY TRAFFIC COUNTS DEPICTED
ARE FROM THE SUMMER OF 1987**



COUNTY OF ANOKA

*Department of Highways
Paul K. Ruud, Highway Engineer*

1440 BUNKER LAKE BLVD NW, ANDOVER, MINNESOTA 55304 612-754-3520

July 29, 1988

Mr. C.E. Weichselbaum
District State Aid Engineer
Mn/DOT District No. 5
2055 North Lilac Drive
Minneapolis, MN. 55422

Re: CSAH Mileage Requests

Dear Mr. Weichselbaum:

We previously presented requests for the addition of three (3) segments of county road to our County State Aid System for consideration at the June, 1988 County Screening Board meeting. We later requested that no action on our mileage requests be taken at the June meeting to provide adequate opportunity for the Screening Board to study the information.

This letter transmits our request for the designation by the Screening Board of segments of CR #51 (University Avenue) CR #78 (Hanson Boulevard) and CR #112 (109th Avenue N.E.) as part of our County State Aid System. These requests are for segments that are existing routes that carry considerable traffic and either complete a gap in a cross-county route or connect major generators of traffic.

These requests have been reviewed with the Cities of Blaine and Coon Rapids, the cities in which the segments are located, and resolutions supporting these changes are attached to this letter. In addition, you will find three (3) resolutions adopted by our County Board requesting favorable consideration of our request.

Each of the segments is described in the following narrative and supporting information is shown on the attached maps. To facilitate consideration of these segments, this submittal should be considered as three (3) separate requests.

Segment 1:

The first segment we propose as an addition to the CSAH system is CR #51 (University Avenue) from TH 10 to TH 242. This segment, 4.57 miles in length, classified as a minor arterial, connects TH 10 at the Northtown Shopping Center (700,000 square feet) with TH 242 at Blaine Senior High School (2400 students). In between it serves fully developed portions of the cities of Blaine and Coon Rapids and serves two elementary schools, several churches, many office buildings and commercial enterprises. Existing traffic volumes range from 8200 at TH 242 to 25,300 vehicles per day. at TH 10. Projected traffic volumes at these same points are 13,120 and 40,480 vehicles per day, respectively.

From TH 10 to 106th Avenue the highway exists as 4 lanes, undivided; from 106th Avenue to 109th Avenue the highway exists as 4 lanes, divided; and from 109th Avenue to TH 242 the highway exists as a 48 foot wide bituminous roadway, striped for 2 lanes of traffic plus shoulders. Traffic signals exist at TH 10, at 91st Avenue, at 99th Avenue, at 105th Avenue, at Egret Boulevard, at 109th Avenue/Northdale Avenue, at 111th Avenue and at TH 242.

Mn/DOT has started the final design of New TH 10 from the south Anoka County Line to existing TH 10/47/610 in Coon Rapids. An interchange connecting CR #51 and New TH 10 is included in the plan and construction of New TH 10 is programmed for 1992, 1993 and 1994. This interchange will have a major impact on CR #51 and recent and planned projects are designed to accommodate the projected traffic.

CR #51 is included in the Federal Aid Urban System and the project from 106th Avenue to 109th Avenue was constructed with FAU funds. We have successfully applied for additional FAU funds for the segment from New TH 10 to 106th Avenue. This segment is scheduled for construction in 1990 or 1991.

CR #51, together with CSAH #11 (Foley Blvd.), CSAH #1 (East River Road), CR #132 (85th Avenue) and Coon Rapids Boulevard are being planned and improved to distribute the traffic that will use TH 10 and TH 610. As a part of this system, with the major traffic generators at each end and the development along the length of the segment; it is our opinion that this segment of CR #51 (University Avenue) satisfies criteria as a county state aid highway.

We request favorable action by the County Screening Board on this request to designate CR #51 (University Avenue) from TH 10 to TH 242, a distance of 4.57 miles, as a county state aid highway and to approve its addition to our County State Aid System.

Segment No. 2:

The second segment we propose to add to our CSAH system is CR #78 (Hanson Boulevard) from CSAH #1 (Coon Rapids Boulevard) to TH 242. This highway, 2.35 miles in length, is connected at its midpoint to TH 10 by a full interchange, and serves several large churches, commercial establishments and the Anoka-Hennepin School District No. 11 central office.

Hanson Boulevard is designated in the County Thoroughfare Plan as a major north-south route. Based on that designation, on development and with the cooperation of the Cities of Coon Rapids and Andover, Hanson Boulevard has been constructed from CSAH #1 (Coon Rapids Boulevard) to CR #58 (181st Avenue N.W.), a distance of approximately 9.5 miles. The segment from TH 242 to CSAH #20, a distance of about 4.5 miles, is presently designated as CSAH #78.

Our Five Year Capital Improvement Program includes funds for the extension of Hanson Boulevard to CSAH #22 and also to extend on a new route to either CR #67 or CSAH #13, north of CSAH #22, to provide a continuous route to CSAH #24, the northermost east-west route in the county.

The highway currently exists as a 2 lane highway with 8 foot wide paved shoulders from CSAH #1 to TH 10 and as a 4 lane undivided highway from TH 10 to TH 242. Traffic signals exist at CSAH #1, at Northdale Boulevard, (South) at the north and south ramp terminals for TH 10, at Northdale Boulevard (North) and at TH 242. Traffic volumes range from 10,700 to 13,600 A.D.T. over this segment. A .25 mile section of CSAH #11 exists on Hanson Boulevard at TH 10.

This segment of Hanson Boulevard satisfies the criteria for inclusion as a part of the County State Aid System in that it carries heavy traffic volumes, is classified as a minor arterial, fits into a reasonably spaced interval for the density of development and adds to a coordinated system and cross-county route.

We, therefore, request that the County Screening Board approve the designation of CR #78 (Hanson Boulevard) from CSAH #1 (East River Road) to TH 242, a distance of 2.35 miles, as a county state aid highway and approve its addition to our County State Aid System.

Segment No. 3:

The third segment we propose to add to our CSAH system is CR #112 (109th Avenue N.E.) from TH 65 to CSAH #17 (Lexington Avenue). This segment, 3.5 miles in length, when added to the system will complete a CSAH route from CSAH #18 in Coon Rapids to TH 49 in Lino Lakes, a distance of nearly 11 miles. The segment being requested for addition exists as a 52 foot wide bituminous highway, striped for 2 lanes with shoulders from TH 65 to CR #52 (Radisson Road). The segment from CR #52 to CSAH #17 is under construction as a 52 foot wide highway designed to accommodate 4 lanes of traffic, but likely striped for 2 lanes for the first few years. Traffic volume on the segment from TH 65 to Radisson Road was 4600 A.D.T. in 1987. The segment is classified as a minor arterial on the Metro Highway System.

This highway serves as a distributor of traffic on TH 65 and I-35W and is located in a growing industrial area. The Anoka County (Blaine) Airport is located to the south, as is the Minnesota Amateur Sports Commissions Olympic Training Facility.

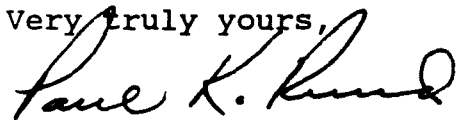
This segment of CR #112 satisfies criteria for a CSAH segment and we request that the County Screening Board approve the designation of CR #112 (109th Avenue N.E.) from TH 65 to CSAH #17, a distance of 3.5 miles as a county state aid highway and approve its addition to our County State Aid System.

As background information for the Screening Board we have attached a map of a portion of the county on which is shown traffic volume on the segments of our system. Also enclosed is a copy of a map prepared by BRW as a part of a study that was completed in 1987 regarding the impact on TH 610 on the local road system. This map shows both existing and projected traffic volumes.

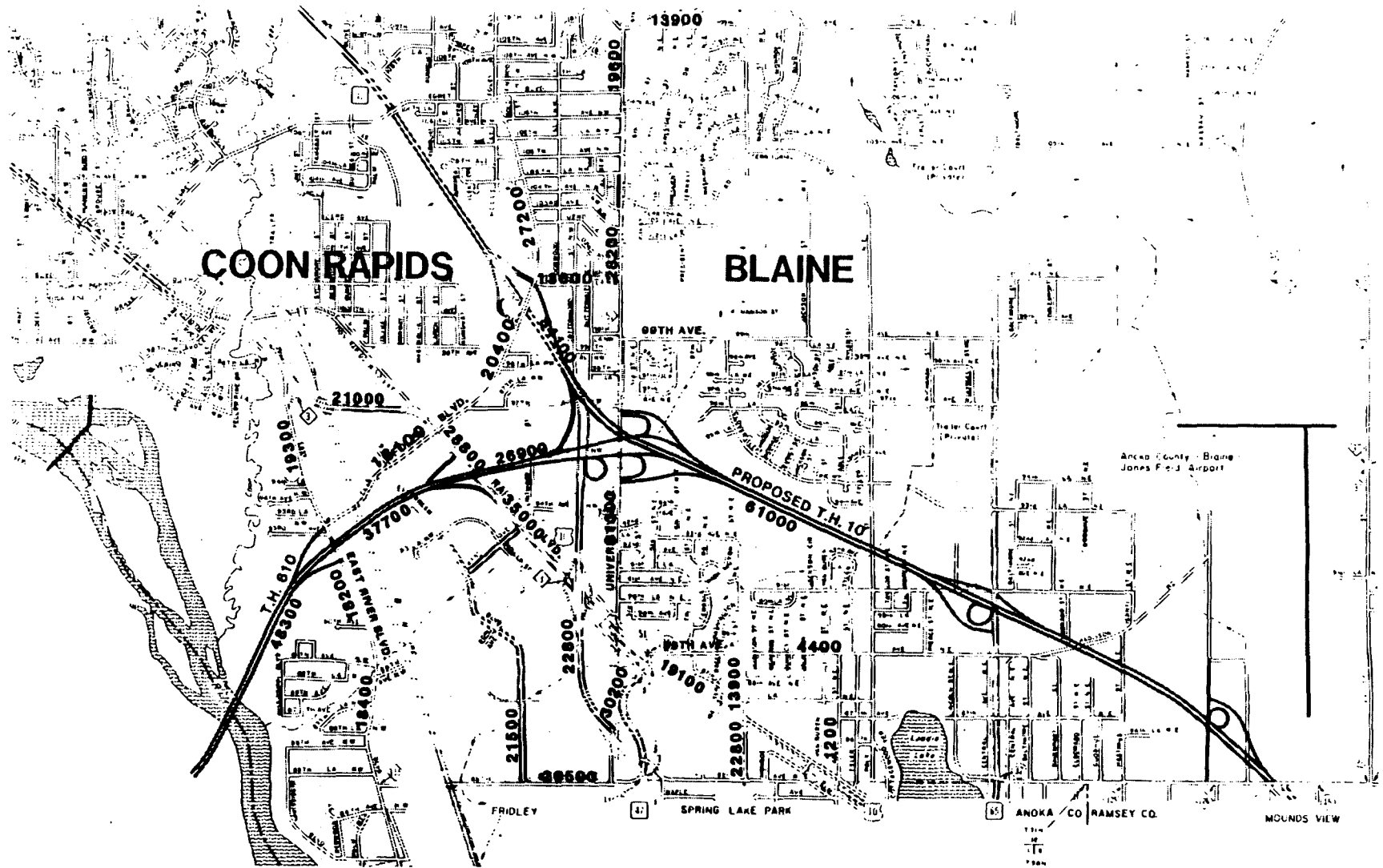
It is our opinion that each of the three (3) segments we have described are reasonable additions to the county state aid system based on their classification, the traffic volumes they carry and their location. We look forward to favorable consideration and approval of these requests by the County Screening Board at their Fall-1988 meeting.

We would be pleased to review these requests with you, or members of the Screening Board, at your convenience to answer questions that arise or to provide more information that will assist in the decision making process.

Very truly yours,



Paul K. Ruud, PE
County Engineer

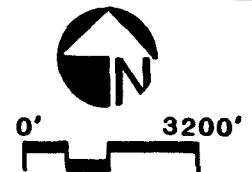


T.H. 610/T.H. 10 **TRAFFIC STUDY**



FIGURE 15

**2005 FORECAST AVERAGE DAILY
TRAFFIC WITH PROPOSED T.H. 10**



DATE : Ken Hoeschen
TO : Manager, State Aid Needs Unit
FROM : John Hoeke District State Aid Engineer
SUBJECT : Request for Approval of a System Revision
(Municipality) (County) of Lyon

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.
- X | Provides an integrated and coordinated highway system affording, within practical
| limits, a State-Aid highway network consistent with projected traffic demands.

M.S.A.S. CRITERIA

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

M.S.A.S. Miles	Comments: The County had made a previous request for system change but the change was denied because it resulted in stub end segments in the adjacent county. This system change would be beneficial to both the City and the County. Letter from the City Administrator is attached.
Available	
Revoked	
Requested	
Balance	

RECOMMENDED APPROVAL OR DENIAL: John J. Hoeke 8-9-88
District State Aid Engineer Date

RECOMMENDED APPROVAL OR DENIAL: _____
Manager, State Aid Needs Unit Date

APPROVAL OR DENIAL: _____
State Aid Engineer Date

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BASIC DATA 1978*

Polyconic Projection
North American Datum
of 1927









Projection Reference
46th Parallel—94th Meridian

LEGEND

ROAD AND ROADWAY FEATURES

TRAIL (Hiking).....	
PROJECTED ROAD.....	
PRIMITIVE ROAD.....	
UNIMPROVED ROAD.....	
GRADED AND DRAINED ROAD.....	
SOIL SURFACE ROAD.....	
GRAVEL OR STONE ROAD.....	
BITUMINOUS ROAD.....	
PAVED ROAD.....	
DIVIDED HIGHWAYS.....	
TERMINUS OF DESIGNATED ROAD.....	
TRUNK HIGHWAY UNDER CONSTRUCTION.....	

NAVIGATION

BARGE LINES ON NATURAL STREAMS (SEASONAL).....	
SHIP LINES ON INLAND LAKES (SEASONAL).....	
DOCK, PIER OR LANDING.....	
FERRY (I.F. FOR TOLL-FERRY).....	
NAVIGABLE STREAM (SEASONAL).....	
HEAD OF NAVIGATION.....	
DAM WITH LOCK.....	
LAND MARK LIGHT BEACON.....	

CONSERVATION

FOREST RANGER STATION.....
GUARD OR RANGER STATION
(NOT PERMANENTLY OCCUPIED).....
FISH HATCHERY.....
GAME PRESERVE.....
OBSERVATION AND LOOKOUT TOWER.....
PROMINENT ELEVATION.....
SMALL PARK SP=STATE; CP=COUNTY;
MP=MUNICIPAL; WP=WATSIDE

RECREATION

GOLF COURSE OR COUNTRY CLUB
GUN CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
PICNIC GROUND
PLAYGROUND, BALLFIELD, ETC.
BATHING BEACH OR SWIMMING POOL
SCENIC SITE
CAMP SITE
CAMP OR LODGE

ARM AND DWELLING

DWELLING OTHER THAN FARM
BARACKS OR DORMITORIES FOR STUDENTS,
WORKERS, MIGRANTS, ETC.
SEASONAL DWELLING
ROWS OR GROUPS OF DWELLINGS CLOSELY SPACED...
NUMBER PLACED ADJACENT TO SYMBOL
SHOWING UNITS CLOSELY SPACED INDICATES
NUMBER OF EACH UNIT
DOT TO INDICATE LOCATION OF ANY
CULTURAL FEATURE SHOWN OUT OF POSITION...

INDUSTRIAL PLANT

SAWMILL
GROUP OR STORAGE TANKS, OIL OR GAS
SEASONAL INDUSTRY (CANNERY OR SMALL
GRAIN MILL)
GRAIN ELEVATOR
BEET DUMP
STOCKYARD—LOADING PEN
QUARRY
MILK DEPOT, CREAMERY OR CHEESE FACTORY
WAREHOUSE—GENERAL

COMMERCIAL

STORE OR SMALL BUSINESS ESTABLISHMENT
MOTEL
TOURIST COURT, MOTEL
COMBINED DWELING AND STORE OR
SMALL BUSINESS
DRIVE-IN THEATRE
NURSERY
GREENHOUSE

PUBLIC SERVICE FACILITIES.....

POST OFFICE

AIRWAY

SEAWAY	.....
MILITARY FIELD	.....
COMMERCIAL OR MUNICIPAL FIELD	.....
COMPLETE FACILITIES	.....
LIMITED FACILITIES	.....
LANDING AREA OR STRIP	.....
AIRWAY LIGHT BEACON, GENERAL	.....
SEAPLANE BASE, MILITARY	.....
SEAPLANE BASE, CIVIL	.....
RADIO RANGE STATION	.....

General Symbols for

HIGHWAY BRIDGE.....	
SMALL BRIDGES CLOSELY SPACED.....	
DRAWBRIDGE.....	
General Symbols (300' span and over)	
GENERAL.....	
DRAWBRIDGE.....	
ARCH.....	
TRUSS (W/ WOOD; S = STEEL).....	
* SEE HOW TO SPILL PLANNED WHERE APPLICABLE	

Other Structures

DAM WITH ROAD (LARGE SCALE).....	_____
DAM WITH ROAD (SMALL SCALE).....	_____
DAM WITHOUT ROAD (LARGE SCALE).....	_____
DAM WITHOUT ROAD (SMALL SCALE).....	_____
LEVEE OR DIKE.....	_____
LEVEE OR DIKE (WITH ROAD).....	_____
MINOR STRUCTURES (5' TO 20' SPAN).....	_____
CONCRETE FORD OR DIP.....	_____

FORD—ROAD ESTABLISHED.....

NATIONAL OR STATE
COUNTY
CIVIL TOWNSHIP
CONGRESSIONAL TOWNSHIP (U.S. LAND)
FEDERAL AND URBAN BOUNDARY
CORPORATE LINE
SECTION LINE
CONGESTED AREA
NATIONAL OR STATE PARK

NATIONAL OR STATE FOREST
NATIONAL INDIAN RESERVATION
U.S. LAND RESERVATION

GAME REFUGE.....
MATCH LINE BETWEEN ADJOINING SHEETS.....
OF THE SAME COUNTY.....
AIRPORT.....
WILDLIFE MANAGEMENT AREA (STATE).....

DRAINAGE

INTERMITTENT STREAM.....
NARROW STREAMS.....
WIDE STREAMS.....

DRAINAGE DITCH.....

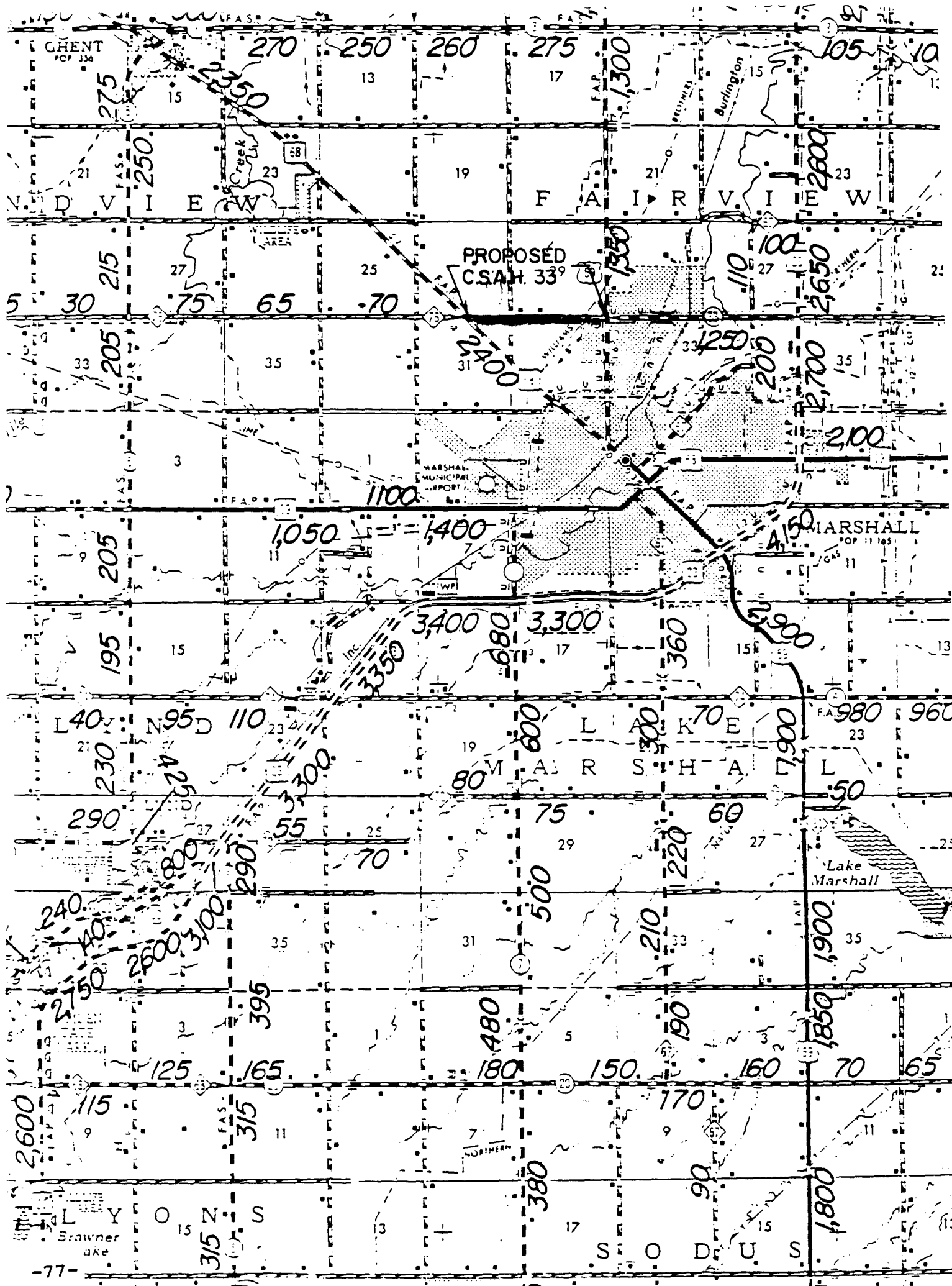
Outline Map of Minnesota showing location of this County within the State

location of this County

PAGE 1 OF 1

* NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS AND CULTURE, ARE CURRENT AS OF JANUARY 1, 1987.

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





LYON COUNTY
DEPARTMENT OF HIGHWAYS

THOMAS L. BEHM
ENGINEER

July 28, 1988

Marshall, Minnesota 56258
Phone (507) 537-6720

Mr. John Hoeke
Ass't Dist. Director - State Aid
Dept. of Transportation
2505 - 25th St. NE
Box 768
Willmar, MN 56201

Re: Proposed CSAH
Mileage Request

Dear Mr. Hoeke,

Lyon County requests the addition of 1.5 miles to our CSAH system via the extension of CSAH 33.

The proposed extension would complete the east-west arterial on the north side of Marshall, as designated in the SWRDC transportation plan.

The abandonment of the CNW-RR to South Dakota and the construction of the Minnesota Corn Processing Plant on the north side of Marshall has increased the demand for a link between the three trunk highways (68, 59, 23).

In addition to the Heavy Commercial Traffic, commuters from the smaller surrounding communities use this segment for access to industries such as PPG, Schwans Sales Ent. and Southwest State University.

The existing road is a gravel township road with poor cross section and alignment elements. We expect an ADT of between 750-1000 vehicles per day once the segment is completed.

Lyon County has thoroughly reviewed our current system and cannot find other segments which could be deleted. The State Aid office did reject a previous request of a designation change that would have resulted in 'stub' end segments adjacent to other counties.

Please consider this request for your approval.

Thank you,

Thomas L. Behm

TLB;nb

An Equal Opportunity Employer



Office of
CITY ADMINISTRATOR
PHONE (507) 537-6760
P.O. BOX 477

August 5, 1988


Tom Behm, P.E.
Lyon County Engineer
Lyon County Courthouse
607 W. Main
Marshall, MN. 56258

RE: C.S.A.H. No. 33 Extension

Dear Mr. Behm:

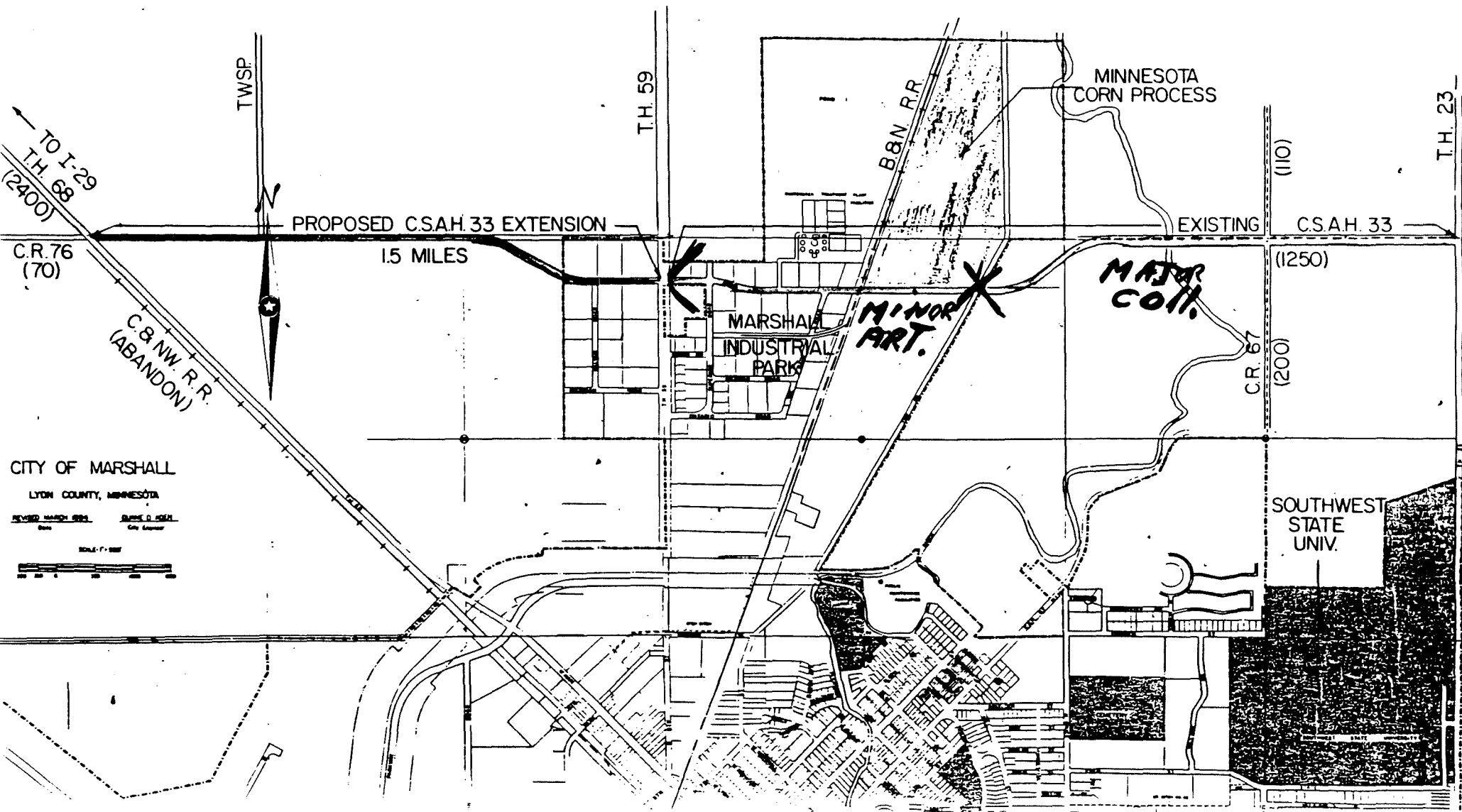
On behalf of the City of Marshall, I want to extend our support for the extension of C.S.A.H. No. 33 between Trunk Highway #59 and Trunk Highway #68. Such an extension would provide an alternate, more direct access to the Marshall Industrial Park area as it relates to employee travel and goods shipments. Of primary importance would be the opportunity for more directly servicing the M.C.P. Corn Processing Plant which receives an average of 35,000 bushels of corn to this facility each day. This extension would also provide an interconnecting route to Trunk Highway #23 and provide better access to Southwest State University. I can assure you that the City of Marshall will provide whatever cooperation is necessary to provide a right of way area across the easterly one half mile section which would involve lands presently owned by the City of Marshall. If I can be of any further assistance in your request to have this section put on the state aid system, please feel free to call on me, as we believe such section of roadway would be of major service to the highway users in this area.

Sincerely,



Duane D. Aden, P.E.
City Administrator

DDA:ns



CITY OF MARSHALL
LYON COUNTY, MINNESOTA
REVISED MAPS 1981
SCALE: 1" = 1 MILE

NOTES & COMMENTS

Handwriting practice lines consisting of 25 horizontal dashed lines.

DATE : 8/3/88

TO : Manager, State Aid Needs Unit

FROM : Elmer Morris District State Aid EngineerSUBJECT: Request for Approval of a System Revision
(Municipality) (County) of Washington

Attached is a request and supporting data for the revision to the State Aid System.

The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

<input type="checkbox"/>	Projected to carry a relatively heavier traffic volume, ----- or is functionally classified as collector or arterial.
<input type="checkbox"/>	Connects the points of major traffic interest within an urban municipality.
<input type="checkbox"/>	Provides an integrated street system affording, within practical limits, a State-Aid street network consistent with projected traffic demands.
Miles M.S.A.S. ____ Available - ____ Revoked + ____ Requested ____ Balance	Comments: <u>Requires Screening Board action</u> _____ _____ _____

Elmer Morris
District State Aid Engineer

8/3/88
Date

RECOMMEND APPROVAL OR DENIAL:

Manager, State Aid Needs Unit_____
Date

APPROVED OR DENIED:

State Aid Engineer_____
Date



WASHINGTON COUNTY

PUBLIC WORKS DEPARTMENT

11660 MYERON ROAD NORTH, • STILLWATER, MINNESOTA 55082-9573
612/439-6058

Donald C. Wisniewski, P.E.
Director Public Works/County E

Mark L. Mattson,
Assistant Director Public Works

Richard D. Herold,
Design/Construction Engineer

John P. Perkovich,
Parks Director

Lawrence W. Bousquet,
Traffic and Maintenance Engineer

Lyle C. Doerr,
Facility Manager

MEMORANDUM

TO : Elmer Morris
District 9 State Aid Engineer

FROM : Don C. Wisniewski, *DW*
Director of Public Works/County Engineer

DATE : July 27, 1988

SUBJECT : Changes in the Washington County C.S.A.H. system

Attached herewith are two requests for modification to our C.S.A.H. system. Please be advised that we will be contacting the affected municipalities for resolutions supporting the revocations and new designations. We expect to have these resolutions by the Screening Board Meeting in October.

Also, please note that the request to add 6.77 miles of C.R. 70 to the state aid is predicated on approval of the additional 0.28 miles which involves several revocations and additions. If this proposal is not approved, then we do not have a permitted west termini to C.R. 70. Therefore, it is important that the 0.28 additional mileage request be decided first.

I appreciate the time and attention you have given this letter. I shall look forward to hearing from you regarding this matter, and I am available to answer any questions or submit any additional data as required.



WASHINGTON COUNTY

PUBLIC WORKS DEPARTMENT

11660 MYERON ROAD NORTH, • STILLWATER, MINNESOTA 55082-9573
612/439-6058

Donald C. Wisniewski, P.E.
Director Public Works/County Engineer

Mark L. Mattson,
Assistant Director Public Works

Richard D. Herold,
Design/Construction Engineer

John P. Perkovich,
Parks Director

Lawrence W. Bousquet,
Traffic and Maintenance Engineer

Lyle C. Doerr,
Facility Manager

July 27, 1988

Mr. Elmer Morris
District 9 State Aid Engineer
3485 Hadley Ave. No.
Oakdale, MN 55109

Re: Proposed C.S.A.H. Mileage Changes

Dear Mr. Morris:

Washington County requests the following changes be made in our County State Aid Highway System.

Revocations

1. C.S.A.H. 23

Segment termini: Orleans Ave. (65th St.) to 3rd St. in the City of Stillwater

Segment length: 0.46 miles

2. C.S.A.H. 13

Segment termini: 50th St. to T.H. 36 in City of Lake Elmo

Segment length: 2.15 miles

3. C.S.A.H. 17

Segment termini: I-94 to 20th St. in City of Lake Elmo

Segment length: 2.03 miles

4. C.S.A.H. 30

Segment termini: 0.45 west of T.H. 95 to T.H. 95 in the City of Lakeland

Segment length: 0.45 miles

5. C.S.A.H. 8

Segment termini: C.S.A.H. 9 to C.S.A.H. 15

Segment length: 2.3 miles

Total length of all revocations: 7.39 miles

New Designations

1. Jamaca Ave. (New C.S.A.H. 9)

Segment termini: C.S.A.H. 12 to T.H. 96

Segment length: 1.86 miles

This route is functionally classified as a minor arterial in the County Transportation Plan. Today, it is a gravel township road under the jurisdiction of Grant Township. The township and the county have discussed terms for an agreement to transfer jurisdiction. The southward extension of C.S.A.H. 9 will provide a necessary connection to T.H. 36 via C.S.A.H. 12 and C.S.A.H. 36. A future link between C.S.A.H. 12 and T.H. 36 has been discussed, but no approvals have been obtained. The traffic volume is 670 to 1270 A.D.T. (1987). We plan to reconstruct this route to state aid standards in the 1991-92 time frame.

2. Orleans Ave. (New C.S.A.H. 23)

Segment termini: C.S.A.H. 24 to 4th Ave. along City of Stillwater and City of Oak Park Heights boundary

Segment length: 0.31

This new designation in conjunction with the revocation of C.S.A.H. 23 in the City of Stillwater has been discussed and planned for many years. Development has changed traffic patterns, and Orleans Ave. has become the most direct east-west route to 3rd St., which serves downtown Stillwater. Traffic volume is estimated at 3500 A.D.T. This route is planned to be reconstructed to a 44.0 foot urban section in 1989.

3. County Rd. 13B (New C.S.A.H. 13).

Segment Termini: I-94 to C.S.A.H. 6

Segment length: 3.0 miles

This new designation will complete a C.S.A.H. route between I-94 and T.H. 5 and northward to T.H. 36 via C.S.A.H. 35. The southern mile is 4 lanes divided and was completed in 1987. The remaining two miles is scheduled for reconstruction as a 44.0 foot rural section in 1993. The traffic volume is 1500 A.D.T.

Mr. Elmer Morris
July 27, 1988

Page 3

4. County Road 70 (New C.S.A.H. 37)

Segment termini: T.H. 120 to C.R. 13B (New C.S.A.H. 13)

Segment length: 2.5 miles

With the completion of I-94, a limited access freeway, C.R. 70 has become a major east-west county route meeting the criteria of a County State Aid Highway.

The rapid growth of Oakdale and Woodbury has prompted plans for reconstruction of C.R. 70 from I-694 to C.R. 13B. This segment is planned for reconstruction in 1990. The segment west of I-694 is a 4 lane urban section built in 1968. The traffic volume west of I-694 is 9800 - 12,150 A.D.T. and east of I-694 is 600 - 3300 A.D.T. Traffic signals at Hadley Ave. and C.R. 70 (west of I-694) are proposed for 1989 to be funded with F.A.U. funds as a safety project.

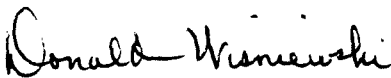
Total length of proposed additions: 7.67 miles

The revocations are presently drawing needs which result in an annual apportionment to Washington County of \$41,200. The estimated cost for reconstructing the proposed state aid routes to be added is \$2,587,000. We have scheduled all of the new routes, except C.R. 70 west of I-694, for reconstruction to state aid standards within the next five years.

Proposed additions	7.67
Proposed revocations	<u>7.39</u>
Additional:	.28 miles

We request your review, approval, and submittal to the County Screening Board for the fall meeting. Please do not hesitate to contact me, if you have questions.

Sincerely,

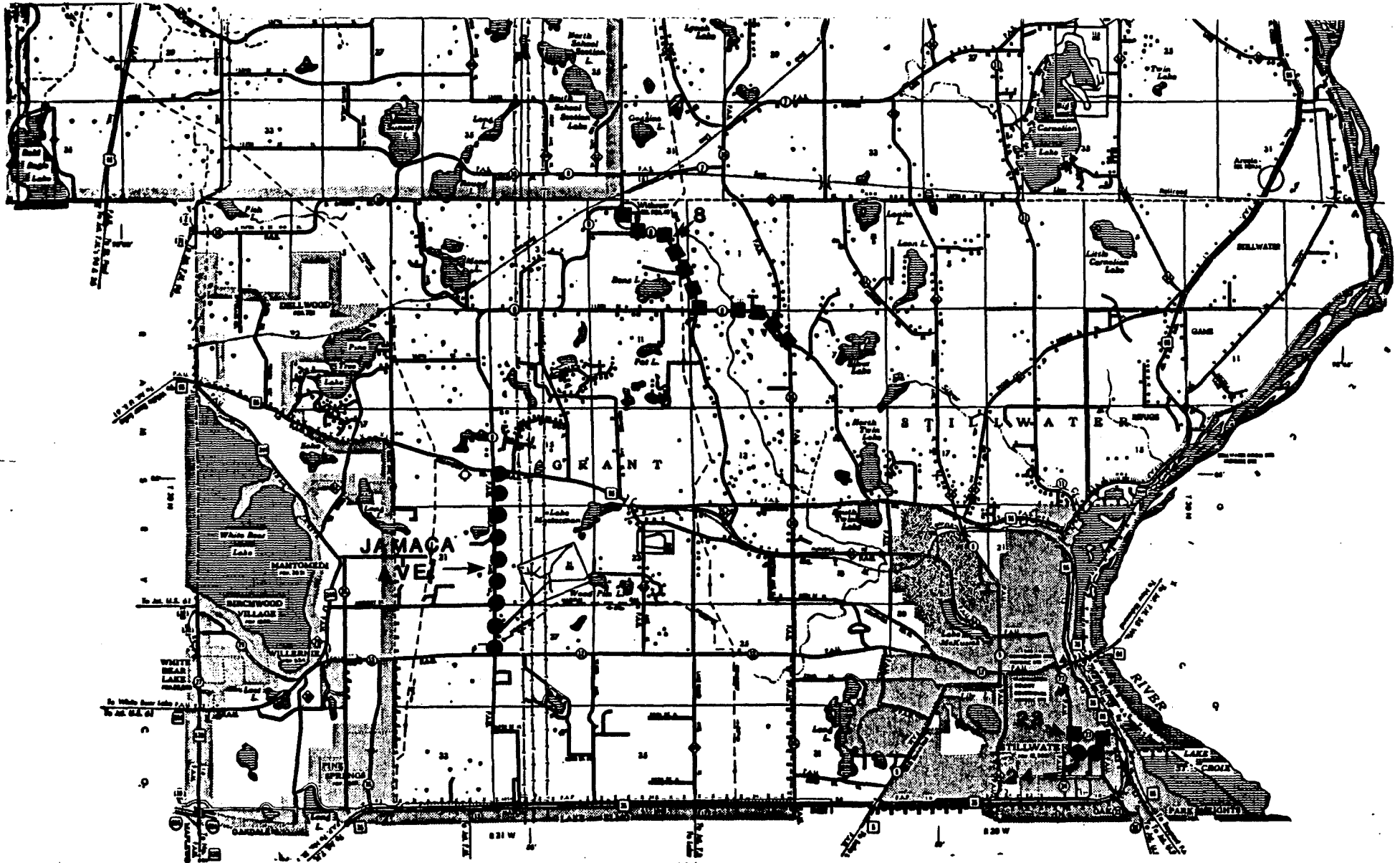


Donald C. Wisniewski,
County Engineer

DCW:slj

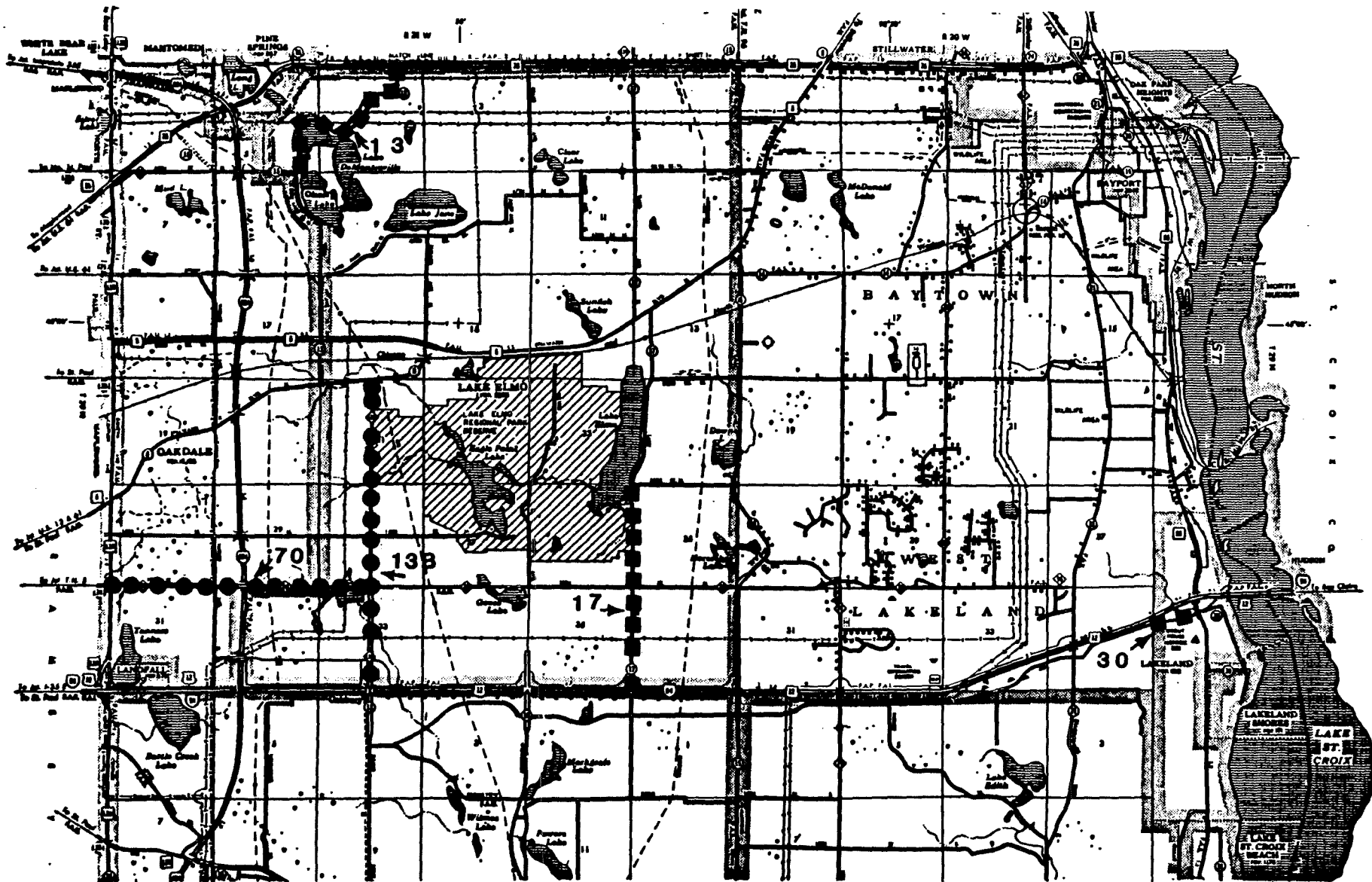
enc.

WASHINGTON COUNTY



PROPOSED DESIGNATION •••••

PROPOSED REVOCATION



PROPOSED DESIGNATION
 PROPOSED REVOCATION ■■■■■■



WASHINGTON COUNTY

PUBLIC WORKS DEPARTMENT

11660 MYERON ROAD NORTH, • STILLWATER, MINNESOTA 55082-9573
612-439-6058

Donald C. Wisniewski, P.E.
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Parks Director

Lawrence W. Bousquet,
Traffic and Maintenance Engineer

Lyle C. Doerr,
Facility Manager

July 27, 1988

Mr. Elmer Morris
District 9 State Aid Engineer
3485 Hadley Avenue North
Oakdale, MN 55109

Re: Proposed C.S.A.H. Mileage Changes

Dear Mr. Morris:

Washington County requests the following changes be made in our County State Aid Highway System. The completion of I-94 across Washington County plus the opening of a major regional park has resulted in a re-evaluation of our County State Aid Highway System needs.

The conversion of former T.H. 12 to a limited access freeway, I-94, has upgraded the importance of County Road 70 (C.R. 70) in the county transportation plan, and we now experiencing traffic volumes and usage on this roadway which meet the criteria of a County State Aid Highway.

New Designations

1. County Road 70 (New C.S.A.H. 37)

The entire length of C.R. 70 runs one mile north and parallel to I-94. The 9.25 mile segment virtually extends from county border to county border, traversing two cities and most of one township. It functions as a minor arterial/major collector servicing a retail center, commuters, and the agricultural area in eastern Washington County.

A description of the segment of C.R. 70 that we are requesting in this proposal is as follows:

Segment termini: C.R. 13B to C.S.A.H. 21
Segment length: 6.77 miles

The traffic volume ranges from 600 to 3300 A.D.T.

2. County Rd. 19B (New C.S.A.H. 19)

Mr. Elmer Morris
July 27, 1988

Page 2

County Road 19B from I-94 to C.R. 70 was constructed in 1987 as a 4 lane divided highway. We are requesting that this one mile segment be added to the C.S.A.H. system. This addition extends the CSAH designation from south of the freeway. This addition also recognizes the main entry road to a major metropolitan regional park. The 2165+ acre facility was opened in 1986 and is presently drawing 250,000+ people per year with steadily increasing attendance anticipated. We believe that the roadway segment meets the criteria of a state aid highway, especially because of its major function as an entry facility to the Lake Elmo Park Reserve from I-94.

Segment termini: I-94 to C.R. 70 (New C.S.A.H. 37)
Segment length: 1.0 mile

Because the segment just opened in 1987, we have only taken one count. We estimate present traffic at 1000 A.D.T.

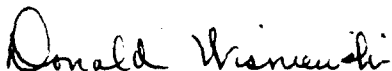
Proposed Additions:	C.R. 70	6.77 miles
	C.R. 19B	<u>1.00 miles</u>
		7.77 miles

With this proposal, we cannot identify mileage which can be revoked to offset the increase in CSAH mileage.

Three miles on C.R. 70 do not meet standards. We estimate construction cost for the 3.0 miles to be \$1,225,000 or approximately an additional \$24,500 in annual apportionment based on needs. Of the remaining, 3.5 miles would be eligible for state aid needs reinstatement in 1995. A short 0.27 mile segment at the westerly end is scheduled for reconstruction in 1990.

Please request your review and approval of this proposal. I shall look forward to hearing from you regarding this request.

Sincerely,

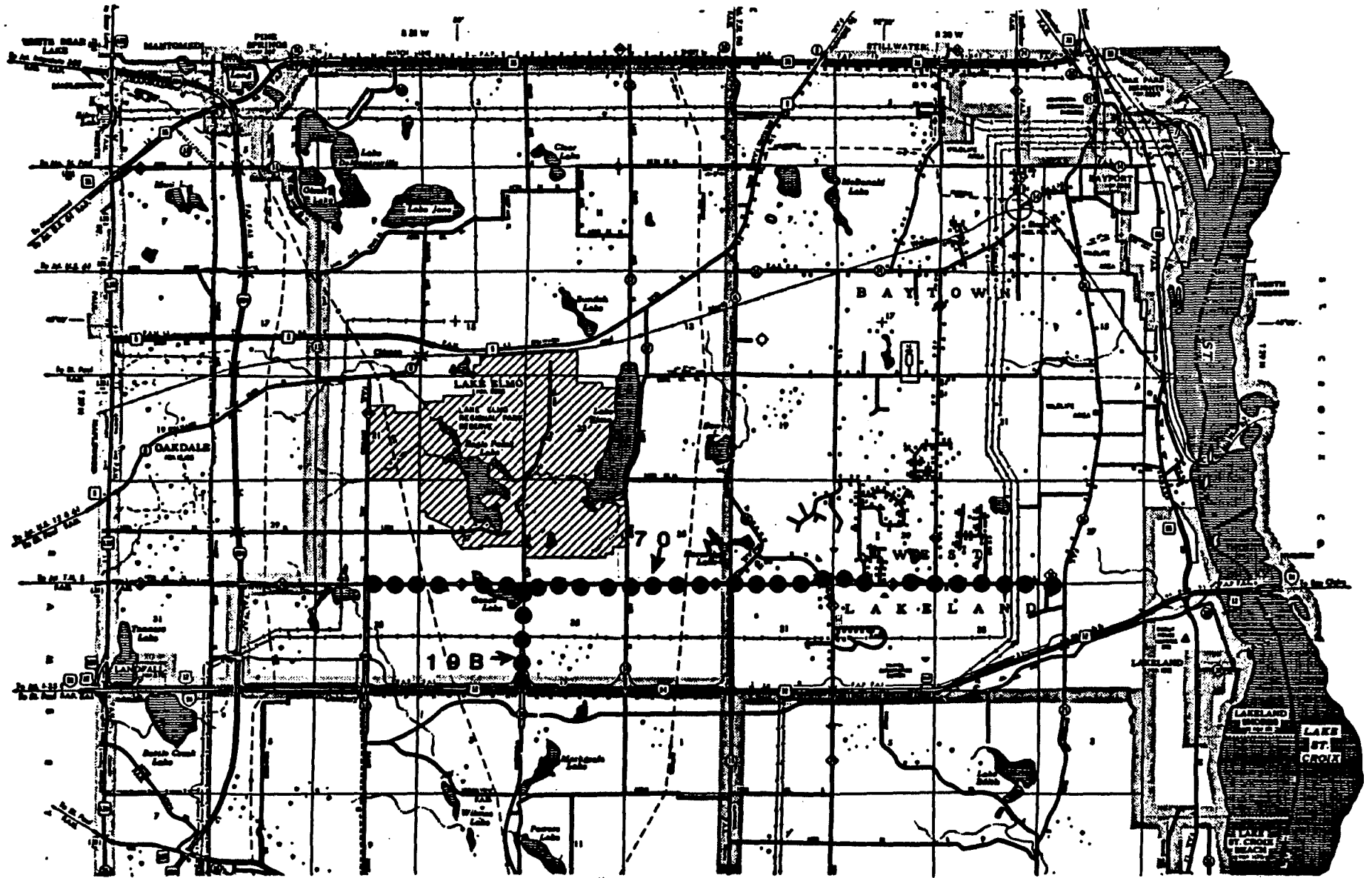


Donald C. Wisniewski,
County Engineer

DCW:slj

enc.

WASHINGTON COUNTY



PROPOSED DESIGNATION ●●●●●●●

PREPARED BY THE
MINNESOTA DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Polyconic Projection
North American Datum
of 1927



46° 46°
94°

Projection Reference
46th Parallel—94th Meridian

[illegible]

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

Area of this County	419 Sq. Miles
Land Area	385.8 Sq. Miles



SHEET 1 OF 2

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY SCREENING BOARD
OF THE
STATE OF MINNESOTA

Date of Review: September 7, 1988

Subcommittee Members: Bob McPartlin, Waseca Co. (Chairman)
Dick Hansen, St. Louis Co.
(Represented by Duane Lorsung, Todd Co. on
September 7th)
Roger Gustafson, Carver Co.

State Aid Staff: Ken Hoeschen

I. Creation of the Subcommittee

At the Spring 1988 Screening Committee meeting, a motion was made and passed to create a mileage subcommittee. An extract from the minutes (unapproved version) states: "...to review procedures and develop a policy statement for mileage requests".

A letter from Len Levine, Commissioner of Transportation, dated July 20, 1988, officially established the Subcommittee. In his letter, Mr. Levine stated that we are "...to review mileage requests ..." and that the "...report should be directed to the State Aid office and be in their hands by October 1, 1988".

After discussion of subcommittee purposes, it was agreed to first proceed with the review of the mileage requests from Anoka, Lyon and Washington Counties. This decision was based on the need to have the subcommittee's mileage request report to the State Aid office no later than October 1st.

Further, it was agreed that the Spring 1989 meeting of the Screening Board was a reasonable objective for the subcommittee to present a policy statement on CSAH mileage requests. It was recognized that the initial review of mileage request procedures would be a part of this meeting. Subsequent meetings to review procedures and prepare the "draft" policy statement will be scheduled by the subcommittee chairman.

II. Mileage Request Reviews

We reviewed the Criteria for County State Aid Highways, as found in MCAR 8820.0700. This criteria is as follows:

"A. 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;

"B. 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;

"C. occurs at reasonable intervals consistent with the density of population; and

"D. provides an integrated and coordinated highway system affording, within practical limits, a state-aid network consistent with projected traffic demands.

We applied this criteria to each of the mileage requests. We felt that one purpose of the subcommittee was to verify that the mileage requests meet the criteria established for designation as a CSAH.

We reviewed the Traffic Volume Maps for each of the three counties. We not only looked at the segments and sections involved, but the entire county highway system was reviewed. Also, we looked at the CSAH system, the County Road system, and the MSAS routes within each of the cities impacted by a request. These reviews provided us with a feeling for the traffic volumes generated by the different highway categories.

We reviewed the Comprehensive Transportation Plans for Anoka and Washington Counties. Lyon County's plan was not available. Each plan has been prepared by the County's Transportation Committee, and approved by the respective County Board. Each Plan identifies the transportation corridors, and labels them as "major", "intermediate", or "minor" arterials; collectors; or local streets.

We reviewed the Federal Functional Classification Maps for each County. These maps indicate which routes are on the Federal system, based on the County's input of "Arterial" or "Collector". In most cases these maps agreed with the Comprehensive Transportation Plan.

We reviewed the "Need Sheets" for the proposed County State-Aid Highways as submitted by Anoka and Washington Counties. These sheets documented the condition of the roadway and indicated the impact of the request on the distribution of CSAH funds.

III. Mileage Request Findings

In total, there are six requests to review. (3 from Anoka, 2 from Washington, and 1 from Lyon County). All requests met the minimum requirements as outlined in MCAR 8820.0700 in the opinion of the subcommittee.

The subcommittee drove the requested mileages in Anoka and Washington County. The letters of support by the county engineers appeared to be accurate in the descriptions of the highways, existing land uses, and potential areas of development. The "Need Sheets" as supplied by the county engineers appeared to be an accurate reflection of segments that are currently adequate and of segments that need complete grading and surfacing.

The traffic volumes in Anoka and Washington Counties appeared to be higher, as a whole, on the State Aid Systems when compared to the County Road Systems. Noticed exceptions were generally addressed by the comprehensive transportation plans of each county. One example is Washington CSAH 7 between CR 59 and CR 95. That segment has a relatively low traffic volume; however, a county road link between CR 59 and CR 95 having a greater volume of traffic has been identified in the Comprehensive Transportation Plan as a roadway of higher functional classification. A future transfer of CSAH designation is compatible with the classifications of these two roadways.

The CSAH and CR systems in Lyon County were reviewed by the subcommittee. The Federal Functional Classification Map showed a portion of the CSAH system to be "local" highways. A number of these highways have less than 100 ADT volumes. However, the subcommittee found these highways to be part of a CSAH grid pattern consistent with other rural counties. Maintaining consistency in the state-wide CSAH system seemed appropriate to the subcommittee.

A construction "needs" report on the mileage request from Lyon County was not available for review by the subcommittee. Also, a projected construction year for the requested segment was not mentioned by Lyon County.

IV. Mileage Request Apportionment Impacts

Based on the construction "needs" sheets furnished by the respective counties, the system revocations, and the anticipated improvement schedules, the 1989 CSAH net apportionment change for each mileage request is estimated to be:

County	Construction	Needs	Mileage	Increase
<u>Road</u>	<u>Needs</u>	<u>Apportionment</u>	<u>Apportionment</u>	<u>Over 1988</u>
Anoka 51 (4.57 Mi.)	\$2,574,286	\$51,500	\$8,000	\$59,500
Anoka 78 (2.35 Mi.)	1,136,426	22,700	4,100	26,800
Anoka 112 (3.5 Mi.)	221,748	4,400	6,200	10,600
Wash. 9,13, 23 & 37 (0.28 Mi. net)	527,000	10,500	500	11,000
Wash. 37&19B (7.7 Mi.)	1,225,000	24,500	13,700	38,200
Lyon 33 (1.5 Mi.)	1,021,000 (Est)	20,400	2,600	23,000

It is the understanding of the subcommittee that the segment of Anoka 51 proposed to draw needs is scheduled for reconstruction in 1990 or 1991. The construction schedules for those portions of Anoka 78 and 112 that are proposed to draw needs are not known.

Regarding Washington County's proposed "needs" additions, it is understood that the majority of the \$1,225,000 needs on proposed CSAH 37 will remain beyond 1993. All other segments drawing "needs" are included in the county's 5-year C.I.P.

The construction "needs" for Lyon County were estimated by the subcommittee based on the 0.83 mile of existing CSAH 33 immediately east of T.H. 59. The 1988 construction "needs" for this segment was approximately \$565,000. No year for constructing the proposed extension of CSAH 33 between T.H. 68 and T.H. 59 has been identified by Lyon County.

V. Mileage Request Recommendations

The mileage subcommittee recommends that the three mileage requests from Anoka County, the one mileage request from Lyon County, and the two mileage requests from Washington County be approved by the County Screening Board and forwarded to the Commissioner of Transportation for appropriate action.

VI. Comments

The subcommittee is of the opinion that the basic highway and street network within a county should be reviewed in conjunction with processing a CSAH mileage request. This review should include the Trunk Highway, the MSAS, the County Road and the CSAH Systems. All of these systems interface with each other, and are intended to carry a specific type of traffic within the Cities, the County, and the Region. We feel the District State Aid Engineer is the appropriate person to perform this review and that it should be completed before making his comments on a mileage request. The DSAE is in a position to overview the compatibility of the MSAS, the CSAH, and the trunk highway systems within a county. Appropriate transfers should be pursued by the DSAE prior to advancing a mileage request. A report from the DSAE documenting the attempts to transfer CSAH, MSAS, or trunk highway mileage should accompany each request for additional mileage.

The subcommittee observed there are a number of CSAH's that are labeled "local" on the Functional Classification Maps of various counties. A "local" classification together with relatively low traffic volumes posed two questions to the subcommittee. Do these highways meet the Criteria for State Aid designation? Should they be on the CSAH System? Recognizing these questions apply to the state-wide system of CSAH's, the subcommittee limited itself to discussion of these questions.

The Municipal State Aid Street System has a growth factor as part of its formula for establishing MSAS mileage. Twenty percent of the non-Trunk Highway and non-CSAH mileage is the length of city street that can be designated as MSAS. Thus, when a city expands through development or annexation, more miles are added to the MSAS system. The CSAH System does not have a formula factor for growth. This difference between the CSAH and MSAS Systems was another discussion item of the subcommittee.

The subcommittee did have several questions about proposed CSAH revocations. Why does the road no longer meet the criteria for a CSAH? Is there consistency between the comprehensive transportation plan and the request? Is it appropriate that a highway being designated CSAH have a lower functional classification than the roadway being revoked? The opinion of the subcommittee was that proposed revocations should be accompanied by explanations of why the removals from the CSAH system are warranted.

The make-up of the mileage subcommittee was discussed. Mr. Levine's letter of July 20, 1988 "suggests" that a new subcommittee be appointed each year following the October Screening Board meeting. "These appointments would be made by the State Aid Engineer based on the recommendation of the outgoing Screening Board chairman and would also be members of the following year's Screening Board". The present subcommittee is of the opinion that Screening Board members serving on the mileage subcommittee limits the objectivity of the full Screening Board. Members of the subcommittee have additional knowledge concerning the mileage requests and have, for the most part, reached a decision regarding the request well in advance of the Screening Board meeting. The objective of maintaining continuity in the work of the subcommittee from year to year was, also, of importance to the present subcommittee. Therefore, the present subcommittee is of the opinion that the mileage subcommittee should be structured like the general subcommittee of the Screening Board. This would result in a three member mileage subcommittee having representatives from three regions of the state who are not serving on the Screening Board. Also, it would provide for three year rotating terms, resulting in a degree of continuity in the work of the subcommittee.

VII. Conclusions

The sub-committee feels that its job is one half through at the time of this report writing. That is, we have reviewed the mileage requests, as ordered by Mr. Levine. However, we have not attempted a policy statement as of yet. It is the goal of the sub-committee to work on that portion of the purpose of the committee by the date of the Screening Board in October, 1988. We hope to have a draft copy for review and discussion by the members.

The ultimate goal is to revise the "draft", along with the comments of the Screening Board Members, and have a working document for the Spring 1989 meeting.

[illegible]

* * * * *

STATE PARK

ROAD

ACCOUNT

* * * * *

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

State Park Road Account

Legislation passed in 1988 amended Minnesota Statutes 1986, section 162.06, subdivision 5, to read as follows:

Subd. 5. (STATE PARK ROAD ACCOUNT.) After deducting for administrative costs and for the disaster account and research account as heretofore provided from the remainder of the total sum provided for in subdivision 1, there shall be deducted a sum equal to the three-quarters of one percent of the remainder ~~not~~
~~not less than \$500,000 or more than \$1,000,000 annually.~~ The sum so deducted shall be set aside in a separate account and shall be used for (1) 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 such a unit, and (2)
the reconstruction, improvement, repair, and maintenance of county roads that provide immediate access to public lakes. Roads described in clause (2) are not required to meet county state-aid highway standards. 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. Before requesting a county to do work on a county road that provides immediate access to a public lake, the commissioner of natural resources shall obtain a written comment on the project from the county engineer of the county requested to undertake the project. Any sums paid to counties in accordance with this subdivision shall reduce the money needs of said counties in the amounts necessary to equalize their status with those counties not receiving such payments. Any balance of the amount so set aside, at the end of each year shall be transferred to the county state-aid highway fund.

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



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

BOX 39, 500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40 39

DNR INFORMATION
(612) 296-6157

September 1, 1988

Gordon Fay, State Aid Engineer
Room 420
Transportation Building
John Ireland Blvd.
St. Paul, Mn 55155

Dear Mr. Fay:

The Department of Natural Resources is please to submit the following projects for funding consideration by the County State Aid Screening Board. You will find letters of support form the appropriate county engineers attached for your reference.

1. Chippewa County - Roads 31, 32 and 33, located within Lac qui Parle Wildlife Management ARea. Grade and pave existing roads. \$400,000.
2. LeSeuer County - County road providing access to Lake Washington. Grade and pave existing road. \$70,600.
3. Mille Lacs County - State Aid Hwy. #20, located adjacent to Mille Lacs Wildlife Management Area. Grade and pave existing CSAH. \$400,000.
4. Lake of the Woods County - State Aid Hwy. #34, providing access to Zippel Bay State Park. Reconstruct existing road. \$100,000.
5. St. Louis County - Road #478 providing access to Wakemup Bay campground near Cook. Relocate existing road. \$250,000.
6. Pipestone County - State Aid Hwy. #20, providing access to Split Rock Creek State Park. Reconstruct existing road. \$157,335.

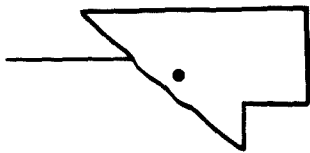
These projects total \$1,377,935 which should cover the amount available for calendar year 1989. I included the county road requests along with the ones for CSAH's. You may wish to separate these out for your use at the Screening Board meeting.

If you need additional information please contact me.

Sincerely,

John Strohkirch, Manager
Park Development & Resources
Division of Parks & Recreation
(612)296-8289

JS:cp
Enc.
JS193/1



CHIPPEWA COUNTY HIGHWAY DEPARTMENT

ELROY DRAGSTEN, ENGINEER

COURTHOUSE

MONTEVIDEO, MINNESOTA 56265

TELEPHONE 612-269-2151

August 12, 1988

John Strohkirch
DNR Park Development and Resource Manager
Division of Parks and Recreation
Department of Natural Resources
Box 39
500 Lafayette Road
St. Paul, MN 55155-4039

RE: State Park Road Account

Chippewa County Project 89-31HM, 89-32HM, 89-33HM

Description: Bituminous paving of the following County Roads in the
Lac qui Parle Game Refuge in 1989.

CH 31, 5.7 miles; CH 32, 2.16 miles; CH 33, 0.5 mile

2031.503 Field Laboratory		\$ 500.00
2112.501 Subgrade Preparation	30 Sta.	13,140.00
2221.502 Aggregate Shouldering	10,299 C.Y.	61,794.00
2331.504 Bituminous Material for Mixture	2,203 Ton	330,450.00
2331.508 Wearing Course Mixture	10,457 Ton	104,570.00
2331.514 Base Course Mixture	27,103 Ton	271,030.00
2357.502 Bituminous Material for Tack Coat	10,659 Gal.	10,659.00
		<u>\$792,143.00</u>

Proposed Funding of Project:

County Funds	\$392,143.00
State Park Road Account	\$400,000.00

Elroy Dragsten
Elroy Dragsten
Chippewa County Highway Engineer

ED:bj

CHIPPEWA COUNTY HIGHWAY DEPARTMENT

ELROY DRAGSTEN, ENGINEER

COURTHOUSE

MONTEVIDEO, MINNESOTA 56265

TELEPHONE 612-269-2151

May 3, 1988

John Strohkirch
DNR Park Development and Resource Manager
Division of Parks and Recreation
Department of Natural Resources
Box 39
500 Lafayette Road
St. Paul, MN 55155-4039

RE: State Park Road Account

Dear Mr. Strohkirch:

Assuming the new "Park Roads Bill" becomes law, and that Chippewa County will receive funding to upgrade the County Roads in the Lac Qui Parle Game Refuge, I would propose that the following be accomplished in 1988:

Bituminous Paving:

CH 32 - 2.16 miles from CSAH 13 to CH 33	\$ 159,774
CH 33 - 0.50 mile from CH 32 to Refuge Headquarters	37,468
CH 31 - 5.70 miles from TH 59 to TH 40	594,901
	<u>\$ 792,143</u>

In our telephone conversation you stated that funding would not be available until 1989. All of Chippewa County's monies for construction have been allocated for grading projects through 1989. However, right of way problems have caused Chippewa County to delay a construction project scheduled for this summer. The funds set aside for this project would be available to advance finance the paving of the County Roads listed above if the bill, as passed, would allow payment for said construction when the funds become available.

In 1989 I would propose the following: Regrade and pave the remaining 1.84 miles of CH 32, from CH 33 to TH 59 and widen bridge over the Watson Sag.

Grading	\$ 187,000
Paving	201,000
Bridge	85,000
	<u>\$ 473,000</u>

We are anxious to upgrade the roads in the Lac Qui Parle Refuge and would appreciate any information you receive concerning funding.

Very truly yours,

Elroy Dragsten
Elroy Dragsten
Chippewa County Highway Engineer

ED:bj
CC: Roy Hanson

LE SUEUR COUNTY HIGHWAY DEPARTMENT

RONALD M. SANDVIK — HIGHWAY ENGINEER

PHONE: (612) 357-2251

P. O. Box 205 — Le Center, Minnesota 56057

May 27, 1988

Mr. John Strohkirch
Box 39, DNR Building
500 Lafayette Road
St. Paul, MN 55155-4039

Re: Road to Public Access at Lake Washington
Le Sueur County

Dear Mr. Strohkirch:

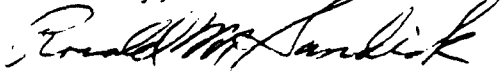
Le Sueur County is herewith requesting consideration for funds through the State Park Road Account for the placement of a bituminous surface on 0.67 mile of County Road that leads to the public access on the west side of Lake Washington.

The road is presently a Township Road and the County is in the process of designating it a County Road because of the high usage of the access by the general public. The existing road is gravel surfaced and carries traffic in excess of 1,000 cars per day during the peak boating and fishing periods, making it very difficult to maintain a safe roadway. The access is one of southern Minnesota's highest used lake accesses, if not the highest, creating a dangerous situation because of the roughness of the road and the dust conditions.

The estimated cost to place a 7 ton (spring axle loading) bituminous surface is \$70,600. The County would provide for all future costs and will continue to maintain the roadway along with the public access.

Enclosed is a project location map along with an estimate of costs and materials. If there is additional information or questions that you have, please call me at (612) 357-2251, Extension 200.

Sincerely,



RONALD M. SANDVIK
Le Sueur County Highway Engineer

RMS:kt
Enc.

"EQUAL OPPORTUNITY EMPLOYER"

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

August 16, 1988

Mr. John Strötkirch
Park Development Specialist
Division of Parks and Recreation
Minnesota Department of Natural Resources
Box 39 - 500 Lafayette Road
St. Paul, MN 55146

RE: CSAH 20, Mille Lacs Wildlife Area

Dear Mr. Strohkirch:

County State Aid Highway 20 is part of an inter-county road system that provides access between TH 169 in Mille Lacs County and TH 47 in Kanabec County. It is the only year-round road providing such access between TH 47 and TH 169 in the 23 miles between the towns of Ogilvie and Isle. CSAH 20 follows the south boundary of the Mille Lacs Wildlife Area for 5½ miles. The Rum River State Forest is located adjacent to the road on the south. It is classified as a major collector and is part of the Federal Aid Secondary system.

This route serves a heavily used wildlife recreation area in the county. Much of the traffic on the road is recreation or forest related. The road serves 20 parking areas and about 60 rustic campsites, which are generally well utilized in the fall months of the year. In winter the road is access to snowmobile and cross country skiing trails including the popular Hoot Owl Ridge Trail. Hunters and scenic wildlife viewers use the road. The road provides access to the Rum River Forest and is also used for logging.

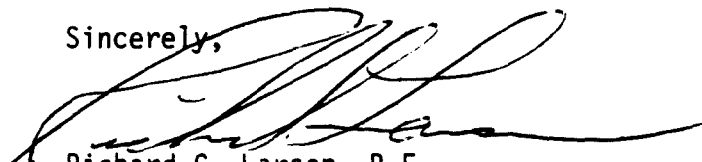
CSAH 20 was constructed in the early 1900's to a width of 26 feet. It was surfaced occasionally with granular material until 1956, when it was surfaced with gravel. The total segment is 6.5 miles long, beginning at CSAH 19 and ending at CSAH 24. It is often closed in the spring due to flooding and mud. The road becomes impassable after long wet periods and in heavy rains. The County has spent money on ditching and fill in low areas of the road.

Mille Lacs County has requested State Park Account funds to improve portions of this road segment. The road has been broken into projects. State Park Road Account funds totaling \$248,000 were approved in early 1988 for the first phase, being the west two miles of the segment. The DNR has given the second phase a high priority for \$400,000 in funding from the State Park Road Account. This project is 3.5 miles long. The final one mile long project on the east end will be funded from the regular state aid construction account by Mille Lacs County. The cost breakdown for the total road segment is estimated as follows:

PROJECT	STATE PARK ACCT	ESTIMATED CSAH FUNDS		
	CONSTRUCTION	CONSTRUCTION	R/W	ENG, DESIGN & INSPECT
1	\$248,000		\$ 2,000	\$ 37,000
2	\$400,000		\$10,000	\$ 60,000
3		\$130,000	\$ 5,000	\$ 18,000
	\$648,000	\$130,000	\$17,000	\$115,000
TOTAL STATE PARK ACCOUNT		\$648,000		
TOTAL CSAH		\$262,000		

The project includes regrading the entire road segment including the removal of unstable soil and reconstruction with stable material to provide an all weather gravel road. The new road will meet all current state aid standards. Realignment of right angle corners to safe design speed curves will be included along with correcting the sight distance on hills. All culverts will be resized and replaced. Detail cost determinations can be made after plans have been developed.

Sincerely,



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

RCL/mj

Enclosure

STATE PARK FUND ACCOUNT





Lake of The Woods County Highway Department

BAUDETTE, MINNESOTA 56623 • (218) 634-1767

June 7, 1988

John Strohkirch
Park Development & Resource Manager
MN Department of Natural Resources
Box 39, 500 Lafayette Road
St. Paul, MN 55155-4039

Re: Road Reconstruction, Zipple Bay
State Park - C.S.A.H. #34

Dear Mr. Strohkirch:

Please refer to your letter of May 18, 1988, regarding improvements to C.S.A.H. #34 which provides access to Zipple Bay State Park located in this county. Your letter addressed two items that needed answers prior to your prioritizing the project.

1. The County would be willing to participate in the cost of the project, possibly as much as 50% of the total.
2. The estimate was based on our minimum C.S.A.H. design standards rather than the alternative standards for forest highways or state park standards. It would be our intent to utilize our minimum design standards on that portion of the road outside of the park and we would strongly recommend using the same design standards throughout the project.

It is strongly recommended that this project be placed high on your priority list due to the condition of the riding surface of the roadway. Apparently the contractor wasn't very selective in disposing of the trees and stumps when clearing the right-of-way for the previous construction project. This material, buried under the roadway, is now causing extreme unevenness in the surface and may cause accidents with towed units. Apparently it's believed that the park will grow in popularity which was possibly one of the reasons for the recent jetty construction.

John Strohkirch
MN/DNR
June 7, 1988
Page Two

The termini of the proposed project are C.S.a.H. #8 and the Park Contact Station. We will consider altering our standard design procedures and reduce the separation between the natural ground and finished grade within the park boundaries. An alteration of this type would minimize the required additional right-of-way.

If you have any further questions, please contact this office.

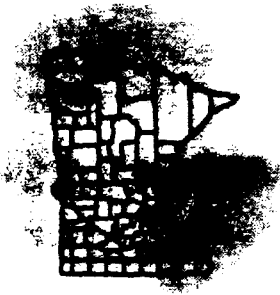
Sincerely,

Roger N. Diesen

Roger N. Diesen
County Highway Engineer

RND:vp

cc: Stan Cornelius



Lake of The Woods County Highway Department

BAUDETTE, MINNESOTA 56623 • (218) 634-1767

September 1, 1988

John Strohkirch
Park Development & Resource Manager
Division of Parks & Recreation
MN Department of Natural Resources
Box 39, 500 Lafayette Road
St. Paul, MN 55155-4039

Re: C.S.A.H. 34 - Zippel Bay
Park Road

Dear Sir:

Attached is a copy of the proposed typical section for C.S.A.H. 34. The vertical alignment will be designed to minimize the separation between natural ground and finished grade, thereby reducing the width requirements. The stationing runs from south to north, therefore you may note that less Class 5 Aggregate is required within the park boundaries. The typical sections describe in detail the proposed work. You may note that we show an ultimate 9 ton design which can be accomplished by placing an additional three inches of bituminous at a future date. The proposed section provides sufficient width to accommodate the additional bituminous "lift" without reducing the shoulder width below our minimum standards.

Also attached is a copy of the itemized cost of the project. The quantities may vary slightly when the design is finalized. The unit prices may vary also but we believe that we are reasonably close.

As we recently indicated, we would propose to pay as much as 50% of the cost of the project with County State Aid funds allocated to this County. However, you can rest assured that the cost to your department will not exceed \$100,000.00 as the County Board is very interested in improving this road.

If you have any further questions, please contact this office.

Yours truly,

Roger N. Diesen

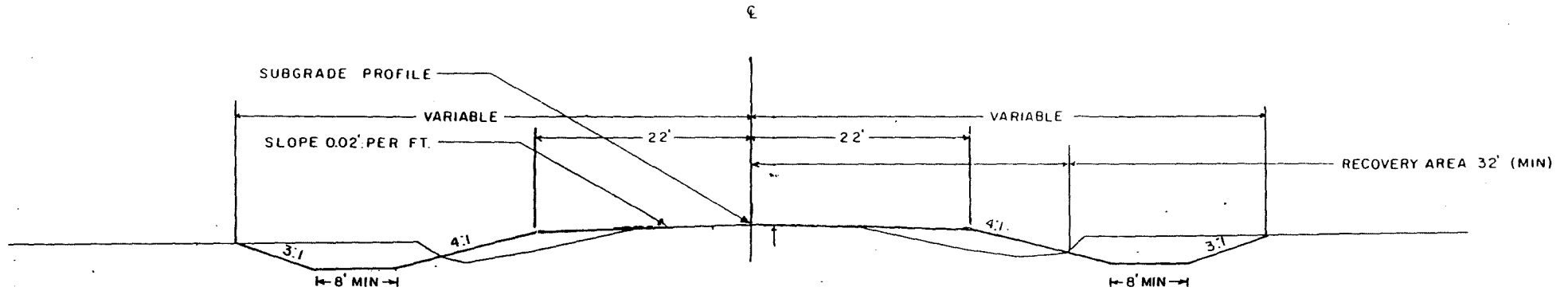
Roger N. Diesen
County Highway Engineer

RND:mmm

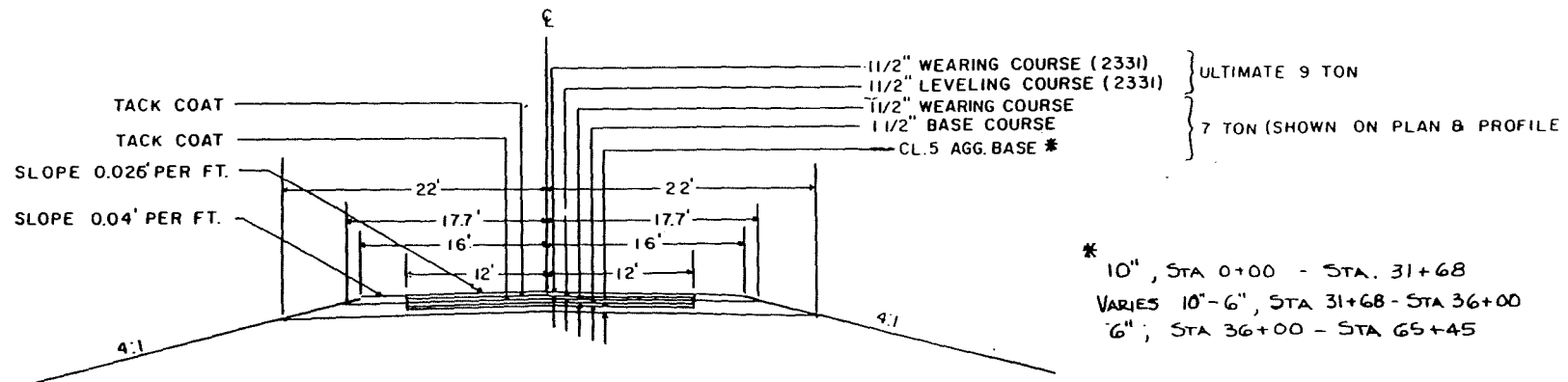
Attachments

cc: J. R. J. Isaacson w/Attachments
Stan Cornelius w/Attachments

TYPICAL GRADING SECTION



FUTURE FINISHED SECTION



* 10", STA 0+00 - STA. 31+68
 VARIES 10'-6", STA 31+68 - STA 36+00
 6", STA 36+00 - STA 65+45

COST ESTIMATE

C.S.A.H. 34-Btwn. Jct. C.S.A.H. 8 & Zippel
Bay State Park Hdqtrs.

Bid Item	Unit	Quant.	Unit Price	Total
Haul Road Restoration	L.S.	1	\$ 500.00	\$ 500.00
Common Excavation	C.Y.	30,000	1.00	30,000.00
Subcut Excavation	C.Y.	16,000	1.00	16,000.00
24" C.S. Culvert	L.F.	120	20.00	2,400.00
18" C.S. Culvert	L.F.	200	10.00	2,000.00
Culvert Aprons	Ea.	12	50.00	600.00
Seeding	Acre	14	60.00	840.00
Seed Mix	Lbs.	550	2.00	1,100.00
Mulch	Tons	28	200.00	5,600.00
Disk Anchoring	Acre	14	50.00	700.00
Fertilizer	Tons	1.9	300.00	570.00
Agg. Shouldering	Tons	1,700	3.50	5,950.00
Class 5 Agg. Base	Tons	16,000	5.00	80,000.00
Base Course Mix	Tons	1,600	6.00	9,600.00
Wear Course Mix	Tons	1,600	6.00	9,600.00
Bit. Mat. for Mix	Tons	190	175.00	33,250.00
Bit. Mat. for Tack	Gals.	950	1.00	950.00
Temp. Lane Marking	Sta.	70	12.00	840.00
				<u>\$200,500.00</u>



Saint Louis County

Highway Engineer • 100 North 5th Avenue West, Duluth, Minnesota 55802-1202 (218) 726-2588

May 18, 1988

Richard H. Hansen, P.E.
Highway Engineer

Mr. John Strohkirch
DNR Parks & Recreation
Box 39
500 Lafayette Road
St. Paul, MN 55155-4039

Re: State Park Road Account Funding
Relocation of County Road No. 478
Wakemup Bay Campground near Cook
St. Louis County - Lake Vermilion

Dear Mr. Strohkirch:

We are in receipt of a letter from Mr. Mike Hanson, DNR Forestry from Cook, dated May 16, 1988, requesting support for the concept of relocating our County Road No. 478 behind the forestry campground at Wakemup Bay on Lake Vermilion.

The present location of the road between the campground and the beach presents a very real inconvenience and danger for pedestrians crossing between the two areas. The problem is compounded with a public access boat landing located in the same area with an insufficient amount of parking and little area for turning around vehicles pulling boat trailers. We have recently established an extensive No Parking zone on both sides of the road through this area to help alleviate some of the congestion.

The estimated cost of relocating County Road 478 to solve this problem is \$250,000.

The St. Louis County Highway Department will do the necessary survey work, prepare a construction plan, acquire the new right of way, and perform the construction inspection as our means of showing support for this very worthwhile project.

It is requested that State Park Road Account Funding be designated for construction of this facility. Your support is solicited and encouraged.

Please feel free to contact this office if you require further information.

Sincerely,

Richard H. Hansen, P.E.
County Highway Engineer

RHH/sp

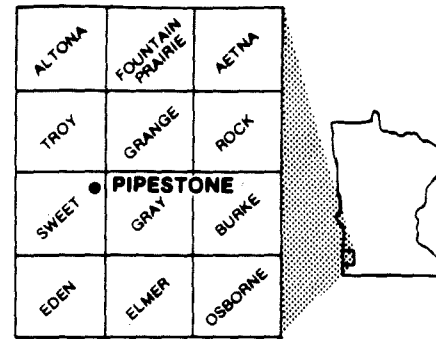
cc: H. Lampa
K. Nollenberger
Senator Doug Johnson
M. Hanson
J. Varda
G. Huovinen
R. Bartlett
G. Fay

An equal opportunity employer

Pipestone County Highway Department

DOUGLAS E. HAEDER, P.E. - HIGHWAY ENGINEER
600 4TH ST. N.W./TELEPHONE 507 - 825-4445
MAILING ADDRESS/P.O. BOX 469
PIPESTONE, MINNESOTA 56164

September 29, 1987



Mr. John Stronkirsch
Parks Development and Resource Manage
Division of Parks and Recreation
Minnesota Department of Natural Resources
Box 39, 500 LaFayette Road
St. Paul, MN. 55146

Re: State Park Road Account

Dear Mr. Stronkirsch:

In response to your letter of September 22, 1987, and to outline the improvements proposed to CSAH 20 serving Split Rock Creek State Park, I am enclosing a county map showing the location of the road in relation to the Park. Also enclosed is a copy taken from our current CSAH Needs Study showing an estimate of the costs involved. The last enclosure is a typical section taken from another recent construction project, similar to what is envisioned on the state park road.

The grading will involve replacement of all the culverts and construction of a 42' to 44' wide subgrade using the best soil within the right of way. Approximately 12" of gravel base would be required, and the surface would consist of approximately 4" of bituminous base and wearing course.

Please let me know if you need additional information at this time.

Sincerely,

Douglas E. Haeder, P.E.
County Highway Engineer

Enclosures

LEGEND

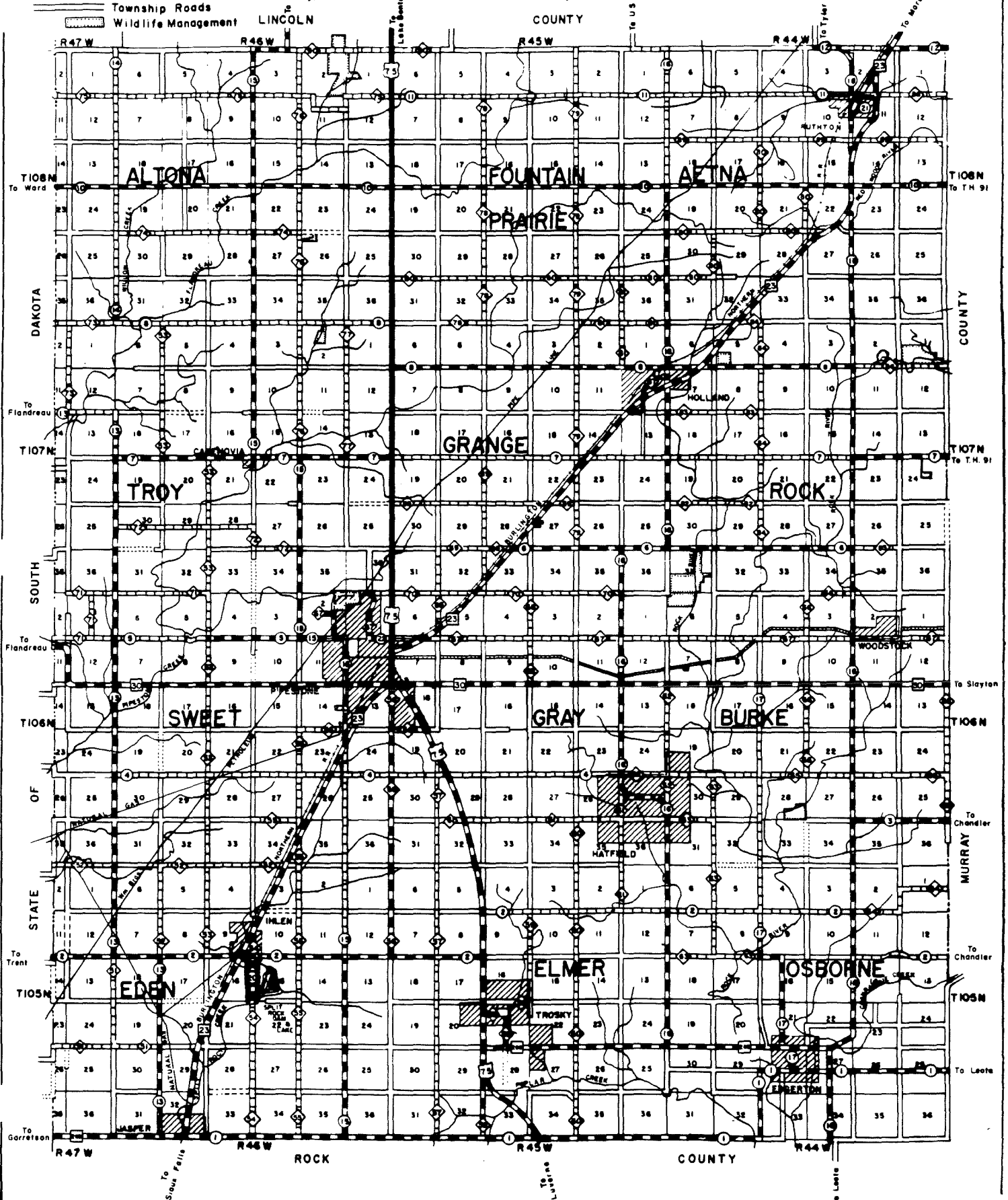
- Pavement
- Bituminous
- County Gravel
- Township Roads
- Wildlife Management

PIPESTONE COUNTY

DOUGLAS E. HAEDER
HIGHWAY ENGINEER

75 U.S. 23 STATE 6 C.S.A.M. 56 C.H.

August 1, 1984



1986 CSAH NEEDS STUDY FOR PIPESTONE DISTRICT 8

IDENTIFICATION - CONTROL SECTION 620 SEGMENT 010 LOCATION: RURAL
TERMINI: FROM 0.9 M S TO S LIM IHLEN

CLASSIFICATION - NON-FEDERAL UNINC. NON URBAN MINOR SYSTEM: SPR COST AREA 1
FUNCTIONAL CLASSIFICATION: LOCAL STRUCTURAL CAPACITY 05 TON

DESCRIPTION - GRADED TO 26 FT IN 1900 SURFACED IN 1958 WITH 22 FT OF BITUMINOUS
RURAL DESIGN LENGTH .90 MILES 2 LANES NOT DIVIDED NO PARKING LANES
NO EXISTING STORM SEWER NO SETS OF TRAFFIC SIGNALS RIGHT OF WAY WIDTH = 66 FT
TERRAIN IS ROLLING SUBGRADE FACTOR = 130%

CONDITION - GRADE LINE NOT ESTABLISHED DEFICIENT IN CROSS SECTION
TRAFFIC - 1979 TRAFFIC 110 ADT PROJECTION FACTOR 1.5 PROJECTED TRAFFIC 165 ADT

PROPOSED DATA - 9 TON RURAL DESIGN 24 FT SURFACE WIDTH 28 FT ROADBED WIDTH
RIGHT OF WAY WIDTH = 100 FEET

CONSTRUCTION ITEMS	QUANTITY	UNIT PRICE	ESTIMATED NEEDS COST	APPORTIONMENT COST
ITEMS FOR COMPLETE GRADING	.90 MILES	39,840.00		
GRADING			35,856	35,856
ITEMS FOR COMPLETE BASE				
GRAVEL SUBBASE #2211 CL 4	13,098 TONS	2.87	37,591	37,591
GRAVEL BASE #2211 CL 5	4,198 TONS	3.10	13,014	13,014
BITUMINOUS BASE #2331	1,089 TONS	18.94	20,626	20,626
BASE ITEMS TOTAL			71,231	71,231
ITEMS FOR INITIAL SURFACE				
BITUMINOUS SURFACE #2341	2,091 TONS	23.42	48,971	48,971
SURFACE ITEMS TOTAL			48,971	48,971
ITEMS FOR COMPLETE SHOULDER				
GRAVEL #2221	366 TONS	3.49	1,277	1,277
SHOULDER ITEMS TOTAL			1,277	1,277
ALL ROADWAY ITEMS TOTAL			157,335	157,335
ALL CONSTRUCTION ITEMS TOTAL			157,335	157,335
ENGINEERING & CONTINGENCIES			15,734	-
RIGHT OF WAY TOTAL			5,842	0
SEGMENT 010 - LENGTH .90 MILES - GRAND TOTAL ALL ITEMS			178,911	157,335

R E F E R E N C E

M A T E R I A L

* * * * *

1988 COUNTY SCREENING BOARD DATA
OCTOBER, 1988

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

(For Use in the 1988 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1988 Needs Study.

For those counties whose traffic was counted in 1987, two factors are shown. The first factor is the one used last year and the second one was computed using 1987 traffic and has been used for the 1988 CSAH Needs Study.

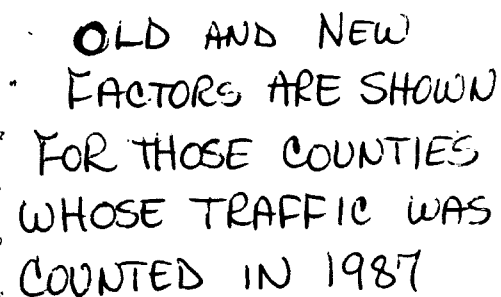
St. Louis county was counted in 1987 but the traffic data was not processed in time to be updated in the 1988 Needs Study. Their traffic will be updated next year.

The following counties are being counted in 1988 and their traffic and traffic factor will also be updated next year.

Aitkin	Dakota	Mower
Anoka	Hennepin	Norman
Becker	Jackson	Ramsey
Carver	Koochiching	Scott
Chippewa	Lac Qui Parle	Washington
Cottonwood	Mahnomen	Wright

CSAH 30 YEAR TRAFFIC PROJECTION FACTORS

(FOR USE IN THE 1988 NEEDS STUDY)



OLD / NEW

Minutes of the County Engineers Screening Board Meeting

June 22 & 23, 1988

Call to order at 1:05 P.M. June 22, 1988 by Chairman Bob McPartlin.

Roll call of members:

Dick Hansen.....	St. Louis County.....	District 1.....	Present
Mike Rardin.....	Polk County.....	District 2.....	Present
Duane Lorsung.....	Todd County.....	District 3.....	Present
Tom Richels.....	Wilkin County.....	District 4.....	Present
Roger Gustafson.....	Carver County.....	District 5.....	Present
Rick Arnebeck.....	Winona County.....	District 6.....	Present
Bob McPartlin.....	Waseca County.....	District 7.....	Present
Tom Behm.....	Lyon County.....	District 8.....	Present
Ken Weltzin.....	Ramsey County.....	District 9.....	Present

Chairman McPartlin called for approval of the October 28 & 29, 1987 Screening Board minutes. Rick Arnebeck moved and Dick Hansen second a motion to approve the minutes as distributed. Motion carried unanimously.

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

Gordon Fay.....	Director, Office of State Aid
Roy Hanson.....	Assistant State Aid Engineer
Ken Hoeschen.....	Manager, County State Aid Needs Unit
Ken Straus.....	Manager, Municipal State Aid Needs Unit

Jack Isaacson.....	District 2 State Aid Engineer
Dave Reed.....	District 3 State Aid Engineer
Vern Korzendorfer.....	District 4 State Aid Engineer
Chuck Weichselbaum.....	District 5 State Aid Engineer
Earl Welshons.....	District 6 State Aid Engineer
Larry Hoben.....	District 7 State Aid Engineer
John Hoeke.....	District 8 State Aid Engineer
Elmer Morris.....	District 9 State Aid Engineer

Chairman McPartlin then introduced Dennis Berend, Ottertail County, and Dave Everds, Dakota County, members of the General Sub-Committee.

Chairman McPartlin recognized others present:

Al Goodman.....	Lake County.....	District 1 Alternate
Roger Hille.....	Marshall County.....	District 2 Alternate
Gene Mattern.....	Wadena County.....	District 3 Alternate
Tallack Johnson.....	Swift County.....	District 4 Alternate
Vern Genzlinger.....	Hennepin County.....	District 5 Alternate
Mike Sheehan.....	Olmsted County.....	District 6 Alternate
Bob Witty.....	Martin County.....	District 7 Alternate
Doug Haeder.....	Pipestone County.....	District 8 Alternate
Dave Everds.....	Dakota County.....	District 9 Alternate
Walter Leu.....	Clearwater County.....	Computer Committee

Chairman McPartlin called for nominations for Vice Chairman of the Screening Board from any of the even number District Screening Board members. Tom Richels nominated Mike Rardin and Tom Behm second the nomination. Nominations were declared closed by the Chairman after calling three times for further nominations; unanimous voice vote cast for Mike Rardin.

Chairman McPartlin noted that the purpose of today's meeting is to review the Screening Booklet and discuss items as required; action is to be held until the next day. He requested that only delegates speak to an issue and that others receive approval from the respective district delegates before speaking to an issue to help keep the meeting orderly and moving.

Chairman McPartlin then asked Ken Hoeschen to lead the discussion of the Screening Board Booklet. Ken reviewed usual procedure is to review-discuss the entire booklet and hold any action until the next day.

Pages 2 thru 8 - Rural Design Unit Prices

Information only--no discussion.

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

Ken said Figure "A" is the Sub-Committee recommendation for the 1988 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, the same as previous years. Ken pointed out that 27 counties decreased and 59 counties increased, and one county stayed the same from last year; the average change was +7¢. Ken also pointed out that the number of counties depending on surrounding counties has decreased since 1985 to only 18 counties.

Page 11 - Unit Price Inflation Factor Study

Information only--no discussion.

Pages 12 & 13 - C.S.A.H. Roadway Unit Price Report

Ken noted the 1987 C.S.A.H. Average Unit Prices and explained how the last column combined with each county's Gravel Base price yields the various Unit Prices which are recommended by the General Sub-Committee. No questions.

Pages 14 & 15 - C.S.A.H. Miscellaneous Unit Price Report

Ken explained this report and the basis for the unit prices noted; it was pointed out that the M.S.A.S. Screening Board revised the storm sewer per-mile cost to \$196,000. The last column represents the General Sub-Committee's recommendations. No questions.

Pages 18 thru 22 - History of Mileage Requests

Information only--no discussion.

Pages 23 thru 28 & Figure "B" - Anoka County Mileage Request

By letter from Anoka County it is requested that the mileage request be tabled to the Fall Screening Board Meeting. No discussion held regarding the request but some questions were raised as to what would happen if tabled. Chairman McPartlin advised that action would be taken on tabling tomorrow.

Pages 29 thru 32 & Figure "C" - Scott County Mileage Request

District 5 Delegate Roger Gustafson yielded to Scott County Engineer Brad Larson for presentation and discussion of the request. Brad passed out information as to the proposed alignment of the request and made specific comments as to why the new alignment is proposed and needed and also reviewed the proposed revocation. Brad presented a "home" video of the existing roads and area. Questions were raised as to the termini, actual additional mileage, the extent of old railroad right-of-way acquired, status of F.A.S. and M.S.A.S. designations, approval by Metro Council, support by City of Prior Lake, and system continuity. Comments were made about dealing with this and other system additions realistically.

Page 34 & Figure "D" - Subbase Unit Price Data

Information only--no discussion.

Page 35 - F.A.S. Fund Balance Deductions

Ken noted that this information is provided simply as notification or forewarning. There is no action required by the Board.

Pages 36 and 37 - C.S.A.H. Urban Design Grade Widening Cost Study

Ken noted that a study of complete C.S.A.H. Urban Design Grading Costs was completed and it was determined there are more than 100 miles of urban roadways that require widening. He pointed out that the District State Aid Engineers have studied the information which has been approved by the General Sub-Committee. Bob McPartlin questioned the differences and excesses as compared to the average costs. Dave Everds, referring to the Sub-Committee report on Page 55, commented that there seems to be no particular reasons for such other than the diversity of projects. Tom Behm asked about adjustments in the future; Ken noted that rural widening is not adjusted so he assumes urban widening will also not be adjusted.

Pages 38 and 39 - County State Aid Maintenance and Hardship Transfers

Information only--no discussion.

Page 40 - Needs Adjustments for Variances Granted on C.S.A.H.S

Ken explained adjustments related to Variance and the list of recommended adjustments; Lac Qui Parle County has now submitted the required resolution and should be removed from the list. Chairman McPartlin advised he received a letter from Doug Haeder, Pipestone County Engineer, requesting that no adjustment be made in that he believes good faith effort has been demonstrated by Pipestone County to replace a bridge even though the resolution adopted does not contain specific language about replacement within five years. Doug Haeder was afforded the opportunity to elaborate on the situation in Pipestone County and the contents of his letter. Questions were raised as to the amount of actual dollars that the adjustment meant and for how long the adjustment was. No further discussion occurred.

Pages 41 thru 48 - Minutes of the County Engineers Screening Board Meeting
October 28 & 29, 1987

Earlier approved by motion.

Pages 52 thru 55 - Sub-Committee Meeting Minutes

Information. However, Ken reviewed the three items studied: (1) comparison of urban design complete grading costs (needs vs. construction); (2) adding the value of recycled bituminous material with deep strength projects, and (3) urban design grade widening needs. Bob Witty, District 7 Alternate Delegate, presented a resolution on recycling projects to allow counties to report the value of the aggregate material recovered thru recycling old bituminous pavement just like reporting of county-furnished aggregate is allowed to represent true value. Tom Behm inquired about "double-dipping" noted in the report; Dave Everds and Dennis Berend of the General Sub-Committee both commented as to the variety of ways of administering recycling projects which can result in both a perception and actual "double-dipping". Roy Hanson also commented on the matter.

Chairman McPartlin declared a Recess for refreshments.

Ken H. "backed-up" to Urban Design Grading Costs and passed out possible resolutions for consideration tomorrow.

Ken then continued with the Sub-Committee minutes: C.S.A.H. 62/Crosstown Common Designation was reviewed. An Agreement has been reached with Hennepin County and Mn/DOT and thus, no further study or action by the Sub-Committee is required. Ken explained the various changes which result in plus 23 miles of C.S.A.H.s with an increase in needs of about \$25 million. Questions were asked if any action is required by the Screening Board; no, the agreement was mandated by legislation.

Other Business

Ken reported that the D.N.R. has advised that they wish to proceed with a project in Cook County at Grand Marais and in accordance with law, all such projects expending State Aid Park funds must be approved by the Screening Board. Tom Behm questioned the expenditure of these funds without any standards and if a sub-committee shouldn't review these projects with D.N.R. Mike Rardin noted that District 2 had similar questions as to programming, priorities and standards. Rick Arnebeck also noted District 6 has the same concerns.

Ken again discussed Grading Costs; a proposed resolution for consideration tomorrow was passed out (relates to resolution on Page 64).

Bob McPartlin noted the resolution on Page 67 regarding Bridge Needs and suggested a generic resolution rather than specifically identifying bridges. It was concluded that there apparently was no need for a generic resolution in that this was a limited issue involving a very few bridges.

Dick Hansen noted that District 1 has discussed the matter of gravel base for stage construction and plan approval by the State Aid Office under an apparent policy as to the maximum amount of base permitted. He read a resolution requesting that the Screening Board research the use of State Aid Construction funds for the placement of full-depth base. Various comments were offered in the discussion that followed with the suggestion that a clear policy statement be issued.

Ken Weltzin raised further questions about the D.N.R. Cook County project in Grand Marais and just what is going to be done.

Gordon Fay, Director of State Aid Operations, made some general comments noting that Pat Murphy has taken Herb Klossner's position in Hennepin County;

Dick Skalicky is relocating to Arizona, and Al Forsberg is moving to Blue Earth County. There are discussions occurring that relate to returning Trunk Highways to local jurisdictions, which will not be considered "turnbacks" as such, but some negotiations can be done. Concerns remain about expending funds on county roads and township roads without standards.

With no further business to come before the Board, Chairman McPartlin declared the meeting adjourned until 9:00 A.M. June 23, 1988.

Chairman McPartlin reconvened the meeting at 9:05 A.M. June 23, 1988.

All Screening Board members were present.

Chairman McPartlin announced that Dennis Carlson, Benton County Engineer, requested that the Screening Board preview the Video "Transportation--Yesterday, Today and Tomorrow" which his M.C.H.E.A. Committee working with Mn/DOT has produced and is now in final stages of editing. The Video was viewed and comments noted for delivery to Dennis. The overall reaction was favorable and very positive.

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

Chairman McPartlin asked if there were any questions.

Dick Hansen moved and Roger Gustafson second a motion to accept the Sub-Committee's recommendation for gravel base prices. Motion carried unanimously by voice.

Pages 12 & 13 - C.S.A.H. Roadway Unit Price Report

Chairman McPartlin asked for questions.

Rick Arnebeck moved and Tom Richels second a motion to accept the Sub-Committee's recommendation for roadway unit prices. Motion carried unanimously by voice.

Pages 14 & 15 - C.S.A.H. Miscellaneous Unit Price Report

Chairman McPartlin asked for questions.

Tom Behm moved and Duane Lorsung second a motion to accept the Sub-Committee's recommendation for miscellaneous prices. Motion carried unanimously by voice.

Pages 23 thru 28 - Anoka County Mileage Request

Chairman McPartlin called attention to the letter received from Anoka County requesting that the mileage request be tabled to the Fall Meeting. Ken Weltzin moved and Dick Hansen second a motion to delay action until the Fall 1988 Meeting as per request of Anoka County. Discussion addressed the issue of "tabling" action or "to delay" action and the need to leave the matter open to the extent necessary to allow Anoka County to fully address all issues and concerns related to the mileage request. Motion carried unanimously by voice.

Pages 29 thru 32 - Scott County Mileage Request

Chairman McPartlin briefly summarized the request and noted that Brad Larson, Scott County Engineer, was in attendance to answer any further questions. Rick Arnebeck asked if action could be deferred until the Fall 1988 Meeting without any negative affect on Scott County; Brad Larson answered that deferring action

could have a negative affect on planned/programmed 1988 construction. Roger Gustafson moved and Ken Weltzin second a motion to vote by ballot. Motion carried. The following comments were made prior to balloting: Tom Behm noted that it is interesting that there is C.S.A.H. mileage in the Metro area with less than 100 A.D.T.; Mike Rardin indicated that such requests perhaps need a comprehensive type of review by a sub-committee or others; Roger Gustafson expressed that it is difficult for any of us to understand "other systems" and we need to trust the review process now in place is adequate; Duane Lorsung questioned the jurisdictional study status of the proposed route; Ken Weltzin questioned the extent of comprehensive reviews and how far that could go. Other comments of concern regarding large mileage requests of the Metro area were expressed by several delegates along with other general discussion. Ballots were cast with the following results: Yes (Approve), 4; No (Deny), 4, and 1 Abstention. Chairman McPartlin declared the ballot failed or the request denied. Rick Arnebeck moved that the Scott County mileage request be treated in the same manner as the Anoka County request and thus be deferred to the Fall Meeting for consideration. Point of order offered by Roger Gustafson that after action by the Screening Board, it is up to the initiative of the county for further action. Motion withdrawn.

Chairman McPartlin declared a Recess for refreshments.

Brief discussion held regarding the balloting for the Scott County Mileage Request. Rick Arnebeck noted he was one of the negative votes and wishes to reserve the right to bring the matter up at a later time; he was advised that a motion to reconsider can be offered at the conclusion of all other business.

Pages 36 and 37 - C.S.A.H. Urban Design Grade Widening Cost Study

Chairman McPartlin briefly commented on the tables and the proposal of the General Sub-Committee. Dave Everds commented that with Hennepin C.S.A.H. 62 issue resolved, the numbers will change.

Ken Weltzin moved and Dick Hansen second a motion to accept the Sub-Committee's recommendation related to Urban Design Grade Widening needs. Bob McPartlin noted that District 7 had concerns about the rather high costs of widening. Motion carried unanimously by voice.

Page 40 - Needs Adjustments for Variances Granted on C.S.A.H.S

Chairman McPartlin briefly reviewed and asked for any questions. Roger Gustafson moved and Rich Arnebeck second a motion to approve the list of adjustments with the deletion of Lac Qui Parle County and Pipestone County. Discussion: Mike Rardin expressed belief the proper resolution should be submitted; Roger Gustafson and Rich Arnebeck felt comfortable with the intention already expressed; other general comments offered as to the absoluteness of such resolutions and that indication is what is desired. Motion carried, with one naye, by voice.

Pages 52 thru 55 - Sub-Committee Meeting Minutes

Chairman McPartlin called attention to the proposed resolution passed out yesterday and referred to Page 54 involving Urban Design Complete Grading Costs. Duane Lorsung moved and Tom Richels second a motion to accept the proposed resolution as recommended by the General Sub-Committee which revises the "Rural Grading Cost Adjustment" resolution (Oct. 1968, revised Oct. 1985) by removing "rural" from the title, omitting "an" before adjustment and adding

"and the urban" after rural in the language of the resolution. Motion carried unanimously by voice.

Chairman McPartlin noted the item of recycled bituminous as studied and moved the resolution presented by District 7 to allow the reporting of the value of the aggregate material recovered thru recycling. Motion died for lack of a second. (Nonetheless, Chairman McPartlin thanked the Board for its consideration.)

Chairman McPartlin called attention to Page 64 and the existing resolution on Grading (Oct. 1961 revised Nov. 1965) and the proposed resolution passed out yesterday. Tom Richels moved and Duane Lorsung second a motion to accept the proposed resolution as recommended by the General Sub-Committee which revises the above noted resolution by omitting all language after "mile". Motion carried unanimously by voice.

Other Business

Chairman McPartlin noted the D.N.R. request for approval of the proposed project in Cook County. Dick Hansen moved and Tom Richels second a motion to approve the Cook County C.S.A.H. 10 project. Questions raised about standards and State Aid approval of plans. Motion carried unanimously by voice.

Rick Arnebeck expressed concern about the matter of adding mileage to the County State Aid Highway System. He moved and Dick Hansen second a motion to refer the issue of system revisions and addition of C.S.A.H. mileage to a sub-committee of the Screening Board to review procedures and develop a policy statement for mileage requests. Vote on the motion by voice not distinguishable; Chairman called for show of hands: Motion carried with two nays.

Ken H. advised, as a matter of information, that the M.S.A.S. Screening Board did make some changes and discussed various items, such as: engineering and contingencies raised to 20%; undesignated mileage to draw needs; reinstatement of needs after 20 years; rubber railroad crossings approved at \$7.00 per foot; elimination of after-the-fact needs on certain items.

Chairman McPartlin opened the floor for any other business to come before the Board. Bob McPartlin asked a question regarding the "7 ult. 9 ton" design standard being changed to "9 ton" and changing the bituminous surfacing at 100 A.D.T. Ken H. responded that breakdowns have been provided to the M.C.H.E.A. Standards Committee which is studying the matter. Gordon Fay commented that standards being changed results in the rule-making procedures and not action by the Screening Board; he also commented on other aspects of standards such as the "rustic road" concept and bridge loading to HS25. Mike Rardin, a member of the Standards Committee, advised that information has just been received and the Committee will be meeting in the near future.

Rick Arnebeck moved and Duane Lorsung second a motion to reconsider the Scott County Mileage Request, Pages 29 thru 32. Motion carried unanimously by voice. Discussion: Rick Arnebeck noted that with a sub-committee to be appointed to address expanding systems, District 6 is much more comfortable. Ballots cast with the following results: Yes (Approve), 7; No (Deny), 2. Mileage Request is therefore approved.

Ken Weltzin moved and Mike Rardin second a motion to adjourn. Motion carried.
Chairman McPartlin declared the meeting adjourned at 11:10 A.M. June 23, 1988.

Respectfully submitted,

A handwritten signature in cursive script that reads "Duane A. Blanck".

Duane A. Blanck
Crow Wing County
Screening Board Secretary

CURRENT RESOLUTIONS OF THE
COUNTY SCREENING BOARD

July, 1988

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.

General Subcommittee - Oct. 1986

That the Screening Board Chairman appoint a Subcommittee to annually study all unit prices and variations thereof, and to make recommendations to the Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years, and representing the north (Districts 1, 2, 3 and 4), the south (Districts 6, 7 and 8) and the metro area (Districts 5 and 9) of the state. Subsequent terms will be for three years.

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.

Fund 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 township's 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. October 1987)

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.

That, for the computation of this deduction, projects that have been received before September 1 by the District State Aid Engineer for payment shall be considered as being encumbered and the construction balances shall be so adjusted.

Rural Grading Cost Adjustment - Oct. 1968 (Latest Rev. June, 1988)

That, annually, a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustments shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

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

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

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

That any Trunk Highway Turnback which reverts directly to the county and becomes part of the State Aid Highway System shall not have its construction needs considered in the money needs apportionment determination as long as the former Trunk Highway is fully eligible for 100 percent construction payment from the County Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation of the county imposed by the Turnback shall be computed on the basis of the current year's apportionment data and the existing traffic, and shall be accomplished in the following manner:

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

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

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

That any request, after July 1, 1966, by any county for County State Aid Highway designation, other than Trunk Highway Turnbacks, or minor increases due to construction proposed on new alignment, that results in a net increase over the county's approved apportionment mileage for the preceding year shall be submitted to the Screening Board for consideration. Such request should be accompanied by supporting data and be concurred on by the District State Aid Engineer. All mileage requests submitted to the County State Aid Highway Screening

Board will be considered as originally proposed only, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted through the Office of State Aid. The Screening Board shall review such requests and make its recommendation to the Commissioner of Transportation. If approved, the needs on mileage additions shall be submitted to the Office of State Aid for inclusion in the subsequent year's study of needs.

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

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

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

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

That in the event a County State Aid 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, 1987)

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.

Because of the limited number of CSAH's counted in the metro area under a "System 70" procedure used in the mid-1970's, those "System 70" count years shall not be used in the least squares traffic projection. Count years which show representative traffic figures for the majority of their CSAH system will be used until the "System 70" count years drop off the twelve year minimum period mentioned previously.

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 types 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. June, 1988)

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

Rural Design Grade Widening - June 1980

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Right of Way - Oct. 1979

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

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

	<u>Proposed Roadbed Width</u>	<u>Proposed R/W Width</u>
Proposed Urban Design -	0 - 44 Feet	60 Feet
	45 & Over	Proposed Roadbed Width + 20 Feet

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

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

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

Loops and Ramps - May 1966

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

Bridge Cost Limitations - July 1976 (Rev. Oct. 1986)

That the total needs of the Minnesota River bridge 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 (Latest Rev. Oct. 1986)

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 District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

Right of Way - June 1984 (Latest Rev. Oct. 1986)

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. Only those Right of Way costs actually incurred by the county will be eligible. 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 District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

Traffic Signals, Lighting, Retaining Walls, and Sidewalk - June 1984 (Latest Rev. Oct. 1986)

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 District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

VARIANCES

Variance Subcommittee - June 1984

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

Guidelines for Needs Adjustments on Variances Granted - June 1985

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

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

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

- b) Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).

- 3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.
- a) The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.
 - b) The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.
 - c) In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment.
- 4) Those variances requesting acceptance of widths less than standard for a grading and/or base and 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.