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1989 County Screening Board Report

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Minnesota Department of Transportation
Transportation Building, St. Paul, MN 55155



October 5, 1989

(612) 296-1660

TO : County Highway Engineers
District State Aid Engineers

SUBJECT : County Screening Board Report

Enclosed is a copy of the 1989 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 24-25, 1989 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1990 Apportionment.

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

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

Sincerely,

Kenneth M. Hoeschen
Manager
County State Aid Needs Unit

1989 County Screening Board Report



October 1989

MINNESOTA DEPARTMENT OF TRANSPORTATION

1989 COUNTY SCREENING BOARD

Al Goodman	(89-90) - Lake County	- District 1
Mike Rardin, Chairman	(88-89) - Polk County	- District 2
Gene Mattern	(89-90) - Wadena County	- District 3
Tom Richels	(88-89) - Wilkin County	- District 4
Vern Genzlinger	(89-90) - Hennepin County	- District 5
Rick Arnebeck	(88-89) - Winona County	- District 6
Bob Witty	(89-90) - Faribault/Martin Counties	- District 7
Tom Behm	(88-89) - Lyon County	- District 8
Dave Everds	(89-90) - Dakota County	- District 9
Duane Blanck (Secretary)	- Crow Wing County	

1989 SCREENING BOARD ALTERNATES

Lee Engstrom	- Itasca County	District 1
Roger Hille	- Marshall County	District 2
John Walkup	- Aitkin County	District 3
Tallack Johnson	- Swift County	District 4
Brad Larson	- Scott County	District 5
Mike Sheehan	- Olmsted County	District 6
Arnie Johnson	- Rock County	District 7
Doug Haeder	- Pipestone County	District 8
Don Theisen	- Chisago County	District 9

1989 CSAH GENERAL SUBCOMMITTEE

Bill Groskurth, Chair.	(June, 90) - Freeborn County
Dennis Berend	(June, 91) - Otter Tail County
Ken Weltzin	(June, 92) - Ramsey County

1989 CSAH MILEAGE SUBCOMMITTEE

Roger Gustafson, Chair.	(Oct. 89) - Carver County
Duane Lorsung	(Oct. 90) - Todd County
Gene Isakson	(Oct. 91) - Sibley County

CSAH VARIANCE SUBCOMMITTEE (STANDING)

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

(as of 9/22/89)

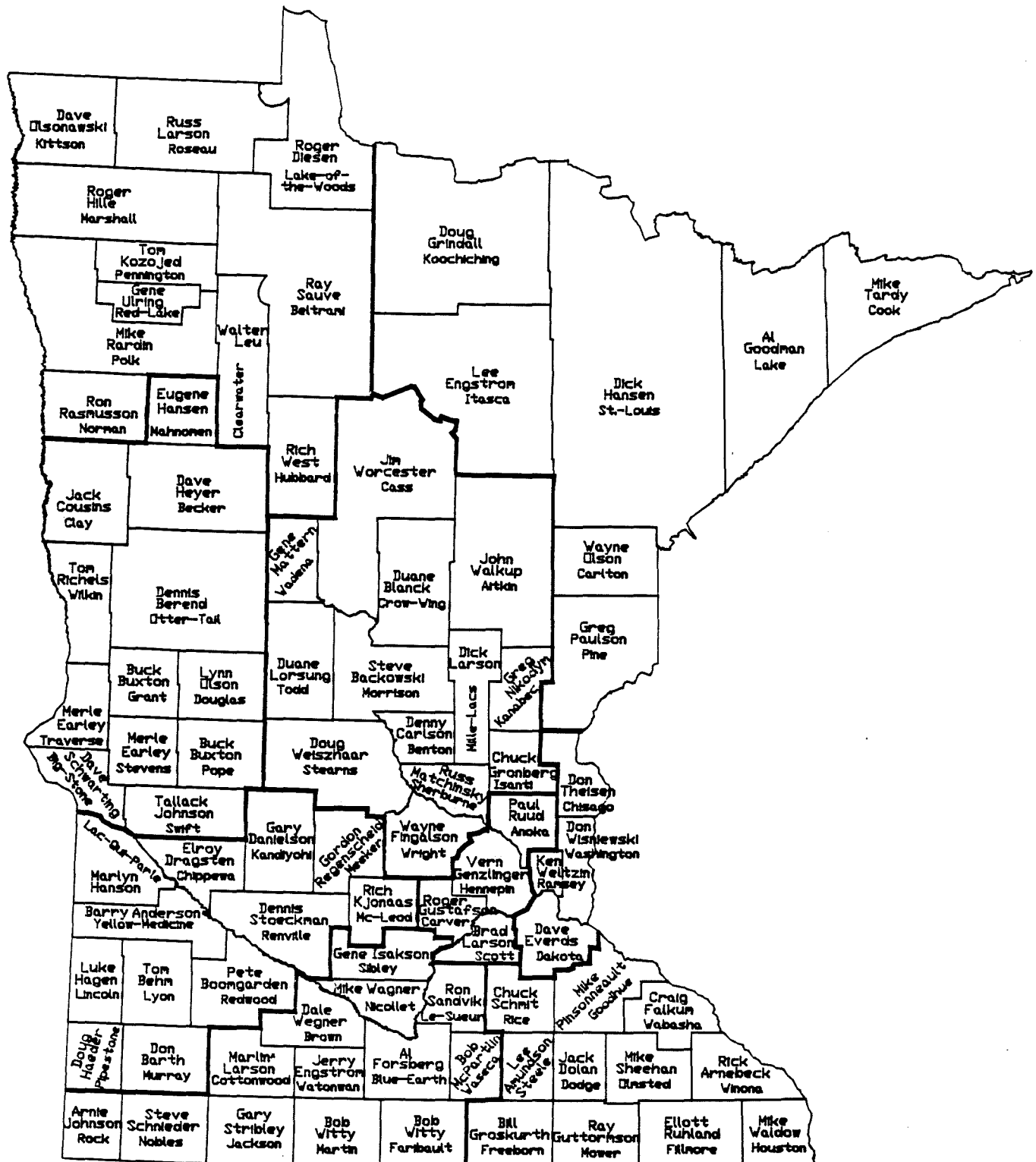


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MILEHIST

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1990

The information listed below is presented as historical data for the 32 years of County State Aid Apportionments and preliminary data for the 33rd 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 1990 has been estimated to be approximately \$224 million (the same as for 1989). 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.

OCTOBER, 1989

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1990

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	224,066,256	2,609,881,402
1990	30,139.52 *	4,706,407,252	224,066,256 (EST.)	2,833,947,658

* Does Not Include 1989 Trunk Highway Turnback Mileage.

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989Comparison of the Basic 1988 to the Basic 1989
25-Year C.S.A.H. Construction Needs

The following tabulation indicates the various stages of the 1989 C.S.A.H. needs study that have been completed and shows the needs effect each phase produced.

<u>Normal Update</u>	--	Reflects the needs changes due to 1988 construction, system revisions and any other necessary corrections. Also, under the revised Screening Board resolution dealing with construction accomplishments, any segments graded in 1963 or earlier were eligible for complete needs. Also, any bridges built prior to 1954 were eligible for reconstruction needs. This increased several counties' needs considerably.
<u>1989 Unit Prices</u>	--	Shows the needs impact of the unit prices approved at the June 14-15, 1989 meeting.
<u>Bridge and Railroad Crossing Costs</u>	--	Indicates the effect of the bridge and railroad crossing costs adopted by the Screening Board in June.
<u>1988 Traffic and Traffic Projection Factors Update</u>	--	Represents the change in needs resulting from using the 1988 traffic and new traffic projection factors for the counties which were counted in 1988. (Also, for St. Louis County which was counted in 1987.) Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington counties were counted in 1988, 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.

Lotus-2.01-2(Effect)

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

Comparison of The Basic 1988 To The Basic 1989 25-Year Construction Needs

County	Basic 1988 25-Year Construction Needs	Effect of 1989 Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Bridge & Railroad Cost Update	% Change	Effect of Traffic & Traffic Factor Update	% Change	Basic 1989 25-Year Construction Needs	Total Change From 1988 Needs	Total % Change	County
Carlton	\$51,408,369	\$586,940	1.1%	(\$1,751,350)	-3.4%	\$144,998	0.3%	\$0	0.0%	\$50,388,957	(\$1,019,412)	-2.0%	Carlton
Cook	38,159,949	334,684	0.9%	(148,218)	-0.4%	24,690	0.1%	0	0.0%	38,371,105	211,156	0.6%	Cook
Itasca	80,144,753	4,901,058	6.1%	(2,956,497)	-3.5%	299,742	0.4%	0	0.0%	82,389,056	2,244,303	2.8%	Itasca
Koochiching	35,423,039	(703,854)	-2.0%	(2,897,005)	-8.3%	114,871	0.4%	(4,421,874)	-13.8%	27,515,177	(7,907,862)	-22.3%	Koochiching
Lake	52,983,604	827,616	1.6%	(684,794)	-1.3%	57,788	0.1%	0	0.0%	53,184,214	200,610	0.4%	Lake
Pine	103,313,040	393,503	0.4%	(2,528,812)	-2.4%	211,984	0.2%	0	0.0%	101,389,715	(1,923,325)	-1.9%	Pine
St. Louis	332,887,362	8,318,166	2.5%	(18,355,598)	-5.4%	736,917	0.2%	2,786,925	0.9%	326,373,772	(6,513,590)	-2.0%	St. Louis
District 1 Totals	694,320,116	14,658,113	2.1%	(29,322,274)	-4.1%	1,590,990	0.2%	(1,634,949)	-0.2%	679,611,996	(14,708,120)	-2.1%	District 1 Totals
Beltrami	62,514,202	239,863	0.4%	(2,371,463)	-3.8%	125,572	0.2%	0	0.0%	60,508,174	(2,006,028)	-3.2%	Beltrami
Clearwater	36,070,290	1,141,048	3.2%	(2,235,856)	-6.0%	26,596	0.1%	0	0.0%	35,002,078	(1,068,212)	-3.0%	Clearwater
Hubbard	35,361,616	591,167	1.7%	(418,111)	-1.2%	44,012	0.1%	0	0.0%	35,578,684	217,068	0.6%	Hubbard
Kittson	45,532,864	145,723	0.3%	(1,728,170)	-3.8%	142,600	0.3%	0	0.0%	44,093,017	(1,439,847)	-3.2%	Kittson
Lake of the Woods	15,649,719	549,214	3.5%	(1,086,256)	-6.7%	53,676	0.4%	0	0.0%	15,166,353	(483,366)	-3.1%	Lake of the Woods
Marshall	66,656,133	2,294,842	3.4%	(4,551,978)	-6.6%	219,766	0.3%	0	0.0%	64,618,763	(2,037,370)	-3.1%	Marshall
Norman	37,503,849	(140,524)	-0.4%	596,890	1.6%	352,252	0.9%	(635,358)	-1.7%	37,677,109	173,260	0.5%	Norman
Pennington	20,028,024	926,911	4.6%	(785,415)	-3.7%	83,688	0.4%	0	0.0%	20,253,208	225,184	1.1%	Pennington
Polk	111,189,455	4,575,177	4.1%	(2,166,172)	-1.9%	308,760	0.3%	0	0.0%	113,907,220	2,717,765	2.4%	Polk
Red Lake	21,392,131	(666,608)	-3.1%	(751,854)	-3.6%	75,372	0.4%	0	0.0%	20,049,041	(1,343,090)	-6.3%	Red Lake
Roseau	50,475,248	1,064,409	2.1%	(1,744,616)	-3.4%	65,574	0.1%	0	0.0%	49,860,615	(614,633)	-1.2%	Roseau
District 2 Totals	502,373,531	10,721,222	2.1%	(17,243,001)	-3.4%	1,497,868	0.3%	(635,358)	-0.1%	496,714,262	(5,659,269)	-1.1%	District 2 Totals
Aitkin	51,090,725	(1,352,400)	-2.6%	(1,321,124)	-2.7%	36,994	0.1%	(3,201,491)	-6.6%	45,252,704	(5,838,021)	-11.4%	Aitkin
Benton	22,688,790	98,783	0.4%	(1,241,057)	-5.4%	71,688	0.3%	0	0.0%	21,618,204	(1,070,586)	-4.7%	Benton
Cass	57,520,787	(982,644)	-1.7%	(2,449,832)	-4.3%	45,940	0.1%	0	0.0%	54,134,251	(3,386,536)	-5.9%	Cass
Crow Wing	44,995,774	(38,857)	-0.1%	(82,390)	-0.2%	91,780	0.2%	0	0.0%	44,966,307	(29,467)	-0.1%	Crow Wing
Isanti	26,232,813	(511,201)	-1.9%	(246,733)	-1.0%	23,054	0.1%	0	0.0%	25,497,933	(734,880)	-2.8%	Isanti
Kanabec	24,426,299	(702,682)	-2.9%	(559,914)	-2.4%	46,255	0.2%	0	0.0%	23,209,958	(1,216,341)	-5.0%	Kanabec
Mille Lacs	30,381,203	798,084	2.6%	(597,307)	-1.9%	47,694	0.2%	0	0.0%	30,629,674	248,471	0.8%	Mille Lacs
Morrison	48,276,384	2,583,900	5.4%	(4,212,455)	-8.3%	64,288	0.1%	0	0.0%	46,712,117	(1,564,267)	-3.2%	Morrison
Sherburne	14,143,592	(446,084)	-3.2%	(515,997)	-3.8%	32,368	0.2%	0	0.0%	13,213,879	(929,713)	-6.6%	Sherburne
Stearns	82,265,153	2,738,226	3.3%	(2,232,439)	-2.6%	123,892	0.1%	0	0.0%	82,894,832	629,679	0.8%	Stearns
Todd	47,306,693	1,445,448	3.1%	68,540	0.1%	58,487	0.1%	0	0.0%	48,879,168	1,572,475	3.3%	Todd
Wadena	21,173,704	(53,571)	-0.3%	417,375	2.0%	106,836	0.5%	0	0.0%	21,644,344	470,640	2.2%	Wadena
Wright	61,585,982	3,141,631	5.1%	(2,391,522)	-3.7%	203,528	0.3%	1,489,973	2.4%	64,029,592	2,443,610	4.0%	Wright
District 3 Totals	532,087,899	6,718,633	1.3%	(15,364,855)	-2.9%	952,804	0.2%	(1,711,518)	-0.3%	522,682,963	(9,404,936)	-1.8%	District 3 Totals
Becker	35,797,953	458,741	1.3%	(752,683)	-2.1%	46,446	0.1%	(828,497)	-2.3%	34,721,960	(1,075,993)	-3.0%	Becker
Big Stone	10,704,632	4,961,406	46.3%	70,923	0.5%	56,160	0.4%	0	0.0%	15,793,121	5,088,489	47.5%	Big Stone
Clay	58,509,560	(441,464)	-0.8%	(2,140,392)	-3.7%	308,944	0.6%	0	0.0%	56,236,648	(2,272,912)	-3.9%	Clay
Douglas	37,883,907	847,456	2.2%	(329,291)	-0.9%	73,020	0.2%	0	0.0%	38,475,092	591,185	1.6%	Douglas
Grant	15,604,050	1,765,317	11.3%	(160,448)	-0.9%	25,928	0.2%	0	0.0%	17,234,847	1,630,797	10.5%	Grant
Mahnomen	14,068,945	(368,422)	-2.6%	56,474	0.4%	26,948	0.2%	(718,593)	-5.2%	13,065,352	(1,003,593)	-7.1%	Mahnomen
Otter Tail	92,637,957	(1,842,360)	-2.0%	(2,416,829)	-2.7%	154,040	0.2%	0	0.0%	88,532,808	(4,105,149)	-4.4%	Otter Tail
Pope	26,078,298	970,716	3.7%	3,589	0.0%	19,386	0.1%	0	0.0%	27,071,989	993,691	3.8%	Pope
Stevens	28,843,601	905,323	3.1%	(793,977)	-2.7%	20,670	0.1%	0	0.0%	28,975,617	132,016	0.5%	Stevens
Swift	41,725,601	(494,594)	-1.2%	(2,755,055)	-6.7%	114,980	0.3%	0	0.0%	38,590,932	(3,134,669)	-7.5%	Swift
Traverse	27,766,632	(325,532)	-1.2%	(4,189,399)	-15.3%	96,964	0.4%	0	0.0%	23,348,665	(4,417,967)	-15.9%	Traverse
Wilkin	32,214,584	(328,844)	-1.0%	(1,875,975)	-5.9%	102,756	0.3%	0	0.0%	30,112,521	(2,102,063)	-6.5%	Wilkin
District 4 Totals	421,835,720	6,107,743	1.4%	(15,283,063)	-3.6%	1,046,242	0.3%	(1,547,090)	-0.4%	412,159,552	(9,676,168)	-2.3%	District 4 Totals
Anoka	58,146,209	1,850,210	3.2%	(3,005,456)	-5.0%	42,350	0.1%	0	0.0%	57,033,313	(1,112,896)	-1.9%	Anoka
Carver	44,565,785	702,474	1.6%	(3,402,484)	-7.5%	(152,724)	-0.4%	0	0.0%	41,713,051	(2,852,734)	-6.4%	Carver
Hennepin	439,113,455	(3,079,886)	-0.7%	(8,563,369)	-2.0%	2,512,072	0.6%	0	0.0%	429,982,272	(9,131,183)	-2.1%	Hennepin
Scott	56,435,317	3,637,879	6.4%	(1,678,362)	-2.8%	1,497,521	2.6%	0	0.0%	59,892,355	3,457,038	6.1%	Scott
District 5 Totals	598,260,766	3,110,677	0.5%	(16,649,671)	-2.8%	3,899,219	0.7%	0	0.0%	588,620,991	(9,639,775)	-1.6%	District 5 Totals
Dodge	31,748,692	(70,835)	-0.2%	(1,353,613)	-4.3%	90,096	0.3%	0	0.0%	30,414,340	(1,334,352)	-4.2%	Dodge
Fillmore	91,331,246	1,310,987	1.4%	(3,698,420)	-4.0%	348,332	0.4%	0	0.0%	89,292,145	(2,039,101)	-2.2%	Fillmore
Freeborn	56,365,578	770,147	1.4%	(1,790,931)	-3.1%	76,092	0.1%	0	0.0%	55,420,886	(944,692)	-1.7%	Freeborn
Goodhue	57,629,718	(872,619)	-1.5%	(1,269,605)	-2.2%	148,123	0.3%	0	0.0%	55,635,617	(1,994,101)	-3.5%	Goodhue
Houston	54,750,759	473,139	0.9%	(1,002,003)	-1.8%	191,964	0.4%	0	0.0%	54,413,859	(336,900)	-0.6%	Houston
Mower	52,569,220	1,296,210	2.5%	(350,606)	-0.7%	108,191	0.2%	(230,373)	-0.4%	53,392,642	823,422	1.6%	Mower
Olmsted	60,153,038	3,054,519	5.1%	(1,395,982)	-2.2%	321,798	0.5%	0	0.0%	62,133,373	1,980,335	3.3%	Olmsted
Rice	43,734,000	65,432	0.1%	(1,474,681)	-3.4%	142,628	0.3%	0	0.0%	42,467,379	(1,266,621)	-2.9%	Rice
Steele	37,447,164	477,835	1.3%	977,188	2.6%	186,822	0.5%	0	0.0%	39,089,009	1,641,845	4.4%	Steele
Wabasha	53,917,037	(723,574)	-1.3%	(709,363)	-1.3%	312,449	0.6%	0	0.0%	52,796,549	(1,120,488)	-2.1%	Wabasha
Winona	58,577,646	1,285,340	2.2%	(2,259,083)	-3.8%	156,655	0.3%	0	0.0%	57,760,558	(817,088)	-1.4%	Winona
District 6 Totals	598,224,098	7,066,581	1.2%	(14,327,099)	-2.4%	2,083,150	0.4%	(230,373)	0.0%	592,816,357	(5,407,741)	-0.9%	District 6 Totals
Blue Earth	66,331,050	(1,067,469)	-1.6%	(3,472,470)	-5.3%	225,095	0.4%	0	0.0%	62,016,206	(4,314,844)	-6.5%	Blue Earth
Brown	33,646,631	1,066,019	3.2%	(1,329,153)	-3.8%	14,692	0.0%	0	0.0%	33,398,189	(248,442)	-0.7%	Brown
Cottonwood	37,046,413	53,846	0.1%	(797,548)	-2.1%	115,124	0.3%	(3,136,614)	-8.6%	33,281,221	(3,765,192)	-10.2%	Cottonwood
Faribault	56,579,121	1,403,037	2.5%	(1,960,883)	-3.4%	380,459	0.7%	0	0.0%	56,401,734	(177,387)	-0.3%	Faribault
Jackson	55,599,948	(295,366)	-0.5%	(2,474,720)	-4.5%	132,442	0.3%	(1,765,529)	-3.3%	51,196,775	(4,403,173)	-7.9%	Jackson
Le Sueur	37,139,882	1,681,395	4.5%	(922,744)	-2.4%	66,340	0.2%	0	0.0%	37,964,873	824,991	2.2%	Le Sueur
Martin	50,263,948	(1,377,182)	-2.7%	1,052,246	2.2%	94,690	0.2%	0	0.0%	50,033,702	(230,246)	-0.5%	Martin
Nicollet	35,519,534	1,282,935	3.6%	(1,167,155)	-3.2%	59,394	0.2%	0	0.0%	35,694,708	175,174	0.5%	Nicollet
Nobles	52,844,527	1,673,823	3.2%	(1,338,543)	-2.5%	87,998	0.2%	0	0.0%	53,267,805	423,278	0.8%	Nobles
Rock	33,930,349	(83,719)	-0.2%	(1,591,199)	-4.7%	232,754	0.7%	0	0.0%	32,488,185	(1,442,164)	-4.3%	Rock
Sibley	37,648,875	1,024,469	2.7%	(1,442,427)	-3.7%	122,271	0.3%	0	0.0%	37,353,188	(295,687)	-0.8%	Sibley
Waseca	39,141,599	423,459	1.1%	(3,078,762)	-7.8%	102,366	0.3%	0	0.0%	36,588,662	(2,552,937)	-6.5%	Waseca
Watonwan	35,496,360	(615,247)	-1.7%	(1,361,551)	-3.9%	217,364	0.6%	0	0.0%	33,736,926	(1,759,434)	-5.0%	Watonwan
District 7 Totals	571,188,237	5,170,000	0.9%	(19,884,909)	-3.5%	1,850,989	0.3%	(4,902,143)	-0.9%	553,422,174	(17,766,063)	-3.1%	District 7 Totals
Chippewa	26,876,937	2,243,881	8.3%	(950,167)	-3.3%	113,427	0.4%	(573,625)	-2.0%	27,710,453	833,516	3.1%	Chippewa
Kandiyohi	54,489,456	(1,878,990)	-3.4%	(2,734,933)	-5.2%	87,631	0.2%	0	0.0%	49,963,164	(4,526,292)	-8.3%	Kandiyohi
Lac Qui Parle	35,101,354	(886,267)	-2.5%	(1,365,675)	-4.0%	230,091	0.7%	(3,980,950)	-12.0%	29,098,553	(6,002,801)	-17.1	

* * * * *

NEEDS

ADJUSTMENTS

* * * * *

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

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 decreased by 1.4%, thereby limiting any individual county's needs change to a range from a minus 21.4% to a plus 18.6%. The following tabulation indicates the method of computing the restrictions necessary for 1989 and the actual needs restrictions to the two counties involved.

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989
RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1988 25 YEAR CONSTRUCTION NEEDS	BASIC Basic 1989 25-Year Construction Needs	CHANGE FROM RESTRICTED 1988 NEEDS	% CHANGE FROM RESTRICTED 1988 NEEDS	RESTRICTED 1989 25 YEAR CONSTRUCTION NEEDS	RESTRICTED 1989 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$51,408,369	\$50,388,957	(\$1,019,412)	-2.0%			Carlton
Cook	38,159,949	38,371,105	211,156	0.6%			Cook
Itasca	80,144,753	82,389,056	2,244,303	2.8%			Itasca
Koochiching	35,423,039	27,515,177	(7,907,862)	-22.3%	-21.4	\$27,842,509	Koochiching
Lake	52,983,604	53,184,214	200,610	0.4%			Lake
Pine	103,313,040	101,389,715	(1,923,325)	-1.9%			Pine
St. Louis	332,887,362	326,373,772	(6,513,590)	-2.0%			St. Louis
District 1 Totals	694,320,116	679,611,996	(14,708,120)	-2.1%			District 1 Totals
Beltrami	62,514,202	60,508,174	(2,006,028)	-3.2%			Beltrami
Clearwater	36,070,290	35,002,078	(1,068,212)	-3.0%			Clearwater
Hubbard	35,361,616	35,578,684	217,068	0.6%			Hubbard
Kittson	45,532,864	44,093,017	(1,439,847)	-3.2%			Kittson
Lake of the Woods	15,649,719	15,166,353	(483,366)	-3.1%			Lake of the Woods
Marshall	66,656,133	64,618,763	(2,037,370)	-3.1%			Marshall
Norman	37,503,849	37,677,109	173,260	0.5%			Norman
Pennington	20,028,024	20,253,208	225,184	1.1%			Pennington
Polk	111,189,455	113,907,220	2,717,765	2.4%			Polk
Red Lake	21,392,131	20,049,041	(1,343,090)	-6.3%			Red Lake
Roseau	50,475,248	49,860,615	(614,633)	-1.2%			Roseau
District 2 Totals	502,373,531	496,714,262	(5,659,269)	-1.1%			District 2 Totals
Aitkin	51,090,725	45,252,704	(5,838,021)	-11.4%			Aitkin
Benton	22,688,790	21,618,204	(1,070,586)	-4.7%			Benton
Cass	57,520,787	54,134,251	(3,386,536)	-5.9%			Cass
Crow Wing	44,995,774	44,966,307	(29,467)	-0.1%			Crow Wing
Isanti	26,232,813	25,497,933	(734,880)	-2.8%			Isanti
Kanabec	24,426,299	23,209,958	(1,216,341)	-5.0%			Kanabec
Mille Lacs	30,381,203	30,629,674	248,471	0.8%			Mille Lacs
Morrison	48,276,384	46,712,117	(1,564,267)	-3.2%			Morrison
Sherburne	14,143,592	13,213,879	(929,713)	-6.6%			Sherburne
Stearns	82,265,153	82,894,832	629,679	0.8%			Stearns
Todd	47,306,693	48,879,168	1,572,475	3.3%			Todd
Wadena	21,173,704	21,644,344	470,640	2.2%			Wadena
Wright	61,585,982	64,029,592	2,443,610	4.0%			Wright
District 3 Totals	532,087,899	522,682,963	(9,404,936)	-1.8%			District 3 Totals
Becker	35,797,953	34,721,960	(1,075,993)	-3.0%			Becker
Big Stone	11,651,327	15,793,121	4,141,794	35.5%	18.6	\$13,818,474 (\$1,974,647)	Big Stone
Clay	58,509,560	56,236,648	(2,272,912)	-3.9%			Clay
Douglas	37,883,907	38,475,092	591,185	1.6%			Douglas
Grant	15,604,050	17,234,847	1,630,797	10.5%			Grant
Mahnomen	14,068,945	13,065,352	(1,003,593)	-7.1%			Mahnomen
Otter Tail	92,637,957	88,532,808	(4,105,149)	-4.4%			Otter Tail
Pope	26,078,298	27,071,989	993,691	3.8%			Pope
Stevens	28,843,601	28,975,617	132,016	0.5%			Stevens
Swift	41,725,601	38,590,932	(3,134,669)	-7.5%			Swift
Traverse	27,766,632	23,348,665	(4,417,967)	-15.9%			Traverse
Wilkin	32,214,584	30,112,521	(2,102,063)	-6.5%			Wilkin
District 4 Totals	422,782,415	412,159,552	(10,622,863)	-2.5%			District 4 Totals

COUNTY	RESTRICTED 1988 25 YEAR CONSTRUCTION NEEDS	BASIC 1989 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1988 NEEDS	% CHANGE FROM RESTRICTED 1988 NEEDS	RESTRICTED 1989 25 YEAR CONSTRUCTION NEEDS	1989 SCREENING BOARD RESTRICTION	COUNTY
Anoka	\$58,146,209	\$57,033,313	(\$1,112,896)	-1.9%			Anoka
Carver	44,565,785	41,713,051	(2,852,734)	-6.4%			Carver
Hennepin	417,165,583	429,982,272	12,816,689	3.1%			Hennepin
Scott	53,881,704	59,892,355	6,010,651	11.2%			Scott
District 5 Totals	573,759,281	588,620,991	14,861,710	2.6%			District 5 Totals
Dodge	31,748,692	30,414,340	(1,334,352)	-4.2%			Dodge
Fillmore	91,331,246	89,292,145	(2,039,101)	-2.2%			Fillmore
Freeborn	56,392,642	55,420,886	(971,756)	-1.7%			Freeborn
Goodhue	57,629,718	55,635,617	(1,994,101)	-3.5%			Goodhue
Houston	54,750,759	54,413,859	(336,900)	-0.6%			Houston
Mower	52,569,220	53,392,642	823,422	1.6%			Mower
Olmsted	60,153,038	62,133,373	1,980,335	3.3%			Olmsted
Rice	43,734,000	42,467,379	(1,266,621)	-2.9%			Rice
Steele	37,447,164	39,089,009	1,641,845	4.4%			Steele
Wabasha	53,917,037	52,796,549	(1,120,488)	-2.1%			Wabasha
Winona	58,577,646	57,760,558	(817,088)	-1.4%			Winona
District 6 Totals	598,251,162	592,816,357	(5,434,805)	-0.9%			District 6 Totals
Blue Earth	66,331,050	62,016,206	(4,314,844)	-6.5%			Blue Earth
Brown	33,646,631	33,398,189	(248,442)	-0.7%			Brown
Cottonwood	37,046,413	33,281,221	(3,765,192)	-10.2%			Cottonwood
Faribault	56,579,121	56,401,734	(177,387)	-0.3%			Faribault
Jackson	55,599,948	51,196,775	(4,403,173)	-7.9%			Jackson
Le Sueur	37,139,882	37,964,873	824,991	2.2%			Le Sueur
Martin	50,263,948	50,033,702	(230,246)	-0.5%			Martin
Nicollet	35,519,534	35,694,708	175,174	0.5%			Nicollet
Nobles	52,941,584	53,267,805	326,221	0.6%			Nobles
Rock	33,930,349	32,488,185	(1,442,164)	-4.3%			Rock
Sibley	37,648,875	37,353,188	(295,687)	-0.8%			Sibley
Waseca	39,141,599	36,588,662	(2,552,937)	-6.5%			Waseca
Watonwan	35,496,360	33,736,926	(1,759,434)	-5.0%			Watonwan
District 7 Totals	571,285,294	553,422,174	(17,863,120)	-3.1%			District 7 Totals
Chippewa	26,876,937	27,710,453	833,516	3.1%			Chippewa
Kandiyohi	54,489,456	49,963,164	(4,526,292)	-8.3%			Kandiyohi
Lac Qui Parle	35,101,354	29,098,553	(6,002,801)	-17.1%			Lac Qui Parle
Lincoln	21,165,249	22,049,832	884,583	4.2%			Lincoln
Lyon	45,979,673	45,545,823	(433,850)	-0.9%			Lyon
Mc Leod	39,894,517	38,338,145	(1,556,372)	-3.9%			Mc Leod
Meeker	27,220,650	26,258,348	(962,302)	-3.5%			Meeker
Murray	30,467,452	29,794,831	(672,621)	-2.2%			Murray
Pipestone	27,839,813	28,333,954	494,141	1.8%			Pipestone
Redwood	47,490,862	47,128,863	(361,999)	-0.8%			Redwood
Renville	58,997,082	57,700,919	(1,296,163)	-2.2%			Renville
Yellow Medicine	32,823,168	34,572,612	1,749,444	5.3%			Yellow Medicine
District 8 Totals	448,346,213	436,495,497	(11,850,716)	-2.6%			District 8 Totals
Chisago	44,486,321	43,606,562	(879,759)	-2.0%			Chisago
Dakota	121,222,296	108,735,509	(12,486,787)	-10.3%			Dakota
Ramsey	201,605,625	204,067,985	2,462,360	1.2%			Ramsey
Washington	61,661,989	67,473,404	5,811,415	9.4%			Washington
District 9 Totals	428,976,231	423,883,460	(5,092,771)	-1.2%			District 9 Totals
STATE TOTALS	\$4,772,182,142	\$4,706,407,252	(\$65,774,890)	-1.4%			STATE TOTALS

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989
FAS Fund Balance Deductions

The following resolution was adopted by the County Screening Board in October 1973, revised in June, 1980, in October, 1982, in June, 1985 and again in June, 1989.

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. Further, in the event that a County has a Federal Aid project to the point that a Right-of-Way Certificate No. 1 has been signed and the project plan has been approved by the State Aid Office prior to September 1st and the project cannot proceed because of the non-availability of Federal Funds, the State Aid estimate of the F.A.S. portion of the project cost shall be deducted from the F.A.S. Fund Balance.

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

County	FAS Fund Balance as of Sept. 1, 1989	Maximum Balance	Needs Deduction From the 1989 25-Year C.S.A.H. Construction Needs
Beltrami	\$819,698	\$775,992	\$43,706
Carlton	595,780	494,012	101,768
Carver	591,019	562,210	28,809
Clay	769,696	734,228	35,468
Cottonwood	650,200	552,417	97,783
Crow Wing	781,279	771,455	9,824
Fillmore	870,134	619,631	250,503
Hennepin	623,756	548,890	74,866
Houston	768,939	421,382	347,557
Hubbard	514,855	463,542	51,313
Itasca	1,160,390	844,123	316,267
Kanabec	351,557	350,000	1,557
Kandiyohi	651,558	579,539	72,019
Le Sueur	391,020	376,260	14,760
Meeker	389,720	350,000	39,720
Nobles	734,382	719,700	14,682
Ramsey	437,379	350,000	87,379
Renville	895,106	842,331	52,775
Rice	594,220	422,153	172,067
Roseau	825,739	568,261	257,478
Scott	487,746	394,256	93,490
Steele	421,652	418,042	3,610
Winona	534,970	421,796	113,174

NEEDSDED

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

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, 1988 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, a Report of State Aid Contract (Form #30172) that has been received before September 1 by the District State Engineer for processing or Federally-funded projects that have been let but not awarded 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 1989 25-year construction needs pursuant to this resolution.

OCTOBER, 1989

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1989 Construction Fund Balance "Needs"	County
	Unencumbered	Maximum Balance 1988 Const. Apportionment	1989	Unencumbered	Maximum Balance	1989		
	Construction		Construction	Construction	Larger of Either	Construction		
	Fund Balance As of Sept. 1, 1989		Fund Balance "Needs" Deduction	Fund Balance As of Sept. 1, 1989	\$100,000 or 1987-1989 Const. Apport.	Fund Balance "Needs" Deduction		
Carlton	\$498,571	\$1,309,524	\$0	\$1	\$245,624	\$0	\$0	Carlton
Cook	648,040	908,820	+260,180	98,658	129,821	0	+260,180	Cook
Itasca	853,943	2,173,650	0	197,430	298,782	0	0	Itasca
Koochiching	447,163	1,384,679	0	75,757	254,032	0	0	Koochiching
Lake	2,036,425	1,189,851	846,574	211,554	134,392	77,162	923,736	Lake
Pine	1,989,279	2,029,055	0	129,944	766,910	0	0	Pine
St. Louis	4,476,763	6,991,880	0	222,006	1,303,214	0	0	St. Louis
District 1 Totals	10,950,184	15,987,459	846,574 585,794	935,350	---	77,162	923,736 662,956	District 1 Totals
Beltrami	45,200	1,689,737	0	13,733	226,433	0	0	Beltrami
Clearwater	300,470	1,089,058	0	192,916	146,896	46,020	46,020	Clearwater
Hubbard	931,164	1,076,513	0	179,717	130,204	49,513	49,513	Hubbard
Kittson	1	1,247,363	0	366,758	241,366	125,392	125,392	Kittson
Lake of the Woods	457,630	984,554	0	168,512	100,000	68,512	68,512	Lake of the Woods
Marshall	4,911	1,910,788	0	1	178,214	0	0	Marshall
Norman	156,421	1,171,735	0	82,516	185,129	0	0	Norman
Pennington	55,137	808,707	0	59,910	100,000	0	0	Pennington
Polk	1	2,745,250	0	1	429,819	0	0	Polk
Red Lake	361,325	722,288	0	125,565	166,051	0	0	Red Lake
Roseau	212,002	1,449,507	0	569,134	211,986	357,148	357,148	Roseau
District 2 Totals	2,524,262	14,895,500	0	1,758,763	---	646,585	646,585	District 2 Totals
Aitkin	245,471	1,596,323	0	198,122	100,000	98,122	98,122	Aitkin
Benton	450,444	780,531	0	331,335	165,025	166,310	166,310	Benton
Cass	575,515	1,567,224	0	622,699	539,002	83,697	83,697	Cass
Crow Wing	434,709	1,090,244	0	553,397	912,172	0	0	Crow Wing
Isanti	482,925	868,538	0	1	126,740	0	0	Isanti
Kanabec	1	737,513	0	112,435	103,146	9,289	9,289	Kanabec
Mille Lacs	19,048	817,090	0	225,466	500,054	0	0	Mille Lacs
Morrison	408,532	1,286,206	0	265,659	445,185	0	0	Morrison
Sherburne	334,057	767,963	0	1	100,000	0	0	Sherburne
Stearns	243,901	1,954,560	0	773,299	1,041,635	0	0	Stearns
Todd	354,536	1,256,625	0	333,382	339,301	0	0	Todd
Wadena	46,413	701,385	0	275,681	288,280	0	0	Wadena
Wright	767,254	1,424,770	0	746,521	964,011	0	0	Wright
District 3 Totals	4,362,806	14,848,972	0	4,437,998	---	357,418	357,418	District 3 Totals

NOTE: COOK COUNTY'S
ADJUSTMENT IS
POSITIVE DUE TO
A PROJECT BEING
MISSED IN 1988

County	Regular Account			Municipal Account				County
	Unencumbered	Maximum	1989	Unencumbered	Maximum Balance	1989	Total 1989	
	Construction		Construction	Construction	Larger of Either	Construction	Construction	
	Fund Balance	Balance	Fund Balance	Fund Balance	\$100,000 or	Fund Balance	Fund Balance	
	As of	1989 Const.	"Needs"	As of	1987-1989	"Needs"	"Needs"	
	Sept. 1, 1989	Apportionment	Deduction	Sept. 1, 1989	Const. Apport.	Deduction	Deduction	
Becker	\$775,171	\$1,290,590	\$0	\$576,125	\$165,520	\$410,605	\$410,605	Becker
Big Stone	662,622	722,918	0	217,181	219,005	0	0	Big Stone
Clay	1,507,707	1,621,625	0	610,044	270,329	339,715	339,715	Clay
Douglas	7,106	1,183,475	0	41,355	316,135	0	0	Douglas
Grant	871,151	718,264	152,887	11,077	184,094	0	152,887	Grant
Mahnomen	1,880,342	748,557	1,131,785	5,108	100,000	0	1,131,785	Mahnomen
Otter Tail	3,530,396	2,470,298	1,060,098	1,358,779	838,905	519,874	1,579,972	Otter Tail
Pope	264,242	853,080	0	131,325	207,953	0	0	Pope
Stevens	462,432	847,972	0	27,176	144,037	0	0	Stevens
Swift	670,968	1,108,445	0	322,040	268,854	53,186	53,186	Swift
Traverse	234,645	822,691	0	112,787	209,066	0	0	Traverse
Wilkin	525,033	964,760	0	92,859	310,594	0	0	Wilkin
District 4 Totals	11,391,815	13,352,675	2,344,770	3,505,856	---	1,323,380	3,668,150	District 4 Totals
Anoka	1	1,733,281	0	363,051	417,793	0	0	Anoka
Carver	697,222	991,336	0	423,653	406,940	16,713	16,713	Carver
Hennepin	4,305,804	7,652,036	0	1,551,491	3,289,689	0	0	Hennepin
Scott	816,502	1,259,309	0	268,989	159,845	109,144	109,144	Scott
District 5 Totals	5,819,529	11,635,962	0	2,607,184	---	125,857	125,857	District 5 Totals
Dodge	388,801	919,423	0	144,657	236,087	0	0	Dodge
Fillmore	2,160,353	1,895,332	265,021	288,388	484,852	0	265,021	Fillmore
Freeborn	783,034	1,609,178	0	10,582	217,815	0	0	Freeborn
Goodhue	1	1,334,847	0	533,444	459,835	73,609	73,609	Goodhue
Houston	785,597	1,347,611	0	71,375	189,161	0	0	Houston
Mower	366,744	1,404,959	0	140,448	210,318	0	0	Mower
Olmsted	1	1,627,969	0	28,959	100,000	0	0	Olmsted
Rice	788,194	1,185,461	0	107,828	233,318	0	0	Rice
Steele	130,820	1,158,491	0	80,382	145,749	0	0	Steele
Wabasha	674,180	1,105,806	0	468,124	613,146	0	0	Wabasha
Winona	160,748	1,452,706	0	200,279	178,406	21,873	21,873	Winona
District 6 Totals	6,238,473	15,041,783	265,021	2,074,466	---	95,482	360,503	District 6 Totals

Regular Account				Municipal Account				
County	Unencumbered Construction Fund Balance As of Sept. 1, 1989	Maximum Balance 1989 Const. Apportionment	1989 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1989	Maximum Balance Larger of Either \$100,000 or 1987-1989 Const. Apport.	1989 Construction Fund Balance "Needs" Deduction	Total 1989 Construction Fund Balance "Needs" Deduction	County
Blue Earth	\$404,693	\$1,599,871	\$0	\$170,866	\$437,180	\$0	\$0	Blue Earth
Brown	115,856	1,026,791	0	1	273,396	0	0	Brown
Cottonwood	1,086,688	1,032,664	54,024	101,176	204,637	0	54,024	Cottonwood
Faribault	272,071	1,231,085	0	195,171	665,109	0	0	Faribault
Jackson	351,084	1,315,450	0	208,971	378,524	0	0	Jackson
Le Sueur	97,225	894,149	0	327,619	619,099	0	0	Le Sueur
Martin	54,086	1,355,836	0	163,216	222,796	0	0	Martin
Nicollet	151,270	996,229	0	51,579	100,000	0	0	Nicollet
Nobles	667,442	1,354,146	0	1	275,148	0	0	Nobles
Rock	655,411	877,840	0	369,596	371,902	0	0	Rock
Sibley	1	1,057,919	0	110,720	112,944	0	0	Sibley
Waseca	455,190	1,069,619	0	186,670	170,343	16,327	16,327	Waseca
Watonwan	143,454	894,517	0	369,406	358,500	10,906	10,906	Watonwan
District 7 Totals	4,454,471	14,706,116	54,024	2,254,992	---	27,233	81,257	District 7 Totals
Chippewa	628,317	853,289	0	365,235	185,956	179,279	179,279	Chippewa
Kandiyohi	350,094	1,509,258	0	349,380	350,211	0	0	Kandiyohi
Lac Qui Parle	360,742	1,066,583	0	277,299	251,716	25,583	25,583	Lac Qui Parle
Lincoln	196,103	669,123	0	142,456	316,611	0	0	Lincoln
Lyon	10,274	1,084,288	0	276,502	558,154	0	0	Lyon
Mc Leod	435,180	1,003,134	0	1	307,009	0	0	Mc Leod
Meeker	1,312,840	937,690	375,150	75,200	122,764	0	375,150	Meeker
Murray	150,323	962,852	0	153,722	183,275	0	0	Murray
Pipestone	57,301	659,453	0	545,455	526,041	19,414	19,414	Pipestone
Redwood	334,502	1,221,346	0	291,541	416,445	0	0	Redwood
Renville	977,286	1,501,917	0	254,143	262,070	0	0	Renville
Yellow Medicine	373,966	946,659	0	62,212	351,213	0	0	Yellow Medicine
District 8 Totals	5,186,928	12,415,592	375,150	2,793,146	---	224,276	599,426	District 8 Totals
Chisago	517,967	815,368	0	444,785	924,481	0	0	Chisago
Dakota	1,250,165	2,664,830	0	574,217	366,004	208,213	208,213	Dakota
Ramsey	2,808,632	4,350,246	0	226,141	248,568	0	0	Ramsey
Washington	911,984	931,608	0	1,691,000	1,468,693	222,307	222,307	Washington
District 9 Totals	5,488,748	8,762,052	0	2,936,143	---	430,520	430,520	District 9 Totals
					28,789,100			
STATE TOTALS	\$56,417,216	\$121,646,111	\$3,885,539 3624,759	\$23,303,898	---	\$3,307,913	\$7,193,452 6,932,672	STATE TOTALS

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

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 1979 through 1988, the number of projects awarded and the project costs in each account which have been deducted from the 1989 County State Aid Highway Money needs. In 1988 alone, more than \$10.8 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1979-1988	Spec. Resurf. 1988	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from th 1989 25-Yr. Const. Needs
Carlton	5	0	\$265,662	\$34,697	\$300,359
Cook	11	1	1,855,922	0	1,855,922
Itasca	12	1	2,135,701	208,025	2,343,726
Koochiching	5	0	926,474	20,791	947,265
Lake	4	0	991,529	0	991,529
Pine	5	0	398,808	51,484	450,292
St. Louis	22	2	3,358,332	105,952	3,464,284
District 1 Totals	64	4	9,932,428	420,949	10,353,377
Beltrami	12	4	1,900,702	76,638	1,977,340
Clearwater	0	0	0	0	0
Hubbard	9	1	1,336,266	0	1,336,266
Kittson	8	1	1,908,165	132,910	2,041,075
Lake of the Woods	3	0	624,427	29,461	653,888
Marshall	8	0	1,950,306	65,596	2,015,902
Norman	3	1	186,438	5,918	192,356
Pennington	2	0	181,808	0	181,808
Polk	17	4	1,712,778	135,980	1,848,758
Red Lake	1	0	0	38,065	38,065
Roseau	6	0	766,749	12,912	779,661
District 2 Totals	69	11	10,567,639	497,480	11,065,119

County	Number of Special Resurf. Projects 1979-1988	Spec. Resurf. 1988	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1989 25-Yr. Const. Needs
Aitkin	3	1	\$360,190	\$30,961	\$391,151
Benton	9	0	606,382	48,069	654,451
Cass	5	0	1,283,814	55,645	1,339,459
Crow Wing	0	0	0	0	0
Isanti	6	0	752,692	0	752,692
Kanabec	8	0	1,457,102	32,742	1,489,844
Mille Lacs	7	0	152,882	137,107	289,989
Morrison	16	2	4,036,765	179,339	4,216,104
Sherburne	4	0	411,040	0	411,040
Stearns	35	6	6,072,318	367,120	6,439,438
Todd	27	2	4,924,548	15,633	4,940,181
Wadena	6	0	1,583,612	43,186	1,626,798
Wright	9	2	703,520	48,580	752,100
District 3 Totals	135	13	22,344,865	958,382	23,303,247
Becker	12	0	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	9	1	1,546,725	7,712	1,554,437
Grant	4	0	299,439	37,258	336,697
Mahnomen	5	0	278,709	41,410	320,119
Otter Tail	29	1	6,403,337	148,207	6,551,544
Pope	10	0	1,758,741	46,371	1,805,112
Stevens	10	0	1,429,568	117,182	1,546,750
Swift	12	0	1,838,495	122,798	1,961,293
Traverse	3	0	575,162	136,519	711,681
Wilkin	4	0	290,939	11,644	302,583
District 4 Totals	106	2	16,266,774	731,513	16,998,287
Anoka	0	0	0	0	0
Carver	11	1	994,421	4,086	998,507
Hennepin	5	0	1,360,617	0	1,360,617
Scott	4	0	413,293	0	413,293
District 5 Totals	20	1	2,768,331	4,086	2,772,417
Dodge	5	1	751,673	10,993	762,666
Fillmore	6	4	491,679	62,294	553,973
Freeborn	27	1	3,463,530	57,157	3,520,687
Goodhue	3	0	23,190	96,583	119,773
Houston	1	0	135,556	0	135,556
Mower	19	2	2,580,455	93,292	2,673,747
Olmsted	4	0	503,236	0	503,236
Rice	21	1	2,739,284	229,018	2,968,302
Steele	6	1	544,793	0	544,793
Wabasha	4	0	314,149	0	314,149
Winona	15	5	844,951	32,558	877,509
District 6 Totals	111	15	12,392,496	581,895	12,974,391

County	Number of Special Resurf. Projects 1979-1988	Spec. Resurf. 1988	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from th 1989 25-Yr. Const. Needs
Blue Earth	14	0	\$2,420,807	\$14,492	\$2,435,299
Brown	14	1	771,319	80,365	851,684
Cottonwood	24	0	3,177,327	18,494	3,195,821
Faribault	10	1	1,226,154	63,105	1,289,259
Jackson	17	1	2,857,262	19,022	2,876,284
LeSueur	0	0	0	0	0
Martin	0	0	0	0	0
Nicollet	8	0	1,419,301	0	1,419,301
Nobles	17	0	2,088,100	103,733	2,191,833
Rock	9	0	1,480,631	30,040	1,510,671
Sibley	24	2	2,874,955	46,836	2,921,791
Waseca	1	0	169,061	0	169,061
Watsonwan	9	2	869,438	0	869,438
District 7 Totals	147	7	19,354,355	376,087	19,730,442
Chippewa	3	0	201,351	17,224	218,575
Kandiyohi	8	0	649,228	96,828	746,056
Lac Qui Parle	4	0	640,132	13,578	653,710
Lincoln	11	4	1,402,662	17,506	1,420,168
Lyon	25	5	2,338,017	240,380	2,578,397
Mc Leod	10	2	1,247,623	27,306	1,274,929
Meeker	5	2	381,412	64,629	446,041
Murray	19	0	2,901,441	19,320	2,920,761
Pipestone	13	5	1,036,103	132,876	1,168,979
Redwood	21	2	2,764,192	100,833	2,865,025
Renville	28	6	5,540,999	148,410	5,689,409
Yellow Medicine	14	0	1,558,821	178,625	1,737,446
District 8 Totals	161	26	20,661,981	1,057,515	21,719,496
Chisago	10	1	1,591,694	55,042	1,646,736
Dakota	6	0	522,000	47,793	569,793
Ramsey	4	0	242,167	94,690	336,857
Washington	1	0	0	69,646	69,646
District 9 Totals	21	1	2,355,861	267,171	2,623,032
STATE TOTALS	834	80	\$116,644,730	\$4,895,078	\$121,539,808

[illegible]

RURALDES

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-88 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 a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustment shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

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 1990 apportionment.

- 1) 23.4 miles of C.S.A.H.'s which had rural design complete grading needs were graded in Itasca County in 1984-1988. This represents 5% of the 430.76 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 25% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.
$$\frac{\$95,163 - \$76,256}{\$76,256} = 25\%$$
- 3) The Adjusted Rural Grading Cost Factor of 12.5% was arrived at by dividing the 5% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Rural Grading Cost Factor (25%) as shown in 2 above.
$$\frac{5}{10} \times 25\% = 12.5\%$$
- 4) Then by multiplying the Adjusted Factor (12.5%) times the complete rural design grading needs remaining in the 1989 study (\$27,932,130) an adjustment (+3,491,516) to the 1989 needs is computed.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1989 25-year construction needs) have been used in calculating the 1989 annual County State Aid Highway money needs.

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-1988 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1988 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1989 Needs Study				Rural Grading Cost Adjustment
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile					To The			
	#	Miles							1989 - 25 Year				
						% of Total Rural Miles			Total Cost	Average Cost Per Mile	Construction Needs		
Carlton	6	12.1	6%	\$147,163	\$111,135	32%	19.2%	197.95	70.6%	\$20,763,146	\$104,891	\$3,986,524	
Cook	3	2.5	2%	308,316	198,064	56%	11.2%	141.31	80.8%	20,758,485	146,900	2,324,950	
Itasca	9	23.4	5%	95,163	76,256	25%	12.5%	430.76	68.8%	27,932,130	64,844	3,491,516	
Koochiching	8	18.1	12%	79,380	63,440	25%	25.0%	155.51	66.9%	8,824,073	56,743	2,206,018	
Lake	7	10.1	6%	208,034	162,866	28%	16.8%	168.72	81.0%	34,193,878	202,666	5,744,572	
Pine	9	16.4	5%	112,377	126,502	-11%	-5.5%	362.58	78.8%	53,132,979	146,541	(2,922,314)	
St. Louis	23	44.4	4%	234,177	198,529	18%	7.2%	1,040.84	79.6%	171,344,563	164,621	12,336,809	
District 1 Totals	65	127.0	5%	\$161,857	\$136,271	19%	9.5%	2,497.67	75.9%	\$336,949,254	\$134,905	\$27,168,075	

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-1988 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1988 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1989 Needs Study				Rural Grading Cost Adjustment
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile							To The
	#	Miles						% of Total		Total Cost	Average Cost Per Mile	1989 - 25 Year Construction Needs
								Rural Miles	Total Cost			
Beltrami	7	19.9	7%	\$111,114	\$102,275	9%	6.3%	267.49	59.3%	\$22,143,370	\$82,782	\$1,395,032
Clearwater	11	25.7	14%	63,592	69,065	-8%	-8.0%	184.05	57.1%	13,175,387	71,586	(1,054,031)
Hubbard	2	7.0	3%	64,130	63,747	1%	0.3%	226.05	70.4%	16,142,453	71,411	48,427
Kittson	8	24.3	9%	61,077	56,822	7%	6.3%	269.56	72.9%	17,470,033	64,809	1,100,612
Lake of the Woods	5	13.1	13%	68,312	69,215	-1%	-1.0%	101.08	54.6%	5,268,566	52,123	(52,686)
Marshall	10	40.6	11%	47,209	57,354	-18%	-18.0%	382.56	60.4%	22,226,579	58,100	(4,000,784)
Norman	11	24.7	12%	61,186	56,930	7%	7.0%	201.58	52.0%	11,345,687	56,284	794,198
Pennington	3	16.7	14%	42,318	45,545	-7%	-7.0%	121.90	47.4%	6,277,096	51,494	(439,397)
Polk	9	45.6	10%	56,078	69,805	-20%	-20.0%	443.59	56.0%	31,538,334	71,098	(6,307,667)
Red Lake	1	0.7	1%	131,530	115,763	14%	1.4%	108.22	59.1%	7,930,256	73,279	111,024
Roseau	9	45.1	18%	47,744	59,137	-19%	-19.0%	250.66	52.7%	13,541,047	54,022	(2,572,799)
District 2 Totals	76	263.4	10%	\$59,275	\$64,436	-8%	-8.0%	2,556.74	58.4%	\$167,058,808	65,341	(\$10,978,071)

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-1988 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1988 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1989 Needs Study				Rural Grading Cost Adjustment	
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor			Adjusted Rural Grading Cost Factor	Needs Study				To The
	#	Miles								Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	1989 - 25 Year Construction Needs
Aitkin	9	36.9	15%	\$103,487	\$76,873	35%	35.0%	254.06	69.5%	\$23,360,261	\$91,948	\$8,176,091		
Benton	7	14.0	11%	52,785	44,270	19%	19.0%	129.93	60.1%	6,129,141	47,173	1,164,537		
Cass	5	13.7	4%	109,985	74,337	48%	19.2%	320.30	61.8%	24,066,246	75,137	4,620,719		
Crow Wing	8	17.7	9%	60,998	54,084	13%	11.7%	190.04	53.4%	12,798,007	67,344	1,497,367		
Isanti	3	5.1	4%	118,279	95,369	24%	9.6%	137.54	61.8%	11,189,120	81,352	1,074,156		
Kanabec	8	13.5	11%	68,116	87,289	-22%	-22.0%	123.41	59.3%	10,521,569	85,257	(2,314,745)		
Mille Lacs	1	2.3	2%	83,213	66,194	26%	5.2%	139.64	58.1%	11,617,739	83,198	604,122		
Morrison	0	0.0	0%	0	0	0%	0.0%	274.11	65.6%	17,429,054	63,584	0		
Sherburne	5	20.6	31%	29,809	36,045	-17%	-17.0%	65.69	31.4%	2,314,909	35,240	(393,535)		
Stearns	2	3.4	1%	137,742	128,439	7%	0.7%	353.48	62.2%	28,115,980	79,541	196,812		
Todd	1	1.0	0%	65,978	64,850	2%	0.0%	259.80	64.5%	16,684,160	64,219	0		
Wadena	2	4.2	3%	84,686	63,095	34%	10.2%	125.67	56.2%	6,796,119	54,079	693,204		
Wright	10	26.9	11%	133,356	93,428	43%	43.0%	240.93	64.1%	19,800,651	82,184	8,514,280		
District 3 Totals	61	159.3	6%	\$87,595	\$70,778	24%	14.4%	2,614.60	60.4%	\$190,822,956	\$72,984	\$23,833,008		

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-1988 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1988 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1989 Needs Study				Rural Grading Cost Adjustment
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	Miles			% of Total Rural Miles	Total Cost	Average Cost Per Mile	1989 - 25 Year Construction Needs	
	#	Miles											
Becker	7	35.4	17%	\$40,722	\$42,177	-3%	-3.0%	213.16	46.5%	\$9,842,703	\$46,175	(\$295,281)	
Big Stone	3	10.2	8%	49,707	42,478	17%	13.6%	130.41	63.6%	6,059,987	46,469	824,158	
Clay	8	32.3	12%	55,616	39,163	42%	42.0%	264.33	66.7%	10,233,219	38,714	4,297,952	
Douglas	4	14.7	8%	64,706	57,220	13%	10.4%	183.32	50.3%	9,318,607	50,832	969,135	
Grant	1	11.9	8%	50,593	38,094	33%	26.4%	142.31	63.1%	6,039,835	42,441	1,594,516	
Mahnomen	2	10.0	10%	65,315	44,772	46%	46.0%	95.85	49.9%	3,766,831	39,299	1,732,742	
Otter Tail	12	25.1	7%	63,235	68,103	-7%	-4.9%	353.49	40.9%	24,813,410	70,196	(1,215,857)	
Pope	0	0	0%	0	0	0%	0.0%	173.71	59.9%	10,772,315	62,013	0	
Stevens	0	0	0%	0	0	0%	0.0%	172.47	72.3%	9,376,802	54,368	0	
Swift	9	24.8	17%	38,130	39,259	-3%	-3.0%	144.51	44.5%	5,910,237	40,898	(177,307)	
Traverse	1	9.3	7%	29,217	49,507	-41%	-28.7%	141.46	58.9%	7,949,683	56,197	(2,281,559)	
Wilkin	5	14.3	9%	53,158	34,432	54%	48.6%	153.39	50.3%	5,151,094	33,582	2,503,432	
District 4 Totals	52	188.0	9%	\$50,624	\$45,585	11%	9.9%	2,168.41	52.8%	\$109,234,723	\$50,375	\$7,951,931	

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-1988 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1988 Rural Design Grading								Rural Complete Grading Remaining in the 1989 Needs Study				Rural Grading Cost Adjustment To The 1989 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor				Average Cost Per Mile		
	#	Miles						Miles	% of Total	Total Cost			
									Rural				
									Miles				
Anoka	5	12.8	17%	\$145,945	\$131,516	11%	11.0%	75.44	45.7%	\$11,732,464	\$155,520	\$1,290,571	
Carver	2	4.1	3%	82,362	98,747	-17%	-5.1%	130.28	69.7%	13,041,445	100,103	(665,114)	
Hennepin	2	4.1	3%	468,673	376,115	25%	7.5%	139.78	92.8%	24,589,218	175,914	1,844,191	
Scott	4	6.3	6%	109,842	85,461	29%	17.4%	103.66	63.8%	9,687,685	93,456	1,685,657	
District 5 Totals	13	27.3	6%	\$176,441	\$152,646	16%	9.6%	449.16	67.5%	\$59,050,812	\$131,469	\$4,155,305	

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-1988 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1988 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1989 Needs Study				Rural Grading Cost Adjustment
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile							To The 1989 - 25 Year Construction Needs
	#	Miles										
								Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	
Dodge	8	17.1	12%	\$60,749	\$57,245	6%	6.0%	138.18	56.7%	\$8,708,283	\$63,021	\$522,497
Fillmore	2	10.7	3%	179,535	209,315	-14%	-4.2%	306.07	80.0%	43,876,632	143,355	(1,842,819)
Freeborn	4	15.9	6%	113,494	73,800	54%	32.4%	283.76	65.3%	14,760,587	52,018	4,782,430
Goodhue	7	24.6	13%	110,551	99,493	11%	11.0%	182.65	57.9%	18,295,600	100,168	2,012,516
Houston	7	16.0	11%	148,895	150,043	-1%	-1.0%	150.23	62.1%	25,063,966	166,837	(250,640)
Mower	5	12.3	6%	62,544	59,686	5%	3.0%	219.82	61.4%	14,579,713	66,326	437,391
Olmsted	5	15.0	7%	99,299	104,521	-5%	-3.5%	200.05	64.7%	21,899,659	109,471	(766,488)
Rice	6	16.0	10%	79,292	61,083	30%	30.0%	158.97	60.2%	9,693,637	60,978	2,908,091
Steele	9	15.5	10%	64,455	48,721	32%	32.0%	151.85	55.7%	8,741,577	57,567	2,797,305
Wabasha	5	16.2	10%	165,161	143,608	15%	15.0%	161.22	62.2%	21,076,546	130,732	3,161,482
Winona	7	13.2	7%	109,815	105,199	4%	2.8%	184.77	61.7%	22,883,859	123,851	640,748
District 6 Totals	65	172.5	8%	\$107,362	\$98,506	9%	7.2%	2,137.57	63.2%	\$209,580,059	\$98,046	\$14,402,513

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-1988 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1988 Rural Design Grading								Rural Complete Grading Remaining in the 1989 Needs Study				Rural Grading Cost Adjustment To The 1989 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor				Average Cost Per Mile		
								% of Total Rural Miles	Total Cost				
	#	Miles						Miles	Miles	Cost			
Blue Earth	6	15.8	7%	\$68,094	\$72,627	-6%	-4.2%	231.69	59.5%	\$15,755,308	\$68,002	(\$661,723)	
Brown	4	8.5	6%	232,709	246,873	-6%	-3.6%	140.32	46.0%	9,805,557	69,880	(353,000)	
Cottonwood	1	0.3	0%	72,271	47,865	51%	0.0%	195.40	63.6%	10,075,029	51,561	0	
Faribault	6	15.6	7%	64,378	62,836	2%	1.4%	209.91	62.8%	11,999,502	57,165	167,993	
Jackson	1	2.8	1%	38,966	26,620	46%	4.6%	231.17	64.3%	13,513,705	58,458	621,630	
Le Sueur	7	20.0	14%	64,787	60,102	8%	8.0%	140.70	56.6%	9,338,654	66,373	747,092	
Martin	4	23.8	14%	50,276	59,050	-15%	-15.0%	172.48	46.5%	10,292,074	59,671	(1,543,811)	
Nicollet	7	11.7	9%	54,392	70,132	-22%	-19.8%	132.31	55.8%	10,229,100	77,312	(2,025,362)	
Nobles	3	9.2	5%	40,109	31,388	28%	14.0%	183.51	54.9%	11,289,131	61,518	1,580,478	
Rock	4	10.5	7%	42,145	40,260	5%	3.5%	161.20	63.9%	7,367,619	45,705	257,867	
Sibley	2	7.8	4%	59,325	59,162	0%	0.0%	206.04	73.3%	11,543,159	56,024	0	
Waseca	7	20.5	15%	64,210	55,368	16%	16.0%	134.40	56.3%	7,417,867	55,192	1,186,859	
Watonwan	3	10.0	8%	74,046	66,243	12%	9.6%	125.49	56.7%	7,097,739	56,560	681,383	
District 7 Totals	55	156.5	7%	\$68,032	\$68,435	-1%	-0.7%	2,264.62	58.4%	\$135,724,444	\$59,933	\$659,406	

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-1988 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1988 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1989 Needs Study				Rural Grading Cost Adjustment
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	Rural Miles	Total Cost	Average Cost Per Mile	To The 1989 - 25 Year Construction Needs
	#	Miles										
Chippewa	4	11.5	12%	\$86,446	\$73,763	17%	17.0%	94.07	39.5%	\$8,091,258	\$86,013	\$1,375,514
Kandiyohi	9	32.6	15%	88,355	69,678	27%	27.0%	221.46	55.4%	14,252,810	64,358	3,848,259
Lac Qui Parle	7	24.8	15%	43,165	43,120	0%	0.0%	164.33	46.1%	7,559,745	46,003	0
Lincoln	3	12.6	10%	36,240	48,287	-25%	-25.0%	122.54	49.9%	6,084,145	49,650	(1,521,036)
Lyon	9	24.3	13%	56,779	49,889	14%	14.0%	191.62	62.9%	10,692,913	55,803	1,497,008
Mc Leod	4	10.4	7%	73,201	63,976	14%	9.8%	147.57	66.5%	9,769,742	66,204	957,435
Meeker	5	9.6	7%	78,857	56,269	40%	28.0%	138.11	51.9%	7,740,177	56,044	2,167,250
Murray	9	20.6	12%	39,200	51,530	-24%	-24.0%	178.94	51.2%	8,827,836	49,334	(2,118,681)
Pipestone	3	13.1	10%	56,979	63,169	-10%	-10.0%	136.11	61.3%	6,699,865	49,224	(669,987)
Redwood	6	15.3	7%	36,725	32,774	12%	8.4%	209.33	56.0%	11,755,828	56,159	987,490
Renville	1	0.4	0%	119,220	45,659	161%	0.0%	318.80	71.9%	15,662,564	49,130	0
Yellow Medicine	6	22.0	10%	45,067	56,189	-20%	-20.0%	212.54	62.6%	11,983,878	56,384	(2,396,776)
District 8 Totals	66	197.2	9%	\$58,092	\$55,074	5%	4.5%	2,135.42	56.8%	\$119,120,761	\$55,783	\$4,126,476

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-1988 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1988 Rural Design Grading								Rural Complete Grading				Rural Grading
	-----							Remaining in the 1989				Cost Adjustment	
	Projects		% of			Rural	Adjusted	Needs Study				To The	
			System	Average	Average	Grading	Rural		% of Total	Total	Average	1989 - 25 Year	
	#	Miles	That has	Construction	Needs	Cost	Grading	Miles	Rural	Cost	Cost Per	Construction	
			Complete	Cost/Mile	Cost/Mile	Factor	Cost		Miles		Mile	Needs	
			Grade Needs										
Chisago	3	6.6	4%	\$101,993	\$83,417	22%	8.8%	155.70	73.9%	\$13,682,160	\$87,875	\$1,204,030	
Dakota	5	6.5	6%	190,392	181,317	5%	3.0%	116.57	64.7%	13,844,884	118,769	415,347	
Ramsey	0	0	0%	0	0	0%	0.0%	8.35	98.2%	2,041,525	244,494	0	
Washington	6	6.7	7%	158,967	139,791	14%	9.8%	94.24	64.9%	14,344,290	152,210	1,405,740	
District 9 Totals	14	19.8	5%	\$150,297	\$134,635	12%	6.0%	374.86	68.9%	\$43,912,859	\$117,145	\$3,025,117	

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1984-1988 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1988 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1989 Needs Study				Rural Grading Cost Adjustment
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	To The			1989 - 25 Year Construction Needs				
	#	Miles											
										% of Total Rural Miles	Total Cost	Average Cost Per Mile	
District 1 Totals	65	127.0	5%	\$161,857	\$136,271	19%	9.5%	2,497.67	75.9%	\$336,949,254	\$134,905	\$27,168,075	
District 2 Totals	76	263.4	10%	59,275	64,436	-8%	-8.0%	2,556.74	58.4%	167,058,808	65,341	(10,978,071)	
District 3 Totals	61	159.3	6%	87,595	70,778	24%	14.4%	2,614.60	60.4%	190,822,956	72,984	23,833,008	
District 4 Totals	52	188.0	9%	50,624	45,585	11%	9.9%	2,168.41	52.8%	109,234,723	50,375	7,951,931	
District 5 Totals	13	27.3	6%	176,441	152,646	16%	9.6%	449.16	67.5%	59,050,812	131,469	4,155,305	
District 6 Totals	65	172.5	8%	107,362	98,506	9%	7.2%	2,137.57	63.2%	209,580,059	98,046	14,402,513	
District 7 Totals	55	156.5	7%	68,032	68,435	-1%	-0.7%	2,264.62	58.4%	135,724,444	59,933	659,406	
District 8 Totals	66	197.2	9%	58,092	55,074	5%	4.5%	2,135.42	56.8%	119,120,761	55,783	4,126,476	
District 9 Totals	14	19.8	5%	150,297	134,635	12%	6.0%	374.86	68.9%	43,912,859	117,145	3,025,117	
STATE TOTAL	467	1,311.0	8%	\$82,438	\$75,922	7%	5.6%	17,199.05	60.7%	\$1,371,454,676	\$79,740	\$74,343,760	

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URBDESIG

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

Comparison of 1987- 1988 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 1990 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 - 1988. This represents 5% of the 9.54 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 20% was arrived at by dividing the 5% (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.

$$\frac{5}{10} \times 40\% = 20\%$$

- 4) Then, by multiplying the Adjusted Factor (20%) times the complete urban design grading needs remaining in the 1989 needs study (\$1,662,666) an adjustment (+332,533) to the 1989 needs is computed.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 1989 25-year construction needs) have been used in calculating the 1989 annual County State Aid Highway money needs.

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1987-1988 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1988 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1989 Needs Study				Urban Grading	
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Urban Grading Cost Factor	Urban Grading Cost Factor				Cost Adjustment
	#	Miles											To The
										Miles	% of Total Rural Miles	Total Cost	Average Cost per Mile
Carlton	0	0.0					0.0%	5.66	41.1%	\$931,722	\$164,615	\$0	
Cook	0	0.0					0.0%	2.78	84.5%	367,217	132,092	0	
Itasca	0	0.0					0.0%	12.83	59.7%	1,821,328	141,959	0	
Koochiching	2	0.6	9%	\$244,284	\$113,802	115%	103.5%	6.41	38.6%	1,080,371	168,545	1,118,184	
Lake	0	0.0					0.0%	2.30	40.7%	501,597	218,086	0	
Pine	1	0.5	5%	199,780	142,240	40%	20.0%	9.54	76.3%	1,662,666	174,284	332,533	
St. Louis	1	0.1	0%	788,490	157,950	399%	0.0%	23.71	44.9%	6,653,290	280,611	0	
District 1 Totals	4	1.2	2%	\$270,869	\$129,202	80%	16.0%	63.23	50.2%	\$13,018,191	\$205,886	\$1,450,717	

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1987-1988 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1988 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1989 Needs Study				Urban Grading
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile							Cost Adjustment
	#	Miles										To The
									% of Total Rural Miles	Total Cost	Average Cost per Mile	1989 - 25 Year Construction Needs
Beltrami	2	1.8	21%	\$75,782	\$96,435	-21%	-21.0%	8.53	61.0%	\$1,401,922	\$164,352	(\$294,404)
Clearwater	0	0.0					0.0%	2.84	58.4%	312,579	110,063	0
Hubbard	1	0.3	16%	128,880	101,887	26%	26.0%	1.82	48.5%	247,632	136,062	64,384
Kittson	1	0.3	10%	317,460	259,160	22%	22.0%	2.94	86.5%	547,144	186,103	120,372
Lake of the Woods	0	0.0					0.0%	0.50	26.6%	90,993	181,986	0
Marshall	0	0.0					0.0%	1.98	33.2%	304,544	153,810	0
Norman	1	0.1	5%	79,640	137,150	-42%	-21.0%	1.99	35.8%	275,437	138,411	(57,842)
Pennington	0	0.0					0.0%	0.99	33.0%	194,540	196,505	0
Polk	1	0.3	3%	100,200	162,930	-39%	-11.7%	10.77	63.5%	1,829,661	169,885	(214,070)
Red Lake	0	0.0					0.0%	2.3	67.5%	365,219	158,791	0
Roseau	0	0.0					0.0%	4.40	60.9%	545,245	123,919	0
District 2 Totals	6	2.8	7%	\$109,997	\$122,938	-11%	-7.7%	39.06	55.8%	\$6,114,916	\$156,552	(\$381,560)

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1987-1988 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1988 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1989 Needs Study				Urban Grading Cost Adjustment
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile							To The
	#	Miles						% of Total		Total Cost	Average Cost per Mile	1989 - 25 Year Construction Needs
								Rural Miles				
Aitkin		0.0					0.0%	1.01	39.6%	\$226,978	\$224,731	0
Benton		0.0					0.0%	3.58	46.1%	610,221	170,453	0
Cass	1	0.3	4%	\$80,237	\$173,973	-54%	-21.6%	7.90	77.8%	1,298,059	164,311	(\$280,381)
Crow Wing		0.0					0.0%	7.43	44.8%	1,079,780	145,327	0
Isanti	2	0.2	18%	117,145	304,686	-62%	-62.0%	1.14	35.3%	368,148	322,937	(228,252)
Kanabec		0.0					0.0%	1.90	62.1%	271,689	142,994	0
Mille Lacs	1	0.1	1%	363,910	99,800	265%	26.5%	11.49	85.9%	1,596,497	138,947	423,072
Morrison		0.0					0.0%	8.22	68.0%	851,478	103,586	0
Sherburne		0.0					0.0%	2.93	39.7%	201,545	68,787	0
Stearns	3	1.6	8%	126,235	132,221	-5%	-4.0%	20.15	57.7%	2,935,199	145,667	(117,408)
Todd	1	0.9	18%	224,613	119,400	88%	88.0%	5.14	55.5%	709,988	138,130	624,789
Wadena		0.0					0.0%	3.48	58.9%	451,703	129,800	0
Wright	1	0.6	4%	84,072	221,475	-62%	-24.8%	14.00	52.2%	3,334,320	238,166	(826,911)
District 3 Totals	9	3.7	4%	\$145,275	\$156,082	-7%	-2.8%	88.37	57.7%	\$13,935,605	\$157,696	(\$405,091)

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1987-1988 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1988 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1989 Needs Study				Urban Grading
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor			Urban Grading Cost Factor	Needs Study			Cost Adjustment
	#	Miles								% of Total Rural Miles	Total Cost	Average Cost per Mile	1989 - 25 Year Construction Needs
Becker		0.0						2.72	30.8%	\$228,847	\$84,135	\$0	
Big Stone		0.0						1.31	21.5%	239,251	182,634	0	
Clay		0.0						6.03	57.2%	1,327,009	220,068	0	
Douglas	3	2.9	31%	\$80,335	\$150,620	-47%	-47.0%	9.25	41.1%	1,754,004	189,622	(824,382)	
Grant	1	0.2	7%	57,045	96,685	-41%	-28.7%	2.90	86.8%	372,265	128,367	(106,840)	
Mahnomen		0.0						1.49	52.7%	300,513	201,687	0	
Otter Tail		0.0						28.74	63.0%	6,085,149	211,731	0	
Pope	1	0.1	2%	192,930	123,120	57%	11.4%	6.59	74.8%	901,838	136,849	102,810	
Stevens	1	0.1	3%	182,760	209,440	-13%	-3.9%	3.32	61.8%	479,553	144,444	(18,703)	
Swift	1	0.2	5%	49,486	179,362	-72%	-36.0%	4.02	87.4%	857,960	213,423	(308,866)	
Traverse	1	0.1	5%	131,182	148,336	-12%	-6.0%	1.87	36.4%	296,298	158,448	(17,778)	
Wilkin	1	0.5	16%	226,008	377,216	-40%	-40.0%	3.08	43.3%	541,272	175,738	(216,509)	
District 4 Totals	9	4.1	6%	\$102,188	\$178,149	-43%	-25.8%	71.32	54.5%	\$13,383,959	\$187,661	(\$1,390,268)	

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1987-1988 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1988 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1989 Needs Study				Urban Grading Cost Adjustment
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	To The				1989 - 25 Year Construction Needs			
	#	Miles				% of Total			Total Cost		Average Cost per Mile		
						Rural Miles						Miles	
Anoka	2	1.1	7%	\$261,088	\$370,323	-29%	-20.3%	15.45	17.4%	\$3,538,785	\$229,048	(\$718,373)	
Carver		0.0						10.00	48.9%	1,297,407	129,741	0	
Hennepin	6	3.9	2%	411,591	385,888	7%	1.4%	256.62	68.9%	102,234,593	398,389	1,431,284	
Scott	1	1.8	9%	240,664	600,378	-60%	-54.0%	19.49	69.7%	6,360,336	326,338	(3,434,581)	
District 5 Totals	9	6.8	2%	\$342,000	\$440,147	-22%	-4.4%	301.56	59.2%	\$113,431,121	\$376,148	(\$2,721,670)	

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1987-1988 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1988 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1989 Needs Study				Urban Grading Cost Adjustment
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile					To The			
	#	Miles				% of Total			Total Cost	Average Cost per Mile	1989 - 25 Year Construction Needs		
						Rural Miles						Total Cost	
Dodge	1	0.3	13%	\$168,247	\$171,493	-2%	-2.0%	2.38	41.0%	\$601,862	\$252,883	(\$12,037)	
Fillmore	1	0.3	5%	198,510	92,527	115%	57.5%	6.52	56.6%	536,159	82,233	308,291	
Freeborn	1	0.5	11%	81,945	124,124	-35%	-35.0%	4.56	35.7%	669,248	146,765	(234,237)	
Goodhue	1	0.2	3%	160,215	240,000	-33%	-9.9%	7.52	66.8%	\$1,443,570	191,964	(142,913)	
Houston	2	1.1	45%	26,965	126,525	-79%	-79.0%	2.45	34.5%	368,673	150,479	(291,252)	
Mower		0.0					0.0%	7.53	47.4%	1,755,267	233,103	0	
Olmsted		0.0					0.0%	3.49	32.9%	790,139	226,401	0	
Rice		0.0					0.0%	10.32	63.2%	3,168,454	307,021	0	
Steele	1	1.2	13%	57,648	242,280	-76%	-76.0%	8.91	45.8%	1,564,884	175,632	(1,189,312)	
Wabasha		0.0					0.0%	10.46	61.4%	2,923,095	279,455	0	
Winona		0.0					0.0%	3.25	20.0%	907,268	279,159	0	
District 6 Totals	7	3.6	5%	\$78,311	\$172,004	-54%	-27.0%	67.39	46.8%	\$14,728,619	\$218,558	(\$1,561,460)	

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1987-1988 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1988 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1989 Needs Study			Urban Grading	
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile						Cost Adjustment	
	#	Miles									To The	
									% of Total	Total	Average	1989 - 25 Year
								Miles	Rural Miles	Cost	Cost per Mile	Construction Needs
Blue Earth	1	0.5	4%	\$156,750	\$190,190	-18%	-7.2%	12.37	47.7%	\$2,241,827	\$181,231	(\$161,412)
Brown		0.0						6.88	54.4%	507,178	73,718	0
Cottonwood	2	1.0	27%	133,775	173,809	-23%	-23.0%	3.73	41.7%	464,491	124,528	(106,833)
Faribault	1	0.3	3%	114,284	188,584	-39%	-11.7%	10.72	69.9%	2,085,963	194,586	(244,058)
Jackson	1	0.5	7%	98,460	165,822	-41%	-28.7%	7.47	67.5%	1,217,764	163,021	(349,498)
Le Sueur		0.0						10.77	56.3%	1,680,209	156,008	0
Martin	2	0.6	21%	68,468	239,842	-71%	-71.0%	2.85	41.2%	456,510	160,179	(324,122)
Nicollet		0.0						7.68	84.6%	2,305,739	300,226	0
Nobles	1	0.3	4%	102,148	154,942	-34%	-13.6%	7.87	69.8%	1,386,338	176,155	(188,542)
Rock		0.0						6.41	60.3%	737,135	114,998	0
Sibley		0.0						1.52	19.4%	193,767	127,478	0
Waseca		0.0						7.78	66.8%	1,597,911	205,387	0
Watonwan		0.0						5.78	41.8%	1,043,844	180,596	0
District 7 Totals	8	3.2	3%	\$114,601	\$187,266	-39%	-11.7%	91.83	55.9%	\$15,918,676	\$173,349	(\$1,374,465)

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1987-1988 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1988 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1989 Needs Study				Urban Grading		
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Urban Grading Cost	Urban Grading Cost	Needs Study			Cost Adjustment	
	#	Miles								Miles	Rural Miles	Total Cost	Average Cost per Mile	1989 - 25 Year Construction Needs
Chippewa	1	0.1	2%	\$41,570	\$143,980	-71%	-14.2%	4.24	72.0%	\$1,230,208	\$290,143	(\$174,690)		
Kandiyohi		0.0						13.84	60.1%	2,792,316	201,757	0		
Lac Qui Parle	1	0.1	3%	139,491	135,473	3%	0.9%	2.96	54.9%	725,974	245,261	6,534		
Lincoln		0.0						4.87	52.5%	633,971	130,179	0		
Lyon	3	1.2	13%	92,499	213,213	-57%	-57.0%	9.28	65.7%	2,170,708	233,913	(1,237,304)		
Mc Leod	1	0.6	6%	81,450	177,400	-54%	-32.4%	10.86	72.6%	1,411,483	129,971	(457,320)		
Meeker		0.0						3.49	55.1%	633,365	181,480	0		
Murray		0.0						1.78	34.1%	187,705	105,452	0		
Pipestone		0.0						8.01	68.5%	1,373,854	171,517	0		
Redwood	1	0.6	12%	40,523	91,621	-56%	-56.0%	4.98	44.2%	789,676	158,569	(442,219)		
Renville	1	0.3	7%	41,971	317,042	-87%	-60.9%	4.05	71.9%	747,838	184,651	(455,433)		
Yellow Medicine		0.0						4.04	55.0%	765,228	189,413	0		
District 8 Totals	8	2.9	4%	\$74,096	\$186,269	-60%	-24.0%	72.40	60.3%	\$13,462,326	\$185,944	(\$2,760,432)		

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1987-1988 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1988 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1989 Needs Study				Urban Grading	
	Projects		% of System	Average Construction Cost/Mile	Average Needs Cost/Mile			Urban Grading Cost Factor	Urban Grading Cost Factor	Needs Study			Cost Adjustment
	#	Miles	That has Complete Grade Needs							% of Total	Total Cost	Average Cost per Mile	To The 1989 - 25 Year Construction Needs
Chisago		0.0					0.0%	10.45	66.8%	\$1,856,136	\$177,621	\$0	
Dakota	3	3.9	8%	\$317,911	\$323,723	-2%	-1.6%	51.41	54.8%	11,535,030	224,373	(184,560)	
Ramsey	6	5.2	3%	380,989	309,769	23%	6.9%	162.67	73.6%	64,776,526	398,208	4,469,580	
Washington		0.0					0.0%	33.73	58.5%	6,729,013	199,496	0	
District 9 Totals	9	9.1	4%	\$353,956	\$315,749	12%	4.8%	258.26	66.6%	\$84,896,705	\$328,726	\$4,285,020	

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

Comparison of 1987-1988 Urban Design Grading Construction Costs to Needs Study Costs

Districts	1987-1988 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1989 Needs Study				Urban Grading
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor			Urban Grading Cost Factor	Needs Study			Cost Adjustment
	#	Miles								% of Total Rural Miles	Total Cost	Average Cost per Mile	1989 - 25 Year Construction Needs
District 1 Totals	4	1.2	2%	\$234,531	\$130,055	80%	16.0%	63.23	50.2%	\$13,018,191	\$205,886	\$1,450,717	
District 2 Totals	6	2.8	7%	95,060	156,485	-39%	-27.3%	39.06	55.8%	6,114,916	156,552	(381,560)	
District 3 Totals	9	3.7	4%	128,592	146,774	-12%	-4.8%	88.37	57.7%	13,935,605	157,696	(405,091)	
District 4 Totals	9	4.1	6%	215,258	317,797	-32%	-19.2%	71.32	54.5%	13,383,959	187,661	(1,390,268)	
District 5 Totals	9	6.8	2%	432,645	488,358	-11%	-2.2%	301.56	59.2%	113,431,121	376,148	(2,721,670)	
District 6 Totals	7	3.6	5%	160,215	240,000	-33%	-16.5%	67.39	46.8%	14,728,619	218,558	(1,561,460)	
District 7 Totals	8	3.2	3%	103,861	169,111	-39%	-11.7%	91.83	55.9%	15,918,676	173,349	(1,374,465)	
District 8 Totals	8	2.9	4%	74,621	161,863	-54%	-21.6%	72.40	60.3%	13,462,326	185,944	(2,760,432)	
District 9 Totals	9	9.1	4%	386,783	292,744	32%	12.8%	258.26	66.6%	84,896,705	328,726	4,285,020	
STATE TOTAL	69	37.4	4%	\$262,443	\$259,860	1%	0.4%	1,053.42	58.3%	\$288,890,118	\$274,240	(\$4,859,209)	

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

Needs Adjustments for Variances Granted on CSAHs

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

The adjustments shown below are for those variances granted for which projects have been awarded prior to March 15, 1989 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 14-15, 1989 Screening Board meeting.

<u>County</u>	<u>Project</u>	<u>Recommended 1989 Needs Adjustments</u>
DODGE	20-609-17	\$ 68,585
DODGE	20-612-03	68,585
DODGE	20-624-13	62,350
FARIBAULT	22-613-19	124,100
FILLMORE	23-623-07	648,315
HENNEPIN	27-615-14	660,217
JACKSON	32-603-02	1,322,590
KOOCHICHING	36-603-05	1,326,692
McLEOD	43-607-05	49,712
STEARNS	73-626-04	165,893
STEARNS	73-627-03	166,763
STEELE	74-645-17	434,303
WINONA	85-606-11	75,321
<hr/> TOTAL		<hr/> \$5,173,426

Lotus-2.01-6 (Bondacc2)

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

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, 1988

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	\$2,400,000	\$0	\$0	\$3,000,000	(\$600,000)
Kittson	05-01-84	1,235,000	505,416	1,235,000	0	0	505,416
Kittson	10-01-87	1,200,000	1,200,000	0	0	1,200,000	0
Lake of the Woods	08-01-85	1,000,000	600,000	803,791	469,873	196,209	(66,082)
Marshall	02-01-79	1,250,000	1,100,000	1,250,000	0	0	1,100,000
Marshall	07-01-84	2,000,000	1,775,000	1,884,754	0	115,246	1,659,754
Norman	04-03-85	500,000	200,000	500,000	62,332	0	137,668
Pennington	08-01-81	575,000	225,000	575,000	0	0	225,000
Pennington	08-01-80	400,000	120,000	400,000	0	0	120,000
Polk	04-20-83	2,000,000	1,075,000	2,000,000	0	0	1,075,000
Red Lake	07-01-81	780,000	780,000	780,000	0	0	780,000
District 2 Totals		13,940,000	9,980,416	9,428,545	532,205	4,511,455	4,936,756

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	400,000	515,000	\$300,000	0	100,000
District 3 Totals		2,150,000	400,000	2,136,632	300,000	13,368	86,632
Becker	08-01-86	1,500,000	1,200,000	1,500,000	775,268	0	424,732
Otter Tail	06-01-86	7,735,000	6,725,000	2,529,467	173,297	5,205,533	1,346,170
Douglas	07-01-84	2,500,000	1,585,000	2,500,000	826,126	0	758,874
District 4 Totals		11,735,000	9,510,000	6,529,467	1,774,691	5,205,533	2,529,776
Carver	08-01-79	900,000	410,000	900,000	0	0	410,000
District 5 Totals		900,000	410,000	900,000	0	0	410,000
Dodge	03-01-84	1,700,000	870,000	1,700,000	0	0	870,000
Steele	05-01-83	1,400,000	500,000	1,370,388	15,740	29,612	454,648
District 6 Totals		3,100,000	1,370,000	3,070,388	15,740	29,612	1,324,648
LeSueur	02-01-79	1,300,000	150,000	1,300,000	0	0	150,000
Nicollet	07-01-79	1,000,000	0	1,000,000	0	0	0
Sibley	07-01-81	990,000	900,000	990,000	0	0	900,000
Watonwan	11-01-79	1,250,000	300,000	1,250,000	0	0	300,000
District 7 Totals		4,540,000	1,350,000	4,540,000	0	0	1,350,000
Kandiyohi	07-01-86	2,300,000	2,145,000	579,677	0	1,720,323	424,677
Yellow Medicine	09-01-80	1,000,000	400,000	1,000,000	0	0	400,000
Yellow Medicine	08-01-86	2,700,000	2,570,000	1,769,786	0	930,214	1,639,786
District 8 Totals		6,000,000	5,115,000	3,349,463	0	2,650,537	2,464,463
Chisago	06-07-78	1,330,000	0	1,330,000	0	0	0
District 9 Totals		1,330,000	0	1,330,000	0	0	0
STATE TOTALS		\$43,695,000	\$28,135,416	\$31,284,495	\$2,622,636	\$12,410,505	\$13,102,275

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

"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 1989 25-year needs and are shown on the tentative 1990 Money Needs Apportionment Form.

County	After the Fact R/W Needs	County	After the Fact R/W Needs
-----		-----	
Carlton	\$34,625	Aitkin	\$671,024
Cook	71,744	Benton	465,064
Itasca	88,751	Cass	339,588
Koochiching	108,927	Crow Wing	435,232
Lake	211,842	Isanti	132,068
Pine	283,252	Kanabec	273,546
St. Louis	850,841	Mille Lacs	64,016
District 1 Totals	1,649,982	Morrison	3,775
Beltrami	597,379	Sherburne	135,955
Clearwater	193,413	Stearns	291,365
Hubbard	209,684	Todd	76,396
Kittson	311,938	Wadena	104,540
Lake of the Woods	25,126	Wright	794,344
Marshall	290,962	District 3 Totals	3,786,913
Norman	89,222	Becker	231,742
Pennington	135,585	Big Stone	43,635
Polk	791,123	Clay	366,550
Red Lake	51,469	Douglas	302,317
Roseau	197,698	Grant	48,142
District 2 Totals	\$2,893,599	Mahnomen	0
		Otter Tail	420,862
		Pope	69,397
		Stevens	0
		Swift	121,193
		Traverse	0
		Wilkin	292,783
		District 4 Totals	\$1,896,621

"After the Fact" Right of Way Needs

County	After the Fact R/W Needs	County	After the Fact R/W Needs
Anoka	\$3,155,211	Chippewa	\$148,605
Carver	342,728	Kandiyohi	290,027
Hennepin	17,075,899	Lac Qui Parle	238,421
Scott	740,247	Lincoln	87,462
District 5 Totals	21,314,085	Lyon	312,490
Dodge	137,518	Mc Leod	309,334
Fillmore	298,418	Meeker	224,791
Freeborn	70,041	Murray	95,909
Goodhue	640,573	Pipestone	117,402
Houston	83,385	Redwood	274,133
Mower	176,977	Renville	182,190
Olmsted	1,443,817	Yellow Medicine	128,504
Rice	143,943	District 8 Totals	2,409,268
Steele	87,793	Chisago	215,671
Wabasha	257,022	Dakota	2,583,812
Winona	235,770	Ramsey	1,520,615
District 6 Totals	3,575,257	Washington	1,907,531
Blue Earth	135,080	District 9 Totals	6,227,629
Brown	241,234		
Cottonwood	255,538		
Faribault	465,743		
Jackson	207,124		
Le Sueur	480,630		
Martin	203,310		
Nicollet	331,120		
Nobles	191,905		
Rock	235,070		
Sibley	85,998		
Waseca	174,676		
Watsonwan	254,702		
District 7 Totals	\$3,262,130	STATE TOTALS	\$47,015,484

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

"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 1990 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	1990 Apportionment

1989 COUNTY SCREENING BOARD DATA

OCTOBER, 1989

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 1989 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Total
Anoka	\$192,467	---	---	---	\$192,467
Benton	15,150	---	---	---	15,150
Dakota	664,996	---	98,669	20,903	784,568
Hennepin	2,432,676	789,419	336,413	582,452	4,140,960
Le Sueur	---	---	3,794	---	3,794
Lyon	---	---	---	27,989	27,989
Mille Lacs	63,790	---	---	13,916	77,706
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	228,598	---	39,960	---	268,558
Washington	41,296	---	---	---	41,296
Watonwan	1,626	---	---	15,962	17,588
TOTAL	\$4,139,230	\$798,627	\$682,059	\$697,175	\$6,317,091

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

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989
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.

Action at the 1989 Legislative session resulted in the elimination of references to "Mill Rates". In order to continue the Mill Levy Deduction procedure the Legislature enacted the following:

Chapter 277, Article 4 MILL RATE Conversions, Section II converts Mill Rate Levy limits based on the old assessed value system to an equivalent percentage of taxable market value limit in order to conform with the new tax capacity system.
(Rural counties - 0.01596%, Urban counties - 0.00967%)

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

County	County Total Real & Personal Market Value (Taxes Payable 1989)	Mill Levy Deduction
Carlton	539,440,041	\$86,095
Cook	219,253,097	34,993
Itasca	1,175,340,746	187,584
Koochiching	224,490,314	35,829
Lake	207,530,148	33,122
Pine	507,845,050	81,052
St. Louis*	3,294,382,647	318,567
District 1 Totals	6,168,282,043	777,242
Beltrami	581,201,578	92,760
Clearwater	180,258,876	28,769
Hubbard	490,517,583	78,287
Kittson	316,557,658	50,523
Lake of the Woods	106,566,778	17,008
Marshall	453,601,007	72,395
Norman	352,159,650	56,205
Pennington	266,094,872	42,469
Polk	1,039,512,988	165,906
Red Lake	120,715,402	19,266
Roseau	345,802,290	55,190
District 2 Totals	4,252,988,682	678,778
Aitkin	508,384,713	81,138
Benton	611,579,168	97,608
Cass	816,117,831	130,252
Crow Wing	1,506,724,566	240,473
Isanti	541,060,144	86,353
Kanabec	283,730,941	45,283
Mille Lacs	400,804,549	63,968
Morrison	702,249,519	112,079
Sherburne	1,587,161,923	253,311
Stearns	2,552,994,136	407,458
Todd	469,063,837	74,863
Wadena	216,567,924	34,564
Wright	1,943,072,192	310,114
District 3 Totals	12,139,511,443	1,937,464
Becker	740,478,322	118,180
Big Stone	186,649,281	29,789
Clay	1,053,622,665	168,158
Douglas	807,409,743	128,863
Grant	249,693,551	39,851
Mahnomen	127,051,309	20,277
Otter Tail	1,378,590,962	220,023
Pope	331,004,110	52,828
Stevens	297,068,929	47,412
Swift	324,083,246	51,724
Traverse	240,146,112	38,327
Wilkin	356,863,476	56,955
District 4 Totals	6,092,661,706	972,387

* Denotes Urban County.

County	County Total Real & Personal Market Value (Taxes Payable 1989)	Mill Levy Deduction
Anoka*	6,035,767,930	\$583,659
Carver	1,396,707,367	222,914
Hennepin*	40,546,832,306	3,920,879
Scott	1,731,065,769	276,278
District 5 Totals	49,710,373,372	5,003,730
Dodge	402,787,287	64,285
Fillmore	447,248,191	71,381
Freeborn	825,581,807	131,763
Goodhue	1,550,719,020	247,495
Houston	359,797,051	57,424
Mower	871,337,698	139,065
Olmsted	2,625,834,662	419,083
Rice	1,043,561,672	166,552
Steele	749,358,152	119,598
Wabasha	446,205,756	71,214
Winona	941,834,033	150,317
District 6 Totals	10,264,265,329	1,638,177
Blue Earth	1,306,162,262	208,463
Brown	715,449,181	114,186
Cottonwood	459,842,828	73,391
Faribault	607,711,071	96,991
Jackson	483,620,614	77,186
Le Sueur	579,300,708	92,456
Martin	791,327,068	126,296
Nicollet	646,035,702	103,107
Nobles	544,655,330	86,927
Rock	283,800,461	45,295
Sibley	427,676,522	68,257
Waseca	521,438,592	83,222
Watonwan	376,915,128	60,156
District 7 Totals	7,743,935,467	1,235,933
Chippewa	392,097,871	62,579
Kandiyohi	997,741,744	159,240
Lac Qui Parle	309,553,500	49,405
Lincoln	205,011,221	32,720
Lyon	654,705,288	104,491
Mc Leod	729,828,446	116,481
Meeker	570,645,993	91,075
Murray	380,696,706	60,759
Pipestone	238,553,369	38,073
Redwood	617,384,887	98,535
Renville	682,586,215	108,941
Yellow Medicine	402,023,150	64,163
District 8 Totals	6,180,828,390	986,462
Chisago	752,131,967	120,040
Dakota*	8,553,392,232	827,113
Ramsey*	14,560,900,616	1,408,039
Washington	4,350,629,083	694,360
District 9 Totals	28,217,053,898	3,049,552
STATE TOTALS	130,769,900,330	\$16,279,725

* Denotes Urban County.

* * * * *

TENTATIVE

APPORTIONMENT

DATA

* * * * *

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

Development of the Tentative 1990 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 1990 County State Aid Highway Fund. This tabulation also indicates a tentative 1990 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 1989 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 1990 apportionment.

Minor adjustments must be made for any turnback activity in 1989 and possibly for any action taken by this Board.

FIG. B

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

DEVELOPMENT OF THE TENTATIVE 1990 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 1989 25 YEAR CONSTRUCTION NEEDS	SCREENING BOARD RESTRICTION	RESTRICTED 1989 25-YEAR CONSTRUCTION NEEDS	RURAL COMPLETE ADJUSTMENTS	URBAN COMPLETE ADJUSTMENTS	STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS	FAS FUND BALANCE DEDUCTIONS	BOND ACCOUNT ADJUSTMENTS	SPECIAL REVENUE ADJUSTMENTS	BRIDGE DECK REPAIR NEEDS	RIGHT OF WAY NEEDS	MISC. NEEDS	VARIANCE ADJUSTMENTS	ADJUSTED 25 YEAR CONSTRUCTION NEEDS	ANNUAL CONSTRUCTION NEEDS	MILL LEVY DEDUCTIONS	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS APPORTIONMENT (LESS THIR ADJUSTMENTS)	1989 THIR ADJUSTMENTS	MONEY NEEDS APPORTIONMENT	ADJUSTMENTS TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 79 COUNTIES	MINIMUM COUNTY ADJUSTMENT FOR OTHER 79 COUNTIES	TENTATIVE 1990 MONEY NEEDS APPORTIONMENT	ANNUAL MONEY NEEDS	COUNTY		
Carlton	\$50,388,957		\$50,388,957	\$3,986,524	0	0	0	0	0	0	0	0	0	\$54,007,979	\$2,160,319	(\$86,095)	\$2,074,224	1.206308	\$1,351,344	1.243797	1,432,766	830,477	1.243797	(428,578)	\$1,322,766	\$2,025,902	Carlton		
Cook	38,371,105		38,371,105	2,324,350	0	260,780	0	0	0	0	0	0	0	39,172,657	1,566,906	(34,953)	1,531,913	0.899916	990,632	0.918604	1,493,180		0.918604	(21,166)	1,471,980	1,493,180	Cook		
Itasca	82,389,056		82,389,056	3,491,516	0	0	0	0	0	0	0	0	0	83,309,330	3,335,373	(187,584)	3,147,789	1.828917	2,048,810	1.828917	2,005,482		1.828917	(43,328)	1,962,154	3,077,591	Itasca		
Koochiching	27,515,177	\$327,332	27,842,509	2,206,018	1,118,184	0	0	0	0	0	0	0	0	29,001,681	1,160,067	(35,829)	1,124,238	0.653864	732,434		1,562,911				2,398,426	2,398,426	Koochiching		
Lake	53,184,214		53,184,214	5,744,572	0	0	0	0	0	0	0	0	0	57,225,363	2,289,015	(33,122)	2,255,893	1.311961	1,469,700		1,438,619				2,207,689	2,207,689	Lake		
Pine	101,389,715		101,389,715	(2,922,314)	332,533	0	0	0	0	0	0	0	0	98,701,173	3,948,047	(81,052)	3,866,995	2.248931	2,519,323		2,318,823				2,466,044	3,784,353	Pine		
St. Louis	326,373,772		326,373,772	12,336,809	0	0	0	0	0	0	0	0	0	338,691,138	13,443,086	(318,567)	13,124,519	7.632299	6,551,060		8,570,222				12,844,853	12,844,853	St. Louis		
District 1 Totals	679,611,996		679,611,996	27,168,075	1,452,717	(562,956)	(418,035)	0	0	0	0	0	0	697,515,321	27,900,613	(777,242)	27,123,371		17,670,703		17,670,703				18,142,970	27,842,006	District 1 Totals		
Beltrami	60,508,174		60,508,174	1,395,032	0	0	0	0	0	0	0	0	0	59,585,135	2,383,405	(92,760)	2,290,645	1.332172	1,432,341		1,432,341				1,373,573	(31,560)	1,460,781	2,241,699	Beltrami
Clearwater	35,002,078		35,002,078	(1,054,031)	0	(46,020)	0	0	0	0	0	0	0	34,955,440	1,363,818	(28,789)	1,335,049	0.776425	869,776		869,776				800,555	(18,594)	1,306,352	1,306,352	Clearwater
Hubbard	35,578,684		35,578,684	48,427	0	(49,513)	(51,313)	0	0	0	0	0	0	34,464,087	1,378,563	(78,287)	1,300,276	0.756202	847,121		847,121				0.779703	(17,915)	829,206	1,272,491	Hubbard
Kittson	14,053,017		14,053,017	123,372	0	(125,392)	0	505,416	0	0	0	0	0	13,548,684	1,788,596	(50,283)	1,738,313	0.933365	1,112,798		1,089,265				1.024236	(22,533)	1,066,732	1,671,574	Kittson
Lake of the Woods	15,156,353		15,156,353	(52,686)	0	(68,512)	0	(66,082)	0	0	0	0	0	14,350,311	574,012	(17,008)	557,004	0.323937	352,684		352,684				1.435379	(32,980)	1,526,511	1,506,146	Lake of the Woods
Marshall	64,618,763		64,618,763	(4,000,784)	0	0	0	2,759,754	(2,015,902)	0	0	0	0	61,632,913	2,466,112	(72,395)	2,393,717	1.392115	1,559,491		1,526,511				1.435379	(32,980)	1,526,511	2,342,567	Marshall
Norman	37,677,109		37,677,109	794,198	(57,842)	0	0	0	0	0	0	0	0	38,447,999	1,537,920	(56,205)	1,481,715	0.861722	965,328		944,913				0.888502	(20,415)	944,913	1,450,053	Norman
Pennington	20,253,208		20,253,208	(43,397)	0	0	0	0	0	0	0	0	0	20,112,588	804,504	(42,469)	762,035	0.443177	496,461		485,552				0.426550	(56,913)	2,634,252	2,634,252	Pennington
Polk	115,307,220		115,307,220	(6,307,667)	(214,042)	0	0	1,075,000	(1,845,750)	0	0	0	0	107,416,732	4,296,669	(165,006)	4,130,753	0.431200	2,691,165		2,691,165				2.476989	(56,913)	2,634,252	2,634,252	Polk
Red Lake	20,049,041		20,049,041	111,024	0	0	0	780,000	(38,065)	0	0	0	0	20,353,469	838,139	(19,266)	818,873	0.476322	533,490		533,490				1.072439	(24,641)	1,150,528	942,671	Red Lake
Roseau	49,860,615		49,860,615	(2,772,799)	0	(357,148)	(257,478)	0	0	0	0	0	0	46,091,227	1,843,649	(55,190)	1,788,459	1.040115	1,165,169		1,165,169				1.072439	(24,641)	1,150,528	1,750,242	Roseau
District 2 Totals	496,714,262		496,714,262	(10,978,071)	(381,560)	(646,585)	(352,497)	4,936,756	(11,065,119)	0	2,893,599	0	0	481,134,669	19,245,387	(678,778)	18,566,609		12,096,024		12,096,024				12,096,024	19,272,212	19,272,212	District 2 Totals	
Aitkin	45,252,704		45,252,704	8,176,091	0	(98,122)	0	0	0	0	0	0	0	53,161,546	2,144,422	(81,138)	2,063,284	1.199945	1,344,216		1,315,788				1.237237	(28,428)	2,019,194	2,019,194	Aitkin
Benton	21,618,204		21,618,204	1,164,537	0	(166,310)	0	0	0	0	0	0	0	22,442,194	897,688	(97,608)	800,080	0.465303	521,247		521,247				0.479764	(11,023)	510,224	782,984	Benton
Cass	54,134,251		54,134,251	4,200,719	(280,381)	0	0	0	0	0	0	0	0	57,191,021	2,295,641	(130,252)	2,165,389	1.259327	1,410,737		1,380,903				1.298464	(29,834)	1,351,069	2,119,119	Cass
Crow Wing	44,966,307		44,966,307	1,497,367	0	0	(9,824)	0	0	0	0	0	0	46,875,714	1,875,029	(240,473)	1,634,556	0.950610	1,064,903		1,064,903				0.980153	(22,321)	1,042,582	1,599,528	Crow Wing
Isanti	25,497,933		25,497,933	1,074,156	(228,252)	0	0	0	0	0	0	0	0	25,723,214	1,068,329	(86,553)	981,776	0.548174	614,082		614,082				0.565210	(12,387)	501,695	501,695	Isanti
Kanabec	23,209,958		23,209,958	(2,314,745)	0	0	0	0	0	0	0	0	0	20,895,213	884,440	(74,440)	810,000	0.431200	483,044		483,044				0.717400	(16,483)	762,948	1,170,812	Kanabec
Millie Lacs	30,629,674		30,629,674	604,122	423,072	0	0	0	0	0	0	0	0	31,508,601	1,260,344	(63,968)	1,196,376	0.695777	779,431		779,431				0.717400	(16,483)	762,948	1,170,812	Millie Lacs
Morrison	46,712,117		46,712,117	(393,535)	0	0	0	0	0	0	0	0	0	46,499,788	1,699,992	(112,079)	1,587,913	0.923483	1,034,514		1,034,514				0.952182	(21,878)	1,012,636	1,553,980	Morrison
Sherburne	13,213,879		13,213,879	(393,535)	0	0	0	0	0	0	0	0	0	13,213,879	501,810	(253,311)	1,248,499	0.144260	161,896		161,896				1.590426	(36,543)	381,105	584,840	Sherburne
Stearns	82,894,832		82,894,832	196,912	(117,408)	0	0	0	0	0	0	0	0	76,433,507	3,053,740	(407,458)	2,646,282	1.542489	1,727,344		1,727,344				1.590426	(36,543)	381,105	584,840	Stearns
Todd	46,874,168		46,874,168	(1,131,785)	0	0	0	0	0	0	0	0	0	45,742,383	1,786,137	(111,324)	1,674,813	0.935526	1,111,917		1,111,917				1.590426	(36,543)	381,105	584,840	Todd
Wadena	21,644,344		21,644,344	693,204	0	0	0	100,000	(1,626,798)	0	0	0	0	20,915,205	836,612	(34,564)	802,048	0.466446	522,530		522,530				0.480944	(11,050)	511,480	784,912	Wadena
Wright	64,029,592		64,029,592	8,514,280	(826,911)	0	0	0	0	0	0	0	0	71,759,205	2,870,368	(310,114)	2,560,254	1.488968	1,667,988		1,667,988				1.535241	(35,275)	2,503,544	2,503,544	Wright
District 3 Totals	522,682,963		522,682,963	23,833,008	(405,091)	(357,418)	(11,381)	86,632	(23,303,247)	0	3,786,913	0	0	526,087,091	21,043,485	(1,537,464)	19,506,021		12,447,449		12,447,449				12,447,449	19,105,274	19,105,274	District 3 Totals	
Becker	34,721,960		34,721,960	(295,281)	0	(410,650)	0	424,732	0	0	0	0	0	33,741,742	1,341,857	(118,180)	1,223,677	0.711655	797,218		797,218				0.733771	(16,860)	780,358	1,197,529	Becker
Big Stone	15,793,121	(1,974,647)	13,818,474	824,158	0	0	0	0	0	0	0	0	0	15,793,121	556,173	(29,789)	526,384	0.306129	342,935		342,935				1.350927	(31,040)	436,697	2,047,740	Big Stone
Clay	56,236,648		56,236,648	4,297,952	0	(339,715)	(35,468)	0	0	0	0	0	0	60,525,967	2,421,039	(168,158)	2,252,881	1.310209	1,467,737		1,467,737				0.837223	(19,237)	890,738	1,366,364	Clay
Douglas	38,475,092		38,475,092	969,135	(824,382)	0	0	758,874	(1,354,437)	0	0	0	0	38,126,599	1,525,064	(128,863)	1,396,201	0.811899	909,615		909,615				0.837223	(19,237)	890,738	1,366,364	Douglas
Grant	17,234,847		17,234,847	1,594,516	(106,840)	0	0	0	0	0	0	0	0	16,281,081	731,243	(35,851)	695,392	0.402093	450,437		450,437				0.837223	(19,237)	890,738	1,366,364	Grant
Hahnemann	13,213,879		13,213,879	(393,535)	0	0	0	0	0	0	0	0	0	13,213,879	501,810	(253,311)	1,248,499	0.144260	161,896		161,896				1.590426	(36,543)	381,105	584,840	Hahnemann
Otter Tail	88,532,808		88,532,808	(1,215,857)	0	0	0	1,346,170	(6,551,544)	0	0	0	0	80,952,467	3,238,099	(220,023)	3,018,076	1.											

October 25, 1989

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 1989 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 1988 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 1989, adjustments to the mileage and money needs will be necessary before January 1, 1990.

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 1990 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Duane Blanck, Secretary
County Screening Board

APPROVED

Alan Goodman, District 1

Richard Arnebeck, District 6

Michael Rardin, (Chairman,) District 2

Robert Witty, District 7

Gene Mattern, District 3

Thomas Behm, District 8

Thomas Richels, District 4

David Everds, District 9

Vern Genzlinger, District 5

Enclosures: Mileage and Annual Money Needs Listing
DW4: FINDINGS

1989 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1990 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 1990 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	\$2,029,902
Cook	178.20	1,499,180
Itasca	647.48	3,077,591
Koochiching	248.97	2,398,426
Lake	213.92	2,207,689
Pine	472.62	3,784,365
St. Louis	1,360.13	12,844,853
District 1 Totals	3,415.68	27,842,006
Beltrami	465.10	2,241,699
Clearwater	327.06	1,306,522
Hubbard	325.02	1,272,491
Kittson	373.39	1,671,574
Lake of the Woods	187.16	1,506,146
Marshall	639.68	2,342,567
Norman	393.43	1,450,053
Pennington	260.46	745,752
Polk	808.87	4,042,495
Red Lake	186.39	942,671
Roseau	482.65	1,750,242
District 2 Totals	4,449.21	19,272,212
Aitkin	368.35	2,019,194
Benton	223.98	782,984
Cass	528.57	2,119,119
Crow Wing	372.47	1,599,628
Isanti	225.97	922,434
Kanabec	211.27	791,464
Mille Lacs	253.73	1,170,812
Morrison	430.12	1,553,980
Sherburne	216.72	584,840
Stearns	603.02	2,595,606
Todd	412.36	1,674,757
Wadena	229.62	784,912
Wright	402.55	2,505,544
District 3 Totals	4,478.73	19,105,274
Becker	466.81	1,197,529
Big Stone	211.31	836,399
Clay	406.63	2,204,740
Douglas	387.26	1,366,364
Grant	228.85	774,928
Mahnomen	195.09	911,316
Otter Tail	911.02	2,953,586
Pope	298.93	944,119
Stevens	243.91	1,026,580
Swift	329.64	1,366,889
Traverse	245.42	758,615
Wilkin	312.15	1,213,641
District 4 Totals	4,237.02	15,554,706

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Anoka	253.73	\$1,814,844
Carver	207.51	1,377,279
Hennepin	523.11	13,902,162
Scott	190.37	2,021,043
District 5 Totals	1,174.72	19,115,328
Dodge	249.71	1,149,423
Fillmore	394.34	3,309,877
Freeborn	447.66	2,083,481
Goodhue	326.66	2,026,358
Houston	249.18	2,036,988
Mower	373.66	1,873,362
Olmsted	319.87	2,028,914
Rice	280.41	1,495,947
Steele	292.02	1,458,817
Wabasha	276.21	2,118,563
Winona	315.92	2,105,674
District 6 Totals	3,525.64	21,687,404
Blue Earth	415.43	2,101,368
Brown	317.94	1,157,921
Cottonwood	316.35	1,105,756
Faribault	349.58	2,072,871
Jackson	370.69	1,783,190
Le Sueur	267.87	1,449,168
Martin	378.15	1,769,822
Nicollet	246.14	1,180,695
Nobles	345.46	1,988,616
Rock	262.80	1,187,591
Sibley	288.79	1,319,624
Waseca	250.26	1,396,869
Watonwan	235.20	1,282,182
District 7 Totals	4,044.66	19,795,673
Chippewa	244.12	1,060,742
Kandiyohi	422.77	1,959,583
Lac Qui Parle	361.89	1,073,718
Lincoln	255.05	719,415
Lyon	318.79	1,603,207
Mc Leod	236.83	1,367,334
Meeker	272.31	998,698
Murray	354.64	913,351
Pipestone	233.84	1,003,733
Redwood	385.24	1,668,367
Renville	449.35	1,916,630
Yellow Medicine	346.77	1,213,605
District 8 Totals	3,881.60	15,498,383
Chisago	226.22	1,581,692
Dakota	273.86	3,557,479
Ramsey	229.40	6,854,247
Washington	202.78	2,083,774
District 9 Totals	932.26	14,077,192
STATE TOTALS	30,139.52	\$171,948,178

Does not include 1989 T.H. Turnback Mileage

LOTUS: TOTALTEN

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

Total Tentative 1990 C.S.A.H. Apportionment

The following tabulation lists a tentative 1990 Apportionment based on

an estimate of \$224 million. The Motor Vehicle Registration
Apportionment reflects changes caused by the new registration figures.
The Mileage Apportionment was computed using the actual 1989 C.S.A.H.
needs study mileage, but the 1989 Trunk Highway Turnback mileage is not
included. The Money Needs Apportionment is based on the actual 1989
25-year construction needs, however, these needs will be adjusted by
1989 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, 1990, by the
Commissioner with the assistance of recommendations by your Screening
Board.

COMPONENTS OF THE TENTATIVE 1990 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1990 CSAH Apportionment
Carlton	\$257,513	\$162,672	\$656,447	\$1,322,766	\$2,399,398
Cook	257,513	25,675	397,350	976,926	1,657,464
Itasca	257,513	248,949	1,443,889	2,005,482	3,955,833
Koochiching	257,513	88,629	555,228	1,562,911	2,464,281
Lake	257,513	61,946	477,062	1,438,619	2,235,140
Pine	257,512	111,659	1,053,932	2,466,044	3,889,147
St. Louis	257,512	1,017,347	3,033,087	8,370,222	12,678,168
District 1 Totals	1,802,589	1,716,877	7,616,995	18,142,970	29,279,431
Beltrami	257,513	161,059	1,037,196	1,460,781	2,916,549
Clearwater	257,513	47,249	729,304	851,382	1,885,448
Hubbard	257,513	88,539	724,801	829,206	1,900,059
Kittson	257,513	37,728	832,674	1,089,265	2,217,180
Lake of the Woods	257,513	22,852	417,379	981,465	1,679,209
Marshall	257,512	72,162	1,426,481	1,526,511	3,282,666
Norman	257,512	53,186	877,369	944,913	2,132,980
Pennington	257,512	75,074	580,835	485,962	1,399,383
Polk	257,512	177,123	1,803,735	2,634,252	4,872,622
Red Lake	257,512	27,355	415,631	614,282	1,314,780
Roseau	257,512	81,571	1,076,313	1,140,528	2,555,924
District 2 Totals	2,832,637	843,898	9,921,718	12,558,547	26,156,800
Aitkin	257,513	79,286	821,383	1,315,788	2,473,970
Benton	257,513	132,719	499,443	510,224	1,399,899
Cass	257,513	123,309	1,178,675	1,380,903	2,940,400
Crow Wing	257,513	256,454	830,590	1,042,382	2,386,939
Isanti	257,513	139,485	503,879	601,095	1,501,972
Kanabec	257,513	70,370	471,147	515,750	1,314,780
Mille Lacs	257,512	107,134	565,780	762,948	1,693,374
Morrison	257,512	161,821	959,165	1,012,636	2,391,134
Sherburne	257,512	192,850	483,313	381,105	1,314,780
Stearns	257,512	600,237	1,344,753	1,691,401	3,893,903
Todd	257,512	126,065	919,577	1,091,339	2,394,493
Wadena	257,512	78,435	512,079	511,480	1,359,506
Wright	257,512	372,056	897,667	1,632,713	3,159,948
District 3 Totals	3,347,662	2,440,221	9,987,451	12,449,764	28,225,098

COMPONENTS OF THE TENTATIVE 1990 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1990 CSAH Apportionment
Becker	\$257,513	\$156,534	\$1,040,960	\$780,358	\$2,235,365
Big Stone	257,513	41,021	471,215	545,031	1,314,780
Clay	257,513	220,160	906,807	1,436,697	2,821,177
Douglas	257,513	160,768	863,591	890,378	2,172,250
Grant	257,513	41,962	510,331	504,974	1,314,780
Mahnomen	257,512	28,363	435,055	593,850	1,314,780
Otter Tail	257,512	296,153	2,031,579	1,924,675	4,509,919
Pope	257,512	60,266	666,596	615,226	1,599,600
Stevens	257,512	56,659	543,937	668,961	1,527,069
Swift	257,512	70,011	735,084	890,720	1,953,327
Traverse	257,512	33,695	547,297	494,344	1,332,848
Wilkin	257,512	46,331	696,102	790,857	1,790,802
District 4 Totals	3,090,149	1,211,923	9,448,554	10,136,071	23,886,697
Anoka	257,513	1,192,610	565,780	1,182,625	3,198,528
Carver	257,513	234,095	462,746	897,490	1,851,844
Hennepin	257,513	5,108,599	1,166,510	9,059,207	15,591,829
Scott	257,512	306,974	424,503	1,316,993	2,305,982
District 5 Totals	1,030,051	6,842,278	2,619,539	12,456,315	22,948,183
Dodge	257,513	84,350	556,841	749,010	1,647,714
Fillmore	257,513	114,191	879,385	2,156,849	3,407,938
Freeborn	257,513	193,567	998,281	1,357,680	2,807,041
Goodhue	257,513	223,005	728,430	1,320,456	2,529,404
Houston	257,513	96,649	555,631	1,327,383	2,237,176
Mower	257,512	204,253	833,279	1,220,758	2,515,802
Olmsted	257,512	545,572	713,308	1,322,122	2,838,514
Rice	257,512	235,506	625,329	974,819	2,093,166
Steele	257,512	165,719	651,205	950,624	2,025,060
Wabasha	257,512	111,704	615,919	1,380,541	2,365,676
Winona	257,512	219,510	704,503	1,372,142	2,553,667
District 6 Totals	2,832,637	2,194,026	7,862,111	14,132,384	27,021,158

COMPONENTS OF THE TENTATIVE 1990 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1990 CSAH Apportionment
Blue Earth	\$257,513	267,678	926,366	\$1,369,336	\$2,820,893
Brown	257,513	159,760	709,006	754,548	1,880,827
Cottonwood	257,513	79,376	705,444	720,555	1,762,888
Faribault	257,513	104,446	779,578	1,350,766	2,492,303
Jackson	257,513	76,665	826,625	1,161,998	2,322,801
Le Sueur	257,512	133,503	597,369	944,336	1,932,720
Martin	257,512	140,045	843,293	1,153,287	2,394,137
Nicollet	257,512	128,261	548,910	769,388	1,704,071
Nobles	257,512	120,935	770,370	1,295,862	2,444,679
Rock	257,512	57,286	586,011	773,882	1,674,691
Sibley	257,512	86,119	644,013	859,920	1,847,564
Waseca	257,512	101,130	558,051	910,256	1,826,949
Watonwan	257,512	70,347	524,513	835,521	1,687,893
District 7 Totals	3,347,661	1,525,551	9,019,549	12,899,655	26,792,416
Chippewa	257,513	79,174	544,407	691,222	1,572,316
Kandiyohi	257,513	213,954	942,765	1,276,943	2,691,175
Lac Qui Parle	257,513	55,987	806,999	699,678	1,820,177
Lincoln	257,512	40,013	568,737	468,800	1,335,062
Lyon	257,512	136,124	710,888	1,044,714	2,149,238
Mc Leod	257,512	190,901	528,142	891,010	1,867,565
Meeker	257,512	118,761	607,249	650,792	1,634,314
Murray	257,512	60,512	790,869	595,176	1,704,069
Pipestone	257,512	59,952	521,488	654,073	1,493,025
Redwood	257,512	109,128	859,088	1,087,175	2,312,903
Renville	257,512	114,796	1,002,045	1,248,953	2,623,306
Yellow Medicine	257,512	74,066	773,260	790,834	1,895,672
District 8 Totals	3,090,147	1,253,368	8,655,937	10,099,370	23,098,822
Chisago	\$257,513	169,169	504,484	1,030,694	1,961,860
Dakota	257,513	1,246,625	610,677	2,318,196	4,433,011
Ramsey	257,512	2,260,790	511,541	4,466,503	7,496,346
Washington	257,512	698,857	452,194	1,357,871	2,766,434
District 9 Totals	1,030,050	4,375,441	2,078,896	9,173,264	16,657,651
STATE TOTALS	\$22,403,583	\$22,403,583	\$67,210,750	\$112,048,340	\$224,066,256

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

Comparison of the Actual 1989 to a
Tentative 1990 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 1989 C.S.A.H. Apportionment and what each county's 1990 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1990 C.S.A.H. road user fund would stay the same as 1989. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1990 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.

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

Comparison of the Actual 1989 to the Tentative 1990 C.S.A.H. Apportionment

County	Actual 1989 C.S.A.H. Apportionment	Tentative 1990 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$2,347,322	\$2,399,398	\$52,076	2.2%
Cook	1,595,765	1,657,464	61,699	3.9%
Itasca	3,815,027	3,955,833	140,806	3.7%
Koochiching	2,464,281	2,464,281	0	0.0%
Lake	2,078,052	2,235,140	157,088	7.6%
Pine	3,909,095	3,889,147	(19,948)	-0.5%
St. Louis	12,475,253	12,678,168	202,915	1.6%
District 1 Totals	28,684,795	29,279,431	594,636	2.1%
Beltrami	2,975,413	2,916,549	(58,864)	-2.0%
Clearwater	1,904,413	1,885,448	(18,965)	-1.0%
Hubbard	1,877,749	1,900,059	22,310	1.2%
Kittson	2,244,831	2,217,180	(27,651)	-1.2%
Lake of the Woods	1,679,209	1,679,209	0	0.0%
Marshall	3,317,340	3,282,666	(34,674)	-1.0%
Norman	2,072,254	2,132,980	60,726	2.9%
Pennington	1,395,429	1,399,383	3,954	0.3%
Polk	4,884,612	4,872,622	(11,990)	-0.2%
Red Lake	1,314,780	1,314,780	0	0.0%
Roseau	2,559,158	2,555,924	(3,234)	-0.1%
District 2 Totals	26,225,188	26,156,800	(68,388)	-0.3%
Aitkin	2,722,335	2,473,970	(248,365)	-9.1%
Benton	1,416,161	1,399,899	(16,262)	-1.1%
Cass	2,973,634	2,940,400	(33,234)	-1.1%
Crow Wing	2,386,489	2,386,939	450	0.0%
Isanti	1,534,737	1,501,972	(32,765)	-2.1%
Kanabec	1,314,780	1,314,780	0	0.0%
Mille Lacs	1,679,389	1,693,374	13,985	0.8%
Morrison	2,437,936	2,391,134	(46,802)	-1.9%
Sherburne	1,314,780	1,314,780	0	0.0%
Stearns	3,908,338	3,893,903	(14,435)	-0.4%
Todd	2,322,439	2,394,493	72,054	3.1%
Wadena	1,357,064	1,359,506	2,442	0.2%
Wright	2,988,819	3,159,948	171,129	5.7%
District 3 Totals	28,356,901	28,225,098	(131,803)	-0.5%
Becker	2,256,828	2,235,365	(21,463)	-1.0%
Big Stone	1,314,780	1,314,780	0	0.0%
Clay	2,873,082	2,821,177	(51,905)	-1.8%
Douglas	2,181,682	2,172,250	(9,432)	-0.4%
Grant	1,314,780	1,314,780	0	0.0%
Mahnomen	1,314,780	1,314,780	0	0.0%
Otter Tail	4,687,651	4,509,919	(177,732)	-3.8%
Pope	1,554,389	1,599,600	45,211	2.9%
Stevens	1,501,899	1,527,069	25,170	1.7%
Swift	2,020,572	1,953,327	(67,245)	-3.3%
Traverse	1,498,362	1,332,848	(165,514)	-11.0%
Wilkin	1,802,212	1,790,802	(11,410)	-0.6%
District 4 Totals	24,321,017	23,886,697	(434,320)	-1.8%

County	Actual 1989 C.S.A.H. Apportionment	Tentative 1990 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$3,149,930	\$3,198,528	\$48,598	1.5%
Carver	1,927,693	1,851,844	(75,849)	-3.9%
Hennepin	14,958,237	15,591,829	633,592	4.2%
Scott	2,210,943	2,305,982	95,039	4.3%
District 5 Totals	22,246,803	22,948,183	701,380	3.2%
Dodge	1,697,167	1,647,714	(49,453)	-2.9%
Fillmore	3,474,740	3,407,938	(66,802)	-1.9%
Freeborn	2,826,094	2,807,041	(19,053)	-0.7%
Goodhue	2,518,104	2,529,404	11,300	0.4%
Houston	2,364,976	2,237,176	(127,800)	-5.4%
Mower	2,487,886	2,515,802	27,916	1.1%
Olmsted	2,763,297	2,838,514	75,217	2.7%
Rice	2,129,979	2,093,166	(36,813)	-1.7%
Steele	2,024,344	2,025,060	716	0.0%
Wabasha	2,278,697	2,365,676	86,979	3.8%
Winona	2,547,266	2,553,667	6,401	0.3%
District 6 Totals	27,112,550	27,021,158	(91,392)	-0.3%
Blue Earth	2,950,594	2,820,893	(129,701)	-4.4%
Brown	1,886,375	1,880,827	(5,548)	-0.3%
Cottonwood	1,856,440	1,762,888	(93,552)	-5.0%
Faribault	2,494,296	2,492,303	(1,993)	-0.1%
Jackson	2,443,620	2,322,801	(120,819)	-4.9%
Le Sueur	1,889,020	1,932,720	43,700	2.3%
Martin	2,405,756	2,394,137	(11,619)	-0.5%
Nicollet	1,701,405	1,704,071	2,666	0.2%
Nobles	2,437,283	2,444,679	7,396	0.3%
Rock	1,695,129	1,674,691	(20,438)	-1.2%
Sibley	1,840,703	1,847,564	6,861	0.4%
Waseca	1,892,663	1,826,949	(65,714)	-3.5%
Watsonwan	1,724,346	1,687,893	(36,453)	-2.1%
District 7 Totals	27,217,630	26,792,416	(425,214)	-1.6%
Chippewa	1,548,507	1,572,316	23,809	1.5%
Kandiyohi	2,757,488	2,691,175	(66,313)	-2.4%
Lac Qui Parle	1,955,168	1,820,177	(134,991)	-6.9%
Lincoln	1,321,959	1,335,062	13,103	1.0%
Lyon	2,174,141	2,149,238	(24,903)	-1.1%
Mc Leod	1,919,066	1,867,565	(51,501)	-2.7%
Meeker	1,645,244	1,634,314	(10,930)	-0.7%
Murray	1,720,731	1,704,069	(16,662)	-1.0%
Pipestone	1,470,745	1,493,025	22,280	1.5%
Redwood	2,320,275	2,312,903	(7,372)	-0.3%
Renville	2,664,674	2,623,306	(41,368)	-1.6%
Yellow Medicine	1,810,817	1,895,672	84,855	4.7%
District 8 Totals	23,308,815	23,098,822	(209,993)	-0.9%
Chisago	1,978,376	1,961,860	(16,516)	-0.8%
Dakota	4,690,447	4,433,011	(257,436)	-5.5%
Ramsey	7,368,303	7,496,346	128,043	1.7%
Washington	2,555,431	2,766,434	211,003	8.3%
District 9 Totals	16,592,557	16,657,651	65,094	0.4%
STATE TOTALS	\$224,066,256	\$224,066,256	\$0	0.0%

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MILEAGE

REQUESTS

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Lotus-2.01-3(Criteria)

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

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.

OCTOBER, 1989

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	County
Aitkin	6.10			0.60								6.70	Aitkin
Anoka	1.33	0.71								10.42		12.46	Anoka
Becker		10.07										10.07	Becker
Beltrami	6.84 *	0.69	0.16									7.69	Beltrami
Benton	3.18 *											3.18	Benton
Big Stone	1.40		0.16									1.56	Big Stone
Blue Earth	15.29 *			0.25								15.54	Blue Earth
Brown	3.81	3.63	0.13									7.57	Brown
Carlton	3.62											3.62	Carlton
Carver	1.55	0.94	0.48						0.08			3.05	Carver
Cass		7.90										7.90	Cass
Chippewa	14.00	1.00									0.05	15.05	Chippewa
Chisago	3.24											3.24	Chisago
Clay	1.18	0.82	0.10									2.10	Clay
Clearwater	0.30 *		1.00									1.30	Clearwater
Cook	3.60											3.60	Cook
Cottonwood	3.37	1.80	1.30									6.47	Cottonwood
Crow Wing	13.00 *											13.00	Crow Wing
Dakota	1.65 *		2.47				2.26					6.38	Dakota
Dodge							0.11					0.11	Dodge
Douglas	7.40 *	3.25										10.65	Douglas
Faribault		0.37	1.20	0.09								1.66	Faribault
Fillmore	1.12			1.10								2.22	Fillmore
Freeborn	0.05	0.90	0.65									1.60	Freeborn
Goodhue			0.08									0.08	Goodhue
Grant	5.30	0.12										5.42	Grant
Hennepin	4.50		0.24	0.85								5.59	Hennepin

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

[illegible]

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

Approved by the County Engineers' Screening Board

Total
Miles
Requested
& Approved
To Date

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	County
Olmsted	10.77 *	4.55										15.32 Olmsted
Otter Tail				0.36								0.36 Otter Tail
Pennington	0.84											0.84 Pennington
Pine	9.25											9.25 Pine
Pipestone		0.50										0.50 Pipestone
Polk	4.00		1.55	0.67								6.22 Polk
Pope	1.63	2.00	1.20									4.83 Pope
Ramsey	9.45 *	0.67	0.61		0.21		0.92					11.86 Ramsey
Red Lake			0.50									0.50 Red Lake
Redwood	2.30	1.11		0.13								3.54 Redwood
Renville												0.00 Renville
Rice	1.70											1.70 Rice
Rock	0.50			0.54								1.04 Rock
Roseau	5.20	1.60										6.80 Roseau
St. Louis	7.71 *	11.43										19.14 St. Louis
Scott	8.65 *	3.44	5.15	0.12						3.50		20.86 Scott
Sherburne		5.42										5.42 Sherburne
Sibley	1.50											1.50 Sibley
Stearns	0.08	0.70		3.90							0.25	4.93 Stearns
Steele		1.55										1.55 Steele
Stevens		1.00										1.00 Stevens
Swift		0.78		0.24								1.02 Swift
Todd	1.90 *											1.90 Todd
Traverse	0.20		0.56			1.60						2.36 Traverse
Wabasha	0.43 *		0.30									0.73 Wabasha
Wadena												0.00 Wadena
Waseca	4.10	0.43	0.14				0.05					4.72 Waseca

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	County
Washington	2.33 *		0.40	0.33		1.33				8.05		12.44	Washington
Watonwan			0.04	0.68			0.19					0.91	Watonwan
Wilkin												0.00	Wilkin
Winona	7.40 *											7.40	Winona
Wright	0.45			1.38								1.83	Wright
Yellow Medicine			1.39									1.39	Yellow Medicine
Totals	246.60	92.43	25.65	11.39	0.81	2.93	3.55	0.12	0.08	23.47	0.30	407.33	Totals

* Some Trunk Highway Turnback Mileage

DATE : May 1, 1984
 TO : Manager, State Aid Needs Unit
 FROM : John J. ... District State Aid Engineer
 SUBJECT : Request for Approval of a System Revision
 (Municipality) (County) of St. Louis

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,
<input type="checkbox"/>	or is functionally classified as collector or arterial
<input checked="" type="checkbox"/>	Connects towns, communities, shipping points, and markets within a county or in adjacent counties,
<input checked="" type="checkbox"/>	or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,
<input type="checkbox"/>	or serves as a principal rural mail route and school bus route.
<input 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,
<input type="checkbox"/>	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.

M.S.A.S. Miles	Comments: <u>Request for approval of State Aid System</u>
Available	<u>100.00</u>
+ Revoked	<u>0.00</u>
- Requested	<u>0.00</u>
Balance	<u>100.00</u>

RECOMMENDED APPROVAL OR DENIAL: Approved
 District State Aid Engineer

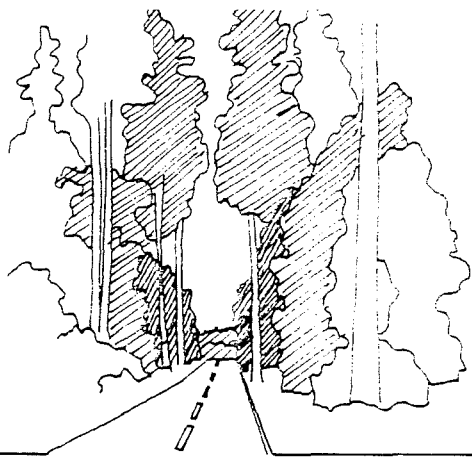
Date

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

Date

APPROVAL OR DENIAL: _____
 State Aid Engineer

Date



COOK COUNTY HIGHWAY DEPARTMENT

April 11, 1989

Mr. William Croke, Dist. State Aid Engineer
MN/DOT Dist. 1A
1123 Mesaba Ave.
Duluth, MN 55811

Dear Bill:

RE: Request for Additional C.S.A.H. Mileage

Cook County, Lake County and the U.S.D.A. Forest Service have been working together on a cooperative road agreement that would involve certain jurisdictional changes. The Cook County/Forest Service exchange and the Lake County/Forest Service exchange are contingent on each other to maintain continuity for both the C.S.A.H. system and the Forest Service road system.

Main items of the agreement that include Cook County are as follows:

- (i) Cook County to transfer ownership and jurisdiction of C.S.A.H. #3, the Parent Lake Road, to the Forest Service.
- (ii) Forest Service will upgrade Forest Route #170, then transfer ownership and jurisdiction to Cook County.
- (iii) The Forest Service will participate with Cook County in a project to realign C.S.A.H. #2, the Sawbill Trail.

The following are some of the benefits of this agreement:

- (i) Given C.S.A.H. designation and maintenance, Forest Route #170 will have more than three times the traffic volume of C.S.A.H. #3.
- (ii) Continuity of the Lake County and Cook County C.S.A.H. systems, providing an important east-west link.
- (iii) Would provide a principal route for logging trucks, recreational users and an emergency by-pass for State Highway #61.
- (iv) Much improved alignment for C.S.A.H. #2, the Sawbill Trail.

Mr. Willaim Croke
April 11, 1989

Page 2

Below is a summary of the change in C.S.A.H. mileage:

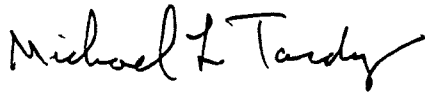
	<u>Additions</u>	<u>Reductions</u>
C.S.A.H. #3		7.8 miles
Forest Route #170	11.3 miles	
C.S.A.H. #2 existing alignment		3.1 miles
C.S.A.H. #2 new alignment	<u>1.2 miles</u>	
	12.5 miles	<u>10.9 miles</u>

There will be a net C.S.A.H. mileage increase of 1.6 miles.

Enclosed is a map showing further detail of the cooperative agreement. Letters of support from Lake County and the Superior National Forest along with a resolution from our County Commissioners are to be included with this request.

Please consider this C.S.A.H. mileage exchange and additional mileage request of 1.6 miles.

Sincerely yours,



Michael L. Tardy
County Engineer

MLT:dw
encl.

RESOLUTION NO. 89-33

WHEREAS: The Superior National Forest, Lake County and Cook County are negotiating a cooperative road exchange agreement, and

WHEREAS: The agreement provides for, among other things, the exchange of C.S.A.H. #3 for Forest Route 170, and

WHEREAS: The Forest Service will improve Forest Route #170 before the exchange, and

WHEREAS: Forest Route #170 has a much higher traffic volume than C.S.A.H. #3, and

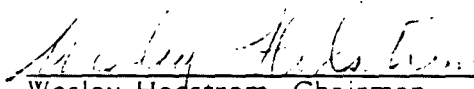
WHEREAS: As part of the road exchange agreement, the Forest Service will participate with Cook County in a project to realign a section of C.S.A.H. #2, and

WHEREAS: This cooperative road exchange agreement will result in an additional 1.6 miles to our C.S.A.H. system,

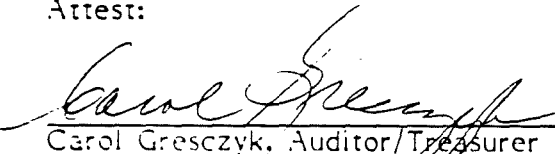
NOW THEREFORE BE IT RESPECTFULLY REQUESTED that the above C.S.A.H. mileage exchange and additional 1.6 miles requested be approved by the County Screening Board.

Adopted at Grand Marais, Minnesota this day of

COOK COUNTY BOARD OF COMMISSIONERS


Wesley Hedstrom, Chairman

Attest:


Carol Gresczyk, Auditor/Treasurer



United States
Department of
Agriculture

Forest
Service

Superior
National
Forest

515 West 1st Street
P.O. Box 338
Duluth, MN 55801

Caring for the Land and Serving People

Reply to: 7720

Date: April 18, 1989

Mr. Mike Tardy
Cook County Highway Engineer
Grand Marais, Minnesota 55604

Dear Mr. Tardy:

As managers of the Superior National Forest, we support your proposal to exchange jurisdiction on our Forest Road #170, Fourmile Lake Grade, and your section of CSAH 3. The improvement/realignment on the east end of Forest Road #170 and the Sawbill Trail, where it intersects Forest Road #165, will reduce the miles of road requiring maintenance and improve service and safety for the traveling public. We see this as an excellent example of how Counties and the Forest Service will each gain and the public will be better served.

This exchange will provide a more integrated and coordinated County System, connecting the shipping points for timber and mills in the northern part of the Superior National Forest. Since the route is used by local loggers, it will simplify our long-haul cooperative road maintenance activity with which you are well acquainted. The northern route of CSAH 3 will be maintained by the Superior National Forest for the use and enjoyment of Forest visitors.

Sincerely,

ALLEN C. GROVEN
Forest Engineer



SEE THE

LAKE COUNTY HIGHWAY DEPARTMENT



North Shore Scenic Drive
Lake Superior
International Highway

HC4-200

Two Harbors, Minnesota 55616
Phone (218) 834-5522

April 12, 1989

Mike Tardy
Cook County Highway Engineer
County Highway Building
Grand Marais, MN 55604

Dear Sir:

Re: Proposed Jurisdictional Changes in Cook County

Please consider this letter in support of Cook County's proposed change in County State Aid Highway designation. I understand that this change would transfer State Aid status from current CSAH 3 in Cook County to Forest Service Road No. 346.

Our reasons for support of this transfer are as follows:

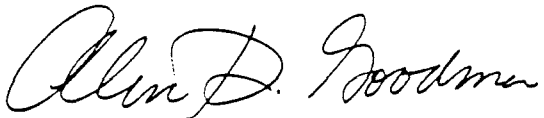
1. It would make for a more logical County State Aid Highway system. This change would tie into Lake County's transfer of road designation from CSAH 7 in Lake County to Forest Highway 11. Traffic volumes anticipated for the Forest Highway 11 alignment varies from 750 to 1000 ADT. The dedesignated sections of CSAH 7 have traffic counts in the 20 to 55 range.
2. It would result in concentrating traffic on one route rather than several. Currently, traffic utilizes alternative Forest Service roads to travel from east to west. By concentrating improvements and maintenance on one route, traffic will concentrate on that one road.
3. The Forest Service has expressed an interest in upgrading the route. By making the road transfer now, Cook County and the U.S.D.A. Forest Service can upgrade the road to County State Aid standards. This will provide quite a betterment to the County State Aid system.

AN EQUAL OPPORTUNITY EMPLOYER

Cook County
Jurisdictional Changes
4-12-89
Page 2

Please share this letter of justification for the proposed change with our District State Aid Engineer. This change is important to Lake County; any support that we can lend will be forthcoming. If you have any questions, please call.

Yours truly,

A handwritten signature in cursive script that reads "Alan D. Goodman". The signature is fluid and written in dark ink.

Alan D. Goodman
Lake County Highway Engineer

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Fall, 1989

Subcommittee: Roger Gustafson, Carver County (Chairman)

Duane Lorsung, Todd County

Gene Isakson, Sibley County

Request: Cook County Mileage Addition

PROPOSED SYSTEM REVISION(S)

. Designations	1) <u>Forest Route 170 (WCL Exist CSAH 2)</u>	+ <u>11.3</u> Mile(s)
	2) <u>CSAH 2 New Alignment</u>	+ <u>1.2</u> Mile(s)
	3) _____	+ <u> </u> Mile(s)
. Revocations	1) <u>CSAH 3 (WCL to Exist CSAH 2)</u>	- <u>7.8</u> Mile(s)
	2) <u>CSAH 2 Existing Alignment</u>	- <u>3.1</u> Mile(s)
	3) _____	- <u> </u> Mile(s)

	Total Addition	+ <u>1.6</u> Mile(s)

REVIEW RESOURCES

<u> X </u>	Road Tour (<u>September 28, 1989, with the county engineer</u>)
<u> X </u>	County Engineer's Request Cover Letter
<u> X </u>	TH, CSAH, CR, MSAS Systems Map(s)
___	Functional Classification Map(s)
___	Comprehensive Transportation Plan(s)
<u> X </u>	Traffic Map(s) and Data
___	Construction "Needs" of System Revision
<u> X </u>	Anticipated Construction Program
<u> X </u>	Recommendation(s) of District State Aid Engineer
<u> X </u>	Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

1. The mileage subcommittee concurs with the proposal of Cook County to identify the east-west Forest Route 170 road corridor as being of greater importance in the overall road system than the east-west CSAH 3 corridor.
2. The most current traffic map for Cook County has CSAH 3 with a traffic volume of 20 ADT. The projected traffic volume for the Forest Route 170 corridor is 3 times this volume.

3. The county's functional classification for both CSAH 2 and CSAH 3 is a "minor collector". The county has not identified a functional classification for the Forest Route 170 corridor; however, the Forest Service's functional classification for this corridor is "major artery".
4. Forest Route 170 is currently being reconstructed by the Forest Service. Projected completion of the entire corridor between the Cook County west boundary and CSAH 2 is 1991. Reconstruction of this roadway will continue to be to Forest Service standards. Finished Forest Route 170 will have a 20 foot gravel service and inslopes of between 2:1 and 3:1. Tree line clearance is approximately 40 feet.
5. If Forest Route 170 is added to the CSAH system, the district state aid engineers opinion is that the reconstructed road corridor will be eligible for and should be entitled to full grading needs because of the difference between CSAH and Forest Service construction standards.
6. The CSAH 2 and CSAH 3 segments are drawing full construction needs for grading and aggregate surfacing.
7. The proposed realignment of CSAH 2 is not in the current 5 year construction program of the county. However, construction in 1995 is being considered. The construction of CSAH 2 on a new alignment would eliminate a very winding segment of gravel roadway.
8. After reviewing system maps of Cook County, the mileage subcommittee did conclude that candidate revocation segments of CSAH do exist within the county and should be considered. One particular segment of road is the non-existing portion of CSAH 18 on the southwest edge of Devil Track Lake. It is the understanding of the mileage subcommittee that this particular segment of non-existing roadway has been on the CSAH system since 1957.
9. Approval of the Cook County request would result in a "stub" of CSAH being created in Lake County. Lake County has recently submitted a proposed 18 mile designation for an 18 mile revocation plan to State Aid for review. This proposal would eliminate the creation of a "stub" CSAH in Lake County if the Cook County request is approved. Of course, the reverse would occur if the Lake County request is approved and the Cook County request is denied. Obviously, coordination between the requests of Cook County and Lake County is needed.

RECOMMENDATION TO THE SCREENING BOARD

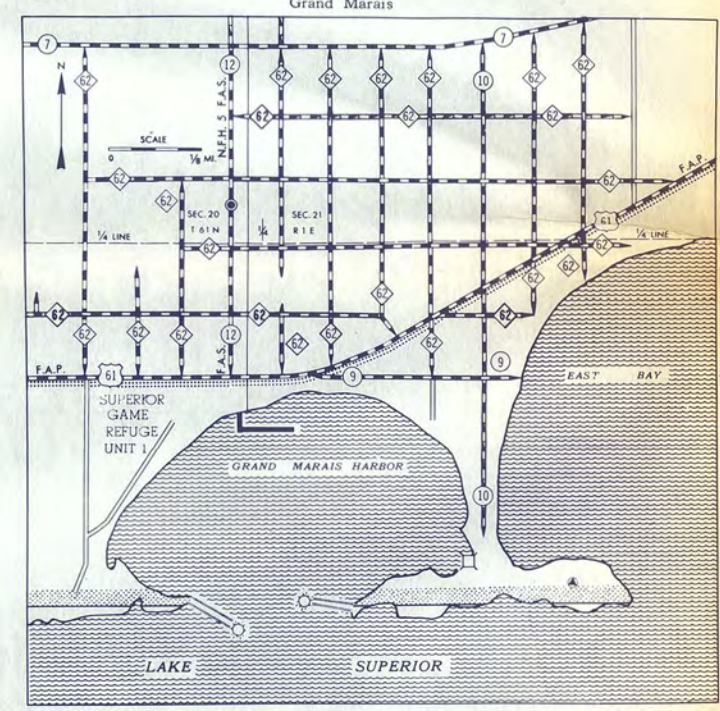
☐ RECOMMEND APPROVAL

☒ RECOMMEND DENIAL

It is the recommendation of the mileage subcommittee that the request of Cook County for 1.6 miles of additional CSAH be denied. The mileage subcommittee supports the proposed designation changes incorporated into the request of Cook County, but the mileage subcommittee is of the opinion that additional revocations within the existing Cook CSAH system are possible and appropriate in accomplishing the proposed system change without the addition of CSAH mileage.

Related to the consideration of this request, the mileage subcommittee urges the Screening Board to discuss the implications of reconstructing Forest Route 170 to standards that may result in full CSAH grading needs being drawn by Cook County. Also, discussion of the implications of the Cook County request on the Lake CSAH system is suggested.

[illegible]



DATE : July 30 1987
TO : Manager, State Aid Needs Unit
FROM : Linley Hoban District State Aid Engineer
SUBJECT : Request for Approval of a System Revision
(Municipality) (County) of Le Sueur

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

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

M. S. A. S. CRITERIA

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

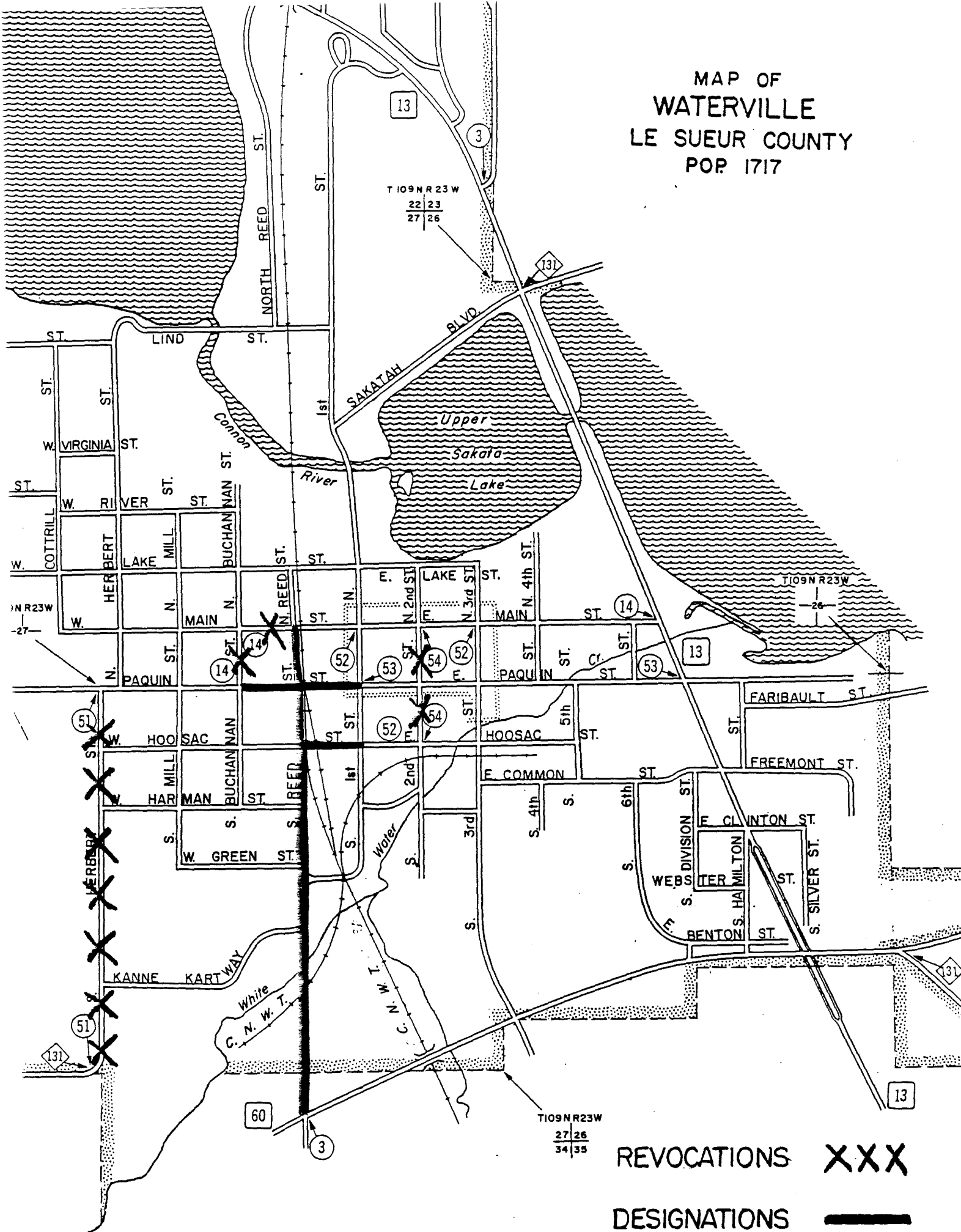
M. S. A. S. Miles	Comments: <u>Improvement continuity of CSAH-53, eliminate the cut-back on CSAH-53 and make continuous to first segment which didn't require designation.</u>
Available	
+ Revoked	
- Requested	
Balance	

RECOMMENDED APPROVAL OR DENIAL: Linley Hoban District State Aid Engineer 7-26-87 Date

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

APPROVAL OR DENIAL: _____ State Aid Engineer _____ Date

MAP OF
WATERVILLE
LE SUEUR COUNTY
POP 1717



REVOCATIONS **XXX**

DESIGNATIONS **—**

LE SUEUR COUNTY HIGHWAY DEPARTMENT

RONALD M. SANDVIK — HIGHWAY ENGINEER

PHONE: (612) 357-2251

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

July 10, 1989

Mr. Larry Hoben
District State Aid Engineer
Minnesota Department of Transportation
P. O. Box 4039
Mankato, MN 56001

Re: Revisions to County State Aid System
in Waterville - Le Sueur County

Dear Larry:

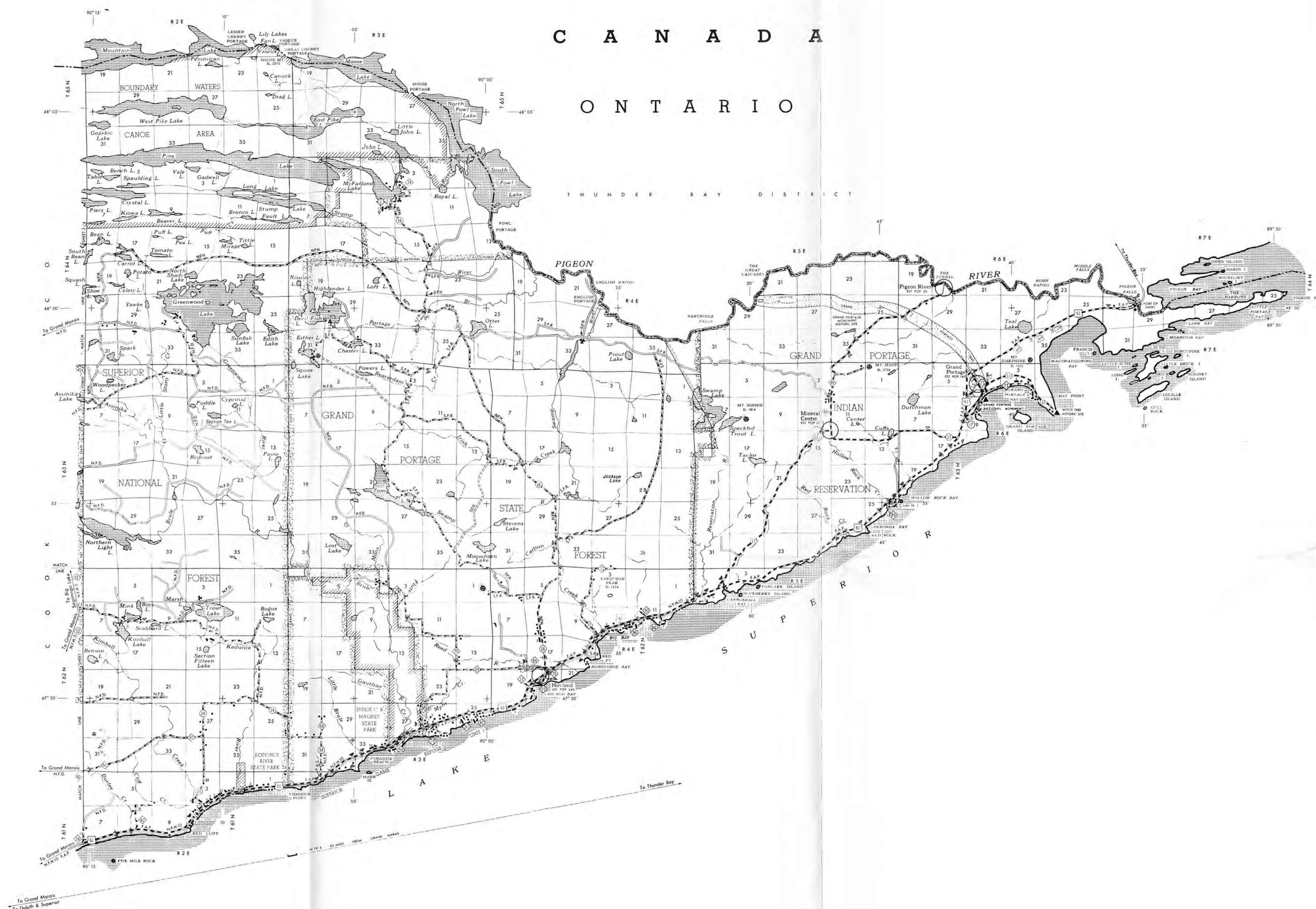
I recently attended a City Council meeting in the City of Waterville at which the Council inquired about the possibility of making revisions on these State Aid routes. The Le Sueur County Commissioners are in agreement with the proposed changes and Le Sueur County is hereby requesting the following changes be made to our County State Aid System.

REVOCATIONS (Amounting to 0.8 miles)

- (1) CSAH No. 54 between Main Street and Hoosac Street
Length 0.15 mile
- (2) CSAH No. 51 between Paquin St. and S. limits of
Waterville - Length 0.5 mile
- (3) Two blocks of CSAH No. 14 between Reed Street and
Paquin Street - Length 0.15 mile

DESIGNATIONS (Amounting to 0.85 mile)

- (1) Reed Street from Main St. to T.H. No. 60
Length 0.62 mile
- (2) Paquin Street between 1st Street and Buchanan St.
Length 0.15 mile
- (3) Hoosac Street between 1st Street and Reed Street
Length 0.08 mile



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

Both the City of Waterville and Le Sueur County feel that these changes provide for a more integrated and coordinated system and better meet the criteria used to establish State Aid Designation. We have checked the mileage on all segments and there is an additional 245 feet (0.05 mile) that we are requesting.

We request your review, approval and submittal to the County Screening Board for their consideration.

Sincerely,

RONALD M. SANDVIK
Le Sueur County Highway Engineer

RMS:kt

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Fall, 1989
Subcommittee: Roger Gustafson, Carver County (Chairman)
Duane Lorsung, Todd County
Gene Isakson, Sibley County
Request: Le Sueur County Mileage Addition

PROPOSED SYSTEM REVISION(S)

. Designations	1) <u>Reed Street (Main St to TH 60)</u>	+ <u>0.62</u> Mile(s)
	2) <u>Paquin St (1st St to Buchanan St)</u>	+ <u>0.15</u> Mile(s)
	3) <u>Hoosac Street (1st St to Reed St)</u>	+ <u>0.08</u> Mile(s)
. Revocations	1) <u>CSAH 54 (Main St to Hoosac St)</u>	- <u>0.15</u> Mile(s)
	2) <u>CSAH 51 (Paquin St/SL of Waterville)</u>	- <u>0.50</u> Mile(s)
	3) <u>CSAH 14 (Reed St to Paquin St)</u>	- <u>0.15</u> Mile(s)
	Total Addition	+ <u>0.05</u> Mile(s)

REVIEW RESOURCES

<u>X</u>	Road Tour (<u>September 27, 1989, with the county engineer</u>)
<u>X</u>	County Engineer's Request Cover Letter
<u>X</u>	TH, CSAH, CR, MSAS Systems Map(s)
—	Functional Classification Map(s)
—	Comprehensive Transportation Plan(s)
—	Traffic Map(s) and Data
—	Construction "Needs" of System Revision
<u>X</u>	Anticipated Construction Program
<u>X</u>	Recommendation(s) of District State Aid Engineer
<u>X</u>	Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

1. The mileage subcommittee supports the opinion of the district state aid engineer that all four of the criteria for a CSAH are not met in the request of Le Sueur County. In particular, the mileage subcommittee is of the opinion that the proposed configuration of CSAH's in Waterville does not create reasonable intervals in the system consistent with the density of population. Perpetuating the high concentration of CSAH's within the central area of the community is not supported by the mileage subcommittee.
2. The mileage subcommittee does support the overall direction for revising the CSAH system within Waterville that is represented by the request. It does appear more appropriate for Reed Street rather than CSAH 51 to be on the CSAH system. Northrup King and other businesses are located along Reed Street. In addition, a new county highway maintenance garage is proposed to be constructed at the intersection of Reed Street and Hoosac Street. Also, the Chicago and Northwestern Railroad corridor has been obliterated. These factors have contributed to the need for a CSAH system revision in Waterville.

RECOMMENDATION TO THE SCREENING BOARD

☐ RECOMMEND APPROVAL

☒ RECOMMEND DENIAL

The mileage subcommittee recommends that the request of Le Sueur County for the addition of 0.05 mile to its CSAH system be denied. The mileage subcommittee is of the opinion that the density of CSAH mileage within the downtown area of Waterville can be reduced. Sufficient reduction is possible, in the opinion of the mileage subcommittee, to accomplish the designation of Reed Street, the rerouting of CSAH 14, and the revocation of CSAH 51 while maintaining an adequate and integrated CSAH system.

DATE : July 26, 1989
TO : Manager, State Aid Needs Unit
FROM : Larry Helen District State Aid Engineer
SUBJECT : Request for Approval of a System Revision
(Municipality) (County) of Wiscasset

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles	Comments: <u>There is a request for a revision to the road classification</u>
Available	<u>between the City of Wiscasset and the town of Wiscasset</u>
Revoked	<u>in the town of Wiscasset</u>
Requested	<u>for the road between the town of Wiscasset and the town of Wiscasset</u>
Balance	<u>and for the road between the town of Wiscasset and the town of Wiscasset</u>

RECOMMENDED APPROVAL OR DENIAL: Larry Helen District State Aid Engineer 7-26-89 Date

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

APPROVAL OR DENIAL: _____
State Aid Engineer Date

AGRICULTURAL INSPECTION

DITCH SYSTEM INSPECTION

PARK DEPARTMENT

COUNTY OF NICOLLET
DEPARTMENT OF HIGHWAYS

Box 518
ST. PETER, MINNESOTA 56082

MICHAEL C. WAGNER, P.E.
Highway Engineer

PHONE (507) 931-1760

July 24, 1989

Mr. Larry Hoben
District State Aid Engineer
P.O. Box 4039
Mankato, MN 56001

Dear Mr. Hoben:

RE: Mileage request for existing CSAH 36

As part of a plan to re-align highways and build a by-pass along the west side of the City of St. Peter, we need the existing 0.8 mile of CSAH 36 (Minnesota Ave.) This segment of Old T.H. 169 was a turnback to the County in June of 1967.

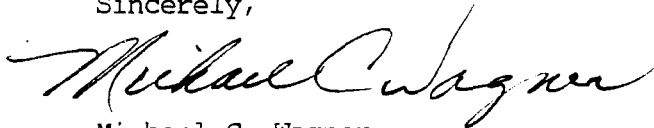
It is a part of our State Aid system now, but in order for Nicollet County to revoke it and re-designate the mileage on the by-pass, I understand that Screening Board approval of a 0.8 mile mileage request is needed.

The City of St. Peter has annexed most of CSAH 36 and is presently in the process of annexing the north end where it junctions with T.H. 169. The City is also willing to accept the revocation of CSAH 36 in its existing condition to expedite the by-pass project and adjust any MSA or FAU, if required.

I just learned from Ken Hoeschen that the Screening Board has now adopted a new mileage request procedure. The enclosed supporting information is somewhat complicated, but hopefully satisfactory.

If the Screening Board approves this 0.8 mile, CSAH 36 turnback, mileage request, the planned revocations and designations fit. This request does not ask for any additional mileage to the Nicollet County State Aid System.

Sincerely,



Michael C. Wagner
County Highway Engineer

MCW:clb

Enclosures

cc: Martin Menk

Nicollet County - CSAH 36 Turnback Mileage Request

COMMENTS

The planned revocations and re-designations for the proposed new highways are as follows:

1. Beginning at T.H. 99 on the south end of St. Peter, the first one mile from T.H. 333 to existing CSAH 5 (Fort Road/Grace St.) has already been redesignated CSAH 46. It is not constructed.
2. Existing CSAH 5 from Twp. Rd. T206 to T.H. 169 is planned for revocation. The City will take this Grace St. from a yet undetermined point just west of Sunrise Drive to T.H. 169. Upon completion of a new CSAH 5 the Fort Road between T206 and the City's Grace Street will be obliterated.
3. A new CSAH 5 is planned on new alignment from T206 to Broadway Avenue at Sunrise Drive.
4. Existing CSAH 15 from Sunrise Drive to existing T.H. 22 (Washington Avenue) is planned for revocation.
5. Existing CSAH 36 (Minnesota Avenue) from Center Street to T.H. 169 (this mileage request) is planned for revocation.
6. The mileage from the planned CSAH 15 and CSAH 36 revocations, plus the excess from the CSAH 5 relocation is planned for designation of continued CSAH 46 from the existing CSAH 5 to CSAH 20 at T.H. 22.

The following breakdown of the above mileage adjustments indicates the exchange to be a nearly even trade.

<u>Revoke</u>	CSAH 36	0.80
	CSAH 15 Sunrise Drive to T.H. 22	0.40
	CSAH 5 T206 to T.H. 169	<u>1.39</u>
		<u>2.59</u> miles
<u>Designate</u>	New CSAH 5 T206 to Sunrise Drive	0.87
	Additional CSAH 46 Old CSAH 5 to T.H. 22	<u>1.70</u>
		<u>2.57</u> miles

The enclosed colored map showing the existing routes and the anticipated changes is our City/County Comprehensive Plan. The City is working an exchange with Mn/DOT for T.H. 22 and Dodd Road, but it does not affect our City/County plans.

Traffic data is available only for the existing routes, It is 1987 traffic counts and the County has not yet received the printed maps that could have been enclosed. The following listing is taken from the large scale rough map:

CSAH 36		500 ADT
CSAH 15	Sunrise Drive to T.H. 22	1,360 ADT
CSAH 5	just west of Sunrise Drive	1,995 ADT
CSAH 5	near T.H. 169	2,050 ADT

Other data		
CSAH 5	One mile west of City	780 ADT
CSAH 15	One mile west of City	450 ADT
T.H. 22	just west of CSAH 20	880 ADT
CSAH 20	just north of T.H. 22	530 ADT
Sunrise Drive		1,840 ADT
T.H. 169	in St. Peter	14,600 ADT

It is anticipated that both CSAH 46 and new CSAH 5 will carry a minimum of 500 ADT when opened to traffic. There presently is no road or direct route available between T.H. 99 and the west side of the City. Gustavus Adolphus College desires to expand north and the City is close to building a downtown mall that closes a block of Grace Street. Both developments compliment moving CSAH 5 to Broadway, a route that is far superior for traffic when compared to Grace Street.

The proposed construction is CSAH 46 from T.H. 99 to new CSAH 5 and new CSAH 5, as the first stage, in 1990. The remainder of CSAH 46 should follow shortly thereafter.

Enclosed with these comments and the colored maps are the NEEDS sheets for the existing CSAH routes proposed for revocation. Regarding the proposed routes, NEEDS sheets do not yet exist nor has the cross-section been determined. The decision process for selecting "rural" or "urban" design is actively taking place at this time. In either case the surfacing design will be for a minimum 9 ton capacity.

MCW:clb

Enclosures

MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: Fall, 1989
Subcommittee: Roger Gustafson, Carver County (Chairman)
Duane Lorsung, Todd County
Gene Isakson, Sibley County
Request: Nicollet County Mileage Addition

PROPOSED SYSTEM REVISION(S)

. Designations	1) <u>CSAH 5 (T206 to Sunrise Dr)</u>	+ <u>0.87</u> Mile(s)
	2) <u>CSAH 46 (Old CSAH 5 to TH 22)</u>	+ <u>1.70</u> Mile(s)
	3) _____	+ ____ Mile(s)
. Revocations	1) <u>CSAH 5 (T206 to TH 169)</u>	- <u>1.39</u> Mile(s)
	2) <u>CSAH 15 (Sunrise Dr to TH 22)</u>	- <u>0.40</u> Mile(s)
	3) _____	- ____ Mile(s)

Total Addition		+ <u>0.78</u> Mile(s)

REVIEW RESOURCES

<u>X</u>	Road Tour (<u>September 27, 1989, without the county engineer</u>)
<u>X</u>	County Engineer's Request Cover Letter
<u>X</u>	TH, CSAH, CR, MSAS Systems Map(s)
<u>X</u>	Functional Classification Map(s)
___	Comprehensive Transportation Plan(s)
<u>X</u>	Traffic Map(s) and Data
<u>X</u>	Construction "Needs" of System Revision
<u>X</u>	Anticipated Construction Program
<u>X</u>	Recommendation(s) of District State Aid Engineer
<u>X</u>	Mileage Verification(s) by State Aid Engineer

MERIT(S) OF THE MILEAGE REQUEST

1. Two requests of the Screening Board are contained in the CSAH redesignation plans of Nicollet County. The first request is to approve 0.78 mile of additional CSAH. The second request is for the Screening Board to accept the revocation of a TH turnback to CSAH designation as an offset for the new CSAH mileage.
2. The "Mileage Limitation" resolution adopted by the Screening Board in October of 1961, and most recently revised in June of 1986, specifically addresses the use of TH turnback CSAH mileage. This resolution contains the following statement:

"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".
3. It is the opinion of the Mileage Subcommittee that the use of CSAH 36 trunk highway turnback mileage to make "the planned revocations and designations fit" in Nicollet County is inconsistent with the herein referenced Screening Board resolution.
4. The mileage subcommittee disagreed with the district state aid engineer's opinion that only two of the four criteria needed to meet the definition of a CSAH are met by the Nicollet County request. Having reviewed functional classification maps, traffic maps, construction needs sheets, and MSAS system maps made available by Nicollet County highway department staff and having driven the major street corridors within St. Peter, the mileage subcommittee is of the opinion that the proposed CSAH changes within St. Peter result in a system of roadways meeting the criteria for CSAH's. However, the mileage subcommittee is concerned about the continuity of the proposed CSAH 5/West Broadway Avenue road corridor since there would be 3 different jurisdictions responsible for 3 different segments of the roadway.
5. The mileage subcommittee did identify two existing segments of CSAH within the county that did appear to be possible candidates for revocation. The 0.9 mile segment of CSAH 16 between CSAH 21 and CSAH 5 in the western portion of the county is a functionally classified "local" gravel surfaced road having a 1987 traffic volume of 30 ADT. This CSAH runs parallel and one mile to the west of CSAH 14, a functionally classified "major collector" bituminous surfaced road having a 1987 traffic volume of 470 ADT. The other possible candidate is CSAH 26 between CSAH 20 and TH 169 in the northeastern area of Nicollet County. This CSAH is functionally classified a "minor collector", is 1.3 miles in length, and has a 1987 traffic volume of 40 ADT.
6. Revision of a portion of the MSAS system appears necessary if the request is approved. Minnesota Street between St. Julien Street and CSAH 36 would become a one block "stub" of MSAS mileage. Also, Sunrise Drive south of Broadway Avenue would become a "stub" MSAS under the proposed plan.

RECOMMENDATION TO THE SCREENING BOARD

 RECOMMEND APPROVAL

 X RECOMMEND DENIAL

The mileage subcommittee recommends that the request to add 0.78 mile to the CSAH system in Nicollet County be denied. It is the opinion of the mileage subcommittee that further review of the two mentioned revocation candidates along with a search for other possible candidates is warranted. It appears to the mileage subcommittee that an internal revision of the Nicollet CSAH system without the need for a mileage addition to the system is possible and is reasonable.

Further, it is urged by the mileage subcommittee that the Screening Board give careful consideration to the ramifications of supporting and approving any proposal to revoke TH turnback mileage to the CSAH system as an offset for the addition of new mileage to a county's CSAH system. It is recommended by the mileage subcommittee that no such action be taken without the Screening Board first referring the subject to the general subcommittee for study.

MUNICIPALITY OF ST. PETER

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

SCALE
1000' 0 1000' 2000'
1989
BASIC DATA: 1980



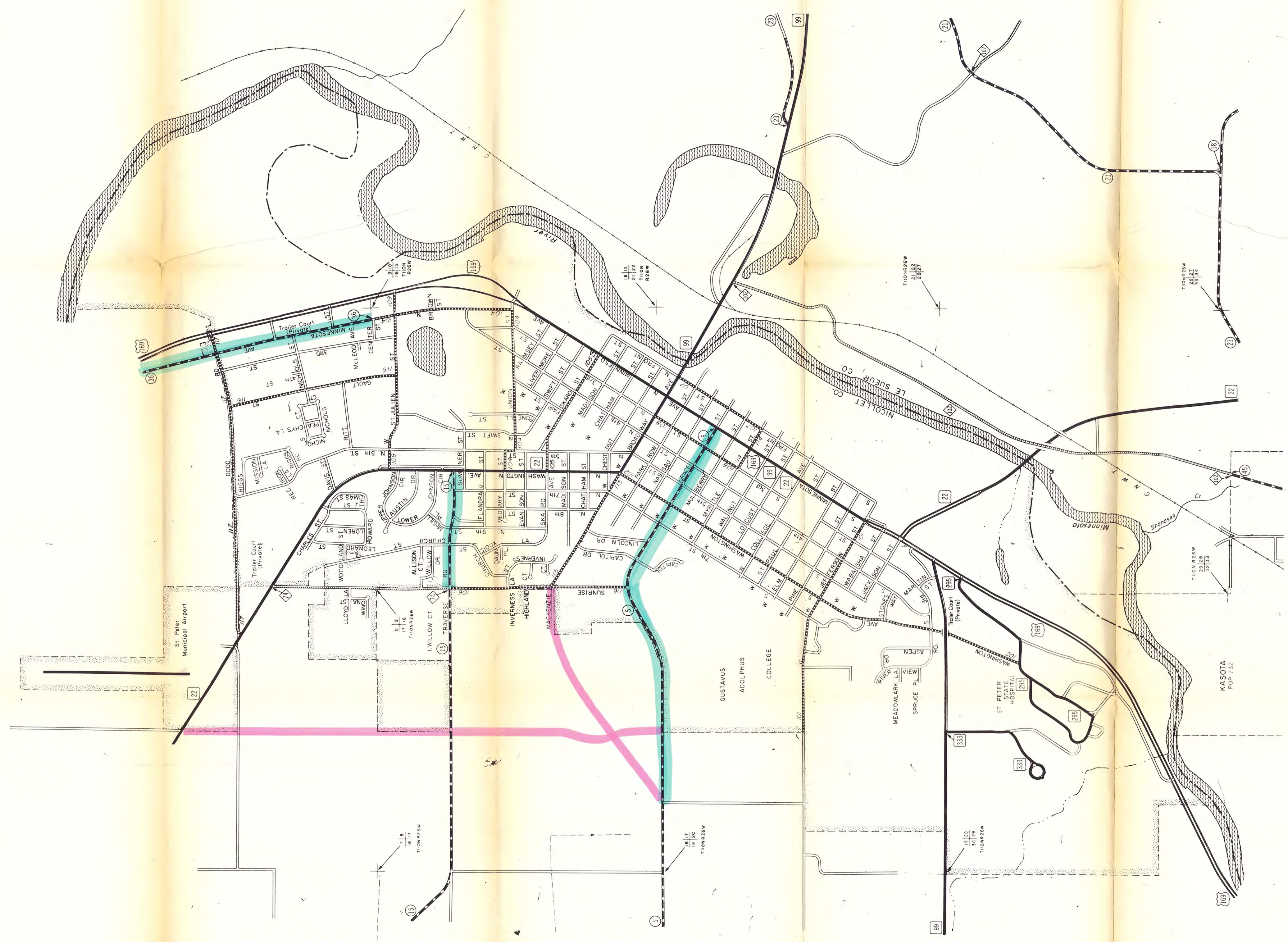
LEGEND

- INTERSTATE TRUNK HIGHWAY.....(35)
- U.S. NUMBERED TRUNK HIGHWAY.....(10)
- STATE NUMBERED TRUNK HIGHWAY.....(6)
- COUNTY STATE AID HIGHWAY.....(3)
- COUNTY ROAD.....(1)
- COUNTY STATE AID HIGHWAY IN ADJOINING COUNTY.....(2)
- COUNTY ROAD IN ADJOINING COUNTY.....(1)
- CORPORATE LIMITS.....

MUNICIPAL STATE AID STREET SYSTEM

LEGEND

- CORPORATE LIMITS.....
- COUNTY STATE AID HIGHWAY.....
- MUNICIPAL STATE AID STREET.....
- MUNICIPAL COUNTY STATE AID STREET.....
- COUNTY ROAD.....
- TRUNK HIGHWAY.....



Prop. designation ————
Prop. revocation ————

* * * * *

STATE PARK

ROAD

ACCOUNT

* * * * *



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES



DNR INFORMATION
(612) 296-6157

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

April 28, 1989

Mr. Leonard Levine, Commissioner
Department of Transportation
Transportation Building
John Ireland Boulevard
St. Paul, MN 55155

Dear Commissioner Levine:

Under Minnesota Statutes 162.06, Subdivision 5, as amended in 1969, 1986 and 1987, County State Aid Highway funds are set aside in each calendar year for use in the location, relocation, construction, reconstruction, and improvements of roads included in the County State Aid Highway system, which border and provide substantial access to an outdoor recreation unit as defined in Section 86A.04 and county roads that provide immediate access to public lakes.

This statute further provides that: "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." Also, "at the request of the Commissioner of Natural Resources, counties wherein such roads are located shall do such work as (s)he may specify and the county shall be reimbursed for the reconstruction or improvement from the account set aside under this subdivision."

Funds for each of the calendar years become available on January 1st. This allocation is to appropriate [REDACTED] county for the relocation of [REDACTED] which provides access to Beltrami Island State Forest.

Yours truly,

Joseph N. Alexander
Commissioner

cc: Gerald Rose, Director of Forestry
John Hellquist, Forest Recreation Specialist
Gordon Fay, County State Aid Engineer ✓
Roger N. Diesen, County Engineer
John Strohkirch, Parks & Recreation
Senator LeRoy Stumpf
Representative Jim Tunheim
John Rodewald, Regional Forestry Supervisor
Dave Thomas, Asst. Area Forest Supervisor
AN EQUAL OPPORTUNITY EMPLOYER



Brown County Highway Department

(507) 354-2313

1901 North Jefferson Street
New Ulm, Minnesota 56073

Mr. John Strohkirch, Manager
DNR Park Development and Resources
Division of Parks and Recreation
Box 39, 500 Lafayette Road
St. Paul, MN 55155-4039
March 6, 1989

Dear Mr. Strohkirch:

In response to your letter of February 16, 1989 and our phone conversation, Brown County is requesting consideration for funds through the State Park Road Account. The funds will be used to reconstruct C.S.A.H. 26, the park entrance from Summit Avenue to the main parking lot.

The existing entrance to Flandrau is very steep and winding, with no shoulders. The road has a 22' bituminous surface on about half of the 1.3 miles that run through the park. Pedestrians and bicycles must use the traffic lanes that have limited sight distance because of the winding road and steep grade.

Brown County proposed to replace the existing .45 miles of road and construct a 32' wide bituminous road with curb and gutter. The new road would also have storm sewer and a bicycle path on the east side or uphill side of the road. We would also construct the visitor turn-around section as shown in your letter. We also propose to overlay the existing road up to the first campground. The total estimated cost for these improvements is \$180,000.

The Brown County Highway Department will do the necessary survey work, prepare construction plans, and perform the inspection for this needed project. A project location map is enclosed for your reference.

Please call if you have any questions, or need additional information.

Very, Truly,

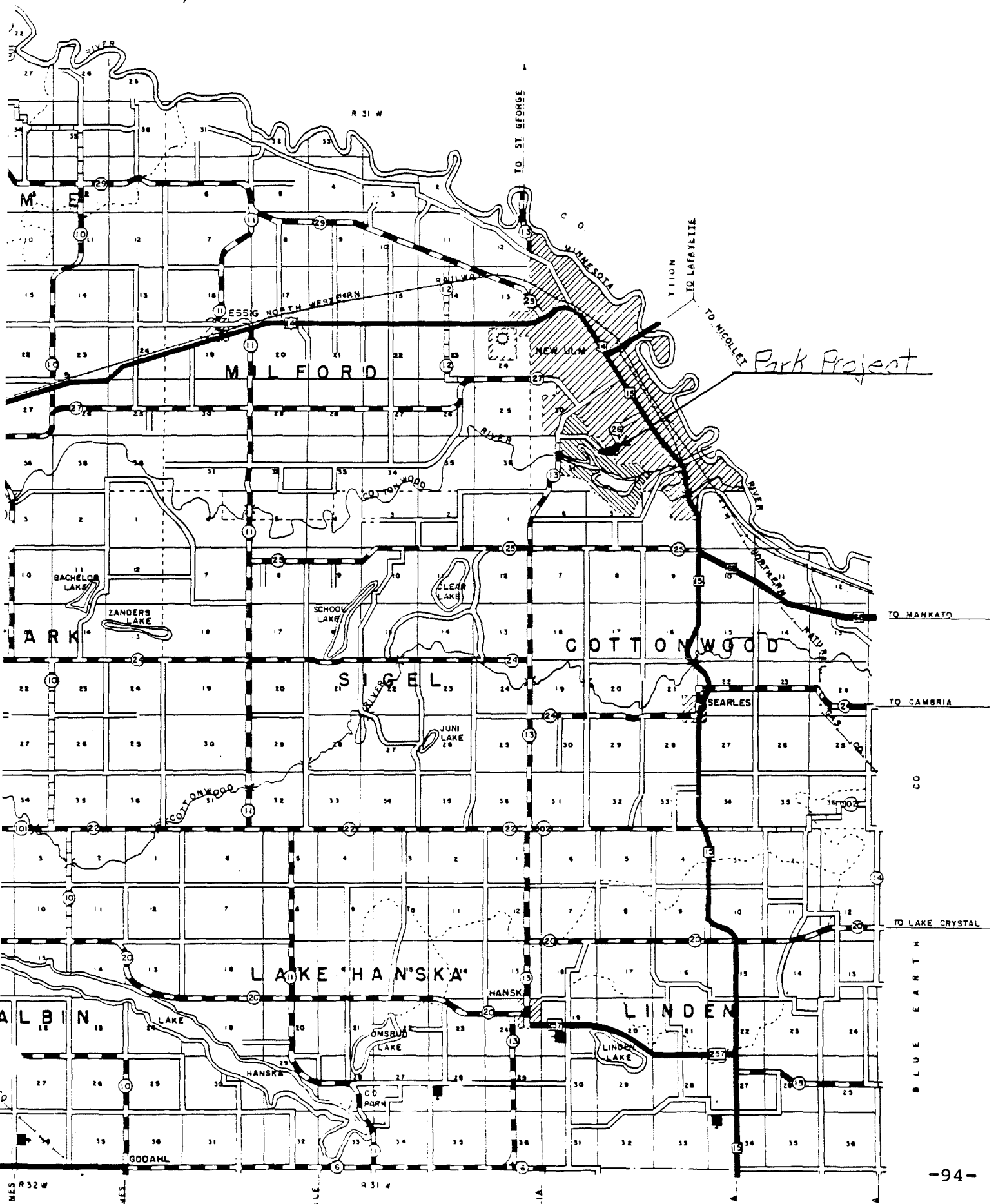
A handwritten signature in dark ink, appearing to read "Dale D. Wegner, Jr.", is written over a horizontal line.

Dale D. Wegner, Jr.
Brown County Highway Engineer

Encl.

cc. Charlie Mitchell, DNR New Ulm





[illegible]

* * * * *

REFERENCE

MATERIAL

* * * * *

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989

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

(For Use in the 1989 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1989 Needs Study.

For those counties whose traffic was counted in 1988, two factors are shown. The first factor is the one used last year and the second one was computed using 1988 traffic and has been used for the 1989 CSAH Needs Study. St. Louis county was counted in 1987 and processed in the 1989 Needs Study.

The resolution on traffic projection factors limits the change in factors to (+/-) 0.3 from one traffic count interval to the next. This results in factors of 1.2 in Chippewa and Cottonwood instead of 1.0 and 1.2 in Jackson and Koochiching instead of 1.1.

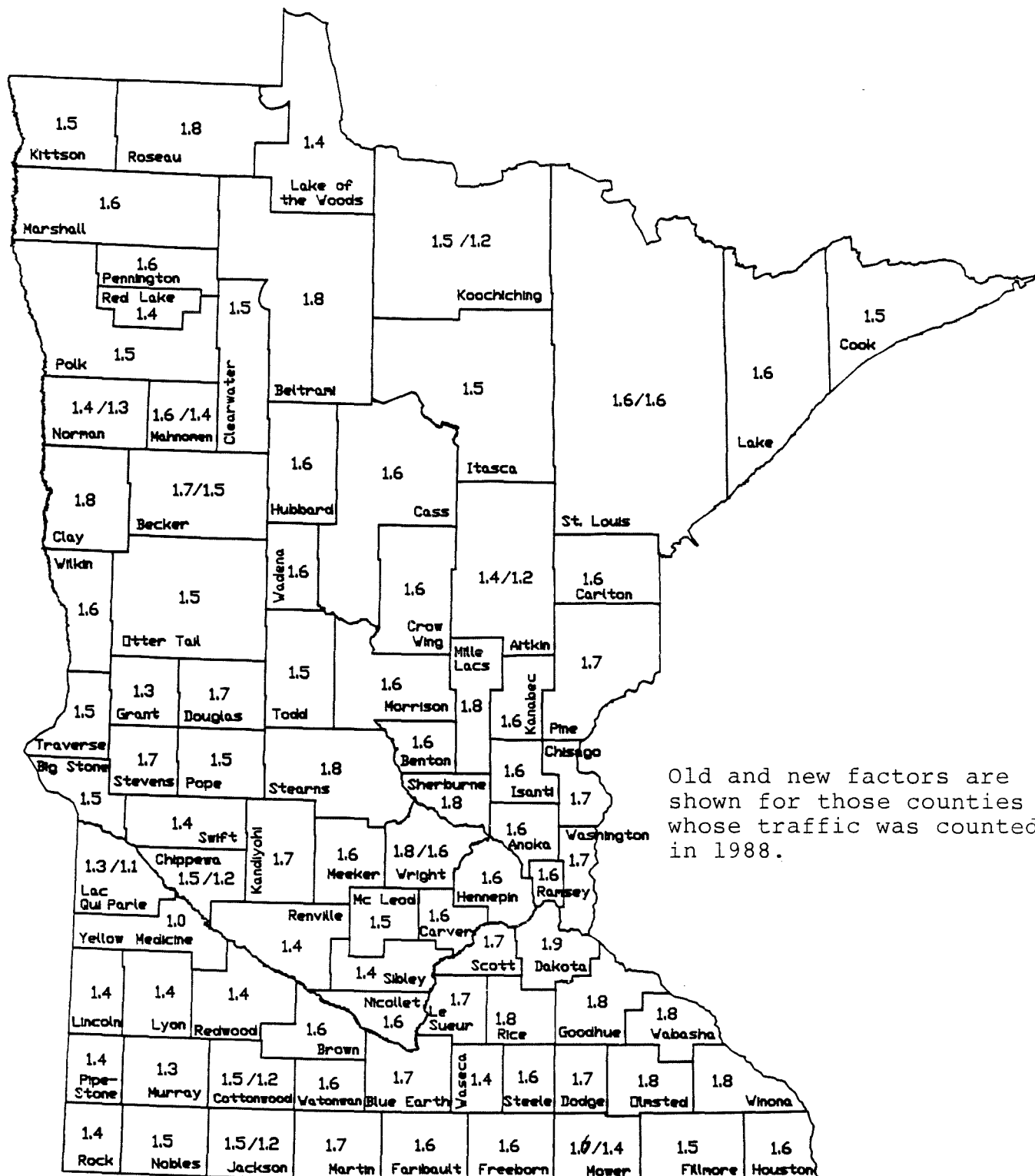
Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington county were counted 1988 but the traffic data was not processed in time to be updated in the 1989 Needs Study. Their traffic will be updated next year.

The following counties are being counted in 1989 and their traffic and traffic factor will also be updated next year along with the Metro area which was counted in 1988.

Big Stone	Dodge	Lyon	Roseau
Blue Earth	Fillmore	Martin	Stevens
Brown	Freeborn	Morrison	Swift
Cass	Hubbard	Murray	Todd
Chisago	Itasca	Pine	Traverse
Clay	Kittson	Pipestone	Wadena
Cook	Lake	Polk	Watsonwan
Crow Wing	Lincoln	Rice	Yellow Medicine

1989 COUNTY SCREENING BOARD DATA
OCTOBER, 1989
CSAH 20 YEAR TRAFFIC PROJECTION FACTORS

(FOR USE IN THE 1989 NEEDS STUDY)



Old and new factors are shown for those counties whose traffic was counted in 1988.

Minutes of the County Engineers Screening Board

Special Meeting January 11, 1989

Meeting was called to order at 4:25 P.M. January 11, 1989 by Chairman Bob McPartlin.

Roll call of members by Secretary:

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

A number of other County Engineers were also in attendance.

Although this is a special meeting, Chairman McPartlin called for approval of the October 19 and 20, 1988 Screening Board meeting minutes. Rick Arnebeck moved and Duane Lorsung second a motion to approve the minutes as distributed. Motion carried unanimously.

Chairman McPartlin asked the Secretary to read the action taken at the October 1988 meeting to reconvene the Screening Board at this time: "Ken Weltzin moved and Dick Hansen second a motion to continue current three member (delegates from Districts 3, 5 and 7) Mileage Sub-Committee plus the Screening Board Vice Chairman to develop a firm policy statement and procedural guidelines to evaluate mileage requests, to review any mileage requests received and to make a report at the first meeting of the Screening Board in 1989. General discussion followed. Motion carried by voice vote: 8 Yes; 1 No. Rick Arnebeck moved and Duane Lorsung second a motion that the Screening Board reconvene in January at the MCHEA Annual Meeting. Motion carried unanimously by voice vote."

Chairman McPartlin advised that he had correspondence with Mn/DOT Commissioner Levine and that it was the Commissioner's desire that the Screening Board "develop consistent guidelines and procedures for the use and review of additional CSAH mileage requests allowing for orderly growth of the CSAH system in specific areas of development".

Chairman McPartlin further advised that with the direction from both the October 1988 meeting motion and correspondence with Commissioner Levine, the Mileage Sub-Committee, made up of the delegates from Districts 3, 5 and 7, plus the Screening Board Vice Chairman, met in December 1988. He gave an overview of the meeting and the report prepared, which proposes the membership and charge of a Mileage Sub-Committee, and proposes the procedure to be used by a County Engineer and the responsibilities of the District State Engineer and State Aid Office. A copy of the Report is attached.

Chairman McPartlin then called for comments and/or discussion on the report:

Dick Hansen-- objected to committee membership makeup and asked for clarification.

Bob McPartlin and Duane Lorsung responded that the makeup is patterned after the standing General Sub-Committee: 1 representative from the North, 1 from the South and 1 from the Metro area.

Tom Behm-- commented that perhaps the membership should rotate among the districts of the regions so the same district isn't the representative year after year.

Rick Arnebeck-- if possible sub-committee members should have served on the Screening Board for the benefit of that exposure and background.

Bob McPartlin-- suggested that the Screening Board chairman should be aware of several such considerations in making appointments.

Rick Arnebeck-- believes the functional classification map should be an "updated" one.

Bob McPartlin-- noted on Page 2 of the Report that "discretion" is left to the Engineer with such information.

Rick Arnebeck-- emphasized "updated within five years" for proper review of the overall system.

Several comments were made regarding date of functional classification maps and procedures for changing or updating of same.

Rick Arnebeck moved to include "updated within five years" functional classification map on Page 2 of the Report under procedure. Motion failed for lack of a second.

Other Concerns

Mike Rardin-- commented about the "charge" to the regular Mileage Sub-Committee as the statement on Page 1 of the Report seems to be incomplete.

Mike Rardin moved and Dick Hansen second a motion to add language to the "charge" to read as follows: To review CSAH mileage requests allowing for orderly changes in the CSAH system and to make a recommendation to the full Screening Board as to the merits of the mileage request; and that the facts as presented have been verified. Motion carried unanimously by voice.

Dick Hansen moved and Tom Richels second a motion to accept the Report as amended. Motion carried unanimously by voice.

Chairman McPartlin concluded, "We now have some rules to deal with mileage requests as they come in."

Discussion followed regarding appointment of the members of the Mileage Sub-Committee.

Bob McPartlin-- noted the need to determine length of terms initially to allow for staggering terms.

Ken Weltzin-- suggested that two of the current members be appointed.

Roger Gustafson-- commented that a decision needs to be made as to who initially has the 1-year term, 2-year term and 3-year term.


Bob McPartlin-- suggested merely "drawing from the hat" and did so with the results that Roger Gustafson, representing the Metro area, will serve a 1-year term and Duane Lorsung, representing the North region, will serve a 2-year term, and the new appointee, representing the South region, will serve for a 3-year term.

Having concluded the business for which this special meeting was called, Chairman McPartlin thanked everyone for their input and interest in the matter of mileage requests.

Chairman McPartlin also offered a special thank you to the outgoing members of the Board noting this is one of the few times that the Screening Board had three meetings in a year. A hearty round of applause was offered as a "thank you". He also expressed his appreciation for being able to serve as Chairman of the Screening Board.

Duane Lorsung moved and Mike Rardin second a motion to adjourn. Motion carried. Meeting adjourned at 4:55 P.M. January 11, 1989.

Respectfully submitted,


Duane A. Blanck
Crow Wing County
Screening Board Secretary

Attachment

Minnesota County Highway Engineer Association

Interim Mileage Subcommittee

Final Report for the Screening Board
January 1989

Committee Members:

Mike Rardin, Dist. 2 - 1989 Screening Board Chair
Duane Lorsung, Dist. 3
Roger Gustafson, Dist. 5
Bob McPartlin, Dist. 7 - Chair & '88 Screening Board Chair

Charge of the Interim Committee:

- "to develop consistent guidelines and procedures for use in review of additional CSAH mileage requests allowing for orderly growth of the CSAH system in specific areas of development."

Len Levine, Commissioner of Transportation

- * Membership of the Regular Mileage Subcommittee is proposed to be:

ENDMENT 1/11/89

review CSAH mileage requests allowing for orderly changes in the CSAH system and

- 3 member, alternating terms
 - 1 from Dist. 1, 2, 3 or 4
 - 1 from Dist. 5 or 9
 - 1 from Dist. 6, 7 or 8
- Chairman of the Subcommittee shall be that member with the most seniority on the Subcommittee.
- Members shall not have dual membership to the Screening Board and the Mileage Subcommittee.
- Members to be appointed by Screening Board Chair after the Fall Screening Board Meeting.

ENDMENT 6/15/89

with the County Engineer,

- * The Charge to the Regular Mileage Subcommittee is proposed to be: To make a recommendation to the full Screening Board as to the merits of the mileage request; and that the facts as presented have been verified.

The Mileage Subcommittee is encouraged to review, by visual inspection, the new mileage as proposed, and the segments that will be revoked.

The report on Mileage Requests shall be completed in time for the publication of the next Screening Board Book.

- * The procedure for the County Engineer in requesting additional Mileage is proposed to be:

Guidelines that the County Engineer should consider to submit: (Discretion is left to the Engineer to provide whatever material is adequate to provide complete information to the subcommittee.)

- Cover letter of explanation. This should fully explain the new route and revoked route, complete with existing and future conditions. The letter should also verify that the four criteria of a C.S.A.H. are met.
- A Color-coded Map (one copy) and written comments. This map should show the Trunk Highway, State Aid System, County Road System (and Municipal State-Aid System, if appropriate). The written comments should explain the system continuity, and possible alterations that would better reflect the proposed traffic with the proper road authority.
- A Functional Classification Map (one copy) This is available from the State Aid Office.
- Comprehensive Transportation Plan. This plan may be different than the functional classification map.
- Traffic Data
- "Needs" sheet for both the proposed segment and the revoked segment.
- Anticipated Construction Program. A logical and reasonable time for construction should be indicated.
- Any other pertinent data.

Mandatory requirements:

- **Time Deadlines:-** April 1 for the Spring consideration
 - August 1 for Fall consideration by the Screening Board
 - Submit the complete package to the District State Aid Engineer.
- * Responsibility of the DSAE is proposed to be:
- To provide assistance to the County Engineer as requested in preparation of the document.
 - Review the entire package as submitted by the County Engineer.
 - Shall verify that the four basic criteria of a County State Aid Highway are met.
 - Shall recommend to deny or accept the proposal.

- Shall be available to the Mileage Subcommittee for additional comments
- * Responsibility of the State Aid Office is proposed to be:
 - To assist the Mileage Subcommittee
 - Provide a traffic map, and a blank County map
 - Verify the distances to be proposed and revoked
 - Provide a conference for committee review meeting and transportation for road inspection.

Minutes of the County Engineers Screening Board Meeting

June 14 & 15, 1989

Call to order at 1:05 P.M. June 14, 1989 by Chairman Mike Rardin.

Roll call of members:

Al Goodman Lake County District 1 Present
Mike Rardin Polk County District 2 Present
Gene Mattern Wadena County District 3 Present
Tom Richels Wilkin County District 4 Present
Vern Genzlinger Hennepin County District 5 Absent
Rick Arnebeck Winona County District 6 Present
Bob Witty Faribault/Martin Counties District 7 Present
Tom Behm Lyon County District 8 Present
Dave Everds Dakota County District 9 Present

Chairman Mike Rardin 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
Bill Croke District 1 State Aid Engineer
Jack Isaacson District 2 State Aid Engineer
Dave Reed District 3 State Aid Engineer
Vern Korzendorfer District 4 State Aid Engineer
Chuck Weichselbaum District 5 State Aid Engineer
Earl Welshons District 6 State Aid Engineer
Larry Hoben District 7 State Aid Engineer
John Hoeke District 8 State Aid Engineer
Elmer Morris District 9 State Aid Engineer

Chairman Rardin recognized others present:

Lee Engstrom Itasca County District 1 Alternate
Roger Hille Marshall County District 2 Alternate
John Walkup Aitkin County District 3 Alternate
Tallack Johnson Swift County District 4 Alternate
Brad Larson Scott County District 5 Alternate
Mike Sheehan Olmsted County District 6 Alternate
Arnie Johnson Rock County District 7 Alternate
Doug Haeder Pipestone County District 8 Alternate
Don Theisen Chisago County District 9 Alternate

Chairman Rardin then introduced Dave Everds, Dakota County, Chairman of the General Sub-Committee, and Roger Gustafson, Carver County, Chairman of the Mileage Sub-Committee.

Others in attendance were recognized:

Douglas Weiszhaar Stearns County

Walter Leu	Clearwater County
Don Wisniewski	Washington County
Ken Weltzin	Ramsey County
Dick Hansen	St. Louis County
Pete Boomgarden	Redwood County
David Olsonawski	Kittson County
Rick Kjonaas	McLeod County
Luke Hagen	Lincoln County
Elroy Dragsten	Chippewa County

Minutes of the special meeting held January 11, 1989 were distributed for review.

Chairman Rardin called for nominations for Vice Chairman of the Screening Board from any of the odd number District Screening Board members. Dave Everds nominated Bob Witty and Al Goodman second the nomination. Nominations were declared closed by the Chairman after calling three times for further nominations; unanimous voice vote cast for Bob Witty.

Chairman Rardin 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 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. He noted that he has been out to meetings in all Districts.

Pages 2 thru 9 - Rural Design Unit Prices

Information only--no discussion.

Page 11 & Figure "A" Rural Design Gravel Base Unit Price Data

Ken said Figure "A" is the Sub-Committee recommendation for the 1989 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 78 counties decreased and 7 counties increased, and 2 counties stayed the same from last year; the average change was -34¢. Ken also pointed out that the number of counties depending on surrounding counties has decreased since 1985 to only 17 counties.

Page 12 - Unit Price Inflation Factor Study

Information only--no discussion.

Pages 13 & 14 - C.S.A.H. Roadway Unit Price

Ken noted the 1988 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 15 & 16 - C.S.A.H. Miscellaneous Unit Price Report

Ken explained this report and the basis for the unit prices noted; he noted that the figures are the 1988 C.S.A.H. Needs Study Average and that the M.S.A.S.

Screening Board left the Storm Sewer per-mile cost the same, Curb & Gutter decreased \$0.50, RR Grade Protection increased, and Bridge costs increased to \$55, \$60, \$70 and \$200, respectively.

Pages 18 thru 23 - History of Mileage Requests

Information only--no discussion. Ken noted this is the first year that the Mileage Sub-Committee is part of the process.

Pages 24 thru 29 & Figure "B" - Chippewa County Mileage Request

Request amounts to 0.05 mile. Comments made by Elroy Dragsten summarizing the request. Rick Arnebeck questioned the revoking and redesignating of the section south of 16; Elroy advised that there was realignment involved. Tom Richels inquired about intersections.

Pages 30 thru 35 & Figure "C" - Lincoln County Mileage Request

Request amounts to 0.35 mile. Comments made by Luke Hagen. Tom Behm commented that stub ends at the State Line reviewed with South Dakota authorities. No questions.

Pages 36 thru 43 & Figure "D" - McLeod County Mileage Request

Request withdrawn by Rick Kjonaas, McLeod County Engineer, to allow for further review and a comprehensive plan.

Pages 44 thru 51 & Figure "E" - Pipestone County Mileage Request

Request amounts to 0.37 mile. Comments made by Doug Haeder. No questions.

Pages 52 thru 59 & Figure "F" - Redwood County Mileage Request

Request amounts to 4.80 miles. Comments made by Pete Boomgarden noting that the basis of the request is the result of the recent jurisdictional study. Tom Richels inquired about the shape or condition of the Elevator at Rowena; Dave Everds asked about the ADT of the roads at Wabasso; Tom Behm asked about reverting to County and Township status. No further questions.

Pages 60 thru 65 & Figure "G" - Stearns County Mileage Request

Request amounts to 0.25 mile. Comments made by Doug Weiszhaar. A letter from the Sherburne County Highway Engineer was distributed noting recent changes resulting in a system reduction which could be better redesignated around the St. Cloud area. No questions.

Chairman Rardin called on Roger Gustafson to give an overview of how the process worked with the Mileage Sub-Committee; Roger responded accordingly and welcomed any input. Tom Behm suggested that a County Engineer should be along with the Sub-Committee for the on-site inspection/review. Tom Richels inquired if air travel would be available through the Administrative Account. Al Goodman expressed thanks from District 1 as it was a big help in reviewing the mileage requests to have the Sub-Committee's report.

Page 67 & Figure "H" - Subbase Unit Price Data

Information only--no discussion.

Page 68 - 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. Much discussion followed: Tom Behm questioned how often the current situation of running out of obligation authority occurs; Dave Everds asked how many counties had projects approved which are affected; Rick Arnebeck stated District 6 is of the opinion that if a project is ready by September 1, 1989, that deduction be waived; Al Goodman noted District 1 supports such a concept; Mike Rardin noted to what extent a project should be ready; Bob Witty advised that District 7 felt if a plan was into State Aid, the deduction should be waived; Dave Everds commented about plan approval and Right-of-Way Certificate filed; Tom Richels reported District 4 felt that plan and all paperwork had to be in to State Aid; Bob Witty asked about how many counties will be affected next year; Rick Arnebeck noted that there have been eight or nine counties per year with an excess balance but this year due to lack of Federal funds, there are 22 counties with excess balances; Mike Rardin commented that District 2 believes that if everything for a project is ready to go, the deduction should be waived; Al Goodman summarized: "Can't spend it if you don't have it!".

Pages 69 and 70 - County State Aid Maintenance and Hardship Transfers

Information only--no discussion.

Page 71 - Needs Adjustments for Variances Granted on C.S.A.H.S

Ken noted these adjustments are based on the guidelines established by the Variance Sub-Committee and are the difference between the needs drawn in the past and the cost of construction based on the variance granted; the adjustment is for a 10-year period but made one time. Brad Larson asked if in fact the recommendations resulted in adjustments even to minimum counties; Ken responded Yes to their 25-year Needs but not in actual apportionment for the minimum counties, however the actual apportionment is affected for other counties. No other questions.

Page 72 - Minutes of the C.S.A.H. Variance Sub-Committee

Mike Rardin inquired about Item No. 3 as to why this should be added; Pete Boomgarden responded that this is really a housekeeping item and is for clarification (Refer to Page 98, 3C).

Chairman Rardin declared a recess for refreshments.

Meeting resumed with further discussion about the Variance Sub-Committee. Gene Mattern asked for clarification regarding Item No. 1; Ken H. responded about two specific cases for which no dollar value could be established. Pete Boomgarden noted that these type of cases are very difficult to determine dollar amounts and that any deduction is very small. No other questions.

Pages 73 thru 82 - Minutes of the County Engineers Screening Board Meeting October 19 & 20, 1988

Earlier approved by motion at the special meeting held January 11, 1989.

Other Business

Ken Hoeschen commented that a project submitted and approved by State Aid but accomplished under local funding is not considered a State Aid Project but is included in the grading cost comparison.

Ken H. also commented on Cook County's Needs deduction last year should be modified since a project was let and Notice of State Aid Contract mailed but never received by the Office of State Aid, so a correction will be made.

Brad Larson presented a resolution to amend the Bond Adjustment Resolution to allow for a Needs Adjustment for any bonds sold to finance a State Aid Project. Question was posed by Mike Rardin as to why such an amendment is necessary, to which Brad responded it relates to credit for local initiative. Al Goodman noted that the M.C.H.E.A. Executive Committee supports credit for local effort. Gordon Fay elaborated about bonding against State Aid funds. Various comments were made and a good discussion followed.

Gordon Fay commented about Bridge Bonding in that \$8 million was authorized in the past Legislative Session and noted that the Town Bridge Account should double. Rick Arnebeck questioned how the balance is to be distributed. Mike Rardin inquired as to how legislation will affect funding for 1990. Gordon commented on funding and various related issues.

With no further business to come before the Board, Chairman Rardin declared the meeting adjourned until 9:00 A.M. June 15, 1989.

Chairman Rardin reconvened the meeting at 9:04 A.M. June 15, 1989.

All Screening Board members were present except District 5 represented by Alternate.

Chairman Rardin called for approval of the January 11, 1989 Special Meeting. Al Goodman moved and Rick Arnebeck second a motion to approve the minutes as distributed. Motion carried unanimously.

Page 11 & Figure "A" - Rural Design Gravel Base Unit Prices

Chairman Rardin asked if there were any questions; there were none.

Pages 13 and 14 - C.S.A.H. Roadway Unit Price Report

Chairman Rardin asked for questions; there were none.

Pages 15 and 16 - C.S.A.H. Miscellaneous Unit Price Report.

Chairman Rardin asked for questions: Gene Mattern commented about the M.S.A.S. figures provided and questioned if they were in fact well thought out; Dave Everds questioned the legitimacy of the M.S.A.S. figures for bridge work and what affect might they have in terms of overall needs. Ken Hoeschen responded he believed the figures recommended by the General Sub-Committee are more accurate. Gene Mattern asked what affect the increased M.S.A.S. figures had; Gordon Fay commented and concluded there is little or no affect.

Bob Witty moved and Rick Arnebeck second a motion to accept the Sub-Committee's recommendation for C.S.A.H. Roadway Unit Prices as stated on Page 14 and the C.S.A.H. Miscellaneous Unit Prices as stated on Page 16. Motion carried unanimously by voice.

Pages 24 thru 29 - Chippewa County Mileage Request

Ken H. summarized the request. Tom Behm expressed District 8's interest to have the Mileage Sub-Committee meet with the respective County Engineer in the field to review a mileage request. Ballots were cast with the following results: Yes (Approve), 9; No (Deny), 0--the mileage request is therefore approved.

Pages 30 thru 35 & Figure "C" - Lincoln County Mileage Request

Ken H. summarized the request. Luke Hagen commented that all possibilities for revocation were examined. Tom Richels inquired about any other funding sources; Tom Behm indicated only local county sources. Ballots were cast with the following results: Yes (Approve), 1; No (Deny), 8--the mileage request is therefore not approved.

Pages 36 thru 43 & Figure "D" - McLeod County Mileage Request

The McLeod County request was withdrawn by the McLeod County Highway Engineer and the District 8 Delegate.

Pages 44 thru 51 & Figure "E" - Pipestone County Mileage Request

Ken H. summarized the request. No further discussion. Ballots were cast with the following results: Yes (Approve), 1; No (Deny), 8--the mileage request is therefore not approved.

Pages 52 thru 59 & Figure "F" - Redwood County Mileage Request

Ken H. summarized the request. Pete Boomgarden commented that the request is the result of the jurisdictional study and there is a business at stake. Ballots were cast with the following results: Yes (Approve), 1; No (Deny), 8--the mileage request is therefore not approved.

Pages 60 thru 65 & Figure "G" - Stearns County Mileage Request

Ken H. summarized the request. Dave Reed commented that this request involves coordination between Stearns and Sherburne Counties and the City of St. Cloud resulting in a net reduction in the total C.S.A.H. system. Doug Weiszhaar thanked Russ Matchinsky for his cooperation. Tom Richels questioned the status of the bridge involved; Doug W. advised it was constructed with a variance using both M.S.A.S. and C.S.A.H. funds and it will be part of the M.S.A.S. system under the jurisdiction of the City of St. Cloud. Al Goodman asked about "pay back" of C.S.A.H. funds; Doug W. responded there is no adjustment since it remains on a State Aid system. Ballots were cast with the following results: Yes (Approve), 8; No (Deny), 1--the mileage request is therefore approved.

NOTE: The results of the balloting for each request were not announced until all requests were voted upon.

Tom Behm moved and Tom Richels second a motion to amend the Charge to the Mileage Sub-Committee by adding the words "with the County Engineer" after "by visual inspection" in the second paragraph of the Charge of the previously approved guidelines for the Mileage Sub-Committee. Motion carried unanimously by voice. Chairman Rardin called on Roger Gustafson, current Mileage Sub-Committee Chairman, who commented briefly about the new procedure for mileage requests.

Ken Hoeschen commented in general. Rick Arnebeck summarized the previous day's discussion and noted the overall impact on our allotment is minimal. Rick Arnebeck moved and Al Goodman second a motion to request an explanation from the Commissioner of Mn/DOT as to the lack of Federal Aid allotments to the counties, how this has occurred and if this situation will recur or continue in the future. Discussion followed about the general procedures related to Federal Aid and the adverse impact that the unavailable funds have on the overall C.S.A.H. system. Motion carried unanimously by voice.

Brad Larson moved and Bob Witty second a motion that those counties which have an approved project (full P.S.E. and R/W Certificate filed) prior to September 1st, that the estimated project cost be subtracted from the F.A.S. Fund Balance in computing a Needs adjustment. Discussion followed and resulted in the following language being agreed upon by the motion maker and second as the motion to act on:

After the last sentence of the current Screening Board resolution related to F.A.S. Fund Balance Deductions, add a new sentence: "Further, in the event that a County has a Federal Aid project to the point that a Right-of-Way Certificate No. 1 has been signed and the project plan has been approved by the State Aid Office prior to September 1st and the project cannot proceed because of the non-availability of Federal Funds, the State Aid estimate of the F.A.S. portion of the project cost shall be deducted from the F.A.S Fund Balance." Motion carried unanimously by voice.

Page 71 and 72

Ken H. summarized the recommendations. Chairman Rardin called for discussion on questions. Al Goodman inquired as to the affect of variance on Minimum Counties; Ken H. explained an adjustment is made, but the last adjustment is Minimum County Status by Law. Rick Arnebeck moved and Bob Witty second a motion to approve the recommendations on Page 71 for Needs Adjustments and the recommended additions to the guidelines as noted on Page 72. Motion carried unanimously by voice.

Chairman Rardin declared a recess for refreshments.

Other Business

Chairman Rardin called for any other business to come before the Board:

Tom Behm asked for clarification as to the F.A.S. portion of a project and if the resolution adopted is clear; it was concluded it was just the F.A.S. portion of the project cost to be deducted from a F.A.S. Fund Balance for Needs Adjustment purposes.

Chairman Rardin brought up the matter of including a non-State Aid project in the Grading Cost Comparison adjustment and the Cook County case as mentioned yesterday; the State Aid Office has taken administrative action to account for these matters and unless there is action differently by the Screening Board, these matters are considered resolved. Dave Everds commented on State Aid ap-

proved plans; Tom Behm said District 8 felt if approved plan, it must be included; Earl Welshons related to having approved plans for overall planning as did Mike Sheehan; Gene Mattern commented on leveraging and if small counties will be hurt as a result. The Grading Cost Adjustment resolution on Page 89 was reviewed. No action taken.

Chairman Rardin brought up the issue of Bond Adjustment as introduced yesterday. Brad Larson emphasized the importance of this matter in terms of local effort. Brad Larson moved and Rick Arnebeck second a motion to refer the issue of credit for local effort, including general bonding adjustments to the General Sub-Committee for their review and recommendation to the County Screening Board on the procedure to implement such adjustments. The General Sub-Committee is to perform such study in time to incorporate the recommendations in the Fall 1989 Screening Board Report for action by the Fall 1989 Screening Board. Al Goodman commented that the overall discussion included rather broad issues and the Sub-Committee may not have adequate time to address all issues. Gene Mattern moved and Rick Arnebeck second a motion to amend the motion on the floor by adding "and to determine the need for such". Motion to amend failed by voice vote: 1 - Yes; 8 - No. Motion carried unanimously by voice.

Chairman Rardin extended a hearty thankyou to Dave Everds for his work on the General Sub-Committee.

Gordon Fay offered a few comments about local Road & Bridge funds and State Aid funds in relation to Legislators' comments and that his comments are not just his opinion about the overall issue of funding but are expressions passed on from others, some of which he does not necessarily agree with; he emphasized that County Engineers have a responsibility to inform local legislators about County finances. Gordon also commented on the Legislative Study Commission and future funding, about variances from standards and changing the rules via the Rule Making process.

Gene Mattern moved and Rick Arnebeck second a motion to adjourn. Motion carried. Chairman Rardin declared the meeting adjourned at 10:55 A.M. June 15, 1989.

Respectfully submitted,



Duane A. Blanck
Crow Wing County
Screening Board Secretary

Minutes of the CSAH General Subcommittee Meeting
September 15, 1989

Members present: Bill Groskurth, Chairman - Freeborn County
Dennis Berend - Otter Tail County
Ken Weltzin - Ramsey County

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

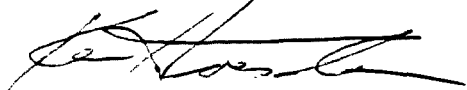
The meeting was called to order by Chairman Groskurth at 11:30 A.M. on September 15, 1989 in a meeting room at the Canterbury Inn in Shakopee.

Credit for expending local county money on County State Aid Highways was the main topic for this meeting. A general discussion took place relating to local bonds, apportionment effect of "credit for local effort", types of projects to be considered, etc.

The Subcommittee decided to look at the last 10 years of State Aid projects. The State Aid Finance Office will be requested to provide the local dollars spent for items eligible for State Aid participation on State Aid projects in the last 10 years.

The next meeting was scheduled for Thursday, October 5, 1989 at 2:00 P.M. at the St. Paul Mn/DOT Building.

Respectfully submitted,



Ken Hoeschen
Acting Secretary

CURRENT RESOLUTIONS OF THE
COUNTY SCREENING BOARD

July, 1989

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.

Mileage Subcommittee - Jan. 1989

That the Screening Board Chairman appoint a Subcommittee to review all additional mileage requests submitted and to make recommendations on these requests to the County Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years and representing the metro (Districts 5 and 9), the north (Districts 1, 2, 3 and 4) and the south area (Districts 6, 7 and 8) of the state respectively. Subsequent terms will be for three years and appointments will be made after each year's Fall Screening Board Meeting. Mileage requests must be in the District State Aid Engineer's Office by April 1 to be considered at the spring meeting and by August 1 to be considered at the fall meeting.

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 1989)

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. Further, in the event that a County has a Federal Aid project to the point that a Right-of-Way Certificate No. 1 has been signed and the project plan has been approved by the State Aid Office prior to September 1st and the project cannot proceed because of the non-availability of Federal Funds, the State Aid estimate of the F.A.S. portion of the project cost shall be deducted from the F.A.S. Fund Balance.

County State Aid Construction Fund Balances - May 1975 (Latest Rev. October 1988)

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, a Report of State Aid Contract (Form #30172) that has been received before September 1 by the District State Aid Engineer for processing or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.

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 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.

Also, the adjustment to traffic projection factors shall be limited to a 0.3 point change per traffic count interval.

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.

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 (Latest Rev. June 1989)

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. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.
- 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.
- 8) No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.
- 9) Those variances requesting acceptance of pavement strength 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 pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.