



1990 County Screening Board ~~Data~~ *Report*



*Dennis C. Carlson
"Challenging Times"*

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October 1990

1990 County Screening Board Data



Dennis C. Carlson
"Challenging Times"

MINNESOTA DEPARTMENT OF TRANSPORTATION

October 1990

**MINNESOTA DEPARTMENT OF TRANSPORTATION
STATE AID ENGINEER
DENNIS C. CARLSON**

Dennis Carlson, former Benton County Highway Engineer, is Mn/DOT's new State Aid engineer.

With 30 years in government work, including 20 years in state aid activities, Carlson brings a wealth of experience to the position. Prior to 14 years in Benton County, he worked for the Hennepin County Public Works Planning and Programming Division.

In 1977, Carlson was appointed secretary to the County State Aid committee, serving 10 years.

He has served in all offices, including president, of the Minnesota County Highway Engineers Association (MCHEA). For the past five years, he has worked with the MCHEA Legislative Committee to affect changes in the state aid formula.

1990 COUNTY SCREENING BOARD

Al Goodman	(89-90) - Lake County	- District 1
Roger Hille	(90-91) - Marshall County	- District 2
Gene Mattern	(89-90) - Wadena County	- District 3
Jack Cousins	(90-91) - Clay County	- District 4
Vern Genzlinger	(89-90) - Hennepin County	- District 5
Mike Sheehan	(90-91) - Olmsted County	- District 6
Bob Witty	(89-90) - Faribault/Martin Counties	- District 7
Doug Haeder	(90-91) - Pipestone County	- District 8
Dave Everds	(89-90) - Dakota County	- District 9
Al Forsberg (Secretary)	- Blue Earth County	

1990 SCREENING BOARD ALTERNATES

Lee Engstrom	- Itasca County	District 1
Walter Leu	- Lake of the Woods County	District 2
John Walkup	- Aitkin County	District 3
Dave Heyer	- Becker County	District 4
Brad Larson	- Scott County	District 5
Bill Groskurth	- Freeborn County	District 6
Arnie Johnson	- Rock County	District 7
Gary Danielson	- Kandiyohi County	District 8
Don Theisen	- Chisago County	District 9

1990 CSAH GENERAL SUBCOMMITTEE

Bill Groskurth, Chair.	(June, 91) - Freeborn County
Ken Weltzin	(June, 92) - Ramsey County
Dick Larson	(June, 93) - Mille Lacs County

1990 CSAH MILEAGE SUBCOMMITTEE

Duane Lorsung, Chair.	(Oct. 90) - Todd County
Gene Isakson	(Oct. 91) - Sibley County
Paul Ruud	(Oct. 92) - Anoka County

CSAH VARIANCE SUBCOMMITTEE (STANDING)

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

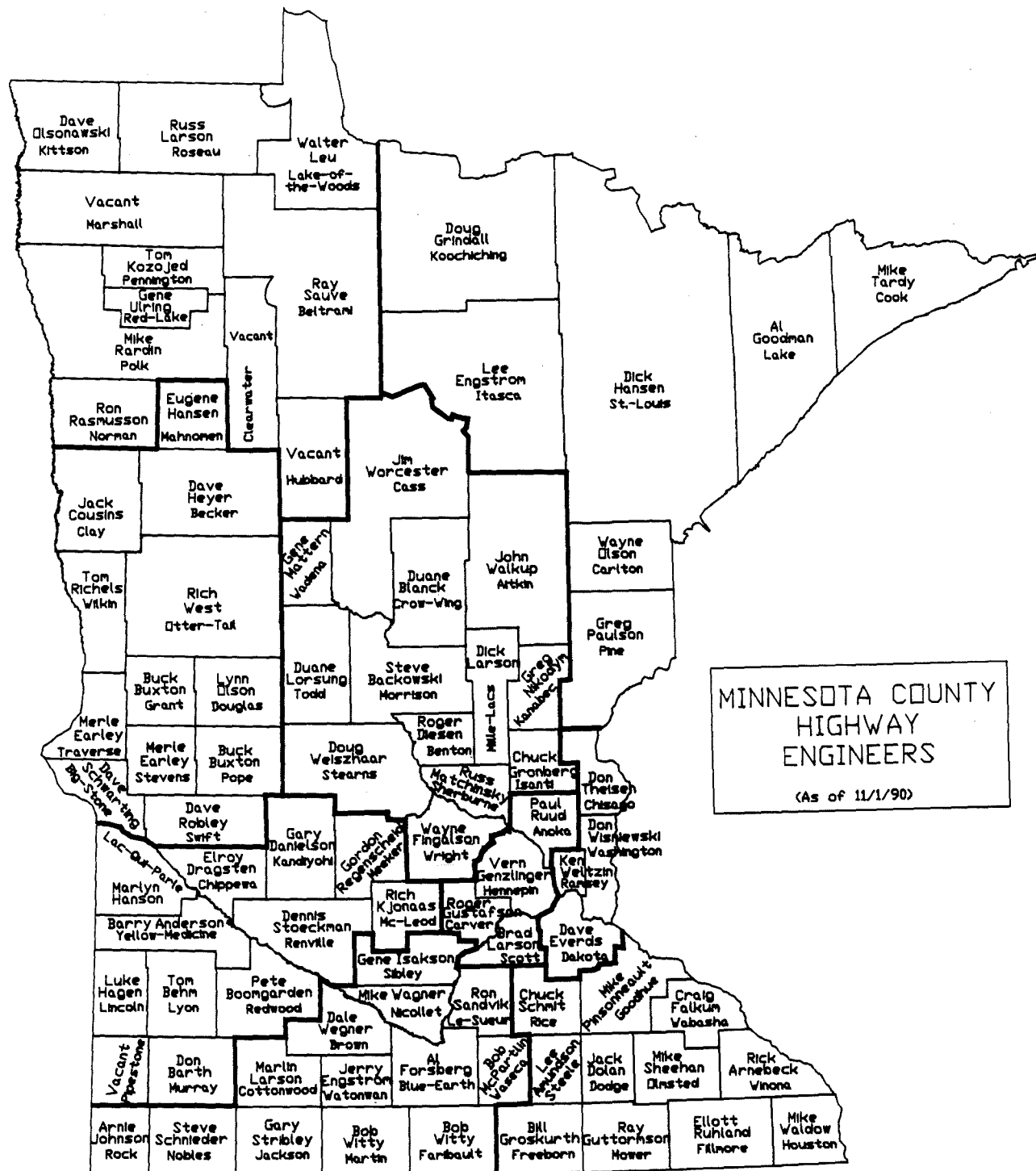


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WP:MILEHIST

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1991

The information listed below is presented as historical data for the 33 years of County State Aid Apportionments and preliminary data for the 34th year.

Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,100 miles of which almost 790 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 1991 has been estimated to be approximately \$234 million (the same as for 1990). 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.

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1991

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	234,971,125	2,844,852,527
1991	30,142.75 *	4,902,049,807	\$234,971,125 (EST.)	\$3,079,823,652

* Does Not Include 1990 Trunk Highway Turnback Mileage.

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

Comparison of the Basic 1989 to the Basic 1990
25-Year Construction Needs

The following tabulation indicates the various stages of the 1990 C.S.A.H. needs study update and shows the needs effect each phase produced.

<u>Normal Update</u>	--	Reflects the needs changes due to 1989 construction, system revisions and any other necessary corrections. Also, under the revised Screening Board resolution dealing with construction accomplishments, any segments graded in 1964 or earlier were eligible for complete needs. Also, any bridges built prior to 1955 were eligible for reconstruction needs. This increased several counties' needs considerably.
<u>1990 Unit Prices</u>	--	Shows the needs impact of the unit prices approved at the June 13-14, 1990 meeting.
<u>Bridge and Railroad Crossing Costs</u>	--	Indicates the effect of the bridge and crossing costs adopted by the Screening Board in June.
<u>1989 Traffic and Traffic Projection Factors Update</u>	--	Represents the change in needs resulting from using the 1989 traffic and new traffic projection factors for the counties which were counted in 1989. Please see the report on "TRAFFIC PROJECTION FACTORS" in the Reference Material section of this book for more information.

Fig. A

Lotus-2.01-2(Effect)

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

Comparison of The Basic 1989 To The Basic 1990 25-Year Construction Needs

County	Basic 1989 25-Year Construction Needs	Effect of 1990 Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Bridge & Railroad Cost Update	% Change	Effect of Traffic & Traffic Factor Update	% Change	Basic 1990 25-Year Construction Needs	Total Change From 1989 Needs	Total % Change	County
Carlton	\$50,388,957	141,359	0.3%	148,310	0.3%	366,660	0.7%	0	0.0%	51,045,286	656,329	1.3%	Carlton
Cook	38,371,105	(780,352)	-2.0%	1,492,606	4.0%	103,380	0.3%	2,725,677	7.0%	41,912,416	3,541,311	9.2%	Cook
Itasca	82,389,056	1,666,264	2.0%	1,546,440	1.8%	1,084,140	1.3%	5,227,104	6.0%	91,913,004	9,523,948	11.6%	Itasca
Koochiching	27,515,177	705,901	2.6%	798,193	2.8%	336,950	1.2%	0	0.0%	29,356,221	1,841,044	6.7%	Koochiching
Lake	53,184,214	(520,008)	-1.0%	411,788	0.8%	756,110	1.4%	971,470	1.8%	54,803,574	1,619,360	3.0%	Lake
Pine	101,389,715	2,041,857	2.0%	211,637	0.2%	916,170	0.9%	(2,383,221)	-2.3%	102,176,158	786,443	0.8%	Pine
St. Louis	326,373,772	(2,332,807)	-0.7%	3,802,274	1.2%	4,752,918	1.4%	0	0.0%	332,596,157	6,222,385	1.9%	St. Louis
District 1 Totals	679,611,996	922,214	0.1%	8,411,248	1.2%	8,316,328	1.2%	6,541,030	0.4%	703,802,816	24,190,820	3.6%	District 1 Totals
Beltrami	60,508,174	3,509,519	5.8%	113,818	0.2%	536,470	0.8%	0	0.0%	64,667,981	4,159,807	6.9%	Beltrami
Clearwater	35,002,078	(42,905)	-0.1%	(1,673,253)	-4.8%	355,990	1.1%	0	0.0%	33,641,910	(1,360,168)	-3.9%	Clearwater
Hubbard	35,578,684	2,061,078	5.8%	177,106	0.5%	135,040	0.4%	326,417	0.9%	38,278,325	2,699,641	7.6%	Hubbard
Kittson	44,093,017	107,501	0.2%	1,068,284	2.4%	333,000	0.7%	(2,948,573)	-6.5%	42,653,229	(1,439,788)	-3.3%	Kittson
Lake of the Woods	15,166,353	1,410,797	9.3%	(609,108)	-3.7%	104,060	0.7%	0	0.0%	16,072,102	905,749	6.0%	Lake of the Woods
Marshall	64,618,763	(121,503)	-0.2%	927,047	1.4%	740,120	1.1%	0	0.0%	66,164,427	1,545,664	2.4%	Marshall
Norman	37,677,109	735,564	2.0%	(379,308)	-1.0%	590,115	1.6%	0	0.0%	38,623,480	946,371	2.5%	Norman
Pennington	20,253,208	208,321	1.0%	777,179	3.8%	244,310	1.2%	0	0.0%	21,483,018	1,229,810	6.1%	Pennington
Polk	113,907,220	(1,220,739)	-1.1%	2,701,645	2.4%	780,025	0.7%	(3,830,482)	-3.3%	112,337,669	(1,569,551)	-1.4%	Polk
Red Lake	20,049,041	745,372	3.7%	(232,021)	-1.1%	221,590	1.1%	0	0.0%	20,783,982	734,941	3.7%	Red Lake
Roseau	49,860,615	1,661,849	3.3%	3,727,538	7.2%	189,380	0.3%	(5,522,687)	-10.0%	49,916,695	56,080	0.1%	Roseau
District 2 Totals	496,714,262	9,054,854	1.8%	6,598,927	1.3%	4,230,100	0.8%	(11,975,325)	-0.7%	504,622,818	7,908,556	1.6%	District 2 Totals
Aitkin	45,252,704	(826,889)	-1.8%	(376,334)	-0.8%	319,620	0.7%	0	0.0%	44,369,101	(883,603)	-2.0%	Aitkin
Benton	21,618,204	290,658	1.3%	486,036	2.2%	186,840	0.8%	0	0.0%	22,581,738	963,534	4.5%	Benton
Cass	54,134,251	5,617,662	10.4%	(875,371)	-1.5%	290,715	0.5%	5,064,412	8.6%	64,231,669	10,097,418	18.7%	Cass
Crow Wing	44,966,307	(580,107)	-1.3%	(408,939)	-0.9%	338,590	0.8%	(611)	0.0%	44,315,240	(651,067)	-1.4%	Crow Wing
Isanti	25,497,933	1,175,161	4.6%	81,514	0.3%	65,180	0.2%	0	0.0%	26,819,788	1,321,855	5.2%	Isanti
Kanabec	23,209,958	751,838	3.2%	(427,223)	-1.8%	109,420	0.5%	0	0.0%	23,643,993	434,035	1.9%	Kanabec
Mille Lacs	30,663,858	(1,338,381)	-4.4%	176,688	0.6%	97,300	0.3%	0	0.0%	29,599,465	(1,064,393)	-3.5%	Mille Lacs
Morrison	46,712,117	(365,361)	-0.8%	(64,699)	-0.1%	145,310	0.3%	525,738	1.1%	46,953,105	240,988	0.5%	Morrison
Sherburne	13,213,879	281,227	2.1%	4,734	0.0%	330,885	2.5%	0	0.0%	13,830,725	616,846	4.7%	Sherburne
Stearns	82,894,832	3,681,432	4.4%	(736,081)	-0.9%	558,335	0.7%	0	0.0%	86,398,518	3,503,686	4.2%	Stearns
Todd	48,879,168	2,520,616	5.2%	271,402	0.5%	142,660	0.3%	591,637	1.1%	52,405,483	3,526,315	7.2%	Todd
Wadena	21,644,344	2,245,502	10.4%	1,140,322	4.8%	389,420	1.6%	949,631	3.7%	26,369,219	4,724,875	21.8%	Wadena
Wright	64,029,592	891,252	1.4%	491,859	0.8%	1,850,615	2.8%	0	0.0%	67,263,318	3,233,726	5.1%	Wright
District 3 Totals	522,717,147	14,344,610	2.7%	(236,092)	0.0%	4,824,890	0.9%	7,130,807	0.4%	548,781,362	26,064,215	5.0%	District 3 Totals
Becker	\$34,721,960	4,852,215	14.0%	(560,065)	-1.4%	825,820	2.1%	0	0.0%	39,839,930	5,117,970	14.7%	Becker
Big Stone	15,793,121	1,763,107	11.2%	(26,384)	-0.2%	184,720	1.1%	(1,447,933)	-8.2%	16,266,631	473,510	3.0%	Big Stone
Clay	56,236,648	1,722,197	3.1%	(476,003)	-0.8%	947,340	1.6%	(2,626,813)	-4.5%	55,803,369	(433,279)	-0.8%	Clay
Douglas	38,475,092	(632,845)	-1.6%	(170,558)	-0.5%	476,150	1.3%	0	0.0%	38,147,839	(327,253)	-0.9%	Douglas
Grant	17,234,847	1,238,486	7.2%	(556,556)	-3.0%	39,760	0.2%	0	0.0%	17,956,537	721,690	4.2%	Grant
Mahnomen	13,065,352	400,725	3.1%	(153,768)	-1.1%	80,280	0.6%	0	0.0%	13,392,589	327,237	2.5%	Mahnomen
Otter Tail	88,532,808	19,652,111	22.2%	(2,877,363)	-2.7%	746,540	0.7%	0	0.0%	106,054,096	17,521,288	19.8%	Otter Tail
Pope	27,071,989	1,601,791	5.9%	1,257,471	4.4%	65,020	0.2%	0	0.0%	29,996,271	2,924,282	10.8%	Pope
Stevens	28,975,617	375,000	1.3%	(1,996,032)	-6.8%	34,200	0.1%	(543,004)	-2.0%	26,845,781	(2,129,836)	-7.4%	Stevens
Swift	38,590,932	1,114,774	2.9%	(2,943,619)	-7.4%	468,960	1.3%	(3,382,546)	-9.1%	33,848,501	(4,742,431)	-12.3%	Swift
Traverse	23,348,665	1,399,627	6.0%	279,451	1.1%	321,080	1.3%	(2,051,741)	-8.1%	23,297,082	(51,583)	-0.2%	Traverse
Wilkin	30,112,521	532,483	1.8%	1,064,473	3.5%	292,720	0.9%	0	0.0%	32,002,197	1,889,676	6.3%	Wilkin
District 4 Totals	412,159,552	34,019,671	8.3%	(7,158,953)	-1.6%	4,482,590	1.0%	(10,052,037)	-0.5%	433,450,823	21,291,271	5.2%	District 4 Totals
Anoka	58,133,372	14,903,411	25.6%	333,525	0.5%	199,780	0.3%	0	0.0%	73,570,088	15,436,716	26.6%	Anoka
Carver	42,406,000	2,152,500	5.1%	1,913,361	4.3%	990,630	2.1%	0	0.0%	47,462,491	5,056,491	11.9%	Carver
Hennepin	430,511,764	9,454,572	2.2%	(2,187,886)	-0.5%	8,728,410	2.0%	0	0.0%	446,506,860	15,995,096	3.7%	Hennepin
Scott	63,453,671	1,396,137	2.2%	567,030	0.9%	1,417,105	2.2%	0	0.0%	66,833,943	3,380,272	5.3%	Scott
District 5 Totals	594,504,807	27,906,620	4.7%	626,030	0.1%	11,335,925	1.8%	0	0.0%	634,373,382	39,868,575	6.7%	District 5 Totals
Dodge	30,414,340	678,267	2.2%	(5,230)	0.0%	372,780	1.2%	(606,140)	-1.9%	30,854,017	439,677	1.4%	Dodge
Fillmore	89,292,145	1,500,969	1.7%	1,577,006	1.7%	1,318,990	1.4%	1,639,537	1.7%	95,328,647	6,036,502	6.8%	Fillmore
Freeborn	55,420,886	(3,654)	0.0%	986,521	1.8%	409,480	0.7%	(1,936,273)	-3.4%	54,870,960	(549,926)	-1.0%	Freeborn
Goodhue	55,635,617	(194,645)	-0.3%	633,303	1.1%	428,620	0.8%	0	0.0%	56,502,895	867,278	1.6%	Goodhue
Houston	54,413,859	(995,020)	-1.8%	476,367	0.9%	692,900	1.3%	0	0.0%	54,588,106	174,247	0.3%	Houston
Mower	53,392,642	668,249	1.3%	2,984,780	5.5%	1,200,369	2.1%	0	0.0%	58,246,040	4,853,398	9.1%	Mower
Olmsted	62,133,373	1,591,097	2.6%	1,606,673	2.5%	815,821	1.2%	0	0.0%	66,146,964	4,013,591	6.5%	Olmsted
Rice	42,467,379	(484,974)	-1.1%	(778,360)	-1.9%	1,057,795	2.6%	1,534,497	3.6%	43,796,337	1,328,958	3.1%	Rice
Steele	39,089,009	1,731,296	4.4%	128,481	0.3%	1,257,150	3.1%	0	0.0%	42,205,936	3,116,927	8.0%	Steele
Wabasha	52,807,525	(33,931)	-0.1%	401,873	0.8%	1,002,740	1.9%	0	0.0%	54,178,207	1,370,682	2.6%	Wabasha
Winona	57,760,558	1,286,198	2.2%	1,212,027	2.1%	479,940	0.8%	0	0.0%	60,738,723	2,978,165	5.2%	Winona
District 6 Totals	592,827,333	5,737,852	1.0%	9,223,441	1.5%	9,036,585	1.5%	631,621	0.0%	617,456,832	24,629,499	4.2%	District 6 Totals
Blue Earth	\$62,065,184	1,997,529	3.2%	422,871	0.7%	1,280,064	2.0%	(731,932)	-1.1%	65,033,716	2,968,532	4.8%	Blue Earth
Brown	33,398,189	(126,436)	-0.4%	451,620	1.4%	571,240	1.7%	(1,403,480)	-4.1%	32,891,133	(507,056)	-1.5%	Brown
Cottonwood	33,281,221	0	0.0%	179,191	0.5%	411,680	1.2%	0	0.0%	33,872,092	590,871	1.8%	Cottonwood
Faribault	56,401,734	(642,102)	-1.1%	975,473	1.7%	1,512,430	2.7%	0	0.0%	58,247,535	1,845,801	3.3%	Faribault
Jackson	51,196,775	2,203,833	4.3%	665,943	1.2%	828,700	1.5%	0	0.0%	54,895,251	3,698,476	7.2%	Jackson
Le Sueur	37,964,873	1,816,400	4.8%	34,640	0.1%	216,090	0.5%	0	0.0%	40,032,003	2,067,130	5.4%	Le Sueur
Martin	50,033,702	1,076,941	2.2%	(82,318)	-0.2%	311,700	0.6%	(1,611,781)	-3.1%	49,728,244	(305,458)	-0.6%	Martin
Nicollet	35,694,708	1,263,679	3.5%	1,582,605	4.3%	430,660	1.1%	0	0.0%	38,971,652	3,276,944	9.2%	Nicollet
Nobles	53,267,805	(129,317)	-0.2%	2,990,736	5.6%	594,055	1.1%	0	0.0%	56,723,279	3,455,474	6.5%	Nobles
Rock	32,488,185	256,880	0.8%	3,511,204	10.7%	1,037,867	2.9%	0	0.0%	37,294,136	4,805,951	14.8%	Rock
Sibley	37,353,188	(285,317)	-0.8%	926,967	2.5%	465,290	1.2%	0	0.0%	38,460,128	1,106,940	3.0%	Sibley
Waseca	36,588,662	572,348	1.6%	833,552	2.2%	236,270	0.6%	0	0.0%	38,230,832	1,642,170	4.5%	Waseca
Watsonwan	33,798,682	271,966	0.8%	(398,948)	-1.2%	767,820	2.3%	(1,415,634)	-4.1%	33,023,886	(774,796)	-2.3%	Watsonwan
District 7 Totals	553,532,908	8,276,404	1.5%	12,093,536	2.2%	8,663,866	1.5%	(5,162,827)	-0.3%	577,403,887	23,870,979	4.3%	District 7 Totals
Chippewa	27,710,453	1,416,728	5.1%	307,050	1.1%	315,090	1.1%	0	0.0%	29,749,321	2,038,868	7.4%	Chippewa
Kandiyohi	50,824,886	1,143,845	2.3%	(212,699)	-0.4%	191,420	0.4%	0	0.0%	51,947,452	1,122,566	2.2%	Kandiyohi
Lac Qui Parle	29,09												

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NEEDS

ADJUSTMENTS

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1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

Restriction of 25-Year Construction Needs Changes

In order to temper any large needs changes, the 1975 County Screening Board adopted the resolution below:

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

This year the statewide needs increased 4.1%, thereby limiting any individual county's needs change to a range from a minus 15.9% to a plus 24.1%. The following tabulation indicates the method of computing the restriction necessary for 1990 and the actual needs restriction to the county involved.

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990
RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1989 25 YEAR CONSTRUCTION NEEDS	BASIC 1990 25-Year CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1989 NEEDS	% CHANGE FROM RESTRICTED 1989 NEEDS	RESTRICTED 1990 25 YEAR CONSTRUCTION NEEDS	1990 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$50,388,957	\$51,045,286	\$656,329	1.3%			Carlton
Cook	38,371,105	41,912,416	3,541,311	9.2%			Cook
Itasca	82,389,056	91,913,004	9,523,948	11.6%			Itasca
Koochiching	27,877,932	29,356,221	1,478,289	5.3%			Koochiching
Lake	53,184,214	54,803,574	1,619,360	3.0%			Lake
Pine	101,389,715	102,176,158	786,443	0.8%			Pine
St. Louis	326,373,772	332,596,157	6,222,385	1.9%			St. Louis
District 1 Totals	679,974,751	703,802,816	23,828,065	3.5%			District 1 Totals
Beltrami	60,508,174	64,667,981	4,159,807	6.9%			Beltrami
Clearwater	35,002,078	33,641,910	(1,360,168)	-3.9%			Clearwater
Hubbard	35,578,684	38,278,325	2,699,641	7.6%			Hubbard
Kittson	44,093,017	42,653,229	(1,439,788)	-3.3%			Kittson
Lake of the Woods	15,166,353	16,072,102	905,749	6.0%			Lake of the Woods
Marshall	64,618,763	66,164,427	1,545,664	2.4%			Marshall
Norman	37,677,109	38,623,480	946,371	2.5%			Norman
Pennington	20,253,208	21,483,018	1,229,810	6.1%			Pennington
Polk	113,907,220	112,337,669	(1,569,551)	-1.4%			Polk
Red Lake	20,049,041	20,783,982	734,941	3.7%			Red Lake
Roseau	49,860,615	49,916,695	56,080	0.1%			Roseau
District 2 Totals	496,714,262	504,622,818	7,908,556	1.6%			District 2 Totals
Aitkin	45,252,704	44,369,101	(883,603)	-2.0%			Aitkin
Benton	21,618,204	22,581,738	963,534	4.5%			Benton
Cass	54,134,251	64,231,669	10,097,418	18.7%			Cass
Crow Wing	44,966,307	44,315,240	(651,067)	-1.4%			Crow Wing
Isanti	25,497,933	26,819,788	1,321,855	5.2%			Isanti
Kanabec	23,209,958	23,643,993	434,035	1.9%			Kanabec
Mille Lacs	30,663,858	29,599,465	(1,064,393)	-3.5%			Mille Lacs
Morrison	46,712,117	46,953,105	240,988	0.5%			Morrison
Sherburne	13,213,879	13,830,725	616,846	4.7%			Sherburne
Stearns	82,894,832	86,398,518	3,503,686	4.2%			Stearns
Todd	48,879,168	52,405,483	3,526,315	7.2%			Todd
Wadena	21,644,344	26,369,219	4,724,875	21.8%			Wadena
Wright	64,029,592	67,263,318	3,233,726	5.1%			Wright
District 3 Totals	522,717,147	548,781,362	26,064,215	5.0%			District 3 Totals
Becker	34,721,960	39,839,930	5,117,970	14.7%			Becker
Big Stone	13,830,125	16,266,631	2,436,506	17.6%			Big Stone
Clay	56,236,648	55,803,369	(433,279)	-0.8%			Clay
Douglas	38,475,092	38,147,839	(327,253)	-0.9%			Douglas
Grant	17,234,847	17,956,537	721,690	4.2%			Grant
Mahnomen	13,065,352	13,392,589	327,237	2.5%			Mahnomen
Otter Tail	88,532,808	106,054,096	17,521,288	19.8%			Otter Tail
Pope	27,071,989	29,996,271	2,924,282	10.8%			Pope
Stevens	28,975,617	26,845,781	(2,129,836)	-7.4%			Stevens
Swift	38,590,932	33,848,501	(4,742,431)	-12.3%			Swift
Traverse	23,348,665	23,297,082	(51,583)	-0.2%			Traverse
Wilkin	30,112,521	32,002,197	1,889,676	6.3%			Wilkin
District 4 Totals	410,196,556	433,450,823	23,254,267	5.7%			District 4 Totals

COUNTY	RESTRICTED 1989 25 YEAR CONSTRUCTION NEEDS	BASIC 1990 25-Year CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1989 NEEDS	% CHANGE FROM RESTRICTED 1989 NEEDS	RESTRICTED 1990 25 YEAR CONSTRUCTION NEEDS	1990 SCREENING BOARD RESTRICTION	COUNTY
Anoka	\$58,133,372	\$73,570,088	\$15,436,716	26.6%	24.1%	\$72,143,515	Anoka
Carver	42,406,000	47,462,491	5,056,491	11.9%			Carver
Hennepin	430,511,764	446,506,860	15,995,096	3.7%			Hennepin
Scott	63,453,671	66,833,943	3,380,272	5.3%			Scott
District 5 Totals	594,504,807	634,373,382	39,868,575	6.7%			District 5 Totals
Dodge	30,414,340	30,854,017	439,677	1.4%			Dodge
Fillmore	89,292,145	95,328,647	6,036,502	6.8%			Fillmore
Freeborn	55,420,886	54,870,960	(549,926)	-1.0%			Freeborn
Goodhue	55,635,617	56,502,895	867,278	1.6%			Goodhue
Houston	54,413,859	54,588,106	174,247	0.3%			Houston
Mower	53,392,642	58,246,040	4,853,398	9.1%			Mower
Olmsted	62,133,373	66,146,964	4,013,591	6.5%			Olmsted
Rice	42,467,379	43,796,337	1,328,958	3.1%			Rice
Steele	39,089,009	42,205,936	3,116,927	8.0%			Steele
Wabasha	52,807,525	54,178,207	1,370,682	2.6%			Wabasha
Winona	57,760,558	60,738,723	2,978,165	5.2%			Winona
District 6 Totals	592,827,333	617,456,832	24,629,499	4.2%			District 6 Totals
Blue Earth	62,065,184	65,033,716	2,968,532	4.8%			Blue Earth
Brown	33,398,189	32,891,133	(507,056)	-1.5%			Brown
Cottonwood	33,281,221	33,872,092	590,871	1.8%			Cottonwood
Faribault	56,401,734	58,247,535	1,845,801	3.3%			Faribault
Jackson	51,196,775	54,895,251	3,698,476	7.2%			Jackson
Le Sueur	37,964,873	40,032,003	2,067,130	5.4%			Le Sueur
Martin	50,033,702	49,728,244	(305,458)	-0.6%			Martin
Nicollet	35,694,708	38,971,652	3,276,944	9.2%			Nicollet
Nobles	53,267,805	56,723,279	3,455,474	6.5%			Nobles
Rock	32,488,185	37,294,136	4,805,951	14.8%			Rock
Sibley	37,353,188	38,460,128	1,106,940	3.0%			Sibley
Waseca	36,588,662	38,230,832	1,642,170	4.5%			Waseca
Watonwan	33,798,682	33,023,886	(774,796)	-2.3%			Watonwan
District 7 Totals	553,532,908	577,403,887	23,870,979	4.3%			District 7 Totals
Chippewa	27,710,453	29,749,321	2,038,868	7.4%			Chippewa
Kandiyohi	50,824,886	51,947,452	1,122,566	2.2%			Kandiyohi
Lac Qui Parle	29,098,553	30,959,424	1,860,871	6.4%			Lac Qui Parle
Lincoln	22,049,832	22,930,768	880,936	4.0%			Lincoln
Lyon	45,545,823	46,772,860	1,227,037	2.7%			Lyon
Mc Leod	38,338,145	40,066,301	1,728,156	4.5%			Mc Leod
Meeker	26,258,348	27,253,711	995,363	3.8%			Meeker
Murray	29,794,831	26,691,059	(3,103,772)	-10.4%			Murray
Pipestone	28,333,954	29,899,504	1,565,550	5.5%			Pipestone
Redwood	47,128,863	50,156,796	3,027,933	6.4%			Redwood
Renville	57,700,919	59,286,887	1,585,968	2.7%			Renville
Yellow Medicine	34,572,612	37,975,642	3,403,030	9.8%			Yellow Medicine
District 8 Totals	437,357,219	453,689,725	16,332,506	3.7%			District 8 Totals
Chisago	43,606,562	45,535,800	1,929,238	4.4%			Chisago
Dakota	105,962,283	105,556,866	(405,417)	-0.4%			Dakota
Ramsey	203,074,282	205,499,622	2,425,340	1.2%			Ramsey
Washington	68,353,747	71,875,874	3,522,127	5.2%			Washington
District 9 Totals	420,996,874	428,468,162	7,471,288	1.8%			District 9 Totals
STATE TOTALS	\$4,708,821,857	\$4,902,049,807	\$193,227,950	4.1%			STATE TOTALS

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990
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.

County	FAS Fund Balance as of Sept. 1, 1990	Maximum Balance	Needs Deduction From the 1990 25-Year C.S.A.H. Construction Needs
Beltrami	\$964,171	\$753,036	\$211,135
Carlton	704,109	503,000	201,109
Chisago	562,182	479,056	83,126
Clay	896,909	689,412	207,497
Crow Wing	919,056	732,350	186,706
Fillmore	989,305	608,734	380,571
Hennepin	709,027	521,150	187,877
Houston	846,254	412,090	434,164
Hubbard	611,504	458,372	153,132
Le Sueur	465,596	368,437	97,159
Lincoln	430,361	378,953	51,408
McLeod	430,760	424,135	6,625
Nobles	866,429	692,146	174,283
Otter Tail	1,199,420	1,187,345	12,075
Pope	398,144	350,000	48,144
Ramsey	446,985	350,000	96,985
Renville	1,036,506	788,665	247,841
Rice	671,618	401,704	269,914
Scott	574,014	393,691	180,323
Steele	502,403	405,675	96,728

WP:OCTNEEDS

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

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 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.

The following listing indicates the balances, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which will be made to the 1990 25-year construction needs pursuant to this resolution.

OCTOBER, 1990

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account				
	Unencumbered	Maximum Balance	1990	Unencumbered	Maximum Balance	1990	Total 1990	County
	Construction		Construction	Construction	Larger of Either	Construction	Construction	
	Fund Balance		Fund Balance	Fund Balance	\$100,000 or	Fund Balance	Fund Balance	
	As of	1990 Const.	"Needs"	As of	1988-1990	"Needs"	"Needs"	
	Sept. 1, 1990	Apportionment	Deduction	Sept. 1, 1990	Const. Apport.	Deduction	Deduction	
Carlton	\$785,026	\$1,409,089	\$0	\$81,212	\$274,111	\$0	\$0	Carlton
Cook	922,662	988,771	0	110,094	142,454	0	0	Cook
Itasca	1,616,445	2,366,751	0	318,068	333,257	0	0	Itasca
Koochiching	824,846	1,505,407	0	1	220,983	0	0	Koochiching
Lake	432,567	1,350,706	0	280,873	159,820	121,053	121,053	Lake
Pine	2,596,697	2,112,118	484,579	456,892	897,478	0	484,579	Pine
St. Louis	9,230,818	7,533,105	1,697,713	659,597	1,331,886	0	1,697,713	St. Louis
District 1 Totals	16,409,061	17,265,947	2,182,292	1,906,737	---	121,053	2,303,345	District 1 Totals
Beltrami	95,282	1,744,781	0	54,434	259,346	0	0	Beltrami
Clearwater	389,696	1,125,907	0	226,987	161,027	65,960	65,960	Clearwater
Hubbard	1,595,529	1,145,366	450,163	194,495	138,653	55,842	506,005	Hubbard
Kittson	119,776	1,299,193	0	145,114	263,994	0	0	Kittson
Lake of the Woods	369,812	1,036,273	0	178,800	100,000	78,800	78,800	Lake of the Woods
Marshall	1	1,975,213	0	27,089	223,529	0	0	Marshall
Norman	314,575	1,270,039	0	42,420	202,407	0	0	Norman
Pennington	248,893	850,572	0	119,171	100,000	19,171	19,171	Pennington
Polk	1	2,866,475	0	100,302	515,636	0	0	Polk
Red Lake	1,052,387	759,343	293,044	213,366	186,831	26,535	319,579	Red Lake
Roseau	250,896	1,513,692	0	345,691	248,660	97,031	97,031	Roseau
District 2 Totals	4,436,848	15,586,854	743,207	1,647,869	---	343,339	1,086,546	District 2 Totals
Aitkin	305,809	1,518,097	0	204,810	104,492	100,318	100,318	Aitkin
Benton	694,373	808,649	0	172,784	192,310	0	0	Benton
Cass	1,385,991	1,635,232	0	881,019	606,047	274,972	274,972	Cass
Crow Wing	1,416,925	1,147,381	269,544	924,064	977,622	0	269,544	Crow Wing
Isanti	657,488	901,300	0	34,123	136,157	0	0	Isanti
Kanabec	1	774,812	0	183,198	130,324	52,874	52,874	Kanabec
Mille Lacs	708,129	869,146	0	298,912	550,053	0	0	Mille Lacs
Morrison	120,809	1,327,113	0	74,195	497,891	0	0	Morrison
Sherburne	75,635	807,489	0	1	100,000	0	0	Sherburne
Stearns	271,480	2,049,028	0	1,054,298	1,135,897	0	0	Stearns
Todd	409,592	1,385,693	0	453,386	363,508	89,878	89,878	Todd
Wadena	206,237	737,218	0	161,218	323,666	0	0	Wadena
Wright	1,509,038	1,626,737	0	1,039,556	1,045,404	0	0	Wright
District 3 Totals	7,761,507	15,587,895	269,544	5,481,564	---	518,042	787,586	District 3 Totals

County	Regular Account			Municipal Account				County
	Unencumbered Construction Fund Balance As of Sept. 1, 1990	Maximum Balance 1990 Const. Apportionment	1990 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1990	Maximum Balance Larger of Either \$100,000 or 1988-1990 Const. Apport.	1990 Construction Fund Balance "Needs" Deduction	Total 1990 Construction Fund Balance "Needs" Deduction	
Becker	\$533,381	\$1,343,800	\$0	\$653,572	\$178,098	\$475,474	\$475,474	Becker
Big Stone	1,040,214	738,578	301,636	207,157	250,575	0	301,636	Big Stone
Clay	1,261,351	1,674,048	0	734,296	290,706	443,590	443,590	Clay
Douglas	274,809	1,251,164	0	103,462	336,192	0	0	Douglas
Grant	1,616,216	750,574	865,642	87,764	210,152	0	865,642	Grant
Mahnomen	2,329,215	785,236	1,543,979	13,516	116,415	0	1,543,979	Mahnomen
Otter Tail	4,693,653	2,483,194	2,210,459	1,437,781	973,354	464,427	2,674,886	Otter Tail
Pope	629,404	910,071	0	1,970	243,236	0	0	Pope
Stevens	100,892	908,887	0	80,589	152,311	0	0	Stevens
Swift	355,689	1,122,424	0	395,932	300,698	95,234	95,234	Swift
Traverse	1	749,672	0	1	229,981	0	0	Traverse
Wilkin	86,354	1,008,886	0	81,826	355,552	0	0	Wilkin
District 4 Totals	12,921,179	13,726,534	4,921,716	3,797,866	---	1,478,725	6,400,441	District 4 Totals
Anoka	1,224,945	1,867,718	0	524,579	444,496	80,083	80,083	Anoka
Carver	1,211,560	1,001,726	209,834	608,318	462,105	146,213	356,047	Carver
Hennepin	11,722,553	8,688,708	3,033,845	2,649,015	3,460,481	0	3,033,845	Hennepin
Scott	2,080,336	1,431,826	648,510	344,189	188,344	155,845	804,355	Scott
District 5 Totals	16,239,394	12,989,978	3,892,189	4,126,101	---	382,141	4,274,330	District 5 Totals
Dodge	231,583	942,902	0	214,215	267,875	0	0	Dodge
Fillmore	1,311,443	1,951,903	0	77,712	527,345	0	0	Fillmore
Freeborn	1,406,475	1,681,769	0	54,917	238,915	0	0	Freeborn
Goodhue	131,140	1,411,694	0	648,907	504,336	144,571	144,571	Goodhue
Houston	1,530,501	1,335,457	195,044	42,537	202,343	0	195,044	Houston
Mower	75,744	1,479,740	0	250,824	251,265	0	0	Mower
Olmsted	1	1,728,905	0	60,277	111,257	0	0	Olmsted
Rice	713,132	1,220,671	0	234,518	262,861	0	0	Rice
Steele	326,313	1,227,967	0	130,714	166,023	0	0	Steele
Wabasha	1,089,154	1,219,200	0	828,934	716,273	112,661	112,661	Wabasha
Winona	154,251	1,528,618	0	277,352	211,211	66,141	66,141	Winona
District 6 Totals	6,969,737	15,728,826	195,044	2,820,907	---	323,373	518,417	District 6 Totals

County	Regular Account			Municipal Account				County
	Unencumbered	Maximum Balance 1990 Const. Apportionment	1990	Unencumbered	Maximum Balance	1990	Total 1990	
	Construction		Construction	Construction	Larger of Either	Construction	Construction	
	Fund Balance As of Sept. 1, 1990		Fund Balance "Needs" Deduction	Fund Balance As of Sept. 1, 1990	\$100,000 or 1988-1990 Const. Apport.	Fund Balance "Needs" Deduction	Fund Balance "Needs" Deduction	
Blue Earth	\$796,352	\$1,607,257	\$0	\$1	\$481,038	\$0	\$0	Blue Earth
Brown	18,883	1,074,440	0	31,452	297,993	0	0	Brown
Cottonwood	882,067	1,026,786	0	195,505	226,562	0	0	Cottonwood
Faribault	28,062	1,276,556	0	115,694	761,810	0	0	Faribault
Jackson	1	1,310,287	0	255,690	428,522	0	0	Jackson
Le Sueur	19,339	972,726	0	626,513	679,679	0	0	Le Sueur
Martin	41,200	1,428,052	0	167,651	235,847	0	0	Martin
Nicollet	1	1,046,905	0	1	100,000	0	0	Nicollet
Nobles	959,684	1,426,322	0	145,971	295,564	0	0	Nobles
Rock	688,996	901,359	0	381,788	404,801	0	0	Rock
Sibley	1	1,116,235	0	155,284	125,778	29,506	29,506	Sibley
Waseca	590,137	1,081,396	0	119,907	189,397	0	0	Waseca
Watsonwan	1	913,252	0	34,237	401,860	0	0	Watsonwan
District 7 Totals	4,024,724	15,181,573	0	2,229,694	---	29,506	29,506	District 7 Totals
Chippewa	647,255	903,685	0	484,491	220,057	264,434	264,434	Chippewa
Kandiyohi	1	1,563,005	0	365,323	389,742	0	0	Kandiyohi
Lac Qui Parle	1	1,037,293	0	373,627	294,778	78,849	78,849	Lac Qui Parle
Lincoln	632,305	706,051	0	322,056	356,884	0	0	Lincoln
Lyon	1	1,127,117	0	117,119	627,991	0	0	Lyon
Mc Leod	1	1,014,396	0	85,885	392,086	0	0	Mc Leod
Meeker	2,048,988	979,243	1,069,745	143,005	139,915	3,090	1,072,835	Meeker
Murray	347,439	989,269	0	198,673	208,796	0	0	Murray
Pipestone	319,399	713,434	0	225,578	614,462	0	0	Pipestone
Redwood	224,580	1,268,678	0	369,994	488,337	0	0	Redwood
Renville	1,011,517	1,549,424	0	336,147	282,453	53,694	53,694	Renville
Yellow Medicine	1	1,057,033	0	15,000	392,295	0	0	Yellow Medicine
District 8 Totals	5,231,488	12,908,628	1,069,745	3,036,898	---	400,067	1,469,812	District 8 Totals
Chisago	543,736	859,676	0	354,075	1,035,897	0	0	Chisago
Dakota	1,182,505	2,600,432	0	674,809	421,959	252,850	252,850	Dakota
Ramsey	6,032,648	4,625,165	1,407,483	298,482	239,518	58,964	1,466,447	Ramsey
Washington	1,374,415	1,181,137	193,278	1,646,201	1,659,113	0	193,278	Washington
District 9 Totals	9,133,304	9,266,410	0	2,973,567	---	311,814	1,912,575	District 9 Totals
STATE TOTALS	\$83,127,242	\$128,242,645	\$14,074,118	\$28,021,203	---	\$3,908,060	\$18,782,558	STATE TOTALS

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

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 1980 through 1989, the number of projects awarded and the project costs in each account which have been deducted from the 1990 County State Aid Highway Money needs. In 1989 alone, more than \$12 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1980-1989	Spec. Resurf. 1989	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1990 25-Yr. Const. Needs
Carlton	5	0	\$265,662	\$34,697	\$300,359
Cook	12	3	1,779,018	9,152	1,788,170
Itasca	10	1	1,710,134	196,168	1,906,302
Koochiching	4	0	813,382	77,917	891,299
Lake	3	0	580,003	0	580,003
Pine	6	1	398,808	89,381	488,189
St. Louis	24	3	3,730,519	90,765	3,821,284
District 1 Totals	64	8	9,277,526	498,080	9,775,606
Beltrami	14	4	2,135,508	112,809	2,248,317
Clearwater	0	0	0	0	0
Hubbard	9	0	1,336,266	0	1,336,266
Kittson	8	0	1,908,165	132,910	2,041,075
Lake of the Woods	2	0	474,307	29,461	503,768
Marshall	5	1	967,030	81,621	1,048,651
Norman	3	0	186,438	5,918	192,356
Pennington	2	0	181,808	0	181,808
Polk	18	2	1,741,542	131,068	1,872,610
Red Lake	1	0	0	38,065	38,065
Roseau	5	0	582,190	12,912	595,102
District 2 Totals	67	7	9,513,254	544,764	10,058,018

County	Number of Special Resurf. Projects 1980-1989	Spec. Resurf. 1989	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1990 25-Yr. Const. Needs
Aitkin	2	0	\$360,190	\$16,850	\$377,040
Benton	7	0	394,196	44,464	438,660
Cass	5	0	1,283,814	55,645	1,339,459
Crow Wing	1	1	116,076	0	116,076
Isanti	6	0	752,692	0	752,692
Kanabec	8	0	1,457,102	32,742	1,489,844
Mille Lacs	8	1	406,199	137,107	543,306
Morrison	13	0	3,382,225	162,157	3,544,382
Sherburne	4	0	411,040	0	411,040
Stearns	41	7	6,424,668	339,338	6,764,006
Todd	27	1	4,653,139	15,633	4,668,772
Wadena	6	0	1,583,612	43,186	1,626,798
Wright	9	0	703,520	48,580	752,100
District 3 Totals	137	10	21,928,473	895,702	22,824,175
Becker	11	0	1,019,632	20,632	1,040,264
Big Stone	8	0	740,173	41,780	781,953
Clay	0	0	0	0	0
Douglas	9	0	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	32	3	7,226,441	169,406	7,395,847
Pope	11	2	1,625,701	68,133	1,693,834
Stevens	8	0	1,193,109	92,622	1,285,731
Swift	10	1	1,540,409	110,684	1,651,093
Traverse	3	0	575,162	136,519	711,681
Wilkin	5	1	685,737	33,653	719,390
District 4 Totals	106	7	16,731,237	759,809	17,491,046
Anoka	0	0	0	0	0
Carver	14	3	1,205,193	68,860	1,274,053
Hennepin	6	1	1,900,654	0	1,900,654
Scott	4	0	413,293	0	413,293
District 5 Totals	24	4	3,519,140	68,860	3,588,000
Dodge	5	0	751,673	10,993	762,666
Fillmore	9	4	713,625	62,294	775,919
Freeborn	34	8	3,664,169	102,485	3,766,654
Goodhue	3	0	23,190	96,583	119,773
Houston	1	0	135,556	0	135,556
Mower	19	1	2,633,685	87,898	2,721,583
Olmsted	4	0	503,236	0	503,236
Rice	22	1	2,894,084	229,018	3,123,102
Steele	7	1	588,208	0	588,208
Wabasha	4	0	314,149	0	314,149
Winona	17	2	1,206,963	32,558	1,239,521
District 6 Totals	125	17	13,428,538	621,829	14,050,367

County	Number of Special Resurf. Projects 1980-1989	Spec. Resurf. 1989	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from the 1990 25-Yr. Const. Needs
Blue Earth	14	0	\$2,420,807	\$14,492	\$2,435,299
Brown	15	1	854,135	80,365	934,500
Cottonwood	25	3	3,126,282	0	3,126,282
Faribault	10	0	1,226,154	63,105	1,289,259
Jackson	19	1	3,526,167	31,855	3,558,022
LeSueur	0	0	0	0	0
Martin	0	0	0	0	0
Nicollet	8	1	1,252,229	0	1,252,229
Nobles	18	5	2,452,968	117,572	2,570,540
Rock	10	2	1,443,555	68,998	1,512,553
Sibley	25	4	2,975,133	46,836	3,021,969
Waseca	1	0	169,061	0	169,061
Watsonwan	13	4	1,150,950	29,747	1,180,697
District 7 Totals	158	21	20,597,441	452,970	21,050,411
Chippewa	3	0	201,351	17,224	218,575
Kandiyohi	9	1	747,464	96,828	844,292
Lac Qui Parle	4	0	640,132	13,578	653,710
Lincoln	8	1	795,866	18,387	814,253
Lyon	23	1	2,237,501	183,745	2,421,246
McLeod	10	2	1,247,623	27,306	1,274,929
Meeker	7	2	499,137	64,629	563,766
Murray	19	0	2,901,441	19,320	2,920,761
Pipestone	13	0	1,036,103	132,876	1,168,979
Redwood	26	6	3,955,476	145,176	4,100,652
Renville	29	3	5,696,367	163,931	5,860,298
Yellow Medicine	14	0	1,558,821	178,625	1,737,446
District 8 Totals	165	16	21,517,282	1,061,625	22,578,907
Chisago	11	3	1,584,565	119,672	1,704,237
Dakota	6	0	522,000	47,793	569,793
Ramsey	4	0	242,167	94,690	336,857
Washington	2	1	0	88,581	88,581
District 9 Totals	23	4	2,348,732	350,736	2,699,468
STATE TOTALS	869	94	\$118,861,623	\$5,254,375	\$124,115,998

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WP:RURALDES

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1984-89 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 Carlton County's rural design grading cost adjustment computation for the 1991 apportionment.

- 1) 16.8 miles of C.S.A.H.'s which had rural design complete grading needs were graded in Itasca County in 1984-1989. This represents 8% of the 198.55 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 26% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.
$$\frac{\$133,852 - \$105,823}{\$105,823} = 26\%$$
- 3) The Adjusted Rural Grading Cost Factor of 20.8% was arrived at by dividing the 8% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Rural Grading Cost Factor (26%) as shown in 2 above.
$$\frac{8}{10} \times 26\% = 20.8\%$$
- 4) Then by multiplying the Adjusted Factor (20.8%) times the complete rural design grading needs remaining in the 1990 study (\$21,068,853) an adjustment (+\$4,382,321) to the 1990 needs is computed.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1990 25-year construction needs) have been used in calculating the 1990 annual County State Aid Highway money needs.

OCTOBER, 1990

Comparison of 1984-1989 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1989 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1990 Needs Study				Rural Grading Cost Adjustment To The 1990 - 25 Year Construction Needs
	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	
	#	Miles										
Carlton	8	16.8	8%	\$133,852	\$105,823	26%	20.8%	198.55	70.9%	\$21,068,853	\$106,114	\$4,382,321
Cook	4	6.2	4%	258,381	215,305	20%	8.0%	139.31	79.7%	20,198,055	144,986	1,615,844
Itasca	10	24.1	5%	117,195	75,826	55%	27.5%	442.16	70.6%	29,640,631	67,036	8,151,174
Koochiching	9	25.3	17%	89,929	57,184	57%	57.0%	152.91	65.8%	8,733,896	57,118	4,978,321
Lake	10	13.6	8%	207,249	161,189	29%	23.2%	165.22	79.3%	33,638,378	203,597	7,804,104
Pine	13	24.5	7%	131,376	132,637	-1%	-0.7%	368.17	80.0%	54,375,406	147,691	(380,628)
St. Louis	28	56.4	5%	229,817	198,250	16%	8.0%	1,039.56	79.7%	169,784,494	163,323	13,582,760
District 1 Totals	82	166.9	7%	\$167,437	\$137,827	21%		2,505.88	76.3%	\$337,439,713	\$134,659	\$40,133,896

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1984-1989 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1989 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1990 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								1990 - 25 Year			
						Miles			% of Total Rural	Total Cost	Average Cost Per Mile	Construction Needs	
Beltrami	10	28.7	10%	\$118,647	\$102,709	16%	16.0%	273.99	61.2%	\$22,580,414	\$82,413	\$3,612,866	
Clearwater	13	36.1	19%	66,587	77,359	-14%	-14.0%	186.51	57.9%	12,913,566	69,238	(1,807,899)	
Hubbard	4	14.4	6%	76,534	66,978	14%	8.4%	231.88	72.4%	17,369,636	74,908	1,459,049	
Kittson	9	26.3	10%	59,212	56,296	5%	5.0%	274.86	74.3%	17,981,972	65,422	899,099	
Lake of the Woods	6	13.7	13%	67,995	69,025	-1%	-1.0%	106.28	57.4%	5,641,769	53,084	(56,418)	
Marshall	13	44.7	12%	47,321	57,868	-18%	-18.0%	382.06	60.3%	22,139,311	57,947	(3,985,076)	
Norman	13	28.2	13%	59,388	58,946	1%	1.0%	210.10	54.3%	11,986,582	57,052	119,866	
Pennington	3	16.7	13%	42,318	45,545	-7%	-7.0%	130.90	50.8%	6,735,386	51,454	(471,477)	
Polk	11	50.6	12%	56,878	70,131	-19%	-19.0%	428.69	54.1%	30,519,383	71,192	(5,798,683)	
Red Lake	2	1.0	1%	150,879	105,385	43%	4.3%	114.52	62.6%	8,443,711	73,731	363,080	
Roseau	12	55.9	21%	46,191	59,326	-22%	-22.0%	261.26	55.0%	14,336,924	54,876	(3,154,123)	
District 2 Totals	96	316.3	12%	\$61,667	\$66,740	-8%		2,601.05	59.5%	\$170,648,654	65,608	(\$8,819,716)	

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1984-1989 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1989 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1990 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			Rural Grading Cost Factor	Needs Study				To The
	#	Miles								Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	1990 - 25 Year Construction Needs
Aitkin	11	44.2	17%	\$109,232	\$83,498	31%	31.0%	252.86	69.2%	\$22,769,613	\$90,048	\$7,058,580		
Benton	11	23.1	17%	68,522	47,031	46%	46.0%	136.03	62.9%	6,245,856	45,915	2,873,094		
Cass	7	21.9	6%	94,254	69,367	36%	21.6%	363.30	70.1%	27,217,113	74,916	5,878,896		
Crow Wing	10	21.1	11%	63,930	55,843	14%	14.0%	186.84	52.5%	12,587,907	67,373	1,762,307		
Isanti	5	7.2	5%	139,062	114,577	21%	10.5%	150.13	67.4%	11,938,492	79,521	1,253,542		
Kanabec	10	16.8	13%	69,968	86,654	-19%	-19.0%	126.70	61.0%	10,659,110	84,129	(2,025,231)		
Mille Lacs	2	6.9	5%	102,300	71,613	43%	21.5%	133.04	54.8%	10,805,217	81,218	2,323,122		
Morrison	1	3.0	1%	28,193	48,363	-42%	-4.2%	276.90	66.2%	17,890,147	64,609	(751,386)		
Sherburne	6	23.7	32%	29,230	34,121	-14%	-14.0%	73.39	35.1%	2,510,289	34,205	(351,440)		
Stearns	3	6.1	2%	100,541	109,738	-8%	-1.6%	383.17	67.5%	30,057,206	78,444	(480,915)		
Todd	1	1.0	0%	65,978	64,850	2%	0.0%	280.11	69.5%	17,925,265	63,994	0		
Wadena	3	8.3	6%	87,554	70,824	24%	14.4%	144.62	64.7%	7,750,287	53,591	1,116,041		
Wright	11	28.5	12%	132,091	93,505	41%	41.0%	244.68	65.0%	20,457,590	83,610	8,387,612		
District 3 Totals	81	211.8	8%	\$88,113	\$71,752	23%		2,751.77	63.6%	\$198,814,092	\$72,250	\$27,044,222		

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1984-1989 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1989 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1990 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								1990 - 25 Year Construction Needs		
								Miles	% of Total Rural Miles		Total Cost	Average Cost Per Mile
Becker	10	41.1	18%	\$42,590	\$43,412	-2%	-2.0%	228.36	50.2%	\$10,894,054	\$47,706	(\$217,881)
Big Stone	3	10.2	7%	49,938	42,436	18%	12.6%	143.40	70.0%	6,623,790	46,191	834,598
Clay	9	37.1	14%	54,313	39,927	36%	36.0%	267.33	67.6%	10,639,392	39,799	3,830,181
Douglas	4	14.7	8%	64,706	57,220	13%	10.4%	183.42	50.3%	9,342,387	50,934	971,608
Grant	1	11.9	8%	50,593	38,094	33%	26.4%	155.83	69.2%	6,612,718	42,435	1,745,758
Mahnomen	2	10.0	10%	65,315	44,772	46%	46.0%	95.35	49.7%	3,728,773	39,106	1,715,236
Otter Tail	13	31.7	6%	62,503	70,564	-11%	-6.6%	497.54	57.5%	38,596,119	77,574	(2,547,344)
Pope	0	0	0%	0	0	0%	0.0%	188.95	65.1%	11,930,612	63,142	0
Stevens	0	0	0%	0	0	0%	0.0%	181.47	76.1%	9,784,802	53,920	0
Swift	12	34.9	22%	39,746	38,853	2%	2.0%	155.21	47.8%	6,617,577	42,636	132,352
Traverse	1	9.3	6%	30,141	49,454	-39%	-23.4%	147.26	61.3%	8,196,183	55,658	(1,917,907)
Wilkin	7	20.8	13%	53,630	32,927	63%	63.0%	158.69	52.0%	5,254,324	33,111	3,310,224
District 4 Totals	62	221.7	9%	\$50,719	\$45,909	10%		2,402.81	58.6%	\$128,220,731	\$53,363	\$7,856,825

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1984-1989 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1989 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1990 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	1990 - 25 Year Construction Needs		
						Rural Miles						Miles	
Anoka	6	15.8	17%	\$149,026	\$145,464	2%	2.0%	95.42	58.3%	\$14,552,961	\$152,515	\$291,059	
Carver	4	5.4	4%	94,043	97,849	-4%	-1.6%	133.36	72.2%	13,345,744	100,073	(213,532)	
Hennepin	3	8.6	7%	290,549	241,641	20%	14.0%	130.45	89.5%	23,561,714	180,619	3,298,640	
Scott	4	6.3	6%	109,537	85,191	29%	17.4%	106.65	66.7%	10,101,776	94,719	1,757,709	
District 5 Totals	17	36.1	8%	\$167,511	\$150,649	11%		465.88	71.2%	\$61,562,195	\$132,142	\$5,133,876	

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1984-1989 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1989 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1990 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									1990 - 25 Year	
								Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Construction Needs
Dodge	9	20.6	14%	\$67,117	\$61,578	9%	9.0%	142.08	58.5%	\$8,890,873	\$62,577	\$800,179
Fillmore	3	13.2	4%	163,583	181,575	-10%	-4.0%	307.20	80.3%	44,538,980	144,984	(1,781,559)
Freeborn	5	21.4	7%	118,828	75,035	58%	40.6%	290.01	66.7%	14,855,742	51,225	6,031,431
Goodhue	7	24.6	13%	106,180	99,371	7%	7.0%	182.65	57.9%	18,295,600	100,168	1,280,692
Houston	7	16.0	11%	148,474	149,856	-1%	-1.0%	150.23	62.1%	25,063,966	166,837	(250,640)
Mower	7	14.1	6%	69,283	61,506	13%	7.8%	221.42	61.9%	14,634,359	66,093	1,141,480
Olmsted	9	22.0	11%	116,799	106,340	10%	10.0%	203.85	65.9%	22,185,109	108,831	2,218,511
Rice	6	16.0	10%	79,292	61,083	30%	30.0%	158.97	60.3%	9,693,637	60,978	2,908,091
Steele	10	18.5	11%	63,382	49,065	29%	29.0%	162.65	59.7%	9,376,530	57,649	2,719,194
Wabasha	6	19.1	12%	163,988	144,094	14%	14.0%	160.42	61.9%	20,991,188	130,851	2,938,766
Winona	9	15.9	8%	118,300	110,288	7%	5.6%	192.75	64.4%	23,405,705	121,430	1,310,719
District 6 Totals	78	201.4	9%	\$109,619	\$97,889	12%		2,172.23	64.3%	\$211,931,689	\$97,564	\$19,316,864

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1984-1989 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1989 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1990 Needs Study				Rural Grading
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile							Cost Adjustment
												To The
	#	Miles						Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	1990 - 25 Year Construction Needs
Blue Earth	8	22.8	9%	\$66,846	\$73,317	-9%	-8.1%	244.19	62.4%	\$16,689,232	\$68,345	(\$1,351,828)
Brown	5	11.5	8%	168,622	199,784	-16%	-12.8%	146.62	48.0%	10,220,197	69,705	(1,308,185)
Cottonwood	1	0.3	0%	72,271	47,865	51%	0.0%	195.40	63.6%	10,075,029	51,561	0
Faribault	8	26.8	13%	59,120	57,335	3%	3.0%	209.01	62.5%	11,925,641	57,058	357,769
Jackson	2	5.8	2%	45,536	41,367	10%	2.0%	240.37	66.8%	14,151,631	58,874	283,033
Le Sueur	9	28.4	20%	74,584	64,455	16%	16.0%	145.50	58.5%	9,611,359	66,057	1,537,817
Martin	5	29.9	17%	53,436	65,281	-18%	-18.0%	178.88	48.2%	10,167,280	56,839	(1,830,110)
Nicollet	9	16.9	12%	55,923	65,807	-15%	-15.0%	135.21	57.2%	10,793,829	79,830	(1,619,074)
Nobles	5	18.1	10%	55,331	41,931	32%	32.0%	185.71	55.6%	11,409,267	61,436	3,650,965
Rock	6	14.7	9%	47,084	42,661	10%	9.0%	163.10	64.7%	7,678,127	47,076	691,031
Sibley	3	8.8	4%	58,360	58,976	-1%	-0.4%	207.14	73.7%	11,624,109	56,117	(46,496)
Waseca	9	24.5	17%	60,804	54,016	13%	13.0%	142.30	59.6%	7,897,708	55,500	1,026,702
Watonwan	5	14.2	11%	69,972	68,651	2%	2.0%	125.69	56.8%	7,330,216	58,320	146,604
District 7 Totals	75	222.7	10%	\$65,950	\$66,723	-1%		2,319.12	59.8%	\$139,573,625	\$60,184	\$1,538,228

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1984-1989 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1989 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1990 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								1990 - 25 Year			
						Miles			% of Total Rural Miles	Total Cost	Average Cost Per Mile	Construction Needs	
Chippewa	4	11.5	11%	\$86,264	\$73,699	17%	17.0%	106.17	44.6%	\$9,001,088	\$84,780	\$1,530,185	
Kandiyohi	11	35.1	15%	88,820	70,467	26%	26.0%	236.59	59.2%	15,523,492	65,613	4,036,108	
Lac Qui Parle	9	34.9	19%	44,367	45,480	-2%	-2.0%	182.49	51.2%	8,215,771	45,020	(164,315)	
Lincoln	4	15.6	11%	39,637	48,687	-19%	-19.0%	140.44	57.2%	6,920,668	49,278	(1,314,927)	
Lyon	11	34.1	19%	52,634	53,369	-1%	-1.0%	176.31	58.0%	9,931,363	56,329	(99,314)	
Mc Leod	7	14.8	10%	73,764	64,940	14%	14.0%	150.97	68.2%	9,967,995	66,026	1,395,519	
Meeker	5	9.6	6%	78,857	56,269	40%	24.0%	150.82	56.8%	8,441,716	55,972	2,026,012	
Murray	10	22.6	13%	38,637	51,058	-24%	-24.0%	178.44	51.1%	8,811,171	49,379	(2,114,681)	
Pipestone	5	14.2	10%	58,347	61,444	-5%	-5.0%	139.51	62.8%	6,892,087	49,402	(344,604)	
Redwood	7	17.4	8%	36,061	33,081	9%	7.2%	217.63	58.2%	12,030,468	55,279	866,194	
Renville	1	0.4	0%	119,220	45,659	161%	0.0%	339.55	76.5%	16,515,910	48,641	0	
Yellow Medicine	9	30.5	14%	52,570	59,192	-11%	-11.0%	220.92	65.1%	12,841,540	58,128	(1,412,569)	
District 8 Totals	83	240.7	11%	\$57,763	\$55,740	4%		2,239.84	59.6%	\$125,093,269	\$55,849	\$4,403,608	

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1984-1989 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1989 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1990 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	1990 - 25 Year Construction Needs
								Miles	Miles			
Chisago	3	6.6	4%	\$107,879	\$83,291	30%	12.0%	155.00	73.0%	\$14,105,455	\$91,003	\$1,692,655
Dakota	6	8.4	7%	193,008	200,860	-4%	-2.8%	124.19	69.1%	14,900,930	119,985	(417,226)
Ramsey	0	0	0%	0	0	0%	0.0%	8.53	98.3%	2,165,315	253,847	0
Washington	6	6.8	7%	160,315	139,377	15%	10.5%	94.07	64.7%	14,322,694	152,256	1,503,883
District 9 Totals	15	21.8	6%	\$157,012	\$146,092	7%		381.79	69.9%	\$45,494,394	\$119,161	\$2,779,312

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1984-1989 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1989 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1990 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			Average Cost Per Mile	1990 - 25 Year Construction Needs			
						Rural Miles					Total Cost		
District 1 Totals	82	166.9	7%	\$167,437	\$137,827	21%		2,505.88	76.3%	\$337,439,713	\$134,659	\$40,133,896	
District 2 Totals	96	316.3	12%	61,667	66,740	-8%		2,601.05	59.5%	170,648,654	65,608	(8,819,716)	
District 3 Totals	81	211.8	8%	88,113	71,752	23%		2,751.77	63.6%	198,814,092	72,250	27,044,222	
District 4 Totals	62	221.7	9%	50,719	45,909	10%		2,402.81	58.6%	128,220,731	53,363	7,856,825	
District 5 Totals	17	36.1	8%	167,511	150,649	11%		465.88	71.2%	61,562,195	132,142	5,133,876	
District 6 Totals	78	201.4	9%	109,619	97,889	12%		2,172.23	64.3%	211,931,689	97,564	19,316,864	
District 7 Totals	75	222.7	10%	65,950	66,723	-1%		2,319.12	59.8%	139,573,625	60,184	1,538,228	
District 8 Totals	83	240.7	11%	57,763	55,740	4%		2,239.84	59.6%	125,093,269	55,849	4,403,608	
District 9 Totals	15	21.8	6%	157,012	146,092	7%		381.79	69.9%	45,494,394	119,161	2,779,312	
STATE TOTAL	589	1,639.4	9%	\$83,882	\$76,930	9%		17,840.37	63.0%	\$1,418,778,362	\$79,526	\$99,387,115	

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1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

Comparison of 1987 - 1989 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 Koochiching County's urban design grading cost adjustments for the 1991 apportionment is shown below.

- 1) 0.6 miles of C.S.A.H.'s which had urban design complete grading needs were graded in Koochiching County in 1987 - 1989. This represents 9% of the 6.98 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 115% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs costs/mile.

$$\frac{\$244,284 - \$113,802}{\$113,802} = 115\%$$

- 3) The Adjusted Urban Grading Cost Factor of 103.5% was arrived at by dividing the 9% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Urban Grading Cost Factor (103.5%) as shown in 2 above.
$$\frac{9}{10} \times 115\% = 103.5\%$$

- 4) Then, by multiplying the Adjusted Factor (103.5%) times the complete urban design grading needs remaining in the 1990 needs study (\$1,164,195) an adjustment (+\$1,204,942) to the 1990 needs is computed.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 1990 25-year construction needs) have been used in calculating the 1990 annual County State Aid Highway money needs.

OCTOBER, 1990

Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1989 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1990 Needs Study				Urban Grading Cost Adjustment	
	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				To The
	#	Miles								% of Total Urban Miles	Total Cost	Average Cost per Mile	1990 - 25 Year Construction Needs	
Carlton	2	0.9	17%	\$94,637	\$131,951	-28%	-28.0%	5.23	37.4%	\$868,518	\$166,065	(\$243,185)		
Cook	2	0.4	16%	136,349	151,144	-10%	-10.0%	2.44	74.2%	309,459	126,827	(30,946)		
Itasca	0	0.0					0.0%	12.94	60.2%	1,854,933	143,349	0		
Koochiching	2	0.6	9%	\$244,284	\$113,802	115%	103.5%	6.98	42.0%	1,164,195	166,790	1,204,942		
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%	10.90	87.2%	1,891,456	173,528	378,291		
St. Louis	1	0.1	0%	788,490	157,950	399%	0.0%	24.99	45.0%	6,769,778	270,899	0		
District 1 Totals	8	2.5	4%	\$186,043	\$133,754	39%		65.78	51.0%	\$13,359,936	\$203,100	\$1,309,102		

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1989 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1990 Needs Study				Urban Grading Cost Adjustment	
	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			Urban Grading Cost Adjustment To The 1990 - 25 Year Construction Needs
	#	Miles								% of Total Urban Miles	Total Cost	Average Cost per Mile	
Beltrami	2	1.8	16%	\$75,782	\$96,435	-21%	-21.0%	11.03	64.2%	\$1,791,427	\$162,414	(\$376,200)	
Clearwater	0	0.0					0.0%	3.00	61.7%	337,301	112,434	0	
Hubbard	1	0.3	15%	128,880	101,887	26%	26.0%	1.99	49.5%	309,978	155,768	80,594	
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%	2.72	45.6%	423,431	155,673	0	
Norman	1	0.1	3%	79,640	137,150	-42%	-12.6%	2.92	46.1%	422,896	144,827	(53,285)	
Pennington	0	0.0					0.0%	0.99	33.0%	194,540	196,505	0	
Polk	3	0.8	8%	143,539	153,050	-6%	-4.8%	10.52	62.0%	1,808,427	171,904	(86,804)	
Red Lake	0	0.0					0.0%	3.03	91.0%	452,819	149,445	0	
Roseau	1	0.5	13%	123,250	131,840	-7%	-7.0%	3.89	53.7%	478,007	122,881	(33,460)	
District 2 Totals	9	3.8	9%	\$119,550	\$127,280	-6%		43.53	58.7%	\$6,856,963	\$157,523	(\$348,783)	

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1989 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1990 Needs Study				Urban Grading Cost Adjustment	
	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				To The
	#	Miles								Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	1990 - 25 Year Construction Needs
Aitkin		0.0					0.0%	1.27	49.8%	\$279,914	\$220,405	0		
Benton		0.0					0.0%	4.03	51.2%	690,753	171,403	0		
Cass	1	0.3	4%	\$80,237	\$173,973	-54%	-21.6%	8.24	79.6%	1,344,059	163,114	(\$290,317)		
Crow Wing	1	0.2	3%	131,440	158,940	-17%	-5.1%	7.25	43.8%	1,047,992	144,551	(53,448)		
Isanti	2	0.2	15%	117,145	304,686	-62%	-62.0%	1.35	41.8%	436,541	323,364	(270,655)		
Kanabec		0.0					0.0%	2.47	68.0%	332,176	134,484	0		
Mille Lacs	1	0.1	1%	363,910	99,800	265%	26.5%	12.20	85.7%	1,526,213	125,099	404,446		
Morrison		0.0					0.0%	8.22	68.0%	851,478	103,586	0		
Sherburne		0.0					0.0%	1.47	20.4%	139,911	95,178	0		
Stearns	3	1.6	8%	126,235	132,221	-5%	-4.0%	20.80	59.2%	3,037,022	146,011	(121,481)		
Todd	1	0.9	18%	224,613	119,400	88%	88.0%	5.14	55.5%	709,988	138,130	624,789		
Wadena	1	0.1	3%	83,750	94,650	-12%	-3.6%	3.87	64.6%	508,375	131,363	(18,302)		
Wright	3	0.9	7%	96,424	222,099	-57%	-39.9%	13.83	51.3%	3,278,147	237,032	(1,307,981)		
District 3 Totals	13	4.3	5%	\$141,551	\$159,448	-11%		90.14	58.1%	\$14,182,569	\$157,339	(\$1,032,949)		

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1989 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1990 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	1990 - 25 Year Construction Needs
								Urban Miles	Total			
Becker		0.0					0.0%	8.10	66.3%	\$822,867	\$101,589	\$0
Big Stone		0.0					0.0%	1.31	21.5%	239,251	182,634	0
Clay		0.0					0.0%	6.41	60.8%	1,440,334	224,701	0
Douglas	4	3.2	35%	\$83,778	\$144,122	-42%	-42.0%	9.07	40.3%	1,739,370	191,772	(730,535)
Grant	2	0.8	32%	90,651	119,185	-24%	-24.0%	2.49	69.8%	353,141	141,824	(84,754)
Mahnomen		0.0					0.0%	1.71	56.1%	311,014	181,880	0
Otter Tail		0.0					0.0%	36.48	79.7%	7,410,350	203,135	0
Pope	2	0.8	14%	221,648	152,253	46%	46.0%	5.85	66.4%	786,682	134,476	361,874
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%	4.05	88.6%	868,527	214,451	(312,670)
Traverse	1	0.1	4%	131,182	148,336	-12%	-4.8%	2.68	52.1%	399,594	149,102	(19,181)
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	12	5.7	7%	\$118,027	\$165,034	-28%		84.55	62.7%	\$15,391,955	\$182,046	(\$1,020,478)

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1989 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1990 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								1990 - 25 Year			
						% of Total			Total	Average	Construction		
								Miles	Urban Miles	Total Cost	Cost per Mile	Needs	
Anoka	2	1.1	4%	\$261,088	\$370,323	-29%	-11.6%	26.73	29.7%	\$5,945,900	\$222,443	(\$689,724)	
Carver		0.0					0.0%	12.24	53.7%	1,520,333	124,210	0	
Hennepin	7	4.2	2%	397,690	374,115	6%	1.2%	265.76	70.4%	105,587,226	397,303	1,267,047	
Scott	2	2.8	14%	264,049	562,879	-53%	-53.0%	20.73	68.2%	6,252,573	301,620	(3,313,864)	
District 5 Totals	11	8.1	2%	\$332,942	\$438,851	-24%		325.46	62.5%	\$119,306,032	\$366,577	(\$2,736,541)	

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1989 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1990 Needs Study				Urban Grading Cost Adjustment	
	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				To The 1990 - 25 Year Construction Needs
	#	Miles								Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
Dodge	1	0.3	10%	\$168,247	\$171,493	-2%	-2.0%	2.91	42.9%	\$691,552	\$237,647	(\$13,831)		
Fillmore	1	0.3	4%	198,510	92,527	115%	46.0%	7.12	61.8%	611,059	85,823	281,087		
Freeborn	1	0.5	11%	81,945	125,124	-35%	-35.0%	4.72	37.0%	676,267	143,277	(236,693)		
Goodhue	1	0.2	2%	160,215	240,000	-33%	-6.6%	8.19	72.7%	1,597,658	195,074	(105,445)		
Houston	3	1.6	61%	43,325	140,561	-69%	-69.0%	2.63	31.1%	364,552	138,613	(251,541)		
Mower	1	0.1	1%	112,082	161,555	-31%	-3.1%	9.44	59.5%	2,094,478	221,873	(64,929)		
Olmsted		0.0					0.0%	4.67	42.3%	951,865	203,825	0		
Rice		0.0					0.0%	10.32	63.2%	3,168,454	307,021	0		
Steele		0.0					0.0%	9.26	47.6%	1,628,388	175,852	0		
Wabasha		0.0					0.0%	10.46	61.0%	2,923,095	279,455	0		
Winona		0.0					0.0%	3.49	21.2%	947,302	271,433	0		
District 6 Totals	8	3.0	4%	\$87,918	\$143,605	-39%		73.21	49.8%	\$15,654,670	\$213,832	(\$391,352)		

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1989 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1990 Needs Study				Urban Grading
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The
	#	Miles										1990 - 25 Year Construction Needs
Blue Earth	1	0.5	4%	\$156,750	\$190,190	-18%	-7.2%	12.61	48.7%	\$2,287,216	\$181,381	(\$164,680)
Brown	2	0.8	13%	192,366	91,408	110%	110.0%	6.38	51.3%	464,766	72,847	511,243
Cottonwood	2	1.0	27%	133,775	173,809	-23%	-23.0%	3.73	41.7%	464,491	124,528	(106,833)
Faribault	3	1.1	11%	91,476	183,444	-50%	-50.0%	9.86	64.7%	1,933,420	196,087	(966,710)
Jackson	1	0.5	6%	98,460	165,822	-41%	-24.6%	8.67	78.3%	1,455,311	167,856	(358,007)
Le Sueur		0.0					0.0%	11.33	59.3%	1,750,002	154,457	0
Martin	2	0.6	16%	68,468	239,842	-71%	-71.0%	3.66	52.9%	589,006	160,931	(418,194)
Nicollet	1	0.3	4%	80,116	189,426	-58%	-23.2%	7.46	78.4%	2,336,670	313,227	(542,107)
Nobles	2	0.9	12%	327,210	377,063	-13%	-13.0%	7.34	65.1%	1,386,338	188,874	(180,224)
Rock	1	0.5	9%	47,718	79,337	-40%	-36.0%	5.86	55.1%	696,673	118,886	(250,802)
Sibley		0.0					0.0%	1.52	19.4%	193,767	127,478	0
Waseca	1	0.3	4%	101,113	194,180	-48%	-19.2%	7.79	67.0%	1,596,133	204,895	(306,458)
Watsonwan		0.0					0.0%	5.98	43.2%	1,075,650	179,875	0
District 7 Totals	16	6.5	7%	\$142,581	\$194,693	-27%		92.19	56.1%	\$16,229,443	\$176,043	(\$2,782,772)

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1989 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1990 Needs Study				Urban Grading Cost Adjustment	
	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			1990 - 25 Year Construction Needs
	#	Miles								% of Total Urban	Total Cost	Average Cost per Mile	
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					0.0%	15.25	66.2%	3,212,623	210,664	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	1	0.3	6%	114,077	112,053	2%	1.2%	4.64	50.0%	602,966	129,950	7,236	
Lyon	3	1.2	12%	92,499	213,213	-57%	-57.0%	9.73	66.8%	2,189,658	225,042	(1,248,105)	
Mc Leod	3	1.2	12%	101,299	161,342	-37%	-37.0%	9.75	63.1%	1,275,088	130,778	(471,783)	
Meeker		0.0					0.0%	4.19	66.1%	762,865	182,068	0	
Murray		0.0					0.0%	1.78	34.1%	187,705	105,452	0	
Pipestone		0.0					0.0%	8.01	68.5%	1,373,854	171,517	0	
Redwood	2	0.7	13%	50,606	89,734	-44%	-44.0%	5.34	46.4%	870,118	162,943	(382,852)	
Renville	1	0.3	8%	41,971	317,042	-87%	-69.6%	3.64	65.1%	688,374	189,114	(479,108)	
Yellow Medicine		0.0					0.0%	4.56	61.0%	828,362	181,658	0	
District 8 Totals	12	3.9	5%	\$85,298	\$171,597	-50%		74.09	61.0%	\$13,947,795	\$188,255	(\$2,742,768)	

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1989 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1990 Needs Study				Urban Grading Cost Adjustment To The 1990 - 25 Year Construction Needs
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile			Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	
	#	Miles										
Chisago	1	0.8	10%	\$97,834	\$145,848	-33%	-33.0%	7.75	56.3%	\$1,353,980	\$174,707	(\$446,813)
Dakota	5	5.0	10%	323,333	307,390	5%	5.0%	47.79	50.8%	10,606,665	221,943	530,333
Ramsey	10	8.2	5%	383,042	338,018	13%	6.5%	159.59	72.3%	63,335,862	396,866	4,116,831
Washington	4	1.8	6%	246,016	239,417	3%	1.8%	31.98	55.8%	6,328,519	197,890	113,913
District 9 Totals	20	15.8	6%	\$334,095	\$307,362	9%	5.4%	247.11	64.0%	\$81,625,026	\$330,319	\$4,314,264

1990 COUNTY SCREENING BOARD DATA

OCTOBER, 1990

Comparison of 1987-1989 Urban Design Grading Construction Costs to Needs Study Costs

Districts	1987-1989 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1990 Needs Study				Urban Grading	
	Projects		% of System That has Complete Grade Needs	Average Construction Cost/Mile	Average Needs Cost/Mile								Cost Adjustment
	#	Miles								% of Total Urban Miles	Total Cost	Average Cost per Mile	1990 - 25 Year Construction Needs
District 1 Totals	8	2.5	4%	\$186,043	\$133,754	39%		65.78	51.0%	\$13,359,936	\$203,100	\$1,309,102	
District 2 Totals	9	3.8	9%	119,550	127,280	-6%		43.53	58.7%	6,856,963	157,523	(348,783)	
District 3 Totals	13	4.3	5%	141,551	159,448	-11%		90.14	58.1%	14,182,569	157,339	(1,032,949)	
District 4 Totals	12	5.7	7%	118,027	165,034	-28%		84.55	62.7%	15,391,955	182,046	(1,020,478)	
District 5 Totals	11	8.1	2%	332,942	438,851	-24%		325.46	62.5%	119,306,032	366,577	(2,736,541)	
District 6 Totals	8	3	4%	87,918	143,605	-39%		73.21	49.8%	15,654,670	213,832	(391,352)	
District 7 Totals	16	6.5	7%	142,581	194,693	-27%		92.19	56.1%	16,229,443	176,043	(2,782,772)	
District 8 Totals	12	3.9	5%	85,298	171,597	-50%		74.09	61.0%	13,947,795	188,255	(2,742,768)	
District 9 Totals	20	15.8	6%	334,095	307,362	9%		247.11	64.0%	81,625,026	330,319	4,314,264	
STATE TOTAL	109	53.6	5%	\$217,869	\$246,308	-12%		1,096.06	59.8%	\$296,554,389	\$270,564	(\$5,432,277)	

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

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 May 1, 1990 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 13-14, 1990 Screening Board meeting.

<u>County</u>	<u>Project</u>	<u>Recommended 1990 Needs Adjustments</u>
BELTRAMI	04-630-11	\$ 88,452
BELTRAMI	04-632-13	79,240
CHISAGO	13-616-10	133,596
FILLMORE	23-623-08	532,920
NICOLLET	52-604-02	3,167,060
<hr/>		<hr/>
TOTAL		\$4,001,268

Lotus-2.01-6 (Bondacc2)

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

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, 1989

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	\$2,100,000	\$1,784,211	\$684,321	\$1,215,789	\$199,890
Kittson	05-01-84	1,235,000	250,000	1,235,000	0	0	250,000
Kittson	10-01-87	1,200,000	1,030,000	1,200,000	0	0	1,030,000
Lake of the Woods	08-01-85	1,000,000	400,000	994,740	469,873	5,260	0
Marshall	02-01-79	1,250,000	0	1,250,000	0	0	0
Marshall	07-01-84	2,000,000	1,550,000	2,000,000	0	0	1,550,000
Norman	04-03-85	500,000	100,000	500,000	62,331	0	37,669
Pennington	08-01-81	575,000	150,000	575,000	0	0	150,000
Pennington	08-01-80	400,000	60,000	400,000	0	0	60,000
Polk	04-20-83	2,000,000	875,000	2,000,000	0	0	875,000
District 2 Totals		13,160,000	6,515,000	11,938,951	1,216,525	1,221,049	4,152,559

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	\$1,000,000	0	\$0	\$0
Wadena	07-01-87	515,000	300,000	515,000	\$300,000	0	0
District 3 Totals		1,515,000	300,000	1,515,000	300,000	0	0
Becker	08-01-86	1,500,000	1,000,000	1,500,000	775,268	0	224,732
Otter Tail	06-01-86	7,735,000	6,175,000	6,222,456	348,316	1,512,544	4,314,140
Douglas	07-01-84	2,500,000	1,290,000	2,500,000	826,126	0	463,874
District 4 Totals		11,735,000	8,465,000	10,222,456	1,949,710	1,512,544	5,002,746
Carver	08-01-79	900,000	300,000	900,000	0	0	300,000
District 5 Totals		900,000	300,000	900,000	0	0	300,000
Dodge	03-01-84	1,700,000	585,000	1,700,000	0	0	585,000
Steele	05-01-83	1,400,000	250,000	1,399,755	15,739	245	234,016
District 6 Totals		3,100,000	835,000	3,099,755	15,739	245	819,016
LeSueur	02-01-79	1,300,000	0	1,300,000	0	0	0
Nicollet	07-01-79	1,000,000	0	1,000,000	0	0	0
Sibley	07-01-81	990,000	0	990,000	0	0	0
Watonwan	11-01-79	1,250,000	150,000	1,250,000	0	0	150,000
District 7 Totals		4,540,000	150,000	4,540,000	0	0	150,000
Kandiyohi	07-01-86	2,300,000	1,980,000	2,300,000	0	0	1,980,000
Yellow Medicine	09-01-80	1,000,000	300,000	1,000,000	0	0	300,000
Yellow Medicine	08-01-86	2,700,000	2,420,000	2,700,000	0	0	2,420,000
District 8 Totals		6,000,000	4,700,000	6,000,000	0	0	4,700,000
STATE TOTALS		\$40,950,000	\$21,265,000	\$38,216,162	\$3,481,974	\$2,733,838	\$15,124,321

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

"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 1990 25-year needs and are shown on the tentative 1991 Money Needs Apportionment Form.

County	After the Fact R/W Needs	County	After the Fact R/W Needs
-----		-----	
Carlton	\$179,496	Aitkin	\$691,007
Cook	233,655	Benton	486,570
Itasca	88,751	Cass	339,588
Koochiching	187,713	Crow Wing	435,232
Lake	211,842	Isanti	132,068
Pine	340,634	Kanabec	273,546
St. Louis	850,841	Mille Lacs	64,016
District 1 Totals	2,092,932	Morrison	3,775
		Sherburne	338,733
Beltrami	614,058	Stearns	291,365
Clearwater	221,129	Todd	76,396
Hubbard	313,347	Wadena	104,540
Kittson	329,304	Wright	939,283
Lake of the Woods	42,484	District 3 Totals	4,176,119
Marshall	310,902		
Norman	89,222	Becker	251,612
Pennington	135,585	Big Stone	43,635
Polk	824,974	Clay	481,629
Red Lake	52,561	Douglas	341,160
Roseau	200,333	Grant	48,142
District 2 Totals	\$3,133,899	Mahnomen	0
		Otter Tail	420,862
		Pope	69,397
		Stevens	0
		Swift	162,092
		Traverse	0
		Wilkin	329,757
		District 4 Totals	\$2,148,286

"After the Fact" Right of Way Needs

County	After the Fact R/W Needs

Anoka	\$3,409,616
Carver	502,304
Hennepin	18,174,861
Scott	1,021,437
District 5 Totals	23,108,218
Dodge	137,518
Fillmore	298,418
Freeborn	70,041
Goodhue	642,318
Houston	83,385
Mower	187,423
Olmsted	1,661,711
Rice	143,943
Steele	87,793
Wabasha	257,022
Winona	235,770
District 6 Totals	3,805,342
Blue Earth	135,080
Brown	395,389
Cottonwood	255,538
Faribault	493,062
Jackson	207,124
Le Sueur	480,630
Martin	237,698
Nicollet	462,939
Nobles	224,826
Rock	255,751
Sibley	85,998
Waseca	177,400
Watsonwan	297,381
District 7 Totals	\$3,708,816

County	After the Fact R/W Needs

Chippewa	\$148,605
Kandiyohi	290,027
Lac Qui Parle	378,185
Lincoln	98,695
Lyon	359,874
Mc Leod	430,587
Meeker	224,791
Murray	95,909
Pipestone	118,602
Redwood	289,702
Renville	182,190
Yellow Medicine	128,504
District 8 Totals	2,745,671
Chisago	223,647
Dakota	3,598,212
Ramsey	1,520,615
Washington	1,991,836
District 9 Totals	7,334,310
STATE TOTALS	\$52,253,593

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

"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 1991 Money Needs Apportionment form.

County	Letting Date	# of Projects	Eligible "After the Fact" Bridge Deck Rehab. Needs	Added to the Needs for these Apport. Years
Jackson	1982	1	\$5,646	1984-1998
Hennepin	1983	1	189,856	1985-1999
Mc Leod	1983	1	18,800	1985-1999
Hennepin	1984	4	485,650	1986-2000
Washington	1984	1	54,841	1986-2000
Hennepin	1985	2	110,423	1987-2001
Todd	1985	1	14,512	1987-2001
Chisago	1986	1	27,200	1988-2002
Wilkin	1987	1	37,731	1989-2003
Hennepin	1989	2	348,771	1991-2005
State Total		15	\$1,293,430	1991 Apportionment

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

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 1990 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Total
Anoka	\$192,467	---	---	---	\$192,467
Benton	15,150	---	---	---	15,150
Cook	---	---	---	1,350	1,350
Dakota	1,462,166	---	123,790	46,259	1,632,215
Hennepin	2,619,964	790,449	336,413	590,042	4,336,868
Le Sueur	---	---	3,794	---	3,794
Lyon	---	---	---	27,989	27,989
Mille Lacs	63,790	---	---	13,916	77,706
Pine	58,386	9,112	---	14,612	82,110
Pipestone	---	96	---	---	96
Polk	---	---	---	13,884	13,884
Ramsey	454,076	7,281	331,465	48,622	841,444
St. Louis	11,300	28,024	---	---	39,324
Scott	297,798	---	39,960	---	337,758
Washington	41,296	---	---	---	41,296
Watonwan	1,626	---	---	15,962	17,588
TOTAL	\$5,218,019	\$834,962	\$835,422	\$772,636	\$7,661,039

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.

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

NEEDS ADJUSTMENT FOR "CREDIT FOR LOCAL EFFORT"

The resolution below dealing with "Credit for Local Effort" was adopted in October 1989 by the County Screening Board.

That annually a needs adjustment for local effort which reduces State Aid needs shall be made to the CSAH 25 year construction needs.

The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation. This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of ten years.

It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1.

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These adjustments are shown on the tentative 1991 Money Needs Apportionment form.

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment	Added to the Needs for These Apport. Years
Dakota	\$360,888	---	\$360,888	1991-2000
Olmsted	901,282	---	901,282	1991-2000
Yellow Medicine	321,624	14,416	336,040	1991-2000
State Total	\$1,583,794	\$14,416	\$1,598,210	

[illegible]

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990
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 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 1990)	Mill Levy Deduction
Carlton	554,485,411	\$88,496
Cook	230,705,707	36,821
Itasca	1,211,743,098	193,394
Koochiching	233,691,209	37,297
Lake	215,802,484	34,442
Pine	526,475,823	84,026
St. Louis*	3,390,665,861	327,877
District 1 Totals	6,363,569,593	802,353
Beltrami	597,067,391	95,292
Clearwater	173,580,358	27,703
Hubbard	499,690,113	79,751
Kittson	314,681,003	50,223
Lake of the Woods	109,105,797	17,413
Marshall	461,482,334	73,653
Norman	352,767,679	56,302
Pennington	265,070,635	42,305
Polk	1,043,938,239	166,613
Red Lake	120,233,385	19,189
Roseau	353,836,829	56,472
District 2 Totals	4,291,453,763	684,916
Aitkin	513,198,279	81,906
Benton	649,601,332	103,676
Cass	861,455,067	137,488
Crow Wing	1,563,385,182	249,516
Isanti	580,031,778	92,573
Kanabec	290,181,904	46,313
Mille Lacs	416,742,906	66,512
Morrison	721,696,689	115,183
Sherburne	1,693,002,928	270,203
Stearns	2,664,972,850	425,330
Todd	480,368,895	76,667
Wadena	220,255,928	35,153
Wright	2,042,870,614	326,042
District 3 Totals	12,697,764,352	2,026,562
Becker	772,144,919	123,234
Big Stone	186,381,611	29,747
Clay	1,076,188,838	171,760
Douglas	826,984,397	131,987
Grant	251,322,949	40,111
Mahnomen	128,190,957	20,459
Otter Tail	1,390,363,888	221,902
Pope	333,988,840	53,305
Stevens	299,730,717	47,837
Swift	323,894,908	51,694
Traverse	238,879,538	38,125
Wilkin	345,469,893	55,137
District 4 Totals	6,173,541,455	985,298

* Denotes Urban County.

County	County Total Real & Personal Market Value (Taxes Payable 1990)	Mill Levy Deduction
Anoka*	6,544,692,774	\$632,872
Carver	1,528,996,107	244,028
Hennepin*	43,225,858,866	4,179,941
Scott	1,836,928,803	293,174
District 5 Totals	53,136,476,550	5,350,015
Dodge	417,935,908	66,703
Fillmore	475,552,601	75,898
Freeborn	887,100,067	141,581
Goodhue	1,596,258,490	254,763
Houston	381,608,723	60,905
Mower	909,230,212	145,113
Olmsted	2,803,933,291	447,508
Rice	1,104,774,724	176,322
Steele	785,569,853	125,377
Wabasha	488,821,540	78,016
Winona	954,461,662	152,332
District 6 Totals	10,805,247,071	1,724,518
Blue Earth	1,372,065,497	218,982
Brown	751,191,422	119,890
Cottonwood	473,335,596	75,544
Faribault	655,953,205	104,690
Jackson	525,028,349	83,795
Le Sueur	591,047,605	94,331
Martin	838,545,859	133,832
Nicollet	679,327,581	108,421
Nobles	581,537,311	92,813
Rock	317,050,783	50,601
Sibley	470,222,430	75,047
Waseca	525,525,903	83,874
Watsonwan	400,678,406	63,948
District 7 Totals	8,181,509,947	1,305,768
Chippewa	403,126,397	64,339
Kandiyohi	1,035,625,881	165,286
Lac Qui Parle	319,517,592	50,995
Lincoln	209,649,368	33,460
Lyon	676,077,937	107,902
Mc Leod	754,652,702	120,443
Meeker	587,738,747	93,803
Murray	393,421,369	62,790
Pipestone	256,663,651	40,964
Redwood	655,585,362	104,631
Renville	728,634,099	116,290
Yellow Medicine	423,009,415	67,512
District 8 Totals	6,443,702,520	1,028,415
Chisago	798,669,766	127,468
Dakota*	9,371,020,023	906,178
Ramsey*	15,213,065,431	1,471,103
Washington	4,849,561,100	773,990
District 9 Totals	30,232,316,320	3,278,739
STATE TOTALS	138,325,581,571	\$17,186,584

* Denotes Urban County.

* * * * *

TENTATIVE

APPORTIONMENT

DATA

* * * * *

WP:DEVTEN91

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

Development of the Tentative 1991
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 1991 County State Aid Highway Fund. This tabulation also indicates a tentative 1991 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 1990 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 1991 apportionment.

Minor adjustments must be made for any turnback activity in 1990 and possibly for any action taken by this Board.

October 31, 1990

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 1990 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 1989 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 1990, adjustments to the mileage and money needs will be necessary before January 1, 1991.

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 1991 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Alan Forsberg, Secretary
County Screening Board

APPROVED

Alan Goodman, District 1

Michael Sheehan, District 6

Roger Hille, District 2

Robert Witty, (Chairman), District 7

Gene Mattern, District 3

Gary Danielson, District 8

Jack Cousins, District 4

David Everds, District 9

Vern Genzlinger, District 5

Enclosures: Mileage and Annual Money Needs Listing
WP:FINDINGS

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

Fig. B

DEVELOPMENT OF THE TENTATIVE 1991 MONEY NEEDS AFFORTIONMENT

COUNTY	BASIC 1990 25 YEAR CONSTRUCTION NEEDS	SCREENING BOARD RESTRICTION	RESTRICTED 1990 25-YEAR CONSTRUCTION NEEDS	RURAL COMPLETE GRADING ADJUSTMENTS	URBAN COMPLETE GRADING ADJUSTMENTS	STATE AID CONSTRUCTION FUND BALANCE DEDUCTIONS	(MINUS) FAS FUND BALANCE DEDUCTIONS	(PLUS) BOND ACCOUNT ADJUSTMENTS	(MINUS) SPECIAL RESURFACING ADJUSTMENTS	(PLUS) BRIDGE DECK REHAB. "AFTER THE FACT"	(PLUS) RIGHT OF WAY "AFTER THE FACT"	(PLUS) MISC. "AFTER THE FACT"	(MINUS) VARIANCE ADJUSTMENTS	(PLUS) CREDIT FOR LOCAL EFFORT	ADJUSTED 25 YEAR CONSTRUCTION NEEDS	ANNUAL CONSTRUCTION NEEDS	MILL LEVY DEDUCTIONS	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS AFFORTIONMENT (LESS TIME ADJUSTMENTS)	1989 TIME ADJUSTMENTS	MONEY NEEDS AFFORTIONMENT	ADJUSTMENTS TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 79 COUNTIES	MINIMUM COUNTY ADJUSTMENT FOR OTHER 75 COUNTIES	TENTATIVE 1991 MONEY NEEDS AFFORTIONMENT	ANNUAL MONEY NEEDS	COUNTY
Carlton	\$51,045,286		\$51,045,286	\$4,382,321	(\$243,185)	\$0	(\$201,109)	\$0	(\$300,359)		\$179,496				\$54,862,450	\$2,194,498	(\$88,496)	\$2,106,002	1.171324	\$1,376,876			1.209648		(\$27,740)	\$1,349,136	\$2,063,318	Carlton
Cook	41,912,416		41,912,416	1,615,844	(30,946)	0	0	0	(1,788,170)		233,655	\$1,350			41,944,149	1,677,766	(36,821)	1,640,945	0.913134	1,072,828			0.942528		(21,614)	1,051,214	1,607,688	Cook
Itasca	91,913,004		91,913,004	8,151,174	0	0	0	0	(1,906,302)		86,751				98,246,827	3,929,865	(193,394)	3,736,471	2.079228	2,442,854			2.146158		(49,216)	2,393,638	3,660,741	Itasca
Koochiching	29,356,221		29,356,221	4,978,321	1,204,942	0	0	0	(891,295)		187,715				34,635,898	1,336,139	(37,297)	1,298,841	0.754649	886,626						1,636,332	2,502,545	Koochiching
Lake	54,803,574		54,803,574	7,804,104	0	(121,053)	0	0	(580,033)		211,842				62,118,464	2,484,739	(34,442)	2,450,297	1.362513	1,601,971						1,563,696	2,400,635	Lake
Pine	102,176,158		102,176,158	(380,628)	378,291	(484,579)	0	0	(488,189)		340,634	82,110			101,623,797	4,064,952	(84,026)	3,980,926	2.602660	2,602,676			1.407404		(32,275)	2,570,401	3,900,242	Pine
St. Louis	332,596,157		332,596,157	13,582,760	0	(1,697,713)	0	0	(3,821,284)		850,841	39,324			341,550,085	13,662,003	(327,877)	13,334,126	7.420021	8,717,672			7.658870		(175,635)	8,542,037	13,663,874	St. Louis
District 1 Totals	703,802,816		703,802,816	40,133,896	1,309,102	(2,303,345)	(201,109)	0	(9,775,606)		2,092,932				735,181,470	29,407,259	(802,353)	28,604,906		18,701,503						19,092,293	29,193,043	District 1 Totals
Beltrami	64,667,981		64,667,981	\$3,612,866	(376,200)	0	(211,135)	199,890	(2,248,317)		614,058				66,091,451	2,643,658	(95,292)	2,548,366	1.418085	1,666,087						1,632,520	2,496,715	Beltrami
Clearwater	33,641,910		33,641,910	(1,807,899)	0	(65,960)	0	0	(1,336,666)		313,247				31,989,180	1,279,567	(72,703)	1,206,864	0.696623	818,452						801,963	1,226,492	Clearwater
Hubbard	38,278,325		38,278,325	1,459,049	80,594	(506,005)	(153,132)	0	0		313,247				38,135,912	1,525,436	(79,751)	1,445,685	0.804478	945,169						926,127	1,416,384	Hubbard
Kittson	42,653,229		42,653,229	899,099	120,372	0	0	1,280,000	(2,041,075)		329,304				43,240,325	1,729,637	(102,223)	1,627,414	0.934541	1,097,978						1,075,857	1,645,376	Kittson
Lake of the Woods	16,072,102		16,072,102	(56,418)	0	(78,800)	0	0	(503,768)		42,484				15,475,600	619,024	(17,413)	601,611	0.334778	393,326						332,326	1,574,155	Lake of the Woods
Marshall	66,164,427		66,164,427	(3,985,075)	0	0	0	1,550,000	(1,048,651)		310,902				62,991,602	2,519,664	(73,653)	2,446,011	1.361128	1,599,169						1,566,951	2,396,437	Marshall
Norman	38,623,480		38,623,480	119,866	(53,285)	0	0	0	(192,356)		89,222				38,623,480	1,544,984	(56,302)	1,488,682	0.828405	973,281						973,281	1,458,510	Norman
Pennington	21,483,018		21,483,018	(471,477)	0	0	0	0	(181,808)		135,585				21,156,147	846,246	(42,305)	803,941	0.447368	525,606						515,017	787,648	Pennington
Polk	112,337,669		112,337,669	(5,798,683)	(86,804)	0	0	0	(1,872,610)		824,974	13,884			106,293,430	4,251,737	(166,613)	4,085,124	2.273243	2,670,799						2,616,911	4,002,329	Polk
Red Lake	20,783,982		20,783,982	363,080	0	(319,579)	0	0	(595,102)		200,333				20,841,979	833,679	(19,189)	814,490	0.453238	532,503						532,503	985,951	Red Lake
Roseau	49,916,695		49,916,695	(3,154,123)	(33,460)	(97,031)	0	0	(38,055)		62,561				46,637,312	1,738,532	(66,472)	1,672,060	0.997759	1,172,252						1,148,635	1,756,680	Roseau
District 2 Totals	504,622,818		504,622,818	(8,819,716)	(348,783)	(1,086,546)	(364,267)	4,152,559	(10,056,018)		3,133,899				491,070,138	19,643,124	(684,916)	18,958,208		12,394,622						12,394,622	19,746,677	District 2 Totals
Aitkin	44,369,101		44,369,101	\$7,058,580	0	(100,318)	0	0	(377,040)		691,007				51,641,330	2,065,653	(81,906)	1,983,747	1.103893	1,296,948						1,296,948	1,943,542	Aitkin
Benton	22,581,738		22,581,738	2,673,094	0	0	0	0	(438,660)		486,570	15,150			21,993,180	1,020,716	(103,676)	917,040	0.510304	599,549						587,470	898,455	Benton
Cass	64,231,669		64,231,669	5,878,896	(290,317)	(274,972)	0	0	(1,339,459)		359,588				68,545,405	2,741,816	(137,488)	2,604,328	1.449226	1,702,674						1,668,370	2,551,543	Cass
Crow Wing	44,315,240		44,315,240	1,762,307	(53,448)	(269,544)	(186,706)	0	(116,078)		435,232				45,887,005	1,835,480	(249,516)	1,585,964	0.885359	1,036,882						1,015,992	1,553,820	Crow Wing
Isanti	26,819,788		26,819,788	1,253,542	(270,655)	0	0	0	(752,692)		132,068				27,182,051	1,094,709	(92,573)	994,136	0.553524	650,327						637,225	974,548	Isanti
Kanabec	23,643,993		23,643,993	(2,025,231)	0	(52,874)	0	0	(1,489,844)		273,546				20,349,590	813,984	(60,113)	754,097	0.421583	501,893						501,893	628,959	Kanabec
Millie Lacs	29,599,465		29,599,465	2,323,122	404,446	0	0	0	(543,306)		64,016	77,706			31,925,449	1,277,018	(66,512)	1,210,506	0.673608	791,412						791,412	1,195,537	Millie Lacs
Morrison	46,953,105		46,953,105	(751,386)	0	0	0	0	(3,544,382)		3,775				43,408,723	1,706,444	(115,183)	1,591,261	0.885487	1,040,346						1,040,346	1,589,011	Morrison
Sherburne	13,830,725		13,830,725	(351,440)	0	0	0	0	(411,040)		338,733				13,406,978	535,279	(270,203)	266,076	0.148063	173,957						173,957	393,252	Sherburne
Stearns	86,398,518		86,398,518	(624,481)	0	0	0	0	(6,764,006)		291,365				87,023,524	3,172,939	(425,330)	2,747,609	1.528958	1,736,350						1,736,350	2,691,922	Stearns
Todd	52,405,483		52,405,483	0	124,789	(89,878)	0	0	(1,626,798)		\$14,512				48,362,530	1,934,501	(76,667)	1,857,834	0.933825	1,214,627						1,214,627	1,820,180	Todd
Wadena	26,369,219		26,369,219	1,116,041	(18,302)	0	0	0	(4,668,772)		76,240				25,944,700	1,037,788	(35,153)	1,002,635	0.557935	655,510						642,303	982,314	Wadena
Wright	67,263,318		67,263,318	8,387,612	(1,307,981)	0	0	0	(752,100)		939,283				74,531,132	2,361,205	(362,042)	2,000,163	1.477514	1,235,909						1,235,909	2,601,348	Wright
District 3 Totals	548,781,362		548,781,362	27,044,222	(1,032,949)	(787,586)	(186,706)	0	(22,824,175)		4,176,119				555,277,655	22,211,105	(2,026,562)	20,184,543		13,196,384						13,196,384	20,600,604	District 3 Totals
Becker	39,639,930		39,639,930	(8217,881)	0	(475,474)	0	224,732	(1,040,264)		251,612				38,582,655	1,543,306	(123,234)	1,420,072	0.790225	928,424						909,719	1,391,290	Becker
Big Stone	15,266,631		15,266,631	834,598	0	(301,636)	0	0	(781,953)		612,704				16,061,275	642,451	(29,747)	1,612,819	0.340950	400,577						400,577	876,684	Big Stone
Clay	55,803,369		55,803,369	3,830,181	0	(443,590)	(207,497)	0	0		481,629				59,464,092	2,378,564	(171,760)	2,206,804	1.228017	1,442,779						1,413,711	2,162,077	Clay
Douglas	38,147,839		38,147,839	971,608	(730,535)	0	0	463,874	(1,554,437)		341,669				37,639,509	1,505,580	(131,987)	1,373,593	0.764361	898,036						898,036	1,345,752	Douglas
Grant	17,956,537		17,956,537	1,745,758	(84,754)	(865,642)	0	0	(362,697)		48,142				18,463,444	698,463	(40,111)	1,603,352	0.283404	456,619						456,619	810,790	Grant
Mahnomen	13,392,589		13,392,589	1,715,236	0	(1,543,979)	0	0	(320,119)		420,862				15,104,568	3,926,358	(221,902)	3,704,456	0.261413	2,421,324						2,421,324	3,545,365	Mahnomen
Otter Tail	106,054,096		106,054,096	(2,547,344)	0	(2,674,886)	(12,675)	4,314,140	(7,395,847)		69,397				103,456,742	4,200,749	(204,559)	3,996,189	0.283404	332,967						332,967	4,328,152	Otter Tail
Stevens	29,996,271		29,996,271	0	361,874	0	(46,144)	0	(1,693,834)		69,397				28,685,564	1,147,423	(53,305)	1,094,118	0.608842	715,319						715,319	1,071,943	Stevens
Swift	26,845,781		26,845,781	18,703	0	0	0	0	(1,285,731)		25,541,347				25,541,347	1,021,654	(47,837)	973,817	0.541898	636,668						636,668	954,079	Swift
Traverse	33,848,501		33,848,501																									

1990 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1991 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 1991 C.S.A.H. FUND

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs

Carlton	294.03	\$2,106,002
Cook	178.20	1,640,945
Itasca	647.38	3,736,471
Koochiching	248.97	1,356,139
Lake	214.02	2,450,297
Pine	472.62	3,980,926
St. Louis	1,360.05	13,334,126
District 1 Totals	3,415.27	28,604,906
Beltrami	465.20	2,548,366
Clearwater	327.06	1,251,864
Hubbard	324.42	1,445,685
Kittson	373.39	1,679,414
Lake of the Woods	187.16	601,611
Marshall	639.78	2,446,011
Norman	393.41	1,488,682
Pennington	260.46	803,941
Polk	808.87	4,085,124
Red Lake	186.35	814,490
Roseau	482.67	1,793,020
District 2 Totals	4,448.77	18,958,208
Aitkin	367.95	1,983,747
Benton	224.08	917,040
Cass	528.37	2,604,328
Crow Wing	372.47	1,585,964
Isanti	225.97	994,709
Kanabec	211.23	767,671
Mille Lacs	256.89	1,210,506
Morrison	430.22	1,591,261
Sherburne	216.46	266,076
Stearns	603.23	2,747,609
Todd	412.36	1,857,834
Wadena	229.65	1,002,635
Wright	403.33	2,655,163
District 3 Totals	4,482.21	20,184,543
Becker	467.01	1,420,072
Big Stone	211.06	612,704
Clay	406.13	2,206,804
Douglas	387.26	1,373,593
Grant	228.85	698,423
Mahnomen	194.81	509,290
Otter Tail	911.02	3,704,456
Pope	298.93	1,094,118
Stevens	243.91	973,817
Swift	329.51	1,231,664
Traverse	245.42	787,808
Wilkin	312.15	1,334,623
District 4 Totals	4,236.06	15,947,372

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Anoka	253.64	\$2,377,802
Carver	207.41	1,612,819
Hennepin	523.27	14,603,923
Scott	190.37	2,316,386
District 5 Totals	1,174.69	20,910,930
Dodge	249.65	1,197,306
Fillmore	394.34	3,621,589
Freeborn	447.29	2,137,182
Goodhue	326.66	2,067,482
Houston	250.34	2,075,277
Mower	373.66	2,126,424
Olmsted	320.30	2,369,501
Rice	280.01	1,561,892
Steele	292.02	1,657,103
Wabasha	276.31	2,199,871
Winona	315.92	2,286,850
District 6 Totals	3,526.50	23,300,477
Blue Earth	417.23	2,229,698
Brown	317.91	1,142,313
Cottonwood	316.35	1,160,237
Faribault	349.58	2,169,006
Jackson	370.69	1,975,206
Le Sueur	267.77	1,583,952
Martin	378.15	1,774,874
Nicollet	245.94	1,205,744
Nobles	345.36	2,214,148
Rock	262.80	1,408,502
Sibley	288.79	1,342,879
Waseca	250.26	1,474,503
Watonwan	235.22	1,234,242
District 7 Totals	4,046.05	20,915,304
Chippewa	244.12	1,166,477
Kandiyohi	422.78	2,131,086
Lac Qui Parle	361.89	1,166,896
Lincoln	254.85	800,784
Lyon	318.79	1,627,780
Mc Leod	236.73	1,485,872
Meeker	272.01	1,020,914
Murray	354.74	807,271
Pipestone	233.84	1,099,221
Redwood	385.24	1,768,537
Renville	449.35	1,996,835
Yellow Medicine	346.76	1,452,895
District 8 Totals	3,881.10	16,524,568
Chisago	226.05	1,676,993
Dakota	273.87	3,511,368
Ramsey	229.40	6,932,026
Washington	202.78	2,238,001
District 9 Totals	932.10	14,358,388
STATE TOTALS	30,142.75	\$179,704,696

Does not include 1990 T.H. Turnback Mileage

WP:TOTALTEN

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

Total Tentative 1991 C.S.A.H. Apportionment

The following tabulation lists a tentative 1991 Apportionment based on an estimate of \$234.9 million. The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures. The Mileage Apportionment was computed using the actual 1990 C.S.A.H. needs study mileage, but the 1990 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1990 25-year construction needs, however, these needs will be adjusted by 1990 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, 1991, by the Commissioner with the assistance of recommendations by your Screening Board.

COMPONENTS OF THE TENTATIVE 1991 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1991 CSAH Apportionment
Carlton	\$270,042	\$169,671	\$687,400	\$1,349,136	\$2,476,249
Cook	270,042	26,548	416,613	1,051,214	1,764,417
Itasca	270,042	259,769	1,513,436	2,393,638	4,436,885
Koochiching	270,042	95,807	582,031	1,636,332	2,584,212
Lake	270,042	63,738	500,344	1,569,696	2,403,820
Pine	270,042	117,821	1,104,858	2,550,240	4,042,961
St. Louis	270,041	1,063,791	3,179,534	8,542,037	13,055,403
District 1 Totals	1,890,293	1,797,145	7,984,216	19,092,293	30,763,947
Beltrami	270,042	168,355	1,087,520	1,632,520	3,158,437
Clearwater	270,042	49,125	764,577	801,963	1,885,707
Hubbard	270,042	92,189	758,445	926,127	2,046,803
Kittson	270,042	39,775	872,906	1,075,857	2,258,580
Lake of the Woods	270,042	24,057	437,545	1,029,288	1,760,932
Marshall	270,042	74,216	1,495,675	1,566,951	3,406,884
Norman	270,042	54,341	919,705	953,672	2,197,760
Pennington	270,042	77,787	608,884	515,017	1,471,730
Polk	270,042	182,663	1,891,002	2,616,991	4,960,698
Red Lake	270,041	28,404	435,642	644,681	1,378,768
Roseau	270,041	88,172	1,128,399	1,148,635	2,635,247
District 2 Totals	2,970,460	879,084	10,400,300	12,911,702	27,161,546
Aitkin	270,042	82,674	860,219	1,270,818	2,483,753
Benton	270,042	142,348	523,884	587,470	1,523,744
Cass	270,042	127,664	1,235,248	1,668,370	3,301,324
Crow Wing	270,042	270,341	870,791	1,015,992	2,427,166
Isanti	270,042	147,798	528,254	637,225	1,583,319
Kanabec	270,042	74,216	493,789	540,721	1,378,768
Mille Lacs	270,042	112,628	608,955	781,722	1,773,347
Morrison	270,042	171,128	1,005,762	1,019,386	2,466,318
Sherburne	270,041	209,422	506,053	393,252	1,378,768
Stearns	270,041	637,781	1,410,252	1,760,159	4,078,233
Todd	270,041	131,940	964,038	1,190,156	2,556,175
Wadena	270,041	81,758	536,853	642,303	1,530,955
Wright	270,041	392,109	942,893	1,700,936	3,305,979
District 3 Totals	3,510,541	2,581,807	10,486,991	13,208,510	29,787,849

COMPONENTS OF THE TENTATIVE 1991 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1991 CSAH Apportionment
Becker	\$270,042	\$163,304	\$1,091,749	\$909,719	\$2,434,814
Big Stone	270,042	42,054	493,437	573,235	1,378,768
Clay	270,042	230,097	949,448	1,413,711	2,863,298
Douglas	270,042	170,282	905,327	879,943	2,225,594
Grant	270,042	43,557	535,020	530,149	1,378,768
Mahnomen	270,042	29,250	455,448	624,028	1,378,768
Otter Tail	270,042	309,529	2,129,791	2,373,130	5,082,492
Pope	270,042	62,728	698,818	700,908	1,732,496
Stevens	270,041	59,016	570,190	623,841	1,523,088
Swift	270,041	72,125	770,356	789,022	1,901,544
Traverse	270,041	34,207	573,714	504,681	1,382,643
Wilkin	270,041	47,669	729,759	854,980	1,902,449
District 4 Totals	3,240,500	1,263,818	9,903,057	10,777,347	25,184,722
Anoka	270,042	1,264,991	592,956	1,523,255	3,651,244
Carver	270,042	252,439	484,909	1,033,195	2,040,585
Hennepin	270,042	5,308,221	1,223,266	9,355,489	16,157,018
Scott	270,041	326,984	445,016	1,483,911	2,525,952
District 5 Totals	1,080,167	7,152,635	2,746,147	13,395,850	24,374,799
Dodge	270,042	89,064	583,652	767,012	1,709,770
Fillmore	270,042	119,817	921,890	2,320,043	3,631,792
Freeborn	270,042	202,022	1,045,654	1,369,109	2,886,827
Goodhue	270,042	230,332	763,660	1,324,460	2,588,494
Houston	270,042	100,905	585,273	1,329,453	2,285,673
Mower	270,042	212,970	873,540	1,362,219	2,718,771
Olmsted	270,042	582,243	748,789	1,517,937	3,119,011
Rice	270,041	247,787	654,626	1,000,571	2,173,025
Steele	270,041	176,296	682,678	1,061,565	2,190,580
Wabasha	270,041	117,069	646,521	1,409,270	2,442,901
Winona	270,041	230,073	738,569	1,464,990	2,703,673
District 6 Totals	2,970,458	2,308,578	8,244,852	14,926,629	28,450,517

COMPONENTS OF THE TENTATIVE 1991 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1991 CSAH Apportionment
Blue Earth	\$270,042	\$278,212	\$979,614	\$1,428,378	\$2,956,246
Brown	270,042	167,251	743,221	731,783	1,912,297
Cottonwood	270,042	82,463	739,556	743,265	1,835,326
Faribault	270,042	108,658	817,226	1,389,496	2,585,422
Jackson	270,042	78,657	866,633	1,265,346	2,480,678
Le Sueur	270,042	140,821	626,011	1,014,702	2,051,576
Martin	270,042	145,261	884,042	1,137,010	2,436,355
Nicollet	270,042	133,914	574,983	776,656	1,755,595
Nobles	270,042	126,184	807,359	1,422,105	2,625,690
Rock	270,041	60,026	614,382	902,307	1,846,756
Sibley	270,041	90,309	675,136	860,268	1,895,754
Waseca	270,041	105,275	585,062	944,588	1,904,966
Watonwan	270,041	73,535	549,892	790,674	1,684,142
District 7 Totals	3,510,542	1,590,566	9,463,117	13,406,578	27,970,803
Chippewa	270,042	\$82,275	\$570,684	747,262	1,670,263
Kandiyohi	270,042	224,670	988,353	1,365,205	2,848,270
Lac Qui Parle	270,042	57,888	846,053	747,531	1,921,514
Lincoln	270,042	41,889	595,775	512,994	1,420,700
Lyon	270,042	142,160	745,265	1,042,779	2,200,246
Mc Leod	270,042	199,649	553,416	951,871	1,974,978
Meeker	270,042	123,271	635,879	654,012	1,683,204
Murray	270,042	62,470	829,278	517,150	1,678,940
Pipestone	270,042	62,211	546,650	704,177	1,583,080
Redwood	270,041	113,357	900,605	1,132,951	2,416,954
Renville	270,041	118,337	1,050,518	1,279,202	2,718,098
Yellow Medicine	270,041	76,801	810,671	930,746	2,088,259
District 8 Totals	3,240,501	1,304,978	9,073,147	10,585,880	24,204,506
Chisago	270,042	179,726	528,466	1,074,307	2,052,541
Dakota	270,042	1,338,291	640,248	2,249,435	4,498,016
Ramsey	270,041	2,350,772	536,289	4,440,758	7,597,860
Washington	270,041	746,228	474,054	1,433,696	2,924,019
District 9 Totals	1,080,166	4,615,017	2,179,057	9,198,196	17,072,436
STATE TOTALS	\$23,493,628	\$23,493,628	\$70,480,884	\$117,502,985	\$234,971,125

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

Comparison of the Actual 1990 to a
Tentative 1991 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 1990 C.S.A.H. Apportionment and what each county's 1991 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1991 C.S.A.H. road user fund would stay the same as 1990. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1991 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.

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

Comparison of the Actual 1990 to the Tentative 1991 C.S.A.H. Apportionment

County	Actual 1990 C.S.A.H. Apportionment	TENTATIVE 1991 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$2,514,435	\$2,476,249	(\$38,186)	-1.5%
Cook	1,736,880	1,764,417	27,537	1.6%
Itasca	4,145,649	4,436,885	291,236	7.0%
Koochiching	2,584,212	2,584,212	0	0.0%
Lake	2,342,048	2,403,820	61,772	2.6%
Pine	4,075,246	4,042,961	(32,285)	-0.8%
St. Louis	13,284,494	13,055,403	(229,091)	-1.7%
District 1 Totals	30,682,964	30,763,947	80,983	0.3%
Beltrami	3,056,515	3,158,437	101,922	3.3%
Clearwater	1,976,107	1,885,707	(90,400)	-4.6%
Hubbard	1,991,386	2,046,803	55,417	2.8%
Kittson	2,323,556	2,258,580	(64,976)	-2.8%
Lake of the Woods	1,760,932	1,760,932	0	0.0%
Marshall	3,440,298	3,406,884	(33,414)	-1.0%
Norman	2,235,432	2,197,760	(37,672)	-1.7%
Pennington	1,466,756	1,471,730	4,974	0.3%
Polk	5,106,305	4,960,698	(145,607)	-2.9%
Red Lake	1,378,768	1,378,768	0	0.0%
Roseau	2,678,722	2,635,247	(43,475)	-1.6%
District 2 Totals	27,414,777	27,161,546	(253,231)	-0.9%
Aitkin	2,592,645	2,483,753	(108,892)	-4.2%
Benton	1,467,336	1,523,744	56,408	3.8%
Cass	3,081,621	3,301,324	219,703	7.1%
Crow Wing	2,501,703	2,427,166	(74,537)	-3.0%
Isanti	1,574,269	1,583,319	9,050	0.6%
Kanabec	1,378,768	1,378,768	0	0.0%
Mille Lacs	1,790,342	1,773,347	(16,995)	-0.9%
Morrison	2,506,067	2,466,318	(39,749)	-1.6%
Sherburne	1,378,768	1,378,768	0	0.0%
Stearns	4,081,079	4,078,233	(2,846)	-0.1%
Todd	2,509,495	2,556,175	46,680	1.9%
Wadena	1,424,905	1,530,955	106,050	7.4%
Wright	3,311,626	3,305,979	(5,647)	-0.2%
District 3 Totals	29,598,624	29,787,849	189,225	0.6%
Becker	2,342,993	2,434,814	91,821	3.9%
Big Stone	1,378,768	1,378,768	0	0.0%
Clay	2,956,533	2,863,298	(93,235)	-3.2%
Douglas	2,276,748	2,225,594	(51,154)	-2.2%
Grant	1,378,768	1,378,768	0	0.0%
Mahnomen	1,378,768	1,378,768	0	0.0%
Otter Tail	4,726,651	5,082,492	355,841	7.5%
Pope	1,676,561	1,732,496	55,935	3.3%
Stevens	1,600,435	1,523,088	(77,347)	-4.8%
Swift	2,047,172	1,901,544	(145,628)	-7.1%
Traverse	1,396,973	1,382,643	(14,330)	-1.0%
Wilkin	1,876,857	1,902,449	25,592	1.4%
District 4 Totals	25,037,227	25,184,722	147,495	0.6%

County	Actual 1990 C.S.A.H. Apportionment	TENTATIVE 1991 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$3,382,076	\$3,651,244	\$269,168	8.0%
Carver	1,959,328	2,040,585	81,257	4.1%
Hennepin	16,353,676	16,157,018	(196,658)	-1.2%
Scott	2,511,711	2,525,952	14,241	0.6%
District 5 Totals	24,206,791	24,374,799	168,008	0.7%
Dodge	1,726,927	1,709,770	(17,157)	-1.0%
Fillmore	3,570,989	3,631,792	60,803	1.7%
Freeborn	2,941,801	2,886,827	(54,974)	-1.9%
Goodhue	2,650,770	2,588,494	(62,276)	-2.3%
Houston	2,344,388	2,285,673	(58,715)	-2.5%
Mower	2,636,554	2,718,771	82,217	3.1%
Olmsted	2,974,920	3,119,011	144,091	4.8%
Rice	2,193,716	2,173,025	(20,691)	-0.9%
Steele	2,154,102	2,190,580	36,478	1.7%
Wabasha	2,479,863	2,442,901	(36,962)	-1.5%
Winona	2,676,152	2,703,673	27,521	1.0%
District 6 Totals	28,350,182	28,450,517	100,335	0.4%
Blue Earth	2,961,921	2,956,246	(5,675)	-0.2%
Brown	1,971,305	1,912,297	(59,008)	-3.0%
Cottonwood	1,847,668	1,835,326	(12,342)	-0.7%
Faribault	2,611,826	2,585,422	(26,404)	-1.0%
Jackson	2,434,302	2,480,678	46,376	1.9%
Le Sueur	2,025,500	2,051,576	26,076	1.3%
Martin	2,509,051	2,436,355	(72,696)	-2.9%
Nicollet	1,785,934	1,755,595	(30,339)	-1.7%
Nobles	2,556,846	2,625,690	68,844	2.7%
Rock	1,755,187	1,846,756	91,569	5.2%
Sibley	1,936,302	1,895,754	(40,548)	-2.1%
Waseca	1,915,128	1,904,966	(10,162)	-0.5%
Watsonwan	1,766,582	1,684,142	(82,440)	-4.7%
District 7 Totals	28,077,552	27,970,803	(106,749)	-0.4%
Chippewa	1,647,858	1,670,263	22,405	1.4%
Kandiyohi	2,834,611	2,848,270	13,659	0.5%
Lac Qui Parle	1,907,770	1,921,514	13,744	0.7%
Lincoln	1,399,396	1,420,700	21,304	1.5%
Lyon	2,252,433	2,200,246	(52,187)	-2.3%
Mc Leod	1,957,236	1,974,978	17,742	0.9%
Meeker	1,712,922	1,683,204	(29,718)	-1.7%
Murray	1,786,136	1,678,940	(107,196)	-6.0%
Pipestone	1,564,755	1,583,080	18,325	1.2%
Redwood	2,424,009	2,416,954	(7,055)	-0.3%
Renville	2,749,254	2,718,098	(31,156)	-1.1%
Yellow Medicine	1,986,829	2,088,259	101,430	5.1%
District 8 Totals	24,223,209	24,204,506	(18,703)	-0.1%
Chisago	2,055,954	2,052,541	(3,413)	-0.2%
Dakota	4,571,786	4,498,016	(73,770)	-1.6%
Ramsey	7,829,177	7,597,860	(231,317)	-3.0%
Washington	2,922,882	2,924,019	1,137	0.0%
District 9 Totals	17,379,799	17,072,436	(307,363)	-1.8%
STATE TOTALS	\$234,971,125	\$234,971,125	\$0	0.0%

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MILEAGE

REQUESTS

* * * * *

Lotus-2.01-3(Criteria)

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

Criteria Necessary for County State Aid Highway Designation

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

Portion of Minnesota Rules For State Aid Operations

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

a. A County state-aid highway which:

- (1) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional plans as approved by the county board;
- (2) connects towns, communities, shipping points, and markets within a county or in adjacent counties;
 - (a) or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas;
 - (b) or serves as a principal rural mail route and school bus route;
- (3) occurs at reasonable intervals consistent with the density of population; and
- (4) provides an integrated and coordinated highway system affording, within practical limits, a State-Aid highway network consistent with projected traffic demands.

1990 COUNTY SCREENING BOARD DATA

JUNE, 1990

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	1990	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

Approved by the County Engineers' Screening Board

[illegible]

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

Approved by the County Engineers' Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	Total Miles Requested & Approved To Date	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	1990	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	0.32	407.65	Totals

* Some Trunk Highway Turnback Mileage

WP:BANKEDMI

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

"BANKED" CSAH MILEAGE

The Screening Board, at its June, 1990 meeting, revised the mileage resolution to read as follows:

Mileage made available by an internal revision after July 1, 1990 will be held in abeyance (banked) for future designation.

The following mileage presently represents the "banked" mileage available.

<u>County</u>	<u>Banked Mileage</u>	<u>Year Made Available</u>
Nicollet	0.50	1990

An updated report showing the available mileages will be included in each Screening Board booklet.

This image shows a full page of handwriting practice paper. It features multiple sets of horizontal dashed lines spaced evenly down the page, providing a guide for letter height and placement. The background is white, and the lines are black. There is no text or other markings on the page.

* * * * *

STATE PARK

ROAD

ACCOUNT

* * * * *

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

State Park Road Account

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

Subd. 5. (STATE PARK ROAD ACCOUNT.) After deducting for administrative costs and for the disaster account and research account as heretofore provided from the remainder of the total sum provided for in subdivision 1, there shall be deducted a sum equal to the three-quarters of one percent of the remainder. The sum so deducted shall be set aside in a separate account and shall be used for (1) the establishment, location, relocation, construction, reconstruction, and improvement of those roads included in the county state-aid highway system under Minnesota Statutes 1961, section 162.02, subdivision 6 which border and provide substantial access to an outdoor recreation unit as defined in section 86A.04 or which provide access to the headquarters of or the principal parking lot located within such a unit, and (2) the reconstruction, improvement, repair, and maintenance of county roads that provide immediate access to public lakes. Roads described in clause (2) are not required to meet county state-aid highway standards. At the request of the commissioner of natural resources the counties wherein such roads are located shall do such work as requested in the same manner as on any county state-aid highway and shall be reimbursed for such construction, reconstruction or improvements from the amount set aside by this subdivision. Before requesting a county to do work on a county state-aid highway as provided in this subdivision, the commissioner of natural resources must obtain approval for the project from the county state-aid screening board. The screening board, before giving its approval, must obtain a written comment on the project from the county engineer of the county requested to undertake the project. Before requesting a county to do work on a county road that provides immediate access to a public lake, the commissioner of natural resources shall obtain a written comment on the project from the county engineer of the county requested to undertake the project. Any sums paid to counties in accordance with this subdivision shall reduce the money needs of said counties in the amounts necessary to equalize their status with those counties not receiving such payments. Any balance of the amount so set aside, at the end of each year shall be transferred to the county state-aid highway fund.

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

Lac qui Parle County
DEPARTMENT OF HIGHWAYS
MADISON, MINNESOTA 56256

May 29, 1990

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

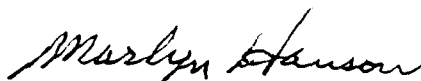
Dear Mr. Strohkirch:

Lac qui Parle County is requesting consideration for funds through the State Park Road Account for the cost to re-surface a portion of CSAH 33.

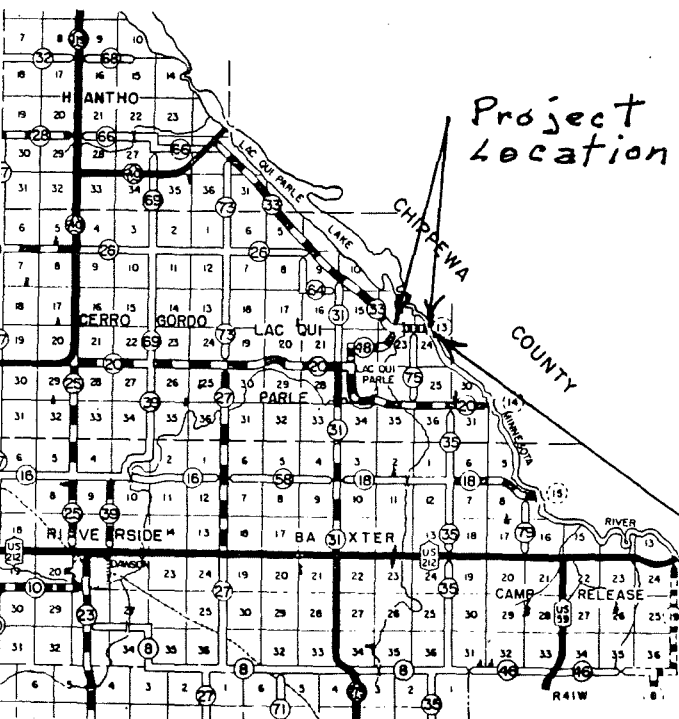
The proposed project on CSAH 33 is between CSAH 48 and the E. Co. line (1.50 miles) and would include 1½ inch bituminous base, 1½ inch bituminous wear surface and gravel shoulders. This highway, which parallels Lac qui Parle Lake, was graded in 1968 and surfaced with bituminous in 1970 is now in need of new surfacing. The Highway is bounded on the lake side by the Lac qui Parle Refuge and Lac qui Parle State Park property, including the entrance to the Corps of Engineers Park on the edge of the Minnesota River. The 1988 traffic count is 420 ADT for this highway and the amount of traffic is considerably higher during the fall hunting season.

The project would be coordinated with the remodel project of Bridge No. 6391 over the Minnesota River at the Lac qui Parle Dam in 1991. The estimated cost of the bituminous overlay project is \$80,000.00.

Yours truly,



Marlyn Hanson
County Highway Engineer



Lac qui Parle County
DEPARTMENT OF HIGHWAYS
MADISON, MINNESOTA 56256

October 18, 1989

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

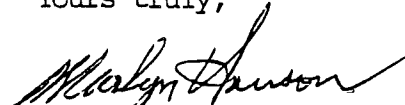
Dear Mr. Strohkirch:

Lac qui Parle County is requesting consideration for funds through the State Park Road Account for a portion of the cost to re-surface CSAH 33.

The proposed project on CSAH 33 is between T.H. 40 and CSAH 48 (7.06 miles) and would include a 1½ inch bituminous base, 1½ inch bituminous wear surface and gravel shoulders. This highway, which parallels Lac qui Parle Lake, was graded in 1968 and surfaced with bituminous in 1970 is now in need of new surfacing. The highway is bounded on the lake side by the Lac qui Parle Refuge and Lac qui Parle State Park property, including the entrance to the State Park. The 1988 traffic count is 255 ADT for this highway and the amount of traffic is considerably higher during the fall hunting season.

The funding for the project will be FAS Funds, which will cover 76.75% of the estimated \$400,000.00 project cost. This would leave \$90,000.00 as the requested funds from the State Park Fund.

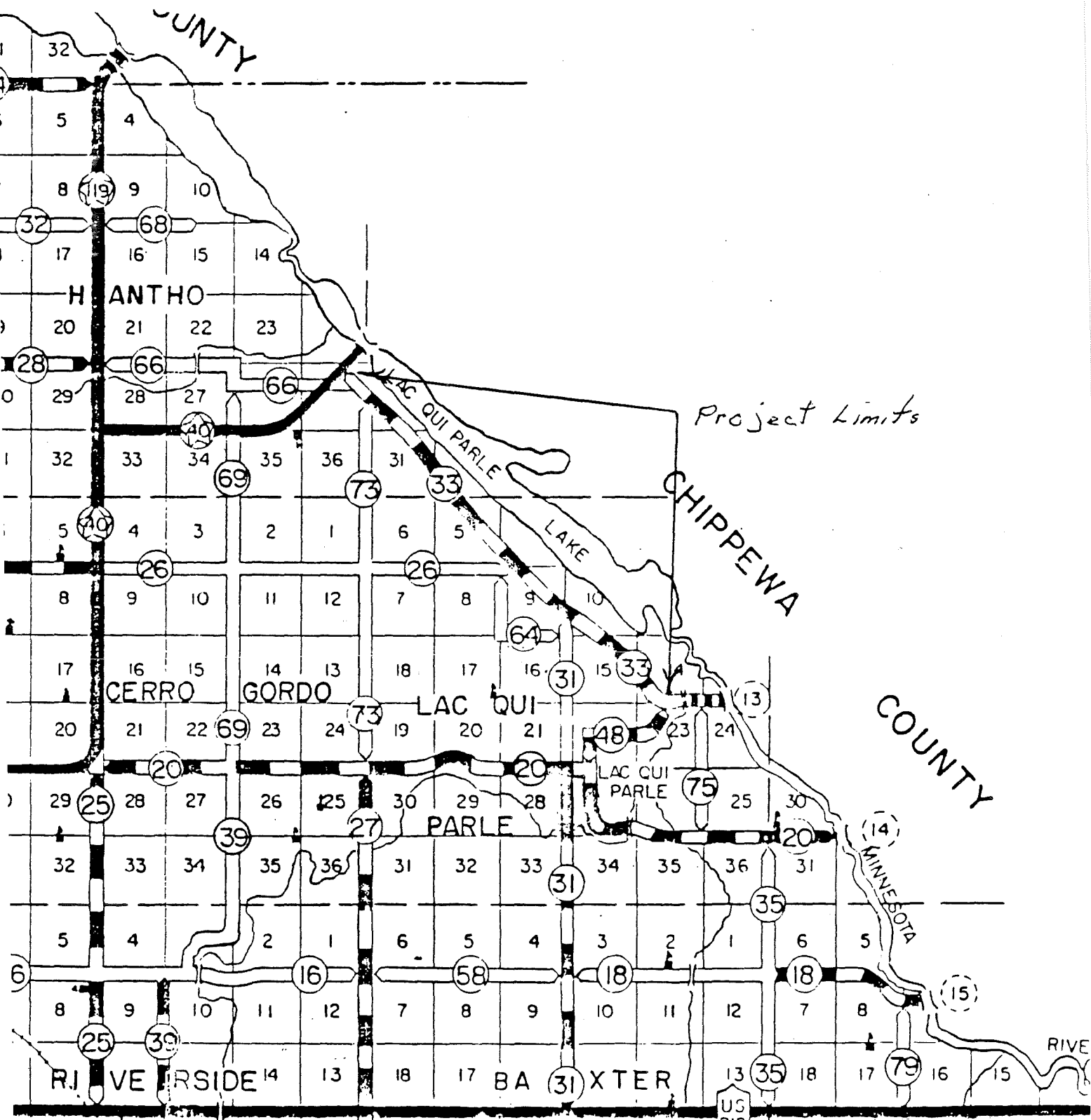
Yours truly,



Marlyn Hanson
County Highway Engineer

Enc.

MH:ps



[illegible]

* * * * *

REFERENCE

MATERIAL

* * * * *

1990 COUNTY SCREENING BOARD DATA
OCTOBER, 1990

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

(For Use in the 1990 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1990 Needs Study.

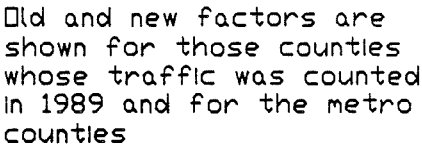
For those counties whose traffic was counted in 1989, two factors are shown. The first factor is the one used last year and the second one was computed using 1989 traffic and has been used for the 1990 CSAH Needs Study.

The resolution on traffic projection factors limits the change in factors to a decrease of 0.3 from one traffic count interval to the next. This results in a factor of 1.3 in Lake County instead of 1.2, 1.1 in Lincoln County instead of 1.0 and 1.4 in Stevens County instead of 1.2.

Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington county were counted 1988 but the traffic data was not processed in time to be included in the 1989 Fall Screening Board Report. However, their traffic and traffic factors were updated in the needs study in time to be included for the determination of the 1990 CSAH Apportionment. Two factors are shown for these counties also; the old factor and the one used for the 1990 Apportionment.

The following counties are being counted in 1990 and their traffic and traffic factor will be updated next year.

Anoka	Douglas
Carver	Kanabec
Dakota	Kandiyohi
Hennepin	Lake of the Woods
Ramsey	Marshall
Scott	Mille Lacs
Washington	Nobles
Carlton	Olmsted
	Rock



Minutes of the County Engineers Screening Board Meeting

June 13 & 14, 1990

The meeting was called to order at 1:00 P.M. June 13, 1990, by Chairman Robert Witty.

ATTENDANCE

Roll call of members was taken by Alan Forsberg, Screening Board Secretary:

Al Goodman	Lake County	District 1	Absent
Roger Hille	Marshall	District 2	Present
Gene Mattern	Wadena	District 3	Present
Jack Cousins	Clay	District 4	Present
Vern Genzlinger	Hennepin	District 5	Present
Mike Sheehan	Olmsted	District 6	Present
Bob Witty	Fairbault/Martin	District 7	Present
Doug Haeder	Pipestone	District 8	Present
Dave Everds	Dakota	District 9	Present

Lee Engstrom was seated as the alternate for District 1.

Chairman Witty called for approval of the October 24 & 25, 1989, minutes. Gene Mattern moved and Doug Haeder seconded a motion to approve the minutes. Motion carried.

Chairman Witty recognized the following MnDot personnel:

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
Dave Reed	District 3 State Aid Engineer
Tallack Johnson	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 Witty recognized Bill Groskurth as the General Subcommittee Chairman and Duane Lorsung as the Mileage Subcommittee Chairman.

Chairman Witty recognized the following alternates in attendance:

Lee Engstrom	Itasca	District 1
Walter Leu	Clearwater	District 2
John Walkup	Aitkin	District 3
Dave Heyer	Becker	District 4
Brad Larson	Scott	District 5
Bill Groskurth	Freeborn	District 6

Arnie Johnson
Gary Danielson
Don Theisen

Rock
Kandiyohi
Chisago

District 7
District 8
District 9

TRAFFIC PROJECTION STUDY

Ferrol Robinson of Strgar-Roscoe-Fausch Consulting Engineers reviewed the Traffic Projection Study prepared under contract to the Local Road Research Board. Copies of the report had been distributed to Screening Board members in advance. A brief synopsis of the report was also included in the 1990 County Screening Board Data Book.

The benefits and costs of implementing recommendations of the study were discussed. The proposed method should provide more accurate traffic projections. However, it would also require development of additional data base information. Mr. Robinson indicated a year long test to determine the financial implications to each of the Counties would cost about \$15,000 and require additional data from MN/DOT or the counties. Action was deferred to the next day.

ELECTION OF VICE CHAIRMAN

Jack Cousins moved and Dave Everds seconded a nomination of Mike Sheehan as vice chairman. Vern Genzlinger moved and Dave Everds seconded that nominations cease. Mike Sheehan was unanimously elected as Vice Chairman. He will be chairman for 1991.

REVIEW OF SCREENING BOOK

Ken Hoeschen reviewed the Screening Book. He had previously reviewed the book at meetings of the County Engineers in each District. Action on all items was deferred to the next day.

1) Page 11, 1990 CSAH Gravel Base Unit Price Data

No questions.

2) Pages 13 & 14, CSAH Roadway Unit Price Report

No questions.

3) Pages 15 & 16, CSAH Miscellaneous Price Report

No Questions.

MILEAGE REQUESTS.

The concept of "banking" mileage recommended in the minutes of the CSAH General Subcommittee Meeting, January 31, 1990, was discussed. It was felt that banking mileage would encourage counties to make adjustments in their CSAH systems where appropriate.

Ken Hoeschen noted the Mileage Subcommittee recommendation on page

24 supports the proposed "banking" concept. The subcommittee also emphasized the importance of submitting mileage requests by the due date.

1) Pages 25 to 33, McLeod County.

District representative Doug Haeder introduced the request for an additional 0.32 miles, and County Engineer Rick Kjonaas provided additional detail. The status of planning and rationale for system revisions were discussed. No questions.

2) Pages 34 to 40, Nicollet County.

District representative Bob Witty introduced the request, and County Engineer Mike Wagner provided additional detail. The request proposed revoking 1.79 miles of CSAH and 0.8 miles of turnback miles. It proposed designating 2.57 miles of new CSAH.

A current resolution of the Screening Board, "Mileage Limitation - October 1961 (Latest Rev. June 1986) prohibits use of revoked turnback mileage to designate new CSAH mileage. A resolution from District 7 removing this prohibition was discussed. Some felt removing the prohibition would encourage counties to make needed improvements to their CSAH systems. Other members felt this would result in a large number of requests and increase the CSAH system size at the expense of other counties.

A 0.9 mile segment of CSAH 16 was discussed as a possible candidate for revocation.

3) Pages 43 to 50, Ramsey County.

District Representative Dave Everds introduced the request for an additional 0.81 miles. There were no representatives from the County to provide additional detail. No questions.

REFERENCE MATERIAL

1) Synopsis of Traffic Projection Study.

Doug Haeder and Roger Hille expressed concern about recommendation No. 4 to reassess the policy of 1.0 as the lowest allowable traffic projection factor. They believe the needs traffic projection factor should be consistent with the design factor and a segment should be designed for its maximum traffic count during the 20-year period.

2) Page 58, FAS Fund Balance Deductions.

Lee Engstrom introduced a letter and resolution from Cook County requesting that Federally funded projects that have been scheduled for a bid opening be considered as being encumbered and the construction balances so adjusted. Discussion followed on the need to have due dates and significance of the request.

3) Page 72, Minutes of the CSAH General Subcommittee Meeting.

November 30, 1989.

Recommendation of the Subcommittee to further define "Special Resurfacing Projects" was discussed. There was general support.

GENERAL COMMENTS

Mike Sheehan requested that the Screening Board consider granting after-the-fact needs for archeological work required for highway projects. State Aid will consider reimbursement of costs under preliminary engineering. There was concern about creating additional complexities in the system and the significance of the request.

Roger Hille inquired about the difficulty for MnDot to provide additional data for the recommended traffic projection method. Ken Hoeschen indicated that changes in segment definition and designation of routes would complicate data collection.

Chairman Bob Witty recessed the meeting to June 14, 1990.

The meeting was reconvened at 8:30 a.m. June 14, 1990.
Al Goodman was seated in place of alternate Lee Engstrom.

TRANSPORTATION STUDY BOARD STATUS REPORT

Doug Weiszhaar, Stearns County Engineer, reviewed the status of the CSAH recommendations of the Transportation Study Board. There was great concern about the impacts the study recommendations may have on the CSAH system. Doug Weiszhaar stressed the need to participate in the study process in a constructive, creative manner.

The Study Board completed preliminary findings on June 13, 1990, and is scheduled to have a recommendation in August, draft report in October, and final report in January of 1991.

ACTION ON SCREENING BOOK

- 1) Page 11, Gravel Unit Prices
Dave Everds moved and Mike Sheehan seconded approval. Motion carried.
- 2) Page 13 & 14, Roadway Unit Price Report
Al Goodman moved and Doug Haeder seconded approval. Motion carried.
- 3) Page 15 & 16, CSAH Miscellaneous Unit Price Report
Mike Sheehan moved and Vern Genzlinger seconded approval. Motion carried.
- 4) Page 73, Banking Resolution
The "mileage banking" resolution recommended by the General Subcommittee was considered. A motion to approve the attached revised resolution was made by Dave Everds and seconded by Doug Haeder. Motion carried.

- 5) Page 82, Mileage Limitation Resolution
A resolution submitted by District 7 adding the language, "unless approved by the Screening Board", to the end of the last sentence in Paragraph 5 and 6 was discussed. Bob Witty felt it had merit because it would encourage counties to improve their systems. Dave Everds felt it may result in a large number of requests and encourage growth in the size of the CSAH system. No motion made.
- 6) Page 25 to 33, McLeod County
There was additional discussion on CSAH stubs potentially created, and other overall system affects. The additional mileage was approved by a vote of 6 to 3.
- 7) Page 34 to 41, Nicollet County
Bob Witty felt it is a valid request and would improve the CSAH system in the St. Peter area. District State Aid Engineer Larry Hoben and Alan Forsberg also indicated the request could improve the Nicollet County CSAH System. Others felt the request was not justified in view of other potential CSAH revocation candidates. The additional mileage request was denied by a vote of 7 to 2.
- 8) Page 42 to 51, Ramsey County
No discussion. The request was denied by a vote of 9 to 0.

TURNBACK MILEAGE

Bob Witty suggested the turnback mileage resolution be referred to the General Subcommittee for study. The need to provide flexibility in order to improve the CSAH system was discussed. The potential for adding mileage to the CSAH system and potentially large number of requests for consideration was also discussed. Doug Haeder moved and Vern Genzlinger seconded the motion to refer the question to the General Subcommittee. The motion passed by a vote of 5 to 4.

TRAFFIC PROJECTION STUDY

There was considerable discussion about the Traffic Projection Factor Study. There was concern about the financial cost of implementing the report recommendations.

Doug Haeder made a motion that recommendation No. 4 be dropped and Roger Hille seconded the motion. Doug Haeder indicated a road should be designed for the highest traffic volume during its design life and a projection factor less than 1 would result in a lesser design. Dave Everds indicated that a traffic factor less than 1 could be appropriate for the needs study but not for design purposes. Al Goodman indicated consideration of recommendation No. 4 should be reserved until the implementation study is complete. Motion failed.

Mike Sheehan made a motion that the Screening Board recommend to the Commissioner that an implementation study be conducted by S-R-F

for a cost not to exceed about \$15,000. The study could be coordinated by the State Aid Office and consultant cost borne by the Counties. The motion was seconded by Dave Everds and passed by the Board.

- 1) Pages 58, 61
Reviewed, no action.
- 2) Page 72, Special Resurfacing Resolution
The additional paragraph recommended by the General Subcommittee in their November 30, 1990, minutes was reviewed. Dave Everds made a motion and Al Goodman seconded a motion to add the paragraph to the resolution.

Al Goodman made a motion to insert "or concrete" behind bituminous in both paragraphs.

ADDITIONAL BUSINESS

The Cook County resolution on Federal funding schedules impacting CSAH balances was discussed. No motion made.

Roger Hille made a motion the General Subcommittee review non-existent miles on the CSAH system in regards to the number of years non-existent miles can draw needs. Dave Everds seconded the motion and it passed.

Gordy Fay made comments on his years of service as Director of State Aid and changes he has witnessed. This was his last Screening Board meeting as Director.

Bob Witty, as chairman of the Screening Board expressed sincere appreciation for his years of dedicated service to the CSAH system.

Dennis Carlson made comments on his appointment to Director of State Aid.

Jack Cousins made and Doug Haeder seconded a motion to adjourn. The motion carried.

Alan Rosenberg
Secretary

Minutes of the CSAH General Subcommittee Meeting

August 8, 1990

Members present: Bill Groskurth, Chairman - Freeborn County
Ken Weltzin - Ramsey County
Dick Larson - Mille Lacs County

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

The meeting was called to order by Chairman Groskurth at 10:05 A.M. on August 8, 1990 in Room 419 of the Transportation Building in St. Paul.

The subject of non-existing CSAH mileage was introduced at the June, 1990 County Screening Board meeting during one of the additional mileage request presentations. The Screening Board assigned the Subcommittee the task of reviewing the extent of the situation and possibly arriving at a recommendation. The Office of State Aid provided the General Subcommittee with a list of non-existing CSAH segments showing termini, mileage, projected ADT, needs, and when the designations were added to the CSAH system. Maps of all non-existing CSAH locations were also provided.

The Subcommittee reviewed several locations and discussed possible lack of cooperation of some county boards or city councils in revoking the designations. The consensus of the Subcommittee was that non-existing CSAH designations were not in the best interest of the CSAH system and that every effort be made to remove them from the system or, if they are important links to the transportation network, to get them built.

As an incentive to accomplish elimination of non-existing CSAH designations the General Subcommittee is making the following recommendation to the County Screening Board:

That all counties which have non-existing CSAH designations have until December 1, 1992 to either remove them from their CSAH system or to let a contract for the construction of the roadway. After that date, any non-existing CSAH designation will have the "needs" removed from the 25 year CSAH needs study.

The Office of State Aid was directed to transmit copies of these minutes and a list of non-existing CSAH designations to all counties as soon as possible.

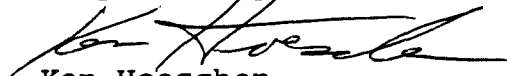
The next item directed to the General Subcommittee was the resolution dealing with the revocation of Trunk Highway Turnback mileage. This problem was also brought up at the June, 1990 County Screening Board Meeting during discussion of additional mileage requests.

The Subcommittee agreed that in certain situations, the importance of some turnbacks may have drastically declined through the years and that they may not fit the criteria of County State Aid Highways any longer. However, they felt some control over the use of these mileages should be retained by the Screening Board. After considerable discussion, the Subcommittee recommended the that the underlined portion of the following Screening Board resolution be added.

That, whereas, Trunk Highway turnback mileage is allowed in excess of the normal County State Aid 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, unless approved by the Screening Board.

There was no further business therefore the meeting was adjourned at 12:25 P.M.

Respectfully submitted,


Ken Hoeschen
Acting Secretary

CURRENT RESOLUTIONS OF THE
COUNTY SCREENING BOARD

July, 1990

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.

Needs Credit for Local Effort - Oct. 1989

That annually a needs adjustment for local effort which reduces State Aid needs shall be made to the CSAH 25 year construction needs.

The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation. This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of ten years.

It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1.

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 1990)

Mileage made available by an internal revision after July 1, 1990, will ~~not~~ be held in abeyance (banked) for future designation.

That any request, after July 1, ~~1988~~ 1990, 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~~ greater than the total of the county's approved apportionment mileage for the preceding year plus any "banked" mileage 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.

Any requested CSAH mileage increase must be reduced by the amount of CSAH mileage being held in abeyance from previous internal revisions (banked mileage).

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 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. Oct. 1989)

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 decrease 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. June 1990)

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

For needs purposes, a special resurfacing project shall be defined as a bituminous or concrete resurfacing or concrete joint repair project which has been funded at least partially with money from the CSAH Construction Account and is considered deficient (i.e. segments drawing needs for more than additional surfacing) in the CSAH Needs Study in the year after the resurfacing project is let.

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.