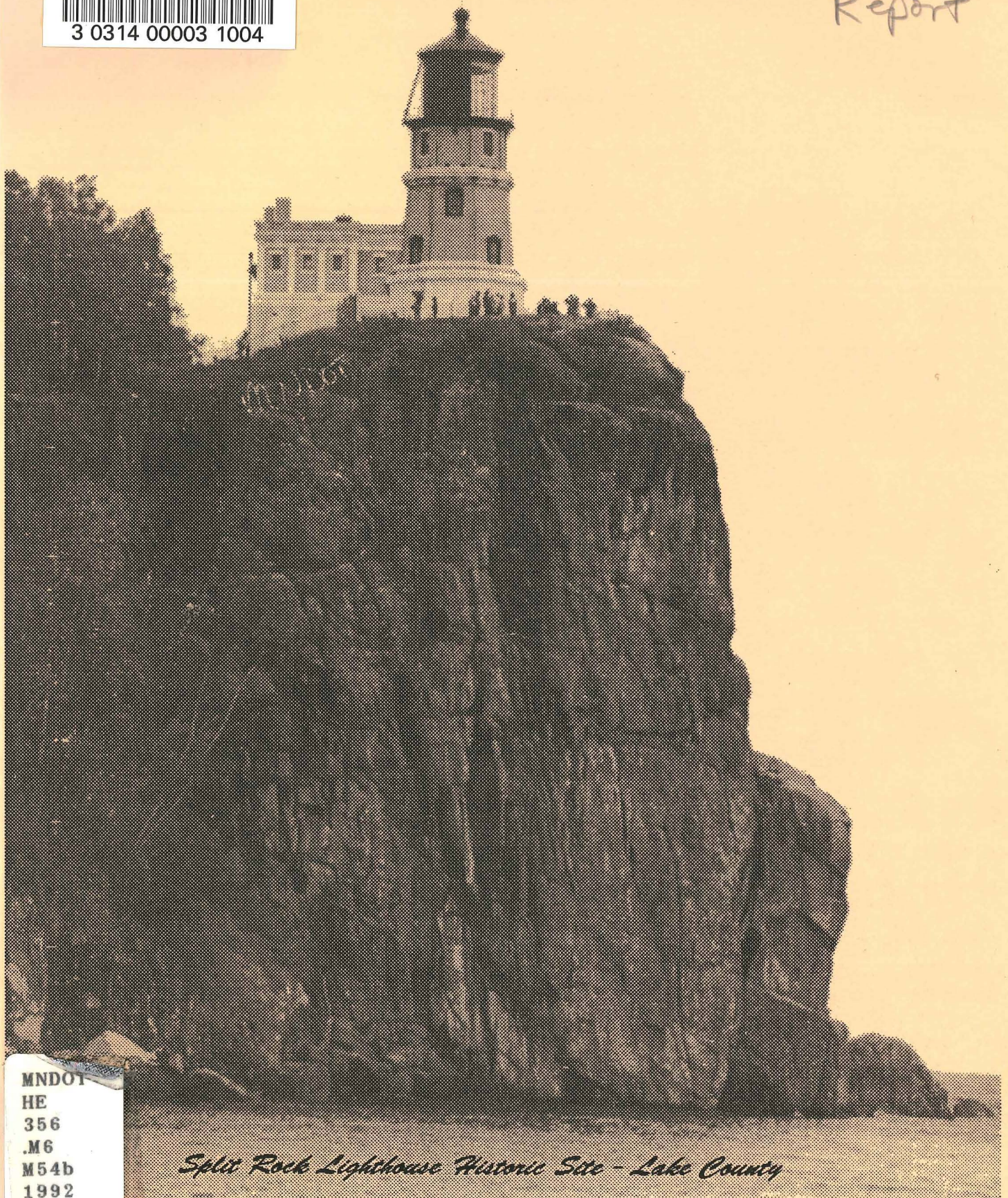


1992 County Screening Board Data

October, 1992

~~XXXX~~
Report



MNDOT
HE
356
.M6
M54b
1992

Split Rock Lighthouse Historic Site - Lake County



MINNESOTA DEPARTMENT OF TRANSPORTATION

STATE AID DIVISION
420 TRANSPORTATION BUILDING ST. PAUL, MINNESOTA 55155
395 JOHN IRELAND BOULEVARD

DATE: October 8, 1992

PHONE: 612-296-1660

TO: County Engineers
District State Aid Engineers

SUBJECT: County Screening Board Report

Enclosed is a copy of the 1992 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 28-29, 1992 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1993 Apportionment.

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

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

Sincerely,

A handwritten signature in black ink, appearing to be 'K. Hoeschen'.

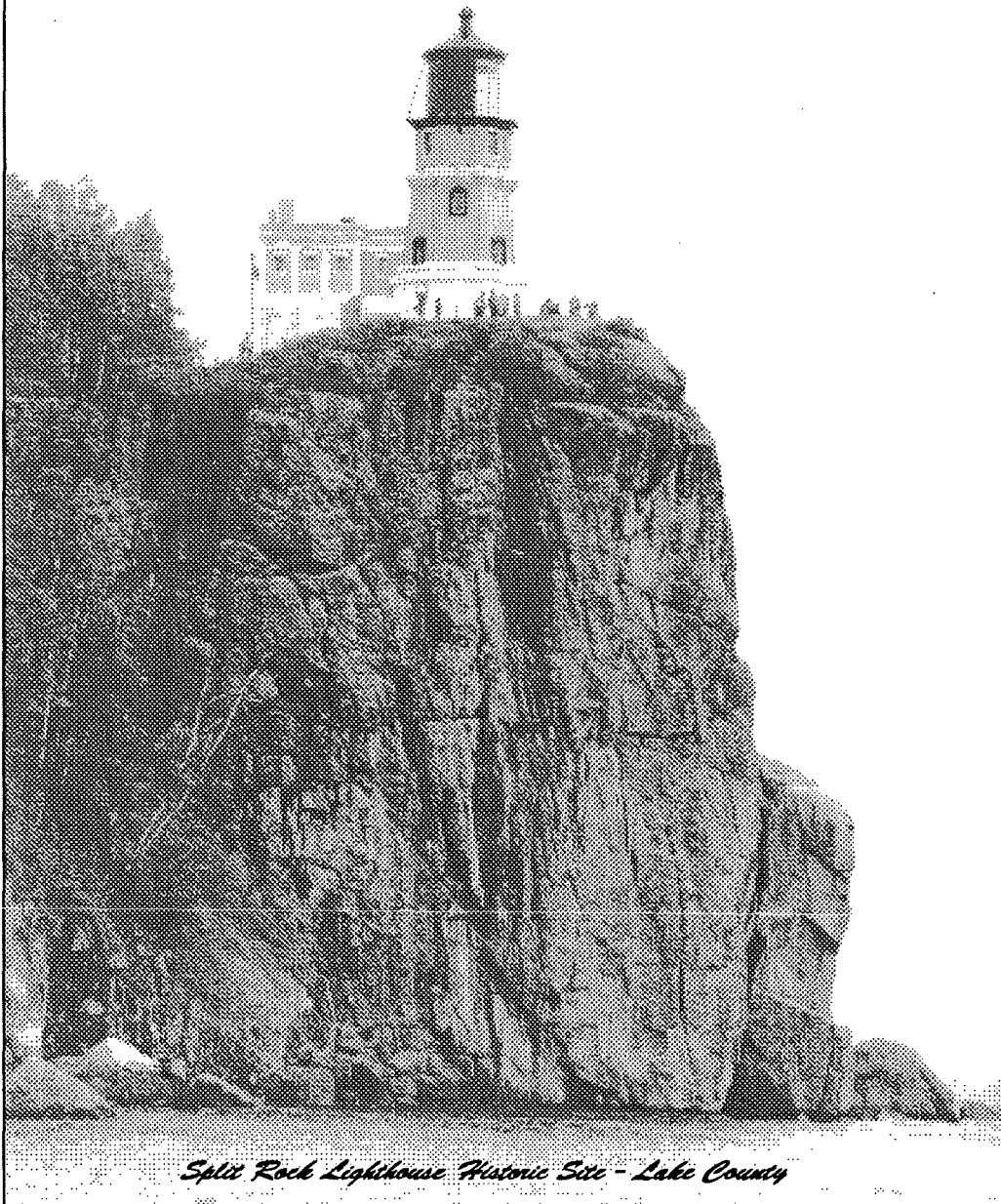
Kenneth M. Hoeschen, Manager *H.B.*
County State Aid Needs Unit

Enclosure: County Screening Board Report

WP51-LETFLBK.wp

1992 County Screening Board Data

October, 1992



Split Rock Lighthouse Historic Site - Lake County



Minnesota Department of Transportation

TABLE OF CONTENTS

FOR THE OCTOBER 28-29, 1992 COUNTY SCREENING BOARD DATA

I. GENERAL INFORMATION AND BASIC NEEDS DATA

Pages 1-8

A. County Screening Committee Members.....	1
B. C.S.A.H. Mileage, Needs and Apportionment-1958 through 1993.	2-3
C. Comparison of the Basic 1991 to the Basic 1992 25-Year Construction Needs.....	4-7

II. NEEDS ADJUSTMENTS

Pages 9-56

A. Restriction of 25-Year Construction Needs Changes.....	10-12
B. County State Aid Construction Fund Balance Needs Deductions.	14-17
C. Special Resurfacing Projects.....	18-20
D. Comparison of 1984-1991 "Rural Design" Grading Construction Costs to Needs Study Costs.....	22-32
E. Comparison of 1987-1991 "Urban Design" Grading Construction Costs to Needs Study Costs.....	34-44
F. Variance Adjustments.....	45
G. Bond Account Adjustments.....	46-47
H. "After the Fact" Right of Way Needs.....	48-49
I. "After the Fact" Bridge Deck Rehabilitation Needs.....	50
J. Miscellaneous "After the Fact" Needs.....	51
K. Credit For Local Effort.....	52
L. Mill Levy Deductions.....	54-56

III. TENTATIVE APPORTIONMENT DATA

Pages 57-68

A. Development of the Tentative 1993 C.S.A.H. Money Needs Apportionment.....	58. & Fig.A
B. Recommendation to the Commissioner.....	59-61
C. Total Tentative 1993 C.S.A.H. Apportionment.....	62-64
D. Comparison of the Actual 1992 to a Tentative 1993 C.S.A.H. Apportionment.....	66-68

IV. MILEAGE REQUESTS

Pages 69-76

A. Criteria Necessary for County State Aid Highway Designation.	70
B. History of the C.S.A.H. Additional Mileage Requests.....	71-74
C. Banked C.S.A.H. Mileage.....	75

V. STATE PARK ROAD ACCOUNT

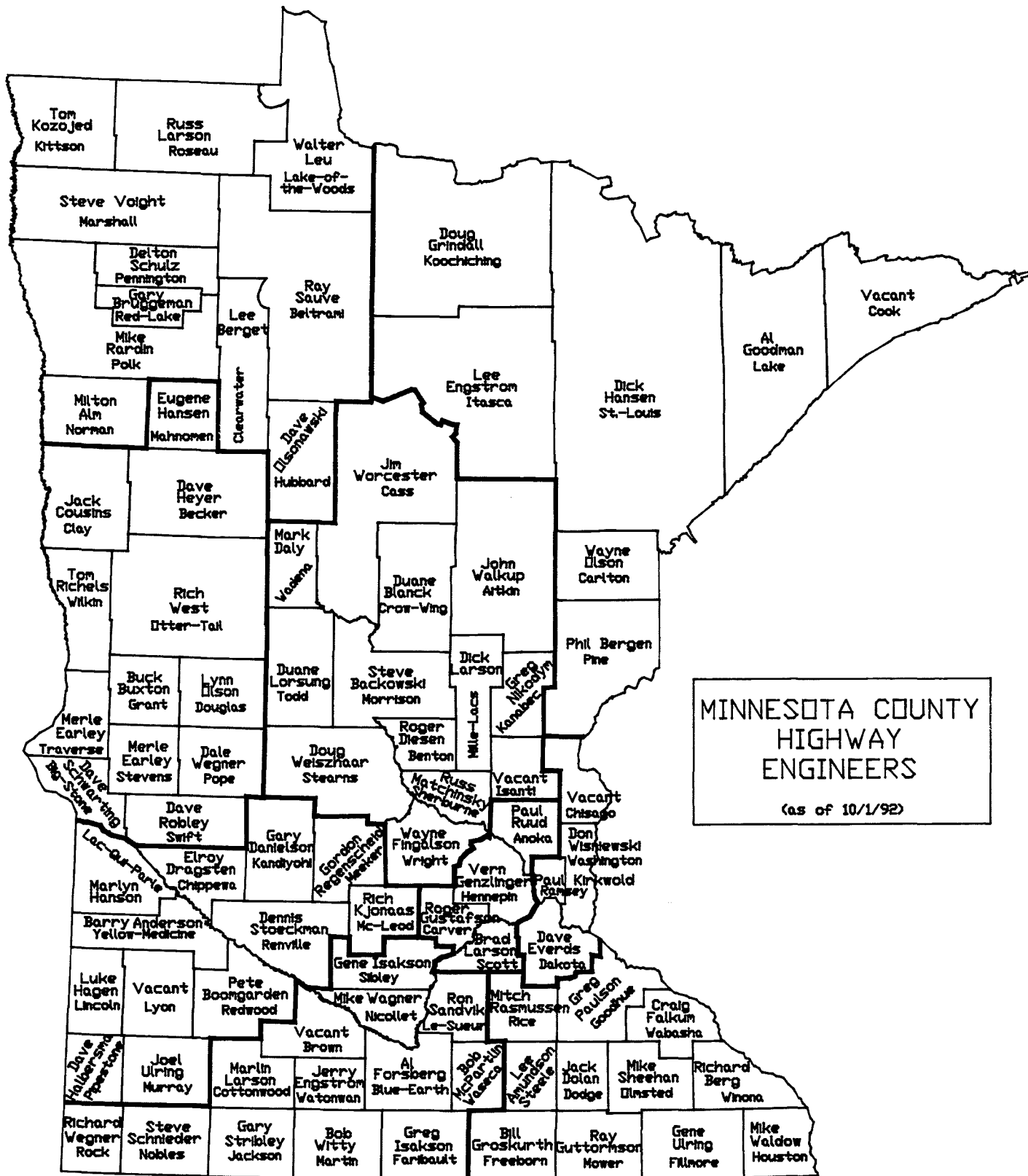
Pages 77-82

A. State Park Road Account.....	78
B. DNR Comments on Olmsted County Project.....	79-81

VI. REFERENCE MATERIAL

Pages 83-110

A. C.S.A.H. 20 Year Traffic Projection Factors.....	84-85
B. Minutes of the June 16-17, 1992 County Engineers Screening Board Meeting.....	86-92
C. Minutes of the September 9, 1992 General Subcommittee Meeting	93-95
D. Current Resolutions of the County Screening Board.....	96-110



1992 COUNTY SCREENING BOARD

Lee Engstrom	(91-92)	- Itasca County	- District 1
Walter Leu	(92-93)	- Lake of the Woods County	- District 2
John Walkup	(91-92)	- Aitkin County	- District 3
Dave Heyer	(92-93)	- Becker County	- District 4
Brad Larson	(91-92)	- Scott County	- District 5
Bill Groskurth	(92-93)	- Freeborn County	- District 6
Steve Schnieder	(91-92)	- Nobles County	- District 7
Gary Danielson	(92-93)	- Kandiyohi County	- District 8
Paul Kirkwold	(91-92)	- Ramsey County	- District 9
Al Forsberg (Secretary)		- Blue Earth County	

1992 SCREENING BOARD ALTERNATES

Wayne Olson	- Carlton County	District 1
Russ Larson	- Roseau County	District 2
Greg Nikodym	- Kanabec County	District 3
Dave Schwarting	- Big Stone County	District 4
Roger Gustafson	- Carver County	District 5
Craig Falkum	- Wabasha County	District 6
Gene Isakson	- Sibley County	District 7
Gordon Regenscheid	- Meeker County	District 8
Don Wisniewski	- Washington County	District 9

1992 CSAH GENERAL SUBCOMMITTEE

Dick Larson, Chairman	(June, 93)	- Mille Lacs County
Bob Witty	(June, 94)	- Martin County
Vern Genzlinger	(June, 95)	- Hennepin County

1992 CSAH MILEAGE SUBCOMMITTEE

Paul Ruud, Chairman	(Oct., 92)	- Anoka County
Wayne Olson	(Oct., 93)	- Carlton County
Jack Dolan	(Oct., 94)	- Dodge County

CSAH VARIANCE SUBCOMMITTEE (STANDING)

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

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1993

The information listed below is presented as historical data for the 35 years of County State Aid Apportionments and preliminary data for the 36th 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 1993 has been estimated to be approximately \$244 million (the same as for 1992). 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.

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

C.S.A.H. Mileage, Needs and Apportionment — 1958 through 1993

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	4,710,422,098	234,971,125	2,844,852,527
1991	30,144.88	4,905,899,327	228,425,033	3,073,277,560
1992	30,142.84	4,965,601,700	244,754,252	3,318,031,812
1993	30,103.03 *	\$5,231,566,081	\$244,754,252 (EST.) \$3,562,786,064	

* Does Not Include 1992 Trunk Highway Turnback Mileage.

BAS25YR.WP

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of the Basic 1991 to the Basic 1992 25-Year Construction Needs

The following tabulation indicates the various stages of the 1992 C.S.A.H. needs study update and shows the needs effect each phase produced.

Normal Update -- Reflects the needs changes due to 1991 construction, system revisions and any other necessary corrections. Also, under the revised Screening Board resolution dealing with construction accomplishments, any segments graded in 1966 or earlier were eligible for complete needs. Also, any bridges built prior to 1957 were eligible for reconstruction needs. This increased several counties' needs considerably.

1992 Unit Prices and Railroad Crossing Costs -- Shows the needs impact of the unit prices approved at the June 16-17, 1992 meeting and includes the effect of the Railroad crossing costs adopted by the Screening Board in June.

1990 Traffic and Factors Update -- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 1990:

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

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

Comparison of the Basic 1991 to the Basic 1992 25-Year Construction Needs

County	Revised Basic 1991 25-Year Const. Needs	Effect of 1992 Normal Update	% Change	Effect of Unit Price & Railroad Update	% Change	Effect of Traffic Update	% Change	Basic 1992 25-Year Const. Needs	Total Change From 1991 Needs	Total %	County
Carlton	\$51,794,535	\$314,954	0.6%	\$1,572,471	3.0%	(\$1,284,580)	-2.4%	\$52,397,380	\$602,845	1.2%	Carlton
Cook	43,313,405	1,866,961	4.3%	2,296,171	5.1%	0	0.0%	47,476,537	4,163,132	9.6%	Cook
Itasca	96,737,536	6,934,222	7.2%	3,316,405	3.2%	0	0.0%	106,988,163	10,250,627	10.6%	Itasca
Koochiching	30,158,525	19,205	0.1%	(92,190)	-0.3%	0	0.0%	30,085,540	(72,985)	-0.2%	Koochiching
Lake	54,881,014	1,195,440	2.2%	3,150,819	5.6%	0	0.0%	59,227,273	4,346,259	7.9%	Lake
Pine	103,740,266	1,689,872	1.6%	4,199,720	4.0%	0	0.0%	109,629,858	5,889,592	5.7%	Pine
St. Louis	335,191,784	1,085,940	0.3%	5,389,145	1.6%	0	0.0%	341,666,869	6,475,085	1.9%	St. Louis
District 1 Totals	715,817,065	13,106,594	1.8%	19,832,541	2.7%	(1,284,580)	-0.2%	747,471,620	31,654,555	4.4%	District 1 Totals
Beltrami	65,038,206	(1,021,113)	-1.6%	3,992,624	6.2%	0	0.0%	68,009,717	2,971,511	4.6%	Beltrami
Clearwater	33,812,302	2,518,887	7.4%	1,640,978	4.5%	0	0.0%	37,972,167	4,159,865	12.3%	Clearwater
Hubbard	37,693,484	267,387	0.7%	632,743	1.7%	0	0.0%	38,593,614	900,130	2.4%	Hubbard
Kittson	44,303,223	1,525,655	3.4%	2,651,116	5.8%	0	0.0%	48,479,994	4,176,771	9.4%	Kittson
Lake of the Woods	16,836,462	(547,760)	-3.3%	1,659,827	10.2%	915,871	5.1%	18,864,400	2,027,938	12.0%	Lake of the Woods
Marshall	65,497,079	1,909,477	2.9%	4,526,169	6.7%	(2,453,160)	-3.4%	69,479,565	3,982,486	6.1%	Marshall
Norman	40,319,479	844,261	2.1%	3,747,602	9.1%	0	0.0%	44,911,342	4,591,863	11.4%	Norman
Pennington	21,042,395	(494,222)	-2.3%	(772,569)	-3.8%	0	0.0%	19,775,604	(1,266,791)	-6.0%	Pennington
Polk	108,079,810	(193,106)	-0.2%	4,863,872	4.5%	0	0.0%	112,750,576	4,670,766	4.3%	Polk
Red Lake	21,553,732	(120,613)	-0.6%	190,137	0.9%	0	0.0%	21,623,256	69,524	0.3%	Red Lake
Roseau	55,588,338	(2,355,387)	-4.2%	85,181	0.2%	0	0.0%	53,318,132	(2,270,206)	-4.1%	Roseau
District 2 Totals	509,764,510	2,333,466	0.5%	23,217,680	4.5%	(1,537,289)	-0.3%	533,778,367	24,013,857	4.7%	District 2 Totals
Aitkin	44,480,820	2,080,821	4.7%	2,627,510	5.6%	0	0.0%	49,189,151	4,708,331	10.6%	Aitkin
Benton	23,062,797	(203,311)	-0.9%	949,171	4.2%	0	0.0%	23,808,657	745,860	3.2%	Benton
Cass	64,246,009	(2,235,466)	-3.5%	3,883,656	6.3%	0	0.0%	65,894,199	1,648,190	2.6%	Cass
Crow Wing	45,276,186	(2,276,966)	-5.0%	390,901	0.9%	0	0.0%	43,390,121	(1,886,065)	-4.2%	Crow Wing
Isanti	25,979,689	(342,772)	-1.3%	2,101,365	8.2%	0	0.0%	27,738,282	1,758,593	6.8%	Isanti
Kanabec	24,308,431	(410,548)	-1.7%	1,146,866	4.8%	(506,391)	-2.0%	24,538,358	229,927	0.9%	Kanabec
Mille Lacs	29,447,960	1,412,737	4.8%	1,883,461	6.1%	1,006,019	3.1%	33,750,177	4,302,217	14.6%	Mille Lacs
Morrison	44,874,552	961,858	2.1%	3,099,923	6.8%	0	0.0%	48,936,333	4,061,781	9.1%	Morrison
Sherburne	14,086,935	(282,003)	-2.0%	559,374	4.1%	0	0.0%	14,364,306	277,371	2.0%	Sherburne
Stearns	90,094,020	3,147,702	3.5%	5,026,434	5.4%	0	0.0%	98,268,156	8,174,136	9.1%	Stearns
Todd	49,176,373	(875,436)	-1.8%	(200,702)	-0.4%	0	0.0%	48,100,235	(1,076,138)	-2.2%	Todd
Wadena	26,393,600	555,674	2.1%	1,533,412	5.7%	0	0.0%	28,482,686	2,089,086	7.9%	Wadena
Wright	69,432,119	33,903	0.0%	4,384,989	6.3%	0	0.0%	73,851,011	4,418,892	6.4%	Wright
District 3 Totals	550,859,491	1,566,193	0.3%	27,386,360	5.0%	499,628	0.1%	580,311,672	29,452,181	5.3%	District 3 Totals

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

Comparison of the Basic 1991 to the Basic 1992 25-Year Construction Needs

County	Revised Basic 1991 25-Year Const. Needs	Effect of 1992 Normal Update	% Change	Effect of Unit Price & Railroad Update	% Change	Effect of Traffic Update	% Change	Basic 1992 25-Year Const. Needs	Total Change From 1991 Needs	Total % Change	County
Becker	\$41,474,624	\$1,630,640	3.9%	\$2,153,482	5.0%	0	0.0%	\$45,258,746	\$3,784,122	9.1%	Becker
Big Stone	16,347,501	(422,731)	-2.6%	1,334,428	8.4%	0	0.0%	17,259,198	911,697	5.6%	Big Stone
Clay	55,894,777	(914,554)	-1.6%	2,495,109	4.5%	0	0.0%	57,475,332	1,580,555	2.8%	Clay
Douglas	41,843,384	(179,172)	-0.4%	511,183	1.2%	\$509,475	1.2%	42,684,870	841,486	2.0%	Douglas
Grant	18,664,797	0	0.0%	922,114	4.9%	0	0.0%	19,586,911	922,114	4.9%	Grant
Mahnomen	12,870,418	3,046,466	23.7%	946,573	5.9%	0	0.0%	16,863,457	3,993,039	31.0%	Mahnomen
Otter Tail	108,385,133	6,399,475	5.9%	3,148,238	2.7%	0	0.0%	117,932,846	9,547,713	8.8%	Otter Tail
Pope	32,992,118	976,256	3.0%	1,652,740	4.9%	0	0.0%	35,621,114	2,628,996	8.0%	Pope
Stevens	24,573,083	562,021	2.3%	1,221,751	4.9%	0	0.0%	26,356,855	1,783,772	7.3%	Stevens
Swift	35,824,043	247,315	0.7%	(890,670)	-2.5%	0	0.0%	35,180,688	(643,355)	-1.8%	Swift
Traverse	23,613,964	(909,821)	-3.9%	969,146	4.3%	0	0.0%	23,673,289	59,325	0.3%	Traverse
Wilkin	30,520,067	2,328,346	7.6%	2,019,001	6.1%	0	0.0%	34,867,414	4,347,347	14.2%	Wilkin
District 4 Totals	443,003,909	12,764,241	2.9%	16,483,095	3.6%	509,475	0.1%	472,760,720	29,756,811	6.7%	District 4 Totals
Anoka	74,212,870	(67,009)	-0.1%	3,549,857	4.8%	486,626	0.6%	78,182,344	3,969,474	5.3%	Anoka
Carver	45,753,216	6,511,721	14.2%	1,702,665	3.3%	1,000,185	1.9%	54,967,787	9,214,571	20.1%	Carver
Hennepin	460,057,625	7,253,120	1.6%	16,190,072	3.5%	1,650,673	0.3%	485,151,490	25,093,865	5.5%	Hennepin
Scott	67,737,314	(422,920)	-0.6%	1,802,978	2.7%	64,019	0.1%	69,181,391	1,444,077	2.1%	Scott
District 5 Totals	647,761,025	13,274,912	2.0%	23,245,572	3.5%	3,201,503	0.5%	687,483,012	39,721,987	6.1%	District 5 Totals
Dodge	30,770,752	(155,686)	-0.5%	1,084,134	3.5%	0	0.0%	31,699,200	928,448	3.0%	Dodge
Fillmore	96,418,243	2,617,610	2.7%	4,038,906	4.1%	0	0.0%	103,074,759	6,656,516	6.9%	Fillmore
Freeborn	56,089,925	188,898	0.3%	3,063,396	5.4%	0	0.0%	59,342,219	3,252,294	5.8%	Freeborn
Goodhue	56,305,410	(1,134,997)	-2.0%	1,876,460	3.4%	0	0.0%	57,046,873	741,463	1.3%	Goodhue
Houston	54,314,332	2,965,141	5.5%	2,387,193	4.2%	0	0.0%	59,666,666	5,352,334	9.9%	Houston
Mower	59,799,843	(849,981)	-1.4%	2,447,604	4.2%	0	0.0%	61,397,466	1,597,623	2.7%	Mower
Olmsted	66,836,020	1,501,738	2.2%	3,574,036	5.2%	334,755	0.5%	72,246,549	5,410,529	8.1%	Olmsted
Rice	45,966,961	1,193,714	2.6%	2,107,708	4.5%	0	0.0%	49,268,383	3,301,422	7.2%	Rice
Steele	43,151,000	(58,376)	-0.1%	1,076,589	2.5%	0	0.0%	44,169,213	1,018,213	2.4%	Steele
Wabasha	55,074,316	59,470	0.1%	1,884,304	3.4%	0	0.0%	57,018,090	1,943,774	3.5%	Wabasha
Winona	61,151,821	1,224,391	2.0%	3,121,559	5.0%	0	0.0%	65,497,771	4,345,950	7.1%	Winona
District 6 Totals	625,878,623	7,551,922	1.2%	26,661,889	4.2%	334,755	0.1%	660,427,189	34,548,566	5.5%	District 6 Totals

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

Comparison of the Basic 1991 to the Basic 1992 25—Year Construction Needs

County	Revised Basic 1991 25—Year Const. Needs	Effect of 1992 Normal Update	% Change	Effect of Unit Price & Railroad Update	% Change	Effect of Traffic Update	% Change	Basic 1992 25—Year Const. Needs	Total Change From 1991 Needs	Total % Change	County
Blue Earth	\$82,960,784	(\$776,919)	-0.9%	\$2,490,297	3.0%	0	0.0%	\$84,674,162	\$1,713,378	2.1%	Blue Earth
Brown	33,089,073	818,975	2.5%	1,469,940	4.3%	0	0.0%	35,377,988	2,288,915	6.9%	Brown
Cottonwood	35,377,588	1,320,400	3.7%	846,545	2.3%	0	0.0%	37,544,533	2,166,945	6.1%	Cottonwood
Faribault	56,270,389	(1,233,006)	-2.2%	4,368,307	7.9%	0	0.0%	59,405,690	3,135,301	5.6%	Faribault
Jackson	55,184,478	2,063,568	3.7%	3,269,424	5.7%	0	0.0%	60,517,470	5,332,992	9.7%	Jackson
Le Sueur	41,007,592	290,460	0.7%	1,908,133	4.6%	0	0.0%	43,206,185	2,198,593	5.4%	Le Sueur
Martin	48,648,981	554,539	1.1%	3,765,563	7.7%	0	0.0%	52,969,083	4,320,102	8.9%	Martin
Nicollet	42,143,724	227,828	0.5%	162,970	0.4%	0	0.0%	42,534,522	390,798	0.9%	Nicollet
Nobles	56,168,784	(2,840,814)	-5.1%	4,202,971	7.9%	(\$1,496,530)	-2.6%	56,034,411	(134,373)	-0.2%	Nobles
Rock	30,636,560	(1,226,359)	-4.0%	1,812,208	6.2%	(152,197)	-0.5%	31,070,212	433,652	1.4%	Rock
Sibley	40,248,507	476,267	1.2%	215,821	0.5%	0	0.0%	40,940,595	692,088	1.7%	Sibley
Waseca	37,967,393	664,477	1.8%	4,025,565	10.4%	0	0.0%	42,657,435	4,690,042	12.4%	Waseca
Watonwan	28,547,508	(115,596)	-0.4%	1,156,436	4.1%	0	0.0%	29,588,348	1,040,840	3.6%	Watonwan
District 7 Totals	588,251,361	223,820	0.0%	29,694,180	5.0%	(1,648,727)	-0.3%	616,520,634	28,269,273	4.8%	District 7 Totals
Chippewa	30,222,778	627,088	2.1%	1,351,602	4.4%	0	0.0%	32,201,468	1,978,690	6.5%	Chippewa
Kandiyohi	50,427,818	1,044,153	2.1%	2,291,055	4.5%	(901,892)	-1.7%	52,861,134	2,433,316	4.8%	Kandiyohi
Lac Qui Parle	29,774,991	177,935	0.6%	1,219,708	4.1%	0	0.0%	31,172,634	1,397,643	4.7%	Lac Qui Parle
Lincoln	24,493,438	(250,596)	-1.0%	2,450,264	10.1%	0	0.0%	26,693,106	2,199,668	9.0%	Lincoln
Lyon	45,558,405	(660,855)	-1.5%	1,871,980	4.2%	0	0.0%	46,769,530	1,211,125	2.7%	Lyon
Mc Leod	40,295,304	(310,224)	-0.8%	417,098	1.0%	0	0.0%	40,402,178	106,874	0.3%	Mc Leod
Meeker	27,167,762	535,955	2.0%	1,037,428	3.7%	0	0.0%	28,741,145	1,573,383	5.8%	Meeker
Murray	26,369,817	5,036,495	19.1%	1,320,855	4.2%	0	0.0%	32,727,167	6,357,350	24.1%	Murray
Pipestone	29,381,975	1,326,102	4.5%	1,784,442	5.8%	0	0.0%	32,492,519	3,110,544	10.6%	Pipestone
Redwood	51,647,794	1,138,679	2.2%	5,576,741	10.6%	0	0.0%	58,363,214	6,715,420	13.0%	Redwood
Renville	59,922,788	597,892	1.0%	2,489,283	4.1%	0	0.0%	63,009,963	3,087,175	5.2%	Renville
Yellow Medicine	39,310,717	1,181,281	3.0%	1,714,758	4.2%	0	0.0%	42,206,756	2,896,039	7.4%	Yellow Medicine
District 8 Totals	454,573,587	10,443,905	2.3%	23,525,214	5.1%	(901,892)	-0.2%	487,640,814	33,067,227	7.3%	District 8 Totals
Chisago	45,851,284	1,322,244	2.9%	1,881,782	4.0%	0	0.0%	49,055,310	3,204,026	7.0%	Chisago
Dakota	106,596,559	2,197,110	2.1%	4,638,712	4.3%	287,480	0.3%	113,719,861	7,123,302	6.7%	Dakota
Ramsey	203,655,030	(2,618,392)	-1.3%	5,430,840	2.7%	(1,250,395)	-0.6%	205,217,083	1,562,053	0.8%	Ramsey
Washington	73,589,256	1,740,567	2.4%	884,845	1.2%	965,131	1.3%	77,179,799	3,590,543	4.9%	Washington
District 9 Totals	429,692,129	2,641,529	0.6%	12,836,179	3.0%	2,216	0.0%	445,172,053	15,479,924	3.6%	District 9 Totals
STATE TOTALS	\$4,965,601,700	\$63,906,582	1.3%	\$202,882,710	4.0%	(\$824,911)	0.0%	\$5,231,566,081	\$265,964,381	5.4%	STATE TOTALS

[illegible]

* * * * *

NEEDS

ADJUSTMENTS

* * * * *

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

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 5.4%, thereby limiting any individual county's needs change to a range from a minus 14.6% to a plus 25.4%. The following tabulation indicates the method of computing the restriction necessary for 1992 and the actual needs restriction to the county involved.

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1991 25 YEAR CONSTRUCTION NEEDS	BASIC 1992 25-Year CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1991 NEEDS	% CHANGE FROM RESTRICTED 1991 NEEDS	RESTRICTED 1992 25 YEAR CONSTRUCTION NEEDS	% CHANGE	RESTRICTED 1992 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$51,794,535	\$52,397,380	\$602,845	1.2%				Carlton
Cook	43,313,405	47,476,537	4,163,132	9.6%				Cook
Itasca	96,737,536	106,988,163	10,250,627	10.6%				Itasca
Koochiching	30,158,525	30,085,540	(72,985)	-0.2%				Koochiching
Lake	54,881,014	59,227,273	4,346,259	7.9%				Lake
Pine	103,740,266	109,629,858	5,889,592	5.7%				Pine
St. Louis	335,191,784	341,666,869	6,475,085	1.9%				St. Louis
District 1 Totals	715,817,065	747,471,620	31,654,555	4.4%				District 1 Totals
Beltrami	65,038,206	68,009,717	2,971,511	4.6%				Beltrami
Clearwater	33,812,302	37,972,167	4,159,865	12.3%				Clearwater
Hubbard	37,693,484	38,593,614	900,130	2.4%				Hubbard
Kittson	44,303,223	48,479,994	4,176,771	9.4%				Kittson
Lake of the Woods	16,836,462	18,864,400	2,027,938	12.0%				Lake of the Woods
Marshall	65,497,079	69,479,565	3,982,486	6.1%				Marshall
Norman	40,319,479	44,911,342	4,591,863	11.4%				Norman
Pennington	21,042,395	19,775,604	(1,266,791)	-6.0%				Pennington
Polk	108,079,810	112,750,576	4,670,766	4.3%				Polk
Red Lake	21,553,732	21,623,256	69,524	0.3%				Red Lake
Roseau	55,588,338	53,318,132	(2,270,206)	-4.1%				Roseau
District 2 Totals	509,764,510	533,778,367	24,013,857	4.7%				District 2 Totals
Aitkin	44,480,820	49,189,151	4,708,331	10.6%				Aitkin
Benton	23,062,797	23,808,657	745,860	3.2%				Benton
Cass	64,246,009	65,894,199	1,648,190	2.6%				Cass
Crow Wing	45,276,186	43,390,121	(1,886,065)	-4.2%				Crow Wing
Isanti	25,979,689	27,738,282	1,758,593	6.8%				Isanti
Kanabec	24,308,431	24,538,358	229,927	0.9%				Kanabec
Mille Lacs	29,447,960	33,750,177	4,302,217	14.6%				Mille Lacs
Morrison	44,874,552	48,936,333	4,061,781	9.1%				Morrison
Sherburne	14,086,935	14,364,306	277,371	2.0%				Sherburne
Stearns	90,094,020	98,268,156	8,174,136	9.1%				Stearns
Todd	49,176,373	48,100,235	(1,076,138)	-2.2%				Todd
Wadena	26,393,600	28,482,686	2,089,086	7.9%				Wadena
Wright	69,432,119	73,851,011	4,418,892	6.4%				Wright
District 3 Totals	550,859,491	580,311,672	29,452,181	5.3%				District 3 Totals
Becker	41,474,624	45,258,746	3,784,122	9.1%				Becker
Big Stone	16,347,501	17,259,198	911,697	5.6%				Big Stone
Clay	55,894,777	57,475,332	1,580,555	2.8%				Clay
Douglas	41,843,384	42,684,870	841,486	2.0%				Douglas
Grant	18,664,797	19,586,911	922,114	4.9%				Grant
Mahnomen	12,870,418	16,863,457	3,993,039	31.0%	25.4%	\$16,139,504	(\$723,953)	Mahnomen
Otter Tail	108,385,133	117,932,846	9,547,713	8.8%				Otter Tail
Pope	32,992,118	35,621,114	2,628,996	8.0%				Pope
Stevens	24,573,083	26,356,855	1,783,772	7.3%				Stevens
Swift	35,824,043	35,180,688	(643,355)	-1.8%				Swift
Traverse	23,613,964	23,673,289	59,325	0.3%				Traverse
Wilkin	30,520,067	34,867,414	4,347,347	14.2%				Wilkin
District 4 Totals	443,003,909	472,760,720	29,756,811	6.7%				District 4 Totals

COUNTY	RESTRICTED 1991 25 YEAR CONSTRUCTION NEEDS	BASIC 1992 25-Year CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1991 NEEDS	% CHANGE FROM RESTRICTED 1991 NEEDS	RESTRICTED 1992 25 YEAR CONSTRUCTION NEEDS	1992 SCREENING BOARD RESTRICTION	COUNTY
Anoka	\$74,212,870	\$78,182,344	\$3,969,474	5.3%			Anoka
Carver	45,753,216	54,967,787	9,214,571	20.1%			Carver
Hennepin	460,057,625	485,151,490	25,093,865	5.5%			Hennepin
Scott	67,737,314	69,181,391	1,444,077	2.1%			Scott
District 5 Totals	647,761,025	687,483,012	39,721,987	6.1%			District 5 Totals
Dodge	30,770,752	31,699,200	928,448	3.0%			Dodge
Fillmore	96,418,243	103,074,759	6,656,516	6.9%			Fillmore
Freeborn	56,089,925	59,342,219	3,252,294	5.8%			Freeborn
Goodhue	56,305,410	57,046,873	741,463	1.3%			Goodhue
Houston	54,314,332	59,666,666	5,352,334	9.9%			Houston
Mower	59,799,843	61,397,466	1,597,623	2.7%			Mower
Olmsted	66,836,020	72,246,549	5,410,529	8.1%			Olmsted
Rice	45,966,961	49,268,383	3,301,422	7.2%			Rice
Steele	43,151,000	44,169,213	1,018,213	2.4%			Steele
Wabasha	55,074,316	57,018,090	1,943,774	3.5%			Wabasha
Winona	61,151,821	65,497,771	4,345,950	7.1%			Winona
District 6 Totals	625,878,623	660,427,189	34,548,566	5.5%			District 6 Totals
Blue Earth	78,885,898	84,674,162	5,788,264	7.3%			Blue Earth
Brown	33,089,073	35,377,988	2,288,915	6.9%			Brown
Cottonwood	35,377,588	37,544,533	2,166,945	6.1%			Cottonwood
Faribault	56,270,389	59,405,690	3,135,301	5.6%			Faribault
Jackson	55,184,478	60,517,470	5,332,992	9.7%			Jackson
Le Sueur	41,007,592	43,206,185	2,198,593	5.4%			Le Sueur
Martin	48,648,981	52,969,083	4,320,102	8.9%			Martin
Nicollet	42,143,724	42,534,522	390,798	0.9%			Nicollet
Nobles	56,168,784	56,034,411	(134,373)	-0.2%			Nobles
Rock	30,636,560	31,070,212	433,652	1.4%			Rock
Sibley	40,248,507	40,940,595	692,088	1.7%			Sibley
Waseca	37,967,393	42,657,435	4,690,042	12.4%			Waseca
Watsonwan	28,547,508	29,588,348	1,040,840	3.6%			Watsonwan
District 7 Totals	584,176,475	616,520,634	32,344,159	5.5%			District 7 Totals
Chippewa	30,222,778	32,201,468	1,978,690	6.5%			Chippewa
Kandiyohi	50,427,818	52,861,134	2,433,316	4.8%			Kandiyohi
Lac Qui Parle	29,774,991	31,172,634	1,397,643	4.7%			Lac Qui Parle
Lincoln	24,493,438	26,693,106	2,199,668	9.0%			Lincoln
Lyon	45,558,405	46,769,530	1,211,125	2.7%			Lyon
Mc Leod	40,295,304	40,402,178	106,874	0.3%			Mc Leod
Meeker	27,167,762	28,741,145	1,573,383	5.8%			Meeker
Murray	26,369,817	32,727,167	6,357,350	24.1%			Murray
Pipestone	29,381,975	32,492,519	3,110,544	10.6%			Pipestone
Redwood	51,647,794	58,363,214	6,715,420	13.0%			Redwood
Renville	59,922,788	63,009,963	3,087,175	5.2%			Renville
Yellow Medicine	39,310,717	42,206,756	2,896,039	7.4%			Yellow Medicine
District 8 Totals	454,573,587	487,640,814	33,067,227	7.3%			District 8 Totals
Chisago	45,851,284	49,055,310	3,204,026	7.0%			Chisago
Dakota	106,596,559	113,719,861	7,123,302	6.7%			Dakota
Ramsey	203,655,030	205,217,083	1,562,053	0.8%			Ramsey
Washington	73,589,256	77,179,799	3,590,543	4.9%			Washington
District 9 Totals	429,692,129	445,172,053	15,479,924	3.6%			District 9 Totals
STATE TOTALS	\$4,961,526,814	\$5,231,566,081	\$270,039,267	5.4%			STATE TOTALS

NOTES & COMMENTS

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

OCTNEEDS.WP

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

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 1992 25-year construction needs pursuant to this resolution.

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1992 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1992	Maximum Balance 1992 Const. Apportionment	1992 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1992	Maximum Balance Larger of Either \$100,000 or 1990-1992 Const. Apport.	1992 Construction Fund Balance "Needs" Deduction		
Carlton	\$836,684	\$1,428,491	\$0	\$103,144	314,043	0	\$0	Carlton
Cook	747,493	1,079,377	0	0	143,060	0	0	Cook
Itasca	1,249,957	2,731,297	0	542,742	345,311	197,431	197,431	Itasca
Koochiching	1,917,733	1,570,831	346,902	16,310	131,128	0	346,902	Koochiching
Lake	1,470,673	1,408,049	62,624	379,798	152,371	227,427	290,051	Lake
Pine	4,757,964	2,170,406	2,587,558	424,151	1,016,744	0	2,587,558	Pine
St. Louis	11,582,551	7,644,693	3,937,858	1,184,796	1,248,076	0	3,937,858	St. Louis
District 1 Totals	22,563,055	18,033,144	6,934,942	2,650,941	---	424,858	7,359,800	District 1 Totals
Beltrami	1,049,445	1,859,762	0	228,917	265,988	0	0	Beltrami
Clearwater	439,721	1,092,020	0	130,550	205,665	0	0	Clearwater
Hubbard	0	1,199,469	0	273,603	148,008	125,595	125,595	Hubbard
Kittson	653,934	1,279,417	0	39,790	321,020	0	0	Kittson
Lake of the Woods	0	1,064,452	0	376	100,000	0	0	Lake of the Woods
Marshall	931,848	2,005,438	0	210,552	284,443	0	0	Marshall
Norman	295,719	1,305,910	0	89,772	245,033	0	0	Norman
Pennington	177,930	876,293	0	47,069	100,000	0	0	Pennington
Polk	0	2,868,276	0	121,895	552,001	0	0	Polk
Red Lake	41,754	787,339	0	369,661	214,341	155,320	155,320	Red Lake
Roseau	218,230	1,633,448	0	24,068	277,783	0	0	Roseau
District 2 Totals	3,808,581	15,971,824	0	1,536,253	---	280,915	280,915	District 2 Totals
Aitkin	725,702	1,500,250	0	190,831	122,139	68,692	68,692	Aitkin
Benton	264,669	888,540	0	286,325	222,642	63,683	63,683	Benton
Cass	1,603,284	1,807,589	0	171,098	629,277	0	0	Cass
Crow Wing	1,428,690	1,148,605	280,085	46,381	1,077,899	0	280,085	Crow Wing
Isanti	932,400	986,528	0	74,605	117,438	0	0	Isanti
Kanabec	347,324	791,906	0	268,065	188,031	80,034	80,034	Kanabec
Mille Lacs	226,557	928,790	0	709,806	572,230	137,576	137,576	Mille Lacs
Morrison	460,269	1,324,270	0	128,783	521,536	0	0	Morrison
Sherburne	400,143	833,527	0	0	100,000	0	0	Sherburne
Stearns	1,722,108	2,272,031	0	573,517	1,124,126	0	0	Stearns
Todd	1,767,389	1,415,261	352,128	377,926	356,975	20,951	373,079	Todd
Wadena	661,640	827,549	0	42,654	342,390	0	0	Wadena
Wright	2,181,287	1,698,155	483,132	707,382	1,112,998	0	483,132	Wright
District 3 Totals	12,721,462	16,423,001	1,115,345	3,577,373	---	370,936	1,486,281	District 3 Totals

County	Regular Account			Municipal Account			Total 1992 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1992	Maximum Balance 1992 Const. Apportionment	1992 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1992	Maximum Balance Larger of Either \$100,000 or 1990-1992 Const. Apport.	1992 Construction Fund Balance "Needs" Deduction		
Becker	\$907,205	\$1,475,595	\$0	\$622,863	221,613	\$401,250	\$401,250	Becker
Big Stone	315,174	762,953	0	254,090	280,240	0	0	Big Stone
Clay	599,617	1,678,130	0	873,006	297,491	575,515	575,515	Clay
Douglas	573,682	1,301,721	0	280,198	375,332	0	0	Douglas
Grant	1,873,758	783,376	1,090,382	222,603	228,682	0	1,090,382	Grant
Mahnomen	0	823,273	0	3,534	120,909	0	0	Mahnomen
Otter Tail	1,396,543	2,793,214	0	2,320,828	1,149,118	1,171,710	1,171,710	Otter Tail
Pope	0	1,044,652	0	92,050	247,613	0	0	Pope
Stevens	964,837	861,719	103,118	193,026	154,064	38,962	142,080	Stevens
Swift	1,500,888	1,122,515	378,373	83,548	309,604	0	378,373	Swift
Traverse	147,616	760,971	0	112,463	292,915	0	0	Traverse
Wilkin	107,330	1,036,083	0	10,492	350,483	0	0	Wilkin
District 4 Totals	8,386,650	14,444,202	1,571,873	5,068,701	---	2,187,437	3,759,310	District 4 Totals
Anoka	998,015	2,123,516	0	321,631	486,827	0	0	Anoka
Carver	1,783,078	1,041,040	742,038	923,923	526,932	396,991	1,139,029	Carver
Hennepin	8,462,235	8,862,728	0	3,785,507	3,381,262	404,245	404,245	Hennepin
Scott	1,603,485	1,510,295	93,190	487,345	224,980	262,365	355,555	Scott
District 5 Totals	12,846,813	13,537,579	835,228	5,518,406	---	1,063,601	1,898,829	District 5 Totals
Dodge	33,450	948,767	0	0	294,698	0	0	Dodge
Fillmore	2,753,079	1,990,396	762,683	120,370	607,837	0	762,683	Fillmore
Freeborn	2,716,428	1,753,792	962,636	213,859	248,906	0	962,636	Freeborn
Goodhue	0	1,425,237	0	898,649	550,373	348,276	348,276	Goodhue
Houston	1,708,577	1,337,898	370,679	188,783	217,421	0	370,679	Houston
Mower	626,706	1,590,125	0	472,655	332,930	139,725	139,725	Mower
Olmsted	0	1,846,067	0	0	165,198	0	0	Olmsted
Rice	510,091	1,309,433	0	439,033	291,221	147,812	147,812	Rice
Steele	595,854	1,298,762	0	120,423	188,322	0	0	Steele
Wabasha	2,378,834	1,229,338	1,149,496	742,212	818,584	0	1,149,496	Wabasha
Winona	968,901	1,596,172	0	275,865	242,144	33,721	33,721	Winona
District 6 Totals	12,291,920	16,325,987	3,245,494	3,471,849	---	669,534	3,915,028	District 6 Totals

County	Regular Account			Municipal Account			Total 1992 Construction Fund Balance "Needs" Deduction	County
	Unencumbered	Maximum	1992	Unencumbered	Maximum Balance	1992		
	Construction	Balance	Construction	Construction	Larger of Either	Construction		
	Fund Balance	1992 Const.	Fund Balance	Fund Balance	\$100,000 or	Fund Balance		
	As of	Apportionment	"Needs"	As of	1990-1992	"Needs"		
	Sept. 1, 1992		Deduction	Sept. 1, 1992	Const. Apport.	Deduction		
Blue Earth	\$429,516	\$1,894,095	\$0	\$261,246	493,002	\$0	\$0	Blue Earth
Brown	50,118	1,110,050	0	29,462	281,061	0	0	Brown
Cottonwood	628,663	1,091,872	0	416,628	245,665	170,963	170,963	Cottonwood
Faribault	0	1,280,360	0	602,876	865,021	0	0	Faribault
Jackson	468,348	1,363,801	0	144,776	476,775	0	0	Jackson
Le Sueur	0	1,024,708	0	967,077	736,983	230,094	230,094	Le Sueur
Martin	532,941	1,397,759	0	355,567	253,746	101,821	101,821	Martin
Nicollet	256,074	1,175,494	0	27,742	100,000	0	0	Nicollet
Nobles	554,520	1,518,669	0	246,503	304,192	0	0	Nobles
Rock	1,488,397	888,942	599,455	328,776	437,651	0	599,455	Rock
Sibley	97,828	1,132,251	0	131,950	201,229	0	0	Sibley
Waseca	0	1,103,905	0	2,232	205,479	0	0	Waseca
Watonwan	0	821,544	0	0	437,648	0	0	Watonwan
District 7 Totals	4,506,405	15,803,450	599,455	3,514,835	---	502,878	1,102,333	District 7 Totals
Chippewa	1,545,451	945,599	599,852	159,248	264,461	0	599,852	Chippewa
Kandiyohi	1,184,097	1,612,003	0	392,742	419,579	0	0	Kandiyohi
Lac Qui Parle	151,607	1,068,634	0	148,877	321,247	0	0	Lac Qui Parle
Lincoln	541,805	781,366	0	179,061	370,995	0	0	Lincoln
Lyon	609	1,101,661	0	253,732	679,477	0	0	Lyon
Mc Leod	41,882	1,111,608	0	8,995	439,462	0	0	Mc Leod
Meeker	589,163	979,973	0	273,142	168,960	104,182	104,182	Meeker
Murray	357,712	952,776	0	345,482	256,599	88,883	88,883	Murray
Pipestone	0	761,838	0	163,578	650,094	0	0	Pipestone
Redwood	25,031	1,315,520	0	419,415	579,031	0	0	Redwood
Renville	2,250,032	1,617,195	632,837	126,221	278,886	0	632,837	Renville
Yellow Medicine	69,650	1,204,862	0	0	396,885	0	0	Yellow Medicine
District 8 Totals	6,757,039	13,453,035	1,232,689	2,470,493	---	193,065	1,425,754	District 8 Totals
Chisago	1,009,291	958,297	50,994	737,230	993,374	0	50,994	Chisago
Dakota	2,490,057	2,743,013	0	816,303	284,133	532,170	532,170	Dakota
Ramsey	2,412,539	4,682,608	0	139,434	211,773	0	0	Ramsey
Washington	2,746,999	1,331,032	1,415,967	1,581,534	1,704,269	0	1,415,967	Washington
District 9 Totals	8,658,886	9,714,950	1,466,961	3,274,501	---	532,170	1,999,131	District 9 Totals
STATE TOTALS	\$92,540,811	\$133,707,172	\$17,001,987	\$31,083,352	---	\$6,225,394	\$23,227,381	STATE TOTALS

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

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 1982 through 1991, the number of projects awarded and the project costs in each account which have been deducted from the 1992 County State Aid Highway Money needs. In 1991 alone, more than \$11.2 million of special resurfacing projects were awarded.

<u>County</u>	<u>Number of Special Resurf. Projects 1982—1991</u>	<u>Spec. Resurf. 1991</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1992 25—Yr. Const. Needs</u>
Carlton	6	1	\$372,599	\$34,697	\$407,296
Cook	10	0	1,446,645	9,152	1,455,797
Itasca	13	2	1,840,236	196,168	2,036,404
Koochiching	8	0	851,819	113,382	965,201
Lake	3	0	580,003	0	580,003
Pine	6	0	398,808	89,381	488,189
St. Louis	21	1	3,401,704	90,765	3,492,469
District 1 Totals	67	4	8,891,814	533,545	9,425,359
Beltrami	17	0	1,964,108	86,134	2,050,242
Clearwater	3	1	598,703	0	598,703
Hubbard	7	0	1,045,381	0	1,045,381
Kittson	7	0	1,467,430	132,910	1,600,340
Lake of the Woods	0	0	0	0	0
Marshall	7	2	1,198,947	128,585	1,327,532
Norman	3	0	121,682	14,826	136,508
Pennington	2	0	181,808	0	181,808
Polk	17	0	1,644,778	131,068	1,775,846
Red Lake	0	0	0	0	0
Roseau	4	0	557,622	12,912	570,534
District 2 Totals	67	3	8,780,459	506,435	9,286,894

<u>County</u>	<u>Number of Special Resurf. Projects 1982-1991</u>	<u>Spec. Resurf. 1991</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1992 25-Yr. Const. Needs</u>
Aitkin	4	2	\$879,086	\$16,850	\$895,936
Benton	8	1	446,056	44,464	490,520
Cass	4	1	1,128,908	55,645	1,184,553
Crow Wing	1	0	116,076	0	116,076
Isanti	3	0	289,432	0	289,432
Kanabec	7	0	1,256,398	32,742	1,289,140
Mille Lacs	9	0	445,826	137,107	582,933
Morrison	14	2	3,659,295	119,765	3,779,060
Sherburne	4	0	411,040	0	411,040
Stearns	41	4	6,424,320	293,594	6,717,914
Todd	25	0	4,301,123	15,633	4,316,756
Wadena	6	0	1,136,379	43,186	1,179,565
Wright	11	2	1,284,223	195,708	1,479,931
District 3 Totals	137	12	21,778,162	954,694	22,732,856
Becker	11	3	1,337,465	20,632	1,358,097
Big Stone	7	0	727,533	6,354	733,887
Clay	2	2	49,082	49,879	98,961
Douglas	9	1	1,175,790	0	1,175,790
Grant	3	0	217,962	37,258	255,220
Mahnomen	7	0	403,526	41,410	444,936
Otter Tail	37	5	8,339,577	189,594	8,529,171
Pope	9	0	1,231,094	68,133	1,299,227
Stevens	7	2	1,097,682	74,096	1,171,778
Swift	8	1	1,253,333	35,073	1,288,406
Traverse	4	1	749,303	108,635	857,938
Wilkin	7	0	961,894	33,653	995,547
District 4 Totals	111	15	17,544,241	664,717	18,208,958
Anoka	0	0	0	0	0
Carver	16	1	1,272,192	81,585	1,353,777
Hennepin	9	3	2,907,750	0	2,907,750
Scott	6	1	1,012,979	0	1,012,979
District 5 Totals	31	5	5,192,921	81,585	5,274,506
Dodge	5	0	751,673	10,993	762,666
Fillmore	15	3	984,438	208,390	1,192,828
Freeborn	33	2	3,642,878	70,864	3,713,742
Goodhue	2	0	0	84,775	84,775
Houston	3	2	707,495	0	707,495
Mower	19	1	2,484,961	87,535	2,572,496
Olmsted	4	0	389,173	15,092	404,265
Rice	20	1	2,418,453	229,018	2,647,471
Steele	7	0	588,208	0	588,208
Wabasha	5	1	314,149	37,566	351,715
Winona	19	0	1,253,841	32,558	1,286,399
District 6 Totals	132	10	13,535,269	776,791	14,312,060

<u>County</u>	<u>Number of Special Resurf. Projects 1982-1991</u>	<u>Spec. Resurf. 1991</u>	<u>Regular Account Deduction</u>	<u>Municipal Account Deduction</u>	<u>Total Special Resurfacing Cost Deducted from the 1992 25-Yr. Const. Needs</u>
Blue Earth	13	0	\$1,913,486	\$14,492	\$1,927,978
Brown	13	1	606,754	63,021	669,775
Cottonwood	23	0	2,566,751	10,758	2,577,509
Faribault	7	0	974,293	26,261	1,000,554
Jackson	19	0	3,592,958	31,855	3,624,813
LeSueur	0	0	0	0	0
Martin	1	0	0	66,914	66,914
Nicollet	4	0	301,567	0	301,567
Nobles	17	1	1,597,099	74,982	1,672,081
Rock	11	1	1,443,555	78,524	1,522,079
Sibley	21	1	2,845,247	9,670	2,854,917
Waseca	0	0	0	0	0
Watonwan	14	1	773,461	73,618	847,079
District 7 Totals	143	5	16,615,171	450,095	17,065,266
Chippewa	1	0	3,940	0	3,940
Kandiyohi	9	0	747,464	96,828	844,292
Lac Qui Parle	7	3	673,352	3,112	676,464
Lincoln	9	1	821,049	18,387	839,436
Lyon	25	3	2,849,698	104,455	2,954,153
Mc Leod	10	0	1,076,913	39,569	1,116,482
Meeker	8	0	514,173	64,629	578,802
Murray	18	1	2,265,092	11,929	2,277,021
Pipestone	11	0	941,567	103,013	1,044,580
Redwood	33	7	4,630,363	202,997	4,833,360
Renville	26	1	5,175,895	75,740	5,251,635
Yellow Medicine	8	0	1,136,258	17,472	1,153,730
District 8 Totals	165	16	20,835,764	738,131	21,573,895
Chisago	10	0	1,695,256	119,672	1,814,928
Dakota	6	0	522,000	47,793	569,793
Ramsey	4	0	473,258	0	473,258
Washington	1	0	0	18,935	18,935
District 9 Totals	21	0	2,690,514	186,400	2,876,914
STATE TOTALS	874	70	\$115,864,315	\$4,892,393	\$120,756,708

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

RURALDES.WP

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1984-1991 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 1993 apportionment.

- 1) 19.0 miles of C.S.A.H.'s which had rural design complete grading needs were graded in Carlton County in 1984-1991. This represents 10% of the 195.30 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 40% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$146,513 - \$104,661}{\$104,661} = 40\%$$

- 3) The Adjusted Rural Grading Cost Factor of 40% was arrived at by dividing the 10% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Rural Grading Cost Factor (40%) as shown in 2 above.

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

- 4) Then by multiplying the Adjusted Factor (40%) times the complete rural design grading needs remaining in the 1992 study (\$21,091,087) an adjustment (+\$8,436,435) to the 1992 needs is computed.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1992 25-year construction needs) have been used in calculating the 1992 annual County State Aid Highway money needs.

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1984-1991 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1991 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1992 Needs Study				Rural Grading Cost Adjustment To The 1992 – 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	10	19.0	10%	\$146,513	\$104,661	40%	40.0%	195.30	70.0%	\$21,091,087	\$107,993	\$8,436,435
Cook	5	9.2	6%	233,681	196,216	19%	11.4%	151.21	86.5%	22,374,105	147,967	2,550,648
Itasca	15	42.1	9%	125,794	92,429	36%	32.4%	467.26	74.8%	38,174,522	81,699	12,368,545
Koochiching	12	42.7	31%	94,413	54,964	72%	72.0%	139.28	60.0%	8,305,020	59,628	5,979,614
Lake	11	20.7	13%	218,396	184,345	18%	18.0%	163.92	78.7%	32,904,112	200,733	5,922,740
Pine	18	32.0	8%	134,651	132,320	2%	1.6%	380.38	82.7%	55,723,749	146,495	891,580
St. Louis	38	71.7	7%	237,233	217,759	9%	6.3%	1,056.57	81.0%	171,181,352	162,016	10,784,425
District 1 Totals	109	237.4	9%	\$168,900	\$141,909	19%		2,553.92	77.8%	\$349,753,947	\$136,948	\$46,933,987

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1984–1991 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1991 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1992 Needs Study				Rural Grading Cost Adjustment To The 1991 – 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										
Beltrami	13	46.0	16%	\$103,881	\$97,082	7%	7.0%	280.69	62.7%	\$23,010,844	\$81,980	\$1,610,759
Clearwater	14	40.1	19%	63,854	77,394	–17%	–17.0%	206.01	63.9%	14,142,590	68,650	(2,404,240)
Hubbard	5	21.1	9%	87,220	78,463	11%	9.9%	237.81	74.3%	17,616,585	74,078	1,744,042
Kittson	17	52.8	20%	54,184	57,758	–6%	–6.0%	266.91	72.3%	18,134,139	67,941	(1,088,048)
Lake of the Woods	9	26.3	29%	60,928	57,790	5%	5.0%	91.55	49.8%	5,050,649	55,168	252,532
Marshall	21	76.0	19%	47,005	57,368	–18%	–18.0%	397.31	62.7%	22,963,393	57,797	(4,133,411)
Norman	15	29.8	13%	59,822	58,168	3%	3.0%	224.40	58.0%	12,899,464	57,484	386,984
Pennington	5	27.4	23%	42,369	48,224	–12%	–12.0%	120.10	46.7%	6,168,918	51,365	(740,270)
Polk	19	86.1	20%	60,493	67,742	–11%	–11.0%	434.39	54.9%	30,850,520	71,020	(3,393,557)
Red Lake	3	1.1	1%	171,695	109,029	57%	5.7%	114.14	62.3%	8,439,688	73,942	481,062
Roseau	17	68.7	27%	44,512	58,505	–24%	–24.0%	253.86	53.7%	13,948,423	54,945	(3,347,622)
District 2 Totals	138	475.4	18%	\$60,186	\$65,586	–8%		2,627.17	60.1%	\$173,225,213	65,936	(\$10,631,769)

**1992 COUNTY SCREENING BOARD DATA
OCTOBER, 1992**

Comparison of 1984–1991 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1991 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1992 Needs Study				Rural Grading Cost Adjustment To The 1992 – 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										
Aitkin	11	44.2	16%	\$109,232	\$83,498	31%	31.0%	268.26	73.4%	\$23,496,095	\$87,587	\$7,283,789
Benton	14	27.0	20%	69,835	47,901	46%	46.0%	133.13	61.6%	6,085,000	45,707	2,799,100
Cass	10	31.9	9%	92,033	74,666	23%	20.7%	347.30	67.0%	25,880,991	74,521	5,357,365
Crow Wing	12	30.8	17%	60,676	55,636	9%	9.0%	178.29	50.2%	12,209,027	68,478	1,098,812
Isanti	8	15.5	11%	126,699	92,613	37%	37.0%	142.03	63.8%	11,344,762	79,876	4,197,562
Kanabec	13	26.6	20%	68,367	85,515	–20%	–20.0%	132.80	64.0%	11,066,090	83,329	(2,213,218)
Mille Lacs	4	9.1	6%	115,467	71,332	62%	37.2%	142.24	59.0%	11,512,985	80,941	4,282,830
Morrison	2	6.7	2%	32,339	54,882	–41%	–8.2%	289.76	69.4%	18,827,441	64,976	(1,543,850)
Sherburne	9	34.2	49%	30,270	36,551	–17%	–17.0%	70.29	33.7%	2,315,176	32,937	(393,580)
Stearns	5	14.1	3%	90,363	85,507	6%	1.8%	413.94	72.9%	32,509,332	78,536	585,168
Todd	1	1.0	0%	65,978	64,850	2%	0.0%	248.89	61.7%	16,043,029	64,458	0
Wadena	3	8.3	5%	87,554	70,824	24%	12.0%	159.52	71.9%	8,455,647	53,007	1,014,678
Wright	16	38.7	15%	160,521	94,287	70%	70.0%	252.84	67.3%	21,978,716	86,927	15,385,101
District 3 Totals	108	288.1	10%	\$89,864	\$71,396	26%		2,779.29	64.3%	\$201,724,291	\$72,581	\$37,853,757

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1984–1991 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1991 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1992 Needs Study				Rural Grading Cost Adjustment To The 1992 – 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										
Becker	13	49.2	19%	\$46,066	\$43,564	6%	6.0%	255.76	56.6%	\$12,304,045	\$48,108	\$738,243
Big Stone	6	16.0	12%	49,330	42,025	17%	17.0%	137.55	67.1%	6,381,972	46,397	1,084,935
Clay	12	46.1	18%	56,839	40,456	40%	40.0%	263.13	66.8%	10,537,544	40,047	4,215,018
Douglas	5	21.8	11%	70,831	52,195	36%	36.0%	198.95	54.6%	10,146,173	50,999	3,652,622
Grant	2	21.1	13%	55,251	39,945	38%	38.0%	158.28	70.3%	6,685,091	42,236	2,540,335
Mahnomen	4	23.1	22%	105,002	44,736	135%	135.0%	107.05	55.8%	4,409,983	41,196	5,953,477
Otter Tail	14	37.95	7%	62,256	68,960	−10%	−7.0%	552.65	63.9%	45,337,898	82,037	(3,173,653)
Pope	3	7.9	4%	82,440	55,934	47%	18.8%	201.07	69.5%	12,966,763	64,489	2,437,751
Stevens	0	0	0%	0	0	0%	0.0%	187.87	78.8%	9,979,207	53,118	0
Swift	15	41.8	23%	41,752	38,899	7%	7.0%	180.81	55.6%	8,160,629	45,134	571,244
Traverse	2	14.5	9%	33,212	44,742	−26%	−23.4%	153.88	64.0%	8,622,381	56,033	(2,017,637)
Wilkin	8	22.8	12%	54,834	33,014	66%	66.0%	186.91	61.1%	6,208,393	33,216	4,097,539
District 4 Totals	84	302.3	12%	\$57,246	\$45,599	26%		2,583.91	63.1%	\$141,740,079	\$54,855	\$20,099,874

1992 COUNTY SCREENING BOARD DATA
OCTOBER, 1992

Comparison of 1984–1991 Rural Design Grading Construction Costs to Needs Study Costs

County	1984– 1991 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1992 Needs Study				Rural Grading Cost Adjustment To The 1992 – 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										
Anoka	7	19.0	19%	\$143,382	\$143,912	0%	0.0%	98.66	56.8%	\$14,976,876	\$151,803	\$0
Carver	6	13.7	11%	99,097	98,152	1%	1.0%	122.42	70.0%	11,877,403	97,022	118,774
Hennepin	3	8.6	7%	290,549	241,641	20%	14.0%	128.13	89.3%	22,291,395	173,975	3,120,795
Scott	5	9.5	9%	162,887	78,167	108%	97.2%	109.85	68.9%	10,701,776	97,422	10,402,126
District 5 Totals	21	50.8	11%	\$159,953	\$135,782	18%		459.06	70.5%	\$59,847,450	\$130,370	\$13,641,695

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1984–1991 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1991 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1992 Needs Study				Rural Grading Cost Adjustment To The 1992 – 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										
Dodge	13	32.7	23%	\$71,377	\$63,780	12%	12.0%	139.40	57.3%	\$8,698,810	\$62,402	\$1,043,857
Fillmore	8	24.1	8%	143,734	163,187	–12%	–9.6%	289.67	77.1%	42,398,623	146,369	(4,070,268)
Freeborn	9	27.6	9%	122,140	69,523	76%	68.4%	291.71	67.1%	14,926,935	51,170	10,210,024
Goodhue	11	40.2	22%	131,067	108,383	21%	21.0%	184.75	58.7%	18,042,962	97,661	3,789,022
Houston	8	18.2	11%	161,318	168,341	–4%	–4.0%	162.33	67.1%	26,791,645	165,044	(1,071,666)
Mower	11	25.0	11%	69,631	60,425	15%	15.0%	219.85	61.3%	14,570,754	66,276	2,185,613
Olmsted	11	26.5	12%	121,901	123,726	–1%	–1.0%	212.37	68.3%	22,935,794	107,999	(229,358)
Rice	9	25.0	14%	84,354	57,379	47%	47.0%	177.77	67.4%	11,179,156	62,886	5,254,203
Steele	12	26.2	16%	67,124	51,998	29%	29.0%	163.85	60.1%	9,370,971	57,192	2,717,582
Wabasha	8	21.8	13%	164,997	145,097	14%	14.0%	162.82	63.1%	21,048,622	129,275	2,946,807
Winona	11	20.7	11%	122,854	115,983	6%	6.0%	197.03	65.8%	23,456,777	119,052	1,407,407
District 6 Totals	111	288.0	13%	\$112,332	\$98,988	13%		2,201.55	65.3%	\$213,421,049	\$96,941	\$24,183,223

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

Comparison of 1984–1991 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1991 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1992 Needs Study				Rural Grading Cost Adjustment To The 1992 – 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										
Blue Earth	15	48.9	20%	\$62,871	\$67,753	–7%	–7.0%	247.69	63.8%	\$21,095,717	\$85,170	(\$1,476,700)
Brown	7	19.3	12%	126,440	149,700	–16%	–16.0%	159.12	52.0%	10,536,003	66,214	(1,685,760)
Cottonwood	6	16.1	7%	67,624	53,683	26%	18.2%	215.70	69.9%	11,096,108	51,442	2,019,492
Faribault	11	38.3	19%	60,078	55,993	7%	7.0%	203.68	60.9%	11,682,947	57,359	817,806
Jackson	4	14.4	6%	53,283	40,796	31%	18.6%	251.77	70.0%	15,187,034	60,321	2,824,788
Le Sueur	14	42.7	31%	79,689	65,934	21%	21.0%	136.45	55.1%	9,154,037	67,087	1,922,348
Martin	8	42.6	22%	59,017	62,829	–6%	–6.0%	196.87	53.0%	11,073,109	56,246	(664,387)
Nicollet	12	22.4	16%	62,907	66,137	–5%	–5.0%	140.47	59.1%	11,658,648	82,997	(582,932)
Nobles	7	30.3	17%	67,194	54,268	24%	24.0%	180.78	54.1%	10,846,640	59,999	2,603,194
Rock	7	18.1	11%	55,060	50,734	9%	9.0%	170.30	67.5%	7,902,255	46,402	711,203
Sibley	4	12.0	6%	82,499	59,249	39%	23.4%	209.71	74.5%	11,843,656	56,476	2,771,416
Waseca	11	30.1	19%	61,782	56,393	10%	10.0%	155.90	65.3%	8,521,010	54,657	852,101
Watonwan	9	23.1	19%	72,052	63,563	13%	13.0%	119.92	54.2%	6,949,586	57,952	903,446
District 7 Totals	115	358.3	15%	\$68,506	\$64,784	6%		2,388.36	61.5%	\$147,546,750	\$61,777	\$11,016,015

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1984–1991 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1991 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1992 Needs Study				Rural Grading Cost Adjustment To The 1992 – 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										
Chippewa	5	12.6	11%	\$89,313	\$75,473	18%	18.0%	114.33	47.8%	\$9,785,015	\$85,586	\$1,761,303
Kandiyohi	18	62.6	28%	95,734	67,268	42%	42.0%	226.44	57.0%	15,583,469	68,819	6,545,057
Lac Qui Parle	11	46.7	23%	52,207	46,141	13%	13.0%	203.29	57.0%	8,915,302	43,855	1,158,989
Lincoln	6	24.3	17%	38,895	46,350	–16%	–16.0%	142.64	58.2%	7,182,591	50,355	(1,149,215)
Lyon	16	42.5	23%	56,684	55,749	2%	2.0%	186.44	61.4%	10,269,974	55,085	205,399
Mc Leod	9	22.2	14%	79,133	69,173	14%	14.0%	159.26	71.4%	10,636,770	66,789	1,489,148
Meeker	5	9.6	6%	78,857	56,269	40%	24.0%	156.62	59.0%	8,861,197	56,578	2,126,687
Murray	12	30.3	13%	38,175	47,883	–20%	–20.0%	229.93	65.8%	11,580,243	50,364	(2,316,049)
Pipestone	7	18.4	12%	60,434	62,536	–3%	–3.0%	157.14	70.7%	7,811,408	49,710	(234,342)
Redwood	13	25.5	11%	38,839	34,751	12%	12.0%	228.40	61.1%	12,524,255	54,835	1,502,911
Renville	3	2.0	1%	63,076	43,619	45%	4.5%	339.70	76.9%	16,622,784	48,934	748,025
Yellow Medicine	11	45.4	20%	49,121	52,809	–7%	–7.0%	227.22	67.0%	13,854,440	60,974	(969,811)
District 8 Totals	116	342.1	14%	\$61,504	\$55,135	12%		2,371.41	63.1%	\$133,627,448	\$56,349	\$10,868,102

1992 COUNTY SCREENING BOARD DATA
OCTOBER, 1992

Comparison of 1984–1991 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1991 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1992 Needs Study				Rural Grading Cost Adjustment To The 1992 – 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										
Chisago	5	9.6	6%	\$119,154	\$93,630	27%	16.2%	158.70	74.8%	\$14,684,297	\$92,529	\$2,378,856
Dakota	7	8.7	7%	194,381	198,040	–2%	–1.4%	123.59	70.1%	14,630,777	118,382	(204,831)
Ramsey	2	2.5	42%	394,350	274,943	43%	43.0%	5.95	81.2%	1,476,319	248,121	634,817
Washington	9	9.7	10%	194,746	142,856	36%	36.0%	94.28	65.2%	14,274,846	151,409	5,138,945
District 9 Totals	23	30.5	8%	\$187,138	\$153,932	22%		382.52	70.8%	\$45,066,239	\$117,814	\$7,947,787

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1984–1991 Rural Design Grading Construction Costs to Needs Study Costs

County	1984–1991 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1992 Needs Study				Rural Grading Cost Adjustment To The 1992 – 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										
District 1 Totals	109	237.4	9%	\$168,900	\$141,909	19%		2,553.92	77.8%	\$349,753,947	\$136,948	\$46,933,987
District 2 Totals	138	475.4	18%	60,186	65,586	–8%		2,627.17	60.1%	173,225,213	65,936	(10,631,769)
District 3 Totals	108	288.1	10%	89,864	71,396	26%		2,779.29	64.3%	201,724,291	72,581	37,853,757
District 4 Totals	84	302.3	12%	57,246	45,599	26%		2,583.91	63.1%	141,740,079	54,855	20,099,874
District 5 Totals	21	50.8	11%	159,953	135,782	18%		459.06	70.5%	59,847,450	130,370	13,641,695
District 6 Totals	111	288	13%	112,332	98,988	13%		2,201.55	65.3%	213,421,049	96,941	24,183,223
District 7 Totals	115	358.3	15%	68,506	64,784	6%		2,388.36	61.5%	147,546,750	61,777	11,016,015
District 8 Totals	116	342.1	14%	61,504	55,135	12%		2,371.41	63.1%	133,627,448	56,349	10,868,102
District 9 Totals	23	30.5	8%	187,138	153,932	22%		382.52	70.8%	45,066,239	117,814	7,947,787
STATE TOTAL	825	2,372.9	13%	\$85,748	\$76,410	12%		18,347.19	64.9%	\$1,465,952,466	\$79,901	\$161,912,671

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

URBDESI.WP

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1987 - 1991 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 1993 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 - 1991. This represents 8% of the 7.98 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.

$$\frac{\$224,284 - \$113,802}{\$113,802} = 115\%$$

- 3) The Adjusted Urban Grading Cost Factor of 92.0% was arrived at by dividing the 8% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Urban Grading Cost Factor (115%) as shown in 2 above.

$$\frac{8}{10} \times 115\% = 92\%$$

- 4) Then, by multiplying the Adjusted Factor (92.0%) times the complete urban design grading needs remaining in the 1992 needs study (\$1,364,606) an adjustment (+\$1,255,438) to the 1992 needs is computed.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 1992 25-year construction needs) have been used in calculating the 1992 annual County State Aid Highway money needs.

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1987-1991 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1991 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1992 Needs Study				Urban Grading Cost Adjustment To The 1992 – 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										
Carlton	2	0.9	12%	\$94,637	\$131,951	–28%	–28.0%	7.54	50.5%	\$1,424,899	\$188,979	(\$398,972)
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	0	0%	0.0%	14.10	67.1%	2,156,072	152,913	0
Koochiching	2	0.6	8%	244,284	113,802	115%	92.0%	7.98	48.0%	1,364,606	171,003	1,255,438
Lake	0	0.0	0%	0	0	0%	0.0%	2.30	40.7%	501,597	218,086	0
Pine	1	0.5	4%	199,780	142,240	40%	16.0%	11.20	87.5%	1,906,686	170,240	305,070
St. Louis	3	0.5	2%	403,586	210,808	91%	18.2%	25.88	46.8%	6,817,620	263,432	1,240,807
District 1 Totals	10	2.9	4%	\$202,662	\$146,119	39%		71.44	55.2%	\$14,480,939	\$202,701	\$2,371,397

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1987–1991 Urban Design Grading Construction Costs to Needs Study Costs

County	1987–1991 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1992 Needs Study				Urban Grading Cost Adjustment To The 1992 – 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										
Beltrami	3	3.1	31%	\$78,661	\$95,502	–18%	–18.0%	10.01	58.2%	\$1,726,306	\$172,458	(\$310,735)
Clearwater	0	0.0	0%	0	0	0%	0.0%	3.48	71.6%	409,301	117,615	0
Hubbard	1	0.3	15%	128,880	101,887	26%	26.0%	1.99	47.2%	309,978	155,768	80,594
Kittson	1	0.3	8%	317,460	259,160	22%	17.6%	3.81	89.2%	805,701	211,470	141,803
Lake of the Woods	0	0.0	0%	0	0	0%	0.0%	1.93	58.3%	254,534	131,883	0
Marshall	0	0.0	0%	0	0	0%	0.0%	4.26	71.5%	624,592	146,618	0
Norman	2	0.3	10%	181,300	138,645	31%	31.0%	3.01	45.3%	409,482	136,041	126,939
Pennington	0	0.0	0%	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%	10.59	62.4%	1,817,930	171,665	(87,261)
Red Lake	1	0.2	7%	309,885	121,225	156%	109.2%	3.04	91.0%	454,019	149,348	495,789
Roseau	1	0.5	12%	123,250	131,840	–7%	–7.0%	4.04	46.9%	514,653	127,389	(36,026)
District 2 Totals	12	5.5	12%	\$121,952	\$119,730	2%		47.15	60.2%	\$7,521,036	\$159,513	\$411,103

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

Comparison of 1987–1991 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1991 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1992 Needs Study				Urban Grading Cost Adjustment To The 1992 – 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										
Aitkin	0	0.0	0%	\$0	\$0	0%	0.0%	1.27	49.8%	\$279,914	\$220,405	0
Benton	2	0.3	8%	280,933	154,900	81%	64.8%	3.67	45.5%	634,285	172,830	411,017
Cass	3	1.2	16%	93,893	144,390	–35%	–35.0%	7.35	67.6%	1,228,637	167,161	(\$430,023)
Crow Wing	2	0.8	11%	121,826	214,796	–43%	–43.0%	7.30	43.3%	1,007,161	137,967	(433,079)
Isanti	2	0.2	18%	117,145	304,686	–62%	–62.0%	1.13	37.5%	355,345	314,465	(220,314)
Kanabec	1	0.5	25%	43,498	110,750	–61%	–61.0%	1.97	54.3%	276,801	140,508	(168,849)
Mille Lacs	1	0.1	1%	363,910	99,800	265%	26.5%	12.33	84.7%	1,627,728	132,014	431,348
Morrison	3	2.1	32%	171,518	107,607	59%	59.0%	6.53	50.1%	658,279	100,808	388,385
Sherburne	0	0.0	0%	0	0	0%	0.0%	0.83	11.2%	84,587	101,912	0
Stearns	8	3.6	19%	135,222	156,907	–14%	–14.0%	19.13	55.4%	2,721,904	142,285	(381,067)
Todd	1	0.9	18%	224,613	119,400	88%	88.0%	5.14	55.5%	709,988	138,130	624,789
Wadena	2	0.6	14%	413,787	94,151	339%	339.0%	4.22	61.3%	594,831	140,955	2,016,477
Wright	3	0.9	6%	96,424	222,099	–57%	–34.2%	13.86	51.4%	3,160,601	228,038	(1,080,926)
District 3 Totals	28	11.2	13%	\$157,263	\$149,514	5%		84.73	53.7%	\$13,340,061	\$157,442	\$1,157,758

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1987–1991 Urban Design Grading Construction Costs to Needs Study Costs

County	1987–1991 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1992 Needs Study				Urban Grading Cost Adjustment To The 1992 – 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										
Becker	2	0.8	8%	\$75,865	\$59,765	27%	21.6%	9.83	67.6%	\$941,071	\$95,735	\$203,271
Big Stone	1	0.3	29%	53,220	140,230	–62%	–62.0%	1.05	17.2%	202,791	193,134	(125,730)
Clay	2	1.2	23%	121,183	228,284	–47%	–47.0%	5.18	50.2%	1,159,810	223,902	(545,111)
Douglas	4	3.2	27%	\$83,778	\$144,122	–42%	–42.0%	11.72	52.0%	2,355,597	200,990	(989,351)
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%	0	0	0%	0.0%	1.92	63.0%	318,213	165,736	0
Otter Tail	3	0.8	2%	130,099	126,798	3%	0.6%	36.16	78.8%	7,456,270	206,202	44,738
Pope	4	1.1	20%	211,082	147,642	43%	43.0%	5.57	58.6%	753,497	135,278	324,004
Stevens	1	0.1	3%	182,760	209,440	–13%	–3.9%	3.32	61.8%	479,553	144,444	(18,703)
Swift	2	0.7	20%	124,121	260,290	–52%	–52.0%	3.51	78.0%	713,787	203,358	(371,169)
Traverse	2	0.6	27%	117,159	154,728	–24%	–24.0%	2.21	43.0%	327,529	148,203	(78,607)
Wilkin	1	0.5	16%	226,008	377,216	–40%	–40.0%	3.08	50.3%	541,272	175,738	(216,509)
District 4 Totals	24	10.1	12%	\$117,683	\$165,582	–29%		86.04	63.0%	\$15,602,531	\$181,340	(\$1,857,921)

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

Comparison of 1987–1991 Urban Design Grading Construction Costs to Needs Study Costs

County	1987–1991 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1992 Needs Study				Urban Grading Cost Adjustment To The 1992 – 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										
Anoka	2	1.1	4%	\$261,088	\$370,323	–29%	–11.6%	28.09	35.4%	\$6,040,573	\$215,044	(\$700,706)
Carver	0	0.0	0%	0	0	0%	0.0%	23.20	71.3%	2,796,116	120,522	0
Hennepin	9	6.4	2%	365,267	334,227	9%	1.8%	273.72	72.1%	113,198,577	413,556	2,037,574
Scott	3	3.4	16%	358,130	495,466	–28%	–28.0%	20.97	67.8%	6,287,378	299,827	(1,760,466)
District 5 Totals	14	10.9	3%	\$352,528	\$388,164	–9%		345.98	66.3%	\$128,322,644	\$370,896	(\$423,598)

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1987–1991 Urban Design Grading Construction Costs to Needs Study Costs

County	1987–1991 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1992 Needs Study				Urban Grading Cost Adjustment To The 1992 – 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										
Dodge	2	0.4	11%	\$148,254	\$139,590	6%	6.0%	3.49	51.5%	\$819,305	\$234,758	\$49,158
Fillmore	1	0.3	2%	198,510	92,527	115%	23.0%	14.40	78.0%	1,570,914	109,091	361,310
Freeborn	1	0.5	9%	81,945	125,124	–35%	–31.5%	5.65	44.3%	728,757	128,984	(229,558)
Goodhue	1	0.2	2%	160,215	240,000	–33%	–6.6%	8.39	74.5%	1,647,658	196,384	(108,745)
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	63.4%	2,094,478	221,873	(64,929)
Olmsted	0	0.0	0%	0	0	0%	0.0%	3.92	40.6%	879,398	224,336	0
Rice	1	0.6	6%	176,233	261,030	–32%	–19.2%	10.42	63.5%	3,160,293	303,291	(606,776)
Steele	1	0.4	4%	250,355	146,100	71%	28.4%	9.73	50.0%	1,760,263	180,911	499,915
Wabasha	0	0.0	0%	0	0	0%	0.0%	10.63	61.8%	2,968,202	279,229	0
Winona	0	0.0	0%	0	0	0%	0.0%	4.57	27.7%	1,257,348	275,131	0
District 6 Totals	11	4.1	5%	\$116,635	\$158,482	–26%		83.27	54.8%	\$17,251,168	\$207,171	(\$351,166)

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

Comparison of 1987-1991 Urban Design Grading Construction Costs to Needs Study Costs

County	1987 – 1991 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1992 Needs Study				Urban Grading Cost Adjustment To The 1992 – 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										
Blue Earth	3	1.2	10%	\$155,454	\$174,933	–11%	–11.0%	12.49	46.5%	\$2,254,217	\$180,482	(\$247,964)
Brown	4	1.6	24%	227,334	89,891	153%	153.0%	6.61	55.4%	523,341	79,174	800,712
Cottonwood	2	1.0	24%	133,775	173,809	–23%	–23.0%	4.21	41.6%	528,567	125,550	(121,570)
Faribault	3	1.1	12%	91,476	183,444	–50%	–50.0%	8.95	58.7%	1,811,692	202,424	(905,846)
Jackson	2	1.2	16%	66,288	156,343	–58%	–58.0%	7.47	67.5%	1,263,861	169,192	(733,039)
Le Sueur	0	0.0	0%	0	0	0%	0.0%	12.65	64.6%	1,894,992	149,802	0
Martin	3	0.8	22%	78,770	198,311	–60%	–60.0%	3.66	52.9%	589,006	160,931	(353,404)
Nicollet	2	0.8	13%	103,283	161,293	–36%	–36.0%	6.14	75.0%	2,178,728	354,842	(784,342)
Nobles	3	1.1	16%	301,346	335,464	–10%	–10.0%	6.90	62.6%	1,323,656	191,834	(132,366)
Rock	2	0.8	15%	65,420	131,385	–50%	–50.0%	5.51	52.0%	629,399	114,228	(314,700)
Sibley	0	0.0	0%	0	0	0%	0.0%	6.02	76.9%	918,707	152,609	0
Waseca	1	0.3	4%	101,113	194,180	–48%	–19.2%	8.41	72.4%	1,688,575	200,782	(324,206)
Watonwan	2	0.7	13%	195,946	282,349	–31%	–31.0%	5.45	39.4%	912,632	167,455	(282,916)
District 7 Totals	27	10.6	11%	\$147,140	\$182,614	–19%		94.47	57.3%	\$16,517,373	\$174,843	(\$3,399,641)

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1987–1991 Urban Design Grading Construction Costs to Needs Study Costs

County	1987–1991 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1992 Needs Study				Urban Grading Cost Adjustment To The 1992 – 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										
Chippewa	1	0.4	13%	\$748,830	\$385,000	95%	95.0%	3.20	64.8%	\$937,598	\$292,999	\$890,718
Kandiyohi	1	0.5	3%	97,732	220,094	–56%	–16.8%	16.10	64.7%	3,357,189	208,521	(564,008)
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	2	1.1	27%	355,662	174,881	103%	103.0%	4.14	44.6%	495,815	119,762	510,689
Lyon	6	3.2	34%	77,984	225,579	–65%	–65.0%	9.34	61.5%	1,994,145	213,506	(1,296,194)
Mc Leod	4	1.7	22%	100,821	169,153	–40%	–40.0%	7.88	55.5%	1,030,460	130,769	(412,184)
Meeker	0	0.0	0%	0	0	0%	0.0%	4.61	72.7%	859,323	186,404	0
Murray	0	0.0	0%	0	0	0%	0.0%	2.31	44.3%	304,805	131,950	0
Pipestone	5	1.9	26%	101,395	112,171	–10%	–10.0%	7.37	63.1%	1,294,594	175,657	(129,459)
Redwood	2	0.7	11%	50,606	89,734	–44%	–44.0%	6.23	53.5%	1,025,340	164,581	(451,150)
Renville	1	0.3	8%	41,971	317,042	–87%	–69.6%	3.85	68.9%	712,684	185,113	(496,028)
Yellow Medicine	1	0.2	5%	369,180	116,240	218%	109.0%	4.32	56.2%	800,772	185,364	872,841
District 8 Totals	24	10.1	14%	\$147,175	\$185,426	–21%		72.31	59.2%	\$13,538,699	\$187,231	(\$1,068,241)

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

Comparison of 1987–1991 Urban Design Grading Construction Costs to Needs Study Costs

County	1987–1991 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1992 Needs Study				Urban Grading Cost Adjustment To The 1992 – 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	11%	\$97,834	\$145,848	–33%	–33.0%	7.45	54.1%	\$1,321,418	\$177,372	(\$436,068)
Dakota	7	8.0	16%	315,261	310,980	1%	1.0%	50.91	52.1%	10,699,432	210,164	106,994
Ramsey	14	11.7	8%	439,538	351,690	25%	20.0%	155.47	70.0%	60,473,353	388,971	12,094,671
Washington	5	2.0	6%	294,446	232,938	26%	15.6%	34.51	59.5%	7,202,592	208,710	1,123,604
District 9 Totals	27	22.5	9%	\$370,340	\$319,341	16%		248.34	63.4%	\$79,696,795	\$320,918	\$12,889,201

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of 1987–1991 Urban Design Grading Construction Costs to Needs Study Costs

County	1987–1991 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1992 Needs Study				Urban Grading Cost Adjustment To The 1992 – 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										
District 1 Totals	10	2.9	4%	\$202,662	\$146,119	39%		71.44	55.2%	\$14,480,939	\$202,701	\$2,371,397
District 2 Totals	12	5.5	12%	121,952	119,730	2%		47.15	60.2%	7,521,036	159,513	411,103
District 3 Totals	28	11.2	13%	157,263	149,514	5%		84.73	53.7%	13,340,061	157,442	1,157,758
District 4 Totals	24	10.1	12%	117,683	165,582	–29%		86.04	63.0%	15,602,531	181,340	(1,857,921)
District 5 Totals	14	10.9	3%	352,528	388,164	–9%		345.98	66.3%	128,322,644	370,896	(423,598)
District 6 Totals	11	4.1	5%	116,635	158,482	–26%		83.27	54.8%	17,251,168	207,171	(351,166)
District 7 Totals	27	10.6	11%	147,140	182,614	–19%		94.47	57.3%	16,517,373	174,843	(3,399,641)
District 8 Totals	24	10.1	14%	147,175	185,426	–21%		72.31	59.2%	13,538,699	187,231	(1,068,241)
District 9 Totals	27	22.5	9%	370,340	319,341	16%		248.34	63.4%	79,696,795	320,918	12,889,201
STATE TOTAL	177	87.9	8%	\$226,145	\$230,712	–2%		1,133.73	61.1%	\$306,271,246	\$270,145	\$9,728,892

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

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, 1991 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 16-17, 1992
Screening Board meeting.

<u>County</u>	<u>Project</u>	<u>Variance From</u>	<u>1992 Needs Adjustments</u>
HENNEPIN	27-619-11	Roadway Width	\$ 58,303
LAC QUI PARLE	31-631-05	Inplace Br.Width	1,164,000
RENVILLE	65-624-06	Design Speed	102,030
ST. LOUIS	62-691-11	Design Speed	513,950
<hr/>			
TOTAL			\$1,838,283

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

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 total Bond dollars of projects applied minus the Bond principal paid as of December 31st of the previous year. Since overlay construction does not reduce needs, Bond dollars used for those type of projects would not be used to compute the Bond Account Adjustment.

STATE AID BOND RECORD AS OF DECEMBER 31, 1991

<u>County</u>	<u>Date of Issue</u>	<u>Amount of Issue</u>	<u>Total \$'s Applied to Projects</u>	<u>Principal Paid to Date</u>	<u>\$'s Applied Less Principal Paid</u>	<u>Total Overlay Projects Applied</u>	<u>Bond Account Adjustment</u>
Koochiching	12-15-90	\$3,500,000	\$2,102,482	\$0	\$2,102,482	\$0	\$2,102,482
District 1 Totals		3,500,000	2,102,482	0	2,102,482	0	2,102,482
Beltrami	05-01-87	3,000,000	1,858,886	1,500,000	358,886	652,573	0
Kittson	10-01-87	1,200,000	1,200,000	545,000	655,000	0	655,000
Kittson	10-01-90	1,225,000	1,225,000	205,000	1,020,000	1,225,000	0
Lake of the Woods	06-01-91	1,500,000	75,000	0	75,000	0	75,000
Marshall	03-01-90	1,325,000	1,325,000	285,000	1,040,000	0	1,040,000
Polk	06-01-91	3,500,000	1,994,237	0	1,994,237	0	1,994,237
District 2 Totals		11,750,000	7,678,123	2,535,000	5,143,123	1,877,573	3,764,237

<u>County</u>	<u>Date of Issue</u>	<u>Amount of Issue</u>	<u>Total \$'s Applied to Projects</u>	<u>Principal Paid to Date</u>	<u>\$'s Applied Less Principal Paid</u>	<u>Total Overlay Projects Applied</u>	<u>Bond Account Adjustment</u>
Wadena	07-01-87	\$515,000	\$515,000	\$415,000	\$100,000	\$300,000	\$0
District 3 Totals		515,000	515,000	415,000	100,000	300,000	0
Becker	08-01-86	1,500,000	1,500,000	900,000	600,000	775,268	0
Douglas	07-01-90	970,000	970,000	360,000	610,000	621,254	0
Otter Tail	06-01-86	7,735,000	7,735,000	2,810,000	4,925,000	348,316	4,576,684
District 4 Totals		10,205,000	10,205,000	4,070,000	6,135,000	1,744,838	4,576,684
Carver	08-01-79	900,000	900,000	820,000	80,000	0	80,000
District 5 Totals		900,000	900,000	820,000	80,000	0	80,000
Kandiyohi	07-01-86	2,300,000	2,300,000	670,000	1,630,000	0	1,630,000
Yellow Medicine	11-01-80	1,000,000	1,000,000	900,000	100,000	0	100,000
Yellow Medicine	08-01-86	2,700,000	2,700,000	420,000	2,280,000	0	2,280,000
District 8 Totals		6,000,000	6,000,000	1,990,000	4,010,000	0	4,010,000
STATE TOTALS		\$32,870,000	\$27,400,605	\$9,830,000	\$17,570,605	\$3,922,411	\$14,533,403

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

"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 county's 1992 25-year needs and are shown on the TENTATIVE 1993 Money Needs Apportionment Form.

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Carlton	\$181,256	Aitkin	\$691,007
Cook	271,597	Benton	524,481
Itasca	88,751	Cass	339,588
Koochiching	614,101	Crow Wing	493,014
Lake	493,754	Isanti	132,068
Pine	372,284	Kanabec	273,546
St. Louis	850,841	Mille Lacs	64,016
District 1 Totals	2,872,584	Morrison	3,775
		Sherburne	382,786
Beltrami	737,170	Stearns	383,938
Clearwater	221,129	Todd	76,396
Hubbard	473,400	Wadena	104,540
Kittson	407,100	Wright	1,186,131
Lake of the Woods	65,833	District 3 Totals	4,655,286
Marshall	523,579		
Norman	160,399		
Pennington	135,585		
Polk	1,217,445		
Red Lake	52,561		
Roseau	386,804		
District 2 Totals	4,381,005		

"After the Fact" Right of Way Needs

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Becker	\$303,443	Blue Earth	\$1,192,910
Big Stone	43,635	Brown	451,827
Clay	523,780	Cottonwood	360,296
Douglas	389,011	Faribault	599,509
Grant	48,142	Jackson	212,898
Mahnomen	0	Le Sueur	620,537
Otter Tail	420,862	Martin	305,125
Pope	117,452	Nicollet	498,583
Stevens	0	Nobles	224,826
Swift	193,294	Rock	273,426
Traverse	0	Sibley	85,998
Wilkin	384,236	Waseca	191,512
District 4 Totals	2,423,855	Watsonwan	383,426
		District 7 Totals	5,400,873
Anoka	3,719,988	Chippewa	148,605
Carver	681,848	Kandiyohi	450,961
Hennepin	20,882,466	Lac Qui Parle	476,164
Scott	1,287,906	Lincoln	247,585
District 5 Totals	26,572,208	Lyon	454,079
Dodge	137,518	Mc Leod	945,935
Fillmore	298,418	Meeker	224,791
Freeborn	70,041	Murray	124,247
Goodhue	970,769	Pipestone	139,712
Houston	83,385	Redwood	387,739
Mower	187,423	Renville	182,190
Olmsted	2,434,363	Yellow Medicine	128,504
Rice	143,943	District 8 Totals	3,910,512
Steele	87,793		
Wabasha	257,022	Chisago	312,799
Winona	235,770	Dakota	5,405,322
District 6 Totals	4,906,445	Ramsey	3,096,578
		Washington	2,374,287
		District 9 Totals	11,188,986
		STATE TOTALS	\$66,311,754

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

"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 1993 Money Needs Apportionment form.

<u>County</u>	<u>Letting Date</u>	<u># of Projects</u>	<u>Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Added to the Needs for these Apport. Years</u>
<u>Jackson</u>	1982	1	\$5,646	1984—1998
<u>Hennepin</u>	1983	1	189,856	1985—1999
<u>Mc Leod</u>	1983	1	18,800	1985—1999
<u>Hennepin</u>	1984	4	485,650	1986—2000
<u>Washington</u>	1984	1	54,841	1986—2000
<u>Hennepin</u>	1985	2	110,423	1987—2001
<u>Todd</u>	1985	1	14,512	1987—2001
<u>Chisago</u>	1986	1	27,200	1988—2002
<u>Wilkin</u>	1987	1	37,731	1989—2003
<u>Ramsey</u>	1988	2	201,073	1990—2004
<u>Hennepin</u>	1989	2	348,771	1991—2005
State Total		17	\$1,494,503	1993 Apportionment

**1992 COUNTY SCREENING BOARD DATA
OCTOBER, 1992**

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 1992 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Total
District 1					
Cook	\$6,976	---	---	\$15,161	\$22,137
Pine	58,386	9,112	---	14,612	82,110
St. Louis	11,300	62,500	---	---	73,800
District 2					
Polk	---	---	---	15,098	15,098
District 3					
Benton	15,150	---	---	---	15,150
Mille Lacs	63,790	---	---	13,916	77,706
Stearns	6756	---	---	---	6,756
District 4					
Swift	---	20,054	---	35,904	55,958
District 5					
Anoka	192,467	---	---	---	192,467
Carver	29,945	---	---	---	29,945
Hennepin	3,336,234	797,796	527,830	630,429	5,292,289
Scott	337,798	---	39,960	---	377,758
District 7					
Blue Earth	---	---	9,942	---	9,942
Le Sueur	---	---	3,794	---	3,794
Watsonwan	71,696	---	---	1,626	73,322
District 8					
Lyon	---	---	---	27,989	27,989
McLeod	---	---	40,294	---	40,294
Pipestone	---	216	3,150	6,176	9,542
District 9					
Chisago	---	---	4,599	32,093	36,692
Dakota	2,017,175	---	280,990	48,131	2,346,296
Ramsey	1,061,823	21,312	590,287	64,495	1,737,917
Washington	245,104	---	43,162	---	288,266

TOTAL \$7,454,600 \$910,990 \$1,544,008 \$905,630 \$10,815,228

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

1992 COUNTY SCREENING BOARD DATA
OCTOBER, 1992
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 for construction items which reduce 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 1993 Money Needs Apportionment form.

<u>County</u>	<u>Regular Account Adjustment</u>	<u>Municipal Account Adjustment</u>	<u>Total Adjustment</u>	<u>Added to the Needs for These Apport. Years</u>
Blue Earth	\$339,222	---	\$339,222	1992-2001
Blue Earth	462,055	---	462,055	1993-2002
Carver	249,150	---	249,150	1991-2000
Dakota	360,888	---	360,888	1991-2000
Dakota	350,553	---	350,553	1992-2001
Goodhue	1,547,847	---	1,547,847	1993-2002
Kandiyohi	380,072	---	380,072	1993-2002
McLeod	461,794	52,458	514,252	1992-2001
McLeod	---	162,252	162,252	1993-2002
Nicollet	247,789	---	247,789	1992-2001
Olmsted	901,282	---	901,282	1991-2000
Scott	64,747	---	64,747	1993-2002
Washington	738,255	---	738,255	1993-2002
Yellow Medicine	321,624	14,416	336,040	1991-2000
State Total	\$6,425,278	\$229,126	\$6,654,404	

NOTES & COMMENTS

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

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 427 S 24)

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 12 & 13 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 1992)	Mill Levy Deduction
Carlton	620,019,716	\$98,955
Cook	248,701,664	39,693
Itasca	1,286,123,324	205,265
Koochiching	351,458,272	56,093
Lake	261,095,235	41,671
Pine	571,908,728	91,277
St. Louis*	3,892,789,631	376,433
District 1 Totals	7,232,096,570	909,387
Beltrami	641,763,841	102,426
Clearwater	183,612,724	29,305
Hubbard	553,334,535	88,312
Kittson	335,866,641	53,604
Lake of the Woods	116,641,448	18,616
Marshall	492,194,041	78,554
Norman	393,446,918	62,794
Pennington	266,673,605	42,561
Polk	1,152,314,764	183,909
Red Lake	122,627,767	19,571
Roseau	392,484,535	62,641
District 2 Totals	4,650,960,819	742,293
Aitkin	537,080,353	85,718
Benton	720,699,736	115,024
Cass	969,311,563	154,702
Crow Wing	1,748,446,164	279,052
Isanti	658,074,221	105,029
Kanabec	302,297,940	48,247
Mille Lacs	442,384,461	70,605
Morrison	766,752,656	122,374
Sherburne	1,874,251,489	299,131
Stearns	2,934,832,903	468,399
Todd	486,916,893	77,712
Wadena	232,280,913	37,072
Wright	2,316,285,124	369,679
District 3 Totals	13,989,614,416	2,232,744
Becker	810,962,288	129,430
Big Stone	200,709,754	32,033
Clay	1,185,802,449	189,254
Douglas	888,843,149	141,859
Grant	259,011,361	41,338
Mahnomen	134,484,439	21,464
Otter Tail	1,479,594,458	236,143
Pope	346,127,175	55,242
Stevens	314,894,137	50,257
Swift	364,151,179	58,119
Traverse	257,422,234	41,085
Wilkin	371,450,637	59,284
District 4 Totals	6,613,453,260	1,055,508

* Denotes Urban County.

<u>County</u>	<u>County Total Real & Personal Market Value (Taxes Payable 1992)</u>	<u>Mill Levy Deduction</u>
Anoka*	7,360,101,657	\$711,722
Carver	1,899,043,210	303,087
Hennepin*	45,521,410,460	4,401,920
Scott	2,099,642,353	335,103
District 5 Totals	56,880,197,680	5,751,832
Dodge	505,987,955	80,756
Fillmore	559,693,193	89,327
Freeborn	1,046,788,662	167,067
Goodhue	1,744,658,924	278,448
Houston	451,698,720	72,091
Mower	1,042,010,872	166,305
Olmsted	3,326,353,293	530,886
Rice	1,279,468,095	204,203
Steele	917,249,797	146,393
Wabasha	576,810,491	92,059
Winona	1,059,405,474	169,081
District 6 Totals	12,510,125,476	1,996,616
Blue Earth	1,600,734,648	255,477
Brown	884,011,276	141,088
Cottonwood	552,327,553	88,151
Faribault	788,768,164	125,887
Jackson	642,422,880	102,531
Le Sueur	700,643,345	111,823
Martin	991,756,233	158,284
Nicollet	794,433,161	126,792
Nobles	741,671,358	118,371
Rock	398,397,168	63,584
Sibley	549,660,100	87,726
Waseca	620,415,973	99,018
Watsonwan	461,663,943	73,682
District 7 Totals	9,726,905,802	1,552,414
Chippewa	465,144,517	74,237
Kandiyohi	1,159,451,707	185,048
Lac Qui Parle	362,996,159	57,934
Lincoln	230,351,906	36,764
Lyon	762,967,719	121,770
Mc Leod	864,984,615	138,052
Meeker	634,822,882	101,318
Murray	472,827,735	75,463
Pipestone	317,033,507	50,599
Redwood	751,921,899	120,007
Renville	911,924,853	145,543
Yellow Medicine	473,147,626	75,514
District 8 Totals	7,407,575,125	1,182,249
Chisago	905,217,397	144,473
Dakota*	10,683,632,597	1,033,107
Ramsey*	15,865,490,522	1,534,193
Washington	5,558,994,674	887,216
District 9 Totals	33,013,335,190	3,598,989
STATE TOTALS	152,024,264,338	\$19,022,032

* Denotes Urban County.

* * * * *

TENTATIVE
APPORTIONMENT
DATA

* * * * *

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Development of the Tentative 1993 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 1993 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 1993 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 1992 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 1993 Apportionment.

Minor adjustments must be made for any turnback activity in 1992 and possibly for any action taken by this Board.

1992 COUNTY SCREENING BOARD DATA (FIG. A)
OCTOBER, 1992

DEVELOPMENT OF THE TENTATIVE 1993 MONEY NEEDS APPORTIONMENT																													
COUNTY	BASIC 1992 25 YEAR CONST.	SCREENING BOARD RESTRICTION	RESTRICTED 1992 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUSTMENTS	URBAN COMPLETE GRADING ADJUSTMENTS	(MINUS) STATE AID CONST. DEDUCTIONS	(PLUS) BOND ACCOUNT ADJUSTMENTS	(PLUS) SPECIAL RESURFACING ADJUSTMENTS	(PLUS) BRIDGE DECK REHAB. - "AFTER THE FACT" NEEDS	(PLUS) RIGHT OF WAY - "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(MINUS) VARIANCE ADJUSTMENTS	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) ADJUSTED 25 YEAR CONSTRUCTION NEEDS	(MINUS) ANNUAL CONSTRUCTION NEEDS	(MINUS) MILL LEVY DEDUCTIONS	(PLUS) ANNUAL MONEY NEEDS	(PLUS) MONEY NEEDS FACTORS	(PLUS) MONEY NEEDS APPORTIONMENT (LESS THTB ADJUSTMENTS)	(PLUS) 1991 THTB ADJUSTMENTS	TENTATIVE MONEY NEEDS APPORTIONMENT	ADJUSTMENTS TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 78 COUNTIES	MINIMUM COUNTY ADJUSTMENT FOR OTHER 78 COUNTIES	"TENTATIVE" 1993 MONEY NEEDS APPORTIONMENT	ANNUAL MONEY NEEDS	COUNTY		
Carlton	\$52,397,380		\$52,397,380	\$8,436,435	(\$398,972)	\$0	\$0	(\$407,296)	\$181,256					\$60,208,803	\$2,408,352	(\$98,955)	\$2,309,397	1.182870	\$1,447,577		\$1,447,577			1.228829	(\$26,652)	\$1,420,925	\$2,266,748	Carlton	
Cook	47,476,537		47,476,537	2,550,648	(30,946)	0	0	(1,455,797)	271,597		\$22,137			49,834,176	1,953,387	(39,693)	1,913,674	0.980181	1,199,530		1,199,530			1.018017	(22,085)	1,177,445	1,878,333	Cook	
Itasca	106,968,163		106,968,163	12,368,545	0	(197,431)	0	(2,036,404)	68,751					117,211,624	4,680,269	(205,265)	4,474,959	2.258222	2,810,161		2,810,161			2.394927	(1,739)	2,758,422	4,400,406	Itasca	
Koochiching	30,085,540		30,085,540	5,979,614	1,255,438	(346,902)	2,102,482	(985,201)	614,101					38,720,674	1,549,003	(56,093)	1,492,910	0.764668	935,766		935,766	\$769,771			1,705,557	2,720,810	Koochiching		
Lake	59,227,273		59,227,273	5,922,740	0	0	0	(580,003)	493,754					64,773,713	2,590,948	(41,671)	2,549,277	1.305736	1,597,938		1,597,938			1.356138	(29,420)	1,568,518	2,502,197	Lake	
Pine	109,629,858		109,629,858	891,580	305,070	(2,587,558)	0	(488,189)	372,284		82,110			108,205,155	4,326,206	(91,277)	4,236,929	2.170149	2,655,793		2,655,793			2.253918	(48,897)	2,606,896	4,158,682	Pine	
St. Louis	341,666,869		341,666,869	10,784,425	1,240,807	(3,937,858)	0	(3,492,469)	850,841		73,800	(\$513,950)		346,672,468	13,866,899	(376,433)	13,490,466	6.909797	8,456,097		8,456,097			7.176518	(155,689)	8,300,408	13,241,326	St. Louis	
District 1 Totals	747,471,620		747,471,620	46,933,987	2,371,397	(7,359,800)	2,102,482	(9,425,359)	2,872,584					784,631,008	31,385,240	(909,387)	30,475,853		19,102,882		19,102,882					19,538,171	31,168,502	District 1 Totals	
Beltrami	68,009,717		68,009,717	1,610,759	(310,735)	0	0	(2,050,242)	737,170					67,996,689	2,719,867	(102,426)	2,617,441	1.340649	1,640,664		1,640,664			1.392398	(30,207)	1,610,457	2,569,101	Beltrami	
Clearwater	37,972,167		37,972,167	(2,404,240)	0	0	0	(598,703)	221,129					35,190,353	1,407,614	(29,305)	1,378,309	0.705968	863,952		863,952			0.733219	(15,907)	846,045	1,352,854	Clearwater	
Hubbard	38,593,614		38,593,614	1,744,042	80,594	(125,595)	0	(1,045,381)	473,400					39,720,674	1,588,827	(88,312)	1,500,515	0.768562	940,554		940,554			0.798223	(17,317)	923,237	1,472,805	Hubbard	
Kittson	48,479,994		48,479,994	(1,088,048)	141,803	0	655,000	(1,600,340)	407,100					46,995,509	1,879,820	(53,604)	1,826,216	0.935385	1,144,709		1,144,709			0.971491	(21,076)	1,123,633	1,792,489	Kittson	
Lake of the Woods	18,864,400		18,864,400	252,532	0	0	75,000	0	65,833					19,257,765	770,311	(18,616)	751,695	0.385017	471,178		471,178	598,774			1,069,952	1,706,854	Lake of the Woods		
Marshall	89,479,565		89,479,565	(4,133,411)	0	0	1,040,000	(1,327,532)	523,679					65,582,201	2,544,734	(78,554)	2,466,180	1.303409	1,595,091		1,595,091			1.353721	(29,368)	1,565,723	2,497,738	Marshall	
Norman	44,911,342		44,911,342	388,964	126,939	0	0	(136,580)	160,399					45,449,156	1,817,966	(62,794)	1,755,172	0.898997	1,100,178		1,100,178			0.933699	(20,256)	1,079,922	1,722,759	Norman	
Pennington	19,775,604		19,775,604	(740,270)	0	0	0	(181,808)	135,855					18,989,111	759,564	(42,561)	717,003	0.367248	449,432		449,432			0.381424	(8,275)	441,157	733,761	Pennington	
Polk	112,750,576		112,750,576	(3,393,557)	(87,261)	(155,320)	1,994,237	(1,775,848)	52,561		15,098			110,720,692	4,428,828	(183,909)	4,244,919	2.174241	2,660,801		2,660,801			2.258168	(48,938)	2,611,812	4,166,825	Polk	
Red Lake	21,623,256		21,623,256	481,062	0	0	0	0	52,561					22,497,348	899,894	(19,571)	880,323	0.450900	551,804		551,804	119,265			1.025313	(22,243)	529,361	1,070,531	Red Lake
Roseau	53,318,132		53,318,132	(3,347,622)	(36,026)	0	0	(570,534)	366,804					49,750,754	1,990,030	(62,641)	1,927,389	0.987206	1,208,127		1,208,127			1.025313	(22,243)	1,185,884	1,891,796	Roseau	
District 2 Totals	533,778,367		533,778,367	(10,631,769)	411,103	(280,915)	3,764,237	(9,286,894)	4,381,005					522,150,232	20,886,009	(742,293)	20,143,716		12,626,490		12,626,490					13,130,891	20,947,213	District 2 Totals	
Aitkin	49,189,151		49,189,151	7,283,789	0	(68,692)	0	(895,938)	\$891,007					56,199,319	2,247,973	(85,718)	2,162,255	1.107504	1,355,345		1,355,345			1.150254	(24,954)	1,330,391	2,122,322	Aitkin	
Benton	23,808,657		23,808,657	2,799,100	411,017	(63,693)	0	(490,520)	524,481		15,150			27,004,202	1,080,168	(115,024)	965,144	0.494345	604,971		604,971			0.513427	(11,398)	593,573	947,319	Benton	
Cass	65,884,199		65,884,199	5,357,365	(430,023)	0	0	(1,184,553)	339,588					69,976,576	2,799,063	(154,702)	2,644,361	1.354438	1,657,539		1,657,539			1.406720	(30,518)	1,627,021	2,595,525	Cass	
Crow Wing	43,390,121		43,390,121	1,098,812	(433,079)	(280,085)	0	(116,076)	493,014					44,152,707	1,766,108	(279,052)	1,487,056	0.761668	932,117		932,117			0.791069	(17,162)	914,955	1,459,593	Crow Wing	
Isanti	27,738,282		27,738,282	4,197,562	(220,314)	0	0	(289,432)	132,068					31,558,166	1,282,327	(105,029)	1,157,298	0.592766	725,417		725,417			0.615647	(13,358)	712,061	1,135,524	Isanti	
Kanabec	24,538,358		24,538,358	(2,213,281)	(168,849)	(80,034)	0	(1,289,140)	273,548					21,066,663	842,426	(65,427)	794,179	0.406777	497,807		497,807								

October 29, 1992

James N. Denn
Minnesota Department of Transportation
Room 411, Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Denn:

We, the undersigned, as members of the 1992 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 and construction accomplishments. 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 1992 and any action taken by this Screening Board, adjustments to the mileage and money needs may be necessary before January 1, 1993.

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 1993 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Alan Forsberg, Secretary
County Screening Board

APPROVED

George Engstrom, (Chairman) District 1

Bill Groskurth, District 6

Walter Leu, District 2

Stephen Schnieder, District 7

John Walkup, District 3

Gary Danielson, District 8

David Heyer, District 4

Paul Kirkwold, District 9

Brad Larson, District 5

Enclosures: Mileage and Annual Money Needs Listing

FINDINGS.WP

**1992 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1993 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 1993 C.S.A.H. FUND**

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Carlton	294.03	\$2,266,748
Cook	178.20	1,878,333
Itasca	646.10	4,400,406
Koochiching	248.67	2,720,810
Lake	214.02	2,502,197
Pine	472.77	4,158,682
St. Louis	1,360.30	13,241,326
District 1 Totals	3,414.09	31,168,502
Beltrami	464.90	2,569,101
Clearwater	327.06	1,352,854
Hubbard	324.52	1,472,805
Kittson	373.46	1,792,489
Lake of the Woods	187.07	1,706,854
Marshall	639.78	2,497,738
Norman	393.31	1,722,759
Pennington	260.26	703,761
Polk	808.87	4,166,525
Red Lake	186.43	1,070,531
Roseau	481.72	1,891,796
District 2 Totals	4,447.38	20,947,213
Aitkin	367.95	2,122,322
Benton	224.08	947,319
Cass	529.15	2,595,525
Crow Wing	372.23	1,459,593
Isanti	225.75	1,135,924
Kanabec	211.03	895,816
Mille Lacs	255.56	1,427,059
Morrison	430.42	1,607,601
Sherburne	215.96	625,257
Stearns	602.30	3,157,984
Todd	412.46	1,656,171
Wadena	228.62	1,158,680
Wright	402.55	3,067,729
District 3 Totals	4,478.06	21,856,980
Becker	466.24	1,629,683
Big Stone	210.96	954,927
Clay	403.98	2,208,964
Douglas	387.23	1,610,296
Grant	228.65	881,527
Mahnomen	194.81	1,039,257
Otter Tail	910.92	4,090,911
Pope	298.93	1,406,340
Stevens	243.91	933,158
Swift	329.56	1,276,393
Traverse	245.42	832,765
Wilkin	312.15	1,440,605
District 4 Totals	4,232.76	18,304,826

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>Annual County State Aid Highway Money Needs</u>
Anoka	253.01	\$2,497,059
Carver	207.45	1,808,279
Hennepin	523.07	15,869,451
Scott	190.37	2,740,726
District 5 Totals	1,173.90	22,915,515
Dodge	249.95	1,183,656
Fillmore	394.09	3,748,492
Freeborn	447.29	2,376,864
Goodhue	326.24	2,192,803
Houston	250.34	2,180,822
Mower	373.56	2,231,443
Olmsted	320.48	2,421,496
Rice	280.01	1,812,278
Steele	292.32	1,697,127
Wabasha	275.27	2,215,092
Winona	315.87	2,418,251
District 6 Totals	3,525.42	24,478,324
Blue Earth	415.31	3,008,935
Brown	318.01	1,207,199
Cottonwood	318.54	1,368,275
Faribault	349.48	2,189,580
Jackson	370.69	2,223,746
Le Sueur	267.38	1,677,523
Martin	378.15	1,889,668
Nicollet	245.90	1,509,293
Nobles	345.48	2,126,081
Rock	262.86	1,100,455
Sibley	289.34	1,521,373
Waseca	250.26	1,605,843
Watsonwan	235.17	1,098,394
District 7 Totals	4,046.57	22,526,365
Chippewa	244.33	1,277,655
Kandiyohi	422.50	2,192,066
Lac Qui Parle	361.79	1,159,210
Lincoln	254.45	963,613
Lyon	318.83	1,576,827
Mc Leod	237.21	1,515,205
Meeker	272.01	1,094,474
Murray	354.74	1,031,900
Pipestone	233.84	1,176,598
Redwood	385.74	2,040,377
Renville	447.50	2,113,006
Yellow Medicine	346.80	1,645,548
District 8 Totals	3,879.74	17,786,479
Chisago	226.05	1,801,978
Dakota	273.87	3,735,925
Ramsey	229.51	7,230,125
Washington	202.68	2,484,560
District 9 Totals	932.11	15,252,588

STATE TOTALS

30,130.03

\$195,236,792

Does not include 1992 T.H. Turnback Mileage

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Total Tentative 1993 C.S.A.H. Apportionment

The following tabulation lists a TENTATIVE 1993 Apportionment based on an estimate of \$244 million. The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures. The Mileage Apportionment was computed using the actual 1992 C.S.A.H. needs study mileage, but the 1992 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1992 25-year construction needs, however, these needs will be adjusted by 1992 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, 1993, by the Commissioner with the assistance of recommendations by your Screening Board.

COMPONENTS OF THE TENTATIVE 1993 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1993 CSAH Apportionment
Carlton	\$281,308	\$177,043	\$716,519	\$1,420,925	\$2,595,795
Cook	281,308	28,512	434,214	1,177,445	1,921,479
Itasca	281,308	272,638	1,574,447	2,758,422	4,886,815
Koochiching	281,308	98,996	605,946	1,705,557	2,691,807
Lake	281,308	66,079	521,512	1,568,518	2,437,417
Pine	281,308	125,306	1,152,054	2,606,896	4,165,564
St. Louis	281,307	1,105,064	3,314,825	8,300,408	13,001,604
District 1 Totals	1,969,155	1,873,638	8,319,517	19,538,171	31,700,481
Beltrami	281,308	179,882	1,132,891	1,610,457	3,204,538
Clearwater	281,308	50,636	796,988	848,045	1,976,977
Hubbard	281,308	99,070	790,821	923,237	2,094,436
Kittson	281,308	39,941	910,057	1,123,633	2,354,939
Lake of the Woods	281,308	27,117	455,873	1,069,952	1,834,250
Marshall	281,308	74,645	1,559,028	1,565,723	3,480,704
Norman	281,308	55,751	958,442	1,079,922	2,375,423
Pennington	281,308	80,225	634,213	441,157	1,436,903
Polk	281,308	186,148	1,971,068	2,611,812	5,050,336
Red Lake	281,307	29,540	454,258	671,069	1,436,174
Roseau	281,307	96,133	1,173,860	1,185,884	2,737,184
District 2 Totals	3,094,386	919,088	10,837,499	13,130,891	27,981,864
Aitkin	281,308	87,200	896,621	1,330,391	2,595,520
Benton	281,308	156,192	546,034	593,833	1,577,367
Cass	281,308	138,032	1,289,425	1,627,021	3,335,786
Crow Wing	281,308	291,776	907,047	914,955	2,395,086
Isanti	281,308	158,321	550,146	712,061	1,701,836
Kanabec	281,308	79,075	514,243	561,548	1,436,174
Mille Lacs	281,308	117,254	622,760	894,561	1,915,883
Morrison	281,308	178,805	1,048,823	1,007,735	2,516,671
Sherburne	281,307	236,637	526,284	391,946	1,436,174
Stearns	281,307	675,354	1,467,692	1,979,602	4,403,955
Todd	281,307	139,280	1,005,064	1,038,181	2,463,832
Wadena	281,307	82,256	557,121	726,326	1,647,010
Wright	281,307	422,442	980,909	1,923,025	3,607,683
District 3 Totals	3,656,999	2,762,624	10,912,169	13,701,185	31,032,977
Becker	281,308	172,565	1,136,121	1,021,577	2,611,571
Big Stone	281,308	42,168	514,096	598,602	1,436,174
Clay	281,308	238,913	984,433	1,384,703	2,889,357
Douglas	281,308	182,256	943,611	1,009,424	2,416,599
Grant	281,308	45,081	557,194	552,591	1,436,174
Mahnomen	281,308	28,659	474,742	651,465	1,436,174
Otter Tail	281,308	326,627	2,219,746	2,564,413	5,392,094
Pope	281,307	65,981	728,413	881,573	1,957,274
Stevens	281,307	60,254	594,345	584,956	1,520,862
Swift	281,307	73,519	803,082	800,115	1,958,023
Traverse	281,307	34,826	598,017	522,024	1,436,174
Wilkin	281,307	49,143	760,645	903,052	1,994,147
District 4 Totals	3,375,691	1,319,992	10,314,445	11,474,495	26,484,623

COMPONENTS OF THE TENTATIVE 1993 C.S.A.H. APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1993 CSAH Apportionment
Anoka	\$281,308	\$1,327,115	\$616,519	\$1,565,297	\$3,790,239
Carver	281,308	269,652	505,506	1,133,531	2,189,997
Hennepin	281,308	5,370,867	1,274,594	9,947,865	16,874,634
Scott	281,307	350,856	463,876	1,718,041	2,814,080
District 5 Totals	1,125,231	7,318,490	2,860,495	14,364,734	25,668,950
Dodge	281,308	95,497	609,103	741,982	1,727,890
Fillmore	281,308	123,617	960,351	2,349,766	3,715,042
Freeborn	281,308	207,929	1,089,939	1,489,952	3,069,128
Goodhue	281,308	243,294	795,006	1,374,572	2,694,180
Houston	281,308	106,314	610,058	1,367,062	2,364,742
Mower	281,308	222,075	910,277	1,398,794	2,812,454
Olmsted	281,308	617,620	780,982	1,517,930	3,197,840
Rice	281,307	263,631	682,304	1,136,038	2,363,280
Steele	281,307	185,780	712,333	1,063,855	2,243,275
Wabasha	281,307	123,984	670,777	1,388,544	2,464,612
Winona	281,307	240,797	769,749	1,515,896	2,807,749
District 6 Totals	3,094,384	2,430,538	8,590,879	15,344,391	29,460,192
Blue Earth	281,308	288,619	1,012,039	1,886,170	3,468,136
Brown	281,308	174,082	774,962	756,740	1,987,092
Cottonwood	281,308	84,116	776,210	857,712	1,999,346
Faribault	281,308	110,548	851,614	1,372,552	2,616,022
Jackson	281,308	81,033	903,302	1,393,969	2,659,612
Le Sueur	281,308	149,608	651,541	1,051,566	2,134,023
Martin	281,308	149,045	921,511	1,184,550	2,536,414
Nicollet	281,308	140,210	599,191	946,110	1,966,819
Nobles	281,308	129,736	841,849	1,332,747	2,585,640
Rock	281,307	62,628	640,527	689,827	1,674,289
Sibley	281,307	93,221	705,065	953,682	2,033,275
Waseca	281,307	110,303	609,837	1,006,633	2,008,080
Watsonwan	281,307	76,309	573,053	688,535	1,619,204
District 7 Totals	3,657,000	1,649,458	9,860,701	14,120,793	29,287,952
Chippewa	281,308	85,144	595,373	800,906	1,762,731
Kandiyohi	281,308	238,056	1,029,587	1,374,110	2,923,061
Lac Qui Parle	281,308	59,569	881,643	726,658	1,949,178
Lincoln	281,308	43,172	620,043	604,047	1,548,570
Lyon	281,308	149,535	776,944	988,444	2,196,231
Mc Leod	281,308	209,593	578,046	949,816	2,018,763
Meeker	281,308	130,176	662,848	686,078	1,760,410
Murray	281,308	65,345	864,462	646,853	1,857,968
Pipestone	281,308	63,999	569,823	737,558	1,652,688
Redwood	281,307	118,429	939,940	1,279,023	2,618,699
Renville	281,307	122,467	1,090,453	1,324,551	2,818,778
Yellow Medicine	281,307	79,124	845,079	1,031,522	2,237,032
District 8 Totals	3,375,693	1,364,609	9,454,241	11,149,566	25,344,109
Chisago	\$281,308	195,986	550,807	1,129,581	2,157,682
Dakota	281,308	1,434,750	667,400	2,341,888	4,725,346
Ramsey	281,307	2,397,769	559,250	4,532,249	7,770,575
Washington	281,307	806,827	493,905	1,557,462	3,139,501
District 9 Totals	1,125,230	4,835,332	2,271,362	9,561,180	17,793,104
STATE TOTALS	\$24,473,769	\$24,473,769	\$73,421,308	\$122,385,406	\$244,754,252

NOTES & COMMENTS

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

Comparison of the Actual 1992 to a TENTATIVE 1993 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 1992 C.S.A.H. Apportionment and what each county's 1993 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1993 C.S.A.H. road user fund would stay the same as 1992. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1993 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.

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

Comparison of the Actual 1992 to the TENTATIVE 1993 C.S.A.H. Apportionment

County	Total 1992 C.S.A.H. Apportionment	TENTATIVE 1993 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$2,583,354	\$2,595,795	\$12,441	0.5%
Cook	1,875,286	1,921,479	46,193	2.5%
Itasca	4,737,394	4,886,815	149,421	3.2%
Koochiching	2,691,807	2,691,807	0	0.0%
Lake	2,431,611	2,437,417	5,806	0.2%
Pine	4,210,620	4,165,564	(45,056)	-1.1%
St. Louis	13,441,455	13,001,604	(439,851)	-3.3%
District 1 Totals	31,971,527	31,700,481	(271,046)	-0.8%
Beltrami	3,253,836	3,204,538	(49,298)	-1.5%
Clearwater	1,954,923	1,976,977	22,054	1.1%
Hubbard	2,084,800	2,094,436	9,636	0.5%
Kittson	2,344,800	2,354,939	10,139	0.4%
Lake of the Woods	1,834,250	1,834,250	0	0.0%
Marshall	3,511,290	3,480,704	(30,586)	-0.9%
Norman	2,329,320	2,375,423	46,103	2.0%
Pennington	1,512,206	1,436,903	(75,303)	-5.0%
Polk	5,087,761	5,050,336	(37,425)	-0.7%
Red Lake	1,436,174	1,436,174	0	0.0%
Roseau	2,884,524	2,737,184	(147,340)	-5.1%
District 2 Totals	28,233,884	27,981,864	(252,020)	-0.9%
Aitkin	2,575,625	2,595,520	19,895	0.8%
Benton	1,603,573	1,577,367	(26,206)	-1.6%
Cass	3,385,759	3,335,786	(49,973)	-1.5%
Crow Wing	2,546,005	2,395,086	(150,919)	-5.9%
Isanti	1,701,379	1,701,836	457	0.0%
Kanabec	1,436,174	1,436,174	0	0.0%
Mille Lacs	1,878,646	1,915,883	37,237	2.0%
Morrison	2,498,152	2,516,671	18,519	0.7%
Sherburne	1,436,174	1,436,174	0	0.0%
Stearns	4,357,057	4,403,955	46,898	1.1%
Todd	2,567,786	2,463,832	(103,954)	-4.0%
Wadena	1,570,719	1,647,010	76,291	4.9%
Wright	3,479,114	3,607,683	128,569	3.7%
District 3 Totals	31,036,163	31,032,977	(3,186)	-0.0%
Becker	2,598,062	2,611,571	13,509	0.5%
Big Stone	1,436,174	1,436,174	0	0.0%
Clay	2,966,571	2,889,357	(77,214)	-2.6%
Douglas	2,405,516	2,416,599	11,083	0.5%
Grant	1,436,174	1,436,174	0	0.0%
Mahnomen	1,436,174	1,436,174	0	0.0%
Otter Tail	5,333,206	5,392,094	58,888	1.1%
Pope	1,868,921	1,957,274	88,353	4.7%
Stevens	1,526,247	1,520,862	(5,385)	-0.4%
Swift	2,041,308	1,958,023	(83,285)	-4.1%
Traverse	1,436,174	1,436,174	0	0.0%
Wilkin	1,932,198	1,994,147	61,949	3.2%
District 4 Totals	26,416,725	26,484,623	67,898	0.3%

County	Total 1992 C.S.A.H. Apportionment	TENTATIVE 1993 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$3,818,725	\$3,790,239	(\$28,486)	-0.7%
Carver	2,044,382	2,189,997	145,615	7.1%
Hennepin	16,705,739	16,874,634	168,895	1.0%
Scott	2,648,525	2,814,080	165,555	6.3%
District 5 Totals	25,217,371	25,668,950	451,579	1.8%
Dodge	1,765,016	1,727,890	(37,126)	-2.1%
Fillmore	3,685,918	3,715,042	29,124	0.8%
Freeborn	3,069,397	3,069,128	(269)	-0.0%
Goodhue	2,699,006	2,694,180	(4,826)	-0.2%
Houston	2,356,118	2,364,742	8,624	0.4%
Mower	2,847,237	2,812,454	(34,783)	-1.2%
Olmsted	3,173,246	3,197,840	24,594	0.8%
Rice	2,351,204	2,363,280	12,076	0.5%
Steele	2,271,595	2,243,275	(28,320)	-1.2%
Wabasha	2,528,565	2,464,612	(63,953)	-2.5%
Winona	2,808,282	2,807,749	(533)	-0.0%
District 6 Totals	29,555,584	29,460,192	(95,392)	-0.3%
Blue Earth	3,416,847	3,468,136	51,289	1.5%
Brown	1,993,195	1,987,092	(6,103)	-0.3%
Cottonwood	1,956,340	1,999,346	43,006	2.2%
Faribault	2,623,474	2,616,022	(7,452)	-0.3%
Jackson	2,546,496	2,659,612	113,116	4.4%
Le Sueur	2,144,190	2,134,023	(10,167)	-0.5%
Martin	2,481,993	2,536,414	54,421	2.2%
Nicollet	2,005,483	1,966,819	(38,664)	-1.9%
Nobles	2,705,599	2,585,640	(119,959)	-4.4%
Rock	1,726,973	1,674,289	(52,684)	-3.1%
Sibley	2,080,545	2,033,275	(47,270)	-2.3%
Waseca	1,959,572	2,008,080	48,508	2.5%
Watsonwan	1,610,681	1,619,204	8,523	0.5%
District 7 Totals	29,251,388	29,287,952	36,564	0.1%
Chippewa	1,744,713	1,762,731	18,018	1.0%
Kandiyohi	2,924,746	2,923,061	(1,685)	-0.1%
Lac Qui Parle	1,969,107	1,949,178	(19,929)	-1.0%
Lincoln	1,503,437	1,548,570	45,133	3.0%
Lyon	2,231,256	2,196,231	(35,025)	-1.6%
Mc Leod	2,090,589	2,018,763	(71,826)	-3.4%
Meeker	1,737,540	1,760,410	22,870	1.3%
Murray	1,736,804	1,857,968	121,164	7.0%
Pipestone	1,623,903	1,652,688	28,785	1.8%
Redwood	2,537,360	2,618,699	81,339	3.2%
Renville	2,848,277	2,818,778	(29,499)	-1.0%
Yellow Medicine	2,231,226	2,237,032	5,806	0.3%
District 8 Totals	25,178,958	25,344,109	165,151	0.7%
Chisago	2,128,131	2,157,682	29,551	1.4%
Dakota	4,690,836	4,725,346	34,510	0.7%
Ramsey	7,924,804	7,770,575	(154,229)	-1.9%
Washington	3,148,881	3,139,501	(9,380)	-0.3%
District 9 Totals	17,892,652	17,793,104	(99,548)	-0.6%
STATE TOTALS	\$244,754,252	\$244,754,252	\$0	0.0%

* * * * *

MILEAGE REQUESTS

* * * * *

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

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 July, 1991, 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:

Subp. 2. A county state—aid highway may be selected if it:

- (A) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;*
- (B) connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and*
- (C) provides an integrated and coordinated highway system affording, within practical limits, a state—aid highway network consistent with projected traffic demands.*

1992 COUNTY SCREENING BOARD DATA

October, 1992

History of C.S.A.H. Additional Mileage RequestsApproved by the County Engineers' Screening Board

															Total Miles Requested & Approved To Date	
County	1958 – 1964	1965 – 1970	1971 – 1976	1977 – 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992		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													2.20	5.44	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

1992 COUNTY SCREENING BOARD DATA

October, 1992

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

Approved by the County Engineers' Screening Board

[illegible]

1992 COUNTY SCREENING BOARD DATA

October, 1992

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

Approved by the County Engineers' Screening Board

															Total Miles Requested & Approved	
County	1958– 1964	1965– 1970	1971– 1976	1977– 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	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

Lotus-File_123(History)

1992 COUNTY SCREENING BOARD DATA

October, 1992

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

County	1958-	1965-	1971-	1977-											Total Miles Requested & Approved	County
	1964	1970	1976	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	To Date	
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	0.12	2.20	409.97	Totals

* Some Trunk Highway Turnback Mileage

1992 COUNTY SCREENING BOARD DATA OCTOBER, 1992

"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>
Anoka	0.58	1991
Becker	0.40	1991
Blue Earth	2.10	1991
Carlton	0.65	1992
Goodhue	0.30	1991
Hennepin	0.10	1992
Isanti	0.22	1992
Itasca	1.00	1992
McLeod	0.30	1992
Mille Lacs	1.10	1992
Ramsey	0.24	1992
Renville	1.35	1992
Roseau	0.80	1991
Stearns	0.37	1992
Wadena	0.03	1991
Wright	0.68	1992
Total	10.22	

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

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

* * * * *

STATE PARK

ROAD

ACCOUNT

* * * * *

1992 COUNTY SCREENING BOARD DATA
OCTOBER, 1992

State Park Road Account

Legislation passed in 1989 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, city streets, and town roads that provide access to public lakes, rivers, state parks, and state campgrounds. 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, city street, or a town road that provides access to a public lake, a river, a state park, or a state campground, 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 or cities in accordance with this subdivision shall reduce the money needs of said counties or cities in the amounts necessary to equalize their status with those counties or cities 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 county involved.



STATE OF
MINNESOTA

DEPARTMENT OF NATURAL RESOURCES



DNR INFORMATION
(612) 296-6157

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

August 19, 1992

Julie Skallman
Assistant State Aid Engineer
420 Transportation Building
St. Paul, MN 55155

Dear Julie:

Olmsted county has applied for funding from the state park road account for improvements to a trail bridge over CSAH #22. The initial project estimate is \$300,000.

I have attached correspondence from Olmsted county to DNR requesting the allocation. Please consider this project at the next Screening board meeting. We would anticipate funding this project with 1993 dollars if everything works out.

Yours truly,

John Strohkirch, Manager
Park Development & Acquisition
DIVISION OF PARKS & RECREATION

JS:ss

cc: Tom Danger, Trails & Waterways
Michael Sheehan - Olmsted County Engineer
2122 Campus Drive S.E.
Rochester, MN 55904-4744

File SAU 108



PUBLIC WORKS DEPARTMENT
2122 CAMPUS DR SE
ROCHESTER MN 55904-4744
507/285-8231

July 2, 1992

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

Dear Mr. Strohkirch:

SUBJECT: CSAH 22/Douglas Trail Crossing

Olmsted County is requesting consideration of funds through the State Park Road Account for the construction of a pedestrian bridge over CSAH 22 at the Douglas Trail Crossing northwest of Rochester.

County State Aid Highway 22 (West Circle Drive), a major beltline arterial, is being upgraded to a four lane roadway between CSAH 4 and T.H. 52. The Douglas Trail presently crosses the roadway at grade. With the four lane roadway a grade separation will be safer for trail users and motorists. The projected traffic volume on CSAH 22 is 9,500 vehicles per day for the year 2000.

The estimated construction cost of this bridge and approaches is \$300,000. We are requesting the Department of Natural Resources to participate in one half the costs of any local share for the engineering design and construction inspection services with Olmsted County.

Please process this request so it can be part of the Fall Screening Board meeting. If you have any questions, please give me a call.

Sincerely,

Michael Sheehan
Olmsted County Engineer

MS/mr

c: Bill Johnson, Regional Administrator
Mike Pinsonneault, State Aid Engineer
Mike Cousino, Public Works Director
dtcrossn.22/eng

AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

* * * * *

REFERENCE MATERIAL

* * * * *

1992 COUNTY SCREENING BOARD DATA

OCTOBER, 1992

C.S.A.H. 20-Year Traffic Projection Factors (For Use in the 1992 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1992 Needs Study.

For those counties whose traffic was counted in 1990, two factors are shown. The first factor is the one used last year and the second one was computed using 1990 traffic and has been used for the 1992 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.

The following counties were counted in 1991 and their traffic and traffic factor will be updated next year.

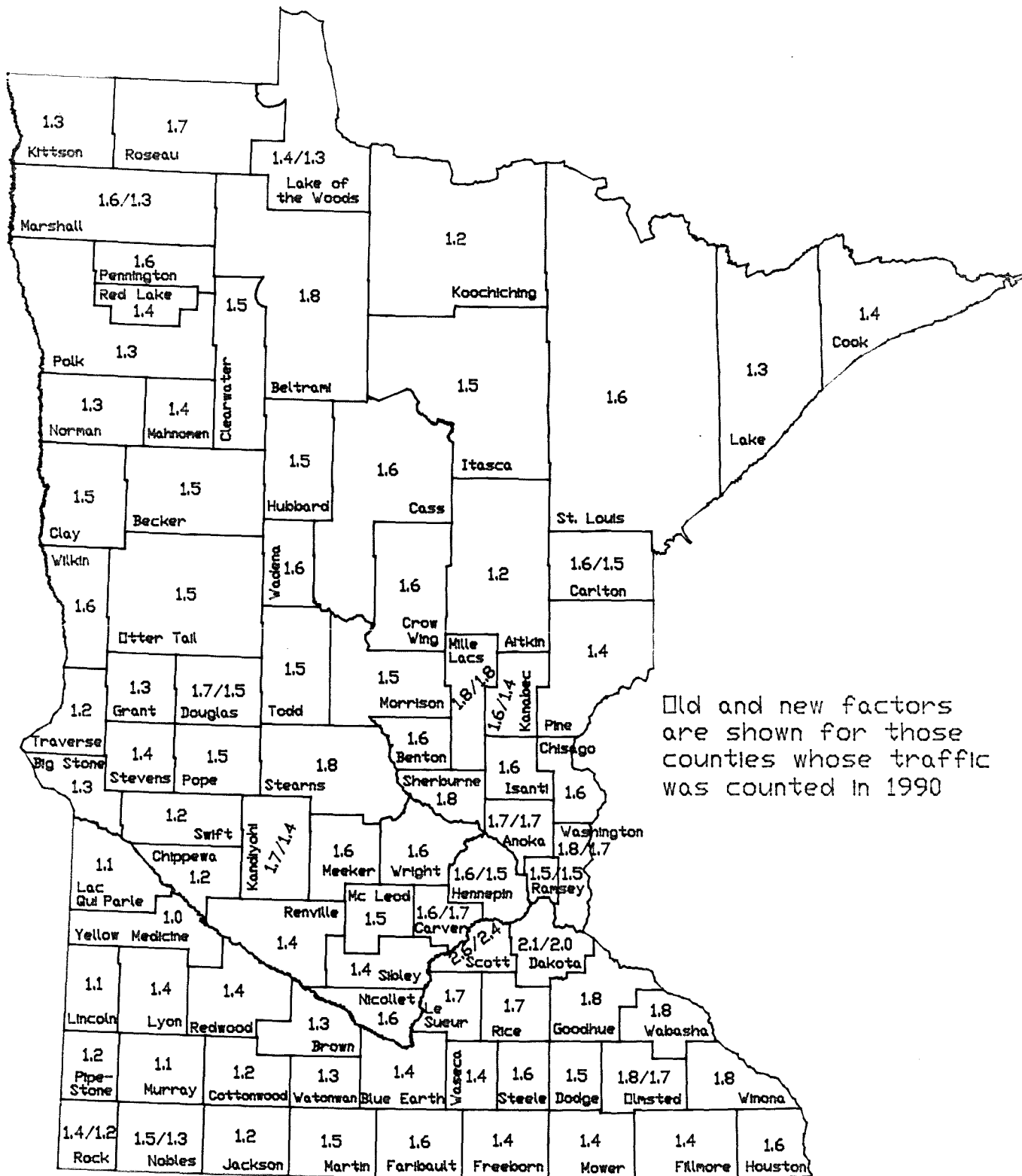
Beltrami	McLeod	St. Louis
Benton	Meeker	Sherburne
Clearwater	Nicollet	Sibley
Faribault	Otter Tail	Stearns
Goodhue	Pennington	Steele
Grant	Pope	Wabasha
Houston	Red Lake	Waseca
Isanti	Redwood	Wilkin
Le Sueur	Renville	Winona

Hopefully, in 1993 we will have the traffic maps for the counties listed below that were counted this year (1992). If possible, we will also update their traffic info next year.

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

1992 COUNTY SCREENING BOARD DATA
OCTOBER, 1992
CSAH 20 YEAR TRAFFIC PROJECTION FACTORS

(FOR USE IN THE 1992 NEEDS STUDY)



MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 16 AND 17, 1992
AT
MADDENS RESORT, BRAINERD

I) OPENING

The meeting was called to order at 1:00 P.M June 16, 1992 by Chairman Lee Engstrom, Itasca County.

ATTENDANCE

Secretary Forsberg conducted a roll call of members:

Lee Engstrom	Itasca	Dist 1
Walter Leu	Lake of the Woods	Dist 2
John Walkup	Aitkin	Dist 3
Dave Heyer	Becker	Dist 4
Brad Larson	Scott	Dist 5
Bill Groskurth	Freeborn	Dist 6
Steve Schneider	Nobles	Dist 7
Gary Danielson	Kandiyohi	Dist 8
Paul Kirkwold	Ramsey	Dist 9

Brad Larson made a motion seconded by Bill Groskurth to approve the minutes of the October 30, 31 Screening Board meeting. The motion passed.

Secretary Forsberg recognized the following MnDot staff:

Dennis Carlson	Director, Office of State Aid
Julie Skallman	Assistant State Aid Engineer
Ken Hoeschen	Manager, CSAH Needs Unit
Ken Straus	Manager, MSAS Needs Unit
Bill Croke	Dist 1 S.A. Engineer
Lou Tasa	Dist 2 S.A. Engineer (Acting)
Tallack Johnson	Dist 4 S.A. Engineer
Mike Pinsonneault	Dist 6 S.A. Engineer
Doug Haeder	Dist 7 S.A. Engineer
Art Bolland	Dist 8 S.A. Engineer (Acting)
Elmer Morris	Metro Division S.A. Engineer

Dick Larson, Chairman of the General Subcommittee and Paul Ruud, Chairman of the Mileage Subcommittee were introduced.

The following alternates were in attendance:

Wayne Olson	Carlton	Dist 1
Russ Larson	Roseau	Dist 2
Greg Nikodym	Kanabec	Dist 3
Dave Schwarting	Big Stone	Dist 4
Roger Gustafson	Carver	Dist 5
Craig Falkum	Wabasha	Dist 6
Gene Isakson	Sibley	Dist 7
Gordon Regenscheid	Meeker	Dist 8

Paul Kirkwold, Ramsey County Engineer, and Steve Gatlin, Roseville Public Works Director, made a presentation on the Ramsey County Local Government Services Study Commission Report. The purpose of their presentation was to introduce the report to the Screening Board.

The Report was required by 1991 Minnesota Legislation. It was prepared by a 25 member Study Commission. The Commission was charged to "... report on the advantages and disadvantages of sharing, cooperating, restructuring, or consolidating ... activities in five areas including: public health, attorney's functions as they relate to criminal law, libraries, public works and police communications, crime lab and investigative functions."

Implementation of the public works recommendations would require significant changes to road jurisdictions including a net addition of 15.27 miles to the Ramsey County CSAH system and 69.35 miles to their MSA system.

Action on proposed CSAH mileage changes will be requested at the Fall Screening Board meeting. Copies of an Executive Summary of the Report and the full Report are available through Paul Kirkwold's office.

Discussion on consistency of the study with the MnDot functional classification study, relation to MSA 20% limit, and effect on Trunk Highway mileage followed the presentation.

Paul Ruud suggested that a Subcommittee be appointed by the Screening Board Chair to participate in review of the Ramsey report with MSAS Screening Board members.

II) ELECTION OF VICE CHAIR

Walter Leu was elected vice chairman of the Screening Board.

III) REVIEW OF THE SCREENING BOARD REPORT

Ken Hoeschen reviewed the entire report for discussion. Action was deferred to the Wednesday morning session.

- a) General Information - pages 1-10.
No comments.
- b) Unit Price Recommendations - pages 11-17.
Brad Larson indicated railroad protection signs on page 16 could be based on road surface type rather than an average. The consensus was the simplifying assumption of an average cost was justified.
- c) Mileage Requests - pages 18-31.
The Carlton County request to bank 0.65 miles was discussed. The consensus was that Carlton County was revocating 2.47 miles and designating 1.82 miles and that banking of 0.65 miles was consistent with the "banking"

resolution. It is not a reduction in mileage due to changes in vertical or horizontal curves resulting from reconstruction of a road on essentially the same alignment.

The Chisago County request to add 2.2 miles to their CSAH system was discussed. Consistency of this route with CSAH criteria, availability of other CSAH mileage in Chisago County, earlier mileage requests, local planning of transportation impacts and the Mileage Subcommittee Report were reviewed.

- d) State Park Road Account - pages 32-35.
The Marshall County State Park Road Account project on a Marshall CSAH was discussed. Dennis Carlson expressed concerns about State Park Road Account projects approved but not constructed. Others expressed concern about the low traffic volumes, consistency with State Aid Standards, and impact on the CSAH funding levels.
- e) Reference Material - pages 36-61.
The FAS fund balance deductions on page 38 was discussed. The consensus was that this deduction should be dropped because of the end of the FAS program.

The Watonwan County needs adjustment on page 39 should be omitted because they have submitted a resolution indicating the bridge will be replaced within 5 years.

- f) Ken Hoeschen recommended that the first sentence of the 7th paragraph on page 53 be revised to say "...under the 1980 and 1990 Federal Census...". This would update the resolution to include the most current census. There was a consensus to make this change.

IV) ADDITIONAL SUBJECTS

- a) Walter Leu discussed LRRB Investigation 667, "Minnesota's Design Guide for Low Volume Aggregate Surfaced Roads". He recommended that the needs process be revised to include additional costs for aggregate surfacing for those roads not drawing pavement needs. This would be consistent with structural requirements and the new CSAH paving standards.
- b) Brad Larson indicated that the 10 year limit for non-existing CSAH segments to draw needs was not adequate in some cases. He believes planning, permitting, and development patterns can result in roads which are needed but which are not constructed within 10 years. Roger Gustafson described the financial impact of removing Carver County non-existing mileage from their needs. These projects are included in current Carver County comprehensive transportation plans but have not been implemented because of development patterns, MnDot TH 212 project schedule delays and shortage of funds. Bill

Groskurth reviewed discussions from earlier meetings of 60% Construction vs 40% maintenance needs. The need to remove non-existing projects which are no longer viable from the needs was also discussed.

- c) Brad Larson recommended additional study on incorporation of the 10 Ton standards requirement into the Needs process. Items discussed included using the "after the fact" process and relating 10 Ton routes to a planned 10 ton route network rather than traffic volume only. He suggested the General Subcommittee review this question and report to the fall Screening Board meeting.
- d) Paul Ruud indicated a volunteer was needed to "people" the NACE booth at the upcoming NACO conference.

The meeting was recessed to 8:30 A.M. on Wednesday, June 17, 1992.

The meeting was reconvened at 8:30 A.M. on Wednesday, June 17, 1992.

Steve Schneider made a motion seconded by Gary Danielson to approve the unit prices on pages 11-17. The motion carried.

Walter Leu made a motion seconded by Brad Larson to approve the Chisago County mileage request on pages 24-31. The motion carried.

Walter Leu made a motion seconded by Dave Heyer to approve the Marshall County State Park Road Account project on pages 32-35. The motion carried.

Steve Schneider made a motion seconded by John Walkup to delete the FAS Fund Balance Deduction adjustment. The motion carried.

Julie Skallman made a presentation on the Functional Classification Study required by ISTE. MnDot District State Aid Engineers and the Regional Development Commissions will coordinate and develop these studies and submit the information to the MnDot Central Office. A Steering Committee consisting of a representative from the RDC's, MPO's, League of Minnesota Cities, AMC, Association of Townships, Minnesota Trade and Economic Development Commission, and the UM Center for Urban and Regional Affairs will guide the study. The goal is to rank centers within 2 months, determine principal arterials within 4 months, and determine collectors, minor arterials, and local roads within 6 months from June 1992.

Brad Larson made a motion seconded by Walter Leu to revise the 1st sentence of the 7th paragraph of page 53 to read "... under the 1980 and 1990 Federal census...". The motion carried.

Walter Leu made a motion seconded by John Walkup to send the LRRB Investigation 667 on Low Volume Aggregate Surfaced Roads to the General Subcommittee for review and recommendations to the fall Screening Board meeting. The motion passed.

Brad Larson made a motion seconded by Bill Groskurth to pass the following revision of the October 1990 resolution on Non-existing CSAH designations:

Non-existing County State Aid Highway Designations - Oct. 1990

That all counties which have non-existing CSAH designations, that have drawn needs for (10) years or more, have until December 1, 1992, to remove them from their CSAH system, let a contract for the construction of the roadway, or incorporate the route in a transportation plan adopted by the County and approved by the District State Aid Engineer. After that date, any non-existing CSAH designation not a part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25-Year CSAH Needs Study after (10) years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years or until constructed.

The intent of the revised resolution is to allow projects which are included in approved, current transportation plans to draw needs for a maximum of 25 years. If the project is not included in an approved plan, it could draw needs for only a maximum of 10 years. Dave Heyer made a motion seconded by Gary Danielson to table the motion to the fall 1992 Screening Board meeting. The tabling motion carried.

Brad Larson made a motion seconded by John Walkup to request the General Subcommittee study implementation of the 10 Ton Design Standard and report to the fall 1992 Screening Board meeting. The motion carried.

Brad Larson made a motion seconded by John Walkup to delay incorporation of the 10 ton standard into the Needs calculation until after the General Subcommittee reports on the 10 ton standard. There was discussion on the Standards based requirement to build 10 ton pavements and how to incorporate these costs into the Needs calculations. Discussion items included use of "After the Fact" needs, consistency of 10 ton segments with a planned 10 ton County system, adequate State Aid resources to revise the needs. Walter Leu made a motion seconded by Dave Heyer to amend the motion to delay incorporating all the new Design Standards into the Needs process until 1993. Ken Hoeschen indicated the MnDot State Aid Office may not have time to incorporate the

new standards until 1993 anyway. Some members felt the new standards should be incorporated as soon as possible. The amendment carried by a vote of 6 for and 3 against. The original motion than carried.

Brad Larson made a motion seconded by Walter Leu approving the Carlton County request to bank 0.65 miles. The motion carried.

Chairperson Engstrom requested nominations /volunteers for a Metro Area General Subcommittee member.

Walter Leu made a motion seconded by Dave Heyer that the Chair of the Screening Board work with the City and County Engineer's Associations to establish a committee to coordinate with the Ramsey County Efficiency Study. The motion carried.

Dennis Carlson made a presentation on State Aid affairs. Tom Behm has been appointed District 8 State Aid Engineer. Metro Division interviews have been held; selections are expected soon. Districts 2 and 3 are reviewing application lists for State Aid Engineer positions. District State Aid engineers will work with local RDC's on implementation of the ISTEA planning requirements.

Dennis discussed implications of the new ISTEA on Federal funds available to Counties. The allocation / grant process has not been determined. However, a suballocation between MnDot and Counties, perhaps by MnDot District, has been proposed. A direct allocation to individual Counties is not favored by the FHWA. Counties should submit applications to MnDot for development of projects even though the funding mechanism is not determined. The funding process will probably include a simplified system of reporting. Concern about the need for clear funding criteria and project ranking was expressed so that Counties can efficiently program work.

State Aid has proposed delegation of more detour and haul road authority to District State Aid Engineers.

The shift in MnDot philosophy to quality management and certified plants was discussed. MnDot and the Contracting Industry would like more uniform specifications from Counties.

Dennis thanked the MnDot staff which have accepted temporary duty as District State Aid Engineers and other MnDot staff which have made substantial contributions to the operations of the State Aid office.

2,000 engineering technicians have received technical certification to date. 50% of class openings for this winter's classes will be available for local governments.

1993 highway funding legislative strategies are being discussed by a MnDot committee.

The availability of engineers estimates and contractors unit bids were discussed in view of MS 13.72. Dennis recommended engineers consult their County Attorneys for further guidance.

The Screening Board thanked Ken Hoeschen for the excellent work done by the CSAH Needs Unit in the preparation of the Screening Board Report and the service provided to the Counties throughout the year.

Bill Groskurth made a motion seconded by John Walkup to adjourn the meeting. The motion passed.

Respectfully Submitted:

A handwritten signature in cursive script, appearing to read "Alan Forsberg", written over a horizontal line.

Alan Forsberg
Screening Board Secretary

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

SEPTEMBER 9, 1992

Members present: Richard Larson, Chairman, Mille Lacs County
Robert Witty, Martin County
Vern Genzlinger, Hennepin County

Others in attendance: Julie Skallman, State Aid
Ken Hoeschen, State Aid

The meeting was called to order by Chairman Larson at 10:30 AM on September 9, 1992, Room 419, Transportation Building in St. Paul, Minnesota. The meeting adjourned at 11:42 AM.

The purpose of the meeting being to review two items referred to it by the County Screening board as follows:

I. Review and make recommendations regarding the LRRB Investigation 667 on Low Volume Aggregate Surfaced Roads (as it might relate to determining an engineered depth of gravel surfacing required on roads) for use in the determination of needs.

II. Study the implementation of the 10 ton design standard on needs and the method of incorporating it into the needs calculations.

The committee carefully reviewed the existing rules relating to 10 ton design standards and noted 10 ton design standards are required in two specific scenarios of the state aid rules.

1. On rural design undivided new or reconstruction projects with projected ADT of 1500 and over a 10 ton design is required.
2. On rural design divided roads new or reconstruction projects a 10 ton design is required.

All other road projects allow a 9 ton design or less. Specifically the rules require at least 9 ton design on suburban and urban new construction or reconstruction.

The committee discussed the 10 ton arterial route designation system as established by MN/DOT. Some counties are in the process of establishing a system of 10 ton roads according to the MN/DOT criteria. It was noted many counties have constructed or plan to construct to 10 ton design on some routes.

Based on a general review of the miles of rural design roads in the state with ADT over 1500 it appears that this is not a significant urban-rural issue. Urban counties average 101 miles per county and rural counties average 34 miles per county of roads meeting the rural design over 1500 ADT criteria. The cost of adding any extra surfacing to upgrade from 9 ton to 10 ton was not considered significant. Using after the fact needs on county designated 10 ton routes was discussed and it was recognized that such a method does not relate the needs to the State Aid Standards because 10 ton routes or design in urban - suburban areas is not required. The subcommittee feels strongly that the needs cost calculations and methods should reflect the state aid standards.

Table 2
Thickness Design - Using Soil Factors

Soil Factor	Two Way Traffic (ADT)	Two Way Traffic (HCADT)	Surface Class 1 Thickness (inches)	Base Class 5 or Thickness (inches)	Alt. Base Class 3 Thickness (inches)	Alt. Base Sel. Gran Thickness (inches)
50	25	2	3	---	---	---
	50	4	4	---	---	---
	150	12	4	2	3	---
	400	32	4	3	4	---
	750	60	4	4	5	---
75	25	2	4	---	---	---
	50	4	5	---	---	---
	150	12	4	3	4	6
	400	32	4	4	5	8
	750	60	4	6	8	12
100	25	2	5	---	---	---
	50	4	4	2	3	4
	150	12	4	4	5	8
	400	32	4	5	7	10
	750	60	4	7	9	14
110	25	2	4	2	3	4
	50	4	4	3	4	6
	150	12	4	4	7	10
	400	32	4	6	8	12
	750	60	4	8	11	16
120	25	2	4	3	4	6
	50	4	4	4	5	8
	150	12	4	6	8	12
	400	32	4	7	9	14
	750	60	4	9	12	18
130	25	2	4	4	5	8
	50	4	4	5	7	10
	150	12	4	8	11	16
	400	32	4	9	12	18
	750	60	4	10	13	20

Notes: The suggested thicknesses found on this table assume that the soil is uniform and the road will be constructed at a moisture content in accordance with Mn/DOT Spec. 2105. The Current (1991) Mn/DOT State Aid standards indicate that all C.S.A.H.'s with ADT's less than 150 should be aggregate surfaced.

**CURRENT RESOLUTIONS OF THE
COUNTY SCREENING BOARD**

July, 1992

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 1992)

~~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 (Latest Rev. Oct., 1990)

That annually a needs adjustment for local effort for construction items which reduce 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 1992)

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

That any request, after July 1, 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 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, unless approved by the Screening Board.

That, whereas, former Municipal State Aid street mileage located in municipalities which fell below 5,000 population under the 1980 and 1990 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.

Non-existing County State Aid Highway Designations - Oct. 1990

That all counties which have non-existing CSAH designations, that have drawn needs for 10 years or more, 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 after 10 years.

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

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

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.