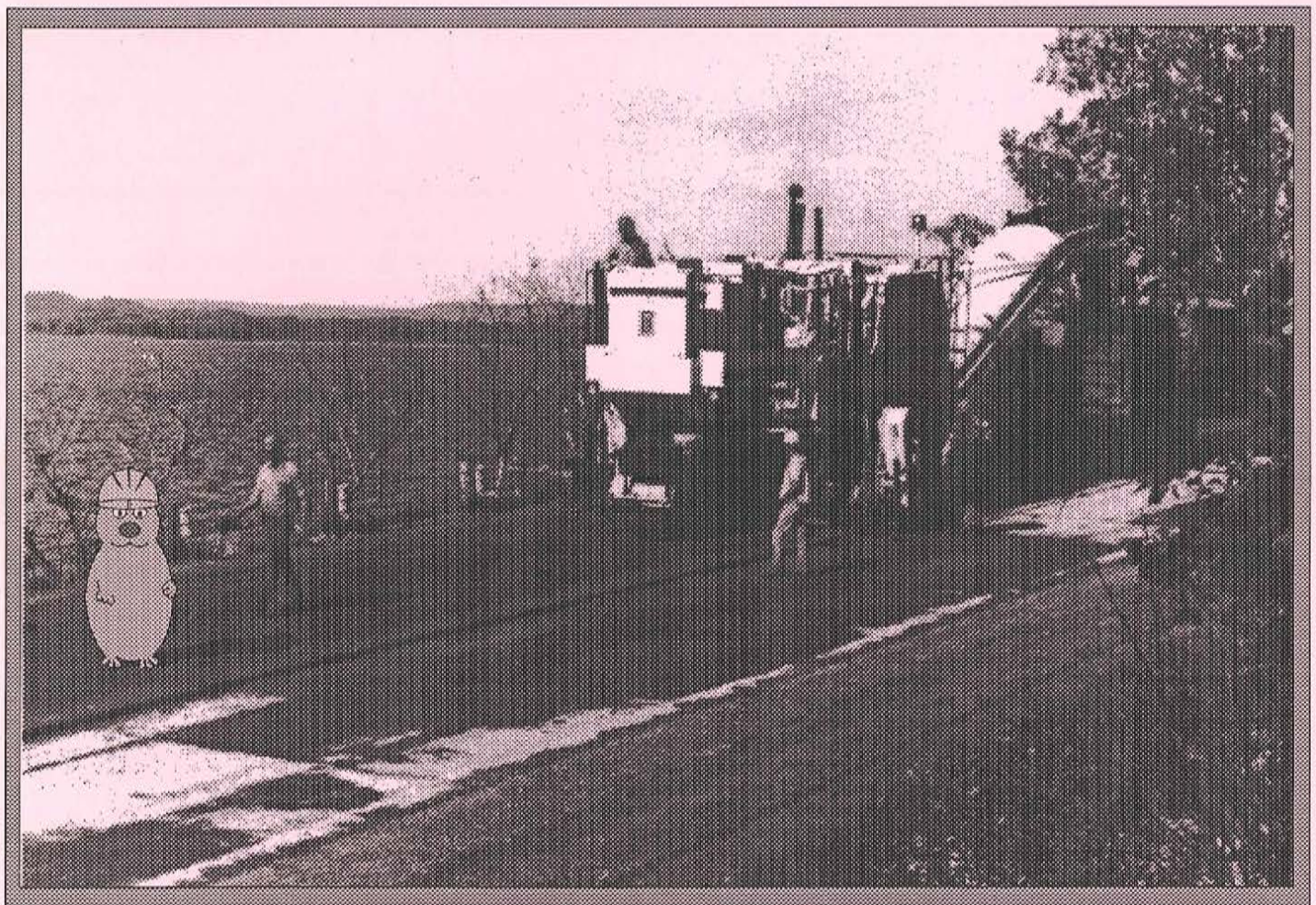




1995

County Screening Board Data



H.B. helps out with milling near Lake City.

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June 1995





Minnesota Department of Transportation

Memo

State Aid for Local Transportation Division

Mall Stop 500, Room 420
395 John Ireland Boulevard
St. Paul, MN 55155

Office tel: 612/296-3013

Fax: 612/282-2727

October 20, 1995

TO: Recipients of October, 1995 County
Screening Board Report

FROM: Ken Hoeschen, Manager
County State Aid Needs Unit
(612)296-1660

SUBJECT: Report Corrections

After publishing the October, 1995 County Screening Board Report we discovered two errors; one in Blue Earth County and one in Faribault County.

The attached corrected copies of the pages involved should be inserted in your report.

Sorry for any confusion or inconvenience this has caused.

MJC000\WP51\REVISION.WPD

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

Comparison of the Basic 1994 to the Basic 1995 25-Year Construction Needs

County	Revised Basic 1994 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Basic 1995 25-Year Const. Needs	Total Change From 1994 Needs	Total % Change	County
Anoka	86,741,879	\$7,486,188	8.6%	\$232,273	0.2%	94,460,340	\$7,718,461	8.9%	Anoka
Carver	62,942,596	(1,514,301)	-2.4%	1,348,343	2.2%	62,776,638	(165,958)	-0.3%	Carver
Hennepin	509,756,729	(22,499,726)	-4.4%	5,740,171	1.2%	492,997,174	(16,759,555)	-3.3%	Hennepin
Scott	60,019,143	(7,663)	0.0%	949,146	1.6%	60,960,626	941,483	1.6%	Scott
District 5 Totals	719,460,347	(16,535,502)	-2.3%	8,269,933	1.2%	711,194,778	(8,265,569)	-1.1%	District 5 Totals
Dodge	33,544,471	(435,140)	-1.3%	144,534	0.4%	33,253,865	(290,606)	-0.9%	Dodge
Fillmore	101,197,831	(2,525,753)	-2.5%	439,819	0.4%	99,111,897	(2,085,934)	-2.1%	Fillmore
Freeborn	61,675,327	999,814	1.6%	(164,521)	-0.3%	62,510,620	835,293	1.4%	Freeborn
Goodhue	58,800,492	2,119,594	3.6%	2,050,453	3.4%	62,970,539	4,170,047	7.1%	Goodhue
Houston	58,295,456	3,278,682	5.6%	(401,153)	-0.7%	61,172,985	2,877,529	4.9%	Houston
Mower	65,910,472	2,867,898	4.4%	916,287	1.3%	69,694,657	3,784,185	5.7%	Mower
Olmsted	79,468,452	476,649	0.6%	1,962,180	2.5%	81,907,281	2,438,829	3.1%	Olmsted
Rice	54,871,021	844,084	1.5%	1,948,529	3.5%	57,663,634	2,792,613	5.1%	Rice
Steele	46,730,918	346,899	0.7%	640,202	1.4%	47,718,019	987,101	2.1%	Steele
Wabasha	56,686,322	960,411	1.7%	898,967	1.6%	58,545,700	1,859,378	3.3%	Wabasha
Winona	70,577,850	(118,934)	-0.2%	964,564	1.4%	71,423,480	845,630	1.2%	Winona
District 6 Totals	687,758,612	8,814,204	1.3%	9,399,861	1.3%	705,972,677	18,214,065	2.6%	District 6 Totals
Blue Earth	89,161,692	4,100,912	4.6%	146,948	0.2%	93,409,552	4,247,860	4.8%	Blue Earth
Brown	40,064,197	(306,632)	-0.8%	(1,265,356)	-3.2%	38,492,209	(1,571,988)	-3.9%	Brown
Cottonwood	37,285,368	1,252,914	3.4%	(243,724)	-0.6%	38,294,558	1,009,190	2.7%	Cottonwood
Faribault	59,475,134	(1,224,172)	-2.1%	1,002,158	1.7%	59,253,120	(222,014)	-0.4%	Faribault
Jackson	53,572,502	2,367,643	4.4%	327,742	0.6%	56,267,887	2,695,385	5.0%	Jackson
Le Sueur	45,034,072	(793,946)	-1.8%	(101,845)	-0.2%	44,138,281	(895,791)	-2.0%	Le Sueur
Martin	49,089,754	925,173	1.9%	(471,936)	-0.9%	49,542,991	453,237	0.9%	Martin
Nicollet	40,819,693	(379,092)	-0.9%	(216,664)	-0.5%	40,223,937	(595,756)	-1.5%	Nicollet
Nobles	53,446,670	948,698	1.8%	(961,511)	-1.8%	53,433,857	(12,813)	0.0%	Nobles
Rock	32,436,754	73,128	0.2%	(702,796)	-2.2%	31,807,086	(629,668)	-1.9%	Rock
Sibley	38,720,078	1,232,830	3.2%	(558,010)	-1.4%	39,394,898	674,820	1.7%	Sibley
Waseca	42,894,610	(611,238)	-1.4%	1,089,926	2.6%	43,373,298	478,688	1.1%	Waseca
Watsonwan	29,163,083	(38,987)	-0.1%	1,193,879	4.1%	30,317,975	1,154,892	4.0%	Watsonwan
District 7 Totals	611,163,607	7,547,231	1.2%	(761,189)	-0.1%	617,949,649	6,786,042	1.1%	District 7 Totals
Chippewa	30,612,109	1,823,056	6.0%	85,835	0.3%	32,521,000	1,908,891	6.2%	Chippewa
Kandiyohi	59,979,251	1,351,107	2.3%	1,121,148	1.8%	62,451,506	2,472,255	4.1%	Kandiyohi
Lac Qui Parle	32,703,527	803,980	2.5%	(293,258)	-0.9%	33,214,249	510,722	1.6%	Lac Qui Parle
Lincoln	25,349,752	695,007	2.7%	851,934	3.3%	26,896,693	1,546,941	6.1%	Lincoln
Lyon	47,817,574	(735,613)	-1.5%	15,993	0.0%	47,097,954	(719,620)	-1.5%	Lyon
Mc Leod	41,001,511	(174,683)	-0.4%	(926,868)	-2.3%	39,899,960	(1,101,551)	-2.7%	Mc Leod
Meeker	30,258,639	1,250,703	4.1%	283,038	0.9%	31,792,380	1,533,741	5.1%	Meeker
Murray	33,798,171	479,381	1.4%	(125,290)	-0.4%	34,152,262	354,091	1.0%	Murray
Pipestone	27,547,823	11,246	0.0%	(505,628)	-1.8%	27,053,441	(494,382)	-1.8%	Pipestone
Redwood	61,779,326	233,584	0.4%	(435,354)	-0.7%	61,577,556	(201,770)	-0.3%	Redwood
Renville	74,404,775	(4,384,231)	-5.9%	1,979,899	2.8%	72,000,443	(2,404,332)	-3.2%	Renville
Yellow Medicine	46,268,563	687,274	1.5%	1,171,563	2.5%	48,127,400	1,858,837	4.0%	Yellow Medicine
District 8 Totals	511,521,021	2,040,811	0.4%	3,223,012	0.6%	516,784,844	5,263,823	1.0%	District 8 Totals
Chisago	48,310,413	3,100,465	6.4%	236,913	0.5%	51,647,791	3,337,378	6.9%	Chisago
Dakota	123,238,831	(948,817)	-0.8%	3,867,199	3.2%	126,157,213	2,918,382	2.4%	Dakota
Ramsey	211,531,115	3,392,861	1.6%	1,867,723	0.9%	216,791,699	5,260,584	2.5%	Ramsey
Washington	86,422,747	1,667,473	1.9%	2,074,078	2.4%	90,164,298	3,741,551	4.3%	Washington
District 9 Totals	469,503,106	7,211,982	1.5%	8,045,913	1.7%	484,761,001	15,257,895	3.2%	District 9 Totals
STATE TOTALS	\$5,390,579,832	\$43,435,509	0.8%	\$16,899,787	0.3%	\$5,450,915,128	\$60,335,296	1.1%	STATE TOTALS

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1994 25 YEAR CONSTRUCTION NEEDS	BASIC 1995 25-YEAR CONSTRUCTION NEEDS	ADJUSTED 1995 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1994 NEEDS	% CHANGE FROM RESTRICTED 1994 NEEDS	RESTRICTED 1995 25 YEAR CONSTRUCTION NEEDS	1995 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$89,161,692	\$93,409,552	\$93,409,552	\$4,247,860	4.8%			Blue Earth
Brown	40,064,197	38,492,209	38,492,209	(1,571,988)	-3.9%			Brown
Cottonwood	37,285,368	38,294,558	38,294,558	1,009,190	2.7%			Cottonwood
Faribault	59,475,134	59,253,120	59,253,120	(222,014)	-0.4%			Faribault
Jackson	53,572,502	56,267,887	56,267,887	2,695,385	5.0%			Jackson
Le Sueur	45,034,072	44,138,281	44,138,281	(895,791)	-2.0%			Le Sueur
Martin	49,089,754	49,542,991	49,542,991	453,237	0.9%			Martin
Nicollet	40,819,693	40,223,937	40,223,937	(595,756)	-1.5%			Nicollet
Nobles	53,446,670	53,433,857	53,433,857	(12,813)	-0.0%			Nobles
Rock	32,436,754	31,807,086	31,807,086	(629,668)	-1.9%			Rock
Sibley	38,720,078	39,394,898	39,394,898	674,820	1.7%			Sibley
Waseca	42,894,610	43,373,298	43,373,298	478,688	1.1%			Waseca
Watonwan	29,163,083	30,317,975	30,317,975	1,154,892	4.0%			Watonwan
District 7 Totals	611,163,607	617,949,649	617,949,649	6,786,042	1.1%			District 7 Totals
Chippewa	30,612,109	32,521,000	32,521,000	1,908,891	6.2%			Chippewa
Kandiyohi	59,979,251	62,451,506	62,451,506	2,472,255	4.1%			Kandiyohi
Lac Qui Parle	32,703,527	33,214,249	33,214,249	510,722	1.6%			Lac Qui Parle
Lincoln	25,349,752	26,896,693	26,896,693	1,546,941	6.1%			Lincoln
Lyon	47,817,574	47,097,954	47,097,954	(719,620)	-1.5%			Lyon
Mc Leod	41,001,511	39,899,960	39,899,960	(1,101,551)	-2.7%			Mc Leod
Meeker	30,258,639	31,792,380	31,792,380	1,533,741	5.1%			Meeker
Murray	33,798,171	34,152,262	34,152,262	354,091	1.1%			Murray
Pipestone	27,547,823	27,053,441	27,053,441	(494,382)	-1.8%			Pipestone
Redwood	61,779,326	61,577,556	61,577,556	(201,770)	-0.3%			Redwood
Renville	73,564,592	72,000,443	72,000,443	(1,564,149)	-2.1%			Renville
Yellow Medicine	46,268,563	48,127,400	48,127,400	1,858,837	4.0%			Yellow Medicine
District 8 Totals	510,680,838	516,784,844	516,784,844	6,104,006	1.2%			District 8 Totals
Chisago	48,310,413	51,647,791	51,647,791	3,337,378	6.9%			Chisago
Dakota	123,238,831	126,157,213	126,157,213	2,918,382	2.4%			Dakota
Ramsey	211,531,115	216,791,699	216,791,699	5,260,584	2.5%			Ramsey
Washington	86,422,747	90,164,298	90,164,298	3,741,551	4.3%			Washington
District 9 Totals	469,503,106	484,761,001	484,761,001	15,257,895	3.3%			District 9 Totals
STATE TOTALS	\$5,390,232,442	\$5,450,915,128	\$5,450,915,128	\$60,682,686	1.1%			STATE TOTALS

REVISED

19-Oct-95

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1987-1994 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1994 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1995 Needs Study				Urban Grading Cost Adjustment To The 1995 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Blue Earth	4	1.4	11%	\$205,041	\$178,422	15%	15.0%	12.87	46.7%	\$2,368,372	\$184,023	\$355,256	\$211,626
Brown	5	2.0	29%	197,825	84,064	135%	135.0%	6.79	56.0%	548,599	80,795	740,609	189,869
Cottonwood	2	1.0	22%	133,775	173,809	-23%	-23.0%	4.53	44.6%	568,247	125,441	(130,697)	96,589
Faribault	5	2.5	30%	176,068	152,432	16%	16.0%	8.28	55.7%	1,695,830	204,810	271,333	237,580
Jackson	4	8.7	124%	52,403	59,797	-12%	-12.0%	7.04	64.5%	1,195,851	169,865	(143,502)	149,481
Le Sueur	7	2.2	19%	162,441	130,925	24%	24.0%	11.84	60.5%	1,779,226	150,272	427,014	186,338
Martin	4	0.9	20%	81,324	186,849	-56%	-56.0%	4.41	64.4%	781,856	177,292	(437,839)	78,008
Nicollet	2	0.8	16%	103,283	161,293	-36%	-36.0%	5.16	73.4%	1,101,260	213,422	(396,454)	136,590
Nobles	4	1.2	16%	282,632	315,713	-10%	-10.0%	7.73	68.7%	1,567,187	202,741	(156,719)	182,467
Rock	3	1.0	16%	70,605	135,593	-48%	-48.0%	6.29	56.6%	711,031	113,041	(341,295)	58,782
Sibley	1	0.2	4%	402,095	147,000	174%	69.6%	5.52	70.5%	888,919	161,036	618,688	273,117
Waseca	2	0.6	7%	110,707	207,275	-47%	-32.9%	8.61	75.5%	1,765,587	205,062	(580,878)	137,597
Watsonwan	3	1.6	27%	132,031	175,660	-25%	-25.0%	5.89	41.7%	1,063,560	180,570	(265,890)	135,428
District 7 Totals	46	24.1	25%	\$124,361	\$125,911	-1%		94.96	57.6%	\$16,035,525	\$168,866	(\$40,374)	\$168,441

REVISED

19-Oct-95

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1987-1994 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1994 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1995 Needs Study				Urban Grading Cost Adjustment To The 1995 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
District 1 Totals	22	8.8	12%	\$294,436	\$196,621	50%		75.00	53.0%	\$14,914,066	\$198,854	\$5,944,301	\$278,112
District 2 Totals	21	7.9	14%	132,399	136,973	-3%		55.44	66.7%	8,556,152	154,332	380,068	161,187
District 3 Totals	46	19	21%	180,242	153,751	17%		92.52	54.9%	14,701,457	158,900	2,230,189	183,005
District 4 Totals	37	14.6	16%	138,609	165,299	-16%		89.08	61.5%	15,966,916	179,242	(1,188,761)	165,898
District 5 Totals	43	35.4	11%	548,387	458,790	20%		330.14	64.6%	117,972,654	357,341	17,407,007	410,067
District 6 Totals	23	8.3	9%	157,080	165,055	-5%		93.44	58.5%	18,911,971	202,397	(13,219)	202,255
District 7 Totals	46	24.1	25%	124,361	125,911	-1%		94.96	57.6%	16,035,525	168,866	(40,374)	168,441
District 8 Totals	41	16.7	20%	158,520	183,028	-13%		82.88	63.0%	14,551,026	175,567	(1,440,365)	158,188
District 9 Totals	45	38.8	15%	416,067	318,248	31%		259.20	61.4%	79,493,319	306,687	28,661,940	417,266
STATE TOTAL	324	173.6	15%	\$296,843	\$254,350	17%		1,172.66	60.8%	\$301,103,086	\$256,769	\$51,940,786	\$301,062

*****REVISED*****

19-Oct-95

1995 COUNTY STATE AID HIGHWAY NEEDS STUDY

**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 1996 C.S.A.H. FUND**

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Carlton	293.42	\$2,189,084
Cook	178.80	1,697,733
Itasca	647.39	5,051,546
Koochiching	248.19	2,998,907
Lake	224.43	2,930,040
Pine	472.77	4,585,852
St. Louis	1,371.59	15,829,125
District 1 Totals	3,436.59	35,282,287
Beltrami	466.45	2,741,932
Clearwater	326.48	1,250,903
Hubbard	324.52	1,506,276
Kittson	373.46	1,702,226
Lake of the Woods	194.81	1,845,970
Marshall	638.08	2,377,437
Norman	391.31	1,409,120
Pennington	260.26	778,242
Polk	806.23	3,967,746
Red Lake	185.43	1,183,875
Roseau	481.82	1,782,526
District 2 Totals	4,448.85	20,546,253
Aitkin	374.83	1,997,201
Benton	224.16	1,118,420
Cass	531.85	2,808,558
Crow Wing	371.04	1,422,192
Isanti	228.44	1,442,950
Kanabec	212.30	981,016
Mille Lacs	254.86	1,936,076
Morrison	444.58	1,938,952
Sherburne	215.59	632,282
Stearns	603.76	4,015,252
Todd	412.46	1,739,762
Wadena	226.92	1,247,572
Wright	402.35	4,045,324
District 3 Totals	4,503.14	25,325,557
Becker	466.36	1,814,579
Big Stone	208.36	1,067,415
Clay	400.78	2,465,616
Douglas	384.94	1,830,263
Grant	228.65	974,059
Mahnomen	194.81	1,147,760
Otter Tail	916.97	4,811,232
Pope	298.33	1,703,573
Stevens	243.91	882,506
Swift	329.46	1,426,764
Traverse	245.42	921,025
Wilkin	312.26	1,386,299
District 4 Totals	4,230.25	20,431,091

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Anoka	252.66	3,806,892
Carver	207.91	2,214,167
Hennepin	517.65	16,399,998
Scott	189.49	2,838,400
District 5 Totals	1,167.71	25,259,457
Dodge	249.15	1,214,656
Fillmore	411.55	3,785,285
Freeborn	447.12	2,604,266
Goodhue	326.57	2,581,090
Houston	250.34	2,176,610
Mower	373.56	2,641,927
Olmsted	320.41	2,753,672
Rice	279.09	2,237,592
Steele	292.22	1,908,949
Wabasha	273.72	2,292,087
Winona	315.76	2,533,066
District 6 Totals	3,539.49	26,729,200
Blue Earth	416.97	3,513,913
Brown	318.01	1,392,964
Cottonwood	318.59	1,549,021
Faribault	346.80	2,358,342
Jackson	370.69	2,294,716
Le Sueur	267.38	1,800,380
Martin	378.15	1,854,154
Nicollet	244.65	1,507,503
Nobles	345.48	2,025,919
Rock	261.31	1,248,867
Sibley	289.32	1,554,066
Waseca	249.85	1,674,628
Watonwan	235.17	1,099,571
District 7 Totals	4,042.37	23,874,044
Chippewa	244.36	1,408,916
Kandiyohi	422.08	2,642,238
Lac Qui Parle	362.91	1,299,231
Lincoln	254.51	1,010,740
Lyon	318.93	1,588,962
Mc Leod	235.91	1,545,368
Meeker	272.05	1,223,673
Murray	354.74	1,071,786
Pipestone	233.85	1,011,789
Redwood	391.15	2,198,040
Renville	447.55	2,543,470
Yellow Medicine	345.22	1,827,874
District 8 Totals	3,883.26	19,372,087
Chisago	228.44	2,006,362
Dakota	289.83	4,461,356
Ramsey	231.03	8,271,897
Washington	201.54	3,151,787
District 9 Totals	950.84	17,891,402
STATE TOTALS	30,202.50	\$214,711,378
Does not include 1995 T.H. Turnback Mileage		DMG100\FILE_123-milecomm

* * * * REVISED * * *

19-Oct-95

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

Comparison of the Actual 1995 to the TENTATIVE 1996 C.S.A.H. Apportionment

County	Total 1995 C.S.A.H. Apportionment	TENTATIVE 1996 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$2,530,221	\$2,476,009	(\$54,212)	-2.1%
Cook	1,760,558	1,751,070	(9,488)	-0.5%
Itasca	5,097,904	5,121,511	23,607	0.5%
Koochiching	2,748,688	2,748,688	0	0.0%
Lake	2,755,006	2,617,909	(137,097)	-5.0%
Pine	4,252,440	4,268,997	16,557	0.4%
St. Louis	14,008,519	14,042,108	33,589	0.2%
District 1 Totals	33,153,336	33,026,292	(127,044)	-0.4%
Beltrami	3,259,134	3,225,692	(33,442)	-1.0%
Clearwater	1,927,515	1,876,798	(50,717)	-2.6%
Hubbard	2,063,862	2,073,862	10,000	0.5%
Kittson	2,300,033	2,243,565	(56,468)	-2.5%
Lake of the Woods	1,873,009	1,873,009	0	0.0%
Marshall	3,337,071	3,326,712	(10,359)	-0.3%
Norman	2,159,779	2,131,059	(28,720)	-1.3%
Pennington	1,466,522	1,466,522	0	0.0%
Polk	4,794,881	4,779,698	(15,183)	-0.3%
Red Lake	1,466,522	1,466,522	0	0.0%
Roseau	2,676,898	2,620,851	(56,047)	-2.1%
District 2 Totals	27,325,226	27,084,290	(240,936)	-0.9%
Aitkin	2,449,942	2,475,899	25,957	1.1%
Benton	1,677,944	1,666,431	(11,513)	-0.7%
Cass	3,428,611	3,389,657	(38,954)	-1.1%
Crow Wing	2,432,429	2,342,856	(89,573)	-3.7%
Isanti	1,850,529	1,869,205	18,676	1.0%
Kanabec	1,466,522	1,466,522	0	0.0%
Mille Lacs	2,146,430	2,170,778	24,348	1.1%
Morrison	2,671,315	2,710,094	38,779	1.5%
Sherburne	1,466,522	1,466,522	0	0.0%
Stearns	4,873,784	4,837,239	(36,545)	-0.8%
Todd	2,507,636	2,467,376	(40,260)	-1.6%
Wadena	1,650,662	1,658,698	8,036	0.5%
Wright	4,031,974	4,107,412	75,438	1.9%
District 3 Totals	32,654,300	32,628,689	(25,611)	-0.1%
Becker	2,670,737	2,678,346	7,609	0.3%
Big Stone	1,466,522	1,466,522	0	0.0%
Clay	2,844,728	2,954,133	109,405	3.9%
Douglas	2,513,501	2,500,628	(12,873)	-0.5%
Grant	1,466,522	1,466,522	0	0.0%
Mahnomen	1,466,522	1,466,522	0	0.0%
Otter Tail	5,634,526	5,706,658	72,132	1.3%
Pope	2,087,719	2,087,820	101	0.0%
Stevens	1,466,522	1,466,522	0	0.0%
Swift	1,976,399	2,006,742	30,343	1.5%
Traverse	1,466,522	1,466,522	0	0.0%
Wilkin	1,908,339	1,917,636	9,297	0.5%
District 4 Totals	26,968,559	27,184,573	216,014	0.8%

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

Comparison of the Actual 1995 to the TENTATIVE 1996 C.S.A.H. Apportionment

County	Total 1995 C.S.A.H. Apportionment	TENTATIVE 1996 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$4,228,364	\$4,549,396	\$321,032	7.6%
Carver	2,319,404	2,383,613	64,209	2.8%
Hennepin	16,984,685	16,277,671	(707,014)	-4.2%
Scott	2,677,111	2,791,432	114,321	4.3%
District 5 Totals	26,209,564	26,002,112	(207,452)	-0.8%
Dodge	1,735,222	1,711,945	(23,277)	-1.3%
Fillmore	3,741,831	3,635,363	(106,468)	-2.9%
Freeborn	3,099,564	3,118,803	19,239	0.6%
Goodhue	2,738,938	2,851,964	113,026	4.1%
Houston	2,214,626	2,283,303	68,677	3.1%
Mower	2,923,002	2,971,022	48,020	1.6%
Olmsted	3,317,195	3,317,475	280	0.0%
Rice	2,476,557	2,559,050	82,493	3.3%
Steele	2,292,126	2,313,595	21,469	0.9%
Wabasha	2,429,550	2,429,364	(186)	-0.0%
Winona	2,873,722	2,794,623	(79,099)	-2.8%
District 6 Totals	29,842,333	29,986,507	144,174	0.5%
Blue Earth	3,615,361	3,659,445	44,084	1.2%
Brown	2,091,689	2,061,250	(30,439)	-1.5%
Cottonwood	2,030,340	2,063,851	33,511	1.7%
Faribault	2,600,694	2,630,352	29,658	1.1%
Jackson	2,503,298	2,622,937	119,639	4.8%
Le Sueur	2,218,709	2,153,135	(65,574)	-3.0%
Martin	2,450,796	2,453,852	3,056	0.1%
Nicollet	1,950,169	1,920,047	(30,122)	-1.5%
Nobles	2,489,940	2,453,650	(36,290)	-1.5%
Rock	1,737,060	1,725,334	(11,726)	-0.7%
Sibley	2,035,889	2,004,856	(31,033)	-1.5%
Waseca	1,998,144	1,992,323	(5,821)	-0.3%
Watsonwan	1,579,560	1,586,233	6,673	0.4%
District 7 Totals	29,301,649	29,327,265	25,616	0.1%
Chippewa	1,700,741	1,800,039	99,298	5.8%
Kandiyohi	3,059,380	3,120,285	60,905	2.0%
Lac Qui Parle	2,024,475	2,004,072	(20,403)	-1.0%
Lincoln	1,531,297	1,549,054	17,757	1.2%
Lyon	2,191,310	2,160,151	(31,159)	-1.4%
Mc Leod	2,009,254	1,989,347	(19,907)	-1.0%
Meeker	1,785,022	1,812,765	27,743	1.6%
Murray	1,878,779	1,855,828	(22,951)	-1.2%
Pipestone	1,538,151	1,519,497	(18,654)	-1.2%
Redwood	2,720,995	2,655,520	(65,475)	-2.4%
Renville	3,043,488	2,998,694	(44,794)	-1.5%
Yellow Medicine	2,277,556	2,287,303	9,747	0.4%
District 8 Totals	25,760,448	25,752,555	(7,893)	-0.0%
Chisago	2,212,695	2,249,200	36,505	1.7%
Dakota	5,101,976	5,123,091	21,115	0.4%
Ramsey	8,057,535	8,054,782	(2,753)	-0.0%
Washington	3,338,526	3,506,791	168,265	5.0%
District 9 Totals	18,710,732	18,933,864	223,132	1.2%
STATE TOTALS	\$249,926,147	\$249,926,147	\$0	0.0%

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

COMPONENTS OF THE "TENTATIVE" 1996 CSAH APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1996 CSAH Apportionment
Carlton	\$287,271	\$186,270	\$728,410	\$1,274,058	\$2,476,009
Cook	287,271	31,841	443,869	988,089	1,751,070
Itasca	287,271	287,065	1,607,150	2,940,025	5,121,511
Koochiching	287,271	99,870	616,168	1,745,379	2,748,688
Lake	287,271	68,180	557,160	1,705,298	2,617,909
Pine	287,271	139,109	1,173,628	2,668,989	4,268,997
St. Louis	287,271	1,137,239	3,404,968	9,212,630	14,042,108
District 1 Totals	2,010,897	1,949,574	8,531,353	20,534,468	33,026,292
Beltrami	287,271	184,645	1,157,958	1,595,818	3,225,692
Clearwater	287,271	50,985	810,510	728,032	1,876,798
Hubbard	287,271	104,294	805,637	876,660	2,073,862
Kittson	287,271	38,489	927,101	990,704	2,243,565
Lake of the Woods	287,271	27,767	483,607	1,074,364	1,873,009
Marshall	287,271	71,704	1,584,057	1,383,680	3,326,712
Norman	287,271	52,260	971,413	820,115	2,131,059
Pennington	287,271	80,226	646,084	452,941	1,466,522
Polk	287,271	181,721	2,001,458	2,309,248	4,779,698
Red Lake	287,271	29,866	460,364	689,021	1,466,522
Roseau	287,271	100,020	1,196,121	1,037,439	2,620,851
District 2 Totals	3,159,981	921,977	11,044,310	11,958,022	27,084,290
Aitkin	287,271	95,697	930,550	1,162,381	2,475,899
Benton	287,271	171,749	556,485	650,926	1,666,431
Cass	287,271	147,506	1,320,285	1,634,595	3,389,657
Crow Wing	287,271	306,759	921,103	827,723	2,342,856
santi	287,271	174,998	567,132	839,804	1,869,205
Kanabec	287,271	81,276	527,019	570,956	1,466,522
Ville Lacs	287,271	124,038	632,663	1,126,806	2,170,778
Morrison	287,271	190,669	1,103,674	1,128,480	2,710,094
Sherburne	287,271	276,068	535,192	367,991	1,466,522
Stearns	287,271	714,264	1,498,807	2,336,897	4,837,239
Todd	287,271	143,658	1,023,897	1,012,550	2,467,376
Wadena	287,271	82,026	563,308	726,093	1,658,698
Wright	287,271	466,887	998,855	2,354,399	4,107,412
District 3 Totals	3,734,523	2,975,595	11,178,970	14,739,601	32,628,689
Becker	287,271	177,248	1,157,733	1,056,094	2,678,346
Big Stone	287,271	40,738	517,272	621,241	1,466,522
Clay	287,271	236,905	994,956	1,435,001	2,954,133
Douglas	287,271	192,543	955,592	1,065,222	2,500,628
Grant	287,271	44,687	567,657	566,907	1,466,522
Hahnomen	287,271	27,642	483,607	668,002	1,466,522
Otter Tail	287,271	342,824	2,276,402	2,800,161	5,706,658
Pope	287,271	68,430	740,631	991,488	2,087,820
Stevens	287,271	60,107	605,521	513,623	1,466,522
Swift	287,271	71,229	817,858	830,384	2,006,742
Traverse	287,271	33,940	609,270	536,041	1,466,522
Wilkin	287,271	48,336	775,196	806,833	1,917,636
District 4 Totals	3,447,252	1,344,629	10,501,695	11,890,997	27,184,573

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

COMPONENTS OF THE "TENTATIVE" 1996 CSAH APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Mileage Apportionment	Money Needs Apportionment	Total TENTATIVE 1996 CSAH Apportionment
Anoka	\$287,271	\$1,419,230	\$627,265	\$2,215,630	\$4,549,396
Carver	287,271	291,539	516,147	1,288,656	2,383,613
Hennepin	287,271	5,160,474	1,285,045	9,544,881	16,277,671
Scott	287,271	381,787	470,411	1,651,963	2,791,432
District 5 Totals	1,149,084	7,253,030	2,898,868	14,701,130	26,002,112
Dodge	287,271	99,246	618,492	706,936	1,711,945
Fillmore	287,271	123,389	1,021,648	2,203,055	3,635,363
Freeborn	287,271	205,864	1,109,972	1,515,696	3,118,803
Goodhue	287,271	251,751	810,735	1,502,207	2,851,964
Houston	287,271	107,743	621,491	1,266,798	2,283,303
Mower	287,271	218,735	927,401	1,537,615	2,971,022
Mnsted	287,271	632,113	795,440	1,602,651	3,317,475
Rice	287,272	276,618	692,870	1,302,290	2,559,050
Steele	287,272	189,894	725,411	1,111,018	2,313,595
Nabasha	287,272	128,562	679,524	1,334,006	2,429,364
Minona	287,272	249,201	783,893	1,474,257	2,794,623
District 6 Totals	3,159,985	2,483,116	8,786,877	15,556,529	29,986,507
Blue Earth	287,272	291,914	1,035,144	2,045,115	3,659,445
Brown	287,272	173,824	789,442	810,712	2,061,250
Cottonwood	287,272	84,175	790,866	901,538	2,063,851
Faribault	287,272	109,618	860,895	1,372,567	2,630,352
Jackson	287,272	79,926	920,203	1,335,536	2,622,937
Le Sueur	287,272	154,254	663,779	1,047,830	2,153,135
Martin	287,272	148,731	938,722	1,079,127	2,453,852
Miccollet	287,272	148,081	607,320	877,374	1,920,047
Mobles	287,272	129,612	857,671	1,179,095	2,453,650
Rock	287,272	62,507	648,708	726,847	1,725,334
Sibley	287,272	94,897	718,213	904,474	2,004,856
Vaseca	287,272	110,192	620,217	974,642	1,992,323
Vatonwan	287,272	75,228	583,777	639,956	1,586,233
District 7 Totals	3,734,536	1,662,959	10,034,957	13,894,813	29,327,265
Chippewa	287,272	\$86,125	\$606,646	819,996	1,800,039
Candiyohi	287,272	247,402	1,047,815	1,537,796	3,120,285
Mac Qui Parle	287,272	59,707	900,934	756,159	2,004,072
Lincoln	287,272	41,688	631,838	588,256	1,549,054
Mayn	287,272	156,329	791,766	924,784	2,160,151
McLeod	287,272	217,011	585,652	899,412	1,989,347
Meeker	287,272	137,909	675,400	712,184	1,812,765
Murray	287,272	64,156	880,615	623,785	1,855,828
Pipestone	287,272	62,806	580,553	588,866	1,519,497
Redwood	287,272	117,940	971,038	1,279,270	2,655,520
Stenville	287,272	120,089	1,111,021	1,480,312	2,998,694
Yellow Medicine	287,272	79,202	856,997	1,063,832	2,287,303
District 8 Totals	3,447,264	1,390,364	9,640,275	11,274,652	25,752,555
Chisago	287,272	227,083	567,132	1,167,713	2,249,200
Dakota	287,272	1,519,801	719,487	2,596,531	5,123,091
Ramsey	287,272	2,379,720	573,505	4,814,285	8,054,782
Washington	287,272	884,762	500,402	1,834,355	3,506,791
District 9 Totals	1,149,088	5,011,366	2,360,526	10,412,884	18,933,864
STATE TOTALS	\$24,992,610	\$24,992,610	\$74,977,831	\$124,963,096	\$249,926,147

FIGURE A *****REVISED***** 19-Oct-95
1995 COUNTY SCREENING BOARD DATA
OCTOBER, 1995

DEVELOPMENT OF THE TENTATIVE 1996 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 1995 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 1995 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND BALANCE DEDUCT.	(MINUS) BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER THE FACT"	(PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(MINUS) VARIANCE ADJUST.	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING H NEEDS DJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	1994 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 76 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 76 COUNTIES	TENTATIVE 1996 MONEY NEEDS APPORT.	ANNUAL MONEY NEEDS	COUNTY	
Carlton	\$53,132,237		\$53,132,237	\$7,008,738	(\$428,014)	(\$430,789)	\$0	(\$1,161,835)		\$308,777					\$58,471,664	\$2,338,867	(\$117,812)	\$2,221,055	1.034437	\$1,290,534	\$10,011	\$1,300,545		1.087482	(\$26,487)	\$1,274,058	\$2,189,084	Carlton	
Cook	37,518,991		37,518,991	8,251,197	193,095	(176,798)	0	(717,473)		290,821	\$23,137			\$746,903	44,636,066	1,785,443	(49,554)	1,735,899	0.808476	1,008,631		1,008,631		0.843391	(20,542)	988,089	1,897,733	Cook	
Itasca	114,652,685		114,652,685	22,689,910	413,485	0	0	(2,248,989)		146,107				(497,682)	135,165,516	5,406,621	(241,542)	5,165,079	2.405592	3,001,147		3,001,147		2.509482	(61,122)	2,940,025	5,051,546	Itasca	
Koochiching	29,203,165		29,203,165	6,477,468	1,210,139	0	2,200,000	(1,487,511)		614,101		(\$29,520)			38,187,842	1,527,514	(62,927)	1,464,587	0.682119	850,992		850,992	\$894,387	1.455571	(35,453)	1,745,379	2,998,907	Koochiching	
Lake	64,239,201		64,239,201	14,502,903	0	(2,589,331)	0	(565,019)		509,649					76,097,403	3,043,896	(48,003)	2,995,893	1.395312	1,740,751		1,740,751		1.455571	(35,453)	1,705,298	2,930,040	Lake	
Pine	102,323,102		102,323,102	17,928,374	265,689	0	0	(1,082,583)		372,284	82,110				119,888,976	4,795,559	(106,640)	4,688,919	2.183824	2,724,476		2,724,476		2.278137	(55,487)	2,668,989	4,585,852	Pine	
St. Louis	342,582,703		342,582,703	68,428,544	4,289,907	0	0	(2,933,930)		3,671,781	73,800				416,112,805	16,644,512	(464,794)	16,179,718	7.535566	9,401,155	3,003	9,404,158		7.863516	(191,528)	9,212,630	15,829,125	St. Louis	
District 1 Totals	743,652,084		743,652,084	145,297,134	5,944,301	(3,196,919)	2,200,000	(10,176,340)	0	5,913,520	179,047	(29,520)	21,550	(1,244,585)	888,560,272	35,542,412	(1,091,272)	34,451,140		20,017,686	13,014	20,030,700	894,387		(390,619)	20,534,468	35,282,287	District 1 Totals	
Beltrami	71,248,325		71,248,325	\$2,822,533	(\$342,032)	(983,844)	590,000	(1,217,566)		878,784	775				72,996,975	2,919,879	(116,321)	2,803,558	1.305733	1,628,995		1,628,995		1.362124	(33,177)	1,595,818	2,741,932	Beltrami	
Clearwater	36,279,702		36,279,702	(2,497,745)	0	0	0	(1,153,273)		286,605	27,041				32,942,330	1,317,693	(38,674)	1,279,019	0.595692	743,168		743,168		0.621418	(15,136)	728,032	1,250,903	Clearwater	
Hubbard	39,282,871		39,282,871	1,862,615	96,619	0	0	(969,561)		789,632	18,213				41,080,389	1,643,216	(103,088)	1,540,128	0.717302	894,885		894,885		0.748280	(18,225)	876,660	1,506,278	Hubbard	
Kittson	46,589,433		46,589,433	(1,058,566)	144,815	0	0	(1,341,740)		174,192					45,048,134	1,801,925	(61,442)	1,740,483	0.810615	1,011,300		1,011,300		0.845623	(20,599)	990,704	1,702,226	Kittson	
Lake of Woods	19,810,537		19,810,537	651,330	201,689	0	413,490	(119,332)		79,289					21,037,183	841,487	(21,494)	819,993	0.381905	476,454		476,454	597,910		1.181051	(28,766)	1,074,364	Lake of Woods	
Marshall	65,198,417		65,198,417	(2,400,886)	0	0	192,530	(1,139,495)		1,051,190	18,732				62,920,488	2,516,820	(85,950)	2,430,870	1.132157	1,412,446		1,412,446		0.700016	(17,050)	1,395,680	2,377,437	Marshall	
Norman	38,185,212		38,185,212	135,475	43,012	0	0	(802,518)		160,399					37,721,580	1,508,863	(68,073)	1,440,790	0.671036	837,165		837,165				820,115	1,409,120	Norman	
Pennington	19,078,355		19,078,355	(205,850)	0	0	0	(15,846)		135,585					19,924,444	759,698	(46,712)	712,986	0.332067	414,277		414,277	38,664		1.971078	(48,009)	2,309,248	3,967,746	Pennington
Polk	102,503,275		102,503,275	(1,662,557)	(215,731)	0	1,200,000	(1,764,324)	\$201,689	1,772,600	22,975	(43,610)	4,376,847		108,434,774	4,257,391	(200,468)	4,056,823	1.889477	2,357,257		2,357,257				689,021	1,183,755	Polk	
Red Lake	21,056,045		21,056,045	451,533	495,789	(1,526,917)	1,480,920	(239,462)		237,832					21,892,130	875,685	(23,877)	852,308	0.396855	495,230		495,230	193,791		0.885515	(21,568)	2,307,439	1,782,522	Red Lake
Roseau	51,331,612		51,331,612	(3,075,141)	(44,273)	0	0	(1,312,256)		423,615					47,323,557	1,892,942	(70,353)	1,822,589	0.848855	1,059,007		1,059,007				1,183,755	1,782,522	Roseau	
District 2 Totals	510,563,784		510,563,784	(4,977,059)	380,068	(2,510,761)	3,856,940	(10,075,373)	201,689	6,529,723	87,736	(43,610)	4,376,847	0	508,389,984	20,335,599	(835,952)	19,499,647		11,330,184	0	11,330,184	830,365		(202,527)	11,958,022	20,546,253	District 2 Totals	
Aitkin	44,655,313		44,655,313	\$8,800,151	\$0	(125,698)	0	(697,108)		\$749,439	7,534				53,389,631	2,135,985	(93,496)	2,042,089	0.951088	1,186,547		1,186,547		0.992160	(24,166)	1,162,381	1,997,201	Aitkin	
Benton	27,191,846		27,191,846	4,415,226	189,890	0	0	(593,863)		709,863	15,150				31,927,012	1,277,080	(133,523)	1,143,557	0.532602	664,459		664,459		0.555604	(15,533)	650,926	1,118,420	Benton	
Cass	72,376,868		72,376,868	6,207,512	(408,956)	0	0	(2,412,365)		1,023,475		(200,032)			76,586,502	3,063,460	(191,778)	2,871,682	1.337461	1,668,578		1,668,578		1.395222	(33,983)	1,634,595	2,808,558	Cass	
Crow Wing	44,987,645		44,987,645	1,019,686	(222,458)	(1,136,071)	0	(248,136)		449,010					44,949,656	1,797,986	(343,830)	1,454,156	0.677261	844,931		844,931		0.706510	(17,208)	827,723	1,422,912	Crow Wing	
Isanti	35,142,171		35,142,171	5,012,921	(331,901)	0	0	(605,125)		427,999					39,646,065	1,585,843	(123,521)	1,462,322	0.681064	849,676	7,587	857,263		0.716821	(17,459)	839,804	1,442,950	Isanti	
Kanabec	25,709,758		25,709,758	(799,107)	(237,862)	(652,740)	0	(446,679)		362,375				(107,825)	23,827,920	953,117	(51,692)	901,425	0.419831	523,769	2,813	526,582	44,374			981,016	1,442,950	Kanabec	
Millie Lac	38,954,127		38,954,127	11,662,218	940,346	0	0	(539,274)		297,840	173,945				51,489,202	2,059,568	(79,979)	1,979,589	0.921977	1,150,232		1,150,232		0.961795	(23,426)	1,126,806	1,936,076	Millie Lac	
Morrison	58,863,752		58,863,752	(1,817,058)	294,014	0	0	(4,630,587)		177,325					52,887,446	2,115,498	(132,967)	1,982,531	0.923347	1,151,941		1,151,941		0.963224	(23,461)	1,128,480	1,938,952	Morrison	
Sherburne	20,547,321		20,547,321	(292,427)	136,894	(302,951)	0	(508,707)		458,486					20,038,616	801,545	(347,519)	454,026	0.211459	263,810		263,810	104,181		1.994677	(48,583)	2,336,897	4,015,252	Sherburne
Stearns	115,571,680		115,571,680	5,884,856	113,234	0	0	(7,125,825)		402,303	6,756				114,953,004	4,598,120	(548,071)	4,050,049	1.886276	2,353,264	32,216	2,385,480		1.994677	(48,583)	2,336,897	4,015,252	Stearns	
Todd	47,758,394		47,758,394	0	1,116,285	0	0	(2,453,649)	14,512	76,396	16,745				46,528,693	1,861,147	(82,283)	1,778,864	0.828491	1,033,601		1,033,601		0.864271	(21,051)	1,012,550	1,739,762	Todd	
Wadena	29,356,837		29,356,837	3,572,925	1,185,256	(74,509)	0	(1,296,824)		159,011					32,902,966	1,316,119	(40,509)	1,275,610	0.594105	741,188		741,188		0.619793	(15,095)	726,093	1,245,372	Wadena	
Wright	93,792,627		93,792,627	20,744,713	(543,823)	(22,522)	0	(980,649)		1,294,631					114,284,977	4,571,399	(435,157)	4,136,242	1.926420	2,403,346		2,403,346		2.009616	(48,947)	2,354,399	4,045,388	Wright	
District 3 Totals	654,908,339		654,908,339	64,411,596	2,230,189	(2,314,491)	0	(22,538,891)	14,512	6,288,153	220,130	(200,032)	0	(107,825)	703,411,680	28,136,467	(2,804,325)	25,332,142		14,835,342	42,616	14,877,958	148,555		(286,912)	14,739,601	25,325,557	District 3 Totals	
Becker	\$49,564,978		\$49,564,978	\$1,642,615	\$257,229	\$0	(5,000)	(1,917,193)		\$478,586					50,021,215	2,000,849	(145,498)	1,855,381	0.864119	1,078,050		1,078,050		0.901438	(21,956)	1,056,094	1,814,579	Becker	
Big Stone	19,961,260		19,961,260	2,148,052	(74,248)	(1,297,993)	0	(621,504)		194,537					20,310,104	812,404	(77,702)	774,702	0.360811	450,137		450,137	171,104			621,241	1,067,415	Big Stone	
Clay	62,040,932		62,040,932	6,650,906	(683,968)	(184,973)	0	(68,961)		704,769					68,429,005	2,737,160	(216,129)	2,521,031	1.174149	1,464,834		1,464,834		1.224957	(29,833)	1,435,001	2,465,616	Clay	
Douglas	49,958,908		49,958,908	3,250,311	(1,227,488)	0	0	(1,373,136)		451,706					51,060,301	2,042,412	(171,013)	1,871,399	0.871588	1,087,368		1,087,368		0.909229	(22,146)	1,065,222	1,830,263	Douglas	
Grant	19,368,665		19,368,665	2,729,306	(84,754)	(843,663)	0	(298,162)		48,142					20,135,994	805,404	(51,054)	754,350	0.351332	438,312									



Minnesota Department of Transportation

State Aid for Local Transportation Division

Mail Stop 500, Room 420
395 John Ireland Boulevard
St. Paul, MN 55155

Office tel: 612/296-3013
Fax: 612/282-2727

PHONE: 296-1660

DATE: May 18, 1995

TO: County Engineers
District State Aid Engineers

SUBJECT: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 1995 Spring County Engineers' Screening Board Report. This report has been prepared by the County State Aid Needs Unit, State Aid Division, Minnesota Department of Transportation.

The unit price data included in this booklet has been analyzed by the County State Aid Highway General Subcommittee and will be recommended to the Screening Board to be used in the 1995 C.S.A.H. Needs Study.

If you have any comments, questions, or recommendations regarding this report, please forward them to your District Representative with a copy to this office prior to the meeting which is scheduled for June 14-15, 1995.

Sincerely,

A handwritten signature in black ink, appearing to be 'K. Hoeschen', with the initials 'H.B.' written below it.

Kenneth M. Hoeschen, Manager
County State Aid Needs Unit

Enclosure: 1995 County Screening Board Report

wp51\dmg\memo\memospbk.wp

1995 County Screening Board Data



H.B. helps out with milling near Lake City.

June 1995



Minnesota Department of Transportation

1995 COUNTY SCREENING BOARD

Doug Grindall	(95-96)	- Koochiching County	- District 1
Russ Larson	(94-95)	- Roseau County	- District 2
Steve Backowski	(95-96)	- Morrison County	- District 3
Dale Wegner	(94-95)	- Pope County	- District 4
Jon Olson	(95-96)	- Anoka County	- District 5
Craig Falkum	(94-95)	- Wabasha County	- District 6
Alan Forsberg	(95-96)	- Blue Earth County	- District 7
Gordon Regenscheid	(94-95)	- Meeker County	- District 8
Don Wisniewski	(95-96)	- Washington County	- District 9
Dave Olsonawski, Secretary		- Hubbard County	

1995 SCREENING BOARD ALTERNATES

Phil Bergem	- Pine County	District 1
Lee Berget	- Clearwater County	District 2
Mark Daly	- Wadena County	District 3
Rick West	- Otter Tail County	District 4
Vern Genzlinger	- Hennepin County	District 5
Gene Ulring	- Fillmore County	District 6
Marlin Larson	- Cottonwood County	District 7
Luke Hagen	- Lincoln County	District 8
Ken Anderson	- Chisago County	District 9

1995 CSAH GENERAL SUBCOMMITTEE

Vern Genzlinger, Chairman	(June, 95)	- Hennepin County
Jack Cousins	(June, 96)	Clay County
Greg Isakson	(June, 97)	- Faribault County

1995 CSAH MILEAGE SUBCOMMITTEE

Dave Everds, Chairman	(Oct., 95)	- Dakota County
Lee Berget	(Oct., 96)	- Clearwater County
Dave Robley	(Oct., 97)	- Douglas County

CSAH VARIANCE SUBCOMMITTEE

Pete Boomgarden	- Redwood County
Don Wisniewski	- Washington County
Dave Schwarting	- Sherburne County

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1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

Introduction

The primary tasks of the Screening Board at this meeting are to establish unit prices to be used for the 1995 County State Aid Highway Needs Study, and to review the results of studies previously requested by the Screening Board.

As in other years, in order to keep the five-year average unit price study current, we have removed the 1989 construction projects and added the 1994 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 1990 through 1994, are the basic source of information for compiling the data used for computing the recommended 1995 unit prices. As was directed by the 1986 Screening Board, urban design projects have been included in the five year average unit price study. The gravel base unit price data obtained from the 1994 projects was transmitted to each county engineer for his approval. Any necessary corrections or changes received from the county engineers were made prior to the Subcommittee's review and recommendation.

Minutes of the Subcommittee meeting held April 24, 1995 are included in the "Reference Material" section of this report. Jack Cousins, Clay County, a member of the General Subcommittee will attend the Screening Board meeting to review and explain the recommendations of the group.

dmg-WP51-(Introduct)

1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

Trend of C.S.A.H. Unit Prices **(Base on State Averages from 1980-1994)**

The following graphs and tabulations indicate the unit price trends of the various construction items. As mentioned earlier, all unit price data was retrieved from the abstracts of bids on State Aid and Federal Aid Projects. Three trends are shown for each construction item: annual average, five-year average, and needs study average.

Please note that urban design projects were included in the study beginning with the 1982 projects.

dmg-WP51-trendpr

1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

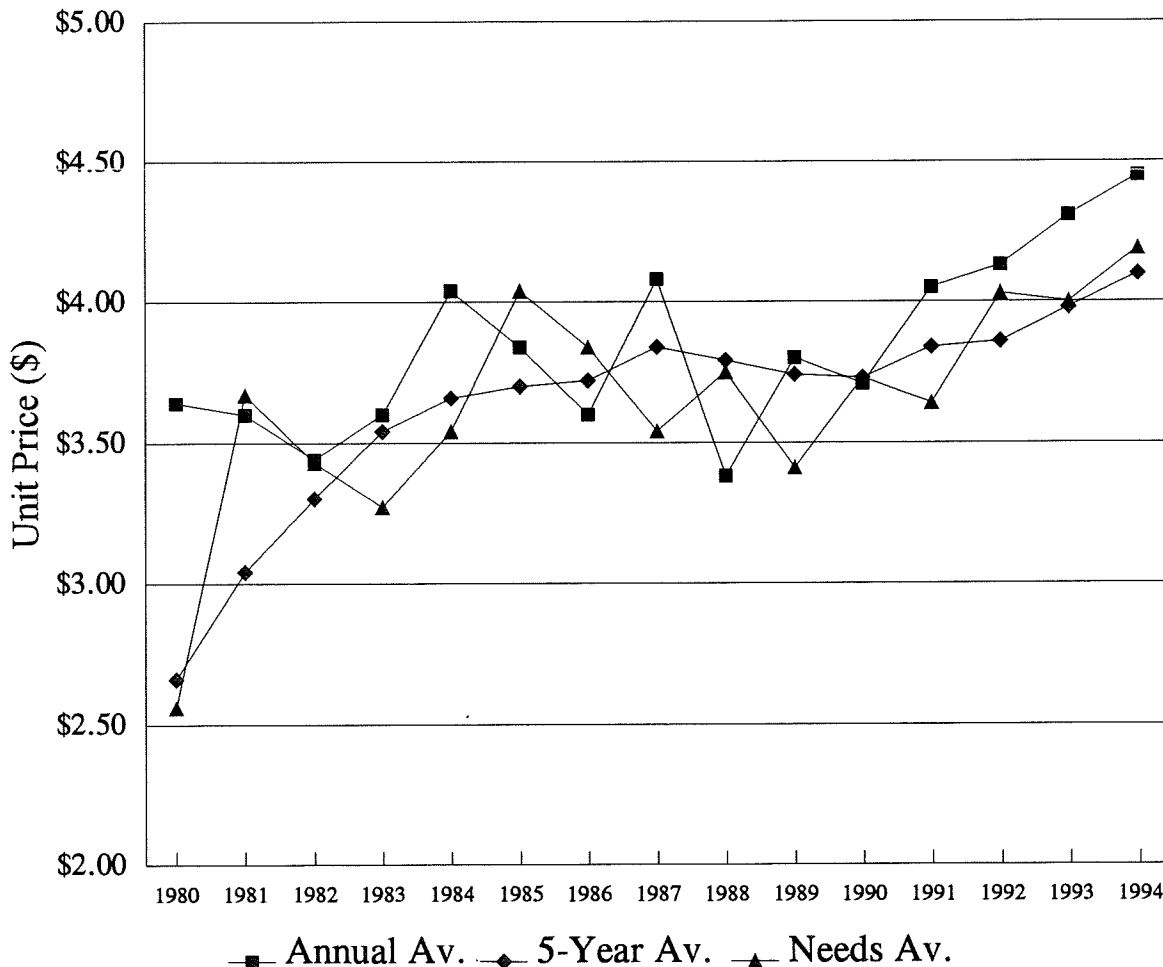
TREND OF C.S.A.H. UNIT PRICES FOR SUBBASE - CLASS 3 & 4

1982-1994 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1980	1,006,473	\$3,665,775	\$3.64	\$2.66	\$2.56
1981	1,274,775	\$4,589,136	\$3.60	\$3.04	\$3.67
1982	474,716	\$1,633,375	\$3.44	\$3.30	\$3.43
1983	838,004	\$3,015,160	\$3.60	\$3.54	\$3.27
1984	645,084	\$2,605,291	\$4.04	\$3.66	\$3.54
1985	729,577	\$2,804,858	\$3.84	\$3.70	\$4.04
1986	798,321	\$2,871,121	\$3.60	\$3.72	\$3.84
1987	1,015,708	\$4,147,919	\$4.08	\$3.84	\$3.54
1988	981,435	\$3,316,895	\$3.38	\$3.79	\$3.75
1989	1,584,966	\$6,024,671	\$3.80	\$3.74	\$3.41
1990	850,693	\$3,154,601	\$3.71	\$3.73	\$3.73
1991	1,770,188	\$7,167,715	\$4.05	\$3.84	\$3.64
1992	1,285,948	\$5,309,585	\$4.13	\$3.86	\$4.03
1993	654,741	\$2,823,272	\$4.31	\$3.98	\$4.00
1994	683,741	\$3,040,350	\$4.45	\$4.10	\$4.19

Trend of CSAH Unit Prices-Subbase 3-4

1982-1994 Includes Rural & Urban Projects



1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

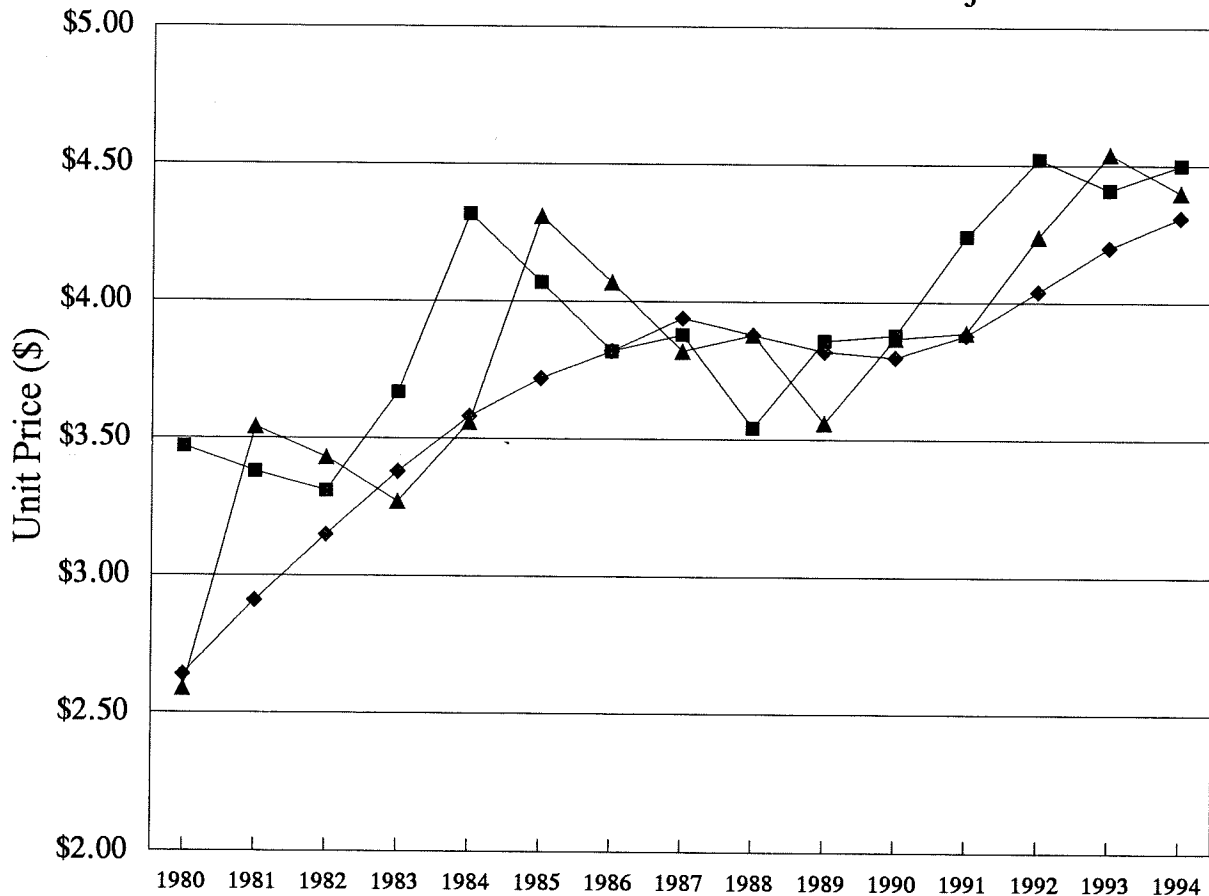
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL BASE - 2211 CLASS 5 & 6

1982-1994 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	Needs Study Average
1980	1,468,830	\$5,099,343	\$3.47	\$2.64	\$2.59
1981	1,840,881	\$6,218,533	\$3.38	\$2.91	\$3.54
1982	2,467,051	\$8,167,357	\$3.31	\$3.15	\$3.43
1983	1,938,168	\$7,113,486	\$3.67	\$3.38	\$3.27
1984	1,862,681	\$8,042,583	\$4.32	\$3.58	\$3.56
1985	2,574,482	\$10,479,018	\$4.07	\$3.72	\$4.31
1986	2,296,457	\$8,768,366	\$3.82	\$3.82	\$4.07
1987	2,856,606	\$11,084,646	\$3.88	\$3.94	\$3.82
1988	3,413,807	\$12,092,134	\$3.54	\$3.88	\$3.88
1989	3,290,437	\$12,704,852	\$3.86	\$3.82	\$3.56
1990	3,712,962	\$14,400,029	\$3.88	\$3.80	\$3.87
1991	3,461,225	\$14,666,244	\$4.24	\$3.88	\$3.89
1992	4,660,355	\$21,080,095	\$4.52	\$4.04	\$4.24
1993	3,818,839	\$16,847,613	\$4.41	\$4.20	\$4.54
1994	2,907,510	\$13,089,629	\$4.50	\$4.31	\$4.40

Trend of CSAH Unit Prices-Base 5 & 6

1982-1994 Includes Rural & Urban Projects



■ Annual Av. ◆ 5-Year Av. ▲ Needs Av.

1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

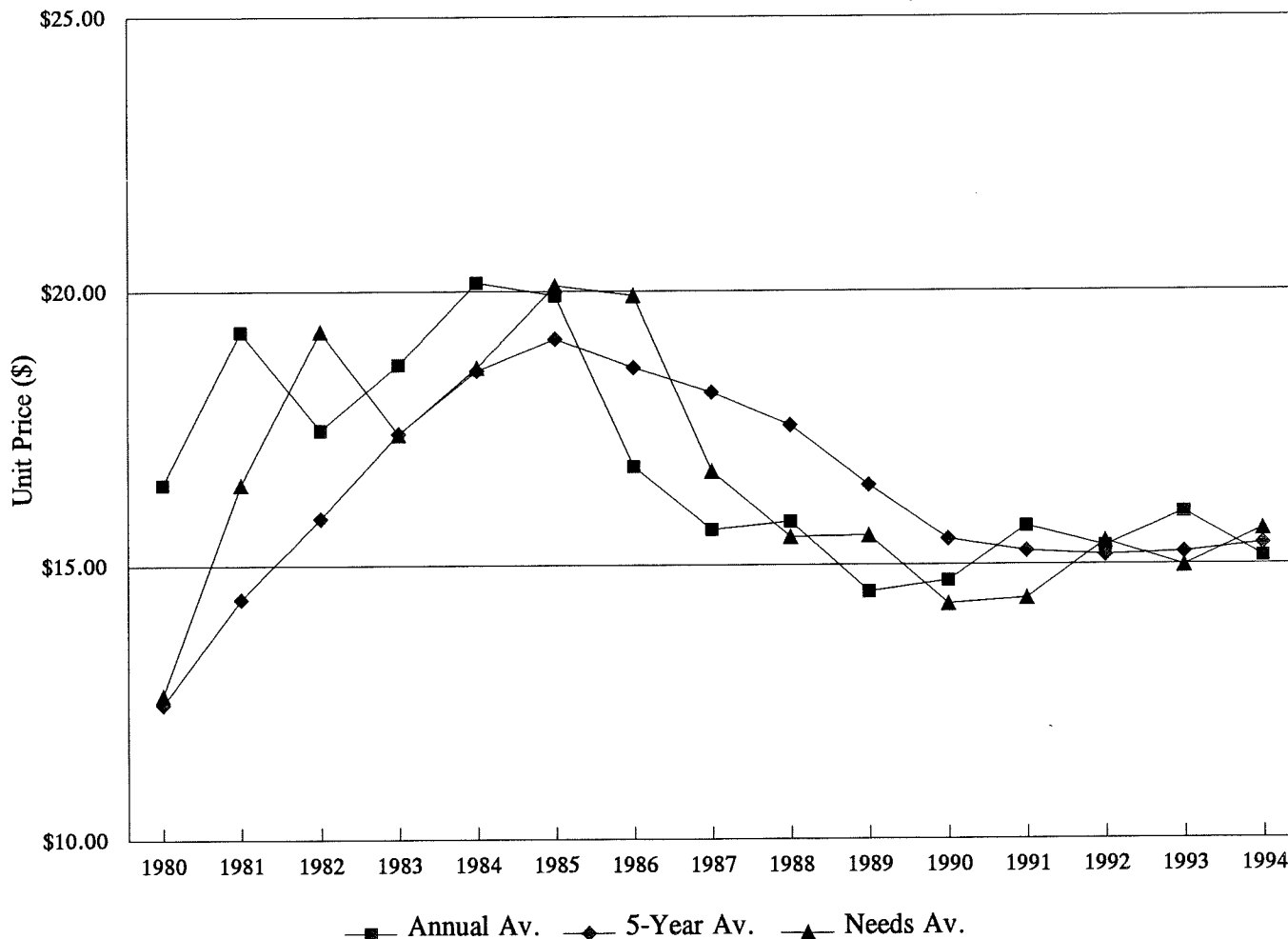
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2331

1982-1994 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1980	1,218,694	\$20,084,084	\$16.48	\$12.47	\$12.64
1981	1,825,702	\$35,165,185	\$19.26	\$14.39	\$16.48
1982	1,911,929	\$33,405,746	\$17.47	\$15.85	\$19.27
1983	2,141,604	\$39,959,758	\$18.66	\$17.40	\$17.39
1984	2,115,153	\$42,616,496	\$20.15	\$18.55	\$18.61
1985	2,491,261	\$49,596,550	\$19.91	\$19.13	\$20.10
1986	2,546,367	\$42,789,582	\$16.80	\$18.60	\$19.91
1987	2,483,491	\$38,875,784	\$15.65	\$18.15	\$16.71
1988	2,582,858	\$40,775,683	\$15.79	\$17.55	\$15.51
1989	2,962,563	\$42,987,747	\$14.51	\$16.46	\$15.53
1990	2,524,687	\$37,142,266	\$14.71	\$15.46	\$14.29
1991	2,391,952	\$37,557,020	\$15.70	\$15.24	\$14.39
1992	2,930,927	\$44,944,076	\$15.33	\$15.17	\$15.42
1993	2,620,040	\$41,816,913	\$15.96	\$15.22	\$14.98
1994	2,122,732	\$32,133,778	\$15.14	\$15.38	\$15.65

Trend of CSAH Unit Prices - Bit. 2331

1982-1994 Includes Rural & Urban Projects



1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

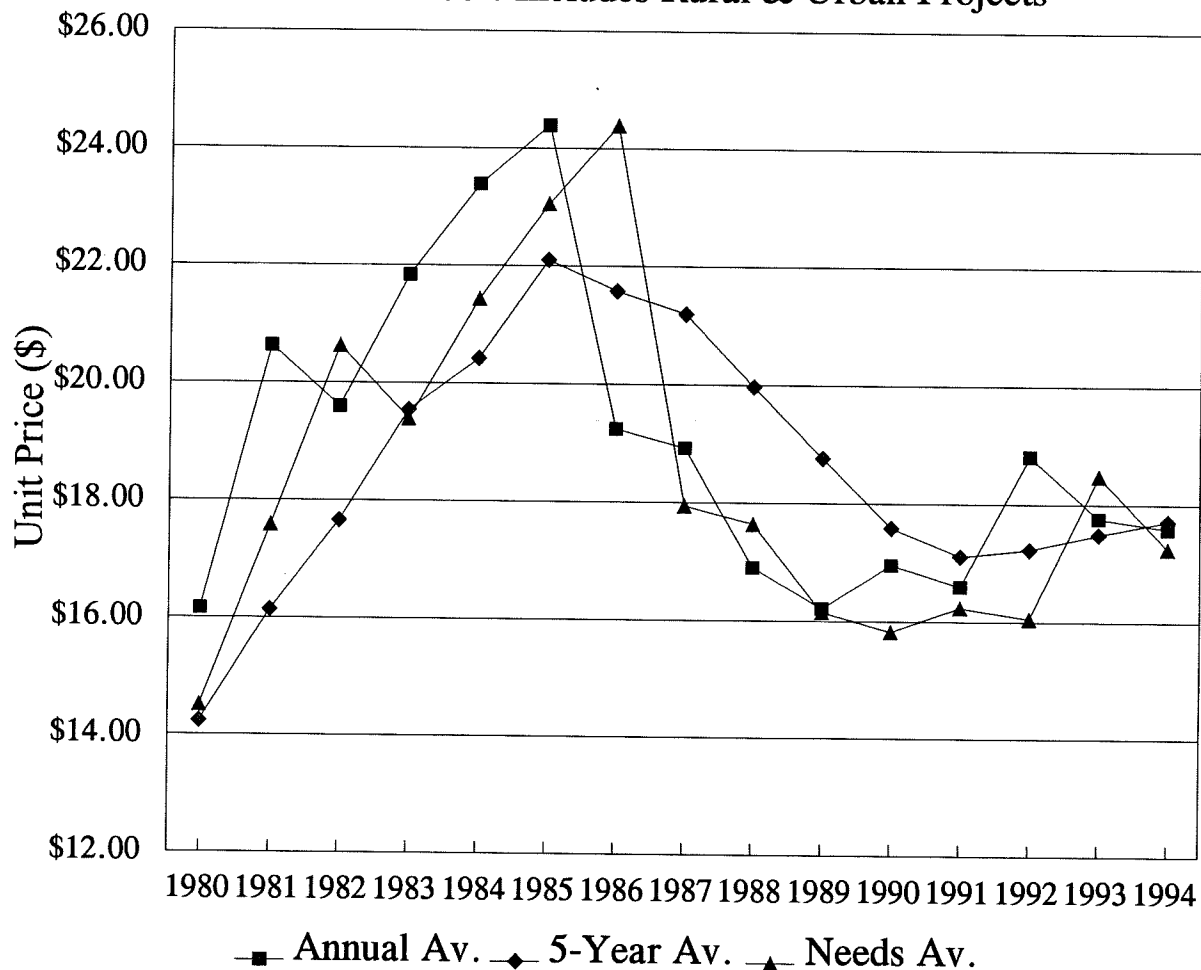
TREND OF C.S.A.H. UNIT PRICES FOR BITUMINOUS - 2341

1982-1994 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1980	87,488	\$1,413,751	\$16.16	\$14.24	\$14.52
1981	63,541	\$1,310,395	\$20.63	\$16.13	\$17.58
1982	191,268	\$3,749,375	\$19.60	\$17.66	\$20.63
1983	146,503	\$3,199,774	\$21.84	\$19.54	\$19.39
1984	172,277	\$4,028,081	\$23.39	\$20.42	\$21.44
1985	223,479	\$5,451,659	\$24.39	\$22.10	\$23.06
1986	258,737	\$4,976,856	\$19.24	\$21.58	\$24.39
1987	299,548	\$5,666,289	\$18.92	\$21.19	\$17.95
1988	355,070	\$6,001,226	\$16.90	\$19.96	\$17.64
1989	307,106	\$4,980,376	\$16.22	\$18.76	\$16.15
1990	270,025	\$4,575,717	\$16.95	\$17.58	\$15.82
1991	255,721	\$4,243,941	\$16.59	\$17.10	\$16.23
1992	468,235	\$8,804,005	\$18.80	\$17.23	\$16.05
1993	461,842	\$8,204,134	\$17.76	\$17.48	\$18.48
1994	593,119	\$10,449,671	\$17.58	\$17.71	\$17.25

Trend of CSAH Unit Prices - Bit. 2341

1982-1994 Includes Rural & Urban Projects



1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

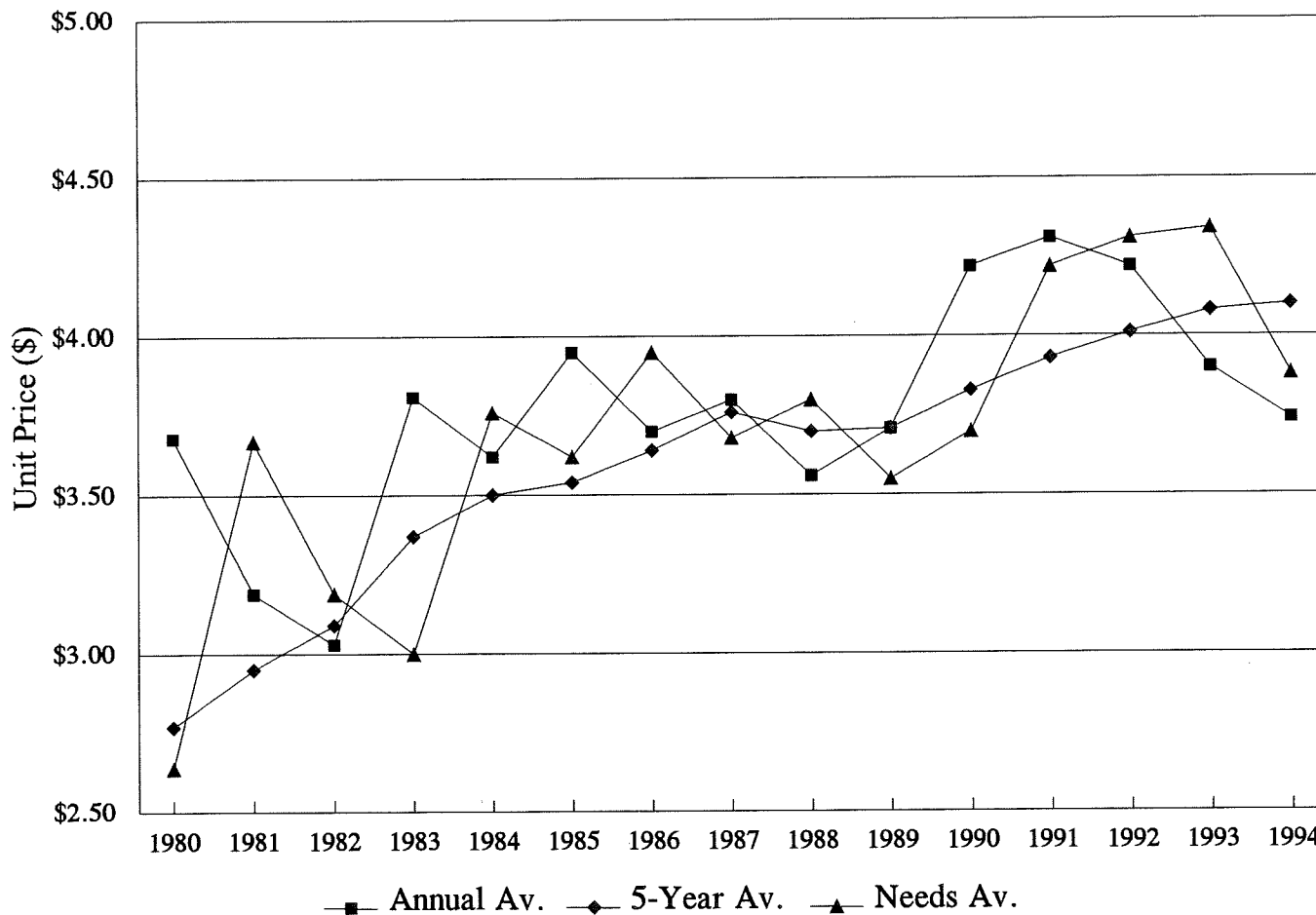
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SURFACE - 2118

1982-1994 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1980	291,915	1,072,984	3.68	2.77	2.64
1981	177,479	565,415	3.19	2.95	3.67
1982	169,755	514,181	3.03	3.09	3.19
1983	176,024	669,773	3.81	3.37	3.00
1984	283,698	1,027,910	3.62	3.50	3.76
1985	194,555	769,340	3.95	3.54	3.62
1986	257,323	951,855	3.70	3.64	3.95
1987	252,093	957,420	3.80	3.76	3.68
1988	393,590	1,400,145	3.56	3.70	3.80
1989	417,908	1,548,428	3.71	3.71	3.55
1990	531,937	2,244,411	4.22	3.83	3.70
1991	332,482	1,431,490	4.31	3.93	4.22
1992	368,606	1,555,978	4.22	4.01	4.31
1993	310,653	1,212,579	3.90	4.08	4.34
1994	345,974	1,294,561	3.74	4.10	3.88

Trend of CSAH Unit Prices Gravel Surface 2118

1982-1994 Includes Rural & Urban Projects



1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

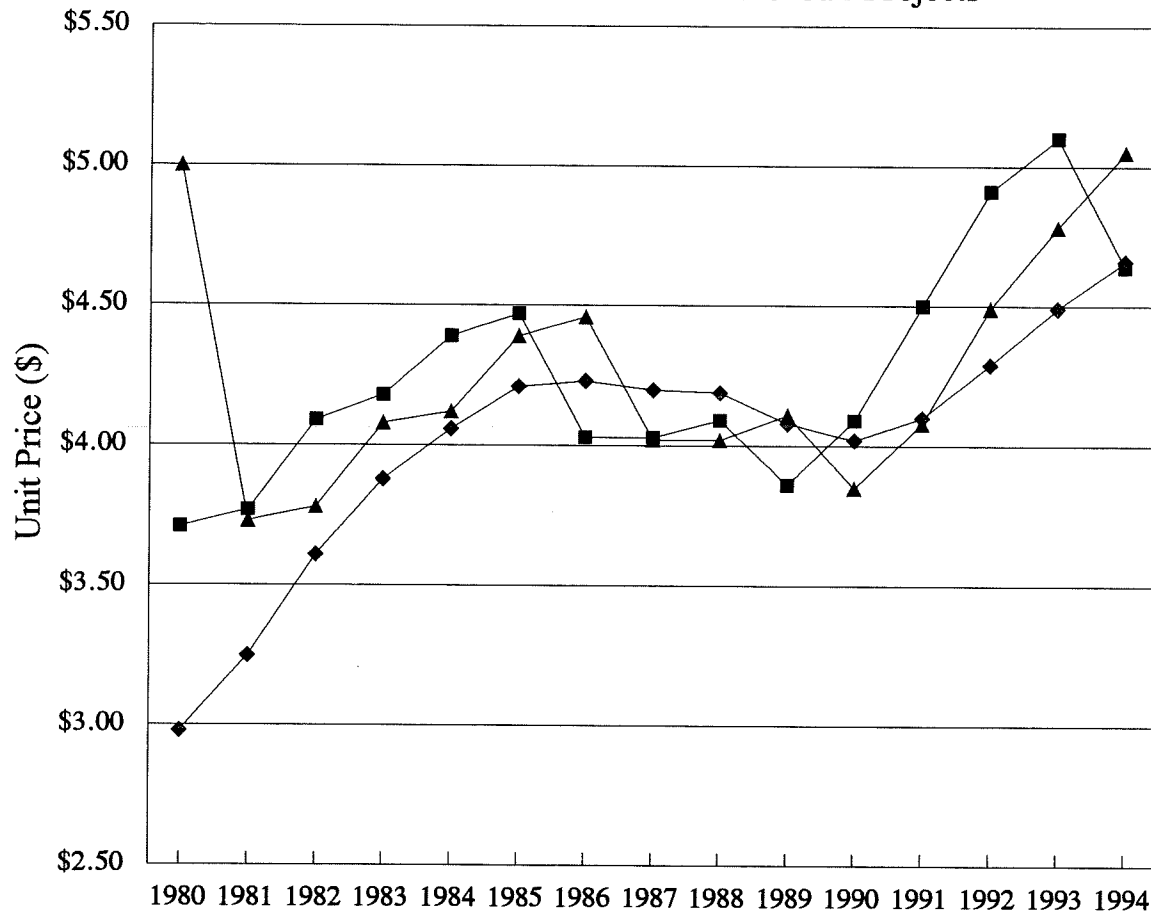
TREND OF C.S.A.H. UNIT PRICES FOR GRAVEL SHOULDERS - 2221

1982-1994 Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1980	528,325	\$1,963,507	\$3.71	\$2.98	\$5.00
1981	606,762	\$2,287,661	\$3.77	\$3.25	\$3.73
1982	760,901	\$3,111,555	\$4.09	\$3.61	\$3.78
1983	838,572	\$3,504,333	\$4.18	\$3.88	\$4.08
1984	812,267	\$3,565,540	\$4.39	\$4.06	\$4.12
1985	988,140	\$4,411,565	\$4.47	\$4.21	\$4.39
1986	1,094,004	\$4,402,874	\$4.03	\$4.23	\$4.46
1987	1,118,478	\$4,505,873	\$4.03	\$4.20	\$4.02
1988	1,050,781	\$4,300,402	\$4.09	\$4.19	\$4.02
1989	1,174,522	\$4,531,872	\$3.86	\$4.08	\$4.11
1990	1,089,251	\$4,452,591	\$4.09	\$4.02	\$3.85
1991	937,460	\$4,217,785	\$4.50	\$4.10	\$4.08
1992	1,264,986	\$6,210,827	\$4.91	\$4.29	\$4.49
1993	1,118,334	\$5,707,149	\$5.10	\$4.49	\$4.78
1994	1,022,072	\$4,740,246	\$4.64	\$4.66	\$5.05

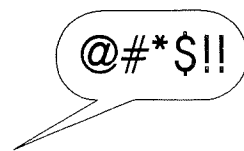
Trend of CSAH Unit Prices Gravel Shld. 2221

1982-1994 Includes Rural & Urban Projects





NOTES & COMMENTS



Lined area for notes and comments.

1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

1995 C.S.A.H. Gravel Base Unit Price Data

The map (figure A) indicates each county's 1994 CSAH needs study gravel base unit price, the gravel base data in the 1990-1994 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 1995. As directed by the 1986 Screening Board, all urban design projects were also included in the five year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was implemented by the Subcommittee at their April 24, 1995 meeting to determine the 1995 gravel base unit prices:

If a county has at least 50,000 tons of gravel base in its current five-year average unit price study, that five-year average unit price, inflated by the factors shown in the inflation factor report, is used.

If a county has less than 50,000 tons of gravel base material in its five-year average unit price study, then enough subbase material from that county's five-year average unit price study is added to the gravel base material to equal 50,000 tons, and a weighted average unit price inflated by the proper factors is determined.

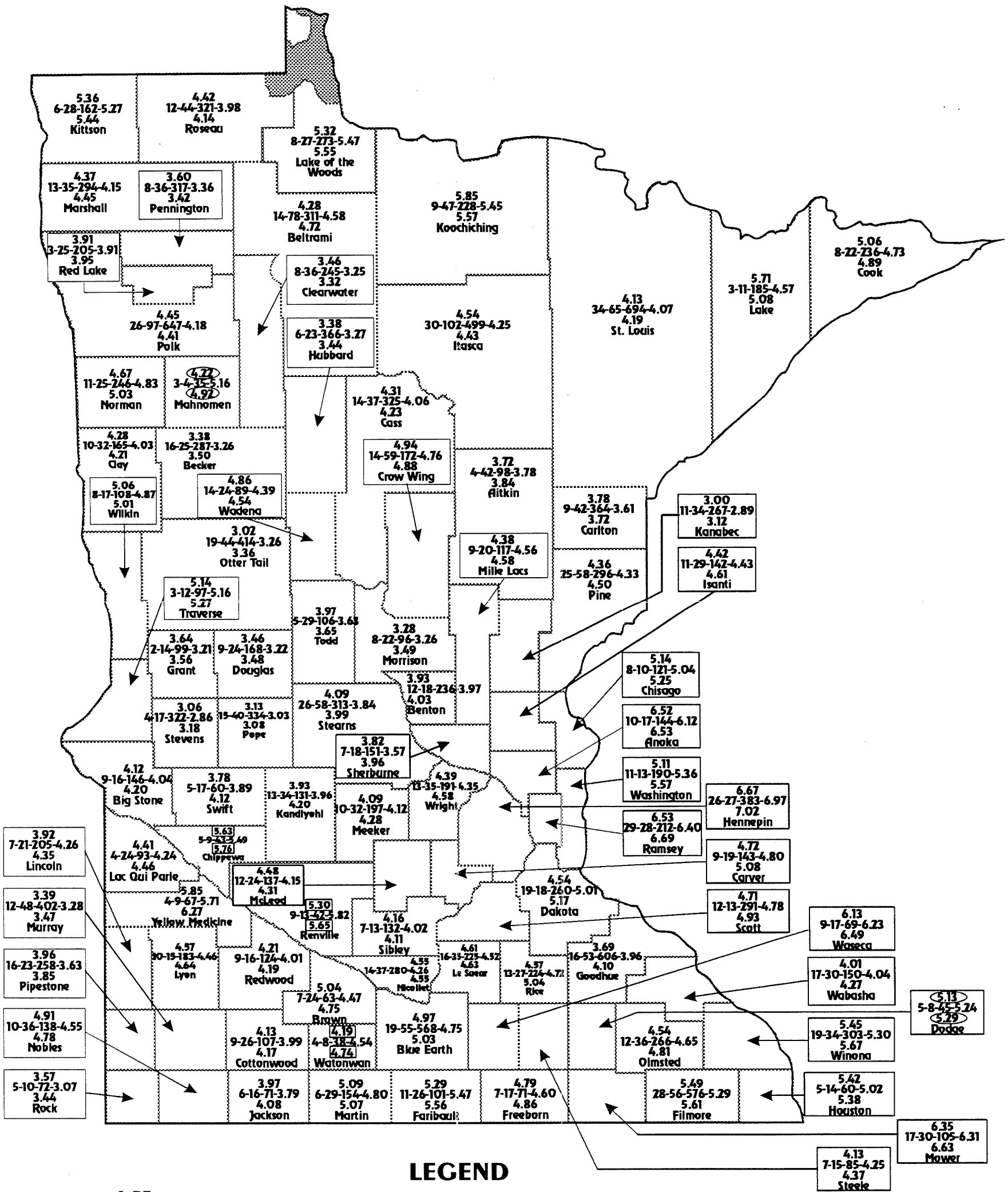
If a county has less than 50,000 tons of combined gravel base and subbase material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the combined gravel base and subbase material to equal 50,000 tons, and a weighted average unit price inflated by the proper factors is determined.

As you can see, the counties whose recommended unit prices have either a square or a circle around them have less than 50,000 tons of gravel base material in their current five-year average unit price study. Therefore, these prices were determined using either the second or third part of the procedure above. Jack Cousins, a member of the General Subcommittee, will attend the Screening Board meeting to discuss their recommendations.

FIG. A



1995 COUNTY SCREENING BOARD DATA
JUNE, 1995
1990-1994 C.S.A.H. GRAVEL BASE UNIT PRICE DATA
(RURAL AND URBAN PROJECTS INCLUDED)



1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

Unit Price Inflation Factor Study

Because of the drastic fluctuation in unit prices in recent years, the Subcommittee is recommending continuing the inflation of the cost, in the five-year average unit price study for the determination of needs study prices.

Since the gravel base and subbase prices are the basis for the other needs study construction item unit prices, the needs unit concentrated on these two items to generate inflation factors.

The inflation factors arrived at were computed by dividing the average unit price of the latest year in the five-year average by the average unit price of the year involved. These calculations are shown in the charts below.

Gravel Base - #2211 Class 5 - 6

Year	Quantity	Cost	Annual Average	Inflation Factor	
1990	3,712,962	\$14,400,029	\$3.88	$\$4.50 / \$3.88 =$	1.16
1991	3,461,225	\$14,666,244	\$4.24	$\$4.50 / \$4.24 =$	1.06
1992	4,660,355	\$21,080,095	\$4.52	$\$4.50 / \$4.52 =$	1.00
1993	3,818,839	\$16,847,613	\$4.41	$\$4.50 / \$4.41 =$	1.02
1994	2,907,510	\$13,089,629	\$4.50	$\$4.50 / \$4.50 =$	

Subbase - #2211 Class 3 - 4

Year	Quantity	Cost	Annual Average	Inflation Factor	
1990	850,693	\$3,154,601	\$3.71	$\$4.45 / \$3.71 =$	1.20
1991	1,770,188	\$7,167,715	\$4.05	$\$4.45 / \$4.05 =$	1.10
1992	1,285,948	\$5,309,585	\$4.13	$\$4.45 / \$4.13 =$	1.08
1993	654,741	\$2,823,272	\$4.31	$\$4.45 / \$4.31 =$	1.03
1994	683,834	\$3,040,350	\$4.45	$\$4.45 / \$4.45 =$	

In order to reflect current prices in the 1990-1994 five-year average unit price study, each project's gravel base and subbase costs were multiplied by the appropriate factor.

**1995 COUNTY SCREENING BOARD DATA
JUNE, 1995**

C.S.A.H. Roadway Unit Price Report

The following tabulation of roadway construction prices shows the average unit prices in the 1994 C.S.A.H. needs study, the 1990-1994 C.S.A.H. five-year average unit prices, the 1994 average and the Subcommittee's recommended unit prices for use in the 1995 needs study.

The Subcommittee's recommended prices were determined at their meeting on April 24, 1995. Minutes documenting these proceedings are included in the "Reference Material" portion of this booklet.

dmg-WP51-Roadpr

1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

C.S.A.H. Roadway Unit Price Report

<u>Construction Item</u>	<u>1994 CSAH Needs Study Average</u>	<u>1990-1994 CSAH 5-Year Construction Average</u>	<u>1994 CSAH Construction Average</u>	<u>1995 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee</u>
--------------------------	--	---	---	--

Rural & Urban Design

Grav. Base CI 5 & 6/Ton	\$4.40	4.31	\$4.50	*
-------------------------	--------	------	--------	---

Rural Design

Subbase CI 3 & 4/Ton	\$4.19	\$4.02	\$4.39	G.B. - \$ 0.11
Bit.Base & Surf. 2331/Ton	15.65	15.07	14.92	G.B. + 10.42
Bit.Surf. 2341/Ton	17.25	17.18	17.14	G.B. + 12.64
Con.Surf. 2301/Sq.Yd.	13.69	---	14.10	14.10
(1994 Mn/DOT)				
Gravel Surf. 2118/Ton	3.88	4.09	3.73	G.B. - 0.77
Gravel Shldr. 2221/Ton	5.05	4.62	4.63	G.B. + 0.13

Urban Design

Subbase CI 3 & 4/Ton	\$4.40	\$5.30	\$5.39	G.B.
Bit.Base & Surf. 2331/Ton	18.93	19.22	18.59	G.B. + 14.09
Bit.Surf. 2341/Ton	19.78	20.40	20.02	G.B. + 15.52
Con.Surf. 2301/Sq.Yd.	18.90	---	18.90	18.90
(1994 Mn/DOT)				

* The Recommended Gravel Base Unit Price for each individual county is shown on the state map foldout (Fig. A).

G.B. - The gravel base price as shown on the state map.

***1995 COUNTY SCREENING BOARD DATA
JUNE, 1995***

C.S.A.H. Miscellaneous Unit Price Report

The following report lists the miscellaneous unit prices used in the 1994 C.S.A.H. needs study, those recommended by the M.S.A.S. Sub-committee or Mn/DOT and the unit prices recommended by the C.S.A.H. Subcommittee for use in the 1995 CSAH needs study.

Documentation of the Subcommittee's recommendations can be found in the minutes of their meeting on April 24, 1995 which are printed in the "Reference Material" section of this booklet.

dmg-WP51-(unitpr)

1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

C.S.A.H. Miscellaneous Unit Price Report

Construction Item	1994 CSAH Needs Study Average	Prices Recommended For 1995 By MSAS Subcommittee or Mn/Dot	1995 CSAH Unit Price Recommended by CSAH Subcommittee
-------------------	---	---	--

Other Urban Design

Storm Sewer - Complete/Mi.	\$216,500	\$223,000	\$223,000
Storm Sewer - Partial/Mi.	67,100	69,100	69,100
Curb & Gutter Const./Lin.Ft.	5.50	5.75	5.75

Bridges

0-149 Ft.Long/Sq.Ft.	\$55.00	\$55.00	\$55.00
150-499 Ft.Long/Sq.Ft.	55.00	55.00	55.00
500 Ft. & Longer/Sq.Ft.	55.00	55.00	55.00
Widening/Sq.Ft.	150.00	**	150.00
RR over Hwy - 1 Track/Lin.ft.	5,000	5,000	5,000
Each Add.Track/Lin.ft.	4,000	4,000	4,000

Railroad Protection

Signs	\$1,200	\$1,550	\$1,200
Signals	80,000	80,000	80,000
Signals & Gates	110,000	110,000	110,000

** WILL USE RECONDITIONING COST AS REPORTED



This image shows a single sheet of white paper with horizontal blue or grey 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.

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MILEAGE REQUESTS

* * * * *

1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

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.*

JUNE, 1995

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

Approved by the County Engineers' Screening Board

County	1958- 1964	1965- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	Total Miles To Date	County
Aitkin	6.10			0.60													6.70	Aitkin
Anoka	1.33	0.71								10.42							12.46	Anoka
Becker		10.07															10.07	Becker
Beltrami	6.84 *	0.69	0.16														7.69	Beltrami
Benton	3.18 *																3.18	Benton
Big Stone	1.40		0.16														1.56	Big Stone
Blue Earth	15.29 *			0.25													15.54	Blue Earth
Brown	3.81	3.63	0.13														7.57	Brown
Carlton	3.62																3.62	Carlton
Carver	1.55	0.94	0.48						0.08								3.05	Carver
Cass		7.90															7.90	Cass
Chippewa	14.00	1.00									0.05						15.05	Chippewa
Chisago	3.24													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
Houston			0.12														0.12	Houston
Hubbard	0.60	1.25	0.26	0.06													2.17	Hubbard
Isanti	1.06	0.74															1.80	Isanti
Itasca																	0.00	Itasca
Jackson		0.10															0.10	Jackson
Kanabec																	0.00	Kanabec

1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

dmg\file_123\history

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

Approved by the County Engineers' Screening Board

[illegible]

JUNE, 1995

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

Approved by the County Engineers' Screening Board

County	1958-1964	1965-1970	1971-1976	1977-1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	Total Miles To Date	County
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
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																0.11	0.11	Wilkin
Winona	7.40 *																7.40	Winona
Wright	0.45			1.38													1.83	Wright
Yellow Medicine			1.39														1.39	Yellow Medici
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	17.96	0.11	428.04	Totals

* Some Trunk Highway Turnback Mileage

1995 COUNTY SCREENING BOARD DATA

June, 1995

"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. Only mileage made available by commissioners orders received before May 1, 1995 is included.

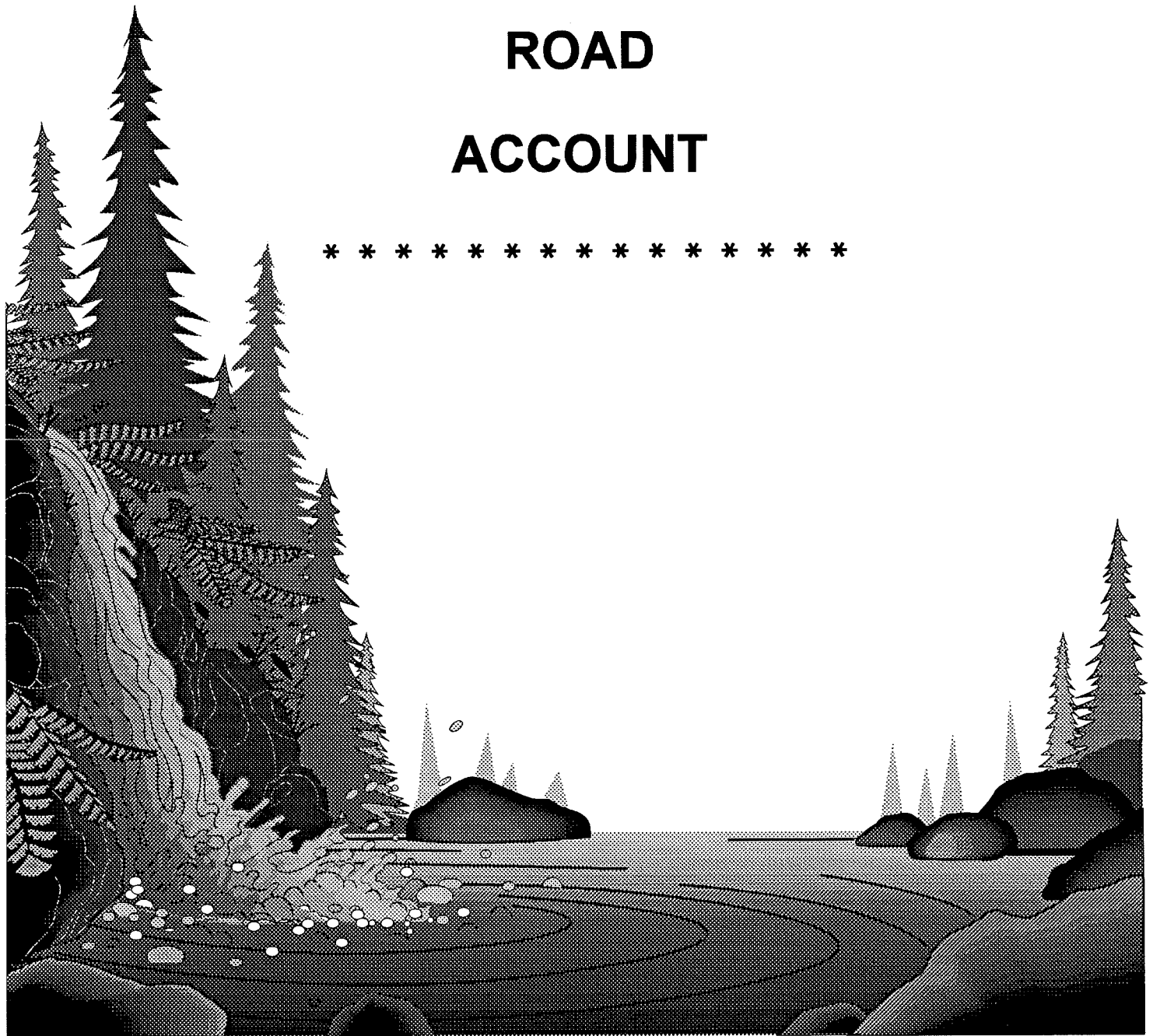
County	Banked Mileage	Year Made Available
Anoka	0.58	1991
Becker	0.40	1991
Big Stone	2.50	1993
Blue Earth	0.10	1991
Carlton	0.86	1992 & 1994
Clay	5.00	1993
Dakota	0.22	1994
Dodge	0.60	1994
Douglas	1.90	1992
Faribault	2.68	1993
Fillmore	0.50	1993
Hennepin	6.82	1992 & 1994
Isanti	0.22	1992
Itasca	0.25	1992
Kandiyohi	0.20	1993
McLeod	1.23	1992 & 1994
Marshall	1.70	1994
Mille Lacs	1.10	1992
Nicollet	1.20	1993
Norman	2.00	1993
Pennington	0.08	1994
Polk	2.00	1992
Pope	0.40	1992
Ramsey	0.24	1992
Red Lake	1.00	1994
Renville	1.35	1992
Rice	0.90	1994
Rock	1.60	1993
Roseau	0.80	1991
Stearns	0.08	1992
Wabasha	0.33	1993
Waseca	0.21	1993
Wadena	1.77	1991 & 1994
Washington	1.21	1994
Wright	1.07	1992 & 1993
Yellow Medicine	0.11	1993
Total	43.21	

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

* * * * *

STATE PARK ROAD ACCOUNT

* * * * *



1995 COUNTY SCREENING BOARD DATA
JUNE, 1995

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.

DMG\WP51\PARKROAD.WP



PUBLIC WORKS DEPARTMENT

Highway Department
Park Department
Drainage System Inspection
Agricultural Inspection

M I N N E S O T A

1700 Sunrise Dr., P. O. Box 518, St. Peter, MN 56082

Michael C. Wagner, P.E.
Public Works Director/Highway Engineer

May 4, 1995

Mr. John Strohkirch, Manager
MN/DNR Park Development & Resources
Box 39 - 500 Lafayette Road
St. Paul, MN 55155 - 4039

Dear Mr. Strohkirch:

Re: Resurfacing in Fort Ridgely State Park

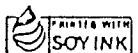
Enclosed are a map and estimate for improving and resurfacing a portion of County State Aid Highways 29 and all of CSAH 30 in Fort Ridgely State Park. This submittal is our request for State Park Road Account Funds (approximately \$140,000) to accomplish the proposed work, hopefully, during 1996 construction.

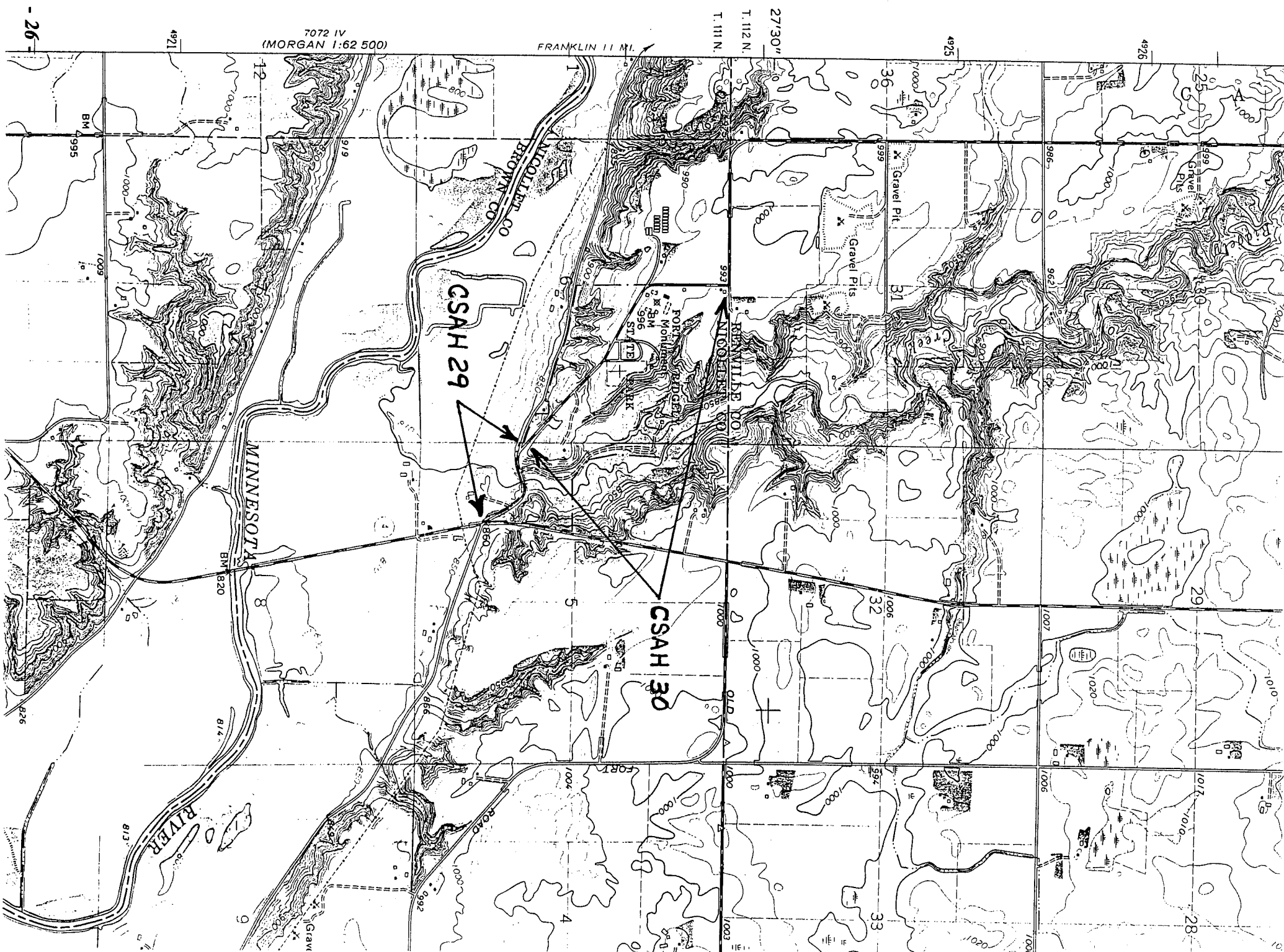
Please call if there are any questions or additional information needed.

Sincerely,

Mike Wagner
County Engineer

Copies to: Doug Haeder, State Aid
Ken Hoeschen, State Aid
Lowell Jaeger, Park Manager





7072 IV
(MORGAN 1:62 500)

FRANKLIN 11 MI.

27/30"
T. 112 N.
T. 111 N.

CSAH 29

CSAH 30

MINNESOTA

RIVER



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

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

DNR INFORMATION
(612) 296-6157

May 5, 1995

Julie Skallman, Assistant State
Engineer
420 Transportation Building
Minnesota Department of Transportation
Saint Paul, Minnesota 55155

Dear Julie;

RE: Resurfacing of Entrance Road to Fort Ridgely State Park

The Division of Parks and Recreation supports the improvements recommended by Nicollet County to the entrance road at Fort Ridgely State Park.

Michael Wagner, Nicollet County Engineer, will be requesting approval from the State Aid Screening Board. We support this request.

If any additional information is needed, please let me know.

Yours truly,

John Strohkirch, Manager
Park Development & Real Estate
DIVISION OF PARKS & RECREATION

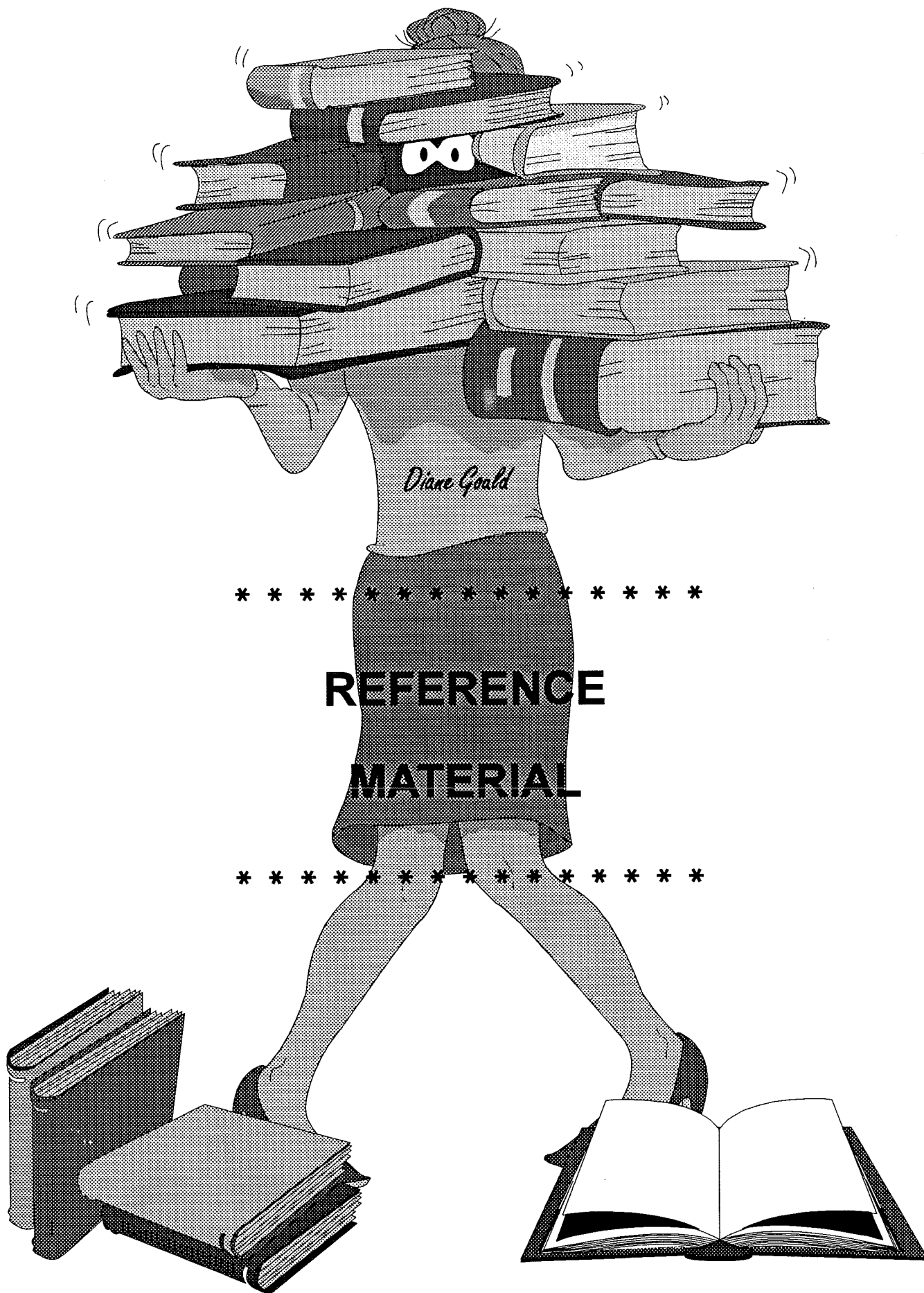
cc: Michael Wagner
Nicollet County Engineer
1700 Sunrise Drive
Post Office Box 518
Saint Peter, Minnesota 56082



NOTES & COMMENTS

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1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

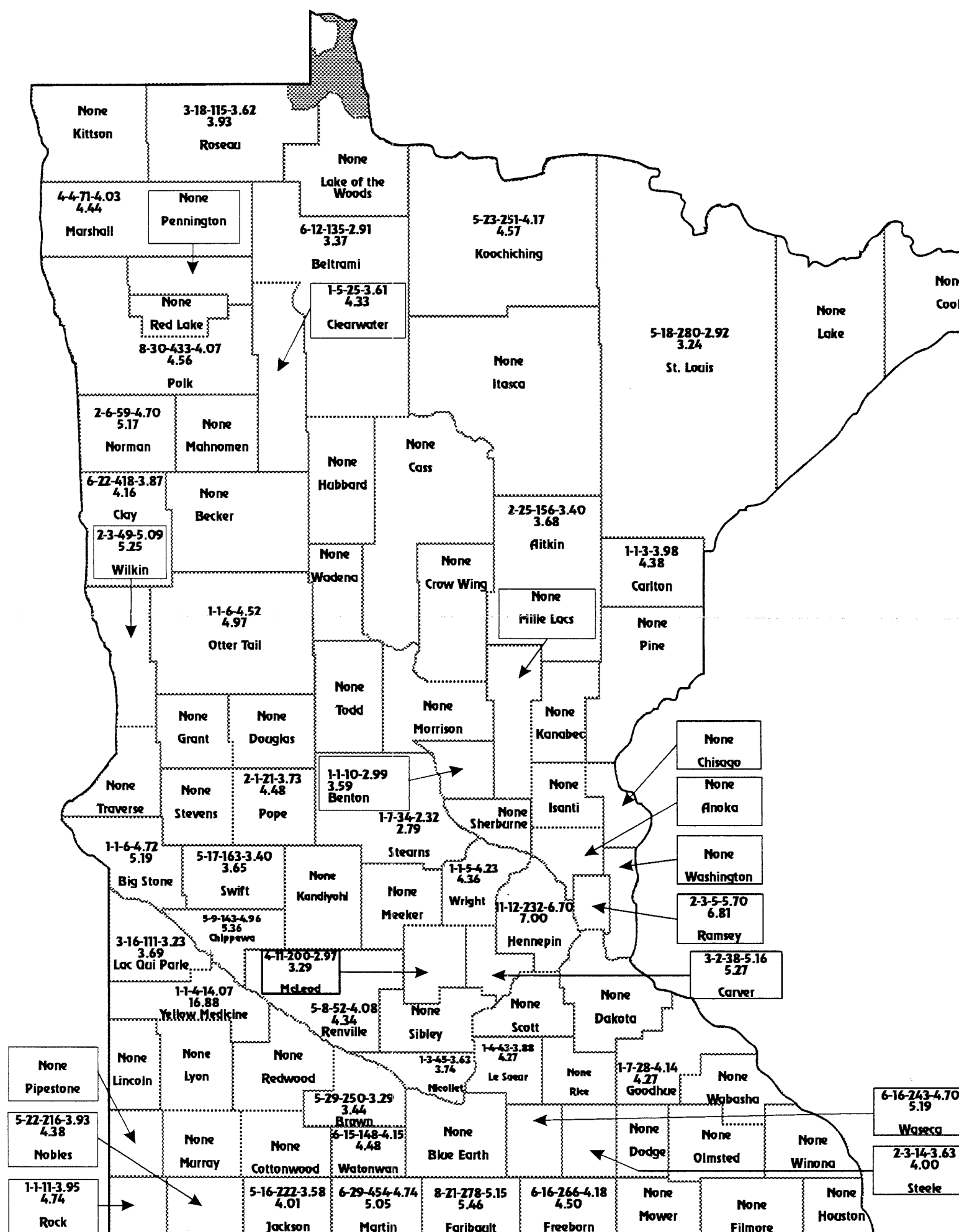
1990-1994 Five-Year Average Subbase (Class 3 & 4) ***Unit Price Data***

The following map indicates the subbase (Class 3 & 4) unit price information that is in the 1990-1994 five-year average unit price study and the inflated subbase unit price, the determination of which is explained in another write-up in this section. This data is being included in the report because in some cases the gravel base unit prices recommended by the Subcommittee, as shown on Fig. A, were determined using this subbase information.

dmg-wp51-subprice

The seal of the Minnesota Department of Transportation is a circular emblem. It features a stylized white 'M' on a dark background, with a white star positioned to its right. The words 'MINNESOTA' and 'DEPARTMENT OF TRANSPORTATION' are inscribed around the perimeter of the seal.

1990-1994 FIVE YEAR AVERAGE SubBASE (CLASS 3&4) UNIT PRICE DATA
(RURAL AND URBAN PROJECTS INCLUDED)



7-17-152-3.88 # '90 TO '94 SUBBASE PROJ. - Miles - TONS (in 1000's) - 5 YEAR AVG. UNIT PRICE
4.26 1995 INFLATED SUBBASE UNIT PRICE

1995 COUNTY SCREENING BOARD DATA

JUNE, 1995

Needs Adjustments for Variances Granted on CSAHs

The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 1995 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee. The guidelines are a part of the Screening Board resolutions.

<u>County</u>	<u>Project</u>	<u>Variance From</u>	<u>Recommended 1995 Needs Adjustments</u>	<u>Approx. 1996 Apport. Loss</u>
CASS	11-617-04	Design Speed	\$ 200,032	\$ 4,357
DODGE	20-609-20	Shoulder Width & Bridge Width	\$ 176,610	\$ 3,846
KOOCHICHING	36-602-09	Design Speed	\$ 29,520	\$ 643
MOWER	50-707-02	Roadway Width	\$ 7,850	\$ 171
RED LAKE	63-618-08	Design Speed	\$ 43,610	\$ 950
RENVILLE	65-608-09	Design Speed	\$ 45,450	\$ 990
SIBLEY	72-608-17	Bridge Width	\$1,176,000	\$23,613
STEELE	74-612-22	Design Speed	\$ 21,510	\$ 468
<hr/>			<hr/>	<hr/>
TOTAL			\$1,700,582	\$37,038

If the counties involved have any questions regarding these adjustments, the State Aid Office can be contacted directly. Also the calculation of the adjustments will be available at the various district meetings and the Screening Board meeting.

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 26 AND 27, 1994
IZATY'S RESORT, ONAMIA

The meeting was called to order at 1:00 p.m., October 26, 1994 by Vice-Chairman, Gordon Regenscheid, Meeker County Engineer.

ATTENDANCE

Roll call of members:

Wayne Olson, Carlton	District 1
Russ Larson, Roseau	District 2
Greg Nikodym, Kanabec	District 3
Dale Wegner, Pope	District 4
Roger Gustafson, Carver	Metro West(present on the 27th)
Graig Falkum, Wabasha	District 6
Gene Isakson, Sibley	District 7
Gordon Regenscheid, Meeker	District 8
Paul Kirkwold, Ramsey	Metro East

Vice-Chairman Regenscheid asked for a motion to approve the June 7 and 8, 1994 Screening Board Minutes held at Maddens Resort, Brainerd. Motion by Dale Wegner, seconded by Greg Nikodym, motion passed unanimously.

Roll call of MnDot personnel:

Pat Murphy,	Director, SALT Division (present on the 27th)
Julie Skallman,	Assistant State Aid Engineer
Ken Hoeschen,	Manager, County State Aid Needs Unit
Ken Straus,	Manager, Municipal State Aid Needs Unit
Marshall Johnston,	Municipal State Aid Needs Unit
Bill Croke,	District 1 State Aid Engineer
Lou Tasa,	District 2 State Aid Engineer
Mike Tardy,	District 3 State Aid Engineer
Tallack Johnson,	District 4 State Aid Engineer
Mike Pinsonneault,	District 6 State Aid Engineer
Doug Haeder,	District 7 State Aid Engineer
Tom Behm,	District 8 State Aid Engineer
Bob Brown,	Metro Division State Aid Engineer

Vice-Chairman Gordon Regenscheid recognized Mike Rardin, Polk County, Acting Chairman of the General Subcommittee and Jack Dolan, Dodge County, Chairman of the Mileage Subcommittee.

The secretary was asked to recognize the following alternates and other engineers in attendance:

Doug Grindall, Koochiching	District 1
Lee Berget, Clearwater	District 2
Steve Backowski, Morrison	District 3
Rick West, Otter Tail	District 4
Jon Olson, Anoka	Metro West (not present)
Gene Ullring, Fillmore	District 6
Al Forsberg, Blue Earth	District 7
Luke Hagen, Lincoln	District 8
Don Wisniewski, Washington	Metro East (not present)

Others in attendance were:

Dick Hansen, St. Louis	District 1	(on the 27th)
Milton Alm, Norman	District 2	
Merle Earley, Stevens	District 4	
Dave Heyer, Becker	District 4	
Lee Amundson, Steele	District 6	
Gary Bruggeman, Houston	District 6	
Rick Kjonaas, McLeod	District 8	
Ken Anderson, Chisago	Metro East	
Dennis Carlson		

REVIEW OF SCREENING BOARD REPORT

Vice-Chairman Gordon asked Ken Hoeschen to review the Screening Board book.

Ken reviewed the 1994 County Screening Board report which he has previously done in all the Districts. Vice-Chairman Gordon suggested that any action taken on the report shall wait until October 27, 1994.

Ken informed the group that Tim Schulte will start at Mahnomen County on November 15, 1994, leaving the City of Grand Forks, North Dakota and that Jeff Blue will start in Waseca County on December 1, 1994, leaving the state of Illinois. Welcome to Tim and Jeff.

- A) General Information and Basic Needs Data - Pages 4-6, is a comparison of the Basic 1993 to the Basic 1994 25-Year Construction Needs which is broken down into three basic sections: 1) effect of the Normal update; 2) effect of the Unit price revisions; 3) effect of the 1992 traffic counts and traffic factors - page 93 is a short report showing these results. The total needs effect was +1.3%. Ken mentioned the correction to Pine County normal update column, no comments or questions.
- B) Needs Restrictions - Pages 8-11, no comments or questions.
- C) Construction Fund Balance "Needs" Deductions - Pages 12-15, no comments or questions.
- D) Special Resurfacing Projects - Pages 16-18, the General Subcommittee studied this resolution. Their comments are on pages 104 and 105.
- E) Grading Cost Comparisons - Pages 20-30, Rural Design Grading Construction Costs; Pages 32-42, Urban Design Grading Construction Cost, the General Subcommittee studied this procedure. Their comments are on pages 104 and 105.
- F) Needs Adjustments for Variances Granted on CSAHs - Page 43, no comments or questions.
- H) Bond Account Adjustments - Pages 44-45, no comments or questions.
- I) After the Fact Right of Way Needs - Pages 46-47, Ken commented the resolution was incorrect. The correct one can be found on page 118,
Miscellaneous After the Fact Needs - Page 48-49,
After the Fact Bridge Deck Rehabilitation Needs - Page 50
Credit for Local Effort Needs Adjustment - Page 51
No comments or questions.
- J) Non Existing CSAH Needs Adjustment - Pages 52-53, no comments.
- K) Mill Levy Deductions - Pages 54-56, Ken handed out the correction because of an error found in Crow Wing County, no comments or questions.
- L) Tentative 1995 CSAH Money Needs Apportionment - Page 58, shown in Figure A, Stevens County was added as a minimum county, no comments.

- M) Comparison of the Actual 1994 to the TENTATIVE 1995 CSAH Apportionment - Pages 67-68, Ken stated there may be a small increase this year but that's not for sure.
- N) Mileage Requests - Pages 70-74, shows the history of additional mileage and banked mileage on the system. Mileage Subcommittee is composed of Chairman Jack Dolan, Dodge; Dave Everds, Dakota; Lee Berget, Clearwater who review all mileage requests and give their recommendations to the Screening Board.

1) *Chisago County Mileage Request - Pages 75-81*

Gordon asked Kenneth Anderson, Chisago County if he had any comments for the Screening Board. Kenneth Anderson with the use of charts explained to the Screening Board the reasons for his mileage request. Dennis Carlson talked in favor of the mileage request, because he had worked with Kenneth to come up with a reasonable request and look at all the different alternatives. Robert Brown, District State Aid Engineer, told the Screening Board he intended to circle the recommended approval for this request. He went on to repeat some of the same concerns that Dennis addressed about the importance of this request and what important safety issues need to be considered. Jack Dolan, Dodge County, chairman of the Mileage Subcommittee and Lee Berget, Clearwater County explained to the Screening Board the reasoning for their recommendation to deny Chisago County's request. Considerable discussion centered around the three items of concern of the Mileage Subcommittee on page 81. The question was asked if the mileage request could be altered once it gets to the meeting. The resolution on page 111 states that no alterations can be made on a mileage request unless it is resubmitted to the Screening Board. Paul Kirkwold asked what role is the Mileage Subcommittee limited to. The Screening Board members wondered if there should be some flexibility in the Subcommittee's decisions between their review and the request coming to the Screening Board. Julie suggested the resolution on page 111 be changed to read in the 4th paragraph "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 prior to publication of the book by the Office of State Aid. The"

- O) State Park Road Account - Pages 83-90, Alan Forsberg, Blue Earth County was on hand to explain his project to the Screening Board, some discussion followed.
- P) Traffic Project Factors - Pages 92-93, no comments.

The minutes of the CSAH General Subcommittee meeting and their accompanying recommendations to the Screening Board on page 104-105, relates to traffic counting on CSAH's, special resurfacing projects and the resulting needs deductions and CSAH needs study grading cost restudies.

Ken mentioned the possibility of using the Administrative Account to help upgrade the traffic counting process and Mike Rardin discussed the possibility of using outside vendors. The total dollars being considered for use is 1.2 million over a 2-3 year time frame. The board discussed traffic counting in great detail.

Gordon brought up the Research Account money set aside every year, which will be addressed tomorrow by resolution.

Gordon brought up the request from Hubbard County to consider reducing their CSAH construction fund balance "needs" deduction, due to submittal of the Report of State Aid Contract on September 7, 1994 rather than September 1, 1994. David A. Olsonawski addressed the 2nd paragraph on page 12, stating there seems to be some flexibility allowed to encumber funds even if a let project has not been awarded and the construction balances shall be adjusted. Ken suggested the subcommittee study the resolution. Paul Kirkwold stated there seems to be a double hit if you have a project reported after September 1st, which will cause a needs deduction and you also have your needs reduced because that is by letting date. So maybe the date should be December 31 and treat the fund balance deduction similar to the needs deduction.

Rick Kjonaas, McLeod County started the discussion on Trunk Highway Turnback funds and additional mileage due to turn backs. He mentioned the rules committee is looking at this issue and was wondering if their decisions will help McLeod's situation. Dick Hansen stated he will be attending the rules meeting and will be discussing this issue with the committee.

The meeting was adjourned at 4:10 pm.

The meeting was reconvened by Roger Gustafson at 8:30 am Wednesday, October 27, 1994.

ACTION ON SCREENING BOOK

A) Needs Adjustment Review - Pages 1-68.

Roger asked if there were any questions on the 25 year construction needs changes, no comments. The construction fund balance "needs" deductions was questioned and discussed yesterday, Roger asked if everyone understood Hubbard County's request. Gene Isakson recognized the second paragraph states that construction balances can be adjusted if the project has been let but still not awarded. Paul Kirkwold stated that the resolution probably does not help to reduce the construction fund balances. The other thing that happens if you let a contract after September 1st, your needs are adjusted as of December 31st, along with a fund balance deduction. Russ Larson made a motion to change the resolution to awarded in August and the Report of State Aid at least be notified by September 1st. Motion was defeated. Paul Kirkwold made a motion to have the General Subcommittee review this resolution and delay the fund balances until the study is completed, motion failed for lack of a second. Considerable discussion followed with Russ Larson and Paul Kirkwold making a motion to have the General Subcommittee study this resolution and the concept of its effectiveness, motion passed.

Roger asked for comments on page 16, Special Resurfacing Projects, which was also reviewed by the General Subcommittee. Wayne Olson stated that Al Goodman sent a support letter to review and eliminate this resolution. There were no further comments on the remaining adjustments. Other than the resolution on page 46 was incorrect but it was correct in the back of the book.

B) Mileage Requests

Roger stated he had received an updated statement from the Mileage Subcommittee and asked Jack Dolan to respond. Jack Dolan nor Lee Berget had put any such statement together so Roger said lets take a break so he could find out where the statement came from. Roger asked Jack Dolan to review their recommendation to update their report based on their observations. Considerable discussion and comments took place with Russ Larson proposing an amendment to the request of including the entire route from the Trunk Highway and the revocations as illustrated on the material handed out and including all the recommendations as presented by the mileage subcommittee. Roger asked Kenneth Anderson to review Russ's amendment so the entire board would understand what they were voting on, Gordon seconded the motion. Paul Kirkwold made an amendment to the motion eliminating CSAH 31 from Russ's motion, Roger seconded the motion. Russ spoke against the amendment, along with Dale Wegner and Wayne Olson. Graig Falkum brought up the resolution on page 111, whether we can make these changes before changing the wording of the resolution. Ken Hoeschen stated that alterations have been made in the past, but they have been minor changes. Paul Kirkwold's amendment failed. Voting on Russ's motion to change the mileage request failed 5 to 4 after considerable discussion on all the options. Ken passed out ballots for the mileage request. Gene Isakson suggested that the Mileage Subcommittee have more flexibility in preparing their report. Paul Kirkwold motioned and Gordon Regenscheid seconded to change the resolution on page 111 as Julie suggested earlier to read in the 4th paragraph "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 prior to publication of the book by the Office of State Aid. The" motion passed unanimously.

- 1) Chisago County's mileage request for an additional 0.95 miles was voted on by secret ballot, the additional mileage request was DENIED by a vote of 6 to 3. Russ asked if a letter of support could be sent to Kenneth stating that the board did support their concept and with the necessary action and support from his board the board could look at their request differently. Motion by Dale W. and seconded by Gene I. to have the Mileage Subcommittee put together a letter of support to be signed by Roger G., motion passed with Paul Kirkwold speaking against the motion.

C) State Park Road Account

Roger asked for a motion to approve the State Park Road Account request on page 84. Motion Russ L., seconded by Greg I. motion carried.

D) *Reference Material*

Roger asked for a motion to approve the letter of recommendation on page 59 to Commissioner Denn. Motion by Russ L., seconded by Dale W. motion carried.

Roger asked for a motion to approve the resolution: Be it resolved that an amount of \$1,227,786 (not to exceed 1/2 of 1% of the 1994 CSAH Apportionment sum of \$245,557,356) shall be set aside from the 1995 Apportionment Fund and be credited to the research account. Motion by Dale W., seconded by Greg N., this resolution was discussed thoroughly because the amount has doubled from last year, motion carried.

Roger brought the traffic counting subject up studied by the General Subcommittee. Pat M. discussed his view point of what will take place with the use of the proposed 1.2 million dollars to be used from the administrative account. Mike Rardin discussed the option of consultants being involved in the process of traffic counting and reviewed the committee's comments.

Roger brought up the subject of Trunk Highway Turnbacks to counties becoming CSAH mileage. Pat M. stated that this subject is being looked at by the rules committee.

Roger asked Pat M. and Richard H. to comment on the meeting held on October 26, requested by the Governor to discuss ideas and issues critical to the 1995 legislation on transportation. Those invited were AMC, TWP Assoc., MCEA, Cities and others. Pat M. wanted to give the Department credit in bringing all the players to the table and discussing this very important legislation. Pat M. mentioned forth coming items to be sent out will be the draft rules and two questionnaires - bridge inspection & pavement management. Pat M. passed out a letter to the County Screening Board concerning the CSAH designation of the Great River Road Mileage. Pat explained his reasoning and was commended on taking a stand and making a decision based on the information discussed over the past two years.

Roger thanked Richard H. and Mike R. for being with us and sharing their comments. He thanked Jack D. for serving on the Mileage Subcommittee. He finally thanked the uneven (odd) districts for serving on the Screening Board for the past two years.

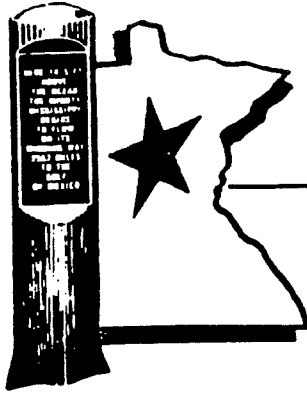
Paul Kirkwold asked what the City Engineers were meeting about next door. Pat M. stated they are having a planning session to determine what the focus of the Screening Board would or should be for the next ten years, determine a mission and identify the barriers to help take on critical issues and to be able to operate more effectively.

Meeting was adjourned by Roger Gustafson at 11:25 am.

Respectively Submitted,



David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer



Hubbard County Department of Highways

Rt. 4 Box 5A

So. Hwy. 71

Park Rapids, MN 56470

218-732-3302

October 13, 1994

Mr. Roger Gustafson, P.E.
1994 County Screening Board Chm.
Carver County Engineer
600 East 4th St., Box 6
Chaska, MN 55318

Re: County SA construction fund balance needs deduction

Dear Roger,

I would like to request the Screening Board to consider reducing Hubbard County's Regular SA Account deduction to \$ 0.00 instead of \$ 551,399.00. Our balance as of September 1, 1994 was \$ 1,711,966 for two reasons: 1) to avoid a deduction in our Municipal Account I transferred \$ 380,000 into the Regular Account this summer, 2) our last 1994 project was scheduled for a July letting but was delayed to August 17, 1994 due to DNR, CORPS and SHPO delays. The contract was awarded by the Board on August 17, 1994. We received the signed contract and bond information on August 27, 1994 and the report of State Aid Contract followed.

The second paragraph of the resolution states if a project has been processed but not yet awarded the funds shall be considered as being encumbered and the construction balances shall be so adjusted.

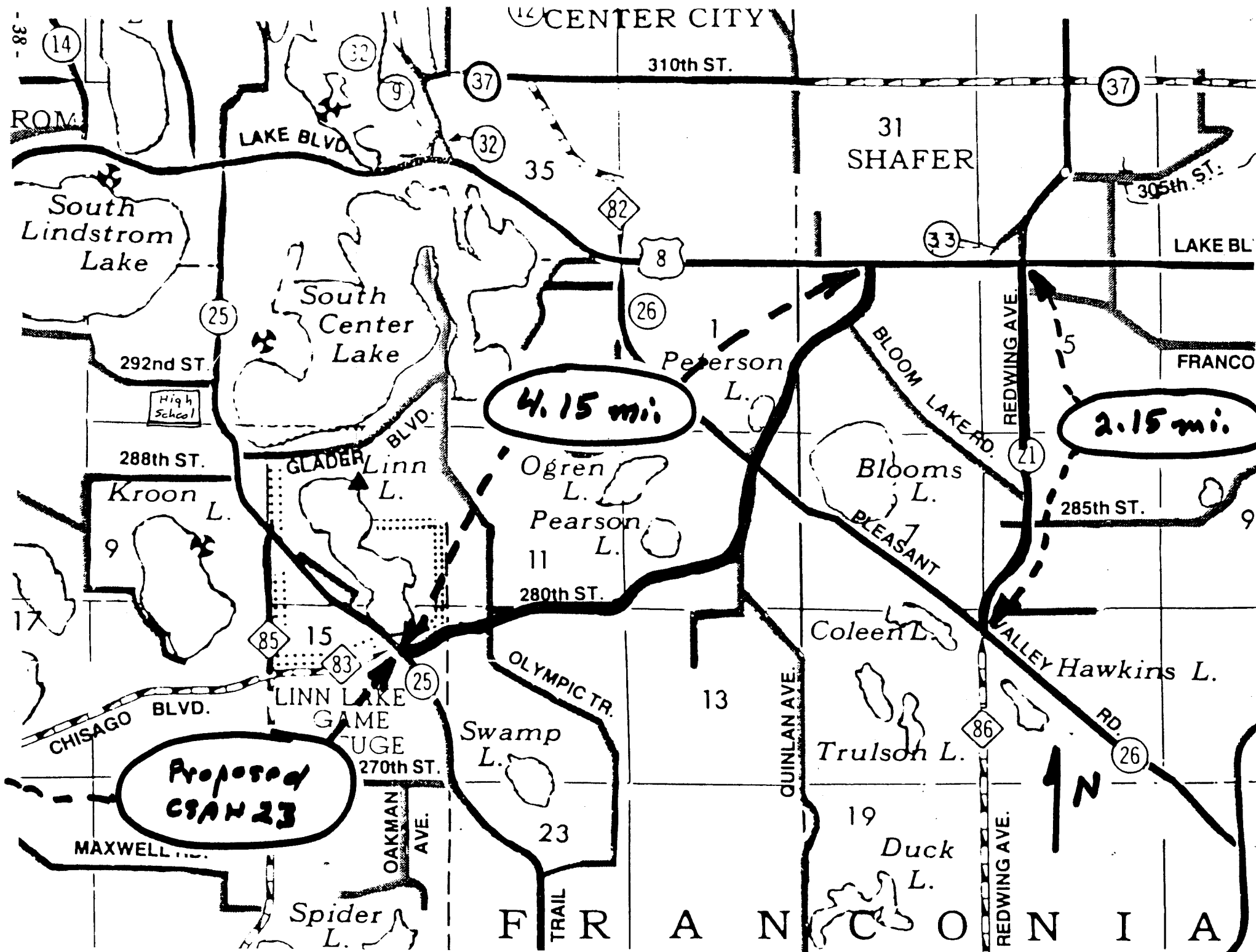
Our State Aid balance is down to \$ 819,877.31, therefore Hubbard County would not require a deduction. I feel the delays in permitting caused our project to be let on August 17, 1994 rather than earlier in the summer as planned and the contract was awarded on August 17, 1994. Based on what the resolution states, I feel the Screening Board is allowed some flexibility in reviewing my request.

If you have questions please call me.

Sincerely,

David A. Olsonawski
David A. Olsonawski, P.E.
County Engineer

cc: file
Ken Hoeschen, Manager of SA Needs Unit



**STATE OF MINNESOTA
OFFICE MEMORANDUM**

**Department of Transportation
State Aid for Local Transportation Division
Room 420**

DATE: October 24, 1994

PHONE: 296-9872

TO: County Screening Board

FROM: Patrick B. Murphy
State Aid Engineer



SUBJECT: CSAH Designation of Great River Road

At its June meeting, the Screening Board voted to deny adding segments of the Great River Road in Aitkin, Beltrami, Cass and Morrison Counties to the County State Aid Highway System. Since that meeting it has become apparent that legislation will be introduced and likely passed, to add these Great River Road segments to the CSAH System. It seems to me that when legislation is proposed to remedy disagreement with an administrative action, we must be certain that the basis of the administrative action is well documented and can be vigorously defended.

I have reviewed the history of these particular requests and have concluded that their denial would not seem reasonable in a legislative debate. Some of the reasons are as follows:

- The roads do seem to meet the criteria for State-Aid designation. While the record does indicate that these are relatively low traffic volume routes, there are other CSAH routes with similar or lesser traffic volumes.
- The discussions and records on this issue at the June meeting do not provide any basis for denial or any reasoning for a finding that these routes do not meet CSAH criteria.
- The National Great River Road System is intended to provide a relatively continuous route featuring the Mississippi River and its environs. If these particular segments were on the CSAH System, essentially all of the Great River Road System in Minnesota would be part of the Trunk Highway or County State Aid Highway systems. This seems appropriate. It also means that there should be no future similar requests.

Based on the above analysis, I have suggested that the Commissioner of Transportation not accept the Screening Board recommendation to deny adding these Great River Road segments to the CSAH System. Not accepting this Screening Board recommendation is made only after serious consideration. I am convinced that there is no basis for denial that can reasonably stand up to legislative scrutiny. If we cannot defend this denial, we lose credibility for the entire State-Aid program. I am particularly concerned about the precedence that would be set by the Legislature adding segments to the system. The next set of roadways proposed by a Legislator may not even minimally fit the criteria. If it is easy to get roads added, any special interest group can pursue this route and we have no control over what might happen.

We will be asking the respective County Boards to formally submit designation resolutions. Upon receipt of those resolutions, we intend to designate these roads to the CSAH System by Commissioners Order.

I will be available to answer any questions you have in regard to this matter at the fall Screening Board Meeting.

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

April 24, 1995

The meeting was called to order by Chairman Genzlinger at 10:30 A.M. April 24, 1995 at the Transportation Building, Room 413, St. Paul, MN.

Members present: **Vern Genzlinger, Chairman** **Hennepin County**
 Jack Cousins **Clay County**
 Greg Isakson **Faribault County**

Others in attendance: **Ken Hoeschen** **State Aid Mn/DOT**
 Diane Gould **State Aid Mn/DOT**

The General Subcommittee studied the excerpt from the minutes of the October, 1994 County Screening Board meeting for the County State Aid Construction Fund Balance Needs Deductions. The Subcommittee agreed that it is extremely important that counties are made aware of any large balances. After a thorough discussion, a motion was made and seconded by the Subcommittee to leave the resolution as it is until the State Aid Rules have been revised. With the possible change in the Rules it would be possible to borrow ahead from the main account to fund a large project rather than accumulating several years apportionment to fund the project.

Maps showing each county's 1990-1994 five year average gravel subbase and base unit price data were sent to the Subcommittee members prior to the meeting. The procedure used to determine gravel base prices for those counties with less than 50,000 tons was also sent to the members. After Ken discussed past procedures and reviewed the data presented the General Subcommittee recommended that the gravel base unit prices as shown for the counties on the map be used in the 1995 CSAH Needs Study.

The unit price data regarding the other roadway items was also reviewed by the Subcommittee. It was the consensus of the members to continue using the "increment method" to determine each county's bituminous base, bituminous surface, gravel surface, gravel shoulders, and rural design subbase unit prices. The "increment method" simply involves applying the difference between the 1994 state average CSAH construction unit price of gravel base (\$4.50) and the 1994 state average CSAH construction unit price of the other items to each county's previously determined gravel base unit price.

The General Subcommittee further recommended using the gravel base unit price for urban design subbase. The reason for this being that the increment method would result in each county's urban design subbase price being higher than their gravel base price.

The Subcommittee also recommends using the updated prices for concrete surface as received from MN/DOT's Estimating Section in the following formulas to develop the rural and urban design concrete prices.

Rural Des. 90%(Reg.8"Conc.\$13.70) +10% (Irr.8"Conc.\$17.74)=\$14.10

Urban Des. 30%(Reg.9"Conc.\$15.38) +70% (Irr.9"Conc.\$20.41)=\$18.90

For the other CSAH miscellaneous unit prices; storm sewer, curb and gutter construction, bridge construction and for the majority of railroad crossing protection; the prices recommended by MN/DOT and the MSAS Subcommittee are being recommended for the 1995 CSAH Needs Study.

The General Subcommittee recommends using \$1,200 for the railroad signs protection. Essentially, this follows the MSAS Subcommittee's recommendation, allowing for approximately half the cost of pavement marking (\$400) (rather than \$750) to be added to the cost of signs (\$800). This was done because it was felt approximately half the railroad crossings requiring signs are on gravel roads, thereby not requiring pavement marking.

The General Subcommittee recommends \$150 per square foot for bridge widening, the same as last year.

The subject of MN/DOT bridges which carry C.S.A.H. traffic over the Trunk Highway system was introduced. A general discussion took place regarding the subject but no formal action was taken. The assumption was that further discussion would take place at the Screening Board meeting in June.

The meeting was adjourned at 11:40 P.M.

Respectfully submitted,



*Vern Genzlinger,
Acting Secretary/Chairman*

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CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

January, 1995

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.

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., 1992)

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 beginning with the first apportionment year after the documentation has been submitted.

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 to be included in the following years apportionment determination.

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:

Existing ADT Turnback Maintenance/Mile/2 Lanes

0 - 999 VPD Current mileage apportionment/mile

1,000 - 4,999 VPD 2 X current mileage apportionment/mile

For every additional 5,000 VPD Add current mileage apportionment/mile

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per mile shall be added to the annual money needs. This needs adjustment per

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

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

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

MILEAGE

Mileage Limitation - Oct. 1961 (Latest Rev. Oct. 1994)

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 prior to publication of the Screening Board Report by 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 - (Latest Rev. Oct. 1992)

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, 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.

TRAFFIC

Traffic Projection Factors - Oct. 1961 - (Latest Rev. Oct. 1992)

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, due to the major mileage swap between Hennepin County and Mn/DOT which occurred in 1988, the traffic projection factor for Hennepin County shall be based on the current highway system, using the traffic volumes of that system for the entire formula period.

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:

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

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. 1992)

That needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and the documentation has been submitted 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 to be included in the following years apportionment determination.

Right of Way - June 1984 (Latest Rev. June 1994)

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 and the documentation has been submitted and shall be comprised of actual monies paid to property owners with local or State Aid funds. Only those Right of Way costs actually incurred will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

Traffic Signals, Lighting, Retaining Walls, Sidewalk, and Wetland Mitigation - June 1984 (Latest Rev. Oct. 1992)

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, and Wetland Mitigation (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 the documentation has been submitted 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 to be included in the following years apportionment determination.

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.*

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