

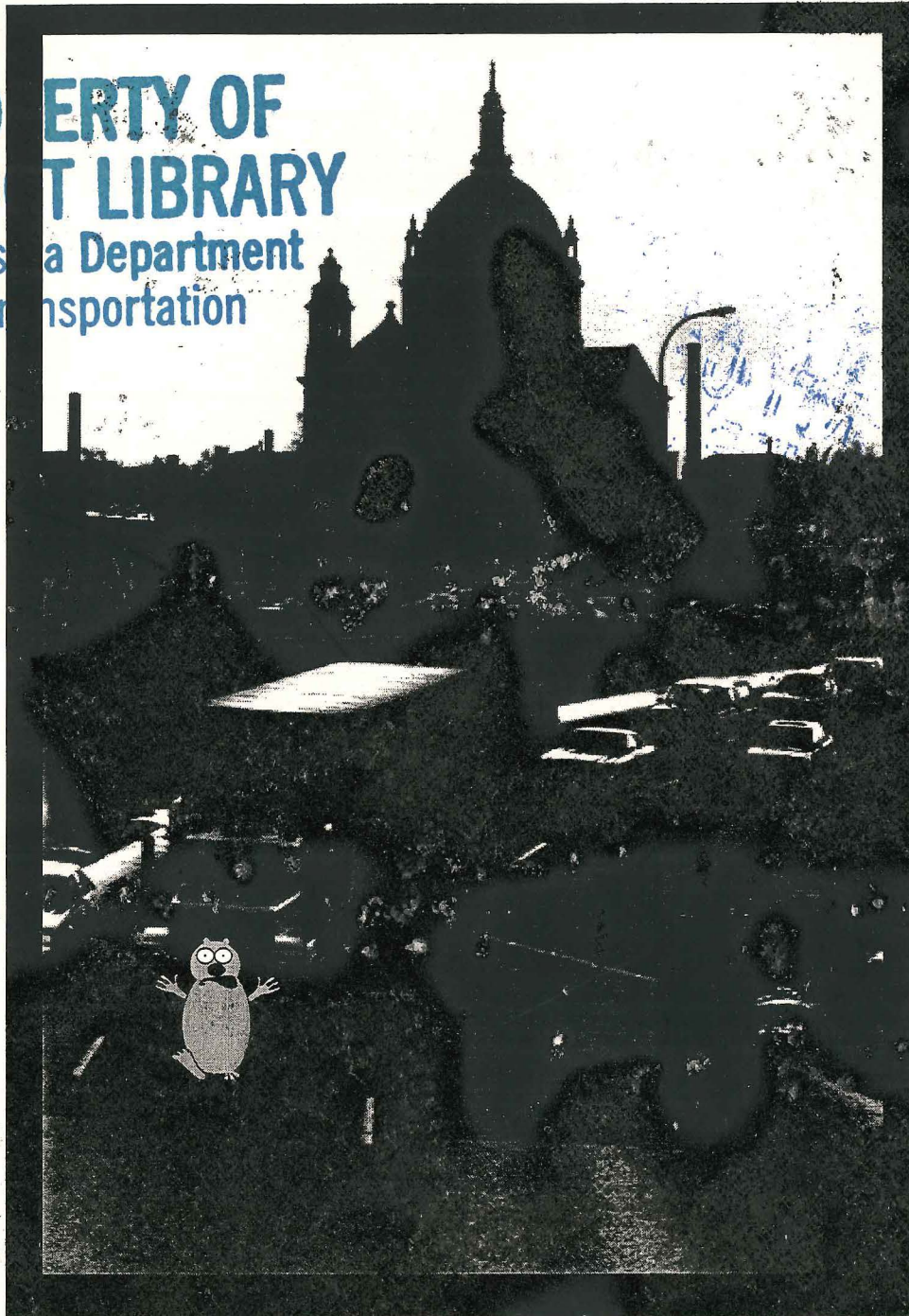
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1995 County Screening Board Data *Report*

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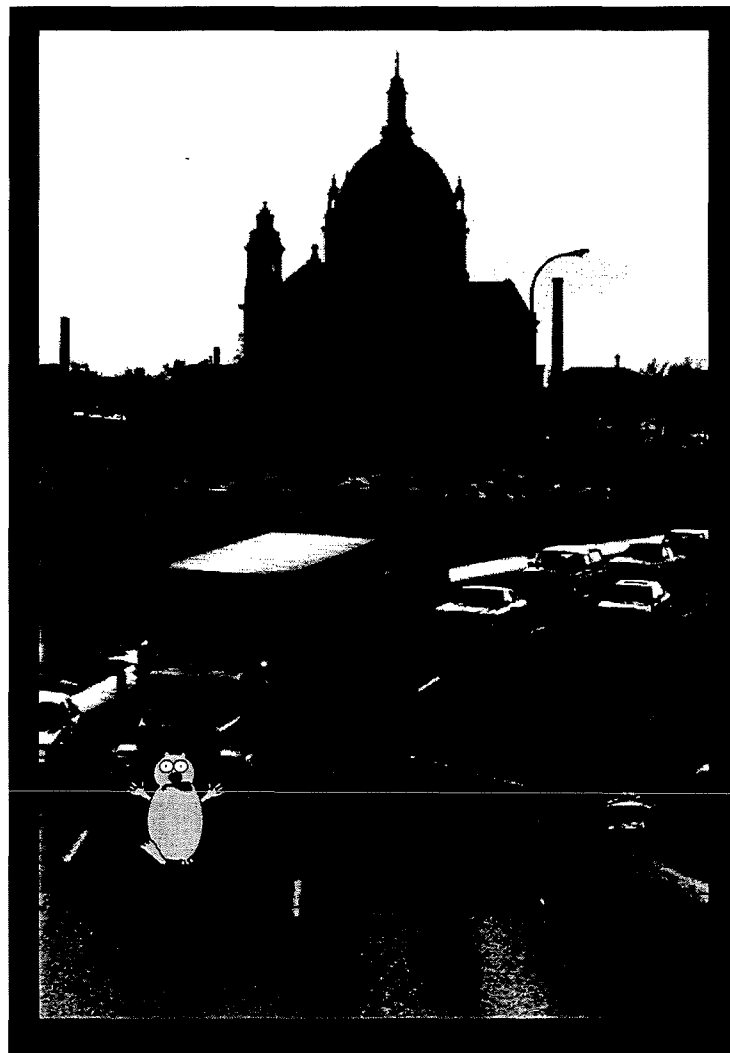
H.B. helps out with Traffic Counting in St. Paul

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October 1995



1995 County Screening Board Data



H.B. helps out with Traffic Counting in St. Paul

October 1995



Minnesota Department of Transportation



Minnesota Department of Transportation

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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 9, 1995

TO: County Engineers
District State Aid Engineers

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

A handwritten signature in black ink, appearing to be 'KH' or similar, written over the printed name and title.

SUBJECT: County Screening Board Report

Enclosed is a copy of the 1995 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 25-26, 1995 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1996 Apportionment.

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

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

Enclosure: County Screening Board Report

CSAH\WP51\MEMO\LETFLBK.WP

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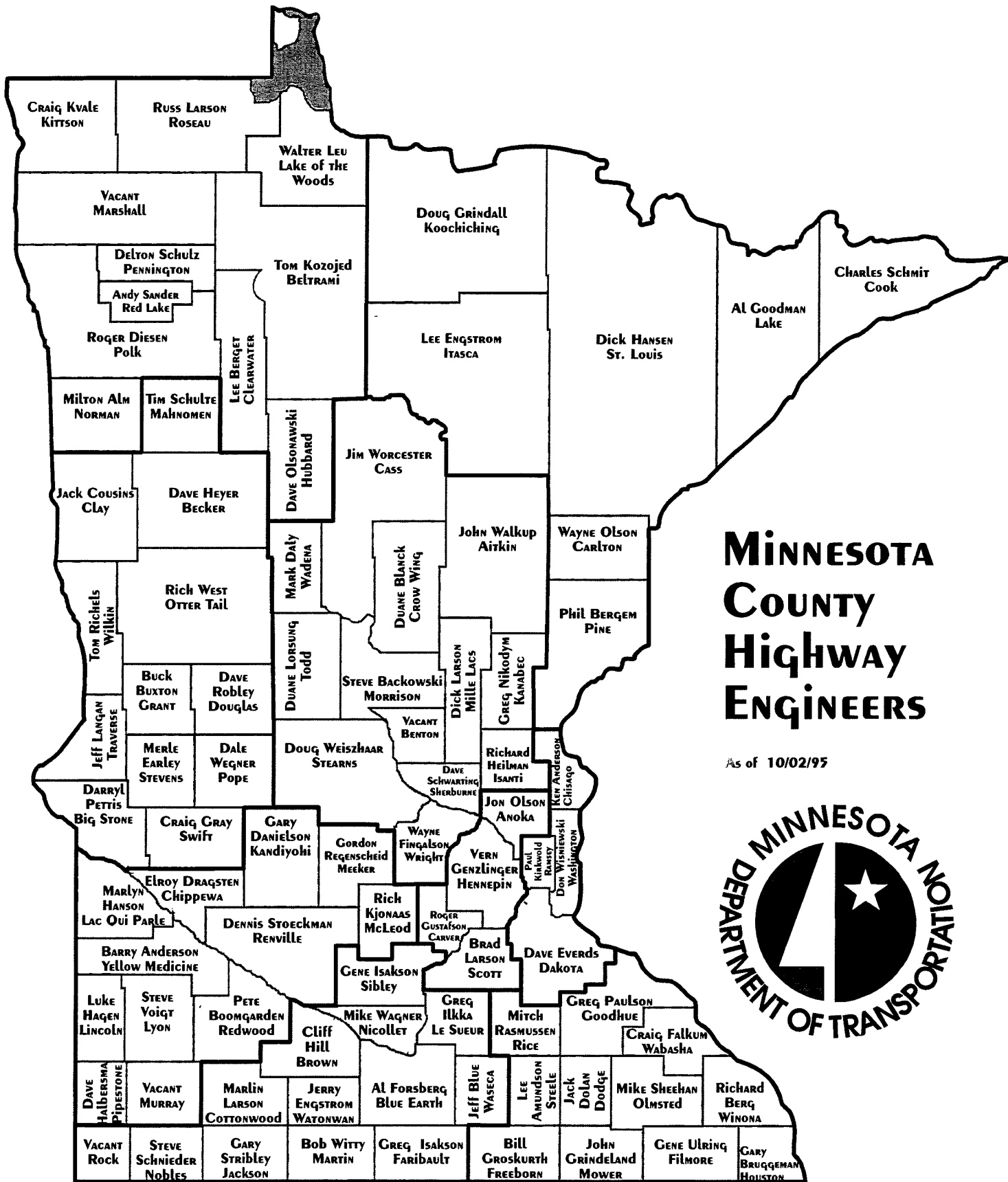
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MINNESOTA County Highway Engineers

As of 10/02/95



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 Ullring	- 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

Jack Cousins, Chairman	(June, 96)	Clay County
Greg Isakson	(June 97)	Faribault County
Paul Kirkwold	(June, 98)	- Ramsey 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

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1996

The information listed below is presented as historical data for the 38 years of County State Aid Apportionments and preliminary data for the 39th year.

Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased almost 1,200 miles of which over 860 miles can be attributed to the turnback law which was enacted in 1965. Needs have increased since 1958 substantially due to revised design standards, increasing traffic, and ever rising construction costs.

The apportionment for 1996 has been estimated to be approximately \$250 million (the same as for 1995). The actual apportionment which will be made by the Commissioner in January will reflect any additional change in income to the County State Aid Highway Fund.

CSAH\wp51\MILEHIST.WP

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1996

Year	Mileage	Needs	Apportionment	Accumulative Apportionment
1958	29,003.30	\$705,318,817	\$23,895,255	
1959	29,128.00	792,766,387	26,520,631	\$50,415,886
1960	29,109.15	781,163,725	26,986,118	77,402,004
1961	29,177.31	881,168,466	29,195,071	106,597,075
1962	29,183.50	836,684,473	28,398,346	134,995,421
1963	29,206.63	812,379,561	30,058,060	165,053,481
1964	29,250.40	844,850,828	34,655,816	199,709,297
1965	29,285.26	1,096,704,147	35,639,932	235,349,229
1966	29,430.36	961,713,095	36,393,775	271,743,004
1967	29,518.48	956,436,709	39,056,521	310,799,525
1968	29,614.63	920,824,895	45,244,948	356,044,473
1969	29,671.50	907,383,704	47,316,647	403,361,120
1970	29,732.84	871,363,426	51,248,592	454,609,712
1971	29,763.66	872,716,257	56,306,623	510,916,335
1972	29,814.83	978,175,117	56,579,342	567,495,677
1973	29,806.67	1,153,027,326	56,666,390	624,162,067
1974	29,807.37	1,220,857,594	67,556,282	691,718,349
1975	29,857.90	1,570,593,707	69,460,645	761,178,994
1976	29,905.06	1,876,982,838	68,892,738	830,071,732
1977	29,929.57	2,014,158,273	84,221,382	914,293,114
1978	29,952.03	1,886,535,596	86,001,153	1,000,294,267
1979	30,008.47	1,964,328,702	93,482,005	1,093,776,272
1980	30,008.25	2,210,694,426	100,581,191	1,194,357,463
1981	30,072.55	2,524,102,659	104,003,792	1,298,361,255
1982	30,086.79	2,934,808,695	122,909,078	1,421,270,333
1983	30,084.16	3,269,243,767	127,310,171	1,548,580,504
1984	30,087.24	3,363,921,407	143,696,365	1,692,276,869
1985	30,089.03	3,628,382,077	171,133,770	1,863,410,639
1986	30,095.37	4,742,570,129	176,412,995	2,039,823,634
1987	30,095.26	4,656,668,402	169,035,460	2,208,859,094
1988	30,101.37	4,694,034,188	176,956,052	2,385,815,146
1989	30,119.91	4,801,166,017	224,066,256	2,609,881,402
1990	30,139.52	4,710,422,098	234,971,125	2,844,852,527
1991	30,144.88	4,905,899,327	228,425,033	3,073,277,560
1992	30,142.84	4,965,601,700	244,754,252	3,318,031,812
1993	30,130.03	5,231,566,081	244,499,683	3,562,531,495
1994	30,149.73	5,313,983,542	245,557,356	3,808,088,851
1995	30,200.17	5,390,579,832	249,926,147	4,058,014,998
1996	30,202.50	\$5,445,534,654	\$249,926,147 (EST.)	4,307,941,145

* Does Not Include 1995 Trunk Highway Turnback Mileage.

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

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

The following tabulation indicates the various stages of the 1995 C.S.A.H. needs study update and shows the needs effect each phase produced.

- Normal Update** -- Reflects the needs changes due to 1994 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1969 or earlier were eligible for complete needs. Also, any bridges built prior to 1960 were eligible for reconstruction needs. This increased several counties' needs considerably.
- 1995 Unit Prices** -- Shows the needs impact of the unit prices approved at the June 14-15, 1995 meeting.
- 1993 & 1994 Traffic and Factors Update** -- For a variety of reasons, the update of the traffic data for those counties which were counted in 1993 and 1994 **was not** done. The needs unit has accomplished some of the process involved on many of the counties but time did not allow us to actually update the needs. If the Screening Board wishes, the traffic update can be done before the actual 1996 CSAH Apportionment is determined. The Needs Unit would send a needs effect of the traffic update to all counties later this year.

The counties involved are:

1993:	Big Stone	Cook	Itasca	Morrison	Roseau	Watonwan
	Blue Earth	Crow Wing	Kittson	Murray	Stevens	Yellow Medicine
	Brown	Dodge	Lake	Pine	Swift	
	Cass	Fillmore	Lincoln	Pipestone	Todd	
	Chisago	Freeborn	Lyon	Polk	Traverse	
	Clay	Hubbard	Martin	Rice	Wadena	
1994:	Anoka	Dakota	Kanabec	Marshall	Nobles	Rock
	Carlton	Douglas	Kandiyohi	Mille Lacs	Olmsted	Scott
	Carver	Hennepin	Lake o' Woods		Ramsey	Washington

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 %	County
Carlton	\$52,426,823	\$1,280,374	2.4%	(\$574,960)	-1.1%	\$53,132,237	\$705,414	1.3%	Carlton
Cook	37,255,170	836,459	2.2%	(572,638)	-1.5%	37,518,991	263,821	0.7%	Cook
Itasca	113,917,409	2,482,982	2.2%	(1,747,706)	-1.5%	114,652,685	735,276	0.6%	Itasca
Koochiching	28,700,568	1,272,476	4.4%	(769,879)	-2.6%	29,203,165	502,597	1.8%	Koochiching
Lake	66,968,640	(91,588)	-0.1%	(2,637,851)	-3.9%	64,239,201	(2,729,439)	-4.1%	Lake
Pine	103,331,250	(1,463,660)	-1.4%	455,512	0.4%	102,323,102	(1,008,148)	-1.0%	Pine
St. Louis	342,471,433	62,927	0.0%	48,343	0.0%	342,582,703	111,270	0.0%	St. Louis
District 1 Totals	745,071,293	4,379,970	0.6%	(5,799,179)	-0.8%	743,652,084	(1,419,209)	-0.2%	District 1 Totals
Beltrami	69,755,911	(707,637)	-1.0%	2,200,051	3.2%	71,248,325	1,492,414	2.1%	Beltrami
Clearwater	37,510,567	(292,335)	-0.8%	(938,530)	-2.5%	36,279,702	(1,230,865)	-3.3%	Clearwater
Hubbard	39,809,947	(278,832)	-0.7%	(248,244)	-0.6%	39,282,871	(527,076)	-1.3%	Hubbard
Kittson	47,522,093	(774,974)	-1.6%	(157,686)	-0.3%	46,589,433	(932,660)	-2.0%	Kittson
Lake of the Woods	18,551,498	1,076,033	5.8%	183,006	0.9%	19,810,537	1,259,039	6.8%	Lake of the Woods
Marshall	63,943,643	1,448,100	2.3%	(193,326)	-0.3%	65,198,417	1,254,774	2.0%	Marshall
Norman	38,107,422	(551,238)	-1.4%	629,028	1.7%	38,185,212	77,790	0.2%	Norman
Pennington	19,512,632	205,998	1.1%	(640,275)	-3.2%	19,078,355	(434,277)	-2.2%	Pennington
Polk	101,532,088	2,246,140	2.2%	(1,274,953)	-1.2%	102,503,275	971,187	1.0%	Polk
Red Lake	21,155,883	37,913	0.2%	(137,751)	-0.6%	21,056,045	(99,838)	-0.5%	Red Lake
Roseau	52,280,053	1,209,391	2.3%	(2,157,832)	-4.0%	51,331,612	(948,441)	-1.8%	Roseau
District 2 Totals	509,681,737	3,618,559	0.7%	(2,736,512)	-0.5%	510,563,784	882,047	0.2%	District 2 Totals
Aitkin	43,620,021	1,074,851	2.5%	(39,559)	-0.1%	44,655,313	1,035,292	2.4%	Aitkin
Benton	27,844,852	(640,225)	-2.3%	(12,781)	0.0%	27,191,846	(653,006)	-2.3%	Benton
Cass	72,356,391	1,291,876	1.8%	(1,271,399)	-1.7%	72,376,868	20,477	0.0%	Cass
Crow Wing	46,728,025	(1,071,181)	-2.3%	(669,199)	-1.5%	44,987,645	(1,740,380)	-3.7%	Crow Wing
Isanti	33,249,606	1,798,920	5.4%	93,645	0.3%	35,142,171	1,892,565	5.7%	Isanti
Kanabec	24,605,939	1,062,485	4.3%	41,334	0.2%	25,709,758	1,103,819	4.5%	Kanabec
Mille Lacs	38,284,760	323,425	0.8%	345,942	0.9%	38,954,127	669,367	1.7%	Mille Lacs
Morrison	56,288,542	2,006,466	3.6%	568,744	1.0%	58,863,752	2,575,210	4.6%	Morrison
Sherburne	19,460,224	1,102,993	5.7%	(15,896)	-0.1%	20,547,321	1,087,097	5.6%	Sherburne
Stearns	115,868,411	1,375,078	1.2%	(1,671,809)	-1.4%	115,571,680	(296,731)	-0.3%	Stearns
Todd	49,387,908	427,769	0.9%	(2,057,283)	-4.1%	47,758,394	(1,629,514)	-3.3%	Todd
Wadena	29,420,552	1,066,568	3.6%	(1,130,283)	-3.7%	29,356,837	(63,715)	-0.2%	Wadena
Wright	90,437,229	2,232,160	2.5%	1,123,238	1.2%	93,792,627	3,355,398	3.7%	Wright
District 3 Totals	647,552,460	12,051,185	1.9%	(4,695,306)	-0.7%	654,908,339	7,355,879	1.1%	District 3 Totals
Becker	48,462,779	1,134,723	2.3%	(32,524)	-0.1%	49,564,978	1,102,199	2.3%	Becker
Big Stone	20,088,477	(85,279)	-0.4%	(41,938)	-0.2%	19,961,260	(127,217)	-0.6%	Big Stone
Clay	56,415,863	6,467,715	11.5%	(842,646)	-1.3%	62,040,932	5,625,069	10.0%	Clay
Douglas	49,597,606	661,443	1.3%	(300,141)	-0.6%	49,958,908	361,302	0.7%	Douglas
Grant	19,164,590	672,119	3.5%	(468,044)	-2.4%	19,368,665	204,075	1.1%	Grant
Mahnomen	14,961,209	(572,040)	-3.8%	883,950	6.1%	15,273,119	311,910	2.1%	Mahnomen
Otter Tail	129,761,694	3,039,767	2.3%	2,571,001	1.9%	135,372,462	5,610,768	4.3%	Otter Tail
Pope	33,362,960	1,112,158	3.3%	(557,095)	-1.6%	33,918,023	555,063	1.7%	Pope
Stevens	24,325,379	(62,277)	-0.3%	112,677	0.5%	24,375,779	50,400	0.2%	Stevens
Swift	35,906,070	399,524	1.1%	1,099,990	3.0%	37,405,584	1,499,514	4.2%	Swift
Traverse	25,948,642	48,488	0.2%	16,270	0.1%	26,013,400	64,758	0.2%	Traverse
Wilkin	30,872,380	1,490,728	4.8%	(488,246)	-1.5%	31,874,862	1,002,482	3.2%	Wilkin
District 4 Totals	488,867,649	14,307,069	2.9%	1,953,254	0.4%	505,127,972	16,260,323	3.3%	District 4 Totals

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 %	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%	(5,233,526)	-5.6%	88,029,078	(1,132,614)	-1.3%	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%	(6,141,663)	-1.0%	612,569,175	1,405,568	0.2%	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

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NEEDS

ADJUSTMENTS

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1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Restriction of 25-Year Construction Needs Changes

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

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

This year the statewide needs increased 1.0%, thereby limiting any individual county's needs change to a range from a minus 19.0% to a plus 21.0%. As you can see on the following tabulation no restrictions are necessary for 1995.

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
Carlton	\$52,426,823	\$53,132,237	\$53,132,237	\$705,414	1.4%			Carlton
Cook	37,255,170	37,518,991	37,518,991	263,821	0.7%			Cook
Itasca	113,917,409	114,652,685	114,652,685	735,276	0.7%			Itasca
Koochiching	28,700,568	29,203,165	29,203,165	502,597	1.8%			Koochiching
Lake	66,968,640	64,239,201	64,239,201	(2,729,439)	-4.1%			Lake
Pine	103,331,250	102,323,102	102,323,102	(1,008,148)	-1.0%			Pine
St. Louis	342,471,433	342,582,703	342,582,703	111,270	0.0%			St. Louis
District 1 Totals	745,071,293	743,652,084	743,652,084	(1,419,209)	-0.2%			District 1 Totals
Beltrami	69,755,911	71,248,325	71,248,325	1,492,414	2.1%			Beltrami
Clearwater	37,510,567	36,279,702	36,279,702	(1,230,865)	-3.3%			Clearwater
Hubbard	39,809,947	39,282,871	39,282,871	(527,076)	-1.3%			Hubbard
Kittson	47,522,093	46,589,433	46,589,433	(932,660)	-2.0%			Kittson
Lake of 'Woods	18,551,498	19,810,537	19,810,537	1,259,039	6.8%			Lake of 'Woods
Marshall	63,943,643	65,198,417	65,198,417	1,254,774	2.0%			Marshall
Norman	38,107,422	38,185,212	38,185,212	77,790	0.2%			Norman
Pennington	19,512,632	19,078,355	19,078,355	(434,277)	-2.2%			Pennington
Polk	101,532,088	102,503,275	102,503,275	971,187	1.0%			Polk
Red Lake	21,155,883	21,056,045	21,056,045	(99,838)	-0.5%			Red Lake
Roseau	52,280,053	51,331,612	51,331,612	(948,441)	-1.8%			Roseau
District 2 Totals	509,681,737	510,563,784	510,563,784	882,047	0.2%			District 2 Totals
Aitkin	43,620,021	44,655,313	44,655,313	1,035,292	2.4%			Aitkin
Benton	27,844,852	27,191,846	27,191,846	(653,006)	-2.4%			Benton
Cass	72,356,391	72,376,868	72,376,868	20,477	0.0%			Cass
Crow Wing	46,728,025	44,987,645	44,987,645	(1,740,380)	-3.7%			Crow Wing
Isanti	33,249,606	35,142,171	35,142,171	1,892,565	5.7%			Isanti
Kanabec	24,605,939	25,709,758	25,709,758	1,103,819	4.5%			Kanabec
Mille Lacs	38,284,760	38,954,127	38,954,127	669,367	1.8%			Mille Lacs
Morrison	56,288,542	58,863,752	58,863,752	2,575,210	4.6%			Morrison
Sherburne	19,460,224	20,547,321	20,547,321	1,087,097	5.6%			Sherburne
Stearns	115,868,411	115,571,680	115,571,680	(296,731)	-0.3%			Stearns
Todd	49,387,908	47,758,394	47,758,394	(1,629,514)	-3.3%			Todd
Wadena	29,420,552	29,356,837	29,356,837	(63,715)	-0.2%			Wadena
Wright	90,437,229	93,792,627	93,792,627	3,355,398	3.7%			Wright
District 3 Totals	647,552,460	654,908,339	654,908,339	7,355,879	1.1%			District 3 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 % CHANGE	RESTRICTED 1995 25 YEAR CONSTRUCTION NEEDS	1995 SCREENING BOARD RESTRICTION	COUNTY
Becker	48,462,779	49,564,978	\$49,564,978	\$1,102,199	2.3%				Becker
Big Stone	20,088,477	19,961,260	19,961,260	(127,217)	-0.6%				Big Stone
Clay	56,415,863	62,040,932	62,040,932	5,625,069	10.0%				Clay
Douglas	49,597,606	49,958,908	49,958,908	361,302	0.7%				Douglas
Grant	19,164,590	19,368,665	19,368,665	204,075	1.1%				Grant
Mahnomen	14,961,209	15,273,119	15,273,119	311,910	2.1%				Mahnomen
Otter Tail	129,761,694	135,372,462	135,372,462	5,610,768	4.3%				Otter Tail
Pope	33,362,960	33,918,023	33,918,023	555,063	1.7%				Pope
Stevens	24,325,379	24,375,779	24,375,779	50,400	0.2%				Stevens
Swift	35,906,070	37,405,584	37,405,584	1,499,514	4.2%				Swift
Traverse	25,948,642	26,013,400	26,013,400	64,758	0.3%				Traverse
Wilkin	30,872,380	31,874,862	31,874,862	1,002,482	3.3%				Wilkin
District 4 Totals	488,867,649	505,127,972	505,127,972	16,260,323	3.3%				District 4 Totals
Anoka	86,741,879	94,460,340	94,460,340	7,718,461	8.9%				Anoka
Carver	62,942,596	62,776,638	62,776,638	(165,958)	-0.3%				Carver
Hennepin	509,756,729	492,997,174	492,997,174	(16,759,555)	-3.3%				Hennepin
Scott	60,511,936	60,960,626	60,960,626	448,690	0.7%				Scott
District 5 Totals	719,953,140	711,194,778	711,194,778	(8,758,362)	-1.2%				District 5 Totals
Dodge	33,544,471	33,253,865	33,253,865	(290,606)	-0.9%				Dodge
Fillmore	101,197,831	99,111,897	99,111,897	(2,085,934)	-2.1%				Fillmore
Freeborn	61,675,327	62,510,620	62,510,620	835,293	1.4%				Freeborn
Goodhue	58,800,492	62,970,539	62,970,539	4,170,047	7.1%				Goodhue
Houston	58,295,456	61,172,985	61,172,985	2,877,529	4.9%				Houston
Mower	65,910,472	69,694,657	69,694,657	3,784,185	5.7%				Mower
Olmsted	79,468,452	81,907,281	81,907,281	2,438,829	3.1%				Olmsted
Rice	54,871,021	57,663,634	57,663,634	2,792,613	5.1%				Rice
Steele	46,730,918	47,718,019	47,718,019	987,101	2.1%				Steele
Wabasha	56,686,322	58,545,700	58,545,700	1,859,378	3.3%				Wabasha
Winona	10,577,850	71,423,480	71,423,480	845,630	1.2%				Winona
District 6 Totals	667,758,612	705,972,677	705,972,677	18,214,065	2.7%				District 6 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	88,029,078	\$88,029,078	(\$1,132,614)	-1.3%			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	612,569,175	612,569,175	1,405,568	0.2%			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	\$5,445,534,654	\$5,445,534,654	\$55,302,212	1.0%			STATE TOTALS

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

County State Aid Construction Fund Balance "Needs" Deductions

The resolution below was originally adopted by the Screening Board at its May, 1975 meeting. The latest revision was made by the Screening Board at the October, 1988 meeting.

That, for the determination of the County State Aid Highway needs, the amount of the unencumbered construction fund balance as of September 1 of the current year; not including the current year's regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisitions which is being actively engaged in shall be considered encumbered funds.

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

The following listing indicates the balances, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which will be made to the 1995 25-year construction needs pursuant to this resolution.

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1995 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1995	Maximum Balance 1995 Const. Apportionment	1995 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1995	Maximum Balance Larger of Either \$100,000 or 1993-1995 Const. Apport.	1995 Construction Fund Balance "Needs" Deduction		
Carlton	1,821,215	1,390,426	\$430,789	278,146	353,900	\$0	\$430,789	Carlton
Cook	1,192,253	1,015,454	176,799	11,236	127,385	0	176,799	Cook
Itasca	645,498	2,807,620	0	203,712	709,307	0	0	Itasca
Koochiching	1,253,586	1,596,273	0	109,472	147,204	0	0	Koochiching
Lake	3,840,637	1,587,545	2,253,092	512,801	176,562	336,239	2,589,331	Lake
Pine	700,243	2,222,580	0	345,065	1,020,708	0	0	Pine
St. Louis	7,805,048	7,909,284	0	841,216	1,398,654	0	0	St. Louis
District 1 Totals	17,258,480	18,529,182	2,860,680	2,301,648	---	336,239	3,196,919	District 1 Totals
Beltrami	2,833,337	1,849,493	983,844	117,135	311,661	0	983,844	Beltrami
Clearwater	489,592	1,065,029	0	57,164	254,884	0	0	Clearwater
Hubbard	735,312	1,184,203	0	0	166,011	0	0	Hubbard
Kittson	504,252	1,247,814	0	162,460	385,562	0	0	Kittson
Lake of the Woods	10,965	1,077,055	0	106,328	132,485	0	0	Lake of the Woods
Marshall	610,859	1,879,305	0	354,340	360,633	0	0	Marshall
Norman	1,113,422	1,203,083	0	219,597	268,902	0	0	Norman
Pennington	503,959	846,476	0	64,196	100,000	0	0	Pennington
Polk	916,789	2,679,571	0	0	558,555	0	0	Polk
Red Lake	1,957,308	816,032	1,141,276	588,591	202,950	385,641	1,526,917	Red Lake
Roseau	213,168	1,489,373	0	91,633	338,356	0	0	Roseau
District 2 Totals	9,888,963	15,337,434	2,125,120	1,761,444	---	385,641	2,510,761	District 2 Totals
Aitkin	1,224,514	1,423,955	0	261,616	135,918	125,698	125,698	Aitkin
Benton	857,834	922,500	0	171,969	218,377	0	0	Benton
Cass	824,193	1,850,422	0	316,902	600,101	0	0	Cass
Crow Wing	2,227,599	1,091,528	1,136,071	711,555	1,086,152	0	1,136,071	Crow Wing
Isanti	612,819	1,075,993	0	23,440	100,000	0	0	Isanti
Kanabec	1,464,235	811,495	652,740	66,408	190,421	0	652,740	Kanabec
Mille Lacs	726,654	1,115,414	0	399,604	544,860	0	0	Mille Lacs
Morrison	589,014	1,425,357	0	192,798	487,623	0	0	Morrison
Sherburne	1,105,784	802,833	302,951	102,524	139,636	0	302,951	Sherburne
Stearns	1,607,212	2,586,485	0	0	956,893	0	0	Stearns
Todd	1,018,382	1,306,729	0	367,479	513,031	0	0	Todd
Wadena	929,915	855,406	74,509	0	360,313	0	74,509	Wadena
Wright	2,093,828	2,071,306	22,522	906,613	997,251	0	22,522	Wright
District 3 Totals	15,281,983	17,339,423	2,188,793	3,520,908	---	125,698	2,314,491	District 3 Totals

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1995 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1995	Maximum Balance 1995 Const. Apportionment	1995 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1995	Maximum Balance Larger of Either \$100,000 or 1993-1995 Const. Apport.	1995 Construction Fund Balance "Needs" Deduction		
Becker	0	1,498,444	\$0	249,106	308,443	\$0	\$0	Becker
Big Stone	2,083,052	785,059	1,297,993	187,180	286,638	0	1,297,993	Big Stone
Clay	423,365	1,586,846	0	548,392	363,719	184,673	184,673	Clay
Douglas	838,038	1,315,516	0	177,610	524,925	0	0	Douglas
Grant	1,572,251	806,264	765,987	302,635	224,959	77,676	843,663	Grant
Mahnomen	751,005	845,245	0	39,591	112,301	0	0	Mahnomen
Otter Tail	1,672,240	2,973,904	0	1,696,332	1,181,694	514,638	514,638	Otter Tail
Pope	0	1,187,495	0	0	204,256	0	0	Pope
Stevens	684,690	815,063	0	193,272	181,883	11,389	11,389	Stevens
Swift	257,565	1,074,370	0	48,643	318,531	0	0	Swift
Traverse	200,039	755,317	0	258,106	314,226	0	0	Traverse
Wilkin	0	1,018,022	0	471,082	369,858	101,224	101,224	Wilkin
District 4 Totals	8,482,245	14,661,545	2,063,980	4,171,949	---	889,600	2,953,580	District 4 Totals
Anoka	1,010,889	2,357,905	0	671,705	526,114	145,591	145,591	Anoka
Carver	2,197,599	1,140,451	1,057,148	1,093,510	725,689	367,821	1,424,969	Carver
Hennepin	12,179,302	8,973,009	3,206,293	3,924,652	3,551,986	372,666	3,578,959	Hennepin
Scott	0	1,523,544	0	160,800	252,386	0	0	Scott
District 5 Totals	15,387,790	13,994,909	4,263,441	5,850,667	---	886,078	5,149,519	District 5 Totals
Dodge	114,305	917,342	0	246,122	356,904	0	0	Dodge
Fillmore	725,755	1,911,308	0	494,322	882,138	0	0	Fillmore
Freeborn	2,071,325	1,771,215	300,110	0	270,730	0	300,110	Freeborn
Goodhue	0	1,461,771	0	0	568,939	0	0	Goodhue
Houston	2,086,708	1,235,363	851,345	399,572	261,585	137,987	989,332	Houston
Mower	1,147,377	1,633,139	0	173,800	363,824	0	0	Mower
Olmsted	0	1,921,651	0	138,145	181,060	0	0	Olmsted
Rice	702,047	1,390,686	0	613,596	293,599	319,997	319,997	Rice
Steele	1,246,198	1,322,053	0	228,848	166,455	62,393	62,393	Steele
Wabasha	95,247	1,208,750	0	1,648,630	804,249	844,381	844,381	Wabasha
Winona	485,801	1,611,641	0	144,688	303,307	0	0	Winona
District 6 Totals	8,674,763	16,384,919	1,151,455	4,087,723	---	1,364,758	2,516,213	District 6 Totals

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1995 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1995	Maximum Balance 1995 Const. Apportionment	1995 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1995	Maximum Balance Larger of Either \$100,000 or 1993-1995 Const. Apport.	1995 Construction Fund Balance "Needs" Deduction		
Blue Earth	1,024,492	2,007,610	\$0	443,915	475,577	\$0	\$0	Blue Earth
Brown	150,444	1,156,871	0	190,344	291,015	0	0	Brown
Cottonwood	167,661	1,150,228	0	512,180	249,872	262,308	262,308	Cottonwood
Faribault	283,691	1,272,988	0	106,528	868,398	0	0	Faribault
Jackson	22,765	1,349,077	0	515,186	462,306	52,880	52,880	Jackson
Le Sueur	574,276	1,102,121	0	188,394	735,345	0	0	Le Sueur
Martin	0	1,375,337	0	1,746	276,026	0	0	Martin
Nicollet	7,394	1,139,913	0	67,496	100,000	0	0	Nicollet
Nobles	0	1,385,502	0	398,969	318,858	80,111	80,111	Nobles
Rock	1,391,331	887,360	503,971	259,738	461,485	0	503,971	Rock
Sibley	221,159	1,113,184	0	6,753	334,769	0	0	Sibley
Waseca	60,855	1,127,552	0	115,641	216,966	0	0	Waseca
Watonwan	52,127	792,497	0	122,323	445,259	0	0	Watonwan
District 7 Totals	3,956,195	15,860,240	503,971	2,929,213	---	395,299	899,270	District 7 Totals
Chippewa	738,846	939,523	0	36,938	236,124	0	0	Chippewa
Kandiyohi	370,020	1,695,937	0	309,371	438,926	0	0	Kandiyohi
Lac Qui Parle	722,965	1,113,137	0	80,377	312,517	0	0	Lac Qui Parle
Lincoln	630,305	791,895	0	51,257	354,921	0	0	Lincoln
Lyon	0	1,085,356	0	782,515	668,404	114,111	114,111	Lyon
Mc Leod	0	1,055,341	0	0	422,581	0	0	Mc Leod
Meeker	1,670,734	1,013,179	657,555	478,128	192,214	285,914	943,469	Meeker
Murray	678,717	997,970	0	505,072	348,785	156,287	156,287	Murray
Pipestone	0	717,363	0	18,071	613,327	0	0	Pipestone
Redwood	315,491	1,308,363	0	694,028	809,505	0	0	Redwood
Renville	0	1,735,884	0	0	278,659	0	0	Renville
Yellow Medicine	465,835	1,238,489	0	214,093	387,390	0	0	Yellow Medicine
District 8 Totals	5,592,913	13,692,437	657,555	3,169,850	---	556,312	1,213,867	District 8 Totals
Chisago	1,746,559	1,064,882	681,677	312,667	895,273	0	681,677	Chisago
Dakota	2,774,398	2,908,467	0	1,072,063	255,760	816,303	816,303	Dakota
Ramsey	0	4,760,693	0	0	218,797	0	0	Ramsey
Washington	1,204,056	1,437,636	0	51,035	1,728,793	0	0	Washington
District 9 Totals	5,725,013	10,171,678	681,677	1,435,765	---	816,303	1,497,980	District 9 Totals
STATE TOTALS	\$90,248,345	\$135,971,767	\$16,496,672	\$29,229,167	\$40,642,545	\$5,755,928	\$22,252,600	STATE TOTALS

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

Special Resurfacing Projects

Due to the necessity for some counties to resurface certain substandard bituminous County State Aid Highways, the 1967 County Screening Board adopted the following resolution:

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

The following list shows the counties, by district, that awarded special resurfacing projects from 1985 through 1994, the number of projects awarded and the project costs in each account which have been deducted from the 1995 County State Aid Highway Money needs. In 1994 alone, more than \$15.5 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1985-1994	Spec. Resurf. 1994	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1995 25-Yr. Const. Needs
Carlton	12	4	\$1,010,311	\$130,524	\$1,140,835
Cook	5	0	708,321	9,152	717,473
Itasca	13	2	2,122,367	126,622	2,248,989
Koochiching	10	2	1,374,129	113,382	1,487,511
Lake	2	0	565,019	0	565,019
Pine	6	0	966,839	115,744	1,082,583
St. Louis	17	0	2,858,915	75,015	2,933,930
District 1 Totals	65	8	9,605,901	570,439	10,176,340
Beltrami	14	0	1,181,395	36,171	1,217,566
Clearwater	6	0	1,153,273	0	1,153,273
Hubbard	6	0	969,561	0	969,561
Kittson	8	0	1,236,453	105,287	1,341,740
Lake of the Woods	2	0	112,853	6,479	119,332
Marshall	7	0	968,156	171,339	1,139,495
Norman	6	0	787,692	14,826	802,518
Pennington	1	0	15,846	0	15,846
Polk	18	1	1,588,003	176,321	1,764,324
Red Lake	1	1	239,462	0	239,462
Roseau	5	2	1,312,256	0	1,312,256
District 2 Totals	74	4	9,564,950	510,423	10,075,373

County	Number of Special Resurf. Projects 1985-1994	Spec. Resurf. 1994	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1995 25-Yr. Const. Needs
Aitkin	3	0	\$680,258	\$16,850	\$697,108
Benton	6	0	581,551	12,412	593,963
Cass	6	2	2,396,474	15,891	2,412,365
Crow Wing	3	2	248,136	0	248,136
Isanti	7	5	605,125	0	605,125
Kanabec	7	2	330,853	115,826	446,679
Mille Lacs	7	0	440,984	98,290	539,274
Morrison	22	4	4,489,171	141,416	4,630,587
Sherburne	5	0	508,707	0	508,707
Stearns	41	2	6,900,657	225,168	7,125,825
Todd	15	0	2,438,016	15,633	2,453,649
Wadena	5	0	1,296,824	0	1,296,824
Wright	6	1	800,056	180,593	980,649
District 3 Totals	133	18	21,716,812	822,079	22,538,891
Becker	16	3	1,798,739	118,454	1,917,193
Big Stone	5	0	621,504	0	621,504
Clay	2	0	49,082	49,879	98,961
Douglas	12	3	1,336,103	37,033	1,373,136
Grant	6	1	1,076,264	6,338	1,082,602
Mahnomen	5	1	298,162	0	298,162
Otter Tail	48	5	9,378,437	301,943	9,680,380
Pope	7	0	919,617	68,133	987,750
Stevens	7	1	1,839,050	0	1,839,050
Swift	10	1	1,081,634	81,808	1,163,442
Traverse	7	3	749,303	236,890	986,193
Wilkin	8	2	1,000,010	69,591	1,069,601
District 4 Totals	133	20	20,147,905	970,069	21,117,974
Anoka	3	3	699,370	0	699,370
Carver	15	0	1,010,938	163,146	1,174,084
Hennepin	11	0	3,439,308	0	3,439,308
Scott	8	0	1,244,700	8,095	1,252,795
District 5 Totals	37	3	6,394,316	171,241	6,565,557
Dodge	6	1	821,743	36,048	857,791
Fillmore	14	0	931,287	201,142	1,132,429
Freeborn	35	5	3,500,822	264,166	3,764,988
Goodhue	1	0	0	51,309	51,309
Houston	4	0	1,040,904	0	1,040,904
Mower	22	3	2,864,906	66,554	2,931,460
Olmsted	4	0	156,205	31,213	187,418
Rice	16	2	1,845,877	82,930	1,928,807
Steele	4	1	173,803	0	173,803
Wabasha	9	3	481,567	175,900	657,467
Winona	33	11	2,874,047	21,755	2,895,802
District 6 Totals	148	26	14,691,161	931,017	15,622,178

County	Number of Special Resurf. Projects 1985-1994	Spec. Resurf. 1994	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1995 25-Yr. Const. Needs
Blue Earth	10	1	\$745,576	\$0	\$745,576
Brown	11	1	743,116	23,332	766,448
Cottonwood	21	3	2,500,043	10,758	2,510,801
Faribault	2	0	342,286	0	342,286
Jackson	12	0	2,536,978	31,855	2,568,833
LeSueur	0	0	0	0	0
Martin	1	0	0	66,914	66,914
Nicollet	2	0	200,641	0	200,641
Nobles	18	2	1,995,447	57,006	2,052,453
Rock	9	0	631,846	89,737	721,583
Sibley	22	3	3,016,795	0	3,016,795
Waseca	0	0	0	0	0
Watonwan	16	1	1,163,453	73,618	1,237,071
District 7 Totals	124	11	13,876,181	353,220	14,229,401
Chippewa	3	0	237,674	0	237,674
Kandiyohi	3	0	175,995	68,170	244,165
Lac Qui Parle	11	6	839,830	24,258	864,088
Lincoln	12	2	1,022,622	18,387	1,041,009
Lyon	27	1	3,346,534	94,186	3,440,720
Mc Leod	3	0	410,451	39,569	450,020
Meeker	10	1	833,911	48,290	882,201
Murray	16	3	1,678,569	70,259	1,748,828
Pipestone	13	3	791,971	254,203	1,046,174
Redwood	33	0	4,630,185	325,297	4,955,482
Renville	27	3	5,906,454	50,744	5,957,198
Yellow Medicine	9	0	1,422,466	17,472	1,439,938
District 8 Totals	167	19	21,296,662	1,010,835	22,307,497
Chisago	10	2	2,095,602	95,853	2,191,455
Dakota	0	0	0	0	0
Ramsey	5	2	589,719	0	589,719
Washington	8	3	611,393	66,145	677,538
District 9 Totals	23	7	3,296,714	161,998	3,458,712
STATE TOTALS	904	116	\$120,590,602	\$5,501,321	\$126,091,923

NOTES & COMMENTS

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1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1985-1994 Rural Design Grading Construction Costs to Needs Study Costs

In order to partially offset the expected rapid rate of inflation without reviewing all rural design complete grading costs each year, the 1968 County Screening committee adopted the resolution below.

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

The original adjustment procedure established that if a county had 30% or more of its rural design mileage in the grading study, then 100% of the rural grading cost factor was used to adjust the remaining rural design complete grading needs.

This procedure was revised in 1984 so that the entire Rural Grading Cost Factor would be applied if the mileage in the grading comparison equaled 10% or more of that county's rural design system that had complete grading remaining in the needs study.

All rural complete grading costs in the needs study were updated in 1984. Because of this, it was necessary to begin the grading comparison over again starting with the 1984 projects.

Below is an example showing St. Louis County's rural design grading cost adjustment computation for the 1996 apportionment.

- 1) 104.6 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-1994. This represents 10% of the 1,069.41 miles of rural design C.S.A.H.'s which still have complete grading required in their needs study.
- 2) The Rural Grading Cost Factor of 40% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$284,967 - \$203,500}{\$203,500} = 40\%$$

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

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

- 4) Then by multiplying the Adjusted Factor (40%) times the complete rural design grading needs remaining in the 1995 study (\$171,071,360) an adjustment (+\$68,428,544) to the 1995 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete rural grading needs after the adjustment is applied.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 1995 25-year construction needs) have been used in calculating the 1995 annual County State Aid Highway money needs.

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1984-1994 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1994 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1995 Needs Study				Rural 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Carlton	13	32.9	17%	\$141,992	\$108,086	31%	31.0%	193.62	69.5%	\$22,608,832	\$116,769	\$7,008,738	\$152,968
Cook	9	23.4	17%	218,834	157,757	39%	39.0%	140.40	80.2%	21,156,915	150,690	8,251,197	209,459
Itasca	20	59.7	12%	139,191	91,740	52%	52.0%	489.95	78.4%	43,653,673	89,098	22,699,910	135,429
Koochiching	14	47.7	33%	94,011	54,959	71%	71.0%	143.08	61.9%	9,123,194	63,763	6,477,468	109,035
Lake	13	24.9	14%	275,573	192,393	43%	43.0%	171.93	78.4%	33,727,682	196,171	14,502,903	280,525
Pine	28	55.1	15%	174,330	129,832	34%	34.0%	357.62	77.8%	52,730,511	147,448	17,928,374	197,581
St. Louis	53	104.6	10%	284,967	203,500	40%	40.0%	1,069.41	81.9%	171,071,360	159,968	68,428,544	223,955
District 1 Totals	150	348.3	14%	\$197,687	\$139,451	42%		2,566.01	77.9%	\$354,072,167	\$137,985	\$145,297,134	\$194,609

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1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1984-1994 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1994 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1995 Needs Study				Rural 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Beltrami	16	65.3	23%	\$106,436	\$94,940	12%	12.0%	290.05	64.6%	\$23,521,106	\$81,093	\$2,822,533	\$90,824
Clearwater	19	54.4	27%	60,141	74,212	-19%	-19.0%	198.03	62.5%	13,146,026	66,384	(2,497,745)	53,771
Hubbard	9	38.8	16%	103,011	92,612	11%	11.0%	240.74	75.3%	16,932,865	70,337	1,862,615	78,074
Kittson	17	52.8	20%	54,184	57,758	-6%	-6.0%	259.11	70.2%	17,642,770	68,090	(1,058,566)	64,004
Lake of the Woods	11	34.9	32%	64,099	58,408	10%	10.0%	108.15	56.4%	6,513,304	60,225	651,330	66,247
Marshall	30	121.0	32%	51,195	57,645	-11%	-11.0%	383.14	60.6%	21,826,236	56,967	(2,400,886)	50,700
Norman	20	42.2	18%	59,591	58,791	1%	1.0%	235.60	61.3%	13,547,520	57,502	135,475	58,077
Pennington	7	32.5	25%	46,366	47,946	-3%	-3.0%	132.57	51.6%	6,855,000	51,709	(205,650)	50,157
Polk	30	132.2	30%	64,959	68,694	-5%	-5.0%	441.06	55.8%	33,251,142	75,389	(1,662,557)	71,620
Red Lake	8	21.6	17%	71,083	67,835	5%	5.0%	127.95	70.3%	9,030,656	70,580	451,533	74,109
Roseau	21	86.8	32%	46,179	58,027	-20%	-20.0%	273.76	57.9%	15,375,703	56,165	(3,075,141)	44,932
District 2 Totals	188	682.5	25%	\$63,975	\$66,688	-4%		2,690.16	61.6%	\$177,642,328	66,034	(\$4,977,059)	\$64,184

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1984-1994 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1994 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1995 Needs Study				Rural 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Aitkin	14	63.8	24%	\$100,911	\$73,129	38%	38.0%	265.66	71.4%	\$23,158,293	\$87,173	\$8,800,151	\$120,298
Benton	21	41.2	30%	83,944	50,383	67%	67.0%	139.33	65.3%	6,589,889	47,297	4,415,226	78,986
Cass	12	40.2	10%	96,938	79,278	22%	22.0%	385.38	74.0%	28,215,963	73,216	6,207,512	89,323
Crow Wing	17	47.5	29%	58,543	53,764	9%	9.0%	165.25	46.7%	11,329,617	68,560	1,019,666	74,731
Isanti	10	22.9	13%	117,435	86,303	36%	36.0%	170.37	75.6%	13,924,780	81,733	5,012,921	111,156
Kanabec	15	34.0	25%	79,347	85,396	-7%	-7.0%	138.20	66.4%	11,415,820	82,604	(799,107)	76,821
Mille Lacs	8	20.0	13%	141,686	73,974	92%	92.0%	154.24	64.3%	12,676,324	82,186	11,662,218	157,797
Morrison	2	6.7	2%	32,339	54,882	-41%	-8.2%	333.26	77.3%	22,159,245	66,492	(1,817,058)	61,040
Sherburne	10	36.6	40%	33,398	36,640	-9%	-9.0%	90.64	43.8%	3,249,186	35,847	(292,427)	32,621
Stearns	12	30.3	7%	95,946	77,483	24%	16.8%	443.47	78.2%	35,028,905	78,988	5,884,856	92,258
Todd	1	1.0	0%	65,978	64,850	2%	0.0%	237.40	59.4%	15,220,325	64,113	0	64,113
Wadena	6	14.3	8%	92,259	61,427	50%	40.0%	170.11	77.6%	8,932,313	52,509	3,572,925	73,513
Wright	19	43.2	16%	176,697	95,163	86%	86.0%	268.56	71.4%	24,121,759	89,819	20,744,713	167,063
District 3 Totals	147	401.7	14%	\$95,015	\$69,597	37%		2,961.87	68.3%	\$216,022,419	\$72,934	\$64,411,596	\$94,681

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1984-1994 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1994 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1995 Needs Study				Rural 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Becker	15	52.6	18%	\$48,896	\$43,736	12%	12.0%	284.52	63.7%	\$13,688,457	\$48,111	\$1,642,615	\$53,884
Big Stone	9	21.8	14%	55,695	42,482	31%	31.0%	151.78	75.1%	6,929,199	45,653	2,148,052	59,805
Clay	17	65.9	26%	66,641	40,915	63%	63.0%	258.20	66.6%	10,556,994	40,887	6,650,906	66,646
Douglas	9	33.9	15%	67,089	52,864	27%	27.0%	230.32	63.6%	12,038,190	52,267	3,250,311	66,379
Grant	2	21.1	13%	55,251	39,945	38%	38.0%	166.20	73.8%	7,182,383	43,215	2,729,306	59,637
Mahnomen	6	39.1	39%	91,751	42,142	118%	118.0%	100.75	52.5%	4,266,080	42,343	5,033,974	92,308
Otter Tail	21	59.3	10%	71,845	73,250	-2%	-2.0%	623.68	71.5%	51,667,436	82,843	(1,033,349)	81,186
Pope	10	28.7	14%	116,190	65,200	78%	78.0%	204.87	70.9%	14,683,625	71,673	11,453,228	127,578
Stevens	1	5.0	3%	49,490	42,096	18%	5.4%	186.62	78.3%	9,825,994	52,652	530,604	55,496
Swift	21	57.6	29%	47,526	40,163	18%	18.0%	200.35	61.7%	10,257,285	51,197	1,846,311	60,412
Traverse	3	22.1	13%	32,447	42,865	-24%	-24.0%	172.98	72.0%	9,828,182	56,817	(2,358,764)	43,181
Wilkin	11	29.9	14%	59,035	32,773	80%	80.0%	210.21	68.8%	7,612,994	36,216	6,090,395	65,189
District 4 Totals	125	437.0	16%	\$64,674	\$47,756	35%		2,790.48	68.3%	\$158,536,819	\$56,813	\$37,983,589	\$70,425

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1984-1994 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1994 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1995 Needs Study				Rural 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Anoka	9	24.0	22%	\$194,600	\$149,487	30%	30.0%	110.72	61.7%	\$17,487,537	\$157,944	\$5,246,261	\$205,327
Carver	8	15.1	12%	107,601	101,727	6%	6.0%	128.62	73.0%	12,670,054	98,508	760,203	104,418
Hennepin	8	17.4	15%	337,478	304,145	11%	11.0%	119.55	82.4%	19,680,668	164,623	2,164,873	182,731
Scott	8	11.4	10%	205,650	81,675	152%	152.0%	113.04	72.5%	11,812,762	104,501	17,955,398	263,342
District 5 Totals	33	67.9	14%	\$213,661	\$167,049	28%		471.93	71.9%	\$61,651,021	\$130,636	\$26,126,735	\$185,997

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1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1984-1994 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1994 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1995 Needs Study				Rural 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Dodge	14	35.5	25%	\$73,315	\$62,994	16%	16.0%	141.40	58.5%	\$9,012,025	\$63,734	\$1,441,924	\$73,932
Fillmore	17	44.6	15%	146,046	151,965	-4%	-4.0%	296.49	75.3%	40,670,932	137,175	(1,626,837)	131,688
Freeborn	12	33.1	11%	120,180	66,496	81%	81.0%	305.56	70.4%	15,646,957	51,207	12,674,035	92,686
Goodhue	14	52.6	29%	142,005	104,022	37%	37.0%	179.98	57.3%	18,498,337	102,780	6,844,385	140,809
Houston	8	18.2	10%	161,318	168,341	-4%	-4.0%	173.53	71.9%	29,434,085	169,620	(1,177,363)	162,835
Mower	15	33.6	14%	85,615	61,784	39%	39.0%	245.58	68.7%	16,282,612	66,303	6,350,219	92,161
Olmsted	13	33.9	16%	126,480	128,745	-2%	-2.0%	217.48	71.0%	23,171,567	106,546	(463,431)	104,415
Rice	13	33.9	19%	101,710	59,669	70%	70.0%	181.18	69.1%	11,585,801	63,946	8,110,061	108,709
Steele	14	32.9	19%	79,019	52,599	50%	50.0%	175.85	64.5%	10,279,550	58,456	5,139,775	87,685
Wabasha	10	26.9	16%	162,212	139,275	16%	16.0%	173.13	67.4%	21,999,323	127,068	3,519,892	147,399
Winona	17	27.6	13%	121,253	116,828	4%	4.0%	211.67	70.9%	24,297,148	114,788	971,886	119,379
District 6 Totals	147	372.8	16%	\$119,165	\$99,029	20%		2,301.85	68.1%	\$220,878,337	\$95,957	\$41,784,546	\$114,109

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1984-1994 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1994 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1995 Needs Study				Rural Grading Cost Adjustment To The 1995 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles	Complete Grading Needs Col. 2 / Col. 8										
Blue Earth	18	58.0	23%	\$72,305	\$66,760	8%	8.0%	250.55	64.3%	\$22,164,364	\$88,463	\$1,773,149	\$95,540
Brown	11	37.5	22%	110,541	110,713	0%	0.0%	167.07	54.6%	10,647,273	63,729	0	63,729
Cottonwood	10	24.8	10%	81,977	54,569	50%	50.0%	236.70	76.7%	12,379,282	52,299	6,189,641	78,449
Faribault	13	44.4	21%	75,838	59,671	27%	27.0%	211.58	63.7%	11,955,493	56,506	3,227,983	71,762
Jackson	9	25.3	9%	72,216	47,480	52%	46.8%	267.93	74.5%	16,620,817	62,034	7,778,542	91,066
Le Sueur	17	52.7	41%	83,135	64,558	29%	29.0%	129.15	52.1%	8,820,058	68,293	2,557,817	88,098
Martin	12	58.6	27%	78,027	66,984	16%	16.0%	215.73	58.1%	11,797,978	54,689	1,887,676	63,439
Nicollet	17	33.8	24%	75,014	68,483	10%	10.0%	142.66	60.0%	12,146,819	85,145	1,214,682	93,660
Nobles	10	34.4	19%	75,997	57,335	33%	33.0%	185.11	55.4%	11,378,528	61,469	3,754,914	81,754
Rock	9	29.9	18%	67,663	48,183	40%	40.0%	164.91	65.9%	7,872,904	47,741	3,149,162	66,837
Sibley	10	25.7	13%	90,685	63,559	43%	43.0%	200.01	71.1%	11,223,926	56,117	4,826,288	80,247
Waseca	18	45.3	28%	60,812	54,896	11%	11.0%	161.40	67.7%	8,887,576	55,066	977,633	61,123
Watonwan	10	27.1	22%	70,761	64,087	10%	10.0%	120.84	54.7%	7,157,494	59,231	715,749	65,154
District 7 Totals	164	497.5	20%	\$77,783	\$64,605	20%		2,453.64	63.3%	\$153,052,512	\$62,378	\$38,053,236	\$77,887

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1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1984-1994 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1994 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1995 Needs Study				Rural 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Chippewa	8	21.4	17%	\$126,535	\$85,018	49%	49.0%	125.57	52.5%	\$10,905,628	\$86,849	\$5,343,758	\$129,405
Kandiyohi	22	74.6	31%	104,823	67,895	54%	54.0%	239.20	60.7%	16,893,271	70,624	9,122,366	108,761
Lac Qui Parle	14	57.3	24%	54,836	46,121	19%	19.0%	236.38	66.1%	10,337,487	43,732	1,964,123	52,042
Lincoln	9	31.3	21%	48,076	47,612	1%	1.0%	152.44	62.1%	7,635,409	50,088	76,354	50,589
Lyon	21	54.1	27%	63,262	57,759	10%	10.0%	200.92	66.0%	10,966,668	54,582	1,096,667	60,040
Mc Leod	15	31.8	21%	94,784	77,562	22%	22.0%	148.75	66.8%	9,739,026	65,472	2,142,586	79,876
Meeker	12	26.0	15%	77,559	56,360	38%	38.0%	172.01	64.7%	9,902,722	57,571	3,763,034	79,447
Murray	13	30.8	11%	38,288	47,983	-20%	-20.0%	284.42	81.8%	13,905,010	48,889	(2,781,002)	39,111
Pipestone	13	32.0	21%	63,502	55,565	14%	14.0%	153.50	69.0%	7,642,595	49,789	1,069,963	56,759
Redwood	18	39.9	17%	49,882	40,072	24%	24.0%	230.64	61.7%	12,920,076	56,018	3,100,818	69,463
Renville	5	12.4	4%	67,052	48,233	39%	15.6%	349.73	79.1%	17,592,672	50,304	2,744,457	58,151
Yellow Medicine	15	60.7	26%	48,158	51,550	-7%	-7.0%	232.12	69.0%	13,519,299	58,243	(946,351)	54,166
District 8 Totals		472.3	19%	\$68,999	\$56,444	22%		2,525.68	67.3%	\$141,959,863	\$56,207	\$26,696,773	\$66,777

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1984-1994 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1994 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1995 Needs Study				Rural 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Chisago	8	12.9	8%	\$147,918	\$97,021	52%	41.6%	164.85	77.0%	\$15,503,157	\$94,044	\$6,449,313	\$133,166
Dakota	7	8.7	7%	194,381	198,040	-2%	-1.4%	124.94	74.9%	14,457,621	115,717	(202,407	114,096
Ramsey	2	2.5	52%	394,350	274,943	43%	43.0%	4.8	97.0%	1,259,820	262,463	541,723	375,321
Washington	13	16.3	16%	299,143	170,513	75%	75.0%	101.05	71.0%	16,124,597	159,570	12,093,448	279,248
District 9 Totals	30	40.4	10%	\$234,013	\$159,405	47%		395.64	74.9%	\$47,345,195	\$119,667	\$18,882,077	167,393

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1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Comparison of 1984-1994 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1994 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1995 Needs Study				Rural 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
District 1 Totals	150	348.3	14%	\$197,687	\$139,451	42%		2,566.01	77.9%	\$354,072,167	\$137,985	\$145,297,134	\$194,609
District 2 Totals	188	682.5	25%	63,975	66,688	-4%		2,690.16	61.6%	177,642,328	66,034	(4,977,059)	64,184
District 3 Totals	147	401.7	14%	95,015	69,597	37%		2,961.87	68.3%	216,022,419	72,934	64,411,596	94,681
District 4 Totals	125	437.0	16%	64,674	47,756	35%		2,790.48	68.3%	158,536,819	56,813	37,983,589	70,425
District 5 Totals	33	67.9	14%	213,661	167,049	28%		471.93	71.9%	61,651,021	130,636	26,126,735	185,997
District 6 Totals	147	372.8	16%	119,165	99,029	20%		2,301.85	68.1%	220,878,337	95,957	41,784,546	114,109
District 7 Totals	164	497.5	20%	77,783	64,605	20%		2,453.64	63.3%	153,052,512	62,378	38,053,236	77,887
District 8 Totals	165	472.3	19%	68,999	56,444	22%		2,525.68	67.3%	141,959,863	56,207	26,696,773	66,777
District 9 Totals	30	40.4	10%	234,013	159,405	47%		395.64	74.9%	47,345,195	119,667	18,882,077	167,393
STATE TOTAL	1,149	3,320.4	17%	\$95,963	\$77,226	24%		19,157.26	67.8%	\$1,531,160,661	\$79,926	\$394,258,627	\$100,506

NOTES & COMMENTS

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1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

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

In 1986, all counties estimated their grading costs on all urban design segments requiring complete grading. In order to keep their costs relatively up to date, the Screening Board directed that an adjustment to these costs be applied in the same manner as has been done to the rural design complete grading costs.

An explanation of Pine County's urban design grading cost adjustments for the 1996 apportionment is shown below.

- 1) 0.8 miles of C.S.A.H.'s which had urban design complete grading needs were graded in Pine County in 1987 - 1994. This represents 7% of the 10.70 miles of urban design C.S.A.H.'s which still have complete grading required in their needs study.
- 2) The Urban Grading Cost Factor of 21% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$208,981 - \$172,408}{\$172,408} = 21\%$$

- 3) The Adjusted Urban Grading Cost Factor of 14.7% was arrived at by dividing the 7% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Urban Grading Cost Factor (115%) as shown in 2 above.

$$\frac{7}{10} \times 21\% = 14.7\%$$

- 4) Then, by multiplying the Adjusted Factor (14.7%) times the complete urban design grading needs remaining in the 1995 needs study (\$1,807,409) an adjustment (+\$265,689) to the 1995 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete urban grading needs after the adjustment is applied.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 1995 25-year construction needs) have been used in calculating the 1995 annual County State Aid Highway money needs.

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											
Carlton	2	0.9	10%	\$94,637	\$131,951	-28%	-28.0%	8.88	59.6%	\$1,528,620	\$172,142	(\$428,014)	\$123,942
Cook	3	0.6	27%	202,949	122,969	65%	65.0%	2.25	61.0%	297,069	132,031	193,095	217,851
Itasca	6	3.5	31%	179,657	147,819	22%	22.0%	11.12	48.9%	1,879,475	169,018	413,485	206,201
Koochiching	2	0.6	6%	244,284	113,802	115%	69.0%	9.79	57.2%	1,753,824	179,144	1,210,139	302,754
Lake	0	0.0	0%	0	0	0%	0.0%	2.93	56.9%	683,535	233,288	0	233,288
Pine	2	0.8	7%	208,981	172,408	21%	14.7%	10.70	82.6%	1,807,409	168,917	265,689	193,747
St. Louis	7	2.4	8%	601,231	339,883	77%	61.6%	29.33	45.1%	6,964,134	237,441	4,289,907	383,704
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

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											
Beltrami	7	3.6	37%	\$110,272	\$141,979	-22%	-22.0%	9.74	56.5%	\$1,554,693	\$159,619	(\$342,032)	\$124,503
Clearwater	0	0.0	0%	0	0	0%	0.0%	8.89	91.1%	1,097,637	123,469	0	123,469
Hubbard	1	0.3	12%	128,880	101,887	26%	26.0%	2.51	54.3%	371,610	148,052	96,619	186,545
Kittson	1	0.3	8%	317,460	259,160	22%	17.6%	3.97	93.0%	822,810	207,257	144,815	243,734
Lake of the Woods	1	0.7	35%	143,151	87,479	64%	64.0%	2.01	63.8%	315,420	156,925	201,869	257,358
Marshall	0	0.0	0%	0	0	0%	0.0%	4.75	78.5%	670,174	141,089	0	141,089
Norman	3	0.5	18%	134,171	120,473	11%	11.0%	2.83	42.6%	391,021	138,170	43,012	153,369
Pennington	0	0.0	0%	0	0	0%	0.0%	1.58	48.9%	285,098	180,442	0	180,442
Polk	6	1.8	16%	124,658	139,515	-11%	-11.0%	11.32	69.8%	1,961,193	173,250	(215,731)	154,193
Red Lake	1	0.2	7%	309,885	121,225	156%	109.2%	3.04	91.0%	454,019	149,348	495,789	312,437
Roseau	1	0.5	10%	123,250	131,840	-7%	-7.0%	4.80	55.7%	632,477	131,766	(44,273)	122,543
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

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											
Aitkin	0	0.0	0%	\$0	\$0	0%	0.0%	2.49	91.2%	\$494,258	\$198,497	\$0	\$198,497
Benton	3	0.8	14%	193,983	159,514	22%	22.0%	5.60	52.7%	858,592	153,320	188,890	187,050
Cass	3	1.2	17%	93,893	144,390	-35%	-35.0%	7.16	65.9%	1,168,445	163,191	(408,956)	106,074
Crow Wing	3	1.4	20%	131,776	171,735	-23%	-23.0%	7.14	42.0%	967,209	135,463	(222,458)	104,307
Isanti	3	0.4	22%	125,519	302,231	-58%	-58.0%	1.85	61.5%	572,243	309,321	(331,901)	129,915
Kanabec	1	0.5	18%	43,498	110,750	-61%	-61.0%	2.78	68.1%	389,937	140,265	(237,862)	54,703
Mille Lacs	3	1.9	18%	334,168	205,297	63%	63.0%	10.79	72.6%	1,492,613	138,333	940,346	225,483
Morrison	4	2.6	41%	157,000	107,510	46%	46.0%	6.37	47.6%	639,160	100,339	294,014	146,495
Sherburne	1	0.3	19%	193,119	84,194	129%	129.0%	1.55	18.3%	106,119	68,464	136,894	156,783
Stearns	16	6.5	34%	160,662	155,074	4%	4.0%	19.10	52.3%	2,830,858	148,212	113,234	154,141
Todd	1	0.9	10%	224,613	119,400	88%	88.0%	9.11	71.5%	1,268,506	139,243	1,116,285	261,777
Wadena	4	1.2	31%	261,677	83,576	213%	213.0%	3.83	49.5%	556,585	145,322	1,185,526	454,859
Wright	4	1.3	9%	184,751	292,421	-18%	-16.2%	14.75	55.8%	3,356,932	227,589	(543,823)	190,719
District 3 Totals	46	19.0	21%	\$180,242	\$153,751	17%		92.52	54.9%	\$14,701,457	\$158,900	\$2,230,189	\$183,005

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											
Becker	6	1.8	18%	\$89,651	\$71,093	26%	26.0%	9.91	50.4%	\$989,343	\$99,833	\$257,229	\$125,789
Big Stone	2	0.4	28%	127,150	200,685	-37%	-37.0%	1.41	22.6%	200,669	142,318	(74,248)	89,660
Clay	2	1.2	17%	121,183	228,284	-47%	-47.0%	7.04	52.9%	1,455,251	206,712	(683,968)	109,557
Douglas	4	3.2	23%	83,778	144,122	-42%	-42.0%	13.83	60.5%	2,922,591	211,323	(1,227,488)	122,567
Grant	2	0.8	32%	90,651	119,185	-24%	-24.0%	2.49	69.8%	353,141	141,824	(84,754)	107,786
Mahnomen	2	0.7	62%	225,405	208,131	8%	8.0%	1.13	41.2%	151,123	133,737	12,090	144,436
Otter Tail	7	3.1	9%	192,954	165,514	17%	15.3%	32.74	72.7%	6,754,120	206,296	1,033,380	237,859
Pope	4	1.1	18%	211,082	147,642	43%	43.0%	6.28	66.0%	850,789	135,476	365,839	193,731
Stevens	2	0.4	12%	159,038	166,318	-4%	-4.0%	3.33	61.2%	460,314	138,232	(18,413)	132,703
Swift	2	0.7	20%	124,121	260,290	-52%	-52.0%	3.51	78.0%	713,787	203,358	(371,169)	97,612
Traverse	2	0.6	18%	117,159	154,728	-24%	-24.0%	3.34	65.0%	468,441	140,252	(112,426)	106,591
Wilkin	2	0.6	15%	193,253	344,700	-44%	-44.0%	4.07	59.0%	647,347	159,053	(284,833)	89,070
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

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											
Anoka	5	3.3	11%	\$415,993	\$221,085	88%	88.0%	30.42	41.6%	\$6,173,473	\$202,941	\$5,432,656	\$381,530
Carver	3	1.8	8%	214,712	137,994	56%	44.8%	22.21	70.1%	3,146,112	141,653	1,409,458	205,113
Hennepin	27	22.7	9%	596,682	548,652	9%	8.1%	259.71	69.7%	103,998,729	400,442	8,423,897	432,878
Scott	8	7.6	43%	540,654	369,577	46%	46.0%	17.80	53.0%	4,654,340	261,480	2,140,996	381,760
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

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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											
Dodge	3	1.1	27%	\$160,285	\$189,916	-16%	-16.0%	4.07	55.9%	\$868,674	\$213,433	(\$138,988)	\$179,284
Fillmore	7	2.2	16%	227,823	96,328	137%	137.0%	13.41	74.6%	1,494,448	111,443	2,047,394	264,119
Freeborn	1	0.5	7%	81,945	125,124	-35%	-24.5%	6.94	54.4%	880,528	126,877	(215,729)	95,792
Goodhue	2	0.3	3%	145,737	232,750	-37%	-11.1%	9.10	72.5%	1,704,796	187,340	(189,232)	166,545
Houston	3	1.6	43%	43,325	140,561	-69%	-69.0%	3.74	42.3%	467,331	124,955	(322,458)	38,736
Mower	4	0.9	11%	91,433	245,430	-63%	-63.0%	8.54	53.9%	1,847,623	216,349	(1,164,002)	80,049
Olmsted	0	0.0	0%	0	0	0%	0.0%	7.42	53.0%	1,554,503	209,502	0	209,502
Rice	1	0.6	5%	176,233	261,030	-32%	-16.0%	11.50	67.4%	3,395,697	295,278	(543,312)	248,033
Steele	2	1.1	12%	258,322	195,507	32%	32.0%	9.03	46.4%	1,603,461	177,570	513,108	234,393
Wabasha	0	0.0	0%	0	0	0%	0.0%	9.56	57.4%	2,725,851	285,131	0	285,131
Winona	0	0.0	0%	0	0	0%	0.0%	10.13	58.8%	2,369,059	233,866	0	233,866
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

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											
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	-3%	-3.0%	8.28	55.7%	1,695,830	204,810	(50,875)	198,666
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	(\$362,582)	\$165,048

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											
Chippewa	4	1.4	37%	\$374,362	\$269,212	39%	39.0%	3.81	77.1%	\$1,182,196	\$310,288	\$461,056	431,300
Kandiyohi	2	1.4	7%	150,053	209,759	-28%	-19.6%	19.72	70.2%	3,850,839	195,276	(754,764)	157,002
Lac Qui Parle	1	0.1	3%	139,491	135,473	3%	0.9%	3.47	64.4%	805,274	232,067	7,247	234,156
Lincoln	3	1.4	30%	341,176	173,467	97%	97.0%	4.63	50.5%	520,694	112,461	505,073	221,548
Lyon	8	4.2	49%	90,467	245,940	-63%	-63.0%	8.56	58.6%	1,736,637	202,878	(1,094,081)	75,065
Mc Leod	4	1.7	20%	100,821	169,153	-40%	-40.0%	8.62	65.0%	1,157,750	134,310	(463,100)	80,586
Meeker	2	1.1	28%	58,988	67,696	-13%	-13.0%	3.88	61.2%	440,513	113,534	(57,267)	98,775
Murray	0	0.0	0%	0	0	0%	0.0%	5.16	75.3%	506,577	98,174	0	98,174
Pipestone	8	2.8	42%	115,143	121,018	-5%	-5.0%	6.66	57.9%	1,198,515	179,957	(59,926)	170,959
Redwood	2	0.7	7%	50,606	89,734	-44%	-30.8%	10.17	59.0%	2,059,520	202,509	(634,332)	140,136
Renville	5	1.2	38%	238,902	208,309	15%	15.0%	3.19	57.1%	453,232	142,079	67,985	163,391
Yellow Medicine	2	0.7	14%	230,933	121,110	91%	91.0%	5.01	58.2%	639,279	127,601	581,744	243,717
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

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											
Chisago	2	1.7	26%	\$189,662	\$176,422	8%	8.0%	6.59	46.2%	\$1,115,046	169,203	\$89,204	\$42,317
Dakota	12	13.6	21%	303,191	284,528	7%	7.0%	63.35	51.5%	10,221,082	161,343	715,476	172,637
Ramsey	26	21.5	14%	516,683	358,728	44%	44.0%	153.46	67.9%	60,650,486	395,220	26,686,214	569,117
Washington	5	2.0	6%	294,446	232,938	26%	15.6%	35.80	60.5%	7,506,705	209,684	1,171,046	242,395
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

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	(362,582)	165,048
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	\$51,618,578	\$300,788

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

Needs Adjustments for Variances Granted on CSAHs

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

The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 1995 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee and were approved at the June 14-15, 1995 Screening Board meeting.

<u>County</u>	<u>Project</u>	<u>Variance From</u>	<u>1995 Needs Adjustments</u>	<u>Approx. 1996 Apport. Loss</u>
CASS	11-617-04	Design Speed	\$ 200,032	\$ 4,357
DODGE	20-609-20	Shldr + Bridge Widths	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
STEELE	74-612-22	Design Speed	21,510	468
<hr/>			<hr/>	<hr/>
TOTAL			\$ 524,582	\$ 11,425

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

Bond Account Adjustments

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

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

STATE AID BOND RECORD AS OF DECEMBER 31, 1994

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal Paid	Total Overlay Projects Applied	Bond Account Adjustment
Koochiching	12-15-90	\$3,500,000	\$3,500,000	\$1,300,000	\$2,200,000	\$0	\$2,200,000
District 1 Totals		3,500,000	3,500,000	1,300,000	2,200,000	0	2,200,000
Beltrami	11-01-93	915,000	900,000	310,000	590,000		590,000
Kittson	10-01-87	1,200,000	1,200,000	1,200,000	0	0	0
Kittson	10-01-90	1,225,000	1,225,000	820,000	405,000	1,225,000	0
Lake of the Woods	06-01-91	1,500,000	1,377,300	750,000	627,300	213,810	413,490
Marshall	03-01-90	1,325,000	1,325,000	1,325,000	0	0	0
Marshall	06-13-94	1,600,000	422,530	230,000	192,530	0	192,530
Polk	06-01-91	3,500,000	3,500,000	2,300,000	1,200,000	0	1,200,000
Red Lake	12-01-89	950,000	950,000	720,000	230,000	0	230,000
Red Lake	05-24-93	1,445,000	1,330,920	0	1,330,920	100,000	1,230,920
District 2 Totals		13,660,000	12,230,750	7,655,000	4,575,750	1,538,810	3,856,940

<u>County</u>	<u>Date of Issue</u>	<u>Amount of Issue</u>	<u>Total \$'s Applied to Projects</u>	<u>Principal Paid to Date</u>	<u>\$'s Applied Less Principal Paid</u>	<u>Total Overlay Projects Applied</u>	<u>Bond Account Adjustment</u>
Becker	01-01-93	\$405,000	\$400,000	\$405,000	(\$5,000)	\$0	(\$5,000)
Mahnomen	08-01-93	855,000	713,824	375,000	338,824	554,014	0
Otter Tail	06-01-86	7,735,000	7,735,000	5,060,000	2,675,000	348,316	2,326,684
District 4 Totals		8,995,000	8,848,824	5,840,000	3,008,824	902,330	2,321,684
Dodge	03-01-84	1,700,000	1,540,000	1,700,000	(160,000)	0	(160,000)
Steele	05-01-83	1,400,000	1,370,388	1,400,000	(29,612)	15,740	(29,612)
District 6 Totals		3,100,000	2,910,388	3,100,000	(189,612)	15,740	(189,612)
Le Sueur	07-16-91	1,945,000	1,945,000	455,000	1,490,000	0	1,490,000
Nicollet	06-01-94	2,000,000	755,734	0	755,734	125,112	630,622
Waseca	09-01-91	2,580,000	2,580,000	1,110,000	1,470,000	0	1,470,000
District 7 Totals		6,525,000	5,280,734	1,565,000	3,715,734	125,112	3,590,622
Kandiyohi	07-01-86	1,280,000	1,280,000	1,280,000	0	0	0
Yellow Medicine	08-01-86	2,700,000	2,700,000	755,000	1,945,000	0	1,945,000
District 8 Totals		3,980,000	3,980,000	2,035,000	1,945,000	0	1,945,000
STATE TOTALS		\$39,760,000	\$36,750,696	\$21,495,000	\$15,255,696	\$2,581,992	\$13,724,634

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

"After the Fact" Right of Way Needs

At your June, 1984 meeting, the following resolution dealing with Right-of-Way needs was adopted:

That needs for Right of Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made 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.

The Board directed that R/W needs to be included should begin with that purchased in 1978.

Pursuant to this resolution, the following R/W needs will be added to each county's 1995 25-year needs and are shown on the TENTATIVE 1996 Money Needs Apportionment Form.

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Carlton	\$308,777	Aitkin	\$749,439
Cook	290,821	Benton	709,863
Itasca	146,107	Cass	1,023,475
Koochiching	614,101	Crow Wing	549,010
Lake	509,649	Isanti	427,999
Pine	372,284	Kanabec	362,375
St. Louis	3,671,781	Mille Lacs	297,840
District 1 Totals	5,913,520	Morrison	177,325
		Sherburne	458,486
Beltrami	878,784	Stearns	502,303
Clearwater	286,605	Todd	76,396
Hubbard	789,632	Wadena	159,011
Kittson	714,192	Wright	1,294,631
Lake of the Woods	79,289	District 3 Totals	6,788,153
Marshall	1,051,190		
Norman	160,399		
Pennington	135,585		
Polk	1,772,600		
Red Lake	237,832		
Roseau	423,615		
District 2 Totals	6,529,723		

"After the Fact" Right of Way Needs

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Becker	\$478,586	Blue Earth	\$1,538,453
Big Stone	194,537	Brown	531,466
Clay	704,769	Cottonwood	474,770
Douglas	451,706	Faribault	673,646
Grant	48,142	Jackson	384,633
Mahnomen	0	Le Sueur	620,537
Otter Tail	420,862	Martin	370,481
Pope	338,295	Nicollet	676,096
Stevens	125,901	Nobles	278,742
Swift	364,608	Rock	363,229
Traverse	160,653	Sibley	353,713
Wilkin	472,125	Waseca	241,980
District 4 Totals	3,760,184	Watonwan	425,153
		District 7 Totals	6,932,899
Anoka	7,235,245	Chippewa	148,605
Carver	681,848	Kandiyohi	784,997
Hennepin	30,294,182	Lac Qui Parle	552,631
Scott	2,763,935	Lincoln	445,670
District 5 Totals	40,975,210	Lyon	609,133
Dodge	137,518	Mc Leod	1,645,632
Fillmore	632,566	Meeker	398,199
Freeborn	177,761	Murray	125,295
Goodhue	1,442,721	Pipestone	269,198
Houston	83,385	Redwood	585,789
Mower	187,423	Renville	182,190
Olmsted	3,551,456	Yellow Medicine	244,259
Rice	239,655	District 8 Totals	5,991,598
Steele	87,793		
Wabasha	617,641	Chisago	355,943
Winona	235,770	Dakota	10,441,935
District 6 Totals	7,393,689	Ramsey	4,285,645
		Washington	2,632,605
		District 9 Totals	17,716,128
		STATE TOTALS	\$102,001,104

1995 COUNTY SCREENING BOARD DATA

October, 1995

Miscellaneous "After the Fact" Needs

In 1984, the Screening Board adopted the following resolution dealing with miscellaneous "After the Fact" Needs.

That needs for Traffic Signals, Lighting, Retaining Walls, and Sidewalk (as eligible for State Aid participation) on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

The Board directed that the initial inclusion of these type items begin with construction costs as of January 1, 1984. Pursuant to the resolution above, the following "After the Fact" needs have been added to each county's 1995 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	Total
District 1						
Cook	\$6,976	---	---	\$16,161	---	\$23,137
Pine	58,386	\$9,112	---	14,612	---	82,110
St. Louis	11,300	62,500	---	---	---	73,800
District 2						
Beltrami	---	---	---	775	---	775
Clearwater	---	---	---	---	27,041	27,041
Hubbard	---	---	---	---	18,213	18,213
Marshall	---	---	---	---	18,732	18,732
Polk	---	---	---	22,975	---	22,975
District 3						
Aitkin	---	---	---	---	7,534	7,534
Benton	15,150	---	---	---	---	15,150
Mille Lacs	70,653	---	16,473	42,402	44,417	173,945
Stearns	6756	---	---	---	---	6,756
Todd	16745	---	---	---	---	16,745
District 4						
Swift	---	20,054	---	35,904	---	55,958
District 5						
Anoka	1,443,670	53,007	147,154	80,304	922,907	2,647,042
Carver	29,945	---	---	---	---	29,945
Hennepin	6,087,343	1,585,290	1,905,531	835,723	39,636	10,453,523
Scott	601,858	41,500	61,113	4,523	---	708,994

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	Total
District 6						
Olmsted	\$398,916	---	\$90,033	---	---	\$488,949
Wabasha	---	---	57,971	\$43,808	---	101,779
District 7						
Blue Earth	---	---	9,942	---	---	9,942
Faribault	90,743	---	---	3,386	---	94,129
Le Sueur	---	---	3,794	---	---	3,794
Watsonwan	1,626	---	---	71,696	---	73,322
District 8						
Kandiyohi	---	---	---	---	39,348	39,348
Lyon	---	---	---	48,445	---	48,445
McLeod	---	---	40,294	16,400	---	56,694
Pipestone	---	216	3,150	6,176	---	9,542
District 9						
Chisago	---	---	4,599	32,093	---	36,692
Dakota	2,701,810	---	515,667	62,437	---	3,279,914
Ramsey	1,810,154	23,552	599,999	93,237	391,223	2,918,165
Washingto	1,061,663	720	58,336	207,022	61,842	1,389,583
TOTAL	\$14,413,694	\$1,795,951	\$3,514,056	\$1,638,079	\$1,570,893	\$22,932,673

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

1995 COUNTY SCREENING BOARD DATA

October, 1995

"After The Fact" Bridge Deck Rehabilitation Needs

The resolution below dealing with bridge deck rehabilitation was originally adopted in 1882 by the County Screening Board.

That needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and shall consist of only those construction costs actually incurred by the County. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1.

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the TENTATIVE 1996 Money Needs Apportionment Form.

County	Letting Date	# of Projects	Regular Eligible "After the Fact" Bridge Deck Rehab. Needs	Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs	Total Bridge Deck Rehab. Needs	Added to the Needs for these Apport. Years
District 2						
Polk	1988	1	\$201,689		\$201,689	1994-2008
District 3						
Todd	1985	1	14,512		14,512	1987-2001
District 4						
Wilkin	1987	1		37,731	37,731	1989-2003
District 5						
Hennepin	1983	1	189,856		189,856	1985-1999
Hennepin	1984	4	361,808	123,842	485,650	1986-2000
Hennepin	1985	2	110,423		110,423	1987-2001
Hennepin	1989	2	348,771		348,771	1991-2005
Hennepin	1994	1	45,520		45,520	1996-2010
District 6						
Olmsted	1993	1	52,831		52,831	1995-2009
District 7						
Jackson	1982	1		5,646	5,646	1984-1998
District 8						
Mc Leod	1983	1	18,800		18,800	1985-1999
District 9						
Chisago	1986	1	27,200		27,200	1988-2002
Ramsey	1988	2	201,073		201,073	1990-2004
Washington	1984	1	54,841		54,841	1986-2000
- 50 - State Total		3	\$1,627,324	\$167,219	\$1,794,543	1996 Apport.

1995 COUNTY SCREENING BOARD DATA

October, 1995

NEEDS ADJUSTMENT FOR "CREDIT FOR LOCAL EFFORT"

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

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

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

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

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These adjustments are shown on the 1995 Money Needs Apportionment form.

Dist	County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
1	Carlton	\$21,550	---	\$21,550
2	Polk	4,376,847	---	\$4,376,847
5	Anoka	3,720,762	---	\$3,720,762
	Carver	3,068,446	---	\$3,068,446
	Scott	66,060	---	\$66,060
6	Goodhue	3,313,336	---	\$3,313,336
	Olmsted	2,316,048	---	\$2,316,048
7	Blue Earth	801,277	---	\$801,277
	Brown	533,246	---	\$533,246
	Faribault	357,323	34,377	\$391,700
	Martin	280,303	---	\$280,303
	Nicollet	248,689	---	\$248,689
	Waseca	116,421	---	\$116,421
8	Kandiyohi	1,690,334	---	\$1,690,334
	McLeod	461,794	214,710	\$676,504
	Yellow Medicine	321,624	14,416	\$336,040
9	Dakota	711,441	---	\$711,441
	Ramsey	453,038	---	\$453,038
	Washington	1,024,534	---	\$1,024,534
State Total		\$23,883,073	\$263,503	\$24,146,576

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Non Existing CSAH Needs Adjustment

In 1992 the following resolution dealing with non-existing County State Aid Highway designations was adopted.

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.

The following segments are covered by this resolution and the corresponding needs will be subtracted from the 1995 25 year needs, as shown on the TENTATIVE 1996 Money Needs Apportionment Form.

County	CSAH	Miles	Termini	Year Desig.	Needs Deduction
COOK	18	3.90	Co Rd 57 to 3.4 M W of CSAH 8	1962	\$746,903
ITASCA	83	0.70	1.5 M E of TH 169 to TH 65	1976	497,682
DISTRICT 1		4.6			1,244,585
KANABEC	9	0.70	Co Rd 51 to 0.7 M N	1958	107,825
DISTRICT 3		0.7			107,825
HENNEPIN	17	0.53	CSAH 3 to th7 in St. Louis Park	1958	1,095,045
HENNEPIN	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	1,646,560
HENNEPIN	61	0.25	CSAH 5 to CSAH 16 in Minnetonka	1966	523,266
HENNEPIN	61	0.60	CSAH 10 to Hemlock Lane in Maple Grove	1973	919,025
HENNEPIN	130	0.49	Pineview Lane to Hemlock Lane in Maple Grove	1970	506,157
SCOTT	27	0.92	CSAH 16 to TH 13	1979	454,014
DISTRICT 5		3.36			5,144,067
OLMSTED	22	1.47	TH 14 to CSAH 4	1969	1,560,830
DISTRICT 6		1.47			1,560,830
RAMSEY	41	0.52	Brown Ave to Concord in St. Paul	1958	392,671
DISTRICT 9		0.52			392,671
STATE TOTAL		10.65			\$8,449,978

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1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

Mill Levy Deductions

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

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

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

Chapter 273.1102 RATE OF TAXATION, TERMINOLOGY OF LAWS OF CHARTERS. *The rate of taxation by any political subdivision or of the public corporation for any purpose for which any law or charter now provides a maximum tax rate expressed in mills times the assessed value times the full and true value of taxable property (except any value determined by the state equalization aid review committee) shall not exceed 33 1/3 percent of such maximum tax rate until and unless such law or charter is amended to provide a different maximum tax rate. (1971 C 427 S 24)*

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

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

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

Chapter 277, Article 4 MILL RATE Conversions, Section 12 & 13 converts Mill Rate Levy limits based on the old assessed value system to an equivalent percentage of taxable market value limit in order to conform with the new tax capacity system.
(Rural counties - 0.01596%, Urban counties - 0.00967%)

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

County	County Total Real & Personal Market Value (Taxes Payable 1995)	Mill Levy Deduction
Carlton	738,170,700	\$117,812
Cook	310,487,500	49,554
Itasca	1,513,418,117	241,542
Koochiching	394,278,000	62,927
Lake	300,771,950	48,003
Pine	668,169,800	106,640
St. Louis*	4,806,552,900	464,794
District 1 Totals	8,731,848,967	1,091,272
Beltrami	728,825,600	116,321
Clearwater	242,321,300	38,674
Hubbard	645,914,500	103,088
Kittson	384,973,900	61,442
Lake of the Woods	134,674,900	21,494
Marshall	538,536,200	85,950
Norman	426,519,800	68,073
Pennington	292,682,300	46,712
Polk	1,256,063,300	200,468
Red Lake	146,470,010	23,377
Roseau	440,811,400	70,353
District 2 Totals	5,237,793,210	835,952
Aitkin	585,817,500	93,496
Benton	836,610,800	133,523
Cass	1,201,619,100	191,778
Crow Wing	2,154,326,149	343,830
Isanti	773,940,300	123,521
Kanabec	323,886,600	51,692
Mille Lacs	501,121,000	79,979
Morrison	833,128,800	132,967
Sherburne	2,177,438,036	347,519
Stearns	3,434,030,700	548,071
Todd	515,555,200	82,283
Wadena	253,813,000	40,509
Wright	2,726,544,750	435,157
District 3 Totals	16,317,831,935	2,604,325
Becker	911,578,600	145,488
Big Stone	236,229,500	37,702
Clay	1,354,194,000	216,129
Douglas	1,071,512,600	171,013
Grant	319,886,900	51,054
Mahnomen	164,388,500	26,236
Otter Tail	1,756,213,900	280,292
Pope	386,241,000	61,644
Stevens	356,893,200	56,960
Swift	417,820,200	66,684
Traverse	305,187,700	48,708
Wilkin	396,762,500	63,323
District 4 Totals	\$7,676,908,600	\$1,225,233

* Denotes Urban County.

County	County Total Real & Personal Market Value (Taxes Payable 1995)	Mill Levy Deduction
Anoka*	8,515,449,700	\$823,444
Carver	2,388,278,600	381,169
Hennepin*	47,400,532,908	4,583,632
Scott	2,590,068,100	413,375
District 5 Totals	60,894,329,308	6,201,620
Dodge	614,304,500	98,043
Fillmore	650,342,200	103,795
Freeborn	1,130,754,600	180,468
Goodhue	2,093,468,600	334,118
Houston	523,339,600	83,525
Mower	1,151,969,400	183,854
Olmsted	3,938,809,089	628,634
Rice	1,509,812,900	240,966
Steele	1,096,495,600	175,001
Wabasha	674,967,300	107,725
Winona	1,249,481,000	199,417
District 6 Totals	14,633,744,789	2,335,546
Blue Earth	1,834,548,300	292,794
Brown	983,540,900	156,973
Cottonwood	616,363,500	98,372
Faribault	823,550,600	131,439
Jackson	755,455,900	120,571
Le Sueur	806,108,500	128,655
Martin	1,047,876,100	167,241
Nicollet	968,011,400	154,495
Nobles	850,115,200	135,678
Rock	458,450,700	73,169
Sibley	614,535,500	98,080
Waseca	699,696,800	111,672
Watsonwan	481,741,700	76,886
District 7 Totals	10,939,995,100	1,746,025
Chippewa	556,954,600	88,890
Kandiyohi	1,390,738,600	221,962
Lac Qui Parle	416,889,600	66,536
Lincoln	262,235,500	41,853
Lyon	898,862,100	143,458
Mc Leod	1,008,662,700	160,983
Meeker	699,578,500	111,653
Murray	550,028,200	87,785
Pipestone	359,104,700	57,313
Redwood	874,241,600	139,529
Renville	996,631,500	159,062
Yellow Medicine	532,362,000	84,965
District 8 Totals	8,546,289,600	1,363,989
Chisago	1,114,425,100	177,862
Dakota*	12,511,139,900	1,209,827
Ramsey*	16,352,470,750	1,581,284
Washington	6,838,891,700	1,091,487
District 9 Totals	36,816,927,450	4,060,460
STATE TOTALS	169,795,668,959	\$21,464,422

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TENTATIVE
APPORTIONMENT
DATA

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1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Development of the Tentative 1996 C.S.A.H. Money Needs Apportionment

This chart was prepared in order to determine an annual money needs figure for each county. These figures, along with each county's mileage, must be presented to the Commissioner on or before November 1, for his use in apportioning the 1996 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 1996 money needs apportionment figure for each county based on an estimated apportionment sum.

The Trunk Highway Turnback Adjustment column is the same as was used for the 1995 money needs apportionment determination because more current data was not available at the time the chart was printed. Current data will be used for the final 1996 Apportionment.

Minor adjustments must be made for any turnback activity in 1995 and possibly for any action taken by this Board.

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October 26, 1995

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

Dear Commissioner Denn:

We, the undersigned, as members of the 1995 County Screening Board, having reviewed all information available in relation to the mileage and money needs of the County State Aid Highway System, do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs and construction accomplishments. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 1995, possible update of traffic counted in 1993 and 1994 and any action taken by this Screening Board, adjustments to the mileage and money needs may be necessary before January 1, 1996.

This Board, therefore, recommends that the mileage and money needs as listed be modified as required and used as the basis for apportioning to the counties the 1996 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary
County Screening Board

APPROVED

Doug Grindall, District 1

Craig Falkum, District 6

Russ Larson, District 2

Al Forsberg, District 7

Steve Backowski, District 3

Gordon Regenscheid (Chairman), District 8

Dale Wegner, District 4

Don Wisniewski, District 9

Jon Olson, District 5

Enclosures: Mileage and Annual Money Needs Listing

CSAH\BOOK\FINDINGS.95

FIGURE A
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 DEDUCT.	(MINUS) BOND ACCOUST. ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER THE FACT" NEEDS	(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 CSAH NEEDS ADJUST.	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	(\$1,140,835)	\$308,777				\$21,550		\$58,471,664	\$2,338,867	(\$117,812)	\$2,221,055	1.035538	\$1,291,907	\$10,011	\$1,301,918		1.088682	(\$26,454)	\$1,275,464	\$2,189,172	Carlton		
Cook	37,518,991		37,518,991	193,095	193,095	(176,799)	0	(717,473)	290,821		\$23,137			(\$746,903)	44,636,086	1,785,443	(49,554)	1,735,889	0.809335	1,009,703		1,009,703		0.844328	(20,517)	989,186	1,697,121	Cook		
Itasca	114,652,685		114,652,685	22,699,910	413,485	0	0	(2,248,989)	146,107					(497,682)	135,165,516	5,406,621	(241,542)	5,165,079	2.408150	3,004,339		3,004,339		2.512271	(61,047)	2,943,292	5,051,787	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	0.682844	851,896		851,896	\$893,483		1,745,379	2,995,721	Koochiching			
Lake	64,239,201		64,239,201	14,502,903	0	0	0	(565,019)	509,649						76,097,403	3,043,896	(48,003)	2,995,893	1.396796	1,742,602		1,742,602			1,457,189	1,707,193	Lake			
Pine	102,323,102		102,323,102	17,928,374	285,689	0	0	(1,082,583)	372,284		82,110				119,888,976	4,795,559	(106,644)	4,688,919	2.186147	2,727,374		2,727,374			2,280,669	2,671,955	Pine			
St. Louis	342,582,703		342,582,703	68,428,544	4,289,907	0	0	(2,932,583)	3,671,781		73,800				416,112,805	16,644,512	(464,794)	16,179,178	7.543580	9,411,153	3,003	9,411,153			9,222,865	15,829,876	St. Louis			
District 1 Totals	743,652,084		743,652,084	145,287,134	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		20,038,974	13,014	20,051,988	893,483		(390,137)	20,555,334	35,280,619	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	1.307122	1,630,728		1,630,728			1.363638	(33,136)	1,597,592	2,742,064	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	0.596326	743,959		743,959			0.622109	(15,117)	728,842	1,250,965	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	0.718064	895,836		895,836			0.749111	(18,203)	877,633	1,506,345	Hubbard	
Kittson	46,589,433		46,589,433	(1,058,566)	144,815	0	0	(1,341,740)	714,192						45,048,134	1,801,925	(61,442)	1,740,483	0.811477	1,012,375		1,012,375			0.846562	(20,571)	991,804	1,702,306	Kittson	
Lake of 'Woods	19,810,537		19,810,537	651,330	201,869	0	413,490	(119,332)	79,289						21,037,183	841,487	(21,494)	819,993	0.382311	476,960		476,960	597,404			1,074,364	1,844,009	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	1.133361	1,413,949		1,413,949			1.182364	(28,731)	1,385,218	2,377,551	Marshall	
Norman	38,185,212		38,185,212	135,475	43,012	0	0	(802,158)	160,399						37,721,580	1,508,863	(68,073)	1,440,790	0.671749	838,055		838,055			0.700794	(17,029)	821,026	1,409,187	Norman	
Pennington	19,078,355		19,078,355	(205,650)	0	0	0	(15,846)	135,585						18,992,444	759,698	(46,712)	1,712,986	0.332420	414,718		414,718	38,223			452,941	777,416	Pennington		
Polk	102,503,275		102,503,275	(1,662,557)	(215,731)	0	1,200,000	(1,764,324)	\$201,689		22,975		4,376,847		106,434,774	4,257,391	(200,468)	4,056,923	1.891487	2,359,765		2,359,765			1.973269	(47,949)	2,311,816	3,967,938	Polk	
Red Lake	21,056,045		21,056,045	451,533	495,769	(1,526,917)	1,460,920	(329,462)	237,832			(43,610)			21,892,130	875,685	(23,377)	852,308	0.397377	495,756		495,756	193,265			689,021	1,182,617	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	0.849758	1,060,134		1,060,134			0.886499	(21,541)	1,038,593	1,782,613	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	6,529,735	87,736	(43,610)	4,376,847	0	508,389,984	20,335,599	(835,952)	19,499,647		11,342,235	0	11,342,235	828,892		(202,277)	11,968,850	20,543,011	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	2,135,585	(93,496)	2,042,089	0.952097	1,187,809		1,187,809			0.993263	(24,136)	1,163,673	1,997,297	Aitkin	
Benton	27,191,846		27,191,846	4,415,226	188,890	0	0	(593,963)	709,863	15,150					31,927,012	1,277,080	(33,523)	1,143,557	0.533168	665,165		665,165			0.556220	(13,516)	651,649	1,118,473	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	1.338884	1,670,353		1,670,353			1.396773	(33,941)	1,636,412	2,808,693	Cass	
Crow Wing	44,987,645		44,987,645	1,019,666	(222,458)	(1,136,071)	0	(248,136)	549,010						44,949,656	1,797,986	(343,830)	1,454,156	0.677981	845,830		845,830			0.707295	(17,187)	828,643	1,422,260	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	0.681788	858,166	7,587	858,166	43,816			1,074,364	1,844,009	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	0.420278	524,327	2,813	524,140			0.962863	(23,397)	1,128,058	1,936,168	Kanabec	
Millie Lac	38,954,127		38,954,127	11,682,218	934,346	0	0	(539,274)	297,540		173,945				51,489,202	2,059,568	(79,979)	1,979,589	0.922957	1,151,455		1,151,455			0.964294	(23,432)	1,128,734	1,936,045	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	(132,957)	1,982,531	0.942329	1,153,169		1,153,169					367,991	631,610	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)	1,454,026	0.211664	264,091		264,091	103,900			1,996865	(48,523)	2,339,459	4,015,384	Sherburne
Stearns	115,571,680		115,571,680	5,884,856	113,234	0	0	(7,125,825)	502,303	6,756					114,953,004	4,598,120	(548,071)	4,050,049	1.888282	2,355,766	32,216	2,387,982					2,359,765	4,015,384	Stearns	
Todd	47,758,394		47,758,394	0	1,116,285	0	0	(2,453,649)	76,396	16,745					46,528,683	1,861,147	(82,293)	1,778,864	0.829372	1,034,701		1,034,701			0.865232	(21,025)	1,013,676	1,739,848	Todd	
Wadena	29,356,837		29,356,837	3,572,925	1,185,526	(74,509)	0	(1,296,824)	159,011						32,902,966	1,316,119	(40,509)	1,275,610	0.594736	741,975		741,975			0.620450	(15,077)	726,898	1,247,628	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	1.928468	2,405,901		2,405,901			2.011849	(48,887)	2,357,014	4,045,515	Wright	
District 3 Totals	654,908,329		654,908,329	64,411,596	2,230,189	(2,314,491)	0	(22,538,891)	14,512	6,788,153	220,130	(200,032)	0	(107,825)	703,411,680	28,136,467	(2,604,325)	25,532,142		14,851,118	42,616	14,893,734	147,716			14,754,891	25,324,895	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	(145,488)	1,855,361	0.865038	1,079,196		1,079,196			0.902439	(21,929)	1,057,267	1,814,664	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	(37,702)	774,702	0.361195	450,616		450,616	170,625			621,241	1,066,281	Big Stone		
Clay	62,040,932		62,040,932	6,650,906	(683,968)	(184,673)	0	(98,961)	704,769						68,429,005	2,737,160	(216,129)	2,521,031	1.175397	1,466,391		1,466,391			1.226217	(29,796)	1,436,595	2,465,733	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	0.872515	1,088,525		1,088,525			0.910240	(22,118)	1,066,407	1,830,352	Douglas	
Grant	19,368,665		19,368,665	2,729,306	(84,754)	(843,663)	0	(1,082,602)	48,142						20,135,094	805,404	(51,054)	754,350	0.351706	438,778		438,778	128,129			668,002				

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	\$2,189,172
Cook	178.80	1,697,812
Itasca	647.39	5,051,787
Koochiching	248.19	2,995,721
Lake	224.43	2,930,180
Pine	472.77	4,586,071
St. Louis	1,371.59	15,829,876
District 1 Totals	3,436.59	35,280,619
Beltrami	466.45	2,742,064
Clearwater	326.48	1,250,965
Hubbard	324.52	1,506,345
Kittson	373.46	1,702,306
Lake of the Woods	194.81	1,844,009
Marshall	638.08	2,377,551
Norman	391.31	1,409,187
Pennington	260.26	777,416
Polk	806.23	3,967,938
Red Lake	185.43	1,182,617
Roseau	481.82	1,782,613
District 2 Totals	4,448.85	20,543,011
Aitkin	374.83	1,997,297
Benton	224.16	1,118,473
Cass	531.85	2,808,693
Crow Wing	371.04	1,422,260
Isanti	228.44	1,443,003
Kanabec	212.30	979,973
Mille Lacs	254.86	1,936,168
Morrison	444.58	1,939,045
Sherburne	215.59	631,610
Stearns	603.76	4,015,384
Todd	412.46	1,739,846
Wadena	226.92	1,247,628
Wright	402.35	4,045,515
District 3 Totals	4,503.14	25,324,895
Becker	466.36	1,814,664
Big Stone	208.36	1,066,281
Clay	400.78	2,465,733
Douglas	384.94	1,830,352
Grant	228.65	973,024
Mahnomen	194.81	1,146,541
Otter Tail	916.97	4,811,374
Pope	298.33	1,703,655
Stevens	243.91	881,569
Swift	329.46	1,426,831
Traverse	245.42	920,046
Wilkin	312.26	1,386,364
- 60 District 4 Totals	4,230.25	20,426,434

County	County State Aid Highway Mileage	Annual County State Aid Highway Money Needs
Anoka	252.66	\$3,807,073
Carver	207.91	2,214,272
Hennepin	517.65	16,400,782
Scott	189.49	2,838,536
District 5 Totals	1,167.71	25,260,663
Dodge	249.15	1,214,713
Fillmore	411.55	3,785,454
Freeborn	447.12	2,604,390
Goodhue	326.57	2,581,214
Houston	250.34	2,176,713
Mower	373.56	2,642,054
Olmsted	320.41	2,753,804
Rice	279.09	2,237,699
Steele	292.22	1,909,041
Wabasha	273.72	2,292,199
Winona	315.76	2,533,186
District 6 Totals	3,539.49	26,730,467
Blue Earth	416.97	3,303,584
Brown	318.01	1,393,029
Cottonwood	318.59	1,549,093
Faribault	346.80	2,345,848
Jackson	370.69	2,294,825
Le Sueur	267.38	1,800,467
Martin	378.15	1,854,242
Nicollet	244.65	1,507,573
Nobles	345.48	2,026,015
Rock	261.31	1,248,929
Sibley	289.32	1,554,138
Waseca	249.85	1,674,708
Watonwan	235.17	1,099,625
District 7 Totals	4,042.37	23,652,076
Chippewa	244.36	1,408,981
Kandiyohi	422.08	2,642,365
Lac Qui Parle	362.91	1,299,291
Lincoln	254.51	1,010,789
Lyon	318.93	1,589,037
Mc Leod	235.91	1,545,441
Meeker	272.05	1,223,729
Murray	354.74	1,071,835
Pipestone	233.85	1,011,838
Redwood	391.15	2,198,148
Renville	447.55	2,543,592
Yellow Medicine	345.22	1,827,964
District 8 Totals	3,883.26	19,373,010
Chisago	228.44	2,006,460
Dakota	289.83	4,461,403
Ramsey	231.03	8,272,292
Washington	201.54	3,151,941
District 9 Totals	950.84	17,892,096
STATE TOTALS	30,202.50	\$214,483,271

Does not include 1995 T.H. Turnback Mileage

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

Total Tentative 1996 C.S.A.H. Apportionment

*The following tabulation lists a **TENTATIVE** 1996 Apportionment based on an estimate of \$249 million. The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures. The Mileage Apportionment was computed using the actual 1995 C.S.A.H. needs study mileage, but the 1995 Trunk Highway Turnback mileage is not included. The Money Needs Apportionment is based on the actual 1995 25-year construction needs, however, these needs will be adjusted by 1995 turnback activity, possible 1993 and 1994 traffic update and by any other action taken at this meeting.*

*We wish to emphasize that the apportionment as shown is **TENTATIVE** and the final apportionment will be determined in January, 1996, by the Commissioner with the assistance of recommendations by your Screening Board.*

CSAH\WP51\BOOK\TOTALTEN.WP

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	\$2,477,415	(\$52,806)	-2.1%
Cook	1,760,558	1,752,167	(8,391)	-0.5%
Itasca	5,097,904	5,124,778	26,874	0.5%
Koochiching	2,748,688	2,748,688	0	0.0%
Lake	2,755,006	2,619,804	(135,202)	-4.9%
Pine	4,252,440	4,271,963	19,523	0.5%
St. Louis	14,008,519	14,052,343	43,824	0.3%
District 1 Totals	33,153,336	33,047,158	(106,178)	-0.3%
Beltrami	3,259,134	3,227,466	(31,668)	-1.0%
Clearwater	1,927,515	1,877,608	(49,907)	-2.6%
Hubbard	2,063,862	2,074,835	10,973	0.5%
Kittson	2,300,033	2,244,665	(55,368)	-2.4%
Lake of the Woods	1,873,009	1,873,009	0	0.0%
Marshall	3,337,071	3,328,250	(8,821)	-0.3%
Norman	2,159,779	2,131,970	(27,809)	-1.3%
Pennington	1,466,522	1,466,522	0	0.0%
Polk	4,794,881	4,782,266	(12,615)	-0.3%
Red Lake	1,466,522	1,466,522	0	0.0%
Roseau	2,676,898	2,622,005	(54,893)	-2.1%
District 2 Totals	27,325,226	27,095,118	(230,108)	-0.8%
Aitkin	2,449,942	2,477,191	27,249	1.1%
Benton	1,677,944	1,667,154	(10,790)	-0.6%
Cass	3,428,611	3,391,474	(37,137)	-1.1%
Crow Wing	2,432,429	2,343,776	(88,653)	-3.6%
Isanti	1,850,529	1,870,129	19,600	1.1%
Kanabec	1,466,522	1,466,522	0	0.0%
Mille Lacs	2,146,430	2,172,030	25,600	1.2%
Morrison	2,671,315	2,711,348	40,033	1.5%
Sherburne	1,466,522	1,466,522	0	0.0%
Stearns	4,873,784	4,839,801	(33,983)	-0.7%
Todd	2,507,636	2,468,502	(39,134)	-1.6%
Wadena	1,650,662	1,659,503	8,841	0.5%
Wright	4,031,974	4,110,027	78,053	1.9%
District 3 Totals	32,654,300	32,643,979	(10,321)	-0.0%
Becker	2,670,737	2,679,519	8,782	0.3%
Big Stone	1,466,522	1,466,522	0	0.0%
Clay	2,844,728	2,955,727	110,999	3.9%
Douglas	2,513,501	2,501,813	(11,688)	-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	5,709,719	75,193	1.3%
Pope	2,087,719	2,088,922	1,203	0.1%
Stevens	1,466,522	1,466,522	0	0.0%
Swift	1,976,399	2,007,664	31,265	1.6%
Traverse	1,466,522	1,466,522	0	0.0%
Wilkin	1,908,339	1,918,532	10,193	0.5%
District 4 Totals	26,968,559	27,194,506	225,947	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	\$4,551,858	\$323,494	7.7%
Carver	2,319,404	2,385,045	65,641	2.8%
Hennepin	16,984,685	16,288,279	(696,406)	-4.1%
Scott	2,677,111	2,793,268	116,157	4.3%
District 5 Totals	26,209,564	26,018,450	(191,114)	-0.7%
Dodge	1,735,222	1,712,730	(22,492)	-1.3%
Fillmore	3,741,831	3,637,804	(104,027)	-2.8%
Freeborn	3,099,564	3,120,487	20,923	0.7%
Goodhue	2,738,938	2,853,634	114,696	4.2%
Houston	2,214,626	2,284,710	70,084	3.2%
Mower	2,923,002	2,972,731	49,729	1.7%
Olmsted	3,317,195	3,319,256	2,061	0.1%
Rice	2,476,557	2,560,497	83,940	3.4%
Steele	2,292,126	2,314,830	22,704	1.0%
Wabasha	2,429,550	2,430,848	1,298	0.1%
Winona	2,873,722	2,796,261	(77,461)	-2.7%
District 6 Totals	29,842,333	30,003,788	161,455	0.5%
Blue Earth	3,615,361	3,539,077	(76,284)	-2.1%
Brown	2,091,689	2,062,150	(29,539)	-1.4%
Cottonwood	2,030,340	2,064,852	34,512	1.7%
Faribault	2,600,694	2,624,532	23,838	0.9%
Jackson	2,503,298	2,624,421	121,123	4.8%
Le Sueur	2,218,709	2,154,300	(64,409)	-2.9%
Martin	2,450,796	2,455,051	4,255	0.2%
Nicollet	1,950,169	1,921,021	(29,148)	-1.5%
Nobles	2,489,940	2,454,960	(34,980)	-1.4%
Rock	1,737,060	1,726,143	(10,917)	-0.6%
Sibley	2,035,889	2,005,860	(30,029)	-1.5%
Waseca	1,998,144	1,993,406	(4,738)	-0.2%
Watsonwan	1,579,560	1,586,945	7,385	0.5%
District 7 Totals	29,301,649	29,212,718	(88,931)	-0.3%
Chippewa	1,700,741	1,800,949	100,208	5.9%
Kandiyohi	3,059,380	3,121,994	62,614	2.1%
Lac Qui Parle	2,024,475	2,004,911	(19,564)	-1.0%
Lincoln	1,531,297	1,549,708	18,411	1.2%
Lyon	2,191,310	2,161,178	(30,132)	-1.4%
Mc Leod	2,009,254	1,990,346	(18,908)	-0.9%
Meeker	1,785,022	1,813,555	28,533	1.6%
Murray	1,878,779	1,856,520	(22,259)	-1.2%
Pipestone	1,538,151	1,520,152	(17,999)	-1.2%
Redwood	2,720,995	2,656,944	(64,051)	-2.4%
Renville	3,043,488	3,000,340	(43,148)	-1.4%
Yellow Medicine	2,277,556	2,288,487	10,931	0.5%
District 8 Totals	25,760,448	25,765,084	4,636	0.0%
Chisago	2,212,695	2,250,499	37,804	1.7%
Dakota	5,101,976	5,125,881	23,905	0.5%
Ramsey	8,057,535	8,060,133	2,598	0.0%
Washington	3,338,526	3,508,833	170,307	5.1%
District 9 Totals	18,710,732	18,945,346	234,614	1.3%
STATE TOTALS	\$249,926,147	\$249,926,147	\$0	0.0%

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 is no handwriting or printed text on the paper. A small, faint mark resembling a comma or a short stroke is visible near the top center of the page.

1995 COUNTY SCREENING BOARD DATA OCTOBER, 1995

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

The following two pages indicate a comparison between the actual 1995 C.S.A.H. Apportionment and what each county's 1996 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1996 C.S.A.H. road user fund would stay the same as 1995. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1996 Apportionment. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.

CSAH\WP51\BOOK\ACTUALTN.WP

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	\$1,275,464	\$2,477,415
Cook	287,271	31,841	443,869	989,186	1,752,167
Itasca	287,271	287,065	1,607,150	2,943,292	5,124,778
Koochiching	287,271	99,870	616,168	1,745,379	2,748,688
Lake	287,271	68,180	557,160	1,707,193	2,619,804
Pine	287,271	139,109	1,173,628	2,671,955	4,271,963
St. Louis	287,271	1,137,239	3,404,968	9,222,865	14,052,343
District 1 Totals	2,010,897	1,949,574	8,531,353	20,555,334	33,047,158
Beltrami	287,271	184,645	1,157,958	1,597,592	3,227,466
Clearwater	287,271	50,985	810,510	728,842	1,877,608
Hubbard	287,271	104,294	805,637	877,633	2,074,835
Kittson	287,271	38,489	927,101	991,804	2,244,665
Lake of the Woods	287,271	27,767	483,607	1,074,364	1,873,009
Marshall	287,271	71,704	1,584,057	1,385,218	3,328,250
Norman	287,271	52,260	971,413	821,026	2,131,970
Pennington	287,271	80,226	646,084	452,941	1,466,522
Polk	287,271	181,721	2,001,458	2,311,816	4,782,266
Red Lake	287,271	29,866	460,364	689,021	1,466,522
Roseau	287,271	100,020	1,196,121	1,038,593	2,622,005
District 2 Totals	3,159,981	921,977	11,044,310	11,968,850	27,095,118
Aitkin	287,271	95,697	930,550	1,163,673	2,477,191
Benton	287,271	171,749	556,485	651,649	1,667,154
Cass	287,271	147,506	1,320,285	1,636,412	3,391,474
Crow Wing	287,271	306,759	921,103	828,643	2,343,776
Isanti	287,271	174,998	567,132	840,728	1,870,129
Kanabec	287,271	81,276	527,019	570,956	1,466,522
Mille Lacs	287,271	124,038	632,663	1,128,058	2,172,030
Morrison	287,271	190,669	1,103,674	1,129,734	2,711,348
Sherburne	287,271	276,068	535,192	367,991	1,466,522
Stearns	287,271	714,264	1,498,807	2,339,459	4,839,801
Todd	287,271	143,658	1,023,897	1,013,676	2,468,502
Wadena	287,271	82,026	563,308	726,898	1,659,503
Wright	287,271	466,887	998,855	2,357,014	4,110,027
District 3 Totals	3,734,523	2,975,595	11,178,970	14,754,891	32,643,979
Becker	287,271	177,248	1,157,733	1,057,267	2,679,519
Big Stone	287,271	40,738	517,272	621,241	1,466,522
Clay	287,271	236,905	994,956	1,436,595	2,955,727
Douglas	287,271	192,543	955,592	1,066,407	2,501,813
Grant	287,271	44,687	567,657	566,907	1,466,522
Mahnomen	287,271	27,642	483,607	668,002	1,466,522
Otter Tail	287,271	342,824	2,276,402	2,803,222	5,709,719
Pope	287,271	68,430	740,631	992,590	2,088,922
Stevens	287,271	60,107	605,521	513,623	1,466,522
Swift	287,271	71,229	817,858	831,306	2,007,664
Traverse	287,271	33,940	609,270	536,041	1,466,522
Wilkin	287,271	48,336	775,196	807,729	1,918,532
District 4 Totals	3,447,252	1,344,629	10,501,695	11,900,930	27,194,506

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	\$2,218,092	\$4,551,858
Carver	287,271	291,539	516,147	1,290,088	2,385,045
Hennepin	287,271	5,160,474	1,285,045	9,555,489	16,288,279
Scott	287,271	381,787	470,411	1,653,799	2,793,268
District 5 Totals	1,149,084	7,253,030	2,898,868	14,717,468	26,018,450
Dodge	287,271	99,246	618,492	707,721	1,712,730
Fillmore	287,271	123,389	1,021,648	2,205,496	3,637,804
Freeborn	287,271	205,864	1,109,972	1,517,380	3,120,487
Goodhue	287,271	251,751	810,735	1,503,877	2,853,634
Houston	287,271	107,743	621,491	1,268,205	2,284,710
Mower	287,271	218,735	927,401	1,539,324	2,972,731
Olmsted	287,271	632,113	795,440	1,604,432	3,319,256
Rice	287,272	276,618	692,870	1,303,737	2,560,497
Steele	287,272	189,894	725,411	1,112,253	2,314,830
Wabasha	287,272	128,562	679,524	1,335,490	2,430,848
Winona	287,272	249,201	783,893	1,475,895	2,796,261
District 6 Totals	3,159,985	2,483,116	8,786,877	15,573,810	30,003,788
Blue Earth	287,272	291,914	1,035,144	1,924,747	3,539,077
Brown	287,272	173,824	789,442	811,612	2,062,150
Cottonwood	287,272	84,175	790,866	902,539	2,064,852
Faribault	287,272	109,618	860,895	1,366,747	2,624,532
Jackson	287,272	79,926	920,203	1,337,020	2,624,421
Le Sueur	287,272	154,254	663,779	1,048,995	2,154,300
Martin	287,272	148,731	938,722	1,080,326	2,455,051
Nicollet	287,272	148,081	607,320	878,348	1,921,021
Nobles	287,272	129,612	857,671	1,180,405	2,454,960
Rock	287,272	62,507	648,708	727,656	1,726,143
Sibley	287,272	94,897	718,213	905,478	2,005,860
Waseca	287,272	110,192	620,217	975,725	1,993,406
Watonwan	287,272	75,228	583,777	640,668	1,586,945
District 7 Totals	3,734,536	1,662,959	10,034,957	13,780,266	29,212,718
Chippewa	287,272	\$86,125	\$606,646	820,906	1,800,949
Kandiyohi	287,272	247,402	1,047,815	1,539,505	3,121,994
Lac Qui Parle	287,272	59,707	900,934	756,998	2,004,911
Lincoln	287,272	41,688	631,838	588,910	1,549,708
Lyon	287,272	156,329	791,766	925,811	2,161,178
Mc Leod	287,272	217,011	585,652	900,411	1,990,346
Meeker	287,272	137,909	675,400	712,974	1,813,555
Murray	287,272	64,156	880,615	624,477	1,856,520
Pipestone	287,272	62,806	580,553	589,521	1,520,152
Redwood	287,272	117,940	971,038	1,280,694	2,656,944
Renville	287,272	120,089	1,111,021	1,481,958	3,000,340
Yellow Medicine	287,272	79,202	856,997	1,065,016	2,288,487
District 8 Totals	3,447,264	1,390,364	9,640,275	11,287,181	25,765,084
Chisago	287,272	227,083	567,132	1,169,012	2,250,499
Dakota	287,272	1,519,801	719,487	2,599,321	5,125,881
Ramsey	287,272	2,379,720	573,505	4,819,636	8,060,133
Washington	287,272	884,762	500,402	1,836,397	3,508,833
District 9 Totals	1,149,088	5,011,366	2,360,526	10,424,366	18,945,346
- STATE TOTALS	\$24,992,610	\$24,992,610	\$74,977,831	\$124,963,096	\$249,926,147

* * * * *

MILEAGE

REQUESTS

* * * * *

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 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.*

OCTOBER, 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												7.12	**	13.82	Aitkin
Anoka	1.33	0.71								10.42								12.46	Anoka
Becker		10.07																10.07	Becker
Beltrami	6.84 *	0.69	0.16													2.10	**	9.79	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														2.80	**	10.70	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

OCTOBER, 1995

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

Approved by the County Engineers' Screening Board

[illegible]

OCTOBER, 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	21.83		449.76	Totals

* Some Trunk Highway Turnback Mileage

** Great River Road Mileage Added to system by Administrative Decision of the State Aid Division Director.

1995 COUNTY SCREENING BOARD DATA

October, 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 October 1, 1995 is included.

County	Banked Mileage	Year Made Available
Anoka	1.08	1991 & 1995
Becker	0.40	1991
Big Stone	2.50	1993
Blue Earth	0.10	1991
Carlton	0.86	1992 & 1994
Clay	3.20	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
Koochiching	0.08	1994
McLeod	1.23	1992 & 1994
Marshall	1.70	1994
Mille Lacs	1.10	1992
Nicollet	1.20	1993
Norman	0.50	1993
Pennington	1.65	1995
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	42.06	

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

MJC000\WP51\MEMO\BANKEDMI.WP

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 8-1-95

TO: Manager, State Aid Needs Unit

FROM: Tom Behm, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(Municipality) (County) of MEEKER

Attached is a request and supporting data for a revision to the State Aid System. The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles Available	Comments:
+ Revoked	
- Requested	
= Balance	

RECOMMENDED APPROVAL OR ~~DENIAL~~: Thomas L Behm 8-1-95
District State Aid Engineer Date

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

APPROVAL OR DENIAL: _____
State Aid Engineer Date

MEEKER COUNTY HIGHWAY DEPARTMENT

325 North Sibley Avenue
LITCHFIELD, MINNESOTA 55355-2155
(612) 693-7961

Gordon F. Regenscheid
County Engineer

Marland R. Meyer
Assistant Engineer

Mr Thomas Behm
District 8 State Aid Engineer
1800 East College Drive
Box 29
Marshall MN 56258

July 17, 1995

Re: County Screening Board Mileage Request

Dear Mr. Behm;

Meeker County is hereby requesting 0.56 miles of additional CSAH designation. The need for additional mileage comes from the construction of a new regional high school on the southern edge of Grove City. While the access to the school will be on Mn Hwy 4, this segment is on the south edge of the school property, and therefore, we are predicting a major increase in traffic when school opens in 1996.

I have reviewed the County's current CSAH system for possible revocations, but taking only a half mile out of the system is difficult without leaving a stub end somewhere. I believe this segment will meet all of the CSAH criteria when the new school opens. Currently, it is a township road with a small traffic volume.

I trust this is sufficient information to get the ball rolling. Should you require more information, please contact me and I will be happy to provide any information I have available.

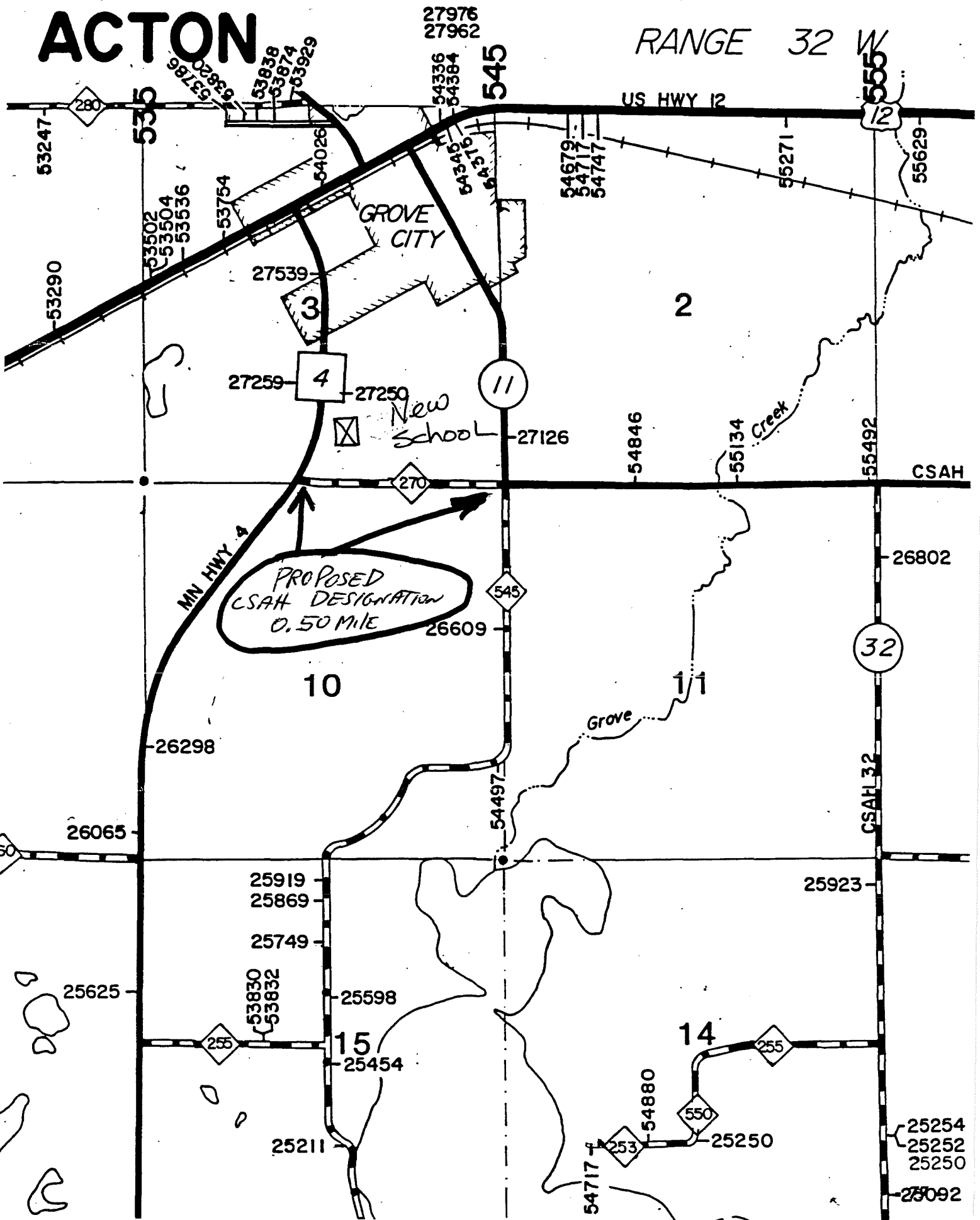
Sincerely;



Gordon Regenscheid
Meeker County Engineer

ACTON

RANGE 32 W



RESOLUTION ESTABLISHING COUNTY STATE AID HIGHWAYS

WHEREAS, it appears to the County Board of the County of Meeker that the road hereinafter described should be designated County State Aid Highway under the provisions of Minnesota Law.

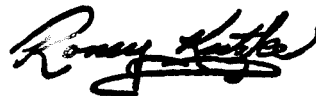
NOW THEREFORE BE IT RESOLVED, by the County Board of the County of Meeker that the road described as follows, to wit:

Beginning at Minnesota Highway Number 4, where it crosses the section line between sections 3 and 10, T119N, R32W, and continuing eastward along said section line to the common corners of sections 3, 4, 10, & 11, all in T119N, R32W. Said segment is approximately 0.5 miles in length.

be, and hereby is established, located, and designated a County State Aid Highway of said County, subject to the approval of the Commissioner of Transportation of the State of Minnesota.


BE IT FURTHER RESOLVED, that the County Auditor is hereby authorized and directed to forward two certified copies of this resolution to the Commissioner of Transportation for his consideration, and that upon his approval of the designation of said road or portion thereof, that same be constructed, improved and maintained as a County State Aid Highway of the County of Meeker, to be numbered and known as County State Aid Highway 40.

ADOPTED JULY 5, 1995.



Chairman, Meeker County Board of Commissioners

ATTEST:


Meeker County Auditor

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted and approved by the County Board of said County on July 5, 1995.

(SEAL)

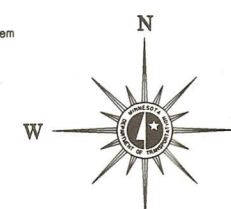

Meeker County Auditor

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

1993

















BASIC DATA - 1977*

Projections:
Minnesota Coordinate System
SOUTH Zone
Lambert Conformal Conic

North American Datum
of 1983


LEGEND


ROAD AND ROADWAY FEATURES


PROJECTED ROAD		_____
PROMOTIVE ROAD		_____
UNIMPROVED ROAD		_____
GRADED AND DRAINED ROAD		_____
SOIL SURFACED ROAD		_____
GRAVEL OR STONE ROAD		_____
BITUMEN ROAD		_____
PAVED ROAD		_____
DIVIDED ROAD		_____
TRUNK HIGHWAY UNDER CONSTRUCTION		_____
ROADS IN UNINCORPORATED COMPACTS, EXTENSIONS OF LOCAL ROADS NOT CLASSIFIED MUNICIPALITIES AND FRONTAGE ROADS		_____
POINTS BETWEEN WHICH DISTANCES ARE MEASURED INDICATED THUS		_____ 6.2 _____
GRADE SEPARATION		
FULL TRAFFIC INTERCHANGE		


NAVIGATION

NATURAL STREAMS ..

INLAND LAKES 

LANDING 

BEACH 

WATER BEACON 


.....


CONSERVATION


CONSERVATION


STATION

STATION

ENTLY OCCUPIED) 


..... 

..... 

ER LOOKOUT TOWER 

ATION



P = STATE, CP = COUNTY,

PAL, RP = RAYSIDE 

POINT RECREATION

OR COUNTRY CLUB
D
RK
ALLFELD, ETC.
OR SWIMMING POOL
E

AND DWELLING

THAN FARM
 DORMITORIES FOR STUDENTS,
 GRANTS, ETC.
 ALLING
 S OF DWELLINGS CLOSELY SPACED ... 
 ACENT TO SYMBOL
 NUMBER OF EACH UNIT
 W ARE USED TO INDICATE
 ANY CULTURAL FEATURE
 OF POSITION 

INDUSTRIAL .
INDUSTRIAL PLANT

3. OIL OR GAS
OR
EDLOT
DAIRY OR CHEESE FACTORY
COMMERCIAL \$
ALL BUSINESS ESTABLISHMENT

PUBLIC SERVICE FACILITIES ②

PORT OF ENTRY
IN
U.S. STATE

INSTITUTION

CITY CENTERS

4

entry ✓

CITY (GENERALIZED).

ED COMMUNITY 

LLANEOUS MAP FEATURES

RELIGIOUS INSTITUTIONS 

CEMETERY ADJACENT 

RACE COURSE, SPEEDWAY 

NAME, OR MILITARY POST

FILL ☒
 NO ☐
 JUNKYARD ☒
 AGE ☒
 SUBSTATION *
 IF TRANSPORTATION DISTRICT OFFICE.. ☒
 TATE PORT OF ENTRY OR
 TION ☒
 AS, PETROLEUM PRODUCTS,
 OR WATER ☒

PUMPING STATION
 NS, PETROLEUM PRODUCT
 OR WATER

NATURAL GAS	—NG—
PETROLEUM PRODUCTS	—PP—
PIPE OIL	—CO—
SEWER	—W—
TELEPHONE LINE (33KV OR OVER)	—T—
TRANSFORMER STATION	—T—
HYDROELECTRIC STATION	—H—
WATER AND TRIANGULATION STATION	—W—
LONGITUDE INTERSECTION	+

THE PUBLIC

Outline Map of the County.

Area of this County	645	Sq. M.
Land Area	624	Sq. M.

1990 TOTAL CO

T 120 N

--	--

*NOTE: ALL FEATURES EXCEPT TOWNSHIP ROADS AND CULTURE ARE CURRENT AS OF JANUARY 1, 1993.

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

GENERAL HIGHWAY M

MEEKER.

COUNTY

MINNESOTA

DATE: 7-31-95

TO: Manager, State Aid Needs Unit

FROM: R.S. BROWN, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision

~~(County)~~ (County) ofAroka

Attached is a request and supporting data for a revision to the State Aid System. The proposed route meets the following criteria (indicated by an "X") necessary for designation:

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles

Comments: _____

Available _____

+ Revoked _____

- Requested _____

= Balance _____

RECOMMENDED APPROVAL OR DENIAL: _____

District State Aid Engineer

7-31-95
Date

RECOMMENDED APPROVAL OR DENIAL: _____

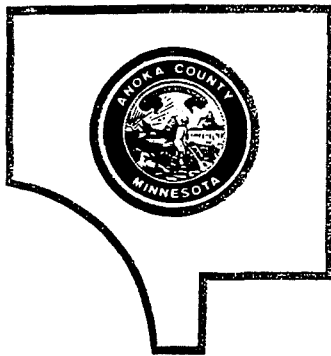
Manager, State Aid Needs Unit

Date

APPROVAL OR DENIAL: _____

State Aid Engineer

Date



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD NW, ANDOVER, MINNESOTA 55304

(612) 754-3520

FAX (612) 754-3532

JON G. OLSON, PE
County Engineer

July 28, 1995

Mr. Robert Brown
Metro District State Aid Engineer
Waters Edge
1500 W. County Road B2
Roseville, MN. 55113

RE: CSAH Mileage Request

Dear Mr. Brown:

In response to rapid development in Anoka County, we are requesting your review and approval of several additions to our County State Aid System. Each of these segments are discussed in detail in the following narrative and illustrated on the attached maps.

Segment 1:

The first segment is an easterly continuation of CSAH 16 (Bunker Lake Boulevard) from Crosstown Drive NW (Old CR 18) to CSAH 17 (Lexington Avenue NE). This segment is 8.585 miles in length and is classified as a Minor Arterial B. The roadway extends across the county in an east and west direction and parallels TH 242 and CSAH 14 (both Principle Arterials) for its entire length. CR 116 is approximately 1.5 miles North of TH 242 and CSAH 14. The traffic volume on this section of CR 116 varies between 14,047 vehicles per day (VPD) on the west end and 1,326 VPD on the east end.

The entire roadway is a two lane undivided section with signals or all way stops at major intersections. In areas of older development, some direct land access to Bunker Lake Boulevard is provided, however in all of the developing areas land access is through the network of local streets abutting Bunker Lake Boulevard. The section is a 40 foot wide rural section with 8 foot paved shoulders west of TH 65 and a 40 foot wide rural section with 8 foot gravel shoulders between TH 65 and CSAH 17 (Lexington Avenue).

Segment 2:

Segment 2 is the westerly extension of CSAH 16 from CSAH 9 (Round Lake Boulevard) to TH 10. The alignment is along existing CR 116 which is named Bunker Lake Boulevard on the east side of the Rum River and Industrial Boulevard on the west side of the Rum River. This segment includes a one mile proposed section between CR 56 (Ramsey Boulevard) and CR 83 (Armstrong Boulevard) and also includes the South 0.397 miles of CR 83 which provide connection to TH 10. This highway is 5.84 miles in length and again includes 4.420 miles of CR 116, 1.023 miles of proposed alignment for the westward extension of 116 and 0.397 miles of CR 83 for a total of 5.84 miles. Traffic signals exist at the east end of the segment (Round Lake Boulevard), at 7th

Avenue, at TH 47 and a proposed signal on TH 10 at CR 83 is included in the Mn/DOT program for 1996 or 1997.

The roadway is classified as a Minor Arterial B and parallels TH 10 for its entire length at a distance of .5 miles to 2 miles North of TH 10. This route forms an attractive alternate for east-west movement to TH 10 and CSAH 14 (Main Street) in Anoka County. The existing traffic volume in this segment is of course zero, and is 1,803 VPD on the west end of the existing alignment near CR 56, and 10,099 VPD at CSAH 9. The traffic volume on the north-south section of CR 83 is 5,052 VPD.

The section of Segment 2 varies along its length as follows:

CR 83 from TH 10 North to proposed alignment of CR 116 is a two-lane 40 foot rural section with paved shoulders. The proposed alignment of CR 116 (Industrial Boulevard) from CR 83 to CR 56 would be a 40-foot rural section with paved shoulders. The section of CR 116 from CR 56 to Dysposium Street in the City of Ramsey is a 40-foot rural section with 8-foot paved shoulders and transitions to a four-lane divided roadway at Dysposium Street extending eastward to 7th Avenue or CSAH 7 in Anoka. This segment including the Rum River Bridge crossing was constructed in 1990 and includes a major river crossing of the Rum River. From CSAH 7 (7th Avenue) in Anoka to 12th Avenue in Anoka the roadway is a four-lane undivided rural section where it again transitions to a divided four-lane section from 12th Avenue in Anoka to Round Lake Boulevard where CSAH 16 begins. A major intersection improvement was completed in the Summer of 1993 and 1994 at the intersection of CSAH 9 (Round Lake Boulevard) and CSAH 16 Bunker Lake Boulevard. Round Lake Boulevard at this location is a 6-lane facility on the South side of Bunker Lake Boulevard and a 4-lane facility on the North side of Bunker Lake Boulevard.

Segment 3:

Section 3 is the northerly extension CR 83 (Armstrong Boulevard NW) from the proposed CR 116 (Industrial Boulevard NW) to CSAH 22 (181st Avenue NW). This highway segment is 4.578 miles in length, and is classified as a Major Collector. This roadway connects TH 10 with CSAH 22 and forms an important connection with Northern Elk River through the Eastern portion of Sherburne County. The traffic volumes on this roadway range from 5,052 VPD at the south end to 2,373 VPD at its connection with CSAH 22.

The south 3.578 miles of this roadway were completely reconstructed in 1989 and 1990 to at 2-lane 40-foot wide paved rural section with 8-foot paved shoulders. The north mile of this roadway is a 24 foot wide paved rural section without shoulders.

Segment 4:

This segment is the northerly extension of CSAH 7 (7th Avenue N) from CSAH 27 to CSAH 24 in the City of St. Francis. This roadway is classified as a Major Collector, and parallels TH 47 at a distance of approximately 1.5 miles East for its entire length. This highway section is 6.290 miles in length, and is connected to CSAH 7 on the South, CSAH 24 on the North, and CSAH 22 at its lower one third point. These intersection are controlled by stop conditions where appropriate. The traffic volume on this segment of roadway is 3,436 VPD on the south end and 2,800 VPD on the north end.

The south 2.35 miles of this roadway was reconstructed in 1993 to a two lane 40 foot rural section with 8 foot paved shoulders. In addition, the bridge over Seelye Brook was reconstructed to a 40 foot wide bridge in 1984. The remainder of this roadway is a 30 foot wide rural section which is scheduled for reconstruction in 1996 and when completed, will be a 40 foot roadway with 8 foot paved shoulders.

Segment 5:

Is the northern extension of CSAH 78 (Hanson Blvd. south of CR 58 and Flamingo St. north of CR 58) from CSAH 20 to CSAH 22 (Viking Blvd. NW). This section of roadway is 4.000 miles in length and is a reliever for TH 65. 4-way stops are in place at the intersection of CSAH 20 and CR 58. At the intersection of CSAH 22 only CR 78 has a stop condition, since this is a T-intersection.

The roadway section for the south 2½ miles of roadway is a 48 foot rural section currently striped as a two lane roadway with wide shoulders which is adequate to stripe as 4 lanes in the future. The north 1½ miles of roadway is a 30 foot wide rural section with paved 3 foot shoulders on each side. This roadway was overlaid in 1987 and is in good condition. The roadway is classified as a Minor Arterial A and serves as a reliever for TH 65. The traffic volumes on this roadway are 4,609 VPD on the south end, and 3,308 VPD on the north end.

Segment 6:

Segment 6 is the northerly extension of CR 52 (Radisson Road). This segment will begin at County State Aid Highway Number 12 (109th Avenue NE) and extend northward across County State Aid Highway 14 (Main Street) to CR 116 (Bunker Lake Boulevard) which is Segment 1 above. This section of roadway is 4.242 miles in length and is a Minor Arterial A route serving as a reliever to TH 65. Traffic is controlled by a all-way stop at the north and south end of the proposed segment and by a signal system at CSAH 14.

The section of CR 52 is a four-lane undivided rural section from CSAH 12 to ½ mile north. From ½ mile north of CSAH 12 to CR 116, CR 52 is a rural two lane section with a surface width of 30 feet. With the exception of the intersection of CSAH 14 which was realigned and widened during the Summer of 1995. The traffic volumes of CR 52 are 5,710 on the south end of the section and 2,043 at its intersection with CR 116.

Segment 7:

Segment 7 is the easterly extension of CSAH 12 in Lino Lakes. This extension would include a small portion of CR 53 from the east leg of CSAH #12 north to the new alignment of Apollo Drive. Apollo Drive then extends eastward to TH 49 at 4th Avenue in Lino Lakes. This section of roadway is a 4 lane 52 foot wide urban section with storm sewer, and construction is expected to be completed in the fall of 1995. This section would include 0.08 miles of CR 53 (Sunset Road) and 1.27 miles of Apollo Drive from CR 53 (to TH 49) 4th Avenue North. This alignment would connect the eastern end of CSAH 12 with an interchange on 35W.

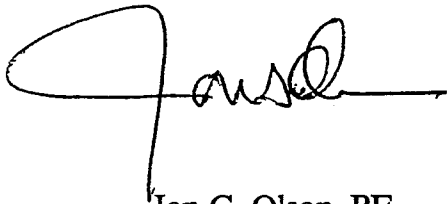
This roadway is classified as a Minor Arterial A and the traffic volume is 2,719 VPD on CR 53 at its intersection with CSAH 12. The projected traffic on Apollo Drive is 3,000 VPD. Anoka County would propose to remove the existing designation of CSAH 12 (Elm Street) on the south side of 35W from CR 53 to TH 49 from the state aid system which involves revoking approximately 1.150 miles of state aid highway. This roadway would be turned back to local jurisdiction. This exchange would result in a 0.200 mile extension of the county state aid highway system in Anoka County.

Currently Anoka County has .58 miles of CSAH mileage in the bank and with a pending change which will be forwarded to you as soon as the County Board passes a resolution on August 8th an additional 0.491 miles will be in the bank, bringing our total to 1.071 miles. With the described above changes. Anoka County is requesting a total of 32.664 additional miles for the state aid system. (See attached Summary). This takes into account the total request of 34.885 miles less revocation on CSAH 12 of 1.150 miles and a bank of 1.071 miles.

-5-

It is our opinion that each of these segments by nature of their classification, utilization and location within our system warrant inclusion as segments of our CSAH system. We request your favorable review of the addition of each of the CSAH system and look forward to your preliminary approval of these segments so that the formal request can be included for the Fall Screening Board Meeting. We would be pleased to meet with you to answer questions, or provide additional data as you may need.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon G. Olson', with a long horizontal line extending to the right.

Jon G. Olson, PE
County Engineer

dmh/2MILEAGE

ANOKA COUNTY HIGHWAY DEPARTMENT

PROPOSED CHANGES TO STATE AID HIGHWAY SYSTEM

CREATED: 7/26/95

PROPOSED ADDITIONS TO STATE AID SYSTEM:

	ROUTE NUMBER	LOCAL NAME	DESCRIPTION	LENGTH (MILES)	ADT
1	CR 116	BUNKER LAKE BLVD NW/ BUNKER LAKE BLVD NE	CROSSTOWN DR NW (OLD CR 18) TO CSAH 17 (LEXINGTON AVE NE)	8.585	14,047↔ 1326↔
2	CR 116	INDUSTRY AVE NW / BUNKER LAKE BLVD NW	CR 83 (ARMSTRONG BLVD NW) TO CSAH 9 (ROUND LAKE BLVD)	5.443 6.026	3524↔ 10,099↔
2	CR 83	ARMSTRONG BLVD NW	TH 10 TO NEW CR 116 (INDUSTRY AVE NW)	0.397	5052
3	CR 83	ARMSTRONG BLVD NW	NEW CR 116 (INDUSTRY AVE NW) TO CSAH 22 (181ST AVE NW)	4.578	5052 ↓ 2373 ↑
4	CR 7	RUM RIVER BLVD NW	CSAH 27 (179TH LN NW) TO CSAH 24 (227TH AVE NW)	6.290	3436↓ 2800↑
5	CR 78	FLAMINGO ST NW	CSAH 20 (161ST AVE NW) TO CSAH 22 (VIKING BLVD NW)	4.000	4609↓ 3308↑
6	CR 52	RADISSON RD	CSAH 12 (109TH AVE NE) TO CR 116 (BUNKER LAKE BLVD NE)	4.242	5710↓ 2043↑
7 {	NEW	APOLLO DR	CR 53 (SUNSET RD) TO TH 49 (4TH AVE)	1.270	3000***
	CR 53	SUNSET RD	CSAH 12 (109TH AVE NE) TO APOLLO DR (NEW CSAH 12)	0.080	2719

PROPOSED DELETIONS TO STATE AID SYSTEM:

	ROUTE NUMBER	LOCAL NAME	DESCRIPTION	LENGTH (MILES)	ADT
7	CSAH 12	ELM ST	CR 53 (SUNSET RD) TO TH 49 (LAKE DR)	1.150	739↔ 1567↔

KEY:

*** = ESTIMATED ADT

↔ = WEST END OF DESCRIBED SEGMENT

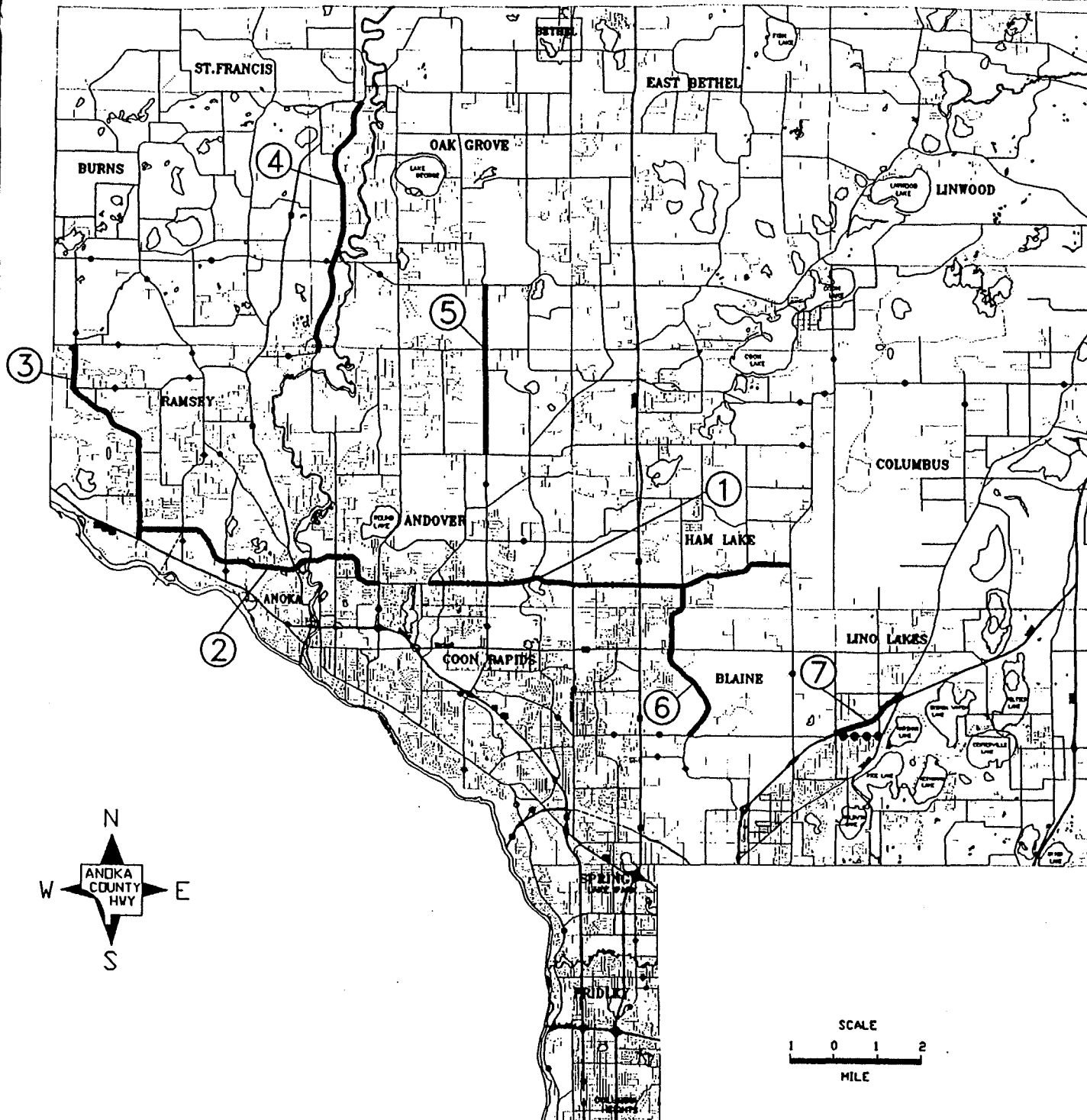
↔ = EAST END OF DESCRIBED SEGMENT



↑ = NORTH END OF DESCRIBED SEGMENT

↓ = SOUTH END OF DESCRIBED SEGMENT

NOTE: ALL ADT'S ARE FROM 1994 (NON-ADJUSTED)

CSAH MILEAGE REQUEST

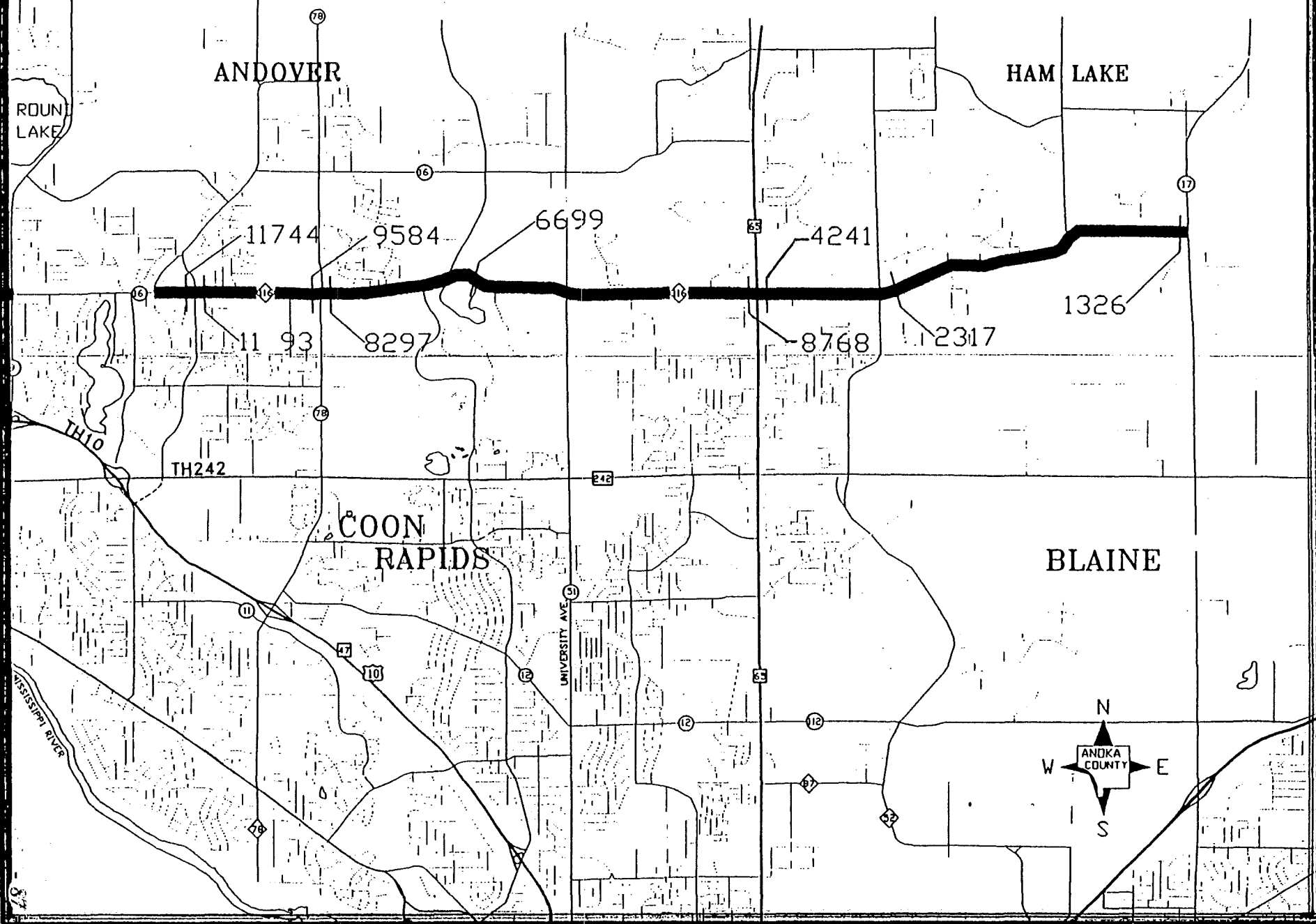


 ADDITIONS
 DELETIONS

SCALE
 1 0 1 2
 MILE

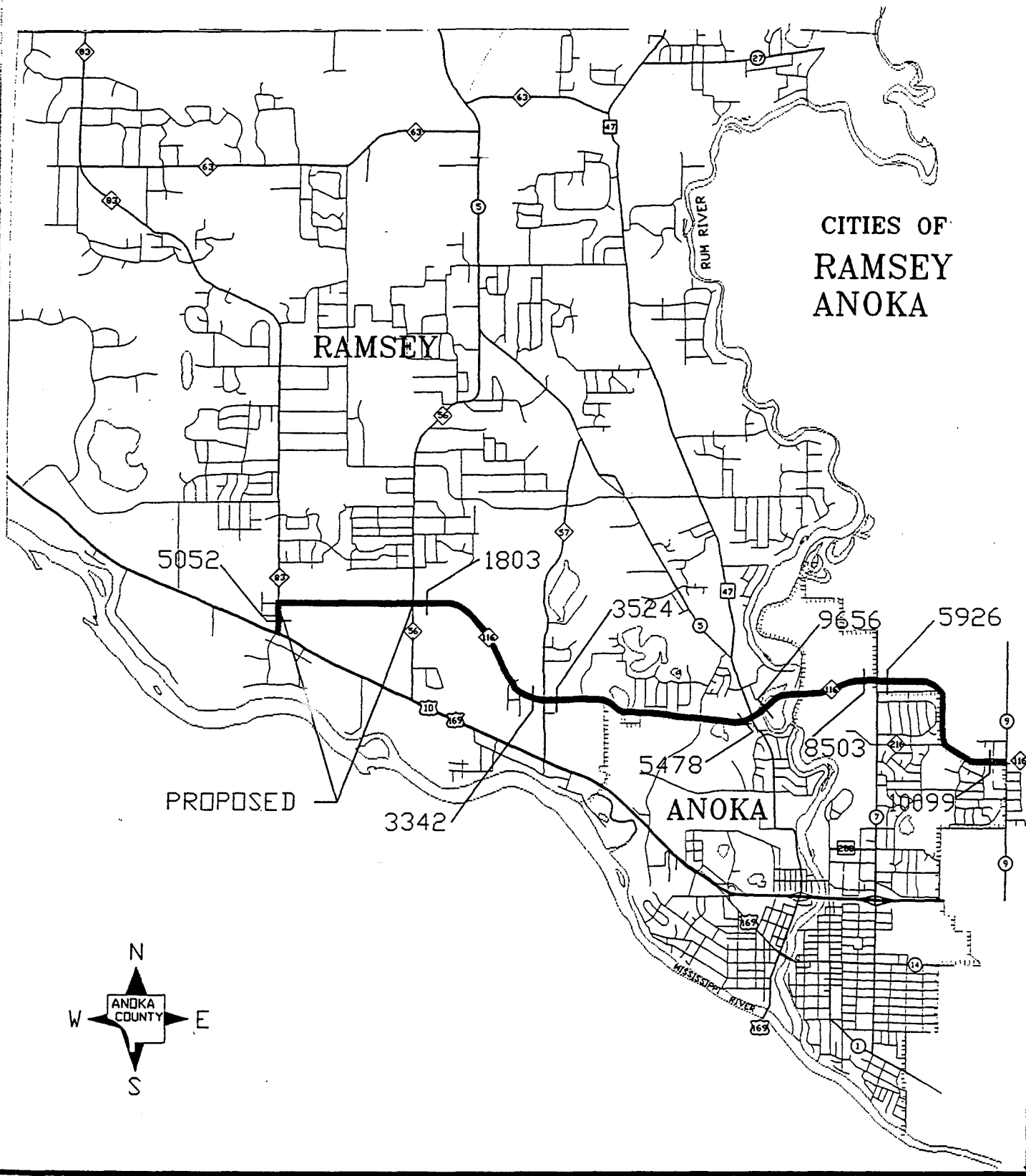
HIGHWAY SEGMENT ①

CR 116 (BUNKER LAKE BLVD) FROM CROSSTOWNDR TO CSAH 17



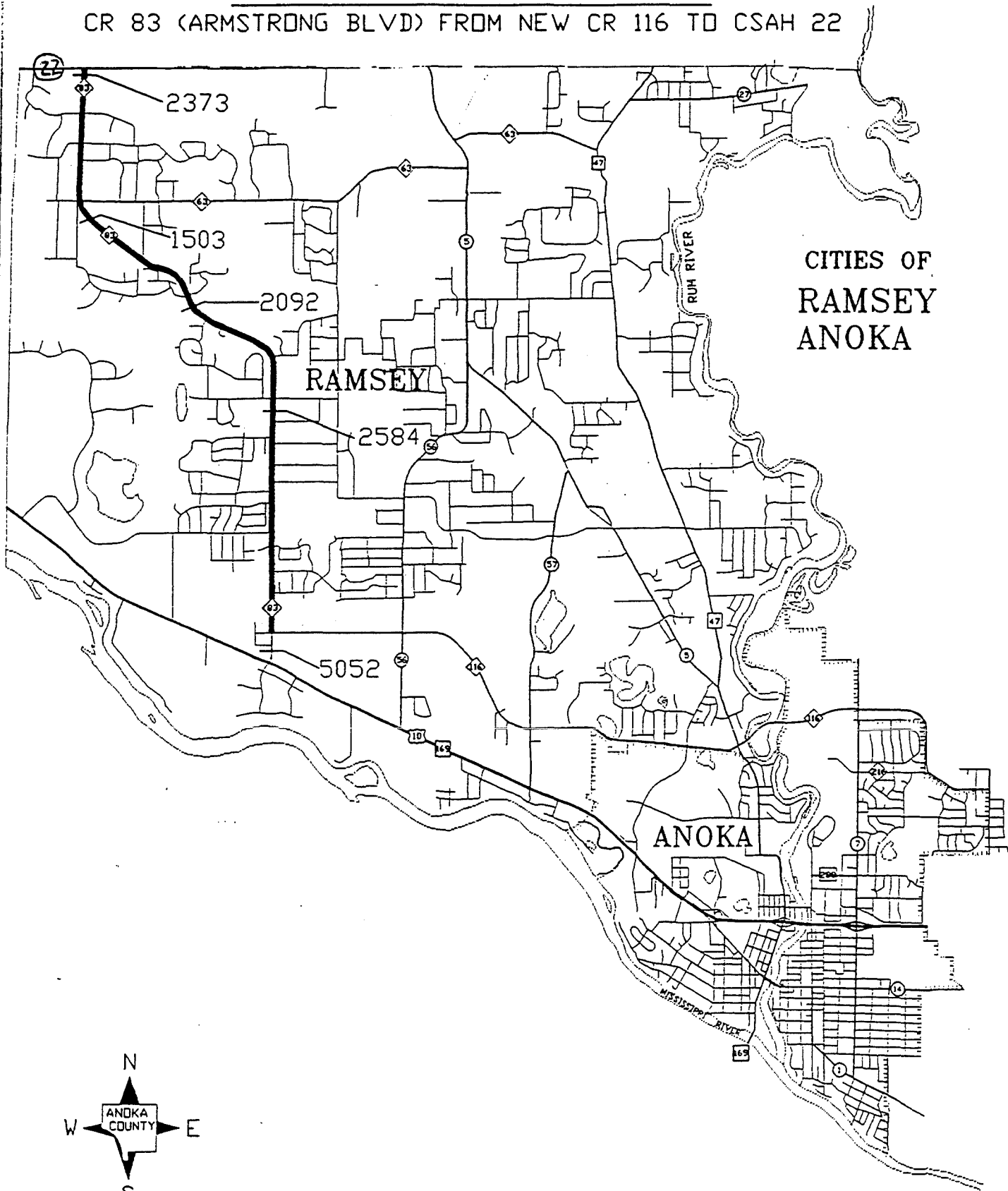
HIGHWAY SEGMENT ②

CR 83 (ARMSTRONG BLVD) FROM TH 10/169 TO NEW CR 116 AND
CR 116 (INDUSTRY AVE/ BUNKER LAKE BLVD) FROM CR 83 TO CSAH 9



HIGHWAY SEGMENT ③

CR 83 (ARMSTRONG BLVD) FROM NEW CR 116 TO CSAH 22



HIGHWAY SEGMENT ④

CR 7 (RUM RIVER BLVD) FROM CSAH 27 TO CSAH 24

ST. FRANCIS

OAK GROVE

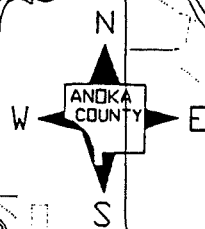
LAKE GEORGE

BURNS

RAMSEY

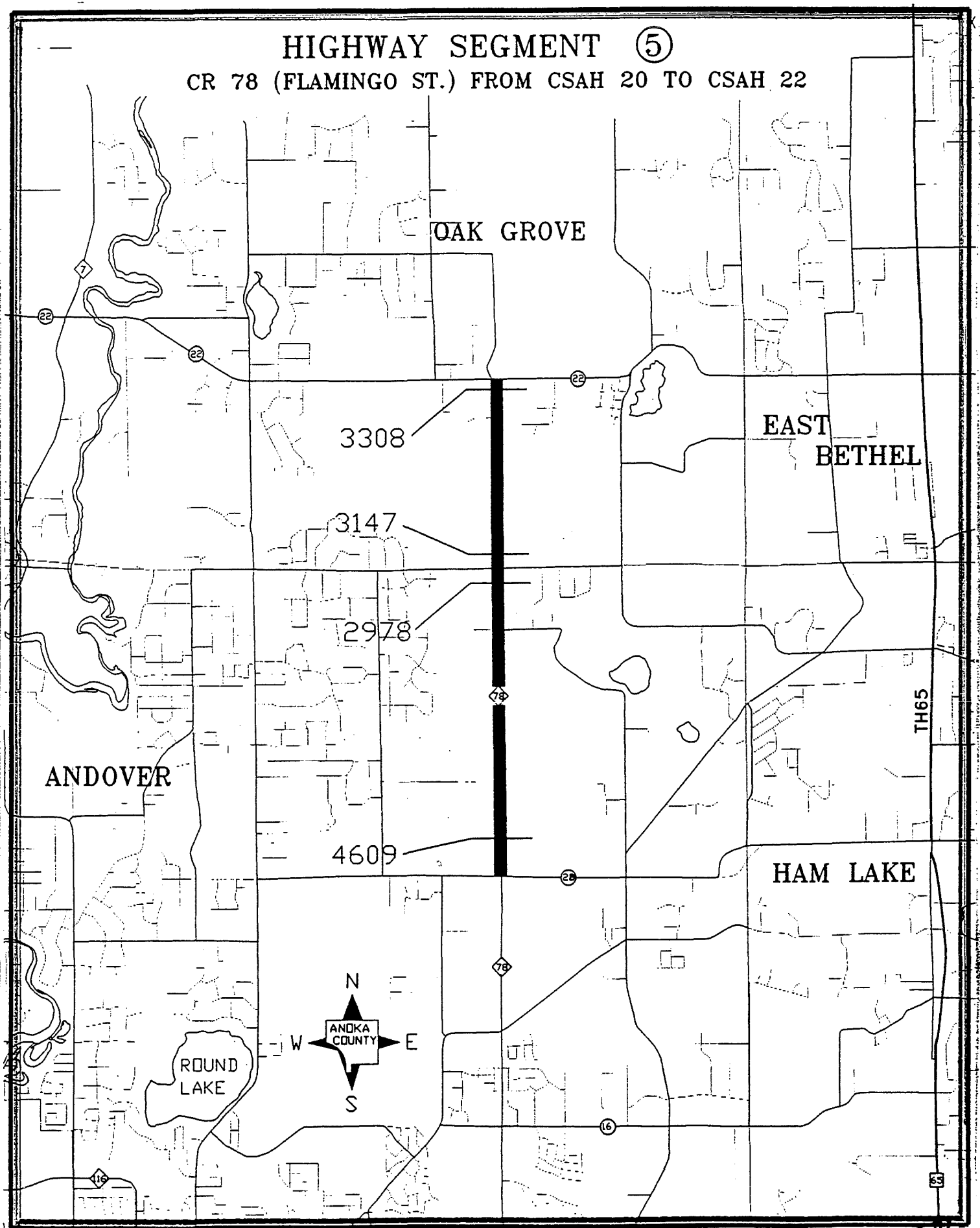
ANDOVER

ANDOKA COUNTY

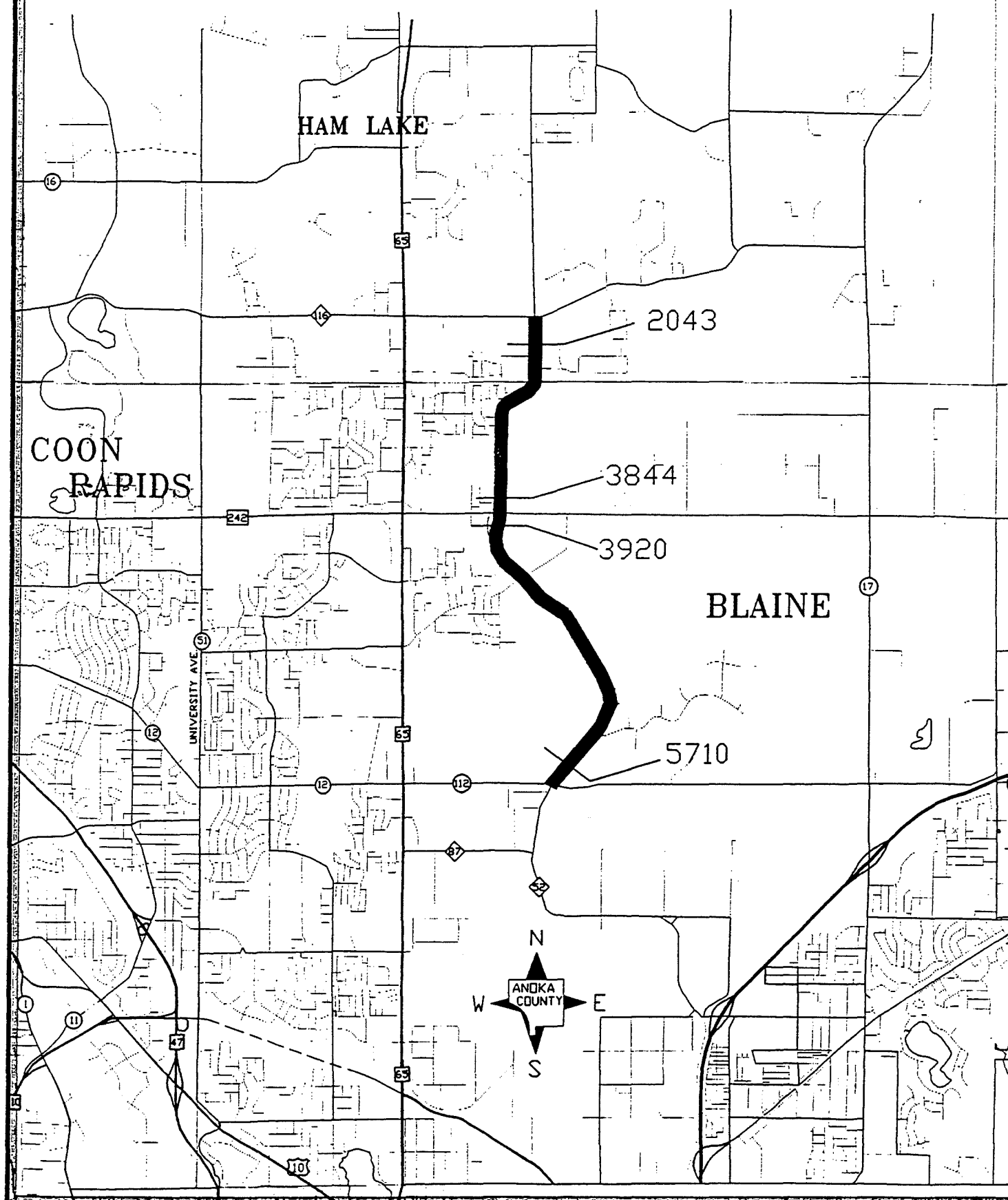


HIGHWAY SEGMENT ⑤

CR 78 (FLAMINGO ST.) FROM CSAH 20 TO CSAH 22



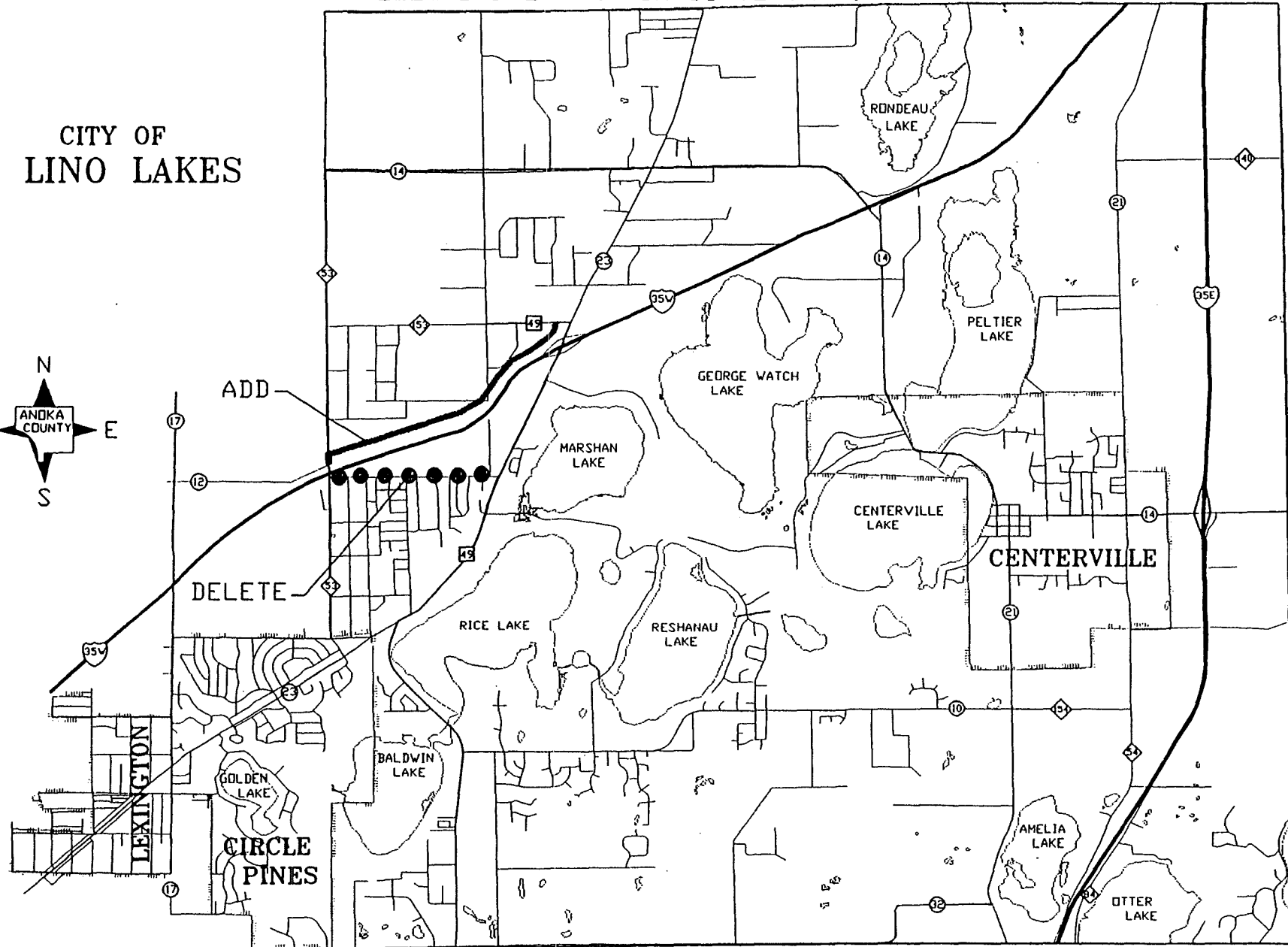
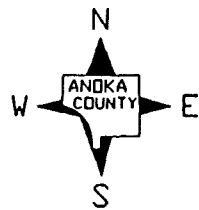
HIGHWAY SEGMENT ⑥
CR 52 (RADISSON RD) FROM CSAH 12 TO CR 116

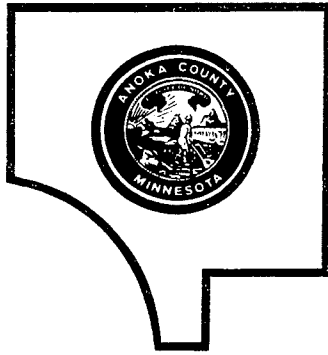


HIGHWAY SEGMENT ⑦

CR 53 (SUNSET RD) FROM CSAH 12 TO APOLLO DRIVE, AND
APOLLO DRIVE FROM CR 53 TO TH 49

CITY OF
LINO LAKES





COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD NW, ANDOVER, MINNESOTA 55304


(612) 754-3520

FAX (612) 754-3532

JON G. OLSON, PE
County Engineer

MEMORANDUM

TO: CSAH Mileage Sub-committee September 26, 1995
Dave Everds, Dakota County Engineer, Chairman

FROM:  Jon Olson,
Anoka County Engineer
Phone (612) 754-3520
FAX (612) 754-3532

REGARDING: Mileage Request Review

I would like to take this opportunity to thank you and the CSAH Mileage Sub-committee for touring Anoka County and reviewing the Anoka County Mileage Request on September 1, 1995. It is my understanding that the sub-committee has recommended a compromise position which I will attempt to summarize in the following paragraphs. I will follow the book which we prepared for your tour and which I assume will be part of the request as presented in the County Screening Board Data Book for the Fall of 1995.

Segment 1 - CR 116 from Crooked Lake Blvd. (old CSAH 18) to CSAH 17 (Lexington Avenue NE). The length of this segment is 8.755 miles and it is my understanding that the sub-committee is recommending approval of the addition of this roadway to the state aid system providing that the County revokes the designation of CSAH 16 (Andover Blvd.) approximately 1½ miles north of CR 116 (Bunker Lake Boulevard) being 3.564 miles in length and that CSAH 10 (North Road) from CSAH 17 (Lexington Avenue) to TH 49 also be revoked with the length of 1.30 miles. This will result in a 3.891 mile increase in the Anoka County System.

Segment 2 - CR 116 from CR 83 (Armstrong Blvd. NW) to CSAH 9 (Round Lake Blvd.). It is my understanding that the sub-committee is in a position to recommend that portion of CR 116 from CR 57 (Sunfish Lake Blvd.) to CSAH 9 (Round Lake Blvd.) along with that portion of CR 57 from CR 116 south to TH 10. The initial request was from CR 83 to CSAH 9 being 6.523 miles in length. The proposed recommendation is 4.136 miles in length on CR 116 and 0.459 miles in length on CR 57 for a total addition to the County State Aid Highway System in Anoka County of 4.595 miles.

Segment 3 - CR 83 (Armstrong Blvd. NW) from new CR 116 (Industrial Avenue NW) to CSAH 22 (Viking Blvd.) or a total of 4.578 miles. It is my understanding that the sub-committee is proposing to recommend that CR 83 from TH 10 to CSAH 22 be included on the Anoka County CSAH System which results in a 4.975 mile increase in the Anoka County system.

Segment 4 - CR 7 (Rum River Blvd.) from CSAH 27 to CSAH 24 a total length of 6.290 miles. It is my understanding that the sub-committee proposes to recommend approval of CSAH designation for CR 7 from CSAH 27 to CSAH 22 providing that Anoka County revoke CSAH designation on CSAH 27 from TH 47 to CSAH 7. This would be a revocation of 1.374 miles and an addition of 2.289 miles for a net increase to the Anoka County System of 0.915 miles. While we recognize that CSAH 22 is a logical termini for the designation of CSAH 7, we also feel that the portion north of CSAH 22 to CSAH 24 should have included in your recommendation. As indicated in the field tour this 4 mile segment of roadway will be reconstructed in 1997 and consequently its inclusion as a State Aid Route at this time would have minimal affect on needs for the next 25 years.

Segment 5 - CR 78 from CSAH 20 to CSAH 22 and is 4.000 miles in length. It is my understanding that the sub-committee is recommending that this 4.000 miles be included on the Anoka County State Aid System.

Segment 6 - Northward extension of CSAH 52 (Radisson Road) from CSAH 12 to CR 116 (Bunker Lake Boulevard NE) which is being proposed as an inclusion in the System under Segment 1 above. This segment is 4.242 miles in length and it is my understanding that the sub-committee is not recommending approval of this mileage. Anoka County is still of the opinion that this route is a classic example of a route that should be on the County State Aid Highway System.

Segment 7 - CR 53 and Apollo Drive exchange which we are proposing in conjunction with the revocation of CSAH 12 (Elm St.) plus removing a connecting segment of CR 53 (0.26 miles) and adding a connecting segment of CR 53 (0.08 miles) as agreed to by the City of Lino Lakes and Anoka County. This change results in a 1.35 mile addition to the Anoka County System combined with a 1.41 mile deletion to the Anoka County System resulting in a net decrease in the Anoka County System of 0.06 miles.

This letter is intended to confirm our interest in pursuing the recommendations of the sub-committee as illustrated above. This will result in a 18.316 mileage increase to Anoka County less the 1.58 miles that Anoka County has in the bank resulting in a net increase in mileage of the State Aid System in Anoka County of 16.736 miles. It is my understanding that based on this information you will draft a report to the County Screening Board for the October 1995 meeting. Should you need additional information, please feel free to contact me at your earliest convenience at 754-3520.

I have discussed the above changes with two members of the Public Works Committee as well as the Cities involved and feel as though the changes indicated above are doable from a political standpoint.

While we are pleased with the sub-committee's recommendation we would like to reserve the right to provide the Screening Board with additional information on the segments which are not recommended.

dmh/2MILEAGE

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LEGEND

Present CSAH System



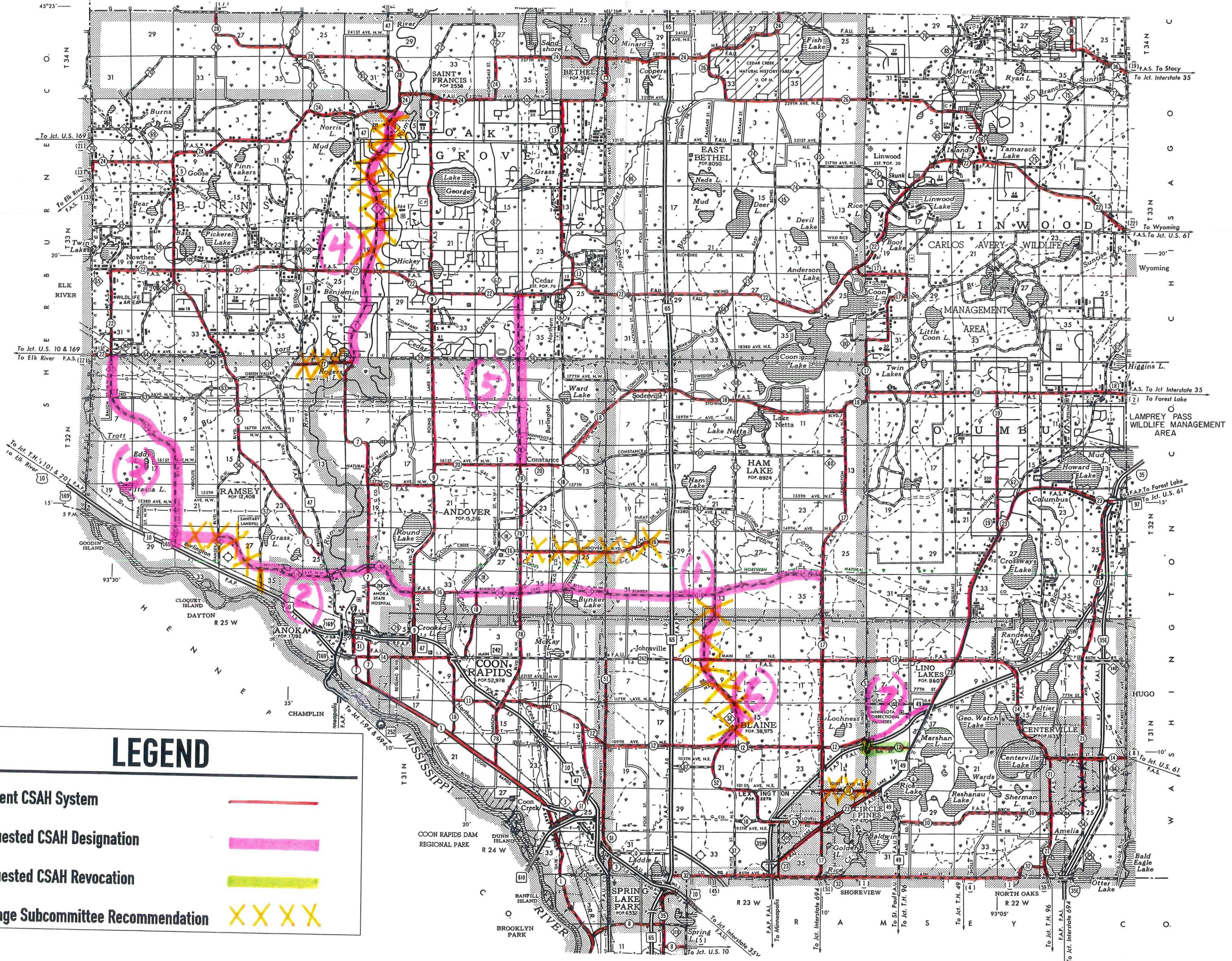
Requested CSAH Designation



Requested CSAH Revocation



Mileage Subcommittee Recommendation



MILEAGE SUBCOMMITTEE REPORT
TO THE
COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: September 26, 1995

Subcommittee: David L. Everds, Dakota County, Chairman
Lee Berget, Clearwater County
Dave Robley, Douglas County



Requests: Meeker and Anoka Counties

The mileage subcommittee completed a field review on September 1 of Meeker County and Anoka County requests.

Subsequent studies and discussions between the subcommittee members and the engineers resulted in the following recommendations.

Meeker County:

The requested CSAH route does not serve as the primary entrance to the school. Suggestions were made to remove three miles of CSAH 36 from the system and add two miles in Harvey Township between CSAH 32 and TH 22 along with the requested addition near Grove Center.

Mr. Gordon Regenschied has notified the subcommittee that Meeker County discussed the above and continues with their original request. The subcommittee recommends denial of this request.

Anoka County:

The mileage subcommittee made a number of recommendations for changes to the Anoka County requests. A summary follows and Mr. Jon Olson's September 20 response is attached.

Segment 1: The addition of CR 116 from Crooked Lake Boulevard to TH 65 is recommended if CSAH 16 from CSAH 78 to TH 65 is removed. The easterly portion of CR 116 from TH 65 to CSAH 17 is recommended for addition if CSAH 10 is removed between CSAH 17 and TH 49.

Segment 2. The proposed segment from CR 83 to CR 57 is not recommended for addition to the system. To provide continuity to the system, the addition of CR 57 from TH 10 to CR 116 is necessary. That segment and CR 116 from CR 57 to CSAH 9 is recommended.

Segment 3. The addition of CR 83 from TH 10 to CSAH 22 is recommended.

Segment 4. CR 7 was separated into two parts for recommendations. The segment of CR 7 from CSAH 27 to CSAH 22 is recommended for addition if CSAH 27 is removed between TH 47 and CSAH 7. The subcommittee recommends denial of the segment of CR 7 from CSAH 22 to CSAH 24.

Segment 5. The addition of CR 78 from CSAH 20 to CSAH 22 is recommended.

Segment 6. The subcommittee recommends denial of CR 52 from CSAH 12 to CR 116.

Segment 7. The addition of the new alignment of Apollo Drive and CR 53 from CSAH 12 to TH 49 is recommended in conjunction with the revocation of CSAH 12 from CR 53 to TH 49 and use of the mileage bank. Anoka County has enough mileage in the bank to make this exchange without approval.

The recommendations listed above were based on spacing of roads, connectivity between cities, traffic, classification of roads, and subcommittee discussions.

The help and information provided by Mr. Ken Hoeschen was very valuable to the subcommittee.

Submitted by the CSAH Mileage Subcommittee.

Attachment: Anoka County September 26, 1995 memorandum

* * * * *

REFERENCE

MATERIAL

* * * * *

1995 COUNTY SCREENING BOARD DATA

OCTOBER, 1995

C.S.A.H. 20-Year Traffic Projection Factors (For Possible Use in the 1995 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1995 Needs Study.

For some of those counties whose traffic was counted in 1993 and 1994, two factors are shown. The first factor is the one used in the 1995 Needs Study and the second one was computed using 1993 and 1994 traffic and will be used to update the 1995 Needs Study if the Screening board directs the Needs Unit to do so. A slash after the first factor indicates those counties whose new factors have not been completed yet.

The resolution on traffic projection factors limits the change in factors to a decrease of 0.3 from one traffic count interval to the next.

The following counties were counted in 1993.

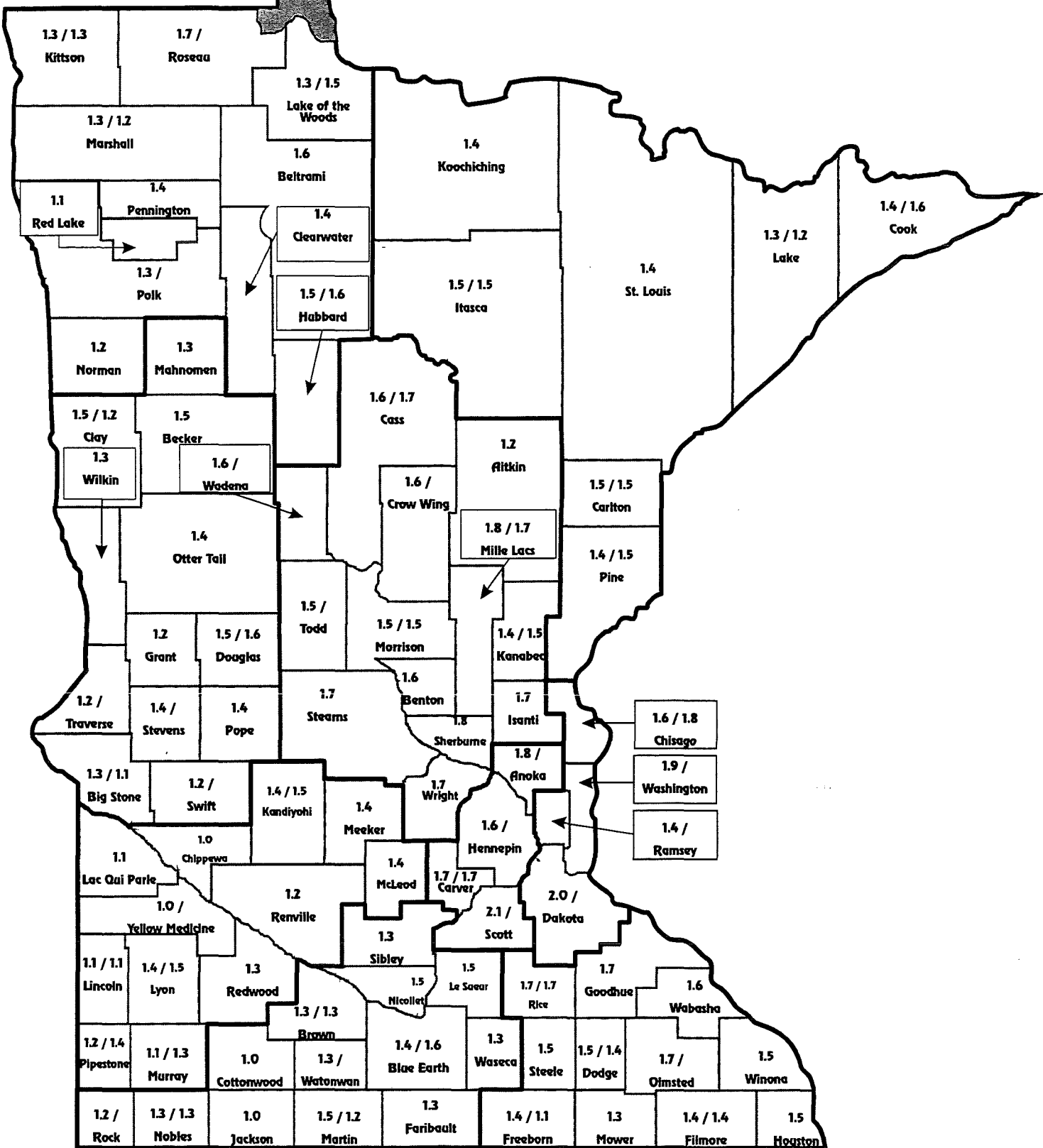
Big Stone	Dodge	Lyon	Roseau
Blue Earth	Fillmore	Martin	Stevens
Brown	Freeborn	Morrison	Swift
Cass	Hubbard	Murray	Todd
Chisago	Itasca	Pine	Traverse
Clay	Kittson	Pipestone	Wadena
Cook	Lake	Polk	Watsonwan
Crow Wing	Lincoln	Rice	Yellow Medicine

The following counties were counted in 1994.

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



1995 COUNTY SCREENING BOARD DATA **OCTOBER, 1995** **CSAH 20-YEAR TRAFFIC PROJECTION FACTORS** **(FOR POSSIBLE USE IN THE 1995 NEEDS STUDY)**



**Old AND NEW FACTORS ARE SHOWN FOR THOSE COUNTIES WHOSE TRAFFIC WAS
COUNTED IN 1993 AND 1994.**

**MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 14 AND 15, 1995
RUTTGER'S RESORT, GRAND RAPIDS**

The meeting was called to order at 1:00 p.m., June 14, 1995 by Chairman, Gordon Regenscheid, Meeker County Engineer.

ATTENDANCE

Roll call of members:

Doug Grindall, Koochiching	District 1
Russ Larson, Roseau	District 2
Steve Backowski, Morrison	District 3
Dale Wegner, Pope	District 4
Jon Olson, Anoka	Metro West
Craig Falkum, Wabasha	District 6
Al Forsberg, Blue Earth	District 7
Gordon Regenscheid, Meeker	District 8
Don Wisniewski, Washington	Metro East

Chairman Regenscheid asked for a motion to approve the October 26 and 27, 1994 Screening Board Minutes held at Izaty's Resort, Onamia. Motion by Dale Wegner, seconded by Steve Backowski, motion passed unanimously.

Roll call of MnDot personnel:

Pat Murphy,	Director, SALT Division
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
Paul Stine,	Federal Aid Project Development Engineer
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

Chairman Gordon Regenscheid recognized Jack Cousins, Clay County, the representative of the General Subcommittee and Dick Hansen, St. Louis County, Chairman of the Local Road Research Board.

Chairman Gordon Regenscheid recognized the following alternates and other engineers in attendance:

Phil Bergem, Pine	District 1
Lee Berget, Clearwater	District 2
Mark Daly, Wadena	District 3
Rick West, Otter Tail	District 4
Vern Genzlinger, Hennepin	Metro West - not present
Gene Ulring, Fillmore	District 6
Marlin Larson, Cottonwood	District 7
Luke Hagen, Lincoln	District 8
Ken Anderson, Chisago	Metro East

Others in attendance were:

Delton Schulz, Pennington	District 2
Tom Kozojed, Beltrami	District 2
Doug Weiszhaar, Stearns	District 3
Dave Heyer, Becker	District 4
Lee Amundson, Steele	District 6
Paul Kirkwold, Ramsey	Metro East

ELECTION OF VICE-CHAIRMAN

Chairman Gordon asked for nominations for vice-chairman from the new members from the odd numbered districts, who will serve as Chairman in 1996. Don Wisniewski nominated Al Forsberg, Blue Earth County - District 7, Steve Backowski seconded the motion, hearing no more nominations Chairman Gordon asked for vote, motion carried.

Congratulations Al.

REVIEW OF SCREENING BOARD REPORT

Chairman Gordon asked Ken Hoeschen to review the screening board book. Ken reviewed the report which he has previously done out in all the Districts. Chairman Gordon suggested that any action taken on the report shall wait until June 15, 1995. Ken Hoeschen identified the members of the General Subcommittee:

Vern Genzlinger	-	Hennepin County
Jack Cousins	-	Clay County
Greg Isakson	-	Faribault County

- A) General Information - pages 1-9
No comments or questions.
- B) Unit Price Recommendations - Pages 10-16

Ken reviewed the map in Figure A, gravel base unit prices.

C.S.A.H. roadway unit prices were figured using the increment method to determine each county's unit prices. The only exceptions to this unit price procedure were:

1. For concrete surfacing, the recommendation was to use 1994 MnDOT prices for both rural and urban.
2. For urban design subbase, use the individual county's gravel base unit price.

C.S.A.H. miscellaneous unit prices were figured using Mn/DOT recommendations or recommendations from the MSAS subcommittee, who have a better handle on the urban design costs. Changes noted were storm sewer and curb and gutter costs.

- C) Mileage Requests - Pages 17-22

Ken discussed the mileage banking on page 22, stating that banked miles will remain until they are needed.

- D) State Park Road Account - Pages 23-28

Ken discussed the Nicollet County request for approximately \$140,000 for resurfacing CSAH 29 & CSAH 30 in Fort Ridgely State Park. Al Forsberg stated that District 7 supported this project.

REFERENCE MATERIAL

- 1) Needs Adjustments for Variances Granted on CSAHs
Ken discussed the variances granted on page 31, these are adjustments made for projects that ask for something to be built other than what the rules call for and other than what you draw needs for and the adjustment is the difference between what they have been drawing needs for and what the variance allows them to do. Ken stated that Sibley County is not going to use State Aid money so there will not be an adjustment. Craig Falkum asked how is the adjustment made to the needs, Ken referred to pages 56 & 57; the guidelines for needs adjustments on variances granted. If there is a need to review a variance that these guidelines do not cover the standing committee (Pete Boomgarden, Redwood; Don Wisniewski, Washington; Dave Schwarting, Sherburne) will meet and determine the adjustment. Ken stated that the adjustment is on the portion of the segment that covers the variance.
- 2) Minutes of the fall Screening Board Meeting, Page 32
No comments.
- 3) Minutes of the CSAH General Subcommittee Meeting, Page 41
No comments.
- 4) Current Resolutions of the County Screening Board, Page 43
No comments.

GENERAL COMMENTS

There was a discussion on the concept of borrowing money from the State Aid Account, with probably having the General Subcommittee help setup the guidelines and review process.

Al Forsberg stated that District 7 discussed concerns about the Truck Highway turn back account and MnDOT's participation in County State Aid Highways over Truck Highways. Pat Murphy stated he was looking into a concept of how to spend 20 million dollars of County State Aid Turn Back funds. The concern is if highways are turned back will there be sufficient funds available to take care of them? Pat indicated he would like to look at different ways of applying this money to turn backs.

Steve Backowski stated that the Executive Board should discuss with the upper staff at MnDOT the cost participation on overpasses that have County State Aid Highways as approaches.

Paul Kirkwold asked the group for some assistance in preparing a project for the State Park Road Account for next fall. (handout "A") He hopes that by next fall he will be able to come back and ask for the necessary money. Pat Murphy suggested that the rules should be in place by this fall and they should clear up some of the issues dealing with the guidelines for the State Park Road Account.

Paul Stine explained the Federal Aid Section Quality Improvement Effort and why now. (handout "B") Russ Larson suggested how the ISTEa process should be streamlined to it's fullest and cut down on the review time. Some discussion followed concerning the time line for Federal Aid Projects and how soon should reports be submitted. Paul suggested at least one to two years in advance.

NOTE: HANDOUT
"A" AND "B"
ARE NOT
INCLUDED.

NOTE: HANDOUT
"C" IS NOT
INCLUDED

Dick Hansen, Chairman of the Local Road Research Board, gave a presentation of an overview of the LRRB Program for 1995. (handout "C") Dick stated that his six year term will be over this year and would highly recommend anyone getting involved because it is so interesting. He also asked if anyone has projects that you feel would fit into a research category let him know. Al Forsberg stated that it's real helpful if counties get involved with research projects because it is something that every county can make use of after the project is completed. Dick stated that there's moneys available for these projects. All you have to do is tap into them.

Pat Murphy asked the group to consider a couple of ideas until tomorrow. One is the use of a life cycle costing versus needs. The cities have decided to pursue a study of this type. The other item is the County State Aid Highway mileage limit and talk about how we add mileage to our system.

Chairman Gordon Regenscheid asked for a motion to recess the meeting until June 15, 1995, motion by Russ, seconded by Doug and carried.

The meeting reconvened at 8:30 a.m. June 15, 1995 with all members present.

Chairman Gordon Regenscheid started the meeting with action on the Screening Book.

ACTION ON SCREENING BOOK

- A) Unit Price Recommendations, Pages 10-15
Motion by Don Wisniewski, seconded by Doug Grindall to accept the Gravel Base Unit Prices and the Miscellaneous Unit Price Report, motion carried.
- B) Mileage Requests
No mileage requests.
- C) State Park Road Account, Pages 23-27
Chairman Gordon Regenscheid asked if anyone had questions concerning the Nicollet County request for State Park Road Account funds. Steve Backowski asked if they will receive a needs reduction? Ken stated if any road is graded or resurfaced than it will reduce their needs. Gordon felt there could be more information given on these projects in the future. Motion by Craig Falkum, seconded by Al Forsberg to accept the State Park Road Account request, motion carried.
- D) Reference Material
Gordon Regenscheid suggested setting up or designating a committee to study how or the best way to borrow money from our State Aid Account. Motion by Dale Wegner, seconded by Russ Larson to refer this item to the General Subcommittee, motion carried. Jack Cousins thanked the group for the upcoming task.

Chairman Gordon Regenscheid thanked outgoing Chairman Vern Genzlinger for his work and dedicated time on the General Subcommittee. His replacement will be from the Metro area, Gordon asked the Metro area engineers for suggestions because with all the committees in place there is not too many engineers to pick from.

Pat Murphy was asked to make comments concerning matters pertaining to Counties and MN/DOT. Pat discussed the removable of the State Aid Budget from the Trunk Highway fund. He felt this will allow the flexibility he needs to run the Division. He also suggested that the Screening Boards be used to review how the Administrative Account is budgeted and spent. A few questions followed but the board felt it is a step in the right direction.

Pat discussed the idea of Life Cycle Costing to provide a different approach in determining our County State Aid Highway reconstruction and maintenance costs. Russ asked if this would include the day to day maintenance costs. Al suggested that the maintenance items like overlays, seal coats, etc. probably need to be considered because they prolong the life of our roads. Don wondered what the State is doing to arrive at their numbers, Pat was not sure. Steve asked why do the review now? Pat thought it would be an opportune time because we are programming new software for our needs and maybe there is a better way to cost out our needs. Ken Anderson supported the idea, however, he felt it will be difficult to project the future of a particular road. Pat commented, hearing no objection he would like to scope out this idea and would like some possible direction. Tom Kozojed suggested that PMS (Pavement Management System) criteria be incorporated into this study also. Motion made by Russ, seconded by Steve to have the General Subcommittee actively assist State Aid in this study, motion carried.

Pat discussed the process of adding additional mileage to our State Aid system. He suggested there is still a concept out there that it is very difficult to add mileage to the system. The criteria goes back to 1958 decisions, that were done differently around the state. Pat is suggesting that every county engineer review their systems and see if there would be changes that could be made within their overall county road system. Don commented the small cities seem to be reluctant to release any of their State Aid roads. Craig commented that most of the mills and creameries that were functioning years ago are no longer operating, but the cities do not want give up their miles. Don suggested if a county has a major change in growth and develops a plan, that they can bring this preliminary plan to the screening board for a review with hopes of future approval for additional mileage. Jon commented that if we don't come up with some changes, he feels that someone else will do it for us. Ken Anderson suggested this is not a mileage issue, but maybe a way to allow flexibility in spending. Pat said he's not promoting a change but is raising the issue to be looked at. Russ felt the system works good the way it is and feels we have the flexibility and leverage to change mileage within our counties. Craig felt the 30,000 mile cap should stay. Pat said the cap is no longer in the law and that the new rules will change to bring them in line with the law. Mark Daly asked if CSAH system money could be used on county roads. Pat said it would require legislation to allow this to happen. Lee Berget, as a member of the mileage subcommittee, feels the subcommittee has made each county review their system thoroughly before making a decision on increasing mileage. Doug likes the way the system works and uses it in his county to convince the public and others that possibly a road should not be improved. Pat left the group with the thought, that maybe we should look at this issue even with the possibility nothing will change.

Don Wisniewski moved and Russ Larson seconded a motion to adjourn. Motion carried.

Respectively Submitted,



David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

CSAH GENERAL SUBCOMMITTEE MEETING MINUTES

August 25, 1995

St. Paul

The meeting was called to order by Chairman Cousins at 12:30 P.M. August 25, 1995 in Room 417 of the Transportation Building.

Members present:	Greg Isakson	Faribault County
	Paul Kirkwold	Ramsey County
	Jack Cousins, Chairman	Clay County
Others in attendance:	Pat Murphy	State Aid Engineer
	Ken Hoeschen	State Aid Needs
	Diane Gould	State Aid Needs

The Screening Board at its Spring 1995 meeting gave the General Subcommittee two items to study: Borrowing of State Aid Construction Funds and the concept of Life Cycle Costing in place of our present Needs Study System.

Borrowing of State Aid Construction Funds

A State Aid Committee of Paul Stine, Joan Peters, Ken Straus and Ken Hoeschen drafted suggested guidelines for advance funding. Ken explained the proposal to the Subcommittee which generated considerable discussion. Ken stated the normal year end County State Aid Construction Fund Balance is usually 100-120 million dollars.

The recommendations on borrowing of State Aid Construction Funds will be reviewed by State Aid and presented to the Screening Board at their Fall 1995 meeting.

The General Subcommittee approved the following:

- (1) The Subcommittee discussed prioritization of projects eligible for advanced State Aid funding. It was the consensus of the Subcommittee that advanced funding be granted on a first come first served basis.
- (2) The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year and \$50 million.
- (3) Total advances to the Regular Account shall be limited to the county's last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.
- (4) Total advances to the Municipal Account shall be limited to the county's last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.
- (5) According to Minnesota Statute 162.08 subdivision 5 and 7: Total advances to all State Aid Construction accounts shall not exceed 40 percent of the county's last total apportionment (Construction and Maintenance) preceding the first outstanding advance. Also total advances to the Municipal account shall not exceed 30% of the county's last total apportionment (Construction and Maintenance) preceding the first outstanding advance. This naturally takes precedence over (3) and (4).
- (6) Advance State Aid funding must be project specific and must be requested in the form of a resolution submitted by the county with or in advance of the "Report of State Aid Contract".

The following questions were raised by the Subcommittee and subsequently researched by State Aid.

Prior to letting a project where advance funding is required, the county must contact the State Aid Division's Finance section to ensure State Aid Funds are available for transfer. The Subcommittee wondered if State Aid dollars could be "reserved" until a resolution is submitted. After the meeting; in a discussion with Joan Peters, State Aid Finance; she felt this would be extremely cumbersome and probably reserving dollars would not be necessary.

Also, the Subcommittee felt that if a county had a construction fund balance and requested a "State Aid Advance" for a specific project; the dollars in the original construction fund shall remain to be used for overruns, other State Aid projects, etc. Later, Joan Peters advised the State Aid Needs staff that if a county wishes to earmark the original construction fund balances for specific project overruns or other State Aid projects, documentation to that effect should be submitted to State Aid Finance. If proper documentation is not submitted, the county's construction fund balance will be depleted to zero before the advanced funding kicks in. Another option would be to include funds for these uses in the amount requested to be advanced by resolution.

Life Cycle Costing

Pat explained his proposal of Life Cycle Costing which, if approved, would modify our present Needs system. He used an example based on a 50 year time period which would include all costs over a 50 year period which preserved or extended the pavement life.

An example for a gravel highway would include grading and additional gravel surfacing over the 50 year period. These costs would remain with the highway over the 50 year period.

An example of a bituminous highway would include grading, base, bituminous paving, several seal coats, a bituminous overlay, and a mill and bituminous overlay. Also bridge and structure costs would be added as appropriate.

There was considerable discussion on this subject and all agreed that there probably would be some winners and losers in this system.

The General Subcommittee did not feel comfortable in recommending or not recommending a study on this subject to the Screening Board.

The General Subcommittee decided to discuss this issue with the Screening Board and if the decision is to send out a questionnaire to all County Engineers, we would work with State Aid and the Screening Board to draft such a document. The questionnaire could be used to determine interest and what life cycle activities are common to counties.

The meeting was adjourned at 3:30 P.M.

Sincerely,



Jack Cousins
Chairman/Secretary

dmg\subcomfa.95

RESOLUTION

Whereas, the County of _____ has obtained the Commissioners approval of the plans for the following County State Aid Highway Project(s):

S.A.P. No. _____ C.S.A.H No. _____

Located _____

Consisting of _____

S.A.P. No. _____ C.S.A.H No. _____

Located _____

Consisting of _____

And, whereas, said county is prepared to proceed with the construction of said project(s) by requesting an advance encumbrance of \$ _____ from the general State Aid Construction Account to supplement the available funds in their (Regular Account)(Municipal Account) of County State Aid Highway funds, and

Whereas, repayment of the funds so advanced by the County is desired in accordance with the provisions of Minnesota Statutes 162.08, Subdivision 7.

Whereas the county requests funds to be reserved in the regular/municipal construction account for the projects listed below. It is understood that if no funds are reserved, the regular/municipal construction account balance will be depleted upon execution of this advance.

Project #	Amt to be reserved	\$
_____	_____	_____
_____	_____	_____

Now, Therefore, Be It Resolved: That the Commissioner of Transportation be and is hereby requested to approve this advance for financing said construction project(s) and to authorize repayments from the following year's accruals to the (Regular Account)(Municipal Account) of the County State Aid Highway fund for said county, within the limitations provided by law and at the times and in the amount as herein indicated:

On or after February 1, 19__ - \$ _____ from 19__ Allotment

I, _____, duly appointed and qualified Auditor in and for the County of _____, State of Minnesota, do hereby certify that the above is a true and full copy of a resolution duly adopted by the County Board of _____ County, Minnesota, assembled in (regular)(special) session on the ____ day of _____, 19__.

County Auditor

County

Submit:

2 Copies - State Aid Division

(Seal)

ADVANCE ENCUMBRANCE - GENERAL STATE AID FUNDS
TO REGULAR OR MUNICIPAL ACCOUNT

(Resolution should be submitted with the Report of State Aid Contract)

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

July, 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 proposed, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted 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:

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

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.*



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

A handwritten signature in black ink, appearing to be 'Ken Hoeschen', written over the 'FROM' line.

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 % CHANGE	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) Miles	% 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

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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%

*****REVISED*****

19-Oct-95

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
Isanti	287,271	174,998	567,132	839,804	1,869,205
Kanabec	287,271	81,276	527,019	570,956	1,466,522
Mille 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
Mahnomen	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

*****REVISED*****

19-Oct-95

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
Olmsted	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
Wabasha	287,272	128,562	679,524	1,334,006	2,429,364
Winona	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
Nicollet	287,272	148,081	607,320	877,374	1,920,047
Nobles	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
Waseca	287,272	110,192	620,217	974,642	1,992,323
Watonwan	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
Kandiyohi	287,272	247,402	1,047,815	1,537,796	3,120,285
Lac 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
Lyon	287,272	156,329	791,766	924,784	2,160,151
Mc Leod	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
Renville	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

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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.	BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER "THE FACT" NEEDS	(PLUS) RIGHT OF WAY "AFTER "THE FACT" NEEDS	(PLUS) MISC. "AFTER "THE FACT" NEEDS	(MINUS) VARIANCE ADJUST.
Carlton	\$53,132,237		\$53,132,237	\$7,008,738	(\$428,014)	(\$430,789)	\$0	(\$1,140,835)		\$308,777		
Cook	37,518,991		37,518,991	8,251,197	193,095	(176,799)	0	(717,473)		290,821	\$23,137	
Itasca	114,652,685		114,652,685	22,699,910	413,485	0	0	(2,248,989)		146,107		
Koochiching	29,203,165		29,203,165	6,477,468	1,210,139	0	2,200,000	(1,487,511)		614,101		(\$29,520)
Lake	64,239,201		64,239,201	14,502,903	0	(2,589,331)	0	(565,019)		509,649		
Pine	102,323,102		102,323,102	17,928,374	265,689	0	0	(1,082,583)		372,284	82,110	
St. Louis	342,582,703		342,582,703	68,428,544	4,289,907	0	0	(2,933,930)		3,671,781	73,800	
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)
Beltrami	71,248,325		71,248,325	\$2,822,533	(\$342,032)	(983,844)	590,000	(1,217,566)		878,784	775	
Clearwater	36,279,702		36,279,702	(2,497,745)	0	0	0	(1,153,273)		286,605	27,041	
Hubbard	39,282,871		39,282,871	1,862,615	96,619	0	0	(969,561)		789,632	18,213	
Kittson	46,589,433		46,589,433	(1,058,566)	144,815	0	0	(1,341,740)		714,192		
Lake of 'Woods	19,810,537		19,810,537	651,330	201,869	0	413,490	(119,332)		79,289		
Marshall	65,198,417		65,198,417	(2,400,886)	0	0	192,530	(1,139,495)		1,051,190	18,732	
Norman	38,185,212		38,185,212	135,475	43,012	0	0	(802,518)		160,399		
Pennington	19,078,355		19,078,355	(205,650)	0	0	0	(15,846)		135,585		
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	
Red Lake	21,056,045		21,056,045	451,533	495,789	(1,526,917)	1,460,920	(239,462)		237,832		(43,610)
Roseau	51,331,612		51,331,612	(3,075,141)	(44,273)	0	0	(1,312,256)		423,615		
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)
Altkin	44,655,313		44,655,313	\$8,800,151	\$0	(125,698)	0	(697,108)		\$749,439	7,534	
Benton	27,191,846		27,191,846	4,415,226	188,890	0	0	(593,963)		709,863	15,150	
Cass	72,376,868		72,376,868	6,207,512	(408,956)	0	0	(2,412,365)		1,023,475		(200,032)
Crow Wing	44,987,645		44,987,645	1,019,666	(222,458)	(1,136,071)	0	(248,136)		549,010		
Isanti	35,142,171		35,142,171	5,012,921	(331,901)	0	0	(605,125)		427,999		
Kanabec	25,709,758		25,709,758	(799,107)	(237,862)	(652,740)	0	(446,679)		362,375		
Mille Lacs	38,954,127		38,954,127	11,662,218	940,346	0	0	(539,274)		297,840	173,945	
Morrison	58,863,752		58,863,752	(1,817,058)	294,014	0	0	(4,630,587)		177,325		
Sherburne	20,547,321		20,547,321	(292,427)	136,894	(302,951)	0	(508,707)		458,486		
Stearns	115,571,680		115,571,680	5,884,856	113,234	0	0	(7,125,825)		502,303	6,756	
Todd	47,758,394		47,758,394	0	1,116,285	0	0	(2,453,649)	14,512	76,396	16,745	
Wadena	29,356,837		29,356,837	3,572,925	1,185,526	(74,509)	0	(1,296,824)		159,011		
Wright	93,792,627		93,792,627	20,744,713	(543,823)	(22,522)	0	(980,649)		1,294,631		
District 3 Totals	654,908,339		654,908,339	64,411,596	2,230,189	(2,314,491)	0	(22,538,891)	14,512	6,788,153	220,130	(200,032)
Becker	\$49,564,978		49,564,978	\$1,642,615	\$257,229	\$0	(5,000)	(1,917,193)		\$478,586		
Big Stone	19,961,260		19,961,260	2,148,052	(74,248)	(1,297,993)	0	(621,504)		194,537		
Clay	62,040,932		62,040,932	6,650,906	(683,968)	(184,673)	0	(98,961)		704,769		
Douglas	49,958,908		49,958,908	3,250,311	(1,227,488)	0	0	(1,373,136)		451,706		
Grant	19,368,665		19,368,665	2,729,306	(84,754)	(843,663)	0	(1,082,602)		48,142		
Mahnomen	15,273,119		15,273,119	5,033,974	12,090	0	0	(298,162)		0		
Otter Tail	135,372,462		135,372,462	(1,033,349)	1,033,380	(514,638)	2,326,684	(9,680,380)		420,862		
Pope	33,918,023		33,918,023	11,453,228	365,839	0	0	(987,750)		338,295		
Stevens	24,375,779		24,375,779	530,604	(18,413)	(11,389)	0	(1,839,050)		125,901		
Swift	37,405,584		37,405,584	1,846,311	(371,169)	0	0	(1,163,442)		364,608	55,958	
Traverse	26,013,400		26,013,400	(2,358,764)	(112,426)	0	0	(986,193)		160,653		
Wilkin	31,874,862		31,874,862	6,090,395	(284,833)	(101,224)	0	(1,069,601)	37,731	472,125		
District 4 Totals	505,127,972		505,127,972	37,983,589	(1,188,761)	(2,953,580)	2,321,684	(21,117,974)	37,731	3,760,184	55,958	0
Anoka	94,460,340		94,460,340	\$5,246,261	\$5,432,656	(145,591)	0	(699,370)		7,235,245	2,647,042	
Carver	62,776,638		62,776,638	760,203	1,409,458	(1,424,969)	0	(1,174,084)		681,848	29,945	
Hennepin	492,997,174		492,997,174	2,164,873	8,423,897	(3,578,959)	0	(3,439,308)	1,180,220	30,294,182	10,453,523	
Scott	60,960,626		60,960,626	17,955,398	2,140,996	0	0	(1,252,795)		2,763,935	708,994	
District 5 Totals	711,194,778		711,194,778	26,126,735	17,407,007	(5,149,519)	0	(6,565,557)	1,180,220	40,975,210	13,839,504	0
Dodge	33,253,865		33,253,865	\$1,441,924	(\$138,988)	0	(160,000)	(857,791)		137,518		(176,610)
Fillmore	99,111,897		99,111,897	(1,626,837)	2,047,394	0	0	(1,132,429)		632,566		
Freeborn	62,510,620		62,510,620	12,674,035	(215,729)	(300,110)	0	(3,764,988)		177,761		
Goodhue	62,970,539		62,970,539	6,844,385	(189,232)	0	0	(51,309)		1,442,721		
Houston	61,172,985		61,172,985	(1,177,363)	(322,458)	(989,332)	0	(1,040,904)		83,385		
Mower	69,694,657		69,694,657	6,350,219	(1,164,002)	0	0	(2,931,460)		187,423		
Olmsted	81,907,281		81,907,281	(463,431)	0	0	0	(187,418)	52,831	3,551,456	488,949	(7,850)
Rice	57,663,634		57,663,634	8,110,061	(543,312)	(319,997)	0	(1,928,807)		239,655		
Steele	47,718,019		47,718,019	5,139,775	513,108	(62,393)	(29,612)	(173,803)		87,793		(21,510)
Wabasha	58,545,700		58,545,700	3,519,892	0	(844,381)	0	(657,467)		617,641	101,779	
Winona	71,423,480		71,423,480	971,886	0	0	0	(2,895,802)		235,770		
District 6 Totals	705,972,677		705,972,677	41,784,546	(13,219)	(2,516,213)	(189,612)	(15,622,178)	52,831	7,393,689	590,728	(205,970)
Blue Earth	\$93,409,552		93,409,552	1,773,149	355,256	\$0	0	(745,576)		\$1,538,453	9,942	
Brown	38,492,209		38,492,209	0	740,609	0	0	(766,448)		531,466		
Cottonwood	38,294,558		38,294,558	6,189,641	(130,697)	(262,308)	0	(2,510,801)		474,770		
Faribault	59,253,120		59,253,120	3,227,983	271,333	0	0	(342,286)		673,646	94,129	
Jackson	56,267,887		56,267,887	7,778,542	(143,502)	(52,880)	0	(2,568,833)	5,646	384,633		
Le Sueur	44,138,281		44,138,281	2,557,817	427,014	0	1,490,000	0		620,537	3,794	
Martin	49,542,991		49,542,991	1,887,676	(437,839)	0	0	(66,914)		370,481		
Nicollet	40,223,937		40,223,937	1,214,682	(396,454)	0	630,622	(200,641)		676,096		
Nobles	53,433,857		53,433,857	3,754,914	(156,719)	(80,111)	0	(2,052,453)		278,742		
Rock	31,807,086		31,807,086	3,149,162	(341,295)	(503,971)	0	(721,583)		363,229		
Sibley	39,394,898		39,394,898	4,826,288	618,688	0	0	(3,016,795)		353,713		
Waseca	43,373,298		43,373,298	977,633	(580,878)	0	1,470,000	0		241,980		
Watonwan	30,317,975		30,317,975	715,749	(265,890)	0	0	(1,237,071)		425,153	73,322	
District 7 Totals	617,949,649		617,949,649	38,053,236	(40,374)	(899,270)	3,590,622	(14,229,401)	5,646	6,932,899	181,187	0
Chippewa	32,521,000		32,521,000	\$5,343,758	\$461,056	0	0	(237,674)		\$148,605		
Kandiyohi	62,451,506		62,451,506	9,122,366	(754,764)	0	0	(244,165)		784,997	39,348	
Lac Qui Parle	33,214,249		33,214,249	1,964,123	7,247	0	0	(864,088)		552,631		
Lincoln	26,896,693		26,896,693	76,354	505,073	0	0	(1,041,009)		445,670		
Lyon	47,097,954		47,097,954	1,096,667	(1,094,081)	(114,111)	0	(3,440,720)		609,133	48,445	
Mc Leod	39,899,960		39,899,960	2,142,586	(463,100)	0	0	(450,020)	18,800	1,645,632	56,694	
Meeker	31,792,380		31,792,380	3,763,034	(57,267)	(943,469)	0	(882,201)		398,199		
Murray	34,152,262		34,152,262	(2,781,002)	0	(156,287)	0	(1,748,828)		125,295		
Pipestone	27,053,441		27,053,441	1,069,963	(59,926)	0	0	(1,046,174)		269,198	9,542	
Redwood	61,577,556		61,577,556	3,100,818	(634,332)	0	0	(4,955,482)		585,789		
Renville	72,000,443		72,000,443	2,744,457	67,985	0	0	(5,957,198)		182,190		(45,450)
Yellow Medicine	48,127,400		48,127,400	(946,351)	581,744	0	1,945,000	(1,439,938)		244,259		
District 8 Totals	516,784,844		516,784,844	26,696,773	(1,440,365)	(1,213,867)	1,945,000	(22,307,497)	18,800	5,991,598	154,029	(45,450)
Chisago	51,647,791		51,647,791	\$6,449,313	\$89,204</							

(PLUS)		(MINUS)	(MINUS)				
CREDIT FOR LOCAL EFFORT	NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	A (LE A
\$21,550		\$58,471,664	\$2,338,867	(\$117,812)	\$2,221,055	1.034437	\$
	(\$746,903)	44,636,066	1,785,443	(49,554)	1,735,889	0.808476	
	(497,682)	135,165,516	5,406,621	(241,542)	5,165,079	2.405592	
		38,187,842	1,527,514	(62,927)	1,464,587	0.682119	
		76,097,403	3,043,896	(48,003)	2,995,893	1.395312	
		119,888,976	4,795,559	(106,640)	4,688,919	2.183824	
		416,112,805	16,644,512	(464,794)	16,179,718	7.535566	
21,550	(1,244,585)	888,560,272	35,542,412	(1,091,272)	34,451,140		2
		72,996,975	2,919,879	(116,321)	2,803,558	1.305733	
		32,942,330	1,317,693	(38,674)	1,279,019	0.595692	
		41,080,389	1,643,216	(103,088)	1,540,128	0.717302	
		45,048,134	1,801,925	(61,442)	1,740,483	0.810615	
		21,037,183	841,487	(21,494)	819,993	0.381905	
		62,920,488	2,516,820	(85,950)	2,430,870	1.132157	
		37,721,580	1,508,863	(68,073)	1,440,790	0.671036	
		18,992,444	759,698	(46,712)	712,986	0.332067	
4,376,847		106,434,774	4,257,391	(200,468)	4,056,923	1.889477	
		21,892,130	875,685	(23,377)	852,308	0.396955	
		47,323,557	1,892,942	(70,353)	1,822,589	0.848855	
4,376,847	0	508,389,984	20,335,599	(835,952)	19,499,647		1
		53,389,631	2,135,585	(93,496)	2,042,089	0.951086	
		31,927,012	1,277,080	(133,523)	1,143,557	0.532602	
		76,586,502	3,063,460	(191,778)	2,871,682	1.337461	
		44,949,656	1,797,986	(343,830)	1,454,156	0.677261	
		39,646,065	1,585,843	(123,521)	1,462,322	0.681064	
	(107,825)	23,827,920	953,117	(51,692)	901,425	0.419831	
		51,489,202	2,059,568	(79,979)	1,979,589	0.921977	
		52,887,446	2,115,498	(132,967)	1,982,531	0.923347	
		20,038,616	801,545	(347,519)	454,026	0.211459	
		114,953,004	4,598,120	(548,071)	4,050,049	1.886276	
		46,528,683	1,861,147	(82,283)	1,778,864	0.828491	
		32,902,966	1,316,119	(40,509)	1,275,610	0.594105	
		114,284,977	4,571,399	(435,157)	4,136,242	1.926420	
0	(107,825)	703,411,680	28,136,467	(2,604,325)	25,532,142		1
		50,021,215	2,000,849	(145,488)	1,855,361	0.864119	
		20,310,104	812,404	(37,702)	774,702	0.360811	
		68,429,005	2,737,160	(216,129)	2,521,031	1.174149	
		51,060,301	2,042,412	(171,013)	1,871,399	0.871588	
		20,135,094	805,404	(51,054)	754,350	0.351332	
		20,021,021	800,841	(26,236)	774,605	0.360766	
		127,925,021	5,117,001	(280,292)	4,836,709	2.252656	
		45,087,635	1,803,505	(61,644)	1,741,861	0.811257	
		23,163,432	926,537	(56,960)	869,577	0.404998	
		38,137,850	1,525,514	(66,684)	1,458,830	0.679438	
		22,716,670	908,667	(48,708)	859,959	0.400519	
		37,019,455	1,480,778	(63,323)	1,417,455	0.660168	
0	0	524,026,803	20,961,072	(1,225,233)	19,735,839		1
3,720,762		117,897,345	4,715,894	(\$823,444)	3,892,450	1.812876	
3,068,446		66,127,485	2,645,099	(381,169)	2,263,930	1.054406	
	(4,690,053)	533,805,549	21,352,222	(4,583,632)	16,768,590	7.809828	
66,060	(454,014)	82,889,200	3,315,568	(413,375)	2,902,193	1.351672	
6,855,268	(5,144,067)	800,719,579	32,028,783	(6,201,620)	25,827,163		1
		33,499,918	1,339,997	(98,043)	1,241,954	0.578430	
		99,032,591	3,961,304	(103,795)	3,857,509	1.796602	
		71,081,589	2,843,264	(180,468)	2,662,796	1.240175	
3,313,336		74,330,440	2,973,218	(334,118)	2,639,100	1.229138	
		57,726,313	2,309,053	(83,525)	2,225,528	1.036521	
		72,128,987	2,885,159	(183,854)	2,701,305	1.258110	
2,316,048	(1,560,830)	86,104,886	3,444,195	(628,634)	2,815,561	1.311324	
		63,221,234	2,528,849	(240,966)	2,287,883	1.065562	
		53,171,377	2,126,855	(175,001)	1,951,854	0.909059	
		61,283,164	2,451,327	(107,725)	2,343,602	1.091513	
		69,735,334	2,789,413	(199,417)	2,589,996	1.206269	
5,629,384	(1,560,830)	741,315,833	29,652,634	(2,335,546)	27,317,088		1
		801,277	3,885,682	(292,794)	3,592,888	1.673357	
533,246		39,531,082	1,581,243	(156,973)	1,424,270	0.663342	
		42,055,163	1,682,207	(98,372)	1,583,835	0.737658	
391,700		63,569,625	2,542,785	(131,439)	2,411,346	1.123064	
		61,671,493	2,466,860	(120,571)	2,346,289	1.092764	
		49,237,443	1,969,498	(128,655)	1,840,843	0.857357	
280,303		51,576,698	2,063,068	(167,241)	1,895,827	0.882965	
248,689		42,396,931	1,695,877	(154,495)	1,541,382	0.717886	
		55,178,230	2,207,129	(135,678)	2,071,451	0.964761	
		33,752,628	1,350,105	(73,169)	1,276,936	0.594722	
		42,176,792	1,687,072	(98,080)	1,588,992	0.740060	
116,421		45,598,454	1,823,938	(111,672)	1,712,266	0.797473	
		30,029,238	1,201,170	(76,886)	1,124,284	0.523626	
2,371,636	0	653,915,830	26,156,634	(1,746,025)	24,410,609		1
		38,236,745	1,529,470	(88,890)	1,440,580	0.670938	
1,690,334		73,089,622	2,923,585	(221,962)	2,701,623	1.258258	
		34,874,162	1,394,966	(66,536)	1,328,430	0.618705	
		26,882,781	1,075,311	(41,853)	1,033,458	0.481324	
		44,203,287	1,768,131	(143,458)	1,624,673	0.756678	
676,504		43,527,056	1,741,082	(160,983)	1,580,099	0.735918	
		34,070,676	1,362,827	(111,653)	1,251,174	0.582724	
		29,591,440	1,183,658	(87,785)	1,095,873	0.510394	
		27,296,044	1,091,842	(57,313)	1,034,529	0.481823	
		59,674,349	2,386,974	(139,529)	2,247,445	1.046727	
		68,992,427	2,759,697	(159,062)	2,600,635	1.211223	
336,040		48,848,154	1,953,925	(84,965)	1,868,960	0.870451	
2,702,878	0	529,286,743	21,171,468	(1,363,989)	19,807,479		1
		55,733,011	2,229,320	(177,862)	2,051,458	0.955448	
711,441		140,287,269	5,611,491	(1,209,827)	4,401,664	2.050037	
453,036	(392,671)	250,895,167	10,035,807	(1,581,284)	8,454,523	3.937621	
1,024,534		107,852,817	4,314,113	(1,091,487)	3,222,626	1.500910	
2,189,013	(392,671)	554,768,264	22,190,731	(4,060,460)	18,130,271		1
\$24,146,576	(\$8,449,978)	\$5,904,394,988	\$236,175,800	(\$21,464,422)	\$214,711,378	100.000000	\$12

MONEY NEEDS APPORT. (LESS THTB ADJUST.)	(PLUS)		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
	1994 THTB ADJUST.								
\$1,290,534	\$10,011		\$1,300,545		1.087482	(\$26,487)	\$1,274,058	\$2,189,084	Carlton
1,008,631			1,008,631		0.843391	(20,542)	988,089	1,697,733	Cook
3,001,147			3,001,147		2.509482	(61,122)	2,940,025	5,051,546	Itasca
850,992			850,992	\$894,387			1,745,379	2,998,907	Koochiching
1,740,751			1,740,751		1.455571	(35,453)	1,705,298	2,930,040	Lake
2,724,476			2,724,476		2.278137	(55,487)	2,668,989	4,585,852	Pine
9,401,155	3,003		9,404,158		7.863516	(191,528)	9,212,630	15,829,125	St. Louis
20,017,686	13,014		20,030,700	894,387		(390,619)	20,534,468	35,282,287	District 1 Totals
1,628,995			1,628,995		1.362124	(33,177)	1,595,818	2,741,932	Beltrami
743,168			743,168		0.621418	(15,136)	728,032	1,250,903	Clearwater
894,885			894,885		0.748280	(18,225)	876,660	1,506,276	Hubbard
1,011,300			1,011,300		0.845623	(20,596)	990,704	1,702,226	Kittson
476,454			476,454	597,910			1,074,364	1,845,970	Lake of 'Woods
1,412,446			1,412,446		1.181051	(28,766)	1,383,680	2,377,437	Marshall
837,165			837,165		0.700016	(17,050)	820,115	1,409,120	Norman
414,277			414,277	38,664			452,941	778,242	Pennington
2,357,257			2,357,257		1.971078	(48,009)	2,309,248	3,967,746	Polk
495,230			495,230	193,791			689,021	1,183,875	Red Lake
1,059,007			1,059,007		0.885515	(21,568)	1,037,439	1,782,526	Roseau
11,330,184	0		11,330,184	830,365		(202,527)	11,958,022	20,546,253	District 2 Totals
1,186,547			1,186,547		0.992160	(24,166)	1,162,381	1,997,201	Aitkin
664,459			664,459		0.555604	(13,533)	650,926	1,118,420	Benton
1,668,578			1,668,578		1.395222	(33,983)	1,634,595	2,808,558	Cass
844,931			844,931		0.706510	(17,208)	827,723	1,422,192	Crow Wing
849,676	7,587		857,263		0.716821	(17,459)	839,804	1,442,950	Isanti
523,769	2,813		526,582	44,374			570,956	981,016	Kanabec
1,150,232			1,150,232		0.961795	(23,426)	1,126,806	1,936,076	Mille Lacs
1,151,941			1,151,941		0.963224	(23,461)	1,128,480	1,938,952	Morrison
263,810			263,810	104,181			367,991	632,282	Sherburne
2,353,264	32,216		2,385,480		1.994677	(48,583)	2,336,897	4,015,252	Stearns
1,033,601			1,033,601		0.864271	(21,051)	1,012,550	1,739,762	Todd
741,188			741,188		0.619762	(15,095)	726,093	1,247,572	Wadena
2,403,346			2,403,346		2.009616	(48,947)	2,354,399	4,045,324	Wright
14,835,342	42,616		14,877,958	148,555		(286,912)	14,739,601	25,325,557	District 3 Totals
1,078,050			1,078,050		0.901438	(21,956)	1,056,094	1,814,579	Becker
450,137			450,137	171,104			621,241	1,067,415	Big Stone
1,464,834			1,464,834		1.224857	(29,833)	1,435,001	2,465,616	Clay
1,087,368			1,087,368		0.909229	(22,146)	1,065,222	1,830,263	Douglas
438,312			438,312	128,595			566,907	974,059	Grant
450,081			450,081	217,921			668,002	1,147,760	Mahnomen
2,810,349	48,026		2,858,375		2.390100	(58,214)	2,800,161	4,811,232	Otter Tail
1,012,101			1,012,101		0.846293	(20,613)	991,488	1,703,573	Pope
505,264			505,264	8,359			513,623	882,506	Stevens
847,647			847,647		0.708781	(17,263)	830,384	1,426,764	Swift
499,676			499,676	36,365			536,041	921,025	Traverse
823,607			823,607		0.688679	(16,774)	806,833	1,386,299	Wilkin
11,467,426	48,026		11,515,452	562,344		(186,799)	11,890,997	20,431,091	District 4 Totals
2,261,692			2,261,692		1.891169	(46,062)	2,215,630	3,806,892	Anoka
1,315,447			1,315,447		1.099943	(26,791)	1,288,656	2,214,167	Carver
9,743,316			9,743,316		8.147111	(198,435)	9,544,881	16,399,998	Hennepin
1,686,307			1,686,307		1.410047	(34,344)	1,651,963	2,838,400	Scott
15,006,762	0		15,006,762	0		(305,632)	14,701,130	25,259,457	District 5 Totals
721,633			721,633		0.603411	(14,697)	706,936	1,214,656	Dodge
2,241,389	7,467		2,248,856		1.880436	(45,801)	2,203,055	3,785,285	Fillmore
1,547,207			1,547,207		1.293735	(31,511)	1,515,696	2,604,266	Freeborn
1,533,437			1,533,437		1.282221	(31,230)	1,502,207	2,581,090	Goodhue
1,293,134			1,293,134		1.081286	(26,336)	1,266,798	2,176,610	Houston
1,569,582			1,569,582		1.312444	(31,967)	1,537,615	2,641,927	Mower
1,635,970			1,635,970		1.367956	(33,319)	1,602,651	2,753,672	Olmsted
1,329,364			1,329,364		1.111580	(27,074)	1,302,290	2,237,592	Rice
1,134,116			1,134,116		0.948319	(23,098)	1,111,018	1,908,949	Steele
1,361,740			1,361,740		1.138652	(27,734)	1,334,006	2,292,087	Wabasha
1,504,906			1,504,906		1.258364	(30,649)	1,474,257	2,533,066	Winona
15,872,478	7,467		15,879,945	0		(323,416)	15,556,529	26,729,200	District 6 Totals
2,087,632			2,087,632		1.745624	(42,517)	2,045,115	3,513,913	Blue Earth
827,566			827,566		0.691989	(16,854)	810,712	1,392,964	Brown
920,281			920,281		0.769515	(18,743)	901,538	1,549,021	Cottonwood
1,401,102			1,401,102		1.171566	(28,535)	1,372,567	2,358,342	Faribault
1,363,301			1,363,301		1.139957	(27,765)	1,335,536	2,294,716	Jackson
1,069,614			1,069,614		0.894384	(21,784)	1,047,830	1,800,380	Le Sueur
1,101,562			1,101,562		0.921098	(22,435)	1,079,127	1,854,154	Martin
895,614			895,614		0.748889	(18,240)	877,374	1,507,503	Nicollet
1,203,608			1,203,608		1.006426	(24,513)	1,179,095	2,025,919	Nobles
741,958			741,958		0.620406	(15,111)	726,847	1,248,867	Rock
923,278			923,278		0.772021	(18,804)	904,474	1,554,066	Sibley
994,904			994,904		0.831913	(20,262)	974,642	1,674,628	Waseca
653,261			653,261		0.546240	(13,305)	639,956	1,099,571	Watonwan
14,183,681	0		14,183,681	0		(288,868)	13,894,813	23,874,044	District 7 Totals
837,043			837,043		0.699914	(17,047)	819,996	1,408,916	Chippewa
1,569,766			1,569,766		1.312598	(31,970)	1,537,796	2,642,238	Kandiyohi
771,879			771,879		0.645425	(15,720)	756,159	1,299,231	Lac Qui Parle
600,486			600,486		0.502111	(12,230)	588,256	1,010,740	Lincoln
944,010			944,010		0.789357	(19,226)	924,784	1,588,962	Lyon
918,110			918,110		0.767700	(18,698)	899,412	1,545,368	Mc Leod
726,990			726,990		0.607890	(14,806)	712,184	1,223,673	Meeker
636,753			636,753		0.532437	(12,968)	623,785	1,071,786	Murray
601,108			601,108		0.502631	(12,242)	588,866	1,011,789	Pipestone
1,305,866			1,305,866		1.091932	(26,596)	1,279,270	2,198,040	Redwood
1,511,087			1,511,087		1.263532	(30,775)	1,480,312	2,543,470	Renville
1,085,950			1,085,950		0.908044	(22,118)	1,063,832	1,827,874	Yellow Medicine
11,509,048	0		11,509,048	0		(234,396)	11,274,652	19,372,087	District 8 Totals
1,191,989			1,191,989		0.996711	(24,276)	1,167,713	2,006,362	Chisago
2,557,567	92,945		2,650,512		2.216290	(53,981)	2,596,531	4,461,356	Dakota
4,912,462	1,911		4,914,373		4.109273	(100,088)	4,814,285	8,271,897	Ramsey
1,872,492			1,872,492		1.565730	(38,137)	1,834,355	3,151,787	Washington
10,534,510	94,856		10,629,366	0		(216,482)	10,412,884	17,891,402	District 9 Totals
\$124,767,117	\$205,979		\$124,963,096	\$2,435,651	100.000000	(\$2,435,651)	\$124,963,096	\$214,711,378	STATE TOTALS