



1996 County Screening Board Data Report

State Aid is Moving...



...in October to the 7th Floor!
(Temporarily for a year.)

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October 1996





Minnesota Department of Transportation

Memo

State Aid for Local Transportation Division
Mall Stop 500, Room 420
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St. Paul, MN 55155

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October 7, 1996

TO: County Engineers
District State Aid Engineers

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

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

SUBJECT: County Screening Board Report

Enclosed is a copy of the 1996 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 23-24, 1996 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1997 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\WP5\MEMO\LETFLBK.WP

1996 County Screening Board Data

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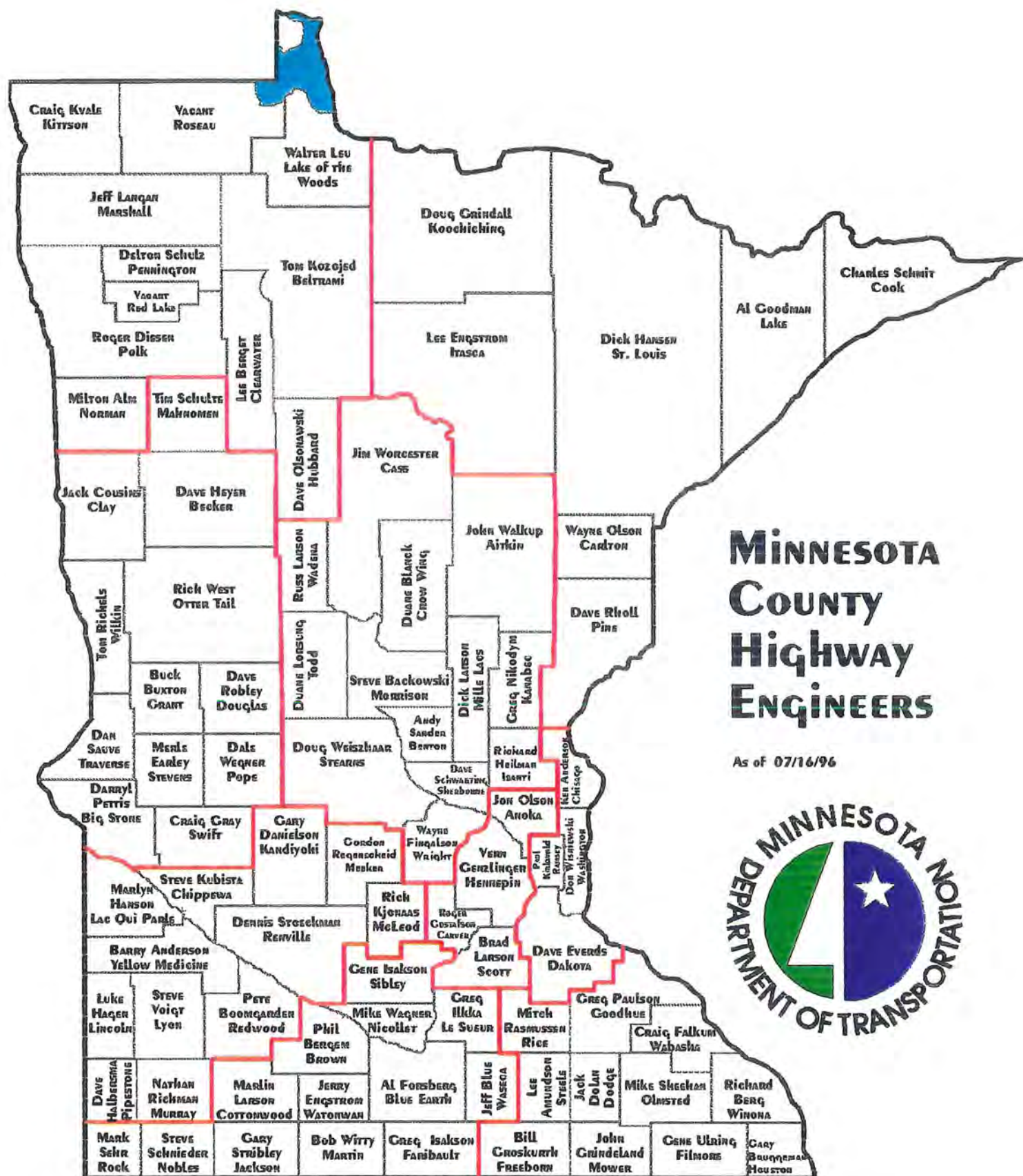


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1996 COUNTY SCREENING BOARD

Doug Grindall	(95-96)	- Koochiching County	- District 1
Lee Berget	(96-97)	- Clearwater County	- District 2
Steve Backowski	(95-96)	- Morrison County	- District 3
Rick West	(96-97)	- Otter Tail County	- District 4
Ken Anderson	(96-97)	- Chisago County	- Metro
Brad Larson	(96-99)	- Scott County	- Metro
Gene Ulring	(96-97)	- Fillmore County	- District 6
Alan Forsberg	(95-96)	- Blue Earth County	- District 7
Luke Hagen	(96-97)	- Lincoln County	- District 8
Jon Olson	Permanent	- Anoka County	- Urban
Dave Everds	Permanent	- Dakota County	- Urban
Vern Genzlinger	Permanent	- Hennepin County	- Urban
Paul Kirkwold	Permanent	- Ramsey County	- Urban
Dick Hansen	Permanent	- St. Louis County	- Urban
Don Wisniewski	Permanent	- Washington County	- Urban
Dave Olsonawski, Secretary		- Hubbard County	

1996 SCREENING BOARD ALTERNATES

Chuck Schmidt	- Cook County	District 1
Milt Alm	- Norman County	District 2
Dave Schwarting	- Sherburne County	District 3
Merle Early	- Stevens County	District 4
Roger Gustafson	- Carver County	Metro
Greg Paulson	- Goodhue County	District 6
Marlin Larson	- Cottonwood County	District 7
Rick Kjonaas	- McLeod County	District 8

1996 CSAH GENERAL SUBCOMMITTEE

Greg Isakson, Chairman	(June, 97)	- Faribault County
Brad Larson	(June, 98)	- Scott County
Jack Cousins	(June, 99)	- Clay County

1996 CSAH MILEAGE SUBCOMMITTEE

Lee Berget, Chairman	(Oct., 96)	- Clearwater County
Dave Robley	(Oct., 97)	- Douglas County
Paul Kirkwold	(Oct., 98)	- Ramsey County

CSAH VARIANCE SUBCOMMITTEE

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

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1997

The information listed below is presented as historical data for the 39 years of County State Aid Apportionments and preliminary data for the 40th year.

Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,200 miles of which over 870 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 1997 has been estimated to be approximately \$278 million (the same as for 1996). 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

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1997

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	30,212.15	5,472,714,828	278,383,078	4,336,398,076
1997	30,232.39 *	\$5,752,277,818	\$278,383,078 (EST.)	\$4,614,781,154

* Does Not Include 1996 Trunk Highway Turnback Mileage.

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

Comparison of the Basic 1995 to the Basic 1996 25-Year Construction Needs

The following tabulation indicates the various stages of the 1996 C.S.A.H. needs study update and shows the needs effect each phase produced.

1995 Traffic and Factors Update -- Show effect of the traffic and traffic projection factor update for those counties which were counted in 1995 and Hennepin County. A map showing the new traffic projection factors is included in the reference material portion of this report.

The counties involved are:

1995:	Beltrami	Isanti	Pope	Stearns
	Benton	Le Sueur	Red Lake	Steele
	Clearwater	Mc Leod	Redwood	Wabasha
	Faribault	Meeker	Renville	Waseca
	Goodhue	Nicollet	St. Louis	Wilkin
	Grant	Otter Tail	Sherburne	Winona
	Houston	Pennington	Sibley	

1994: **Hennepin**

Normal Update -- Reflects the needs changes due to 1995 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1970 or earlier are eligible for complete needs. Also, any bridges built prior to 1961 are eligible for reconstruction needs. This increased several counties' needs considerably.

1996 Unit Prices -- Shows the needs impact of the unit prices approved at the June 5-6, 1996 meeting.

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

Comparison of the Basic 1995 to the Basic 1996 25-Year Construction Needs

County	Revised Basic 1995 25-Year Const. Needs	Effect of Traffic Update	% Change	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Basic 1996 25-Year Const. Needs	Total Change From 1995 Needs	Total %	County
Carlton	\$55,438,861	\$0	0.0%	\$2,627,220	4.7%	\$1,098,005	1.9%	\$59,164,086	\$3,725,225	6.7%	Carlton
Cook	39,936,129	0	0.0%	1,248,989	3.1%	48,018	0.1%	41,233,136	1,297,007	3.2%	Cook
Itasca	114,520,716	0	0.0%	(1,021,173)	-0.9%	2,308,482	2.0%	115,808,025	1,287,309	1.1%	Itasca
Koochiching	29,203,165	0	0.0%	2,217,447	7.6%	1,631,830	5.2%	33,052,442	3,849,277	13.2%	Koochiching
Lake	63,784,540	0	0.0%	(30,644)	0.0%	(2,367,922)	-3.7%	61,385,974	(2,398,566)	-3.8%	Lake
Pine	108,201,060	0	0.0%	(2,032,676)	-1.9%	2,091,811	2.0%	108,260,195	59,135	0.1%	Pine
St. Louis	342,582,703	(1,913,166)	-0.6%	503,805	0.1%	10,362,826	3.0%	353,449,334	10,866,631	3.2%	St. Louis
District 1 Totals	753,667,174	(1,913,166)	-0.3%	3,512,968	0.5%	15,173,050	2.0%	772,353,192	18,686,018	2.5%	District 1 Totals
Beltrami	71,248,325	5,688,956	8.0%	2,475,667	3.5%	4,377,328	5.5%	78,101,320	6,852,995	9.6%	Beltrami
Clearwater	36,279,702	2,360,434	6.5%	18,892	0.1%	912,896	2.4%	37,211,490	931,788	2.6%	Clearwater
Hubbard	40,049,838	0	0.0%	1,172,608	2.9%	1,733,412	4.2%	42,955,858	2,906,020	7.3%	Hubbard
Kittson	45,517,981	0	0.0%	826,806	1.8%	1,280,608	2.8%	47,625,395	2,107,414	4.6%	Kittson
Lake of the Woods	18,645,760	0	0.0%	296,964	1.6%	1,158,041	6.1%	20,100,765	1,455,005	7.8%	Lake of the Woods
Marshall	65,722,404	0	0.0%	416,929	0.6%	6,618,770	10.0%	72,758,103	7,035,699	10.7%	Marshall
Norman	38,185,212	0	0.0%	798,634	2.1%	1,016,755	2.6%	40,000,601	1,815,389	4.8%	Norman
Pennington	19,078,355	1,337,952	7.0%	610,601	3.2%	1,699,929	8.1%	21,388,885	2,310,530	12.1%	Pennington
Polk	104,916,051	0	0.0%	1,601,521	1.5%	5,205,616	4.9%	111,723,188	6,807,137	6.5%	Polk
Red Lake	21,056,045	21,237	0.1%	1,172,290	5.6%	964,345	4.3%	23,192,680	2,136,635	10.1%	Red Lake
Roseau	44,815,373	0	0.0%	2,531,562	5.6%	2,033,815	4.3%	49,380,750	4,565,377	10.2%	Roseau
District 2 Totals	505,515,046	9,408,579	1.9%	11,922,474	2.4%	27,001,515	5.1%	544,439,035	38,923,989	7.7%	District 2 Totals
Aitkin	44,655,313	0	0.0%	774,982	1.7%	1,893,191	4.2%	47,323,486	2,668,173	6.0%	Aitkin
Benton	27,191,846	520,310	1.9%	1,795,452	6.6%	1,304,854	4.4%	30,292,152	3,100,306	11.4%	Benton
Cass	72,897,375	0	0.0%	(610,922)	-0.8%	4,279,949	5.9%	76,566,402	3,669,027	5.0%	Cass
Crow Wing	46,748,712	0	0.0%	11,174,655	23.9%	2,492,601	4.3%	60,415,968	13,667,256	29.2%	Crow Wing
Isanti	35,142,171	421,319	1.2%	1,233,191	3.5%	1,827,033	5.0%	38,202,395	3,060,224	8.7%	Isanti
Kanabec	26,425,784	0	0.0%	(489,647)	-1.9%	373,695	1.4%	26,309,832	(115,952)	-0.4%	Kanabec
Mille Lacs	41,422,247	0	0.0%	821,544	2.0%	1,788,573	4.2%	44,032,364	2,610,117	6.3%	Mille Lacs
Morrison	60,771,141	0	0.0%	2,459,479	4.0%	3,636,763	5.8%	66,867,383	6,096,242	10.0%	Morrison
Sherburne	20,547,321	1,521,797	7.4%	1,913,511	9.3%	3,538,666	14.8%	25,999,498	5,452,177	26.5%	Sherburne
Stearns	115,571,680	953,116	0.8%	(1,147,564)	-1.0%	4,132,255	3.6%	118,556,371	2,984,691	2.6%	Stearns
Todd	47,718,349	0	0.0%	(615,605)	-1.3%	819,018	1.7%	47,921,762	203,413	0.4%	Todd
Wadena	30,040,323	0	0.0%	(206,886)	-0.7%	1,484,151	5.0%	31,317,588	1,277,265	4.3%	Wadena
Wright	93,792,627	0	0.0%	156,424	0.2%	7,168,517	7.6%	101,117,568	7,324,941	7.8%	Wright
District 3 Totals	662,924,889	3,416,542	0.5%	17,258,614	2.6%	34,739,266	5.1%	714,922,769	51,997,880	7.8%	District 3 Totals
Becker	49,564,978	0	0.0%	1,251,961	2.5%	1,659,845	3.3%	52,476,784	2,911,806	5.9%	Becker
Big Stone	17,621,673	0	0.0%	1,113,476	6.3%	1,278,404	6.8%	20,013,553	2,391,880	13.6%	Big Stone
Clay	53,823,397	0	0.0%	1,144,910	2.1%	5,049,520	9.2%	60,017,827	6,194,430	11.5%	Clay
Douglas	53,492,109	0	0.0%	(5,484)	0.0%	2,050,393	3.8%	55,537,018	2,044,909	3.8%	Douglas
Grant	19,368,665	(639,315)	-3.3%	1,016,592	5.2%	251,149	1.3%	20,636,406	1,267,741	6.5%	Grant
Mahnomen	15,273,119	0	0.0%	0	0.0%	595,587	3.9%	15,868,706	595,587	3.9%	Mahnomen
Otter Tail	135,372,462	1,689,786	1.2%	3,420,752	2.5%	6,512,763	4.6%	145,305,977	9,933,515	7.3%	Otter Tail
Pope	33,918,023	(168,703)	-0.5%	27,253	0.1%	1,190,783	3.5%	35,136,059	1,218,036	3.6%	Pope
Stevens	23,246,849	0	0.0%	834,689	3.6%	1,823,419	7.6%	25,904,957	2,658,108	11.4%	Stevens
Swift	35,115,072	0	0.0%	258,091	0.7%	977,575	2.8%	36,350,738	1,235,666	3.5%	Swift
Traverse	25,233,578	0	0.0%	577,362	2.3%	1,076,880	4.2%	26,887,820	1,654,242	6.6%	Traverse
Wilkin	31,874,862	1,374,877	4.3%	985,494	3.1%	2,470,263	7.2%	35,330,619	3,455,757	10.8%	Wilkin
District 4 Totals	493,904,787	2,256,645	0.5%	10,625,096	2.2%	24,936,581	4.9%	529,466,464	35,561,677	7.2%	District 4 Totals

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

Comparison of the Basic 1995 to the Basic 1996 25-Year Construction Needs

County	Revised Basic 1995 25-Year Const. Needs	Effect of Traffic Update	% Change	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Basic 1996 25-Year Const. Needs	Total Change From 1995 Needs	Total %	County
Anoka	\$93,783,247	0	0.0%	5,604,587	6.0%	\$3,740,736	3.8%	103,128,570	\$9,345,323	10.0%	Anoka
Carver	63,739,549	0	0.0%	(542,950)	-0.9%	4,634,892	7.3%	67,831,491	4,091,942	6.4%	Carver
Hennepin	492,997,174	(1,056,967)	-0.2%	(764,887)	-0.2%	14,193,232	2.9%	506,425,519	13,428,345	2.7%	Hennepin
Scott	61,873,960	0	0.0%	(2,578,310)	-4.2%	3,615,420	6.1%	62,911,070	1,037,110	1.7%	Scott
District 5 Totals	712,393,930	(1,056,967)	-0.1%	1,718,440	0.2%	26,184,280	3.7%	740,296,650	27,902,720	3.9%	District 5 Totals
Dodge	34,014,364	0	0.0%	(163,565)	-0.5%	1,429,576	4.2%	35,280,375	1,266,011	3.7%	Dodge
Fillmore	99,157,644	0	0.0%	2,913,393	2.9%	756,163	0.7%	102,827,200	3,669,556	3.7%	Fillmore
Freeborn	58,934,647	0	0.0%	1,285,790	2.2%	3,450,259	5.7%	63,670,696	4,736,049	8.0%	Freeborn
Goodhue	62,970,539	431,452	0.7%	(645,633)	-1.0%	3,540,079	5.6%	65,864,985	2,894,446	4.6%	Goodhue
Houston	61,172,985	(130,911)	-0.2%	1,387,953	2.3%	2,877,413	4.6%	65,438,351	4,265,366	7.0%	Houston
Mower	69,694,657	0	0.0%	26,321	0.0%	4,016,279	5.8%	73,737,257	4,042,600	5.8%	Mower
Olmsted	83,011,285	0	0.0%	(48,481)	-0.1%	5,708,736	6.9%	88,671,540	5,660,255	6.8%	Olmsted
Rice	58,521,881	0	0.0%	531,492	0.9%	4,873,549	8.3%	63,926,922	5,405,041	9.2%	Rice
Steele	47,718,019	(261,813)	-0.5%	(415,540)	-0.9%	2,630,879	5.6%	49,933,358	2,215,339	4.6%	Steele
Wabasha	58,545,700	143,469	0.2%	(1,005,950)	-1.7%	1,082,763	1.9%	58,622,513	76,813	0.1%	Wabasha
Winona	71,423,480	1,597,195	2.2%	4,881,741	6.8%	1,563,151	2.0%	77,868,372	6,444,892	9.0%	Winona
District 6 Totals	705,165,201	1,779,392	0.3%	8,747,521	1.2%	31,928,847	4.5%	745,841,569	40,676,368	5.8%	District 6 Totals
Blue Earth	95,746,724	0	0.0%	(4,292,447)	-4.5%	2,466,641	2.7%	93,920,918	(1,825,806)	-1.9%	Blue Earth
Brown	38,627,581	0	0.0%	652,421	1.7%	500,690	1.3%	39,780,692	1,153,111	3.0%	Brown
Cottonwood	38,294,558	0	0.0%	105,420	0.3%	2,030,893	5.3%	40,430,871	2,136,313	5.6%	Cottonwood
Faribault	59,253,120	(518,975)	-0.9%	852,445	1.4%	5,258,953	8.8%	65,364,518	6,111,398	10.3%	Faribault
Jackson	56,267,887	0	0.0%	(704,358)	-1.3%	(82,148)	-0.1%	55,481,381	(786,506)	-1.4%	Jackson
Le Sueur	44,138,281	869,701	2.0%	378,434	0.9%	1,367,372	3.0%	45,884,087	1,745,806	4.0%	Le Sueur
Martin	44,091,157	0	0.0%	39,577	0.1%	2,762,550	6.3%	46,893,284	2,802,127	6.4%	Martin
Nicollet	40,223,937	(878,394)	-2.2%	(1,484,684)	-3.7%	164,423	0.4%	38,903,676	(1,320,261)	-3.3%	Nicollet
Nobles	55,012,713	0	0.0%	1,036,820	1.9%	3,422,795	6.1%	59,472,328	4,459,615	8.1%	Nobles
Rock	31,721,288	0	0.0%	710,367	2.2%	5,655,457	17.4%	38,087,112	6,365,824	20.1%	Rock
Sibley	39,394,898	780,056	2.0%	(269,118)	-0.7%	1,671,519	4.2%	40,797,299	1,402,401	3.6%	Sibley
Waseca	43,373,298	(1,024,361)	-2.4%	193,579	0.4%	4,337,229	10.2%	47,904,106	4,530,808	10.4%	Waseca
Watonwan	30,960,962	0	0.0%	3,182,165	10.3%	2,315,870	6.8%	36,458,997	5,498,035	17.8%	Watonwan
District 7 Totals	617,106,404	(771,973)	-0.1%	400,621	0.1%	31,872,244	5.2%	649,379,269	32,272,865	5.2%	District 7 Totals
Chippewa	32,521,000	0	0.0%	(413,049)	-1.3%	618,188	1.9%	32,726,139	205,139	0.6%	Chippewa
Kandiyohi	63,096,153	0	0.0%	1,323,625	2.1%	947,916	1.5%	65,367,694	2,271,541	3.6%	Kandiyohi
Lac Qui Parle	33,214,249	0	0.0%	187,648	0.6%	2,868,361	8.6%	36,270,258	3,056,009	9.2%	Lac Qui Parle
Lincoln	28,429,836	0	0.0%	20,477	0.1%	511,404	1.8%	28,961,717	531,881	1.9%	Lincoln
Lyon	50,601,586	0	0.0%	(1,617,439)	-3.2%	2,247,685	4.6%	51,231,832	630,246	1.2%	Lyon
Mc Leod	39,899,960	(149,904)	-0.4%	(2,306,609)	-5.8%	3,010,304	8.0%	40,603,655	703,695	1.8%	Mc Leod
Meeker	31,792,380	(627,606)	-2.0%	30,648	0.1%	1,779,501	5.7%	33,602,529	1,810,149	5.7%	Meeker
Murray	38,655,996	0	0.0%	244,161	0.6%	2,690,696	6.9%	41,590,853	2,934,857	7.6%	Murray
Pipestone	27,612,210	0	0.0%	(1,042,168)	-3.8%	(251,984)	-0.9%	26,318,058	(1,294,152)	-4.7%	Pipestone
Redwood	61,577,556	3,441,651	5.6%	2,616,630	4.2%	4,389,281	6.5%	68,583,467	7,005,911	11.4%	Redwood
Renville	72,000,443	5,824,334	8.1%	(143,335)	-0.2%	3,649,818	4.7%	75,506,926	3,506,483	4.9%	Renville
Yellow Medicine	50,184,854	0	0.0%	(588,128)	-1.2%	(562,356)	-1.1%	49,034,370	(1,150,484)	-2.3%	Yellow Medicine
District 8 Totals	529,586,223	8,488,475	1.6%	(1,687,539)	-0.3%	21,898,814	4.1%	549,797,498	20,211,275	3.8%	District 8 Totals
Chicago	56,066,022	0	0.0%	(679,032)	-1.2%	1,528,696	2.8%	56,915,686	849,664	1.5%	Chicago
Dakota	126,559,965	0	0.0%	2,992,661	2.4%	6,769,480	5.2%	136,322,106	9,762,141	7.7%	Dakota
Ramsey	218,732,194	0	0.0%	(4,678,996)	-2.1%	5,259,318	2.5%	219,312,516	580,322	0.3%	Ramsey
Washington	90,860,974	0	0.0%	(714,547)	-0.8%	3,084,637	3.4%	93,231,064	2,370,090	2.6%	Washington
District 9 Totals	492,219,155	0	0.0%	(3,079,914)	-0.6%	16,642,131	3.4%	505,781,372	13,562,217	2.8%	District 9 Totals
STATE TOTALS	\$5,472,482,809	\$21,607,527	0.4%	\$49,418,281	0.9%	\$230,376,728	4.2%	\$5,752,277,818	\$279,795,009	5.1%	STATE TOTALS

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NEEDS

A D J U S T M E N T S

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1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Restriction of 25-Year Construction Needs Changes

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

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

This year the statewide needs increased 5.1%, thereby limiting any individual county's needs change to a range from a minus 14.9% to a plus 25.1%. Two counties; Crow Wing and Sherburne, were therefore restricted as you can see on the following chart.

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1995 25 YEAR CONSTRUCTION NEEDS	BASIC 1996 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1995 NEEDS	% CHANGE FROM RESTRICTED 1995 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1996 25 YEAR CONSTRUCTION NEEDS	1996 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$55,438,861	\$59,164,086	\$3,725,225	6.7%				Carlton
Cook	39,936,129	41,233,136	1,297,007	3.3%				Cook
Itasca	114,520,716	115,808,025	1,287,309	1.1%				Itasca
Koochiching	29,203,165	33,052,442	3,849,277	13.2%				Koochiching
Lake	63,784,540	61,385,974	(2,398,566)	-3.8%				Lake
Pine	108,201,060	108,260,195	59,135	0.1%				Pine
St. Louis	342,582,703	353,449,334	10,866,631	3.2%				St. Louis
District 1 Totals	753,667,174	772,353,192	18,686,018	2.5%				District 1 Totals
Beltrami	71,248,325	78,101,320	6,852,995	9.6%				Beltrami
Clearwater	36,279,702	37,211,490	931,788	2.6%				Clearwater
Hubbard	40,049,838	42,955,858	2,906,020	7.3%				Hubbard
Kittson	45,517,981	47,625,395	2,107,414	4.6%				Kittson
Lake of 'Woods	18,645,760	20,100,765	1,455,005	7.8%				Lake of 'Woods
Marshall	65,722,404	72,758,103	7,035,699	10.7%				Marshall
Norman	38,185,212	40,000,601	1,815,389	4.8%				Norman
Pennington	19,078,355	21,388,885	2,310,530	12.1%				Pennington
Polk	104,916,051	111,723,188	6,807,137	6.5%				Polk
Red Lake	21,056,045	23,192,680	2,136,635	10.2%				Red Lake
Roseau	44,815,373	49,380,750	4,565,377	10.2%				Roseau
District 2 Totals	505,515,046	544,439,035	38,923,989	7.7%				District 2 Totals
Aitkin	44,655,313	47,323,486	2,668,173	6.0%				Aitkin
Benton	27,191,846	30,292,152	3,100,306	11.4%				Benton
Cass	72,897,375	76,566,402	3,669,027	5.0%				Cass
Crow Wing	46,748,712	60,415,968	13,667,256	29.2%	25.1%	\$58,482,639	(\$1,933,329)	Crow Wing
Isanti	35,201,868	38,202,395	3,000,527	8.5%				Isanti
Kanabec	26,425,784	26,309,832	(115,952)	-0.4%				Kanabec
Mille Lacs	41,422,247	44,032,364	2,610,117	6.3%				Mille Lacs
Morrison	60,771,141	66,867,383	6,096,242	10.0%				Morrison
Sherburne	20,547,321	25,999,498	5,452,177	26.5%	25.1%	\$25,704,699	(\$294,799)	Sherburne
Stearns	115,571,680	118,556,371	2,984,691	2.6%				Stearns
Todd	47,718,349	47,921,762	203,413	0.4%				Todd
Wadena	30,040,323	31,317,588	1,277,265	4.3%				Wadena
Wright	93,792,627	101,117,568	7,324,941	7.8%				Wright
District 3 Totals	662,984,586	714,922,769	51,938,183	7.8%				District 3 Totals

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1995 25 YEAR CONSTRUCTION NEEDS	BASIC 1996 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1995 NEEDS	% CHANGE FROM RESTRICTED 1995 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1996 25 YEAR CONSTRUCTION NEEDS	1996 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$49,564,978	\$52,476,784	\$2,911,806	5.9%				Becker
Big Stone	17,621,673	20,013,553	2,391,880	13.6%				Big Stone
Clay	53,823,397	60,017,827	6,194,430	11.5%				Clay
Douglas	53,492,109	55,537,018	2,044,909	3.8%				Douglas
Grant	19,368,665	20,636,406	1,267,741	6.6%				Grant
Mahnomen	15,273,119	15,868,706	595,587	3.9%				Mahnomen
Otter Tail	135,372,462	145,305,977	9,933,515	7.3%				Otter Tail
Pope	33,918,023	35,136,059	1,218,036	3.6%				Pope
Stevens	23,246,849	25,904,957	2,658,108	11.4%				Stevens
Swift	35,115,072	36,350,738	1,235,666	3.5%				Swift
Traverse	25,233,578	26,887,820	1,654,242	6.6%				Traverse
Wilkin	31,874,862	35,330,619	3,455,757	10.8%				Wilkin
District 4 Totals	493,904,787	529,466,464	35,561,677	7.2%				District 4 Totals
Anoka	\$93,783,247	103,128,570	9,345,323	10.0%				Anoka
Carver	63,739,549	67,831,491	4,091,942	6.4%				Carver
Hennepin	492,997,174	506,425,519	13,428,345	2.7%				Hennepin
Scott	61,873,960	62,911,070	1,037,110	1.7%				Scott
District 5 Totals	712,393,930	740,296,650	27,902,720	3.9%				District 5 Totals
Dodge	34,014,364	35,280,375	1,266,011	3.7%				Dodge
Fillmore	99,157,644	102,827,200	3,669,556	3.7%				Fillmore
Freeborn	58,934,647	63,670,696	4,736,049	8.0%				Freeborn
Goodhue	62,970,539	65,864,985	2,894,446	4.6%				Goodhue
Houston	61,172,985	65,438,351	4,265,366	7.0%				Houston
Mower	69,694,657	73,737,257	4,042,600	5.8%				Mower
Olmsted	83,011,285	88,671,540	5,660,255	6.8%				Olmsted
Rice	58,521,881	63,926,922	5,405,041	9.2%				Rice
Steele	47,718,019	49,933,358	2,215,339	4.6%				Steele
Wabasha	58,545,700	58,622,513	76,813	0.1%				Wabasha
Winona	71,423,480	77,868,372	6,444,892	9.0%				Winona
District 6 Totals	705,165,201	745,841,569	40,676,368	5.8%				District 6 Totals

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1995 25 YEAR CONSTRUCTION NEEDS	BASIC 1996 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1995 NEEDS	% CHANGE FROM RESTRICTED 1995 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1996 25 YEAR CONSTRUCTION NEEDS	1996 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$95,746,724	\$93,920,918	(\$1,825,806)	-1.9%				Blue Earth
Brown	38,627,581	39,780,692	1,153,111	3.0%				Brown
Cottonwood	38,294,558	40,430,871	2,136,313	5.6%				Cottonwood
Faribault	59,253,120	65,364,518	6,111,398	10.3%				Faribault
Jackson	56,267,887	55,481,381	(786,506)	-1.4%				Jackson
Le Sueur	44,138,281	45,884,087	1,745,806	4.0%				Le Sueur
Martin	44,091,157	46,893,284	2,802,127	6.4%				Martin
Nicollet	40,223,937	38,903,676	(1,320,261)	-3.3%				Nicollet
Nobles	55,012,713	59,472,328	4,459,615	8.1%				Nobles
Rock	31,721,288	38,087,112	6,365,824	20.1%				Rock
Sibley	39,394,898	40,797,299	1,402,401	3.6%				Sibley
Waseca	43,373,298	47,904,106	4,530,808	10.5%				Waseca
Watonwan	30,960,962	36,458,997	5,498,035	17.8%				Watonwan
District 7 Totals	617,106,404	649,379,269	32,272,865	5.2%				District 7 Totals
Chippewa	32,521,000	32,726,139	205,139	0.6%				Chippewa
Kandiyohi	63,096,153	65,367,694	2,271,541	3.6%				Kandiyohi
Lac Qui Parle	33,214,249	36,270,258	3,056,009	9.2%				Lac Qui Parle
Lincoln	28,429,836	28,961,717	531,881	1.9%				Lincoln
Lyon	50,601,586	51,231,832	630,246	1.3%				Lyon
Mc Leod	39,899,960	40,603,655	703,695	1.8%				Mc Leod
Meeker	31,792,380	33,602,529	1,810,149	5.7%				Meeker
Murray	38,655,996	41,590,853	2,934,857	7.6%				Murray
Pipestone	27,612,210	26,318,058	(1,294,152)	-4.7%				Pipestone
Redwood	61,577,556	68,583,467	7,005,911	11.4%				Redwood
Renville	72,000,443	75,506,926	3,506,483	4.9%				Renville
Yellow Medicine	50,184,854	49,034,370	(1,150,484)	-2.3%				Yellow Medicine
District 8 Totals	529,586,223	549,797,498	20,211,275	3.8%				District 8 Totals
Chisago	56,066,022	56,915,686	849,664	1.5%				Chisago
Dakota	126,662,044	136,322,106	9,660,062	7.6%				Dakota
Ramsey	218,802,437	219,312,516	510,079	0.2%				Ramsey
Washington	90,860,974	93,231,064	2,370,090	2.6%				Washington
District 9 Totals	492,391,477	505,781,372	13,389,895	2.7%				District 9 Totals
STATE TOTALS	\$5,472,714,828	\$5,752,277,818	\$279,562,990	5.1%				STATE TOTALS

**1996 COUNTY SCREENING BOARD DATA
OCTOBER, 1996**

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 1996 25-year construction needs pursuant to this resolution.

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1996 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1996	Maximum Balance 1996 Const. Apportionment	1996 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1996	Maximum Balance Larger of Either \$100,000 or 1994-1996 Const. Apport.	1996 Construction Fund Balance "Needs" Deduction		
Carlton	\$2,374,735	\$1,535,759	\$838,976	\$415,429	\$378,572	\$36,857	\$875,833	Carlton
Cook	1,833,884	1,158,728	675,156	66,797	124,703	0	675,156	Cook
Itasca	437,549	3,058,429	0	557,323	842,918	0	0	Itasca
Koochiching	2,661,579	1,780,415	881,164	165,515	156,672	8,843	890,007	Koochiching
Lake	3,906,347	1,654,810	2,251,537	0	206,569	0	2,251,537	Lake
Pine	1,728,943	2,581,556	0	561,137	1,021,250	0	0	Pine
St. Louis	9,097,693	8,802,617	295,076	1,349,370	1,466,788	0	295,076	St. Louis
District 1 Totals	22,040,730	20,572,314	4,941,909	3,115,571	---	45,700	4,987,609	District 1 Totals
Beltrami	2,700,905	2,055,697	645,208	146,597	307,564	0	645,208	Beltrami
Clearwater	157,551	1,148,099	0	125,095	280,891	0	0	Clearwater
Hubbard	316,261	1,327,382	0	12,118	182,435	0	0	Hubbard
Kittson	889,563	1,325,893	0	371,987	415,615	0	0	Kittson
Lake of the Woods	9,733	1,204,321	0	153,770	141,008	12,762	12,762	Lake of the Woods
Marshall	313,496	2,090,370	0	520,630	385,840	134,790	134,790	Marshall
Norman	114,659	1,312,639	0	303,270	293,707	9,563	9,563	Norman
Pennington	663,762	948,934	0	47,638	100,000	0	0	Pennington
Polk	963,176	3,006,818	0	277,580	592,631	0	0	Polk
Red Lake	2,451,827	914,630	1,537,197	654,062	200,417	453,645	1,990,842	Red Lake
Roseau	142,704	1,492,577	0	34,546	387,468	0	0	Roseau
District 2 Totals	8,723,637	16,827,360	2,182,405	2,647,293	---	610,760	2,793,165	District 2 Totals
Aitkin	1,655,755	1,584,919	70,836	325,250	155,550	169,700	240,536	Aitkin
Benton	649,625	1,017,686	0	213,988	240,666	0	0	Benton
Cass	963,024	2,033,025	0	603,208	635,489	0	0	Cass
Crow Wing	1,224,456	1,176,300	48,156	0	1,150,551	0	48,156	Crow Wing
Isanti	340,810	1,196,934	0	48,017	100,000	0	0	Isanti
Kanabec	1,302,098	890,957	411,141	164,414	217,005	0	411,141	Kanabec
Mille Lacs	1,504,602	1,296,321	208,281	641,171	540,744	100,427	308,708	Mille Lacs
Morrison	941,239	1,658,065	0	326,079	507,338	0	0	Morrison
Sherburne	1,408,576	901,693	506,883	180,932	189,723	0	506,883	Sherburne
Stearns	1,768,548	2,810,421	0	26,742	1,026,520	0	0	Stearns
Todd	752,208	1,420,225	0	324,244	609,326	0	0	Todd
Wadena	277,550	971,655	0	79,565	392,017	0	0	Wadena
Wright	786,915	2,343,910	0	19,745	1,084,859	0	0	Wright
District 3 Totals	13,575,406	19,302,111	1,245,297	2,953,355	---	270,127	1,515,424	District 3 Totals

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1996 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1996	Maximum Balance 1996 Const. Apportionment	1996 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1996	Maximum Balance Larger of Either \$100,000 or 1994-1996 Const. Apport.	1996 Construction Fund Balance "Needs" Deduction		
Becker	\$0	\$1,663,544	\$0	111,840	\$335,054	\$0	\$0	Becker
Big Stone	2,373,707	878,857	1,494,850	189,673	295,002	0	1,494,850	Big Stone
Clay	436,419	1,709,734	0	489,518	398,189	91,329	91,329	Clay
Douglas	200,151	1,510,766	0	385,108	571,082	0	0	Douglas
Grant	1,308,364	892,382	415,982	358,250	236,669	121,581	537,563	Grant
Mahnomen	458,612	950,796	0	1	101,062	0	0	Mahnomen
Otter Tail	879,380	3,373,277	0	307,932	1,178,172	0	0	Otter Tail
Pope	329,896	1,315,744	0	50,857	208,274	0	0	Pope
Stevens	612,481	912,670	0	141,383	198,199	0	0	Stevens
Swift	599,010	1,173,901	0	35,216	346,265	0	0	Swift
Traverse	379,816	848,278	0	389,930	355,149	34,781	34,781	Traverse
Wilkin	0	1,137,709	0	520,542	392,992	127,550	127,550	Wilkin
District 4 Totals	7,577,836	16,367,658	1,910,832	2,980,250	---	375,241	2,286,073	District 4 Totals
Anoka	492,592	2,838,415	0	358,683	532,654	0	0	Anoka
Carver	2,244,872	1,305,832	939,040	846,992	789,825	57,167	996,207	Carver
Hennepin	12,810,385	9,509,522	3,300,863	0	3,734,164	0	3,300,863	Hennepin
Scott	1,778,566	1,778,566	0	255,296	266,375	0	0	Scott
District 5 Totals	17,326,415	15,432,335	4,239,903	1,460,971	---	57,167	4,297,070	District 5 Totals
Dodge	0	1,016,089	0	244,353	381,435	0	0	Dodge
Fillmore	824,551	2,070,896	0	0	913,686	0	0	Fillmore
Freeborn	0	1,927,717	0	13,353	277,858	0	0	Freeborn
Goodhue	21,480	1,688,213	0	208,746	596,819	0	0	Goodhue
Houston	2,606,386	1,417,709	1,188,677	500,391	289,428	210,963	1,399,640	Houston
Mower	476,442	1,860,862	0	0	367,952	0	0	Mower
Olmsted	346,528	2,145,479	0	120,092	205,203	0	0	Olmsted
Rice	558,027	1,625,449	0	87,088	290,421	0	0	Rice
Steele	1,119,733	1,482,439	0	292,883	168,814	124,069	124,069	Steele
Wabasha	1,339,682	1,358,289	0	1,046,298	774,249	272,049	272,049	Wabasha
Winona	1,262,005	1,724,935	0	311,099	346,001	0	0	Winona
District 6 Totals	8,554,834	18,318,077	1,188,677	2,824,303	---	607,081	1,795,758	District 6 Totals

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total 1996 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept. 1, 1996	Maximum Balance 1996 Const. Apportionment	1996 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept. 1, 1996	Maximum Balance Larger of Either \$100,000 or 1994-1996 Const. Apport.	1996 Construction Fund Balance "Needs" Deduction		
Blue Earth	\$774,523	\$2,287,224	\$0	\$630,172	\$504,677	\$125,495	\$125,495	Blue Earth
Brown	490,634	1,271,073	0	248,837	301,931	0	0	Brown
Cottonwood	0	1,286,584	0	615,631	255,436	360,195	360,195	Cottonwood
Faribault	24,229	1,453,124	0	139,992	886,922	0	0	Faribault
Jackson	721,833	1,586,927	0	127,918	471,282	0	0	Jackson
Le Sueur	1,134,399	1,163,697	0	127,083	752,001	0	0	Le Sueur
Martin	176,959	1,425,194	0	134,145	316,806	0	0	Martin
Nicollet	274,351	1,231,184	0	114,502	108,735	5,767	5,767	Nicollet
Nobles	180,793	1,538,268	0	0	342,459	0	0	Nobles
Rock	2,027,810	979,170	1,048,640	376,470	486,191	0	1,048,640	Rock
Sibley	388,755	1,214,951	0	0	342,592	0	0	Sibley
Waseca	384,172	1,247,638	0	226,970	224,541	2,429	2,429	Waseca
Watsonwan	431,076	893,470	0	204,817	479,620	0	0	Watsonwan
District 7 Totals	7,009,534	17,578,504	1,048,640	2,946,537	---	493,886	1,542,526	District 7 Totals
Chippewa	0	1,106,842	0	25,563	255,183	0	0	Chippewa
Kandiyohi	597,281	1,931,749	0	428,775	447,811	0	0	Kandiyohi
Lac Qui Parle	968,327	1,210,310	0	151,404	333,340	0	0	Lac Qui Parle
Lincoln	650,336	929,259	0	34,620	376,827	0	0	Lincoln
Lyon	32,749	1,251,794	0	109,379	690,643	0	0	Lyon
Mc Leod	614,236	1,155,467	0	104,241	457,526	0	0	Mc Leod
Meeker	1,326,665	1,144,310	182,355	462,755	191,285	271,470	453,825	Meeker
Murray	140,062	1,176,024	0	691,793	390,336	301,457	301,457	Murray
Pipestone	42,275	803,768	0	282,280	633,518	0	0	Pipestone
Redwood	0	1,397,606	0	99,481	945,213	0	0	Redwood
Renville	0	1,898,704	0	262,641	278,168	0	0	Renville
Yellow Medicine	881,209	1,387,064	0	0	425,269	0	0	Yellow Medicine
District 8 Totals	5,253,140	15,392,897	182,355	2,652,932	---	572,927	755,282	District 8 Totals
Chisago	2,512,583	1,329,063	1,183,520	87,792	822,360	0	1,183,520	Chisago
Dakota	1,375,652	3,251,428	0	1,130,702	274,177	856,525	856,525	Dakota
Ramsey	2,969,128	5,317,106	0	0	214,856	0	0	Ramsey
Washington	1,540,134	1,803,277	0	339,043	1,676,420	0	0	Washington
District 9 Totals	8,397,497	11,700,874	1,183,520	1,557,537	---	856,525	2,040,045	District 9 Totals
STATE TOTALS	\$98,459,029	\$151,492,130	\$18,123,538	\$23,138,749	\$42,771,954	\$3,889,414	\$22,012,952	STATE TOTALS

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

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 1986 through 1995, the number of projects awarded and the project costs in each account which have been deducted from the 1996 County State Aid Highway Money needs. In 1995 alone, more than \$15.9 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1986-1995	Spec. Resurf. 1995	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1996 25-Yr. Const. Needs
Carlton	13	2	\$1,251,730	\$139,945	\$1,391,675
Cook	5	1	592,923	9,152	602,075
Itasca	17	5	2,288,255	330,124	2,618,379
Koochiching	12	2	1,750,004	164,644	1,914,648
Lake	2	0	565,019	0	565,019
Pine	6	0	966,839	115,744	1,082,583
St. Louis	16	3	3,102,694	62,279	3,164,973
District 1 Totals	71	13	10,517,464	821,888	11,339,352
Beltrami	14	0	1,181,395	36,171	1,217,566
Clearwater	8	2	1,563,449	10,500	1,573,949
Hubbard	6	0	969,561	0	969,561
Kittson	8	3	1,011,043	39,292	1,050,335
Lake of the Woods	2	0	112,853	6,479	119,332
Marshall	6	0	598,529	171,339	769,868
Norman	7	1	1,116,618	14,826	1,131,444
Pennington	1	0	15,846	0	15,846
Polk	16	0	1,573,491	153,289	1,726,780
Red Lake	4	3	820,037	0	820,037
Roseau	6	1	1,547,492	0	1,547,492
District 2 Totals	78	10	10,510,314	431,896	10,942,210

County	Number of Special Resurf. Projects 1986-1995	Spec. Resurf. 1995	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1996 25-Yr. Const. Needs
Aitkin	3	0	\$680,258	\$16,850	\$697,108
Benton	5	1	335,083	12,412	347,495
Cass	6	0	2,396,474	15,891	2,412,365
Crow Wing	3	0	248,136	0	248,136
Isanti	12	5	1,087,402	0	1,087,402
Kanabec	7	0	330,853	115,826	446,679
Mille Lacs	8	4	1,081,791	28,749	1,110,540
Morrison	26	5	5,165,033	141,416	5,306,449
Sherburne	6	1	535,718	22,509	558,227
Stearns	36	0	6,366,041	179,989	6,546,030
Todd	12	0	1,603,010	15,633	1,618,643
Wadena	4	0	656,288	0	656,288
Wright	6	0	800,056	180,593	980,649
District 3 Totals	134	16	21,286,143	729,868	22,016,011
Becker	15	1	1,664,788	118,454	1,783,242
Big Stone	5	0	621,504	0	621,504
Clay	3	1	1,191,813	142,414	1,334,227
Douglas	11	2	1,020,147	45,352	1,065,499
Grant	7	2	1,845,533	176,785	2,022,318
Mahnomen	4	0	167,498	0	167,498
Otter Tail	44	1	8,167,880	341,897	8,509,777
Pope	7	2	485,853	54,489	540,342
Stevens	7	1	2,013,065	0	2,013,065
Swift	13	3	1,231,568	111,845	1,343,413
Traverse	6	1	858,179	128,255	986,434
Wilkin	6	0	945,605	69,591	1,015,196
District 4 Totals	128	14	20,213,433	1,189,082	21,402,515
Anoka	3	0	699,370	0	699,370
Carver	13	0	837,958	163,146	1,001,104
Hennepin	11	1	2,765,821	14,555	2,780,376
Scott	6	0	974,821	8,095	982,916
District 5 Totals	33	1	5,277,970	185,796	5,463,766
Dodge	6	0	821,743	36,048	857,791
Fillmore	14	0	931,287	201,142	1,132,429
Freeborn	36	6	3,658,073	406,069	4,064,142
Goodhue	2	1	119,430	51,309	170,739
Houston	4	0	1,040,904	0	1,040,904
Mower	21	1	2,665,883	32,612	2,698,495
Olmsted	3	0	50,949	31,213	82,162
Rice	13	0	1,705,737	0	1,705,737
Steele	5	2	283,051	0	283,051
Wabasha	9	0	481,567	175,900	657,467
Winona	33	3	3,118,874	69,985	3,188,859
District 6 Totals	146	13	14,877,498	1,004,278	15,881,776

County	Number of Special Resurf. Projects 1986-1995	Spec. Resurf. 1995	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1996 25-Yr. Const. Needs
Blue Earth	10	1	\$726,344	\$0	\$726,344
Brown	13	3	908,051	0	908,051
Cottonwood	21	2	2,632,247	10,758	2,643,005
Faribault	2	0	342,286	0	342,286
Jackson	11	0	2,045,815	12,833	2,058,648
LeSueur	0	0	0	0	0
Martin	1	0	0	66,914	66,914
Nicollet	2	1	187,357	43,488	230,845
Nobles	18	2	2,336,061	36,028	2,372,089
Rock	8	1	701,971	137,198	839,169
Sibley	23	2	3,235,624	0	3,235,624
Waseca	4	4	525,735	0	525,735
Watonwan	21	5	1,494,937	105,485	1,600,422
District 7 Totals	134	21	15,136,428	412,704	15,549,132
Chippewa	3	1	412,540	0	412,540
Kandiyohi	3	0	175,995	68,170	244,165
Lac Qui Parle	12	1	889,900	49,794	939,694
Lincoln	12	1	906,068	18,387	924,455
Lyon	22	1	2,929,878	60,361	2,990,239
Mc Leod	3	0	410,451	39,569	450,020
Meeker	9	0	767,159	17,843	785,002
Murray	13	0	1,341,941	70,259	1,412,200
Pipestone	13	0	791,971	254,203	1,046,174
Redwood	34	4	3,985,226	337,059	4,322,285
Renville	27	3	5,398,291	93,442	5,491,733
Yellow Medicine	7	1	1,428,325	17,472	1,445,797
District 8 Totals	158	12	19,437,745	1,026,559	20,464,304
Chisago	9	0	1,997,266	95,853	2,093,119
Dakota	1	1	0	27,238	27,238
Ramsey	5	0	587,668	0	587,668
Washington	9	1	723,330	66,145	789,475
District 9 Totals	24	2	3,308,264	189,236	3,497,500
STATE TOTALS	906	102	\$120,565,259	\$5,991,307	\$126,556,566



NOTES & COMMENTS

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1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1986-1995 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 1997 apportionment.

- 1) 111.7 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-1995. This represents 10% of the 1,066.56 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 44% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.
$$\frac{\$290,350 - \$201,315}{\$201,315} = 44\%$$
- 3) The Adjusted Rural Grading Cost Factor of 44% 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 (44%) as shown in 2 above.
$$\frac{10}{10} \times 44\% = 44\%$$
- 4) Then by multiplying the Adjusted Factor (44%) times the complete rural design grading needs remaining in the 1996 study (\$170,202,276) an adjustment (+\$74,889,001) to the 1996 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 1996 25-year construction needs) have been used in calculating the 1996 annual County State Aid Highway money needs.

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1984-1995 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1995 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1996 Needs Study				Rural Grading Cost Adjustment To The 1996 - 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	16%	\$141,992	\$108,086	31%	31.0%	201.77	72.4%	\$23,823,637	\$118,073	\$7,385,327	\$154,676
Cook	10	26.2	19%	215,785	156,645	38%	38.0%	136.80	79.0%	20,707,954	151,374	7,869,023	208,896
Itasca	21	66.1	14%	139,863	89,112	57%	57.0%	485.35	77.7%	43,881,930	90,413	25,012,700	141,948
Koochiching	14	47.7	33%	94,011	54,959	71%	71.0%	143.88	62.5%	11,094,192	77,107	7,876,876	131,853
Lake	13	24.9	14%	275,573	192,393	43%	43.0%	173.27	79.0%	34,078,842	196,681	14,653,902	281,253
Pine	30	58.9	17%	177,303	128,615	38%	38.0%	351.49	76.7%	52,004,517	147,954	19,761,716	204,177
St. Louis	57	111.7	10%	290,350	201,315	44%	44.0%	1,066.56	81.6%	170,202,276	159,581	74,889,001	229,796
District 1 Totals	158	368.4	14%	\$200,283	\$138,489	45%		2,559.12	77.7%	\$355,793,348	\$139,030	\$157,448,545	\$200,554

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1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1984-1995 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1995 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1996 Needs Study				Rural Grading Cost Adjustment To The 1996 - 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	17	65.4	21%	\$106,984	\$94,897	13%	13.0%	305.89	68.1%	\$25,064,733	\$81,940	\$3,258,415	\$92,593
Clearwater	19	54.4	26%	60,141	74,212	-19%	-19.0%	208.36	64.8%	13,900,825	66,715	(2,641,157)	54,039
Hubbard	10	38.9	16%	103,215	92,564	12%	12.0%	237.86	75.3%	16,827,210	70,744	2,019,265	79,233
Kittson	18	56.9	22%	56,040	59,072	-5%	-5.0%	263.30	71.3%	17,805,071	67,623	(890,254)	64,242
Lake of the Woods	13	37.9	34%	67,169	61,121	10%	10.0%	110.15	57.5%	6,551,374	59,477	655,137	65,425
Marshall	31	130.5	34%	51,015	57,108	-11%	-11.0%	383.44	60.7%	21,882,060	57,068	(2,407,027)	50,790
Norman	21	50.2	21%	59,862	60,521	-1%	-1.0%	244.10	63.2%	13,977,540	57,262	(139,775)	56,689
Pennington	7	32.5	24%	46,366	47,946	-3%	-3.0%	137.66	53.4%	7,207,456	52,357	(216,224)	50,786
Polk	31	143.2	32%	65,519	68,770	-5%	-5.0%	445.33	56.2%	33,622,193	75,500	(1,681,110)	71,725
Red Lake	8	21.6	16%	71,083	67,835	5%	5.0%	135.15	74.2%	9,567,932	70,795	478,397	74,335
Roseau	23	95.8	34%	47,459	57,830	-18%	-18.0%	284.90	60.2%	16,187,246	56,817	(2,913,704)	46,590
District 2 Totals	198	727.3	26%	\$64,141	\$66,579	-4%		2,756.14	63.1%	\$182,593,640	66,250	(\$4,478,037)	\$64,625

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1984-1995 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1995 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1996 Needs Study				Rural Grading Cost Adjustment To The 1996 - 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	16	64.7	24%	\$103,373	\$73,379	41%	41.0%	272.96	73.4%	\$23,204,713	\$85,011	\$9,513,932	\$119,866
Benton	21	41.2	28%	83,944	50,383	67%	67.0%	149.73	70.1%	7,404,092	49,450	4,960,742	82,581
Cass	13	49.2	13%	102,394	77,944	31%	31.0%	382.38	73.4%	27,957,603	73,115	8,666,857	95,780
Crow Wing	17	47.5	24%	58,543	53,764	9%	9.0%	199.48	56.4%	14,206,780	71,219	1,278,610	77,629
Isanti	11	25.3	14%	126,293	85,602	48%	48.0%	177.97	79.0%	14,525,933	81,620	6,972,448	120,798
Kanabec	17	39.9	30%	86,686	86,054	1%	1.0%	134.10	64.2%	11,020,930	82,184	110,209	83,006
Mille Lacs	8	20.0	13%	141,686	73,974	92%	92.0%	158.44	66.0%	13,078,715	82,547	12,032,418	158,490
Morrison	2	6.7	2%	32,339	54,882	-41%	-8.2%	351.86	81.6%	23,732,549	67,449	(1,946,069)	61,918
Sherburne	10	36.6	36%	33,398	36,640	-9%	-9.0%	102.00	49.3%	3,830,093	37,550	(344,708)	34,170
Stearns	12	30.3	7%	95,946	77,483	24%	16.8%	443.77	78.2%	35,036,590	78,952	5,886,147	92,216
Todd	1	1.0	0%	65,978	64,850	2%	0.0%	226.20	56.8%	14,520,257	64,192	0	64,192
Wadena	6	14.3	9%	92,259	61,427	50%	45.0%	165.21	74.9%	8,856,813	53,609	3,985,566	77,734
Wright	20	46.9	17%	190,055	94,104	102%	102.0%	268.93	71.6%	24,263,719	90,223	24,748,993	182,251
District 3 Totals	154	423.6	14%	\$99,400	\$70,134	42%		3,033.03	70.0%	\$221,638,787	\$73,075	\$75,865,145	\$98,088

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1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1984-1995 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1995 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1996 Needs Study				Rural Grading Cost Adjustment To The 1996 - 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	17	57.5	19%	\$52,586	\$45,431	16%	16.0%	297.93	66.7%	\$14,507,460	\$48,694	\$2,321,194	\$56,485
Blg Stone	10	22.8	14%	56,986	42,413	34%	34.0%	159.74	79.0%	7,275,548	45,546	2,473,686	61,032
Clay	19	71.9	27%	67,768	42,526	59%	59.0%	263.80	68.1%	10,929,236	41,430	6,448,249	65,874
Douglas	10	36.5	16%	71,027	55,724	27%	27.0%	234.12	64.6%	12,197,260	52,098	3,293,260	66,165
Grant	2	21.1	12%	55,251	39,945	38%	38.0%	175.55	78.0%	7,677,470	43,734	2,917,439	60,353
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	22	60.5	9%	74,887	72,556	3%	2.7%	648.08	74.3%	54,099,898	83,477	1,460,697	85,731
Pope	10	28.7	14%	116,190	65,200	78%	78.0%	210.27	72.8%	15,059,303	71,619	11,746,256	127,482
Stevens	1	5.0	3%	49,490	42,096	18%	5.4%	193.62	81.2%	10,294,924	53,171	555,926	56,042
Swift	23	60.9	28%	49,406	41,709	18%	18.0%	218.95	67.4%	11,707,743	53,472	2,107,394	63,097
Traverse	4	23.1	13%	33,624	43,186	-22%	-22.0%	178.98	74.5%	10,191,822	56,944	(2,242,201)	44,416
Wilkin	11	29.9	14%	59,035	32,773	80%	80.0%	218.61	71.6%	7,988,066	36,540	6,390,453	65,772
District 4 Totals	135	457.0	16%	\$66,083	\$48,465	36%		2,900.40	71.0%	\$166,194,810	\$57,301	\$42,506,327	\$71,956

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1984-1995 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1995 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1996 Needs Study				Rural Grading Cost Adjustment To The 1996 - 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	10	24.1	20%	\$198,287	\$149,401	33%	33.0%	118.68	60.3%	\$19,267,510	\$162,348	\$6,358,278	\$215,923
Carver	8	15.1	12%	107,601	101,727	6%	6.0%	128.67	73.0%	12,673,039	98,493	760,382	104,402
Hennepln	9	20.2	18%	649,054	457,437	42%	42.0%	115.20	80.5%	16,337,036	141,815	6,861,555	201,377
Scott	9	11.9	11%	205,949	85,375	141%	141.0%	112.44	72.1%	11,690,054	103,967	16,482,976	250,561
District 5 Totals	36	71.3	15%	\$307,879	\$215,748	43%		474.99	70.7%	\$59,967,639	\$126,250	\$30,463,191	\$190,385

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1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1984-1995 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1995 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1996 Needs Study				Rural Grading Cost Adjustment To The 1996 - 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	16	40.4	29%	\$75,779	\$61,881	22%	22.0%	137.10	56.7%	\$8,788,139	\$64,100	\$1,933,391	\$78,202
Fillmore	19	54.5	18%	161,606	139,797	16%	16.0%	302.71	76.9%	42,915,188	141,770	6,866,430	164,453
Freeborn	13	35.9	12%	128,022	64,705	98%	98.0%	311.09	71.6%	15,930,138	51,207	15,611,535	101,391
Goodhue	16	54.2	30%	150,377	103,598	45%	45.0%	180.91	57.9%	18,653,903	103,112	8,394,256	149,512
Houston	10	25.6	15%	215,684	161,533	34%	34.0%	175.49	72.8%	29,563,890	168,465	10,051,723	225,743
Mower	16	35.6	15%	87,423	62,446	40%	40.0%	243.60	68.1%	16,285,901	66,855	6,514,360	93,597
Olmsted	15	37.6	17%	132,616	135,579	-2%	-2.0%	215.78	70.7%	22,554,470	104,525	(451,089)	102,435
Rice	14	36.8	20%	104,905	59,004	78%	78.0%	181.48	69.3%	11,872,660	65,421	9,260,675	116,450
Steele	16	35.2	20%	78,124	52,845	48%	48.0%	176.85	64.8%	10,491,425	59,324	5,035,884	87,799
Wabasha	11	31.7	19%	172,362	139,717	23%	23.0%	171.29	66.6%	21,915,344	127,943	5,040,529	157,370
Winona	20	30.3	14%	127,131	127,589	0%	0.0%	217.13	72.7%	24,754,064	114,006	0	114,006
District 6 Totals	166	417.8	18%	\$129,639	\$100,150	29%		2,313.43	68.5%	\$223,725,122	\$96,707	\$68,257,694	\$126,212

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1984-1995 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1995 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1996 Needs Study				Rural Grading Cost Adjustment To The 1996 - 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	20	67.2	27%	\$92,222	\$75,365	22%	22.0%	247.25	63.5%	\$20,844,836	\$84,307	\$4,585,864	\$102,854
Brown	12	41.6	24%	113,418	106,659	6%	6.0%	172.67	56.5%	10,917,321	63,227	655,039	67,020
Cottonwood	11	25.1	10%	82,591	54,446	52%	52.0%	239.20	77.4%	12,642,866	52,855	6,574,290	80,339
Faribault	14	49.4	23%	77,086	58,116	33%	33.0%	216.14	65.1%	12,254,333	56,696	4,043,930	75,406
Jackson	9	25.3	9%	72,216	47,480	52%	46.8%	278.43	77.4%	17,258,542	61,985	8,076,998	90,994
Le Sueur	18	55.9	42%	83,449	65,360	28%	28.0%	132.35	53.4%	9,263,358	69,991	2,593,740	89,589
Martin	13	65.1	30%	82,876	65,934	26%	26.0%	216.23	58.2%	11,941,733	55,227	3,104,851	69,586
Nicollet	19	42.4	32%	92,679	65,850	41%	41.0%	132.46	56.2%	11,484,338	86,700	4,708,579	122,248
Nobles	12	38.6	20%	78,341	57,218	37%	37.0%	189.84	56.9%	11,791,674	62,114	4,362,919	85,096
Rock	9	29.9	17%	67,663	48,183	40%	40.0%	171.91	68.7%	8,340,614	48,517	3,336,246	67,924
Sibley	11	29.7	15%	84,620	62,541	35%	35.0%	198.50	70.6%	11,166,879	56,256	3,908,408	75,946
Waseca	19	45.7	28%	61,086	54,880	11%	11.0%	160.70	67.5%	8,850,616	55,075	973,568	61,134
Watonwan	11	30.6	24%	70,961	62,119	14%	14.0%	126.99	57.5%	8,037,457	63,292	1,125,244	72,153
District 7 Totals	178	546.5	22%	\$82,596	\$65,133	27%		2,482.67	64.1%	\$154,794,567	\$62,350	\$48,049,676	\$81,704

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1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1984-1995 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1995 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1996 Needs Study				Rural Grading Cost Adjustment To The 1996 - 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	9	23.1	19%	\$131,317	\$110,394	19%	19.0%	124.67	52.1%	\$10,572,521	\$84,804	\$2,008,779	\$100,917
Kandiyohi	22	74.6	30%	104,823	67,895	54%	54.0%	249.60	63.4%	18,098,570	72,510	9,773,228	111,666
Lac Qui Parle	15	62.0	26%	58,666	46,517	26%	26.0%	242.88	67.9%	10,503,368	43,245	2,730,876	54,489
Lincoln	10	33.3	22%	48,721	48,383	1%	1.0%	153.84	63.0%	7,673,995	49,883	76,740	50,382
Lyon	23	55.8	28%	65,147	59,093	10%	10.0%	202.70	66.8%	11,132,999	54,924	1,113,300	60,416
Mc Leod	18	37.6	26%	106,478	75,842	40%	40.0%	147.15	66.1%	9,704,350	65,949	3,881,740	92,328
Meeker	14	29.5	17%	76,016	55,323	37%	37.0%	172.01	64.7%	9,921,787	57,681	3,671,061	79,024
Murray	14	36.8	13%	46,443	47,757	-3%	-3.0%	284.62	81.8%	13,968,023	49,076	(419,041)	47,604
Pipestone	16	44.6	32%	63,061	52,803	19%	19.0%	141.10	63.5%	7,033,055	49,844	1,336,280	59,315
Redwood	18	39.9	16%	49,936	40,072	25%	25.0%	248.17	66.5%	13,839,721	55,767	3,459,930	69,709
Renville	6	17.8	5%	71,979	46,462	55%	27.5%	348.98	79.0%	17,614,992	50,476	4,844,123	64,356
Yellow Medicine	17	66.8	30%	49,148	51,699	-5%	-5.0%	226.32	67.2%	13,238,037	58,493	(661,902)	55,568
District 8 Totals	182	521.8	21%	\$71,055	\$57,275	24%		2,542.04	67.8%	\$143,301,418	\$56,373	\$31,815,114	\$68,888

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1984-1995 Rural Design Grading Construction Costs to Needs Study Costs


County	1984-1995 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining In the 1996 Needs Study				Rural Grading Cost Adjustment To The 1996 - 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										
Chisago	8	12.9	8%	\$ 147,918	\$97,021	52%	41.6%	161.60	75.4%	\$15,251,022	\$94,375	\$6,344,425	\$133,635
Dakota	7	8.7	7%	194,381	198,040	-2%	-1.4%	133.64	80.1%	14,973,103	112,041	(209,623)	110,472
Ramsey	2	2.5	52%	394,350	274,943	43%	43.0%	4.8	37.8%	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%		401.09	74.8%	\$47,608,542	\$118,698	\$18,769,973	165,495

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County	1984-1995 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1996 Needs Study				Rural Grading Cost Adjustment To The 1996 - 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	158	368.4	14%	\$200,283	\$138,489	45%		2,559.12	77.7%	\$355,793,348	\$139,030	\$157,448,545	\$200,554
District 2 Totals	198	727.3	26%	64,141	66,579	-4%		2,756.14	63.1%	182,593,640	66,250	(4,478,037)	64,625
District 3 Totals	154	423.6	14%	99,400	70,134	42%		3,033.03	70.0%	221,638,787	73,075	75,865,145	98,088
District 4 Totals	135	457.0	16%	66,083	48,465	36%		2,900.40	71.0%	166,194,810	57,301	42,506,327	71,956
District 5 Totals	36	71.3	15%	307,879	215,748	43%		474.99	70.7%	59,967,639	126,250	30,463,191	190,385
District 6 Totals	166	417.8	18%	129,639	100,150	29%		2,313.43	68.5%	223,725,122	96,707	68,257,694	126,212
District 7 Totals	178	546.5	22%	82,596	65,133	27%		2,482.67	64.1%	154,794,567	62,350	48,049,676	81,704
District 8 Totals	182	521.8	21%	71,055	57,275	24%		2,542.04	67.8%	143,301,418	56,373	31,815,114	68,888
District 9 Totals	30	40.4	10%	234,013	159,405	47%		401.09	74.8%	47,608,542	118,698	18,769,973	165,495
STATE TOTAL	1,237	3,574.1	18%	\$100,878	\$78,471	29%		19,462.91	68.8%	\$1,555,617,873	\$79,927	\$468,697,628	\$104,009

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1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1988 - 1995 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 1997 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 11.43 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 (21%) 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 1996 needs study (\$1,898,513) an adjustment (+\$279,081) to the 1996 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 1996 25-year construction needs) have been used in calculating the 1996 annual County State Aid Highway money needs.

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Comparison of 1987-1995 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1995 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining In the 1996 Needs Study				Urban Grading Cost Adjustment To The 1996 - 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 Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles	Complete Grading Needs Col. 2 / Col. 8										
Carlton	2	0.9	10%	\$94,637	\$131,951	-28%	-28.0%	9.43	63.3%	\$1,624,315	\$172,250	(\$454,808	\$124,020
Cook	3	0.6	14%	202,949	122,969	65%	65.0%	4.34	75.1%	1,658,903	382,236	1,078,287	630,689
Itasca	8	4.2	39%	186,223	153,507	21%	21.0%	10.75	53.1%	1,822,741	169,557	382,776	205,164
Koochiching	2	0.6	6%	244,284	113,802	115%	69.0%	10.77	61.0%	1,881,626	174,710	1,298,322	295,260
Lake	1	1.2	73%	782,333	237,475	229%	229.0%	1.64	33.1%	393,662	240,038	901,486	789,724
Pine	2	0.8	7%	208,981	172,408	21%	14.7%	11.43	77.3%	1,898,513	166,099	279,081	190,516
St. Louis	7	2.4	7%	601,231	339,883	77%	53.9%	34.47	48.6%	7,495,890	217,461	4,040,285	334,673
District 1 Totals	25	10.7	13%	\$344,129	\$200,236	72%		82.83	55.5%	\$16,775,650	\$202,531	\$7,525,429	\$293,385

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Comparison of 1987-1995 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1995 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1996 Needs Study				Urban Grading Cost Adjustment To The 1996 - 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%	4.04	83.6%	490,850	121,498	0	121,498
Hubbard	4	1.3	25%	196,849	156,598	26%	26.0%	5.26	64.2%	517,229	98,333	134,480	123,899
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	1	0.2	25%	140,095	227,380	-38%	-38.0%	0.79	75.2%	137,553	174,118	(52,270)	107,953
Polk	6	1.8	15%	124,658	139,515	-11%	-11.0%	11.81	76.5%	2,045,043	173,162	(224,955)	154,114
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%	4.89	56.1%	646,056	132,118	(45,224)	122,870
District 2 Totals	25	9.1	17%	\$141,871	\$142,907	-1%		53.13	67.3%	\$8,044,868	\$151,419	\$355,484	158,109

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Comparison of 1987-1995 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1995 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1996 Needs Study				Urban Grading Cost Adjustment To The 1996 - 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											
Altkin	0	0.0	0%	\$0	\$0	0%	0.0%	2.49	91.2%	\$494,258	\$198,497	\$0	\$198,497
Benton	3	0.8	13%	193,983	159,514	22%	22.0%	6.12	57.6%	921,170	150,518	202,657	183,632
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	14%	131,776	171,735	-23%	-23.0%	10.10	57.3%	1,429,247	141,510	(328,727)	108,962
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	87.4%	389,937	140,265	(237,862)	54,703
Mille Lacs	3	1.9	17%	334,168	205,297	63%	63.0%	10.98	73.9%	1,526,612	139,036	961,766	226,628
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	18	7.3	42%	168,223	154,116	9%	9.0%	17.54	48.2%	2,604,028	148,462	234,363	161,824
Todd	2	1.2	11%	280,084	148,025	89%	89.0%	10.44	73.5%	1,279,589	122,566	1,138,834	231,650
Wadena	4	1.2	34%	261,677	83,576	213%	213.0%	3.57	45.4%	539,620	151,154	1,149,391	473,112
Wright	4	1.3	9%	184,751	224,939	-18%	-16.2%	13.98	52.8%	3,143,823	224,880	(509,299)	188,449
District 3 Totals	49	20.1	21%	\$186,240	\$154,648	20%		94.93	55.9%	\$14,814,251	\$156,054	\$2,301,174	\$180,295

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1987-1995 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1995 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1996 Needs Study				Urban Grading Cost Adjustment To The 1996 - 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	6	3.9	30%	103,364	157,335	-34%	-34.0%	13.16	57.6%	2,770,174	210,500	(941,859)	138,930
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%	225,403	208,131	8%	8.0%	1.13	41.2%	151,123	133,737	12,090	144,436
Otter Tail	7	3.1	10%	192,954	165,514	17%	17.0%	32.36	71.6%	6,627,182	204,795	1,126,621	239,611
Pope	4	1.1	21%	211,082	147,642	43%	43.0%	5.20	54.7%	697,807	134,194	300,057	191,897
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	3	1.0	38%	127,082	241,919	-47%	-47.0%	2.65	58.9%	546,477	206,218	(256,844)	109,295
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	40	15.6	18%	\$140,951	\$168,279	-16%		86.09	59.3%	\$15,367,269	\$178,502	(\$761,348)	\$169,659

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1987-1995 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1995 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1996 Needs Study				Urban Grading Cost Adjustment To The 1996 - 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%	28.97	39.3%	\$5,938,692	\$204,995	\$5,226,049	\$385,390
Carver	4	2.4	11%	302,523	129,965	133%	133.0%	21.08	66.4%	3,034,013	143,929	4,035,237	335,353
Hennepin	29	24.0	9%	589,107	529,888	11%	9.9%	260.74	69.9%	100,233,093	384,418	9,923,076	422,475
Scott	11	11.2	76%	499,649	308,811	62%	62.0%	14.75	44.1%	4,052,237	274,728	2,512,387	445,059
District 5 Totals	49	40.9	13%	\$533,826	\$420,966	27%		325.54	63.6%	\$113,258,035	\$347,908	\$21,696,749	\$414,557

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1987-1995 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1995 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1996 Needs Study				Urban Grading Cost Adjustment To The 1996 - 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											
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%	13.57	75.5%	1,522,884	112,224	2,086,351	265,972
Freeborn	1	0.5	7%	81,945	125,124	-35%	-24.5%	7.48	59.0%	1,000,333	133,734	(245,082)	100,969
Goodhue	5	1.1	12%	220,853	192,271	15%	15.0%	9.28	66.4%	1,660,123	178,893	249,018	205,726
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	6	1.2	14%	107,409	226,383	-53%	-53.0%	8.62	53.9%	1,857,908	215,535	(984,691)	101,301
Olmsted	0	0.0	0%	0	0	0%	0.0%	9.09	59.9%	1,836,413	202,026	0	202,026
Rice	1	0.6	5%	176,233	261,030	-32%	-16.0%	11.70	67.8%	3,395,697	290,231	(543,312)	243,794
Steele	3	1.3	15%	298,545	198,043	51%	51.0%	8.78	45.1%	1,571,967	179,040	801,703	270,350
Wabasha	0	0.0	0%	0	0	0%	0.0%	9.97	59.9%	2,778,532	278,689	0	278,689
Winona	0	0.0	0%	0	0	0%	0.0%	15.66	90.9%	3,444,306	219,943	0	219,943
District 6 Totals	29	9.6	9%	\$172,181	\$167,136	3%		101.96	62.8%	\$20,404,168	\$200,119	\$902,541	\$208,971

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1987-1995 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1995 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1996 Needs Study				Urban Grading Cost Adjustment To The 1996 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Blue Earth	4	1.4	11%	\$205,041	\$178,422	15%	15.0%	12.87	46.7%	\$2,368,372	\$184,023	\$355,256	\$211,626
Brown	6	2.7	40%	206,071	85,852	140%	140.0%	6.82	56.3%	524,808	76,951	734,731	184,683
Cottonwood	3	1.8	40%	133,607	150,561	-11%	-11.0%	4.45	47.4%	557,775	125,343	(61,355)	111,555
Faribault	6	2.8	34%	244,122	168,617	45%	45.0%	8.32	55.8%	1,653,006	198,679	743,853	288,084
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	8	2.5	22%	197,441	132,022	50%	50.0%	11.54	58.9%	1,746,017	151,301	873,009	226,952
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	15%	103,283	161,293	-36%	-36.0%	5.51	63.3%	1,167,243	211,841	(420,207)	135,578
Nobles	4	1.2	14%	282,632	315,713	-10%	-10.0%	8.40	70.4%	1,619,648	192,815	(161,965)	173,534
Rock	4	1.5	26%	191,843	134,696	42%	42.0%	5.76	51.9%	643,251	111,676	270,165	158,579
Sibley	1	0.2	3%	402,095	147,000	174%	52.2%	5.92	71.9%	941,660	159,064	491,547	242,096
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
Watonwan	4	1.8	28%	187,035	174,353	7%	7.0%	6.50	46.0%	1,246,045	191,699	87,223	205,118
District 7 Totals	52	26.9	28%	\$148,275	\$127,417	16%		96.15	57.6%	\$16,211,119	\$168,602	\$1,750,038	\$186,804

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1987-1995 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1995 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1996 Needs Study				Urban Grading Cost Adjustment To The 1996 - 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											
Chippewa	5	1.5	41%	\$362,179	\$264,348	37%	37.0%	3.66	74.1%	\$1,133,731	\$309,763	\$419,480	424,375
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	2	0.3	9%	176,177	214,071	18%	16.2%	3.22	59.7%	753,814	234,104	122,118	272,029
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	10	5.0	64%	109,740	233,912	-53%	-53.0%	7.80	50.5%	1,504,002	192,821	(797,121)	90,626
Mc Leod	4	1.7	23%	100,821	169,153	-40%	-40.0%	7.37	57.3%	1,015,612	137,804	(406,245)	82,682
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	10	3.1	49%	143,922	123,337	17%	17.0%	6.37	55.4%	1,154,998	181,318	196,350	212,143
Redwood	3	1.0	10%	127,298	142,803	-11%	-11.0%	10.20	57.2%	2,038,213	199,825	(224,203)	177,844
Renville	6	1.9	65%	430,763	175,467	145%	145.0%	2.91	52.1%	411,800	141,512	597,110	346,704
Yellow Medicine	2	0.7	13%	230,933	121,110	91%	91.0%	5.37	62.4%	669,108	124,601	608,888	237,988
District 8 Totals	49	19.1	24%	\$189,716	\$181,751	4%		80.29	60.5%	\$13,999,901	\$174,367	\$209,419	\$176,975

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1987-1995 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1995 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1996 Needs Study				Urban Grading Cost Adjustment To The 1996 - 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	13	15.1	24%	343,403	282,270	22%	22.0%	62.48	50.8%	10,304,446	164,924	2,266,978	201,207
Ramsey	32	26.1	17%	535,941	368,481	45%	45.0%	149.37	66.1%	59,326,939	397,181	26,697,123	575,913
Washington	6	2.5	7%	277,490	222,369	25%	17.5%	34.77	58.8%	7,301,853	210,004	1,277,824	246,755
District 9 Totals	53	45.4	18%	\$444,705	\$324,570	37%		253.21	59.9%	\$78,048,284	\$308,235	\$30,331,129	\$428,022

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of 1987-1995 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1995 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining In the 1996 Needs Study				Urban Grading Cost Adjustment To The 1996 - 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	25	10.7	13%	\$344,129	\$200,236	72%		82.83	55.5%	\$16,775,650	\$202,531	\$7,525,429	\$293,385
District 2 Totals	25	9.1	17%	141,871	142,907	-1%		53.13	67.3%	8,044,868	151,419	355,484	158,109
District 3 Totals	49	20.1	21%	186,240	154,648	20%		94.93	55.9%	14,814,251	156,054	2,301,174	180,295
District 4 Totals	40	15.6	18%	140,951	168,279	-16%		86.09	59.3%	15,367,269	178,502	(761,348)	169,659
District 5 Totals	49	40.9	13%	533,826	420,966	27%		325.54	63.6%	113,258,035	347,908	21,696,749	414,557
District 6 Totals	29	9.6	9%	172,181	167,136	3%		101.96	62.8%	20,404,168	200,119	902,541	208,971
District 7 Totals	52	26.9	28%	148,275	127,417	16%		96.15	57.6%	16,211,119	168,602	1,750,038	186,804
District 8 Totals	49	19.1	24%	189,716	181,751	4%		80.29	60.5%	13,999,901	174,367	209,419	176,975
District 9 Totals	53	45.4	18%	444,705	324,570	37%		253.21	59.9%	78,048,284	308,235	30,331,129	428,022
STATE TOTAL	371	197.4	17%	\$314,863	\$251,263	25%		1,174.13	60.5%	\$296,923,545	\$252,888	\$64,310,615	\$307,661

1996 C.S.A.H. APPORTIONMENT DATA

October, 1996

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, 1996 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 5-6, 1995 Screening Board meeting.

<u>County</u>	<u>Project</u>	<u>Variance From</u>	<u>1996 Needs Adjustments</u>	<u>Approx. 1997 Apport. Loss</u>
CHIPPEWA	12-613-16	Bridge Width	\$ 327,800	\$ 7,700
COOK	16-602-16	Surface Type	\$ 407,790	\$ 9,579
ISANTI	30-601-07	Design Speed	\$ 126,230	\$ 2,965
ITASCA	31-616-09	Design Speed	\$ 181,240	\$ 4,257
LAC QUI PARLE	37-633-06	Bridge Width	\$ 327,800	\$ 7,700
MARTIN	46-626-18	Bridge Width	\$ 347,600	\$ 8,165
REDWOOD	64-617-24	Bridge Width	\$ 491,040	\$11,534
STEELE	74-623-08	Design Speed	\$ 24,522	\$ 576
<hr/>			<hr/>	<hr/>
TOTAL			\$2,234,022	\$52,476

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

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, 1995

<u>County</u>	<u>Date of Issue</u>	<u>Amount of Issue</u>	<u>Total \$'s Applied to Projects</u>	<u>Principal Paid to Date</u>	<u>\$'s Applied Less Principal Paid</u>	<u>Total Overlay Projects Applied</u>	<u>Bond Account Adjustment</u>
Koochiching	12-15-90	\$3,500,000	\$3,500,000	\$1,800,000	\$1,700,000	\$0	\$1,700,000
District 1 Totals		3,500,000	3,500,000	1,800,000	1,700,000	0	1,700,000
Beltrami	11-01-93	915,000	900,000	615,000	285,000		285,000
Kittson	10-01-90	1,225,000	1,225,000	1,025,000	200,000	1,225,000	0
Lake of the Woods	06-01-91	1,500,000	1,500,000	1,000,000	500,000	213,810	286,190
Marshall	06-13-94	1,600,000	1,551,748	460,000	1,091,748	0	1,091,748
Polk	06-01-91	3,500,000	3,500,000	2,900,000	600,000	0	600,000
Red Lake	05-24-93	1,445,000	1,400,000	0	1,400,000	100,000	1,300,000
District 2 Totals		10,185,000	10,076,748	6,000,000	4,076,748	1,538,810	3,562,938
Benton	06-01-95	720,000	714,329	0	714,329	147,728	566,601
District 3 Totals		720,000	714,329	0	714,329	147,728	566,601

<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	855,000	750,000	105,000	554,014	0
Otter Tail	06-01-86	7,735,000	7,735,000	5,910,000	1,825,000	348,316	1,476,684
District 4 Totals		8,995,000	8,990,000	7,065,000	1,925,000	902,330	1,471,684
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	1,399,755	1,400,000	(245)	15,740	(245)
District 6 Totals		3,100,000	2,939,755	3,100,000	(160,245)	15,740	(160,245)
Le Sueur	07-16-91	1,945,000	1,945,000	630,000	1,315,000	0	1,315,000
Nicollet	06-01-94	2,000,000	2,000,000	200,000	1,800,000	125,112	1,674,888
Waseca	09-01-91	2,580,000	2,580,000	1,480,000	1,100,000	0	1,100,000
District 7 Totals		6,525,000	6,525,000	2,310,000	4,215,000	125,112	4,089,888
Kandiyohi	07-01-86	1,280,000	1,280,000	1,280,000	0	0	0
Pipestone	08-01-95	500,000	500,000	100,000	400,000	0	400,000
Yellow Medicine	08-01-86	895,000	895,000	895,000	0	0	0
Yellow Medicine	01-06-93	1,875,000	1,805,000	0	1,805,000	0	1,805,000
District 8 Totals	0	4,550,000	4,480,000	2,275,000	2,205,000	0	2,205,000
STATE TOTALS		\$37,575,000	\$37,225,832	\$22,550,000	\$14,675,832	\$2,729,720	\$13,435,866

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

"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 the documentation has been submitted and shall be comprised of actual monies paid to peoperty 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.

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 1996 25-year needs and are shown on the TENTATIVE 1997 Money Needs Apportionment Form.

<u>County</u>	<u>After the Fact R/W Needs</u>
Carlton	\$308,777
Cook	290,821
Itasca	146,107
Koochiching	614,101
Lake	720,352
Pine	372,284
St. Louis	3,671,781
District 1 Totals	6,124,223
Beltrami	987,649
Clearwater	286,605
Hubbard	918,446
Kittson	714,192
Lake of the Woods	79,289
Marshall	1,182,795
Norman	383,670
Pennington	135,585
Polk	1,862,802
Red Lake	263,030
Roseau	443,745
District 2 Totals	7,257,808

<u>County</u>	<u>After the Fact R/W Needs</u>
Aitkin	\$772,910
Benton	775,031
Cass	1,011,457
Crow Wing	587,604
Isanti	499,793
Kanabec	362,375
Mille Lacs	306,773
Morrison	106,626
Sherburne	458,486
Stearns	578,956
Todd	76,396
Wadena	186,848
Wright	1,294,631
District 3 Totals	7,017,886

"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	\$570,593	Blue Earth	\$1,761,330
Big Stone	194,537	Brown	552,459
Clay	842,880	Cottonwood	543,628
Douglas	892,372	Faribault	734,036
Grant	48,142	Jackson	404,074
Mahnomen	0	Le Sueur	840,229
Otter Tail	420,862	Martin	448,942
Pope	338,295	Nicollet	875,055
Stevens	125,901	Nobles	289,149
Swift	387,093	Rock	363,229
Traverse	160,653	Sibley	377,599
Wilkin	475,312	Waseca	241,980
District 4 Totals	4,456,640	Watsonwan	473,899
		District 7 Totals	7,905,609
Anoka	7,734,317	Chippewa	148,605
Carver	681,848	Kandiyohi	826,800
Hennepin	33,436,782	Lac Qui Parle	567,534
Scott	3,406,675	Lincoln	464,356
District 5 Totals	45,259,622	Lyon	609,533
Dodge	458,760	Mc Leod	1,739,357
Fillmore	884,723	Meeker	402,549
Freeborn	177,761	Murray	158,709
Goodhue	1,442,721	Pipestone	314,622
Houston	220,561	Redwood	587,277
Mower	187,423	Renville	746,706
Olmsted	3,788,264	Yellow Medicine	245,412
Rice	239,655	District 8 Totals	6,811,460
Steele	87,793		
Wabasha	617,641	Chisago	355,943
Winona	235,770	Dakota	11,321,941
District 6 Totals	8,341,072	Ramsey	4,285,645
		Washington	2,793,538
		District 9 Totals	18,757,067
		STATE TOTALS	\$111,931,387

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

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, 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.

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 1996 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Replaced 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	---	---	---	80,678	18,732	99,410
Polk	---	---	---	22,975	---	22,975
Red Lake	---	---	---	---	1,953	1,953
District 3						
Aitkin	---	---	---	---	7,534	7,534
Benton	15,150	---	---	---	---	15,150
Crow Wing	20,866	---	---	97,802	69,465	188,133
Mille Lacs	70,653	---	16,473	42,402	44,417	173,945
Stearns	6,756	---	---	---	---	6,756
Todd	16,745	---	---	---	---	16,745
District 4						
Swift	---	20,054	---	35,904	---	55,958

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	Total
District 5						
Anoka	\$1,443,670	\$53,007	\$147,154	\$80,304	\$922,907	\$2,647,042
Carver	29,945	---	---	---	---	29,945
Hennepin	6,391,554	1,823,448	2,015,885	835,723	39,636	11,106,246
Scott	1,139,742	41,500	192,538	295,254	---	1,669,034
District 6						
Olmsted	663,166	---	90,033	---	---	753,199
Wabasha	---	---	57,971	43,808	---	101,779
District 7						
Blue Earth	---	---	9,942	---	---	9,942
Faribault	99,989	---	---	3,386	---	103,375
Le Sueur	---	---	3,794	---	---	3,794
Watsonwan	1,626	---	---	87,729	---	89,355
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	2,885,818	---	515,667	80,275	---	3,481,760
Ramsey	2,206,979	27,152	812,455	168,551	506,537	3,721,674
Washington	1,553,019	720	155,120	207,022	61,842	1,977,723
TOTAL	\$16,622,340	\$2,037,709	\$4,065,075	\$2,200,075	\$1,774,025	\$26,699,224

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

1996 COUNTY SCREENING BOARD DATA

October, 1996

"After The Fact" Bridge Deck Rehabilitation Needs

The resolution below dealing with bridge deck rehabilitation was originally adopted in 1982 by the County Screening Board.

That needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and 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 cost 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.

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 1997 Money Needs Apportionment Form.

<u>County</u>	<u>Letting Date</u>	<u># of Projects</u>	<u>Regular Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Total Bridge Deck Rehab. Needs</u>	<u>Added to the Needs for these Apport. Years</u>
Polk <u>District 2</u>	1988	1	\$201,689		\$201,689	1994-2008
Todd <u>District 3</u>	1985	1	14,512		14,512	1987-2001
Wilkin <u>District 4</u>	1987	1		37,731	37,731	1989-2003
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 <u>District 5</u>	1994	1	45,520		45,520	1996-2010
Olmsted <u>District 6</u>	1993	1	52,831		52,831	1995-2009
Jackson <u>District 7</u>	1982	1		5,646	5,646	1984-1998
McLeod <u>District 8</u>	1983	1	18,800		18,800	1985-1999
Chisago	1986	1	27,200		27,200	1988-2002
Ramsey	1988	2	201,073		201,073	1990-2004
Washington <u>District 9</u>	1984	1	54,841		54,841	1986-2000

State Total

20

\$1,627,324

\$167,219

\$1,794,543

1996 Apport.

1997 COUNTY SCREENING BOARD DATA

October, 1996

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 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.

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These amounts have been added to each County's 1996 money needs.

<u>District</u>	<u>County</u>	<u>Regular Account Adjustment</u>	<u>Municipal Account Adjustment</u>	<u>Total Adjustment</u>
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	207,820	---	\$207,820
6	Fillmore	13,665	---	\$13,665
	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	250,293	---	\$250,293
	Waseca	116,421	---	\$116,421
8	Kandiyohi	1,704,968	---	\$1,704,968
	McLeod	461,794	214,710	\$676,504
	Yellow Medicine	321,624	14,416	\$336,040
9	Dakota	812,797	---	\$812,797
	Ramsey	453,038	---	\$453,038
	Washington	1,209,987	---	\$1,209,987
State Total		\$24,341,545	\$263,503	\$24,605,048 - 51 -

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

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 1996 25 year needs, as shown on the 1997 Money Needs Apportionment Form.

County	CSAH	Miles	Termini	Year Desig.	Needs Deduction
ITASCA	83	0.70	1.5 M E OF TH 169 TO TH 65	1976	512,206
DISTRICT 1		0.70			512,206
KANABEC	9	0.70	CO RD 51 TO 0.7 M N	1958	109,789
DISTRICT 3		0.70			109,789
HENNEPIN	17	0.53	CSAH 3 to TH 7 in St. Louis Park	1958	1,183,343
HENNEPIN	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	1,666,530
HENNEPIN	61	0.60	CSAH 10 to Hemlock Lane in Maple Grove	1973	940,318
HENNEPIN	130	0.49	Pineview Lane to Hemlock Lane in Maple Grove	1970	629,284
SCOTT	27	0.92	CSAH 16 TO TH 13	1979	480,421
DISTRICT 5		3.11			4,899,896
OLMSTED	22	1.47	TH14 to CSAH 4	1969	1,666,154
		1.47			1,666,154
RAMSEY	41	0.52	Brown Ave to Concord in St. Paul	1958	403,691
DISTRICT 9		0.52			403,691
STATE TOTAL		6.50			7,591,736

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

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%)

In addition to the previously mentioned five "urban" counties, Washington County recently was declared an urban county because their population has been estimated to be over 175,000 population by the metropolitan council.

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

wp50-dmg-(Millevy)

<u>County</u>	<u>County Total Real & Personal Market Value (Taxes Payable 1996)</u>	<u>Mill Levy Deduction</u>
Carlton	797,899,700	\$127,345
Cook	346,665,700	55,328
Itasca	1,609,387,691	256,858
Koochiching	415,992,400	66,392
Lake	325,598,950	51,966
Pine	728,623,200	116,288
St. Louis*	5,078,363,500	491,078
District 1 Totals	9,302,531,141	1,165,255
Beltrami	775,376,100	123,750
Clearwater	270,204,000	43,125
Hubbard	704,965,200	112,512
Kittson	395,791,200	63,168
Lake of the Woods	143,617,000	22,921
Marshall	575,553,500	91,858
Norman	431,082,300	68,801
Pennington	311,964,500	49,790
Polk	1,323,214,900	211,185
Red Lake	132,155,600	21,092
Roseau	483,998,300	77,246
District 2 Totals	5,547,922,600	885,448
Aitkin	627,916,600	100,215
Benton	908,969,900	145,072
Cass	1,315,835,000	210,007
Crow Wing	2,381,516,362	380,090
Isanti	849,851,000	135,636
Kanabec	351,301,700	56,068
Mille Lacs	550,470,000	87,855
Morrison	885,491,900	141,325
Sherburne	2,358,061,608	376,347
Stearns	3,688,796,700	588,732
Todd	548,230,600	87,498
Wadena	268,106,700	42,790
Wright	2,970,568,100	474,103
District 3 Totals	17,705,116,170	2,825,738
Becker	973,769,400	155,414
Big Stone	243,910,500	38,928
Clay	1,439,920,900	229,811
Douglas	1,185,131,900	189,147
Grant	333,052,600	53,155
Mahnomen	169,916,000	27,119
Otter Tail	1,904,505,800	303,959
Pope	413,554,500	66,003
Stevens	381,972,400	60,963
Swift	442,939,500	70,693
Traverse	325,337,800	51,924
Wilkin	402,050,700	64,167
District 4 Totals	\$8,216,062,000	\$1,311,283

* Denotes Urban County.

<u>County</u>	<u>County Total Real & Personal Market Value (Taxes Payable 1996)</u>	<u>Mill Levy Deduction</u>
Anoka*	9,155,949,000	\$885,380
Carver	2,692,102,000	429,659
Hennepin*	49,751,928,374	4,811,011
Scott	2,904,361,400	463,536
District 5 Totals	64,504,340,774	6,589,586
Dodge	649,329,900	103,633
Fillmore	697,786,700	111,367
Freeborn	1,149,771,800	183,504
Goodhue	2,200,405,300	351,185
Houston	573,623,600	91,550
Mower	1,226,157,800	195,695
Olmsted	4,045,588,237	645,676
Rice	1,655,991,600	264,296
Steele	1,190,321,800	189,975
Wabasha	710,124,200	113,336
Winona	1,339,692,400	213,815
District 6 Totals	15,438,793,337	2,464,032
Blue Earth	1,953,681,000	311,807
Brown	1,046,161,600	166,967
Cottonwood	638,009,600	101,826
Faribault	834,466,100	133,181
Jackson	789,106,200	125,941
Le Sueur	885,994,800	141,405
Martin	1,071,369,000	170,990
Nicollet	1,038,459,600	165,738
Nobles	897,932,900	143,310
Rock	497,210,600	79,355
Sibley	665,545,000	106,221
Waseca	733,546,800	117,074
Watsonwan	490,634,600	78,305
District 7 Totals	11,542,117,800	1,842,120
Chippewa	589,355,300	94,061
Kandiyohi	1,468,394,800	234,356
Lac Qui Parle	439,522,300	70,148
Lincoln	272,933,100	43,560
Lyon	978,569,500	156,180
Mc Leod	1,084,462,100	173,080
Meeker	738,617,400	117,883
Murray	562,022,800	89,699
Pipestone	384,418,300	61,353
Redwood	904,321,100	144,330
Renville	1,083,117,200	172,866
Yellow Medicine	546,742,000	87,260
District 8 Totals	9,052,475,900	1,444,776
Chisago	1,246,737,500	198,979
Dakota*	13,555,031,000	1,310,771
Ramsey*	16,725,869,500	1,617,392
Washington*	7,518,557,933	727,045
District 9 Totals	39,046,195,933	3,854,187
STATE TOTALS	180,355,555,655	\$22,382,425

- 56* - Denotes Urban County.

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TENTATIVE
APPORTIONMENT
DATA

* * * * *

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Development of the Tentative 1997 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 and lane miles, must be presented to the Commissioner on or before November 1, for his use in apportioning the 1997 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 1997 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 1996 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 1997 Apportionment.

Minor adjustments must be made for any turnback activity in 1996 and possibly for any action taken by this Board.

dmg100\WP51\DEVELTEN.WP

October 24, 1996

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 1996 County Screening Board, having reviewed all information available in relation to the mileage, lane miles 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, traffic 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 1996 and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 1997.

This Board, therefore recommends that the mileage, lane miles and money needs as listed be modified as required and used as the basis for apportioning to the counties the 1997 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary
County Screening Board

APPROVED

<hr/> Doug Grindall, District 1	<hr/> Brad Larson, Metro	<hr/> Dave Everds, Urban
<hr/> Lee Berget, District 2	<hr/> Gene Ullring, District 6	<hr/> Vern Genzlinger, Urban
<hr/> Steve Backowski, District 3	<hr/> Al Forsberg, District 7	<hr/> Paul Kirkwold, Urban
<hr/> Rick West, District 4	<hr/> Luke Hagen, District 8	<hr/> Dick Hansen, Urban
<hr/> Ken Anderson, Metro	<hr/> Jon Olson, Urban	<hr/> Don Wisniewski, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

CSAHBOOK\FINDINGS.95

FIGURE A

25-Sep-96

133-FR_7R(Tentapp)

1996 COUNTY SCREENING BOARD DATA
OCTOBER, 1996
DEVELOPMENT OF THE TENTATIVE 1997 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 1996 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 1996 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID FUND Deduct.	(MINUS) 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.	(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.)	1995 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 76 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 76 COUNTIES	"TENTATIVE" 1997 MONEY NEEDS APPORT.	ANNUAL MONEY NEEDS	COUNTY
Carlton	\$59,164,086		\$59,164,086	47,385,327	(4454,808)	(\$875,833)	\$0	(\$1,391,675)		\$308,777					\$64,157,424	\$2,566,297	(\$127,345)	\$2,438,952	1.061601	\$1,471,875	\$8,707	\$1,480,582		1.111378	(\$30,243)	\$1,450,339	\$2,393,858	Carlton
Cook	41,233,136		41,233,136	7,869,023	1,078,287	(675,156)	0	(602,075)		290,821	\$23,137	(\$407,790)	\$21,550		48,809,383	1,952,375	(55,328)	1,897,047	0.825727	1,144,843		1,144,843		0.859361	(23,385)	1,121,458	1,851,024	Cook
Itasca	115,808,025		115,808,025	25,012,700	382,776	0	0	(2,618,379)		146,107		(181,240)		(512,206)	138,037,783	5,521,511	(256,858)	5,264,653	2.291543	3,177,149		3,177,149		2.384883	(64,898)	3,112,251	5,138,929	Itasca
Koochiching	33,052,442		33,052,442	7,876,876	1,298,322	(890,007)	1,700,000	(1,914,648)		614,101					41,737,086	1,669,483	(66,392)	1,603,091	0.697777	967,445	\$979,614	967,445		1.332650	(36,264)	1,739,097	2,870,488	Koochiching
Lake	61,385,974		61,385,974	14,653,902	901,486	(2,251,537)	0	(565,019)		720,352					74,845,158	2,993,808	(51,966)	2,941,840	1.280493	1,775,361		1,775,361		1.332650	(36,264)	1,739,097	2,870,488	Lake
Pine	108,260,195		108,260,195	19,761,716	279,081	0	0	(1,082,583)		127,672,803	82,110				108,260,195	5,106,912	(116,288)	4,990,624	2.172266	3,011,775		3,011,775		2.280747	(61,520)	2,950,255	4,869,546	Pine
St. Louis	353,449,334		353,449,334	74,889,001	4,040,285	(295,076)	0	(3,164,973)		3,671,781	73,800				432,664,152	17,306,586	(491,078)	16,815,488	7.319269	10,147,925	1,058	10,149,583		7.818644	(207,319)	9,942,264	16,410,213	St. Louis
District 1 Totals	772,353,192		772,353,192	157,448,545	7,525,429	(4,987,609)	1,700,000	(11,339,352)	0	6,124,223	179,047	(589,030)	21,550	(512,206)	927,923,789	37,116,950	(1,165,255)	35,951,695		21,696,373	10,365	21,706,738	979,614		(423,629)	22,262,723	36,745,758	District 1 Totals
Beltrami	78,101,320		78,101,320	\$3,258,415	(\$342,032)	(645,208)	285,000	987,649		775					80,428,353	3,217,134	(123,750)	3,093,384	1.346456	1,866,817		1,866,817		1.401300	(38,132)	1,828,685	3,018,338	Beltrami
Clearwater	37,211,490		37,211,490	(2,641,157)	0	0	0	(1,573,949)		286,605	27,041				33,310,030	1,332,401	(43,125)	1,289,276	0.561183	778,082		778,082		0.584041	(15,893)	762,189	1,257,999	Clearwater
Hubbard	42,955,858		42,955,858	2,019,265	134,480	0	0	(969,561)		918,446	18,213				45,076,701	1,803,068	(112,512)	1,690,556	0.735847	1,020,228		1,020,228		0.765820	(20,840)	999,388	1,649,541	Hubbard
Kittson	47,625,395		47,625,395	(890,254)	144,815	0	0	(1,050,335)		714,192					46,543,813	1,861,753	(63,168)	1,798,585	0.782869	1,085,422		1,085,422		0.814757	(22,171)	1,063,251	1,754,950	Kittson
Lake of Woods	20,100,765		20,100,765	655,137	201,869	(12,762)	286,190	79,289		847,646					21,191,156	847,646	(22,921)	824,725	0.358978	497,711		497,711	699,426		1,197,137	1,975,936	Lake of Woods	
Marshall	72,758,103		72,758,103	(2,407,027)	0	(134,790)	1,091,748	(769,868)		1,182,795	99,410				71,820,371	2,872,815	(91,858)	2,780,957	1.210466	1,678,271		1,678,271		1.259771	(34,281)	1,643,990	2,713,489	Marshall
Norman	40,000,601		40,000,601	(139,775)	43,012	(9,563)	0	(1,131,444)		383,670					39,146,501	1,565,860	(68,801)	1,497,059	0.651624	903,455		903,455		0.678166	(18,454)	885,001	1,460,739	Norman
Pennington	21,388,885		21,388,885	(215,224)	(52,270)	0	0	(15,846)		135,585					21,240,120	849,605	(49,790)	799,815	0.348135	482,678		482,678	22,195			504,873	833,319	Pennington
Polk	111,723,188		111,723,188	(1,681,110)	(124,955)	0	600,000	(1,726,955)	\$201,689	1,862,802	22,975		4,376,847		115,154,656	4,606,186	(211,185)	4,395,001	1.913010	2,652,325		2,652,325		1.990931	(54,177)	2,598,148	4,288,376	Polk
Red Lake	23,192,680		23,192,680	478,397	495,789	(1,990,842)	1,300,000	(820,037)		263,030	1,953				22,920,970	1,816,839	(21,092)	1,795,747	0.389891	504,571		504,571	227,569			768,140	1,267,854	Red Lake
Roseau	49,380,750		49,380,750	(2,913,704)	(45,224)	0	0	(1,547,492)		443,745					45,318,075	1,812,723	(77,246)	1,735,477	0.755400	1,047,337		1,047,337		0.788169	(21,393)	1,025,944	1,693,374	Roseau
District 2 Totals	544,439,035		544,439,035	(4,478,037)	355,484	(2,793,185)	3,562,938	(10,942,210)	201,689	7,257,808	170,367	0	4,376,847	0	542,150,756	21,686,030	(885,448)	20,800,582		12,552,877	0	12,552,877	949,190		(225,341)	13,276,726	21,913,914	District 2 Totals
Aitkin	47,323,486		47,323,486	\$9,513,932	0	(240,536)	0	(697,109)		\$772,910	7,534				56,680,218	2,267,209	(100,215)	2,166,994	0.943226	1,307,752		1,307,752		0.981646	(26,713)	1,281,039	2,114,420	Aitkin
Benton	30,292,152		30,292,152	4,960,742	202,657	0	566,601	(347,495)		775,031	15,150				36,464,838	1,458,594	(145,072)	1,313,522	0.571736	782,693		782,693		0.595024	(16,192)	765,501	1,281,854	Benton
Cass	76,566,402		76,566,402	8,666,857	(408,956)	0	0	(2,412,365)		1,011,457					83,423,395	3,336,936	(210,007)	3,126,929	1.361057	1,887,061		1,887,061		0.913423	(38,546)	1,848,515	3,051,068	Cass
Crow Wing	60,415,968	(1,933,329)	58,482,639	1,278,610	(328,727)	(48,156)	0	(248,136)		587,604	188,133				59,191,967	2,396,479	(380,090)	2,016,389	0.877673	1,216,865		1,216,865		0.742428	(20,203)	1,196,662	1,967,472	Crow Wing
Isanti	38,202,395		38,202,395	6,972,448	(331,901)	0	0	(1,087,402)		499,793		(126,230)			44,129,103	1,765,164	(135,638)	1,629,528	0.709284	983,399	5,666	989,065		0.742428	(20,203)	968,862	1,599,156	Isanti
Kanabec	26,309,832		26,309,832	110,209	(237,862)	(411,141)	0	(446,679)		362,375					25,767,945	1,023,078	(58,068)	967,010	0.420910	583,578		583,578	51,078			1,047,532	1,047,532	Kanabec
Le Sueur	44,032,364		44,032,364	12,032,418	961,768	(308,708)	0	(1,110,540)		306,773	173,945				56,088,018	2,243,521	(87,855)	2,155,666	0.938296	1,300,916		1,300,916		0.976515	(26,573)	1,274,343	2,103,368	Le Sueur
Morrison	66,867,383		66,867,383	(1,946,069)	294,014	0	0	(5,306,449)		106,628					61,551,505	2,400,620	(141,325)	2,259,295	0.983402	1,363,454		1,363,454	26,903			1,335,604	2,204,462	Morrison
Sherburne	25,999,498	(294,799)	25,704,699	(344,708)	136,894	(506,883)	0	(558,227)		458,486					24,890,261	995,610	(378,347)	619,263	0.269546	373,717		373,717				400,620	661,244	Sherburne
Stearns	118,556,371		118,556,371	5,886,147	234,363	0	0	(6,546,033)		578,956	6,756				118,716,663	4,748,663	(588,732)	4,159,931	1.810691	2,510,463	35,876	2,546,339		1.911374	(52,012)	2,494,327	4,117,014	Stearns
Todd	47,921,762		47,921,762	0	1,138,834	0	0	(1,618,643)	14,512	76,396	18,745				47,549,606	1,901,984	(87,498)	1,814,486	0.789790	1,095,018		1,095,018		0.821960	(22,367)	1,072,651	1,770,465	Todd
Wadena	31,317,588		31,317,588	3,985,566	1,149,391	0	0	(656,288)		186,848					35,983,105	1,439,324	(42,790)	1,396,534	0.607869	842,790		842,790		0.632629	(17,215)	825,575	1,362,854	Wadena
Wright	101,117,568		101,117,568	24,748,993	(509,179)	0	0	(980,649)		1,294,031					125,671,244	5,026,850	(474,103)	4,552,747	1.981672	2,747,523		2,747,523		2.062390	(56,122)	2,691,401	4,442,294	Wright
District 3 Totals	714,922,769		712,694,641	75,865,145	2,301,714	(1,515,424)	566,601	(22,016,011)	14,512	7,017,886	408,263	(126,230)	0	(109,789)	775,100,866	31,004,032	(2,825,738)	28,178,294		17,005,229	41,542	17,046,771	77,981		(328,649)	16,796,103	27,722,823	District 3 Totals
Becker	\$52,476,784		52,476,784	\$2,321,194	257,229	0	(5,000)	(1,783,242)		570,593					53,837,558	2,153,502	(155,414)	1,998,088	0.869707	1,205,820		1,205,820		0.905132	(24,630)	1,181,190	1,949,614	Becker
Big Stone	20,013,553		20,013,553	2,473,686	(74,248)	(1,494,850)	0	(621,504)		194,537					20,491,174	819,647	(38,928)	780,719	0.339823	471,153		471,153	222,047			693,200	1,144,162	Big Stone
Clay	60,017,827		60,017,827	6,448,249	(683,908)	(91,329)	0	(1,334,227)		842,880					65,199,432	2,607,977	(229,811)	2,378,166	1.035143	1,435,192		1,435,192		1.077307	(29,316)	1,405,876	2,320,470	Clay
Douglas	55,537,018		55,537,018	3,293,260	(941,859)	0	0	(1,065,499)		892,372					57,715,292	2,308,612	(189,147)	2,119,465	0.922538	1,279,089		1,279,089		0.960115	(26,127)	1,252,942	2,068,045	Douglas
Grant	20,636,406		20,636,406	2,917,439	(84,754)	(537,563)	0	(2,022,318)		4																		

1996 COUNTY STATE AID HIGHWAY NEEDS STUDY

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE, LANE MILES AND MONEY NEEDS AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR USE BY THE COMMISSIONER OF TRANSPORTATION IN APPORTIONING THE 1997 C.S.A.H. FUND

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>County State Aid Highway Lane Miles</u>	<u>Annual County State Aid Highway Money Needs</u>
Carlton	293.42	597.06	\$2,393,858
Cook	178.89	354.78	1,851,024
Itasca	644.69	1,287.98	5,136,929
Koochiching	248.02	495.74	3,213,720
Lake	224.24	435.28	2,870,468
Pine	473.37	946.74	4,869,546
St. Louis	1,378.86	2,756.11	16,410,213
District 1 Totals	3,441.49	6,873.69	36,745,758
Beltrami	466.45	932.90	3,018,338
Clearwater	326.28	651.36	1,257,999
Hubbard	324.22	648.44	1,649,541
Kittson	373.46	746.92	1,754,950
Lake of the Woods	194.81	389.62	1,975,936
Marshall	638.08	1,267.76	2,713,489
Norman	392.81	786.86	1,460,739
Pennington	258.64	510.56	833,319
Polk	808.23	1,616.46	4,288,376
Red Lake	185.43	369.86	1,267,854
Roseau	481.82	963.64	1,693,373
District 2 Totals	4,450.23	8,884.38	21,913,914
Aitkin	374.83	750.26	2,114,420
Benton	224.16	449.32	1,281,654
Cass	531.85	1,064.52	3,051,068
Crow Wing	371.34	742.28	1,967,472
Isanti	228.44	460.08	1,599,156
Kanabec	212.20	423.00	1,047,532
Mille Lacs	254.86	509.72	2,103,368
Morrison	444.58	892.36	2,204,482
Sherburne	215.59	432.54	661,244
Stearns	603.76	1,235.84	4,117,014
Todd	412.46	821.92	1,770,465
Wadena	228.51	457.02	1,362,654
Wright	402.25	807.54	4,442,294
District 3 Totals	4,504.83	9,046.40	27,722,823
Becker	466.24	932.48	1,949,614
Big Stone	208.36	416.72	1,144,162
Clay	400.78	800.08	2,320,470
Douglas	385.08	766.16	2,068,045
Grant	228.65	457.30	1,042,293
Mahnomen	194.81	389.62	1,230,362
Otter Tail	916.99	1,833.98	5,286,736
Pope	298.33	596.66	1,769,221
Stevens	243.91	487.82	944,470
Swift	329.46	658.92	1,386,862
Traverse	245.42	490.84	986,374
Wilkin	312.26	625.68	1,530,049
District 4 Totals	4,230.29	8,456.26	21,658,658

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>County State Aid Highway Lane Miles</u>	<u>Annual County State Aid Highway Money Needs</u>
Anoka	270.55	658.63	\$4,136,398
Carver	208.01	406.34	2,484,957
Hennepin	516.17	1,470.73	17,212,014
Scott	189.44	404.89	2,893,582
District 5 Totals	1,184.17	2,940.59	26,726,951
Dodge	249.25	498.50	1,324,074
Fillmore	411.55	823.10	4,244,925
Freeborn	446.95	896.34	2,754,051
Goodhue	326.69	653.38	2,744,325
Houston	249.90	499.80	2,757,785
Mower	373.61	749.38	2,804,801
Olmsted	320.41	680.12	3,014,667
Rice	279.09	560.46	2,520,170
Steele	292.22	587.36	1,977,920
Wabasha	273.72	547.44	2,365,956
Winona	315.76	628.18	2,715,282
District 6 Totals	3,539.15	7,124.06	29,223,956
Blue Earth	416.97	830.84	3,621,459
Brown	318.01	636.50	1,450,882
Cottonwood	318.59	637.18	1,636,845
Faribault	346.84	694.32	2,642,677
Jackson	370.69	741.38	2,287,814
Le Sueur	267.38	534.76	1,872,433
Martin	378.15	757.54	1,779,758
Nicollet	244.59	489.40	1,624,107
Nobles	345.48	693.02	2,264,013
Rock	261.31	522.62	1,490,348
Sibley	289.31	580.92	1,548,837
Waseca	249.45	498.90	1,807,076
Watonwan	235.18	470.36	1,353,417
District 7 Totals	4,041.95	8,087.74	25,379,666
Chippewa	244.36	488.72	1,257,187
Kandiyohi	422.08	848.72	2,765,409
Lac Qui Parle	362.91	726.08	1,431,198
Lincoln	253.41	506.82	1,092,610
Lyon	318.93	637.46	1,768,478
Mc Leod	235.59	471.18	1,631,180
Meeker	272.05	542.10	1,304,874
Murray	354.74	709.48	1,458,706
Pipestone	233.65	467.46	1,014,567
Redwood	391.15	781.40	2,497,303
Renville	447.51	895.02	2,805,504
Yellow Medicine	345.22	690.44	1,863,290
District 8 Totals	3,881.60	7,764.88	20,890,306
Chisago	228.46	456.92	2,166,847
Dakota	289.83	705.38	4,831,181
Ramsey	238.85	642.73	8,826,647
Washington	201.54	435.84	3,656,014
District 9 Totals	958.68	2,240.87	19,480,689
STATE TOTALS	30,232.39	61,418.87	\$229,742,721
Does not include 1996 T.H. Turnback Mileage			

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1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Total Tentative 1997 C.S.A.H. Apportionment

The following tabulation lists a TENTATIVE 1997 Apportionment based on an estimate of \$278 million (same as 1996 apportionment). The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures.

Each county's tentative 1997 Lane Mile Apportionment is the same as their 1996 Mileage Apportionment. This was necessary because, along with mandating that lane miles be used instead of center line miles for CSAH apportionment determination, 1996 legislation states that no county shall ever receive less in Lane Mile Apportionment than they received in Mileage Apportionment in 1996. Also, 1996 Trunk Highway Turnback Mileage is not included.

The Money Needs Apportionment is based on the actual 1996 25-year construction needs, however, these needs will be adjusted by 1996 turnback activity 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, 1997, by the Commissioner with the assistance of recommendations by your Screening Board.

CSAH\WP51\BOOK\TOTALTEN.WP

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

COMPONENTS OF THE "TENTATIVE" 1997 CSAH APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total TENTATIVE 1997 CSAH Apportionment
Carlton	\$319,981	\$204,612	\$811,097	\$1,450,339	\$2,786,029
Cook	319,981	35,995	494,241	1,121,458	1,971,675
Itasca	319,981	315,826	1,789,558	3,112,251	5,537,616
Koochiching	319,981	108,542	686,075	1,947,059	3,061,657
Lake	319,981	75,163	620,349	1,739,097	2,754,590
Pine	319,981	157,036	1,306,841	2,950,255	4,734,113
St. Louis	319,981	1,243,816	3,794,751	9,942,264	15,300,812
District 1 Totals	2,239,867	2,140,990	9,502,912	22,262,723	36,146,492
Beltrami	319,981	207,896	1,289,387	1,828,685	3,645,949
Clearwater	319,981	56,178	902,462	762,169	2,040,790
Hubbard	319,981	117,338	897,034	999,388	2,333,741
Kittson	319,981	41,980	1,032,328	1,063,251	2,457,540
Lake of the Woods	319,981	30,650	538,504	1,197,137	2,086,272
Marshall	319,981	79,840	1,763,835	1,643,990	3,807,646
Norman	319,981	57,848	1,081,685	885,001	2,344,515
Pennington	319,981	89,250	719,398	504,873	1,633,502
Polk	319,981	203,192	2,228,679	2,598,148	5,350,000
Red Lake	319,981	32,766	512,615	768,140	1,633,502
Roseau	319,981	115,807	1,331,896	1,025,944	2,793,628
District 2 Totals	3,519,791	1,032,745	12,297,823	13,276,726	30,127,085
Aitkin	319,981	108,040	1,036,170	1,281,039	2,745,230
Benton	319,981	191,583	619,681	776,501	1,907,746
Cass	319,981	168,032	1,470,197	1,848,515	3,806,725
Crow Wing	319,981	352,461	1,025,647	1,192,009	2,890,098
Isanti	319,981	196,121	631,456	968,862	2,116,420
Kanabec	319,981	92,006	586,859	634,656	1,633,502
Mille Lacs	319,981	140,862	704,532	1,274,343	2,439,718
Morrison	319,981	213,158	1,228,922	1,335,604	3,097,665
Sherburne	319,981	316,939	595,962	400,620	1,633,502
Stearns	319,981	806,921	1,668,962	2,494,327	5,290,191
Todd	319,981	159,096	1,140,146	1,072,651	2,691,874
Wadena	319,981	92,813	627,281	825,575	1,865,650
Wright	319,981	528,789	1,112,168	2,691,401	4,652,339
District 3 Totals	4,159,753	3,366,821	12,447,983	16,796,103	36,770,660
Becker	319,981	198,209	\$1,289,136	1,181,190	2,988,516
Big Stone	319,981	44,319	576,002	693,200	1,633,502
Clay	319,981	266,162	1,107,909	1,405,876	3,099,928
Douglas	319,981	214,828	1,064,064	1,252,942	2,851,815
Grant	319,981	49,998	632,041	631,482	1,633,502
Mahnomen	319,981	29,592	538,504	745,425	1,633,502
Otter Tail	319,981	379,520	2,534,761	3,203,013	6,437,275
Pope	319,981	76,277	824,710	1,071,897	2,292,865
Stevens	319,981	67,090	674,216	572,215	1,633,502
Swift	319,981	79,645	910,730	840,242	2,150,598
Traverse	319,981	37,526	678,392	597,603	1,633,502
Wilkin	319,981	53,505	863,210	926,993	2,163,689
District 4 Totals	3,839,772	1,496,671	11,693,675	13,122,078	30,152,196

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

COMPONENTS OF THE "TENTATIVE" 1997 CSAH APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total TENTATIVE 1997 CSAH Apportionment
Anoka	\$319,981	\$1,573,198	\$698,435	\$2,506,071	\$5,097,685
Carver	319,981	328,993	574,750	1,505,532	2,729,256
Hennepin	319,981	5,705,127	1,430,945	10,428,042	17,884,095
Scott	319,981	432,357	523,806	1,753,101	3,029,245
District 5 Totals	1,279,924	8,039,675	3,227,936	16,192,746	28,740,281
Dodge	319,981	110,435	688,748	802,201	1,921,365
Fillmore	319,980	139,219	1,137,640	2,571,823	4,168,662
Freeborn	319,980	228,914	1,235,937	1,668,565	3,453,396
Goodhue	319,980	284,424	902,713	1,662,672	3,169,789
Houston	319,980	120,930	692,005	1,670,827	2,803,742
Mower	319,980	243,502	1,032,662	1,699,312	3,295,456
Olmsted	319,980	702,500	885,676	1,826,461	3,734,617
Rice	319,980	309,144	771,511	1,526,866	2,927,501
Steele	319,980	211,989	807,756	1,198,339	2,538,064
Wabasha	319,980	143,005	756,645	1,433,434	2,653,064
Winona	319,980	277,019	872,814	1,645,076	3,114,889
District 6 Totals	3,519,781	2,771,081	9,784,107	17,705,576	33,780,545
Blue Earth	319,980	325,402	1,152,589	2,194,091	3,992,062
Brown	319,980	194,451	879,078	879,029	2,272,538
Cottonwood	319,980	93,036	880,665	991,696	2,285,377
Faribault	319,980	122,656	958,668	1,601,088	3,002,392
Jackson	319,980	87,774	1,024,728	1,386,091	2,818,573
Le Sueur	319,980	172,291	739,107	1,134,429	2,365,807
Martin	319,980	163,494	1,045,273	1,078,281	2,607,028
Nicollet	319,980	163,049	676,304	983,979	2,143,312
Nobles	319,980	143,785	954,993	1,371,671	2,790,429
Rock	319,980	69,067	722,321	902,940	2,014,308
Sibley	319,980	106,314	799,739	938,376	2,164,409
Waseca	319,980	123,463	690,668	1,094,832	2,228,943
Watsonwan	319,980	84,127	650,080	819,979	1,874,166
District 7 Totals	4,159,740	1,848,909	11,174,213	15,376,482	32,559,344
Chippewa	319,980	\$96,070	\$675,469	761,677	1,853,196
Kandiyohi	319,980	275,237	1,166,787	1,675,446	3,437,450
Lac Qui Parle	319,980	65,448	1,003,181	867,103	2,255,712
Lincoln	319,980	45,516	703,530	661,967	1,730,993
Lyon	319,980	174,073	881,584	1,071,447	2,447,084
Mc Leod	319,980	243,446	652,085	988,264	2,203,775
Meeker	319,980	153,890	752,052	790,569	2,016,491
Murray	319,980	71,377	980,632	883,769	2,255,758
Pipestone	319,980	68,983	646,405	614,684	1,650,052
Redwood	319,980	132,121	1,081,268	1,513,012	3,046,381
Renville	319,980	133,791	1,237,190	1,699,738	3,390,699
Yellow Medicine	319,980	87,273	954,325	1,128,890	2,490,468
District 8 Totals	3,839,760	1,547,225	10,734,508	12,656,566	28,778,059
Chisago	319,980	259,425	631,456	1,312,802	2,523,663
Dakota	319,980	1,700,280	801,159	2,927,011	5,748,430
Ramsey	319,980	2,637,902	662,023	5,347,698	8,967,603
Washington	319,980	996,584	557,127	2,215,027	4,088,718
District 9 Totals	1,279,920	5,594,191	2,651,765	11,802,538	21,328,414
- STATE TOTALS	\$27,838,308	\$27,838,308	\$83,514,922	\$139,191,538	\$278,383,076



NOTES & COMMENTS

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1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

Comparison of the Actual 1996 to a TENTATIVE 1997 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 1996 C.S.A.H. Apportionment and what each county's 1997 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1997 C.S.A.H. road user fund would stay the same as 1996. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1997 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.

CSAHWP51\BOOK\ACTUALTN.WP

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

Comparison of the Actual 1996 to the TENTATIVE 1997 C.S.A.H. Apportionment

County	Total 1996 C.S.A.H. Apportionment	Total TENTATIVE 1997 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$2,802,574	\$2,786,029	(\$16,545)	-0.6%
Cook	2,002,710	1,971,675	(31,035)	-1.6%
Itasca	5,675,740	5,537,616	(138,124)	-2.4%
Koochiching	3,061,657	3,061,657	0	0.0%
Lake	2,889,792	2,754,590	(135,202)	-4.7%
Pine	4,879,883	4,734,113	(145,770)	-3.0%
St. Louis	15,563,061	15,300,812	(262,249)	-1.7%
District 1 Totals	36,875,417	36,146,492	(728,925)	-2.0%
Beltrami	3,578,984	3,645,949	66,965	1.9%
Clearwater	2,083,968	2,040,790	(43,178)	-2.1%
Hubbard	2,324,581	2,333,741	9,160	0.4%
Kittson	2,463,294	2,457,540	(5,754)	-0.2%
Lake of the Woods	2,086,272	2,086,272	0	0.0%
Marshall	3,706,330	3,807,646	101,316	2.7%
Norman	2,366,395	2,344,515	(21,880)	-0.9%
Pennington	1,633,502	1,633,502	0	0.0%
Polk	5,364,336	5,350,000	(14,336)	-0.3%
Red Lake	1,633,502	1,633,502	0	0.0%
Roseau	2,746,030	2,793,628	47,598	1.7%
District 2 Totals	29,987,194	30,127,085	139,891	0.5%
Aitkin	2,747,589	2,745,230	(2,359)	-0.1%
Benton	1,850,472	1,907,746	57,274	3.1%
Cass	3,774,087	3,806,725	32,638	0.9%
Crow Wing	2,647,535	2,890,098	242,563	9.2%
Isanti	2,073,472	2,116,420	42,948	2.1%
Kanabec	1,633,502	1,633,502	0	0.0%
Mille Lacs	2,470,312	2,439,718	(30,594)	-1.2%
Morrison	3,054,877	3,097,665	42,788	1.4%
Sherburne	1,633,502	1,633,502	0	0.0%
Stearns	5,367,852	5,290,191	(77,661)	-1.5%
Todd	2,738,363	2,691,874	(46,489)	-1.7%
Wadena	1,858,418	1,865,650	7,232	0.4%
Wright	4,554,643	4,652,339	97,696	2.1%
District 3 Totals	36,404,624	36,770,660	366,036	1.0%
Becker	2,973,906	2,988,516	14,610	0.5%
Big Stone	1,633,502	1,633,502	0	0.0%
Clay	3,074,618	3,099,928	25,310	0.8%
Douglas	2,864,881	2,851,815	(13,066)	-0.5%
Grant	1,633,502	1,633,502	0	0.0%
Mahnomen	1,633,502	1,633,502	0	0.0%
Otter Tail	6,321,632	6,437,275	115,643	1.8%
Pope	2,316,858	2,292,865	(23,993)	-1.0%
Stevens	1,633,502	1,633,502	0	0.0%
Swift	2,170,273	2,150,598	(19,675)	-0.9%
Traverse	1,633,502	1,633,502	0	0.0%
Wilkin	2,128,866	2,163,689	34,823	1.6%
District 4 Totals	30,018,544	30,152,196	133,652	0.5%

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

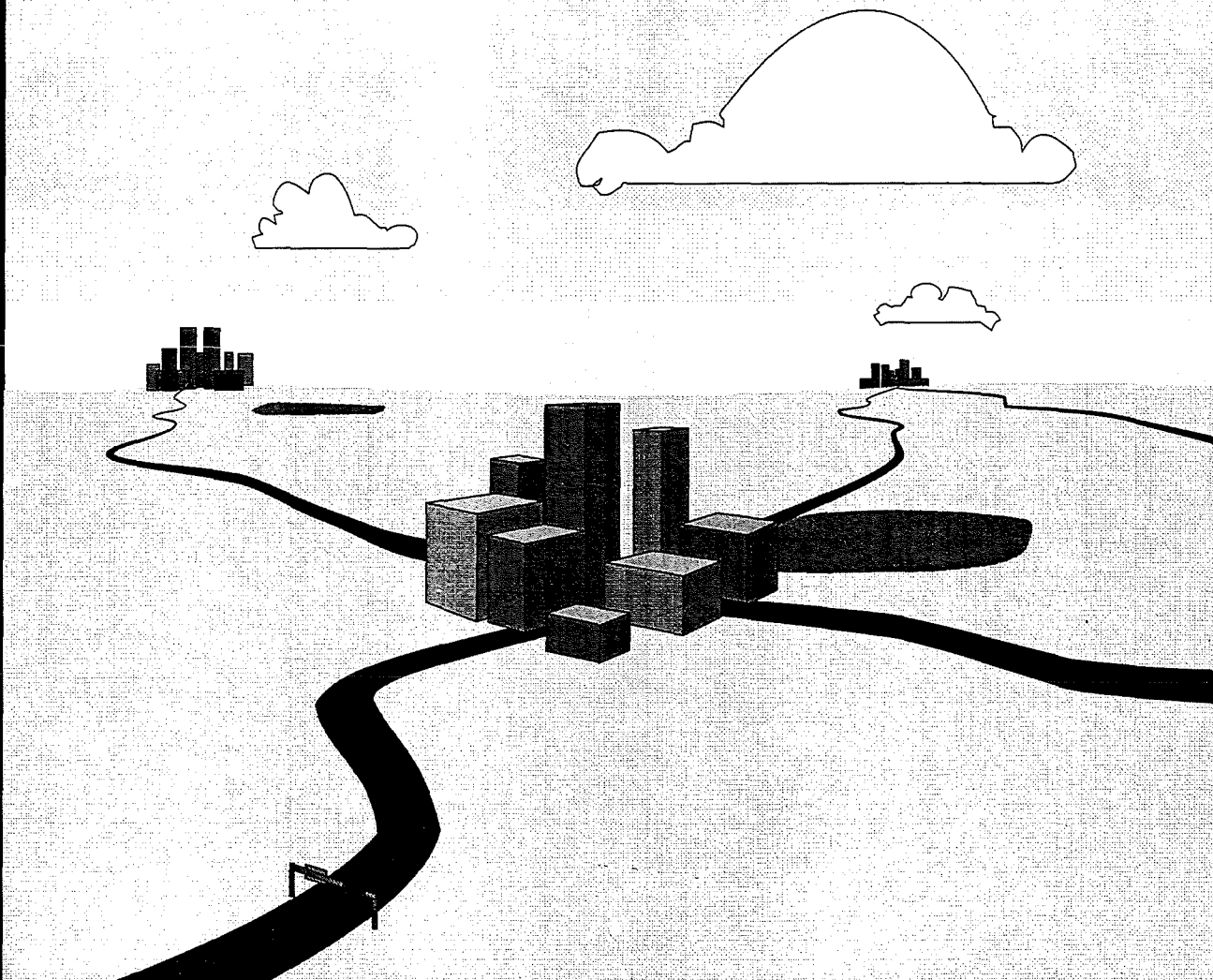
Comparison of the Actual 1996 to the TENTATIVE 1997 C.S.A.H. Apportionment

County	Total 1996 C.S.A.H. Apportionment	Total TENTATIVE 1997 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$5,029,976	\$5,097,685	\$67,709	1.4%
Carver	2,668,122	2,729,256	61,134	2.3%
Hennepin	18,116,590	17,884,095	(232,495)	-1.3%
Scott	3,121,605	3,029,245	(92,360)	-3.0%
District 5 Totals	28,936,293	28,740,281	(196,012)	-0.7%
Dodge	1,919,829	1,921,365	1,536	0.1%
Fillmore	4,027,952	4,168,662	140,710	3.5%
Freeborn	3,370,605	3,453,396	82,791	2.5%
Goodhue	3,163,581	3,169,789	6,208	0.2%
Houston	2,532,257	2,803,742	271,485	10.7%
Mower	3,295,894	3,295,456	(438)	-0.0%
Olmsted	3,708,949	3,734,617	25,668	0.7%
Rice	2,860,699	2,927,501	66,802	2.3%
Steele	2,568,061	2,538,064	(29,997)	-1.2%
Wabasha	2,694,376	2,653,064	(41,312)	-1.5%
Winona	3,099,948	3,114,889	14,941	0.5%
District 6 Totals	33,242,151	33,780,545	538,394	1.6%
Blue Earth	4,117,119	3,992,062	(125,057)	-3.0%
Brown	2,292,204	2,272,538	(19,666)	-0.9%
Cottonwood	2,290,925	2,285,377	(5,548)	-0.2%
Faribault	2,917,921	3,002,392	84,471	2.9%
Jackson	2,909,977	2,818,573	(91,404)	-3.1%
Le Sueur	2,389,129	2,365,807	(23,322)	-1.0%
Martin	2,587,780	2,607,028	19,248	0.7%
Nicollet	2,131,035	2,143,312	12,277	0.6%
Nobles	2,762,396	2,790,429	28,033	1.0%
Rock	1,913,189	2,014,308	101,119	5.3%
Sibley	2,225,185	2,164,409	(60,776)	-2.7%
Waseca	2,210,713	2,228,943	18,230	0.8%
Watsonwan	1,777,413	1,874,166	96,753	5.4%
District 7 Totals	32,524,986	32,559,344	34,358	0.1%
Chippewa	1,997,766	1,853,196	(144,570)	-7.2%
Kandiyohi	3,478,373	3,437,450	(40,923)	-1.2%
Lac Qui Parle	2,225,490	2,255,712	30,222	1.4%
Lincoln	1,758,761	1,730,993	(27,768)	-1.6%
Lyon	2,486,085	2,447,084	(39,001)	-1.6%
Mc Leod	2,207,955	2,203,775	(4,180)	-0.2%
Meeker	2,012,859	2,016,491	3,632	0.2%
Murray	2,174,922	2,255,758	80,836	3.7%
Pipestone	1,701,312	1,650,052	(51,260)	-3.0%
Redwood	2,946,670	3,046,381	99,711	3.4%
Renville	3,327,206	3,390,699	63,493	1.9%
Yellow Medicine	2,590,223	2,490,468	(99,755)	-3.9%
District 8 Totals	28,907,622	28,778,059	(129,563)	-0.5%
Chisago	2,606,312	2,523,663	(82,649)	-3.2%
Dakota	5,677,379	5,748,430	71,051	1.3%
Ramsey	9,294,790	8,967,603	(327,187)	-3.5%
Washington	3,907,764	4,088,718	180,954	4.6%
District 9 Totals	21,486,245	21,328,414	(157,831)	-0.7%
- 68 STATE TOTALS	\$278,383,076	\$278,383,076	\$0	0.0%

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MILEAGE REQUESTS

* * * * *



1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

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, 1996

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

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	Total Miles To Date	County
Aitkin	6.10		0.60												7.12 **			13.82	Aitkin
Anoka	2.04								10.42							16.74		29.20	Anoka
Becker	10.07																	10.07	Becker
Beltrami	7.53 *	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	7.44	0.13																7.57	Brown
Carlton	3.62																	3.62	Carlton
Carver	2.49	0.48						0.08										3.05	Carver
Cass	7.90														2.80 **			10.70	Cass
Chippewa	15.00									0.05								15.05	Chippewa
Chisago	3.24												2.20					5.44	Chisago
Clay	2.00	0.10																2.10	Clay
Clearwater	0.30 *	1.00																1.30	Clearwater
Cook	3.60																	3.60	Cook
Cottonwood	5.17	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	10.65 *																	10.65	Douglas
Faribault	0.37	1.20	0.09															1.66	Faribault
Fillmore	1.12		1.10															2.22	Fillmore
Freeborn	0.95	0.65																1.60	Freeborn
Goodhue		0.08																0.08	Goodhue
Grant	5.42																	5.42	Grant
Hennepin	4.50	0.24	0.85															5.59	Hennepin
Houston		0.12																0.12	Houston
Hubbard	1.85	0.26	0.06															2.17	Hubbard
Isanti	1.80																	1.80	Isanti
Itasca																		0.00	Itasca
Jackson	0.10																	0.10	Jackson
Kanabec																		0.00	Kanabec

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

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

County	1958-1970	1971-1976	1977-1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	Total Miles To Date	County
Kandiyohi	0.44																	0.44	Kandiyohi
Kittson	6.60 *																	6.60	Kittson
Koochiching	9.27 *						0.12											9.39	Koochiching
Lac Qui Parle	1.93																	1.93	Lac Qui Parle
Lake	4.82 *	0.56												10.31				15.69	Lake
Lake of 'Woods	0.89													7.65				8.54	Lake of 'Wood
Le Sueur	2.70	0.83				0.02												3.55	Le Sueur
Lincoln	6.55 *																	6.55	Lincoln
Lyon	2.00								1.50									3.50	Lyon
Mc Leod	0.09	0.50									0.32							0.91	Mc Leod
Mahnomen	1.42																	1.42	Mahnomen
Marshall	15.00 *	1.00																16.00	Marshall
Martin	1.52																	1.52	Martin
Meeker	0.80	0.50																1.30	Meeker
Mille Lacs		0.74																0.74	Mille Lacs
Morrison															9.70 **			9.70	Morrison
Mower	13.11 *		0.09															13.20	Mower
Murray	3.52	1.10																4.62	Murray
Nicollet				0.60														0.60	Nicollet
Nobles	13.71	0.23										0.12						14.06	Nobles
Norman	1.31																	1.31	Norman
Olmsted	15.32 *																	15.32	Olmsted
Otter Tail			0.36															0.36	Otter Tail
Pennington	0.84																	0.84	Pennington
Pine	9.25																	9.25	Pine
Pipestone	0.50																	0.50	Pipestone
Polk	4.00	1.55	0.67															6.22	Polk
Pope	3.63	1.20																4.83	Pope
Ramsey	10.12 *	0.61		0.21		0.92												11.86	Ramsey
Red Lake		0.50																0.50	Red Lake

OCTOBER, 1996

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

Approved by the County Engineers' Screening Board

<u>County</u>	<u>1958- 1970</u>	<u>1971- 1976</u>	<u>1977- 1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>		<u>1995</u>	<u>1996</u>	<u>Total Miles To Date</u>	<u>County</u>
Redwood	3.41		0.13																3.54	Redwood
Renville																			0.00	Renville
Rice	1.70																		1.70	Rice
Rock	0.50		0.54																1.04	Rock
Roseau	6.80																		6.80	Roseau
St. Louis	19.14 *																		19.14	St. Louis
Scott	12.09 *	5.15	0.12						3.50										20.86	Scott
Sherburne	5.42																		5.42	Sherburne
Sibley	1.50																		1.50	Sibley
Stearns	0.78		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	4.53	0.14				0.05													4.72	Waseca
Washington	2.33 *	0.40	0.33		1.33				8.05									18.52	30.96	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	339.03	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		16.74	18.52	485.02	Totals

* Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

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

1996 COUNTY SCREENING BOARD DATA

October, 1996

"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 September 1, 1996 is included.

County	Banked Mileage	Year Made Available
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	9.11	1992, 1994 & 1996
Hubbard	0.30	1996
Isanti	0.22	1992
Itasca	2.95	1992 & 1995
Kandiyohi	0.20	1993
Koochiching	0.25	1994 & 1995
Lincoln	1.10	1996
McLeod	1.23	1992 & 1994
Marshall	1.70	1994
Mille Lacs	1.10	1992
Nicollet	1.26	1993 & 1995
Norman	0.50	1993
Pennington	1.65	1995
Pipestone	0.10	1996
Pope	0.40	1992
Ramsey	0.96	1995
Red Lake	1.00	1994
Redwood	0.20	1995
Renville	1.35	1992
Rice	0.90	1994
Rock	1.60	1993
Roseau	0.80	1991
St. Louis	0.76	1996
Sibley	0.01	1995
Stearns	0.08	1992
Wabasha	0.33	1993
Waseca	0.61	1993 & 1995
Wadena	0.07	1991 & 1994
Washington	1.21	1994
Wright	1.07	1992 & 1993
Yellow Medicine	0.68	1993 & 1995
Total	46.66	

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

MJ\CO00\123\FILE_123\BANKEDMI.WK3

MINNESOTA DEPARTMENT OF TRANSPORTATION
METROPOLITAN DIVISION

REQUEST FOR SYSTEM REVISION

TO: KEN HOESCHEN, MANAGER, C.S.A.H. NEEDS UNIT

COUNTY OF CHISAGO

FROM: ROBERT BROWN, DISTRICT STATE AID ENGINEER

REQUEST DATE JULY 31, 1996

#	NEW?	CSAH #	ROAD NAME	FROM	TO
1	YES		FALCON AVE	CSAH 19	CSAH 10
2					
3			THIS IS A REQUEST TO ADD ^{14.0} 13.7 MILES TO THE CHISAGO COUNTY SYSTEM.		
4					
5			APPX. ^{11.8} 11.5 MILES ARE PRESENTLY DESIGNATED COUNTY ROAD.		
6					
7					

C. S. A. H. CRITERIA FOR DESIGNATION

X indicates that revision meets that criteria

<input checked="" type="checkbox"/>	PROJECTED TO CARRY A RELATIVELY HEAVIER TRAFFIC VOLUME, OR IS FUNCTIONALLY CLASSIFIED AS A COLLECTOR OR ARTERIAL
<input checked="" type="checkbox"/>	CONNECTS TOWNS, COMMUNITIES, SHIPPING POINTS AND MARKETS WITHIN A COUNTY OR IN ADJACENT COUNTIES,
<input checked="" type="checkbox"/>	OR PROVIDES ACCESS TO RURAL CHURCHES, SCHOOLS, COMMUNITY MEETING HALLS, INDUSTRIAL AREAS, STATE INSTITUTIONS AND RECREATIONAL AREAS,
<input type="checkbox"/>	OR SERVES AS A PRINCIPAL RURAL MAIL ROUTE AND SCHOOL BUS ROUTE.
<input checked="" type="checkbox"/>	PROVIDES AN INTEGRATED AND COORDINATED HIGHWAY SYSTEM AFFORDING WITHIN PRACTICAL LIMITS, A STATE AID NETWORK CONSISTENT WITH PROJECTED TRAFFIC DEMANDS.

COMMENTS

#1 _____

#2 _____

#3 _____

#4 _____

#5 _____

#6 _____

#7 _____

 DISTRICT STATE AID ENGINEER

RECOMMENDED FOR ~~DENIAL~~ - APPROVAL

DATE

MANAGER C.S.A.H. NEEDS UNIT

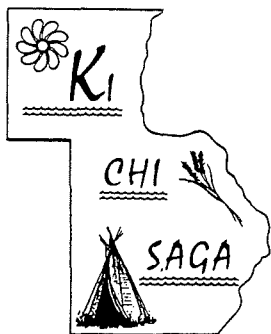
RECOMMENDED FOR DENIAL - APPROVAL

DATE

STATE AID ENGINEER

DENIED ---- APPROVED

DATE



CHISAGO COUNTY DEPARTMENT OF PUBLIC WORKS

Mail: 313 North Main Street Room 400 Center City, MN 55012-9663

Office: Center Avenue and Schulze Street, Center City

(612) 257-5708 • (612) 674-4433 Ext. 259

Facsimile Machine (612) 257-1166

Kenneth W. Anderson, P.E.
Director of Public Works
County Highway Engineer

Robert H. Kozel, P.E.
Assistant County Highway Engineer

Christine M. Waddell
Right of Way Agent

Rick LaValle
Highway Superintendent

Cindy V. Nelson
Accountant Supervisor

July 31, 1996

Mr. Robert Brown, State Aid Engineer
Minnesota Department of Transportation
Metro Division State Aid Office
1500 County Road B2 West
Roseville, MN 55113

RE: Screening Board Request For Additional State Aid Mileage

Dear Mr. Brown,

Chisago County hereby requests addition of ^{14.00}~~13.70~~ miles to our County State Aid Highway System. The proposed new mileage consists of two segments, beginning in the City of Stacy and ending in The City of Harris (see attached map).

The first segment begins at the intersection of CR 78 and CSAH 19 (Sections 29 & 30, T 33 N, R 21 W) and follows Falcon Avenue (CR 78) northerly to CSAH 17. At that point, the County Road designation is dropped and Falcon Avenue continues as a Lent Township road and a North Branch City Street until reaching 370th Street. The proposed route then continues along Falcon Avenue (CR 68) northerly to it's intersection with TH 95 (Sections 19 & 20, T 35 N, R 21 W). This segment is 7.80 miles long.

The second segment begins at the intersection of CR 64 with TH 95 (Section 20, T 35 N, R 21 W) and follows Flink Avenue (CR 64) northerly to 425th Street. At that point, it turns westerly and continues to follow CR 64 and CR 65 westerly along 425th Street to Elmcrest Avenue where it again turns northerly, following CR 65 past Chisago County Fish Lake Park to a terminus at the intersection of Elmcrest Avenue and Stark Road (CSAH 10). The terminus is located in Section 30, T 36 N, R 21 W and Section 25, T 36 N, R 22 W. This segment is ~~5.80~~ miles long

^{6.20}

Traffic volumes (1992 A.A.D.T. volumes) range from a high of 1,300 v/d (at CSAH 19 & at TH 95) to a low of 110 v/d just south of the County park.

This roadway serves as a north-south collector, paralleling the alignment of I-35 from the Stacy interchange (CSAH 19) to the Harris interchange (CSAH 10). MnDOT's freeway system interrupts east-west travel in this area and acts as a barrier to cross county travel. The only freeway crossings within this segment are an overpass at CSAH 17 and the North Branch interchange at TH 95.

Travel in this area is further hampered by intrusion of the Carlos Avery Wildlife Management Area and numerous lakes or streams which interrupt the regular spacing and alignment of circulation roadways. In short, this roadway intercepts and redirects virtually all traffic crossing thru this area of Chisago, Anoka and Isanti County.

The East Central Regional Development Commission has been requested By the Chisago County Board of Commissioners to place this roadway on the region 7E Thoroughfare System as a "Minor Collector" roadway. CSAH 30, located east of I-35, serves a similar function in that area and is classified as a "Major Collector".

The proposed addition connects major residential areas of North Branch located west of I-35 with the downtown area east of the freeway. This road serves as the major response route for police, fire and ambulance calls. It not only focuses traffic from neighborhoods and rural areas to the various interchanges, but it also serves as a major access route to one of Chisago County's major shopping facilities (Tanger Mall).

In the north end, this roadway is the only access to one of our premier recreation areas, Fish Lake Park. This roadway provides an access for bicycle traffic to travel from the north end of our (soon to be completed) Sunrise Prairie Trail into this recreation and fishing area.

This proposed addition to our State Aid highway network will provide funding opportunities for improvement to a roadway which, up to this time, has been under several (City, Township and County) jurisdictions and it will allow Chisago County an opportunity to coordinate and plan for an integrated approach to serving travel needs in this rapidly growing area.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kenneth W. Anderson', written in a cursive style.

Kenneth W. Anderson, P.E.
Chisago County Highway Engineer

Enclosures

[illegible]

MILEAGE SUBCOMMITTEE REPORT

To The

COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: September, 1996

Subcommittee: Lee Berget
Dave Robley
Paul Kirkwold

Clearwater County, Chair
Douglas County
Ramsey County



Requested By: **Chisago County**

Proposed System Revisions:

Chisago County has requested that 14.0 miles be designated from CSAH 19 in Stacy, MN, to CSAH 10 in Harris, MN. This route passes through North Branch Township which recently became a city over 5000 when they combined with the city of North Branch.

Proposed CSAH System Revisions	
Current CSAH Mileage	228.46
Proposed CSAH Designation	14.00
Total CSAH Mileage, as Proposed	242.46

REVIEW RESOURCES	
X	Road Tour - September 12, 1996 with DSAE & County Engineer
X	County Engineer's Request Cover Letter
X	TH, CSAH, CR System Maps with Traffic Count Data
X	Functional Class Maps
	Construction Needs of System Revision
	Anticipated Construction Program
X	Recommendation of DSAE
X	Conference with DSAE & County Engineer

Mileage Subcommittee Report
Chisago County
September 1996

Merits of the Request:

1. Tanger Mall in North Branch is proposed to have an access from the route.
2. The commercial areas of North Branch would benefit from proposed route improvements.
3. Access to a regional park with a picnic area, playground, and swimming beach would be afforded by the connection to CSAH 10.

Concerns of the Mileage Subcommittee:

1. The majority of the route appears to be a local collector for the existing residential access. Access is provided to a regional park, a golf course, and the commercial areas in and around North Branch, but the rest of the route appears to be questionable as a CSAH route.
2. The proximity of Interstate 35 and CSAH 30 makes the need for this route less imperative as a connection between marketplaces.
- 3 We were told that the route through North Branch would be designated a MSA Street by North Branch and the committee felt that that was appropriate due to the traffic patterns of the area and the commercial interests located there.
- 4 Traffic from North Branch, north, to CSAH 10 would probably not take the proposed route, but would instead access CSAH 10 via CR 64.
- 5 The justification for the proposed route on the north end of the request was a regional park access that has seasonally high traffic. The result of approval of this route with a pending MSAS designation means we will be introducing a CSAH stub connection.
6. Guidance on the designation of CSAH routes stub ended at MSAS routes is unclear.

Recommendation to the Screening Board:

_____ Approve
 X Conditional Approval
_____ Deny

Mileage Subcommittee Report
Chisago County
September 1996

The approval recommendation is conditioned upon guidance from the Screening Board on the appropriate way to handle stub end CSAH routes at MSAS routes.

If approved, the Mileage Subcommittee would recommend that the CSAH designation extend from CSAH 10 to the northern corporate limits of North Branch along the proposed alignment and then extend further from the southern corporate limits of North Branch to the junction of CSAH 17, and there terminate. CSAH 31 through Wyoming should be revoked and redesignated as part of this request. A total of 3.3 miles of new CSAH route would be designated, with 1.0 miles of redesignation from CSAH 31. The route through North Branch should be designated MSAS.

Mileage Subcommittee Recommendation	
Current CSAH Mileage	228.46
Revocation CSAH 31	-1.00
Recommended New CSAH Designation	4.30
Total CSAH Mileage, as Recommended	231.76

Net increase, New CSAH Designations: 3.30 miles



@#*\$!!)

- 82 -

CHISAGO COUNTY

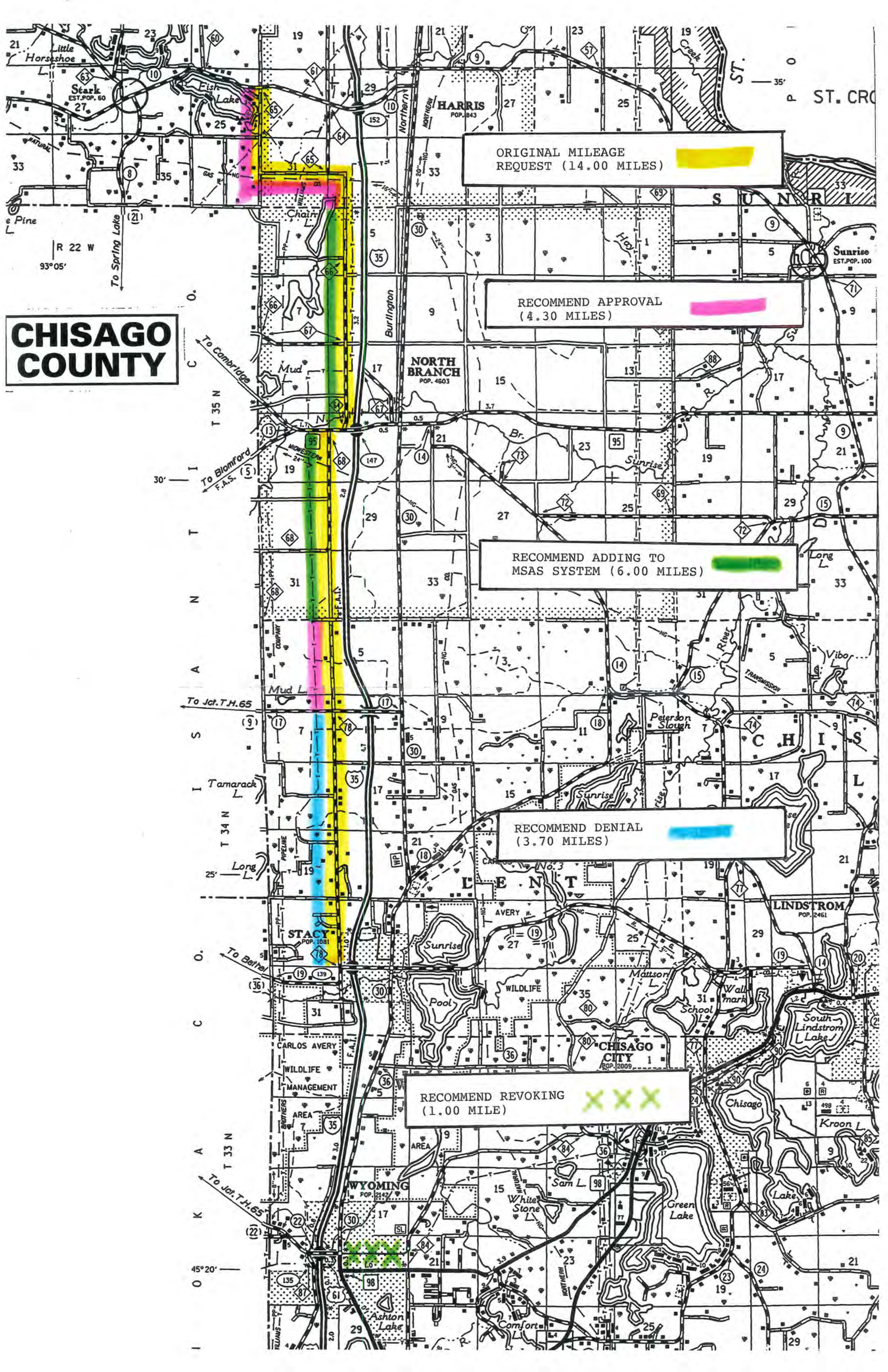
ORIGINAL MILEAGE
REQUEST (14.00 MILES)

RECOMMEND APPROVAL
(4.30 MILES)

RECOMMEND ADDING TO
MSAS SYSTEM (6.00 MILES)

RECOMMEND DENIAL
(3.70 MILES)

RECOMMEND REVOKING
(1.00 MILE)



MINNESOTA DEPARTMENT OF TRANSPORTATION
METROPOLITAN DIVISION

REQUEST FOR SYSTEM REVISION

TO: KEN HOESCHEN, MANAGER, C.S.A.H. NEEDS UNIT

COUNTY OF SCOTT

FROM: ROBERT BROWN, DISTRICT STATE AID ENGINEER

REQUEST DATE AUGUST 1, 1996

#	NEW?	CSAH #	ROAD NAME	FROM	TO
1	YES				
2			40.83		
3			THIS IS A REQUEST TO ADD 38.68 MILES TO THE SCOTT COUNTY SYSTEM,		
4			WHICH IS COMPOSED OF 19.91 MILES OF DELETIONS AND 58.59 MILES		
5			OF ADDITIONS. 19.09 59.92		
6					
7					

C. S. A. H. CRITERIA FOR DESIGNATION

X indicates that revision meets that criteria

<input checked="" type="checkbox"/>	PROJECTED TO CARRY A RELATIVELY HEAVIER TRAFFIC VOLUME, OR IS FUNCTIONALLY CLASSIFIED AS A COLLECTOR OR ARTERIAL
<input checked="" type="checkbox"/>	CONNECTS TOWNS, COMMUNITIES, SHIPPING POINTS AND MARKETS WITHIN A COUNTY OR IN ADJACENT COUNTIES,
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<input 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 NETWORK CONSISTENT WITH PROJECTED TRAFFIC DEMANDS.

COMMENTS

#1 _____

#2 _____

#3 _____

#4 _____

#5 _____

#6 _____

#7 _____

DISTRICT STATE AID ENGINEER

RECOMMENDED FOR ~~DENIAL~~ - APPROVAL

DATE

MANAGER C.S.A.H. NEEDS UNIT

RECOMMENDED FOR DENIAL - APPROVAL

DATE

STATE AID ENGINEER

DENIED ---- APPROVED

DATE



SCOTT COUNTY
PUBLIC WORKS AND LANDS DIVISION
HIGHWAY DEPARTMENT
600 COUNTRY TRAIL EAST
JORDAN, MN 55352-9339
(612) 496-8346

GARY L. CUNNINGHAM
COUNTY ADMINISTRATOR
BRAD LARSON
ASSOCIATE ADMINISTRATOR

Fax: (612) 496-8365

August 1, 1996

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

Re: CSAH (County State Aid Highway) Mileage Request

Dear Bob:

Scott County made a decision 40 years ago that the County and its citizens have lived with since. When the County State Aid Highway System was developed, Scott County elected to have a minimal system. We presently have the 3rd smallest CSAH system in the State, yet we rank 10th in population and 3rd in the rate of population growth.

In 1990, Scott County initiated the development of a \$100,000, twenty-year Transportation Plan in cooperation with the cities and townships. This process included a thorough review of our existing system based on functional classification and CSAH criteria for designation of routes. The initial plan was finalized in late 1992. However, issues beyond the scope of the Transportation Plan (land use, density and future growth patterns to name a few) were identified in this process.

Because those issues did and will have significant impact on the transportation system, the County undertook a complete revision of its Comprehensive Plan. This Comprehensive Plan and an updated Transportation Plan were completed and approved by the Metropolitan Council in November 1995.

Included in these two plans was a functional classification of all State, County and selected city/township routes, a jurisdictional review of highways, and a requirement that all townships prepare a transportation map identifying existing and future roadways within their townships. Each of these maps required review by the County Highway Department and approval by the County Board. To date, eight of the eleven township maps have been approved, with approval of the remaining three township maps expected within the next few months.

Bob Brown
CSAH Mileage Request
August 1, 1996
Page 2

The jurisdictional study identified approximately 52 miles of County highways or routes within our right-of-way that should be turnbacked to cities (10 miles) and townships (42 miles). To date, all the required public hearings have been held on the turnbacks and the majority of the turnbacks are expected to be authorized by the County Board by early fall 1996.

Included in the jurisdictional discussion is the planned turnback of 8.22 miles of a portion of TH 169 and TH 101 in Shakopee upon the November 1996 completion of the Shakopee Bypass.

Finally, Scott County has reviewed the existing County State Aid Highway System and is requesting ^{19.09}~~19.91~~ miles of deletions in conjunction with ^{59.92}~~58.59~~ miles of additions for a net increase in the system of ^{49.05}~~46.90~~ miles which includes the 8.22 miles of TH turnback. Enclosed for your review is a packet describing each proposed change. Should you have any questions or require additional information please contact me or Scott Merkley at 496-8346.

With these proposed jurisdictional transfers, mileage exchanges, and requested additions, the Scott County system will reflect the true purpose and intent of the County State Aid Highway System as it stands today and when it was first developed 40 years ago.

Your assistance in reshaping our system is appreciated.

Sincerely,



Bradley J. Larson, P.E.
Associate Administrator - Public Works and Lands/County Engineer

BJL/jkf
enc.

SCOTT COUNTY'S PROPOSED COUNTY STATE AID HIGHWAY SYSTEM

COUNTY STATE AID HIGHWAYS TO BE DELETED

DELETION SEGMENT NO.	CSAH	SEGMENT	FUNCTIONAL CLASSIFICATION	RATIONALE	MILES
1	7	CSAH 5 to CSAH 6	Minor Arterial	Local Access	0.70
2	15	TH 19 to CSAH 8	Collector	Closely Parallels Proposed Addition	6.00
3	16	TH 300 to CSAH 17	Minor Arterial	Local Access	1.78
4	18	TH 101 to Mn. River	Principle Arterial	Upgrade to State System	0.82
5	29	CR 91 to East County Line	Collector	Local Access	3.10
6	33	CSAH 2 to Beard Ave.	Local	Local Access	0.79
7	39	TH 13 (S) TO TH 13 (N)	Local	Local Access	1.20
8	56	TH 13 to CSAH 23	Collector	Local Access	3.90
9	80	CSAH 46 to East County Line	Local	Short Segment, Local Access	0.50
10	103	TH 21 to TH 169	Local	Short Segment, Local Access	0.80
11	106	CSAH 31 to TH 13	Local	Short Segment, Local Access	0.32
				TOTAL MILES	19.94

19.09

SCOTT COUNTY'S PROPOSED COUNTY STATE AID HIGHWAY SYSTEM

NEW COUNTY STATE AID HIGHWAYS DESIGNATIONS

NEW DESIGNATION SEGMENT NO.	CSAH	SEGMENT	FUNCTIONAL CLASSIFICATION	RATIONALE	1995 ADT	2015 ADT	MILES
1	2	CSAH 11 to CSAH 23	Minor Arterial		350-1,650	1,000-5,000	9.14
2	7	CSAH 5 to CSAH 6	Minor Arterial	Continuation of CSAH route, Connects Le Sueur Co. to TH 169	1,400	2,500	0.17 0.50
3	18	N. Jct. CSAH 16 to TH 169	Minor Arterial	Continuation of CSAH route, Connection to Shakopee Bypass	3,500-3,800	7,000	1.48
4	21	CSAH 42 to CR 18	Principal Arterial	Future continuation of CSAH route, Connection to Shakopee Bypass	N/A	22,000	2.42
5	31	CSAH 42 to CSAH 16	Major Collector	Continuation of CSAH route,	6,800-7,100	15,000	1.59
6	42	CSAH 17 to 0.24 mi west of CSAH 21	Minor Arterial	Continuation of CSAH route, Connects Prior Lake to Shakopee	6,600-12,500	12,000-26,000	2.82
7	59	CSAH 7 to TH 169	Minor Arterial		270-640	1,000-1,200	4.75
8	67	CSAH 37 to CSAH 8	Minor Arterial	Replaces CSAH 15	400-2,050	4,000	6.52
9	68	CSAH 23 to CSAH 27	Major Collector	Continuation of CSAH route, Connects Prior Lake to I-35	1,700-1,750	5,000	3.00
10	71	CSAH 10 to TH 282	Minor Arterial	Continuation of CSAH route, both north and south	370-550	3,000-4,000	2.52
11	74	CSAH 27 to CR 75	Minor Arterial	Continuation of CSAH route, Connects Savage to Burnsville	5,700	17,000	1.12
12	78	TH 169 to CSAH 17	Minor Arterial	Connects Chaska to Shakopee to Prior Lake	4,050-5,700	5,000	3.69
13	82	CSAH 17 to CSAH 21	Major Collector		5,000-8,100	5,500-14,000	2.62
14	83	CR 82 to TH 101	Minor Arterial / Major Collector	Connects Shakopee to Prior Lake, & Shak. Bypass to Mystic Lake Casino	5,200-16,500	21,000-36,000	5.24
15	86	CSAH 22 to CSAH 46	Minor Arterial	Continuation of CSAH route, both east and west	1,050-2,300	3,000-4,500	4.85
16	91	CR 86 to CSAH 2	Major Collector	Continuation of CSAH route, both north and south	1,050-1,150	2,000	2.06
17	91	CSAH 29 to CSAH 21	Major Collector	Continuation of CSAH route, both north and south	400-2,650	1,500-2,000	4.60 5.60
TOTAL MILES							58.59 59.92

Note:

- 1) 1995 ADT from adjusted traffic counts
- 2) 2015 ADT from 1994 Scott County Transportation Plan

MILEAGE SUBCOMMITTEE REPORT

To The

COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: September, 1996

Subcommittee: Lee Berget Clearwater County, Chair
 Dave Robley Douglas County
 Paul Kirkwold Ramsey County



Requested By: **Scott County**
 Proposed System Revisions:

Scott County has requested mileage based on a transportation plan for the year 2015. The implementation of the plan is well underway, as the plan was originally completed in 1992. It is proposed to have the Screening Board authorize a total mileage increase that would be "watch dogged" by State Aid personnel. The mileage would fluctuate between the current mileage and the maximum mileage cap as elements of the plan are completed. At the conclusion of 2015, the plan should be fully implemented and the mileage should be authorized.

Proposed CSAH System Revisions	
Current CSAH Mileage	189.44
Proposed CSAH Designation	40.83
Total CSAH Mileage, as Proposed	230.27

REVIEW RESOURCES	
X	Road Tour - September 13, 1996 with DSAE & County Engineer
X	County Engineer's Request Cover Letter
X	TH, CSAH, CR System Maps with Traffic Count Data
X	Functional Class Maps
X	Construction Needs of System Revision
	Anticipated Construction Program
X	Recommendation of DSAE
X	Conference with DSAE & County Engineer

Mileage Subcommittee Report
Scott County
September 1996

Merits of the Request:

1. This request is based on a very comprehensive study and planning effort that will respond to the growth Scott County has experienced and is looking forward to.
2. Scott County has actively sought implementation of the plan prior to making a mileage request.
3. Scott County has made a very significant local effort to improve roads on their local system and many of the routes requested have already been built.

Concerns of the Mileage Subcommittee:

1. CSAH 27 is a contiguous north-south route across Scott County. The last half mile of the route is designated non-existent mileage, with limited potential for development due to a calcareous fen and wetland restrictions. Currently travelers use CSAH 31 to gain access to TH 13. CSAH 31 should be reverted to an MSA street if CSAH 27 is constructed, and the mileage revoked for Scott County.
2. CR 74 serves as access to a regional wildlife area and park. It would result in a CSAH stub connection to an MSA street. This road is located wholly within Savage, MN. It should be a MSA street.
- 3 CR 31 should be designated a MSA street as it is wholly contained within the City of Savage.
4. CR 86 is a County line road and portions of the route that are already CSAH (CSAH 22) are shared 50/50 with Rice County. This route should be consistent with the division of authority over its entirety. Scott County and Rice County should jointly decide upon a shared arrangement. Consistent numbering as CSAH 22 should be considered.

Recommendation to the Screening Board:

<u> X </u>	Approve
<u> </u>	Conditional Approval
<u> </u>	Deny

Mileage Subcommittee Report
Scott County
September 1996

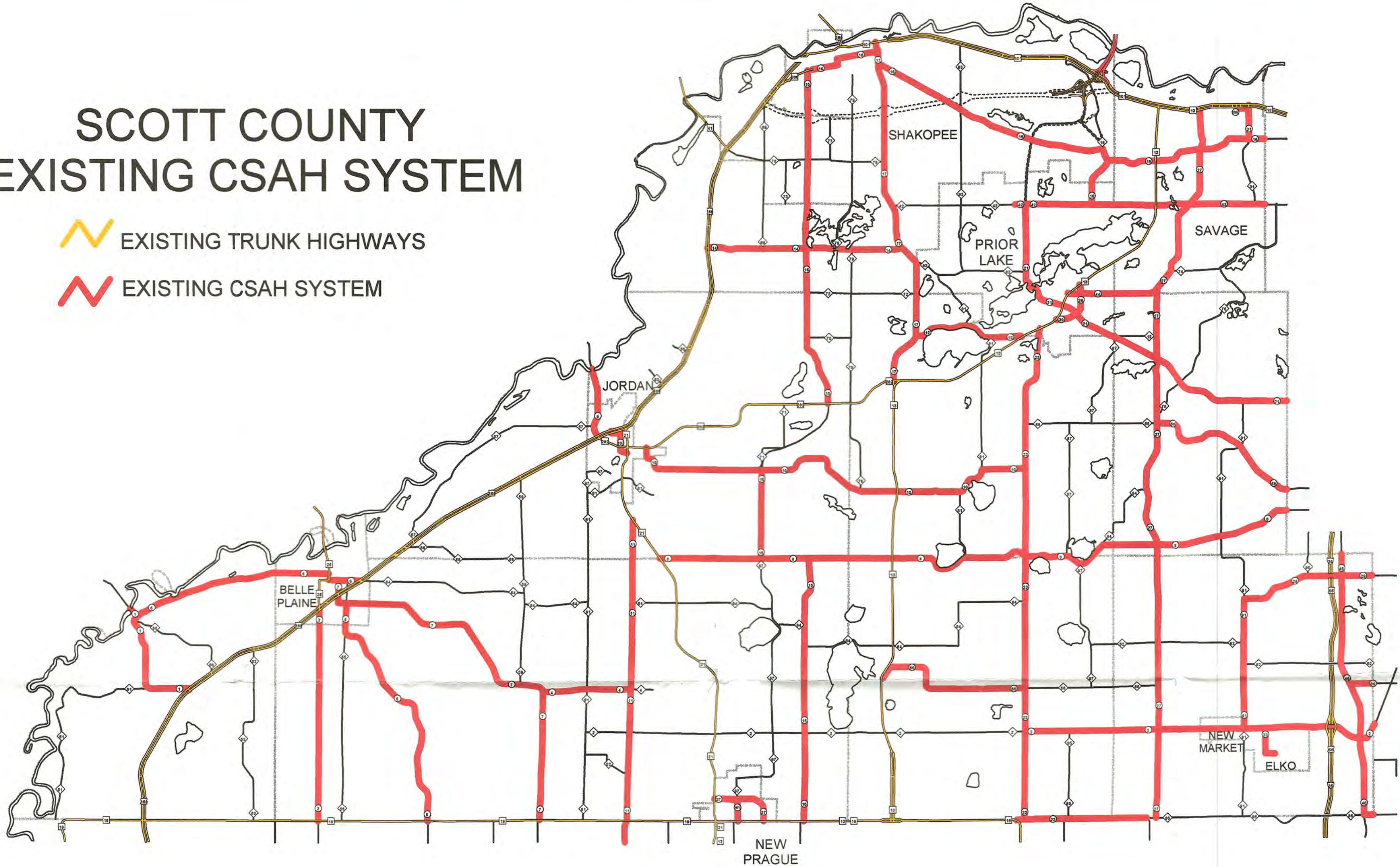
Recommend approval as proposed with the exception of CR 31 (1.59 miles), and CR 74 (1.12 miles). These changes result in a total of 38.12 new CSAH miles for Scott County. If, as recommended, Rice County and Scott County work out a shared routing for CSAH 22/CR 86 then half of 4.85 miles would be on the Rice County system.

Mileage Subcommittee Recommendation	
Current CSAH Mileage	189.44
Programmed CSAH Deletions	-19.09
Recommended New CSAH Designation	57.21
Total CSAH Mileage, as Recommended	227.56

Net Increase, New CSAH Designations: 38.12 miles

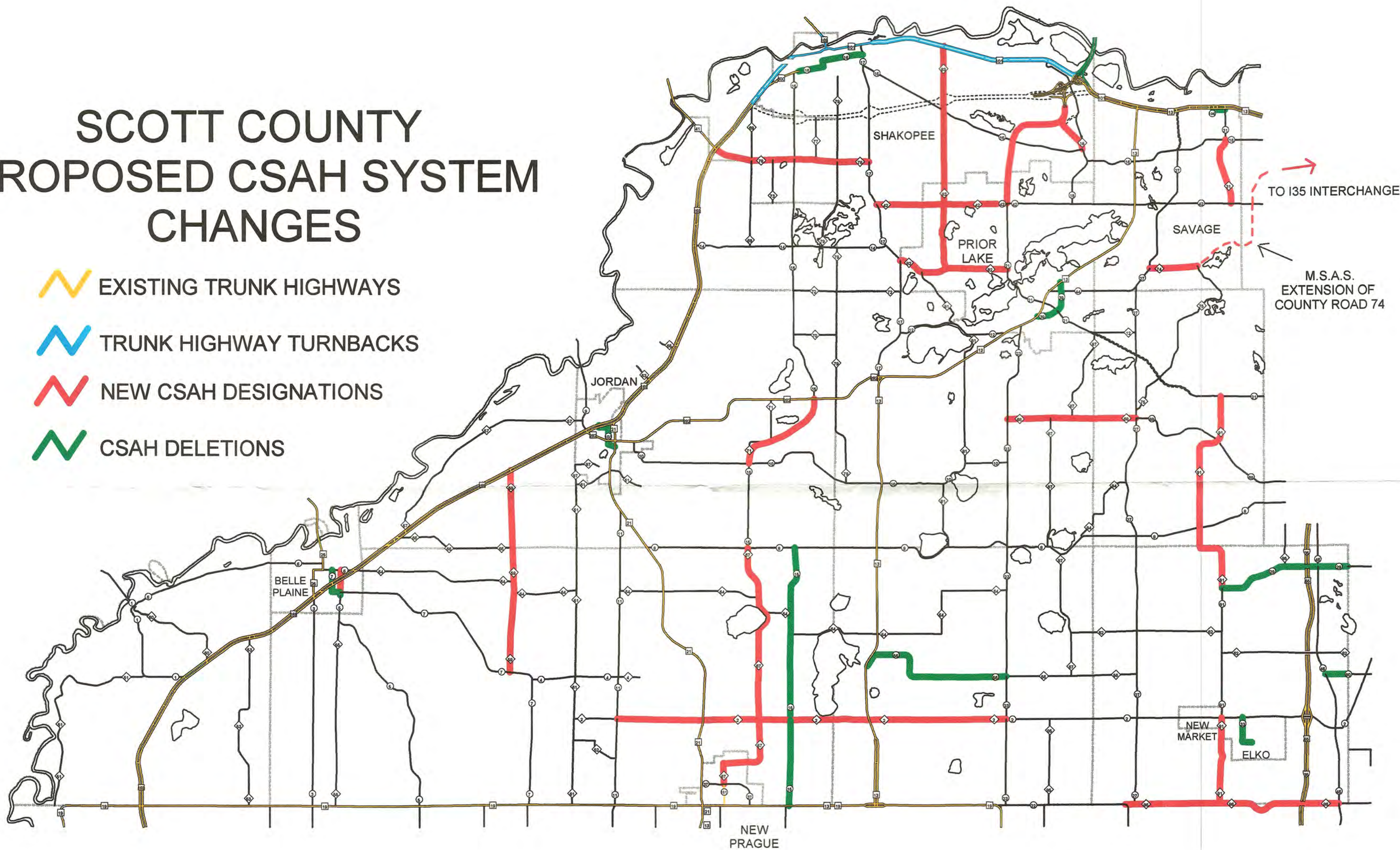
SCOTT COUNTY EXISTING CSAH SYSTEM

- EXISTING TRUNK HIGHWAYS
- EXISTING CSAH SYSTEM



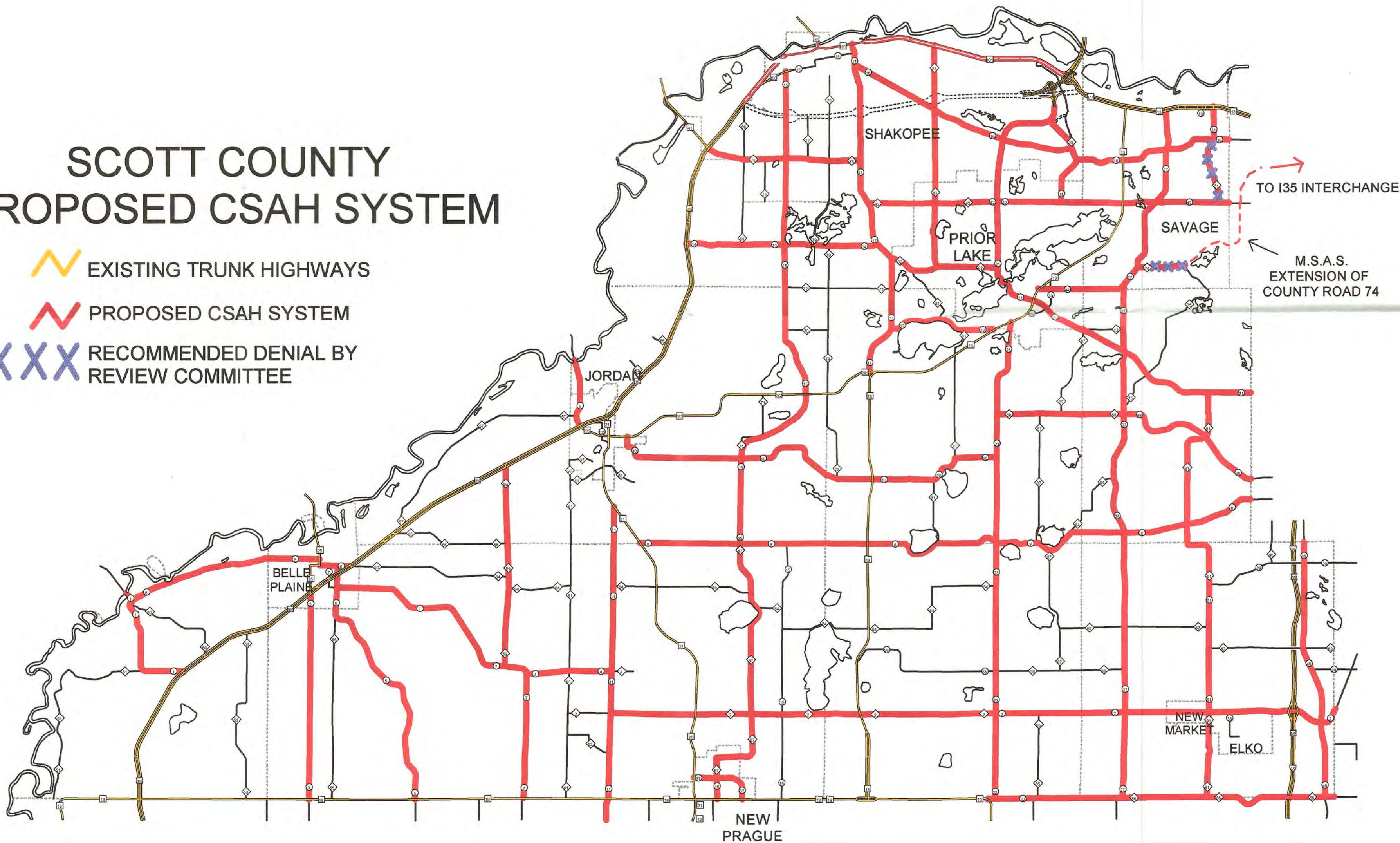
SCOTT COUNTY PROPOSED CSAH SYSTEM CHANGES

- EXISTING TRUNK HIGHWAYS
- TRUNK HIGHWAY TURNBACKS
- NEW CSAH DESIGNATIONS
- CSAH DELETIONS



SCOTT COUNTY PROPOSED CSAH SYSTEM

- EXISTING TRUNK HIGHWAYS
- PROPOSED CSAH SYSTEM
- RECOMMENDED DENIAL BY REVIEW COMMITTEE



STUDY OF PROPOSED CONCEPTS

By Mileage Subcommittee: Lee H. Berget, Clearwater County, Chair
David Robley, Douglas County
Paul Kirkwold, Ramsey County



The Screening Board, at the June 1996 meeting, tasked the Mileage Subcommittee with looking at several proposed concepts brought up by SALT. The Mileage Subcommittee reviewed the concepts at a meeting on September 12-13, 1996. The following recommendations are provided:

1. Jurisdictional transfers between counties and cities.
 - a. **"TH turnbacks lose all status as a TH turnback if moved from one local agency to another."**
 - i. This proposal was recommended for adoption by the Screening Board on a 2-1 decision.
 - ii. This proposal basically states that the decision that Mn/DOT makes at the time of a turnback is final, as far as future jurisdictional transfers are concerned.
 - iii. One point of view has it that the jurisdictional transfer due to changed conditions at some future time has to be treated as any other transfer would through the Screening Board process.
 - iv. Another point of view has this TH turnback as retaining its special treatment outside the review process of the Screening Board.
 - v. **Recommendation: By a vote of 2-1 the Mileage Subcommittee recommends that the proposed concept be adopted by the Screening Board through the resolution process. Jurisdictional transfers after Mn/DOT has made the turnback decision should be treated as any other mileage in a future transfer.**
 - b. **"Counties may re-designate or bank any mileage in excess of the exchanged mileage."**
 - i. This proposal was recommended for adoption by the Screening Board on a unanimous decision.
 - ii. **Recommendation: Adopt the concept as presented.**

- c. **"Counties must go to the Screening Board or have other banked mileage available if the net change results in an increase to CSAH system mileage. (Perhaps Screening Board could give SALT authority to administratively act if increase is <0.5 miles.)"**
 - i. This proposal was recommended for adoption by the Screening Board on a unanimous decision, with a modification that deletes the last portion in parathesis.
 - ii. No administrative decisions should be involved in these matters no matter how small the mileage addition.
 - iii. **Recommendation: Adopt the proposal as follows; "Counties must go to the Screening Board or have other banked mileage available if the net change results in an increase to CSAH system mileage."**

2. **MSAS Designation & CSAH Changes When a City Reaches 5000 Population.**

- a. **"In the case of a city that had previously been over 5000 population, had lost its eligibility as an MSAS City and has become eligible again: All streets which were designated CSAH because the City lost its MSA eligibility shall be revoked as CSAH, and the mileage shall not be re-designated or banked by the County."**
 - i. St. Paul Park and Redwood Falls would be examples of this situation.
 - ii. This proposal was recommended for adoption by the Screening Board on a unanimous decision.
 - iii. **Recommendation: Adopt the concept as presented.**
- b. **"In the case of a city which becomes eligible for MSAS designation for the first time: All CSAH routes which serve only a municipal function and have both termini within or at the City boundary shall be revoked as CSAH and should be considered for MSAS designation. County Roads which serve only a municipal function and have both termini within or at the City Boundary should be considered for MSAS designation, if they meet eligibility criteria."**
 - i. This proposal was recommended for adoption by the Screening Board on a unanimous decision, with minor modifications.

- ii. The word shall in the third line was discussed. The thought was that in some cases it may make sense to retain a through route on the CSAH system. Perhaps the word "should" with a requirement to justify actions would be appropriate. No change was suggested as a result of the discussion, but the Screening Board may wish to revisit this topic.
- iii. The revocation of mileage under this circumstance should allow for the banking or re-designation of the revoked mileage by the County.
- iv. **Recommendation: Adopt the proposal as follows: "In the case of a city which becomes eligible for MSAS designation for the first time: All CSAH routes which serve only a municipal function and have both termini within or at the City boundary shall be redesignated or revoked and banked as CSAH mileage for the County and should be considered for MSAS designation. County Roads which serve only a municipal function and have both termini within or at the City Boundary should be considered for MSAS designation, if they meet eligibility criteria."**

During the course of the Mileage Subcommittee's review of the current mileage requests we determined that some vague issues exist in the designation of stub end CSAH routes that connect to MSA streets. What follows is a summary of some of the issues surrounding the current mileage requests, committee recommendations, and concerns for guidelines on how to handle these issues when they are part of a mileage request.

3. CSAH Stubs Connecting MSA Streets.

- a. During our review of the mileage requests from Chisago and Scott Counties an issue about CSAH stubs connecting to MSA Streets developed. The issue surrounds designation of CSAH mileage to connect an MSA Street to another CSAH or TH. Since these routes connect to MSA Streets are they stubs?
- b. In the case of Chisago County the recommendation of the Mileage Subcommittee involves designation of a route connecting CSAH 10 to Flink Avenue which will be designated an MSA Street if the mileage committee recommendation is approved. This route would also serve as main access to Fish Lake Park, a highly used regional park. The route would extend past the park and connect with the MSA Street at the north corporate limits of the city. In addition, the connection on the south end of North Branch to CSAH 17 would complete the route.

- c. In the case of Scott County the recommendation of the Mileage Subcommittee involves rejection of a request for a route connecting CSAH 27 and an MSA Street. This is currently a county road that serves as access to a regional park/natural area. The route is wholly contained within a city over 5000 population (Savage, MN).
- d. It is noted that the Chisago County situation has been done before, ie., accepting CSAH stubs to corporate lines connecting MSA streets.
- e. It appears to the Committee that CSAH stubs connecting MSA streets to other CSAH or TH routes resulting in a cohesive networked system may be appropriate; however, routes wholly contained within a city of over 5000 should be MSA streets. It may be prudent to develop some guidelines for when a CSAH stub connection is appropriate.

During the course of the past three years the Mileage Subcommittee has had to deal with several situations on mileage requests that involved negotiated recommendations to the Screening Board. While this capability saves time and provides flexibility to deal with a variety of mileage request issues, it also makes the Mileage Subcommittee a very tough assignment. The criteria of inclusion as a County State Aid Highway is very "open" to interpretation, and each member of the committee may view these criteria in a different light. This can lead to inequities in determinations. The subcommittee feels that a review of the criteria and the way that these criteria are applied may be appropriate. This is especially true in light of the negotiation authority granted to the subcommittee.

4. Issues for future Mileage Subcommittees:

- a. What constitutes a recreational area? Is a small playground sufficient? Do you have to have a 5000 visitor threshold to be a recreational area?
- b. What constitutes a principal mail route, or school bus route? Is it one mail stop, twenty mail stops, or the route the truck takes to deliver the mail to the post office? One kid, ten kids, or more than two bus routes on the same road?
- c. We've been through two requests involving a transportation planning effort that spans a period of twenty years. These plans are the result of long meetings and significant local resources. Who are we to judge this effort in a mere tour of the county?
- d. What does projected to carry a relatively heavier traffic volume mean? It would be very easy to find many different thoughts on the term "relatively heavier traffic volume".

- e. In Scott County, we drove over minor arterials that we did not meet another car on, and one that was gravel. Functional class is addressed in the criteria as an optional criteria to projections of traffic, but often we find that roads are questionably classified or classified for some future purpose...does this negate the value of functional class as a criteria?
- f. Often the Mileage Subcommittee looks to the number of miles on the system in the requesting county as it compares to other counties. While this is not a criteria, it is often a judgment factor on the part of some of the committee members. Should this be an official criteria? Regionally, this is how Mn/DOT has completed the functional classifications. So many percent of this, so many percent of that.

The bottom line on these issues is, if the Mileage Subcommittee is going to be able to negotiate a recommendation then, some better definitions and guidelines are necessary. What is negotiable and what is appropriate need to be determined by the Screening Board and SALT. It is the Mileage Subcommittee recommendation that the Screening Board recommend a study of these issues for future guidance and possible rule changes.



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- 96 -

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STATE PARK ROAD ACCOUNT

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1996 COUNTY SCREENING BOARD DATA
OCTOBER, 1996

State Park Road Account

Legislation passed in 1989 amended Minnesota Statutes 1986, section 162.06, subdivision 5, to read as follows:

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

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

DMG\WP51\PARKROAD.WP



Minnesota Department of Natural Resources

500 Lafayette Road
St. Paul, Minnesota 55155-40__

August 9, 1996

Julie Skallman
Assistant Aid Engineer
Minnesota Department of Transportation
Office of State Aid
420 Transportation Building
St. Paul MN 55155

Dear Julie:

We are requesting review by the State Aid Screening Board of the Maxwell Bay project in Hennepin County. The project involves adding two lanes on CSAH 51 and CSAH 135 in the city of Orono. This project will improve safety conditions for traffic using the DNR water access on Maxwell Bay, Lake Minnetonka.

We have sent allocation letters to the Office of State Aid in the amount of \$55,000, to accomplish this project. Should you have any questions give me a call.

Yours truly,

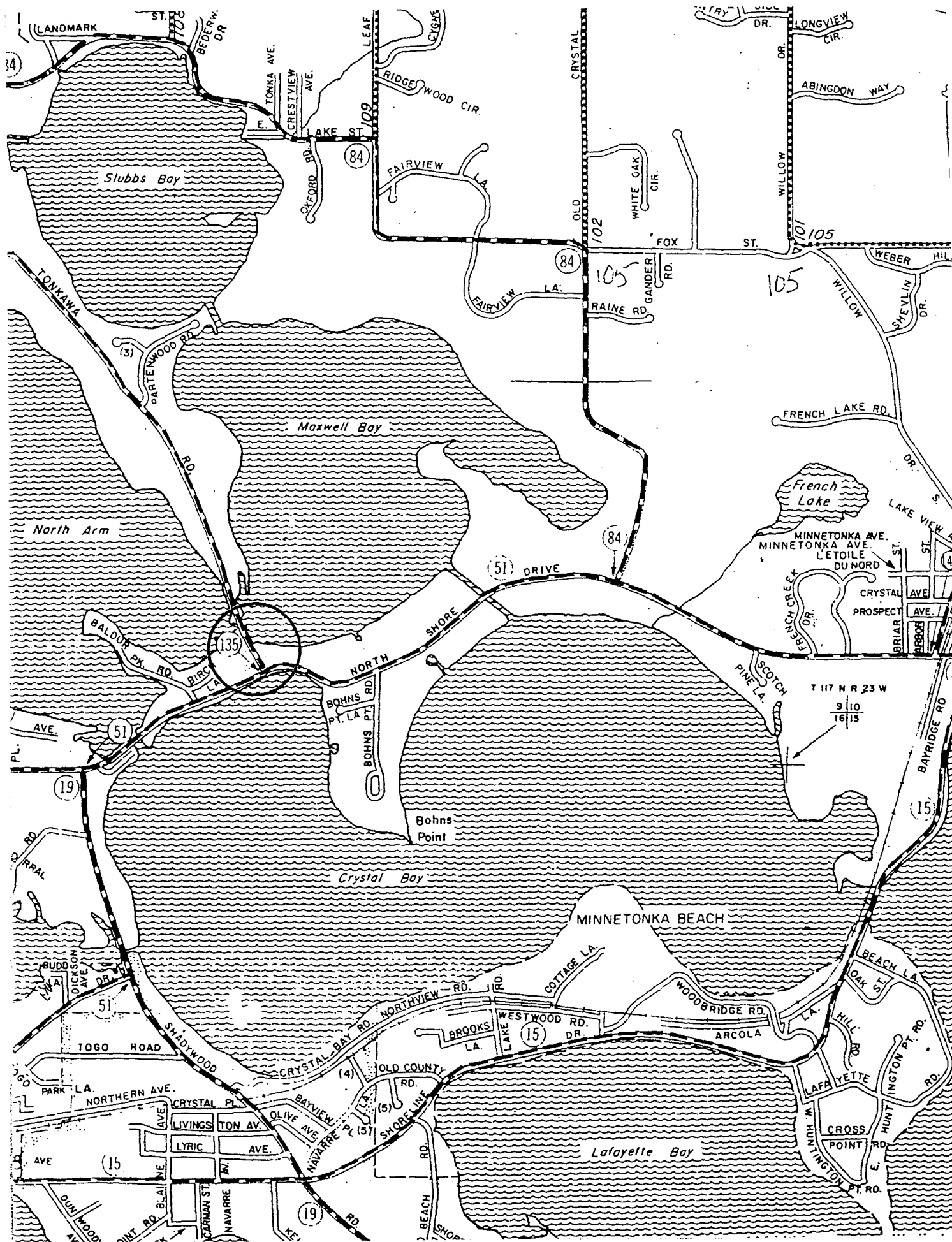
A handwritten signature in black ink, appearing to read "John Strohkirch", is written over a horizontal line.

John Strohkirch
Development & Acquisition Manager State Parks

JS:mas

cc:Kim Lockwood
James Grube
SAN281







STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

500 LAFAYETTE ROAD, ST. PAUL, MINNESOTA 55155-4037

OFFICE OF THE
COMMISSIONER

August 9, 1996

DNR INFORMATION
(612) 296-6157

Mr. James Denn, Commissioner
Department of Transportation
Transportation Building
St. Paul, MN 55155

Dear Commissioner Denn:

Minnesota Statutes Chapter 162.06 Subdivision 5 as amended by Laws of 1989 Ch. 268 authorizes funds for "the reconstruction, improvement, repair, and maintenance of county roads, city streets, and town roads that provide access to public lakes, rivers, state parks, and state campgrounds.....Before requesting a county to do work on a county road, city street, or a town road that provides access to a public lake, a river, a state park, or a state campground, the commissioner of natural resources shall obtain a written comment on the project from the county engineer of the county requested to undertake the project."


This letter serves as notice that \$15,000, of the 1996 State Park Fund are hereby authorized to Hennepin County for improvement to CSAH 51 and 135 in Orono which provides access to Maxwell Bay, Lake Minnetonka. This allocation is in addition to a previous allocation of \$40,000, for a total payment cost of \$55,000.

The following criteria must be met before authorization to proceed to letting and award of contract can be issued:

1. The unit of government (county, township, city) initiating this project must review the project with the area DNR Area Hydrologist and Wildlife Manager to determine if the project has any adverse affect on protected waters or lands currently enrolled in the Reinvest in Minnesota (RIM) program.
2. A plan must be developed, signed by a registered engineer and submitted to the MN/DOT District State Aid Engineer through the County Engineer.
3. The Department of Transportation, Office of State Aid, will review the plan and if acceptable will notify the county engineer and the local unit of government to proceed with a letting, force account or negotiated agreement.

- A. The county shall administer the contract, force account or negotiated agreement.
 - B. On the projects the County Engineer will supervise the construction and submit estimates as the work progresses.
 - C. On all projects, the District State Aid Engineer will monitor the progress of the project according to the specifications and proposal.
- 4. Payment requests as submitted by the County Engineer and based on estimates or force account agreements, shall be administered in accordance with State Aid rules and payments will be made to the County Treasurer.
 - 5. Overruns are the responsibility of the local unit of government unless approved by the Department of Natural Resources and the State Aid Engineer.
 - 6. Right-of-way costs (payment to the land owners) is a reimbursable cost.
 - 7. Preliminary and construction engineering costs are the responsibility of the local unit of government.
 - 8. The minimum standards for which any improvement must be designed are shown on the attached sheet.

Yours truly,


Rodney W. Sando
Commissioner

cc: Julie Skallman ✓
James Grube
Kim Lockwood
SAN281

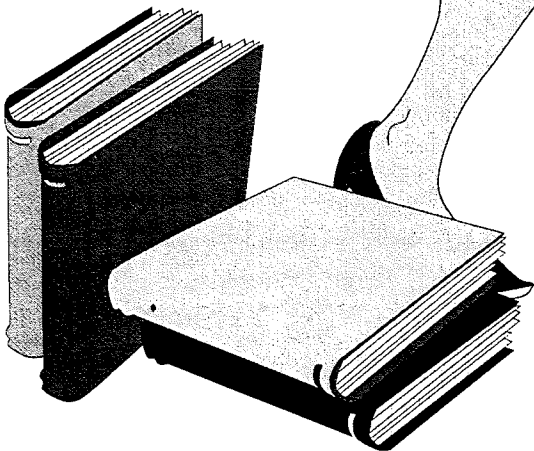


Diane Gould

* * * * *

REFERENCE MATERIAL

* * * * *






Memo

State Aid for Local Transportation Division
Mail Stop 500, Room 420
395 John Ireland Boulevard
St. Paul, MN 55155

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

September 24, 1996

TO: County Screening Board

FROM: Pat Murphy 
State Aid Engineer

SUBJECT: New Screening Board

The 1996 Legislature amended the statute providing for a County Screening Board so that the Screening Board is made up of one County Engineer from each District, two County Engineers from the Metro Division and the County Engineer of each urban county (over 175,000 population). The amendment also allows a four year maximum term.

We discussed the need to develop guidelines for the appointment, terms, etc., of the new Screening Board at the spring meeting. You requested that I bring this to the MCEA Executive Committee. The MCEA Executive Committee approved the following at their September 20, 1996 meeting.

District Representatives (same process as currently exists)

- Serve 2 year terms
- Screening Board member and alternate selected by the County Engineers in the District and ratified at the MCEA annual business meeting.
- State-aid administrative account pays expenses of members and alternates to attend Screening Board meetings.

Metro Division Representatives (2 members from 3 counties)

- Serve staggered 4 year terms
- Screening Board members and alternate selected by the County Engineers in the Metro Division and ratified at the MCEA annual business meeting.
- State-aid administrative account pays expenses of the 2 members and alternate who will represent the Metro Division at the Screening Board meetings.

Urban County Representatives

- Urban counties are Anoka, Dakota, Hennepin, Ramsey, St. Louis and Washington.
- The County Engineer from each urban county is the member with no regular alternate.
- In the event the County Engineer cannot attend a Screening Board meeting, he may designate an engineer from his/her staff to represent the county and vote at the Screening Board. Designation shall be for a specific meeting and shall be documented by a letter to the Chair of the Screening Board with a copy to the State Aid Division.
- State-aid administrative account pays expenses of the voting member of each urban county at the Screening Board meeting.

During the discussion with the Executive Committee they reinforced the importance of encouraging attendance at Screening Board meetings by alternates. Attendance as alternates helps assure that they become familiar, not only with the function of the Screening Board before becoming voting members, but also with the current and emerging issues. This contributes to the effective and efficient functioning of the Screening Board. The State-aid administrative account continues to pay expenses of the alternates in order to encourage their attendance.

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

C.S.A.H. 20-Year Traffic Projection Factors (For Possible Use in the 1996 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1996 Needs Study.

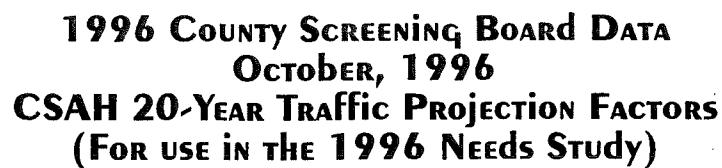
For those counties whose traffic was counted in 1995, and Hennepin County, two factors are shown. The first factor is the one used in the 1995 Needs Study and the second one was computed using 1995 traffic and has been used to update the 1996 Needs Study.

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

The following counties were counted in 1995.

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

Hennepin County was counted in 1994.



1996 County Screening Board Data

October, 1996

Advancement of CSAH Construction Funds from the General CSAH Construction Account.

Resolutions adopted at the October, 1995 County Screening Board meeting indicate the guidelines to be used to advance CSAH construction funds to individual counties. Below is a summary of action taken since these resolutions were adopted.

HISTORY OF CSAH CONSTRUCTION FUND BALANCES

Total 1995 Advance/Repaid in 1996 - \$3,151,414

1996 SUMMARY TO DATE

County	\$'s Reserved By Resolution	\$'s Actually Advanced
Becker	900,000	900,000
Chippewa	900,000	900,000
Clay	1,137,891	0
Cottonwood	800,000	755,000
Dakota (THTB Acct.)	2,900,000	2,310,109
Dodge	694,000	694,000
Fillmore	2,300,000	2,000,000
Freeborn	367,000	367,000
Lake of the Woods	600,000	0
Mahnomen	544,000	0
Nobles	300,000	300,000
Redwood	1,300,000	1,300,000
Renville	600,000	600,000
Washington	1,800,000	0
Wilkin	1,137,709	1,137,709
TOTAL	16,280,600	11,263,818

Note: The maximum dollar amount of State Aid advances which could be made in 1996 is \$52,925,333.

M:\C000\WP51\BOOK\CSBDFL96.WP6

MARK YOUR CALENDARS NOW!

**4TH MINNESOTA PUBLIC ENGINEERS
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Providing up-to-date information on the latest developments and prices related to the software/hardware/methods available in civil engineering.

December 11-13, 1996

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Sponsors: MN County Highway Engineers Association,
Technology Transfer Center, City Engineers Association,
MN Department of Transportation, Government Training Service



Government Training Service
480 Cedar Street, Suite 401
St. Paul, MN 55101-2240

WHO SHOULD ATTEND

All those involved with civil engineering, positions include:

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- ♦ Planning & Zoning Officials/Public Works Officials
- ♦ Accountants from cities/counties

FEATURES

- In-depth Internet Workshop -- current and future applications for civil engineering, practical features/benefits, management/security (Dec. 11)
- Technology Presentations -- over 30 presentations providing overviews on selected software/hardware/methods (Dec.12-13)
- Hands-on Demonstrations (Dec. 12-13)
- First-Class Vendor Exhibit -- compare prices, products/services (Dec. 12-13)
- Internet Live! -- PS's linked to Internet for personal use - learn at your own pace. (Dec. 12-13)

LOW FEES ALLOW GROUP REGISTRATION

Last conference offered 3 days for less than \$100!! - included registration materials, meals, refreshments, dessert buffet, and reception.

MORE INFO/REGISTRATION BROCHURE

Registration brochures mailed in November. If you didn't receive this information directly, contact GTS for more information, 612/222-7409 or MN Toll Free 800/652-9719

**MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 5 AND 6, 1996
RUTTGER'S BAY LAKE LODGE, DEERWOOD**

The meeting was called to order at 1:00 p.m., June 5, 1996 by Chairman, Al Forsberg, Blue Earth County Engineer.

ATTENDANCE

Roll call of members:

Doug Grindall, Koochiching	District 1
Lee Berget, Clearwater	District 2
Steve Backowski, Morrison	District 3
Rick West, Otter Tail	District 4
Jon Olson, Anoka	Metro West
Gene Ullring, Fillmore	District 6
Al Forsberg, Blue Earth	District 7
Luke Hagen, Lincoln	District 8
Don Wisniewski, Washington	Metro East

Chairman Al Forsberg asked for a motion to approve the minutes of the October 25 and 26, 1995 Screening Board Meeting held at Breezy Point, Pequot Lakes. Motion by Rick West, seconded by Luke Hagen, 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
Marshall Johnston,	Acting Manager, Municipal State Aid Needs Unit
Bill Croke,	District 1 State Aid Engineer
Lou Tasa,	District 2 State Aid Engineer
Mike Tardy,	District 3 State Aid Engineer
Tallack Johnson,	District 4 State Aid Engineer
Mike Pinsonneault,	District 6 State Aid Engineer
Doug Haeder,	District 7 State Aid Engineer
Tom Behm,	District 8 State Aid Engineer
Bob Brown,	Metro Division State Aid Engineer

Chairman Al Forsberg recognized Jack Cousins, Clay County, the chairman of the General Subcommittee and the other representatives, Greg Isakson, Faribault County and Brad Larson, Scott County, of the General Subcommittee. Chairman Al Forsberg recognized Lee Berget, Clearwater County, the chairman of the Mileage Subcommittee and the other representatives, Dave Robley, Douglas County and Paul Kirkwold, Ramsey County, of the Mileage Subcommittee.

Chairman Al Forsberg recognized the following alternates and other engineers in attendance:

Charles Schmit, Cook	District 1
Milt Alm, Norman	District 2
Dave Schwarting, Sherburne	District 3
Merle Early, Stevens	District 4
Vern Genzlinger, Hennepin	Metro West - not present
Greg Paulson, Goodhue	District 6
Marlin Larson, Cottonwood	District 7
Rick Kjonaas, McLeod	District 8
Ken Anderson, Chisago	Metro East

Others in attendance were:

Larry Erb, Assistant State Aid	Metro Division
Doug Fisher, Assistant Anoka	Metro West
Dick Hansen, St. Louis	District 1
Dick Larson, Mille Lacs	District 3
Wayne Fingalson, Wright	District 3
Dale Wegner, Pope	District 4
Mike Sheehan, Olmsted	District 6
Steve Schnieder, Nobles	District 7
Roger Gustafson, Carver	Metro West
Don Theisen, Assistant Washington	Metro East

ELECTION OF VICE-CHAIRMAN

Chairman Al Forsberg asked for nominations for vice-chairman from the new members from the even numbered districts, who will serve as Chairman in 1997. Don Wisniewski nominated Rick West, Otter Tail County - District 4, Doug Grindall seconded the motion, hearing no more nominations Chairman Al Forsberg asked for vote, motion carried.

Congratulations Rick.

Ken Hoeschen mention there was a correction to the county map again, Wadena County is not vacant, with a surprising move by Russ Larson, leaving Roseau County vacant. So District 2 once again loses an engineer to warmer climate and civilization.

REVIEW OF SCREENING BOARD REPORT

Chairman Al Forsberg asked Ken Hoeschen to review the screening board book. Ken reviewed the report which he has previously done out in all the Districts. Chairman Forsberg suggested that any action taken on the report shall wait until June 6, 1996. Ken Hoeschen identified the members of the General Subcommittee:

Jack Cousins	-	Clay County
Greg Isakson	-	Faribault County
Brad Larson	-	Scott 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 exception was for concrete surfacing. The recommendation was to use 1995 MnDOT prices for both rural and urban.

C.S.A.H. miscellaneous unit prices were figured using the recommended MSAS subcommittee, who have a better handle on the urban design costs, or Mn/DOT recommendations. Ken also pointed out the unit price for Signs under Railroad Protection for 1996 should be 1,200 not 1,550 as shown in the report.

- C) Mileage Requests - Pages 17-50

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

1) **Anoka County Mileage Request - Pages 23-30**

Anoka County is requesting 8.25 miles of County State Aid Highway be considered, which was presented in the 1995 request. Jon Olson asked the mileage subcommittee to explain their rationale for their concern on segment 2 as stated on page 29. Lee Berget discussed the reasons for their comments. Jon Olson disagreed with their reasoning because even the Met Council feels this route is a reliever to TH 65 and receives a very high rating. Jon Olson felt because he received mileage requested last year that this was a reason for denying their request now. Steve Backowski asked what was their road system break down, 270 miles of State Aid and 170 miles of County Aid, of those miles only 20 miles are designated as local roads on the County Aid system. Bob Brown spoke in favor of the request. Jon Olson also commented that the traffic volumes could be different on these segments because there has been a change at the intersection since this request was put together.

2) **Nobles County Mileage Request - Pages 31-40**

Nobles County is making a system revision in 1996 which will result in Banked CSAH mileage of 2.0 miles and is requesting an additional 0.20 mile of County State Aid Highway. Steve Schnieder explained the reasons for looking at changes to his system in four of their cities.

3) **Washington County Mileage Request - Pages 41-50**

Washington County is requesting mileage based on a comprehensive transportation plan that extends out to the year 2015. Implementation of the plan will take place as funding, politics, and environmental considerations allow. Ken explained the Mileage Subcommittee's review of this request and their recommended changes. He also indicated what the mileages (on page 48) would be with their recommendations: Current CSAH Mileage 201.54, Proposed CSAH Designation 33.30, CSAH Deletions -13.57, and Banked mileage -1.21 for a total of 220.06 which results in a net request of 18.52 miles of County State Aid Highway (this does not include Trunk Highway Turnback mileage). Don Wisniewski explained this is a new concept of presenting a long term plan and request for a system change all at once for approval by the Screening Board. He went on to explain that with over two years of planning with all the different public entities involved, they were able to approve and arrive at a comprehensive plan for their road system by a County Board resolution in January 1996. Don W. thanked the Subcommittee for all their time spent reviewing their request. The Screening Board members discussed the pros and cons to this type of request. With future changes of County Boards, City Councils, and other government officials, will these proposed changes remain as planned? They also discussed their concern of maintaining Washington County's total CSAH Mileage from going up or down within the limits requested and who will monitor these changes. State Aid felt their office would be the watch dog for the changes as they take place. Everyone felt this was a different approach for a request but it was a very comprehensive plan and a lot of hard work and planning had gone into this request. Discussion continued at great length.

D) **State Park Road Account - Pages 52-56**

Ken discussed the Marshall County request for approximately \$20,000 for upgrading CSAH 39 which serves the Old Mill State Park.

Ken handed out another request that should have been in the book from Mille Lacs County. The request is for approximately \$45,200 for resurfacing and replacement of a culvert at the Father Hennepin State Park Entrance on CSAH 34.

REFERENCE MATERIAL

1) **Needs Adjustments for Variances Granted on CSAH's**

Ken discussed the variances granted on page 59. 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 one time 10 year adjustment is the difference between what they have been drawing needs for and what the variance allows them to do.

- 2) **Advancement of CSAH Construction Funds from the General CSAH Account**
Ken discussed the advancing of CSAH Construction money with a report on page 60 showing the advances that Counties have requested to date.
- 3) **Minutes of the CSAH General Subcommittee Meeting, Page 78**
Ken referred to the second to last paragraph on page 79. He stated that the #4 section of the resolution for the Guidelines for Advancement of County State Aid Construction Funds shown on page 82 should be eliminated. This is because of the removal of this language in 1996 legislation.
- 4) **Possible Revised Resolutions of the County Screening Board**
Ken explained the blue handout showing the possible change of using lane miles instead of centerline miles in the Trunk Highway Turnback resolution. He also reviewed a possible new County Screening Board resolution identifying the Screening Board Chairman, with the assistance of State Aid personnel, as the person responsible for determining the dates and the locations for that year's Screening Board meetings. Ken explained the remaining handouts showing the trial 1996 CSAH "Lane Mile Apportionment", DRAFT proposals regarding transfers between counties and cities, and mileage changes when a city reaches 5000 population. Ken indicated the Screening Board Membership of 14 members will be effective 8-1-96. The question was asked if the urban county will have an alternate, Ken thought that would be up to the County Engineers' Association, however this has come up a number of times and we still do not have the answers. There was some discussion on how we resolve some of these issues. The hand outs are for information purposes and discussion.

Chairman Al Forsberg asked for a motion to recess the meeting until June 6, 1996, motion by Luke Hagen, seconded by Rick West and carried.

The meeting reconvened at 8:40 a.m. June 6, 1996 with all members present.

Chairman Al Forsberg started the meeting with action on the Screening Book.

ACTION ON SCREENING BOOK

- A) **Unit Price Recommendations, Pages 10-16**
Motion by Luke Hagen, seconded by Don Wisniewski, motion carried to accept the Gravel Base Unit Prices and the Miscellaneous Unit Price Report.

B) **Mileage Requests, Pages 17-50**

1) **Anoka County Mileage Request - Pages 23-30**

Anoka County is requesting 8.25 miles of additional County State Aid Highways. Jon Olson commented these miles belong on the CSAH system mainly because of the type and amount of high traffic usage. Anoka County does not have local roads; every mile is considered some type of a collector. Jon also expressed his disagreement with the Mileage Subcommittee's recommendation. Lee Berget explained that the Subcommittee was unanimous in their decision. However, Paul Kirkwold, a member of the Subcommittee, explained that he voted for the package but did not agree as far as how the functional class fits into their system. Don Wisniewski moved to consider Anoka County's request, seconded by Steve Backowski, motion carried. The request was voted on by secret ballot, the additional mileage request was DENIED by a vote of 6 to 3.

2) **Nobles County Mileage Request - Pages 31-40**

Nobles County is making a system revision in 1996 which will result in a Banked CSAH mileage of 2.0 miles and is requesting an additional 0.20 mile of County State Aid Highway. Steve Schnieder explained his county board has discussed these system changes with the cities involved for one to two years and feel very strong about the changes. Lee Berget explained the Mileage Subcommittee's recommendations. Don Wisniewski moved to consider the Nobles County's request, seconded by Rick West, motion carried. The request was voted on by secret ballot, the additional mileage request was DENIED by a vote of 9 to 0.

3) **Washington County Mileage Request - Pages 41-50**

Don Wisniewski explained the mileage summary table on page 48, along with the concerns of the Mileage Subcommittee. Washington County is requesting a net mileage increase of 18.52 miles based on their comprehensive transportation plan that extends out to the year 2015. If this mileage is granted, Washington County would not be back asking for more mileage. Lee Berget, District 2 felt there should be a cap placed on their CSAH mileage and a report should be made to the Screening Board as changes take place. Luke Hagen, District 8 was wondering if we allow an expansion of a system, should there be a limit placed on the amount of miles added. Pat Murphy commented how the Cities are handling increases in mileage. The board discussed the pros and cons again on approving a request that reaches out into the future instead of all the changes being made at the time the request is made. Jon Olson moved to consider Washington County's request. Steve Backowski asked if the motion could include how the mileage would be reported back to the Screening Board when officially added. Pat Murphy commented that if this mileage request is approved, State Aid would report the progress. Doug Grindall seconded the motion. The request was voted on by secret ballot, the additional mileage request was APPROVED by a vote of 9 to 0.

C) State Park Road Account, Pages 53-56

Chairman Al Forsberg asked if anyone wanted to make a motion approving the Marshall County request for State Park Road Account funds. Motion by Lee Berget, seconded by Steve Backowski motion carried unanimously. Motion by Steve Backowski to approve the Mille Lacs County request, seconded by Rick West motion carried unanimously.

D) Reference Material

For information only page 59 shows the Needs Adjustments for Variances Granted on CSAH'S and page 60 shows Advancement of CSAH Construction Funds from the General CSAH Construction account. Pages 78 and 79, the Minutes of the CSAH General Subcommittee meeting suggest that Article 4 on page 82 should be removed because of a change in legislation. Motion by Gene Ulring to remove Article 4, seconded by Lee Berget, motion carried unanimously.

Ken discussed the resolution for Trunk Highway Turnback maintenance dollars and making the change from centerline miles to lane miles. Don Wisniewski moved to change the resolution, Steve Backowski seconded the motion. It carried unanimously. Lee Berget thought the General Subcommittee should look at the effect this resolution will have on the amount of dollars distributed, especially the area of adding the current lane mileage apportionment/lane mile for every additional 5,000 VPD and report back to the Screening Board.

Luke Hagen moved that a resolution be adopted so that the Screening Board Chairman, with the assistance of State Aid Personnel, determine the dates and the locations for that year's Screening Board meetings at a reasonably central location, seconded by Gene Ulring, motion carried unanimously.

Paul Kirkwold asked if we have a defined definition for a lane mile? Further discussion resulted in this subject being directed to the General Subcommittee to review and report back at the October, 1996 meeting.

Pat Murphy discussed the DRAFT copy of the proposed concepts regarding jurisdictional transfers between counties and cities and proposed concepts regarding MSAS designation and CSAH changes when a city reaches 5000 population. Al Forsberg asked the Screening Board what they would like to do with these proposed concepts. Don Wisniewski moved to have the Mileage Subcommittee study these proposed concepts, seconded by Rick West, motion carried unanimously.

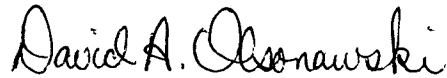
Al Forsberg felt the makeup of the New Screening Board membership should be reviewed by the MCEA Executive Board. There was a consensus from all the members.

Pat Murphy commented the Municipal Screening Board is looking at adjusting unit prices every other year and life cycle costing from the standpoint of apportionment dollars. Pat discussed the status of the purchase of traffic counters which he felt the process was finally on track. However, he did feel the traffic counting and maps have been stepped up with significant improvements being made. Pat mentioned there has been Trunk Highway Turnback discussions and there will be continued discussions with the District State Aid Engineers concerning this issue.

Julie Skallman had no comments.

Steve Backowski moved and Luke Hagen seconded a motion to adjourn. Motion carried. Next Screening Board Meeting is October 23rd and 24th at Grand View Lodge on the north side of Gull Lake.

Respectively Submitted,

A handwritten signature in cursive script that reads "David A. Olsonawski".

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

CSAH GENERAL SUBCOMMITTEE
MEETING MINUTES

September 6, 1996

A meeting of the General Subcommittee was held at 10:00 A.M. on September 6, 1996 in Room 420 of the Transportation Building, St. Paul, MN.

The following were present:

Jack Cousins - Clay County
Brad Larson - Scott County
Greg Isakson - Faribault County
Ken Hoeschen - State Aid Needs
Diane Gould - State Aid Needs
Mark Channer - State Aid Needs

The County Screening Board directed the General Subcommittee to clarify the definition of a lane mile and to review the Screening Board Resolution dealing with Trunk Highway Turnback Maintenance funding.

1) Clarify the definition of a lane mile. The definition of a lane mile has become important because the mileage portion (30%) of the CSAH apportionment will be based on lane miles, not centerline miles as in the past.

The Needs data base currently has two fields for lanes, traffic lanes and parking lanes. Currently the Needs section is using **through traffic** lanes to determine the mileage apportionment, and will use this as the definition for the 1996 County Screening Board Data book to be published for the Fall meeting.

In looking for a definition of a lane mile, Ken found MNDOT uses 'through traffic lanes only' to allocate maintenance personnel between the construction districts. Reports to the FHWA also use 'through traffic lanes only' to report mileage.

Brad pointed out that turning lanes are a concern for metro counties because they are a maintenance responsibility. Brad mentioned one method to determine lane mileage was to multiply the curb to curb width by the length of the roadway and divide by eleven.

The subcommittee discussed including turning lanes, shoulders, parking lanes, climbing lanes and bike lanes into the definition. The subcommittee felt that **consistency** with other transportation entities was very important. Consistency with past practices of using 'through traffic lanes' was important.

Therefore the following is the recommended definition of a lane mile:

Lane Mile: The length in miles of existing through traffic lanes. Does not include parking lanes, turning lanes, bike lanes, or truck climbing lanes.

Ken will contact other transportation entities to research other definitions of a lane mile. The subcommittee will consider other definitions, if found.

2) **Review the Screening Board Resolution dealing with Trunk Highway Turnback Maintenance funding.** Maintenance funds are distributed to counties with trunk highway turnbacks until those segments are reconstructed, or for a specified number of years. The Screening Board resolution specifies the additional maintenance funds are determined by the following formula:

<u>Existing ADT</u>	<u>Turnback Maintenance/ Lane Mile/Lane</u>
0 - 999 VPD	Current mileage apportionment/lane mile
1,000 - 4,999 VPD	2 X Current mileage apportionment/lane mile
For every additional 5,000	add current apportionment/lane mile

The following table shows the maintenance funds distribution based on the above criteria.

<u>PRESENT ADT</u>	<u>NUMBER OF THROUGH TRAFFIC LANES</u>		
	<u>2 LANES</u>	<u>4 LANES</u>	<u>6 LANES</u>
0 - 999	\$2,764	\$5,528	\$8,292
1,000 - 4,999	\$5,528	\$11,056	\$16,584
5,000 - 9,999	\$8,292	\$16,584	\$24,876
10,000 - 14,999	\$11,056	\$22,112	\$33,168
15,000 - 19,999	\$13,820	\$27,640	\$41,460
20,000 - 24,999	\$16,584	\$33,168	\$49,752

The subcommittee discussed capping the maintenance funds at the 10,000 - 14,999 level, but a concern was raised that actual maintenance costs may have exceeded these levels in the past. Ken will contact Hennepin, Ramsey and Stearns counties (those with turnback segments receiving payments above the proposed caps) to see what their actual costs have been.

The subcommittee will meet again at or prior to the Fall Screening Board meeting to finalize this discussion.

Sincerely,



Greg Isakson, P.E.
Chairman, General Subcommittee

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

July, 1996

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 Meeting Dates and Locations - June, 1996

That the Screening Board Chairman, with the assistance of State Aid personnel, determine the dates and the locations for that year's Screening Board meetings.

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 (Rev. June, 1996)

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(Rev. June, 1996)

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.

Guidelines For Advancement of County State Aid Construction Funds From The General CSAH Construction Account - October, 1995 (Rev. June, 1996)

- 1) 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. Advanced funding will be granted on a first come-first served basis.
- 2) 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.
- 3) 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.
- ~~4) 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 percent of the county's last total apportionment (Construction and Maintenance) preceding the first outstanding advance. This naturally takes precedent over (2) and (3).~~
- 4) Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that County's construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come - first served" basis. First come - first served is established by payment requests and/or by the process describe in (5).

5) *Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:*

- a) the amount requested is within the amount authorized by the County Board Resolution,*
- b) the amount requested is consistent with the other provisions of this guideline, and*
- c) the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State Aid approval.*

Upon receiving the approved Request to Reserve Advanced Funding, the County Engineer knows that funds have been reserved for the project.

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 1996)

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 Lane Mile

0 - 999 VPD Current lane mileage apportionment/lane mile

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

For every additional 5,000 VPD Add current lane mileage apportionment/lane 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 lane 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 lane mile shall be added to the annual money needs. This needs adjustment per lane mile shall produce sufficient needs apportionment funds so that when added to the lane mileage apportionment per lane mile, the Turnback maintenance per lane mile prescribed shall be earned for each lane 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:

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

Any segments which are less than 4 feet deficient in width shall be considered adequate. Any segments which are more than 12 feet deficient in width shall have needs for complete grading.

Storm Sewer - Oct. 1961 (Rev. Nov. 1965)

That storm sewer mains may be located off the County State Aid Highway if, in so doing, it will satisfactorily accommodate the drainage problem of the County State Aid Highway.

Base and Surface - June 1965 (Rev. June 1985)

That base and surface quantities shall be determined by reference to traffic volumes, soil factors, and State Aid standards. Rigid base is not to be used as the basis for estimating needs on County State Aid Highways. Replacement mats shall be 3" bituminous surface over existing concrete or 2" bituminous surface over existing bituminous. To be eligible for concrete pavement in the needs study, 2,500 VPD or more per lane-projected traffic is necessary.

Construction Accomplishments - June 1965 (Latest Rev. Oct. 1983)

That any complete grading accomplishments be considered as complete grading construction of the affected roadway and grading needs shall be excluded for a period of 25 years from the project letting date or date of force account agreement. At the end of the 25-year period, needs for complete reconstruction of the roadway will be reinstated in the needs study at the initiative of the County Engineer with costs established and justified by the County Engineer and approved by the State Aid Engineer.

Needs for resurfacing shall be allowed on all county state aid highways at all times.

That any bridge construction project shall cause the needs on the affected bridge to be removed for a period of 35 years from the project letting date or date of force account agreement. At the end of the 35-year period, needs for complete reconstruction of the bridge will be reinstated in the needs study at the initiative of the County Engineer and with approval of the State Aid Engineer.

The restrictions above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the County Engineer, and justification to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

Special Resurfacing Projects - May 1967 (Latest Rev. June 1990)

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

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

Items Not Eligible For Apportionment Needs - Oct. 1961 (Latest Rev. June 1985)

That Adjustment of Utilities, Miscellaneous Construction, or Maintenance Costs shall not be considered a part of the Study of Apportionment Needs of the County State Aid Highway System.

Right of Way - Oct. 1979

That for the determination of total needs, proposed right-of-way widths shall be standardized in the following manner:

	Projected ADT	Proposed R/W Width
Proposed Rural Design	0 - 749	100 Feet
	750 - 999	110 Feet
	1,000 & Over (2 Lane)	120 Feet
	5,000 & Over (4 Lane)	184 Feet
	Proposed Roadbed Width	Proposed R/W Width
Proposed Urban Design	0 - 44 Feet	60 Feet
	45 & Over	Proposed Roadbed Width + 20 Feet

Also, that the total needs cost for any additional right of way shall be based on the estimated market value of the land involved, as determined by each county's assessor.

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.*

MNDOT HE 356.M6 M54b 1996
Minnesota. County Screening
Board.
County screening board report



Minnesota Department of Transportation

Memo

State Aid for Local Transportation Division
Mall Stop 500, Room 420
395 John Ireland Boulevard
St. Paul, MN 55155

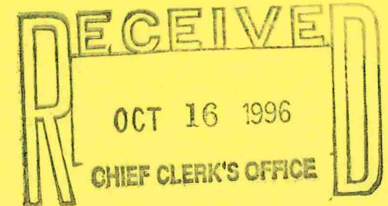
Office tel: 612/296-3013
Fax: 612/282-2727

October 11, 1996

TO: County Engineers
District State Aid Engineers

FROM: Ken Hoeschen, Manager
Ken Hoeschen
CSAH Needs Unit
(612)-296-3147

SUBJECT: Corrections to the October, 1996 County Screening Board Report



After publishing the 1996 Fall County Engineers' Screening Board Report, we discovered an error in the Effects Chart.

The attached corrected copies of the pages involved should be inserted in your report. The following pages have been revised:

Comparison of the Basic 1995 to the Basic 1996 25-Year Construction Needs	Pages 5-6
Restriction of 25-Year Construction Needs Changes	Pages 8-11
Development of the Tentative 1997 Money Needs Apportionment	Figure A
Recommendation to the Commissioner	Pages 60-61
Total Tentative 1997 C.S.A.H. Apportionment	Pages 63-64
Comparison of the Actual 1996 to a Tentative 1997 C.S.A.H. Apportionment	Pages 67-68

Sorry for any inconvenience this may have caused.

*****REVISED*****

09-Oct-96

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

Comparison of the Basic 1995 to the Basic 1996 25-Year Construction Needs

County	Revised Basic 1995 25-Year Const. Needs	Effect of Traffic Update	% Change	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Basic 1996 25-Year Const. Needs	Total Change From 1995 Needs	Total % Change	County
Carlton	\$55,438,861	\$0	0.0%	\$2,627,220	4.7%	\$1,098,005	1.9%	\$59,164,086	\$3,725,225	6.7%	Carlton
Cook	39,936,129	0	0.0%	1,248,989	3.1%	48,018	0.1%	41,233,136	1,297,007	3.2%	Cook
Itasca	114,520,716	0	0.0%	(1,021,173)	-0.9%	2,308,482	2.0%	115,808,025	1,287,309	1.1%	Itasca
Koochiching	29,203,165	0	0.0%	2,217,447	7.6%	1,631,830	5.2%	33,052,442	3,849,277	13.2%	Koochiching
Lake	63,784,540	0	0.0%	(30,644)	0.0%	(2,367,922)	-3.7%	61,385,974	(2,398,566)	-3.8%	Lake
Pine	108,201,060	0	0.0%	(2,032,676)	-1.9%	2,091,811	2.0%	108,260,195	59,135	0.1%	Pine
St. Louis	342,582,703	(1,913,166)	-0.6%	503,805	0.1%	10,362,826	3.0%	351,536,168	8,953,465	2.6%	St. Louis
District 1 Totals	753,667,174	(1,913,166)	-0.3%	3,512,968	0.5%	15,173,050	2.0%	770,440,026	16,772,852	2.2%	District 1 Totals
Beltrami	71,248,325	5,688,956	8.0%	2,475,667	3.5%	4,377,328	5.5%	83,790,276	12,541,951	17.6%	Beltrami
Clearwater	36,279,702	2,360,434	6.5%	18,892	0.1%	912,896	2.4%	39,571,924	3,292,222	9.1%	Clearwater
Hubbard	40,049,838	0	0.0%	1,172,608	2.9%	1,733,412	4.2%	42,955,858	2,906,020	7.3%	Hubbard
Kittson	45,517,981	0	0.0%	826,806	1.8%	1,280,608	2.8%	47,625,395	2,107,414	4.6%	Kittson
Lake of the Woods	18,645,760	0	0.0%	296,964	1.6%	1,158,041	6.1%	20,100,765	1,455,005	7.8%	Lake of the Woods
Marshall	65,722,404	0	0.0%	416,929	0.6%	6,618,770	10.0%	72,758,103	7,035,699	10.7%	Marshall
Norman	38,185,212	0	0.0%	798,634	2.1%	1,016,755	2.6%	40,000,601	1,815,389	4.8%	Norman
Pennington	19,078,355	1,337,952	7.0%	610,601	3.2%	1,699,929	8.1%	22,726,837	3,648,482	19.1%	Pennington
Polk	104,916,051	0	0.0%	1,601,521	1.5%	5,205,616	4.9%	111,723,188	6,807,137	6.5%	Polk
Red Lake	21,056,045	21,237	0.1%	1,172,290	5.6%	964,345	4.3%	23,213,917	2,157,872	10.2%	Red Lake
Roseau	44,815,373	0	0.0%	2,531,562	5.6%	2,033,815	4.3%	49,380,750	4,565,377	10.2%	Roseau
District 2 Totals	505,515,046	9,408,579	1.9%	11,922,474	2.4%	27,001,515	5.1%	553,847,614	48,332,568	9.6%	District 2 Totals
Aitkin	44,655,313	0	0.0%	774,982	1.7%	1,893,191	4.2%	47,323,486	2,668,173	6.0%	Aitkin
Benton	27,191,846	520,310	1.9%	1,795,452	6.6%	1,304,854	4.4%	30,812,462	3,620,616	13.3%	Benton
Cass	72,897,375	0	0.0%	(610,922)	-0.8%	4,279,949	5.9%	76,566,402	3,669,027	5.0%	Cass
Crow Wing	46,748,712	0	0.0%	11,174,655	23.9%	2,492,601	4.3%	60,415,968	13,667,256	29.2%	Crow Wing
Isanti	35,142,171	421,319	1.2%	1,233,191	3.5%	1,827,033	5.0%	38,623,714	3,481,543	9.9%	Isanti
Kanabec	26,425,784	0	0.0%	(489,647)	-1.9%	373,695	1.4%	26,309,832	(115,952)	-0.4%	Kanabec
Mille Lacs	41,422,247	0	0.0%	821,544	2.0%	1,788,573	4.2%	44,032,364	2,610,117	6.3%	Mille Lacs
Morrison	60,771,141	0	0.0%	2,459,479	4.0%	3,636,763	5.8%	66,867,383	6,096,242	10.0%	Morrison
Sherburne	20,547,321	1,521,797	7.4%	1,913,511	9.3%	3,538,666	14.8%	27,521,295	6,973,974	33.9%	Sherburne
Stearns	115,571,680	953,116	0.8%	(1,147,564)	-1.0%	4,132,255	3.6%	119,509,487	3,937,807	3.4%	Stearns
Todd	47,718,349	0	0.0%	(615,605)	-1.3%	819,018	1.7%	47,921,762	203,413	0.4%	Todd
Wadena	30,040,323	0	0.0%	(206,886)	-0.7%	1,484,151	5.0%	31,317,588	1,277,265	4.3%	Wadena
Wright	93,792,627	0	0.0%	156,424	0.2%	7,168,517	7.6%	101,117,568	7,324,941	7.8%	Wright
District 3 Totals	662,924,889	3,416,542	0.5%	17,258,614	2.6%	34,739,266	5.1%	718,339,311	55,414,422	8.4%	District 3 Totals
Becker	49,564,978	0	0.0%	1,251,961	2.5%	1,659,845	3.3%	52,476,784	2,911,806	5.9%	Becker
Big Stone	17,621,673	0	0.0%	1,113,476	6.3%	1,278,404	6.8%	20,013,553	2,391,880	13.6%	Big Stone
Clay	53,823,397	0	0.0%	1,144,910	2.1%	5,049,520	9.2%	60,017,827	6,194,430	11.5%	Clay
Douglas	53,492,109	0	0.0%	(5,484)	0.0%	2,050,393	3.8%	55,537,018	2,044,909	3.8%	Douglas
Grant	19,368,665	(639,315)	-3.3%	1,016,592	5.2%	251,149	1.3%	19,997,091	628,426	3.2%	Grant
Mahnomen	15,273,119	0	0.0%	0	0.0%	595,587	3.9%	15,868,706	595,587	3.9%	Mahnomen
Otter Tail	135,372,462	1,689,786	1.2%	3,420,752	2.5%	6,512,763	4.6%	146,995,763	11,623,301	8.6%	Otter Tail
Pope	33,918,023	(168,703)	-0.5%	27,253	0.1%	1,190,783	3.5%	34,967,356	1,049,333	3.1%	Pope
Stevens	23,246,849	0	0.0%	834,689	3.6%	1,823,419	7.6%	25,904,957	2,658,108	11.4%	Stevens
Swift	35,115,072	0	0.0%	258,091	0.7%	977,575	2.8%	36,350,738	1,235,666	3.5%	Swift
Traverse	25,233,578	0	0.0%	577,362	2.3%	1,076,880	4.2%	26,887,820	1,654,242	6.6%	Traverse
Wilkin	31,874,862	1,374,877	4.3%	985,494	3.1%	2,470,263	7.2%	36,705,496	4,830,634	15.2%	Wilkin
District 4 Totals	493,904,787	2,256,645	0.5%	10,625,096	2.2%	24,936,581	4.9%	531,723,109	37,818,322	7.7%	District 4 Totals

*****REVISED*****

09-Oct-96

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

Comparison of the Basic 1995 to the Basic 1996 25-Year Construction Needs

County	Revised Basic 1995 25-Year Const. Needs	Effect of Traffic Update	% Change	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Basic 1996 25-Year Const. Needs	Total Change From 1995 Needs	Total % Change	County
Anoka	\$93,783,247	0	0.0%	5,604,587	6.0%	\$3,740,736	3.8%	103,128,570	\$9,345,323	10.0%	Anoka
Carver	63,739,549	0	0.0%	(542,950)	-0.9%	4,634,892	7.3%	67,831,491	4,091,942	6.4%	Carver
Hennepin	492,997,174	(1,056,967)	-0.2%	(764,887)	-0.2%	14,193,232	2.9%	505,368,552	12,371,378	2.5%	Hennepin
Scott	61,873,960	0	0.0%	(2,578,310)	-4.2%	3,615,420	6.1%	62,911,070	1,037,110	1.7%	Scott
District 5 Totals	712,393,930	(1,056,967)	-0.1%	1,718,440	0.2%	26,184,280	3.7%	739,239,683	26,845,753	3.8%	District 5 Totals
Dodge	34,014,364	0	0.0%	(163,565)	-0.5%	1,429,576	4.2%	35,280,375	1,266,011	3.7%	Dodge
Fillmore	99,157,644	0	0.0%	2,913,393	2.9%	756,163	0.7%	102,827,200	3,669,556	3.7%	Fillmore
Freeborn	58,934,647	0	0.0%	1,285,790	2.2%	3,450,259	5.7%	63,670,696	4,736,049	8.0%	Freeborn
Goodhue	62,970,539	431,452	0.7%	(645,633)	-1.0%	3,540,079	5.6%	66,296,437	3,325,898	5.3%	Goodhue
Houston	61,172,985	(130,911)	-0.2%	1,387,953	2.3%	2,877,413	4.6%	65,307,440	4,134,455	6.8%	Houston
Mower	69,694,657	0	0.0%	26,321	0.0%	4,016,279	5.8%	73,737,257	4,042,600	5.8%	Mower
Olmsted	83,011,285	0	0.0%	(48,481)	-0.1%	5,708,736	6.9%	88,671,540	5,660,255	6.8%	Olmsted
Rice	58,521,881	0	0.0%	531,492	0.9%	4,873,549	8.3%	63,926,922	5,405,041	9.2%	Rice
Steele	47,718,019	(261,813)	-0.5%	(415,540)	-0.9%	2,630,879	5.6%	49,671,545	1,953,526	4.1%	Steele
Wabasha	58,545,700	143,469	0.2%	(1,005,950)	-1.7%	1,082,763	1.9%	58,765,982	220,282	0.4%	Wabasha
Winona	71,423,480	1,597,195	2.2%	4,881,741	6.8%	1,563,151	2.0%	79,465,567	8,042,087	11.3%	Winona
District 6 Totals	705,165,201	1,779,392	0.3%	8,747,521	1.2%	31,928,847	4.5%	747,620,961	42,455,760	6.0%	District 6 Totals
Blue Earth	95,746,724	0	0.0%	(4,292,447)	-4.5%	2,466,641	2.7%	93,920,918	(1,825,806)	-1.9%	Blue Earth
Brown	38,627,581	0	0.0%	652,421	1.7%	500,690	1.3%	39,780,692	1,153,111	3.0%	Brown
Cottonwood	38,294,558	0	0.0%	105,420	0.3%	2,030,893	5.3%	40,430,871	2,136,313	5.6%	Cottonwood
Faribault	59,253,120	(518,975)	-0.9%	852,445	1.4%	5,258,953	8.8%	64,845,543	5,592,423	9.4%	Faribault
Jackson	56,267,887	0	0.0%	(704,358)	-1.3%	(82,148)	-0.1%	55,481,381	(786,506)	-1.4%	Jackson
Le Sueur	44,138,281	869,701	2.0%	378,434	0.9%	1,367,372	3.0%	46,753,788	2,615,507	5.9%	Le Sueur
Martin	44,091,157	0	0.0%	39,577	0.1%	2,762,550	6.3%	46,893,284	2,802,127	6.4%	Martin
Nicollet	40,223,937	(878,394)	-2.2%	(1,484,684)	-3.7%	164,423	0.4%	38,025,282	(2,198,655)	-5.5%	Nicollet
Nobles	55,012,713	0	0.0%	1,036,820	1.9%	3,422,795	6.1%	59,472,328	4,459,615	8.1%	Nobles
Rock	31,721,288	0	0.0%	710,367	2.2%	5,655,457	17.4%	38,087,112	6,365,824	20.1%	Rock
Sibley	39,394,898	780,056	2.0%	(269,118)	-0.7%	1,671,519	4.2%	41,577,355	2,182,457	5.5%	Sibley
Waseca	43,373,298	(1,024,361)	-2.4%	193,579	0.4%	4,337,229	10.2%	46,879,745	3,506,447	8.1%	Waseca
Watsonwan	30,960,962	0	0.0%	3,182,165	10.3%	2,315,870	6.8%	36,458,997	5,498,035	17.8%	Watsonwan
District 7 Totals	617,106,404	(771,973)	-0.1%	400,621	0.1%	31,872,244	5.2%	648,607,296	31,500,892	5.1%	District 7 Totals
Chippewa	32,521,000	0	0.0%	(413,049)	-1.3%	618,188	1.9%	32,726,139	205,139	0.6%	Chippewa
Kandiyohi	63,096,153	0	0.0%	1,323,625	2.1%	947,916	1.5%	65,367,694	2,271,541	3.8%	Kandiyohi
Lac Qui Parle	33,214,249	0	0.0%	187,648	0.6%	2,868,361	8.6%	36,270,258	3,056,009	9.2%	Lac Qui Parle
Lincoln	28,429,836	0	0.0%	20,477	0.1%	511,404	1.8%	28,961,717	531,881	1.9%	Lincoln
Lyon	50,601,586	0	0.0%	(1,617,439)	-3.2%	2,247,685	4.6%	51,231,832	630,246	1.2%	Lyon
Mc Leod	39,899,960	(149,904)	-0.4%	(2,306,609)	-5.8%	3,010,304	8.0%	40,453,751	553,791	1.4%	Mc Leod
Meeker	31,792,380	(627,606)	-2.0%	30,648	0.1%	1,779,501	5.7%	32,974,923	1,182,543	3.7%	Meeker
Murray	38,655,996	0	0.0%	244,161	0.6%	2,690,696	6.9%	41,590,853	2,934,857	7.6%	Murray
Pipestone	27,612,210	0	0.0%	(1,042,168)	-3.8%	(251,984)	-0.9%	26,318,058	(1,294,152)	-4.7%	Pipestone
Redwood	61,577,556	3,441,651	5.6%	2,616,630	4.2%	4,389,281	6.5%	72,025,118	10,447,562	17.0%	Redwood
Renville	72,000,443	5,824,334	8.1%	(143,335)	-0.2%	3,649,818	4.7%	81,331,260	9,330,817	13.0%	Renville
Yellow Medicine	50,184,854	0	0.0%	(588,128)	-1.2%	(562,356)	-1.1%	49,034,370	(1,150,484)	-2.3%	Yellow Medicine
District 8 Totals	529,586,223	8,488,475	1.6%	(1,687,539)	-0.3%	21,898,814	4.1%	558,285,973	28,699,750	5.4%	District 8 Totals
Chisago	56,066,022	0	0.0%	(679,032)	-1.2%	1,528,696	2.8%	56,915,686	849,664	1.5%	Chisago
Dakota	126,559,965	0	0.0%	2,992,661	2.4%	6,769,480	5.2%	136,322,106	9,762,141	7.7%	Dakota
Ramsey	218,732,194	0	0.0%	(4,678,996)	-2.1%	5,259,318	2.5%	219,312,516	580,322	0.3%	Ramsey
Washington	90,860,974	0	0.0%	(714,547)	-0.8%	3,084,637	3.4%	93,231,064	2,370,090	2.6%	Washington
District 9 Totals	492,219,155	0	0.0%	(3,079,914)	-0.6%	16,642,131	3.4%	505,781,372	13,562,217	2.8%	District 9 Totals
STATE TOTALS	\$5,472,482,809	\$21,607,527	0.4%	\$49,418,281	0.9%	\$230,376,728	4.2%	\$5,773,885,345	\$301,402,536	5.5%	STATE TOTALS

*******REVISED*******
1996 COUNTY SCREENING BOARD DATA
OCTOBER, 1996

Restriction of 25-Year Construction Needs Changes

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

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

This year the statewide needs increased 5.5%, thereby limiting any individual county's needs change to a range from a minus 14.5% to a plus 25.5%. Two counties; Crow Wing and Sherburne, were therefore restricted as you can see on the following chart.

*****REVISED*****

10-Oct-96

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1995 25 YEAR CONSTRUCTION NEEDS	BASIC 1996 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1995 NEEDS	% CHANGE FROM RESTRICTED 1995 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1996 25 YEAR CONSTRUCTION NEEDS	1996 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$55,438,861	\$59,164,086	\$3,725,225	6.7%				Carlton
Cook	39,936,129	41,233,136	1,297,007	3.3%				Cook
Itasca	114,520,716	115,808,025	1,287,309	1.1%				Itasca
Koochiching	29,203,165	33,052,442	3,849,277	13.2%				Koochiching
Lake	63,784,540	61,385,974	(2,398,566)	-3.8%				Lake
Pine	108,201,060	108,260,195	59,135	0.1%				Pine
St. Louis	342,582,703	351,536,168	8,953,465	2.6%				St. Louis
District 1 Totals	753,667,174	770,440,026	16,772,852	2.2%				District 1 Totals
Beltrami	71,248,325	83,790,276	12,541,951	17.6%				Beltrami
Clearwater	36,279,702	39,571,924	3,292,222	9.1%				Clearwater
Hubbard	40,049,838	42,955,858	2,906,020	7.3%				Hubbard
Kittson	45,517,981	47,625,395	2,107,414	4.6%				Kittson
Lake of 'Woods	18,645,760	20,100,765	1,455,005	7.8%				Lake of 'Woods
Marshall	65,722,404	72,758,103	7,035,699	10.7%				Marshall
Norman	38,185,212	40,000,601	1,815,389	4.8%				Norman
Pennington	19,078,355	22,726,837	3,648,482	19.1%				Pennington
Polk	104,916,051	111,723,188	6,807,137	6.5%				Polk
Red Lake	21,056,045	23,213,917	2,157,872	10.3%				Red Lake
Roseau	44,815,373	49,380,750	4,565,377	10.2%				Roseau
District 2 Totals	505,515,046	553,847,614	48,332,568	9.6%				District 2 Totals
Aitkin	44,655,313	47,323,486	2,668,173	6.0%				Aitkin
Benton	27,191,846	30,812,462	3,620,616	13.3%				Benton
Cass	72,897,375	76,566,402	3,669,027	5.0%				Cass
Crow Wing	46,748,712	60,415,968	13,667,256	29.2%	25.5%	\$58,669,634	(\$1,746,334)	Crow Wing
Isanti	35,201,868	38,623,714	3,421,846	9.7%				Isanti
Kanabec	26,425,784	26,309,832	(115,952)	-0.4%				Kanabec
Mille Lacs	41,422,247	44,032,364	2,610,117	6.3%				Mille Lacs
Morrison	60,771,141	66,867,383	6,096,242	10.0%				Morrison
Sherburne	20,547,321	27,521,295	6,973,974	33.9%	25.5%	\$25,786,888	(\$1,734,407)	Sherburne
Stearns	115,571,680	119,509,487	3,937,807	3.4%				Stearns
Todd	47,718,349	47,921,762	203,413	0.4%				Todd
Wadena	30,040,323	31,317,588	1,277,265	4.3%				Wadena
Wright	93,792,627	101,117,568	7,324,941	7.8%				Wright
District 3 Totals	662,984,586	718,339,311	55,354,725	8.4%				District 3 Totals

*****REVISED*****

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1995 25 YEAR CONSTRUCTION NEEDS	BASIC 1996 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1995 NEEDS	% CHANGE FROM RESTRICTED 1995 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1996 25 YEAR CONSTRUCTION NEEDS	1996 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$49,564,978	\$52,476,784	\$2,911,806	5.9%				Becker
Big Stone	17,621,673	20,013,553	2,391,880	13.6%				Big Stone
Clay	53,823,397	60,017,827	6,194,430	11.5%				Clay
Douglas	53,492,109	55,537,018	2,044,909	3.8%				Douglas
Grant	19,368,665	19,997,091	628,426	3.2%				Grant
Mahnomen	15,273,119	15,868,706	595,587	3.9%				Mahnomen
Otter Tail	135,372,462	146,995,763	11,623,301	8.6%				Otter Tail
Pope	33,918,023	34,967,356	1,049,333	3.1%				Pope
Stevens	23,246,849	25,904,957	2,658,108	11.4%				Stevens
Swift	35,115,072	36,350,738	1,235,666	3.5%				Swift
Traverse	25,233,578	26,887,820	1,654,242	6.6%				Traverse
Wilkin	31,874,862	36,705,496	4,830,634	15.2%				Wilkin
District 4 Totals	493,904,787	531,723,109	37,818,322	7.7%				District 4 Totals
Anoka	\$93,783,247	103,128,570	9,345,323	10.0%				Anoka
Carver	63,739,549	67,831,491	4,091,942	6.4%				Carver
Hennepin	492,997,174	505,368,552	12,371,378	2.5%				Hennepin
Scott	61,873,960	62,911,070	1,037,110	1.7%				Scott
District 5 Totals	712,393,930	739,239,683	26,845,753	3.8%				District 5 Totals
Dodge	34,014,364	35,280,375	1,266,011	3.7%				Dodge
Fillmore	99,157,644	102,827,200	3,669,556	3.7%				Fillmore
Freeborn	58,934,647	63,670,696	4,736,049	8.0%				Freeborn
Goodhue	62,970,539	66,296,437	3,325,898	5.3%				Goodhue
Houston	61,172,985	65,307,440	4,134,455	6.8%				Houston
Mower	69,694,657	73,737,257	4,042,600	5.8%				Mower
Olmsted	83,011,285	88,671,540	5,660,255	6.8%				Olmsted
Rice	58,521,881	63,926,922	5,405,041	9.2%				Rice
Steele	47,718,019	49,671,545	1,953,526	4.1%				Steele
Wabasha	58,545,700	58,765,982	220,282	0.4%				Wabasha
Winona	71,423,480	79,465,567	8,042,087	11.3%				Winona
District 6 Totals	705,165,201	747,620,961	42,455,760	6.0%				District 6 Totals

*****REVISED*****

10-Oct-96

1996 COUNTY SCREENING BOARD DATA OCTOBER, 1996

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1995 25 YEAR CONSTRUCTION NEEDS	BASIC 1996 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1995 NEEDS	% CHANGE FROM RESTRICTED 1995 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1996 25 YEAR CONSTRUCTION NEEDS	1996 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$95,746,724	\$93,920,918	(\$1,825,806)	-1.9%				Blue Earth
Brown	38,627,581	39,780,692	1,153,111	3.0%				Brown
Cottonwood	38,294,558	40,430,871	2,136,313	5.6%				Cottonwood
Faribault	59,253,120	64,845,543	5,592,423	9.4%				Faribault
Jackson	56,267,887	55,481,381	(786,506)	-1.4%				Jackson
Le Sueur	44,138,281	46,753,788	2,615,507	5.9%				Le Sueur
Martin	44,091,157	46,893,284	2,802,127	6.4%				Martin
Nicollet	40,223,937	38,025,282	(2,198,655)	-5.5%				Nicollet
Nobles	55,012,713	59,472,328	4,459,615	8.1%				Nobles
Rock	31,721,288	38,087,112	6,365,824	20.1%				Rock
Sibley	39,394,898	41,577,355	2,182,457	5.5%				Sibley
Waseca	43,373,298	46,879,745	3,506,447	8.1%				Waseca
Watsonwan	30,960,962	36,458,997	5,498,035	17.8%				Watsonwan
District 7 Totals	617,106,404	648,607,296	31,500,892	5.1%				District 7 Totals
Chippewa	32,521,000	32,726,139	205,139	0.6%				Chippewa
Kandiyohi	63,096,153	65,367,694	2,271,541	3.6%				Kandiyohi
Lac Qui Parle	33,214,249	36,270,258	3,056,009	9.2%				Lac Qui Parle
Lincoln	28,429,836	28,961,717	531,881	1.9%				Lincoln
Lyon	50,601,586	51,231,832	630,246	1.3%				Lyon
Mc Leod	39,899,960	40,453,751	553,791	1.4%				Mc Leod
Meeker	31,792,380	32,974,923	1,182,543	3.7%				Meeker
Murray	38,655,996	41,590,853	2,934,857	7.6%				Murray
Pipestone	27,612,210	26,318,058	(1,294,152)	-4.7%				Pipestone
Redwood	61,577,556	72,025,118	10,447,562	17.0%				Redwood
Renville	72,000,443	81,331,260	9,330,817	13.0%				Renville
Yellow Medicine	50,184,854	49,034,370	(1,150,484)	-2.3%				Yellow Medicine
District 8 Totals	529,586,223	558,285,973	28,699,750	5.4%				District 8 Totals
Chisago	56,066,022	56,915,686	849,664	1.5%				Chisago
Dakota	126,662,044	136,322,106	9,660,062	7.6%				Dakota
Ramsey	218,802,437	219,312,516	510,079	0.2%				Ramsey
Washington	90,860,974	93,231,064	2,370,090	2.6%				Washington
District 9 Totals	492,391,477	505,781,372	13,389,895	2.7%				District 9 Totals
STATE TOTALS	\$5,472,714,828	\$5,773,885,345	\$301,170,517	5.5%				STATE TOTALS

*******REVISED*******

1996 COUNTY STATE AID HIGHWAY NEEDS STUDY

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE, LANE MILES AND MONEY NEEDS AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR USE BY THE COMMISSIONER OF TRANSPORTATION IN APPORTIONING THE 1997 C.S.A.H. FUND

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Carlton	293.42	597.06	\$2,393,876
Cook	178.89	354.78	1,850,999
Itasca	644.69	1,287.98	5,136,859
Koochiching	248.02	495.74	3,225,109
Lake	224.24	435.28	2,870,431
Pine	473.37	946.74	4,869,483
St. Louis	1,378.86	2,756.11	16,335,331
District 1 Totals	3,441.49	6,873.69	36,682,088
Beltrami	466.45	932.90	3,240,330
Clearwater	326.28	651.36	1,350,105
Hubbard	324.22	648.44	1,649,521
Kittson	373.46	746.92	1,754,928
Lake of the Woods	194.81	389.62	1,982,938
Marshall	638.08	1,267.76	2,713,452
Norman	392.81	786.86	1,460,720
Pennington	258.64	510.56	836,272
Polk	808.23	1,616.46	4,288,316
Red Lake	185.43	369.86	1,272,347
Roseau	481.82	963.64	1,693,351
District 2 Totals	4,450.23	8,884.38	22,242,280
Aitkin	374.83	750.26	2,114,392
Benton	224.16	449.32	1,301,944
Cass	531.85	1,064.52	3,051,027
Crow Wing	371.34	742.28	1,974,741
Isanti	228.44	460.08	1,615,612
Kanabec	212.20	423.00	1,051,244
Mille Lacs	254.86	509.72	2,103,340
Morrison	444.58	892.36	2,204,452
Sherburne	215.59	432.54	663,587
Stearns	603.76	1,235.84	4,154,362
Todd	412.46	821.92	1,770,440
Wadena	228.51	457.02	1,362,636
Wright	402.25	807.54	4,442,234
District 3 Totals	4,504.83	9,046.40	27,810,011
Becker	466.24	932.48	1,949,587
Big Stone	208.36	416.72	1,148,217
Clay	400.78	800.08	2,320,440
Douglas	385.08	766.16	2,068,019
Grant	228.65	457.30	1,045,987
Mahnomen	194.81	389.62	1,234,722
Otter Tail	916.99	1,833.98	5,352,860
Pope	298.33	596.66	1,762,612
Stevens	243.91	487.82	947,817
Swift	329.46	658.92	1,386,843
Traverse	245.42	490.84	989,870
Wilkin	312.26	625.68	1,583,693
District 4 Totals	4,230.29	8,456.26	21,790,667

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Anoka	270.55	658.63	\$4,136,343
Carver	208.01	406.34	2,484,924
Hennepin	516.17	1,470.73	17,170,924
Scott	189.44	404.89	2,893,544
District 5 Totals	1,184.17	2,940.59	26,685,735
Dodge	249.25	498.50	1,324,059
Fillmore	411.55	823.10	4,244,869
Freeborn	446.95	896.34	2,754,012
Goodhue	326.69	653.38	2,761,127
Houston	249.90	499.80	2,752,639
Mower	373.61	749.38	2,804,765
Olmsted	320.41	680.12	3,014,627
Rice	279.09	560.46	2,520,137
Steele	292.22	587.36	1,967,674
Wabasha	273.72	547.44	2,371,523
Winona	315.76	628.18	2,777,583
District 6 Totals	3,539.15	7,124.06	29,293,015
Blue Earth	416.97	830.84	3,621,410
Brown	318.01	636.50	1,450,864
Cottonwood	318.59	637.18	1,636,823
Faribault	346.84	694.32	2,622,385
Jackson	370.69	741.38	2,287,782
Le Sueur	267.38	534.76	1,906,350
Martin	378.15	757.54	1,779,736
Nicollet	244.59	489.40	1,589,802
Nobles	345.48	693.02	2,263,981
Rock	261.31	522.62	1,490,326
Sibley	289.31	580.92	1,579,264
Waseca	249.45	498.90	1,767,073
Watsonwan	235.18	470.36	1,353,398
District 7 Totals	4,041.95	8,087.74	25,349,194
Chippewa	244.36	488.72	1,257,171
Kandiyohi	422.08	848.72	2,765,370
Lac Qui Parle	362.91	726.08	1,431,180
Lincoln	253.41	506.82	1,092,596
Lyon	318.93	637.46	1,768,454
Mc Leod	235.59	471.18	1,625,310
Meeker	272.05	542.10	1,280,363
Murray	354.74	709.48	1,458,687
Pipestone	233.65	467.46	1,014,554
Redwood	391.15	781.40	2,631,593
Renville	447.51	895.02	3,032,783
Yellow Medicine	345.22	690.44	1,863,267
District 8 Totals	3,881.60	7,764.88	21,221,328
Chisago	228.46	456.92	2,166,814
Dakota	289.83	705.38	4,831,588
Ramsey	238.85	642.73	8,828,238
Washington	201.54	435.84	3,655,963
District 9 Totals	958.68	2,240.87	19,482,603
STATE TOTALS	30,232.39	61,418.87	\$230,556,921

Does not include 1996 T.H. Turnback Mileage

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*******REVISED*******

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

COMPONENTS OF THE "TENTATIVE" 1997 CSAH APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total TENTATIVE 1997 CSAH Apportionment
Carlton	\$319,981	\$204,612	\$811,097	\$1,445,228	\$2,780,918
Cook	319,981	35,995	494,241	1,117,483	1,967,700
Itasca	319,981	315,826	1,789,558	3,101,218	5,526,583
Koochiching	319,981	108,542	686,075	1,947,059	3,061,657
Lake	319,981	75,163	620,349	1,732,933	2,748,426
Pine	319,981	157,036	1,306,841	2,939,798	4,723,656
St. Louis	319,981	1,243,816	3,794,751	9,861,946	15,220,494
District 1 Totals	2,239,867	2,140,990	9,502,912	22,145,665	36,029,434
Beltrami	319,981	207,896	1,289,387	1,956,248	3,773,512
Clearwater	319,981	56,178	902,462	815,084	2,093,705
Hubbard	319,981	117,338	897,034	995,847	2,330,200
Kittson	319,981	41,980	1,032,328	1,059,483	2,453,772
Lake of the Woods	319,981	30,650	538,504	1,197,137	2,086,272
Marshall	319,981	79,840	1,763,835	1,638,162	3,801,818
Norman	319,981	57,848	1,081,685	881,864	2,341,378
Pennington	319,981	89,250	719,398	504,873	1,633,502
Polk	319,981	203,192	2,228,679	2,588,937	5,340,789
Red Lake	319,981	32,766	512,615	768,140	1,633,502
Roseau	319,981	115,807	1,331,896	1,022,308	2,789,992
District 2 Totals	3,519,791	1,032,745	12,297,823	13,428,083	30,278,442
Aitkin	319,981	108,040	1,036,170	1,276,498	2,740,689
Benton	319,981	191,583	619,681	786,008	1,917,253
Cass	319,981	168,032	1,470,197	1,841,962	3,800,172
Crow Wing	319,981	352,461	1,025,647	1,192,188	2,890,277
Isanti	319,981	196,121	631,456	975,375	2,122,933
Kanabec	319,981	92,006	586,859	634,656	1,633,502
Mille Lacs	319,981	140,862	704,532	1,269,826	2,435,201
Morrison	319,981	213,158	1,228,922	1,330,869	3,092,930
Sherburne	319,981	316,939	595,962	400,620	1,633,502
Stearns	319,981	806,921	1,668,962	2,508,066	5,303,930
Todd	319,981	159,096	1,140,146	1,068,848	2,688,071
Wadena	319,981	92,813	627,281	822,649	1,862,724
Wright	319,981	528,789	1,112,168	2,681,860	4,642,798
District 3 Totals	4,159,753	3,366,821	12,447,983	16,789,425	36,763,982
Becker	319,981	198,209	1,289,136	1,177,002	2,984,328
Big Stone	319,981	44,319	576,002	693,200	1,633,502
Clay	319,981	266,162	1,107,909	1,400,893	3,094,945
Douglas	319,981	214,828	1,064,064	1,248,502	2,847,375
Grant	319,981	49,998	632,041	631,482	1,633,502
Mahnomen	319,981	29,592	538,504	745,425	1,633,502
Otter Tail	319,981	379,520	2,534,761	3,231,622	6,465,884
Pope	319,981	76,277	824,710	1,064,122	2,285,090
Stevens	319,981	67,090	674,216	572,215	1,633,502
Swift	319,981	79,645	910,730	837,263	2,147,619
Traverse	319,981	37,526	678,392	597,603	1,633,502
Wilkin	319,981	53,505	863,210	956,105	2,192,801
District 4 Totals	3,839,772	1,496,671	11,693,675	13,155,434	30,185,552

*****REVISED*****

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

COMPONENTS OF THE "TENTATIVE" 1997 CSAH APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total TENTATIVE 1997 CSAH Apportionment
Anoka	\$319,981	\$1,573,198	\$698,435	\$2,497,188	\$5,088,802
Carver	319,981	328,993	574,750	1,500,195	2,723,919
Hennepin	319,981	5,705,127	1,430,945	10,366,409	17,822,462
Scott	319,981	432,357	523,806	1,746,887	3,023,031
District 5 Totals	1,279,924	8,039,675	3,227,936	16,110,679	28,658,214
Dodge	319,981	110,435	688,748	799,359	1,918,523
Fillmore	319,980	139,219	1,137,640	2,562,707	4,159,546
Freeborn	319,980	228,914	1,235,937	1,662,649	3,447,480
Goodhue	319,980	284,424	902,713	1,666,944	3,174,061
Houston	319,980	120,930	692,005	1,661,820	2,794,735
Mower	319,980	243,502	1,032,662	1,693,289	3,289,433
Olmsted	319,980	702,500	885,676	1,819,987	3,728,143
Rice	319,980	309,144	771,511	1,521,454	2,922,089
Steele	319,980	211,989	807,756	1,187,922	2,527,647
Wabasha	319,980	143,005	756,645	1,431,733	2,651,363
Winona	319,980	277,019	872,814	1,676,879	3,146,692
District 6 Totals	3,519,781	2,771,081	9,784,107	17,684,743	33,759,712
Blue Earth	319,980	325,402	1,152,589	2,186,313	3,984,284
Brown	319,980	194,451	879,078	875,914	2,269,423
Cottonwood	319,980	93,036	880,665	988,181	2,281,862
Faribault	319,980	122,656	958,668	1,583,183	2,984,487
Jackson	319,980	87,774	1,024,728	1,381,177	2,813,659
Le Sueur	319,980	172,291	739,107	1,150,899	2,382,277
Martin	319,980	163,494	1,045,273	1,074,460	2,603,207
Nicollet	319,980	163,049	676,304	959,793	2,119,126
Nobles	319,980	143,785	954,993	1,366,808	2,785,566
Rock	319,980	69,067	722,321	899,738	2,011,106
Sibley	319,980	106,314	799,739	953,431	2,179,464
Waseca	319,980	123,463	690,668	1,066,815	2,200,926
Watsonwan	319,980	84,127	650,080	817,072	1,871,259
District 7 Totals	4,159,740	1,848,909	11,174,213	15,303,784	32,486,646
Chippewa	319,980	96,070	675,469	758,978	1,850,497
Kandiyohi	319,980	275,237	1,166,787	1,669,506	3,431,510
Lac Qui Parle	319,980	65,448	1,003,181	864,030	2,252,639
Lincoln	319,980	45,516	703,530	659,621	1,728,647
Lyon	319,980	174,073	881,584	1,067,649	2,443,286
Mc Leod	319,980	243,446	652,085	981,230	2,196,741
Meeker	319,980	153,890	752,052	772,979	1,998,901
Murray	319,980	71,377	980,632	880,637	2,252,626
Pipestone	319,980	68,983	646,405	612,505	1,647,873
Redwood	319,980	132,121	1,081,268	1,588,742	3,122,111
Renville	319,980	133,791	1,237,190	1,830,948	3,521,909
Yellow Medicine	319,980	87,273	954,325	1,124,889	2,486,467
District 8 Totals	3,839,760	1,547,225	10,734,508	12,811,714	28,933,207
Chisago	319,980	259,425	631,456	1,308,146	2,519,007
Dakota	319,980	1,700,280	801,159	2,916,920	5,738,339
Ramsey	319,980	2,637,902	662,023	5,329,772	8,949,677
Washington	319,980	996,584	557,127	2,207,173	4,080,864
District 9 Totals	1,279,920	5,594,191	2,651,765	11,762,011	21,287,887
STATE TOTALS	\$27,838,308	\$27,838,308	\$83,514,922	\$139,191,538	\$278,383,076

*****REVISED*****

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

Comparison of the Actual 1996 to the TENTATIVE 1997 C.S.A.H. Apportionment

County	Total 1996 C.S.A.H. Apportionment	Total TENTATIVE 1997 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Carlton	\$2,802,574	\$2,780,918	(\$21,656)	-0.8%
Cook	2,002,710	1,967,700	(35,010)	-1.8%
Itasca	5,675,740	5,526,583	(149,157)	-2.6%
Koochiching	3,061,657	3,061,657	0	0.0%
Lake	2,889,792	2,748,426	(141,366)	-4.9%
Pine	4,879,883	4,723,656	(156,227)	-3.2%
St. Louis	15,563,061	15,220,494	(342,567)	-2.2%
District 1 Totals	36,875,417	36,029,434	(845,983)	-2.3%
Beltrami	3,578,984	3,773,512	194,528	5.4%
Clearwater	2,083,968	2,093,705	9,737	0.5%
Hubbard	2,324,581	2,330,200	5,619	0.2%
Kittson	2,463,294	2,453,772	(9,522)	-0.4%
Lake of the Woods	2,086,272	2,086,272	0	0.0%
Marshall	3,706,330	3,801,818	95,488	2.6%
Norman	2,366,395	2,341,378	(25,017)	-1.1%
Pennington	1,633,502	1,633,502	0	0.0%
Polk	5,364,336	5,340,789	(23,547)	-0.4%
Red Lake	1,633,502	1,633,502	0	0.0%
Roseau	2,746,030	2,789,992	43,962	1.6%
District 2 Totals	29,987,194	30,278,442	291,248	1.0%
Aitkin	2,747,589	2,740,689	(6,900)	-0.3%
Benton	1,850,472	1,917,253	66,781	3.6%
Cass	3,774,087	3,800,172	26,085	0.7%
Crow Wing	2,647,535	2,890,277	242,742	9.2%
Isanti	2,073,472	2,122,933	49,461	2.4%
Kanabec	1,633,502	1,633,502	0	0.0%
Mille Lacs	2,470,312	2,435,201	(35,111)	-1.4%
Morrison	3,054,877	3,092,930	38,053	1.3%
Sherburne	1,633,502	1,633,502	0	0.0%
Stearns	5,367,852	5,303,930	(63,922)	-1.2%
Todd	2,738,363	2,688,071	(50,292)	-1.8%
Wadena	1,858,418	1,862,724	4,306	0.2%
Wright	4,554,643	4,642,798	88,155	1.9%
District 3 Totals	36,404,624	36,763,982	359,358	1.0%
Becker	2,973,906	2,984,328	10,422	0.4%
Big Stone	1,633,502	1,633,502	0	0.0%
Clay	3,074,618	3,094,945	20,327	0.7%
Douglas	2,864,881	2,847,375	(17,506)	-0.6%
Grant	1,633,502	1,633,502	0	0.0%
Mahnomen	1,633,502	1,633,502	0	0.0%
Otter Tail	6,321,632	6,465,884	144,252	2.3%
Pope	2,316,858	2,285,090	(31,768)	-1.4%
Stevens	1,633,502	1,633,502	0	0.0%
Swift	2,170,273	2,147,619	(22,654)	-1.0%
Traverse	1,633,502	1,633,502	0	0.0%
Wilkin	2,128,866	2,192,801	63,935	3.0%
District 4 Totals	30,018,544	30,185,552	167,008	0.6%

*****REVISED*****

1996 COUNTY SCREENING BOARD DATA

OCTOBER, 1996

Comparison of the Actual 1996 to the TENTATIVE 1997 C.S.A.H. Apportionment

County	Total 1996 C.S.A.H. Apportionment	Total TENTATIVE 1997 C.S.A.H. Apportionment	Increase or Decrease	% + or -
Anoka	\$5,029,976	\$5,088,802	\$58,826	1.2%
Carver	2,668,122	2,723,919	55,797	2.1%
Hennepin	18,116,590	17,822,462	(294,128)	-1.6%
Scott	3,121,605	3,023,031	(98,574)	-3.2%
District 5 Totals	28,936,293	28,658,214	(278,079)	-1.0%
Dodge	1,919,829	1,918,523	(1,306)	-0.1%
Fillmore	4,027,952	4,159,546	131,594	3.3%
Freeborn	3,370,605	3,447,480	76,875	2.3%
Goodhue	3,163,581	3,174,061	10,480	0.3%
Houston	2,532,257	2,794,735	262,478	10.4%
Mower	3,295,894	3,289,433	(6,461)	-0.2%
Olmsted	3,708,949	3,728,143	19,194	0.5%
Rice	2,860,699	2,922,089	61,390	2.2%
Steele	2,568,061	2,527,647	(40,414)	-1.6%
Wabasha	2,694,376	2,651,363	(43,013)	-1.6%
Winona	3,099,948	3,146,692	46,744	1.5%
District 6 Totals	33,242,151	33,759,712	517,561	1.6%
Blue Earth	4,117,119	3,984,284	(132,835)	-3.2%
Brown	2,292,204	2,269,423	(22,781)	-1.0%
Cottonwood	2,290,925	2,281,862	(9,063)	-0.4%
Faribault	2,917,921	2,984,487	66,566	2.3%
Jackson	2,909,977	2,813,659	(96,318)	-3.3%
Le Sueur	2,389,129	2,382,277	(6,852)	-0.3%
Martin	2,587,780	2,603,207	15,427	0.6%
Nicollet	2,131,035	2,119,126	(11,909)	-0.6%
Nobles	2,762,396	2,785,566	23,170	0.8%
Rock	1,913,189	2,011,106	97,917	5.1%
Sibley	2,225,185	2,179,464	(45,721)	-2.1%
Waseca	2,210,713	2,200,926	(9,787)	-0.4%
Watsonwan	1,777,413	1,871,259	93,846	5.3%
District 7 Totals	32,524,986	32,486,646	(38,340)	-0.1%
Chippewa	1,997,766	1,850,497	(147,269)	-7.4%
Kandiyohi	3,478,373	3,431,510	(46,863)	-1.4%
Lac Qui Parle	2,225,490	2,252,639	27,149	1.2%
Lincoln	1,758,761	1,728,647	(30,114)	-1.7%
Lyon	2,486,085	2,443,286	(42,799)	-1.7%
Mc Leod	2,207,955	2,196,741	(11,214)	-0.5%
Meeker	2,012,859	1,998,901	(13,958)	-0.7%
Murray	2,174,922	2,252,626	77,704	3.6%
Pipestone	1,701,312	1,647,873	(53,439)	-3.1%
Redwood	2,946,670	3,122,111	175,441	6.0%
Renville	3,327,206	3,521,909	194,703	5.9%
Yellow Medicine	2,590,223	2,486,467	(103,756)	-4.0%
District 8 Totals	28,907,622	28,933,207	25,585	0.1%
Chisago	2,606,312	2,519,007	(87,305)	-3.4%
Dakota	5,677,379	5,738,339	60,960	1.1%
Ramsey	9,294,790	8,949,677	(345,113)	-3.7%
Washington	3,907,764	4,080,864	173,100	4.4%
District 9 Totals	21,486,245	21,287,887	(198,358)	-0.9%
STATE TOTALS	\$278,383,076	\$278,383,076	\$0	0.0%

FIGURE A

1996 COUNTY SCREENING BOARD DATA
OCTOBER, 1996

DEVELOPMENT OF THE TENTATIVE 1997 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 1996 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 1996 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
Carlton	\$59,164,086		\$59,164,086	\$7,385,327	(\$454,808)	(\$875,833)	\$0	(\$1,391,675)		\$308,777	
Cook	41,233,136		41,233,136	7,869,023	1,078,287	(675,156)	0	(602,075)		290,821	\$23,137
Itasca	115,808,025		115,808,025	25,012,700	382,776	0	0	(2,618,379)		146,107	
Koochiching	33,052,442		33,052,442	7,876,876	1,298,322	(890,007)	1,700,000	(1,914,648)		614,101	
Lake	61,385,974		61,385,974	14,653,902	901,486	(2,251,537)	0	(565,019)		720,352	
Pine	108,260,195		108,260,195	19,761,716	279,081	0	0	(1,082,583)		372,284	82,110
St. Louis	351,536,168		351,536,168	74,889,001	4,040,285	(295,076)	0	(3,164,973)		3,671,781	73,800
District 1 Totals	770,440,026		770,440,026	157,448,545	7,525,429	(4,987,609)	1,700,000	(11,339,352)	0	6,124,223	179,047
Beltrami	83,790,276		83,790,276	\$3,258,415	(\$342,032)	(645,208)	285,000	(1,217,566)		987,649	775
Clearwater	39,571,924		39,571,924	(2,641,157)	0	0	0	(1,573,949)		286,605	27,041
Hubbard	42,955,858		42,955,858	2,019,265	134,480	0	0	(969,561)		918,446	18,213
Kittson	47,625,395		47,625,395	(890,254)	144,815	0	0	(1,050,335)		714,192	
Lake of 'Woods	20,100,765		20,100,765	655,137	201,869	(12,762)	286,190	(119,332)		79,289	
Marshall	72,758,103		72,758,103	(2,407,027)	0	(134,790)	1,091,748	(769,868)		1,182,795	99,410
Norman	40,000,601		40,000,601	(139,775)	43,012	(9,563)	0	(1,131,444)		383,670	
Pennington	22,726,837		22,726,837	(216,224)	(52,270)	0	0	(15,846)		135,585	
Polk	111,723,188		111,723,188	(1,681,110)	(224,955)	0	600,000	(1,726,780)	\$201,689	1,862,802	22,975
Red Lake	23,213,917		23,213,917	478,397	495,789	(1,990,842)	1,300,000	(820,037)		263,030	1,953
Roseau	49,380,750		49,380,750	(2,913,704)	(45,224)	0	0	(1,547,492)		443,745	
District 2 Totals	553,847,614		553,847,614	(4,478,037)	355,484	(2,793,165)	3,562,938	(10,942,210)	201,689	7,257,808	170,367
Aitkin	47,323,486		47,323,486	\$9,513,932	0	(240,536)	0	(697,108)		\$772,910	7,534
Benton	30,812,462		30,812,462	4,960,742	202,657	0	566,601	(347,495)		775,031	15,150
Cass	76,566,402		76,566,402	8,666,857	(408,956)	0	0	(2,412,365)		1,011,457	
Crow Wing	60,415,968	(1,746,334)	58,669,634	1,278,610	(328,727)	(48,156)	0	(248,136)		587,604	188,133
Isanti	38,623,714		38,623,714	6,972,448	(331,901)	0	0	(1,087,402)		499,793	
Kanabec	26,309,832		26,309,832	110,209	(237,862)	(411,141)	0	(446,679)		362,375	
Mille Lacs	44,032,364		44,032,364	12,032,418	961,766	(308,708)	0	(1,110,540)		306,773	173,945
Morrison	66,867,383		66,867,383	(1,946,069)	294,014	0	0	(5,306,449)		106,626	
Sherburne	27,521,295	(1,734,407)	25,786,888	(344,708)	136,894	(506,883)	0	(558,227)		458,486	
Stearns	119,509,487		119,509,487	5,886,147	234,363	0	0	(6,546,030)		578,956	6,756
Todd	47,921,762		47,921,762	0	1,138,834	0	0	(1,618,643)	14,512	76,396	16,745
Wadena	31,317,588		31,317,588	3,985,566	1,149,391	0	0	(656,288)		186,848	
Wright	101,117,568		101,117,568	24,748,993	(509,299)	0	0	(980,649)		1,294,631	
District 3 Totals	718,339,311		714,858,570	75,865,145	2,301,174	(1,515,424)	566,601	(22,016,011)	14,512	7,017,886	408,263
Becker	\$52,476,784		52,476,784	\$2,321,194	257,229	0	(5,000)	(1,783,242)		570,593	
Big Stone	20,013,553		20,013,553	2,473,686	(74,248)	(1,494,850)	0	(621,504)		194,537	
Clay	60,017,827		60,017,827	6,448,249	(683,968)	(91,329)	0	(1,334,227)		842,880	
Douglas	55,537,018		55,537,018	3,293,260	(941,859)	0	0	(1,065,499)		892,372	
Grant	19,997,091		19,997,091	2,917,439	(84,754)	(537,563)	0	(2,022,318)		48,142	
Mahnomen	15,868,706		15,868,706	5,033,974	12,090	0	0	(167,498)		0	
Otter Tail	146,995,763		146,995,763	1,460,697	1,126,621	0	1,476,684	(8,509,777)		420,862	
Pope	34,967,356		34,967,356	11,746,256	300,057	0	0	(540,342)		338,295	
Stevens	25,904,957		25,904,957	555,926	(18,413)	0	0	(2,013,065)		125,901	
Swift	36,350,738		36,350,738	2,107,394	(256,844)	0	0	(1,343,413)		387,093	55,958
Traverse	26,887,820		26,887,820	(2,242,201)	(112,426)	(34,781)	0	(986,434)		160,653	
Wilkin	36,705,496		36,705,496	6,390,453	(284,833)	(127,550)	0	(1,015,196)	37,731	475,312	
District 4 Totals	531,723,109		531,723,109	42,506,327	(761,348)	(2,286,073)	1,471,684	(21,402,515)	37,731	4,456,640	55,958
Anoka	103,128,570		103,128,570	\$6,358,278	5,226,049	0	0	(699,370)		7,734,317	2,647,042
Carver	67,831,491		67,831,491	760,382	4,035,237	(996,207)	0	(1,001,104)		681,848	29,945
Hennepin	505,368,552		505,368,552	6,861,555	9,923,076	(3,300,863)	0	(2,780,376)	1,180,220	33,436,782	11,106,246
Scott	62,911,070		62,911,070	16,482,976	2,512,387	0	0	(982,916)		3,406,675	1,669,034
District 5 Totals	739,239,683		739,239,683	30,463,191	21,696,749	(4,297,070)	0	(5,463,766)	1,180,220	45,259,622	15,452,267
Dodge	35,280,375		35,280,375	\$1,933,391	(\$138,988)	0	(160,000)	(857,791)		458,760	
Fillmore	102,827,200		102,827,200	6,866,430	2,086,351	0	0	(1,132,429)		884,723	
Freeborn	63,670,696		63,670,696	15,611,535	(245,082)	0	0	(4,064,142)		177,761	
Goodhue	66,296,437		66,296,437	8,394,256	249,018	0	0	(170,739)		1,442,721	
Houston	65,307,440		65,307,440	10,051,723	(322,458)	(1,399,640)	0	(1,040,904)		220,561	
Mower	73,737,257		73,737,257	6,514,360	(984,691)	0	0	(2,698,495)		187,423	
Olmsted	88,671,540		88,671,540	(451,089)	0	0	0	(82,162)	52,831	3,788,264	753,199
Rice	63,926,922		63,926,922	9,260,675	(543,312)	0	0	(1,705,737)		239,655	
Steele	49,671,545		49,671,545	5,035,884	801,703	(124,069)	(245)	(283,051)		87,793	
Wabasha	58,765,982		58,765,982	5,040,529	0	(272,049)	0	(657,467)		617,641	101,779
Winona	79,465,567		79,465,567	0	0	0	0	(3,188,859)		235,770	
District 6 Totals	747,620,961		747,620,961	68,257,694	902,541	(1,795,758)	(160,245)	(15,881,776)	52,831	8,341,072	854,978
Blue Earth	\$93,920,918		93,920,918	4,585,864	355,256	(125,495)	0	(726,344)		1,761,330	9,942
Brown	39,780,692		39,780,692	655,039	734,731	0	0	(908,051)		552,459	
Cottonwood	40,430,871		40,430,871	6,574,290	(61,355)	(360,195)	0	(2,643,005)		543,628	
Faribault	64,845,543		64,845,543	4,043,930	743,853	0	0	(342,286)		734,036	103,375
Jackson	55,481,381		55,481,381	8,076,998	(143,502)	0	0	(2,058,648)	5,646	404,074	
Le Sueur	46,753,788		46,753,788	2,593,740	873,009	0	1,315,000	0		840,229	3,794
Martin	46,893,284		46,893,284	3,104,851	(437,839)	0	0	(66,914)		448,942	
Nicollet	38,025,282		38,025,282	4,708,579	(420,207)	(5,767)	1,674,888	(230,845)		875,055	
Nobles	59,472,328		59,472,328	4,362,919	(161,965)	0	0	(2,372,089)		289,149	
Rock	38,087,112		38,087,112	3,336,246	270,165	(1,048,640)	0	(839,169)		363,229	
Sibley	41,577,355		41,577,355	3,908,408	491,547	0	0	(3,235,624)		377,599	
Waseca	46,879,745		46,879,745	973,568	(580,878)	(2,429)	1,100,000	(525,735)		241,980	
Watonwan	36,458,997		36,458,997	1,125,244	87,223	0	0	(1,600,422)		473,899	89,355
District 7 Totals	648,607,296		648,607,296	48,049,676	1,750,038	(1,542,526)	4,089,888	(15,549,132)	5,646	7,905,609	206,466
Chippewa	32,726,139		32,726,139	\$2,008,779	419,480	0	0	(412,540)		148,605	
Kandiyohi	65,367,694		65,367,694	9,773,228	(754,764)	0	0	(244,165)		826,800	39,348
Lac Qui Parle	36,270,258		36,270,258	2,730,876	122,118	0	0	(939,694)		567,534	
Lincoln	28,961,717		28,961,717	76,740	505,073	0	0	(924,455)		464,356	
Lyon	51,231,832		51,231,832	1,113,300	(797,121)	0	0	(2,990,239)		609,533	48,445
Mc Leod	40,453,751		40,453,751	3,881,740	(406,245)	0	0	(450,020)	18,800	1,739,357	56,694
Meeker	32,974,923		32,974,923	3,671,061	(57,267)	(453,825)	0	(785,002)		402,549	
Murray	41,590,853		41,590,853	(419,041)	0	(301,457)	0	(1,412,200)		158,709	
Pipestone	26,318,058		26,318,058	1,336,280	196,350	0	400,000	(1,046,174)		314,622	9,542
Redwood	72,025,118		72,025,118	3,459,930	(224,203)	0	0	(4,322,285)		587,277	
Renville	81,331,260		81,331,260	4,844,123	597,110	0	0	(5,491,733)		746,706	
Yellow Medicine	49,034,370		49,034,370	(661,902)	608,888	0	1,805,000	(1,445,797)		245,412	
District 8 Totals	558,285,973		558,285,973	31,815,114	209,419	(755,282)	2,205,000	(20,464,304)	18,800	6,811,460	154,029
Chisago	56,915,686		56,915,686	6,344,425	89,204	(1,183,520)	0	(2,093,119)	27,200	355,943	36,692
Dakota	136,322,106		136,322,106	(209,623)	2,266,978	(856,525)	0	(27,238)		11,321,941	3,481,760
Ramsey	219,312,516		219,312,516	541,723	26,697,123	0	0	(587,668)	201,073	4,285,645	3,721,674
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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 78 COUNTIES	"TENTATIVE" 1997 MONEY NEEDS APPORT.	ANNUAL MONEY NEEDS	COUNTY
	1995 THTB ADJUST.								
\$1,466,677	\$8,707		\$1,475,384		1.107462	(\$30,156)	\$1,445,228	\$2,393,876	Carlton
1,140,800			1,140,800		0.856314	(23,317)	1,117,483	1,850,999	Cook
3,165,928			3,165,928		2.376428	(64,710)	3,101,218	5,136,859	Itasca
964,027			964,027	\$983,032			1,947,059	3,225,109	Koochiching
1,769,092			1,769,092		1.327927	(36,159)	1,732,933	2,870,431	Lake
3,001,140			3,001,140		2.252734	(61,342)	2,939,798	4,869,483	Pine
10,066,068	1,658		10,067,726		7.557098	(205,780)	9,861,946	16,335,331	St. Louis
21,573,732	10,365		21,584,097	983,032		(421,464)	22,145,665	36,682,088	District 1 Totals
1,997,067			1,997,067		1.499051	(40,819)	1,956,248	3,240,330	Beltrami
832,092			832,092		0.624590	(17,008)	815,084	1,350,105	Clearwater
1,016,626			1,016,626		0.763106	(20,779)	995,847	1,649,521	Hubbard
1,081,590			1,081,590		0.811870	(22,107)	1,059,483	1,754,928	Kittson
495,953			495,953	701,184			1,197,137	1,982,938	Lake of Woods
1,672,344			1,672,344		1.255305	(34,182)	1,638,162	2,713,452	Marshall
900,265			900,265		0.675762	(18,401)	881,864	1,460,720	Norman
513,156			513,156	(8,283)			504,873	836,272	Pennington
2,642,958			2,642,958		1.983873	(54,021)	2,588,937	4,288,316	Polk
539,173			539,173	228,967			768,140	1,272,347	Red Lake
1,043,639			1,043,639		0.783383	(21,331)	1,022,308	1,693,351	Roseau
12,734,863	0		12,734,863	921,868		(228,648)	13,428,083	22,242,280	District 2 Totals
1,303,133			1,303,133		0.978166	(26,635)	1,276,498	2,114,392	Aitkin
802,409			802,409		0.602309	(16,401)	786,008	1,301,944	Benton
1,880,396			1,880,396		1.411474	(38,434)	1,841,962	3,051,027	Cass
1,217,064			1,217,064		0.913560	(24,876)	1,192,188	1,974,741	Crow Wing
990,061	5,666		995,727		0.747419	(20,352)	975,375	1,615,812	Isanti
581,518			581,518	53,138			634,656	1,051,244	Kanabec
1,296,322			1,296,322		0.973053	(26,496)	1,269,826	2,103,340	Mille Lacs
1,358,639			1,358,639		1.019830	(27,770)	1,330,869	2,204,452	Morrison
374,375			374,375	26,245			400,620	663,587	Sherburne
2,524,523	35,876		2,560,399		1.921902	(52,333)	2,508,066	4,154,362	Stearns
1,091,151			1,091,151		0.819046	(22,303)	1,068,848	1,770,440	Todd
839,814			839,814		0.630386	(17,165)	822,649	1,362,636	Wadena
2,737,820			2,737,820		2.055079	(55,960)	2,681,860	4,442,234	Wright
16,997,225	41,542		17,038,767	79,383		(328,725)	16,789,425	27,810,011	District 3 Totals
1,201,561			1,201,561		0.901923	(24,559)	1,177,002	1,949,587	Becker
469,490			469,490	223,710			693,200	1,148,217	Big Stone
1,430,124			1,430,124		1.073488	(29,231)	1,400,893	2,320,440	Clay
1,274,553			1,274,553		0.956713	(26,051)	1,248,502	2,068,019	Douglas
456,769			456,769	174,713			631,482	1,045,987	Grant
482,751			482,751	262,674			745,425	1,234,722	Mahnomen
3,256,266	42,787		3,299,053		2.476355	(67,431)	3,231,622	5,352,860	Otter Tail
1,086,326			1,086,326		0.815425	(22,204)	1,064,122	1,762,612	Pope
553,999			553,999	18,216			572,215	947,817	Stevens
854,733			854,733		0.641585	(17,470)	837,263	1,386,843	Swift
538,202			538,202	59,401			597,603	989,870	Traverse
976,055			976,055		0.732652	(19,950)	956,105	1,583,693	Wilkin
12,580,829	42,787		12,623,616	738,714		(206,896)	13,155,434	21,790,667	District 4 Totals
2,549,294			2,549,294		1.913567	(52,106)	2,497,188	4,136,343	Anoka
1,531,498			1,531,498		1.149582	(31,303)	1,500,195	2,484,924	Carver
10,514,113	68,602		10,582,715		7.943662	(216,306)	10,366,409	17,170,924	Hennepin
1,783,338			1,783,338		1.338620	(36,451)	1,746,887	2,893,544	Scott
16,378,243	68,602		16,446,845	0		(336,166)	16,110,679	26,685,735	District 5 Totals
816,038			816,038		0.612539	(16,679)	799,359	1,324,059	Dodge
2,616,180			2,616,180		1.963773	(53,473)	2,562,707	4,244,869	Fillmore
1,697,342			1,697,342		1.274069	(34,693)	1,662,649	2,754,012	Freeborn
1,701,726			1,701,726		1.277360	(34,782)	1,666,944	2,761,127	Goodhue
1,696,496			1,696,496		1.273434	(34,676)	1,661,820	2,752,639	Houston
1,728,621			1,728,621		1.297548	(35,332)	1,693,289	2,804,765	Mower
1,857,963			1,857,963		1.394635	(37,976)	1,819,987	3,014,627	Olmsted
1,553,201			1,553,201		1.165873	(31,747)	1,521,454	2,520,137	Rice
1,212,709			1,212,709		0.910291	(24,787)	1,187,922	1,967,674	Steele
1,461,608			1,461,608		1.097121	(29,875)	1,431,733	2,371,523	Wabasha
1,711,869			1,711,869		1.284973	(34,990)	1,676,879	2,777,583	Winona
18,053,753	0		18,053,753	0		(369,010)	17,684,743	29,293,015	District 6 Totals
2,231,933			2,231,933		1.675347	(45,620)	2,186,313	3,621,410	Blue Earth
894,191			894,191		0.671203	(18,277)	875,914	1,450,864	Brown
1,008,800			1,008,800		0.757232	(20,619)	988,181	1,636,823	Cottonwood
1,616,218			1,616,218		1.213175	(33,035)	1,583,183	2,622,385	Faribault
1,409,997			1,409,997		1.058381	(28,820)	1,381,177	2,287,782	Jackson
1,174,914			1,174,914		0.881921	(24,015)	1,150,899	1,906,350	Le Sueur
1,096,880			1,096,880		0.823347	(22,420)	1,074,460	1,779,736	Martin
979,820			979,820		0.735478	(20,027)	959,793	1,589,802	Nicollet
1,395,328			1,395,328		1.047370	(28,520)	1,366,808	2,263,981	Nobles
918,512			918,512		0.689459	(18,774)	899,738	1,490,326	Rock
973,325			973,325		0.730603	(19,894)	953,431	1,579,264	Sibley
1,089,075			1,089,075		0.817488	(22,260)	1,066,815	1,767,073	Waseca
834,121			834,121		0.626113	(17,049)	817,072	1,353,398	Watsonwan
15,623,114	0		15,623,114	0		(319,330)	15,303,784	25,349,194	District 7 Totals
774,815			774,815		0.581596	(15,837)	758,978	1,257,171	Chippewa
1,704,342			1,704,342		1.279324	(34,836)	1,669,506	2,765,370	Kandiyohi
882,059			882,059		0.662096	(18,029)	864,030	1,431,180	Lac Qui Parle
673,385			673,385		0.505460	(13,764)	659,621	1,092,596	Lincoln
1,089,927			1,089,927		0.818128	(22,278)	1,067,649	1,768,454	Lyon
1,001,704			1,001,704		0.751905	(20,474)	981,230	1,625,310	Mc Leod
789,108			789,108		0.592325	(16,129)	772,979	1,280,363	Meeker
899,012			899,012		0.674822	(18,375)	880,637	1,458,687	Murray
625,286			625,286		0.469356	(12,781)	612,505	1,014,554	Pipestone
1,621,893			1,621,893		1.217435	(33,151)	1,588,742	2,631,593	Redwood
1,869,153			1,869,153		1.403035	(38,205)	1,830,948	3,032,783	Renville
1,148,361			1,148,361		0.861990	(23,472)	1,124,889	1,863,267	Yellow Medicine
13,079,045	0		13,079,045	0		(267,331)	12,811,714	21,221,328	District 8 Totals
1,335,442			1,335,442		1.002418	(27,296)	1,308,146	2,166,814	Chisago
2,894,755	83,030		2,977,785		2.235203	(60,865)	2,916,920	4,831,588	Dakota
5,142,472	298,511		5,440,983		4.084144	(111,211)	5,329,772	8,828,238	Ramsey
2,253,228			2,253,228		1.691331	(46,055)	2,207,173	3,655,963	Washington
11,625,897	381,541		12,007,438	0		(245,427)	11,762,011	19,482,603	District 9 Totals
\$138,646,701	\$544,837		\$139,191,538	\$2,722,997	100.000000	(\$2,722,997)	\$139,191,538	\$230,556,921	STATE TOTALS