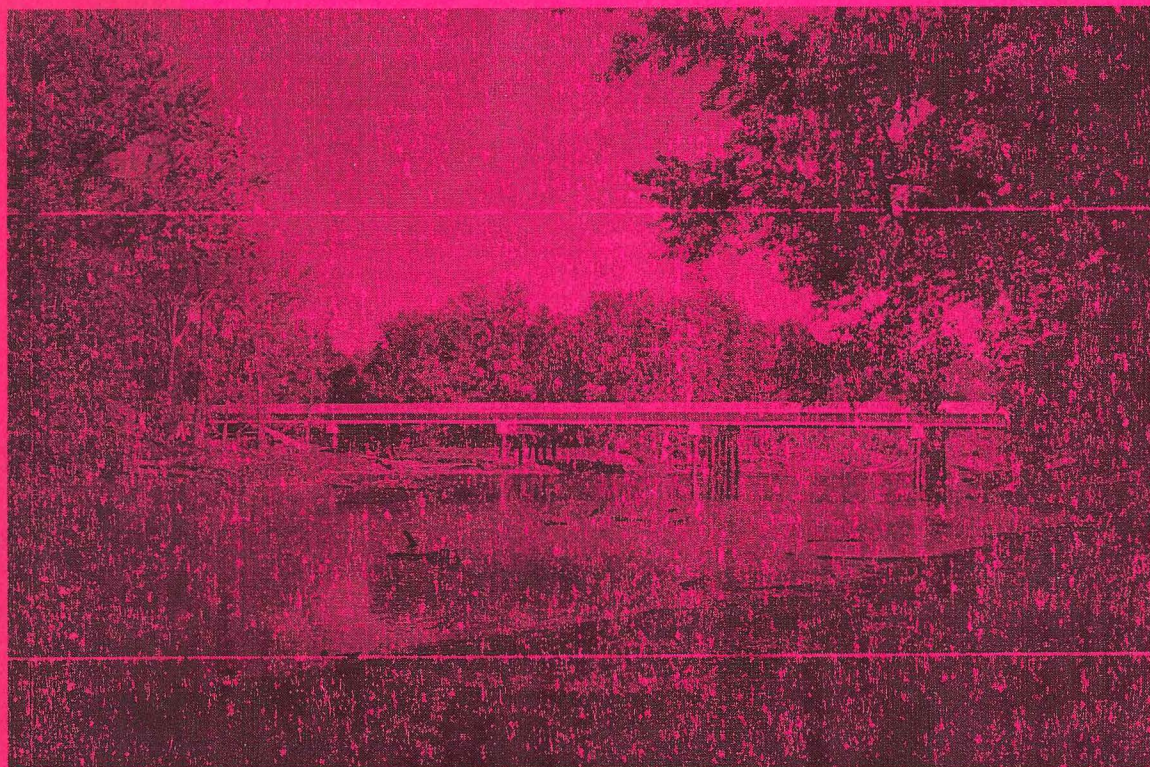




1997 County Screening Board Data

Report



PHOTOGRAPHER: DAVID L. EVERDS

Dakota County CSAH 68 over the Vermillion River.
Built in 1996.

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October 1997

**Minnesota Department of Transportation****State Aid for Local Transportation Division**

Mail Stop 500, 7th Floor
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Office Tel.: 612 296-3011
Fax: 612 282-2727

October 8, 1997

TO: County Engineers
District State Aid Engineers

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

A handwritten signature in black ink, likely belonging to Ken Hoeschen, the Manager of the CSAH Needs Unit.

SUBJECT: County Screening Board Report

Enclosed is a copy of the 1997 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 29-30, 1997 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1998 Apportionment.

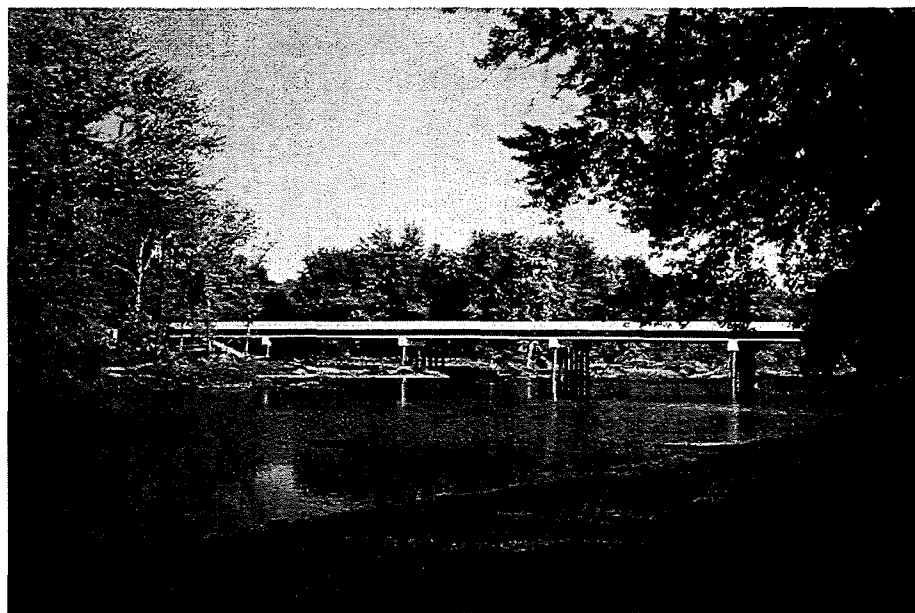
If you have any questions or comments, please contact your Screening Board representative or this office. The district representatives should be well informed regarding any mileage requests or other specific items which may involve your county. Probably, district meetings will be held in advance of the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

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

Enclosure: County Screening Board Report

CSAH\WP51\MEMO\LETFLBK.WP

1997 County Screening Board Data



PHOTOGRAPHER: DAVID L. EVERDS

Dakota County CSAH 68 over the Vermillion River.
Built in 1996.

October 1997



MINNESOTA DEPARTMENT OF TRANSPORTATION

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1997 COUNTY SCREENING BOARD

Chuck Schmit	(97-98)	- Cook County	- District 1
Lee Berget	(96-97)	- Clearwater County	- District 2
Dave Schwarting	(97-98)	- Sherburne County	- District 3
Rick West, Chairman	(96-97)	- Otter Tail County	- District 4
Ken Anderson	(96-99)	- Chisago County	- Metro
Brad Larson	(96-97)	- Scott County	- Metro
Gene Ulring	(96-97)	- Fillmore County	- District 6
Marlin Larson	(97-98)	- Cottonwood 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	

1997 SCREENING BOARD ALTERNATES

?	- ? County	District 1
Milt Alm	- Norman County	District 2
Rich Heilman	- Isanti County	District 3
Merle Early	- Stevens County	District 4
Roger Gustafson	- Carver County	Metro
Greg Paulson	- Goodhue County	District 6
Gary Stribley	- Jackson County	District 7
Rick Kjonaas	- McLeod County	District 8

1997 CSAH GENERAL SUBCOMMITTEE

Brad Larson, Chairman	(June, 98)	- Scott County
Jack Cousins	(June, 99)	- Clay County
Rick Kjonaas	(June, 00)	- McLeod County

1997 CSAH MILEAGE SUBCOMMITTEE

Dave Robley, Chairman	(Oct., 97)	- Douglas County
Paul Kirkwold	(Oct., 98)	- Ramsey County
Al Goodman	(Oct., 99)	- Lake County

CSAH VARIANCE SUBCOMMITTEE

Bill Groskurth	- Freeborn County
Don Wisniewski	- Washington County
Dave Schwarting	- Sherburne County

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1998

The information listed below is presented as historical data for the 40 years of County State Aid Apportionments and preliminary data for the 41st year.

Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,275 miles of which over 900 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 1998 has been estimated to be approximately \$280 million (the same as for 1997). 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.

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1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1998

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	30,272.41	5,775,789,344	280,824,171	4,617,222,247
1997	30,278.49 *	\$5,767,000,396	\$280,824,171 (EST.)	\$4,898,046,418

* Does Not Include 1997 Trunk Highway Turnback Mileage.

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of the Basic 1996 to the Basic 1997 25-Year Construction Needs

The following tabulation indicates the various stages of the 1997 update of the 1996 C.S.A.H. needs study and shows the needs effect each phase produced.

- Normal Update** -- Reflects the needs changes due to 1996 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1971 or earlier are eligible for complete needs. Also, any bridges built prior to 1962 are eligible for reconstruction needs. This increased several counties' needs considerably.
- 1997 Unit Prices** -- Shows the needs impact of the unit prices approved at the June 25-26, 1997 meeting. The needs unit did not have enough time to update the costs of the culverts and arches using the new unit prices approved in June. These needs will be revised before the 1998 apportionment is computed.
- 1996 Traffic and Factors Update** -- Show effect of the traffic and traffic projection factor update for those counties which were counted in 1996. A map showing the new traffic projection factors is included in the reference material portion of this report.

The counties involved are:

Aitkin
Anoka
Becker
Carver
Chippewa
Cottonwood

Dakota
Hennepin
Jackson
Koochiching
Lac Qui Parle
Mahnomen

Mower
Norman
Ramsey
Scott
Washington
Wright

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

Comparison of the Basic 1996 to the Basic 1997 25-Year Construction Needs

County	Revised Basic 1996 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Traffic Update	% Change	Basic 1997 25-Year Const. Needs	Total Change From 1996 Needs	Total %	County
Carlton	\$59,164,086	(\$636,323)	-1.1%	376,843	0.6%	\$0	0.0%	\$58,904,606	(\$259,480)	-0.4%	Carlton
Cook	41,233,136	(38,784)	-0.1%	(577,918)	-1.4%	0	0.0%	40,616,434	(616,702)	-1.5%	Cook
Itasca	115,808,025	3,071,954	2.7%	(1,450,751)	-1.2%	0	0.0%	117,429,228	1,621,203	1.4%	Itasca
Koochiching	33,052,442	709,704	2.1%	231,938	0.7%	235,987	0.7%	34,230,071	1,177,629	3.6%	Koochiching
Lake	61,385,974	(335,730)	-0.5%	406,550	0.7%	0	0.0%	61,456,794	70,820	0.1%	Lake
Pine	109,018,294	(1,053,422)	-1.0%	(373,208)	-0.3%	0	0.0%	107,591,664	(1,426,630)	-1.3%	Pine
St. Louis	351,550,166	1,085,584	0.3%	(3,079,993)	-0.9%	0	0.0%	349,555,757	(1,994,409)	-0.6%	St. Louis
District 1 Totals	771,212,123	2,802,983	0.4%	(4,466,539)	-0.6%	235,987	0.0%	769,784,554	(1,427,569)	-0.2%	District 1 Totals
Beltrami	83,790,276	1,681,386	2.0%	(640,259)	-0.7%	0	0.0%	84,831,403	1,041,127	1.2%	Beltrami
Clearwater	39,571,924	(812,247)	-2.1%	(376,428)	-1.0%	0	0.0%	38,383,249	(1,188,675)	-3.0%	Clearwater
Hubbard	42,955,858	892,942	2.1%	447,866	1.0%	0	0.0%	44,296,666	1,340,808	3.1%	Hubbard
Kittson	47,625,395	1,767,541	3.7%	(2,550,905)	-5.2%	0	0.0%	46,842,031	(783,364)	-1.6%	Kittson
Lake of the Woods	20,100,765	989,199	4.9%	(754,667)	-3.6%	0	0.0%	20,335,297	234,532	1.2%	Lake of the Woods
Marshall	72,758,103	(1,726,608)	-2.4%	(6,540,319)	-9.2%	0	0.0%	64,491,176	(8,266,927)	-11.4%	Marshall
Norman	40,000,601	300,814	0.8%	(2,092,277)	-5.2%	256,065	0.6%	38,465,203	(1,535,398)	-3.8%	Norman
Pennington	22,726,837	(251,359)	-1.1%	(107,422)	-0.5%	0	0.0%	22,368,056	(358,781)	-1.6%	Pennington
Polk	111,723,188	3,797,065	3.4%	(961,980)	-0.8%	0	0.0%	114,558,273	2,835,085	2.5%	Polk
Red Lake	23,213,917	454,317	2.0%	(369,743)	-1.6%	0	0.0%	23,298,491	84,574	0.4%	Red Lake
Roseau	49,380,750	829,688	1.7%	(439,617)	-0.9%	0	0.0%	49,770,821	390,071	0.8%	Roseau
District 2 Totals	553,847,614	7,922,738	1.4%	(14,385,751)	-2.6%	256,065	0.0%	547,640,666	(6,206,948)	-1.1%	District 2 Totals
Aitkin	47,323,486	248,960	0.5%	(156,564)	-0.3%	501,792	1.1%	47,917,674	594,188	1.3%	Aitkin
Benton	30,812,462	(1,698,178)	-5.5%	166,183	0.6%	0	0.0%	29,280,467	(1,531,995)	-5.0%	Benton
Cass	76,566,402	(545,357)	-0.7%	(1,619,909)	-2.1%	0	0.0%	74,401,136	(2,165,266)	-2.8%	Cass
Crow Wing	60,415,968	(157,263)	-0.3%	920,859	1.5%	0	0.0%	61,179,564	763,596	1.3%	Crow Wing
Isanti	38,623,714	1,079,373	2.8%	(600,038)	-1.5%	0	0.0%	39,103,049	479,335	1.2%	Isanti
Kanabec	26,309,832	(832,130)	-3.2%	(18,178)	-0.1%	0	0.0%	25,459,524	(850,308)	-3.2%	Kanabec
Mille Lacs	44,032,364	682,131	1.5%	(2,673,417)	-6.0%	0	0.0%	42,041,078	(1,991,286)	-4.5%	Mille Lacs
Morrison	66,867,383	37,691	0.1%	(2,967,380)	-4.4%	0	0.0%	63,937,694	(2,929,689)	-4.4%	Morrison
Sherburne	27,521,295	(300,960)	-1.1%	729,474	2.7%	0	0.0%	27,949,809	428,514	1.6%	Sherburne
Stearns	119,693,538	466,064	0.4%	3,215,713	2.7%	0	0.0%	123,375,315	3,681,777	3.1%	Stearns
Todd	47,921,762	(1,418,102)	-3.0%	289,061	0.6%	0	0.0%	46,792,721	(1,129,041)	-2.4%	Todd
Wadena	31,317,588	(935,573)	-3.0%	(1,508,394)	-5.0%	0	0.0%	28,873,621	(2,443,967)	-7.8%	Wadena
Wright	101,117,568	150,550	0.1%	(66,682)	-0.1%	356,969	0.4%	101,558,405	440,837	0.4%	Wright
District 3 Totals	718,523,362	(3,222,794)	-0.4%	(4,289,272)	-0.6%	858,761	0.1%	711,870,057	(6,653,305)	-0.9%	District 3 Totals
Becker	\$52,476,784	726,023	1.4%	(679,273)	-1.3%	370,559	0.7%	52,894,093	417,309	0.8%	Becker
Big Stone	20,013,553	58,964	0.3%	(741,704)	-3.7%	0	0.0%	19,330,813	(682,740)	-3.4%	Big Stone
Clay	60,017,827	(5,370,786)	-8.9%	(1,262,049)	-2.3%	0	0.0%	53,384,992	(6,632,835)	-11.1%	Clay
Douglas	55,537,018	30,596	0.1%	891,916	1.6%	0	0.0%	56,459,530	922,512	1.7%	Douglas
Grant	19,997,091	457,659	2.3%	(1,112,062)	-5.4%	0	0.0%	19,342,688	(654,403)	-3.3%	Grant
Mahnomen	15,868,706	(441,861)	-2.8%	(1,941,476)	-12.6%	(55,277)	-0.3%	13,430,092	(2,438,614)	-15.4%	Mahnomen
Otter Tail	147,126,364	(372,435)	-0.3%	(1,676,004)	-1.1%	0	0.0%	145,077,925	(2,048,439)	-1.4%	Otter Tail
Pope	34,967,356	432,680	1.2%	(366,372)	-1.0%	0	0.0%	35,033,664	66,308	0.2%	Pope
Stevens	25,904,957	(629,624)	-2.4%	(576,079)	-2.3%	0	0.0%	24,699,254	(1,205,703)	-4.7%	Stevens
Swift	36,350,738	337,990	0.9%	(803,411)	-2.2%	0	0.0%	35,885,317	(465,421)	-1.3%	Swift
Traverse	26,887,820	1,051,142	3.9%	(701,255)	-2.5%	0	0.0%	27,237,707	349,887	1.3%	Traverse
Wilkin	36,705,496	(314,062)	-0.9%	(2,045,814)	-5.6%	0	0.0%	34,345,620	(2,359,876)	-6.4%	Wilkin
District 4 Totals	531,853,710	(4,033,714)	-0.8%	(11,013,583)	-2.1%	315,282	0.1%	517,121,695	(14,732,015)	-2.8%	District 4 Totals

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

Comparison of the Basic 1996 to the Basic 1997 25-Year Construction Needs

County	Revised Basic 1996 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Traffic Update	% Change	Basic 1997 25-Year Const. Needs	Total Change From 1996 Needs	Total %	County
Anoka	103,128,570	1,342,056	1.3%	99,099	0.1%	(779,370)	-0.8%	103,790,355	\$661,785	0.6%	Anoka
Carver	67,831,491	(2,567,891)	-3.8%	3,564,902	5.5%	295,699	0.4%	69,124,201	1,292,710	1.9%	Carver
Hennepin	505,368,552	654,295	0.1%	3,631,846	0.7%	(468,023)	-0.1%	509,186,670	3,818,118	0.8%	Hennepin
Scott	62,911,070	(3,152,873)	-5.0%	1,627,023	2.7%	420,449	0.7%	61,805,669	(1,105,401)	-1.8%	Scott
District 5 Totals	739,239,683	(3,724,413)	-0.5%	8,922,870	1.2%	(531,245)	-0.1%	743,906,895	4,667,212	0.6%	District 5 Totals
Dodge	35,280,375	726,901	2.1%	145,911	0.4%	0	0.0%	36,153,187	872,812	2.5%	Dodge
Fillmore	102,827,200	(1,326,133)	-1.3%	(842,539)	-0.8%	0	0.0%	100,658,528	(2,168,672)	-2.1%	Fillmore
Freeborn	63,670,696	640,928	1.0%	3,659,583	5.7%	0	0.0%	67,971,207	4,300,511	6.8%	Freeborn
Goodhue	66,296,437	(216,555)	-0.3%	814,793	1.2%	0	0.0%	66,894,675	598,238	0.9%	Goodhue
Houston	65,307,440	2,078,064	3.2%	(184,257)	-0.3%	0	0.0%	67,201,247	1,893,807	2.9%	Houston
Mower	73,737,257	608,527	0.8%	(337,916)	-0.5%	(252,429)	-0.3%	73,755,439	18,182	0.0%	Mower
Olmsted	88,671,540	(1,211,536)	-1.4%	(300,527)	-0.3%	0	0.0%	87,159,477	(1,512,063)	-1.7%	Olmsted
Rice	63,926,922	(2,394,513)	-3.7%	(1,891,754)	-3.1%	0	0.0%	59,640,655	(4,286,267)	-6.7%	Rice
Steele	49,671,545	679,382	1.4%	4,257,760	8.5%	0	0.0%	54,608,687	4,937,142	9.9%	Steele
Wabasha	58,765,982	2,139,608	3.6%	(290,116)	-0.5%	0	0.0%	60,615,474	1,849,492	3.1%	Wabasha
Winona	79,465,567	(1,355,116)	-1.7%	(546,359)	-0.7%	0	0.0%	77,564,092	(1,901,475)	-2.4%	Winona
District 6 Totals	747,620,961	369,557	0.0%	4,484,579	0.6%	(252,429)	0.0%	752,222,668	4,601,707	0.6%	District 6 Totals
Blue Earth	93,920,918	(557,276)	-0.6%	383,118	0.4%	0	0.0%	93,746,760	(174,158)	-0.2%	Blue Earth
Brown	39,780,692	2,281,542	5.7%	(11,784)	0.0%	0	0.0%	42,050,450	2,269,758	5.7%	Brown
Cottonwood	40,430,871	(1,078,758)	-2.7%	(476,738)	-1.2%	434,686	1.1%	39,310,061	(1,120,810)	-2.8%	Cottonwood
Faribault	64,845,543	(494,433)	-0.8%	794,323	1.2%	0	0.0%	65,145,433	299,890	0.5%	Faribault
Jackson	55,481,381	(1,094,012)	-2.0%	326,898	0.6%	(357,597)	-0.6%	54,356,670	(1,124,711)	-2.0%	Jackson
Le Sueur	46,753,788	(565,773)	-1.2%	19,683	0.0%	0	0.0%	46,207,698	(546,090)	-1.2%	Le Sueur
Martin	46,893,284	320,848	0.7%	(1,114,884)	-2.4%	0	0.0%	46,099,248	(794,036)	-1.7%	Martin
Nicollet	38,025,282	2,084,005	5.5%	(89,784)	-0.2%	0	0.0%	40,019,503	1,994,221	5.2%	Nicollet
Nobles	59,472,328	61,806	0.1%	(2,858,855)	-4.8%	0	0.0%	56,675,279	(2,797,049)	-4.7%	Nobles
Rock	38,087,112	573,506	1.5%	(1,225,299)	-3.2%	0	0.0%	37,435,319	(651,793)	-1.7%	Rock
Sibley	41,577,355	(46,533)	-0.1%	179,514	0.4%	0	0.0%	41,710,336	132,981	0.3%	Sibley
Waseca	46,879,745	(131,314)	-0.3%	(4,231,859)	-9.1%	0	0.0%	42,516,572	(4,363,173)	-9.3%	Waseca
Watsonwan	36,458,997	(857,547)	-2.4%	82,975	0.2%	0	0.0%	35,684,425	(774,572)	-2.1%	Watsonwan
District 7 Totals	648,607,296	496,061	0.1%	(8,222,692)	-1.3%	77,089	0.0%	640,957,754	(7,649,542)	-1.2%	District 7 Totals
Chippewa	\$32,726,139	(1,084,922)	-3.3%	28,783	0.1%	1,063,352	3.2%	32,733,352	7,213	0.0%	Chippewa
Kandiyohi	65,367,694	3,438,887	5.3%	1,450,723	2.1%	0	0.0%	70,257,304	4,889,610	7.5%	Kandiyohi
Lac Qui Parle	36,270,258	(808,434)	-2.2%	(800,580)	-2.3%	26,401	0.1%	34,687,645	(1,582,613)	-4.4%	Lac Qui Parle
Lincoln	28,961,717	1,189,570	4.1%	(673,243)	-2.2%	0	0.0%	29,478,044	516,327	1.8%	Lincoln
Lyon	51,231,832	(1,380,332)	-2.7%	(651,189)	-1.3%	0	0.0%	49,200,311	(2,031,521)	-4.0%	Lyon
Mc Leod	40,453,751	(78,845)	-0.2%	252,672	0.6%	0	0.0%	40,627,578	173,827	0.4%	Mc Leod
Meeker	32,974,923	1,142,937	3.5%	(303,795)	-0.9%	0	0.0%	33,814,065	839,142	2.5%	Meeker
Murray	41,590,853	(537,316)	-1.3%	1,163,145	2.8%	0	0.0%	42,216,682	625,829	1.5%	Murray
Pipestone	26,318,058	1,237,323	4.7%	(578,654)	-2.1%	0	0.0%	26,976,727	658,669	2.5%	Pipestone
Redwood	72,025,118	(3,523,819)	-4.9%	(1,545,556)	-2.3%	0	0.0%	66,955,743	(5,069,375)	-7.0%	Redwood
Renville	81,331,260	(678,883)	-0.8%	(2,442,057)	-3.0%	0	0.0%	78,210,320	(3,120,940)	-3.8%	Renville
Yellow Medicine	49,034,370	593,403	1.2%	193,194	0.4%	0	0.0%	49,820,967	786,597	1.6%	Yellow Medicine
District 8 Totals	558,285,973	(490,431)	-1.0%	(3,906,557)	-0.7%	1,089,753	2.2%	554,978,738	(3,307,235)	-0.6%	District 8 Totals
Chisago	56,915,686	3,730,234	6.6%	(339,431)	-0.6%	0	0.0%	60,306,489	3,390,803	6.0%	Chisago
Dakota	137,031,743	(1,315,975)	-1.0%	170,436	0.1%	(207,988)	-0.2%	135,678,216	(1,353,527)	-1.0%	Dakota
Ramsey	219,420,129	(1,099,455)	-0.5%	2,750,266	1.3%	(441,394)	-0.2%	220,629,546	1,209,417	0.6%	Ramsey
Washington	93,231,064	13,606,498	14.6%	5,049,554	4.7%	16,002	0.0%	111,903,118	18,672,054	20.0%	Washington
District 9 Totals	506,598,622	14,921,302	2.9%	7,630,825	1.5%	(633,380)	-0.1%	528,517,369	21,918,747	4.3%	District 9 Totals

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NEEDS

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**1997 COUNTY SCREENING BOARD DATA
OCTOBER, 1997**

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 decreased 0.1%, thereby limiting any individual county's needs change to a range from a minus 20.1% to a plus 19.9%. One county; Washington, was therefore restricted as you can see on the following chart.

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1996 25 YEAR CONSTRUCTION NEEDS	BASIC 1997 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1996 NEEDS	% CHANGE FROM RESTRICTED 1996 NEEDS	RESTRICTED 1997 25 YEAR CONSTRUCTION NEEDS	1997 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$59,164,086	\$58,904,606	(\$259,480)	-0.4%			Carlton
Cook	41,233,136	40,616,434	(616,702)	-1.5%			Cook
Itasca	115,808,025	117,429,228	1,621,203	1.4%			Itasca
Koochiching	33,052,442	34,230,071	1,177,629	3.6%			Koochiching
Lake	61,385,974	61,456,794	70,820	0.1%			Lake
Pine	109,018,294	107,591,664	(1,426,630)	-1.3%			Pine
St. Louis	351,550,166	349,555,757	(1,994,409)	-0.6%			St. Louis
District 1 Totals	771,212,123	769,784,554	(1,427,569)	-0.2%			District 1 Totals
Beltrami	83,790,276	84,831,403	1,041,127	1.2%			Beltrami
Clearwater	39,571,924	38,383,249	(1,188,675)	-3.0%			Clearwater
Hubbard	42,955,858	44,296,666	1,340,808	3.1%			Hubbard
Kittson	47,625,395	46,842,031	(783,364)	-1.6%			Kittson
Lake of 'Woods	20,100,765	20,335,297	234,532	1.2%			Lake of 'Woods
Marshall	72,758,103	64,491,176	(8,266,927)	-11.4%			Marshall
Norman	40,000,601	38,465,203	(1,535,398)	-3.8%			Norman
Pennington	22,726,837	22,368,056	(358,781)	-1.6%			Pennington
Polk	111,723,188	114,558,273	2,835,085	2.5%			Polk
Red Lake	23,213,917	23,298,491	84,574	0.4%			Red Lake
Roseau	49,380,750	49,770,821	390,071	0.8%			Roseau
District 2 Totals	553,847,614	547,640,666	(6,206,948)	-1.1%			District 2 Totals
Aitkin	47,323,486	47,917,674	594,188	1.3%			Aitkin
Benton	30,812,462	29,280,467	(1,531,995)	-5.0%			Benton
Cass	76,566,402	74,401,136	(2,165,266)	-2.8%			Cass
Crow Wing	58,669,634	61,179,564	2,509,930	4.3%			Crow Wing
Isanti	38,623,714	39,103,049	479,335	1.2%			Isanti
Kanabec	26,309,832	25,459,524	(850,308)	-3.2%			Kanabec
Mille Lacs	44,032,364	42,041,078	(1,991,286)	-4.5%			Mille Lacs
Morrison	66,867,383	63,937,694	(2,929,689)	-4.4%			Morrison
Sherburne	25,786,888	27,949,809	2,162,921	8.4%			Sherburne
Stearns	119,693,538	123,375,315	3,681,777	3.1%			Stearns
Todd	47,921,762	46,792,721	(1,129,041)	-2.4%			Todd
Wadena	31,317,588	28,873,621	(2,443,967)	-7.8%			Wadena
Wright	101,117,568	101,558,405	440,837	0.4%			Wright
District 3 Totals	715,042,621	711,870,057	(3,172,564)	-0.4%			District 3 Totals

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1996 25 YEAR CONSTRUCTION NEEDS	BASIC 1997 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1996 NEEDS	% CHANGE FROM RESTRICTED 1996 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1997 25 YEAR CONSTRUCTION NEEDS	1997 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$52,476,784	\$52,894,093	\$417,309	0.8%				Becker
Big Stone	20,013,553	19,330,813	(682,740)	-3.4%				Big Stone
Clay	60,017,827	53,384,992	(6,632,835)	-11.1%				Clay
Douglas	55,537,018	56,459,530	922,512	1.7%				Douglas
Grant	19,997,091	19,342,688	(654,403)	-3.3%				Grant
Mahnomen	15,868,706	13,430,092	(2,438,614)	-15.4%				Mahnomen
Otter Tail	147,126,364	145,077,925	(2,048,439)	-1.4%				Otter Tail
Pope	34,967,356	35,033,664	66,308	0.2%				Pope
Stevens	25,904,957	24,699,254	(1,205,703)	-4.7%				Stevens
Swift	36,350,738	35,885,317	(465,421)	-1.3%				Swift
Traverse	26,887,820	27,237,707	349,887	1.3%				Traverse
Wilkin	36,705,496	34,345,620	(2,359,876)	-6.4%				Wilkin
District 4 Totals	531,853,710	517,121,695	(14,732,015)	-2.8%				District 4 Totals
Anoka	103,128,570	103,790,355	661,785	0.6%				Anoka
Carver	67,831,491	69,124,201	1,292,710	1.9%				Carver
Hennepin	505,368,552	509,186,670	3,818,118	0.8%				Hennepin
Scott	62,911,070	61,805,669	(1,105,401)	-1.8%				Scott
District 5 Totals	739,239,683	743,906,895	4,667,212	0.6%				District 5 Totals
Dodge	35,280,375	36,153,187	872,812	2.5%				Dodge
Fillmore	102,827,200	100,658,528	(2,168,672)	-2.1%				Fillmore
Freeborn	63,670,696	67,971,207	4,300,511	6.8%				Freeborn
Goodhue	66,296,437	66,894,675	598,238	0.9%				Goodhue
Houston	65,307,440	67,201,247	1,893,807	2.9%				Houston
Mower	73,737,257	73,755,439	18,182	0.0%				Mower
Olmsted	88,671,540	87,159,477	(1,512,063)	-1.7%				Olmsted
Rice	63,926,922	59,640,655	(4,286,267)	-6.7%				Rice
Steele	49,671,545	54,608,687	4,937,142	9.9%				Steele
Wabasha	58,765,982	60,615,474	1,849,492	3.2%				Wabasha
Winona	79,465,567	77,564,092	(1,901,475)	-2.4%				Winona
District 6 Totals	747,620,961	752,222,668	4,601,707	0.6%				District 6 Totals

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1996 25 YEAR CONSTRUCTION NEEDS	BASIC 1997 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1996 NEEDS	% CHANGE FROM RESTRICTED 1996 NEEDS	RESTRICTED % CHANGE	RESTRICTED 1997 25 YEAR CONSTRUCTION NEEDS	1997 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$93,920,918	\$93,746,760	(\$174,158)	-0.2%				Blue Earth
Brown	39,780,692	42,050,450	2,269,758	5.7%				Brown
Cottonwood	40,430,871	39,310,061	(1,120,810)	-2.8%				Cottonwood
Faribault	64,845,543	65,145,433	299,890	0.5%				Faribault
Jackson	55,481,381	54,356,670	(1,124,711)	-2.0%				Jackson
Le Sueur	46,753,788	46,207,698	(546,090)	-1.2%				Le Sueur
Martin	46,893,284	46,099,248	(794,036)	-1.7%				Martin
Nicollet	38,025,282	40,019,503	1,994,221	5.2%				Nicollet
Nobles	59,472,328	56,675,279	(2,797,049)	-4.7%				Nobles
Rock	38,087,112	37,435,319	(651,793)	-1.7%				Rock
Sibley	41,577,355	41,710,336	132,981	0.3%				Sibley
Waseca	46,879,745	42,516,572	(4,363,173)	-9.3%				Waseca
Watonwan	36,458,997	35,684,425	(774,572)	-2.1%				Watonwan
District 7 Totals	648,607,296	640,957,754	(7,649,542)	-1.2%				District 7 Totals
Chippewa	32,726,139	32,733,352	7,213	0.0%				Chippewa
Kandiyohi	65,367,694	70,257,304	4,889,610	7.5%				Kandiyohi
Lac Qui Parle	36,270,258	34,687,645	(1,582,613)	-4.4%				Lac Qui Parle
Lincoln	28,961,717	29,478,044	516,327	1.8%				Lincoln
Lyon	51,231,832	49,200,311	(2,031,521)	-4.0%				Lyon
Mc Leod	40,453,751	40,627,578	173,827	0.4%				Mc Leod
Meeker	32,974,923	33,814,065	839,142	2.5%				Meeker
Murray	41,590,853	42,216,682	625,829	1.5%				Murray
Pipestone	26,318,058	26,976,727	658,669	2.5%				Pipestone
Redwood	72,025,118	66,955,743	(5,069,375)	-7.0%				Redwood
Renville	81,331,260	78,210,320	(3,120,940)	-3.8%				Renville
Yellow Medicine	49,034,370	49,820,967	786,597	1.6%				Yellow Medicine
District 8 Totals	558,285,973	554,978,738	(3,307,235)	-0.6%				District 8 Totals
Chisago	56,915,686	60,306,489	3,390,803	6.0%				Chisago
Dakota	137,031,743	135,678,216	(1,353,527)	-1.0%				Dakota
Ramsey	219,420,129	220,629,546	1,209,417	0.6%				Ramsey
Washington	93,231,064	111,903,118	18,672,054	20.0%	19.9%	\$111,784,046	(\$119,072)	Washington
District 9 Totals	506,598,622	528,517,369	21,918,747	4.3%				District 9 Totals
STATE TOTALS	\$5,772,308,603	\$5,767,000,396	(\$5,308,207)	-0.1%				STATE TOTALS

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

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, 1996 meeting.

That, for the determination of the County State Aid Highway needs, the amount of the unencumbered construction fund balance as of December 31 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 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 as of September 1, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which would be made to the 1997 25-year construction needs if the cut off date was September 1 (as it has been in the past). The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 1998 CSAH apportionments.

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total TENT.1997 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept 1, 1997	Maximum Balance 1996 Const. Apportionment	TENT.1997 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept 1, 1997	Maximum Balance Larger of Either \$100,000 or 1995-1997 Const. Apport.	TENT.1997 Construction Fund Balance "Needs" Deduction		
Carlton	\$2,302,693	\$1,538,901	\$763,792	\$521,629	401,939	\$119,690	\$883,482	Carlton
Cook	(527,421)	1,112,581	0	158,666	165,209	0	0	Cook
Itasca	(1,057,463)	2,998,346	0	997,298	926,113	71,185	71,185	Itasca
Koochiching	837,351	1,787,688	0	192,971	174,933	18,038	18,038	Koochiching
Lake	2,563,686	1,594,578	969,108	81,404	214,606	0	969,108	Lake
Pine	1,890,947	2,515,052	0	776,317	1,014,328	0	0	Pine
St. Louis	4,182,906	8,648,788	0	865,881	1,503,000	0	0	St. Louis
District 1 Totals	10,192,699	20,195,934	1,732,900	3,594,166	---	208,913	1,941,813	District 1 Totals
Beltrami	1,124,822	2,184,796	0	235,256	284,691	0	0	Beltrami
Clearwater	440,750	1,161,386	0	211,117	292,423	0	0	Clearwater
Hubbard	(445,849)	1,331,981	0	69,031	192,176	0	0	Hubbard
Kittson	476,685	1,315,769	0	489,682	445,088	44,594	44,594	Kittson
Lake of the Woods	30,551	1,217,408	0	99,273	139,524	0	0	Lake of the Woods
Marshall	1,379,438	2,159,938	0	263,502	386,439	0	0	Marshall
Norman	513,954	1,304,263	0	239,039	304,667	0	0	Norman
Pennington	1,104,813	958,046	146,767	63,669	100,000	0	146,767	Pennington
Polk	0	2,994,865	0	584,099	632,139	0	0	Polk
Red Lake	866,381	929,770	0	406,494	188,278	218,216	218,216	Red Lake
Roseau	323,666	1,514,772	0	175,672	435,639	0	0	Roseau
District 2 Totals	5,815,211	17,072,994	146,767	2,836,834	---	262,810	409,577	District 2 Totals
Aitkin	2,076,073	1,581,326	494,747	392,341	176,735	215,606	710,353	Aitkin
Benton	1,236,421	1,059,656	176,765	313,052	269,052	44,000	220,765	Benton
Cass	1,565,930	2,061,589	0	322,664	663,426	0	0	Cass
Crow Wing	987,544	1,338,374	0	0	1,182,863	0	0	Crow Wing
Isanti	664,839	1,232,464	0	90,744	108,915	0	0	Isanti
Kanabec	1,119,832	903,964	215,868	303,653	235,254	68,399	284,267	Kanabec
Mille Lacs	1,046,738	1,284,738	0	0	541,573	0	0	Mille Lacs
Morrison	1,510,155	1,735,993	0	65,731	512,712	0	0	Morrison
Sherburne	1,561,515	907,721	653,794	0	236,462	0	653,794	Sherburne
Stearns	2,934,565	2,814,250	120,315	(116,060)	1,071,842	0	120,315	Stearns
Todd	1,412,329	1,415,238	0	257,918	623,192	0	0	Todd
Wadena	874,498	1,001,763	0	(119,906)	398,293	0	0	Wadena
Wright	2,191,885	2,427,679	0	0	1,105,297	0	0	Wright
District 3 Totals	19,182,324	19,764,755	1,661,489	1,510,137	---	328,005	1,989,494	District 3 Totals

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total TENT.1997 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept 1, 1997	Maximum Balance 1996 Const. Apportionment	TENT.1997 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept 1, 1997	Maximum Balance Larger of Either \$100,000 or 1995-1997 Const. Apport.	TENT.1997 Construction Fund Balance "Needs" Deduction		
Becker	(\$900,715)	\$1,677,095	\$0	185,362	343,693	\$0	\$0	Becker
Big Stone	2,472,751	884,388	1,588,363	0	300,408	0	1,588,363	Big Stone
Clay	227,384	1,746,092	0	184,509	389,689	0	0	Clay
Douglas	223,750	1,524,320	0	471,162	590,493	0	0	Douglas
Grant	102,899	909,501	0	415,546	240,563	174,983	174,983	Grant
Mahnomen	325,713	960,518	0	839	100,000	0	0	Mahnomen
Otter Tail	2,575,696	3,496,221	0	547,536	1,110,638	0	0	Otter Tail
Pope	(220,603)	1,310,497	0	0	203,274	0	0	Pope
Stevens	822,910	921,563	0	209,537	199,413	10,124	10,124	Stevens
Swift	592,382	1,188,131	0	8,205	344,172	0	0	Swift
Traverse	313,435	859,374	0	519,252	385,742	133,510	133,510	Traverse
Wilkin	181,902	1,179,952	0	127,039	406,497	0	0	Wilkin
District 4 Totals	6,717,504	16,657,652	1,588,363	2,668,987	---	318,617	1,906,980	District 4 Totals
Anoka	907,767	2,940,717	0	365,808	544,921	0	0	Anoka
Carver	2,969,521	1,355,330	1,614,191	888,152	841,730	46,422	1,660,613	Carver
Hennepin	20,276,530	9,637,995	10,638,535	482,668	3,808,320	0	10,638,535	Hennepin
Scott	416,855	1,733,060	0	353,449	275,273	78,176	78,176	Scott
District 5 Totals	24,570,673	15,667,102	12,252,726	2,090,077	---	124,598	12,377,324	District 5 Totals
Dodge	(854,478)	1,022,573	0	(2,384)	392,216	0	0	Dodge
Fillmore	(1,037,836)	2,174,213	0	0	918,434	0	0	Fillmore
Freeborn	139,761	1,992,968	0	0	265,345	0	0	Freeborn
Goodhue	17,951	1,720,636	0	339,153	582,284	0	0	Goodhue
Houston	1,427,868	1,598,874	0	514,819	279,564	235,255	235,255	Houston
Mower	1,309,420	1,864,010	0	76,963	353,788	0	0	Mower
Olmsted	(2,176,859)	2,176,859	0	313,605	232,195	81,410	81,410	Olmsted
Rice	253,544	1,660,571	0	(99,400)	285,658	0	0	Rice
Steele	1,108,934	1,470,401	0	369,436	163,217	206,219	206,219	Steele
Wabasha	374,710	1,325,724	0	644,897	778,273	0	0	Wabasha
Winona	718,496	1,735,022	0	203,369	407,560	0	0	Winona
District 6 Totals	1,281,511	18,741,851	0	2,360,458	---	522,884	522,884	District 6 Totals

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total TENT.1997 Construction Fund Balance "Needs" Deduction	County
	Unencumbered Construction Fund Balance As of Sept 1, 1997	Maximum Balance 1996 Const. Apportionment	TENT.1997 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept 1, 1997	Maximum Balance Larger of Either \$100,000 or 1995-1997 Const. Apport.	TENT.1997 Construction Fund Balance "Needs" Deduction		
Blue Earth	\$1,337,840	\$2,220,168	\$0	\$136,604	525,186	\$0	\$0	Blue Earth
Brown	446,145	1,271,248	0	203,117	297,489	0	0	Brown
Cottonwood	(43,172)	1,283,928	0	28,188	250,659	0	0	Cottonwood
Faribault	598,442	1,507,175	0	448,238	874,490	0	0	Faribault
Jackson	781,479	1,535,978	0	0	469,454	0	0	Jackson
Le Sueur	864,517	1,182,839	0	413,056	757,301	0	0	Le Sueur
Martin	210,276	1,441,708	0	283,548	347,809	0	0	Martin
Nicollet	117,016	1,224,721	0	0	129,054	0	0	Nicollet
Nobles	773,370	1,563,763	0	53,827	347,326	0	0	Nobles
Rock	1,058,076	1,051,536	6,540	535,684	482,833	52,851	59,391	Rock
Sibley	771,610	1,184,023	0	115,925	356,569	0	0	Sibley
Waseca	4,433	1,245,788	0	100,685	229,643	0	0	Waseca
Watonwan	(75,000)	949,949	0	(141,528)	505,002	0	0	Watonwan
District 7 Totals	6,845,032	17,662,824	6,540	2,177,344	---	52,851	59,391	District 7 Totals
Chippewa	(78,055)	1,020,948	0	28,919	265,997	0	0	Chippewa
Kandiyohi	1,786,653	1,915,430	0	199,167	445,358	0	0	Kandiyohi
Lac Qui Parle	1,505,626	1,237,906	267,720	281,180	344,196	0	267,720	Lac Qui Parle
Lincoln	471,519	916,462	0	139,256	377,025	0	0	Lincoln
Lyon	357,802	1,257,844	0	378,224	682,433	0	0	Lyon
Mc Leod	37,126	1,142,823	0	13,254	484,454	0	0	Mc Leod
Meeker	355,802	1,141,910	0	616,122	184,639	431,483	431,483	Meeker
Murray	876,831	1,238,233	0	332,172	375,625	0	0	Murray
Pipestone	202,534	785,294	0	321,334	629,412	0	0	Pipestone
Redwood	(387,909)	1,539,665	0	169,185	1,034,210	0	0	Redwood
Renville	887,282	2,033,411	0	0	274,100	0	0	Renville
Yellow Medicine	362,990	1,325,513	0	160,421	466,171	0	0	Yellow Medicine
District 8 Totals	6,378,201	15,555,439	267,720	2,639,234	---	431,483	699,203	District 8 Totals
Chisago	1,920,535	1,298,155	622,380	897,322	727,688	169,634	792,014	Chisago
Dakota	2,127,579	3,366,831	0	274,444	274,444	0	0	Dakota
Ramsey	2,903,893	5,189,863	0	0	204,312	0	0	Ramsey
Washington	962,920	1,914,322	0	834,181	1,665,185	0	0	Washington
District 9 Totals	7,914,927	11,769,171	622,380	2,005,947	---	169,634	792,014	District 9 Totals
STATE TOTALS	\$88,898,082	\$153,087,722	\$18,278,885	\$21,883,184	\$43,678,232	\$2,419,795	\$20,698,680	STATE TOTALS

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

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 1987 through 1996, the number of projects awarded and the project costs in each account which have been deducted from the 1997 County State Aid Highway Money needs. In 1996 alone, more than \$15.5 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1987-1996	Spec. Resurf. 1996	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1997 25-Yr. Const. Needs
Carlton	13	0	\$1,251,730	\$139,945	\$1,391,675
Cook	6	1	732,522	9,152	741,674
Itasca	21	4	3,137,289	337,607	3,474,896
Koochiching	12	0	1,750,004	164,644	1,914,648
Lake	2	1	638,674	0	638,674
Pine	4	0	821,561	64,260	885,821
St. Louis	14	1	2,807,996	0	2,807,996
District 1 Totals	72	7	11,139,776	715,608	11,855,384
Beltrami	14	0	1,181,395	36,171	1,217,566
Clearwater	8	0	1,563,449	10,500	1,573,949
Hubbard	7	1	1,677,769	0	1,677,769
Kittson	9	1	1,273,660	39,292	1,312,952
Lake of the Woods	2	0	112,853	6,479	119,332
Marshall	5	0	598,529	146,110	744,639
Norman	7	0	1,116,618	14,826	1,131,444
Pennington	0	0	0	0	0
Polk	17	1	1,591,833	171,631	1,763,464
Red Lake	4	0	820,037	0	820,037
Roseau	4	0	1,202,291	0	1,202,291
District 2 Totals	77	3	11,138,434	425,009	11,563,443

County	Number of Special Resurf. Projects 1987-1996	Spec. Resurf. 1996	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1997 25-Yr. Const. Needs
Aitkin	5	2	\$936,589	\$16,850	\$953,439
Benton	5	1	412,547	0	412,547
Cass	6	0	2,396,474	15,891	2,412,365
Crow Wing	6	1	407,269	61,389	468,658
Isanti	14	2	1,218,423	0	1,218,423
Kanabec	6	0	168,525	115,826	284,351
Mille Lacs	8	1	1,220,859	28,749	1,249,608
Morrison	26	2	5,000,289	80,835	5,081,124
Sherburne	3	0	271,188	22,509	293,697
Stearns	35	4	6,787,955	109,854	6,897,809
Todd	8	0	1,013,837	15,633	1,029,470
Wadena	4	0	656,288	0	656,288
Wright	7	1	930,341	180,593	1,110,934
District 3 Totals	133	14	21,420,584	648,129	22,068,713
Becker	17	3	2,077,561	153,248	2,230,809
Big Stone	1	0	110,333	0	110,333
Clay	2	0	49,082	49,879	98,961
Douglas	12	1	1,206,220	45,352	1,251,572
Grant	10	3	2,452,016	185,700	2,637,716
Mahnomen	4	0	167,498	0	167,498
Otter Tail	44	5	7,300,680	321,868	7,622,548
Pope	7	2	378,190	34,435	412,625
Stevens	8	2	2,016,071	29,602	2,045,673
Swift	13	0	1,231,568	111,845	1,343,413
Traverse	7	1	1,196,322	128,255	1,324,577
Wilkin	10	4	1,814,419	133,822	1,948,241
District 4 Totals	135	21	19,999,960	1,194,006	21,193,966
Anoka	3	0	699,370	0	699,370
Carver	11	0	722,126	163,146	885,272
Hennepin	8	0	2,120,561	14,555	2,135,116
Scott	4	0	831,407	8,095	839,502
District 5 Totals	26	0	4,373,464	185,796	4,559,260
Dodge	8	2	1,076,476	36,048	1,112,524
Fillmore	16	2	1,144,671	227,808	1,372,479
Freeborn	35	2	4,224,913	406,069	4,630,982
Goodhue	2	0	119,430	51,309	170,739
Houston	4	0	1,040,904	0	1,040,904
Mower	16	0	2,081,884	32,612	2,114,496
Olmsted	4	1	50,949	87,642	138,591
Rice	14	1	1,841,219	0	1,841,219
Steele	4	0	269,345	0	269,345
Wabasha	11	2	758,214	186,387	944,601
Winona	32	0	3,084,245	69,985	3,154,230
District 6 Totals	146	10	15,692,250	1,097,860	16,790,110

County	Number of Special Resurf. Projects 1987-1996	Spec. Resurf. 1996	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1997 25-Yr. Const. Needs
Blue Earth	13	4	\$1,267,718	\$29,919	\$1,297,637
Brown	20	7	1,493,344	40,385	1,533,729
Cottonwood	17	0	2,174,185	10,758	2,184,943
Faribault	6	4	838,802	51,037	889,839
Jackson	6	1	1,341,829	12,833	1,354,662
LeSueur	0	0	0	0	0
Martin	1	0	0	66,914	66,914
Nicollet	4	2	337,865	43,488	381,353
Nobles	14	0	1,649,775	36,028	1,685,803
Rock	6	0	701,971	107,158	809,129
Sibley	23	3	2,960,884	129,735	3,090,619
Waseca	6	2	875,813	0	875,813
Watonwan	23	3	1,729,627	105,485	1,835,112
District 7 Totals	139	26	15,371,813	633,740	16,005,553
Chippewa	3	0	412,540	0	412,540
Kandiyohi	2	0	175,995	0	175,995
Lac Qui Parle	12	0	889,900	49,794	939,694
Lincoln	18	6	1,127,550	79,800	1,207,350
Lyon	21	1	3,075,008	47,170	3,122,178
Mc Leod	3	0	410,451	39,569	450,020
Meeker	10	1	781,384	17,843	799,227
Murray	16	6	1,693,938	70,259	1,764,197
Pipestone	10	0	591,661	254,203	845,864
Redwood	34	2	3,962,324	392,871	4,355,195
Renville	24	0	4,654,674	93,442	4,748,116
Yellow Medicine	6	0	1,197,609	17,472	1,215,081
District 8 Totals	159	16	18,973,034	1,062,423	20,035,457
Chisago	7	0	1,349,106	95,853	1,444,959
Dakota	1	0	0	27,238	27,238
Ramsey	4	0	540,494	0	540,494
Washington	12	3	823,350	150,091	973,441
District 9 Totals	24	3	2,712,950	273,182	2,986,132
STATE TOTALS	911	100	\$120,822,265	\$6,235,753	\$127,058,018



NOTES & COMMENTS

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1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1984-1996 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 1998 apportionment.

- 1) 116.0 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-1996. This represents 11% of the 1,071.37 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 47% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$294,060 - \$200,003}{\$200,003} = 47\%$$

- 3) Since the % of system indicated in "1)" above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs.
- 4) Then by multiplying the Adjusted Factor (47%) times the complete rural design grading needs remaining in the 1997 study (\$170,694,726) an adjustment (+\$80,226,621) to the 1997 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 1997 25-year construction needs) have been used in calculating the 1997 annual County State Aid Highway money needs.

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1984-1996 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1996 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1997 Needs Study				Rural Grading Cost Adjustment To The 1997 - 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	15	37.8	19%	\$152,060	\$118,702	28%	28.0%	201.77	72.5%	\$23,821,114	\$118,061	\$6,669,912	\$151,118
Cook	10	26.2	19%	215,785	156,645	38%	38.0%	136.70	79.0%	20,698,945	151,419	7,865,599	208,958
Itasca	24	72.6	15%	132,922	86,728	53%	53.0%	492.83	78.6%	46,389,809	94,129	24,586,599	144,018
Koochiching	14	47.7	32%	94,011	54,959	71%	71.0%	148.38	64.4%	11,750,147	79,190	8,342,604	135,414
Lake	16	28.1	16%	285,731	193,751	47%	47.0%	172.67	78.7%	33,846,492	196,018	15,907,851	288,147
Pine	32	63.5	18%	176,402	128,510	37%	37.0%	346.69	75.7%	51,401,697	148,264	19,018,628	203,122
St. Louis	60	116.0	11%	294,060	200,003	47%	47.0%	1,071.37	81.9%	170,694,725	159,324	80,226,521	234,206
District 1 Totals	171	391.9	15%	\$201,251	\$138,579	45%		2,570.41	78.0%	\$358,602,929	\$139,512	\$162,617,714	\$202,777

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1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1984-1996 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1996 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1997 Needs Study				Rural Grading Cost Adjustment To The 1997 - 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Beltrami	18	67.5	22%	\$106,026	\$94,589	12%	12.0%	313.39	69.8%	\$25,539,755	\$81,495	\$3,064,771	\$91,275
Clearwater	21	61.1	30%	62,341	71,951	-13%	-13.0%	203.86	63.4%	13,560,460	66,518	(1,762,860)	57,871
Hubbard	10	38.9	16%	103,215	92,564	12%	12.0%	243.66	77.1%	17,315,597	71,065	2,077,872	79,592
Kittson	19	57.1	21%	56,624	59,044	-4%	-4.0%	269.48	73.0%	18,298,675	67,904	(731,947)	65,188
Lake of the Woods	13	37.9	33%	67,169	61,121	10%	10.0%	115.05	60.0%	6,831,271	59,377	683,127	65,314
Marshall	35	155.6	43%	50,439	56,949	-11%	-11.0%	363.01	57.3%	20,771,416	57,220	(2,284,856)	50,926
Norman	24	59.3	24%	60,792	61,024	0%	0.0%	244.00	63.4%	13,922,016	57,057	0	57,057
Pennington	7	32.5	22%	46,366	47,946	-3%	-3.0%	147.31	57.2%	7,585,749	51,495	(227,572)	49,950
Polk	35	161.6	36%	65,843	68,093	-3%	-3.0%	444.73	56.2%	34,017,617	76,490	(1,020,529)	74,196
Red Lake	8	21.6	16%	71,083	67,835	5%	5.0%	135.65	74.3%	9,606,782	70,820	480,339	74,361
Roseau	24	99.6	36%	47,535	58,125	-18%	-18.0%	277.00	58.7%	15,612,464	56,363	(2,810,244)	46,217
District 2 Totals	214	792.7	29%	\$63,870	\$66,060	-3%		2,757.14	63.1%	\$183,061,802	66,396	(\$2,531,899)	\$65,477

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

Comparison of 1984-1996 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1996 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1997 Needs Study				Rural Grading Cost Adjustment To The 1997 - 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Aitkin	17	67.6	25%	\$105,589	\$73,985	43%	43.0%	273.96	73.7%	\$23,074,093	\$84,224	\$9,921,860	\$120,441
Benton	25	48.0	34%	98,886	52,467	88%	88.0%	142.73	66.7%	6,998,560	49,034	6,158,733	92,183
Cass	16	60.0	16%	115,281	78,865	46%	46.0%	381.88	73.3%	27,774,833	72,732	12,776,423	106,188
Crow Wing	20	57.8	27%	67,731	57,325	18%	18.0%	214.61	60.8%	15,199,341	70,823	2,735,881	83,571
Isanti	13	31.7	18%	131,361	85,449	54%	54.0%	178.87	79.5%	14,582,189	81,524	7,874,382	125,547
Kanabec	19	43.1	33%	90,439	83,777	8%	8.0%	130.80	62.6%	10,741,155	82,119	859,292	88,688
Mille Lacs	10	22.8	14%	156,100	75,169	108%	108.0%	163.84	68.2%	13,376,027	81,641	14,446,109	169,813
Morrison	4	15.5	4%	69,358	55,459	25%	10.0%	351.56	81.5%	23,806,412	67,716	2,380,641	74,488
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	15	36.0	8%	108,029	77,452	39%	31.2%	447.02	79.0%	35,336,672	79,049	11,025,042	103,713
Todd	3	12.3	6%	83,907	62,157	35%	21.0%	215.90	54.2%	13,929,441	64,518	2,925,183	78,067
Wadena	7	18.3	11%	100,581	66,807	51%	51.0%	169.11	76.6%	8,874,175	52,476	4,525,829	79,238
Wright	21	52.7	19%	197,723	92,693	113%	113.0%	270.65	72.1%	24,650,183	91,078	27,854,707	193,996
District 3 Totals	180	502.4	17%	\$107,135	\$70,589	52%		3,042.93	70.2%	\$222,173,174	\$73,013	\$103,139,374	\$106,908

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1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1984-1996 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1996 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1997 Needs Study				Rural Grading Cost Adjustment To The 1997 - 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	64.0	21%	\$56,403	\$45,543	24%	24.0%	302.43	67.8%	\$14,668,443	\$48,502	\$3,520,426	\$60,142
Big Stone	11	28.0	18%	63,369	42,423	49%	49.0%	154.74	76.6%	7,080,848	45,760	3,469,616	68,182
Clay	20	74.9	28%	68,044	42,238	61%	61.0%	268.91	69.3%	11,346,029	42,193	6,921,078	67,930
Douglas	10	36.5	15%	71,027	55,724	27%	27.0%	246.64	68.2%	12,978,533	52,621	3,504,204	66,829
Grant	2	21.1	12%	55,251	39,945	38%	38.0%	183.25	81.4%	8,101,459	44,210	3,078,554	61,010
Mahnomen	6	39.1	38%	91,751	42,142	118%	118.0%	102.75	53.5%	4,345,920	42,296	5,128,186	92,205
Otter Tail	25	69.1	11%	87,437	73,090	20%	20.0%	649.98	74.6%	54,990,293	84,603	10,998,059	101,524
Pope	11	30.0	14%	120,105	64,545	86%	86.0%	208.57	72.2%	14,836,165	71,133	12,759,102	132,307
Stevens	2	8.0	4%	53,656	44,001	22%	8.8%	194.22	81.6%	10,352,826	53,305	911,049	57,995
Swift	25	70.0	32%	51,745	42,241	22%	22.0%	221.45	68.2%	12,070,687	54,508	2,655,551	66,499
Traverse	4	23.1	12%	33,624	43,186	-22%	-22.0%	185.98	77.4%	10,517,822	56,554	(2,313,921)	44,112
Wilkin	12	34.9	16%	61,577	32,682	88%	88.0%	212.61	69.6%	7,777,646	36,582	6,844,328	68,774
District 4 Totals	145	498.7	17%	\$69,070	\$48,573	42%		2,931.53	71.8%	\$169,066,671	\$57,672	\$57,476,232	\$77,278

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Comparison of 1984-1996 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1996 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1997 Needs Study				Rural Grading Cost Adjustment To The 1997 - 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 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	60.1%	\$19,267,510	\$162,348	\$6,358,278	\$215,923
Carver	13	17.6	14%	120,647	108,267	11%	11.0%	126.22	71.6%	12,303,371	97,476	1,353,371	108,198
Hennepin	11	26.6	23%	605,422	370,725	63%	63.0%	114.43	77.3%	16,726,384	146,171	10,537,622	238,259
Scott	9	11.9	11%	205,949	85,375	141%	141.0%	112.74	73.4%	11,106,365	98,513	15,659,975	237,417
District 5 Totals	43	80.2	17%	\$317,246	\$204,173	55%		472.07	69.9%	\$59,403,630	\$125,836	\$33,909,246	\$197,667

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Comparison of 1984-1996 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1996 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1997 Needs Study				Rural Grading Cost Adjustment To The 1997 - 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	18	42.0	29%	\$77,929	\$61,931	26%	26.0%	142.81	59.4%	\$9,154,915	\$64,106	\$2,380,278	\$80,773
Fillmore	23	65.1	22%	168,604	134,431	25%	25.0%	292.11	74.2%	42,108,066	144,151	10,527,017	180,189
Freeborn	14	39.4	12%	138,150	66,723	107%	107.0%	315.95	72.8%	16,018,590	50,700	17,139,891	104,949
Goodhue	16	54.2	30%	150,710	103,598	45%	45.0%	182.61	58.4%	18,826,323	103,096	8,471,845	149,489
Houston	11	27.2	15%	213,866	156,579	37%	37.0%	181.29	75.2%	30,671,417	169,184	11,348,424	231,782
Mower	17	40.4	16%	89,364	62,714	42%	42.0%	249.02	69.7%	16,724,052	67,159	7,024,102	95,366
Olmsted	16	38.6	18%	139,270	134,401	4%	4.0%	215.31	71.4%	22,273,989	103,451	890,960	107,589
Rice	14	36.8	20%	104,905	59,004	78%	78.0%	186.02	71.1%	12,543,429	67,431	9,783,875	120,026
Steele	17	40.6	23%	89,672	52,253	72%	72.0%	173.72	63.7%	10,710,854	61,656	7,711,815	106,048
Wabasha	13	34.5	20%	179,890	140,569	28%	28.0%	172.26	67.2%	22,190,074	128,817	6,213,221	164,886
Winona	22	34.5	16%	133,854	129,678	3%	3.0%	214.58	71.9%	24,225,445	112,897	726,763	116,284
District 6 Totals	181	453.3	19%	\$134,538	\$99,698	35%		2,325.68	69.0%	\$225,447,154	\$96,938	\$82,218,191	\$132,290

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Comparison of 1984-1996 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1996 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1997 Needs Study				Rural Grading Cost Adjustment To The 1997 - 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Blue Earth	21	63.7	25%	\$114,196	\$80,951	41%	41.0%	250.96	64.5%	\$20,723,741	\$82,578	\$8,496,734	\$116,435
Brown	12	41.6	22%	113,418	106,659	6%	6.0%	190.67	62.3%	11,638,973	61,042	698,338	64,705
Cottonwood	13	34.4	15%	86,387	54,673	58%	58.0%	230.30	74.5%	12,147,368	52,746	7,045,473	83,338
Faribault	14	49.4	23%	77,086	58,116	33%	33.0%	216.14	65.2%	12,254,333	56,696	4,043,930	75,406
Jackson	12	31.7	12%	74,664	48,816	53%	53.0%	271.73	75.6%	16,906,362	62,218	8,960,372	95,193
Le Sueur	18	55.9	42%	83,449	65,360	28%	28.0%	132.35	53.5%	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	29%	92,679	65,850	41%	41.0%	145.46	61.7%	12,845,789	88,311	5,266,773	124,519
Nobles	12	38.6	20%	78,341	57,218	37%	37.0%	197.24	59.1%	12,357,062	62,650	4,572,113	85,830
Rock	9	29.9	17%	67,663	48,183	40%	40.0%	172.99	69.1%	8,374,444	48,410	3,349,778	67,774
Sibley	13	37.9	19%	78,944	61,371	29%	29.0%	200.02	71.2%	11,279,271	56,391	3,270,989	72,744
Waseca	22	51.7	33%	61,498	54,692	12%	12.0%	154.60	65.0%	8,509,014	55,039	1,021,082	61,644
Watonwan	12	34.6	29%	77,344	61,777	25%	25.0%	119.39	54.0%	7,601,456	63,669	1,900,364	79,586
District 7 Totals	190	576.9	23%	\$84,980	\$65,128	30%		2,498.08	64.5%	\$155,842,904	\$62,385	\$54,324,537	\$84,132

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1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1984-1996 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1996 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1997 Needs Study				Rural Grading Cost Adjustment To The 1997 - 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 Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Chippewa	10	34.1	27%	\$138,037	\$103,979	33%	33.0%	125.17	52.3%	\$10,634,841	\$84,963	\$3,509,498	\$113,001
Kandiyohi	24	81.5	33%	105,131	66,937	57%	57.0%	246.62	62.8%	19,518,423	79,144	11,125,501	124,256
Lac Qui Parle	16	64.9	27%	58,596	45,909	28%	28.0%	240.37	67.3%	10,403,956	43,283	2,913,108	55,402
Lincoln	12	39.0	24%	49,915	47,745	5%	5.0%	161.93	66.3%	8,257,281	50,993	412,864	53,543
Lyon	24	58.8	30%	66,976	59,663	12%	12.0%	194.70	64.2%	10,705,789	54,986	1,284,695	61,584
Mc Leod	19	39.6	24%	110,292	75,125	47%	47.0%	162.59	68.1%	9,807,019	60,317	4,609,299	88,667
Meeker	15	31.1	17%	78,705	55,127	43%	43.0%	180.09	67.8%	10,421,706	57,869	4,481,334	82,753
Murray	14	36.8	13%	46,443	47,757	-3%	-3.0%	281.46	80.9%	13,773,430	48,936	(413,203)	47,468
Pipestone	16	44.6	30%	63,061	52,803	19%	19.0%	147.20	66.3%	7,377,211	50,117	1,401,670	59,639
Redwood	21	43.6	17%	51,563	40,821	26%	26.0%	254.70	68.2%	14,152,028	55,564	3,679,527	70,010
Renville	7	25.7	7%	90,667	49,112	85%	59.5%	343.78	78.0%	17,708,952	51,512	10,536,826	82,162
Yellow Medicine	19	74.0	33%	50,292	51,895	-3%	-3.0%	226.52	67.3%	13,342,501	58,902	(400,275)	57,135
District 8 Totals	197	573.7	22%	\$74,265	\$57,587	29%		2,565.13	68.2%	\$146,103,137	\$56,957	\$43,140,844	\$73,776

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1984-1996 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1996 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1997 Needs Study				Rural Grading Cost Adjustment To The 1997 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Chisago	8	12.9	8%	\$147,918	\$97,021	52%	41.6%	170.00	78.0%	\$16,484,055	\$96,965	\$6,857,367	\$137,302
Dakota	7	8.7	6%	194,381	198,040	-2%	-1.2%	137.54	82.1%	15,602,568	113,440	(187,231)	112,079
Ramsey	2	2.5	52%	394,350	274,943	43%	43.0%	4.80	37.9%	1,259,820	262,463	541,723	375,321
Washington	14	18.2	15%	287,206	164,556	75%	75.0%	121.34	78.3%	18,000,115	148,344	13,500,086	259,603
District 9 Totals	31	42.3	10%	\$231,817	\$157,349	47%		433.68	78.4%	\$51,346,558	\$118,397	\$20,711,945	166,156

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Comparison of 1984-1996 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1996 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1997 Needs Study				Rural Grading Cost Adjustment To The 1997 - 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	171	391.9	15%	\$201,251	\$138,579	45%		2,570.41	78.0%	\$358,602,929	\$139,512	\$162,617,714	\$202,777
District 2 Totals	214	792.7	29%	63,870	66,060	-3%		2,757.14	63.1%	183,061,802	66,396	(2,531,899)	65,477
District 3 Totals	180	502.4	17%	107,135	70,589	52%		3,042.93	70.2%	222,173,174	73,013	103,139,374	106,908
District 4 Totals	145	498.7	17%	69,070	48,573	42%		2,931.53	71.8%	169,066,671	57,672	57,476,232	77,278
District 5 Totals	43	80.2	17%	317,246	204,173	55%		472.07	69.9%	59,403,630	125,836	33,909,246	197,667
District 6 Totals	181	453.3	19%	134,538	99,698	35%		2,325.68	69.0%	225,447,154	96,938	82,218,191	132,290
District 7 Totals	190	576.9	23%	84,980	65,128	30%		2,498.08	64.5%	155,842,904	62,385	54,324,537	84,132
District 8 Totals	197	573.7	22%	74,265	57,587	29%		2,565.13	68.2%	146,103,137	56,957	43,140,844	73,776
District 9 Totals	31	42.3	10%	231,817	157,349	47%		433.68	78.4%	51,346,558	118,397	20,711,945	166,156
STATE TOTAL	1,352	3,912.1	20%	\$103,694	\$78,017	33%		19,596.65	69.2%	\$1,571,047,959	\$80,169	\$555,006,184	\$108,491



NOTES & COMMENTS

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Lined area for notes and comments.

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1987 - 1996 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 1998 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 - 1996. 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 1997 needs study (\$1,898,513) an adjustment (+\$279,081) to the 1997 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 1997 25-year construction needs) have been used in calculating the 1997 annual County State Aid Highway money needs.

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Comparison of 1987-1996 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1996 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1997 Needs Study				Urban Grading Cost Adjustment To The 1997 - 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											
Carlton	3	1.4	16%	\$114,584	\$127,504	-10%	-10.0%	8.93	59.8%	\$1,564,565	\$175,203	(\$156,457)	\$157,683
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%	10.80	53.3%	1,847,779	171,091	388,034	207,020
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	76.8%	1,898,513	166,099	279,081	190,516
St. Louis	8	3.2	9%	613,185	323,074	90%	81.0%	34.14	48.1%	7,339,221	214,974	5,944,769	389,103
District 1 Totals	27	12.0	15%	\$356,368	\$201,697	77%		82.05	54.9%	\$16,584,269	\$202,124	\$9,733,522	\$320,753

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Comparison of 1987-1996 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1996 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1997 Needs Study				Urban Grading Cost Adjustment To The 1997 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	Projects (Col. 2)		% 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		
	#	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%	3.84	79.5%	473,594	123,332	0	123,332
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	7%	317,460	259,160	22%	15.4%	4.23	99.1%	881,450	208,381	135,743	240,471
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%	5.03	79.5%	699,588	139,083	0	139,083
Norman	3	0.5	16%	134,171	120,473	11%	11.0%	3.11	46.8%	445,963	143,396	49,056	159,170
Pennington	1	0.2	53%	140,095	227,380	-38%	-38.0%	0.38	36.2%	78,456	206,463	(29,813)	128,008
Polk	6	1.8	15%	124,658	139,515	-11%	-11.0%	12.18	77.9%	2,089,112	171,520	(229,802)	152,653
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	2	0.7	13%	239,273	136,499	75%	75.0%	5.30	57.6%	686,266	129,484	514,700	226,597
District 2 Totals	26	9.3	17%	\$150,281	\$143,012	5%		54.12	67.7%	\$8,195,790	\$151,437	\$929,990	168,621

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Comparison of 1987-1996 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1996 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1997 Needs Study				Urban Grading Cost Adjustment To The 1997 - 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											
Aitkin	0	0.0	0%	\$0	\$0	0%	0.0%	2.49	91.2%	\$494,258	\$198,497	\$0	\$198,497
Benton	3	0.8	13%	193,983	159,514	22%	22.0%	6.40	54.8%	958,322	149,738	210,831	182,680
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%	10.26	55.9%	1,476,434	143,902	(339,580)	110,804
Isanti	3	0.4	22%	125,519	302,231	-58%	-58.0%	1.85	52.1%	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%	11.38	74.6%	1,526,612	134,149	961,766	218,662
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	21	7.8	46%	178,543	155,714	15%	15.0%	16.89	44.7%	2,569,612	152,138	385,442	174,959
Todd	3	1.4	14%	298,752	138,681	115%	115.0%	10.29	71.5%	1,261,679	122,612	1,450,931	263,616
Wadena	4	1.2	36%	261,677	83,576	213%	213.0%	3.37	44.0%	521,160	154,647	1,110,071	484,045
Wright	4	1.3	9%	184,751	224,939	-18%	-16.2%	15.12	57.7%	3,349,951	221,558	(542,692)	185,665
District 3 Totals	53	20.8	22%	\$191,855	\$154,532	24%		95.91	55.3%	\$15,033,932	\$156,750	\$2,688,958	\$184,787

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1987-1996 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1996 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1997 Needs Study				Urban Grading Cost Adjustment To The 1997 - 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											
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	4	1.9	34%	288,397	199,340	45%	45.0%	5.63	50.5%	1,335,798	237,264	601,109	344,033
Douglas	7	5.5	46%	151,940	187,255	-19%	-19.0%	12.04	52.7%	2,611,590	216,909	(496,202)	175,697
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	9	4.7	15%	298,097	184,353	62%	62.0%	31.05	68.7%	6,321,533	203,592	3,919,350	329,819
Pope	5	2.1	38%	187,561	144,789	30%	30.0%	5.54	58.3%	819,051	147,843	245,715	192,196
Stevens	2	0.4	20%	159,038	166,318	-4%	-4.0%	2.02	37.1%	279,973	138,600	(11,199)	133,056
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	46	20.5	25%	\$194,978	\$177,591	10%		81.28	56.9%	\$14,724,486	\$181,158	\$3,714,987	\$226,864

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1987-1996 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1996 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1997 Needs Study				Urban Grading Cost Adjustment To The 1997 - 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											
Anoka	5	3.3	9%	\$415,993	\$221,085	88%	79.2%	34.87	44.6%	\$6,377,987	\$182,908	\$5,051,366	\$327,770
Carver	7	4.4	23%	426,832	148,704	187%	187.0%	19.45	61.3%	2,770,272	142,430	5,180,409	408,775
Hennepin	32	26.1	10%	617,470	526,152	17%	17.0%	260.26	69.9%	100,429,893	385,883	17,073,082	451,483
Scott	11	11.2	82%	499,649	308,811	62%	62.0%	13.69	38.1%	3,788,658	276,746	2,348,968	448,329
District 5 Totals	55	45.0	14%	\$554,730	\$412,780	34%		328.27	63.3%	\$113,366,810	\$345,346	\$29,653,825	\$435,680

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1987-1996 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1996 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1997 Needs Study				Urban Grading Cost Adjustment To The 1997 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	Projects (Col. 2)		% 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		
	#	Miles											
Dodge	5	1.5	40%	\$163,520	\$190,542	-14%	-14.0%	3.76	42.5%	\$786,754	\$209,243	(\$110,146)	\$179,949
Fillmore	8	3.5	27%	299,179	91,212	228%	228.0%	13.18	73.5%	1,497,024	113,583	3,413,215	372,552
Freeborn	1	0.5	6%	81,945	125,124	-35%	-21.0%	8.06	63.6%	1,041,370	129,202	(218,688)	102,070
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	9	2.0	23%	126,644	203,107	-38%	-38.0%	8.86	53.3%	1,811,116	204,415	(688,224)	126,737
Olmsted	0	0.0	0%	0	0	0%	0.0%	8.99	48.4%	1,837,827	204,430	0	204,430
Rice	4	2.9	36%	173,290	257,088	-33%	-33.0%	8.16	47.3%	2,475,028	303,312	(816,759)	203,219
Steele	3	1.3	14%	298,545	198,043	51%	51.0%	9.20	47.2%	1,670,072	181,530	851,737	274,110
Wabasha	0	0.0	0%	0	0	0%	0.0%	10.59	61.5%	3,124,117	295,006	0	295,006
Winona	0	0.0	0%	0	0	0%	0.0%	15.32	88.9%	3,346,699	218,453	0	218,453
District 6 Totals	38	14.4	15%	\$193,722	\$174,412	11%		99.14	58.8%	\$19,717,461	\$198,885	\$2,357,695	\$222,666

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1987-1996 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1996 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1997 Needs Study				Urban Grading Cost Adjustment To The 1997 - 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	5	2.0	16%	\$260,739	\$181,883	43%	43.0%	12.26	44.5%	\$2,254,397	\$183,882	\$969,391	\$262,952
Brown	7	3.1	46%	207,819	82,341	152%	152.0%	6.68	55.1%	555,182	83,111	843,877	209,440
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	8	3.1	37%	254,641	168,891	51%	51.0%	8.47	55.4%	1,700,528	200,771	867,269	303,164
Jackson	5	9.5	152%	61,331	65,866	-7%	-7.0%	6.27	55.9%	1,090,361	173,901	(76,325)	161,728
Le Sueur	10	3.0	26%	239,190	135,156	77%	77.0%	11.54	58.9%	1,746,017	151,301	1,344,433	267,803
Martin	4	0.9	18%	81,324	186,849	-56%	-56.0%	4.96	72.4%	850,045	171,380	(476,025)	75,407
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	6	2.0	26%	268,774	257,890	4%	4.0%	7.63	63.9%	1,478,722	193,804	59,149	201,556
Rock	4	1.5	22%	191,843	134,696	42%	42.0%	6.78	61.0%	775,236	114,342	325,599	162,365
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	6%	110,707	207,275	-47%	-28.2%	9.41	77.1%	1,906,571	202,611	(537,653)	145,475
Watonwan	5	1.9	28%	192,029	177,835	8%	8.0%	6.79	48.0%	1,365,621	201,122	109,250	217,212
District 7 Totals	62	30.4	31%	\$164,326	\$130,251	26%		96.67	57.4%	\$16,389,358	\$169,539	\$3,438,950	\$205,113

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1987-1996 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1996 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1997 Needs Study				Urban Grading Cost Adjustment To The 1997 - 25 Year Construction Needs	ACTUAL ADJUSTED NEEDS COST PER MILE
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Chippewa	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	3	1.7	8%	145,182	208,392	-30%	-24.0%	20.36	70.0%	3,922,588	192,661	(941,421)	146,423
Lac Qui Parle	2	0.3	8%	176,177	214,071	18%	14.4%	3.73	63.2%	798,822	214,161	115,030	245,001
Lincoln	3	1.4	30%	341,176	173,467	97%	97.0%	4.62	50.4%	519,579	112,463	503,992	221,552
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	5	1.9	21%	114,961	172,069	-33%	-33.0%	8.93	62.5%	1,015,972	113,771	(335,271)	76,226
Meeker	3	1.3	33%	64,102	72,185	-11%	-11.0%	3.96	62.5%	461,070	116,432	(50,718)	103,624
Murray	0	0.0	0%	0	0	0%	0.0%	5.37	78.4%	526,239	97,996	0	97,996
Pipestone	10	3.1	42%	143,922	123,337	17%	17.0%	7.37	64.1%	1,304,052	176,941	221,689	207,020
Redwood	4	1.4	22%	114,874	142,801	-20%	-20.0%	6.34	53.1%	1,058,010	166,879	(211,602)	133,503
Renville	7	2.0	72%	416,139	173,667	140%	140.0%	2.77	49.7%	386,940	139,690	541,716	335,255
Yellow Medicine	3	0.9	17%	355,095	117,248	203%	203.0%	5.15	59.8%	623,654	121,098	1,266,018	366,927
District 8 Totals	55	20.5	26%	\$191,747	\$179,591	7%		80.06	61.8%	\$13,254,659	\$165,559	\$731,792	\$174,700

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1987-1996 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1996 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1997 Needs Study				Urban Grading Cost Adjustment To The 1997 - 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											
Chisago	2	1.7	22%	\$189,662	\$176,422	8%	8.0%	7.57	49.7%	\$1,788,414	236,250	\$143,073	\$43,954
Dakota	16	21.7	40%	383,948	264,804	45%	45.0%	54.51	46.9%	10,343,073	189,746	4,654,383	275,132
Ramsey	32	26.1	17%	535,941	368,481	45%	45.0%	154.16	64.9%	59,820,864	388,044	26,919,389	562,664
Washington	6	2.5	7%	277,490	222,369	25%	17.5%	37.63	59.1%	8,046,738	213,838	1,408,179	251,260
District 9 Totals	56	52.0	20%	\$448,767	\$311,913	44%		253.87	58.7%	\$79,999,089	\$315,118	\$33,125,024	\$445,599

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of 1987-1996 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1996 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1997 Needs Study				Urban Grading Cost Adjustment To The 1997 - 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											
District 1 Totals	27	12	15%	\$356,368	\$201,697	77%		82.05	54.9%	\$16,584,269	\$202,124	\$9,733,522	\$320,753
District 2 Totals	26	9.3	17%	150,281	143,012	5%		54.12	67.7%	8,195,790	151,437	929,990	168,621
District 3 Totals	53	20.8	22%	191,855	154,532	24%		95.91	55.3%	15,033,932	156,750	2,688,958	184,787
District 4 Totals	46	20.5	25%	194,978	177,591	10%		81.28	56.9%	14,724,486	181,158	3,714,987	226,864
District 5 Totals	55	45.0	14%	554,730	412,780	34%		328.27	63.3%	113,366,810	345,346	29,653,825	435,680
District 6 Totals	38	14.4	15%	193,722	174,412	11%		99.14	58.8%	19,717,461	198,885	2,357,695	222,666
District 7 Totals	62	30.4	31%	164,326	130,251	26%		96.67	57.4%	16,389,358	169,539	3,438,950	205,113
District 8 Totals	55	20.5	26%	191,747	179,591	7%		80.06	61.8%	13,254,659	165,559	731,792	174,700
District 9 Totals	56	52.0	20%	448,767	311,913	44%		253.87	58.7%	79,999,089	315,118	33,125,024	445,599
STATE TOTAL	418	224.9	19%	\$327,306	\$246,822	33%		1,171.37	59.7%	\$297,265,854	\$253,776	\$86,374,743	\$327,514

1997 C.S.A.H. APPORTIONMENT DATA

October, 1997

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, 1997 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 25-26, 1997 Screening Board meeting.

<u>County</u>	<u>Project</u>	<u>Variance From</u>	<u>1997 Needs Adjustments</u>	<u>Approx. 1998 Apport. Loss</u>
BROWN	08-607-11	Design Speed	\$47,016	\$1,041
FILLMORE	23-612-16	Design Speed	\$82,100	\$1,818
MORRISON	49-601-14	Design Speed	\$68,840	\$1,524
ST. LOUIS	69-661-08	Design Speed	\$112,836	\$2,498
STEARNS	73-602-34	Design Speed	\$63,370	\$1,403
WASECA	81-635-01	Design Speed	\$106,620	\$2,361
<hr/>			<hr/>	<hr/>
TOTAL			\$480,782	\$10,645

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

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, 1996

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal Paid	Total Overlay Projects Applied	Bond Account Adjustment
Koochiching	12-15-90	\$3,500,000	\$3,500,000	\$2,325,000	\$1,175,000	\$0	\$1,175,000
District 1 Totals		3,500,000	3,500,000	2,325,000	1,175,000	0	1,175,000
Beltrami	11-01-93	915,000	900,000	915,000	(15,000)		(15,000)
Lake of the Woods	06-01-91	1,500,000	1,500,000	1,250,000	250,000	213,810	36,190
Marshall	06-13-94	1,600,000	1,600,000	690,000	910,000	0	910,000
Polk	06-01-91	3,500,000	3,500,000	3,500,000	0	0	0
Polk	05-01-96	2,000,000	366,951	0	366,951	0	366,951
Red Lake	05-24-93	1,445,000	1,400,000	265,000	1,135,000	100,000	1,035,000
District 2 Totals		10,960,000	9,266,951	6,620,000	2,646,951	313,810	2,333,141
Benton	06-01-95	720,000	714,329	40,000	674,329	153,399	520,930
District 3 Totals		720,000	714,329	40,000	674,329	153,399	520,930

<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)
Otter Tail	06-01-86	7,735,000	7,735,000	6,810,000	925,000	348,316	576,684
District 4 Totals		8,140,000	8,135,000	7,215,000	920,000	348,316	571,684
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	815,000	1,130,000	0	1,130,000
Nicollet	06-01-94	2,000,000	2,000,000	400,000	1,600,000	125,112	1,474,888
Waseca	09-01-91	2,580,000	2,580,000	1,574,599	1,005,401	0	1,005,401
District 7 Totals		6,525,000	6,525,000	2,789,599	3,735,401	125,112	3,610,289
Pipestone	08-01-95	500,000	500,000	200,000	300,000	0	300,000
Yellow Medicine	01-06-93	1,875,000	1,805,000	25,000	1,780,000	0	1,780,000
District 8 Totals	0	2,375,000	2,305,000	225,000	2,080,000	0	2,080,000
STATE TOTALS		\$35,320,000	\$33,386,035	\$22,314,599	\$11,071,436	\$956,377	\$10,130,799

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

"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 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.

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 1997 25-year needs and are shown on the TENTATIVE 1998 Money Needs Apportionment Data.

<u>County</u>	<u>After the Fact R/W Needs</u>
Carlton	\$308,777
Cook	290,821
Itasca	146,107
Koochiching	653,104
Lake	720,352
Pine	372,284
St. Louis	3,671,781
District 1 Totals	6,163,226
Beltrami	987,649
Clearwater	388,025
Hubbard	1,002,057
Kittson	714,192
Lake of the Woods	79,289
Marshall	1,182,795
Norman	488,527
Pennington	135,585
Polk	1,862,802
Red Lake	263,030
Roseau	443,745
District 2 Totals	7,547,696

<u>County</u>	<u>After the Fact R/W Needs</u>
Aitkin	\$825,762
Benton	863,804
Cass	1,011,457
Crow Wing	587,604
Isanti	539,276
Kanabec	362,375
Mille Lacs	306,773
Morrison	106,626
Sherburne	458,486
Stearns	719,254
Todd	76,396
Wadena	186,848
Wright	1,557,169
District 3 Totals	7,601,830

"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	900,887	Faribault	734,036
Grant	48,142	Jackson	458,207
Mahnomen	0	Le Sueur	840,229
Otter Tail	420,862	Martin	448,942
Pope	338,295	Nicollet	893,539
Stevens	125,901	Nobles	289,149
Swift	445,361	Rock	363,229
Traverse	160,653	Sibley	408,851
Wilkin	475,312	Waseca	264,416
District 4 Totals	4,523,423	Watonwan	527,994
		District 7 Totals	8,086,009
Anoka	7,734,317	Chippewa	270,073
Carver	681,848	Kandiyohi	826,800
Hennepin	36,979,589	Lac Qui Parle	567,534
Scott	4,023,212	Lincoln	503,212
District 5 Totals	49,418,966	Lyon	822,038
Dodge	497,015	Mc Leod	1,779,694
Fillmore	956,553	Meeker	402,549
Freeborn	177,761	Murray	158,709
Goodhue	1,454,533	Pipestone	314,622
Houston	460,141	Redwood	618,350
Mower	187,423	Renville	746,706
Olmsted	4,092,249	Yellow Medicine	614,521
Rice	239,655	District 8 Totals	7,624,808
Steele	87,793		
Wabasha	617,641	Chisago	355,943
Winona	235,770	Dakota	11,920,904
District 6 Totals	9,006,534	Ramsey	4,622,845
		Washington	2,793,538
		District 9 Totals	19,693,230
		STATE TOTALS	\$119,665,722

1997 C.S.A.H. APPORTIONMENT DATA

OCTOBER, 1997

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 1997 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	Total
District 1						
Cook	\$6,976	---	---	\$16,161	---	\$23,137
Pine	58,386	\$9,112	---	14,612	---	82,110
St. Louis	11,300	62,500	---	---	---	73,800
District 2						
Beltrami	---	---	---	775	---	775
Clearwater	---	---	---	19,123	32,134	51,257
Hubbard	---	---	---	---	18,213	18,213
Marshall	---	---	---	80,678	18,732	99,410
Polk	---	---	---	22,975	4,970	27,945
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	415,304	---	---	1,250	---	416,554
Todd	16,745	---	---	---	---	16,745
District 4						
Becker	---	---	---	59,647	37,561	97,208
Douglas	24,130	---	8,233	60,538	---	92,901
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	6,997,643	1,823,448	2,134,015	980,020	39,636	11,974,762
Scott	1,645,904	41,500	249,517	468,895	---	2,405,816
District 6						
Goodhue	114,702	---	---	---	---	114,702
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
Nobles	37,255	---	---	---	---	37,255
Watsonwan	1,626	---	---	108,121	---	109,747
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	2,938,107	---	515,667	80,275	---	3,534,049
Ramsey	2,911,437	27,152	861,443	249,118	506,537	4,555,687
Washington	1,553,019	720	155,120	207,022	61,842	1,977,723
TOTAL	\$19,075,973	\$2,037,709	\$4,297,405	\$2,759,530	\$1,821,649	\$29,992,266

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.

1997 C.S.A.H. APPORTIONMENT DATA

October, 1997

"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 1998 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 District 2	1988	1	\$201,689	0	\$201,689	1994-2008
Todd District 3	1985	1	14,512	0	14,512	1987-2001
Wilkin District 4	1987	1	0	37,731	37,731	1989-2003
Hennepin	1983	1	189,856	0	189,856	1985-1999
Hennepin	1984	4	361,808	123,842	485,650	1986-2000
Hennepin	1985	2	110,423	0	110,423	1987-2001
Hennepin	1989	2	348,771	0	348,771	1991-2005
Hennepin District 5	1994	1	45,520	0	45,520	1996-2010
Olmsted District 6	1993	1	52,831	0	52,831	1995-2009
Jackson District 7	1982	1	0	5,646	5,646	1984-1998
Mc Leod District 8	1983	1	18,800	0	18,800	1985-1999
Chisago	1986	1	27,200	0	27,200	1988-2002
Ramsey	1988	2	201,073	0	201,073	1990-2004
Washington District 9	1984	1	54,841	0	54,841	1986-2000
State Total		20	\$1,627,324	\$167,219	\$1,794,543	1997 Apport.

1997 COUNTY SCREENING BOARD DATA

October, 1997

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 1997 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	4,895,881	---	\$4,895,881
5	Anoka	3,720,762	---	\$3,720,762
	Carver	3,068,446	---	\$3,068,446
	Hennepin	293,213	---	\$293,213
	Scott	207,820	---	\$207,820
6	Fillmore	13,665	---	\$13,665
	Goodhue	3,326,385	---	\$3,326,385
	Olmsted	2,316,048	---	\$2,316,048
7	Blue Earth	801,277	---	\$801,277
	Brown	533,246	\$355,015	\$888,261
	Faribault	606,206	34,377	\$640,583
	Martin	280,303	---	\$280,303
	Nicollet	252,140	---	\$252,140
	Nobles	---	62,245	\$62,245
	Waseca	116,421	---	\$116,421
	Watsonwon	211,289	---	\$211,289
8	Kandiyohi	1,704,968	---	\$1,704,968
	Mcleod	461,794	214,710	\$676,504
	Redwood	7,599	---	\$7,599
	Yellow Medicine	321,624	14,416	\$336,040
9	Dakota	812,797	---	\$812,797
	Ramsey	455,138	---	\$455,138
	Washington	1,209,987	---	\$1,209,987
State Total		\$25,638,559	\$680,763	\$26,319,322

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

Non Existing CSAH Needs Adjustment

In 1990 (REV.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 1997 25 year needs, as shown on the 1998 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	518,121
DISTRICT 1		0.70			518,121
KANABEC	9	0.70	CO RD 51 TO 0.7 M N	1958	107,856
DISTRICT 3		0.70			107,856
HENNEPIN	17	0.53	CSAH 3 to TH 7 in St. Louis Park	1958	1,191,646
HENNEPIN	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	1,677,873
HENNEPIN	61	0.60	CSAH 10 to Hemlock Lane in Maple Grove	1973	952,072
SCOTT	27	0.92	CSAH 16 TO TH 13	1979	490,757
DISTRICT 5		2.62			4,312,348
STATE TOTAL		4.02			4,938,325

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

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 1997)</u>	<u>Mill Levy Deduction</u>
Carlton	821,465,553	\$131,106
Cook	390,891,603	62,386
Itasca	1,671,821,145	266,823
Koochiching	440,643,302	70,327
Lake	356,142,521	56,840
Pine	732,447,300	116,899
St. Louis*	5,406,218,171	522,781
District 1 Totals	9,819,629,595	1,227,162
Beltrami	808,832,186	129,090
Clearwater	255,566,454	40,788
Hubbard	770,054,178	122,901
Kittson	367,259,353	58,615
Lake of the Woods	142,905,375	22,808
Marshall	541,346,676	86,399
Norman	394,331,972	62,935
Pennington	301,130,200	48,060
Polk	1,277,315,191	203,860
Red Lake	115,520,100	18,437
Roseau	461,958,417	73,729
District 2 Totals	5,436,220,102	867,622
Aitkin	657,870,361	104,996
Benton	922,491,627	147,230
Cass	1,419,635,608	226,574
Crow Wing	2,586,631,133	412,826
Isanti	877,088,453	139,983
Kanabec	356,967,308	56,972
Mille Lacs	556,743,766	88,856
Morrison	857,155,042	136,802
Sherburne	2,503,470,017	399,554
Stearns	3,808,235,745	607,794
Todd	520,095,419	83,007
Wadena	267,125,335	42,633
Wright	3,136,610,154	500,603
District 3 Totals	18,470,119,968	2,947,830
Becker	991,155,473	158,188
Big Stone	225,643,363	36,013
Clay	1,460,432,088	233,085
Douglas	1,238,027,782	197,589
Grant	322,265,378	51,434
Mahnomen	156,574,467	24,989
Otter Tail	1,952,980,053	311,696
Pope	397,528,632	63,446
Stevens	369,108,958	58,910
Swift	422,464,987	67,425
Traverse	305,262,244	48,720
Wilkin	409,341,003	65,331
District 4 Totals	\$8,250,784,428	\$1,316,826

* Denotes Urban County.

<u>County</u>	<u>County Total Real & Personal Market Value (Taxes Payable 1997)</u>	<u>Mill Levy Deduction</u>
Anoka*	9,779,413,873	\$945,669
Carver	2,909,193,465	464,307
Hennepin*	52,864,171,868	5,111,965
Scott	3,163,352,417	504,871
District 5 Totals	68,716,131,623	7,026,812
Dodge	640,496,020	102,223
Fillmore	669,526,633	106,856
Freeborn	1,067,219,270	170,328
Goodhue	2,107,909,123	336,422
Houston	577,294,354	92,136
Mower	1,208,743,167	192,915
Olmsted	4,181,384,287	667,349
Rice	1,702,225,825	271,675
Steele	1,205,379,925	192,379
Wabasha	690,712,799	110,238
Winona	1,385,882,724	221,187
District 6 Totals	15,436,774,127	2,463,708
Blue Earth	2,010,026,980	320,800
Brown	1,044,956,381	166,775
Cottonwood	602,155,682	96,104
Faribault	808,284,559	129,002
Jackson	752,015,272	120,022
Le Sueur	909,110,984	145,094
Martin	1,035,659,587	165,291
Nicollet	1,086,733,427	173,443
Nobles	889,507,409	141,965
Rock	479,450,960	76,520
Sibley	654,179,266	104,407
Waseca	750,335,028	119,753
Watsonwan	488,555,015	77,973
District 7 Totals	11,510,970,550	1,837,149
Chippewa	566,896,523	90,477
Kandiyohi	1,499,119,766	239,260
Lac Qui Parle	384,076,963	61,299
Lincoln	257,331,760	41,070
Lyon	986,195,175	157,397
Mc Leod	1,111,023,161	177,319
Meeker	729,409,035	116,414
Murray	518,101,788	82,689
Pipestone	353,772,643	56,462
Redwood	849,568,618	135,591
Renville	1,080,124,636	172,388
Yellow Medicine	494,965,394	78,996
District 8 Totals	8,830,585,462	1,409,362
Chisago	1,327,228,137	211,826
Dakota*	14,595,993,542	1,411,433
Ramsey*	17,278,404,960	1,670,822
Washington*	8,176,185,477	790,637
District 9 Totals	41,377,812,116	4,084,718
STATE TOTALS	187,849,027,971	\$23,181,189

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TENTATIVE
APPORTIONMENT
DATA

* * * * *

1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Development of the Tentative 1998 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 1998 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 1998 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 1997 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 1998 Apportionment.

Adjustments must be made for any turnback activity in 1997, construction fund balances as of 12/31/97, revisions of minor structure unit prices, and possibly for any action taken by this Board.

dmg100\WP51\DEVELTEN.WP

October 30, 1997

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 1997 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 1997; construction fund balances as of December 31, 1997; revision of the minor structure unit prices; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 1998.

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 1998 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary
County Screening Board

APPROVED

Chuck Schmit, District 1

Brad Larson, Metro

Dave Everds, Urban

Lee Berget, District 2

Gene Ulring, District 6

Vern Genzlinger, Urban

Dave Schwarting, District 3

Marlin Larson, District 7

Paul Kirkwold, Urban

Rick West, District 4

Luke Hagen, District 8

Dick Hansen, Urban

Ken Anderson, Metro

Jon Olson, Urban

Don Wisniewski, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

CSAH\BOOK\FINDINGS.95

FIGURE A

02-Oct-97

123-File_79(Tentat97)

1997 COUNTY SCREENING BOARD DATA
OCTOBER, 1997
DEVELOPMENT OF THE TENTATIVE 1998 MONEY NEEDS APPORTIONMENT

COUNTY	REVISED BASIC 1997 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 1997 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND DEDUCT.	BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER THE FACT" NEEDS	(PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(MINUS) VARIANCE ADJUST.	(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.)	1996 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 77 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 77 COUNTIES	TENTATIVE 1998 MONEY NEEDS APPORT.	ANNUAL MONEY NEEDS	COUNTY	
Carlton	\$58,904,606		\$58,904,606	\$6,669,912	(\$156,457)	(\$883,482)	\$0	(\$1,391,675)		\$308,777			\$21,550		\$63,473,231	\$2,538,929	(\$131,106)	\$2,407,823	1.026622	\$1,434,094	\$8,631	\$1,442,725		1.069757	(\$30,890)	\$1,411,835	\$2,358,269	Carlton	
Cook	40,616,434		40,616,434	7,665,599	1,078,287		0	(741,674)		290,821	\$23,137				49,132,604	1,965,304	(62,386)	1,902,918	0.811346	1,133,374		1,133,374		0.840378	(24,267)	1,109,107	1,852,605	Cook	
Itasca	117,429,228		117,429,228	24,586,589	368,034	(71,185)	0	(3,474,896)		146,107					138,485,766	5,539,431	(266,823)	5,272,608	2.248079	3,140,355		3,140,355		2.328522	(67,238)	3,073,117	5,133,204	Itasca	
Koochiching	34,230,071		34,230,071	8,342,604	1,298,332	(18,038)	1,175,000	(1,914,648)		653,104					43,766,415	1,750,657	(70,327)	1,680,330	0.716441	1,000,801	\$967,439	1,000,801			1,968,240	3,287,664	Koochiching		
Lake	61,456,794		61,456,794	15,907,851	901,466	(969,108)	0	(638,674)		720,352					77,378,701	3,095,148	(56,840)	3,038,308	1.295442	1,809,611		1,809,611		1.341797	(38,746)	1,770,865	2,957,878	Lake	
Pine	107,591,664		107,591,664	19,018,628	279,081	0	0	(885,621)		372,284	82,110				126,457,946	5,058,318	(116,899)	4,941,419	2.108870	2,943,099		2,943,099		2.182280	(63,015)	2,880,084	4,810,770	Pine	
St. Louis	349,555,757		349,555,757	80,226,521	5,944,769	0	0	(2,807,986)		3,671,781	73,800	(112,836)			436,551,796	17,462,072	(622,781)	16,939,291	7.222396	10,089,007		10,089,007		7.480835	(216,017)	9,872,990	16,491,422	St. Louis	
District 1 Totals	769,784,554		769,784,554	162,617,714	9,733,522	(1,941,813)	1,175,000	(11,855,384)	0	6,163,226	179,407	(112,836)	21,550	(518,121)	935,246,459	37,409,859	(1,227,162)	36,182,697		21,550,341	8,631	21,558,972	967,439		(440,173)	22,086,238	36,891,912	District 1 Totals	
Beltrami	84,831,403		84,831,403	\$3,064,771	(\$342,032)	0	(15,000)		987,649	775					87,310,000	3,492,400	(129,090)	3,363,310	1.434013	2,003,181		2,003,181		1.485326	(42,890)	1,960,291	3,274,387	Beltrami	
Clearwater	38,383,249		38,383,249	(1,762,860)	0	0	0	(1,573,949)		388,025	51,257				35,485,722	1,419,429	(40,788)	1,378,641	0.587810	821,115		821,115		0.608843	(17,581)	803,534	1,342,189	Clearwater	
Hubbard	44,296,666		44,296,666	2,077,872	134,480	0	0	(1,677,769)		1,002,057	18,213				45,861,519	1,834,061	(122,901)	1,711,160	0.729586	1,019,163		1,019,163		0.755693	(21,821)	997,342	1,665,918	Hubbard	
Kittson	46,842,031		46,842,031	(731,947)	135,743	(44,594)	0	(1,312,952)		714,192					45,602,473	1,824,099	(58,615)	1,765,484	0.752748	1,051,518		1,051,518		0.779684	(22,514)	1,029,004	1,718,805	Kittson	
Lake of Woods	20,335,297		20,335,297	683,127	201,869	0	36,190	(119,332)		79,289					21,216,440	848,658	(22,808)	825,850	0.352117	491,874	721,102	491,874			1,212,976	2,026,104	Lake of Woods		
Marshall	64,491,176		64,491,176	(2,284,856)	0	0	910,000	(744,639)		1,182,195	99,410				63,653,866	2,546,155	(86,399)	2,459,756	1.048765	1,465,026		1,465,026		1.086293	(31,368)	1,433,658	2,394,721	Marshall	
Norman	38,465,203		38,465,203	0	49,056	0	0	(1,131,444)		488,527					37,871,342	1,514,854	(62,935)	1,451,919	0.619054	864,760		864,760		0.641206	(18,515)	846,245	1,413,532	Norman	
Pennington	22,368,056		22,368,056	(227,572)	(29,813)	(146,767)	0	0		135,585					22,099,489	883,980	(48,060)	835,920	0.356411	497,873	21,191	497,873			519,064	867,022	Pennington		
Polk	114,558,273		114,558,273	(1,020,529)	(229,802)	0	366,951	(1,763,464)	\$201,689	1,862,802	27,945		4,895,881		118,899,746	4,755,990	(203,860)	4,552,130	1.940889	2,711,239		2,711,239		2.010340	(58,051)	2,653,188	4,431,772	Polk	
Red Lake	23,298,491		23,298,491	480,339	495,789	(218,216)	1,035,000	(820,037)		263,030	1,953				24,536,349	981,454	(18,437)	963,017	0.410601	573,571		573,571	207,009		0.792693	(22,890)	780,580	1,303,848	Red Lake
Roseau	49,770,821		49,770,821	(2,810,244)	514,700	0	0	(1,202,291)		443,745					46,716,731	1,868,669	(73,729)	1,794,940	0.765308	1,069,063		1,069,063			(22,890)	1,046,173	1,747,483	Roseau	
District 2 Totals	547,640,666		547,640,666	(2,531,899)	929,990	(409,577)	2,333,141	(11,563,443)	201,689	7,547,696	199,553	0	4,895,881	0	549,243,697	21,969,749	(867,622)	21,102,127		12,568,383	0	12,568,383	949,302		(235,630)	13,282,055	22,185,781	District 2 Totals	
Aitkin	47,917,674		47,917,674	\$9,921,860	0	(710,353)	0	(953,439)		825,762	7,534				57,009,038	2,280,362	(104,996)	2,175,366	0.927510	1,295,644		1,295,644		0.960699	(27,741)	1,267,903	2,117,851	Aitkin	
Benton	29,280,467		29,280,467	6,158,733	210,831	(220,765)	520,930	(412,547)		863,804	15,150				36,416,603	1,456,664	(147,230)	1,309,434	0.558303	779,897	22,911	779,897		0.595289	(17,189)	762,708	1,312,265	Benton	
Cass	74,401,136		74,401,136	12,776,423	(408,956)	0	0	(2,412,365)		1,011,457					83,367,695	3,414,708	(226,574)	3,188,134	1.359323	1,898,846		1,898,846		1.407964	(40,656)	1,858,190	3,103,842	Cass	
Crow Wing	61,179,564		61,179,564	2,735,881	(339,580)	0	0	(468,658)		587,604	188,133				63,882,944	2,555,318	(412,826)	2,142,492	0.913493	1,276,064		1,276,064		0.946181	(27,322)	1,248,742	2,085,846	Crow Wing	
Isanti	39,103,049		39,103,049	7,874,382	(331,901)	0	0	(1,218,423)		539,276					45,966,383	1,838,655	(139,983)	1,698,672	0.724822	1,011,726	2,466	1,011,726		0.752007	(21,715)	992,477	1,657,791	Isanti	
Kanabec	25,459,524		25,459,524	859,292	(237,862)	(284,267)	0	(284,351)		362,375					25,766,855	1,030,674	(66,972)	963,702	0.415157	579,935		579,935				653,653	1,091,634	Kanabec	
Millie Lacs	42,041,078		42,041,078	14,446,109	961,766	0	0	(1,249,608)		306,773	173,945				56,860,063	2,267,203	(88,656)	2,178,547	0.928781	1,297,420	4,749	1,302,169		0.965537	(27,881)	1,274,288	2,128,516	Millie Lacs	
Morrison	63,937,694		63,937,694	2,380,641	294,014	0	0	(5,081,124)		106,626					61,569,011	2,462,760	(136,802)	2,325,958	0.991717	1,355,335		1,355,335		0.965537	(28,662)	1,326,673	2,264,459	Morrison	
Sherburne	27,949,809		27,949,809	(344,708)	136,894	(653,794)	0	(293,697)		458,486			(68,840)		27,252,990	1,090,120	(690,566)	928,436	0.284436	411,289		411,289			(8,306)	872,307	1,302,800	Sherburne	
Stearns	123,375,315		123,375,315	11,025,042	385,442	(120,315)	0	(6,897,809)		719,254	416,554	(63,370)			128,840,113	5,153,805	(607,794)	4,545,811	1.938195	2,707,478	1,324	2,707,478		2.008501	(57,998)	2,650,802	4,427,787	Stearns	
Todd	46,792,721		46,792,721	2,925,183	1,450,931	0	0	(1,029,470)	14,512	76,396	16,745				50,247,018	2,009,881	(83,007)	1,926,874	0.821560	1,147,642		1,147,642			(24,572)	1,123,070	1,875,928	Todd	
Wadena	28,873,621		28,873,621	4,525,829	1,110,071	0	0	(656,288)		186,848					34,040,081	1,361,603	(42,633)	1,318,970	0.562369	785,577		785,577			(16,820)	768,757	1,284,099	Wadena	
Wright	101,558,405		101,558,405	27,854,707	(542,692)	0	0	(1,110,934)		1,557,169					129,316,655	5,172,666	(500,603)	4,672,063	1.992025	2,782,671		2,782,671		2.063305	(59,580)	2,723,091	4,548,535	Wright	
District 3 Totals	711,870,057		711,870,057	103,139,374	2,688,958	(1,989,494)	520,930	(22,068,713)	14,512	7,601,830	818,061	(132,210)	0	(107,856)	802,355,449	32,094,219	(2,947,830)	29,146,389		17,359,532	31,450	17,390,982	73,718		(359,942)	17,104,758	28,571,060	District 3 Totals	
Becker	\$52,894,093		52,894,093	\$3,520,426	257,229	0	(5,000)	(2,230,809)		570,593	97,208				55,103,740	2,204,150	(158,188)	2,045,962	0.872336	1,218,571		1,218,571		0.903551	(26,091)	1,192,480	1,991,868	Becker	
Big Stone	19,330,813		19,330,813	3,469,616	(74,248)	(1,588,363)	0	(110,333)		194,537					21,222,022	848,881	(36,013)	812,868	0.346582	484,142	220,301	484,142			(28,476)	455,666	704,443	Big Stone	
Clay	53,384,992		53,384,992	6,921,078	601,109	0	0	(98,961)		842,880					61,651,098	2,466,044	(233,085)	2,232,959	0.952066	1,329,947		1,329,947		0.986134	(28,476)	1,301,471	2,173,922	Clay	
Douglas	56,459,530		56,459,530	3,504,204	(496,202)	0	0	(1,251,572)		900,887	92,901				59,209,748	2,368,390	(197,589)	2,170,801	0.925563	1,292,924		1,292,924		0.958682	(27,683)	1,265,241	2,113,405	Douglas	
Grant	19,342,688		19,342,688	3,078,554	(84,754)	(174,983)	0	(2,637,716)		48,142					19,571,931	782,877	(

1997 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 1998 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	293.25	596.72	\$2,358,269
Cook	178.89	354.78	1,852,605
Itasca	647.67	1,293.94	5,133,204
Koochiching	248.02	495.74	3,287,664
Lake	224.24	438.08	2,957,978
Pine	472.77	945.54	4,810,770
St. Louis	1,378.88	2,756.15	16,491,422
District 1 Totals	3,443.72	6,880.95	36,891,912
Beltrami	466.35	932.70	3,274,387
Clearwater	326.28	651.36	1,342,189
Hubbard	324.22	648.44	1,665,918
Kittson	373.46	746.92	1,718,805
Lake of the Woods	194.81	389.62	2,026,104
Marshall	639.76	1,271.12	2,394,721
Norman	391.61	784.46	1,413,532
Pennington	258.69	510.66	867,022
Polk	806.73	1,609.46	4,431,772
Red Lake	185.93	370.86	1,303,848
Roseau	481.52	963.04	1,747,483
District 2 Totals	4,449.36	8,878.64	22,185,781
Aitkin	374.63	749.86	2,117,851
Benton	225.79	454.52	1,312,265
Cass	531.85	1,064.52	3,103,842
Crow Wing	371.18	741.96	2,085,846
Isanti	228.54	460.28	1,657,791
Kanabec	212.20	423.00	1,091,834
Mille Lacs	255.46	510.52	2,128,516
Morrison	444.58	892.36	2,264,459
Sherburne	215.59	432.54	672,307
Stearns	603.42	1,240.44	4,427,787
Todd	412.46	821.92	1,875,928
Wadena	228.42	456.84	1,284,099
Wright	401.60	806.24	4,548,535
District 3 Totals	4,505.72	9,055.00	28,571,060
Becker	465.74	931.48	1,991,868
Big Stone	208.36	416.72	1,176,672
Clay	399.06	798.24	2,173,922
Douglas	384.64	765.28	2,113,405
Grant	228.65	457.30	1,074,670
Mahnomen	194.81	389.62	1,265,904
Otter Tail	916.99	1,833.98	5,710,720
Pope	298.33	596.66	1,806,072
Stevens	243.52	487.04	976,735
Swift	329.46	658.92	1,392,438
Traverse	245.42	490.84	1,018,966
Wilkin	312.26	625.68	1,473,452
District 4 Totals	4,227.24	8,451.76	22,174,824

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Anoka	275.60	669.45	4,144,287
Carver	207.96	411.66	2,542,343
Hennepin	520.55	1,487.79	17,342,717
Scott	189.46	418.01	2,820,258
District 5 Totals	1,193.57	2,986.91	26,849,605
Dodge	249.23	498.46	1,366,576
Fillmore	411.51	823.02	4,339,861
Freeborn	446.95	896.34	2,966,672
Goodhue	326.69	653.38	2,801,123
Houston	249.90	499.80	2,924,879
Mower	373.66	749.48	2,856,091
Olmsted	320.37	690.86	3,051,568
Rice	278.79	559.86	2,344,891
Steele	292.16	587.72	2,257,677
Wabasha	273.76	547.52	2,486,379
Winona	315.76	628.18	2,719,843
District 6 Totals	3,538.78	7,134.62	30,115,560
Blue Earth	416.68	829.66	3,756,689
Brown	318.01	636.50	1,529,787
Cottonwood	318.59	637.18	1,645,327
Faribault	346.98	694.60	2,625,485
Jackson	370.69	741.38	2,311,207
Le Sueur	267.08	534.16	1,888,418
Martin	378.15	757.54	1,762,461
Nicollet	244.59	489.40	1,665,537
Nobles	345.49	693.04	2,198,698
Rock	261.31	522.62	1,506,774
Sibley	289.31	580.92	1,564,742
Waseca	250.05	500.10	1,573,662
Watonwan	235.18	470.36	1,353,586
District 7 Totals	4,042.11	8,087.46	25,382,373
Chippewa	244.36	488.72	1,334,088
Kandiyohi	421.78	846.32	2,992,920
Lac Qui Parle	362.91	726.08	1,384,145
Lincoln	253.40	506.80	1,116,246
Lyon	318.93	637.46	1,694,045
Mc Leod	253.20	506.40	1,740,406
Meeker	272.05	542.10	1,343,754
Murray	354.74	709.48	1,484,906
Pipestone	233.65	467.46	1,050,152
Redwood	385.54	771.56	2,465,237
Renville	446.19	892.38	3,153,471
Yellow Medicine	345.32	690.64	1,955,974
District 8 Totals	3,892.07	7,785.40	21,715,344
Chisago	233.34	466.88	2,369,608
Dakota	283.78	701.27	4,793,144
Ramsey	250.11	685.68	9,128,046
Washington	218.69	471.44	4,361,121
District 9 Totals	985.92	2,325.27	20,651,919
STATE TOTALS	30,278.49	61,586.01	\$234,538,378

Does not include 1997 T.H. Turnback Mileage

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1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Total Tentative 1998 C.S.A.H. Apportionment

The following tabulation lists a TENTATIVE 1998 Apportionment based on an estimate of \$280 million (same as 1997 apportionment). The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures.

Each county's tentative 1998 Lane Mile Apportionment has been computed using the 1997 CSAH Needs Study lane miles and is limited by the 1997 legislation which states that no county shall ever receive less in Lane Mile Apportionment than they received in Mileage Apportionment in 1996. Also, 1997 Trunk Highway Turnback Mileage is not included.

The Money Needs Apportionment is based on the actual 1997 25-year construction needs, however, these needs will be adjusted by 1997 turnback activity, construction fund balances as of 12/31/97, revision of the minor structure unit prices 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, 1998, by the Commissioner with the assistance of recommendations by your Screening Board.

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1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

COMPONENTS OF THE "TENTATIVE" 1998 CSAH APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total TENTATIVE 1998 CSAH Apportionment
Carlton	\$322,786	\$208,961	\$813,546	\$1,411,835	\$2,757,128
Cook	322,786	37,546	494,241	1,109,107	1,963,680
Itasca	322,786	323,088	1,789,558	3,073,117	5,508,549
Koochiching	322,786	111,403	686,075	1,968,240	3,088,504
Lake	322,786	77,199	620,349	1,770,865	2,791,199
Pine	322,786	162,260	1,306,841	2,880,084	4,671,971
St. Louis	322,786	1,248,235	3,794,751	9,872,990	15,238,762
District 1 Totals	2,259,502	2,168,692	9,505,361	22,086,238	36,019,793
Beltrami	322,786	202,615	1,289,387	1,960,291	3,775,079
Clearwater	322,786	55,547	902,462	803,534	2,084,329
Hubbard	322,786	117,413	897,034	997,342	2,334,575
Kittson	322,786	41,000	1,032,328	1,029,004	2,425,118
Lake of the Woods	322,786	30,301	538,504	1,212,976	2,104,567
Marshall	322,786	76,721	1,763,835	1,433,658	3,597,000
Norman	322,786	56,530	1,081,685	846,245	2,307,246
Pennington	322,786	86,578	719,398	519,064	1,647,826
Polk	322,786	197,869	2,228,679	2,653,188	5,402,522
Red Lake	322,786	31,845	512,615	780,580	1,647,826
Roseau	322,786	112,779	1,331,896	1,046,173	2,813,634
District 2 Totals	3,550,646	1,009,198	12,297,823	13,282,055	30,139,722
Aitkin	322,786	110,364	1,036,170	1,267,903	2,737,223
Benton	322,786	199,048	620,703	785,619	1,928,156
Cass	322,786	167,877	1,470,197	1,858,190	3,819,050
Crow Wing	322,786	350,834	1,025,647	1,248,742	2,948,009
Isanti	322,786	206,350	631,456	992,477	2,153,069
Kanabec	322,786	84,528	586,859	653,653	1,647,826
Mille Lacs	322,786	143,979	704,532	1,274,288	2,445,585
Morrison	322,786	218,004	1,228,922	1,355,673	3,125,385
Sherburne	322,786	341,033	595,962	402,493	1,662,274
Stearns	322,786	826,746	1,682,314	2,650,802	5,482,648
Todd	322,786	163,580	1,140,146	1,123,070	2,749,582
Wadena	322,786	91,156	627,281	768,757	1,809,980
Wright	322,786	551,146	1,112,168	2,723,091	4,709,191
District 3 Totals	4,196,218	3,454,645	12,462,357	17,104,758	37,217,978
Becker	322,786	195,594	1,289,136	1,192,480	2,999,996
Big Stone	322,786	44,595	576,002	704,443	1,647,826
Clay	322,786	257,600	1,107,909	1,301,471	2,989,766
Douglas	322,786	224,154	1,064,064	1,265,241	2,876,245
Grant	322,786	49,622	632,041	643,377	1,647,826
Mahnomen	322,786	28,672	538,504	757,864	1,647,826
Otter Tail	322,786	386,863	2,534,761	3,418,861	6,663,271
Pope	322,786	77,170	824,710	1,081,249	2,305,915
Stevens	322,786	66,078	674,216	584,746	1,647,826
Swift	322,786	78,434	910,730	833,617	2,145,567
Traverse	322,786	36,619	678,392	610,029	1,647,826
Wilkin	322,786	52,009	863,210	882,118	2,120,123
District 4 Totals	3,873,432	1,497,410	11,693,675	13,275,496	30,340,013

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

COMPONENTS OF THE "TENTATIVE" 1998 CSAH APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total TENTATIVE 1998 CSAH Apportionment
Anoka	\$322,786	\$1,613,110	\$802,141	\$2,481,078	\$5,219,115
Carver	322,786	343,841	574,750	1,522,035	2,763,412
Hennepin	322,786	5,719,125	1,719,382	10,382,638	18,143,931
Scott	322,786	451,762	546,687	1,688,416	3,009,651
District 5 Totals	1,291,144	8,127,838	3,642,960	16,074,167	29,136,109
Dodge	322,786	108,286	688,748	818,134	1,937,954
Fillmore	322,786	135,161	1,137,640	2,598,163	4,193,750
Freeborn	322,786	222,890	1,235,937	1,776,070	3,557,683
Goodhue	322,786	284,531	902,713	1,676,960	3,186,990
Houston	322,786	121,878	692,005	1,751,050	2,887,719
Mower	322,787	235,359	1,032,662	1,709,868	3,300,676
Olmsted	322,787	684,397	914,053	1,826,895	3,748,132
Rice	322,787	310,535	771,511	1,403,826	2,808,659
Steele	322,787	213,089	807,756	1,351,613	2,695,245
Wabasha	322,787	142,883	756,645	1,488,531	2,710,846
Winona	322,787	268,243	872,814	1,628,300	3,092,144
District 6 Totals	3,550,652	2,727,252	9,812,484	18,029,410	34,119,798
Blue Earth	322,787	328,480	1,152,589	2,249,033	4,052,889
Brown	322,787	196,802	879,078	915,844	2,314,511
Cottonwood	322,787	93,711	880,665	985,015	2,282,178
Faribault	322,787	124,433	958,668	1,571,810	2,977,698
Jackson	322,787	87,477	1,024,728	1,383,660	2,818,652
Le Sueur	322,787	175,571	739,107	1,130,547	2,368,012
Martin	322,787	166,444	1,045,273	1,055,140	2,589,644
Nicollet	322,787	165,265	676,304	997,114	2,161,470
Nobles	322,787	143,276	954,993	1,316,304	2,737,360
Rock	322,787	70,009	722,321	902,067	2,017,184
Sibley	322,787	108,707	799,739	936,771	2,168,004
Waseca	322,787	125,500	690,668	942,111	2,081,066
Watonwan	322,787	86,353	650,080	810,357	1,869,577
District 7 Totals	4,196,231	1,872,028	11,174,213	15,195,773	32,438,245
Chippewa	322,787	\$97,109	675,469	798,684	1,894,049
Kandiyohi	322,787	281,639	1,166,787	1,791,784	3,562,997
Lac Qui Parle	322,787	64,477	1,003,181	828,652	2,219,097
Lincoln	322,787	45,494	703,530	668,268	1,740,079
Lyon	322,787	174,532	881,584	1,014,181	2,393,084
Mc Leod	322,787	248,192	671,515	1,041,936	2,284,430
Meeker	322,787	158,132	752,052	804,471	2,037,442
Murray	322,787	72,593	980,632	888,975	2,264,987
Pipestone	322,787	70,009	646,405	628,699	1,667,900
Redwood	322,787	132,577	1,081,268	1,475,874	3,012,506
Renville	322,787	136,733	1,237,190	1,887,902	3,584,612
Yellow Medicine	322,787	88,347	954,325	1,170,991	2,536,450
District 8 Totals	3,873,444	1,569,834	10,753,938	13,000,417	29,197,633
Chisago	322,787	275,573	634,909	1,418,623	2,651,892
Dakota	322,787	1,747,372	876,649	2,869,532	5,816,340
Ramsey	322,787	2,596,894	793,833	5,464,726	9,178,240
Washington	322,787	1,035,681	599,049	2,610,891	4,568,408
District 9 Totals	1,291,148	5,655,520	2,904,440	12,363,772	22,214,880
STATE TOTALS	\$28,082,417	\$28,082,417	\$84,247,251	\$140,412,086	\$280,824,171



NOTES & COMMENTS

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1997 COUNTY SCREENING BOARD DATA OCTOBER, 1997

Comparison of the Actual 1997 to a TENTATIVE 1998 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 1997 C.S.A.H. Apportionment and what each county's 1998 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1998 C.S.A.H. road user fund would stay the same as 1997. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1998 Apportionment. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.

CSAH\WP51\BOOK\ACTUALTN.WP

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

Comparison of the Actual 1997 to the TENTATIVE 1998 C.S.A.H. Apportionment

County	Total 1997 CSAH Apportionment	Total TENTATIVE 1998 CSAH Apportionment	Increase or Decrease	% + or -
Carlton	\$2,814,772	\$2,757,128	(\$57,644)	-2.1%
Cook	1,990,020	1,963,680	(26,340)	-1.3%
Itasca	5,543,869	5,508,549	(35,320)	-0.6%
Koochiching	3,088,504	3,088,504	0	0.0%
Lake	2,774,434	2,791,199	16,765	0.6%
Pine	4,756,869	4,671,971	(84,898)	-1.8%
St. Louis	15,325,171	15,238,762	(86,409)	-0.6%
District 1 Totals	36,293,639	36,019,793	(273,846)	-0.8%
Beltrami	3,786,344	3,775,079	(11,265)	-0.3%
Clearwater	2,100,080	2,084,329	(15,751)	-0.8%
Hubbard	2,337,793	2,334,575	(3,218)	-0.1%
Kittson	2,460,945	2,425,118	(35,827)	-1.5%
Lake of the Woods	2,104,567	2,104,567	0	0.0%
Marshall	3,816,684	3,597,000	(219,684)	-5.8%
Norman	2,348,247	2,307,246	(41,001)	-1.8%
Pennington	1,647,826	1,647,826	0	0.0%
Polk	5,363,105	5,402,522	39,417	0.7%
Red Lake	1,647,826	1,647,826	0	0.0%
Roseau	2,797,673	2,813,634	15,961	0.6%
District 2 Totals	30,411,090	30,139,722	(271,368)	-0.9%
Aitkin	2,747,362	2,737,223	(10,139)	-0.4%
Benton	1,947,393	1,928,156	(19,237)	-1.0%
Cass	3,811,405	3,819,050	7,645	0.2%
Crow Wing	2,901,813	2,948,009	46,196	1.6%
Isanti	2,127,985	2,153,069	25,084	1.2%
Kanabec	1,647,826	1,647,826	0	0.0%
Mille Lacs	2,453,610	2,445,585	(8,025)	-0.3%
Morrison	3,171,111	3,125,385	(45,726)	-1.4%
Sherburne	1,647,826	1,662,274	14,448	0.9%
Stearns	5,305,908	5,482,648	176,740	3.3%
Todd	2,696,308	2,749,582	53,274	2.0%
Wadena	1,869,449	1,809,980	(59,469)	-3.2%
Wright	4,660,368	4,709,191	48,823	1.1%
District 3 Totals	36,988,364	37,217,978	229,614	0.6%
Becker	2,993,315	2,999,996	6,681	0.2%
Big Stone	1,647,826	1,647,826	0	0.0%
Clay	3,134,590	2,989,766	(144,824)	-4.6%
Douglas	2,856,778	2,876,245	19,467	0.7%
Grant	1,647,826	1,647,826	0	0.0%
Mahnomen	1,647,826	1,647,826	0	0.0%
Otter Tail	6,470,133	6,663,271	193,138	3.0%
Pope	2,290,437	2,305,915	15,478	0.7%
Stevens	1,647,826	1,647,826	0	0.0%
Swift	2,154,284	2,145,567	(8,717)	-0.4%
Traverse	1,647,826	1,647,826	0	0.0%
Wilkin	2,199,761	2,120,123	(79,638)	-3.6%
District 4 Totals	30,338,428	30,340,013	1,585	0.0%

1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

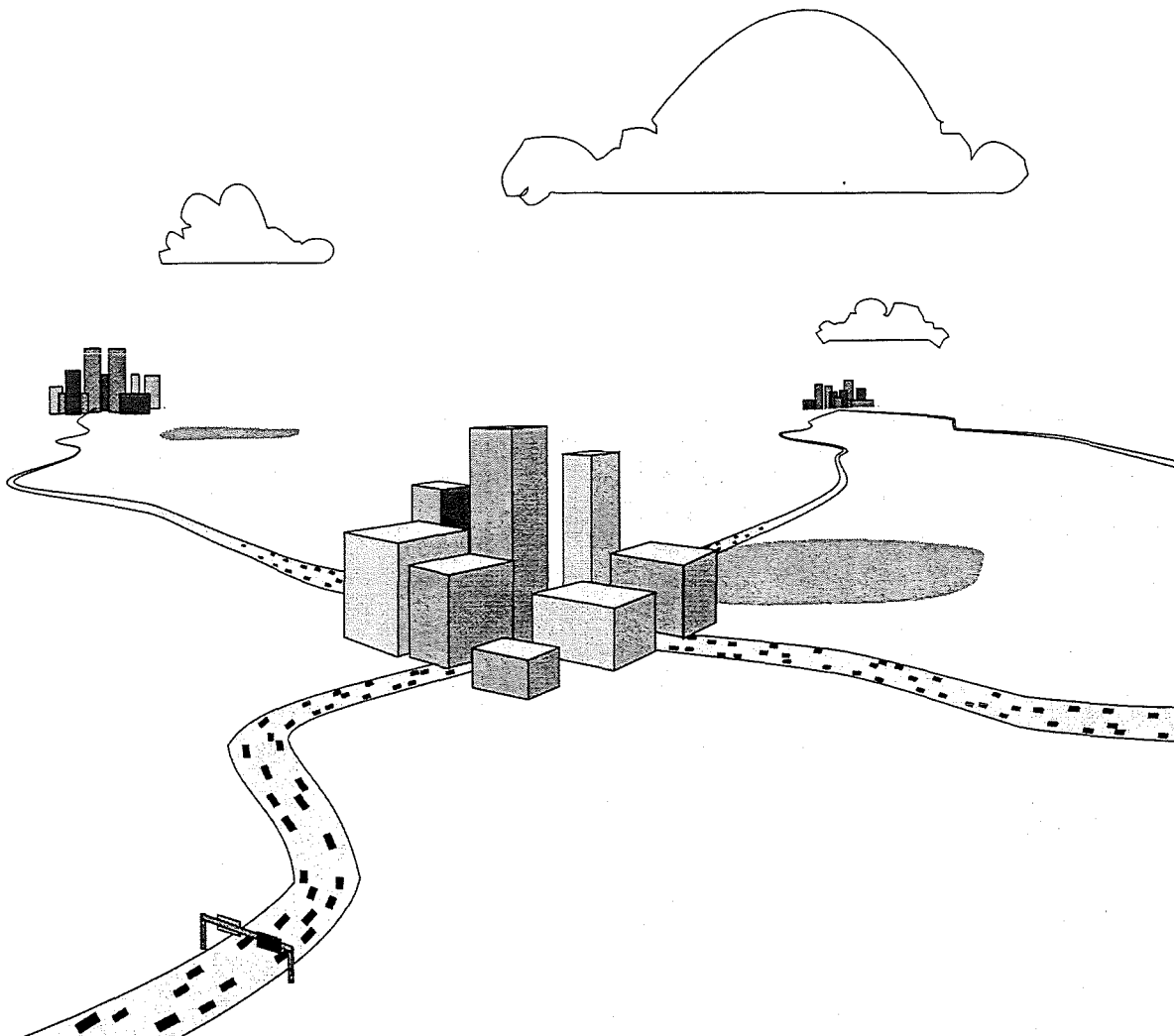
Comparison of the Actual 1997 to the TENTATIVE 1998 C.S.A.H. Apportionment

County	Total 1997 CSAH Apportionment	Total TENTATIVE 1998 CSAH Apportionment	Increase or Decrease	% + or -
Anoka	\$5,260,948	\$5,219,115	(\$41,833)	-0.8%
Carver	2,751,381	2,763,412	12,031	0.4%
Hennepin	18,259,765	18,143,931	(115,834)	-0.6%
Scott	3,052,022	3,009,651	(42,371)	-1.4%
District 5 Totals	29,324,116	29,136,109	(188,007)	-0.6%
Dodge	1,925,314	1,937,954	12,640	0.7%
Fillmore	4,173,250	4,193,750	20,500	0.5%
Freeborn	3,458,574	3,557,683	99,109	2.9%
Goodhue	3,185,655	3,186,990	1,335	0.0%
Houston	2,805,633	2,887,719	82,086	2.9%
Mower	3,300,769	3,300,676	(93)	0.0%
Olmsted	3,767,496	3,748,132	(19,364)	-0.5%
Rice	2,933,353	2,808,659	(124,694)	-4.3%
Steele	2,536,662	2,695,245	158,583	6.3%
Wabasha	2,661,134	2,710,846	49,712	1.9%
Winona	3,158,261	3,092,144	(66,117)	-2.1%
District 6 Totals	33,906,101	34,119,798	213,697	0.6%
Blue Earth	4,001,168	4,052,889	51,721	1.3%
Brown	2,277,242	2,314,511	37,269	1.6%
Cottonwood	2,297,734	2,282,178	(15,556)	-0.7%
Faribault	2,994,348	2,977,698	(16,650)	-0.6%
Jackson	2,822,452	2,818,652	(3,800)	-0.1%
Le Sueur	2,402,093	2,368,012	(34,081)	-1.4%
Martin	2,611,505	2,589,644	(21,861)	-0.8%
Nicollet	2,126,916	2,161,470	34,554	1.6%
Nobles	2,805,761	2,737,360	(68,401)	-2.4%
Rock	2,017,916	2,017,184	(732)	-0.0%
Sibley	2,186,804	2,168,004	(18,800)	-0.9%
Waseca	2,208,844	2,081,066	(127,778)	-5.8%
Watsonwan	1,877,889	1,869,577	(8,312)	-0.4%
District 7 Totals	32,630,672	32,438,245	(192,427)	-0.6%
Chippewa	1,857,012	1,894,049	37,037	2.0%
Kandiyohi	3,443,036	3,562,997	119,961	3.5%
Lac Qui Parle	2,259,283	2,219,097	(40,186)	-1.8%
Lincoln	1,734,343	1,740,079	5,736	0.3%
Lyon	2,451,651	2,393,084	(58,567)	-2.4%
Mc Leod	2,274,347	2,284,430	10,083	0.4%
Meeker	2,008,848	2,037,442	28,594	1.4%
Murray	2,259,384	2,264,987	5,603	0.3%
Pipestone	1,653,599	1,667,900	14,301	0.9%
Redwood	3,132,075	3,012,506	(119,569)	-3.8%
Renville	3,532,804	3,584,612	51,808	1.5%
Yellow Medicine	2,494,286	2,536,450	42,164	1.7%
District 8 Totals	29,100,668	29,197,633	96,965	0.3%
Chisago	2,576,277	2,651,892	75,615	2.9%
Dakota	5,853,365	5,816,340	(37,025)	-0.6%
Ramsey	9,280,376	9,178,240	(102,136)	-1.1%
Washington	4,121,075	4,568,408	447,333	10.9%
District 9 Totals	21,831,093	22,214,880	383,787	1.8%
- 68 - STATE TOTALS	\$280,824,171	\$280,824,171	\$0	0.0%

* * * * *

MILEAGE REQUESTS

* * * * *



1997 COUNTY SCREENING BOARD DATA

October, 1997

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.*

1997 COUNTY SCREENING BOARD DATA

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October, 1997

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	1997	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

[illegible]

1997 COUNTY SCREENING BOARD DATA

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October, 1997

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	1997	Total Miles To Date	County
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
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 Medicine
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	0.00	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.

1997 COUNTY SCREENING BOARD DATA

October, 1997
"BANKED" CSAH MILEAGE

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

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

The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before October 1, 1997 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	5.00	1993 & 1997
Clearwater	0.60	1997
Dakota	6.78	1994 & 1996
Dodge	0.07	1994
Douglas	1.90	1992
Faribault	2.54	1993
Hennepin	4.04	1994 & 1996
Hubbard	0.30	1996
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.20	1993
Koochiching	0.25	1994 & 1995
Lincoln	1.10	1996
McLeod	0.30	1997
Mille Lacs	1.10	1992
Nicollet	1.20	1993
Nobles	0.21	1997
Norman	1.00	1997
Olmsted	0.43	1997
Pennington	1.65	1995
Pipestone	0.10	1996
Polk	1.50	1997
Pope	0.40	1992
Ramsey	1.32	1995 & 1996
Red Lake	0.50	1994
Redwood	0.20	1995
Renville	2.65	1992, 96 & 97
Rice	0.90	1994
Rock	1.60	1993
Roseau	0.80	1991
St. Louis	0.76	1996
Sibley	0.01	1995
Stearns	1.07	1992 & 1997
Wabasha	0.33	1993
Waseca	0.01	1995
Wadena	0.07	1991 & 1994
Wright	1.67	1992, 93 & 97
Yellow Medicine	0.68	1993 & 1995
Total	47.47	

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

MJC000123\FILE_123\BANKED97.WK3

MINNESOTA DEPARTMENT OF TRANSPORTATION
METROPOLITAN DIVISION

REQUEST FOR SYSTEM REVISION

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

COUNTY OF ANOKA

FROM: ROBERT BROWN, DISTRICT STATE AID ENGINEER

REQUEST DATE JULY 28, 1997

#	NEW?	CSAH #	ROAD NAME	FROM	TO
1					
2			THIS IS A REQUEST TO ADD 8.25 MILES (2 ROUTES) TO THEIR SYSTEM (275.59 Mi.)		
3			THEY ARE EXTENSIONS TO EXISTING CSAH ROUTES (7 & 52)		
4			INTO FAST DEVELOPING AREAS.		
5			SCREENING BOARD APPROVAL REQUIRED.		
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 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

MANAGER C.S.A.H. NEEDS UNIT

RECOMMENDED FOR ~~DENIAL~~ - APPROVAL

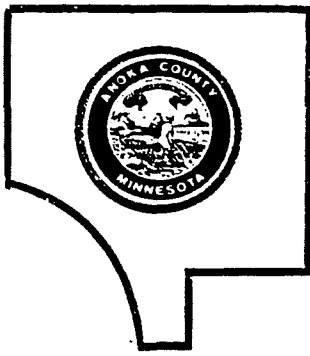
RECOMMENDED FOR DENIAL - APPROVAL

DATE 9-28-97

DATE _____

STATE AID ENGINEER

DENIED ---- APPROVED _____ DATE _____



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD NW, ANDOVER, MINNESOTA 55304

(612) 754-3520

FAX (612) 754-3532

JON G. OLSON, PE
County Engineer

REVISED

September 8, 1997

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

RE: CSAH Mileage Request

Dear Mr. Brown:

During the 1995 Fall Screening Board Meeting approximately 18 miles of additional State Aid Highway were allotted for Anoka County. However, the County Board feels that while several segments of roadway were added to this system, two segments in particular warrant addition as a County State Aid Highway mileage and are requesting that these segments be revisited as potential candidates for addition to the County State Aid Highway System in Anoka County. Each of these segments are discussed in detail in the following narrative and illustrated on the attached maps.

Segment 1:

This segment is the northerly extension of CSAH 7 (7th Avenue N) from CSAH 22 to CSAH 24 in the City of St. Francis. This roadway is classified as a Major Collector and parallels TH 47 at a distance of approximately 1.5 miles East for its entire length. This highway section is 4.01 miles in length, and is connected to CSAH 7 and CSAH 22 on the South, CSAH 24 on the North. The traffic volume on this segment of roadway is 3,489 VPD in the south end and 3,347 VPD on the north end. This represents a 10.4% and 19.5 increase in traffic on the south and north ends respectively since 1994.

The bridge over Seelye Brook was reconstructed to a 40 foot wide bridge in 1984. The remainder of this roadway is currently being reconstructed and will be a 40 foot roadway with 8 foot paved shoulders. The 2.35 mile segment south of this section was added to the CSAH System in 1995.

Segment 2:

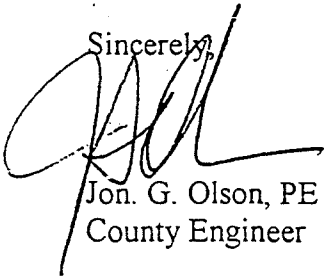
Segment 2 is the northerly extension of CSAH 52 (Radisson Road). This segment will begin at County State Aid Highway Number 12 (109th Avenue NE) and extend northward across County State Aid Highway Number 14 (Main Street) to CSAH 116 (Bunker Lake Boulevard) which was added to the CSAH System in 1995. This section of roadways is 4.242 miles in length and is a

Minor Arterial A route serving as a reliever to TH 65. Traffic is controlled by an all-way stop at the north end of the proposed segment and by signal systems at CSAH 12 and CSAH 14.

The section of CR 52 is a four-lane undivided rural section from CSAH 12 to ½ mile north. From ½ mile north of CSAH 12 to CSAH 116, CR 52 is a rural two lane section with a surface width of 30 feet with the exception of the intersection of CSAH 14 which was realigned and widened during the summer of 1995. The traffic volumes of CR 52 are 6,248 on the south end of the section and 3,340 at its intersection with CSAH 116. The average increase in traffic volume is 38.9% since 1994 counts.

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

Sincerely,

A handwritten signature in black ink, appearing to be 'J. Olson', written over the typed name.

Jon. G. Olson, PE
County Engineer

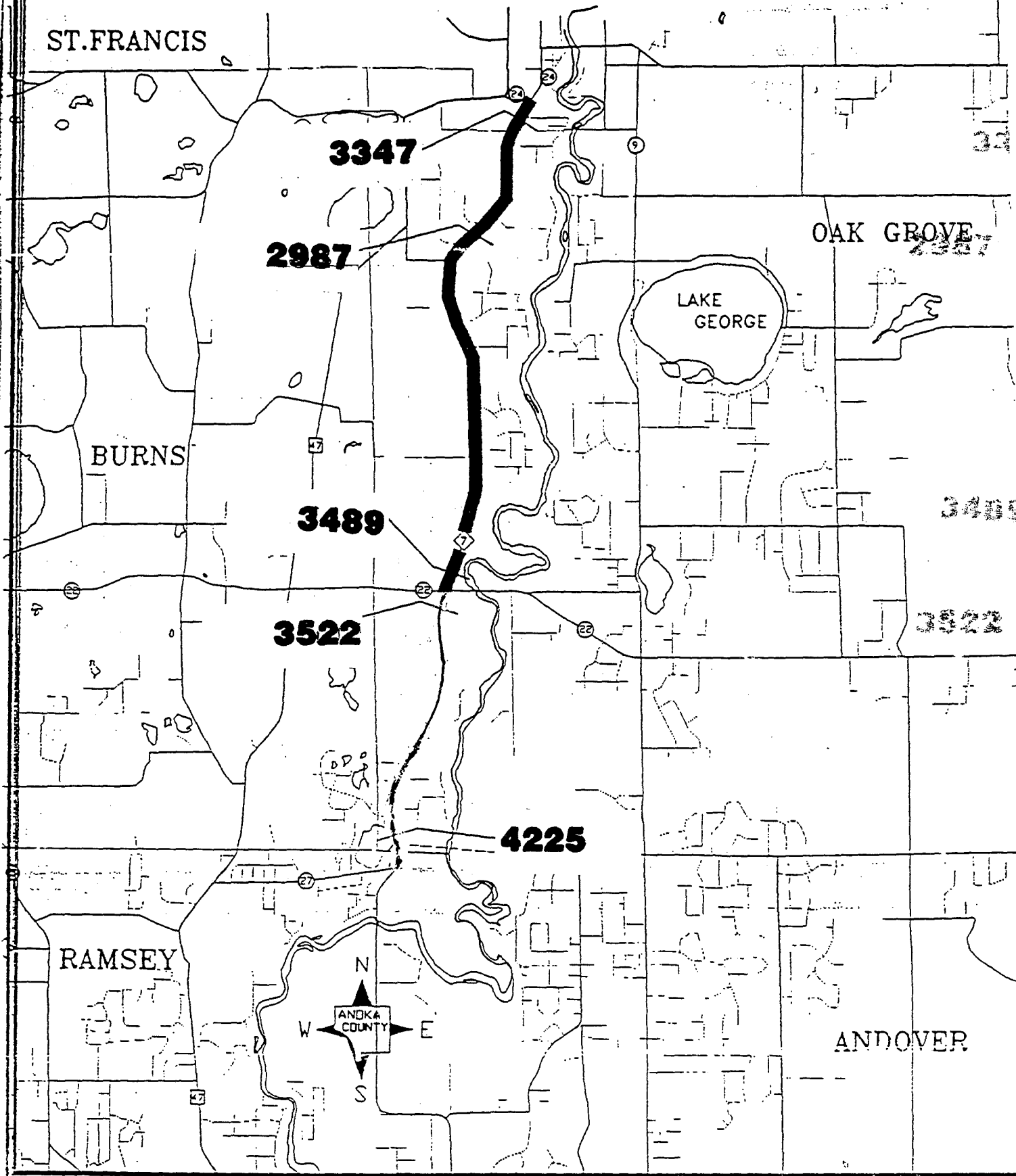
xc: Ken Hoeschen

xc: Jane Pemble, Traffic Engineer

xc: Doug Fischer, Assistant County Engineer

dmh/6CSAHMILEAGE

HIGHWAY SEGMENT ①
CR 7 (RUM RIVER BLVD) FROM CSAH 22 TO CSAH 24



HIGHWAY SEGMENT ②
CR 52 (RADISSON RD) FROM CSAH 12 TO CR 116

HAM LAKE

3340

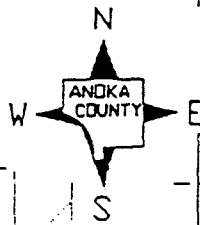
COON
RAPIDS

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BLAINE

6248



MILEAGE SUBCOMMITTEE REPORT

to the

COUNTY STATE AID HIGHWAY SCREENING BOARD

Date: September 15, 1997

Subcommittee: David Robley, Douglas County, Chair
Paul Kirkwold, Ramsey County
Alan Goodman, Lake County



Request: Anoka County

The mileage subcommittee completed a field review of Anoka County's request on September 8, 1997. Others in attendance included Jon Olson, Anoka County Engineer; Bob Brown, Metro District State Aid Engineer; and Ken Hoeschen, CSAH Needs Unit Manager. Subsequent discussion by the subcommittee resulted in the following recommendations.

Segment 1

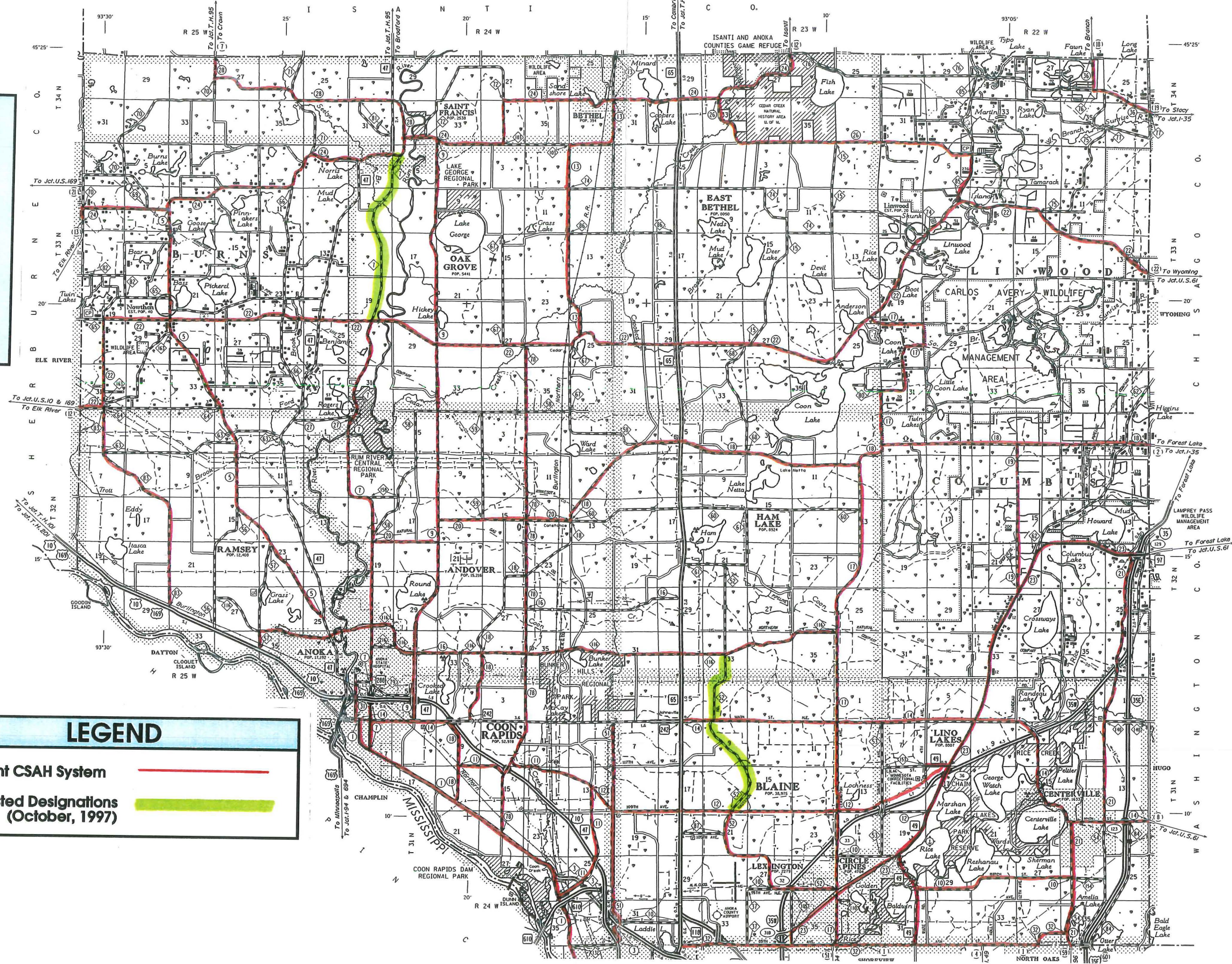
CR 7 between CSAH 22 and CSAH 24 is functionally classified as a Major Collector and is 4.01 miles in length. This segment is the northerly extension of CSAH 7 and has experienced a 39% increase in traffic since 1994. This segment was reconstructed to a 24 foot wide surface with 8 foot paved shoulders in 1997. Although this roadway parallels TH 47, it is a continuous route between the City of Anoka and the City of St. Francis, and this segment has an ADT of 3500 as compared to 3800 on TH 47. The mileage subcommittee recommends approval of this segment.

Segment 2

CR 52 between CSAH 12 and CSAH 116 is functionally classified as a Minor Arterial and is 4.24 miles in length. This segment has an ADT ranging from 6248 on the south to 3340 on the north and serves traffic that would otherwise use TH 65. This roadway also serves traffic to and from the National Sports Center in Blaine. The mileage subcommittee recommends approval of this segment.

As part of the subcommittee's review, Anoka County's State Aid System was reviewed for possible segments to be removed. There were three roadways found on the system that are functionally classified "Local". CSAH 30 between TH 47 and TH 288, CSAH 31 between Main St. and TH 288 in Anoka, and CSAH 23 between CSAH 32 and CR 105 in Blaine. The mileage subcommittee strongly recommends Anoka County pursue removing CSAH 30 and CSAH 31 from the State Aid System. The mileage subcommittee also recommends the functional classification of CSAH 23 be reviewed.

ANOKA CO.
Fig. B



LEGEND

Present CSAH System

Requested Designations (October, 1997)

1997 COUNTY SCREENING BOARD DATA

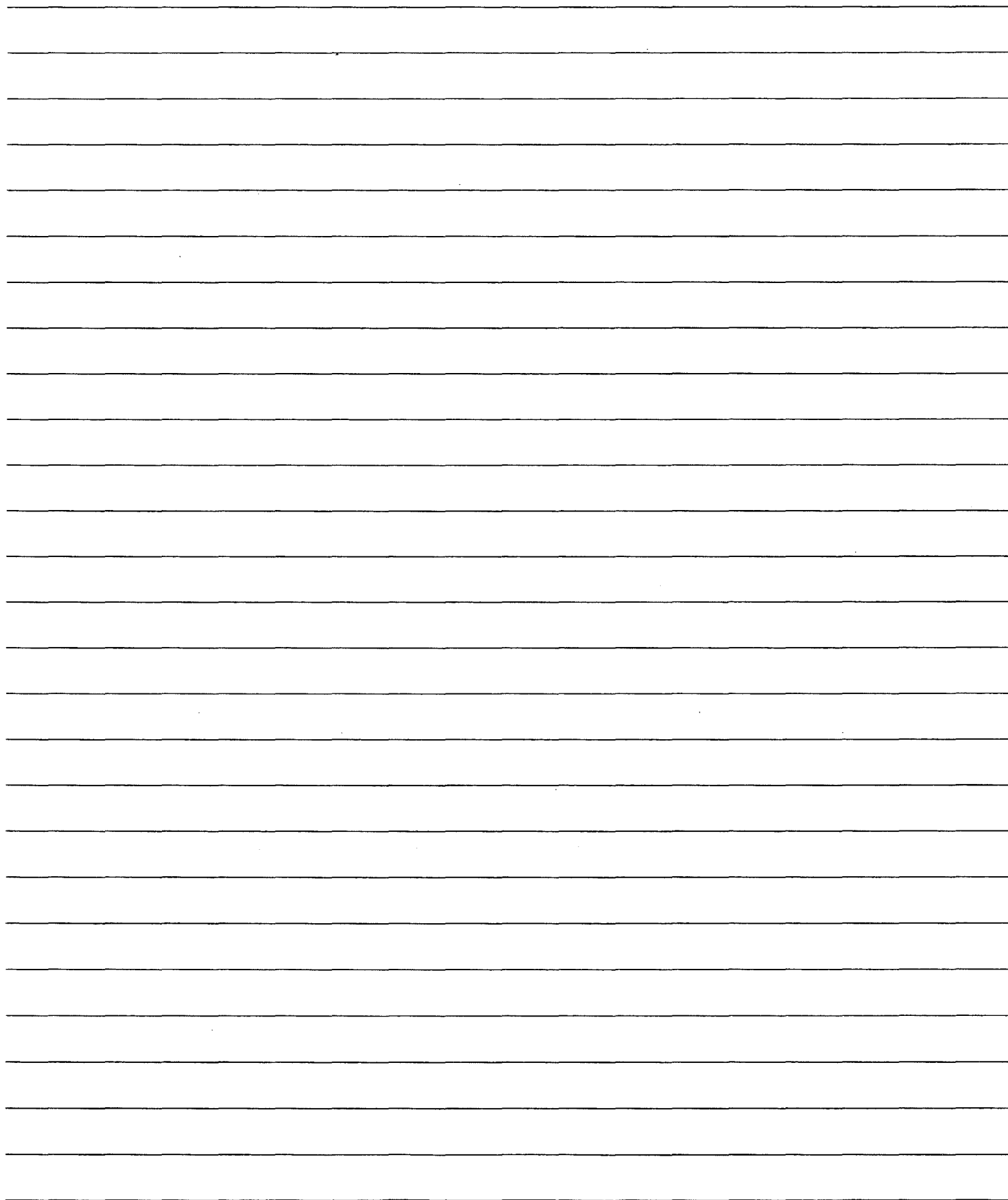
OCTOBER, 1997

HISTORICAL DOCUMENTATION FOR THE WASHINGTON COUNTY C.S.A.H. MILEAGE REQUEST

Washington County CSAH Mileage (1/96)	201.54
Requested Revocations (6/96)	(12.34)
Requested Additions (6/96)	36.30
Screening Board Denial of CSAH 15 addition (6/96)	(3.00)
Screening Board Recommendation to Revoke CSAH 34 (6/96)	(1.23)
Banked Mileage (6/96)	(1.21)
TOTAL	220.06*

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	201.54	201.54
06/1996	Banked Mileage	(1.21)	201.54	200.33
01/08/97	Rev. 33, Ext. 5, 8, 13, 17, 19 & 24	17.30	200.33	217.63
09/15/97	Revoke Portion 36	(1.17)	217.63	216.46

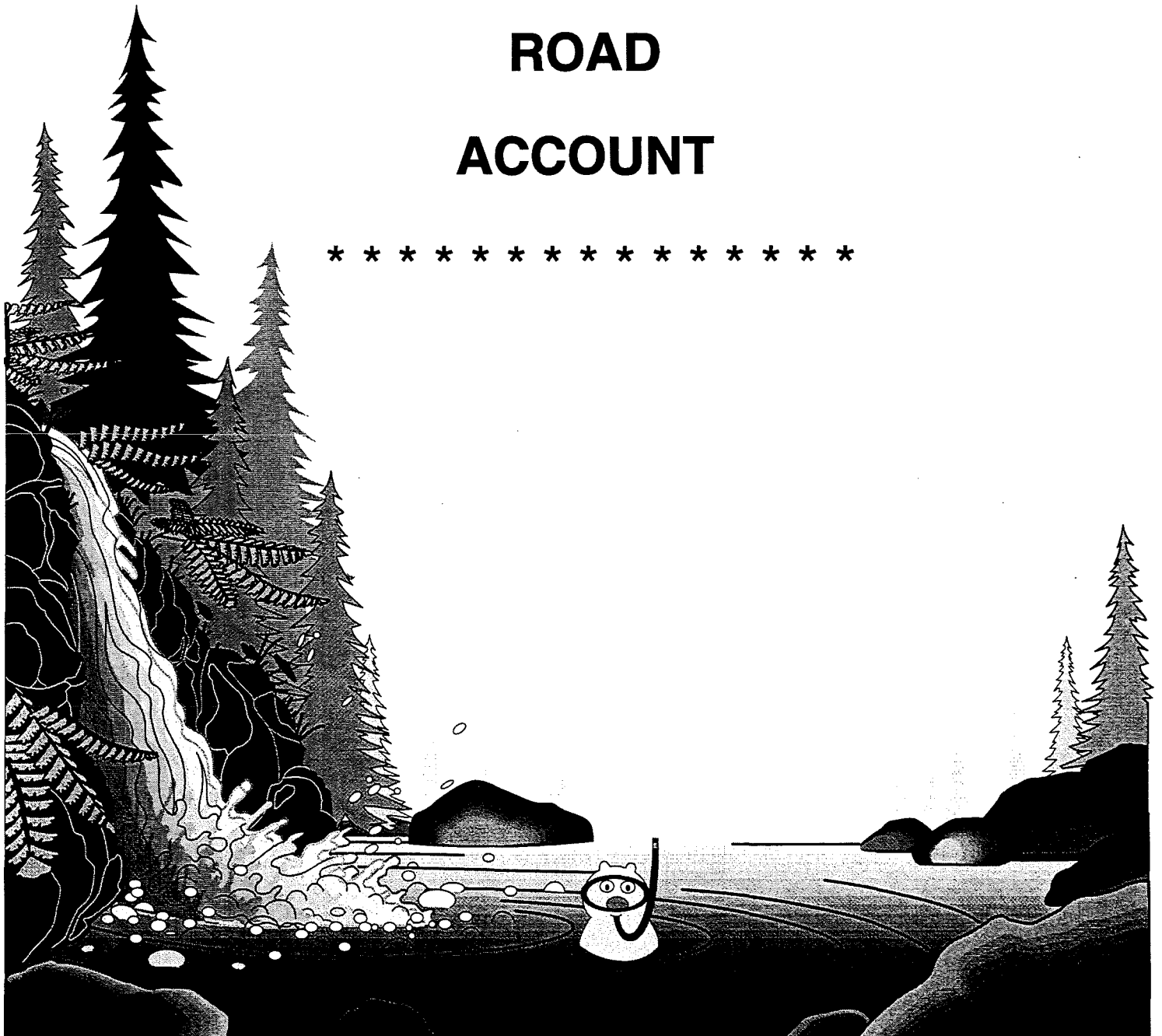
* Screening Board directed that at no time may Washington County's CSAH mileage exceed this total (due to revisions made by this Mileage Request)



* * * * *

STATE PARK ROAD ACCOUNT

* * * * *



1997 COUNTY SCREENING BOARD DATA

October, 1997

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__

July 30, 1997

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

Dear Julie:

On March 6, 1997, the DNR sent MN DOT a state park road account allocation letter setting up \$300,000 for Douglas County to initiate improvement to County Road 62, which provides access to Lake Carlos State Park.

This allocation should be broken down to allow for \$240,000 of the improvements to County Road 62, and \$60,000 for improvements to CSAH 38 which is the Lake Carlos State Park entrance road. We would also request that the CSAH 38 portion of the project be reviewed by the State Aid Survey Board at the October meeting.

I have discussed this with Dave Robley, Douglas County Engineer, and he will be sending you a letter regarding the Screening Board approval.

Yours truly,

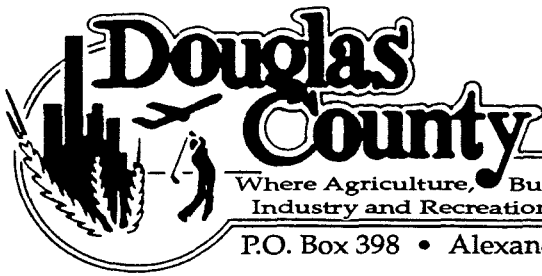
A handwritten signature in dark ink, appearing to read 'John Strohkirch', is written over a horizontal line.

John Strohkirch
Development & Acquisition Manager
State Parks

JS/mas

c: David Robely
SAU 302





Where Agriculture, Business,
Industry and Recreation Meet

DEPARTMENT OF PUBLIC WORKS

P.O. Box 398 • Alexandria, Minnesota 56308 • 320/763-6001 • Fax 320/763-7955

September 3, 1997

Patrick B. Murphy, State Aid Engineer
Mn DOT
Transportation Bldg Rm 420 MS 500
395 John Ireland Blvd
St Paul MN 55155

Re: **State Park Road Account Project**
CSAH 38 at Lake Carlos State Park Entrance

Dear Mr. Murphy:

The Minnesota Department of Natural Resources has allocated \$60,000 for improvement to CSAH 38 at the entrance of Lake Carlos State Park. This project is being coordinated with other work in the area including a shoulder widening enhancement project on CSAH 38 and a State Park Road Account project on CR 62.

The proposed project will provide a paved shoulder to increase available parking for motorists entering the park and provide an improved turn around. Engineering will be provided by Douglas County and the DNR and plans will be submitted to State Aid for review.

Please add this project to the agenda for the October Screening Board meeting for review. Thank you.

Sincerely,

David M. Robley, P.E.
Public Works Director/
Highway Engineer

DMR/kkl

cc: Julie Skallman, Assistant State Aid Engineer
Tallack G. Johnson, District State Aid Engineer
John Strohkirch, State Parks Development & Acquisition Mgr.

David M. Robley, P.E.
County Highway Engineer/
Public Works Director

Scott G. Green
Assistant Public
Works Director

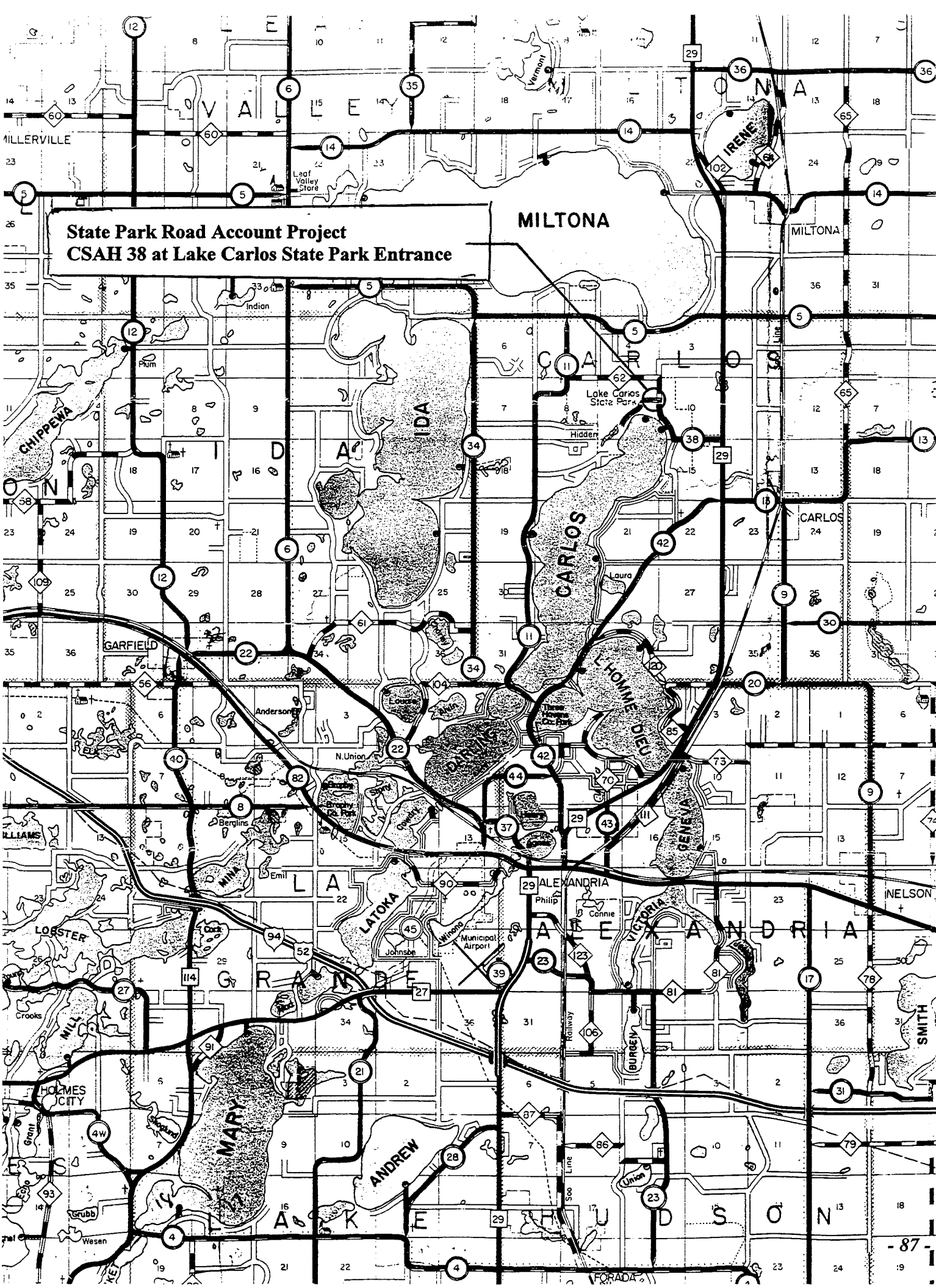
Ronald R. Brezina
Administrative
Assistant

DuWayne M. Nelson
Maintenance
Superintendent

Gary Hopko, LS
County Surveyor

Tom E. Anderson
Drainage/Ag.
Inspector

Donald "Al" Lieff
County Park
Superintendent



State Park Road Account Project
CSAH 38 at Lake Carlos State Park Entrance

MILTONA

MILTONA

CARLOS

CARLOS

L'HOMME DIEU

RENEVEA

ALEXANDRIA

ALEXANDRIA

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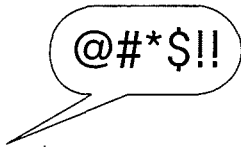
ALEXANDRIA

ALEXANDRIA

ALEXANDRIA



NOTES & COMMENTS



Handwriting practice lines consisting of 20 horizontal lines.



August 25, 1997

Minnesota Department of Natural Resources

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

Mr. Dale Wegner Jr.
Pope County Highway Department
114 West Minnesota Avenue
Glenwood, MN 56334

Dear Mr. Wegner:

Thank you for your application for funding from the State Park Road Account for the entrance road improvements at Glacial Lakes State Park. We will plan on funding this project for \$35,000 out of the 1998 road account appropriation. These funds will be available in late January of 1998.

As per Minnesota Statute this project needs to be reviewed by the State Aid Screening Board. I have forwarded a copy of your letter and project information to the Minnesota Department Office of State Aid so they can place your project on their agenda for the next State Aid Screening Board meeting.

Should you have any questions please give me a call at 612-296-8289.

Yours truly,

A handwritten signature in cursive script, appearing to read 'John Strohkirch', is written over a horizontal line.

John Strohkirch
Development & Acquisition Manager
State Parks

JS/mas

c: Victor Vathauer
John Winter
Julie Skallman
SAU 306





TERRACE MILL

**POPE COUNTY
HIGHWAY DEPARTMENT**

114 West Minnesota Ave.
Glenwood, Minnesota 56334



Dale D. Wegner, Jr., County Engineer

Office (612) 634-4561
Fax (612) 634-4388

P. AND A. RECREATION

August 13, 1997

Mr. John Strohkirch
Development & Acquisition Manager
MN Dept. of Natural Resources
500 Lafayette Road
St. Paul, MN 55155

RE: CSAH 41 in Glacial Lakes State Park

Dear Mr. Strohkirch:


I was ask to look at CSAH 41 which lies within Glacial Lakes State Park by Victor Vathauer, Park Manager. This section of highway is in need of a maintenance overlay as soon as possible and we would like to include this project with next years paving contract. We will need funding from the State Park Road Account to complete this project next year.

CSAH 41 has a current ADT of 155 vehicles per day and was constructed in 1970 and is approximately 0.7 mile long. The surface width is 22' and there are 3' shoulders on this section of highway. The bituminous surface is breaking down and has many cracks and surface deflections.

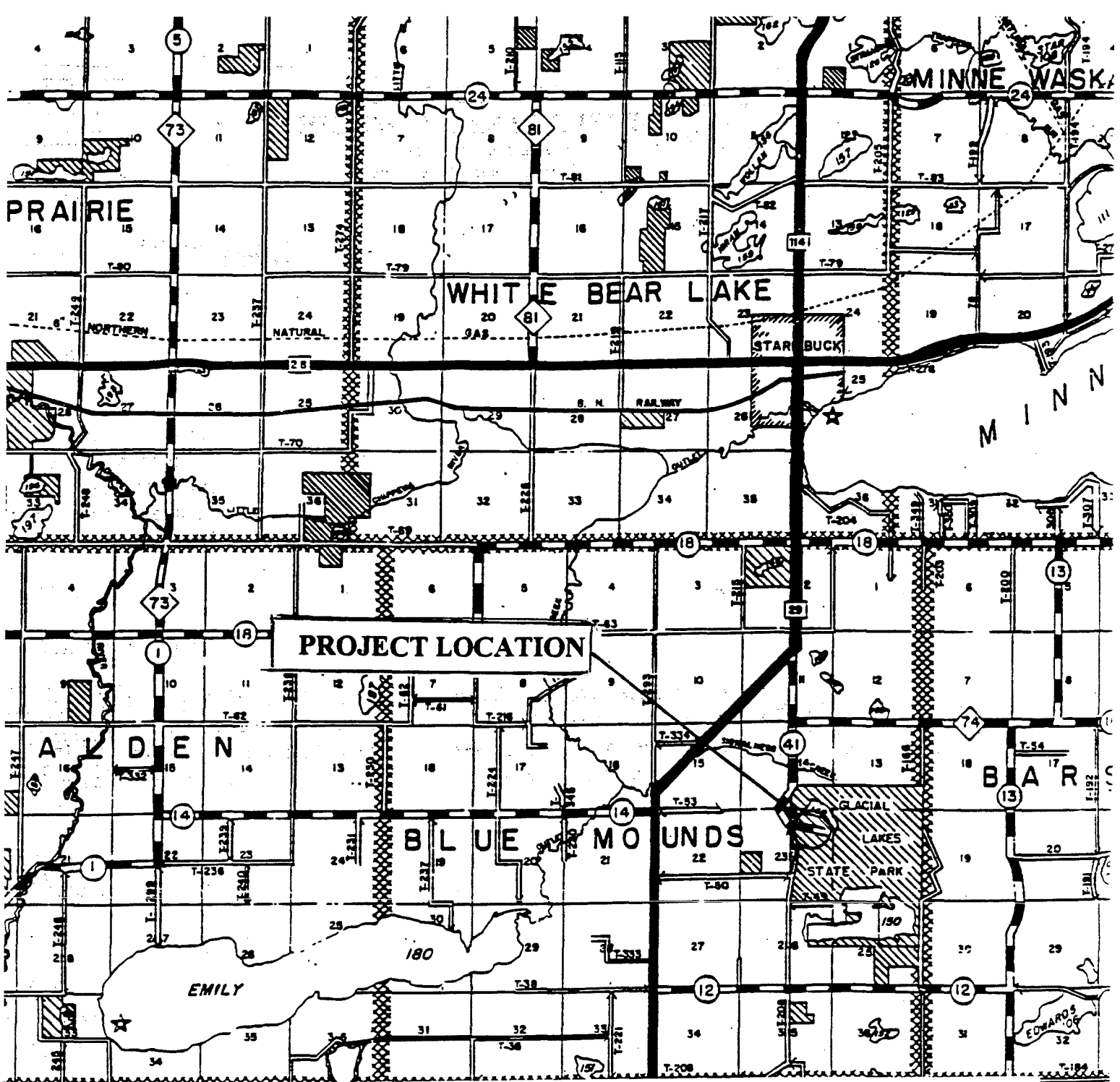
Enclosed you will find a project location map and cost estimate for the project. The \$35,000 project would include an 1/2 inch leveling course, 1 1/2 inch overlay, shouldering & striping. Pope County will do all the engineering and construction inspection for the project.

Please call if you have any questions or need additional information.

Sincerely,


Dale D. Wegner, Jr.
County Engineer


cc: Victor Vathauer ✓



ENGINEERS ESTIMATE

PROJECT CSAH 41 OVERLAY

ITEM NO.	ITEM	UNIT	8/6/97		PRICE	COST
			QUANTITY			
2221.5	AGG. SHOULDERING, CL. 5 (1 M. TON		200.00		6.50	1,300.00
2340.51	TYPE 31 WEAR. CORS. MIX	M. TON	750.00		25.00	18,750.00
2340.51	TYPE 31 LEVELING COURSE	M. TON	250.00		26.00	6,500.00
2357.5	BIT. MAT. FOR TACK	LITER	1,510.00		0.25	377.50
563.601	TRAFFIC CONTROL	L.S.	1.00		500.00	500.00
564.603	100mm SOLID, YELLOW	METER	2,260.00		1.00	2,260.00
564.603	100mm SOLID, WHITE	METER	2,260.00		1.00	2,260.00
2580.5	TEMP. LANE MARKING	METER	180.00		1.50	270.00
						\$32,217.50

[illegible]



Diane Gould

* * * * *

REFERENCE MATERIAL

* * * * *



1997 COUNTY SCREENING BOARD DATA

OCTOBER, 1997

C.S.A.H. 20-Year Traffic Projection Factors (For Use in the 1997 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1997 Needs Study.

For those counties whose traffic was counted in 1996, two factors are shown. The first factor is the one used in the 1996 Needs Study and the second one was computed using 1996 traffic and has been used for the 1997 Needs Study.

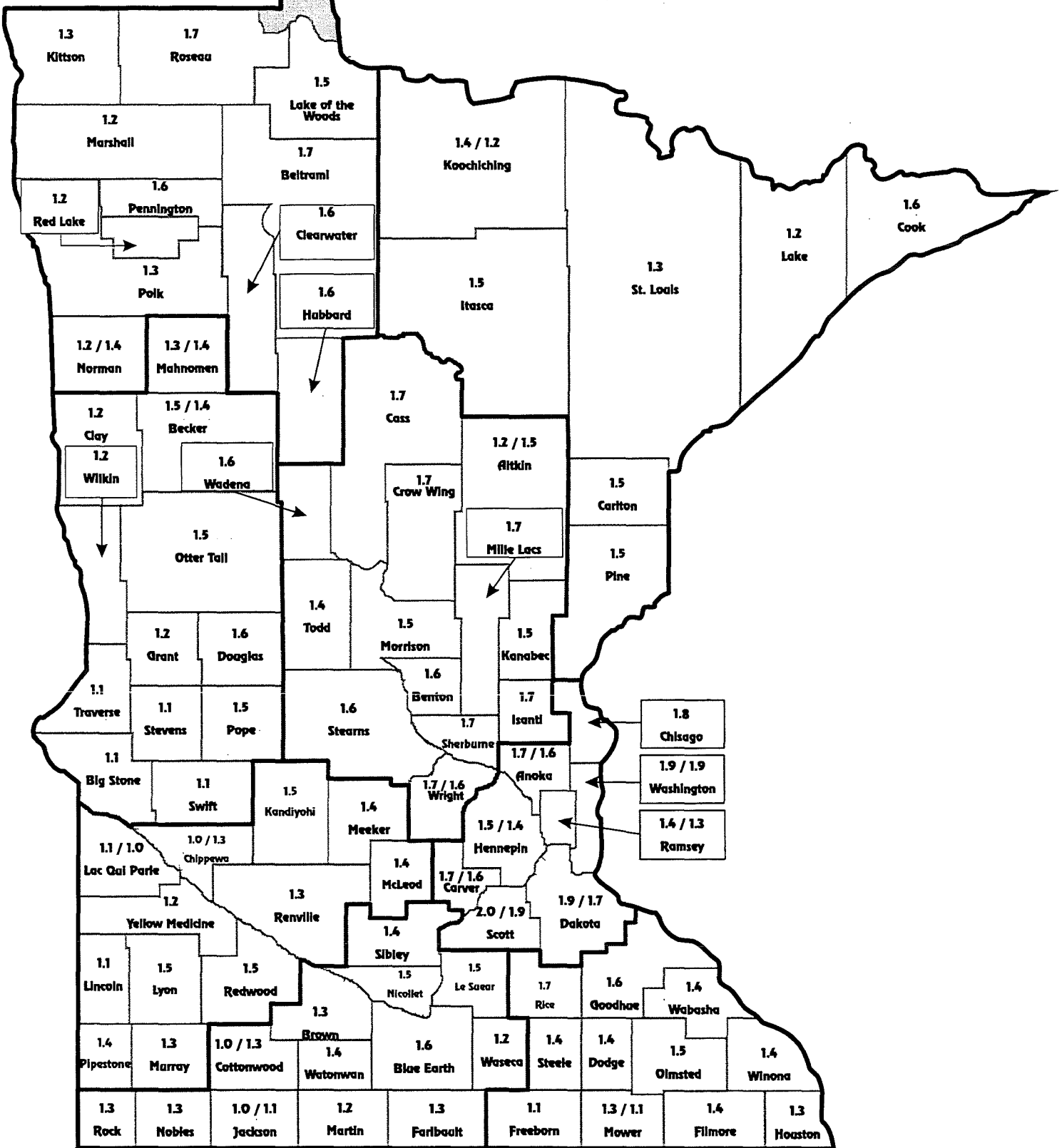
The resolution on traffic projection factors limits the change in factors to a decrease of 0.3 from one traffic count interval to the next.

The following counties were counted in 1996.

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



1997 COUNTY SCREENING BOARD DATA **OCTOBER, 1997** **CSAH 20-YEAR TRAFFIC PROJECTION FACTORS** **(FOR USE IN THE 1997 NEEDS STUDY)**



Old and new factors are shown for those counties whose traffic was counted in 1996.

1997 County Screening Board Data

October, 1997

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
Total 1996 Advance/Prepaid in 1997 - \$13,526,279

1997 SUMMARY TO DATE

County	Resolution \$'s	\$'s Actually Reserved
Anoka	\$3,200,000	\$2,940,717
Becker	1,200,000	1,200,000
Chippewa	1,000,000	1,000,000
Cook	850,000	850,000
Cottonwood	400,000	400,000
Dodge	1,000,000	1,000,000
Fillmore	2,203,476	1,859,213
Hubbard	1,331,000	1,331,000
Itasca	2,061,829	2,061,829
Jackson	147,656	147,656
Lake of the Woods	250,000	217,236
Olmsted	2,181,707	2,176,859
Pope	595,000	595,000
Redwood	800,000	800,000
Rice	99,400	99,400
Stearns	386,336	349,865
Wadena	119,906	119,906
Washington	1,900,000	0
Watonwan	251,785	251,785
THTB Advance	18,012,023	18,012,023
TOTAL	\$37,990,118	\$35,412,489

Note: Using the \$50 million target in the resolution, the maximum dollar amount of State Aid Advances which could be made in 1997 was \$33,636,914. Because of the necessary THTB Advances the target was administratively reduced to \$45 million by the State Aid Engineer, thereby allowing up to \$38,636,914.

*MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 25 AND 26, 1997
CRAGUN'S RESORT, BRAINERD*

The meeting was called to order at 1:00 p.m., June 25, 1997 by Chairman, Rick West, Otter Tail County Engineer.

ATTENDANCE

Roll call of members:

<i>Chuck Schmit, Cook</i>	<i>District 1</i>
<i>Lee Berget, Clearwater</i>	<i>District 2</i>
<i>Dave Schwarting, Sherburne</i>	<i>District 3</i>
<i>Rick West, Otter Tail</i>	<i>District 4</i>
<i>Ken Anderson, Chisago</i>	<i>Metro East</i>
<i>Gene Ulring, Fillmore</i>	<i>District 6</i>
<i>Gary Stribley, Jackson</i>	<i>District 7</i>
<i>Luke Hagen, Lincoln</i>	<i>District 8</i>
<i>Brad Larson, Scott</i>	<i>Metro West</i>
<i>Jon Olson, Anoka</i>	<i>Urban</i>
<i>Dave Everds, Dakota</i>	<i>Urban</i>
<i>Jim Grube, Hennepin</i>	<i>Urban</i>
<i>Paul Kirkwold, Ramsey</i>	<i>Urban</i>
<i>Dick Hansen, St. Louis</i>	<i>Urban</i>
<i>Don Wisniewski, Washington</i>	<i>Urban</i>

Chairman Rick West asked for a motion to approve the October 23 and October 24, 1996 Screening Board Minutes held at Grand View Lodge, Brainerd. Motion by Luke Hagen, seconded by Paul Kirkwold, motion passed unanimously.

Roll call of MnDot personnel:

<i>Pat Murphy,</i>	<i>Director, SALT Division</i>
<i>Julie Skallman,</i>	<i>Assistant State Aid Engineer</i>
<i>Ken Hoeschen,</i>	<i>Manager, County State Aid Needs Unit</i>
<i>Ken Straus,</i>	<i>Manager, Municipal State Aid Needs Unit</i>
<i>Bill Croke,</i>	<i>District 1 State Aid Engineer</i>
<i>Lou Tasa,</i>	<i>District 2 State Aid Engineer</i>
<i>Mike Tardy,</i>	<i>District 3 State Aid Engineer</i>
<i>Tallack Johnson,</i>	<i>District 4 State Aid Engineer</i>
<i>Mike Pinsonneault,</i>	<i>District 6 State Aid Engineer</i>
<i>Doug Haeder,</i>	<i>District 7 State Aid Engineer</i>
<i>Tom Behm,</i>	<i>District 8 State Aid Engineer</i>
<i>Bob Brown,</i>	<i>Metro Division State Aid Engineer</i>
<i>Greg Coughlin,</i>	<i>Metro Division Assistant</i>
<i>Greg Felt,</i>	<i>Metro Division Assistant</i>

Chairman Rick West recognized Greg Isakson, Faribault County, the chairman of the General Subcommittee and the other representatives, Jack Cousins, Clay County and Brad Larson, Scott County, of the General Subcommittee. Chairman Rick West recognized Dave Robley, Douglas County, the chairman of the Mileage Subcommittee and the other representatives, Al Goodman, Lake County and Paul Kirkwold, Ramsey County, of the Mileage Subcommittee.

Chairman Rick West recognized the following alternates and other engineers in attendance:

Dave Rholl, Pine	District 1
Milton Alm, Norman	District 2
Rich Heilman, Isanti	District 3
Merle Early, Stevens	District 4
Roger Gustafson, Carver	Metro West
Greg Paulson, Goodhue	District 6
Rick Kjonaas, McLeod	District 8

Others in attendance were:

Doug Grindall, Koochiching	District 1
Russ Larson, Wadena	District 3
Wayne Fingalson, Wright	District 3
Duane Blanck, Crow Wing	District 3
Dale Wegner, Pope	District 4
Graig Falkum, Wabasha	District 6
Mike Sheehan, Olmsted	District 6
Gary Bruggeman, Houston	District 6
Al Forsberg, Blue Earth	District 7
Gary Danielson, Kandiyohi	District 8
Gordon Regenscheid, Meeker	District 8

ELECTION OF VICE-CHAIRMAN

Chairman Rick West asked how the board would like to handle nominations for vice-chairman due to the new makeup of the board. Should it continue as an even or odd District selection or be modified. Dave Everds suggested still using the District boundaries but do not allow two members to serve at one time from one area. Ken Anderson suggested the KISS method and just have an understanding among the membership who should serve, rather than formalizing it. Ken Hoeschen read the resolution to the membership. Brad Larson stated that the Urban Counties are permanent members but the Metro engineer is only on for a two year term. He felt this may cause some problems. Ken Anderson made a motion to nominate Paul Kirkwold (from the old District 9), seconded by Brad Larson, motion passed unanimously.

Congratulations Paul.

REVIEW OF SCREENING BOARD REPORT

Chairman Rick West asked Ken Hoeschen to review the Screening Board book. Ken reviewed the report which he has previously done out in all the Districts. Chairman Rick West suggested that any action taken on the report shall wait until June 26, 1997.

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. The average change was a decrease of \$0.13 from last year's price.

C.S.A.H. roadway unit prices were figured using the increment method to determine each county's unit prices. Urban Design subbase was handled a little differently. They recommended using the gravel base price from each county for urban design subbase. For concrete they recommended using the formula that has been used for a number of years as shown on page 61, so every county has the same price for concrete.

Paul Kirkwold asked when the Unit Price Study would be converted to metric. Ken said when the program is rewritten and the needs are reprogrammed; maybe 2 to 4 years. With all the projects being done in metric, something may have to be looked at before the change over.

C.S.A.H. miscellaneous unit prices were figured using the recommended MN/DOT prices. Ken handed out a sheet showing prices for minor structures (culverts).

C) Mileage Requests - Pages 17-29

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

1) Meeker County Mileage Request - Pages 23-28

Meeker County is requesting 0.56 miles of additional County State Aid Highway be considered. Gordon Regenschied was present to discuss the request. Gordon pointed out some areas that he felt were over-looked before by the Mileage Subcommittee. Gordon feels that this request meets all the requirements of being a County State Aid Highway. Dave Everds remembered when he was on the Subcommittee the first time the request was made. He recalled that there were some possible routes that could be taken off their system. Dave Robley discussed the Mileage Subcommittee's recommendations suggesting the road seems to be a local road. Luke Hagen supported the request because the new road would make a safer entrance on to TH 4. Lee Berget remembered that a stub end in Cosmo was going to be taken off the system so the whole request could be reduced. Ken Anderson asked if the request was denied, would Meeker County come back again

and ask for a lesser amount. Rick West asked if it was possible to add mileage to their County Road system. Gordon stated the County does not have County Road mileage; it is all Township mileage, maintained by the County. Gene Ulring asked how that agreement works. Chuck Schmit stated that District one felt that the functional classification as collector was in error because it is called a local road. Lee Berget wondered why not consider some of these township roads as county roads. Gordon stated mainly liability and additional cost.

Historical documentation for the 1996 Washington County CSAH mileage request is shown on page 29 only as information and will be updated in each book.

Ken Anderson handed out 1997 legislation from a prison bill where the Rush City Prison road was designated as a CSAH and given to Chisago County. This was very interesting to all people present and somewhat disturbing that this could happen so easy. The Board discussed numerous options to possibly stop this from happening again in the future.

D) State Park Road Account - Pages 31-44

Ken discussed the Blue Earth County request for approximately \$165,000 to construct a tunnel to carry the Sakatah Trail under Blue Earth CSAH 12. Paul Kirkwold asked if tunnel construction is eligible for after the fact needs. He was informed that they should be considered as a minor structure and included in the grading cost.

Ken discussed the St. Louis County request for approximately \$ 60,000 for improvements to Bearhead Lake State Park entrance on CSAH 128.

REFERENCE MATERIAL

1) Needs Adjustments for Variances Granted on CSAHs

Ken discussed the variances granted on page 47. 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 48 (Ken handed out a corrected sheet at the District meetings) showing the advances that Counties have requested to date. The board discussed in great length different options of adjusting the dollar amount that could be borrowed.

3) **Minutes of the CSAH General Subcommittee Meeting, Page 60**

Ken stated the first part of the minutes had been discussed already pertaining to unit prices. The second part that the General Subcommittee was to look at was the financial effect of increasing the Credit for Local Effort time frame from 10 years to 25 years. The Subcommittee came up with four different scenarios to illustrate the effect and discussed each one in great detail. Lee Berget commented, based on the information presented that we should revert back to the original resolution using 10 years. Further study should probably be done based on all the issues to at least look at reducing the needs based on the benefit received. Dave Rohll asked what is the difference between after the fact needs and credit for local effort. Ken said credit for local effort must reduce needs. After the fact needs do not reduce your needs and are not a part of the basic Needs Study. Discussion followed by others offering their views on this issue.

4) **Lane Mile Apportionment Considerations**

Ken explained the yellow handout that deals with lane miles instead of center line miles, based on existing surface width divided by 11 feet and existing roadbed width divided by 11 feet. Considerable discussion followed based on maintenance of the whole road, meaning turn lanes, run off lanes, etc. Lee Berget commented that the legislator's bill was based on through traffic lanes. Furthermore, if maintenance of the entire roadway was to be considered than maybe we should divide the entire right of way width by 11 feet because the rural highway is maintained in its entirety.

5) **Resolution for needs for bridge improvements**

Don Wisniewski discussed the resolution presented at the District meetings about Mn/DOT bridges under Mn/DOT jurisdiction that cross County State Aid Highways and where CSAH construction funds are required for improvements; the needs shall be earned for a period of 35 years. (resolution attached)

6) **Legislative action in 1997**

Luke Hagen asked for input on the legislative action for 1997, in particular the item of using CSAH bonds for constructing facilities for maintaining CSAHs. Lee Berget felt that construction moneys that do not reduce needs are inappropriate use of our construction dollars and if used should probably have some type of a deduct similar to special resurfacing deduction. Gary Stribley and Rick West agreed that there should be some reduction. Paul Kirkwold wondered why would this be different than the other items that do not reduce your needs, like engineering, right of way, wetland mitigation, historical studies, sidewalks, lighting, etc.

7) **Conference to be held in Duluth**

Dick Hansen received a call from Washington DC from the conference planners; they would like to add a session on a Pavement Recycling Pilot workshop paid by the federal government on July 30 and July 31. Dick felt this would be a great time for Minnesota to share our expertise on this, and is asking for volunteers to help out and sit in on this conference.

Chairman Rick West asked for a motion to recess the meeting until June 26, 1997, motion by Dave Everds, seconded by Brad Larson and carried.

The meeting reconvened at 8:00 a.m. June 26, 1997 with all members present.

Chairman Rick West started the meeting with action on the Screening Board Book.

ACTION ON SCREENING BOOK

A) **Unit Price Recommendations, Pages 10-16**

Motion by Dick Hansen, seconded by Dave Everds, Rick West stated that the hand out of Minor Structure Unit Prices is included in the motion, motion carried to accept the Gravel Base Unit Prices and the Miscellaneous Unit Price Report.

B) **Mileage Requests, Pages 17-28**

1) **Meeker County Mileage Request - Pages 23-28**

Gordon Regenscheid commented that the criteria showing the road as a functionally classified as collector or arterial is incorrect. Motion by Don Wisniewski, seconded by Luke Hagen to vote on the mileage request from Meeker County, motion carried. The mileage request was denied 12 to 3.

Motion by Ken Anderson, seconded by Don Wisniewski to accept the information presented for Washington County's previous mileage request, motion carried. This information will be updated in each book once in the spring and once in the fall.

C) **State Park Road Account, Pages 53-56**

Chairman Rick West asked if anyone wanted to make a motion approving the Blue Earth County request for State Park Road Account funds. Motion by Brad Larson, seconded by Dick Hansen motion carried unanimously. Ken Hoeschen handed out the project list of DNR funded projects to date. Motion by Lee Berget to approve the St. Louis County request, seconded by Luke Hagen motion carried unanimously.

D) **Reference Material**

Ken Anderson asked that the General Subcommittee evaluate the procedure of how a CSAH route could be Legislatively mandated and how many other roads have come under this type of mandate. Pat Murphy was surprised it ended up in the prison bill. Pat agreed to follow up with the issue administratively and report back to the fall screening board meeting. Paul Kirkwold feels that the legislators have the perception that the State aid fund is rich and we have to do a better job educating our legislators. Luke Hagen asked should we get an opinion by the Attorney General, Pat thought we should review this procedure as informally as possible.

Rick West asked should we be looking at changing the limit of 50 million on our fund balance for borrowing money. Lee Berget suggested that Pat Murphy have the flexibility to adjust as necessary, Pat concurred with him. Motion by Lee Berget, seconded by Ken Anderson to hold the 50 million dollar target value but it can be administratively adjusted by Pat Murphy and report back to the Screening Board at every meeting, motion carried.

Paul Kirkwold made a motion to have the General Subcommittee study the possibility of a county being able to borrow dollars equal to their total allotment dollars versus their construction dollars, Jon Olson seconded with a friendly amendment to also study article 1 page 66. Should it read so the preceding calendar year plus payments due January 1st minus the 50 million dollars? Dave Everds suggested if this is a study than let's expand it beyond a one year construction allotment limitation, based on statute language we can look at up to three years. Ken Anderson asked if the General Subcommittee's direction was to study, report and recommend, Paul Kirkwold said just to study and report with options, motion carried.

Lee Berget discussed the Credit for Local Effort be reverted back to 10 years rather than 25 years, as was in the original resolution and have the General Subcommittee study the appropriate action to be taken and make a recommendation. Ken Anderson asked if we fail to take action the previous action stands. Jon Olson feels that project cost should be appropriate to use. Lee Berget suggested it should only be the amount that reduces needs. Lee Berget made a motion to revert back to the old resolution that uses 10 years instead of the 25 years, with a study by the General Subcommittee and a recommendation back to the Board, seconded by Luke Hagen, Rick West asked for a raise of hands, the motion passed 8 to 7.

Don Wisniewski made a motion to approve the resolution concerning needs for bridge improvements to trunk highway bridges carrying CSAH routes, with a change in the first WHEREAS: delete the "over" before major trunk highways, seconded by Paul Kirkwold. Discussion followed with Lee Berget suggesting this be a study to determine if there should be some state wide standards developed. Pat Murphy suggested there does not seem to be the inconsistency across the state, but Lee Berget still felt maybe the Attorney General office study this issue. Pat Murphy stated that the executive committee could discuss this with MnDOT rather than the Screening Board General Subcommittee. Lee Berget made a motion to table this issue until fall, Luke Hagen seconded, motion failed. The original motion passed.

Rick West asked if anyone wanted to discuss the yellow sheet showing Lane Mile Apportionment Considerations, no comments.

Rick West thanked Greg Isakson of the General Subcommittee for his excellent work as a member of the Subcommittee. The Chairman will be selecting a new member for the General Subcommittee from the Southern area of the state.

Pat Murphy discussed the Bridge Replacement resolutions received from 57 counties and 5 cities, they could use more from the remaining counties and cities. Because they are putting together the capital budget request, which reflects the bridges that people are really going to replace, the funding should reflect realistic numbers. Gary Bruggeman commented that everyone should talk to your legislators and even offer to take them on a tour of your deficient bridges that need to be replaced.

Pat Murphy reported the status of Federal Projects to be able to authorize the money. He stated there are 80 to 100 projects that have not had plans submitted yet. He urged the counties to get the needed information submitted to State Aid so the money can be authorized; like the right of way documentation, permits and final Project Development Report.

Julie Skallman had no comments.

The next meeting will be on October 29 & 30 at Breezy Point Resort.

Ken Anderson moved and Dave Schwarting seconded a motion to adjourn. Motion carried.

Respectively Submitted,



*David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer*

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1997 CSAH DATA

MINOR STRUCTURE UNIT PRICES

The prices below have been updated as of June 12, 1997 for the CSAH Needs Study by the Mn/DOT Estimating Section. Three wingwalls were used on the doubles and four for the triple culverts.

CULVERTS SIZE	COST/LINEAL FOOT		+WINGWALLS	
	OLD COST	NEW COST	OLD COST	NEW COST
C 104 D	\$504	\$655	\$3,609	\$6,233
C 105 D	526	681	4,650	7,886
C 106 D	541	713	5,656	9,694
C 108 D	583	843	10,040	13,709
C 1010 D	645	978	13,911	18,185
C 126 D	578	922	5,899	11,729
C 128 D	735	989	11,546	15,691
C 1210 D	797	1,177	15,617	20,671
C 1212 D	894	1,313	20,080	26,198
C 1214 D	997	997	24,699	24,699
C 105 T	710	936	5,858	10,515
C 106 T	790	982	7,380	12,925
C 108 T	840	1,144	12,659	18,278
C 1010 T	924	1,366	17,224	24,246
C 126 T	980	1,270	9,833	15,638
C 128 T	1,067	1,368	14,835	20,922
C 1210 T	1,152	1,693	19,839	27,562
C 1212 T	1,285	1,836	24,687	34,931

CSAH MINOR DRAINAGE COSTS

LESS THAN 10 FOOT SPAN - (\$218 old cost) \$ 342 New Cost/LINEAL FOOT
10 FOOT - 20 FOOT SPAN - (\$418 old cost) \$ 655 New Cost /LINEAL FOOT

WHEREAS: County State Aid Highway routes often use bridges under MN/DOT jurisdiction to cross over major trunk highways, and

WHEREAS: The CSAH traffic capacity is sometimes limited by the size of the MN/DOT bridge crossing, and

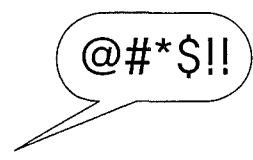
WHEREAS: CSAH construction funds may be used for improvements to these trunk highway bridges, especially to provide additional CSAH traffic capacity, and

NOW THEREFORE, BE IT RESOLVED THAT, needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement 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.

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NOTES & COMMENTS



Lined area for notes and comments.

MINUTES of the CSAH GENERAL SUBCOMMITTEE MEETING

September 15, 1997

The meeting was called to order by Chairman Brad Larson at 9:30 am, September 15, 1997 in room 716 of the Minnesota Transportation Building in St. Paul, Minnesota.

Members present: Brad Larson, Chairman, Scott County
Jack Cousins, Clay County
Rick Kjonaas, McLeod County

Others present: Pat Murphy, Mn/DOT - State Aid
Ken Hoeschen, Mn/DOT - State Aid
Diane Gould, Mn/DOT - State Aid
Mark Channer, Mn/DOT - State Aid

Direction from the June, 1997 meeting of the County Screening Board was reviewed.

The first topic for discussion involved the procedures and rules used for advancing State Aid dollars. Some of the items discussed were; allowing borrowing of previous years total allotment rather than just construction allotment, allowing borrowing up to three years of construction allotment, adding repayment dollars to end of year balance for determining advancement dollar limit, repayment over several years, use of the forthcoming "Transportation Revolving Loan Fund", etc.

After considerable discussion of these items it was the consensus of the members to offer the following option to the County Screening Board:

Revise guideline 1) in the Screening Board Resolutions to read:

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 plus any loan repayments due from the previous years advancing, and \$50 million. Advanced funding will be granted on a first come - first served basis.

Add the following guideline as 1a):

In order to allow for some flexibility in the advancement limits previously stated, the \$50 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.

The Subcommittee felt that perhaps the upcoming "Transportation Revolving Loan Fund" which should have the process finalized by Spring, 1998, will solve some funding problems, especially for higher cost or multi-staged projects.

The second item directed to the Subcommittee was the "Credit for Local Effort" Screening Board resolution. The Subcommittee addressed the 10 year and 25 year adjustment time frames, the restriction of only allowing adjustments for items which reduce needs instead of total project cost, and the several scenarios presented showing needs and apportionment earnings.

After considerable discussion the Subcommittee voted 2 to 1 to recommend that the Screening Board leave the resolution as it is stated presently; i.e. give the credit for local effort adjustment for 10 years.

Some other points which were presented were; Under the present resolution a county would recover almost 30% of its local money in the 10 year period; The past use of the "Credit for Local Effort" has shown statewide use and not limited to the metro area; The subcommittee felt that other State Aid eligible items that do not reduce needs can still be given credit through the "After the Fact" needs.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Brad Larson", written in a cursive style.

Brad Larson
Chairman

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

July, 1997

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 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, 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) *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 1996)

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as December 31 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 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. June, 1997)

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 ~~twenty-five~~ 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/Lane Mile/Lane

0 - 999 VPD Current lane mileage apportionment/lane

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

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

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.

Mn/DOT Bridges - June, 1997

That, Needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement 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.

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.