

Minnesota Department of Transportation

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October 12, 1998

TO: County Engineers District State Aid Engineers

FROM: Ken Hoeschen, Manager CSAH Needs Unit (651)296-1660

SUBJECT: County Screening Board Report

Enclosed is a copy of the 1998 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 28-29, 1998 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 1999 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

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Minnesota Department of Transportation

PATRICK B. MURPHY STATE AID DIVISION DIRECTOR ANNOUNCES RETIREMENT

Pat Murphy has announced his intent to retire in December 1998. He has been involved in State Aid matters since 1967 and has been the State Aid Division Director since June 1994. During his professional career Pat has worked for the Federal Government (FHWA), two State DOT's (Minnesota and North Dakota), two cities (Robbinsdale and Kansas City, Missouri) and two counties (Carver and Hennepin). Pat began his career in 1959, and for the last 31 years has been involved with State Aid activities in city, county and state jurisdiction.

Pat has served as President of the Minnesota County Engineers Association and of the Minnesota Public Works Association in addition to all other offices of the two organizations. He has also served as Chairman of the County Screening Board.

PAT SAYS

"THAT'S ENOUGH, EVEN THOUGH IT'S ALL BEEN ENJOYABLE"!

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1998 COUNTY SCREENING BOARD

Chuck Schmit	(97-98) -	Cook County	- District 1
Mick Alm	(98-99) -	Norman County	- District 2
Dave Schwarting	(97-98) -	Sherburne County	- District 3
Merle Early	(98-99) -	Stevens County	- District 4
Ken Anderson	(96-99) -	Chisago County	- Metro
Roger Gustafson	(98-01) -	Carver County	- Metro
Mitch Rasmussen	(98-99) -	Rice County	- District 6
Marlin Larson	(97-98) -	Cottonwood County	- District 7
Rick Kjonaas	(98-99) -	McLeod County	- District 8
Jon Olson	Permanent -	Anoka County	- Urban
Don Theisen	Permanent -	Dakota County	- Urban
Vern Genzlinger	Permanent -	Hennepin County	- Urban
Paul Kirkwold, Chairman	Permanent -	Ramsey County	- Urban
Dick Hansen	Permanent -	St. Louis County	- Urban
Don Wisniewski	Permanent -	Washington County	- Urban
Dave Olsonawski, Secretary		Hubbard County	

1998 SCREENING BOARD ALTERNATES

Lee Engstrom	- Itasca County	District 1
Tara Ratzlaff	- Red Lake County	District 2
Rich Heilman	- Isanti County	District 3
Dave Robley	- Douglas County	District 4
Brad Larson	- Scott County	Metro
Dave Rholl	- Winona County	District 6
Gary Stribley	- Jackson County	District 7
Barry Anderson	- Yellow Medicine County	District 8

1998 CSAH GENERAL SUBCOMMITTEE

Jack Cousins, Chairman Rick Kjonaas Roger Gustafson (June, 99) - Clay County (June, 00) - McLeod County (June, 01) - Carver County

1998 CSAH MILEAGE SUBCOMMITTEE

Paul Kirkwold, Chairman Al Goodman Craig Falkum (Oct., 98) - Ramsey County (Oct., 99) - Lake County (Oct., 00) - Wabasha County

CSAH VARIANCE SUBCOMMITTEE

Mike Wagner	
Don Wisniewski	
Dave Schwarting	

- Nicollet County

- Washington County
- Sherburne County

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1999

The information listed below is presented as historical data for the 41 years of County State Aid Apportionments and preliminary data for the 42nd year.

Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,297 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 1999 has been estimated to be approximately \$294 million (the same as for 1998). 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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1998 COUNTY SCREENING BOARD DATA

OCTOBER, 1998

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C.S.A.H. Mileage, Needs and Apportionment - 1958 through 1999

		Ritter En States		Accumulative
Year	<u>Mileage</u>	Needs	Apportionment-	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
1998	30,289.09	5,767,000,396	293,510,766	4,910,733,013
		г	<u> </u>	
1999	30,300.15 *	\$6,214,170,282	\$293,510,766	(EST.) \$5,204,243,779

* Does Not Include 1998 Trunk Highway Turnback Mileage.

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Comparison of the Basic 1997 to the Basic 1998 25-Year Construction Needs

The following tabulation indicates the various stages of the 1998 update of the C.S.A.H. Needs Study and shows the needs effect each phase produced.

<u>Normal Update</u>		- Reflects the needs changes due to 1997 construction, system revisions and any othe necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1972 or earlier are eligible to complete needs. Also, any bridges built prior to 1963 are eligible for reconstruction needs. This increased several counties' needs considerably.								
<u>1998 Unit Prices</u>		Shows the nee	eds impact of the	he unit prices	approved at th	e June 10-11, 1998 meeting.				
<u>1998 Bridge Update</u>		Reflects the n square foot an square foot.	Reflects the needs cost revision on bridges 0-149 foot from \$55.00 to \$65.00 per square foot and for bridges 150 foot and greater from \$55.00 to \$60.00 dollars a square foot.							
<u>1997 Traffic & Factor Update</u>	 which refere	Shows the effect of the traffic and traffic projection factor update for those counties were counted 1997. A map showing the new traffic projection factors is included in the new material portion of this report.								
		The counties involved are:								
		Big Stone Blue Earth Brown Cass Chisago Clay	Crow Wing Dodge Fillmore Freeborn Hubbard Itasca	Lake Lincoln Lyon Martin Morrison Murray	Pipestone Polk Rice Roseau Stevens Swift	Traverse Wadena Watertown Yellow Medicine				

Kittson

Pine

Todd

Cook

(Revised Basic 1997 25-Year	Effect of Normal	%	Effect of Unit Price	%	Effect of Bridge	%	Effect of Traffic	%	Basic 1998 25-Year	Total Change From 1997	Total %	
County	Const. Needs	Update	Change	Update	Change	Update	Change	Update	Change	Const. Needs	Needs	<u>Change</u>	County
Cariton	\$59,180,011	\$1,889,392	3.2%	3,059,522	5.0%	215,880	0.3%	\$0	0.0%	\$64,344,805	\$5,164,794	8.7%	Cariton
Cook	40,761,541	(878,493)	-2.2%	592,403	1.5%	134,880	0.3%	694,339	1.7%	41,304,670	543,129	1.3%	Cook
tasca	117,506,453	(3,079,203)	-2.6%	3,868,666	3.4%	740,020	0.6%	1,762,835	1.5%	120,798,771	3,292,318	2.8%	Itasca
Koochiching	34,179,832	(157,746)	-0.5%	321,422	0.9%	151,460	0.4%	0	0.0%	34,494,968	315,136	0.9%	Koochiching
Lake	61,813,505	642,903	1.0%	3,356,643	5.4%	243,200	0.4%	1,328,290	2.1%	67,384,541	5,571,036	9.0%	Lake
Pine	107,954,338	(1,748,561)	-1.6%	2,821,930	2.7%	485,460	0.4%	1,708,194	1.6%	111,221,361	3,267,023	3.0%	Pine
St. Louis	352,187,717	354,018	0.1%	20,085,661	5.7%	1,425,586	0.4%	0	0.0%	374,052,982	21,865,265	6.2%	St. Louis
District 1 Totals	773,583,397	(2,977,690)	-0.4%	34,106,247	4.4%	3,396,486	0.4%	5,493,658	0.7%	813,602,098	40,018,701	5.2%	District 1 Totals
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Beltrami	85,130,327	220,717	0.3%	2,084,255	2.4%	319,180	0.4%	0	0.0%	87,754,479	2,624,152	3.1%	Beltrami
Clearwater	38,573,576	983,197	2.5%	2,328,359	5.9%	468,207	1.1%	0	0.0%	42,353,339	3,779,763	9.8%	Clearwater
Hubbard	44,467,306	1,238,265	2.8%	2,829,678	6.2%	251,100	0.5%	323,328	0.7%	49,109,677	4,642,371	10.4%	Hubbard
Kittson	46,957,849	(1,104,693)	-2.4%	2,679,019	5.8%	160,200	0.3%	(900,334)	-1.9%	47,792,041	834,192	1.8%	Kittson
Lake of the Woods	20,352,361	(320,738)	-1.6%	1,922,413	9.6%	72,460	0.3%	0	0.0%	22,026,496	1.674,135	8.2%	Lake of the Wood
Marshail	64,754,720	3,078,823	4.8%	4,277,647	6.3%	600,140	0.8%	0	0.0%	72,711,330	7,956,610	12.3%	Marshall
Norman	40,066,729	1,881,677	4.7%	4,779,541	11.4%	332,460	0.7%	0	0.0%	47.060.407	6,993,678	17.5%	Norman
Pennington	22,619,646	1,622,785	7.2%	2,050,227	8.5%	180,520	0.7%	o	0.0%	26,473,178	3,853,532	17.0%	Pennington
Polk	114,957,040	(1,283,405)	-1.1%	17,418,195	15.3%	(420,270)	-0.3%	5,735,443	5.0%	136,407,003	21,449,963	18.7%	Polk
Red Lake	23,298,491	(1,045,561)	-4.5%	741,939	3.3%	141,400	0.6%	0	0.0%	23,136,269	(162 222)	-0.7%	Redlake
Roseau	50,320,479	444,725	0.9%	2,268,844	4.5%	195,940	0.4%	41,326	0.1%	53,271,314	2,950,835	5.9%	Roseau
District 2 Totals	551,498,524	5,715,792	1.0%	43,380,117	7.8%	2,301,337	0.4%	5,199,763	0.9%	608.095.533	56,597,009	10.3%	District 2 Totals
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Aitkin	51,744,489	(386,215)	-0.7%	2,782,474	5.4%	372,930	0.7%	0	0.0%	54,513,678	2,769,189	5.4%	Aitkin
Benton	29,331,571	88,888	0.3%	2,129,087	7.2%	106,840	0.3%	0	0.0%	31,656,386	2,324,815	7.9%	Benton
Cass	74,626,136	1,441,184	1.9%	3,635,151	4.8%	255,320	0.3%	914,301	1.2%	80,872,092	6,245,956	8.4%	Cass
Crow Wing	61,377,362	3,084,746	5.0%	1,650,946	2.6%	206,140	0.3%	2,290,300	3.7%	68,609,494	7,232,132	11.8%	Crow Wing
Isanti	39,195,471	(312,973)	-0.8%	1,840,280	4.7%	97,510	0.2%	0	0.0%	40,820,288	1.624.817	4.1%	Isanti
Kanabec	25,521,984	108,245	0.4%	1,915,083	7.5%	23,800	0.1%	0	0.0%	27,569,112	2.047.128	8.0%	Kanabec
Mille Lacs	42,062,044	(449,044)	-1.1%	1,708,857	4.1%	94,490	0.2%	0	0.0%	43,416,347	1 354 303	3.2%	Mille Lacs
Morrison	64,395,948	389,639	0.6%	4,201,791	6.5%	94,380	0.1%	1,131,439	1.8%	70,213,197	5,817 249	9.0%	Morrison
Sherburne	27,949,809	2,988,679	10.7%	211,070	0.7%	57,360	0.2%	0	0.0%	31,206,918	3 257 109	11.7%	Sherburne
Stearns	124,036,635	(1,129,806)	-0.9%	8,110,181	6.6%	369,925	0.3%	0	0.0%	131.386.935	7.350 300	5.9%	Stearns
Todd	47,111,320	(2,633,499)	-5.6%	1,265,624	2.8%	236,860	0.5%	(315,165)	-0.7%	45,665,140	(1.446 180)	-3.1%	Todd
Wadena	28,924,575	(23,635)	-0.1%	1,818,222	6.3%	247,080	0.8%	894,766	3.1%	31,861,008	2,936,433	10.2%	Wadena
Wright	100,466,505	2,663,271	2.7%	10,541,087	10.2%	469,805	0.4%	0	0.0%	114,140,668	13.674 163	13.6%	Wright
District 3 Totals	716,743,849	5,829,480	0.8%	41,809,853	5.8%	2,632,440	0.3%	4,915,641	0.7%	771,931,263	55,187,414	7.7%	District 3 Totals
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Becker	52,166,783	815,505	1.6%	2,042,038	3.9%	287,200	0.5%	0	0.0%	55.311.526	3,144,743	6.0%	Becker
Big Stone	19,338,397	102,788	0.5%	1,132,568	5.8%	68,600	0.3%	46.137	0.2%	20,688,490	1,350,093	7.0%	Big Stone
Clay	53,943,849	766,136	1.4%	5,092,992	9.3%	(2.320)	0.0%	(2.302.578)	-4.3%	57,498,079	3 554 230	6.6%	Clav
Douglas	56,603,175	846,932	1.5%	1,877,151	3.3%	102,040	0.2%	60,520	* 0.1%	59,489,818	2,886,643	5.1%	Douglas
Grant	19,385,348	(53,013)	-0.3%	1,100,871	5.7%	34,000	0.2%	0	0.0%	20,467,206	1.081.858	5.6%	Grant
Mahnomen	13,342,449	291,232	2.2%	950,983	7.0%	82,760	0.6%	0	0.0%	14,667,424	1 324 975	9.9%	Mahnomen
Otter Tail	146,110,653	4,258,119	2.9%	7,820,088	5.2%	597,820	0.4%	0	0.0%	158 786 680	12 676 027	8.7%	Otter Tail
Pope	35,093,151	576,720	1.6%	1,894,724	5.3%	118,300	0.3%	Ő	0.0%	37 682 895	2 589 744	7.4%	Pone
Stevens	24,699,254	535,057	2.2%	1,727,148	6.8%	21,420	0.1%	71,182	0.3%	27 054 061	2 354 807	9.5%	Stevens
Swift	36,188,939	(1,057,075)	-2.9%	2,411,667	6,9%	265,660	0.7%	(342,929)	-0.9%	37 466 262	1 277 323	3 5%	Swift
Traverse	27,394.519	133,426	0.5%	(69,987)	-0.3%	289,320	1.1%	628,774	2.3%	28 376 052	981 533	3.6%	Traverse
Wilkin	34 757 051	577,350	1.7%	1.970.445	5.6%	266 960	0.7%	0	0.0%	37 571 806	2 814 755	5.0 % 8 1 %	Wilkin
District 4 Totals	519,023.568	7,793,177	1.5%	27.950.688	5.3%	2.131.760	0.4%	(1.838.894)	-0.4%	555,060,299	36 036 731	6.0%	District A Totale
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1998 COUNTY SCREENING BOARD DATA

OCTOBER, 1998

Comparison of the Basic 1997 to the Basic 1998 25-Year Construction Needs

	Revised Basic	Effect of		Effect of		Effect of		Effect of		Basic 1998	Total Change	Total	
Country	1997 25-Year	Normal	%	Unit Price	~ %	Bridge	%	Traffic	%	25-Year	From 1997	%	
Anoka	Const. Needs	0000000		Update	Change	Update	Change	Update	Change	Const. Needs	Needs	<u>Change</u>	County
Carver	\$104,203,025 68,814,276	3 000 169	1.5%	\$5,679,774	5.1%	\$128,140	0.1%	0	0.0%	\$117,850,553	\$13,647,528	13.1%	Anoka
Hennenin	509 540 067	(3,090,100	4.5%	4,700,000	0.0%	420,860	0.6%	0	0.0%	77,096,904	8,282,628	12.0%	Carver
Soott	61 561 337	(3,030,951)	-0.0%	15,970,009	3.2%	2,282,270	0.4%	0	0.0%	523,956,055	14,415,988	2.8%	Hennepin
District E Totala	744 449 705	(171,830)	-0.3%	3,548,523	5.8%	189,885	0.3%	0	0.0%	65,127,915	3,566,578	5.8%	Scott
District 5 Totals	744,118,705	6,921,001	0.9%	29,965,566	4.0%	3,026,155	0.4%	0	0.0%	784,031,427	39,912,722	5.4%	District 5 Totals
Dodge	36,410,501	1,474,822	4.1%	2,980,853	7.9%	297,180	0.7%	2,119,748	5.8%	43,283,104	6,872,603	18.9%	Dodge
Fillmore	101,767,408	1,716,542	1.7%	6,514,178	6.3%	1,615,780	1.5%	5,208,624	5.1%	116,822,532	15,055,124	14.8%	Fillmore
Freeborn	68,906,669	1,467,149	2.1%	3,532,757	5.0%	511,600	0.7%	(873,258)	-1.3%	73,544,917	4,638,248	6.7%	Freeborn
Goodhue	68,727,019	1,531,191	2.2%	5,584,779	7.9%	364,740	0.5%	0	0.0%	76,207,729	7,480,710	10.9%	Goodhue
Houston	67,416,630	(753,144)	-1.1%	4,399,455	6.6%	693,760	1.0%	0	0.0%	71,756,701	4,340,071	6.4%	Houston
Mower	71,116,261	1,068,546	1.5%	5,039,888	7.0%	747,680	1.0%	0	0.0%	77,972,375	6,856,114	9.6%	Mower
Olmsted	87,800,414	2,141,070	2.4%	10,784,064	12.0%	318,480	0.3%	0	0.0%	101,044,028	13,243,614	15.1%	Olmsted
Rice	60,120,633	(359,161)	-0.6%	3,793,813	6.3%	327,320	0.5%	(686,744)	-1.1%	63,195,861	3,075,228	5.1%	Rice
Steele	54,677,583	983,860	1.8%	7,006,405	12.6%	350,090	0.6%	0	0.0%	63,017,938	8,340,355	15.3%	Steele
Wabasha	61,073,722	76,971	0.1%	4,376,016	7.2%	694,540	1.1%	0	0.0%	66,221,249	5,147,527	8.4%	Wabasha
Winona	77,790,172	391,258	0.5%	5,291,662	6.8%	332,880	0.4%	0	0.0%	83,805,972	6.015.800	7.7%	Winona
District 6 Totals	755,807,012	9,739,104	1.3%	59,303,870	7.7%	6,254,050	0.8%	5,768,370	0.8%	836,872,406	81,065,394	10.7%	District 6 Totals
Blue Earth	94,017,288	1,585,600	1.7%	7,266,357	7.6%	1.118.700	1.1%	127.552	0.1%	104 115 497	10 098 209	10.7%	Blue Farth
Brown	42,418,129	1,918,918	4.5%	1,153,270	2.6%	39.080	0.1%	248,592	0.6%	45 777 989	3 359 860	7 9%	Brown
Cottonwood	40,322,384	428,584	1.1%	2,135,784	5.2%	591.850	1.4%	92 820	* 0.2%	43 571 422	3 249 038	8 1%	Cottonwood
Faribault	65,277,238	908,676	1.4%	7,728,677	11.7%	866,430	1.2%	0_0_0	0.0%	74 781 021	9 503 783	14 6%	Earibault
Jackson	54,924,181	(645,972)	-1.2%	5,913,444	10.9%	563,720	0.9%	ŏ	0.0%	60 755 373	5 831 102	10.6%	lackson
Le Sueur	46,363,263	(106,723)	-0.2%	3.085.068	6.7%	164 960	0.3%	ő	0.0%	49 506 568	3 1/3 305	6.9%	
Martin	46,168,452	(217,807)	-0.5%	5 248 496	11.4%	286 460	0.6%	(1 119 632)	-2.4%	50 365 060	4 107 517	0.0%	Le Sueur
Nicollet	40,245,089	(145,129)	-0.4%	2,957,090	7 4%	223 330	0.5%	(1,110,002)	0.0%	43 280 380	4,197,317	9.176	Nicollot
Nobles	58,597,331	2.062.094	3.5%	4.417.819	7 3%	225 110	0.3%	ő	0.0%	65 302 354	6 705 023	11 49/	Nicoliet
Rock	37,691,987	220,757	0.6%	4,705,299	12.4%	744 600	1 7%	ň	0.0%	43 362 643	5 670 656	11.470	Rook
Siblev	41,769,379	(281.082)	-0.7%	7 393 245	17.8%	562 365	1.2%	ő	0.0%	40,002,040	7 674 500	10.0%	ROCK CILL.
Waseca	42,758,312	878,715	2 1%	133 873	0.3%	242,400	0.6%	0	0.0%	44,012,200	1,074,020	10.4%	Sibley
Watonwan	36,069,644	(339,194)	-0.9%	3 367 920	9.4%	433,860	1 1%	(781 505)	-2.2%	39 750 725	1,204,900	2.9%	vvaseca Matamuan
District 7 Totals	646,622,677	6,267,437	1.0%	55,506,342	8.5%	6,062,865	0.9%	(1,432,173)	-0.2%	713,027,148	66,404,471	10.3%	District 7 Totals
Chinnewa	35 147 433	246 259	0.7%	660.000	1.00/	000 000	0.00/						
Kandivohi	70 562 050	(745 072)	1 1 0/	4 405 057	1.9%	200,660	0.0%	0	0.0%	36,255,669	1,108,237	3.2%	Chippewa
Lao Qui Borlo	70,502,059	(745,673)	-1.1%	4,195,957	6.0%	197,302	0.3%	. 0	0.0%	74,209,445	3,647,386	5.2%	Kandiyohi
Lac Qui Faile	34,043,089	959,962	2.8%	(1,571,625)	-4.4%	534,410	1.6%	0	0.0%	34,566,436	(77,253)	-0.2%	Lac Qui Parie
Lucon	30,140,203	(305,160)	-1.9%	1,159,306	3.9%	142,960	0.5%	316,947	1.1%	31,194,336	1,054,053	3.5%	Lincoln
Maleod	49,010,700	1,493,933	3.0%	3,257,767	6.4%	529,910	1.0%	569,272	1.1%	55,369,667	5,850,882	11.8%	Lyon
Mooker	40,000,108	536,794	1.3%	3,200,491	7.7%	137,840	0.3%	0	0.0%	44,741,293	3,875,125	9.5%	Mc Leod
Muerav	42 446 402	312,021	0.9%	(889,575)	-2.6%	117,020	0.4%	0	0.0%	33,440,665	(460,534)	-1.4%	Meeker
Dinactono	42,440,192	1,020,770	3.8%	4,059,591	9.2%	275,380	0.6%	(16,938)	0.0%	48,389,995	5,943,803	14.0%	Murray
Pipestone	27,301,087	464,672	1.7%	852,796	3.1%	419,880	1.5%	1,493,007	5.5%	30,581,442	3,230,355	11.8%	Pipestone
Reuwoou	79,040,000	405,639	0.6%	5,034,454	7.4%	1,250,795	1.7%	0	0.0%	73,948,451	6,690,888	9.9%	Redwood
Kenvine Vallau Madiaina	78,940,260	1,347,786	1.7%	(3,186,258)	-4.0%	778,801	1.0%	0	0.0%	77,880,589	(1,059,671)	-1.3%	Renville
Tellow Medicine	50,085,310	(44,738)	-0.1%	(895,148)	-1.8%	434,940	0.9%	1,851,880	3.7%	51,432,244	1,346,934	2.7%	Yellow Medicine
District 8 Totals	560,860,027	6,037,164	12.1%	15,878,755	2.8%	5,020,118	0.9%	4,214,168	8.4%	592,010,232	31,150,205	62.2%	District 8 Totals
Chisago	57,935,087	0	0.0%	2,717,541	4.7%	202,540	0.3%	(1,035,630)	-1.8%	59,819,538	1,884,451	3.3%	Chisago
Dakota	136,038,964	(1,848,316)	-1.4%	6,797,599	5.1%	663,660	0.5%	0	0.0%	141,651,907	5,612,943	4.1%	Dakota
Ramsey	221,507,104	(3,923,881)	-1.8%	7,117,299	3.3%	1,852,585	0.8%	0	0.0%	226,553,107	5,046.003	2.3%	Ramsey
Washington	112,087,423	(5,412,647)	-4.8%	4,378,408	4.1%	462,140	0.4%	0	0.0%	111,515,324	(572,099)	-0.5%	Washington
District 9 Totals	527,568,578	(11,184,844)	-2.1%	21,010,847	4.1%	3,180,925	0.6%	(1,035,630)	-0.2%	539,539,876	11,971,298	2.3%	District 9 Totals
STATE TOTALS	\$5,795,826,337	\$34,140,621	0.6%	\$328,912,285	5.6%	\$34,006,136	0.6%	\$21,284,903	0.4%	\$6,214,170,282	\$418,343,945	7.2%	STATE TOTALS

Douglas & Cottonwood County have additional Bridge Cost updates included with the Traffic Update.

08-Oct-98

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NEEDS

ADJUSTMENTS

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Restriction of 25-Year Construction Needs Changes

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

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

This year the statewide needs increased 7.2%, thereby limiting any individual county's needs change to a range from a minus 12.8% to a plus 27.2%. As you can see, there were no counties which required a needs restriction.

CSAH\WP51\RESTRI25.WP

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

	RESTRICTED	BASIC	CHANGE	% CHANGE		RESTRICTED		
	1997 25 VEAR	1998 25-VEAR			PESTRICTED	1998 25 VEAD	1998 SCREENING	
	CONSTRUCTION	CONSTRUCTION	1997	1997	%	CONSTRUCTION	BOARD	
COUNTY	NEEDS	NEEDS	NEEDS	NEEDS	CHANGE	NEEDS	RESTRICTION	COUNTY
Carlton	\$59,180,011	\$64,344,805	\$5,164,794	8.7%				Carlton
Cook	40,761,541	41,304,670	543,129	1.3%				Cook
Itasca	117,506,453	120,798,771	3,292,318	2.8%				Itasca
Koochiching	34,179,832	34,494,968	315,136	0.9%				Koochiching
Lake	61,813,505	67,384,541	5,571,036	9.0%				Lake
Pine	107,954,338	111,221,361	3,267,023	3.0%				Pine
St. Louis	352,187,717	374,052,982	21,865,265	6.2%				St. Louis
District 1 Totals	773,583,397	813,602,098	40,018,701	5.2%				District 1 Totals
Beltrami	85,130,327	87,754,479	2,624,152	3.1%				Beltrami
Clearwater	38,573,576	42,353,339	3,779,763	9.8%				Clearwater
Hubbard	44,467,306	49,109,677	4,642,371	10.4%				Hubbard
Kittson	46,957,849	47,792,041	834,192	1.8%				Kittson
Lake of 'Woods	20,352,361	22,026,496	1,674,135	8.2%				Lake of 'Woods
Marshall	64,754,720	72,711,330	7,956,610	12.3%				Marshall
Norman	40,066,729	47,060,407	6,993,678	17.5%				Norman
Pennington	22,619,646	26,473,178	3,853,532	17.0%) 	Pennington
Polk	114,957,040	136,407,003	21,449,963	18.7%		- u -	, 	Polk
Red Lake	23,298,491	23,136,269	(162,222)	-0.7%				Red Lake
Roseau	50,320,479	53,271,314	2,950,835	5.9%				Roseau
District 2 Totals	551,498,524	608,095,533	56,597,009	10.3%				District 2 Totals
Aitkin	51,744,489	54,513,678	2,769,189	5.4%				Aitkin
Benton	29,331,571	31,656,386	2,324,815	7.9%				Benton
Cass	74,626,136	80,872,092	6,245,956	8.4%				Cass
Crow Wing	61,377,362	68,609,494	7,232,132	11.8%		·····		Crow Wing
Isanti	39,195,471	40,820,288	1,624,817	4.2%				_lsanti
Kanabec	25,521,984	27,569,112	2,047,128	8.0%				Kanabec
Mille Lacs	42,062,044	43,416,347	1,354,303	3.2%				Mille Lacs
Morrison	64,395,948	70,213,197	5,817,249	9.0%				Morrison
Sherburne	27,949,809	31,206,918	3,257,109	<u>11.7%</u>				Sherburne
Stearns	124,036,635	131,386,935	7,350,300	5.9%				Stearns
Todd	47,111,320	45,665,140	(1,446,180)	-3.1%				Todd
Wadena	28,924,575	31,861,008	2,936,433	10.2%				Wadena
Wright	100,466,505	114,140,668	13,674,163	13.6%				Wright
District 3 Totals	716,743,849	771,931,263	55,187,414	7.7%				District 3 Totals

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1998 COUNTY SCREENING BOARD DATA OCTOBER, 1998

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1997 25 YEAR CONSTRUCTION	BASIC 1998 25-YEAR CONSTRUCTION	CHANGE FROM RESTRICTED 1997	% CHANGE FROM RESTRICTED 1997		RESTRICTED 1998 25 YEAR CONSTRUCTION	1998 SCREENING BOARD	
Becker	52 166 783	55 311 526	\$3 144 743	NEEDS 6.0%	CHANGE	NEEDS	RESTRICTION	Becker
Big Stone	19 338 397	20 688 490	1 350 093	7.0%				Big Stone
Clav	53 943 849	57 498 079	3 554 230	6.6%				Clav
Douglas	56.603.175	59,489,818	2.886.643	5.1%				Douglas
Grant	19.385.348	20.467.206	1.081.858	5.6%	······································			Grant
Mahnomen	13.342.449	14.667.424	1.324.975	9.9%		······································		Mahnomen
Otter Tail	146,110,653	158,786,680	12.676.027	8.7%				Otter Tail
Pope	35.093.151	37,682,895	2,589,744	7.4%	_			Pope
Stevens	24,699,254	27,054,061	2,354,807	9.5%				Stevens
Swift	36,188,939	37,466,262	1,277,323	3.5%		······································		Swift
Traverse	27,394,519	28,376,052	981,533	3.6%				Traverse
Wilkin	34,757,051	37,571,806	2,814,755	8.1%				Wilkin
District 4 Totals	519,023,568	555,060,299	36,036,731	6.9%				District 4 Totals
Anoka	104,203,025	117,850,553	13,647,528	13.1%				Anoka
Carver	68,814,276	77,096,904	8,282,628	12.0%	· · · · · · · · · · · · · · · · · · ·			Carver
Hennepin	509,540,067	523,956,055	14,415,988	2.8%				Hennepin
Scott	61,561,337	65,127,915	3,566,578	5.8%				Scott
District 5 Totals	744,118,705	784,031,427	39,912,722	5.4%				District 5 Totals
Dodge	36,410,501	43,283,104	6,872,603	18.9%				Dodge
Fillmore	101,767,408	116,822,532	15,055,124	14.8%	I			Fillmore
Freeborn	68,906,669	73,544,917	4,638,248	6.7%				Freeborn
Goodhue	68,727,019	76,207,729	7,480,710	10.9%	l			Goodhue
Houston	67,416,630	71,756,701	4,340,071	6.4%				Houston
Mower	71,116,261	77,972,375	6,856,114	9.6%				Mower
Olmsted	87,800,414	101,044,028	13,243,614	15.1%)			Olmsted
Rice	60,120,633	63,195,861	3,075,228	5.1%	·			Rice
Steele	54,677,583	63,017,938	8,340,355	15.3%		····		Steele
Wabasha	61,073,722	66,221,249	5,147,527	8.4%			·	Wabasha
Winona	77,790,172	83,805,972	6,015,800	7.7%	I			Winona
District 6 Totals	755,807,012	836,872,406	81,065,394	10.7%)			District 6 Totals

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

	RESTRICTED 1997 25 YEAR	BASIC 1998 25-YEAR	CHANGE FROM RESTRICTED	% CHANGE FROM RESTRICTED	RESTRICTED	RESTRICTED 1998 25 YEAR	1998 SCREENING	
COUNTY	NEEDS	NEEDS	1997 NEEDS	1997 NEEDS	% CHANGE	NEEDS	RESTRICTION	COUNTY
Blue Earth	94.017.288	104.115.497	\$10.098.209	10.7%				Blue Earth
Brown	42.418.129	45.777.989	3.359.860	7.9%				Brown
Cottonwood	40,322,384	43,571,422	3,249,038	8.1%				Cottonwood
Faribault	65,277,238	74,781,021	9,503,783	14.6%	······································			Faribault
Jackson	54,924,181	60,755,373	5,831,192	10.6%				Jackson
Le Sueur	46,363,263	49,506,568	3,143,305	6.8%		······································		Le Sueur
Martin	46,168,452	50,365,969	4,197,517	9.1%				Martin
Nicollet	40,245,089	43,280,380	3,035,291	7.5%				Nicollet
Nobles	58,597,331	65,302,354	6,705,023	11.4%				Nobles
Rock	37,691,987	43,362,643	5,670,656	15.0%			AT A REAL PROPERTY OF A REAL PRO	Rock
Sibley	41,769,379	49,443,907	7,674,528	18.4%				Sibley
Waseca	42,758,312	44,013,300	1,254,988	2.9%				Waseca
Watonwan	36,069,644	38,750,725	2,681,081	7.4%				Watonwan
District 7 Totals	646,622,677	713,027,148	66,404,471	10.3%				District 7 Totals
Chippewa	35,147,432	36,255,669	1,108,237	3.2%				Chippewa
Kandiyohi	70,562,059	74,209,445	3,647,386	5.2%				Kandiyohi
Lac Qui Parle	34,643,689	34,566,436	(77,253)	-0.2%				Lac Qui Parle
Lincoln	30,140,283	31,194,336	1,054,053	3.5%	1			Lincoln
Lyon	49,518,785	55,369,667	5,850,882	11.8%				Lyon
Mc Leod	40,866,168	44,741,293	3,875,125	9.5%	I		· · · · · · · · · · · · · · · · · · ·	Mc Leod
Meeker	33,901,199	33,440,665	(460,534)	-1.4%	1			Meeker
Murray	42,446,192	48,389,995	5,943,803	14.0%				Murray
Pipestone	27,351,087	30,581,442	3,230,355	11.8%				Pipestone
Redwood	67,257,563	73,948,451	6,690,888	10.0%	•			Redwood
Renville	78,940,260	77,880,589	(1,059,671)	-1.3%				Renville
Yellow Medicine	50,085,310	51,432,244	1,346,934	2.7%				Yellow Medicine
District 8 Totals	560,860,027	592,010,232	31,150,205	5.6%)			District 8 Totals
Chisago	57,935,087	59,819,538	1,884,451	3.3%	,			Chisago
Dakota	136,038,964	141,651,907	5,612,943	4.1%)			Dakota
Ramsey	221,507,104	226,553,107	5,046,003	2.3%)			Ramsey
Washington	112,087,423	111,515,324	(572,099)	-0.5%)			Washington
District 9 Totals	527,568,578	539,539,876	11,971,298	2.3%)			District 9 Totals
STATE TOTALS	\$5.795.826.337	\$6.214.170.282	\$418.343.945	7.2%	,			STATE TOTALS

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 1998 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 1999 CSAH apportionments.

DMG100\WP51\OCTNEEDS.WP

1998 COUNTY SCREENING BOARD DATA

OCTOBER, 1998

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

		Regular Account			Municipal Account		Total TENT.	
	Unencumbered		TENT. 1998	Unencumbered	Maximum Balance	TENT. 1998	1998	
	Construction	Maximum	Construction	Construction	Larger of Either	Construction	Construction	
	Fund Balance	Balance	Fund Balance	Fund Balance	\$100,000 or	Fund Balance	Fund Balance	
	As of	1998 Const.	"Needs"	As of	1996-1998	"Needs"	"Needs"	
County	Sept 10, 1998	Apportionment	Deduction	Sept 10, 1998	Const. Apport.	Deduction	Deduction	<u>County</u>
Carlton	\$2,854,668	\$1,582,062	\$1,272,606	\$553,294	\$433,232	\$120,062	\$1,392,668	Carlton
Cook	295,986	1,138,285	0	270,042	208,561	61,481	61,481	Cook
Itasca	2,182,950	3,071,603	0	798,107	1,032,664	0	0	Itasca
Koochiching	2,016,875	1,867,480	149,395	279,054	191,331	87,723	237,118	Koochiching
Lake	2,764,542	1,675,118	1,089,424	51,726	207,747	0	1,089,424	Lake
Pine	2,544,369	2,560,496	0	464,249	1,037,582	0	0	Pine
St. Louis	1,361,674	8,978,073	0	0	1,558,781	0	0	St. Louis
District 1 Totals	14,021,064	20,873,117	2,511,425	2,416,472		269,266	2,780,691	District 1 Totals
Beltrami	2,101,959	2,264,167	0	339,415	268,141	71,274	71,274	Beltrami
Clearwater	327,014	1,218,890	0	0	280,679	Ó	· 0	Clearwater
Hubbard	541,860	1.381.922	0	136.398	211,406	0	0	Hubbard
Kittson	Ó 0	1,332,574	0	335,388	490,991	0	0	Kittson
Lake of the Woods	0	1,273,462	0	104,473	139,098	0	Ó	Lake of the Woods
Marshall	1,585,651	2.072.837	0	473,598	427,216	46,382	46,382	Marshall
Norman	264,317	1,347,963	0	379,363	324,335	55,028	55,028	Norman
Pennington	1,088,698	1,003,084	85,614	23,952	100,000	0	85,614	Pennington
Polk	191,159	3,128,148	0	0	670,234	0	0	Polk
Red Lake	451,395	965,469	0	468,487	192,289	276,198	276,198	Red Lake
Roseau	552,995	1,580,100	0	415,084	496,784	0	0	Roseau
District 2 Totals	7,105,048	17,568,616	85,614	2,676,158	***	448,882	534,496	District 2 Totals
Aitkin	1.698.041	1.694.867	3.174	267,016	205,400	61.616	64,790	Aitkin
Benton	130,157	1.091.888	´ 0	. 0	285,603	. 0	0	Benton
Cass	449,255	2,170,993	0	283,978	665,902	0	0	Cass
Crow Wing	1,877,717	1,467,647	410,070	124,449	1,185,982	0	410,070	Crow Wing
Isanti	1,044,678	1,300,285	0	96,841	127,013	0	0	Isanti
Kanabec	152,998	949,658	0	177,005	254,757	0	0	Kanabec
Mille Lacs	1,492,184	1,330,459	161,725	493,345	558,193	0	161,725	Mille Lacs
Morrison	2,337,609	1,784,434	553,175	143,069	511,787	0	553,175	Morrison
Sherburne	1,806,075	956,056	850,019	84,153	243,535	. 0	850,019	Sherburne
Stearns	3,167,052	3,046,958	120,094	111,927	1,152,767	0	120,094	Stearns
Todd	350,261	1,509,788	0	291,885	628,884	0	0	Todd
Wadena	204,934	1,009,423	0	7,994	384,378	0	0	Wadena
Wright	3,190,594	2,545,586	645,008	88,744	1,130,078	0	645,008	Wright
District 3 Totals	17,901,555	20,858,042	2,743,265	2,170,406		<u>61,616</u>	2,804,881	District 3 Totals

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I.

1998 COUNTY SCREENING BOARD DATA

OCTOBER, 1998

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

		Regular Account			Municipal Account		Total TENT.	
	Unencumbered		TENT. 1998	Unencumbered	Maximum Balance	TENT. 1998	1998	
	Construction	Maximum	Construction	Construction	Larger of Either	Construction	Construction	
	Fund Balance	Balance	Fund Balance	Fund Balance	\$100,000 or	Fund Balance	Fund Balance	
	As of	1998 Const.	"Needs"	As of	1996-1998	"Needs"	"Needs"	
County	Sept 10, 1998	Apportionment	Deduction	Sept 10, 1998	Const. Apport.	Deduction	Deduction	County
Becker	\$0	\$1,734,631	\$0	255,071	360,482	\$0	\$0	Becker
Big Stone	2,564,820	928,268	1,636,552	36,929	310,646	0	1,636,552	Big Stone
Clay	982,585	1,710,850	0	8,978	425,367	0	0	Clay
Douglas	201,806	1,583,900	0	667,896	602,716	65,180	65,180	Douglas
Grant	717,761	955,445	0	0	244,829	0	0	Grant
Mahnomen	240,850	1,006,493	0	0	100,000	0	0	Mahnomen
Otter Tail	4,042,419	3,804,930	237,489	1,047,963	1,075,964	0	237,489	Otter Tail
Pope	280,577	1,365,400	0	34,149	208,942	0	0	Роре
Stevens	812,805	970,531	0	205,649	191,191	14,458	14,458	Stevens
Swift	839,830	1,228,099	0	7,658	344,446	0	0	Swift
Traverse	436,064	905,224	0	632,200	389,283	242,917	242,917	Traverse
Wilkin	115,451	1,177,391	0	235,686	428,614	0	0	Wilkin
District 4 Totals	11,234,968	17,371,162	1,874,041	3,132,179		322,555	2,196,596	District 4 Totals
Anoka	1	3.103.746	0	569,777	569,777	0	o	Anoka
Carver	3.297.931	1.402.831	1.895.100	1.134.795	913,632	221.163	2,116,263	Carver
Hennepin	17.237.931	10,297,317	6.940.614	1,354,779	3.875,281	0	6,940,614	Hennepin
Scott	0	1,795,645	0	0	289,448	0	0	Scott
District 5 Totals	20,535,863	16,599,539	8,835,714	3,059,351		221,163	9,056,877	District 5 Totals
Dodge	n	1 081 212	n	0	397,841	0	n	Dodge
Fillmore	1 694 290	2 345 221	0	20.073	896.716	0	0	Fillmore
Freeborn	.,,	2,136,482	Ő	0	270.023	0	0	Freeborn
Goodhue	Ō	1.811.226	0	Ő	600.822	Ő	o	Goodhue
Houston	1.462.411	1.714.904	0	81.488	271.860	Ō	0	Houston
Mower	397.223	1.891.372	Ō	204,980	360.294	Ō	0	Mower
Olmsted	0	2,287,469	Ō	362,565	246,003	116,562	116,562	Olmsted
Rice	374.953	1,705,126	Ō	0	243,146	0	0	Rice
Steele	1.061.062	1,631.207	0 0	439.463	160.617	278,846	278,846	Steele
Wabasha	820.405	1,400.552	0	17.295	823.299	0	0	Wabasha
Winona	865.769	1,768.981	0	316.899	451.933	Ō	0	Winona
District 6 Totals	6,676,113	19,773,752	0	1,442,763		395,408	395,408	District 6 Totals

1998 COUNTY SCREENING BOARD DATA

OCTOBER, 1998

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

		Regular Account			Municipal Account		Total TENT.	
	Unencumbered		TENT. 1998	Unencumbered	Maximum Balance	TENT. 1998	1998	
	Construction	Maximum	Construction	Construction	Larger of Either	Construction	Construction	
	Fund Balance	Balance	Fund Balance	Fund Balance	\$100,000 or	Fund Balance	Fund Balance	
	As of	1998 Const.	"Needs"	As of	1996-1998	"Needs"	"Needs"	
County	Sept 10, 1998	Apportionment	Deduction	Sept 10, 1998	Const. Apport.	Deduction	Deduction	County
Blue Earth	\$2,000,107	\$2,349,649	\$0	\$108,073	537,357	\$0	\$0	Blue Earth
Brown	697,292	1,337,119	0	312,940	309,170	3,770	3,770	Brown
Cottonwood	0	1,331,649	0	131,815	286,310	0	0	Cottonwood
Faribault	178,128	1,550,105	0	70,561	893,147	0	0	Faribault
Jackson	1,665,144	1,611,662	53,482	4,859	467,232	0	53,482	Jackson
Le Sueur	603,582	1,202,834	0	563,298	801,777	0	0	Le Sueur
Martin	318,832	1,484,468	0	2,755	382,280	0	0	Martin
Nicollet	. 0	1,294,053	0	63,377	154,331	0	0	Nicollet
Nobles	219,323	1,624,084	0	110,102	348,431	0	0	Nobles
Rock	174,742	1,080,140	0	680,195	507,602	172,593	172,593	Rock
Sibley	130,769	1,224,092	0	4,421	376,715	0	0	Sibley
Waseca	26,605	1,216,462	0	210,507	241,625	0	0	Waseca
Watonwan	7	977,132	0	3,167	542,428	0	0	Watonwan
District 7 Totals	6,014,531	18,283,449	53,482	2,266,070		176,363	229,845	District 7 Totals
Chippewa	279,896	1,113,294	0	0	286,240	0	0	Chippewa
Kandiyohi	780,197	2,069,495	0	405,737	460,479	0	•.d · · O	Kandiyohi
Lac Qui Parle	1,363,498	1,250,077	113,421	293,427	373,414	0	113,421	Lac Qui Parle
Lincoln	930,199	963,063	0	. 0	378,121	0	0	Lincoln
Lyon	1,420,000	1,270,160	149,840	14,221	677,149	0	149,840	Lyon
Mc Leod	1,707,393	1,259,293	448,100	216,298	466,945	0	448,100	Mc Leod
Meeker	1,181,834	1,206,982	0	374,058	188,193	185,865	185,865	Meeker
Murray	758,018	1,275,121	0	22,916	384,083	0	0	Murray
Pipestone	632,480	803,038	0	366,685	664,701	0	0	Pipestone
Redwood	1,233,314	1,679,675	0	352,715	900,347	0	0	Redwood
Renville	1,309,471	2,152,019	0	0	270,760	0	0	Renville
Yellow Medicine	1,069,606	1,415,053	0	325,285	505,730	0	0	Yellow Medicine
District 8 Totals	12,665,906	16,457,270	711,361	2,371,342		185,865	897,226	District 8 Totals
Chisago	2,393,034	1,378,144	1,014,890	981,745	703,695	278,050	1,292,940	Chisago
Dakota	0	3,546,624	0	380,138	301,771	78,367	78,367	Dakota
Ramsey	4,443,320	5,446,079	0	0	198,896	0	0	Ramsey
Washington	2,666,943	2,090,532	576,411	551	1,894,655	0	576,411	Washington
District 9 Totals	9,503,297	12,461,379	1,591,301	1,362,434		356,417	1,947,718	District 9 Totals
			• • • • • • • • • • • • • • •					
SIATE TOTALS	\$105,658,345	\$160,246,326	\$18,406,203	\$20,897,175	\$45,162,106	\$2,437,535	\$20,843,738	STATE TOTALS

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Special Resurfacing Projects

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

That any county using non-local construction and for special bituminous resurfacing or concrete joint reparatorojects 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 1988 through 1997, the number of projects awarded and the project costs in each account which have been deducted from the 1998 County State Aid Highway Money needs. In 1997 alone, more than \$18.5 million of special resurfacing projects were awarded.

	Number of				Total Special
	Special Resurf.	Spec.	Regular	Municipal	Resurfacing Cost
	Projects	Resurf.	Account	Account	Deducted from 1998
County	1988-1997	1997	Deduction	Deduction	25-Yr. Const. Needs
Carlton	15	3	\$1,708,313	\$139,945	\$1,848,258
Cook	7	1	2,001,112	9,152	2,010,264
Itasca	21	1	3,444,792	337,607	3,782,399
Koochiching	9	0	1,035,072	164,644	1,199,716
Lake	2	1	2,072,898	0	2,072,898
Pine	4	0	821,561	64,260	885,82 [,]
St. Louis	14	0	2,807,996	0	2,807,996
District 1 Totals	72	6	13,891,744	715,608	14,607,352
Beltrami	13	0	1,177,003	36,171	1,213,174
Clearwater	8	0	1,563,449	10,500	1,573,949
Hubbard	3	0	1,353,720	0	1,353,720
Kittson	8	0	1,236,283	39,292	1,275,575
Lake of the Woods	2	0	112,853	6,479	119,332
Marshall	5	0	598,529	146,110	744,639
Norman	7	1	1,116,618	79,042	1,195,660
Pennington	2	2	318,149	0	318,149
Polk	12	2	1,225,382	117,922	1,343,304
Red Lake	4	0	820,037	0	820,037
Roseau	5	1	1,566,234	0	1,566,234
District 2 Totals	69	6	11,088,257	435,516	11,523,773

	Number of		anna dalaman an anna dalaman anna anna anna anna anna anna ann		Total Special
	Special Resurf.	Spec.	Regular	Municipal	Resurfacing Cost
	Projects	Resurf.	Account	Account	Deducted from 1998
County	1988-1997	1997	Deduction	Deduction	25-Yr. Const. Needs
Aitkin	5	0	\$936,589	\$16,850	\$953,439
Benton	5	0	412,547	0	412,547
Cass	5	0	1,411,257	0	1,411,257
Crow Wing	11	5	869,659	106,865	976,524
Isanti	16	3	1,406,784	0	1,406,784
Kanabec	5	0	0	115,826	115,826
Mille Lacs	10	2	1,610,495	55,063	1,665,558
Morrison	27	3	5,533,402	135,285	5,668,687
Sherburne	2	0	124,678	22,509	147,187
Stearns	35	3	6,796,646	108,219	6,904,865
Todd	3	0	347,501	15,633	363,134
Wadena	3	0	587,365	0	587,365
Wright	9	2	1,480,000	180,593	1,660,593
District 3 Totals	136	18	21,516,923	756,843	22,273,766
Becker	17	1	2,325,780	153,248	2,479,028
Big Stone	1	0	110,333	0	110,333
Clay	2	0	49,082	49,879	98,961
Douglas	14	2	1,721,096	56,482	1,777,578
Grant	10	0	2,452,016	185,700	2,637,716
Mahnomen	4	0	167,498	0	167,498
Otter Tail	38	1	6,468,393	256,522	6,724,915
Pope	7	0	378,190	34,435	412,625
Stevens	7	0	1,716,993	29,602	1,746,595
Swift	15	2	1,854,209	151,845	2,006,054
Traverse	7	0	1,196,322	128,255	1,324,577
Wilkin	10	0	1,814,419	133,822	1,948,241
District 4 Totals	132	6	20,254,331	1,179,790	21,434,121
Anoka	3	0	699,370	0	699,370
Carver	10	2	502,012	163,146	665,158
Hennepin	9	1	2,126,918	14,555	2,141,473
Scott	4	0	831,407	8,095	839,502
District 5 Totals	26	3	4,159,707	185,796	4,345,503
Dodge	12	4	2,213,491	41,326	2,254,817
Fillmore	16	0	1,144,671	227,808	1,372,479
Freeborn	33	2	4,915,324	406,069	5,321,393
Goodhue	1	0	119,430	0	119,430
Houston	5	1	1,305,661	0	1,305,661
Mower	16	1	2,120,617	32,612	2,153,229
Olmsted	4	0	50,949	87,642	138,591
Rice	13	0	1,706,006	0	1,706,006
Steele	7	3	481,628	0	481,628
Wabasha	10	1	1,040,539	186,387	1,226,926
Winona	32	2	3,331,963	169,128	3,501,091
District 6 Totals	149	14	18,430,279	1,150,972	19,581,251

· · ·	Number of				Total Special
	Special Resurf.	Spec.	Regular	Municipal	Resurfacing Cost
	Projects	Resurf.	Account	Account	Deducted from 1998
County	1988-1997	1997	Deduction	Deduction	25-Yr. Const. Needs
Blue Earth	14	3	\$1,812,998	\$29,919	\$1,842,91
Brown	24	4	2,062,760	40,385	2,103,14
Cottonwood	16	2	2,318,577	10,758	2,329,33
Faribault	5	0	592,935	51,037	643,97
Jackson	5	0	1,157,716	12,833	1,170,54
LeSueur	3	. 3	460,207	0	460,20
Martin	1	0	0	66,914	66,91
Nicollet	5	1	426,827	43,488	470,31
Nobles	13	0	1,649,775	13,839	1,663,61
Rock	5	0	549,915	107,158	657.07
Sibley	20	0	2,319,332	129,735	2,449,06
Waseca	8	2	1,331,895	´ 0	1,331,89
Watonwan	23	0	1,729,627	105.485	1,835,11
District 7 Totals	142	15	16,412,564	611,551	17,024,11
Chippewa	5	2	762,228	0	762,22
Kandiyohi	1	0	98,236	. 0	98,23
Lac Qui Parle	12	0	889,900	49,794	939,69
Lincoln	21	3	1,425,900	79,800	1,505,70
Lyon	19	0	2,902,786	47,170	2,949,95
Mc Leod	3	0	410,451	39,569	450,02
Meeker	11	2	1,092,761	17,843	1,110,60
Murray	21	6	2,395,202	70,259	2,465,46
Pipestone	8	0	378.757	203,614	582,37
Redwood	34	4	3.772.245	599,279	4.371.52
Renville	21	0	3,617,459	93,442	3.710.90
Yellow Medicine	5	0	1,162,148	17,472	1,179,62
District 8 Totals	161	17	18,908,073	1,218,242	20,126,31
Chisago	7	0	1,349,106	95,853	1,444,95
Dakota	1	0	0	27,238	27,23
Ramsey	5	1	561,642	0	561.64
Nashington	13	1	980.824	150.091	1.130.91
District 9 Totals	26	2	2,891,572	273,182	3,164,75
STATE TOTALS	913	87	\$127 553 450	\$6 527 500	\$134 080 95

NOTES and COMMENTS
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Comparison of 1984-1997 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 1999 apportionment.

- 1) 118.9 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-1997. This represents 11% of the 1,072.46 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 48% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

 $\frac{\$297,101 - \$200,751}{\$200,751} = 48\%$

- 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 (48%) times the complete rural design grading needs remaining in the 1998 study (\$170,215,114) an adjustment (+\$81,703,255) to the 1998 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 1998 25-year construction needs) have been used in calculating the 1998 annual County State Aid Highway money needs.

		19	984-1997 Rural D	esign Grading				-	Rural Co Remain	mplete Grading ing in the 1998		Rural Grading	
	Pro	ojects	% of System With		-	Rural	Adjusted Rural	d <u>Needs Study</u>		Cost Adjustment To The	Actual		
County	#	(Col. 2) Miles	Complete Grading Needs	Average Construction Cost/Mile	Average Needs Cost/Mile	Grading Cost Factor	Grading Cost Factor	(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	1998 - 25 Year Construction Needs	Adjusted Needs Cost Per Mile
Carlton	16	40.0	19%	\$150 440	\$116 120	30%	30.0%	205 14	73.7%	\$24,497,358	\$119 418	\$7,349,207	\$155,243
Caak	42	20.0	20%	470.062	447.020	479/	47.0%	424.20	77 69/	20 222 072	450 696	2 427 752	476 202
COOK	13	30.9	29%	172,003	147,920	1770	17.0%	134.20	11.5%	20,222,077	150,000	3,437,753	170,303
Itasca	31	93.3	20%	137,354	83,201	65%	65.0%	476.40	75.9%	45,217,528	94,915	29,391,393	156,610
Koochiching	15	57.0	41%	111,946	54,294	106%	106.0%	137.62	60.0%	11,205,116	81,421	11,877,423	167,727
Lake	17	29.8	17%	284,573	192,105	48%	48.0%	173.57	79.2%	34,041,492	196,125	16,339,916	290,266
Pine	35	71.0	21%	187,855	130,217	44%	44.0%	340.74	74.4%	50,518,482	148,261	22,228,132	213,496
St. Louis	62	118.9	11%	297,101	200,751	48%	48.0%	1,072.46	82.0%	170,215,114	158,715	81,703,255	234,898
District 1 Totals	189	448.9	18%	\$198,428	\$133,863	48%		2,540.13	77.1%	\$355,917,167	\$140,118	\$172,327,079	\$207,960

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1998 COUNTY SCREENING BOARD DATA OCTOBER, 1998

		19	984-1997 Rural D	esign Grading					Rural Co Remain		Rural Grading		
	Pro	ojects	% of System			Dural	Adjusted	· · · · · · · · · · · · · · · · · · ·	Ne	eds Study		Cost Adjustment	
		(Col. 2)	Complete	Average	Average	Grading	Grading	(Col. 8)	% of Total		Average	1998 - 25 Year	Actual Adjusted
County	#	Milee	Grading Needs	Construction	Needs Cost/Mile	Cost Eactor	Cost Eactor	Milos	Rural Miles	Total Cost	Cost Per Mile	Construction Needs	Needs Cost
Beltrami		76.1	24%	\$115,265	\$93,378	23%	23.0%	317.39	70.7%	\$26,078,936	\$82,167	\$5,998,155	\$101,065
Clearwater	24	69.6	34%	62,442	70,569	-12%	-12.0%	203.59	63.8%	13,443,750	66,033	(1,613,250)	58,109
Hubbard	12	47.6	20%	117,039	90,188	30%	30.0%	238.56	75.5%	16,958,738	71,088	5,087,621	92,414
Kittson	21	67.9	26%	60,329	60,264	0%	0.0%	262.58	71.1%	17,788,326	67,744	0	67,744
Lake of the Woods	14	39.9	35%	69,807	61,029	14%	14.0%	113.05	59.0%	6,712,711	59,378	939,780	67,691
Marshall	35	155.6	41%	50,439	56,949	-11%	-11.0%	382.01	60.3%	21,811,236	57,096	(2,399,236)	50,815
Norman	24	59.3	23%	60,792	61,024	0%	0.0%	255.80	66.4%	14,626,924	57,181	0	57,181
Pennington	7	32.5	21%	46,366	47,946	-3%	-3.0%	154.71	60.1%	8,161,677	52,755	(244,850)	51,172
Polk	41	183.8	43%	66,673	68,391	-3%	-3.0%	431.65	54.6%	32,985,895	76,418	(989,577)	74,126
Red Lake	9	28.9	22%	78,708	69,048	14%	14.0%	133.57	73.2%	9,460,138	70,825	1,324,419	80,741
Roseau	26	103.5	38%	48,739	58,418	-17%	-17.0%	273.10	57.8%	15,354,231	56,222	(2,610,219)	46,664
District 2 Totals	233	864.7	31%	\$67,194	\$66,482	1%		2,766.01	63.3%	\$183,382,562	66,299	\$5,492,843	\$68,284

		19	984-1997 Rural D	esign Grading					Rural Co	mplete Grading		Pural Grading	
	Pro	oiects	% of System			1	Adjusted		Ne	eds Study		Cost Adjustment	
			With			Rural	Rural	4 <u></u>				To The	Actual
		(Col. 2)	Complete	Average	Average	Grading	Grading	(Col. 8)	% of Total		Average	1998 - 25 Year	Adjusted
			Grading Needs	Construction	Needs	Cost	Cost		Rural	Total	Cost Per	Construction	Needs Cost
County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
Aitkin	18	72.7	27%	\$115,221	\$75,202	53%	53.0%	270.26	72.7%	\$22,685,973	\$83,941	\$12,023,566	\$128,430
Benton	27	52.0	36%	106,059	51,890	104%	104.0%	142.79	66.7%	7,053,385	49,397	7,335,520	100,770
Cass	16	60.0	15%	115,281	78,865	46%	46.0%	387.48	74.4%	28,267,815	72,953	13,003,195	106,511
Crow Wing	22	62.1	28%	67,912	57,485	18%	18.0%	220.70	62.6%	15,858,468	71,855	2,854,524	84,789
Isanti	13	31.7	18%	131,361	85,449	54%	54.0%	178.77	79.7%	14,582,189	81,570	7,874,382	125,617
Kanabec	20	47.0	35%	89,607	83,922	7%	7.0%	134.40	64.4%	11,002,465	81,864	770,173	87,594
Mille Lacs	11	24.9	15%	152,679	74,686	104%	104.0%	166.84	69.5%	13,646,907	81,796	14,192,783	166,865
Morrison	4	15.5	4%	69,358	55,459	25%	10.0%	354.28	82.2%	24,046,342	67,874	2,404,634	74,661
Sherburne	12	42.1	38%	38,389	37,895	1%	1.0%	112.26	54.7%	4,768,617	42,478	47,686	42,903
Stearns	15	36.0	8%	108,029	77,452	39%	31.2%	453.96	80.2%	35,934,683	79,158	11,211,621	103,856
Todd	4	13.3	7%	80,619	62,810	28%	19.6%	199.50	50.1%	12,805,549	64,188	2,509,888	76,769
Wadena	8	23.3	14%	101,242	64,043	58%	58.0%	171.81	77.9%	9,155,681	53,290	5,310,295	84,198
Wright	23	53.7	19%	199,379	93,204	114%	114.0%	277.31	74.3%	25,287,865	91,190	28,828,166	195,146
District 3 Totals	193	534.3	17%	\$108,423	\$70,296	54%	.]	3,070.36	71.0%	\$225,095,939	\$73,313	\$108,366,433	\$108,607

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Comparison of 1984-1997 Rural Design Grading Construction Costs to Needs Study Costs

		19	84-1997 Rural D	esign Grading					Rural Co Remain		Rural Grading		
	Pro	jects	% of System]	Adjusted		<u>Ne</u>	eds Study		Cost Adjustment	
			With			Rural	Rural					To The	Actual
		(Col. 2)	Complete	Average	Average	Grading	Grading	(Col. 8)	% of Total		Average	1998 - 25 Year	Adjusted
			Grading Needs	Construction	Needs	Cost	Cost		Rural	Total	Cost Per	Construction	Needs Cost
County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
Becker	17	64.0	20%	\$56,403	\$45,543	24%	24.0%	313.13	70.2%	\$15,443,452	\$49,320	\$3,706,428	\$61,156
Big Stone	12	28.4	18%	63,082	42,594	48%	48.0%	161.20	79.8%	7,396,842	45,886	3,550,484	67,911
Clay	21	78.9	29%	69,688	43,461	60%	60.0%	272.71	70.3%	12,122,188	44,451	7,273,313	71,121
Douglas	11	38.5	15%	71,894	56,858	26%	26.0%	252.13	69.7%	13,326,611	52,856	3,464,919	66,599
Grant	4	24.5	13%	70,097	40,879	71%	71.0%	185.65	82.5%	8,222,499	44,290	5,837,974	75,736
Mahnomen	6	39.1	37%	91,751	42,142	118%	118.0%	105.75	55.1%	4,472,770	42,296	5,277,869	92,205
Otter Tail	25	69.1	10%	87,437	73,090	20%	20.0%	682.98	78.3%	57,396,254	84,038	11,479,251	100,846
Роре	14	36.9	18%	121,402	72,940	66%	66.0%	209.18	72.5%	15,092,492	72,151	9,961,045	119,770
Stevens	2	8.0	4%	53,656	44,001	22%	8.8%	199.12	83.3%	10,627,386	53,372	935,210	58,068
Swift	25	70.0	32%	51,745	42,241	22%	22.0%	221.25	68.1%	12,059,105	54,504	2,653,003	66,495
Traverse	4	23.1	12%	33,624	43,186	-22%	-22.0%	187.98	78.2%	10,662,962	56,724	(2,345,852)	44,245
Wilkin	12	34.9	16%	61,577	32,682	88%	88.0%	218.81	71.7%	8,192,010	37,439	7,208,969	70,385
District 4 Totals	153	515.4	17%	\$70,757	\$49,631	43%		3,009.89	73.7%	\$175,014,571	\$58,147	\$59,002,613	\$77,749

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	1984-1997 Rural Design Grading							Rural Complete Grading Remaining in the 1998				Rural Grading	
	Pro	jects	% of System				Adjusted		Ne		Cost Adjustment		
			With			Rural	Rural					To The	Actual
		(Col. 2)	Complete	Average	Average	Grading	Grading	(Col. 8)	% of Total		Average	1998 - 25 Year	Adjusted
]		Grading Needs	Construction	Needs	Cost	Cost		Rural	Total	Cost Per	Construction	Needs Cost
County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
Anoka	11	25.3	20%	\$239,410	\$150,598	59%	59.0%	125.16	64.3%	\$20,388,097	\$162,896	\$12,028,977	\$259,005
Carver	13	17.6	14%	121,987	108,267	13%	13.0%	129.82	73.7%	12,908,327	99,432	1,678,083	112,359
Hennepin	12	27.4	24%	640,476	378,234	69%	69.0%	113.98	78.3%	16,284,570	142,872	11,236,353	241,454
Scott	10	13.2	12%	272,394	89,852	203%	203.0%	112.89	62.0%	11,485,991	101,745	23,316,562	308,287
District 5 Totals	46	83.5	17%	\$351,438	\$206,726	70%		481.85	69.0%	\$61,066,985	\$126,734	\$48,259,975	\$226,890

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		19	984-1997 Rural D	esign Grading									
	Pro	oiects	% of System				Adjusted		Remain Ne	eds Study		Rural Grading	
		• ·	With			Rural	Rural					To The	Actual
		(Col. 2)	Complete	Average	Average	Grading	Grading	(Col. 8)	% of Total		Average	1998 - 25 Year	Adjusted
County	<u>н</u>	Milee	Grading Needs	Construction	Needs	Cost	Cost	Mileo	Rural	Total	Cost Per	Construction	Needs Cost
Dodgo	# 19	Willes		COST/WIIIe	COSUMILE \$61.021	74Clor	76 0%	161 A1	1VIIIes	COSL \$0 705 011	\$64 104	Neeus \$2,522,527	\$90 770
Douge	10	42.0	2070	<i>411,323</i>	401,331	2070	20.076	101.41	05.078	\$3,700,311	\$04,104	\$2,525,557	\$00,770
Fillmore	27	73.9	26%	170,470	136,594	25%	25.0%	280.96	71.4%	41,529,274	147,812	10,382,319	184,765
Freeborn	15	42.5	13%	137,882	66,364	108%	108.0%	324.30	74.7%	16,522,540	50,948	17,844,343	105,973
Goodhue	17	56.3	30%	169,646	112,037	51%	51.0%	187.11	59.8%	18,694,423	99,911	9,534,156	150,866
Houston	12	27.6	15%	218,267	154,976	41%	41.0%	180.59	75.0%	30,636,417	169,646	12,560,931	239,201
Mower	17	40.4	16%	89,364	62,714	42%	42.0%	258.32	72.3%	17,553,642	67,953	7,372,530	96,493
Olmsted	17	39.2	18%	143,050	133,125	7%	7.0%	219.51	72.8%	22,685,457	103,346	1,587,982	110,580
Rice	15	38.4	20%	107,519	60,120	79%	79.0%	187.32	71.0%	12,606,904	67,301	9,959,454	120,470
Steele	17	40.6	22%	89,672	52,253	72%	72.0%	182.22	66.8%	11,548,639	63,377	8,315,020	109,009
Wabasha	14	35.5	20%	183,411	143,710	28%	28.0%	174.86	68.1%	22,513,159	128,750	6,303,685	164,800
Winona	25	37.0	17%	133,965	126,568	6%	6.0%	213.54	71.6%	24,435,211	114,429	1,466,113	121,295
District 6 Totals	194	473.4	20%	\$138,910	\$101,540	37%	L	2,360.14	70.0%	\$228,431,577	\$96,787	\$87,850,070	\$134,010

	1984-1997 Rural Design Grading					<u> </u>		<u></u>	Rural Co				
						A		Remain	Rural Grading				
	Projects		ts % of System			Rural	Adjusted		Ne	eas Stuay		Cost Adjustment	Actual
		(Col. 2)	Complete	Average	Average	Grading	Grading	(Col. 8)	% of Total		Average	1998 - 25 Year	Adjusted
		· ·	Grading Needs	Construction	Needs	Cost	Cost		Rural	Total	Cost Per	Construction	Needs Cost
County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
Blue Earth	22	66.1	26%	\$131,463	\$97,368	35%	35.0%	252.80	65.0%	\$19,869,276	\$78,597	\$6,954,247	\$106,106
Brown	13	44.1	21%	111,989	104,739	7%	7.0%	207.27	67.8%	12,637,797	60,973	884,646	65,241
Cottonwood	14	36.8	16%	86,093	53,812	60%	60.0%	233.40	75.5%	12,394,230	53,103	7,436,538	84,965
Faribault	15	57.3	27%	77,923	56,483	38%	38.0%	214.72	64.7%	12,163,947	56,650	4,622,300	78,177
Jackson	12	31.7	12%	74,664	48,816	53%	53.0%	275.23	76.6%	17,173,615	62,397	9,102,016	95,468
Le Sueur	21	62.0	49%	84,543	65,169	30%	30.0%	126.85	51.3%	8,913,922	70,271	2,674,177	91,353
Martin	14	71.5	33%	82,990	64,897	28%	28.0%	216.83	58.4%	11,924,127	54,993	3,338,756	70,391
Nicollet	20	48.0	34%	103,365	66,856	55%	55.0%	143.26	61.0%	13,032,632	90,972	7,167,948	141,006
Nobles	13	39.4	19%	79,268	57,274	38%	38.0%	205.49	61.8%	13,060,792	63,559	4,963,101	87,712
Rock	10	36.9	22%	81,369	48,219	69%	69.0%	170.29	68.1%	8,270,016	48,564	5,706,311	82,074
Sibley	15	42.9	22%	80,055	59,904	. 34%	34.0%	195.92	69.7%	11,097,935	56,645	3,773,298	75,905
Waseca	23	54.2	34%	62,034	54,748	13%	13.0%	160.00	67.3%	8,793,016	54,956	1,143,092	62,101
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	204	625.5	25%	\$88,513	\$66,221	34%		2,521.45	65.1%	\$156,932,761	\$62,239	\$59,666,794	\$85,903

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	1984-1997 Rural Design Grading					<u></u>		Rural Complete Grading				Pural Grading	
	Projects		s % of System				Adjusted	Needs Study				Cost Adjustment	
		(Col. 2)	Complete	Average	Average	Grading	Rural Grading	(Col. 8)	% of Total		Average	To The 1998 - 25 Year	Actual Adjusted
			Grading Needs	Construction	Needs	Cost	Cost	(00.0)	Rural	Total	Cost Per	Construction	Needs Cost
County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
Chippewa	10	34.1	26%	\$138,037	\$103,979	33%	33.0%	131.17	54.8%	\$11,037,181	\$84,144	\$3,642,270	\$111,912
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	17	68.4	28%	59,166	46,055	28%	28.0%	241.91	67.8%	10,536,097	43,554	2,950,107	55,749
Lincoln	14	44.6	28%	52,327	47,694	10%	10.0%	158.33	64.8%	8,052,621	50,860	805,262	55,946
Lyon	25	64.6	33%	72,025	59,995	20%	20.0%	197.75	65.2%	10,839,167	54,812	2,167,833	65,775
Mc Leod	22	44.1	28%	111,596	73,977	51%	51.0%	160.29	67.1%	9,911,198	61,833	5,054,711	93,368
Meeker	17	36.7	20%	81,833	54,418	50%	50.0%	179.89	67.7%	10,476,233	58,237	5,238,117	87,355
Murray	15	37.4	13%	47,991	48,216	0%	0.0%	290.78	83.7%	14,289,774	49,143	0	49,143
Pipestone	17	48.6	33%	62,324	52,825	18%	18.0%	146.70	66.2%	7,323,726	49,923	1,318,271	58,909
Redwood	22	46.6	18%	52,186	41,369	26%	26.0%	256.70	68.7%	14,216,168	55,380	3,696,204	69,779
Renville	8	29.8	9%	86,557	48,780	77%	69.3%	350.38	79.5%	18,516,917	52,848	12,832,223	89,472
Yellow Medicine	20	75.0	34%	50,419	51,719	-3%	-3.0%	218.02	64.8%	13,032,281	59,776	(390,968)	57,982
District 8 Totals	211	611.4	24%	\$74,995	\$57,320	31%		2,578.54	68.6%	\$147,749,786	\$57,300	\$48,439,531	\$76.085

1984-1997 Rural Design Grading								Rural Complete Grading					
	Decise to 11/ of Ourtown							Remaining in the 1998				Rural Grading	
	Projects % of		With			Dural	Adjusted	Needs Study				Lost Adjustment	Actual
		(Col. 2)	Complete	Average	Average	Grading	Grading	(Col. 8)	% of Total		Average	1998 - 25 Year	Adjusted
		(,	Grading Needs	Construction	Needs	Cost	Cost	(,	Rural	Total	Cost Per	Construction	Needs Cost
County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
Chisago	8	12.9	8%	\$147,918	\$97,021	52%	41.6%	170.00	78.0%	\$15,651,832	\$92,070	\$6,511,162	\$130,371
Dakota	9	9.7	7%	216,811	191,990	13%	9.1%	135.84	82.0%	15,438,114	113,649	1,404,868	123,991
Ramsey	2	2.5	43%	394,350	274,943	43%	43.0%	5.75	58.3%	1,259,820	219,099	541,723	313,312
Washington	16	19.0	16%	284,806	162,842	75%	75.0%	116.51	78.1%	17,215,609	147,761	12,911,707	258,581
District 9 Totals	35	44.1	10%	\$235,886	\$156,339	51%		428.10	78.9%	\$49,565,375	\$115,780	\$21,369,460	165,697

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Comparison of 1984-1997 Rural Design Grading Construction Costs to Needs Study Costs

		1984-1997 Rural Design Grading								Rural Co Remain	Rural Grading			
		Projects % of		% of System			1	Adjusted	Needs Study			Cost Adjustment		
			(Col. 2)	With Complete	Average	Average	Rural Grading	Rural Grading	(Col. 8)	% of Total		Average	To The 1998 - 25 Year	Actual Adjusted
			(000.2)	Grading Needs	Construction	Needs	Cost	Cost	(000)	Rural	Total	Cost Per	Construction	Needs Cost
l	County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
	District 1 Totals	189	448.9	18%	\$198,428	\$133,863	48%		2,540.13	77.1%	\$355,917,167	\$140,118	\$172,327,079	\$207,960
	District 2 Totals	233	864.7	31%	67,194	66,482	1%		2,766.01	63.3%	183,382,562	66,299	5,492,843	68,284
	District 3 Totals	193	534.3	17%	108,423	70,296	54%		3,070.36	71.0%	225,095,939	73,313	108,366,433	108,607
	District 4 Totals	153	515.4	17%	70,757	49,631	43%		3,009.89	73.7%	175,014,571	58,147	59,002,613	77,749
	District 5 Totals	46	83.5	17%	351,438	206,726	70%		481.85	69.0%	61,066,985	126,734	48,259,975	226,890
	District 6 Totals	194	473.4	20%	138,910	101,540	37%		2,360.14	70.0%	228,431,577	96,787	87,850,070	134,010
	District 7 Totals	204	625.5	25%	88,513	66,221	34%		2,521.45	65.1%	156,932,761	62,239	59,666,794	85,903
	District 8 Totals	211	611.4	24%	74,995	57,320	31%		2,578.54	68.6%	147,749,786	57,300	48,439,531	76,085
	District 9 Totals	35	44.1	10%	235,886	156,339	51%		428.10	78.9%	49,565,375	115,780	21,369,460	165,697
	STATE TOTAL	1,458	4,201.2	21%	\$106,711	\$78,410	36%		19,756.47	69.8%	\$1,583,156,723	\$80,134	\$610,774,798	\$111,049

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NOTES and COMMENTS										
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Comparison of 1987 - 1997 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 1999 apportionment is shown below.

- 1) <u>0.8</u> miles of C.S.A.H.'s which had urban design complete grading needs were graded in Pine County in 1987 1997. This represents 7% of the 11.04 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 <u>21%</u> 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.

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

- 4) Then, by multiplying the Adjusted Factor (14.7%) times the complete urban design grading needs remaining in the 1998 needs study (\$1,840,793) an adjustment (+\$270,597) to the 1998 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 1998 25-year construction needs) have been used in calculating the 1998 annual County State Aid Highway money needs.

		1	987-1997 Urban [Design Grading				· · ·	Urban Cor Remainii	nplete Grading ng in the 1998		Urban Grading	
	% of System				Adjusted		Nee	ds Study		Cost Adjustment			
		(Col. 2)	Complete	Average	Average	Grading	Grading	(Col. 8)	% of Total		Average	10 The 1998 - 25 Year	Actual
County	#	Miles	Grading Needs Col. 2 / Col. 8	Construction Cost/Mile	Needs Cost/Mile	Cost Factor	Cost Factor	Miles	Urban Miles	Total Cost	Cost per Mile	Construction Needs	Needs Cost Per Mile
Carlton	3	1.4	16%	\$114,584	\$127,504	-10%	-10.0%	8.93	58.4%	\$1,564,565	\$175,203	(\$156,457)	\$157,683
Cook	3	0.6	13%	202,949	122,969	65%	65.0%	4.66	80.6%	1,733,397	371,974	1,126,708	613,756
Itasca	11	5.3	57%	246,425	158,925	55%	55.0%	9.31	46.4%	1,601,788	172,050	880,983	266,678
Koochiching	2	0.6	5%	244,284	113,802	115%	57.5%	11.73	64.0%	1,974,666	168,343	1,135,433	265,141
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%	11.04	74.1%	1,840,793	166,738	270,597	191,249
St. Louis	9	3.7	11%	594,708	298,995	99%	99.0%	33.53	47.4%	7,226,378	215,520	7,154,114	428,884
District 1 Totals	31	13.6	17%	\$370,461	\$197,828	87%		80.84	53.9%	\$16,335,249	\$202,069	\$11,312,864	\$342,010

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	1987-1997 Urban Design Grading								Urban Co Remaini	mplete Grading		Urban Grading	
			% of System				Adjusted		Nee	ds Study		Cost Adjustment	
		(Col. 2)	Complete	Average	Average	Urban Grading	Urban Grading	(Col. 8)	% of Total		Average	To The	Actual Adjusted
County		Bailee	Grading Needs	Construction	Needs	Cost	Cost	(Urban	Total	Cost per	Construction	Needs Cost
County	#	willes	COI. 27 COI. 8	COSt/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
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%	5.24	81.5%	757,532	144,567	0	144,567
Hubbard	4	1.3	23%	196,849	156,598	26%	26.0%	5.74	71.9%	620,306	108,067	161,280	136,165
Kittson	2	0.6	15%	264,912	323,522	-18%	-18.0%	3.95	92.5%	831,725	210,563	(149,711)	172,662
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%	5.42	82.3%	760,257	140,269	0	140,269
Norman	3	0.5	. 14%	134,171	120,473	11%	11.0%	3.61	50.6%	498,546	138,101	54,840	153,293
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	7	1.9	16%	131,794	136,830	-4%	-4.0%	12.07	76.8%	2,067,023	171,253	(82,681)	164,403
Red Lake	2	0.9	36%	236,046	131,478	80%	80.0%	2.48	75.8%	378,974	152,812	303,179	275,062
Roseau	2	0.7	13%	239,273	136,499	75%	75.0%	5.41	58.7%	710,347	131,303	532,760	229,779
District 2 Totals	29	10.4	19%	\$157,461	\$148,956	6%		56.05	68.3%	\$8,573,279	\$152,958	\$649,691	164,549

		1	987-1997 Urban I	Design Grading		(Urban Co Remaini	mplete Grading		Urban Grading	
		• .	% of System				Adjusted		Nee	ds Study		Cost Adjustment	
County	#	(Col. 2) Miles	With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Urban Grading Cost Factor	(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 1998 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Aitkin	1	0.6	28%	\$697,687	\$756,328	-8%	-8.0%	2.15	78.8%	\$425,313	\$197,820	(\$34,025)	\$181,994
Benton	4	1.0	13%	182,356	157,557	16%	16.0%	7.59	65.6%	998,634	131,572	159,781	152,624
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	13%	131,776	171,735	-23%	-23.0%	11.08	60.3%	1,591,304	143,619	(366,000)	110,587
Isanti	3	0.4	22%	125,519	302,231	-58%	-58.0%	1.80	44.2%	562,009	312,227	(325,965)	131,136
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	5	3.2	31%	345,333	189,183	83%	83.0%	10.19	66.8%	1,320,104	129,549	1,095,686	237,075
Morrison	7	3.3	50%	209,896	112,915	86%	86.0%	6.65	48.9%	714,717	107,476	614,657	199,906
Sherburne	1	0.3	16%	193,119	84,194	129%	129.0%	1.90	18.0%	147,620	77,695	190,430	177,921
Stearns	23	8.2	54%	178,170	155,388	15%	15.0%	15.32	40.7%	2,284,614	149,126	342,692	171,495
Todd	5	1.9	20%	311,495	143,115	118%	118.0%	9.63	70.6%	1,172,123	121,716	1,383,105	265,340
Wadena	5	1.8	56%	236,279	104,723	126%	126.0%	3.20	41.6%	514,488	160,778	648,255	363,357
Wright	4	1.3	8%	184,751	224,939	-18%	-14.4%	16.55	58.2%	3,525,576	213,026	(507,683)	182,350
District 3 Totals	65	25.1	26%	\$220,876	\$168,598	31%		96.00	54.0%	\$14,814,884	\$154,322	\$2,554,115	\$180,927

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1998 COUNTY SCREENING BOARD DATA OCTOBER, 1998

		1	987-1997 Urban [Design Grading				1997 - J. S	Urban Co Remaini	nplete Grading		Urban Grading	
		•	% of System				Adjusted		Nee	ds Study		Cost Adjustment	
	Pr	(Col. 2)	Complete Grading Needs	Average Construction	Average Needs	Urban Grading Cost	Urban Grading Cost	(Col. 8)	% of Total Urban	Total	Average Cost per	To The 1998 - 25 Year Construction	Actual Adjusted Needs Cost
County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
Becker	6	1.8	18%	\$89,651	\$71,093	26%	26.0%	9.98	50.7%	\$1,047,478	\$104,958	\$272,344	\$132,247
Big Stone	3	0.9	87%	180,776	278,337	-35%	-35.0%	1.03	16.5%	120,880	117,359	(42,308)	76,283
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	45%	151,940	187,255	-19%	-19.0%	12.18	53.3%	2,655,628	218,032	(504,569)	176,606
Grant	3	1.3	67%	310,608	131,369	136%	136.0%	1.93	54.1%	277,709	143,891	377,684	339,582
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
Роре	5	2.1	36%	187,561	144,789	30%	30.0%	5.84	58.3%	854,145	146,258	256,244	190,135
Stevens	2	0.4	15%	159,038	166,318	-4%	-4.0%	2.67	43.8%	279,973	104,859	(11,199)	100,664
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	3	1.3	38%	345,314	282,292	22%	22.0%	3.41	49.4%	488,435	143,236	107,456	174,748
District 4 Totals	49	22.2	27%	\$21 <u>5,0</u> 88	\$182,203	18%		80.84	56.1%	\$14,547,620	\$179,956	\$4,618,931	\$237,092

		1	987-1997 Urban [Design Grading					Urban Cor	nplete Grading		Urban Grading	
			% of System		<u> </u>	1	Adjusted		Nee	ds Study		Cost Adjustment	
	PI	ojects	With			Urban	Urban	(0.0)				To The	Actual
•		(Col. 2)	Complete	Average	Average	Grading	Grading	(Col. 8)	% of I otal	Total	Average Cost por	1998 - 25 Year	Adjusted
County	#	Miles	Col 2 / Col 8	Construction Cost/Mile	Needs Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
	<u> </u>	linioo	001.27 001.0	COSCIMIC	000011110	1 40101	1 40101						
Anoka	5	3.3	9%	\$415,993	\$221,085	88%	79.2%	36.56	45.0%	\$6,825,895	\$186,704	\$5,406,109	\$334,573
Carver	7	4.4	20%	426,832	148,704	187%	187.0%	21.52	67.8%	3,107,055	144,380	5,810,193	414,370
Hennepin	36	28.9	11%	637,099	524,796	21%	21.0%	262.31	69.5%	99,257,836	378,399	20,844,146	457,863
Scott	13	13.2	122%	508,482	295,301	72%	72.0%	10.81	30.4%	2,798,839	258,912	2,015,164	445,329
District 5 Totals	61	49.8	15%	\$569,778	\$410,612	39%		331.20	63.0%	\$111, <u>989,625</u>	\$338,133	\$34,075,612	\$441,018

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		1	987-1997 Urban [Design Grading					Urban Co Remaini	mplete Grading		Urban Grading	
			% of System				Adjusted		Nee	eds Study		Cost Adjustment	
		(Col. 2)	With	Average	Average	Urban	Urban Grading	(Cal. 8)	% of Total		Average	To The	Actual
		(,	Grading Needs	Construction	Needs	Cost	Cost	(001. 0)	Urban	Total	Cost per	Construction	Adjusted Needs Cost
County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
Dodge	5	1.5	37%	\$163,520	\$190,542	-14%	-14.0%	4.06	43.3%	\$849,377	\$209,206	(\$118,913)	\$179,917
Fillmore	8	3.5	25%	299,179	91,212	228%	228.0%	13.80	74.8%	1,592,022	115,364	3,629,810	378,394
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	55.0%	1,811,116	204,415	(688,224)	126,737
Olmsted	0	0.0	0%	0	0	0%	0.0%	9.50	52.3%	1,994,341	209,931	0	209,931
Rice	5	3.4	40%	194,938	257,139	-24%	-24.0%	8.46	49.0%	2,537,144	299,899	(608,915)	227,923
Steele	3	1.3	14%	298,545	198,043	51%	51.0%	9.51	48.8%	1,730,974	182,016	882,797	274,844
Wabasha	2	0.4	3%	328,961	144,980	127%	38.1%	11.55	68.7%	3,382,337	292,843	1,288,670	404,416
Winona	0	0.0	0%	0	0	0%	0.0%	15.35	87.6%	3,351,331	218,328	0	218,328
District 6 Totals	41	15.3	15%	\$201,458	\$176,329	14%	<u> </u>	102.17	60.6%	\$20,417,466	\$199,838	\$4,093,097	\$239,900

Comparison of 1987-1997 Urban Design Grading Construction Costs to Needs Study Costs

	1987-1997 Urban Design Grading								Urban Co Remaini	mplete Grading ng in the 1998		Urban Grading	
	D	rojacte	% of System			lirban	Adjusted		Nee	ds Study		Cost Adjustment	Actual
	F	(Col. 2)	Complete	Average	Average	Grading	Grading	(Col. 8)	% of Total		Average	1998 - 25 Year	Adjusted
County			Grading Needs	Construction	Needs	Cost	Cost		Urban	Total	Cost per	Construction	Needs Cost
County	#	Miles	COI. 2 / COI. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
Blue Earth	5	2.0	13%	\$260,739	\$181,883	43%	43.0%	15.11	52.6%	\$2,447,217	\$161,960	\$1,052,303	\$231,603
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	35%	254,641	168,891	51%	51.0%	8.91	58.3%	1,798,881	201,895	917,429	304,861
Jackson	6	10.3	173%	65,310	75,095	-13%	-13.0%	5.94	52.9%	1,022,572	172,150	(132,934)	149,771
Le Sueur	10	3.0	25%	239,190	135,156	77%	77.0%	11.93	60.8%	1,801,881	151,038	1,387,448	267,337
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	14%	103,283	161,293	-36%	-36.0%	5.88	63.3%	1,175,064	199,841	(423,023)	127,898
Nobles	6	2.0	24%	268,774	257,890	4%	4.0%	8.17	64.7%	1,536,941	188,120	61,478	195,645
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	6	2.3	34%	278,366	205,563	35%	35.0%	6.68	47.2%	1,313,279	196,599	459,648	265,408
District 7 Totals	64	31.6	31%	\$169,680	\$134,256	26%		100.82	5ુ.0%	\$16,682,304	\$165,466	\$3,908,339	\$204,232

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	1987-1997 Urban Design Grading								Urban Co Remaini	mplete Grading		Urben Credina	
			% of System				Adjusted		Nee	eds Study		Cost Adjustment	
County	#	(Col. 2) Miles	With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Urban Grading Cost Factor	(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 1998 - 25 Year Construction	Actual Adjusted Needs Cost
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	69.7%	3,922,588	192,661	(941,421)	146,423
Lac Qui Parle	2	0.3	7%	176,177	214,071	-18%	-12.6%	4.08	69.2%	853,121	209,098	(107,493)	182,752
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	11	5.2	66%	110,807	236,848	-53%	-53.0%	7.85	50.8%	1,518,571	193,449	(804,843)	90,921
Mc Leod	5	1.9	25%	114,961	172,069	-33%	-33.0%	7.66	53.6%	1,015,972	132,633	(335,271)	88,864
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%	6.16	85.9%	605,866	98,355	0	98,355
Pipestone	11	3.4	45%	149,409	124,007	20%	20.0%	7.52	62.7%	1,318,587	175,344	263,717	210,413
Redwood	4	1.4	20%	114,874	142,801	-20%	-20.0%	6.91	57.9%	1,170,636	169,412	(234,127)	135,530
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	16%	355,095	117,248	203%	203.0%	5.48	63.7%	680,429	124,166	1,381,271	376,223
District 8 Totals	57	21.0	26%	\$191,439	\$180,138	6%		81.03	62.1%	\$13,587,090	\$167,680	\$636,303	\$175,532

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Comparison of 1987-1997 Urban Design Grading Construction Costs to Needs Study Costs

		1	987-1997 Urban [Design Grading					Urban Co Remaini	mplete Grading		Urban Grading	
	% of System					Adjusted		Nee	ds Study		Cost Adjustment		
	<u> </u>	OJECTS	With	Average	Average	Urban Grading	Urban Grading	(Col. 8)	% of Total		Average	10 The 1998 - 25 Year	Actual Adjusted
		(,	Grading Needs	Construction	Needs	Cost	Cost	(00110)	Urban	Total	Cost per	Construction	Needs Cost
County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
Chisago	2	1.7	22%	\$189,662	\$176,422	8%	8.0%	7.57	49.7%	\$1,115,046	147,298	\$89,204	\$36,838
Dakota	17	23.5	45%	372,781	261,377	43%	43.0%	52.78	45.3%	9,931,979	188,177	4,270,751	269,093
Ramsey	36	27.8	18%	568,132	400,369	42%	42.0%	151.28	63.3%	58,469,890	386,501	24,557,354	548,832
Washington	8	2.7	. 8%	268,831	216,117	24%	19.2%	34.38	57.8%	7,312,284	212,690	1,403,959	253,527
District 9 Totals	63	55.7	23%	\$459,654	\$325,961	41%		246.01	57.2%	\$76,829,199	\$312,301	\$30,321,268	\$435,553

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		1	987-1997 Urban [Design Grading					Urban Co Remaini	mplete Grading		Urban Grading	
	ļ		% of System			4	Adjusted		Nee	ds Study		Cost Adjustment	
	PI	ojects	With			Urban	Urban	(0.1.0)	0/			To The	Actual
		(Col. 2)	Grading Needs	Average	Average	Grading	Grading	(Col. 8)	% of Lotal	Total	Average Cost per	1998 - 25 Year Construction	Adjusted
County	#	Miles	Col. 2 / Col. 8	Cost/Mile	Cost/Mile	Factor	Factor	Miles	Miles	Cost	Mile	Needs	Per Mile
			4-64	••••	• • • • • • • • •								
District 1 Totals	31	13.6	17%	\$370,461	\$197,828	87%		80.84	53.9%	\$16,335,249	\$202,069	\$11,312,864	\$342,010
District 2 Totals	29	10.4	19%	157,461	148,956	6%		56.05	68.3%	8,573,279	152,958	649,691	164,549
District 3 Totals	65	25.1	26%	220,876	168,598	31%		96.00	54.0%	14,814,884	154,322	2,554,115	180,927
District 4 Totals	49	22.2	27%	215,088	182,203	18%		80.84	56.1%	14,547,620	179,956	4,618,931	237,092
District 5 Totals	61	49.8	15%	569,778	410,612	39%		331.20	63.0%	111,989,625	338,133	34,075,612	441,018
District 6 Totals	41	15.3	15%	201,458	176,329	14%		102.17	60.6%	20,417,466	199,838	4,093,097	239,900
District 7 Totals	64	31.6	31%	169,680	134,256	26%		100.82	59.0%	16,682,304	165,466	3,908,339	204,232
District 8 Totals	57	21.0	26%	191,439	180,138	6%		81.03	62.1%	13,587,090	167,680	636,303	175,532
District 9 Totals	63	55.7	23%	459,654	325,961	41%		246.01	57.2%	76,829,199	312,301	30,321,268	435,553
STATE TOTAL	460	244.7	21%	\$340,689	\$252,550	35%	<u> </u>	1,174.96	59.3%	\$293,776,716	\$250,031	\$92,170,220	\$328,477

1998 COUNTY SCREENING BOARD DATA

OCTOBER, 1998

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 10-11, 1998 Screening Board meeting.

<u>County</u>	<u>Project</u>	<u>Variance From</u>	1998 Needs <u>Adjustments</u>	Approx. 1999 Apport. Loss *
Crow Wing	18-622-05	Design Speed	\$248,400	\$5,623
Hennepin	27-637-03	Street Width	\$117,300	\$2,656
Lincoln	41-617-21	Design Speed	\$ 69,050	\$1,563
St. Louis	69-744-01	Street Width	\$ 95,100	\$2,153
<u> </u>	-			
TOTAL			\$529,850	\$11,995

* Based on \$22.64 earning factor for each \$1,000 of 25 year money needs.

N:CSAH\WP51\OCTNEADJ.97

1998 COUNTY SCREENING BOARD DATA

OCTOBER, 1998 Bond Account Adiustments

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.

County	Date of	Amount of	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal Paid	Total Overlay Projects Applied	Bond Account	
Koochiching	<u>1350e</u> 12.15.90	\$3 500 000	\$3 500 000	\$2 900 000	\$600 000	Applied \$0		
District 1 Totals	12-10-50	3,500,000	3,500,000	2,900,000	600,000	0	600,000	
Marshall	06-13-94	1,600,000	1,600,000	920,000	680,000	0	680,000	
Polk	05-01-96	2,000,000	2,000,000	370,000	1,630,000	0	1,630,000	
Polk	04-01-98	2,000,000	919,473	0	919,473	0	919,473	
Red Lake	05-24-93	1,445,000	1,400,000	540,000	860,000	100,000	760,000	
District 2 Totals		7,045,000	5,919,473	1,830,000	4,089,473	100,000	3,989,473	
 Benton	06-01-95	720,000	720,000	100,000	620,000	153,399	466,601	
District 3 Totals		720,000	720,000	100,000	620,000	153,399	466,601	

STATE AID BOND RECORD AS OF DECEMBER 31, 1997

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	Date	Amount of	Total \$'s Applied to	Principal	\$'s Applied Less Principal	Total Overlay Projects	Bond Account
County	Issue	Issue	Projects	Paid to Date	Paid	Applied	Adjustment
Becker	01-01-93	\$405,000	\$400,000	\$405,000	(\$5,000)	\$0	(\$5,000)
District 4 Totals		405,000	400,000	405,000	(5,000)	0	(5,000)
Le Sueur	03-24-97	950,000	930,000	0	930,000	0	930,000
Nicollet	06-01-94	2,000,000	2,000,000	600,000	1,400,000	125,112	1,274,888
Waseca	09-01-91	2,580,000	2,580,000	1,939,599	640,401	0	640,401
District 7 Totals		5,530,000	5,510,000	2,539,599	2,970,401	125,112	2,845,289
Pipestone	08-01-95	500,000	500,000	300,000	200,000	0	200,000
Yellow Medicine	01-06-93	1,875,000	1,805,000	360,000	1,445,000	0	1,445,000
District 8 Totals		2,375,000	2,305,000	660,000	1,645,000	0	1,645,000
STATE TOTALS		\$19,575,000	\$18,354,473	\$8,434,599	\$9,919,874	\$378,511	\$9,541,363

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1998 COUNTY SCREENING BOARD DATA

OCTOBER, 1998

"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 1998 25-year needs and are shown on the TENTATIVE 1999 Money Needs Apportionment Data.

	After the Fact		After the Fact
<u>County</u>	R/W Needs	County	R/W Needs
Carlton	\$308,777	Aitkin	\$942,770
Cook	290,821	Benton	863,804
Itasca	733,770	Cass	1,011,457
Koochiching	653,104	Crow Wing	615,108
Lake	720,352	Isanti	539,276
Pine	372,284	Kanabec	362,375
St. Louis	3,671,781	Mille Lacs	306,773
District 1 Totals	6,750,889	Morrison	106,626
		Sherburne	458,486
Beltrami	1,064,453	Stearns	835,364
Clearwater	388,025	Todd	76,396
Hubbard	1,131,328	Wadena	218,009
Kittson	864,047	Wright	1,557,169
Lake of the Woods	79,289	District 3 Totals	7,893,613
Marshall	1,298,351		
Norman	488,527		
Pennington	135,585		
Polk	2,135,308		
Red Lake	263,030		
Roseau	498,625		
District 2 Totals	8,346,568		

"After the Fact" Right of Way Needs

	After the Fact		After the Fact			
County	<u>R/W Needs</u>	County	R/W Needs			
Becker	\$570,593	Blue Earth	\$1,761,330			
Big Stone	194,537	Brown	552,459			
Clay	1,137,320	Cottonwood	637,875			
Douglas	1,077,412	Faribault	734,036			
Grant	48,142	Jackson	463,577			
Mahnomen	376,914	Le Sueur	840,229			
Otter Tail	420,862	Martin	462,200			
Pope	338,295	Nicollet	1,088,201			
Stevens	125,901	Nobles	289,149			
Swift	445,361	Rock	363,229			
Traverse	160,653	Sibley	452,033			
Wilkin	475,312	Waseca	281,474			
District 4 Totals	5,371,302	Watonwan	530,589			
		District 7 Totals	8,456,381			
Anoka	7,734,317					
Carver	880,948	Chippewa	270,073			
Hennepin	39,712,109	Kandiyohi	1,120,080			
Scott	4,952,043	Lac Qui Parle	584,612			
District 5 Totals	53,279,417	Lincoln	543,784			
		Lyon	887,403			
Dodge	497,015	Mc Leod	1,911,194			
Fillmore	1,153,665	Meeker	522,321			
Freeborn	496,889	Murray	158,709			
Goodhue	1,884,299	Pipestone	327,826			
Houston	487,257	Redwood	647,167			
Mower	187,423	Renville	746,706			
Olmsted	4,217,385	Yellow Medicine	614,521			
Rice	306,125	District 8 Totals	8,334,396			
Steele	87.793					
Wabasha	795,557	Chisago	355,943			
Winona	308,566	Dakota	13,011,487			
District 6 Totals	10.421.974	Ramsev	4,860,952			
		Washington	3.015.670			
		District 9 Totals	21,244,052			
		STATE TOTALS	\$130,098,592			

1998 COUNTY SCREENING BOARD DATA

OCTOBER, 1998

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 eligable 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 1998 25-year needs.

	Traffic		Retaining	Wetland				
County	Signals	Lighting	Walls	Sidewalk	Mitigation	Total		
District 1								
Cook	\$6,976			\$16,161		\$23,137		
Lake	65,138			32,380	4,442	101,960		
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	34,236			97.802	94.952	226,990		
Mille Lacs	70,653		16.473	42,402	44,417	173,945		
Stearns	477,959			1,250	, 	479,209		
Todd	16,745			, 		16,745		
District 4								
Becker				59 647	37 561	97 208		
Douglas	88 066		8 233	60,538		156 837		
Swift		20,054		35,904		55,958		

	Traffic		Retaining		Wetland				
County	Signals	Lighting	Walls	Sidewalk	Mitigation	Total			
District 5	• • • • • • • • •				• · · - · - · · ·				
Anoka	\$1,826,600	\$53,007	\$198,357	\$114,477	\$1,251,964	\$3,444,405			
Carver	29,945	204,557				234,502			
Hennepin	7,371,037	1,984,929	2,148,475	1,175,708	39,636	12,719,785			
Scott	1,645,904	41,500	391,064	515,506	179,709	2,773,683			
District 6									
Fillmore		125,970	35,790	149,483		311,243			
Goodhue	114,702		, 	·		114,702			
Houston					122,040	122,040			
Olmsted	851,666		90,033			941,699			
Wabasha			57,971	75,787	5,100	138,858			
District 7									
Blue Earth			9.942			9,942			
Faribault	99,989		- ,	3,386		103,375			
Le Sueur			3,794			3,794			
Nicollet			50,232			50,232			
Nobles	37,255					37,255			
Watonwan	1,626	229,117		186,741		417,484			
District 8									
Kandivohi					53 454	53,454			
Lvon				73.849		73.849			
McLeod			40,294		16,400	56,694			
Meeker	8,439					8,439			
Pipestone	·	216	3,150	6,176		9,542			
District 9									
Chisago			1 500	32 003		36 603			
Dakota	3 006 339		914 395	192,033	55 847	4 168 665			
Ramsev	4 092 609	27 152	917 065	407 729	506 537	5 951 092			
Washington	1,866,977	720	167,588	207,022	61,842 2,304 ,				
TOTAL	\$21,797,697	\$2,758,834	\$5,057,455	\$3,624,288	\$2,557,437	\$35,795,711			

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.

1998 COUNTY SCREENING BOARD DATA

October, 1998

"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 determinination.

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 1999 Money Needs Apportionment Form.

County	Letting Date Or Reporting <u>Date</u>	# of Projects	Regular Eligible "After the Fact" Bridge Deck Rehab. Needs	Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs	<u>Total</u> Bridge Deck Rehab. Needs	Added to the Needs for these Apport. <u>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 Hennepin Hennepin Hennepin Hennepin District 5	1983 1984 1985 1989 1994	1 4 2 2 1	189,856 361,808 110,423 348,771 45,520	0 123,842 0 0 0	189,856 485,650 110,423 348,771 45,520	1985-1999 1986-2000 1987-2001 1991-2005 1996-2010
Olmsted Wabasha District 6	1993 1998	1 1	52,831 27,500	0 0	52,831 27,500	1995-2009 1999-2013
Mc Leod District 8	1983	1	18,800	0	18,800	1985-1999
Chisago Ramsey Washington District 9	1986 1988 1984	1 2 1	27,200 201,073 54,841	0 0 0	27,200 201,073 54,841	1988-2002 1990-2004 1986-2000
State Total		20	\$1,654,824	\$161,573	\$1,816,397	1999 Apport

1998 COUNTY SCREENING BOARD DATA

OCTOBER, 1998

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 and revised in October, 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 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 1998 money needs.

· · · · · · · · · · · · · · · · · · ·		Regular	Municipal	
		Account	Account	Total
District	County	Adjustment	Adjustment	Adjustment
1	Cariton	\$21,550		\$21,550
2	Polk	5,408,720		\$5,408,720
4	Clay	55,021		\$55,021
5	Anoka	3,720,762	****	\$3,720,762
	Carver	5,071,477		\$5,071,477
	Hennepin	686,104		\$686,104
	Scott	207,823		\$207,823
6	Fillmore	13,665	\$95,238	\$108,903
	Goodhue	3,503,112		\$3,503,112
	Olmsted	3,138,610		\$3,138,610
	Winona	53,007		\$53,007
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
	Watonwon	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	1,986,319		\$1,986,319
State Total		\$30,430,972	\$776,001	\$31,206,973

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1998 COUNTY SCREENING BOARD DATA OCTOBER, 1998

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, <u>that have drawn needs for 10 years or</u> <u>more</u>, 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 1998 25 year needs, as shown on the 1999 Money Needs Apportionment Form.

CSAH\WP51\NECSAHNA.98

County	CSAH	Miles	Termini	Year Desig.	Needs Deduction
ITASCA	83	0.70	1.5 M E OF TH 169 TO TH 65	1976	535,740
DISTRICT 1		0.70	·		535,740
KANABEC	9	0.70	CO RD 51 TO 0.7 M N	1958	109,821
DISTRICT 3		0.70			109,821
HENNEPIN	17	0.53	CSAH 3 to TH 7 in St. Louis Park	1958	1,272,103
HENNEPIN	. 17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	1,792,873
HENNEPIN	61	0.60	CSAH 10 to Hemlock Lane in Maple Grove	1973	976,066
SCOTT	27	0.92	CSAH 16 TO TH 13	1979	520,237
DISTRICT 5		2.62			4,561,279
STATE TOTAL		4.02			5,206,840

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.

	County Total Real &	
	Personal Market Value	Mill Levy
County	(Taxes Payable 1998)	Deduction
Carlton	<u>874 080 118</u>	\$139 503
Canton	422 446 353	68 971
COOK	432,140,333	294 560
Itasca	1,763,015,765	204,303
Koochiching	446,664,148	71,200
Lake	398,591,056	63,615
Pine	796,385,723	127,103
St. Louis*	5,706,792,521	551,847
District 1 Totals	10,437,675,684	1,306,896
Beltrami	863,398,197	137,798
Clearwater	273,074,517	43,583
Hubbard	843,966,248	134,697
Kittson	368,416,510	58,799
Lake of the Woods	152,715,584	24,373
Marshall	543,437,926	86,733
Norman	389,970,570	62,239
Pennington	314,984,429	50,272
Polk	1,296,510,313	206,923
Red Lake	122,364,800	19,529
Roseau	474,175,480	75,678
District 2 Totals	5,643,014,574	900,624
Aitkin	715,116,099	114,133
Benton	982,895,300	156,870
Cass	1.563.374.120	249,515
Crow Wing	2.851.281.850	455,065
Isanti	958.435.824	152,966
Kanabec	382.706.479	61.080
Mille Lacs	598.338.348	95.495
Morrison	900.000.536	143,640
Sherburne	2 739 425 516	437.212
Stearns	4 111 378 156	656,176
Todd	553 835 123	88.392
Wadena	287 480 731	45 882
Wright	3 111 715 917	544 515
District 3 Totals	20,056,013,999	3,200,941
Bocker	1 064 010 225	169 961
Big Stope	227 872 824	37 965
Clay	1 502 405 821	239 784
	1,302,403,021	200,704
Douglas	342 054 702	54 592
Gidill Mohnomen	342,034,702	34,392 25 Apa
	107,013,002 2 402 020 627	20,000
	2,103,037,037 400 470 600	000,040 67 970
горе Области	422,170,092	D/,3/0 CA 407
Stevens	401,796,506	70 550
Swift	442,097,375	/0,009
Iraverse	32/,501,/03	52,269
Wilkin	445,179,129	71,051
District 4 Totals	\$8,801,887,114	\$1,404,782

* Denotes Urban County.

	County Total Real &					
	Personal Market Value	Mill Levy				
County	(Taxes Payable 1998)	Deduction				
Anoka*	10,616,068,285	\$1,026,574				
Carver	3,225,428,989	514,778				
Hennepin*	56,479,291,300	5,461,547				
Scott	3,503,409,371	559,144				
District 5 Totals	73.824.197.945	7,562,043				
Dodge	679.310.209	108,418				
Fillmore	703,139,039	112,221				
Freeborn	1.119.822.830	178,724				
Goodbue	2 217 043 177	353,840				
Houston	619 426 618	98,860				
Houston	1 202 420 252	206 272				
	1,292,430,232	693 751				
Oimstea	4,340,010,773	206.044				
Rice	1,854,914,810	290,044				
Steele	1,306,824,733	208,569				
Wabasha	738,439,935	117,855				
Winona	1,466,270,745	234,017				
District 6 Totals	16,344,433,123	2,608,571				
	0 400 000 407	240.000				
Blue Earth	2,136,398,487	340,969				
Brown	1,073,216,550	1/1,285				
Cottonwood	625,185,850	99,780				
Faribault	805,021,354	128,481				
Jackson	742,076,012	118,435				
Le Sueur	985,773,544	157,329				
Martin	1,084,341,737	173,061				
Nicollet	1,154,609,102	184,276				
Nobles	918,082,735	146,526				
Rock	479,391,164	76,511				
Sibley	684,270,198	109,210				
Waseca	769.496.792	122.812				
Watonwan	508.423.174	81,144				
District 7 Totals	11.966.286.699	1.909.819				
Chippewa	576,781,862	92,054				
Kandiyohi	1,612,500,747	257,355				
Lac Qui Parle	393,801,773	62,851				
Lincoln	270,155,088	43,117				
Lvon	1,007,859,106	160,854				
Mc Leod	1,184,657,674	189,071				
Meeker	784.569.303	125,217				
Murray	531 480 631	84.824				
Dinestone	364 251 265	58 135				
Pipestone	802 706 029	142 635				
Benville	4 402 759 452	176.000				
Renville Mallana Markining	1,102,759,152	70,000				
Yellow Medicine		79,091				
District 8 Totals	9,218,078,899	1,471,204				
Chisago	1 465 291 845	233,861				
Dakata*	15 716 861 697	1 519 821				
Danula Domoou*	19 244 796 960	1 762 021				
	10,241,700,007 0 010 005 000	1,103,301 Q7.1.120				
wasnington"	J,U42,OUJ,U22 AA ACC 740 499	014,400 1 202 102				
	44,400,740,433 ¢200 759 226 870	4,332,102 \$91 756 029				
SIAIE JUIALS	₹200,700,300,470	Ψ 24,/ 30,30 2				
- 56 - Denotes Ofball County.						

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TENTATIVE

APPORTIONMENT

DATA

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Development of the Tentative 1999 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 <u>TENTATIVE</u> 1999 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 1998 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 1999 Apportionment.

Adjustments must be made for any turnback activity in 1998, construction fund balances as of 12/31/98, and possibly for any action taken by this Board.

dmg\WP51\DEVELTEN.98

07-Oct-98

123-File_79(Tenta98F)

DEVELOPMENT OF THE TENTATIVE 1999 MONEY NEEDS APPORTIONMENT

			RESTRICTED			(MINUS) STATE AID		(MINUS)	(PLUS) BR DECK	(PLUS) RIGHT OF	(PLUS)	(MINUS)	(PLUS)	(MINUS)			(MINUS)			MONEY	(PLUS)			MAXIMUM	MINIMUM COUNTY "	TENTATIVE"	
COUNTY	BASIC 1998 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	1998 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	CONST. FUND BALANCE DEDUCT.	BOND ACCOUNT ADJUST.	SPECIAL RESURFACING ' ADJUST.	REHAB. "AFTER 'THE FACT" NEEDS	WAY "AFTER THE FACT" NEEDS	MISC. "AFTER THE FACT" NEEDS	VARIANCE ADJUST.	CREDIT FOR LOCAL C EFFORT	NON EXISTING SAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	NEEDS APPORT. (LESS THTB ADJUST.)	1998 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	FACTOR FOR OTHER F 77 COUNTIES (ADJUST. OR OTHER 77 COUNTIES	1999 MONEY NEEDS APPORT.	ANNUAL MONEY NEEDS COUNTY
Carlton Cook Itasca Koochiching Lake Pine St. Louis District 1 Totals	\$64,344,805 41,304,670 120,798,771 34,494,968 67,384,541 111,221,361 374,052,982 813,602,098		\$64,344,805 41,304,670 120,798,771 34,494,968 67,384,541 111,221,361 374,052,982 813,602,098	\$7,349,207 3,437,753 29,391,393 11,877,423 16,339,916 22,228,132 81,703,255 172,327,079	(\$156,457) 1,126,708 880,983 1,135,433 901,486 270,597 7,154,114 11,312,864	(\$1,392,668) (61,481) 0 (237,118) (1,089,424) 0 0 (2,780,691)	\$0 0 600,000 0 0 600,000	(\$1,848,258) (2,010,264) (3,782,399) (1,199,716) (2,072,898) (885,821) (2,807,996) (14,607,352)	0	\$308,777 290,821 733,770 653,104 720,352 372,284 3,671,781 6,750,889	\$23,137 \$101,960 82,110 73,800 281,007	(95,100) (95,100)	\$21,550 21,550	(\$535,740) (535,740)	\$68,626,956 44,111,344 147,486,778 47,324,094 82,285,933 133,288,663 463,752,836 986,876,604	\$2,745,078 1,764,454 5,899,471 1,892,964 3,291,437 5,331,547 18,550,113 39,475,064	(\$139,503) (68,971) (284,569) (71,288) (63,615) (127,103) (551,847) (1,306,896)	\$2,605,575 1,695,483 5,614,902 1,821,676 3,227,822 5,204,444 17,998,266 38,168,168	1.026465 0.667935 2.211989 0.717649 1.271599 2.050289 7.090411	\$1,498,499 975,094 3,229,202 1,047,670 1,856,361 2,993,142 10,351,033 21,951,001	\$8,860 8,860	\$1,507,359 975,094 3,229,202 1,047,670 1,856,361 2,993,142 10,351,033 21,959,861	\$1,024,655 1,024,655	1.070032 0.692192 2.292320 1.317778 2.124747 7.347907	(\$32,300) (20,894) (69,196) (39,778) (64,138) (221,804) (448,110)	\$1,475,059 954,200 3,160,006 2,072,325 1,816,583 2,929,004 10,129,229 22,536,406	\$2,551,377 Carlton 1,650,459 Cook 5,465,792 Itasca 3,584,455 Koochiching 3,142,103 Lake 5,066,233 Pine 17,520,303 St. Louis 38,980,722 District 1 Totals
Beltrami Clearwater Hubbard Kittson Lake of 'Woods Marshall Norman Pennington Polk Red Lake Roseau District 2 Totals	87,754,479 42,353,339 49,109,677 47,792,041 22,026,496 72,711,330 47,060,407 26,473,178 136,407,003 23,136,269 53,271,314 608,095,533		87,754,479 42,353,339 49,109,677 47,792,041 22,026,496 72,711,330 47,060,407 26,473,178 136,407,003 23,136,269 53,271,314 608,095,533	5,998,155 (1,613,250) 5,087,621 0 939,780 (2,399,236) 0 (244,850) (889,577) 1,324,419 (2,610,219) 5,492,843	(\$342,032) 0 161,280 (149,711) 201,869 0 54,840 (29,813) (82,681) 303,179 532,760 649,691	(71,274) 0 0 (46,382) (55,028) (85,614) 0 (276,198) 0 (534,496)	0 0 0 680,000 0 2,549,473 760,000 0 3,989,473	(1,213,174) (1,573,949) (1,353,720) (1,275,575) (119,332) (744,639) (1,195,660) (318,149) (1,343,304) (820,037) (1,566,234) (11,523,773)	\$201,689 201,689	1,064,453 388,025 1,131,328 864,047 79,289 1,298,351 488,527 135,585 2,135,308 263,030 498,625 8,346,568	775 51,257 18,213 99,410 27,945 1,953 199,553	0	5,408,720 5,408,720	0	93,191,382 39,605,422 54,154,399 47,230,802 23,128,102 71,598,834 46,353,086 25,930,337 144,314,576 24,692,615 50,126,246 620,325,801	3,727,655 1,584,217 2,166,176 1,889,232 925,124 2,863,953 1,854,123 1,037,213 5,772,583 987,705 2,005,050 24,813,031	(137,798) (43,583) (134,697) (58,799) (24,373) (66,733) (62,239) (50,272) (206,923) (19,529) (75,678) (900,624)	3,589,857 1,540,634 2,031,479 1,830,433 900,751 2,777,220 1,791,884 986,941 5,565,660 968,176 1,929,372 23,912,407	1.414223 0.606932 0.800300 0.721098 0.354851 1.094085 0.705912 0.388805 2.192590 0.381413 0.760075	2,064,573 886,038 1,168,329 1,052,705 518,034 1,597,215 1,030,535 567,602 3,200,882 556,811 1,109,606 13,752,330	0	2,064,573 886,038 1,168,329 1,052,705 518,034 1,597,215 1,030,535 567,602 3,200,882 556,811 1,109,606 13,752,330	756,602 (1,686) 266,308 1,021,224	1.465582 0.628973 0.829364 0.747286 1.133818 0.731548 2.272216 0.787678	(44,240) (18,986) (25,035) (22,558) (34,225) (22,082) (68,589) (23,777) (259,492)	2,020,333 867,052 1,143,294 1,030,147 1,274,636 1,562,990 1,008,453 565,916 3,132,293 823,119 1,085,829 14,514,062	3,494,525 Beltrami 1,499,721 Clearwater 1,977,530 Hubbard 1,781,822 Kittson 2,204,710 Lake of 'Woods 2,703,469 Marshall 1,744,299 Norman 978,852 Pennington 5,417,858 Polk 1,423,731 Red Lake 1,878,134 Roseau 25,104,651 District 2 Totals
Aitkin Benton Cass Crow Wing Isanti Kanabec Mille Lacs Morrison Sherburne Stearns Todd Wadena Wright District 3 Totals	54,513,678 31,656,386 80,872,092 68,609,494 40,820,288 27,569,112 43,416,347 70,213,197 31,206,918 131,386,935 45,665,140 31,861,008 114,140,668 771,931,263		54,513,678 31,656,386 80,872,092 68,609,494 40,820,288 27,569,112 43,416,347 70,213,197 31,206,918 131,386,935 45,665,140 31,861,008 114,140,668 771,931,263	\$12,023,566 7,335,520 13,003,195 2,854,524 7,874,382 770,173 14,192,783 2,404,634 47,686 11,211,621 2,509,888 5,310,295 28,828,166 108,366,433	(\$34,025) 159,781 (408,956) (366,000) (325,965) (237,862) 1,095,686 614,657 190,430 342,692 1,383,105 648,255 (507,683) 2,554,115	(64,790) 0 (410,070) 0 (161,725) (553,175) (850,019) (120,094) 0 0 (645,008) (2,804,881)	0 466,601 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(953,439) (412,547) (1,411,257) (976,524) (1,406,784) (115,826) (1,665,558) (5,668,687) (147,187) (6,904,865) (363,134) (587,365) (1,660,593) (22,273,766)	14,512 14,512	942,770 863,804 1,011,457 615,108 539,276 362,375 306,773 106,626 458,486 835,364 76,396 218,009 1,557,169 7,893,613	7,534 15,150 226,990 173,945 479,209 16,745 919,573	(248,400) (248,400)	0	(109,821) (109,821)	66,435,294 40,084,695 93,066,531 70,305,122 47,501,197 28,238,151 57,358,251 67,117,252 30,906,314 137,230,862 49,302,652 37,450,202 141,712,719 866,709,242	2,657,412 1,603,388 3,722,661 2,812,205 1,900,048 1,129,526 2,294,330 2,684,690 1,236,253 5,489,234 1,972,106 1,498,008 5,668,509 34,668,370	(114,133) (156,870) (249,515) (455,065) (152,966) (61,080) (95,495) (143,640) (437,212) (656,176) (88,392) (45,882) (544,515) (3,200,941)	2,543,279 1,446,518 3,473,146 2,357,140 1,747,082 1,068,446 2,198,835 2,541,050 799,041 4,833,058 1,883,714 1,452,126 5,123,994 31,467,429	1.001924 0.569855 1.368245 0.928595 0.688262 0.420914 0.866230 1.001046 0.314782 1.903982 0.742088 0.572065 2.018596	1,462,672 831,911 1,997,451 1,355,622 1,004,769 614,477 1,264,578 1,461,391 459,539 2,779,554 1,083,347 835,137 2,946,875 18,097,323	17,119 4,859 2,287 1,429 25,69 4	1,462,672 849,030 1,997,451 1,355,622 1,009,628 614,477 1,266,865 1,461,391 459,539 2,780,983 1,083,347 835,137 2,946,875 18,123,017	69,371 69,371	1.038310 0.602703 1.417934 0.962318 0.716707 0.899312 1.037400 0.326214 1.974142 0.769038 0.592840 2.091904	(31,342) (18,193) (42,802) (29,048) (21,634) (27,147) (31,315) (9,847) (59,591) (23,214) (17,895) (63,146) (375,174)	1,431,330 830,837 1,954,649 1,326,574 987,994 683,848 1,239,718 1,430,076 449,692 2,721,392 1,060,133 817,242 2,883,729 17,817,214	2,475,740 Aitkin 1,437,080 Benton 3,380,913 Cass 2,294,546 Crow Wing 1,708,911 Isanti 1,182,837 Kanabec 2,144,313 Mille Lacs 2,473,571 Morrison 777,822 Sherburne 4,707,131 Stearns 1,833,689 Todd 1,413,565 Wadena 4,987,922 Wright 30,818,040 District 3 Totals
Becker Big Stone Clay Douglas Grant Mahnomen Otter Tail Pope Stevens Swift Traverse Wilkin District 4 Totals	55,311,526 20,688,490 57,498,079 59,489,818 20,467,206 14,667,424 158,786,680 37,682,895 27,054,061 37,466,262 28,376,052 37,571,806 555,060,299		55,311,526 20,688,490 57,498,079 59,489,818 20,467,206 14,667,424 158,786,680 37,682,895 27,054,061 37,466,262 28,376,052 37,571,806 555,060,299	3,706,428 3,550,484 7,273,313 3,464,919 5,837,974 5,277,869 11,479,251 9,961,045 935,210 2,653,003 (2,345,852) 7,208,969 59,002,613	\$272,344 (42,308) 601,109 (504,569) 377,684 12,090 3,919,350 256,244 (11,199) (256,844) (112,426) 107,456 4,618,931	0 (1,636,552) 0 (65,180) 0 (237,489) 0 (14,458) 0 (242,917) 0 (2,196,596)	(5,000) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(2,479,028) (110,333) (98,961) (1,777,578) (2,637,716) (167,498) (6,724,915) (412,625) (1,746,595) (2,006,054) (1,324,577) (1,948,241) (21,434,121)	37,731 37,731	570,593 194,537 1,137,320 1,077,412 48,142 376,914 420,862 338,295 125,901 445,361 160,653 475,312 5,371,302	97,208 156,837 55,958 310,003	0	\$55,021 55,021	0	57,474,071 22,644,318 66,465,881 61,841,659 24,093,290 20,166,799 167,643,739 47,825,854 26,342,920 38,357,686 24,510,933 43,453,033 600,820,183	2,298,963 905,773 2,658,635 2,473,666 963,732 806,672 6,705,750 1,913,034 1,053,717 1,534,307 980,437 1,738,121 24,032,807	(169,961) (37,965) (239,784) (216,391) (54,592) (25,060) (335,645) (67,378) (64,127) (70,559) (52,269) (71,051) (1,404,782)	2,129,002 867,808 2,418,851 2,257,275 909,140 781,612 6,370,105 1,845,656 989,590 1,463,748 928,168 1,667,070 22,628,025	0.838720 0.341873 0.952906 0.889253 0.358155 0.307916 2.509501 0.727096 0.389849 0.576643 0.365651 0.656742	1,224,417 499,088 1,391,113 1,298,188 522,857 449,515 3,663,529 1,061,461 569,126 841,820 533,801 958,754 13,013,669	13,261 5,907 19,168	1,224,417 499,088 1,391,113 1,298,188 522,857 449,515 3,676,790 1,061,461 575,033 841,820 533,801 958,754 13,032,837	245,018 156,882 349,273 40,046 112,126 903,345	0.869179 0.987512 0.921547 2.610050 0.753501 0.597584 0.680592	(26,237) (29,809) (27,818) (78,787) (22,745) (18,039) (20,544) (223,979)	1,198,180 744,106 1,361,304 1,270,370 679,739 798,788 3,598,003 1,038,716 615,079 823,781 645,927 938,210 13,712,203	2,072,465 Becker 1,287,064 Big Stone 2,354,617 Clay 2,197,331 Douglas 1,175,729 Grant 1,381,646 Mahnomen 6,223,386 Otter Tail 1,796,644 Pope 1,063,889 Stevens 1,424,876 Swift 1,117,246 Traverse 1,622,801 Wilkin 23,717,694 District 4 Totals
Anoka Carver Hennepin Scott District 5 Totals	117,850,553 77,096,904 523,956,055 65,127,915 784,031,427		117,850,553 77,096,904 523,956,055 65,127,915 784,031,427	12,028,977 1,678,083 11,236,353 23,316,562 48,259,975	\$5,406,109 5,810,193 20,844,146 2,015,164 34,075,612	0 (2,116,263) (6,940,614) 0 (9,056,877)	0 0 0 0 0	(699,370) (665,158) (2,141,473) (839,502) (4,345,503)	1,180,220 1,180,220	7,734,317 880,948 39,712,109 4,952,043 53,279,417	3,444,405 234,502 12,719,785 2,773,683 19,172,375	(117,300) (117,300)	3,720,762 5,071,477 \$686,104 207,823 9,686,166	(4,041,042) (520,237) (4,561,279)	149,485,753 87,990,686 597,094,343 97,033,451 931,604,233	5,979,430 3,519,627 23,883,774 3,881,338 37,264,169	(\$1,026,574) (514,778) (5,461,547) (559,144) (7,562,043)	4,952,856 3,004,849 18,422,227 3,322,194 29,702,126	1.951176 1.183759 7.257430 1.308777	2,848,451 1,728,127 10,594,858 1,910,636 17,082,072	35,725 296,455 332,180	2,884,176 1,728,127 10,891,313 1,910,636 17,414,252	0	2.047395 1.226749 7.731437 1.356307	(61,803) (37,031) (233,381) (40,941) (373,156)	2,822,373 1,691,096 10,657,932 1,869,695 17,041,096	4,881,796 Anoka 2,925,051 Carver 18,434,789 Hennepin 3,233,970 Scott 29,475,606 District 5 Totals
Dodge Fillmore Freeborn Goodhue Houston Mower Olmsted Rice Steele Wabasha Winona District 6 Totals	43,283,104 116,822,532 73,544,917 76,207,729 71,756,701 77,972,375 101,044,028 63,195,861 63,015,861 63,017,938 66,221,249 83,805,972 836,872,406		43,283,104 116,822,532 73,544,917 76,207,729 71,756,701 77,972,375 101,044,028 63,195,861 63,017,938 66,221,249 83,805,972 836,872,406	2,523,537 10,382,319 17,844,343 9,534,156 12,560,931 7,372,530 1,587,982 9,959,454 8,315,020 6,303,685 1,466,113 87,850,070	(\$118,913) 3,629,810 (218,688) 249,018 (322,458) (688,224) 0 (608,915) 882,797 1,288,670 0 4,093,097	0 0 0 (116,562) 0 (278,846) 0 0 (395,408)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(2,254,817) (1,372,479) (5,321,393) (119,430) (1,305,661) (2,153,229) (138,591) (1,706,006) (481,628) (1,226,926) (3,501,091) (19,581,251)	52,831 27,500 80,331	497,015 1,153,665 496,889 1,884,299 487,257 187,423 4,217,385 306,125 87,793 795,557 308,566 10,421,974	311,243 114,702 122,040 941,699 138,858 1,628,542	0	108,903 3,503,112 3,138,610 \$53,007 6,803,632	0	43,929,926 131,035,993 86,346,068 91,373,586 83,298,810 82,690,875 110,727,382 71,146,519 71,543,074 73,548,593 82,132,567 927,773,393	1,757,197 5,241,440 3,453,843 3,654,943 3,331,952 3,307,635 4,429,095 2,845,861 2,861,723 2,941,944 3,285,303 37,110,936	(108,418) (112,221) (178,724) (353,840) (206,272) (693,751) (296,044) (208,569) (117,855) (234,017) (2,608,571)	1,648,779 5,129,219 3,275,119 3,233,092 3,101,363 3,735,344 2,549,817 2,653,154 2,824,089 3,051,286 34,502,365	0.649536 2.020654 1.290232 1.300468 1.273676 1.221781 1.471538 1.004500 1.045209 1.112549 1.202053	948,234 2,949,879 1,883,563 1,898,506 1,859,393 1,783,634 2,148,245 1,466,433 1,525,863 1,624,170 1,754,833 19,842,753	0	948,234 2,949,879 1,883,563 1,898,506 1,859,393 1,783,634 2,148,245 1,466,433 1,525,863 1,624,170 1,754,833 19,842,753	0	0.673125 2.094036 1.337088 1.347696 1.319931 1.266152 1.524979 1.040980 1.083167 1.152953 1.245707	(20,319) (63,210) (40,361) (39,843) (38,220) (46,033) (31,423) (32,696) (34,803) (37,603) (425,192)	927,915 2,886,669 1,843,202 1,857,825 1,819,550 1,745,414 2,102,212 1,435,010 1,493,167 1,589,367 1,717,230 19,417,561	1,604,994 Dodge 4,993,007 Fillmore 3,188,146 Freeborn 3,213,439 Goodhue 3,147,235 Houston 3,019,004 Mower 3,636,150 Olmsted 2,482,105 Rice 2,749,093 Wabasha 2,970,255 Winona 33,586,126 District 6 Totals
Blue Earth Brown Cottonwood Faribault Jackson Le Sueur Martin Nicollet Nobles Rock Sibley Waseca Watonwan District 7 Totals	104,115,497 45,777,989 43,571,422 74,781,021 60,755,373 49,506,568 50,365,969 43,280,380 65,302,354 43,362,643 49,443,907 44,013,300 38,750,725 713,027,148		104,115,497 45,777,989 43,571,422 74,781,021 60,755,373 49,506,568 50,365,969 43,280,380 65,302,354 43,362,643 49,443,907 44,013,300 38,750,725 713,027,148	6,954,247 884,646 7,436,538 4,622,300 9,102,016 2,674,177 3,338,756 7,167,948 4,963,101 5,706,311 3,773,298 1,143,092 1,900,364 59,666,794	\$1,052,303 843,877 (61,355) 917,429 (132,934) 1,387,448 (476,025) (423,023) 61,478 325,599 491,547 (537,653) 459,648 3,908,339	0 (3,770) 0 (53,482) 0 0 0 (172,593) 0 0 (172,593) 0 0 0 0 0 (229,845)	0 0 0 930,000 0 1,274,888 0 0 0 640,401 0 2,845,289	(1,842,917) (2,103,145) (2,329,335) (643,972) (1,170,549) (460,207) (66,914) (470,315) (1,663,614) (657,073) (2,449,067) (1,331,895) (1,835,112) (1,835,112) (17,024,115)	0	1,761,330 552,459 637,875 734,036 463,577 840,229 462,200 1,088,201 289,149 363,229 452,033 281,474 530,589 8,456,381	9,942 103,375 3,794 50,232 37,255 417,484 622,082	0	801,277 888,261 640,583 280,303 252,140 62,245 116,421 211,289 3,252,519	0	112,851,679 46,840,317 49,255,145 81,154,772 68,964,001 54,882,009 53,904,289 52,220,451 69,051,968 48,928,116 51,711,718 44,325,140 40,434,987 774,524,592	4,514,067 1,873,613 1,970,206 3,246,191 2,758,560 2,195,280 2,156,172 2,088,818 2,762,079 1,957,125 2,068,469 1,773,006 1,617,399 30,980,985	(340,969) (171,285) (99,780) (128,481) (118,435) (157,329) (173,061) (184,276) (146,526) (76,511) (109,210) (122,812) (81,144) (1,909,819)	4,173,098 1,702,328 1,870,426 3,117,710 2,640,125 2,037,951 1,983,111 1,904,542 2,615,553 1,880,614 1,959,259 1,650,194 1,536,255 29,071,166	1.643991 0.670632 0.736854 1.228221 1.040076 0.802850 0.781246 0.750294 1.030396 0.740867 0.771849 0.650093 0.605207	2,400,003 979,031 1,075,706 1,793,035 1,518,369 1,172,052 1,140,513 1,095,327 1,504,238 1,081,565 1,126,794 949,047 883,520 16,719,200	572 572	2,400,575 979,031 1,075,706 1,793,035 1,518,369 1,172,052 1,140,513 1,095,327 1,504,238 1,081,565 1,126,794 949,047 883,520 16,719,772	0	1.704101 0.694987 0.763613 1.272825 1.077847 0.832007 0.809618 0.777542 1.067816 0.767773 0.799879 0.673702 0.627186	(51,440) (20,979) (23,050) (38,421) (32,536) (25,115) (24,439) (23,471) (32,233) (23,176) (24,145) (20,336) (18,932) (358,273)	2,349,135 958,052 1,052,656 1,754,614 1,485,833 1,146,937 1,116,074 1,071,856 1,472,005 1,058,389 1,102,649 928,711 864,588 16,361,499	4,063,247 Blue Earth 1,657,121 Brown 1,820,756 Cottonwood 3,034,917 Faribault 2,570,012 Jackson 1,983,832 Le Sueur 1,930,448 Martin 1,853,966 Nicollet 2,546,094 Nobles 1,830,672 Rock 1,907,228 Sibley 1,606,371 Waseca 1,495,459 Watonwan 28,300,123 District 7 Totals
Chippewa Kandiyohi Lac Qui Parle Lincoln Lyon Mc Leod Meeker Murray Pipestone Redwood Renville Yellow Medicine District 8 Totals	36,255,669 74,209,445 34,566,436 31,194,336 55,369,667 44,741,293 33,440,665 48,389,995 30,581,442 73,948,451 77,880,589 51,432,244 592,010,232		36,255,669 74,209,445 34,566,436 31,194,336 55,369,667 44,741,293 33,440,665 48,389,995 30,581,442 73,948,451 77,880,589 51,432,244 592,010,232	3,642,270 11,125,501 2,950,107 805,262 2,167,833 5,054,711 5,238,117 0 1,318,271 3,696,204 12,832,223 (390,968) 48,439,531	\$419,480 (941,421) (107,493) 503,992 (804,843) (335,271) (50,718) 0 263,717 (234,127) 541,716 1,381,271 636,303	0 0 (113,421) 0 (149,840) (448,100) (185,865) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 200,000 0 1,445,000 1,645,000	(762,228) (98,236) (939,694) (1,505,700) (2,949,956) (450,020) (1,110,604) (2,465,461) (582,371) (4,371,524) (3,710,901) (1,179,620) (20,126,315)	18,800 18,800	270,073 1,120,080 584,612 543,784 887,403 1,911,194 522,321 158,709 327,826 647,167 746,706 614,521 8,334,396	53,454 73,849 56,694 8,439 9,542 201,978	(69,050) (69,050)	1,704,968 676,504 \$7,599 336,040 2,725,111	0	39,825,264 87,173,791 36,940,547 31,472,624 54,594,113 51,225,805 37,862,355 46,083,243 32,118,427 73,693,770 88,290,333 53,638,488 632,918,760	1,593,011 3,486,952 1,258,905 2,183,765 2,049,032 1,514,494 1,843,330 1,284,737 2,947,751 3,531,613 2,145,539 25,316,751	(92,054) (257,355) (62,851) (160,854) (189,071) (125,217) (84,824) (58,135) (142,635) (142,635) (176,000) (79,091) (1,471,204)	1,500,957 3,229,597 1,414,771 1,215,788 2,022,911 1,859,961 1,389,277 1,758,506 1,226,602 2,805,116 3,355,613 2,066,448 23,845,547	0.591302 1.272299 0.557349 0.478959 0.796925 0.732731 0.547305 0.692763 0.483219 1.105075 1.321943 0.814076	863,220 1,857,383 813,654 699,215 1,163,402 1,069,687 798,991 1,011,340 705,434 1,613,259 1,929,857 1,188,440 13,713,882	34,439 34,439	863,220 1,857,383 813,654 699,215 1,163,402 1,104,126 798,991 1,011,340 705,434 1,613,259 1,929,857 1,188,440 13,748,321	0	0.612776 1.318504 0.577590 0.496353 0.825866 0.783788 0.567181 0.717922 0.500768 1.145207 1.369951 0.843640	(18,497) (39,800) (17,435) (14,983) (24,930) (23,659) (17,121) (21,671) (15,116) (34,569) (41,354) (25,467) (294,602)	844,723 1,817,583 796,219 684,232 1,138,472 1,080,467 781,870 989,669 690,318 1,578,690 1,888,503 1,162,973 13,453,719	1,461,099 Chippewa 3,143,833 Kandiyohi 1,377,202 Lac Qui Parle 1,183,501 Lincoln 1,969,190 Lyon 1,868,860 Mc Leod 1,352,383 Meeker 1,711,809 Murray 1,194,028 Pipestone 2,730,625 Redwood 3,266,502 Renville 2,011,569 Yellow Medicine 23,270,601 District 8 Totals
Chisago Dakota Ramsey Washington District 9 Totals	59,819,538 141,651,907 226,553,107 111,515,324 539,539,876	т. Т. — — — — — — — — — — — — — — — — — — —	59,819,538 141,651,907 226,553,107 111,515,324 539,539,876	6,511,162 1,404,868 541,723 12,911,707 21,369,460	\$89,204 4,270,751 24,557,354 1,403,959 30,321,268	(1,292,940) (78,367) 0 (576,411) (1,947,718)	0 0 0 0 0	(1,444,959) (27,238) (561,642) (1,130,915) (3,164,754)	27,200 201,073 54,841 283,114	355,943 13,011,487 4,860,952 3,015,670 21,244,052	36,692 4,168,665 5,951,092 2,304,149 12,460,598	0	812,797 455,138 1,986,319 3,254,254	0	64,101,840 165,214,870 262,558,797 131,484,643 623,360,150	2,564,074 6,608,595 10,502,351 5,259,385 24,934,405	(233,861) (1,519,821) (1,763,981) (874,439) (4,392,102)	2,330,213 5,088,774 8,738,370 4,384,946 20,542,303	0.917986 2.004720 3.442477 1.727447	1,340,134 2,926,618 5,025,547 2,521,836 11,814,135	13,947 35,582 298,576 348,105	1,354,081 2,962,200 5,324,123 2,521,836 12,162,240	0	0.961224 2.102781 3.779444 1.790179	(29,016) (63,475) (114,087) (54,039) (260,617)	1,325,065 2,898,725 5,210,036 2,467,797 11,901,623	2,291,936 Chisago 5,013,860 Dakota 9,011,684 Ramsey 4,268,493 Washington 20,585,973 District 9 Totals
STATE TOTALS	\$6,214,170,282	\$0	\$6,214,170,28 2	\$610,774,798	\$92,170,220	(\$20,843,738)	\$9,541,363	(\$134,080,950)	\$1,816,397	\$130,098,592	\$35,795,711	(\$529,850)	\$31,206,973	(\$5,206,840)	\$6,964,912,958	\$278,596,518	(\$24,756,982)	\$253,839,536	100.000000	\$145,986,365	\$769,018	\$146,755,383	\$3,018,595	100.000000	(\$3,018,595)	\$146,755,383	\$253,839,536 STATE TOTALS

October 29, 1998

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 1998 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 1998; construction fund balances as of December 31, 1998; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 1999.

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 1999 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	Roger Gustafson, Metro	Don Theisen, Urban	
Milt Alm, District 2	Mitch Rasmussen, District 6	Vern Genzlinger, Urban	
Dave Schwarting, District 3	Marlin Larson, District 7	Paul Kirkwold, Urban	
Merle Early, District 4	Rick Kjonaas, 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.97

1998 COUNTY STATE AID HIGHWAY NEEDS STUDY

	County State	County State	Annual County
	Aid Highway	Aid Highway	State Aid Highway
County	Mileage	l ane Miles	Money Needs
Carlton	293.65	598.22	\$2 551 377
Cook	178 89	354 78	1 650 459
Itasca	647 52	1 293 64	5 465 792
Koochiching	247 62	494 94	3 584 455
Lake	224.24	438.08	3 142 103
Pine	472.77	945.54	5.066.233
St. Louis	1.378.89	2,756,33	17,520,303
District 1 Totals	3.443.58	6.881.53	38,980,722
Beltrami	466.35	932.70	3,494,525
Clearwater	325.68	651.36	1,499,721
Hubbard	324.00	648.00	1,977,530
Kittson	373.46	746.92	1,781,822
Lake of the Woods	194.81	389.62	2,204,710
Marshall	639.76	1,271.12	2,703,469
Norman	392.15	785.54	1,744,299
Pennington	258.69	510.66	978,852
Polk	806.73	1,609.46	5,417,858
Red Lake	185.66	371.32	1,423,731
Roseau	481.52	963.04	1,878,134
District 2 Totals	4,448.81	8,879.74	25,104,651
Aitkin	374.53	749.66	2,475,740
Benton	225.79	454.52	1,437,080
Cass	531.85	1,064.52	3,380,913
Crow Wing	370.93	/41.62	2,294,546
Isanti	228.39	459.98	1,708,911
	212.00	422.60	1,182,837
	255.46	510.52	2,144,313
Morrison	444.58	892.30	2,473,571
Sherburne	215.05	432.80	111,022
Stearns	003.50	1,240.60	4,707,131
Nodono	412.10	021.30	1,033,009
Wadella	220.30	400.72	1,413,000
District 2 Totals	401.00	9.053.52	4,907,922
District 5 Totals	4,504.80	3,033.32	30,010,040
Becker	465 74	931 48	2 072 465
Big Stone	208.36	416 72	1 287 064
Clay	399.06	798 24	2 354 617
Douglas	384 54	769.08	2 197 331
Grant	228.65	457 30	1 175 729
Mahnomen	194 81	389.62	1 381 646
Offer Tail	916 99	1 833 98	6 223 386
Pope	298 73	597.46	1,796,644
Stevens	245 07	490 14	1 063 889
Swift	329.46	658.92	1.424.876
Traverse	245.42	490.84	1,117,246
Wilkin	312.26	625.68	1.622.801
District 4 Totals	4,229.09	8,459.46	23,717,694

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 1999 C.S.A.H. FUND

	County State	County State	Annual County
	Aid Highway	Aid Highway	State Aid Highway
County	Mileage	Lane Miles	Money Needs
Anoka	275.82	672.33	\$4,881,796
Carver	207.96	411.66	2,925,051
Hennepin	522.85	1,493.24	18,434,789
Scott	217.77	477.77	3,233,970
District 5 Totals	1,224.40	3,055.00	29,475,606
Dodge	249.76	499.52	1,604,994
Fillmore	412.01	824.02	4,993,007
Freeborn	446.95	896.34	3,188,146
Goodhue	326.69	653.38	3,213,439
Houston	249.60	499.20	3,147,235
Mower	373.66	749.48	3,019,004
Olmsted	319.64	689.14	3,636,150
Rice	281.19	564.66	2,482,105
Steele	292.16	587.72	2,582,698
Wabasha	273.76	547.52	2,749,093
Winona	315.76	628.18	2,970,255
District 6 Totals	3,541.18	7,139.16	33,586,126
Blue Earth	417.88	835.06	4,063,247
Brown	318.01	636.50	1,657,121
Cottonwood	318.59	637.18	1,820,756
Faribault	346.98	694.60	3,034,917
Jackson	370.69	741.38	2,570,012
Le Sueur	267.11	534.22	1,983,832
Martin	378.15	757.54	1,930,448
Nicollet	244.33	487.10	1,853,966
Nobles	345.42	692.90	2,546,094
ROCK	261.31	522.62	1,830,672
Sibley	289.31	580.92	1,907,228
	250.05	500.10	1,000,371
Watonwan District 7 Totals	230.10	470.30 9 000 49	1,490,409
District / Totals	4,043.01	0,050.40	20,300,123
Chinnewa	244 33	488.66	1 461 099
Kandivohi	421 81	846.38	3 143 833
Lac Qui Parle	362 91	726.08	1 377 202
	253.40	506.80	1 183 501
Lyon	318 93	637.46	1,100,001
McLeod	253.20	506 40	1 868 860
Meeker	272.05	542.10	1 352 383
Murray	354 73	709.46	1 711 809
Pipestone	233.65	467.46	1 194 028
Redwood	385.54	771.56	2 730 625
Renville	446.19	892.38	3,266,502
Yellow Medicine	345 32	690.64	2 011 569
District 8 Totals	3.892.06	7,785,38	23,270,601
Chisago	233.34	466.88	2,291.936
Dakota	282.06	698.73	5,013.860
Ramsey	249.05	695.96	9,011.684
Washington	208.77	452.14	4,268,493
District 9 Totals	973.22	2,313.71	20,585,973
STATE TOTALS	30.300.15	61.657.98	\$253.839.536
Does not include 1998 T.H.	Turnback Mileage		DMG\FILE_123-mileco98

Total Tentative 1999 C.S.A.H. Apportionment

The following tabulation lists a <u>TENTATIVE</u> 1999 Apportionment based on an estimate of \$293 million (same as 1998 apportionment).

The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures.

Each county's tentative 1999 Lane Mile Apportionment has been computed using the 1998 CSAH Needs Study lane miles. The limitation by the 1997 legislation which states that no county shall ever receive less in Lane Mile Apportionment than they received in Mileage Apportionment in 1997 was not necessary this year. Also, 1998 Trunk Highway Turnback Mileage is not included, but will be when the Final 1999 Apportionment is determined.

The Money Needs Apportionment is based on the actual 1998 25-year construction needs, however, these needs will be adjusted by 1998 turnback activity, construction fund balances as of 12/31/98, and by any other action taken at this meeting.

We wish to emphasize that the <u>apportionment as shown is TENTATIVE</u> and the final apportionment will be determined in January, 1999, by the Commissioner with the assistance of recommendations by your Screening Board.

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COMPONENTS OF THE "TENTATIVE" 1999 CSAH APPORTIONMENT

		Motor Vehicle	Lane Mile	· · · · · · · · · · · · · · · · · · ·	TENTATIVE
	Equalization	Registration	(Mileage)	Money Needs	1999 CSAH
County	Apportionment	Apportionment	Apportionment	Apportionment	Apportionment
Carlton	\$337,369	\$218.372	\$854.292	\$1,475,059	\$2.885.092
Cook	337.369	38,479	506.658	954.200	1.836.706
Itasca	337,369	331.697	1.847.445	3,160,006	5.676.517
Koochiching	337,369	111.534	706,803	2,072,325	3,228,031
Lake	337,369	78,778	625.618	1,816,583	2,858,348
Pine	337,369	174,023	1,350,296	2,929,004	4,790,692
St. Louis	337,369	1.297,230	3,936,332	10,129,229	15,700,160
District 1 Totals	2,361,583	2,250,113	9,827,444	22,536,406	36,975,546
	, ,				
Beltrami	337,369	212,414	1,331,981	2,020,333	3,902,097
Clearwater	337,369	58,966	930,194	867,052	2,193,581
Hubbard	337,369	122,218	925,439	1,143,294	2,528,320
Kittson	337,369	41,121	1,066,677	1,030,147	2,475,314
Lake of the Woods	337,369	31,230	556,408	1,274,636	2,199,643
Marshall	337,369	80,363	1,815,305	1,562,990	3,796,027
Norman	337,369	58,291	1,121,798	1,008,453	2,525,911
Pennington	337,369	89,726	729,257	565,916	1,722,268
Polk	337,369	202,992	2,298,453	3,132,293	5,971,107
Red Lake	337,369	31,523	530,257	823,119	1,722,268
Roseau	337,369	118,578	1,375,303	1,085,829	2,917,079
District 2 Totals	3,711,059	1,047,422	12,681,072	14,514,062	31,953,615
Aitkin	337.369	115.849	1,070,551	1,431,330	2,955,099
Benton	337,369	207,248	649,128	830,837	2,024,582
Cass	337,369	175,901	1,520,239	1,954,649	3,988,158
Crow Wing	337,369	366.507	1,059,104	1,326,574	3,089,554
Isanti	337,369	212,238	656,877	987,994	2,194,478
Kanabec	337,369	97,534	603,517	683,848	1,722,268
Mille Lacs	337,369	154,093	729,081	1,239,718	2,460,261
Morrison	337,369	228,117	1,274,394	1,430,076	3,269,956
Sherburne	337,369	366,331	618,134	449,692	1,771,526
Stearns	337,369	864,800	1,771,719	2,721,392	5,695,280
Todd	337,369	168,505	1,172,957	1,060,133	2,738,964
Wadena	337,369	94,393	652,210	817,242	1,901,214
Wright	337,369	582,883	1,151,296	2,883,729	4,955,277
District 3 Totals	4,385,797	3,634,399	12,929,207	17,817,214	38,766,617
Becker	337,369	199,294	1,330,220	1,198,180	3,065,063
Big Stone	337,369	45,641	595,152	744,106	1,722,268
Clay	337,369	272,202	1,139,937	1,361,304	3,110,812
Douglas	337,369	236,452	1,098,288	1,270,370	2,942,479
Grant	337,369	52,069	653,091	679,739	1,722,268
Mahnomen	337,369	29.703	556.408	798.788	1,722,268
Otter Tail	337.369	401,640	2,619.055	3,598.003	6.956.067
Роре	337,369	79,072	853,236	1,038,716	2,308,393
Stevens	337.369	69.885	699.935	615.079	1,722.268
Swift	337.369	80,305	941.025	823.781	2,182,480
Traverse	337,369	37,980	700,992	645,927	1,722,268
Wilkin	337,369	53,125	893,564	938,210	2,222,268
District 4 Totals	4.048.428	1.557.368	12.080.903	13.712.203	31.398.902

COMPONENTS OF THE "TENTATIVE" 1999 CSAH APPORTIONMENT

		Motor Vehicle	Lane Mile		TENTATIVE
	Equalization	Registration	(Mileage)	Money Needs	1999 CSAH
County	Apportionment	Apportionment	Apportionment	Apportionment	Apportionment
Anoka	\$337,369	\$1,663,414	\$960,132	\$2,822,373	\$5,783,288
Carver	337,369	360,783	587,931	1,691,096	2,977,179
Hennepin	337,369	5,918,498	2,132,473	10,657,932	19,046,272
Scott	337,369	481,563	682,324	1,869,695	3,370,951
District 5 Totals	1,349,476	8,424,258	4,362,860	17,041,096	31,177,690
Dedue	227 200	440.050	742 240	007.045	2 000 052
Doage	337,309	118,050	/13,319	327,915	2,090,000
Fillmore	337,369	144,407	1,176,743	2,886,669	4,545,188
Freedorn	337,369	242,440	1,280,030	1,843,202	3,703,041
Goodnue	337,369	300,643	933,100	1,857,825	3,428,937
Houston	337,369	127,971	/12,8/9	1,819,550	2,997,769
Mower	337,369	255,530	1,070,287	1,745,414	3,408,600
Oimsted	337,369	706,979	984,171	2,102,212	4,130,731
Rice	337,369	332,871	806,391	1,435,010	2,911,641
Steele	337,369	226,121	839,323	1,493,167	2,895,980
Wabasha	337,369	151,921	781,913	1,589,367	2,860,570
Winona	337,369	290,400	897,086	1,717,230	3,242,085
District 6 Totals	3,711,059	2,897,333	10,195,242	19,417,561	36,221,195
Blue Earth	337,369	348.896	1,192,505	2.349.135	4.227.905
Brown	337,369	205.281	908.973	958.052	2.409.675
Cottonwood	337,369	96,125	909.942	1.052.656	2.396.092
Faribault	337,368	128,528	991.920	1,754,614	3.212.430
Jackson	337,368	90,225	1.058.752	1.485.833	2,972,178
Le Sueur	337,368	183,297	762.893	1,146,937	2,430,495
Martin	337,368	173 347	1 081.822	1,116,074	2,708,611
Nicollet	337,368	174,580	695.621	1.071.856	2.279.425
Nobles	337,368	150 131	989,542	1.472.005	2,949,046
Rock	337,368	72,908	746.339	1.058.389	2,215,004
Sibley	337,368	111.651	829.638	1,102,649	2.381.306
Waseca	337,368	131,904	714,200	928.711	2,112,183
Watonwan	337,368	89 961	671 758	864 588	1 963 675
District 7 Totals	4 385 787	1 956 834	11 553 905	16.361.499	34,258,025
District / Totalo	4,000,701	1,000,004	11,000,000		• 1,200,020
Chippewa	337,368	100,586	697,822	844,723	1,980,499
Kandiyohi	337,368	290,429	1,208,707	1,817,583	3,654,087
Lac Qui Parle	337,368	66,686	1,036,915	796,219	2,237,188
Lincoln	337,368	46,962	723,798	684,232	1,792,360
Lyon	337,368	179,570	910,382	1,138,472	2,565,792
Mc Leod	337,368	255,677	723,181	1,080,467	2,396,693
Meeker	337,368	163,485	774,164	781,870	2,056,887
Murray	337,368	73,730	1,013,140	989,669	2,413,907
Pipestone	337,368	71,352	667,620	690,318	1,766,658
Redwood	337,368	138,097	1,101,898	1,578,690	3,156,053
Renville	337,368	141,795	1,274,395	1,888,503	3,642,061
Yellow Medicine	337,368	89,638	986,285	1,162,973	2,576,264
District 8 Totals	4,048,416	1,618,007	11,118,307	13,453,719	30,238,449
Chisago	337,368	295,154	666,740	1,325,065	2,624,327
Dakota	337,368	1,849,734	997,820	2,898,725	6,083,647
Ramsey	337,368	2,728,535	993,946	5,210,036	9,269,885
Washington	337,368	1,091,920	645,783	2,467,797	4,542,868
District 9 Totals	1,349,472	5,965,343	3,304,289	11,901,623	22,520,727
STATE TOTALS	\$29,351,077	\$29,351,077	\$88,053,229	\$146,755,383	\$293,510,766

NOTES and COMMENTS				
· · ·				
1998 COUNTY SCREENING BOARD DATA OCTOBER, 1998

Comparison of the Actual 1998 to a TENTATIVE 1999 C.S.A.H. Apportionment

The following two pages indicate a comparison between the actual 1998 C.S.A.H. Apportionment and what each county's 1999 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 1999 C.S.A.H. road user fund would stay the same as 1998. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 1999 Apportionment. This data is being presented in this manner simply to show the <u>approximate comparison</u> to last year's apportionment, if the Board approves the mileage and money needs as presented.

OCTOBER, 1998

Comparison of the Actual 1998 to the TENTATIVE 1999 C.S.A.H. Apportionment

	Total	TENTATIVE	Increase	
	1998 CSAH	1998 CSAH	or	%
County	Apportionment	Apportionment	Decrease	+ or -
Carlton	\$2,900,890	\$2,885,092	(\$15,798)	-0.5%
Cook [.]	2,037,528	1,836,706	(200,822)	-9.9%
Itasca	5,715,462	5,676,517	(38,945)	-0.7%
Koochiching	3,228,031	3,228,031	0	0.0%
Lake	2,889,530	2,858,348	(31,182)	-1.1%
Pine	4,854,390	4,790,692	(63,698)	-1.3%
St. Louis	15,885,258	15,700,160	(185,098)	-1.2%
District 1 Totals	37,511,089	36,975,546	(535,543)	-1.4%
Beltrami	3,922,674	3,902,097	(20,577)	-0.5%
Clearwater	2,164,377	2,193,581	29,204	1.4%
Hubbard	2,425,445	2,528,320	102,875	4.2%
Kittson	2,517,806	2,475,314	(42,492)	-1.7%
Lake of the Woods	2,199,643	2,199,643	0	0.0%
Marshall	3,727,587	3,796,027	68,440	1.8%
Norman	2,434,025	2,525,911	91,886	3.8%
Pennington	1,722,268	1,722,268	0	0.0%
Polk	5,606,000	5,971,107	365,107	6.5%
Red Lake	1,722,268	1,722,268	0	0.0%
Roseau	2,930,018	2,917,079	(12,939)	-0.4%
District 2 Totals	31,372,111	31,953,615	581,504	1.9%
Aitkin	2,949,236	2,955,099	5,863	0.2%
Benton	2,009,905	2,024,582	14,677	0.7%
Cass	3,967,023	3,988,158	21,135	0.5%
Crow Wing	3,064,492	3,089,554	25,062	0.8%
Isanti	2,247,852	2,194,478	(53,374)	-2.4%
Kanabec	1,722,268	1,722,268) Ó	0.0%
Mille Lacs	2,537,112	2,460,261	(76,851)	-3.0%
Morrison	3,257,811	3,269,956	12,145	0.4%
Sherburne	1,733,682	1,771,526	37,844	2.2%
Stearns	5,742,685	5,695,280	(47,405)	-0.8%
Todd	2,855,554	2,738,964	(116,590)	-4.1%
Wadena	1,884,166	1,901,214	17,048	0.9%
Wright	4,863,744	4,955,277	91,533	1.9%
District 3 Totals	38,835,530	38,766,617	(68,913)	-0.2%
Becker	3,092,364	3,065,063	(27,301)	-0.9%
Big Stone	1,722,268	1,722,268) O	0.0%
Clay	3,110,862	3,110,812	(50)	0.0%
Douglas	2,981,178	2,942,479	(38,699)	-1.3%
Grant	1,722,268	1,722,268	Č O	0.0%
Mahnomen	1,722,268	1,722,268	0	0.0%
Otter Tail	6,921.065	6.956.067	35.002	0.5%
Pope	2.393.674	2.308.393	(85.281)	-3.6%
Stevens	1.722.268	1.722.268	0	0.0%
Swift	2.233.069	2.182.480	(50.589)	-2.3%
Traverse	1.722.268	1.722.268	0	0.0%
Wilkin	2.210.815	2.222.268	11.453	0.5%
District 4 Totals	31,554,367	31,398,902	(155,465)	-0.5%

OCTOBER, 1998

Comparison of the Actual 1998 to the TENTATIVE 1999 C.S.A.H. Apportionment

	Total	TENTATIVE	Increase	
	1998 CSAH	1998 CSAH	or	%
County	Apportionment	Apportionment	Decrease	<u>+ or -</u>
Anoka	\$5,563,817	\$5,783,288	\$219,471	3.9
Carver	2,876,540	2,977,179	100,639	3.5
Hennepin	19,641,219	19,046,272	(594,947)	-3.0
Scott	3,154,239	3,370,951	216,712	6.9
District 5 Totals	31,235,815	31,177,690	(58,125)	-0.2
Dodge	2,017,714	2,096,653	78,939	3.9
Fillmore	4,376,555	4,545,188	168,633	3.9
Freeborn	3,716,139	3,703,041	(13,098)	-0.4
Goodhue	3,352,260	3,428,937	76,677	2.3
Houston	3,001,023	2,997,769	(3,254)	-0.1
Mower	3,364,234	3,408,600	44,366	1.3
Olmsted	3,949,906	4,130,731	180,825	4.6
Rice	2,929,769	2,911,641	(18,128)	-0.6
Steele	2,803,051	2,895,980	92,929	3.3
Wabasha	2.824.264	2.860.570	36.306	1.3
Winona	3.209.910	3.242.085	32.175	1.0
District 6 Totals	35,544,825	36,221,195	676,370	1.9
Blue Earth	4,209,712	4,227,905	18,193	0.4
Brown	2,411,569	2,409,675	(1,894)	-0.1
Cottonwood	2,392,126	2,396,092	3,966	0.2
Faribault	3,093,652	3,212,430	118,778	3.8
Jackson	2,937,238	2,972,178	34,940	1.2
Le Sueur	2,460,690	2,430,495	(30,195)	-1.2
Martin	2,690,131	2,708,611	`18 .480 [´]	0.7
Nicollet	2,249,197	2,279,425	30.228	1.3
Nobles	2.889.417	2,949,046	59.629	2.1
Rock	2.099.643	2.215.004	115.361	5.5
Siblev	2.254.313	2.381.306	126.993	5.6
Waseca	2,166,297	2,112,183	(54,114)	-2.5
Watonwan	1.949.662	1,963,675	14.013	0.7
District 7 Totals	33,803,647	34,258,025	454,378	1.3
Chippewa	2,024,097	1,980,499	(43,598)	-2.2
Kandiyohi	3,707,178	3,654,087	(53,091)	-1.4
Lac Qui Parle	2,301,405	2,237,188	(64,217)	-2.8
Lincoln	1,818,404	1,792,360	(26,044)	-1.4
Lyon	2.490.511	2.565.792	75.281	3.0
Mc Leod	2.388.871	2,396,693	7.822	0.3
Meeker	2.113.952	2.056.887	(57,065)	-2.7
Murrav	2.354.795	2.413.907	59.112	2.5
Pipestone	1,739,759	1.766.658	26,899	1.6
Redwood	3,116,744	3,156,053	39,309	1.3
Renville	3 731 479	3,642,061	(89 418)	-2 4
Yellow Medicine	2 637 760	2 576 264	(61 496)	-2.4
District 8 Totals	30,424,955	30,238,449	(186,506)	-0.69
Chisago	2.722.704	2.624.327	(98.377)	-3.6
Dakota	6.137.839	6.083.647	(54.192)	-0.9
Ramsev	9.558 747	9,269,885	(288,862)	-3.0
Washington	4,809,137	4.542.868	(266,269)	-5.5
District 9 Totals	23.228.427	22,520,727	(707,700)	-3.1
STATE TOTALS	\$293 510 766	\$293 510 766	\$0	0.0



October, 1998

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.

Rontion of Minnesota Rules For State AidiOperations State Aid Routes shall be selected on the basis of the following criteria:

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

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

October, 1998

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

Approved by the County Engineers' Screening Board

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	1958-	1971-	1977-										1	1		1					Total Miles	
County	1970	1976	1982	1983	<u>1984</u>	<u> 1985</u>	<u> 1986</u>	1987	<u> 1988</u>	<u> 1989</u>	1990	1991	<u>1992</u>	1993	1994	1	<u>1995</u>	1996	1997	<u>1998</u>	To Date	<u>County</u>
Aitkin	6.10		0.60												7.12	**					13.82	Aitkin
Anoka	2.04	1							10.42	!							16.74		8.25		37.45	Anoka
Becker	10.07															\Box					10.07	Becker
Beltrami	7.53 *	0.16		-				-							2.10	**					9.79	Beltrami
Benton	3.18 *	e																·			3.18	Benton
Big Stone	1 40	0.16				1		-		<u> </u>						1					1.56	Big Stone
		0.10			-	<u> </u>			1	1						-						
Blue Earth	15 29 *		0.25			+			-							+	}			346	19.00	Blue Farth
Brown	7 44	0.13	0.20	<u> </u>											+				-	0.40	7 57	Brown
Carlton	3.62	0.10				+			-+				+								3.62	Carlton
	0.02					+							+				<u> </u>		•		0.02	ounton
Canvor	2 /0	0.48						0.05	il				· }		+						3.05	Canver
Case	7.00	0.40						0.00							2 20	**					10.70	Case
Chippeuro	15.00					+					=			-	2.00						10.70	Chinnewa
Chippewa	15.00	<u> </u>						<u> </u>		0.00	2			_		+					15.05	Chippewa
Ohiaaaa																					5 44	Ohisses
Clav	3.24	0.10				+						_	2.20	· · · · · ·							0.44	Chisago
Clay	2.00	0.10		·		+															2.10	
Clearwater	0.30	1.00		<u> </u>																	1.30	Clearwater
0									·												0.00	
	3.60	4.00														+					3.60	COOK
Cottonwood	5.17	1.30					<u> </u>														6.47	Cottonwood
Crow Wing	13.00					ļ															13.00	Crow Wing
																╞	ļ	ļ	J	0 - 00		
Dakota	1.65 '	2.4/				2.26) 													35.63	42.01	Dakota
Dodge						0.11	l							_			ļ				0.11	Dodge
Douglas	10.65			ļ													<u> </u>				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		l					_												0.08	Goodhue
Grant	5.42																				5.42	Grant
Hennepin	4.50	0.24	0.85																		5.59	Hennepin
Houston		0.12	1		1																0.12	Houston
Hubbard	1.85	0.26	0.06									1							1		2.17	Hubbard
Isanti	1.80																				1.80	Isanti
		1		-		1			-							1		1				
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			1	1	1	1					1					1			-	1		
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October, 1998

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

Approved by the County Engineers' Screening Board

	4050	4074	4077	T	1	T		· · · ·				T	T		T	г		1	1	1	Total Maile -	unguic_123 unstory
Oriente	1958-	1971-	1977-	4000	4004	4005	4000	4007	4000	4000	4000	4004	4002	4002	4004		1005	4000	4007	4000	I otal Miles	Country
	1910	19/0	1902	1983	1204	1905	1990	1391	1200	1303	1330	1331	1335	1992	1994	-	1995	1990	-1331	1990	TO Date	
lasta	0.10					+		+		·			+			┨──┼					0.00	lackeon
Kanahaa	0.10											•									0.10	Kanabac
Naliabec																┝━╍┠╸					0.00	Nallabec
Kandiyahi	0.44		<u> </u>		·			+													0.44	Kandiyohi
Kitteon	6 60 *			+											· [+				-[6.60	Kitteon
Koochiching	0.00	r			<u> </u>	+	0.12	+		+			+								0.00	Koochiching
Koochiching	9.21			+			0.12	ł				+			+			·			9.55	Noochiching
Lac Qui Parlo	1.03											-				1					1 93	Lac Qui Parla
Lako	1.95	0.56			<u> </u>									10.31							15.60	Lac Qui raile
Lake of "Moodo	4.02	0.50			·									7.65		1		•		+	9.54	Lake of "Moode
Lake of Woods	0.09				+		<u> </u>	· • · · · · · · · · · · · · · · · · · ·		+				1.00			······				0.54	Lake of Woods
	2 70	0.02				0.02									-	╀─┼					2 55	
Le Sueur	2.70	0.03				0.02										- <u> </u> -	·	+			5.55	Le Sueur
Lincoin	0.55								1 50	<u></u>			-			+			+		0.55	LINCOIN
Lyon	2.00								1.50	/											3.50	суон
Maland	0.00	0.50									0 22	,			-					·	0.01	Malaad
Mohnomon	1 42	0.50	┨────								0.32					+			+		0.91	Mahnomon
Marchall	15 00 7	1.00																·			1.42	Maraball
Marshall	15.00	1.00										-									10.00	Warshan
	1.50	<u> </u>														1-+					1.50	Blantin
	1.52	0.50	ļ																		1.32	
Weeker	0.80	0.50		+		_															1.30	Weeker
Mille Lacs		0.74														++				·	0.74	White Lacs
Maurican															0.70	**		-			0.70	Marriagn
Morrison	10 11 1	*	0.00	<u></u>											9.70	4			+		9.70	Mourison
Wower	13.11	1 40	0.05	·				+								+					13.20	Nower
Murray	3.52	1.10									-					-					4.02	wurray
NP H-4			·	0.00									-				·····					NP - Het
Nicollet	10 74	0.00		0.60	·	_						- 0.1		_				-			0.60	Nicollet
Nobles	13.71	0.23			i		· · · · · · · · · · · · · · · · · · ·					0.14	<u>د</u>								14.00	Nobles
Norman	1.31						·						_			+	····				1.31	Norman
Olymphad	45.20	*																			45.20	Olmated
Officer Tail	15.32		0.00																		15.32	Offisieu Offisieu
Otter Tall			0.30	₽ <u> </u>	•													+			0.30	Otter Tall
Pennington	0.84									<u> </u>								+			0.84	Pennington
		+						1		_				··		++						D'
Pine	9.25				+																9.25	Pine
Pipestone	0.50			-								_								+	0.50	Pipestone
POIK	4.00	1.55	0.67	4				<u> </u>							-	++					6.22	POIK
													_									
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October, 1998

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

Approved by the County Engineers' Screening Board

																					dmg\file_123\history
County	1958- <u>1970</u>	1971- 1976	1977- <u>1982</u>	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	Total Miles <u>To Date</u>	_County
Pope	3.63	1.20															-	1		4.83	Pope
Ramsey	10.12 *	0.61		0.21		0.92														11.86	Ramsey
Red Lake		0.50																		0.50	Red Lake
	~																				and the second sec
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
				1	1																
Scott	12.09 *	5.15	0.12						3.50				~				38.12			58.98	Scott
Sherburne	5.42																		1	5.42	Sherburne
Siblev	1.50					··· .														1.50	Sibley
Stearns	0.78		3.90							0.25							1			4.93	Stearns
Steele	1.55				1							1								1.55	Steele
Stevens	1.00							f		1										1.00	Stevens
				-														1			
Swift	0.78		0.24	<u> </u>						1										1.02	Swift
Todd	1.90 *																			1.90	Todd
Traverse	0.20	0.56			1.60						1						-1		1	2.36	Traverse
	0.20	0.00		1																	
Wabasha	0.43 *	0.30		1					1			+								0.73	Wabasha
Wadena		0.00																	1	0.00	Wadena
Waseca	4.53	0.14				0.05							h							4.72	Waseca
		•		†									<u> </u>				_		+		
Washington	2 33 *	0.40	0.33	-	1 33	<u> </u>		<u> </u>	8 05								18.52			30.96	Washington
Watonwan		0.04	0.68			0 19												+	-	0.91	Watonwan
Wilkin		0.01	- 0.00	ļ											0.11		_			0.11	Wilkin
••••••				†		╞────							· [1				1			
Winona	7 40 *			+	1	<u> </u>		t		+								1	+	7 40	Winona
Wright	0.45		1 38						+			+							1	1.10	Wright
Yellow Medicine	0.45	1 20	1.50		+	<u> </u>				+				+						1 30	Yellow Medicine
TOROW MEDICINE		1.55							+			+			<u> </u>	 					1 show mealonic
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	16.7	4 56.64	8.25	39.09	570.48	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.

October, 1998 "BANKED" CSAH MILEAGE

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

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

The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before May 1, 1998 is included.

	Banked	Year Made
County	Mileage	Available
Becker	0.40	1991
Big Stone	2.50	1993
Blue Earth *	0.10	1991
Carlton	0.46	1992 & 1994
Clay	5.00	1993 & 1997
Clearwater	0.60	1997
Dakota *	8.31	1994, 96 & 98
Dodge	0.07	1994
Douglas	1.90	1992
Faribault	2.54	1993
Hennepin	4.77	1994, 96 & 97
Hubbard	0.52	1996 & 1997
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.20	1993
Koochiching	0.25	1994 & 1995
Lake	1.10	1998
Lincoln	0.71	1996
McLeod	0.30	1997
Mille Lacs	1.10	1992
Nicollet	1.73	1993 & 1997
Nobles	0.07	1997
Norman	1.00	1997
Oimsted	0.73	1997 & 1998
Otter Tail	0.03	1998
Pennington	1.65	1995
Pipestone	0.10	1996
Polk	1.50	1997
Ramsey	1.60	1995, 96 & 1998
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
Stevens	1.08	1998
Wabasha	0.42	1993 & 1998
Waseca	0.01	1995
Wadena	0.07	1991 & 1994
Wright	1.67	1992, 93 & 97
Yellow Medicine	0.68	<u>1993 & 1995</u>
Total	52.03	

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

* This banked mileage will be eliminated when Blue Earth and Dakota Counties complete their system revisions that were approved by the County Screening Board at their June, 1998 meeting.

OCTOBER, 1998

SUMMARY OF ACTIVITY RESULTING FROM THE APPROVAL OF THE SCOTT COUNTY CSAH MILEAGE REQUEST

Scott County CSAH mileage 1/96	189.44
Requested Revocations (10/96)	(19.09)
Requested Additions (10/96)	59.92
Screening Board Denial of CSAH 31 & 74 additions (10/96)	(2.71)
TOTAL	227.56

		Mileage	Starting	Ending
Date	Type of Transaction	Change	Mileage	Mileage
01/1996	Beginning Balance	0.00	189.44	189.44
03/11/98	Revoke 7,15,16,29,33,56,80 & 103	(17.57)	189.44	171.87
03/11/98	Designate 2,5,15,18,21,42,59,68,78,82		1	
* 	86 & (Rice County) CSAH 86	49.20	171.87	221.07
	(Mileage varies somewhat from request due to rounding			
:	to 0.1 in rural areas and designation of existing roadway	:	: 1	
į	instead of realigned route after construction.)			
	بر			
	:		1	

The only portions of the request left to be accomplished are the revocation of CSAH 39 and CSAH 106 (Approximately 1.52 miles) and the extension of CSAH 91 (Approximately 7.66 miles).

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OCTOBER, 1998

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*

		Mileage	Starting	Ending
Date	Type of Transaction	Change	Mileage	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	17.35	200.33	217.68
09/15/97	Revoke Portion 36	(1.17)	217.68	216.51
1	1			
		•		
				· · · · · · · · · · · · · · · · · · ·

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

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1998 COUNTY SCREENING BOARD DATA October, 1998

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. <u>Before requesting a county to do work on a county</u> 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.



OCTOBER, 1998

C.S.A.H. 20-Year Traffic Projection Factors (For Use in the 1998 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1998 Needs Study.

For those counties whose traffic was counted in 1997 two factors are shown. The first factor is the one used in the 1997 Needs Study and the second one was computed using 1997 traffic and has been used to update the 1998 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 1997.

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



Old and new factors are shown for those counties whose traffic was counted in 1997.

1998 County Screening Board Data

October, 1998

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/Repaid in 1997 - \$13,526,279

Total 1997 Advance/Repaid in 1998 - \$17,976,381

	Resolution	\$'s Actually
County	\$'s	Reserved
Anoka	\$3,200,000	\$3,103,746
Becker	1,200,000	1,200,000
Cottonwood	900,000	497,548
Dodge	827,032	161,345
Fillmore	2,474,276	2,345,221
Freeborn	407,216	407,216
Goodhue	320,000	90,348
Hubbard	1,100,000	1,100,000
Itasca	3,429,377	3,421,603

1998 SUMMARY TO DATE

(Continued)	Resolution	\$'s Actually
County	\$'s	Reserved
Lake of the Woods	500,000	52,240
Lincoln	1,090,000	1,090,000
Lyon	642,802	642,802
McLeod	1,200,000	1,200,000
Mower	300,000	300,000
Nobles	850,000	850,000
Norman	550,000	550,000
Olmsted	1,034,000	1,034,000
Роре	562,000	562,000
Red Lake	600,000	0
Redwood	800,000	800,000
Rice	1,347,100	1,347,100
Sibley	500,000	15,333
Wabasha	1,400,000	1,400,000
Washington	2,100,000	0
Watonwan	192,665	184,334
THTB Advance*	17,734,070	17,734,070
TOTAL	\$45,260,538	\$40,088,906

- * This advance was made in 1997, however the first installment of the repayment will not take place until 1999. Therefore, the entire advance is shown in this report.
- Note: Because of the increased use of the advancing procedure and the large THTB advance; the State Aid Engineer has lowered the \$50 million target in the resolution to \$40 million thereby allowing advances up to \$48,675,811 for 1998.

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MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING JUNE 10 AND 11, 1998 MADDENS RESORT, BRAINERD

The meeting was called to order at 1:00 p.m., June 10, 1998 by Chairman, Paul Kirkwold, Ramsey County Engineer.

ATTENDANCE

Roll call of members:

Lee Engstrom, Itasca	District 1 (Alternate)
Mick Alm, Norman	District 2
Dave Schwarting, Sherburne	District 3
Merle Earley, Stevens	District 4
Ken Anderson, Chisago	Metro East
Greg Paulson, Goodhue	District 6
Marlin Larson, Cottonwood	District 7
Rick Kjonaas, McLeod	District 8
Roger Gustafson, Carver	Metro West
Jon Olson, Anoka	Urban
Dave Zech, Dakota	Urban
Vern Genzlinger, Hennepin	Urban
Paul Kirkwold, Ramsey	Urban
Dick Hansen, St. Louis	Urban
Don Wisniewski, Washington	Urban

Chairman Paul Kirkwold asked for a motion to approve the October 29 and October 30, 1997 Screening Board Minutes held at Breezy Point Resort near Pequot Lakes. Motion by Vern Genzlinger, seconded by Don Wisniewski, motion passed unanimously.

Roll call of MnDOT personnel:

Pat Murphy	Director, SALT Division
Mike Pinsonneault	Assistant State Aid Engineer
Khani Sahebjam	Pre-letting Engineer, SALT Division
Ken Hoeschen	Manager, County State Aid Needs Unit
Ken Straus	Manager, Municipal State Aid Needs Unit
Mike Tardy	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Tallack Johnson	District 4 State Aid Engineer
Andy Schmidt, (Acting)	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Bob Brown	Metro Division State Aid Engineer
Greg Coughlin	Metro Division State Aid
Greg Felt	Metro Division State Aid

Chairman Paul Kirkwold recognized Brad Larson, Scott County, the chairman of the General Subcommittee and the other representatives, Jack Cousins, Clay County and Rick Kjonaas, McLeod County, of the General Subcommittee. Chairman Paul Kirkwold recognized Craig Falkum, Wabasha County, and Al Goodman, Lake County and himself as the Chairman, of the Mileage Subcommittee.

Chairman Paul Kirkwold recognized the following alternates and other engineers in attendance:

Tara Ratzlaff, Red Lake	District 2
Rich Heilman, Isanti	District 3
Dave Robley, Douglas	District 4
Brad Larson, Scott	Metro West
Mitch Rasmussen, Rice	District 6
Gary Stribley, Jackson	District 7
Barry Anderson, Yellow Medicine	District 8

Others in attendance were:

Doug Grindall, Koochiching	District 1
Wayne Olson, Carlton	District 1
Russ Larson, Wadena	District 3
Dick Larson, Mille Lacs	District 3
John Walkup, Aitkin	District 3
Dave Heyer, Becker	District 4
Rick West, Otter Tail	District 4
Lee Amundson, Steele	District 6
Mike Sheehan, Olmsted	District 6
Gene Ulring, Fillmore	District 6
Al Forsberg, Blue Earth	District 7
Luke Hagen, Lincoln	District 8
Doug Fischer, Anoka	Urban
Mark Daly, Anoka	Urban
Lezlie Vermillion, Dakota	Urban

ELECTION OF VICE-CHAIRMAN

Chairman Paul Kirkwold asked for Vice Chairman nominations, Don Wisniewski nominated Dave Schwarting, Merle Earley seconded the motion. Ken Anderson cast a white ballot for Dave and Vern Genzlinger seconded, motion passed. Dave was Vice Chairman for approximately two hours, when he informed the board this was his second year on the board, so he would not be able to serve as Chairman next year. Ken Anderson and Dick Hansen made a motion and second to nominate Greg Paulson, Goodhue County, motion carried. Congratulations Greg.

REVIEW OF SCREENING BOARD REPORT

Chairman Paul Kirkwold asked Ken Hoeschen to review the Screening Board book. Ken reviewed the report which he has previously done out in all the Districts. Chairman Paul Kirkwold suggested that any action taken on the report shall wait until June 11, 1998.

- 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 increases were about \$0.57 due to inflation factors and using this years 5 year averages. Ken Anderson asked why was there so many counties that went down, Ken gave an explanation.

C.S.A.H. roadway unit prices were figured using the increment method to determine each county's unit prices. The subbase unit price was handled a little different, they recommend using the gravel base price from each county for subbase. Also, for concrete, they recommended using the same formula as before, so every county has the same price for concrete.

C.S.A.H. miscellaneous unit prices were figured using recommended Mn/DOT prices. Ken handed out a sheet showing prices for 1997 Bridge Construction Costs. Greg Paulson stated that District 6 felt the cost was too low, that it should be up around \$70.00. Brad Larson, Chairman of the General Subcommittee and Khani Sahebjam explained their reasoning for using \$60.00. Merle Earley asked if the Board can change unit prices that are shown in the book. Ken stated these prices are suggested prices and the Board can adjust them anytime.

C) Mileage Requests - Pages 17-29

Ken told the group to add 38.12 miles to Scott County's 1996 column on page 21.

1) Blue Earth County Mileage Request - Pages 23-26

Blue Earth County is requesting a net increase of 20.86 miles of County State Aid Highway to be considered and the Mileage Subcommittee is recommending only two sections for an increase of 3.56 miles. Alan Forsberg handed out a Function Classification map and information on a Transportation Plan Survey, Transportation Plan Accomplishments, and a summary of State Aid Mileage changes requiring Screening Board approval. He then gave a presentation on his request. Alan concurs with the Mileage Subcommittee and would like the Board to consider the Mileage Subcommittee's recommendation, but allow him to continue to keep working with the city of Mankato. He also request the Board to approve the changes in the city of Mankato. These would result in an additional increase of 1.74 miles. Paul Kirkwold explained how the Mileage Subcommittee arrived at their recommendation. Doug Haeder, DSAE concurred with Alan's agreement to accept the Mileage Subcommittee's request. Paul Kirkwold brought up the resolution on page 78 regarding mileage requests and how are they are supposed to be considered, by original request or Mileage Subcommittee recommendation or somewhere in between. He asked the group to think about it before tomorrow's vote. Ken Hoeschen explained that the Board can probably make any adjustments they deem necessary.

2) Dakota County Mileage Request - Pages 27-30

Dakota County is requesting an increase of 54.38 miles of County State Aid Highway to be considered and the Mileage Subcommittee is recommending a net increase of 35.63 miles. Dave Zech introduced Lezlie Vermillion, who gave a video computer aided presentation of Dakota's request based on the Mileage Subcommittee's recommendation. Dave Zech commented that they agree with the Mileage Subcommittee recommendation. Paul Kirkwold discussed the Mileage Subcommittee's comments and agreement with the Mileage Subcommittee.

Historical documentation for the Washington County and Scott County CSAH mileage requests are shown on pages 31 & 32 only as information.

D) State Park Road Account - Pages 34-46

Ken Hoeschen discussed the Carlton County request for \$400,000, which was requested some time ago, but the road was changed to a CSAH road from a Township road, so now the request has to come to the Screening Board.

Ken Hoeschen discussed the Mille Lacs County request for approximately \$ 247,197 for improvements to Kathio State Park entrance on CSAH 26. Ken Hoeschen stated that the request was turned down by the DNR because of lack of funds at this time. Dick Larson explained the letter from the DNR.

E) Reference Material

1) Needs Adjustments for Variances Granted on CSAHs

Ken Hoeschen discussed the variances granted on page 58. 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 Hoeschen discussed the advancing of CSAH Construction money with a report on page 59.

Ken Anderson asked if the new rule changes will have an affect on the Screening Board resolutions. Ken Hoeschen and Pat Murphy both suggested that the General Subcommittee be assigned the task to evaluate the new rules in relationship to the needs.

Jon Olson asked if the needs study was in compliance with the year 2000. Pat Murphy explained where the department was presently and where the future will hopefully take us.

Chairman Paul Kirkwold asked for a motion to recess the meeting until June 11, 1998. Motion by Merle Earley, seconded by Mick Alm and carried.

The meeting reconvened at 8:30 a.m. June 11, 1998 with all members present.

Chairman Paul Kirkwold started the meeting with action on the Screening Board Book, identifying the items from the index. Pat Murphy suggested the General Subcommittee be given direction by the Screening Board to study the rule changes. Rick Kjonaas was wondering if using State Aid monies for building public highway buildings should be looked into.

ACTION ON SCREENING BOARD BOOK

A) Unit Price Recommendations, Pages 10-16

Motion by Jon Olson, seconded by Greg Paulson, motion carried to accept the Gravel Base Unit Prices.

Motion by Vern Genzlinger, seconded by Merle Earley, motion carried to accept the Roadway Unit Price Report.

Motion by Greg Paulson to accept the Miscellaneous Unit Price Report with a change to the bridges 0-149 feet be \$65.00, seconded by Roger Gustafson. Ken Anderson suggested to change all the bridge lengths to \$65.00 across the board. The discussion led to leaving the change only on the 0-149 feet length, motion carried.

B) Mileage Requests, Pages 23-30

1) Blue Earth County Mileage Request - Pages 23-26

Motion by Roger Gustafson to accept the Mileage Subcommittee's recommendation, seconded by Ken Anderson. Mick Alm brought back the discussion, on voting on the County's original request versus the Mileage Subcommittee's recommendation. Pat Murphy stated that past practice has allowed the Screening Board the flexibility to take action on either the original request or the recommendation. Paul Kirkwold feels that the resolution in the back of the book allows the Screening Board to either vote on the Mileage Subcommittee's recommendation or the original request. Rick

Kjonaas asked about the 0.10 miles of banked mileage available for Blue Earth County. Jon Olson made a amendment to the motion requiring the banked 0.10 miles be used in the approval of the recommendation, seconded by Rick Kjonaas, motion carried. So the vote was to approve 3.56 miles minus 0.10 miles for a net increase of 3.46 miles. The ballot vote for the mileage request was approved by 14 to 1.

2) Dakota County Mileage Request - Pages 27-30

Motion by Jon Olson to accept the Mileage Subcommittee's recommendation, seconded by Greg Paulson to approve a net increase of 35.63 miles. Rick Kjonaas asked if there was enough public input. Dave Zech gave a synopsis of numerous opportunities for public involvement. Dick Hansen asked if the banked mileage was being used in the Mileage Subcommittee's recommendation, they assured us that the 7.98 miles was in the recommendation to approve 35.63 miles. The ballot vote for the mileage request was approved 12 to 3.

C) State Park Road Account, Pages 33-46

Chairman Paul Kirkwold asked if anyone wanted to make a motion approving the Carlton County request for State Park Road Account funds. Motion by Dick Hansen, seconded by Ken Anderson, motion carried unanimously. Jon Olson questioned this procedure again of approving these State Park Road Account requests. After a lengthy discussion the group decided that the procedure is in order and it should remain the way it exists.

Ken Anderson made a motion to destroy the mileage request ballots, seconded by Dick Hansen, motion carried unanimously.

D) Reference Material

Chairman Paul Kirkwold asked for a motion to approve the Needs Adjustments for Variances Granted on CSAHs, motion by Don Wisniewski, seconded by Dave Schwarting, motion carried.

Chairman Paul Kirkwold addressed the items discussed on Wednesday. One was to have the General Subcommittee study the new rules changes and how they will effect the needs study. Motion by Dick Hansen, seconded by Vern Genzlinger, motion carried. Pat Murphy suggested this may take some time to analyze, so there will not be a set time for the Subcommittee to get back to the Screening Board.

The next item was possibly to revisit how mileage requests should be handled. The group thought that maybe some indication of needs impact should be addressed at the time of the request. Also, perhaps large mileage requests should be phased into the needs process. However, it was pointed out that there already is a 20% needs restriction resolution.

The next item was a request to study the use of State Aid funds to construct public buildings and should there be a reduction in your needs. Motion by Lee Engstrom, seconded by Greg Paulson to have the General Subcommittee study this item, motion carried unanimously.

The last item was a request to study the relationship of Functional Classification to CSAH Design. The group discussed this to some length and finally agreed to do nothing, because they felt this was not tied to the needs study.

Chairman Paul Kirkwold thanked Brad Larson for serving on the General Subcommittee, and he would like to hold a short meeting after the Screening Board meeting to get input on a replacement.

Pat Murphy discussed the Bridge Replacement & the Bridge Bonding issues, he wanted to emphasize the importance of holding up our end and delivering these projects on time. Make sure you update your data to Khani so he has the most recent information. Jon Olson asked about adding bridges; you must amend your present resolutions to identify all new additions. Pat also would like to discourage us from requesting a public hearing on issues that the MCEA has already approved through the committee process. However, if you still feel strongly about a request than you have to do what you feel is right.

Mike Pinsonneault our newly appointed Assistant State Aid Engineer, SALT Division had no comments. Congratulations Mike on your appointment.

The next meeting will be on October 28 & 29, location yet to be determined. Greg Paulson moved and Dave Schwarting seconded a motion to adjourn. Motion carried.

Respectively Submitted,

David A. Olsonawski Screening Board Secretary Hubbard County Engineer

MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING SEPTEMBER 25, 1998

The meeting was called to order by Chairman Jack Cousins at 10:00am September 25 at the Treasure Island Casino in Red Wing, Minnesota.

Members present:	Jack Cousins, Chairman - Clay County Rick Kjonaas - McLeod County Roger Gustafson - Carver County
Others present:	Ken Hoeschen - Mn/DOT, State Aid

The Subcommittee was directed by the Screening Board at their June, 1998 meeting to study the new "rules changes" and how they affected the CSAH needs study.

The first item brought up for discussion was the new geometric design standards approved by the Geometric Standard Task Force. Essentially the changes result in the minimum pavement structure for all rural design paved roads be 9 ton (previously 150 - 400 projected ADT was 7 ult 9 ton). Also the new minimum shoulder width standards for rural design CSAH's shall be four feet for segments with projected ADT of less than 1,500VPD, six feet for those with 1,500 projected ADT and over (less than minor arterial) and eight feet for those with 1,500 projected ADT and over (minor arterial and above).

The Subcommittee agreed that the standards in the Needs Study should be as close to those in the rules as possible. Ken Hoeschen informed the Subcommittee that the present computer program cannot use functional classification as a criteria for design selection. One suggestion was that since these are minimum standards, the eight foot shoulder width could be used for any segment with 1,500 projected ADT and over. Another possibility mentioned was to give the six foot shoulder standard to all segments with projected ADT of 1,500 and over and to make the county engineer request the eight foot shoulder standard for any segments which would qualify. The Subcommittee discussed this at great length. One of the concerns was the number of miles that would be affected. The Subcommittee did not feel there would be a lot of mileage over 1,500 VPD that was not minor arterial and above. Ken will get a summery of this mileage and have it available for the next meeting.

The next item for discussion was the change in statute which allows State Aid bonds to be used by counties to construct maintenance facilities. Since the payment of the "principal" on State Aid bonds comes from the construction account, there was a feeling among the Subcommittee that perhaps some sort of a needs adjustment should be applied to counties who use State Aid for construction of maintenance facilities. Since the statute does not mention a possible needs adjustment, there was some concern by members of the subcommittee over the legality of the Screening Board directing that a needs adjustment be made. The Subcommittee asked Ken to check with Pat Murphy if possibly an Attorney General's opinion should be requested stating if a needs adjustment would be allowable.

The Subcommittee unanimously agreed that since this type of expenditure does not reduce a county's "needs", these amounts should also be eliminated from the "Bond Account Adjustment" resolution.

The last discussion subject involved the adoption of a reconditioning standard which permits rehabilitation or replacement of the pavement, etc., down to the subgrade. Some Subcommittee members comments:

- Include these reconditioning projects in the special resurfacing project category.
- Possible longer period of needs adjustment for reconditioning projects.
- Inclination of Subcommittee to simply change wording in Special Resurfacing Resolution which would include reconditioning projects.

No firm recommendations were established on any of the subjects.

Since the menbers of the General Subcommittee will be attending the County Screening Board meeting at Arrowwood, it was determined to meet at Arrowwood at approxemately 10:30 a.m. on Wednesday, October 28.

The meeting adjourned at 12:10 p.m.

Respectfully submitted,

An a. Cours

Jack Cousins, Chairman

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

July, 1998

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.

<u>Guidelines For Advancement of County State Aid Construction Funds From The</u> <u>General CSAH Construction Account - October, 1995 (Latest Rev. October, 1997)</u>

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

<u> Bond Adjustment - Oct. 1962 (Latest Rev. Oct. 1985)</u>

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.

<u>County State Aid Construction Fund Balances - May 1975 (Latest Rev. October</u> <u>1996)</u>

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. October, 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 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.

<u>Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. Oct.</u> <u>1985)</u>

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 ADTTurnback Maintenance/Lane Mile/Lane0 - 999 VPDCurrent lane mileage apportionment/lane1,000 - 4,999 VPD2 X current lane mileage apportionment/laneFor every additional 5,000 VPDAdd 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.

<u>MILEAGE</u>

Mileage Limitation - Oct. 1961 (Latest Rev. Oct. 1997)

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, but may be considered for State Aid designation within that municipality.

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.

<u>Non-existing County State Aid Highway Designations - Oct. 1990 - (Latest Rev.</u> <u>Oct. 1992)</u>

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 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.

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Rural Design Grade Widening - June 1980

That rural design grade widening needs be limited to the following widths and costs:

Feet of Widening Needs Cost/Mile

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.

<u>Storm Sewer - Oct. 1961 (Rev. Nov. 1965)</u>

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 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.

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

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.

<u>Guidelines for Needs Adjustments on Variances Granted - June 1985 (Latest Rev. June 1989)</u>

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.