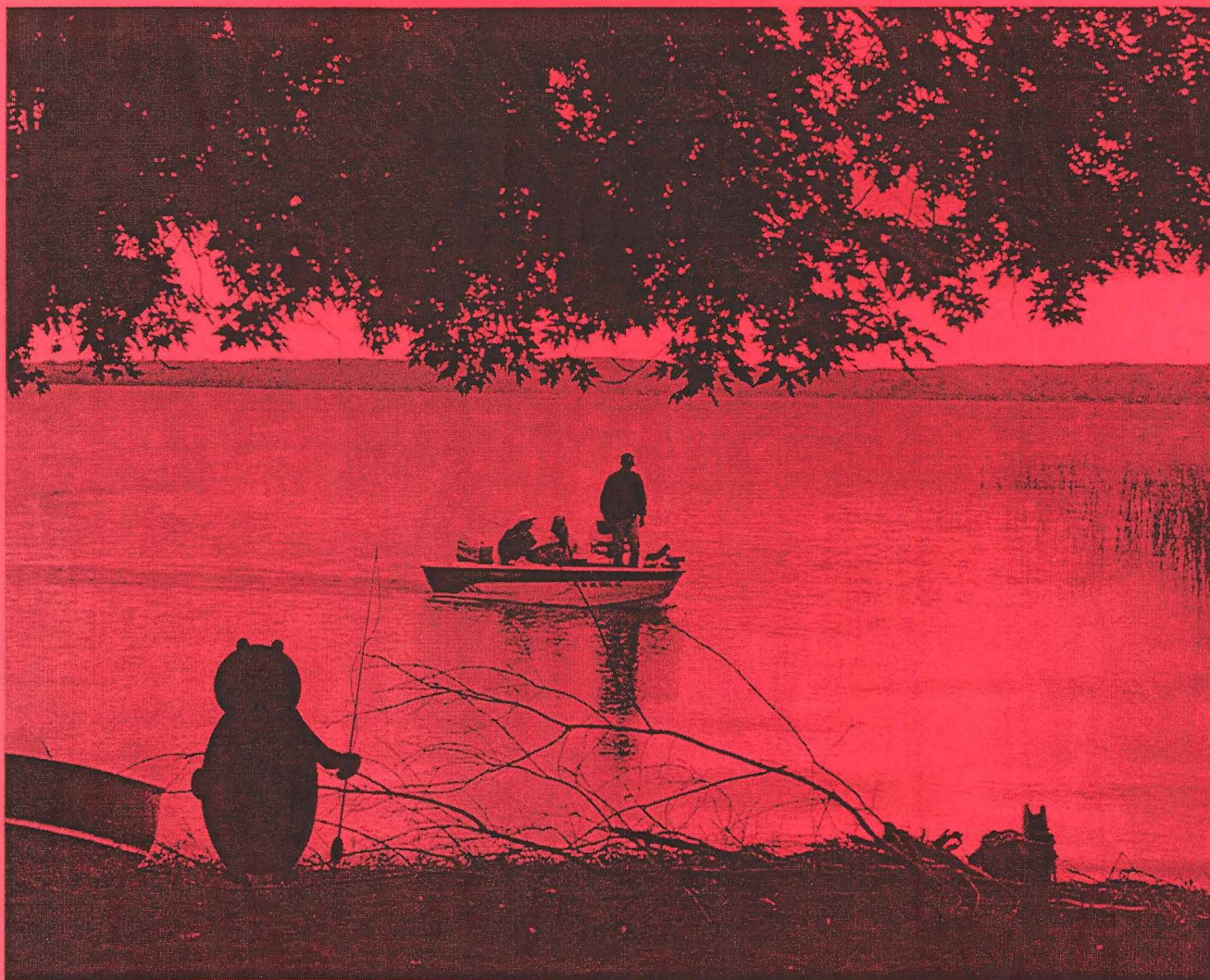




# *1999 County Screening Board Data*



Fall Fishing on Lake Lida in Otter Tail County.

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## *October, 1999*



**DISTRIBUTION LIST FOR 1999  
COUNTY SCREENING BOARD DATA  
October 27-28, 1999**

1	-	87	--	County Engineers
88	-	103	--	District State Aid Engineers - Two Copies for Each District
		104	--	Julie Skallman - Director, State Aid Division
		105	--	Mike Pinsonneault - Assistant Director, State Aid Division
		106	--	Khani Sahebjam - State Aid Division
		107	--	Ken Hoeschen - State Aid Division
		108	--	Diane Gould - State Aid Division
		109	--	Julee Puffer - State Aid Division
		110	--	Marshall Johnston - State Aid Division
		111	--	Mark Channer - State Aid Division
		112	--	Diane McCabe - State Aid Division
		113	--	Paul Stine - State Aid Division
		114	--	Joan Peters - State Aid Finance, MS 215
		115	--	James Mulder, Executive Director - Assoc. of Minn. Counties 125 Charles Ave. - St. Paul, MN., 55103
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		133	--	Dan Frentress - Concrete Pavers, Inc., 7988 Beard Ave N, Brooklyn Park, MN 55443
		134	--	Tom Johnson - Hennepin County Trans. Dept., 1600 Prairie Drive Medina, MN 55340-5421
		135	--	Don Neubauer - Asst. State Aid Engineer, Mn/DOT Dist. 6, Rochester, MN
		136	--	Larry Taft - Engineering Services (Spring Book Only)
137	-	150	--	



Minnesota Department of Transportation

## Memo

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

Office tel: 651/296-3011  
Fax: 651/282-2727

October 6, 1999

**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 1999 Fall County Engineers' Screening Board Report. This report is compiled from data submitted by each county engineer and 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 27-28, 1999 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 2000 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. District meetings will be held in advance of the Screening Board meeting to discuss this report.

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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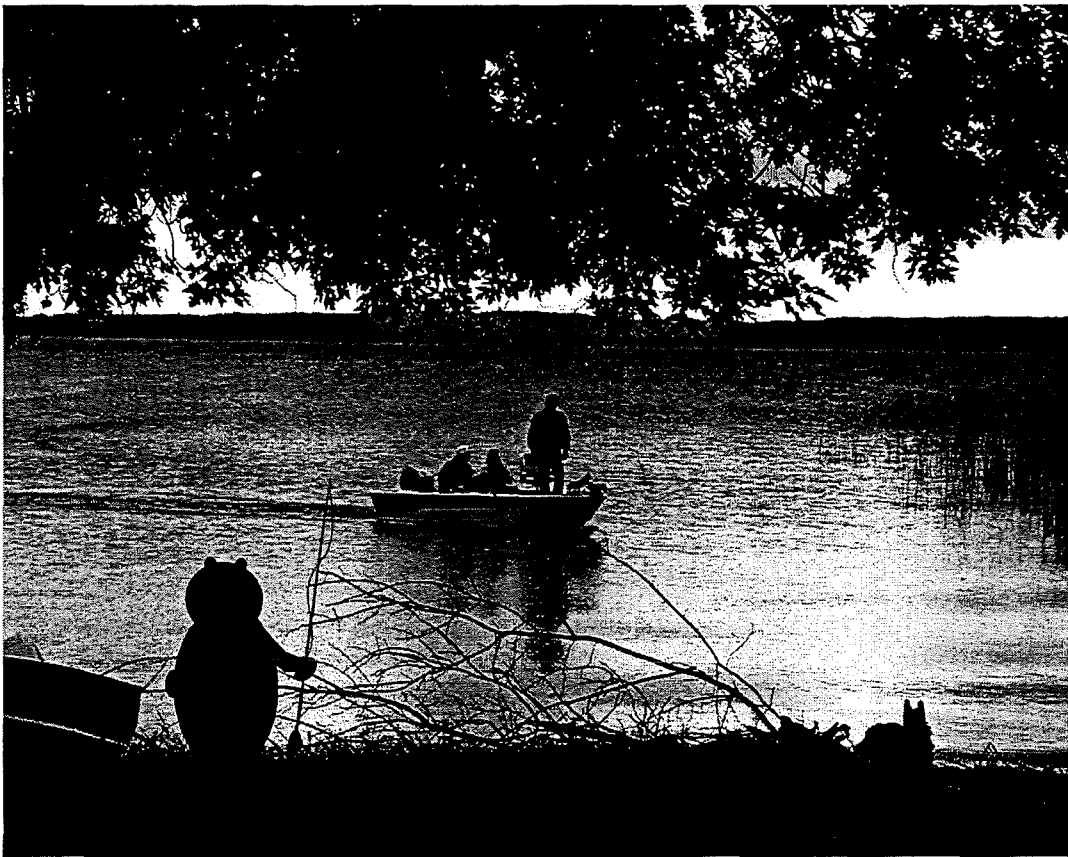
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# *1999 County Screening Board Data*



Fall Fishing on Lake Lida in Otter Tail County.



*October, 1999*



Minnesota Department of Transportation



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## **1999 COUNTY SCREENING BOARD**

Lee Engstrom	(99-00)	-	Itasca County	-	District 1
Mick Alm	(98-99)	-	Norman County	-	District 2
Rich Heilman	(99-00)	-	Isanti County	-	District 3
Merle Earley	(98-99)	-	Stevens County	-	District 4
Mic Dahlberg	(99-03)	-	Chisago County	-	Metro
Roger Gustafson	(98-01)	-	Carver County	-	Metro
Mitch Rasmussen, Chairman	(98-99)	-	Rice County	-	District 6
Jeff Blue	(99-00)	-	Waseca 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	Permanent	-	Ramsey County	-	Urban
Dick Hansen	Permanent	-	St. Louis County	-	Urban
Don Wisniewski	Permanent	-	Washington County	-	Urban
Dave Olsonawski, Secretary		-	Hubbard County		

## **1999 SCREENING BOARD ALTERNATES**

John Stieben	-	Pine County	District 1
Tara Ratzlaff	-	Red Lake County	District 2
??	-	?? County	District 3
Dave Robley	-	Douglas County	District 4
Brad Larson	-	Scott County	Metro
Dave Rholl	-	Winona County	District 6
Mark Sehr	-	Rock County	District 7
Barry Anderson	-	Yellow Medicine County	District 8

## **1999 CSAH GENERAL SUBCOMMITTEE**

Rick Kjonaas, Chairman	(June, 00)	-	McLeod County
Roger Gustafson	(June, 01)	-	Carver County
Wayne Fingalson	(June, 02)	-	Wright County

## **1999 CSAH MILEAGE SUBCOMMITTEE**

Al Goodman, Chairman	(Oct., 99)	-	Lake County
Craig Falkum	(Oct., 00)	-	Wabasha County
Don Theisen	(Oct., 01)	-	Dakota County

## **CSAH VARIANCE SUBCOMMITTEE**

Mike Wagner	-	Nicollet County
Don Wisniewski	-	Washington County
Dave Schwarting	-	Sherburne County



# **1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999**

## **C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2000**

*The information listed below is presented as historical data for the 42 years of County State Aid Apportionments and preliminary data for the 43 rd year.*

*Since 1958, the first year of State Aid apportionment, County State Aid mileage has increased more than 1,325 miles of which almost 950 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 2000 has been estimated to be approximately \$310 million (the same as for 1999). 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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# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2000

Year	Mileage	Needs	Apportionment	Accumulative Apportionment
1958	29,003.30	\$705,318,817	\$23,895,255	
1959	29,128.00	792,766,387	26,520,631	\$50,415,886
1960	29,109.15	781,163,725	26,986,118	77,402,004
1961	29,177.31	881,168,466	29,195,071	106,597,075
1962	29,183.50	836,684,473	28,398,346	134,995,421
1963	29,206.63	812,379,561	30,058,060	165,053,481
1964	29,250.40	844,850,828	34,655,816	199,709,297
1965	29,285.26	1,096,704,147	35,639,932	235,349,229
1966	29,430.36	961,713,095	36,393,775	271,743,004
1967	29,518.48	956,436,709	39,056,521	310,799,525
1968	29,614.63	920,824,895	45,244,948	356,044,473
1969	29,671.50	907,383,704	47,316,647	403,361,120
1970	29,732.84	871,363,426	51,248,592	454,609,712
1971	29,763.66	872,716,257	56,306,623	510,916,335
1972	29,814.83	978,175,117	56,579,342	567,495,677
1973	29,806.67	1,153,027,326	56,666,390	624,162,067
1974	29,807.37	1,220,857,594	67,556,282	691,718,349
1975	29,857.90	1,570,593,707	69,460,645	761,178,994
1976	29,905.06	1,876,982,838	68,892,738	830,071,732
1977	29,929.57	2,014,158,273	84,221,382	914,293,114
1978	29,952.03	1,886,535,596	86,001,153	1,000,294,267
1979	30,008.47	1,964,328,702	93,482,005	1,093,776,272
1980	30,008.25	2,210,694,426	100,581,191	1,194,357,463
1981	30,072.55	2,524,102,659	104,003,792	1,298,361,255
1982	30,086.79	2,934,808,695	122,909,078	1,421,270,333
1983	30,084.16	3,269,243,767	127,310,171	1,548,580,504
1984	30,087.24	3,363,921,407	143,696,365	1,692,276,869
1985	30,089.03	3,628,382,077	171,133,770	1,863,410,639
1986	30,095.37	4,742,570,129	176,412,995	2,039,823,634
1987	30,095.26	4,656,668,402	169,035,460	2,208,859,094
1988	30,101.37	4,694,034,188	176,956,052	2,385,815,146
1989	30,119.91	4,801,166,017	224,066,256	2,609,881,402
1990	30,139.52	4,710,422,098	234,971,125	2,844,852,527
1991	30,144.88	4,905,899,327	228,425,033	3,073,277,560
1992	30,142.84	4,965,601,700	244,754,252	3,318,031,812
1993	30,130.03	5,231,566,081	244,499,683	3,562,531,495
1994	30,149.73	5,313,983,542	245,557,356	3,808,088,851
1995	30,200.17	5,390,579,832	249,926,147	4,058,014,998
1996	30,212.15	5,472,714,828	278,383,078	4,336,398,076
1997	30,272.41	5,775,789,344	280,824,171	4,617,222,247
1998	30,289.09	5,767,000,396	293,510,766	4,910,733,013
1999	30,322.88	6,221,807,797	310,854,283	5,221,587,296
2000	30,328.79 *	\$6,210,181,596	<b>\$310,854,283 EST.</b>	\$5,532,441,579

\* Does Not Include 1999 Trunk Highway Turnback Mileage.

**1999 COUNTY SCREENING BOARD DATA  
OCTOBER, 1999**

**Comparison of the Basic 1998 to the Basic 1999 25-Year Construction Needs**

The following tabulation indicates the various stages of the 1999 update of the C.S.A.H. Needs Study and shows the needs effect each phase produced.

- |  |    |  |
|--|----|--|
| <b><u>Normal Update</u></b>                    | -- | Reflects the needs changes due to 1998 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1973 or earlier are eligible for complete needs. Also, any bridges built prior to 1964 are eligible for reconstruction needs. This increased several counties' needs considerably. |
| <b><u>1999 Unit Prices</u></b>                 | -- | Shows the needs impact of the unit prices approved at the June 3-4, 1999 meeting.  |
| <b><u>1999 Bridge &amp; RR-Xing Update</u></b> | -- | Reflects the needs cost revision on RR/HWY bridges and railroad crossing protection.   |
| <b><u>1998 Traffic &amp; Factor Update</u></b> | -- | Shows the effect of the traffic and traffic projection factor update for those counties which were counted 1998 and for which the needs unit has received updated traffic maps. A map showing the new traffic projection factors is included in the reference material portion of this report.   |

The counties involved are:

Carlton	Kandiyohi	Mille Lacs	Rock
Douglas	Lake of the Woods	Nobles	
Kanabec	Marshall	Olmsted	

The 7 metro counties were also counted in 1998 but the needs unit has not received updated traffic maps for these counties yet.

# 1999 COUNTY SCREENING BOARD DATA

23-Sep-99

OCTOBER, 1999

Comparison of the Basic 1998 to the Basic 1999 25-Year Construction Needs

Excel-File\_123(Effec99)

County	Revised Basic 1998 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Bridge & Railroad Update	% Change	Effect of Traffic Update	% Change	Basic 1999 25-Year Const. Needs	Total Change From 1998 Needs	Total %	County
Carlton	\$64,344,805	(\$525,052)	-0.8%	85,697	0.1%	40,000	0.1%	\$894,321	1.4%	\$64,839,771	\$494,966	0.8%	Carlton
Cook	41,304,670	(168,378)	-0.4%	302,259	0.7%	0	0.0%	0	0.0%	41,438,551	133,881	0.3%	Cook
Itasca	120,798,771	2,629,858	2.2%	(1,930,243)	-1.6%	668,000	0.5%	0	0.0%	122,166,386	1,367,615	1.1%	Itasca
Koochiching	34,494,968	(213,301)	-0.6%	(1,026,434)	-3.0%	20,000	0.1%	0	0.0%	33,275,233	(1,219,735)	-3.5%	Koochiching
Lake	67,384,541	(2,363,516)	-3.5%	(1,086,730)	-1.7%	267,000	0.4%	0	0.0%	64,201,295	(3,183,246)	-4.7%	Lake
Pine	111,221,361	(1,290,933)	-1.2%	(831,559)	-0.8%	185,000	0.2%	0	0.0%	109,283,869	(1,937,492)	-1.7%	Pine
St. Louis	374,223,178	1,286,185	0.3%	(13,427,452)	-3.6%	985,000	0.3%	0	0.0%	363,066,911	(11,156,267)	-3.0%	St. Louis
District 1 Totals	813,772,294	(645,137)	-0.1%	(17,914,462)	-2.2%	2,165,000	0.3%	894,321	0.1%	798,272,016	(15,500,278)	-1.9%	District 1 Totals
Beltrami	87,754,479	(810,213)	-0.9%	(3,761,066)	-4.3%	30,000	0.0%	0	0.0%	83,213,200	(4,541,279)	-5.2%	Beltrami
Clearwater	42,353,339	(139,050)	-0.3%	(394,069)	-0.9%	30,000	0.1%	0	0.0%	41,850,220	(503,119)	-1.2%	Clearwater
Hubbard	49,109,677	1,068,460	2.2%	(1,003,796)	-2.0%	0	0.0%	0	0.0%	49,174,341	64,664	0.1%	Hubbard
Kittson	47,792,041	(313,018)	-0.7%	(775,976)	-1.6%	220,000	0.5%	0	0.0%	46,923,047	(868,994)	-1.8%	Kittson
Lake of the Woods	22,026,496	(418,128)	-1.9%	(525,209)	-2.4%	10,000	0.0%	(47,636)	-0.2%	21,045,523	(980,973)	-4.5%	Lake of the Wood
Marshall	72,711,330	(1,079,969)	-1.5%	(2,115,343)	-3.0%	140,000	0.2%	(823,285)	-1.1%	68,832,733	(3,878,597)	-5.3%	Marshall
Norman	47,060,407	(1,311,725)	-2.8%	(445,813)	-1.0%	100,000	0.2%	0	0.0%	45,402,869	(1,657,538)	-3.5%	Norman
Pennington	26,473,178	3,092,614	11.7%	(981,598)	-3.3%	35,000	0.1%	0	0.0%	28,619,194	2,146,016	8.1%	Pennington
Polk	136,407,003	(1,020,465)	-0.7%	2,346,630	1.7%	475,000	0.3%	0	0.0%	138,208,168	1,801,165	1.3%	Polk
Red Lake	23,136,269	852,236	3.7%	99,383	0.4%	40,000	0.2%	0	0.0%	24,127,888	991,619	4.3%	Red Lake
Roseau	53,271,314	3,543,809	6.7%	(1,554,944)	-2.7%	40,000	0.1%	0	0.0%	55,300,179	2,028,865	3.8%	Roseau
District 2 Totals	608,095,533	3,464,551	0.6%	(9,111,801)	-1.5%	1,120,000	0.2%	(870,921)	-0.1%	602,697,362	(5,398,171)	-0.9%	District 2 Totals
Altin	54,513,678	(1,464,863)	-2.7%	1,731,669	3.3%	10,000	0.0%	0	0.0%	54,790,484	276,806	0.5%	Altin
Benton	31,656,386	(952,478)	-3.0%	(350,492)	-1.1%	0	0.0%	0	0.0%	30,353,416	(1,302,970)	-4.1%	Benton
Cass	80,872,092	(3,561,217)	-4.4%	(2,304,616)	-3.0%	40,000	0.1%	0	0.0%	75,046,259	(5,825,833)	-7.2%	Cass
Crow Wing	68,609,494	4,734,325	6.9%	(1,102,957)	-1.5%	40,000	0.1%	0	0.0%	72,280,862	3,671,368	5.4%	Crow Wing
Isanti	40,820,288	(189,836)	-0.5%	(1,037,866)	-2.6%	0	0.0%	0	0.0%	39,592,586	(1,227,702)	-3.0%	Isanti
Kanabec	27,569,112	130,322	0.5%	258,134	0.9%	40,000	0.1%	2,357,767	8.6%	30,355,335	2,786,223	10.1%	Kanabec
Mille Lacs	43,416,347	(357,950)	-0.8%	(627,871)	-1.5%	0	0.0%	1,765,106	4.1%	44,195,632	779,285	1.8%	Mille Lacs
Morrison	70,213,197	(1,462,139)	-2.1%	(2,989,782)	-4.3%	0	0.0%	0	0.0%	65,761,276	(4,451,921)	-6.3%	Morrison
Sherburne	31,206,918	1,502,271	4.8%	2,551,331	7.8%	25,000	0.1%	0	0.0%	35,285,520	4,078,602	13.1%	Sherburne
Stearns	131,386,935	2,532,418	1.9%	(5,250,224)	-3.9%	20,000	0.0%	0	0.0%	128,689,129	(2,697,806)	-2.1%	Stearns
Todd	45,665,140	(1,432,180)	-3.1%	(1,149,566)	-2.6%	0	0.0%	0	0.0%	43,083,394	(2,581,746)	-5.7%	Todd
Wadena	31,861,008	(6,861)	0.0%	(499,273)	-1.6%	10,000	0.0%	0	0.0%	31,364,874	(496,134)	-1.6%	Wadena
Wright	114,140,668	1,277,543	1.1%	(1,361,906)	-1.2%	662,000	0.6%	0	0.0%	114,718,305	577,637	0.5%	Wright
District 3 Totals	771,931,263	749,355	0.1%	(12,133,419)	-1.6%	847,000	0.1%	4,122,873	0.5%	765,517,072	(6,414,191)	-0.8%	District 3 Totals
Becker	55,311,526	2,108,266	3.8%	(1,770,710)	-3.1%	219,000	0.4%	0	0.0%	55,868,082	556,556	1.0%	Becker
Big Stone	20,688,490	(3,202)	0.0%	(61,120)	-0.3%	30,000	0.1%	0	0.0%	20,654,168	(34,322)	-0.2%	Big Stone
Clay	57,498,079	124,202	0.2%	(847,764)	-1.5%	186,000	0.3%	0	0.0%	56,960,517	(537,562)	-0.9%	Clay
Douglas	59,489,818	2,802,136	4.7%	(691,726)	-1.1%	299,000	0.5%	1,896,051	3.2%	63,795,279	4,305,461	7.2%	Douglas
Grant	20,467,206	169,603	0.8%	15,592	0.1%	40,000	0.2%	0	0.0%	20,692,401	225,195	1.1%	Grant
Mahnomen	14,667,424	1,659,534	11.3%	223,693	1.4%	10,000	0.1%	0	0.0%	16,560,651	1,893,227	12.9%	Mahnomen
Otter Tail	158,786,680	546,677	0.3%	(1,082,700)	-0.7%	201,000	0.1%	0	0.0%	158,451,657	(335,023)	-0.2%	Otter Tail
Pope	37,682,895	1,445,904	3.8%	(16,146)	0.0%	0	0.0%	0	0.0%	39,112,653	1,429,758	3.8%	Pope
Stevens	27,054,061	(576,029)	-2.1%	456,959	1.7%	20,000	0.1%	0	0.0%	26,954,991	(99,070)	-0.4%	Stevens
Swift	37,466,262	642,917	1.7%	(821,169)	-2.2%	85,000	0.2%	0	0.0%	37,373,010	(93,252)	-0.2%	Swift
Traverse	28,376,052	1,280,208	4.5%	(1,889,727)	-6.4%	25,000	0.1%	0	0.0%	27,791,533	(584,519)	-2.1%	Traverse
Wilkin	37,571,806	1,036,345	2.8%	(1,274,104)	-3.3%	90,000	0.2%	0	0.0%	37,424,047	(147,759)	-0.4%	Wilkin
District 4 Totals	555,060,299	11,236,561	2.0%	(7,758,922)	-1.4%	1,205,000	0.2%	1,896,051	0.3%	561,638,989	6,578,690	1.2%	District 4 Totals



# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

23-Sep-99

Comparison of the Basic 1998 to the Basic 1999 25-Year Construction Needs

Excel:File\_123(Effec99)

County	Revised Basic 1998 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Unit Price Update	% Change	Effect of Bridge & Railroad Update	% Change	Effect of Traffic Update	% Change	Basic 1999 25-Year Const. Needs	Total Change From 1998 Needs	Total % Change	County
Anoka	117,850,553	3,980,495	3.4%	(173,519)	-0.1%	\$0	0.0%	0	0.0%	\$121,657,529	\$3,806,976	3.2%	Anoka
Carver	77,096,904	(354,241)	-0.5%	(269,146)	-0.4%	235,000	0.3%	0	0.0%	76,708,517	(388,387)	-0.5%	Carver
Hennepin	523,956,055	3,360,589	0.6%	7,027,165	1.3%	1,712,000	0.3%	0	0.0%	536,055,809	12,099,754	2.3%	Hennepin
Scott	65,127,915	4,211,988	6.5%	629,614	0.9%	183,000	0.3%	0	0.0%	70,152,517	5,024,602	7.7%	Scott
District 5 Totals	784,031,427	11,198,831	1.4%	7,214,114	0.9%	2,130,000	0.3%	0	0.0%	804,574,372	20,542,945	2.6%	District 5 Totals
Dodge	\$43,283,104	182,275	0.4%	24,093	0.1%	0	0.0%	0	0.0%	43,489,472	206,368	0.5%	Dodge
Fillmore	116,822,532	(1,348,656)	-1.2%	(2,050,879)	-1.8%	0	0.0%	0	0.0%	113,422,997	(3,399,535)	-2.9%	Fillmore
Freeborn	73,544,917	3,749,483	5.1%	811,168	1.0%	85,000	0.1%	0	0.0%	78,190,568	4,645,651	6.3%	Freeborn
Goodhue	76,207,729	(1,665,933)	-2.2%	(3,240,523)	-4.3%	30,000	0.0%	0	0.0%	71,331,273	(4,876,456)	-6.4%	Goodhue
Houston	71,756,701	1,427,604	2.0%	(3,913,142)	-5.3%	0	0.0%	0	0.0%	69,271,163	(2,485,538)	-3.5%	Houston
Mower	77,972,375	(79,774)	-0.1%	(2,132,840)	-2.7%	50,000	0.1%	0	0.0%	75,809,761	(2,162,614)	-2.8%	Mower
Olmsted	101,044,028	4,041,392	4.0%	232,670	0.2%	0	0.0%	1,012,287	1.0%	106,330,377	5,286,349	5.2%	Olmsted
Rice	63,195,861	415,149	0.7%	(5,531,624)	-8.7%	156,000	0.3%	0	0.0%	58,235,386	(4,960,475)	-7.8%	Rice
Steele	63,017,938	964,001	1.5%	(2,902,414)	-4.5%	514,000	0.8%	0	0.0%	61,593,525	(1,424,413)	-2.3%	Steele
Wabasha	66,221,249	(1,705,409)	-2.6%	161,329	0.3%	20,000	0.0%	0	0.0%	64,697,169	(1,524,080)	-2.3%	Wabasha
Winona	83,805,972	871,288	1.0%	(1,410,150)	-1.7%	20,000	0.0%	0	0.0%	83,287,110	(518,862)	-0.6%	Winona
District 6 Totals	836,872,406	6,851,420	0.8%	(19,952,312)	-2.4%	875,000	0.1%	1,012,287	0.1%	825,658,801	(11,213,605)	-1.3%	District 6 Totals
Blue Earth	104,131,073	(2,965,986)	-2.8%	(1,742,058)	-1.7%	135,000	0.1%	0	0.0%	99,558,029	(4,573,044)	-4.4%	Blue Earth
Brown	45,777,989	1,308,816	2.9%	2,984,495	6.3%	60,000	0.1%	0	0.0%	50,131,300	4,353,311	9.5%	Brown
Cottonwood	43,571,422	(102,054)	-0.2%	(659,322)	-1.5%	0	0.0%	0	0.0%	42,810,046	(761,376)	-1.7%	Cottonwood
Faribault	74,781,021	(1,129,630)	-1.5%	673,117	0.9%	243,000	0.3%	0	0.0%	74,567,508	(213,513)	-0.3%	Faribault
Jackson	60,755,373	(488,215)	-0.8%	615,828	1.0%	30,000	0.0%	0	0.0%	60,912,986	157,613	0.3%	Jackson
Le Sueur	49,506,568	(32,781)	-0.1%	(1,669,392)	-3.4%	25,000	0.1%	0	0.0%	47,829,395	(1,677,173)	-3.4%	Le Sueur
Martin	50,453,596	289,935	0.6%	(1,653,437)	-3.3%	50,000	0.1%	0	0.0%	49,140,094	(1,313,502)	-2.6%	Martin
Nicollet	43,280,380	(1,465,336)	-3.4%	(891,947)	-2.1%	0	0.0%	0	0.0%	40,923,097	(2,357,283)	-5.4%	Nicollet
Nobles	65,302,354	621,622	1.0%	2,263,913	3.4%	142,000	0.2%	(601,579)	-0.9%	67,728,310	2,425,956	3.7%	Nobles
Rock	43,362,643	(579,551)	-1.3%	(1,288,677)	-3.0%	10,000	0.0%	302,263	0.7%	41,806,678	(1,555,965)	-3.6%	Rock
Sibley	49,443,907	(370,438)	-0.7%	(65,795)	-0.1%	10,000	0.0%	0	0.0%	49,017,674	(426,233)	-0.9%	Sibley
Waseca	44,013,300	1,336,845	3.0%	2,192,952	4.8%	90,000	0.2%	0	0.0%	47,633,097	3,619,797	8.2%	Waseca
Watsonwan	38,750,725	(1,442,935)	-3.7%	(162,141)	-0.4%	60,000	0.2%	0	0.0%	37,205,649	(1,545,076)	-4.0%	Watsonwan
District 7 Totals	713,130,351	(5,019,708)	-0.7%	597,536	0.1%	855,000	0.1%	(299,316)	0.0%	709,263,863	(3,866,488)	-0.5%	District 7 Totals
Chippewa	36,255,669	3,980,295	11.0%	(1,396,107)	-3.5%	50,000	0.1%	0	0.0%	38,889,857	2,634,188	7.3%	Chippewa
Kandiyohi	74,209,445	(174,001)	-0.2%	(922,217)	-1.2%	155,000	0.2%	3,232,908	4.4%	76,501,135	2,291,690	3.1%	Kandiyohi
Lac Qui Parle	34,566,436	(846,625)	-2.4%	2,666,315	7.9%	30,000	0.1%	0	0.0%	36,416,126	1,849,690	5.4%	Lac Qui Parle
Lincoln	31,194,336	(1,381,872)	-4.4%	671,158	2.3%	65,000	0.2%	0	0.0%	30,548,622	(645,714)	-2.1%	Lincoln
Lyon	55,369,667	(507,712)	-0.9%	(1,673,640)	-3.1%	155,000	0.3%	0	0.0%	53,343,315	(2,026,352)	-3.7%	Lyon
Mc Leod	44,741,293	(495,444)	-1.1%	(961,626)	-2.2%	110,000	0.3%	0	0.0%	43,394,223	(1,347,070)	-3.0%	Mc Leod
Meeker	33,440,665	1,609,005	4.8%	433,445	1.2%	10,000	0.0%	0	0.0%	35,493,115	2,052,450	6.1%	Meeker
Murray	48,389,995	(1,772,292)	-3.7%	(1,807,428)	-3.9%	0	0.0%	0	0.0%	44,810,275	(3,579,720)	-7.4%	Murray
Pipestone	30,581,442	667,195	2.2%	(348,664)	-1.1%	35,000	0.1%	0	0.0%	30,934,973	353,531	1.2%	Pipestone
Redwood	73,948,451	1,714,897	2.3%	(2,081,481)	-2.8%	120,000	0.2%	0	0.0%	73,701,867	(246,584)	-0.3%	Redwood
Renville	77,880,589	171,802	0.2%	(1,811,303)	-2.3%	40,000	0.1%	0	0.0%	76,281,088	(1,599,501)	-2.1%	Renville
Yellow Medicine	51,432,244	(189,924)	-0.4%	(1,490,242)	-2.9%	385,000	0.8%	0	0.0%	50,137,078	(1,295,166)	-2.5%	Yellow Medicine
District 8 Totals	592,010,232	2,775,324	0.5%	(8,721,790)	-1.5%	1,155,000	0.2%	3,232,908	0.5%	590,451,674	(1,558,558)	-0.3%	District 8 Totals
Chisago	59,819,538	(1,754,428)	-2.9%	(196,891)	-0.3%	10,000	0.0%	0	0.0%	57,878,219	(1,941,319)	-3.2%	Chisago
Dakota	141,651,907	(1,617,554)	-1.1%	894,308	0.6%	827,000	0.6%	0	0.0%	141,755,661	103,754	0.1%	Dakota
Ramsey	227,020,907	(2,783,622)	-1.2%	3,361,769	1.5%	1,490,000	0.7%	0	0.0%	229,089,054	2,068,147	0.9%	Ramsey
Washington	118,411,640	2,834,907	2.4%	1,542,966	1.3%	595,000	0.5%	0	0.0%	123,384,513	4,972,873	4.2%	Washington
District 9 Totals	546,903,992	(3,320,697)	-0.6%	5,602,152	1.0%	2,922,000	0.5%	0	0.0%	552,107,447	5,203,455	1.0%	District 9 Totals
STATE TOTALS	\$6,221,807,797	\$27,290,500	0.4%	(\$62,178,904)	-1.0%	\$13,274,000	0.2%	\$9,988,203	0.2%	\$6,210,181,596	(\$11,626,201)	-0.2%	STATE TOTALS

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**NEEDS**

**A<sup>D</sup>JU<sup>S</sup>TME<sup>N</sup>T<sup>S</sup>**

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**1999 COUNTY SCREENING BOARD DATA  
OCTOBER, 1999**

**Restriction of 25-Year Construction Needs Changes**

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

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

This year the statewide needs decreased 0.2%, thereby limiting any individual county's needs change to a range from a minus 20.2% to a plus 19.8%. As you can see, there were no counties which required a needs restriction.



# 1999 COUNTY SCREENING BOARD DATA

## OCTOBER, 1999

### RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1998 25 YEAR CONSTRUCTION NEEDS	BASIC 1999 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1998 NEEDS	% CHANGE FROM RESTRICTED 1998 NEEDS	RESTRICTED 1999 25 YEAR CONSTRUCTION NEEDS	1999 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$64,344,805	\$64,839,771	\$494,966	0.8%			Carlton
Cook	41,304,670	41,438,551	133,881	0.3%			Cook
Itasca	120,798,771	122,166,386	1,367,615	1.1%			Itasca
Koochiching	34,494,968	33,275,233	(1,219,735)	-3.5%			Koochiching
Lake	67,384,541	64,201,295	(3,183,246)	-4.7%			Lake
Pine	111,221,361	109,283,869	(1,937,492)	-1.7%			Pine
St. Louis	374,223,178	363,066,911	(11,156,267)	-3.0%			St. Louis
District 1 Totals	813,772,294	798,272,016	(15,500,278)	-1.9%			District 1 Totals
Beltrami	87,754,479	83,213,200	(4,541,279)	-5.2%			Beltrami
Clearwater	42,353,339	41,850,220	(503,119)	-1.2%			Clearwater
Hubbard	49,109,677	49,174,341	64,664	0.1%			Hubbard
Kittson	47,792,041	46,923,047	(868,994)	-1.8%			Kittson
Lake of 'Woods	22,026,496	21,045,523	(980,973)	-4.5%			Lake of 'Woods
Marshall	72,711,330	68,832,733	(3,878,597)	-5.3%			Marshall
Norman	47,060,407	45,402,869	(1,657,538)	-3.5%			Norman
Pennington	26,473,178	28,619,194	2,146,016	8.1%			Pennington
Polk	136,407,003	138,208,168	1,801,165	1.3%			Polk
Red Lake	23,136,269	24,127,888	991,619	4.3%			Red Lake
Roseau	53,271,314	55,300,179	2,028,865	3.8%			Roseau
District 2 Totals	608,095,533	602,697,362	(5,398,171)	-0.9%			District 2 Totals
Aitkin	54,513,678	54,790,484	276,806	0.5%			Aitkin
Benton	31,656,386	30,353,416	(1,302,970)	-4.1%			Benton
Cass	80,872,092	75,046,259	(5,825,833)	-7.2%			Cass
Crow Wing	68,609,494	72,280,862	3,671,368	5.4%			Crow Wing
Isanti	40,820,288	39,592,586	(1,227,702)	-3.0%			Isanti
Kanabec	27,569,112	30,355,335	2,786,223	10.1%			Kanabec
Mille Lacs	43,416,347	44,195,632	779,285	1.8%			Mille Lacs
Morrison	70,213,197	65,761,276	(4,451,921)	-6.3%			Morrison
Sherburne	31,206,918	35,285,520	4,078,602	13.1%			Sherburne
Stearns	131,386,935	128,689,129	(2,697,806)	-2.1%			Stearns
Todd	45,665,140	43,083,394	(2,581,746)	-5.7%			Todd
Wadena	31,861,008	31,364,874	(496,134)	-1.6%			Wadena
Wright	114,140,668	114,718,305	577,637	0.5%			Wright
District 3 Totals	771,931,263	765,517,072	(6,414,191)	-0.8%			District 3 Totals

## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1998 25 YEAR CONSTRUCTION NEEDS	BASIC 1999 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1998 NEEDS	% CHANGE FROM RESTRICTED 1998 NEEDS	RESTRICTED 1999 25 YEAR CONSTRUCTION NEEDS	1999 SCREENING BOARD RESTRICTION	COUNTY
Becker	55,311,526	55,868,082	\$556,556	1.0%			Becker
Big Stone	20,688,490	20,654,168	(34,322)	-0.2%			Big Stone
Clay	57,498,079	56,960,517	(537,562)	-0.9%			Clay
Douglas	59,489,818	63,795,279	4,305,461	7.2%			Douglas
Grant	20,467,206	20,692,401	225,195	1.1%			Grant
Mahnomen	14,667,424	16,560,651	1,893,227	12.9%			Mahnomen
Otter Tail	158,786,680	158,451,657	(335,023)	-0.2%			Otter Tail
Pope	37,682,895	39,112,653	1,429,758	3.8%			Pope
Stevens	27,054,061	26,954,991	(99,070)	-0.4%			Stevens
Swift	37,466,262	37,373,010	(93,252)	-0.3%			Swift
Traverse	28,376,052	27,791,533	(584,519)	-2.1%			Traverse
Wilkin	37,571,806	37,424,047	(147,759)	-0.4%			Wilkin
District 4 Totals	555,060,299	561,638,989	6,578,690	1.2%			District 4 Totals
Anoka	117,850,553	121,657,529	3,806,976	3.2%			Anoka
Carver	77,096,904	76,708,517	(388,387)	-0.5%			Carver
Hennepin	523,956,055	536,055,809	12,099,754	2.3%			Hennepin
Scott	65,127,915	70,152,517	5,024,602	7.7%			Scott
District 5 Totals	784,031,427	804,574,372	20,542,945	2.6%			District 5 Totals
Dodge	\$43,283,104	43,489,472	206,368	0.5%			Dodge
Fillmore	116,822,532	113,422,997	(3,399,535)	-2.9%			Fillmore
Freeborn	73,544,917	78,190,568	4,645,651	6.3%			Freeborn
Goodhue	76,207,729	71,331,273	(4,876,456)	-6.4%			Goodhue
Houston	71,756,701	69,271,163	(2,485,538)	-3.5%			Houston
Mower	77,972,375	75,809,761	(2,162,614)	-2.8%			Mower
Olmsted	101,044,028	106,330,377	5,286,349	5.2%			Olmsted
Rice	63,195,861	58,235,386	(4,960,475)	-7.9%			Rice
Steele	63,017,938	61,593,525	(1,424,413)	-2.3%			Steele
Wabasha	66,221,249	64,697,169	(1,524,080)	-2.3%			Wabasha
Winona	83,805,972	83,287,110	(518,862)	-0.6%			Winona
District 6 Totals	836,872,406	825,658,801	(11,213,605)	-1.3%			District 6 Totals

# 1999 COUNTY SCREENING BOARD DATA

## OCTOBER, 1999

### RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

COUNTY	RESTRICTED 1998 25 YEAR CONSTRUCTION NEEDS	BASIC 1999 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 1998 NEEDS	% CHANGE FROM RESTRICTED 1998 NEEDS	RESTRICTED 1999 25 YEAR CONSTRUCTION NEEDS	1999 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	104,131,073	99,558,029	(\$4,573,044)	-4.4%			Blue Earth
Brown	45,777,989	50,131,300	4,353,311	9.5%			Brown
Cottonwood	43,571,422	42,810,046	(761,376)	-1.8%			Cottonwood
Faribault	74,781,021	74,567,508	(213,513)	-0.3%			Faribault
Jackson	60,755,373	60,912,986	157,613	0.3%			Jackson
Le Sueur	49,506,568	47,829,395	(1,677,173)	-3.4%			Le Sueur
Martin	50,453,596	49,140,094	(1,313,502)	-2.6%			Martin
Nicollet	43,280,380	40,923,097	(2,357,283)	-5.5%			Nicollet
Nobles	65,302,354	67,728,310	2,425,956	3.7%			Nobles
Rock	43,362,643	41,806,678	(1,555,965)	-3.6%			Rock
Sibley	49,443,907	49,017,674	(426,233)	-0.9%			Sibley
Waseca	44,013,300	47,633,097	3,619,797	8.2%			Waseca
Watonswan	38,750,725	37,205,649	(1,545,076)	-4.0%			Watonswan
District 7 Totals	713,130,351	709,263,863	(3,866,488)	-0.5%			District 7 Totals
Chippewa	36,255,669	38,889,857	2,634,188	7.3%			Chippewa
Kandiyohi	74,209,445	76,501,135	2,291,690	3.1%			Kandiyohi
Lac Qui Parle	34,566,436	36,416,126	1,849,690	5.4%			Lac Qui Parle
Lincoln	31,194,336	30,548,622	(645,714)	-2.1%			Lincoln
Lyon	55,369,667	53,343,315	(2,026,352)	-3.7%			Lyon
Mc Leod	44,741,293	43,394,223	(1,347,070)	-3.0%			Mc Leod
Meeker	33,440,665	35,493,115	2,052,450	6.1%			Meeker
Murray	48,389,995	44,810,275	(3,579,720)	-7.4%			Murray
Pipestone	30,581,442	30,934,973	353,531	1.2%			Pipestone
Redwood	73,948,451	73,701,867	(246,584)	-0.3%			Redwood
Renville	77,880,589	76,281,088	(1,599,501)	-2.1%			Renville
Yellow Medicine	51,432,244	50,137,078	(1,295,166)	-2.5%			Yellow Medicine
District 8 Totals	592,010,232	590,451,674	(1,558,558)	-0.3%			District 8 Totals
Chisago	59,819,538	57,878,219	(1,941,319)	-3.3%			Chisago
Dakota	141,651,907	141,755,661	103,754	0.1%			Dakota
Ramsey	227,020,907	229,089,054	2,068,147	0.9%			Ramsey
Washington	118,411,640	123,384,513	4,972,873	4.2%			Washington
District 9 Totals	546,903,992	552,107,447	5,203,455	1.0%			District 9 Totals
STATE TOTALS	\$6,221,807,797	\$6,210,181,596	(\$11,626,201)	-0.2%			STATE TOTALS



## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### 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 1999 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 2000 CSAH apportionments.

# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

## COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total TENT.	County
	Unencumbered Construction Fund Balance As of Sept 1, 1999	Maximum Balance 1999 Const. Apportionment	TENT. 1999 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept 8, 1999	Maximum Balance Larger of Either \$100,000 or 1997-1999 Const. Apport.	TENT. 1999 Construction Fund Balance "Needs" Deduction	1999 Construction Fund Balance "Needs" Deduction	
Carlton	\$1,027,826	\$1,669,658	\$0	\$707,203	\$448,321	\$258,882	\$258,882	Carlton
Cook	1,072,485	1,139,765	0	384,567	252,111	132,456	132,456	Cook
Itasca	3,306,963	3,306,963	0	253,780	1,017,510	0	0	Itasca
Koochiching	1,049,679	1,976,599	0	338,694	209,418	129,276	129,276	Koochiching
Lake	3,922,407	1,742,753	2,179,654	118,685	195,641	0	2,179,654	Lake
Pine	2,356,909	2,670,107	0	707,658	1,053,246	0	0	Pine
St. Louis	0	9,363,539	0	558,632	1,609,259	0	0	St. Louis
District 1 Totals	12,736,269	21,869,384	2,179,654	3,069,219	---	520,614	2,700,268	District 1 Totals
Beltrami	1,526,899	2,382,521	0	427,876	264,908	162,968	162,968	Beltrami
Clearwater	151,368	1,278,959	0	111,063	289,461	0	0	Clearwater
Hubbard	4,909	1,496,387	0	232,189	249,266	0	0	Hubbard
Kittson	71,699	1,383,877	0	230,555	523,340	0	0	Kittson
Lake of the Woods	391,288	1,348,850	0	136,171	140,578	0	0	Lake of the Woods
Marshall	1,042,660	2,231,495	0	299,386	467,958	0	0	Marshall
Norman	633,838	1,481,549	0	378,420	336,916	41,504	41,504	Norman
Pennington	1,061,503	1,064,326	0	64,142	100,000	0	0	Pennington
Polk	88,730	3,543,709	0	325,842	697,522	0	0	Polk
Red Lake	315,631	1,039,920	0	122,394	181,320	0	0	Red Lake
Roseau	322,954	1,662,995	0	569,925	527,342	42,583	42,583	Roseau
District 2 Totals	5,611,479	18,914,588	0	2,897,963	---	247,055	247,055	District 2 Totals
Altkin	1,408,403	1,793,641	0	317,370	219,815	97,555	97,555	Altkin
Benton	616,540	1,174,375	0	256	287,558	0	0	Benton
Cass	559,796	2,298,993	0	0	661,293	0	0	Cass
Crow Wing	1,870,465	1,509,602	360,863	272,826	1,222,138	0	360,863	Crow Wing
Isanti	997,098	1,340,458	0	148,778	131,949	16,829	16,829	Isanti
Kanabec	1,330	1,004,461	0	20,587	258,395	0	0	Kanabec
Mille Lacs	2,855,918	1,387,213	1,468,705	686,874	540,758	146,116	1,614,821	Mille Lacs
Morrison	529,050	1,891,237	0	156,158	525,114	0	0	Morrison
Sherburne	2,369,480	1,043,155	1,326,325	170,565	251,539	0	1,326,325	Sherburne
Stearns	5,371,751	3,222,347	2,149,404	299,322	1,150,175	0	2,149,404	Stearns
Todd	311,075	1,529,824	0	394,556	611,942	0	0	Todd
Wadena	25,568	1,075,943	0	0	369,633	0	0	Wadena
Wright	1,278,158	2,750,083	0	42,299	1,137,307	0	0	Wright
District 3 Totals	18,194,632	22,021,332	5,305,297	2,509,591	---	260,500	5,565,797	District 3 Totals

# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

## COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total TENT. 1999 Construction Fund Balance "Needs" Deduction	County
	Unencumbered		TENT. 1999	Unencumbered	Maximum Balance	TENT. 1999		
	Construction	Maximum	Construction	Construction	Larger of Either	Construction		
	Fund Balance	Balance	Fund Balance	Fund Balance	\$100,000 or	Fund Balance		
	As of	1999 Const.	"Needs"	As of	1997-1999	"Needs"		
	Sept 1, 1999	Apportionment	Deduction	Sept 8, 1999	Const. Apport.	Deduction		
Becker	\$0	\$1,814,840	\$0	125,820	367,094	\$0	\$0	Becker
Big Stone	2,237,739	993,845	1,243,894	11,456	309,978	0	1,243,894	Big Stone
Clay	291,222	1,798,164	0	184,502	462,973	0	0	Clay
Douglas	365,363	1,651,237	0	287,098	608,489	0	0	Douglas
Grant	749,776	1,014,858	0	0	236,674	0	0	Grant
Mahnomen	0	1,066,733	0	28,246	100,000	0	0	Mahnomen
Otter Tail	575,508	4,049,731	0	789,031	1,036,405	0	0	Otter Tail
Pope	1	1,382,913	0	73,110	213,975	0	0	Pope
Stevens	773,102	1,028,499	0	0	184,062	0	0	Stevens
Swift	480,271	1,257,770	0	125,421	341,490	0	0	Swift
Traverse	600,586	971,190	0	748	380,691	0	0	Traverse
Wilkin	0	1,271,492	0	23,458	425,430	0	0	Wilkin
District 4 Totals	6,073,568	18,301,272	1,243,894	1,648,890	---	0	1,243,894	District 4 Totals
Anoka	0	3,429,791	0	771,276	591,706	179,570	179,570	Anoka
Carver	4,814,216	1,530,752	3,283,464	1,489,205	973,001	516,204	3,799,668	Carver
Hennepin	19,494,055	10,758,455	8,735,600	2,207,613	3,716,137	0	8,735,600	Hennepin
Scott	0	2,052,586	0	81,736	271,625	0	0	Scott
District 5 Totals	24,308,271	17,771,584	12,019,064	4,549,830	---	695,774	12,714,838	District 5 Totals
Dodge	520,586	1,179,800	0	36,248	410,537	0	0	Dodge
Fillmore	930,297	2,541,599	0	18,778	915,589	0	0	Fillmore
Freeborn	573,214	2,248,137	0	12,596	272,470	0	0	Freeborn
Goodhue	650,101	1,963,381	0	0	598,667	0	0	Goodhue
Houston	1,465,751	1,797,301	0	0	270,402	0	0	Houston
Mower	1,362,768	2,024,780	0	0	377,453	0	0	Mower
Olmsted	0	2,547,415	0	100,049	236,532	0	0	Olmsted
Rice	574,123	1,778,347	0	11,135	218,013	0	0	Rice
Steele	1,459,978	1,780,657	0	498,517	155,401	343,116	343,116	Steele
Wabasha	0	1,486,580	0	366,712	889,518	0	0	Wabasha
Winona	470,121	1,891,407	0	495,829	481,592	14,237	14,237	Winona
District 6 Totals	8,006,939	21,239,404	0	1,539,864	---	357,353	357,353	District 6 Totals



# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

## COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

County	Regular Account			Municipal Account			Total TENT.	County
	Unencumbered Construction Fund Balance As of Sept 1, 1999	Maximum Balance 1999 Const. Apportionment	TENT. 1999 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of Sept 8, 1999	Maximum Balance Larger of Either \$100,000 or 1997-1999 Const. Apport.	TENT. 1999 Construction Fund Balance "Needs" Deduction	1999 Construction Fund Balance "Needs" Deduction	
Blue Earth	\$1,457,924	\$2,481,635	\$0	\$299,445	547,371	\$0	\$0	Blue Earth
Brown	838,303	1,414,754	0	138,667	317,155	0	0	Brown
Cottonwood	1,089,463	1,405,509	0	8,980	310,822	0	0	Cottonwood
Faribault	685,984	1,705,288	0	478,329	924,210	0	0	Faribault
Jackson	2,657,989	1,732,594	925,395	146,322	458,628	0	925,395	Jackson
Le Sueur	729	1,248,772	0	259,212	822,828	0	0	Le Sueur
Martin	311,789	1,581,966	0	175,815	390,315	0	0	Martin
Nicollet	0	1,384,117	0	140,860	166,671	0	0	Nicollet
Nobles	725,840	1,742,190	0	244,213	354,770	0	0	Nobles
Rock	520,018	1,221,721	0	751,888	520,125	231,763	231,763	Rock
Sibley	20,615	1,376,117	0	136,708	388,842	0	0	Sibley
Waseca	0	1,253,063	0	323,387	247,943	75,444	75,444	Waseca
Watonswan	0	1,047,985	0	71,371	565,512	0	0	Watonswan
District 7 Totals	8,308,654	19,595,711	925,395	3,175,197	---	307,207	1,232,602	District 7 Totals
Chippewa	572,756	1,148,783	0	0	300,455	0	0	Chippewa
Kandiyohi	0	2,152,918	0	43,056	466,505	0	0	Kandiyohi
Lac Qui Parle	1,342,411	1,279,509	62,902	458,399	387,760	70,639	133,541	Lac Qui Parle
Lincoln	530,632	1,007,476	0	369	380,471	0	0	Lincoln
Lyon	60,370	1,395,644	0	69,741	669,221	0	0	Lyon
McLeod	49,089	1,342,393	0	528,683	436,387	92,296	92,296	McLeod
Meeker	1,893,835	1,233,491	660,344	445,849	194,803	251,046	911,390	Meeker
Murray	335,266	1,374,714	0	1,937	409,940	0	0	Murray
Pipestone	270,266	875,803	0	179,255	691,403	0	0	Pipestone
Redwood	1,310,671	1,794,649	0	166,207	734,020	0	0	Redwood
Renville	1,221,436	2,221,203	0	222	258,243	0	0	Renville
Yellow Medicine	1,372,807	1,459,231	0	397,258	516,992	0	0	Yellow Medicine
District 8 Totals	8,959,539	17,285,814	723,246	2,290,976	---	413,981	1,137,227	District 8 Totals
Chisago	3,876,009	1,404,506	2,471,503	1,221,891	709,117	512,774	2,984,277	Chisago
Dakota	1,916,805	3,712,911	0	370,881	324,827	46,054	46,054	Dakota
Ramsey	6,234,136	5,591,065	643,071	0	182,979	0	643,071	Ramsey
Washington	6,908	2,299,654	0	699,142	2,051,864	0	0	Washington
District 9 Totals	12,033,858	13,008,136	3,114,574	2,291,914	---	558,828	3,673,402	District 9 Totals
STATE TOTALS	\$104,233,209	\$170,007,225	\$25,511,124	\$23,973,444	\$45,707,816	\$3,361,312	\$28,872,436	STATE TOTALS

# 1999 COUNTY SCREENING BOARD DATA

October, 1999

## Special Resurfacing Projects

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

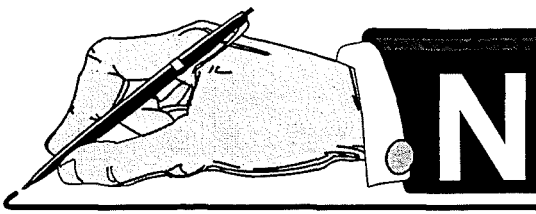
*That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules chapter 8820.0100 Subp. 13b shall have the non-local cost of such special resurfacing projects annually 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 1989 through 1998, the number of projects awarded and the project costs in each account which have been deducted from the 1999 County State Aid Highway Money needs. In 1998 alone, more than \$19.6 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1989-1998	Spec. Resurf. 1998	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1999 25-Yr. Const. Needs
Carlton	15	0	\$1,708,313	\$139,945	\$1,848,258
Cook	6	0	1,754,280	9,152	1,763,432
Itasca	20	0	3,287,022	337,607	3,624,629
Koochiching	9	0	1,035,072	164,644	1,199,716
Lake	4	2	2,711,729	0	2,711,729
Pine	9	4	1,794,808	97,476	1,892,284
St. Louis	17	5	3,245,348	0	3,245,348
<b>District 1 Totals</b>	<b>80</b>	<b>11</b>	<b>15,536,572</b>	<b>748,824</b>	<b>16,285,396</b>
Beltrami	9	0	847,069	36,171	883,240
Clearwater	8	0	1,563,449	10,500	1,573,949
Hubbard	3	1	1,457,143	0	1,457,143
Kittson	7	0	939,996	39,292	979,288
Lake of the Woods	3	1	112,853	44,229	157,082
Marshall	5	0	598,529	146,110	744,639
Norman	7	1	1,039,478	95,976	1,135,454
Pennington	2	0	318,149	0	318,149
Polk	7	0	710,763	69,202	779,965
Red Lake	4	0	820,037	0	820,037
Roseau	8	3	2,235,039	0	2,235,039
<b>District 2 Totals</b>	<b>63</b>	<b>6</b>	<b>10,642,505</b>	<b>441,480</b>	<b>11,083,985</b>

County	Number of Special Resurf. Projects 1989-1998	Spec. Resurf. 1998	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1999 25-Yr. Const. Needs
Aitkin	4	0	\$775,227	\$0	\$775,227
Benton	5	0	412,547	0	412,547
Cass	5	0	1,411,257	0	1,411,257
Crow Wing	12	1	997,580	106,865	1,104,445
Isanti	19	4	1,773,054	0	1,773,054
Kanabec	5	0	0	115,826	115,826
Mille Lacs	13	3	2,145,571	70,209	2,215,780
Morrison	27	2	6,071,021	143,706	6,214,727
Sherburne	3	1	394,061	22,509	416,570
Stearns	32	3	6,215,270	26,068	6,241,338
Todd	2	1	286,402	0	286,402
Wadena	4	1	642,562	0	642,562
Wright	9	2	2,002,037	180,593	2,182,630
District 3 Totals	140	18	23,126,589	665,776	23,792,365
Becker	22	5	3,264,254	201,969	3,466,223
Big Stone	1	0	110,333	0	110,333
Clay	2	0	49,082	49,879	98,961
Douglas	16	3	2,326,727	56,482	2,383,209
Grant	12	2	2,969,757	221,861	3,191,618
Mahnomen	5	1	261,239	0	261,239
Otter Tail	43	6	7,305,110	313,408	7,618,518
Pope	8	1	405,119	34,435	439,554
Stevens	8	1	1,966,217	29,602	1,995,819
Swift	17	2	2,063,791	183,974	2,247,765
Traverse	8	1	1,956,090	143,444	2,099,534
Wilkin	11	1	2,411,827	174,273	2,586,100
District 4 Totals	153	23	25,089,546	1,409,327	26,498,873
Anoka	4	1	789,459	0	789,459
Carver	9	0	422,741	163,146	585,887
Hennepin	9	1	2,126,918	14,555	2,141,473
Scott	4	0	831,407	8,095	839,502
District 5 Totals	26	2	4,170,525	185,796	4,356,321
Dodge	11	0	2,195,509	30,333	2,225,842
Fillmore	12	0	775,942	172,762	948,704
Freeborn	36	4	6,904,212	406,069	7,310,281
Goodhue	1	0	119,430	0	119,430
Houston	5	0	1,305,661	0	1,305,661
Mower	14	0	1,703,688	8,607	1,712,295
Olmsted	4	0	50,949	87,642	138,591
Rice	13	1	1,797,784	0	1,797,784
Steele	6	0	472,499	0	472,499
Wabasha	10	0	1,040,539	186,387	1,226,926
Winona	28	1	3,326,962	169,128	3,496,090
District 6 Totals	140	6	19,693,175	1,060,928	20,754,103

County	Number of Special Resurf. Projects 1989-1998	Spec. Resurf. 1998	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 1999 25-Yr. Const. Needs
Blue Earth	18	4	\$2,208,365	\$29,919	\$2,238,284
Brown	24	1	2,153,875	40,385	2,194,260
Cottonwood	17	1	2,657,293	10,758	2,668,051
Faribault	4	0	496,516	51,037	547,553
Jackson	5	1	1,003,309	12,833	1,016,142
LeSueur	4	1	569,971	0	569,971
Martin	2	1	176,431	66,914	243,345
Nicollet	5	0	426,827	43,488	470,315
Nobles	13	0	1,649,775	13,839	1,663,614
Rock	6	1	1,087,102	107,158	1,194,260
Sibley	19	1	2,290,213	129,735	2,419,948
Waseca	8	0	1,331,895	0	1,331,895
Watsonwan	24	3	1,720,319	105,485	1,825,804
<b>District 7 Totals</b>	<b>149</b>	<b>14</b>	<b>17,771,891</b>	<b>611,551</b>	<b>18,383,442</b>
Chippewa	5	0	762,228	0	762,228
Kandiyohi	1	0	98,236	0	98,236
Lac Qui Parle	12	0	889,900	49,794	939,694
Lincoln	17	0	1,050,747	77,382	1,128,129
Lyon	16	2	2,355,858	262,641	2,618,499
Mc Leod	1	0	0	12,263	12,263
Meeker	9	0	1,019,728	0	1,019,728
Murray	21	0	2,395,202	70,259	2,465,461
Pipestone	5	2	11,843	390,446	402,289
Redwood	34	2	3,906,621	553,555	4,460,176
Renville	17	2	3,223,679	68,624	3,292,303
Yellow Medicine	6	1	1,306,684	17,472	1,324,156
<b>District 8 Totals</b>	<b>144</b>	<b>9</b>	<b>17,020,726</b>	<b>1,502,436</b>	<b>18,523,162</b>
Chisago	6	0	1,186,903	95,853	1,282,756
Dakota	1	0	0	27,238	27,238
Ramsey	5	0	561,642	0	561,642
Washington	13	0	980,824	150,091	1,130,915
<b>District 9 Totals</b>	<b>25</b>	<b>0</b>	<b>2,729,369</b>	<b>273,182</b>	<b>3,002,551</b>
<b>STATE TOTALS</b>	<b>920</b>	<b>89</b>	<b>\$135,780,898</b>	<b>\$6,899,300</b>	<b>\$142,680,198</b>



# **N**OTES and COMMENTS

Lined area for writing notes and comments.



## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### Comparison of 1984-1998 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 2000 apportionment.

- 1) 123.3 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-1998. This represents 12% of the 1,069.96 miles of C.S.A.H.'s which still have rural design complete grading required in their needs study.
- 2) The Rural Grading Cost Factor of 45% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.  
$$\frac{\$295,332 - \$203,430}{\$203,430} = 45\%$$
- 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 (45%) times the complete rural design grading needs remaining in the 1999 study (\$170,337,558) an adjustment (+\$76,651,901) to the 1999 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 1999 25-year construction needs) have been used in calculating the 1999 annual County State Aid Highway money needs.

# **1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999**

## **Comparison of 1984-1998 Rural Design Grading Construction Costs to Needs Study Costs**

County	1984-1998 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1999 Needs Study				Rural Grading Cost Adjustment  To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Carlton	17	42.0	21%	\$157,290	\$116,517	35%	35.0%	203.34	73.1%	\$24,289,855	\$119,454	\$8,501,449	\$161,263
Cook	12	28.7	21%	221,293	159,613	39%	39.0%	133.90	77.4%	20,189,869	150,783	7,874,049	209,589
Itasca	33	98.5	21%	152,128	81,938	86%	86.0%	476.70	76.0%	46,798,440	98,172	40,246,658	182,599
Koochiching	16	57.9	42%	111,802	54,827	104%	104.0%	136.52	59.6%	11,412,155	83,593	11,868,641	170,530
Lake	18	34.8	21%	306,810	196,684	56%	56.0%	163.27	74.9%	32,125,362	196,762	17,990,203	306,949
Pine	37	77.8	23%	178,629	130,620	37%	37.0%	338.34	73.9%	50,113,362	148,115	18,541,944	202,918
St. Louis	67	123.3	12%	295,332	203,430	45%	45.0%	1,069.96	81.8%	170,337,558	159,200	76,651,901	230,840
District 1 Totals	200	463.0	18%	\$206,046	\$135,648	52%		2,522.03	76.6%	\$355,266,601	\$140,865	\$181,674,845	\$212,900

## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### Comparison of 1984-1998 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1998 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1999 Needs Study				Rural Grading Cost Adjustment	
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	#	(Col. 2)  Miles											
Beltrami	22	81.8	26%	\$117,821	\$94,184	25%	25.0%	312.09	69.5%	\$25,564,815	\$81,915	\$6,391,204	\$102,394
Clearwater	26	70.8	34%	63,753	70,625	-10%	-10.0%	208.09	65.2%	13,725,470	65,959	(1,372,547)	59,363
Hubbard	12	47.6	19%	117,039	90,188	30%	30.0%	244.46	77.5%	17,426,999	71,288	5,228,100	92,674
Kittson	23	78.3	31%	67,448	62,757	7%	7.0%	250.25	68.0%	16,877,973	67,444	1,181,458	72,166
Lake of the Woods	14	39.9	37%	69,807	61,029	14%	14.0%	107.45	56.1%	6,519,703	60,677	912,758	69,171
Marshall	38	170.2	46%	52,230	57,417	-9%	-9.0%	367.41	58.0%	20,899,589	56,884	(1,880,963)	51,764
Norman	26	68.8	28%	64,128	62,626	2%	2.0%	248.30	64.5%	14,036,574	56,531	280,731	57,661
Pennington	9	37.0	22%	56,456	49,778	13%	13.0%	169.06	65.6%	8,816,013	52,147	1,146,082	58,926
Polk	43	195.0	46%	67,347	68,801	-2%	-2.0%	427.55	54.1%	32,639,347	76,340	(652,787)	74,814
Red Lake	9	28.9	20%	78,708	69,048	14%	14.0%	141.37	77.5%	10,044,270	71,050	1,406,198	80,996
Roseau	26	103.5	37%	48,739	58,418	-17%	-17.0%	276.80	58.6%	15,584,288	56,302	(2,649,329)	46,730
District 2 Totals	248	921.8	33%	\$69,028	\$66,962	3%		2,752.83	63.1%	\$182,135,041	66,163	\$9,990,905	\$69,792

# 1999 COUNTY SCREENING BOARD DATA

## OCTOBER, 1999

### Comparison of 1984-1998 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1998 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1999 Needs Study				Rural Grading Cost Adjustment	
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Rural Miles	Total Cost	Average Cost Per Mile	To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	#	(Col. 2) Miles											
Aitkin	20	77.4	29%	\$120,568	\$75,853	59%	59.0%	265.36	71.4%	\$22,262,693	\$83,896	\$13,134,989	\$133,395
Benton	28	53.5	38%	109,308	52,417	109%	109.0%	141.29	65.8%	6,947,380	49,171	7,572,644	102,768
Cass	18	70.3	19%	120,619	84,827	42%	42.0%	378.88	72.6%	27,196,216	71,781	11,422,411	101,928
Crow Wing	23	65.7	27%	70,700	57,341	23%	23.0%	244.31	69.3%	17,678,793	72,362	4,066,122	89,005
Isanti	14	35.2	20%	131,402	83,179	58%	58.0%	177.57	79.2%	14,540,097	81,884	8,433,256	129,376
Kanabec	21	51.3	38%	92,711	83,962	10%	10.0%	134.10	64.2%	10,948,945	81,648	1,094,895	89,812
Mille Lacs	12	25.7	15%	157,099	75,587	108%	108.0%	168.74	70.3%	13,817,482	81,886	14,922,881	170,323
Morrison	6	30.4	9%	81,371	56,991	43%	38.7%	349.08	81.0%	23,787,182	68,142	9,205,639	94,514
Sherburne	13	44.4	38%	40,463	37,685	7%	7.0%	116.66	56.9%	4,918,719	42,163	344,310	45,114
Stearns	15	36.0	8%	108,029	77,452	39%	31.2%	463.66	82.1%	37,001,757	79,804	11,544,548	104,702
Todd	4	13.3	7%	80,619	62,810	28%	19.6%	188.70	47.3%	12,203,983	64,674	2,391,981	77,350
Wadena	8	23.3	14%	101,242	64,043	58%	58.0%	170.61	77.7%	9,256,094	54,253	5,368,535	85,720
Wright	24	56.4	20%	200,215	95,766	109%	109.0%	282.45	75.2%	25,806,208	91,366	28,128,767	190,954
District 3 Totals	206	582.9	19%	\$110,849	\$71,212	56%		3,081.41	71.2%	\$226,365,549	\$73,462	\$117,630,978	\$111,636

## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### Comparison of 1984-1998 Rural Design Grading Construction Costs to Needs Study Costs

County	1984-1998 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1999 Needs Study				Rural Grading Cost Adjustment  To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2)  Miles											
Becker	18	66.0	20%	\$59,579	\$45,273	32%	32.0%	332.33	74.5%	\$16,675,289	\$50,177	\$5,336,092	\$66,234
Big Stone	12	28.4	17%	63,082	42,594	48%	48.0%	164.50	81.4%	7,554,784	45,926	3,626,296	67,970
Clay	22	84.4	31%	72,485	42,975	69%	69.0%	270.21	69.7%	12,364,713	45,760	8,531,652	77,334
Douglas	13	39.8	15%	71,138	57,070	25%	25.0%	270.86	74.9%	14,675,353	54,181	3,668,838	67,726
Grant	4	24.5	13%	70,097	40,879	71%	71.0%	189.55	84.2%	8,391,057	44,268	5,957,650	75,699
Mahnomen	7	41.1	33%	91,685	42,067	118%	118.0%	122.85	64.0%	5,404,703	43,994	6,377,550	95,908
Otter Tail	28	75.3	11%	91,881	75,070	22%	22.0%	701.98	80.4%	58,459,362	83,278	12,861,060	101,599
Pope	15	39.8	18%	129,699	73,112	77%	77.0%	216.26	74.9%	16,152,327	74,689	12,437,292	132,200
Stevens	5	26.4	14%	59,038	48,936	21%	21.0%	192.36	80.5%	10,237,082	53,218	2,149,787	64,394
Swift	25	70.0	31%	51,745	42,241	22%	22.0%	222.25	68.4%	12,300,626	55,346	2,706,138	67,522
Traverse	4	23.1	12%	33,624	43,186	-22%	-22.0%	197.08	82.0%	11,076,648	56,204	(2,436,863)	43,839
Wilkin	13	39.7	18%	62,319	31,515	98%	98.0%	219.81	72.0%	8,359,354	38,030	8,192,167	75,299
District 4 Totals	166	558.5	18%	\$72,818	\$49,930	46%		3,100.04	75.9%	\$181,651,298	\$58,596	\$69,407,659	\$80,986

# **1999 COUNTY SCREENING BOARD DATA** **OCTOBER, 1999**

## **Comparison of 1984-1998 Rural Design Grading Construction Costs to Needs Study Costs**

County	1984-1998 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 1999 Needs Study				Rural Grading Cost Adjustment  To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Anoka	12	27.8	22%	\$236,245	\$146,412	61%	61.0%	124.58	62.4%	\$20,363,665	\$163,459	\$12,421,836	\$263,168
Carver	14	19.9	15%	160,531	116,800	37%	37.0%	129.92	73.7%	12,835,421	98,795	4,749,106	135,349
Hennepin	12	27.4	24%	640,476	378,234	69%	69.0%	113.98	78.2%	16,284,570	142,872	11,236,353	241,454
Scott	10	13.2	11%	272,394	89,852	203%	203.0%	121.99	64.7%	12,746,611	104,489	25,875,620	316,602
District 5 Totals	48	88.3	18%	\$349,994	\$203,183	72%		490.47	69.1%	\$62,230,267	\$126,879	\$54,282,915	\$237,554



# **1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999**

## **Comparison of 1984-1998 Rural Design Grading Construction Costs to Needs Study Costs**

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	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Dodge	18	42.0	27%	\$77,929	\$61,931	26%	26.0%	154.61	64.3%	\$9,884,791	\$63,934	\$2,570,046	\$80,556
Fillmore	28	75.4	27%	171,156	135,820	26%	26.0%	283.16	71.9%	42,068,117	148,567	10,937,710	187,194
Freeborn	16	46.0	14%	136,156	65,885	107%	107.0%	328.57	76.3%	16,840,992	51,255	18,019,861	106,099
Goodhue	19	63.6	34%	182,210	113,853	60%	60.0%	187.41	60.0%	18,295,783	97,624	10,977,470	156,199
Houston	13	28.3	15%	220,190	153,963	43%	43.0%	189.60	78.8%	31,778,435	167,608	13,664,727	239,679
Mower	19	46.6	18%	96,832	61,593	57%	57.0%	256.41	71.8%	17,507,651	68,280	9,979,361	107,199
Olmsted	17	39.2	18%	143,050	133,125	7%	7.0%	221.81	74.3%	23,013,281	103,752	1,610,930	111,015
Rice	16	39.9	21%	108,363	59,946	81%	81.0%	189.92	71.9%	12,927,254	68,067	10,471,076	123,201
Steele	18	42.6	23%	98,525	53,127	85%	85.0%	188.35	70.0%	12,076,070	64,115	10,264,660	118,613
Wabasha	15	39.0	22%	199,231	143,703	39%	39.0%	175.22	68.2%	22,634,076	129,175	8,827,290	179,554
Winona	26	38.0	18%	139,159	125,438	11%	11.0%	214.04	72.0%	24,501,708	114,473	2,695,188	127,065
District 6 Totals	205	500.6	21%	\$143,744	\$101,053	42%		2,389.10	71.1%	\$231,528,158	\$96,910	\$100,018,319	\$138,775

# 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

## Comparison of 1984-1998 Rural Design Grading Construction Costs to Needs Study Costs

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	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2)  Miles											
Blue Earth	24	67.9	27%	\$141,189	\$107,306	32%	32.0%	254.90	64.4%	\$19,229,892	\$75,441	\$6,153,565	\$99,582
Brown	14	47.1	23%	114,122	102,207	12%	12.0%	209.17	68.4%	12,798,417	61,187	1,535,810	68,529
Cottonwood	15	40.8	18%	89,175	52,829	69%	69.0%	231.10	74.7%	12,335,625	53,378	8,511,581	90,209
Faribault	15	57.3	26%	77,923	56,483	38%	38.0%	217.92	65.7%	12,276,665	56,336	4,665,133	77,743
Jackson	13	32.7	12%	76,277	48,676	57%	57.0%	274.23	76.3%	17,129,385	62,464	9,763,749	98,068
Le Sueur	21	62.0	48%	84,543	65,169	30%	30.0%	129.65	52.4%	9,127,664	70,402	2,738,299	91,523
Martin	15	79.5	35%	84,802	64,406	32%	32.0%	229.30	61.8%	12,668,605	55,249	4,053,954	72,929
Nicollet	20	48.0	34%	103,365	66,856	55%	55.0%	143.16	60.9%	13,018,550	90,937	7,160,203	140,952
Nobles	14	43.3	21%	78,898	56,411	40%	40.0%	207.69	62.4%	13,318,577	64,127	5,327,431	89,778
Rock	11	40.9	24%	84,433	48,564	74%	74.0%	169.69	67.8%	8,168,614	48,138	6,044,774	83,761
Sibley	17	47.3	25%	82,247	60,755	35%	35.0%	192.52	68.5%	10,897,090	56,602	3,813,982	76,413
Waseca	24	58.2	36%	65,879	55,592	19%	19.0%	162.00	68.1%	9,200,611	56,794	1,748,116	67,585
Watonwan	13	37.4	32%	76,517	62,489	22%	22.0%	116.59	52.8%	7,401,228	63,481	1,628,270	77,447
District 7 Totals	216	662.4	26%	\$90,523	\$66,925	35%		2,537.92	65.4%	\$157,570,923	\$62,087	\$63,144,867	\$86,967

## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

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	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2)  Miles											
Chippewa	10	34.1	23%	\$138,037	\$103,979	33%	33.0%	150.87	63.0%	\$13,690,428	\$90,743	\$4,517,841	\$120,688
Kandiyohi	26	90.6	38%	106,802	66,519	61%	61.0%	238.52	60.8%	19,051,547	79,874	11,621,444	128,597
Lac Qui Parle	19	76.8	32%	61,002	46,021	33%	33.0%	240.61	67.4%	10,385,252	43,162	3,427,133	57,406
Lincoln	17	54.6	36%	56,098	46,652	20%	20.0%	152.23	62.2%	7,802,035	51,252	1,560,407	61,502
Lyon	27	78.6	42%	79,347	60,103	32%	32.0%	186.93	61.6%	10,259,268	54,883	3,282,966	72,445
Mc Leod	23	45.4	29%	113,450	74,011	53%	53.0%	158.89	66.5%	9,813,478	61,763	5,201,143	94,497
Meeker	18	37.2	20%	88,846	56,258	58%	58.0%	185.51	69.6%	10,896,634	58,739	6,320,048	92,807
Murray	17	48.6	17%	59,614	48,474	23%	23.0%	283.47	81.7%	13,926,885	49,130	3,203,184	60,430
Pipestone	17	48.6	32%	62,324	52,825	18%	18.0%	150.42	68.0%	7,515,333	49,962	1,352,760	58,956
Redwood	23	51.0	19%	54,419	43,606	25%	25.0%	268.30	71.8%	14,784,858	55,106	3,696,215	68,882
Renville	10	35.0	10%	84,215	49,585	70%	70.0%	353.38	80.2%	18,961,641	53,658	13,273,149	91,218
Yellow Medicine	24	90.1	41%	51,800	51,118	1%	1.0%	218.92	65.0%	13,104,161	59,858	131,042	60,457
District 8 Totals	231	690.6	27%	\$76,950	\$56,936	35%		2,588.05	68.8%	\$150,191,520	\$58,033	\$57,587,332	\$80,284

# 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

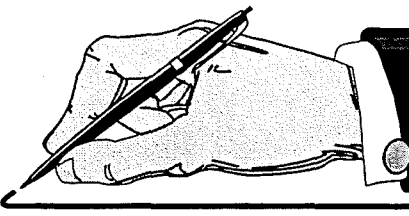
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	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Chisago	8	12.9	8%	\$147,918	\$97,021	52%	41.6%	165.43	75.9%	\$15,361,980	\$92,861	\$6,390,584	\$131,491
Dakota	10	13.2	10%	193,599	175,207	10%	10.0%	132.38	81.2%	14,988,349	113,222	1,498,835	124,544
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	15	18.8	15%	287,008	163,574	75%	75.0%	129.42	83.6%	18,035,225	139,354	13,526,419	243,870
District 9 Totals	35	47.4	11%	\$236,603	\$156,622	51%		432.98	79.3%	\$49,645,374	\$114,660	\$21,957,561	165,372

# **1999 COUNTY SCREENING BOARD DATA** **OCTOBER, 1999**

## **Comparison of 1984-1998 Rural Design Grading Construction Costs to Needs Study Costs**

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	#	(Col. 2) Miles											
District 1 Totals	200	463.0	18%	\$206,046	\$135,648	52%		2,522.03	76.6%	\$355,266,601	\$140,865	\$181,674,845	\$212,900
District 2 Totals	248	921.8	33%	69,028	66,962	3%		2,752.83	63.1%	182,135,041	66,163	9,990,905	69,792
District 3 Totals	206	582.9	19%	110,849	71,212	56%		3,081.41	71.2%	226,365,549	73,462	117,630,978	111,636
District 4 Totals	166	558.5	18%	72,818	49,930	46%		3,100.04	75.9%	181,651,298	58,596	69,407,659	80,986
District 5 Totals	48	88.3	18%	349,994	203,183	72%		490.47	69.1%	62,230,267	126,879	54,282,915	237,554
District 6 Totals	205	500.6	21%	143,744	101,053	42%		2,389.10	71.1%	231,528,158	96,910	100,018,319	138,775
District 7 Totals	216	662.4	26%	90,523	66,925	35%		2,537.92	65.4%	157,570,923	62,087	63,144,867	86,967
District 8 Totals	231	690.6	27%	76,950	56,936	35%		2,588.05	68.8%	150,191,520	58,033	57,587,332	80,284
District 9 Totals	35	47.4	11%	236,603	156,622	51%		432.98	79.3%	49,645,374	114,660	21,957,561	165,372
STATE TOTAL	1,555	4,515.5	23%	\$108,764	\$78,272	39%		19,894.83	70.2%	\$1,596,584,731	\$80,251	\$675,695,381	\$114,215



# **N**OTES and COMMENTS

Lined area for notes and comments.



**1999 COUNTY SCREENING BOARD DATA  
OCTOBER, 1999**

**Comparison of 1987 - 1998 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 2000 apportionment is shown below.

- 1) 1.0 miles of C.S.A.H.'s which had urban design complete grading needs were graded in Pine County in 1987 - 1998. This represents 9% of the 11.04 miles of C.S.A.H.'s which still have urban design complete grading required in their needs study.
- 2) The Urban Grading Cost Factor of 16% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$172,314 - \$148,326}{\$148,326} = 16\%$$

- 3) The Adjusted Urban Grading Cost Factor of 14.4% was arrived at by dividing the 9% (as explained in 1 above) by 10% (the maximum %) and multiplying the result by the Urban Grading Cost Factor (16%) as shown in 2 above.

$$\frac{9}{10} \times 16\% = 14.4\%$$

- 4) Then, by multiplying the Adjusted Factor (14.4%) times the complete urban design grading needs remaining in the 1999 needs study (\$1,840,793) an adjustment (+\$265,074) to the 1999 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 1999 25-year construction needs) have been used in calculating the 1999 annual County State Aid Highway money needs.

# **1999 COUNTY SCREENING BOARD DATA** **OCTOBER, 1999**

## **Comparison of 1987-1998 Urban Design Grading Construction Costs to Needs Study Costs**

County	1987-1998 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1999 Needs Study				Urban Grading Cost Adjustment  To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2)  Miles											
Carlton	3	1.4	16%	\$114,584	\$127,504	-10%	-10.0%	8.75	55.9%	\$1,538,434	\$175,821	(\$153,843)	\$158,239
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	12	5.7	63%	263,221	161,803	63%	63.0%	9.07	45.2%	1,595,006	175,855	1,004,854	286,644
Koochiching	4	2.3	21%	147,234	163,330	-10%	-10.0%	11.08	60.5%	1,848,865	166,865	(184,887)	150,179
Lake	1	1.2	56%	782,333	237,475	229%	229.0%	2.13	42.9%	494,651	232,231	1,132,751	764,038
Pine	3	1.0	9%	172,314	148,326	16%	14.4%	11.04	74.1%	1,840,793	166,738	265,074	190,749
St. Louis	13	6.6	20%	653,147	293,924	122%	122.0%	32.79	46.0%	7,290,033	222,325	8,893,840	493,561
District 1 Totals	39	18.8	24%	\$400,987	\$208,623	92%		79.52	52.7%	\$16,341,179	\$205,498	\$12,084,497	\$357,466

## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### Comparison of 1987-1998 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1998 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1999 Needs Study				Urban Grading Cost Adjustment	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 1999 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Beltrami	8	5.1	52%	\$145,410	\$120,890	20%	20.0%	9.74	56.2%	\$1,554,693	\$159,619	\$310,939	\$191,543
Clearwater	2	0.8	18%	101,273	162,565	-38%	-38.0%	4.41	68.1%	627,480	142,286	(238,442)	88,217
Hubbard	4	1.3	21%	196,849	156,598	26%	26.0%	6.23	74.4%	663,216	106,455	172,436	134,134
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%	498,545	138,101	54,840	153,292
Pennington	1	0.2	53%	140,095	227,380	-38%	-38.0%	0.38	34.2%	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	11%	239,273	136,499	75%	75.0%	6.23	67.6%	922,194	148,025	691,646	259,043
District 2 Totals	32	12.7	22%	\$162,475	\$140,523	16%		56.53	68.4%	\$8,697,983	\$153,865	\$1,234,262	175,699

# 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

## Comparison of 1987-1998 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1998 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1999 Needs Study				Urban Grading Cost Adjustment	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 1999 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
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	5	1.7	25%	199,014	154,565	29%	29.0%	6.91	62.5%	893,431	129,295	259,095	166,791
Cass	4	1.6	24%	113,774	145,858	-22%	-22.0%	6.72	64.4%	1,108,341	164,932	(243,835)	128,647
Crow Wing	3	1.4	12%	131,776	171,735	-23%	-23.0%	11.67	63.1%	1,714,365	146,904	(394,304)	113,116
Isanti	4	0.5	29%	117,311	277,887	-58%	-58.0%	1.74	42.8%	541,666	311,302	(314,166)	130,747
Kanabec	1	0.5	16%	43,498	110,750	-61%	-61.0%	3.05	95.9%	433,029	141,977	(264,148)	55,371
Mille Lacs	6	3.4	34%	342,356	187,980	82%	82.0%	10.00	65.5%	1,286,360	128,636	1,054,815	234,118
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	24	9.5	62%	176,975	144,930	22%	22.0%	15.32	39.4%	2,284,614	149,126	502,615	181,934
Todd	5	1.9	19%	311,495	143,115	118%	118.0%	9.94	72.8%	1,249,493	125,704	1,474,402	274,034
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	5	2.4	15%	199,458	228,898	-13%	-13.0%	15.82	56.9%	3,378,408	213,553	(439,193)	185,791
District 3 Totals	71	28.9	30%	\$217,803	\$166,420	31%		95.07	53.6%	\$14,691,845	\$154,537	\$3,054,598	\$186,667

## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### Comparison of 1987-1998 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1998 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1999 Needs Study				Urban Grading Cost Adjustment	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 1999 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Becker	6	1.8	18%	\$89,651	\$71,093	26%	26.0%	9.76	49.6%	\$1,018,025	\$104,306	\$264,687	\$131,425
Big Stone	3	0.9	31%	180,776	278,337	-35%	-35.0%	2.93	36.0%	222,226	75,845	(77,779)	49,299
Clay	5	2.2	41%	287,810	222,846	29%	29.0%	5.36	48.0%	1,224,048	228,367	354,974	294,594
Douglas	7	5.5	42%	151,940	187,255	-19%	-19.0%	12.97	57.0%	2,896,284	223,306	(550,294)	180,878
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%	30.46	69.4%	6,519,487	214,034	4,042,082	346,736
Pope	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	16%	159,038	166,318	-4%	-4.0%	2.58	51.4%	265,702	102,985	(10,628)	98,866
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	34%	345,314	282,292	22%	22.0%	3.83	55.5%	562,326	146,821	123,712	179,122
District 4 Totals	50	22.5	27%	\$216,005	\$184,734	17%		82.78	57.7%	\$15,005,993	\$181,276	\$4,423,502	\$234,712

# **1999 COUNTY SCREENING BOARD DATA** **OCTOBER, 1999**

## **Comparison of 1987-1998 Urban Design Grading Construction Costs to Needs Study Costs**

County	1987-1998 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1999 Needs Study				Urban Grading Cost Adjustment  To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2)  Miles											
Anoka	7	5.1	13%	\$366,861	\$207,455	77%	77.0%	40.73	48.3%	\$7,687,876	\$188,752	\$5,919,665	\$334,091
Carver	7	4.4	20%	426,832	148,704	187%	187.0%	21.80	68.7%	3,150,368	144,512	5,891,188	414,750
Hennepin	38	30.9	12%	644,338	524,144	23%	23.0%	265.12	70.2%	101,740,064	383,751	23,400,215	472,014
Scott	13	13.2	122%	508,482	295,301	72%	72.0%	10.81	28.5%	2,798,839	258,912	2,015,164	445,329
District 5 Totals	65	53.6	16%	\$566,624	\$406,834	39%		338.46	63.7%	\$115,377,147	\$340,889	\$37,226,232	\$450,876



## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### Comparison of 1987-1998 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1998 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1999 Needs Study				Urban Grading Cost Adjustment  To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Dodge	6	2.0	56%	\$251,121	\$190,370	32%	32.0%	3.58	38.2%	\$754,451	\$210,741	\$241,424	\$278,177
Fillmore	9	3.7	27%	294,113	89,826	227%	227.0%	13.50	73.7%	1,569,729	116,276	3,563,285	380,223
Freeborn	1	0.5	4%	81,945	125,124	-35%	-14.0%	11.79	71.9%	1,678,876	142,398	(235,043)	122,463
Goodhue	7	1.9	21%	230,933	167,499	38%	38.0%	8.92	63.5%	1,663,913	186,537	632,287	257,422
Houston	4	2.3	75%	199,657	133,260	50%	50.0%	3.06	34.3%	385,732	126,056	192,866	189,084
Mower	9	2.0	22%	126,644	203,107	-38%	-38.0%	9.22	56.2%	1,877,286	203,610	(713,369)	126,238
Olmsted	0	0.0	0%	0	0	0%	0.0%	12.00	57.3%	2,517,084	209,757	0	209,757
Rice	7	4.2	52%	183,263	252,442	-27%	-27.0%	8.11	48.0%	2,440,935	300,978	(659,052)	219,714
Steele	3	1.3	13%	298,545	198,043	51%	51.0%	10.16	44.1%	1,684,483	165,796	859,086	250,351
Wabasha	5	1.2	11%	470,241	194,040	142%	142.0%	10.61	63.2%	3,147,142	296,620	4,468,942	717,821
Winona	0	0.0	0%	0	0	0%	0.0%	16.09	86.8%	3,548,874	220,564	0	220,564
District 6 Totals	51	19.1	18%	\$235,903	\$175,675	34%		107.04	59.6%	\$21,268,505	\$198,697	\$8,350,426	\$276,709

## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### Comparison of 1987-1998 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1998 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1999 Needs Study				Urban Grading Cost Adjustment	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 1999 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Blue Earth	6	2.2	14%	\$266,679	\$181,770	47%	47.0%	16.16	53.3%	\$2,427,425	\$150,212	\$1,140,890	\$220,812
Brown	8	4.1	76%	187,437	95,850	96%	96.0%	5.39	46.6%	504,346	93,571	484,172	183,399
Cottonwood	3	1.8	38%	133,607	150,561	-11%	-11.0%	4.75	50.6%	592,029	124,638	(65,123)	110,928
Faribault	9	3.7	45%	350,702	170,755	105%	105.0%	8.26	54.0%	1,690,573	204,670	1,775,102	419,573
Jackson	7	10.6	187%	67,068	76,524	-12%	-12.0%	5.68	50.6%	984,893	173,397	(118,187)	152,589
Le Sueur	10	3.0	25%	239,190	135,156	77%	77.0%	12.11	61.1%	1,823,877	150,609	1,404,385	266,578
Martin	5	1.1	23%	137,375	189,298	-27%	-27.0%	4.71	68.8%	809,932	171,960	(218,682)	125,531
Nicollet	2	0.8	16%	103,283	161,293	-36%	-36.0%	4.99	54.3%	1,031,516	206,717	(371,346)	132,299
Nobles	8	3.0	37%	613,961	259,741	136%	136.0%	8.07	64.0%	1,507,199	186,766	2,049,791	440,767
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	2	0.4	7%	271,810	123,590	120%	84.0%	5.92	71.9%	941,660	159,064	790,994	292,678
Waseca	2	0.6	6%	110,707	207,275	-47%	-28.2%	9.82	80.4%	1,946,111	198,178	(548,803)	142,292
Watonwan	8	2.6	42%	268,040	197,874	35%	35.0%	6.26	44.3%	1,251,513	199,922	438,030	269,895
District 7 Totals	74	35.4	36%	\$212,981	\$138,903	53%		98.90	57.5%	\$16,286,310	\$164,675	\$7,086,822	\$236,331

## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### Comparison of 1987-1998 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1998 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1999 Needs Study				Urban Grading Cost Adjustment  To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Chippewa	5	1.5	43%	\$362,179	\$264,348	37%	37.0%	3.48	70.5%	\$1,100,069	\$316,112	\$407,026	433,073
Kandiyohi	6	6.6	32%	387,742	226,302	71%	71.0%	20.36	69.7%	3,922,588	192,661	2,785,037	329,451
Lac Qui Parle	3	0.4	10%	214,271	190,007	13%	13.0%	3.97	67.3%	836,046	210,591	108,686	237,968
Lincoln	5	1.9	46%	333,018	167,339	99%	99.0%	4.17	46.0%	453,251	108,693	448,718	216,300
Lyon	12	5.7	78%	128,920	228,672	-44%	-44.0%	7.35	47.6%	1,446,751	196,837	(636,570)	110,229
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	29%	64,102	72,185	-11%	-11.0%	4.49	63.2%	500,466	111,462	(55,051)	99,202
Murray	1	0.4	7%	401,895	244,825	64%	44.8%	5.77	77.1%	507,936	88,031	227,555	127,468
Pipestone	12	4.4	56%	120,581	124,935	-3%	-3.0%	7.80	63.5%	1,346,220	172,592	(40,387)	167,414
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	63.1%	680,429	124,166	1,381,271	376,223
District 8 Totals	66	28.4	35%	\$241,472	\$186,818	29%		80.21	60.8%	\$13,367,304	\$166,654	\$4,598,603	\$223,986

# **1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999**

## **Comparison of 1987-1998 Urban Design Grading Construction Costs to Needs Study Costs**

County	1987-1998 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1999 Needs Study				Urban Grading Cost Adjustment  To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2)  Miles											
Chisago	2	1.7	23%	\$189,662	\$176,422	8%	8.0%	7.30	47.9%	\$1,007,618	138,030	\$80,609	\$37,023
Dakota	18	24.6	46%	374,574	261,213	43%	43.0%	54.05	45.5%	10,350,443	191,498	4,450,690	273,841
Ramsey	37	28.8	19%	577,596	411,696	40%	40.0%	150.43	63.5%	58,374,310	388,050	23,349,724	543,270
Washington	9	3.2	9%	347,217	241,948	44%	39.6%	33.86	57.1%	7,302,821	215,677	2,891,917	301,085
District 9 Totals	66	58.3	24%	\$467,973	\$332,021	41%		245.64	57.1%	\$77,035,192	\$313,610	\$30,772,940	\$438,887

## 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

### Comparison of 1987-1998 Urban Design Grading Construction Costs to Needs Study Costs

County	1987-1998 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 1999 Needs Study				Urban Grading Cost Adjustment To The 1999 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
District 1 Totals	39	18.8	24%	\$400,987	\$208,623	92%		79.52	52.7%	\$16,341,179	\$205,498	\$12,084,497	\$357,466
District 2 Totals	32	12.7	22%	162,475	140,523	16%		56.53	68.4%	8,697,983	153,865	1,234,262	175,699
District 3 Totals	71	28.9	30%	217,803	166,420	31%		95.07	53.6%	14,691,845	154,537	3,054,598	186,667
District 4 Totals	50	22.5	27%	216,005	184,734	17%		82.78	57.7%	15,005,993	181,276	4,423,502	234,712
District 5 Totals	65	53.6	16%	566,624	406,834	39%		338.46	63.7%	115,377,147	340,889	37,226,232	450,876
District 6 Totals	51	19.1	18%	235,903	175,675	34%		107.04	59.6%	21,268,505	198,697	8,350,426	276,709
District 7 Totals	74	35.4	36%	212,981	138,903	53%		98.90	57.5%	16,286,310	164,675	7,086,822	236,331
District 8 Totals	66	28.4	35%	241,472	186,818	29%		80.21	60.8%	13,367,304	166,654	4,598,603	223,986
District 9 Totals	66	58.3	24%	467,973	332,021	41%		245.64	57.1%	77,035,192	313,610	30,772,940	438,887
STATE TOTAL	514	277.7	23%	\$350,229	\$249,826	40%		1,184.15	59.2%	\$298,071,458	\$251,718	\$108,831,882	\$343,625

# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

## 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, 1999 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 3-4, 1999 Screening Board meeting.

County	Project	Variance From	1999 Needs Adjustments	Approx. 2000 Apport. Loss*
Clay	14-636-06	Bridge Width	\$476,950	\$10,607
Koochiching	36-602-12	Pavement Strength	786,750	17,497
Otter Tail	56-610-11	Design Speed	89,950	2,000
Pine	58-622-14	Design Speed	29,750	662
Pine	58-627-04	Design Speed	175,500	3,903
TOTAL			\$1,558,900	\$34,669

\* Based on \$22.24 earning factor for each \$1,000 of 25 year money needs.

# 1999 COUNTY SCREENING BOARD DATA

October, 1999

## Bond Account Adjustments

To compensate for unpaid County State Aid Highway bond obligations that are not reflected in the County State Aid Highway Needs Studies, the County Engineers Screening Board passed a resolution which provides that a separate annual adjustment shall be made to the total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.181, for use on State Aid projects, except bituminous or concrete resurfacing/joint repair projects, Reconditioning projects, or maintenance facility construction 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, joint repair, reconditioning, or maintenance facility construction does not reduce needs, Bond dollars used for those type of projects would not be used to compute the Bond Account Adjustment.

### STATE AID BOND RECORD AS OF DECEMBER 31, 1998

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal Paid	Total \$'s Applied to Ineligible Projects	Bond Account Adjustment
Marshall	06-13-94	1,600,000	1,600,000	1,150,000	450,000	0	450,000
Polk	05-01-96	2,000,000	2,000,000	755,000	1,245,000	0	1,245,000
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	830,000	570,000	100,000	470,000
District 2 Totals		7,045,000	5,919,473	2,735,000	3,184,473	100,000	3,084,473
Benton	06-01-95	720,000	720,000	165,000	555,000	153,399	401,601
District 3 Totals		720,000	720,000	165,000	555,000	153,399	401,601



**STATE AID BOND RECORD AS OF DECEMBER 31, 1998**

<u>County</u>	<u>Date of Issue</u>	<u>Amount of Issue</u>	<u>Total \$'s Applied to Projects</u>	<u>Principal Paid to Date</u>	<u>\$'s Applied Less Principal Paid</u>	<u>Total \$'s Applied to Ineligible Projects</u>	<u>Bond Account Adjustment</u>
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	220,000	710,000	0	710,000
Nicollet	06-01-94	2,000,000	2,000,000	800,000	1,200,000	125,112	1,074,888
Waseca	09-01-91	2,580,000	2,580,000	2,304,599	275,401	0	275,401
District 7 Totals		5,530,000	5,510,000	3,324,599	2,185,401	125,112	2,060,289
Pipestone	08-01-95	500,000	500,000	400,000	100,000	0	100,000
Yellow Medicine	01-06-93	1,875,000	1,805,000	405,000	1,400,000	0	1,400,000
District 8 Totals		2,375,000	2,305,000	805,000	1,500,000	0	1,500,000
STATE TOTALS		\$16,075,000	\$14,854,473	\$7,434,599	\$7,419,874	\$378,511	\$7,041,363

# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

## "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 1999 25-year needs and are shown on the 2000 Money Needs Apportionment Data.

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Carlton	\$308,777	Aitkin	\$942,770
Cook	290,821	Benton	867,804
Itasca	733,770	Cass	1,011,457
Koochiching	815,716	Crow Wing	615,108
Lake	720,352	Isanti	578,304
Pine	372,284	Kanabec	362,375
St. Louis	3,671,781	Mille Lacs	306,773
District 1 Totals	6,913,501	Morrison	106,626
		Sherburne	458,486
Beltrami	1,064,453	Stearns	835,364
Clearwater	506,234	Todd	76,396
Hubbard	1,159,711	Wadena	244,255
Kittson	906,815	Wright	1,788,503
Lake of the Woods	79,289	District 3 Totals	8,194,221
Marshall	1,493,657		
Norman	565,798		
Pennington	135,585		
Polk	3,312,504		
Red Lake	263,030		
Roseau	498,625		
District 2 Totals	9,985,701		

## "After the Fact" Right of Way Needs

<u>County</u>	<u>After the Fact R/W Needs</u>	<u>County</u>	<u>After the Fact R/W Needs</u>
Becker	\$592,554	Blue Earth	\$2,246,436
Big Stone	194,537	Brown	559,061
Clay	1,137,320	Cottonwood	637,875
Douglas	1,084,542	Faribault	734,036
Grant	48,142	Jackson	465,012
Mahnomen	376,914	Le Sueur	840,229
Otter Tail	420,862	Martin	499,471
Pope	612,887	Nicollet	1,115,995
Stevens	125,901	Nobles	293,719
Swift	445,361	Rock	363,229
Traverse	160,653	Sibley	458,672
Wilkin	585,035	Waseca	281,474
District 4 Totals	5,784,708	Watsonwan	530,589
		District 7 Totals	9,025,798
Anoka	7,734,317	Chippewa	270,073
Carver	1,137,863	Kandiyohi	1,534,307
Hennepin	41,464,404	Lac Qui Parle	584,612
Scott	4,952,043	Lincoln	644,629
District 5 Totals	55,288,627	Lyon	1,035,032
Dodge	527,563	Mc Leod	1,983,918
Fillmore	1,246,588	Meeker	522,321
Freeborn	496,889	Murray	158,709
Goodhue	2,058,377	Pipestone	327,826
Houston	518,289	Redwood	693,008
Mower	187,423	Renville	1,081,569
Olmsted	4,353,350	Yellow Medicine	614,521
Rice	306,125	District 8 Totals	9,450,525
Steele	87,793	Chisago	355,943
Wabasha	795,557	Dakota	16,038,879
Winona	365,686	Ramsey	4,860,952
District 6 Totals	10,943,640	Washington	3,140,052
		District 9 Totals	24,395,826
		STATE TOTALS	\$139,982,547

# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

## Miscellaneous "After the Fact" Needs

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

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

The Board directed that the initial inclusion of these type items begin with construction costs as of January 1, 1984. Pursuant to the resolution above, the following "After the Fact" needs have been added to each county's 1999 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	Total
<b>District 1</b>						
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
<b>District 2</b>						
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
<b>District 3</b>						
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	495,837	—	—	18,717	—	514,554
Todd	16,745	—	—	—	—	16,745
<b>District 4</b>						
Becker	—	—	—	59,647	37,561	97,208
Douglas	88,066	13,071	8,233	60,538	—	169,908
Swift	—	20,054	—	35,904	—	55,958

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	Total
<b>District 5</b>						
Anoka	\$1,826,600	\$53,007	\$198,357	\$114,477	\$1,251,964	<b>\$3,444,405</b>
Carver	29,945	204,557	---	---	---	<b>234,502</b>
Hennepin	7,542,899	1,984,929	2,272,908	1,265,752	39,636	<b>13,106,124</b>
Scott	2,222,598	41,500	391,064	617,645	179,709	<b>3,452,516</b>
<b>District 6</b>						
Fillmore	---	125,970	35,790	149,483	---	<b>311,243</b>
Goodhue	114,702	---	---	---	---	<b>114,702</b>
Houston	---	---	---	---	122,040	<b>122,040</b>
Olmsted	851,666	---	90,033	---	---	<b>941,699</b>
Wabasha	---	---	57,971	75,787	5,100	<b>138,858</b>
Winona	---	---	2,760	---	---	<b>2,760</b>
<b>District 7</b>						
Blue Earth	---	---	9,942	---	---	<b>9,942</b>
Faribault	99,989	---	---	3,386	---	<b>103,375</b>
Le Sueur	---	---	3,794	---	---	<b>3,794</b>
Nicollet	---	---	50,232	23,340	---	<b>73,572</b>
Nobles	37,255	---	---	---	---	<b>37,255</b>
Watonwan	1,626	229,117	---	213,157	---	<b>443,900</b>
<b>District 8</b>						
Kandiyohi	---	---	---	---	53,454	<b>53,454</b>
Lyon	---	---	---	73,849	7,824	<b>81,673</b>
McLeod	---	---	40,294	---	16,400	<b>56,694</b>
Meeker	8,439	---	---	---	---	<b>8,439</b>
Pipestone	---	216	3,150	6,176	---	<b>9,542</b>
<b>District 9</b>						
Chisago	---	---	4,599	32,093	---	<b>36,692</b>
Dakota	3,196,262	---	1,163,575	299,809	379,575	<b>5,039,221</b>
Ramsey	4,092,609	27,152	917,065	407,729	506,537	<b>5,951,092</b>
Washington	2,177,258	720	167,588	207,022	61,842	<b>2,614,430</b>
<b>TOTAL</b>	<b>\$23,064,335</b>	<b>\$2,771,905</b>	<b>\$5,433,828</b>	<b>\$3,991,419</b>	<b>\$2,888,989</b>	<b>\$38,150,476</b>

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.

# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

## "After The Fact" Bridge Deck Rehabilitation Needs

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

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

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the 2000 Money Needs Apportionment Form.

<u>County</u>	<u>Letting Date Or Reporting Date</u>	<u># of Projects</u>	<u>Regular Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Total Bridge Deck Rehab. Needs</u>	<u>Added to the Needs for these Apport. Years</u>
Polk District 2	1988	1	\$201,689	0	\$201,689	1994-2008
Todd District 3	1985	1	14,512	0	14,512	1987-2001
Wilkin District 4	1987	1	0	37,731	37,731	1989-2003
Hennepin	1984	4	361,808	123,842	485,650	1986-2000
Hennepin	1985	2	110,423	0	110,423	1987-2001
Hennepin	1989	2	348,771	0	348,771	1991-2005
Hennepin District 5	1994	1	45,520	0	45,520	1996-2010
Olmsted	1993	1	52,831	0	52,831	1995-2009
Wabasha District 6	1998	1	27,500	0	27,500	1999-2013
Nicollet District 7	1983	1	0	114,468	114,468	2000-2014
Chisago	1986	1	27,200	0	27,200	1988-2002
Ramsey	1988	2	201,073	0	201,073	1990-2004
Washington District 9	1984	1	54,841	0	54,841	1986-2000
<b>State Total</b>		<b>19</b>	<b>\$1,446,168</b>	<b>\$276,041</b>	<b>\$1,722,209</b>	<b>2000 Apport.</b>

# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

## 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 1999 money needs.

<u>District</u>	<u>County</u>	<u>Regular Account Adjustment</u>	<u>Municipal Account Adjustment</u>	<u>Total Adjustment</u>
1	Carlton	\$21,550	---	\$21,550
2	Polk	5,623,142	---	\$5,623,142
4	Clay	55,021	---	\$55,021
5	Anoka	3,720,762	---	\$3,720,762
	Carver	5,071,477	---	\$5,071,477
	Hennepin	821,874	---	\$821,874
	Scott	4,094,015	---	\$4,094,015
6	Fillmore	13,665	\$95,238	\$108,903
	Goodhue	5,028,836	---	\$5,028,836
	Olmsted	3,138,610	---	\$3,138,610
	Winona	75,093	---	\$75,093
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	319,238	---	\$319,238
	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	2,356,033	---	\$2,356,033
	Ramsey	455,138	---	\$455,138
	Washington	1,986,319	---	\$1,986,319
<b>State Total</b>		<b>\$37,825,500</b>	<b>\$776,001</b>	<b>\$38,601,501</b>

# 1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999

## Non Existing CSAH Needs Adjustment

**In 1990 (REV.1992) the following resolution dealing with non-existing County State Aid Highway designations was adopted.**

*That all counties which have non-existing CSAH designations, that have drawn needs for 10 years or more, have until December 1, 1992 to either remove them from their CSAH system or to let a contract for the construction of the roadway, or incorporate the route in a transportation plan adopted by the County and approved by the District State Aid Engineer. After that date, any non-existing CSAH designation not a part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years or until constructed.*

**The following segments are covered by this resolution and the corresponding needs will be subtracted from the 1999 25 year needs, as shown on the 2000 Money Needs Apportionment Form.**



County	CSAH	Miles	Termini	Year Desig.	Needs Deduction
ITASCA	83	0.70	1.5 M E OF TH 169 TO TH 65	1976	533,520
DISTRICT 1		0.70			533,520
KANABEC	9	0.70	CO RD 51 TO 0.7 M N	1958	112,197
DISTRICT 3		0.70			112,197
HENNEPIN	17	0.53	CSAH 3 to TH 7 in St. Louis Park	1958	1,278,879
HENNEPIN	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	1,804,432
HENNEPIN	61	0.60	CSAH 10 to Hemlock Lane in Maple Grove	1973	992,169
SCOTT	27	0.92	CSAH 16 TO TH 13	1979	517,375
DISTRICT 5		2.62			4,592,855
DAKOTA	70	1.08	CSAH 23 TO TH 50	1973	1,228,411
DISTRICT 5		1.08			1,228,411
STATE TOTAL		5.10			6,466,983

# **1999 COUNTY SCREENING BOARD DATA**

## **OCTOBER, 1999**

### **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.*

*J:\Goul1Dia\WP51\MILLEVY.doc*

<u>County</u>	<u>County Total Real &amp; Personal Market Value (Taxes Payable 1999)</u>	<u>Mill Levy Deduction</u>
Carlton	954,685,309	\$152,368
Cook	486,487,875	77,643
Itasca	1,914,558,449	305,564
Koochiching	444,015,313	70,865
Lake	437,255,565	69,786
Pine	843,600,252	134,639
St. Louis*	6,062,636,129	586,257
District 1 Totals	11,143,238,892	1,397,122
Beltrami	926,234,273	147,827
Clearwater	283,772,163	45,290
Hubbard	908,754,822	145,037
Kittson	366,957,593	58,566
Lake of the Woods	162,065,212	25,866
Marshall	549,823,154	87,752
Norman	392,651,330	62,667
Pennington	337,459,575	53,859
Polk	1,278,042,409	203,976
Red Lake	126,082,900	20,123
Roseau	485,956,175	77,559
District 2 Totals	5,817,799,606	928,522
Aitkin	783,084,185	124,980
Benton	1,045,069,259	166,793
Cass	1,741,313,992	277,914
Crow Wing	3,148,325,850	502,473
Isanti	1,033,189,937	164,897
Kanabec	416,680,551	66,502
Mille Lacs	667,084,827	106,467
Morrison	953,527,326	152,183
Sherburne	2,976,857,561	475,106
Stearns	4,401,700,349	702,511
Todd	596,089,872	95,136
Wadena	306,692,435	48,948
Wright	3,741,620,753	597,163
District 3 Totals	21,811,236,897	3,481,073
Becker	1,165,547,677	186,021
Big Stone	251,285,303	40,105
Clay	1,563,881,690	249,596
Douglas	1,474,812,518	235,380
Grant	349,469,230	55,775
Mahnomen	159,849,016	25,512
Otter Tail	2,321,539,953	370,518
Pope	458,120,358	73,116
Stevens	436,308,191	69,635
Swift	476,450,635	76,042
Traverse	340,909,587	54,409
Wilkin	484,461,820	77,320
District 4 Totals	\$9,482,635,978	\$1,513,429

\* Denotes Urban County.

<u>County</u>	<u>County Total Real &amp; Personal Market Value (Taxes Payable 1999)</u>	<u>Mill Levy Deduction</u>
Anoka*	11,499,474,795	\$1,111,999
Carver	3,506,820,585	559,689
Hennepin*	60,854,068,294	5,884,588
Scott	3,946,150,050	629,806
District 5 Totals	79,806,513,724	8,186,082
Dodge	717,854,133	114,570
Fillmore	754,034,601	120,344
Freeborn	1,185,577,349	189,218
Goodhue	2,348,850,139	374,876
Houston	651,062,060	103,910
Mower	1,344,483,546	214,580
Olmsted	4,615,147,269	736,578
Rice	2,006,005,342	320,158
Steele	1,412,864,604	225,493
Wabasha	798,277,535	127,405
Winona	1,602,486,952	255,757
District 6 Totals	17,436,643,530	2,782,889
Blue Earth	2,277,845,198	363,544
Brown	1,092,226,265	174,319
Cottonwood	662,096,243	105,671
Faribault	857,219,047	136,812
Jackson	777,702,769	124,121
Le Sueur	1,062,173,769	169,523
Martin	1,155,929,475	184,486
Nicollet	1,189,417,214	189,831
Nobles	943,316,026	150,553
Rock	506,099,811	80,774
Sibley	724,781,283	115,675
Waseca	813,885,166	129,896
Watonwan	528,215,677	84,303
District 7 Totals	12,590,907,943	2,009,508
Chippewa	615,752,193	98,274
Kandiyohi	1,733,603,657	276,683
Lac Qui Parle	419,472,477	66,948
Lincoln	283,498,670	45,246
Lyon	1,066,632,223	170,235
Mc Leod	1,266,997,347	202,213
Meeker	851,187,668	135,850
Murray	560,091,608	89,391
Pipestone	388,252,169	61,965
Redwood	938,817,119	149,835
Renville	1,112,288,668	177,521
Yellow Medicine	530,522,139	84,671
District 8 Totals	9,767,115,938	1,558,832
Chisago	1,614,568,647	257,685
Dakota*	16,965,051,542	1,640,520
Ramsey*	19,573,034,790	1,892,712
Washington*	9,882,318,108	955,620
District 9 Totals	48,034,973,087	4,746,537
STATE TOTALS	\$215,891,065,595	\$26,603,994

\* \* \* \* \*

**TENTATIVE**  
**APPORTIONMENT**  
**DATA**

\* \* \* \* \*

# 1999 COUNTY SCREENING BOARD DATA

## OCTOBER, 1999

### Development of the Tentative 2000 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 2000 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2000 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 1999 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 2000 Apportionment.*

*Adjustments must be made for any turnback activity in 1999, construction fund balances as of 12/31/99, and possibly for any action taken by this Board.*

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October 28, 1999

Elwyn Tinklenberg  
Minnesota Department of Transportation  
Room 411, Transportation Building  
St. Paul, Minnesota 55155

Dear Commissioner Tinklenberg:

We, the undersigned, as members of the 1999 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 1999; construction fund balances as of December 31, 1999; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2000.

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 2000 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary  
County Screening Board

APPROVED

\_\_\_\_\_  
Lee Engstrom, District 1

\_\_\_\_\_  
Roger Gustafson, Metro

\_\_\_\_\_  
Don Theisen, Urban

\_\_\_\_\_  
Milt Alm, District 2

\_\_\_\_\_  
Mitch Rasmussen, District 6

\_\_\_\_\_  
Vern Genzlinger, Urban

\_\_\_\_\_  
Rich Heilman, District 3

\_\_\_\_\_  
Jeff Blue, District 7

\_\_\_\_\_  
Paul Kirkwold, Urban

\_\_\_\_\_  
Merle Earley, District 4

\_\_\_\_\_  
Rick Kjonaas, District 8

\_\_\_\_\_  
Dick Hansen, Urban

\_\_\_\_\_  
Mic Dahlberg, Metro

\_\_\_\_\_  
Jon Olson, Urban

\_\_\_\_\_  
Don Wisniewski, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

CSAH\WORD\BOOK\FINDINGS.99



FIGURE A

27-Sep-99

excel\FR\_76(Tenta99Fall)

1999 COUNTY SCREENING BOARD DATA  
October, 1999  
DEVELOPMENT OF THE TENTATIVE 2000 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 1999 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 1999 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID FUND BALANCE DEDUCT.	(MINUS) BOND ACCOUNT ADJUST.	(PLUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER THE FACT" NEEDS	(PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(MINUS) VARIANCE ADJUST.	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	1998 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 78 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 78 COUNTIES	TENTATIVE 2000 MONEY NEEDS APPORT.	ANNUAL MONEY NEEDS	COUNTY
Carlton	\$64,839,771		\$64,839,771	\$8,501,449	(\$153,843)	(\$258,882)	\$0	(\$1,848,258)	\$308,777	\$2,856,423	\$23,137		\$21,550		\$71,410,564	\$2,856,423	(\$152,368)	\$2,704,056	1.060326	\$1,636,198		\$1,636,198		1.092311	(\$34,922)	\$1,601,276	\$2,627,335	Carlton
Cook	41,438,551		41,438,551	7,874,049	1,126,708	(132,456)	0	(1,763,432)	290,821	1,954,295					48,857,378	1,954,295	(77,643)	1,876,652	0.735881	1,135,544		1,135,544		0.750879	(24,236)	1,111,308	1,823,408	Cook
Itasca	122,166,386		122,166,386	40,246,658	1,004,854	0	0	(3,624,629)	733,770	6,399,741				(\$533,520)	159,993,519	6,399,741	(305,564)	6,094,177	2.389675	3,687,528		3,687,528		2.461760	(78,704)	3,608,824	5,921,272	Itasca
Koochiching	33,275,233		33,275,233	11,868,641	(184,887)	(129,276)	0	(1,199,716)	815,716	1,746,358		(\$786,750)			43,658,961	1,746,358	(70,865)	1,675,493	0.657002	1,013,826	\$1,180,797	1,013,826			2,194,623	3,600,885	Koochiching	
Lake	64,201,295		64,201,295	17,990,203	1,132,751	(2,179,654)	0	(2,711,729)	720,352	79,255,178	\$101,960				79,255,178	720,352	(69,786)	3,100,421	1.215751	1,876,036		1,876,036		1.252425	(40,041)	1,835,995	3,012,457	Lake
Pine	109,283,869		109,283,869	18,541,944	265,074	0	0	(1,892,284)	372,284	126,447,747	82,110	(205,250)			126,447,747	5,057,910	(134,639)	4,923,271	1.930534	2,979,024		2,979,024		1.988769	(63,582)	2,915,442	4,783,588	Pine
St. Louis	363,066,911		363,066,911	76,651,901	8,893,840	0	0	(3,245,348)	3,671,781	17,964,515	73,800				17,964,515	17,964,515	(586,257)	17,378,258	6.814438	10,515,419		10,515,419		7.019998	(224,433)	10,290,986	16,885,204	St. Louis
District 1 Totals	798,272,016		798,272,016	181,674,845	12,084,497	(2,700,268)	0	(16,285,396)	6,913,501	281,007	(992,000)		21,550	(\$53,520)	978,736,232	39,149,449	(1,397,122)	37,752,327		22,843,575	0	22,843,575	1,180,797		(465,918)	23,558,454	38,654,149	District 1 Totals
Beltrami	83,213,200		83,213,200	6,391,204	\$310,939	(162,968)	0	(883,240)	1,064,453	775					89,934,363	3,597,375	(147,827)	3,449,548	1.352652	2,087,289		2,087,289		1.393455	(44,549)	2,042,740	3,351,679	Beltrami
Clearwater	41,850,220		41,850,220	(1,372,547)	(238,442)	0	0	(1,573,949)	506,234	51,257					39,222,773	1,568,911	(45,290)	1,523,621	0.597449	921,929		921,929		0.615471	(19,677)	902,252	1,480,394	Clearwater
Hubbard	49,174,341		49,174,341	5,228,100	172,436	0	0	(1,457,143)	1,159,711	18,213					54,295,658	2,171,826	(145,037)	2,026,789	0.794753	1,226,390		1,226,390		0.818727	(26,175)	1,200,215	1,969,284	Hubbard
Kittson	46,923,047		46,923,047	1,181,458	(149,711)	0	0	(979,288)	906,815	1,915,293					47,882,321	1,915,293	(58,566)	1,856,727	0.728068	1,123,488		1,123,488		0.750030	(23,979)	1,099,509	1,804,048	Kittson
Lake of 'Woods	21,045,523		21,045,523	912,758	201,869	0	0	(157,082)	79,289	883,294					22,082,357	883,294	(25,866)	857,428	0.336218	518,821		518,821	829,890			1,348,711	2,212,933	Lake of 'Woods
Marshall	68,832,733		68,832,733	(1,890,963)	0	0	450,000	(744,639)	1,493,657	99,410					68,250,198	2,730,008	(87,752)	2,642,256	1.036093	1,598,804		1,598,804		1.067347	(34,124)	1,564,680	2,567,290	Marshall
Norman	45,402,869		45,402,869	280,731	54,840	(41,504)	0	(1,135,454)	565,798	45,127,280					45,127,280	1,805,091	(62,667)	1,742,424	0.683247	1,054,324		1,054,324		0.703857	(22,503)	1,031,821	1,692,987	Norman
Pennington	28,619,194		28,619,194	1,146,082	(29,813)	0	0	(318,149)	135,585	29,552,899					29,552,899	1,182,116	(53,859)	1,128,257	0.442417	682,698		682,698		0.455763	(14,571)	668,127	1,096,247	Pennington
Polk	138,208,168		138,208,168	(652,787)	(82,681)	0	2,164,473	(779,965)	\$201,689	3,312,504	27,945		5,623,142		148,022,488	5,920,900	(203,976)	5,716,924	2.241745	3,459,256		3,459,256		2.309368	(73,832)	3,385,424	5,554,723	Polk
Red Lake	24,127,888		24,127,888	1,406,198	303,179	0	470,000	(820,037)	263,030	25,752,211	1,953				24,127,888	1,030,088	(20,123)	1,009,965	0.396032	611,120		611,120	259,985			871,105	1,429,288	Red Lake
Roseau	55,300,179		55,300,179	(2,649,329)	691,646	(42,583)	0	(2,235,039)	498,625	51,563,499					51,563,499	2,062,540	(77,559)	1,984,981	0.778359	1,201,093		1,201,093		0.801839	(25,635)	1,175,458	1,928,663	Roseau
District 2 Totals	602,697,362		602,697,362	9,990,905	1,234,262	(247,055)	3,084,473	(11,083,985)	201,689	9,985,701	199,553	0	5,623,142	0	621,686,447	24,867,442	(928,522)	23,938,920		14,485,212	0	14,485,212	1,089,875		(285,045)	15,290,042	25,087,536	District 2 Totals
Altinkin	54,790,484		54,790,484	\$13,134,989	(\$34,025)	(97,555)	0	(773,227)	942,770	2,718,759	7,534				67,968,970	2,718,759	(124,980)	2,593,779	1.017084	1,569,471		1,569,471		1.047765	(33,498)	1,535,973	2,520,188	Altinkin
Benton	30,353,416		30,353,416	7,572,644	259,095	0	401,601	(412,547)	867,804	15,150					39,057,163	1,562,287	(166,793)	1,395,494	0.547207	844,400	18,102	862,502		0.575798	(18,409)	844,093	1,384,968	Benton
Cass	75,046,259		75,046,259	11,422,411	(233,835)	0	0	(1,411,257)	1,011,457	85,825,035					85,825,035	3,433,001	(277,914)	3,155,087	1.237186	1,909,112		1,909,112		0.815471	(40,747)	1,868,365	3,065,569	Cass
Crow Wing	72,280,862		72,280,862	4,068,122	(394,304)	(360,863)	0	(1,104,445)	615,108	76,329,470	226,990				75,509,470	3,013,179	(502,473)	2,510,706	0.984509	1,519,204		1,519,204		1.014207	(32,425)	1,486,779	2,439,471	Crow Wing
Isanti	39,592,586		39,592,586	8,433,256	(314,165)	(16,825)	0	(1,773,054)	578,304	46,500,097					46,500,097	1,860,004	(164,897)	1,695,107	0.684693	1,025,694	4,835	1,030,529		0.687972	(21,995)	1,008,534	1,646,779	Isanti
Kanabec	30,355,335		30,355,335	1,094,895	(264,148)	0	0	(115,826)	362,375	31,320,434				(112,197)	31,320,434	1,252,817	(66,502)	1,186,315	0.455183	717,828		717,828	3,601			721,429	1,183,703	Kanabec
Millie Lacs	44,195,632		44,195,632	14,922,881	1,054,815	(1,614,821)	0	(2,215,780)	306,773	58,823,445	173,945				58,823,445	2,072,938	(106,467)	2,168,471	0.849526	1,310,911	2,417	1,313,328		0.876766	(28,031)	1,285,297	2,108,885	Millie Lacs
Morrison	65,761,276		65,761,276	9,205,639	614,657	0	0	(6,214,727)	106,626	69,473,471					69,473,471	2,778,939	(152,183)	2,626,756	1.030015	1,589,425		1,589,425		1.061086	(33,323)	1,555,502	2,552,231	Morrison
Sherburne	35,285,520		35,285,520	344,310	190,430	(1,326,325)	0	(416,570)	458,486	34,535,851					34,535,851	1,381,434	(475,106)	308,328	0.355393	548,410		548,410		0.366114	(11,705)	536,705	880,613	Sherburne
Stearns	128,689,129		128,689,129	11,544,548	502,615	(2,149,404)	0	(6,241,338)	835,364	133,695,468	514,554				133,695,468	5,347,819	(702,511)	4,645,308	1.821538	2,810,831	1,511	2,812,342		1.877494	(60,024)	2,752,318	4,515,938	Stearns
Todd	43,083,394		43,083,394	2,391,981	1,474,402	0	0	(286,402)	14,512	46,771,028	16,745				46,771,028	1,870,841	(95,136)	1,775,705	0.696297	1,074,462		1,074,462		0.717301	(22,932)	1,051,530	1,725,325	Todd
Wadena	31,364,874		31,364,874	5,368,535	648,255	0	0	(642,562)	244,255	36,983,357					36,983,357	1,479,334	(48,948)	1,430,386	0.560889	865,513		865,513		0.577809	(18,473)	847,040	1,389,803	Wadena
Wright	114,718,305		114,718,305	28,128,767	(439,193)	0	0	(2,182,630)	1,788,503	142,013,752					142,013,752	5,060,550	(597,163)	5,083,387	1.993320	3,075,909		3,075,909		2.053449	(65,650)	3,010,259	4,939,161	Wright
District 3 Totals	765,517,072		765,517,072	117,630,978	3,054,598	(5,565,797)	401,601	(23,792,365)	14,512	8,194,221	954,918	0	0	(112,197)	866,297,541	34,651,902	(3,481,073)	31,170,829		18,861,170	26,865	18,888,035	3,601		(387,812)	18,503,824	30,360,634	District 3 Totals
Becker	55,868,082		55,868,082	5,336,092	\$264,687	0	(5,000)	(3,466,223)	592,554	61,204,295	97,208				58,687,400	2,347,496	(186,021)	2,161,475	0.847567	1,307,888		1,307,888		0.873134	(27,914)	1,279,974	2,100,151	Becker
Big Stone	20,654,168		20,654,168	3,626,296	(77,779)	(1,243,894)	0	(110,333)	194,537	23,042,995					23,042,995	921,720	(40,105)	881,615	0.345703	533,457		533,457	251,013			784,470	1,287,140	Big Stone
Clay	56,960,517		56,960,517	8,531,652	354,974	0	0	(98,961)	1,137,320	66,463,573		(476,950)	\$55,021		66,463,573	2,658,543	(249,586)	2,408,947	0.944607	1,457,631		1,457,631		0.973101	(31,110)	1,426,521	2,340,602	Clay
Douglas	63,795,279		63,795,279	3,6																								



# 1999 COUNTY STATE AID HIGHWAY NEEDS STUDY

**TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE, LANE MILES AND MONEY NEEDS AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR USE BY THE COMMISSIONER OF TRANSPORTATION IN APPORTIONING THE 2000 C.S.A.H. FUND**

<b>County</b>	<b>County State Aid Highway Mileage</b>	<b>County State Aid Highway Lane Miles</b>	<b>Annual County State Aid Highway Money Needs</b>
Carlton	294.03	598.98	\$2,627,335
Cook	178.89	354.78	1,823,408
Itasca	647.49	1,293.58	5,921,272
Koochiching	247.41	494.52	3,600,885
Lake	222.94	435.88	3,012,457
Pine	472.77	945.54	4,783,588
St. Louis	1,378.88	2,771.21	16,885,204
<b>District 1 Totals</b>	<b>3,442.41</b>	<b>6,894.49</b>	<b>38,654,149</b>
Beltrami	466.39	932.78	3,351,679
Clearwater	325.68	651.36	1,480,394
Hubbard	324.00	648.00	1,969,284
Kittson	372.13	744.26	1,804,048
Lake of the Woods	194.81	389.62	2,212,933
Marshall	639.76	1,271.12	2,567,290
Norman	392.15	785.54	1,692,987
Pennington	258.74	515.48	1,096,247
Polk	806.73	1,609.46	5,554,723
Red Lake	185.66	371.32	1,429,288
Roseau	481.52	963.04	1,928,663
<b>District 2 Totals</b>	<b>4,447.57</b>	<b>8,881.98</b>	<b>25,087,536</b>
Aitkin	374.23	749.06	2,520,188
Benton	225.84	454.62	1,384,968
Cass	532.25	1,065.32	3,065,569
Crow Wing	370.93	741.62	2,439,471
Isanti	228.19	459.58	1,654,779
Kanabec	212.00	422.60	1,183,703
Mille Lacs	255.46	510.52	2,108,885
Morrison	444.58	892.36	2,552,231
Sherburne	215.65	437.06	880,613
Stearns	603.70	1,241.00	4,515,938
Todd	412.78	822.56	1,725,325
Wadena	227.24	454.48	1,389,803
Wright	403.51	810.06	4,939,161
<b>District 3 Totals</b>	<b>4,506.36</b>	<b>9,060.84</b>	<b>30,360,634</b>
Becker	465.74	931.48	2,100,151
Big Stone	210.36	420.72	1,287,140
Clay	399.06	798.24	2,340,602
Douglas	384.51	769.02	2,328,043
Grant	228.65	457.30	1,184,621
Mahnomen	194.81	389.62	1,390,525
Otter Tail	916.83	1,833.66	6,194,463
Pope	298.73	597.46	1,949,150
Stevens	243.99	487.98	1,076,646
Swift	329.41	658.82	1,405,938
Traverse	245.42	490.84	1,125,354
Wilkin	312.26	625.68	1,626,257
<b>District 4 Totals</b>	<b>4,229.77</b>	<b>8,460.82</b>	<b>24,008,890</b>

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>County State Aid Highway Lane Miles</u>	<u>Annual County State Aid Highway Money Needs</u>
Anoka	284.07	692.83	\$4,962,696
Carver	207.94	411.62	2,931,007
Hennepin	523.33	1,500.39	18,376,704
Scott	226.55	508.09	4,284,153
<b>District 5 Totals</b>	<b>1,241.89</b>	<b>3,112.93</b>	<b>30,554,560</b>
Dodge	249.76	499.52	1,622,170
Fillmore	412.01	824.02	4,882,759
Freeborn	446.95	896.34	3,281,444
Goodhue	326.64	653.28	3,134,537
Houston	249.60	499.20	3,103,989
Mower	373.66	750.08	3,038,722
Olmsted	319.34	689.14	3,803,915
Rice	281.19	564.66	2,275,622
Steele	292.16	587.72	2,578,783
Wabasha	273.82	547.64	2,897,133
Winona	315.76	631.58	2,974,020
<b>District 6 Totals</b>	<b>3,540.89</b>	<b>7,143.18</b>	<b>33,593,094</b>
Blue Earth	426.04	853.38	3,882,163
Brown	317.46	635.92	1,828,463
Cottonwood	318.59	637.18	1,810,513
Faribault	346.98	694.60	3,051,607
Jackson	370.69	741.38	2,564,282
Le Sueur	267.11	534.22	1,893,433
Martin	378.15	757.54	1,900,491
Nicollet	244.33	488.88	1,756,472
Nobles	345.42	692.90	2,723,331
Rock	261.31	522.62	1,752,618
Sibley	289.31	580.92	1,895,433
Waseca	249.95	499.90	1,743,138
Watsonwan	235.18	470.36	1,419,522
<b>District 7 Totals</b>	<b>4,050.52</b>	<b>8,109.80</b>	<b>28,221,466</b>
Chippewa	244.33	488.66	1,588,252
Kandiyohi	421.81	846.38	3,388,457
Lac Qui Parle	362.91	726.08	1,468,698
Lincoln	253.70	507.40	1,202,607
Lyon	318.93	637.46	1,952,274
Mc Leod	253.10	506.20	1,839,171
Meeker	273.56	547.12	1,441,302
Murray	354.43	708.86	1,698,385
Pipestone	233.65	467.46	1,194,454
Redwood	385.54	771.56	2,707,287
Renville	446.09	892.18	3,243,186
Yellow Medicine	345.35	690.70	1,964,982
<b>District 8 Totals</b>	<b>3,893.40</b>	<b>7,790.06</b>	<b>23,689,055</b>
Chisago	233.34	466.88	2,124,735
Dakota	281.85	703.49	5,067,202
Ramsey	246.66	692.18	8,895,844
Washington	214.13	465.34	4,763,978
<b>District 9 Totals</b>	<b>975.98</b>	<b>2,327.89</b>	<b>20,851,759</b>
<b>STATE TOTALS</b>	<b>30,328.79</b>	<b>61,781.99</b>	<b>\$255,021,143</b>

Does not include 1999 T.H. Turnback Mileage

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# 1999 COUNTY SCREENING BOARD DATA

## OCTOBER, 1999

### Total Tentative 2000 C.S.A.H. Apportionment

*The following tabulation lists a TENTATIVE 2000 Apportionment based on an estimate of \$310 million (same as 1999 apportionment).*

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

*Each county's tentative 2000 Lane Mile Apportionment has been computed using the 1999 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 1998 was not necessary this year. Also, 1999 Trunk Highway Turnback Mileage is not included, but will be when the Final 2000 Apportionment is determined.*

*The Money Needs Apportionment is based on the actual 1999 25-year construction needs, however, these needs will be adjusted by 1999 turnback activity, construction fund balances as of 12/31/99, and by any other action taken at this meeting.*

*We wish to emphasize that the apportionment as shown is TENTATIVE and the final apportionment will be determined in January, 2000, by the Commissioner with the assistance of recommendations by your Screening Board.*

# 1999 COUNTY SCREENING BOARD DATA

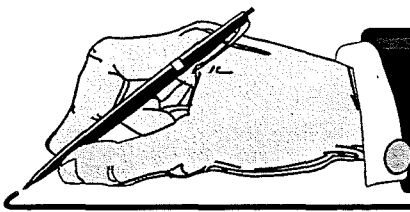
## October, 1999

## COMPONENTS OF THE "TENTATIVE" 2000 CSAH APPORTIONMENT

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2000 CSAH Apportionment
Carlton	\$357,304	\$232,053	\$904,120	\$1,601,276	\$3,094,753
Cook	357,304	40,846	535,478	1,111,308	2,044,936
Itasca	357,304	363,575	1,952,600	3,608,824	6,282,303
Koochiching	357,304	120,425	746,423	2,194,623	3,418,775
Lake	357,304	84,521	657,923	1,835,995	2,935,743
Pine	357,304	191,206	1,427,194	2,915,442	4,891,146
St. Louis	357,304	1,366,795	4,183,011	10,290,986	16,198,096
District 1 Totals	2,501,128	2,399,421	10,406,749	23,558,454	38,865,752
Beltrami	357,304	238,145	1,407,983	2,042,740	4,046,172
Clearwater	357,304	64,440	983,201	902,252	2,307,197
Hubbard	357,304	137,367	978,072	1,200,215	2,672,958
Kittson	357,304	43,240	1,123,458	1,099,509	2,623,511
Lake of the Woods	357,304	35,531	588,074	1,348,711	2,329,620
Marshall	357,304	85,671	1,918,655	1,564,680	3,926,310
Norman	357,304	61,238	1,185,754	1,031,821	2,636,117
Pennington	357,304	99,909	778,130	668,127	1,903,470
Polk	357,304	216,665	2,429,419	3,385,424	6,388,812
Red Lake	357,304	35,158	560,470	871,105	1,824,037
Roseau	357,304	129,782	1,453,679	1,175,458	3,116,223
District 2 Totals	3,930,344	1,147,146	13,406,895	15,290,042	33,774,427
Aitkin	357,304	130,186	1,130,639	1,535,973	3,154,102
Benton	357,304	223,442	686,180	844,093	2,111,019
Cass	357,304	198,107	1,608,018	1,868,365	4,031,794
Crow Wing	357,304	413,094	1,119,448	1,486,779	3,376,625
Isanti	357,304	230,467	693,734	1,008,534	2,290,039
Kanabec	357,304	107,431	637,873	721,429	1,824,037
Mille Lacs	357,304	168,359	770,577	1,285,297	2,581,537
Morrison	357,304	245,233	1,346,994	1,555,502	3,505,033
Sherburne	357,304	402,867	659,695	536,705	1,956,571
Stearns	357,304	923,455	1,873,239	2,752,318	5,906,316
Todd	357,304	182,098	1,241,614	1,051,530	2,832,546
Wadena	357,304	104,416	685,993	847,040	1,994,753
Wright	357,304	630,444	1,222,776	3,010,259	5,220,783
District 3 Totals	4,644,952	3,959,599	13,676,780	18,503,824	40,785,155
Becker	357,304	222,883	1,406,025	1,279,974	3,266,186
Big Stone	357,304	47,188	635,075	784,470	1,824,037
Clay	357,304	295,374	1,204,871	1,426,521	3,284,070
Douglas	357,304	254,869	1,160,761	1,418,867	3,191,801
Grant	357,304	54,462	690,283	721,988	1,824,037
Mahnomen	357,304	31,179	588,074	847,480	1,824,037
Otter Tail	357,304	433,144	2,767,847	3,775,325	7,333,620
Pope	357,304	84,366	901,788	1,187,944	2,531,402
Stevens	357,304	74,014	736,538	656,181	1,824,037
Swift	357,304	85,485	994,485	856,874	2,294,148
Traverse	357,304	39,945	740,921	685,867	1,824,037
Wilkin	357,304	56,513	944,406	991,151	2,349,374
District 4 Totals	4,287,648	1,679,422	12,771,074	14,632,642	33,370,786

**1999 COUNTY SCREENING BOARD DATA****October, 1999****COMPONENTS OF THE "TENTATIVE" 2000 CSAH APPORTIONMENT**

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Lane Mile (Mileage) Apportionment</u>	<u>Money Needs Apportionment</u>	<u>TENTATIVE 2000 CSAH Apportionment</u>
Anoka	\$357,304	\$1,782,283	\$1,045,776	3,024,603	\$6,209,966
Carver	357,304	385,832	621,273	1,786,354	3,150,763
Hennepin	357,304	6,159,795	2,264,729	11,200,007	19,981,835
Scott	357,304	528,359	766,940	2,611,053	4,263,656
District 5 Totals	1,429,216	8,856,269	4,698,718	18,622,017	33,606,220
Dodge	357,304	124,901	753,977	988,660	2,224,842
Fillmore	357,304	154,805	1,243,852	2,975,884	4,731,845
Freeborn	357,304	253,906	1,352,962	1,999,934	3,964,106
Goodhue	357,304	318,657	986,092	1,910,399	3,572,452
Houston	357,304	134,258	753,511	1,891,781	3,136,854
Mower	357,304	266,371	1,132,225	1,852,003	3,607,903
Olmsted	357,304	769,831	1,040,181	2,318,363	4,485,679
Rice	357,304	353,721	852,362	1,386,918	2,950,305
Steele	357,304	235,317	887,147	1,571,685	3,051,453
Wabasha	357,304	163,385	826,624	1,765,709	3,113,022
Winona	357,304	303,487	953,359	1,812,569	3,426,719
District 6 Totals	3,930,344	3,078,639	10,782,292	20,473,905	38,265,180
Blue Earth	357,304	362,052	1,288,149	2,366,053	4,373,558
Brown	357,304	213,339	959,887	1,114,389	2,644,919
Cottonwood	357,304	98,292	961,752	1,103,449	2,520,797
Faribault	357,304	133,667	1,048,480	1,859,856	3,399,307
Jackson	357,304	92,666	1,119,075	1,562,847	3,131,892
Le Sueur	357,304	194,906	806,387	1,153,986	2,512,583
Martin	357,304	177,560	1,143,509	1,158,288	2,836,661
Nicollet	357,304	184,554	737,937	1,070,513	2,350,308
Nobles	357,304	152,101	1,045,869	1,659,782	3,215,056
Rock	357,303	74,325	788,855	1,068,164	2,288,647
Sibley	357,303	116,974	876,889	1,155,205	2,506,371
Waseca	357,303	139,449	754,537	1,062,386	2,313,675
Watsonwan	357,303	92,293	709,960	865,153	2,024,709
District 7 Totals	4,644,948	2,032,178	12,241,286	17,200,071	36,118,483
Chippewa	357,303	\$104,136	737,564	967,988	2,166,991
Kandiyohi	357,303	306,782	1,277,518	2,065,155	4,006,758
Lac Qui Parle	357,303	70,129	1,095,948	895,124	2,418,504
Lincoln	357,303	50,389	765,914	732,950	1,906,556
Lyon	357,303	184,243	962,218	1,189,848	2,693,612
Mc Leod	357,303	268,081	764,049	1,120,915	2,510,348
Meeker	357,303	174,669	825,878	878,427	2,236,277
Murray	357,303	76,035	1,070,023	1,035,111	2,538,472
Pipestone	357,303	72,864	705,577	727,981	1,863,725
Redwood	357,303	145,822	1,164,584	1,650,004	3,317,713
Renville	357,303	145,449	1,346,714	1,976,617	3,826,083
Yellow Medicine	357,303	92,199	1,042,605	1,197,593	2,689,700
District 8 Totals	4,287,636	1,690,798	11,758,592	14,437,713	32,174,739
Chisago	357,303	322,232	704,738	1,294,957	2,679,230
Dakota	357,303	1,937,648	1,061,910	3,088,296	6,445,157
Ramsey	357,303	2,818,330	1,044,844	5,421,730	9,642,207
Washington	357,303	1,163,746	702,407	2,903,491	5,126,947
District 9 Totals	1,429,212	6,241,956	3,513,899	12,708,474	23,893,541
STATE TOTALS	\$31,085,428	\$31,085,428	\$93,256,285	\$155,427,142	\$310,854,283



# **N**OTES and COMMENTS

A series of horizontal lines for writing notes and comments.

# **1999 COUNTY SCREENING BOARD DATA OCTOBER, 1999**

## **Comparison of the Actual 1999 to a TENTATIVE 2000 C.S.A.H. Apportionment**

*The following two pages indicate a comparison between the actual 1999 C.S.A.H. Apportionment and what each county's 2000 County State Aid Apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 2000 C.S.A.H. road user fund would remain the same as 1999. However, as we stated in the previous write-ups, some revised figures will be used to determine the final 2000 Apportionment. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.*

# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

Comparison of the Actual 1999 to a Tentative 2000 C.S.A.H. Apportionment

County	Total 1999 CSAH Apportionment	Tentative 2000 CSAH Apportionment	Increase or Decrease	% + or -
Carlton	\$3,039,278	\$3,094,753	\$55,475	1.8%
Cook	2,043,689	2,044,936	1,247	0.1%
Itasca	6,064,706	6,282,303	217,597	3.6%
Koochiching	3,418,775	3,418,775	0	0.0%
Lake	3,016,188	2,935,743	(80,445)	-2.7%
Pine	5,053,575	4,891,146	(162,429)	-3.2%
St. Louis	16,562,699	16,198,096	(364,603)	-2.2%
District 1 Totals	39,198,910	38,865,752	(333,158)	-0.9%
Beltrami	4,118,304	4,046,172	(72,132)	-1.8%
Clearwater	2,316,703	2,307,197	(9,506)	-0.4%
Hubbard	2,669,355	2,672,958	3,603	0.1%
Kittson	2,613,850	2,623,511	9,661	0.4%
Lake of the Woods	2,329,620	2,329,620	0	0.0%
Marshall	4,009,443	3,926,310	(83,133)	-2.1%
Norman	2,668,880	2,636,117	(32,763)	-1.2%
Pennington	1,824,037	1,903,470	79,433	4.4%
Polk	6,304,634	6,388,812	84,178	1.3%
Red Lake	1,824,037	1,824,037	0	0.0%
Roseau	3,080,989	3,116,223	35,234	1.1%
District 2 Totals	33,759,852	33,774,427	14,575	0.0%
Aitkin	3,119,484	3,154,102	34,618	1.1%
Benton	2,138,208	2,111,019	(27,189)	-1.3%
Cass	4,209,685	4,031,794	(177,891)	-4.2%
Crow Wing	3,263,299	3,376,625	113,326	3.5%
Isanti	2,319,037	2,290,039	(28,998)	-1.3%
Kanabec	1,824,037	1,824,037	0	0.0%
Mille Lacs	2,597,575	2,581,537	(16,038)	-0.6%
Morrison	3,465,707	3,505,033	39,326	1.1%
Sherburne	1,882,611	1,956,571	73,960	3.9%
Stearns	6,012,749	5,906,316	(106,433)	-1.8%
Todd	2,892,792	2,832,546	(60,246)	-2.1%
Wadena	2,007,657	1,994,753	(12,904)	-0.6%
Wright	5,243,646	5,220,783	(22,863)	-0.4%
District 3 Totals	40,976,487	40,785,155	(191,332)	-0.5%
Becker	3,237,086	3,266,186	29,100	0.9%
Big Stone	1,824,037	1,824,037	0	0.0%
Clay	3,284,678	3,284,070	(608)	0.0%
Douglas	3,108,621	3,191,801	83,180	2.7%
Grant	1,824,037	1,824,037	0	0.0%
Mahnomen	1,824,037	1,824,037	0	0.0%
Otter Tail	7,346,987	7,333,620	(13,367)	-0.2%
Pope	2,437,195	2,531,402	94,207	3.9%
Stevens	1,824,037	1,824,037	0	0.0%
Swift	2,305,129	2,294,148	(10,981)	-0.5%
Traverse	1,824,037	1,824,037	0	0.0%
Wilkin	2,346,533	2,349,374	2,841	0.1%
District 4 Totals	33,186,414	33,370,786	184,372	0.6%



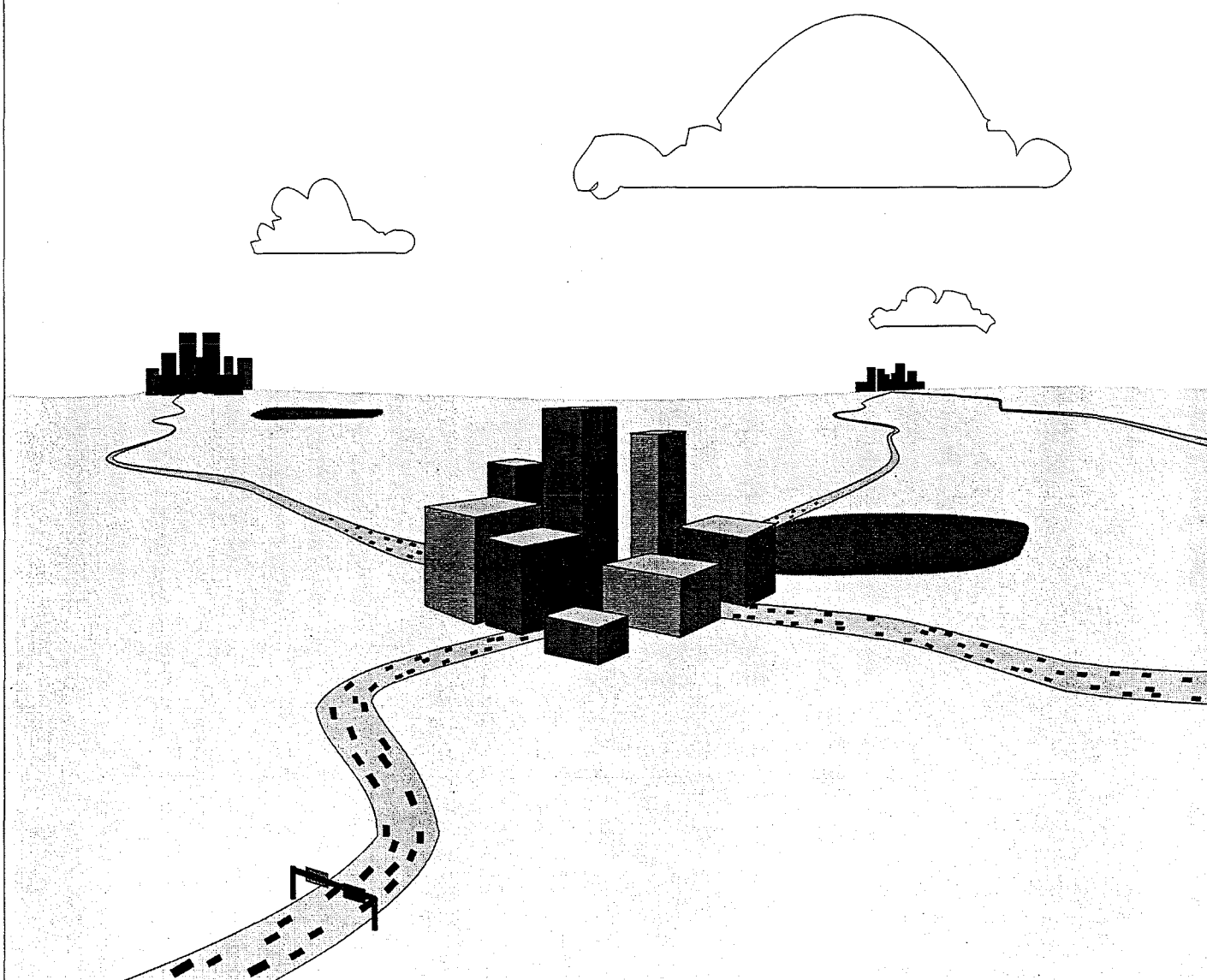
# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

Comparison of the Actual 1999 to a Tentative 2000 C.S.A.H. Apportionment

County	Total 1999 CSAH Apportionment	Tentative 2000 CSAH Apportionment	Increase or Decrease	% + or -
Anoka	\$6,106,033	\$6,209,966	\$103,933	1.7%
Carver	3,141,937	3,150,763	8,826	0.3%
Hennepin	20,092,161	19,981,835	(110,326)	-0.6%
Scott	4,000,768	4,263,656	262,888	6.6%
District 5 Totals	33,340,899	33,606,220	265,321	0.8%
Dodge	2,213,842	2,224,842	11,000	0.5%
Fillmore	4,794,023	4,731,845	(62,178)	-1.3%
Freeborn	3,908,716	3,964,106	55,390	1.4%
Goodhue	3,618,601	3,572,452	(46,149)	-1.3%
Houston	3,162,481	3,136,854	(25,627)	-0.8%
Mower	3,597,691	3,607,903	10,212	0.3%
Olmsted	4,363,058	4,485,679	122,621	2.8%
Rice	3,073,640	2,950,305	(123,335)	-4.0%
Steele	3,056,398	3,051,453	(4,945)	-0.2%
Wabasha	3,018,560	3,113,022	94,462	3.1%
Winona	3,426,834	3,426,719	(115)	0.0%
District 6 Totals	38,233,844	38,265,180	31,336	0.1%
Blue Earth	4,504,518	4,373,558	(130,960)	-2.9%
Brown	2,544,980	2,644,919	99,939	3.9%
Cottonwood	2,529,987	2,520,797	(9,190)	-0.4%
Faribault	3,389,964	3,399,307	9,343	0.3%
Jackson	3,138,416	3,131,892	(6,524)	-0.2%
Le Sueur	2,566,004	2,512,583	(53,421)	-2.1%
Martin	2,862,458	2,836,661	(25,797)	-0.9%
Nicollet	2,406,491	2,350,308	(56,183)	-2.3%
Nobles	3,112,832	3,215,056	102,224	3.3%
Rock	2,338,312	2,288,647	(49,665)	-2.1%
Sibley	2,514,007	2,506,371	(7,636)	-0.3%
Waseca	2,230,284	2,313,675	83,391	3.7%
Watsonwan	2,073,412	2,024,709	(48,703)	-2.4%
District 7 Totals	36,211,665	36,118,483	(93,182)	-0.3%
Chippewa	2,091,358	2,166,991	75,633	3.6%
Kandiyohi	3,857,032	4,006,758	149,726	3.9%
Lac Qui Parle	2,364,732	2,418,504	53,772	2.3%
Lincoln	1,893,039	1,906,556	13,517	0.7%
Lyon	2,712,622	2,693,612	(19,010)	-0.7%
Mc Leod	2,541,399	2,510,348	(31,051)	-1.2%
Meeker	2,179,964	2,236,277	56,313	2.6%
Murray	2,549,166	2,538,472	(10,694)	-0.4%
Pipestone	1,865,873	1,863,725	(2,148)	-0.1%
Redwood	3,331,197	3,317,713	(13,484)	-0.4%
Renville	3,843,843	3,826,083	(17,760)	-0.5%
Yellow Medicine	2,729,270	2,689,700	(39,570)	-1.5%
District 8 Totals	31,959,495	32,174,739	215,244	0.7%
Chisago	2,770,583	2,679,230	(91,353)	-3.3%
Dakota	6,425,504	6,445,157	19,653	0.3%
Ramsey	9,793,555	9,642,207	(151,348)	-1.6%
Washington	4,997,075	5,126,947	129,872	2.6%
District 9 Totals	23,986,717	23,893,541	(93,176)	-0.4%
STATE TOTALS	\$310,854,283	\$310,854,283	\$0	0.0%

# MILEAGE REQUESTS



# 1999 COUNTY SCREENING BOARD DATA

October, 1999

## Criteria Necessary For County State Aid Highway Designation

In the past, there has been considerable speculation as to which requirements a road must meet in order to qualify for designation as a County State Aid Highway. The following section of the Minnesota Department of Transportation Rules which was updated in July, 1991, definitely sets forth what criteria are necessary.

### Portion of Minnesota Rules For State Aid Operations

State Aid Routes shall be selected on the basis of the following criteria:

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

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

# 1999 COUNTY SCREENING BOARD DATA

October, 1999

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

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Total Miles To Date	County
Aitkin	6.10		0.60												7.12 **						13.82	Aitkin
Anoka	2.04								10.42							16.74		8.25			37.45	Anoka
Becker	10.07																				10.07	Becker
Beltrami	7.53 *	0.16													2.10 **						9.79	Beltrami
Benton	3.18 *																				3.18	Benton
Big Stone	1.40	0.16																			1.56	Big Stone
Blue Earth	15.29 *		0.25																3.46		19.00	Blue Earth
Brown	7.44	0.13																			7.57	Brown
Carlton	3.62																				3.62	Carlton
Carver	2.49	0.48						0.08													3.05	Carver
Cass	7.90														2.80 **						10.70	Cass
Chippewa	15.00									0.05											15.05	Chippewa
Chisago	3.24												2.20								5.44	Chisago
Clay	2.00	0.10																			2.10	Clay
Clearwater	0.30 *	1.00																			1.30	Clearwater
Cook	3.60																				3.60	Cook
Cottonwood	5.17	1.30																			6.47	Cottonwood
Crow Wing	13.00 *																				13.00	Crow Wing
Dakota	1.65 *	2.47				2.26													35.63		42.01	Dakota
Dodge						0.11															0.11	Dodge
Douglas	10.65 *																				10.65	Douglas
Faribault	0.37	1.20	0.09																		1.66	Faribault
Fillmore	1.12		1.10																		2.22	Fillmore
Freeborn	0.95	0.65																			1.60	Freeborn
Goodhue		0.08																			0.08	Goodhue
Grant	5.42																				5.42	Grant
Hennepin	4.50	0.24	0.85																		5.59	Hennepin
Houston		0.12																			0.12	Houston
Hubbard	1.85	0.26	0.06																		2.17	Hubbard
Isanti	1.80																				1.80	Isanti
Itasca																					0.00	Itasca
Jackson	0.10																				0.10	Jackson
Kanabec																					0.00	Kanabec

## 1999 COUNTY SCREENING BOARD DATA

October, 1999

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

Approved by the County Engineers' Screening Board

[illegible]

# 1999 COUNTY SCREENING BOARD DATA

October, 1999

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

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Total Miles To Date	County
Rock	0.50		0.54																		1.04	Rock
Roseau	6.80																				6.80	Roseau
St. Louis	19.14 *																				19.14	St. Louis
Scott	12.09 *	5.15	0.12						3.50								38.12				58.98	Scott
Sherburne	5.42																				5.42	Sherburne
Sibley	1.50																				1.50	Sibley
Stearns	0.78		3.90							0.25											4.93	Stearns
Steele	1.55																				1.55	Steele
Stevens	1.00																				1.00	Stevens
Swift	0.78		0.24																		1.02	Swift
Todd	1.90 *																				1.90	Todd
Traverse	0.20	0.56			1.60																2.36	Traverse
Wabasha	0.43 *	0.30																			0.73	Wabasha
Wadena																					0.00	Wadena
Waseca	4.53	0.14				0.05															4.72	Waseca
Washington	2.33 *	0.40	0.33		1.33				8.05								18.52				30.96	Washington
Watonwan		0.04	0.68			0.19															0.91	Watonwan
Wilkin															0.11						0.11	Wilkin
Winona	7.40 *																				7.40	Winona
Wright	0.45		1.38																		1.83	Wright
Yellow Medicine		1.39																			1.39	Yellow Medicine
Totals	339.03	25.65	11.39	0.81	2.93	3.55	0.12	0.08	23.47	0.30	0.32	0.12	2.20	17.96	21.83	16.74	56.64	8.25	39.09	0.00	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.

GOAL10\EXCEL\FALL BOOK\HISTORY99.XLS

# 1999 COUNTY SCREENING BOARD DATA

October, 1999

## "BANKED" CSAH MILEAGE

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

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

The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before September 20, 1999 is included.

County	Banked Mileage	Year Made Available
Becker	0.40	1991
Big Stone	0.50	1993
Brown	0.56	1999
Carlton	0.26	1992 & 1994
Chippewa	0.71	1999
Clay	5.00	1993 & 1997
Clearwater	0.60	1997
Dodge	0.07	1994
Douglas	1.90	1992
Faribault	2.54	1993
Hennepin	4.63	1994, 96 & 97
Hubbard	0.52	1996 & 1997
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	0.20	1993
Kittson	1.33	1998 & 1999
Koochiching	0.45	1994, 95 & 98
Lake	1.10	1998
Lincoln	0.70	1996
McLeod	0.30	1997
Mille Lacs	1.10	1992
Nicollet	0.33	1997
Nobles	0.07	1997
Norman	1.00	1997
Olmsted	0.73	1997 & 1998
Otter Tail	0.06	1998
Pennington	1.81	1995 & 1999
Pipestone	0.10	1996
Polk	1.50	1997
Ramsey	3.97	1995, 96, 98 & 99
Red Lake	0.50	1994
Redwood	0.20	1995
Renville	2.75	1992, 96, 97 & 99
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
Todd	4.28	1999
Wabasha	0.42	1993 & 1998
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Wright	0.04	1997
Yellow Medicine	0.68	1993 & 1995
Total	48.58	

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

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# 1999 COUNTY SCREENING BOARD DATA

October, 1999

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

Dakota County CSAH Mileage (1/98)	283.78
Requested Revocations (6/98)	(2.58)
Requested Additions (6/98)	66.58
Screening Board Denial of CSAH 81, 79, 96 & Part 28 addition (6/98)	(18.75)
Banked Mileage (6/98)	(8.19)
Revocation of CSAH 9 (in Progress)	(1.31)
<b>TOTAL</b>	<b>319.53</b>

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1998	Beginning Balance	0.00	283.78	283.78
06/1998	Banked Mileage	(8.19)	283.78	275.59



# 1999 COUNTY SCREENING BOARD DATA

October, 1999

## 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)
<b>TOTAL</b>	<b>227.56</b>

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending 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 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 instead of realigned route after construction.)			

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).

# 1999 COUNTY SCREENING BOARD DATA

October, 1999

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

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	201.54	201.54
06/1996	Banked Mileage	(1.21)	201.54	200.33
01/08/97	Rev. 33, Ext. 5, 8, 13, 17, 19 & 24	17.35	200.33	217.68
09/15/97	Revoke Portion 36	(1.17)	217.68	216.51
12/16/98	Revoke 30, 31 & 32	(3.02)	216.51	213.49

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



## This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

# STATE PARK ROAD ACCOUNT



**1999 COUNTY SCREENING BOARD DATA**  
**October, 1999**

**State Park Road Account**

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

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

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

# REFERENCE MATERIAL



# 1999 COUNTY SCREENING BOARD DATA

OCTOBER, 1999

## C.S.A.H. 20-Year Traffic Projection Factors (For Use in the 1999 C.S.A.H. Needs Study)

The map on the following page indicates the 20-year traffic projection factors used for the 1999 Needs Study.

For those counties whose traffic was counted in 1998 and for which we have received traffic maps, two factors are shown. The first factor is the one used in the 1998 Needs Study and the second one was computed using 1998 traffic and has been used to update the 1999 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 1998 and we have received new traffic maps.

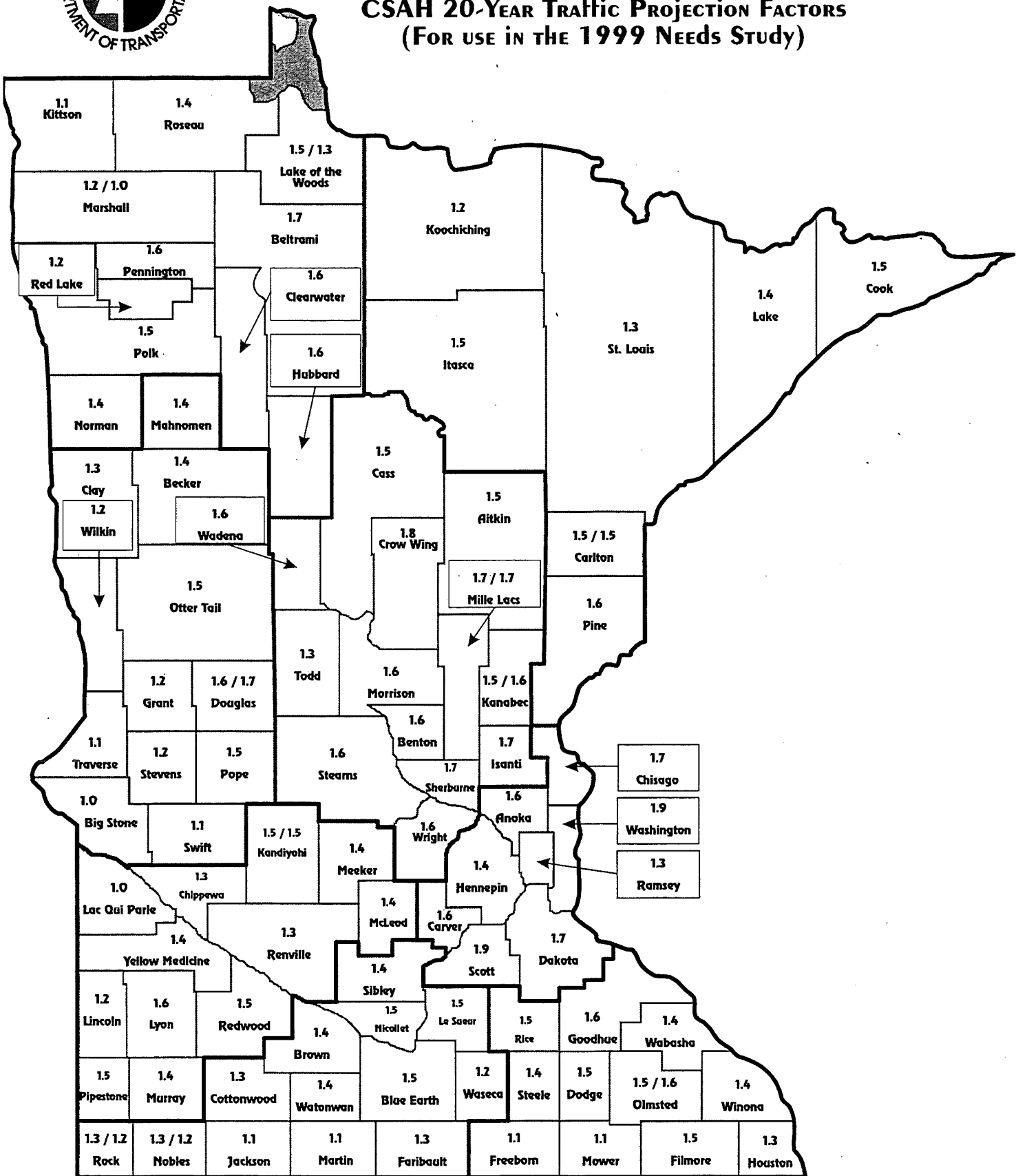
Carlton	Lake of the Woods	Olmsted
Douglas	Marshall	Rock
Kanabec	Mille Lacs	
Kandiyohi	Nobles	

The following counties (all Metro) had traffic counted in 1998 but updated traffic maps have not been received by the needs unit.

Anoka	Hennepin	Scott
Carver	Ramsey	Washington
Dakota		



**1999 COUNTY SCREENING BOARD DATA**  
**OCTOBER, 1999**  
**CSAH 20-YEAR TRAFFIC PROJECTION FACTORS**  
**(FOR USE IN THE 1999 NEEDS STUDY)**



**Old and new factors are shown for those counties whose traffic was counted in 1998 and for which the Needs Unit has received updated traffic maps.**



# 1999 County Screening Board Data

October, 1999

## 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
Total 1998 Advance/Repaid in 1999 - \$22,849,960

### 1999 SUMMARY TO DATE (Sept. 7,1999)

County	Resolution \$	\$'s Actually Reserved
Anoka	\$2,689,791	\$621,719
Becker	1,800,000	1,800,000
Cass	2,525,811	226,818
Fillmore	2,500,000	2,500,000
Hubbard	950,000	950,000
Itasca	3,656,963	3,325,102
Kandiyohi	51,556	44,334
Kittson	200,000	0
LeSueur	928,000	495,183
Lincoln	492,377	492,377
Mahnomen	816,000	125,000

<b>County</b>	<b>Resolution \$</b>	<b>\$'s Actually Reserved</b>
Martin	1,450,000	997,344
McLeod	1,500,000	1,481,141
Nobles	500,000	0
Olmsted	2,030,000	447,000
Otter Tail	2,764,274	0
Pennington	295,236	295,236
Pope	1,280,000	706,161
Red Lake	900,000	312,859
Redwood	600,000	600,000
Rice	782,700	782,700
Roseau	1,500,000	1,105,000
St. Louis	6,000,000	1,577,580
Wadena	120,000	120,000
Washington	1,310,000	232,000
Watsonwan	150,000	51,714
Wilkin	400,000	396,221
Winona	500,000	0
THTB Advance*	17,734,070	11,734,070
<b>TOTAL</b>	<b>\$56,426,778</b>	<b>\$31,419,559</b>

\* This advance was made in 1997. The First installment of the repayment (\$6 million) was made in 1999.

The maximum allowable to be advanced in 1999 is \$62,958,200.

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MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING  
JUNE 3 AND 4, 1999  
MADDENS RESORT, BRAINERD

Chairman, Mitch Rasmussen, Rice County Engineer called the meeting to order at 1:00 p.m., June 3, 1999.

**ATTENDANCE**

Roll call of members:

Lee Engstrom, Itasca	District 1
Mick Alm, Norman	District 2
Rich Heilman, Isanti	District 3
Merle Earley, Stevens & Traverse	District 4
Mic Dahlberg, Chisago	Metro East
Mitch Rasmussen, Rice	District 6
Jeff Blue, Waseca	District 7
Rick Kjonaas, McLeod	District 8
Roger Gustafson, Carver	Metro West
Jon Olson, Anoka	Urban
Don Theisen, Dakota	Urban
Vern Genzlinger, Hennepin	Urban
Dan Solar, Ramsey	Urban
Dick Hansen, St. Louis	Urban
Don Wisniewski, Washington	Urban

Chairman Mitch Rasmussen asked for a motion to approve the October 28 and October 29, 1998 Screening Board Minutes held at Arrowwood Resort near Alexandria. Motion by Don Wisniewski, seconded by Rick Kjonaas, motion passed unanimously.

Roll call of MnDOT personnel:

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
Greg Paulson	District 6 State Aid Engineer
Doug Haeder (not present)	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Bob Brown	Metro Division State Aid Engineer
Patti Loken	Metro Division State Aid

Chairman Mitch Rasmussen recognized Jack Cousins, Clay County, the chairman of the General Subcommittee and the other representatives, Roger Gustafson, Carver County and Rick Kjonaas, McLeod County, of the General Subcommittee

Chairman Mitch Rasmussen recognized the following alternates and other engineers in attendance:

John Stieben, Pine	District 1
Tara Ratzlaff, Red Lake	District 2
Doug Weiszhaar, Stearns	District 3 (not present)
Dave Robley, Douglas	District 4
Brad Larson, Scott	Metro West (not present)
Dave Rholl, Winona	District 6
Mark Sehr, Rock	District 7
Barry Anderson, Yellow Medicine	District 8

Others in attendance were:

Doug Grindall, Koochiching	District 1
Wayne Olson, Carlton	District 1
Chuck Schmit, Cook	District 1
Russ Larson, Wadena	District 3
Duane Blanck, Crow Wing	District 3
Wayne Fingalson, Wright	District 3
John Welle, Aitkin	District 3
Luke Hagen, Swift	District 4
Mike Sheehan, Olmsted	District 6
Gene Ullring, Fillmore	District 6
Steve Kubista, Chippewa	District 8
Gordon Regenscheid, Meeker	District 8
Cheri Trendera	U of M, Director of T <sup>2</sup>
Pat Murphy	Retired State Aid Engineer

### **ELECTION OF VICE-CHAIRMAN**

Chairman Mitch Rasmussen asked for Vice Chairman nominations, Don Wisniewski nominated Don Theisen, Dick Hansen seconded the motion. Roger Gustafson nominated Jeff Blue, Rich Heilman seconded the motion. Paper ballots were preferred and handed out, Don Theisen was elected to be Vice Chairman, congratulations Don.

### **REVIEW OF SCREENING BOARD REPORT**

Chairman Mitch Rasmussen asked Ken Hoeschen to review the screening board book. Ken reviewed the report which he has previously done out in all the Districts. Chairman Mitch Rasmussen suggested that any action taken on the report should wait until June 4, 1999.

- 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 decreases were about \$0.44 due to inflation factors and using this years 5 year averages.

The other C.S.A.H. roadway unit prices were figured using the increment method to determine each county's unit prices. Subbase unit prices were recommended to be the same as gravel base due to the small number of projects involved and the unrealistic price that was generated. For concrete, they recommended using the same formula as before, so every county has the same price for concrete.

Most of the C.S.A.H. miscellaneous unit prices were figured using recommended Mn/DOT prices. Storm Sewer prices were taken from Mn/DOT's estimating section and they went up a little from last year. Curb and Gutter was taken from the MSAS subcommittee report and went up \$0.20 per foot. Bridge prices stayed the same except for some minor changes. Railroad crossing protection also went up some from last year.

C) Mileage Requests - Pages 17-24

There were no mileage requests.

Historical documentation for the Washington County and Scott County CSAH mileage requests is shown on pages 23 & 24 only as information.

D) State Park Road Account - Pages 26-40

Ken Hoeschen discussed the Aitkin County request for approximately \$ 95,000 to supplement their Federal-Aid portion for improvements to CSAH 14 leading into Savanna State Park.

Ken Hoeschen discussed the Kittson County request for approximately \$ 150,000 for improvements to CSAH 28 entering Lake Bronson State Park.

Ken Hoeschen discussed the St. Louis County request for approximately \$ 120,000 for improvements to intersection of CSAH 65 & CR 915 entering McCarthy Beach State Park.

## **REFERENCE MATERIAL**

1) **Needs Adjustments for Variances Granted on CSAHs**

Ken Hoeschen discussed the variance adjustments on page 52. 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 build.

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 53.

Ken Hoeschen touched on the following three items reviewed by the CSAH General Subcommittee:

- I. The new rural geometric design standards will alter the shoulder width at the new ADT intervals and the tonnage design for 9 ton and 10 ton.
- II. The next item discussed was the change in Minnesota Statutes which allows the use of State Aid bond money to be used for the construction of maintenance facilities. This item generated a considerable amount of discussion for and against the General Subcommittee's recommendations. The rationale for their recommendation was if you were not reducing your needs with the use of construction money then you should be willing to take some sort of reduction on your needs. Mike Pinsonneault was asked what the rules were for spending money on maintenance facilities, he stated that it is reviewed on a case by case project because all the requests have been quite different.
- III. The last item looked at was the adoption of a reconditioning standard in the rules which permits rehabilitation or replacement of the pavement etc. down to the subgrade and how should this be addressed in the needs study.

Ken Hoeschen touched on the material that was handed out at the District meetings. One was the resolution found on page 81 "Right of Way – Oct. 1979" and the proposed right of way widths. Now we use after the fact right of way needs so this resolution is no longer needed, so it is State Aid's recommendation to remove this resolution from the book.

Ken Hoeschen discussed the State Aid payback procedure suggested rules change and whether or not they should try and include this in with the rule changes from metric back to english.

Ken Hoeschen asked if any other items discussed previously could be brought up now for discussion. Rick Kjonaas stated that District 8 was wondering if the cost of Railroad Crossing repair could be look at to possibly be included into the after the fact needs. Ken Straus stated that MSAS includes railroad-crossing costs in the needs.

Dick Hansen wanted to know the status of the county road needs study. Ken reviewed the results of the county survey and the results as handed out. This possibly could be developed into a needs study similar to the County State Aid Needs Study.

Khani Sahebjam discussed and reviewed the Town Bridge Account Management handout that was reviewed at each District meeting. He is suggesting some possible changes to the Town Bridge Account and how those monies are spent and distributed.

Roger Gustafson asked if the item of Mn/DOT selling Truck Highways to the counties be explained and what happens to the money given to the county.

Chairman Mitch Rasmussen asked for a motion to recess the meeting until June 4, 1999, motion by Don Theisen, seconded by Mick Alm and carried.

The meeting reconvened at 8:30 a.m. June 4, 1999 with all members present.

Chairman Mitch Rasmussen started the meeting with action on the Screening Board Report , identifying the items from the index.

#### **ACTION ON SCREENING BOOK**

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

Motion by Lee Engstrom, seconded by Mick Alm, motion carried to accept the unit price recommendations.

B) **Mileage Requests, Pages 17-24**

There were no mileage requests.

C) **State Park Road Account, Pages 25-40**

Chairman Mitch Rasmussen asked if anyone wanted to make a motion approving the Aitkin County request for State Park Road Account funds. Motion by Dick Hansen, seconded by Merle Earley, motion carried unanimously.

Chairman Mitch Rasmussen asked if anyone wanted to make a motion approving the Kittson County request for State Park Road Account funds. Motion by Mick Alm, seconded by Rich Heilman, motion carried unanimously.

Chairman Mitch Rasmussen asked if anyone wanted to make a motion approving the St. Louis County request for State Park Road Account funds. Motion by Don Wisniewski, seconded by Rick Kjonaas, motion carried unanimously.

D) Reference Material

Chairman Mitch Rasmussen asked for a motion to approve the Needs Adjustments for Variances Granted on CSAHs, motion by Don Theisen, seconded by Vern Genzlinger, motion carried.

Chairman Mitch Rasmussen addressed the items discussed on Thursday, one was the request to remove the resolution from the book on page 81 dealing with right of way widths. Motion by Dick Hansen to the resolution as recommended by State Aid, seconded by Mick Alm, motion carried.

Chairman Mitch Rasmussen addressed the items reviewed by the General Subcommittee, the first item was concerning the new rural geometric design standards and how they will be addressed in the needs study. Motion by Roger Gustafson to accept the General Subcommittee's recommendation, seconded by Lee Engstrom motion carried with minor discussion. The next item reviewed was the allowed use of State Aid bond money to be used for the construction of maintenance facilities. Jack Cousins, the chairman of the General Subcommittee, commented that he felt the recommended needs adjustment was not excessive based on other needs reductions and he felt that some adjustment should be in place to reduce your needs. Motion by Rick Kjonaas to accept the General Subcommittee's recommendation, seconded by Mick Alm. Members gave their comments against the motion explaining that buildings are necessary to carry out the everyday functions of our departments. Members also talked in favor of the motion, feeling that it is important to keep this spending control so we don't possibly lose money in the future for road building purposes. Vote was called for and the motion failed. Jeff Blue made a motion *"That these maintenance facility type of projects be excluded from the Bond Account adjustment procedure the same as bituminous overlay and concrete joint repair projects are excluded"*, seconded by Vern Genzlinger, members discussed the fact there should be some penalty or adjustment. Vote was called for and the motion carried. The last item reviewed was the reconditioning standard in the rules which "permits rehabilitation or replacement of the pavement etc. down to the subgrade" and how this should be handled in the CSAH needs study. Motion by Dick Hansen to accept the recommendation by the General Subcommittee on both items, seconded by Merle Early, with no discussion, the motion carried.

Chairman Mitch Rasmussen thanked Jack Cousins for serving on the General Subcommittee for five years and the fine job he has done.

Mike Pinsonneault had no comments except he wanted to recognize Ken Straus, who will be retiring July 7, 1999, for his hard work as the Manager for the Municipal State Aid Needs Unit, congratulations Ken.

The next meeting will be in October; location and date yet to be determined. Merle Earley moved and Vern Genzlinger seconded a motion to adjourn. Motion carried.

Respectively Submitted,



David A. Olsonawski  
Screening Board Secretary  
Hubbard County Engineer

dmg/wp51/scmin99

# MINUTES OF THE CSAH GENERAL SUBCOMMITTEE MEETING

September 23, 1999

The meeting was called to order by Chairman Rick Kjonaas at 10:30 A.M., September 23, 1999 at the Transportation Building, Room 464, St. Paul, Minnesota.

Members present:	Rick Kjonaas , Chairman	McLeod County
	Roger Gustafson	Carver County
	Wayne Fingalson	Wright County

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

The General Subcommittee was asked by the Screening Board Chairman to discuss two issues.

The first was the recent legislation which enables counties to sell state aid bonds for the construction of Maintenance facilities. Since the repayment of the principal on State Aid bonds comes from the state aid construction account, essentially this legislation allows the use of construction dollars to build maintenance buildings. There was concern expressed by several county engineers that the use of construction dollars would not reduce "needs" and therefore, some sort of needs adjustment should be applied. The General Subcommittee discussed this in great detail at their meeting in April and made a recommendation to the Screening Board in June of this year. The recommendation was to apply a 10 year needs deduction to counties which use state aid construction dollars for constructing maintenance facilities.

Even though the Screening Board voted the Subcommittees recommendation down, the chairman requested the General Subcommittee to revisit the issue before the Fall, 1999 Meeting. The Subcommittee discussed the issue thoroughly with the following concerns being aired:

- ✓ Construction money and the needs system is an important concept to our way of doing business.
- ✓ Perhaps the use of maintenance dollars being used to pay interest on bonds is enough of a penalty.
- ✓ Does Screening Board have authority to apply needs deduction to a use permitted by statute?
- ✓ This is not an urban/rural issue.
- ✓ Minimum counties would not be affected by a needs deduction.
- ✓ Would original recommendation be more acceptable if the number of years of needs deduction were reduced from ten to ????

Even though the makeup of the Subcommittee was changed, the concept of the original recommendation remains and the Subcommittee continues to be divided on this issue.



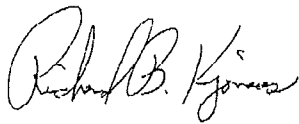
The second issue the Subcommittee was asked to look at was if MN/DOT asks a county to take over a Trunk Highway and simply gives the county a lump sum amount of MN/DOT dollars; could these dollars be considered local money and be used as "Credit for Local Effort" on a state aid project? Some of the discussion items were:

- ✓ County would earn complete needs on old Trunk Highway.
- ✓ Would a needs deduction be for the entire dollar amount received??
- ✓ Is the lump sum dollar amount from MN/DOT's 62% of the Highway User Fund?
- ✓ Lump sum dollars received should be spent on County State Aid System. To insure this happening, could MN/DOT dollars be mandated to be put into the county's state aid construction account?? Once money is put into the county board hands, it becomes local dollars.

The Subcommittee will be attending the Screening Board meeting to review their discussions if necessary.

The meeting adjourned at 12:50 P.M.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Rick B. Kjonaas".

Rick Kjonaas, Chariman

Goul1dia\WORD\MINUTES GENSUB99FALL

## **CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD**

*July, 1999*

**BE IT RESOLVED:**

### **ADMINISTRATIVE**

#### **Improper Needs Report - Oct. 1961 (Rev. Jan. 1969)**

*That the Office of State Aid and the District State Aid Engineer be requested to recommend an adjustment in the needs reporting whenever there is reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Board with a copy to the county engineer involved.*

#### **Type of Needs Study - Oct. 1961 (Rev. June 1965)**

*That the Screening Board shall, from time to time, make recommendations to the Commissioner of Transportation as to the extent and type of needs study to be subsequently made on the County State Aid Highway System consistent with the requirements of law.*

#### **Appearance at Screening Board - Oct. 1962**

*That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment Amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the Commissioner of Transportation through proper channels. The Commissioner shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons to appear before the Screening Board for discussion purposes.*

#### **Construction Cut Off Date - Oct. 1962 (Rev. June 1983)**

*That for the purpose of measuring the needs of the County State Aid Highway System, the annual cut off date for recording construction accomplishments based upon the project letting date shall be December 31.*

#### **Screening Board Vice-chairman - June 1968**

*That at the first County Screening Board meeting held each year, a Vice-chairman shall be elected and he shall serve in that capacity until the following year when he shall succeed to the chairmanship.*

**Screening Board Meeting Dates and Locations - June, 1996**

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

**Screening Board Secretary - Oct. 1961**

*That, annually, the Commissioner of Transportation may be requested to appoint a secretary, upon recommendation of the County Highway Engineers' Association, as a non-voting member of the County Screening Board for the purpose of recording all Screening Board actions.*

**Research Account - Oct. 1961**

*That the Screening Board annually consider setting aside a reasonable amount of County State Aid Highway Funds for the Research Account to continue local road research activity.*

**Annual District Meeting - Oct. 1963 (Rev. June 1985)**

*That the District State Aid Engineer call a minimum of one district meeting annually at the request of the District Screening Board Representative to review needs for consistency of reporting.*

**General Subcommittee - Oct. 1986 (Rev. June, 1996)**

*That the Screening Board Chairman appoint a Subcommittee to annually study all unit prices and variations thereof, and to make recommendations to the Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years, and representing the north (Districts 1, 2, 3 and 4), the south (Districts 6, 7 and 8) and the metro area of the state. Subsequent terms will be for three years.*

**Mileage Subcommittee - Jan. 1989(Rev. June, 1996)**

*That the Screening Board Chairman appoint a Subcommittee to review all additional mileage requests submitted and to make recommendations on these requests to the County Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years and representing the metro, the north (Districts 1, 2, 3 and 4) and the south area (Districts 6, 7 and 8) of the state respectively. Subsequent terms will be for three years and appointments will be made after each year's Fall Screening Board Meeting. Mileage requests must be in the District State Aid Engineer's Office by April 1 to be considered at the spring meeting and by August 1 to be considered at the fall meeting.*

**Guidelines For Advancement of County State Aid Construction Funds From The General CSAH Construction Account - October, 1995 (Latest Rev. October, 1998)**

- 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 \$40 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 \$40 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.*

**Bond Adjustment - Oct. 1962 (Latest Rev. June, 1999)**

*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 resurfacing projects, concrete joint repair projects, reconditioning projects or maintenance facility construction projects. That this adjustment, which covers the amortization period, which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.*

**County State Aid Construction Fund Balances - May 1975 (Latest Rev. October 1996)**

*That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as December 31 of the current year; not including the current year's regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000, whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisition which is being actively engaged in or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.*

**Needs Credit for Local Effort - Oct. 1989 (Latest Rev. 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.*

**Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. Oct. 1985)**

*The CSAH construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs shall be restricted to 20 percentage points greater than or lesser than the statewide average percent change from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs. Any needs restriction determined by this Resolution shall be made to the regular account of the county involved.*

**Trunk Highway Turnback - June 1965 (Latest Rev. June 1996)**

*That any Trunk Highway Turnback which reverts directly to the county and becomes part of the State Aid Highway System shall not have its construction needs considered in the money needs apportionment determination as long as the former Trunk Highway is fully eligible for 100 percent construction payment from the County Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation of the county imposed by the Turnback shall be computed on the basis of the current year's apportionment data and the existing traffic, and shall be accomplished in the following manner:*

Existing ADT    Turnback Maintenance/Lane Mile/Lane

0 - 999 VPD    Current lane mileage apportionment/lane

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

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

**Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:**

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

### *Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:*

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

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

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

### **MILEAGE**

#### **Mileage Limitation - Oct. 1961 (Latest Rev. Oct. 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.*

**Non-existing County State Aid Highway Designations - Oct. 1990 - (Latest Rev. Oct. 1992)**

*That all counties which have non-existing CSAH designations, that have drawn needs for 10 years or more, have until December 1, 1992 to either remove them from their CSAH system or to let a contract for the construction of the roadway, or incorporate the route in a transportation plan adopted by the County and approved by the District State Aid Engineer. After that date, any non-existing CSAH designation not a part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years or until constructed.*

## **TRAFFIC**

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

*That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles from the last four traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any specific segments where conditions warrant, with the approval of the District State Aid Engineer.*

*Because of the limited number of CSAH's counted in the metro area under a "System 70" procedure used in the mid-1970's, those "System 70" count years shall not be used in the least squares traffic projection. Count years which show representative traffic figures for the majority of their CSAH system will be used until the "System 70" count years drop off the twelve year minimum period mentioned previously.*

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

*Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.*

### **Minimum Requirements - Oct. 1963 (Rev. June 1985)**

*That the minimum requirements for 4 - 12 foot traffic lanes be established as 5,000 projected vehicles per day for rural design and 7,000 for urban design. Traffic projections of over 20,000 vehicles per day for urban design will be the minimum requirements for 6 - 12 foot lanes. The use of these multiple-lane designs in the needs study, however, must be requested by the county engineer and approved by the District State Aid Engineer.*

## **ROAD NEEDS**

### **Method of Study - Oct. 1961 (Rev. Nov. 1965)**

*That, except as otherwise specifically provided, the Manual of Instruction for Completion of Data Sheets shall provide the format for estimating needs on the County State Aid Highway System.*

**Soil - Oct. 1961 (Latest Rev. June 1985)**

*Soil classifications established using a U.S. Soil Conservation Service Soil Map must have supporting verification using standard testing procedures; such as soil borings or other approved testing methods. A minimum of ten percent of the mileage requested to be changed must be tested at the rate of ten tests per mile.*

*The mileage to be tested and the method to be used shall be approved by the District State Aid Engineer. Soil classifications established by using standard testing procedures, such as soil borings or other approved testing methods, shall have one hundred percent of the mileage requested to be changed tested at the rate of ten tests per mile.*

*All soil classification determinations must be approved by the District State Aid Engineer.*

**Unit Costs - Oct. 1961 (Rev. Nov. 1965)**

*That the unit costs for base, surface and shouldering quantities obtained from the 5-Year Average Construction Cost Study and approved by the Screening Board shall be used for estimating needs.*

**Design - Oct. 1961 (Latest Rev. June 1982)**

*That all roads be divided into proper segments and the highest estimated ADT, consistent with adjoining segments, be used in determining the design geometrics for needs study purposes.*

*Also, that for all roads which qualify for needs in excess of additional surfacing, the proposed needs shall be based solely on projected traffic, regardless of existing surface types or geometrics.*

*And, that for all roads which are considered adequate in the needs study, additional surfacing and shouldering needs shall be based on existing geometrics but not greater than the widths allowed by the State Aid Design Standards currently in force.*

**Grading - Oct. 1961 (Rev. June, 1988)**

*That all grading costs shall be determined by the county engineer's estimated cost per mile.*

### Rural Design Grade Widening - June 1980

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

#### 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.*

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

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

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

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

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

*That any complete grading accomplishments be considered as complete grading construction of the affected roadway and grading needs shall be excluded for a period of 25 years from the project letting date or date of force account agreement.*

*At the end of the 25-year period, needs for complete reconstruction of the roadway will be reinstated in the needs study at the initiative of the County Engineer with costs established and justified by the County Engineer and approved by the State Aid Engineer.*

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

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

*The restrictions above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the County Engineer, and justification to the satisfaction of the State*

Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

**Special Resurfacing and Reconditioning Projects - May 1967 (Latest Rev. June 1999)**

*That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules Chapter 8820.0100 Subp. 13b 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, projects covered by this resolution shall be defined as those projects which have ~~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~~ are 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 (REMOVED JUNE, 1999)**

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

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

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

**Loops and Ramps - May 1966**

*That any county may include the cost of loops and ramps in the needs study with the approval of the District State Aid Engineer.*

**BRIDGE NEEDS**

**Bridge Widening - April 1964 (Latest Rev. June 1985)**

*That the minimum bridge widening be 4 feet.*

**Bridge Cost Limitations - July 1976 (Rev. Oct. 1986)**

*That the total needs of the Minnesota River bridge between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by*

*Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference shall be added to the 25-year needs of the respective counties for a period of 15 years.*

**AFTER THE FACT NEEDS**

**Bridge Deck Rehabilitation - Dec. 1982 (Latest Rev. Oct. 1992)**

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

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

*That needs for Right-of-Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made and the documentation has been submitted and shall be comprised of actual monies paid to property owners with local or State Aid funds. Only those Right of Way costs actually incurred will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.*

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

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

**Mn/DOT Bridges - June, 1997**

*That, Needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement costs actually incurred will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.*

**VARIANCES**

**Variance Subcommittee - June 1984**

*That a Variance Subcommittee be appointed to develop guidelines for use in making needs adjustments for variances granted on County State Aid Highways.*

**Guidelines for Needs Adjustments on Variances Granted - June 1985 (Latest Rev. June 1989)**

*That the following guidelines be used to determine needs adjustments due to variances granted on County State Aid Highways:*

- 1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.*
- 2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.*

- Examples:*
- a) Segments whose needs are limited to the center 24 feet.*
  - b) Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).*

- 3) *Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.*
- a) *The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.*
  - b) *The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.*
  - c) *In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.*
- 4) *Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.*
- 5) *On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical needs calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.*
- Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.*
- 6) *On resurfacing projects, the needs deduction for bridge width variances shall be the difference between theoretical needs based on the width of the bridge which could be left in place and the width of the bridge actually left in place. This difference shall be computed to cover a ten year period and will be applied cumulatively in a one year deduction.*
- Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.*



- 7) *There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.*
- 8) *No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.*
- 9) *Those variances requesting acceptance of pavement strength less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard*

*pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.*