2004
COUNTY SCREENING BOARD DATA

OCTOBER, 2004

Minnesota Department of Transportation

Memo

State Aid for Local Transportation
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Date: **September 28, 2004**

To: County Engineers
District State Aid Engineers

From: Diane Gould, Manager
County State Aid Highway Needs Unit

Subject: County Engineers' Screening Board Report

Enclosed is a copy of the 2004 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 20-21, 2004 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 2005 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.

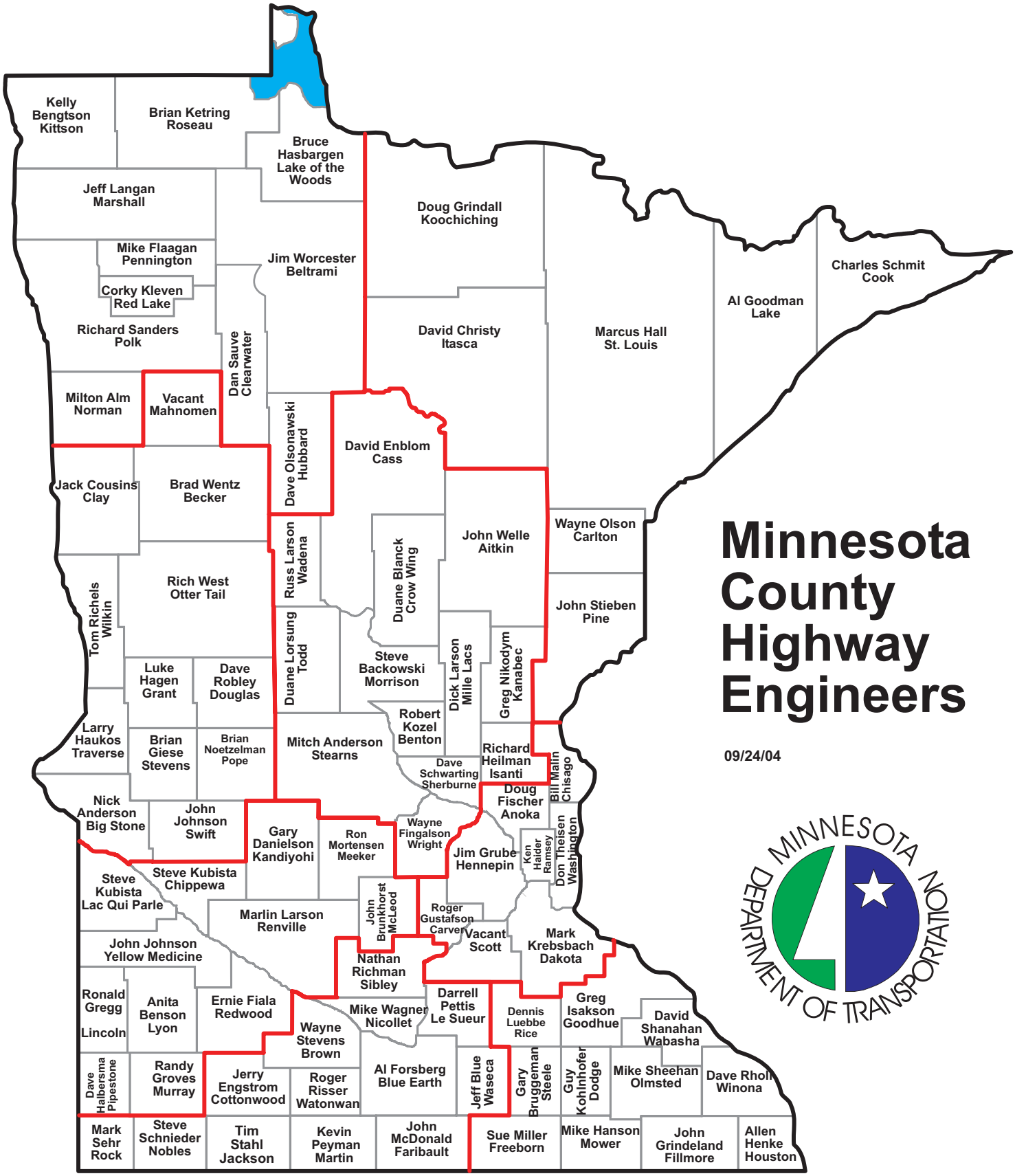
This presentation has only preliminary figures. The final determination of the apportionment will be made in January by the Commissioner with the assistance of the recommendations of the County Screening Board.

If you wish to obtain more copies of this report you can do so from our website: http://www.dot.state.mn.us/stateaid/res_csah_books.html.

Enclosure: County Screening Board Report

Minnesota County Highway Engineers

09/24/04



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2004 COUNTY SCREENING BOARD

Al Goodman	(03-04)	-	Lake County	-	District 1
Kelly Bengtson	(04-05)	-	Kittson County	-	District 2
Russ Larson	(03-04)	-	Wadena County	-	District 3
Larry Haukos	(04-05)	-	Traverse County	-	District 4
Bill Malin	(02-05)	-	Chisago County	-	Metro East
Roger Gustafson	(04-07)	-	Carver County	-	Metro West
Allen Henke	(04-05)	-	Houston County	-	District 6
Nathan Richman	(03-04)	-	Sibley County	-	District 7
Steve Kubista	(04-05)	-	Chippewa County	-	District 8
Doug Fischer	Permanent	-	Anoka County	-	Urban
Mark Krebsbach	Permanent	-	Dakota County	-	Urban
Jim Grube	Permanent	-	Hennepin County	-	Urban
Ken Haider	Permanent	-	Ramsey County	-	Urban
Marcus Hall	Permanent	-	St. Louis County	-	Urban
Don Theisen	Permanent	-	Washington County	-	Urban
Dave Olsonawski, Secretary		-	Hubbard County		

2004 SCREENING BOARD ALTERNATES

Chuck Schmidt	-	Cook County	District 1
Dan Sauve	-	Clearwater County	District 2
Mitch Anderson	-	Stearns County	District 3
Brad Wentz	-	Becker County	District 4
Greg Ilkka	-	Acting Scott County	Metro
Dennis Luebbe	-	Rice County	District 6
Wayne Stevens	-	Brown County	District 7
Randy Groves	-	Murray County	District 8

2004 CSAH GENERAL SUBCOMMITTEE

Rich Heilman, Chairman	(June, 05)	-	Isanti County
Dave Rholl	(June, 06)	-	Winona County
Douglas Fischer	(June, 07)	-	Anoka County

2004 CSAH MILEAGE SUBCOMMITTEE

Ken Haider, Chairman	(Oct., 04)	-	Ramsey county
Rick West	(Oct., 05)	-	Otter Tail County
John Brunkhorst	(Oct., 06)	-	McLeod County

CSAH VARIANCE SUBCOMMITTEE

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

N\CSAH\Book\Fall 2004\Screening Bd Members

C.S.A.H. Mileage, Needs and Apportionment 1958 through 2005

October, 2004

The following information listed below is presented as historical data for the 47 years of county state aid apportionments and preliminary data for the 48th year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,420 miles of which almost 980 miles can be attributed to the turnback law which was enacted in 1965. Since 1958 needs have increased substantially due to revised design standards, increasing traffic, and ever rising construction costs.

The apportionment for 2005 is estimated to be approximately $358 million (the same as for 2004). 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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C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2005

October, 2004

Year	Mileage	Basic 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Money Needs Apport	Apportionment Per $1000 of Adjusted Needs	
1958	29,003.30	$705,318,817	$23,895,255				
1959	29,128.00	792,766,387	26,520,631				
1960	29,109.15	781,163,725	26,986,118				
1961	29,177.31	881,168,466	29,195,071				
1962	29,183.50	836,684,473	28,398,346				
1963	29,206.63	812,379,561	30,058,060				
1964	29,250.40	844,850,828	34,655,816				
1965	29,285.26	1,096,704,147	35,639,932				
1966	29,430.36	961,713,095	36,393,775				
1967	29,518.48	956,436,709	39,056,521	$956,436,709	$19,528,261	$20.42	
1968	29,614.63	920,824,895	45,244,948	925,268,781	22,622,474	24.45	
1969	29,671.50	907,383,704	47,316,647	910,649,082	23,658,323	25.98	
1970	29,732.84	871,363,426	51,248,592	871,363,426	25,624,296	29.41	
1971	29,763.66	872,716,257	56,306,623	872,716,257	28,153,312	32.26	
1972	29,814.83	978,175,117	56,579,342	985,471,441	28,289,691	28.71	
1973	29,806.67	1,153,027,326	56,666,390	1,154,838,282	28,333,195	24.53	
1974	29,807.37	1,220,857,594	67,556,282	1,220,436,874	33,778,141	27.68	
1975	29,857.90	1,570,593,707	69,460,645	1,596,084,465	34,730,323	21.76	
1976	29,905.06	1,876,982,838	68,892,738	1,853,364,975	34,446,369	18.59	
1977	29,929.57	2,014,158,273	84,221,382	1,995,381,940	42,110,691	21.10	
1978	29,952.03	1,886,535,596	86,001,153	1,863,226,307	43,000,577	23.08	
1979	30,008.47	1,964,328,702	93,482,005	1,934,116,556	46,741,003	24.17	
1980	30,008.25	2,210,694,426	100,581,191	2,193,295,678	50,290,596	22.93	
1981	30,072.55	2,524,102,659	104,003,792	2,492,190,699	52,001,896	20.87	
1982	30,086.79	2,934,808,695	122,909,078	2,910,643,326	61,454,539	21.11	
1983	30,084.16	3,269,243,767	127,310,171	3,171,578,527	63,655,086	20.07	
1984	30,087.24	3,363,921,407	143,696,365	3,315,431,920	71,848,183	21.67	
1985	30,089.03	3,628,382,077	171,133,770	3,742,822,880	85,566,885	22.86	
1986	30,095.37	4,742,570,129	176,412,995	4,658,153,549	88,206,498	18.94	
1987	30,095.26	4,656,668,402	169,035,460	4,595,651,198	84,588,456	18.41	
1988	30,101.37	4,694,034,188	176,956,052	4,547,152,346	88,528,717	19.47	
1989	30,119.91	4,801,166,017	224,066,256	4,752,045,566	112,048,340	23.58	
1990	30,139.52	4,710,422,098	234,971,125	4,710,965,075	117,502,985	24.94	
1991	30,144.88	4,905,899,327	228,425,033	4,927,846,604	114,216,993	23.18	
1992	30,142.84	4,965,601,700	244,754,252	5,010,500,884	122,385,406	24.43	
1993	30,130.03	5,231,566,081	244,499,683	5,358,303,906	122,276,603	22.82	
1994	30,149.73	5,313,983,542	245,557,356	5,549,564,545	122,789,429	22.13	
1995	30,200.17	5,390,579,832	249,926,147	5,738,251,809	124,963,096	21.78	
1996	30,212.15	5,472,714,828	278,383,078	5,926,763,133	139,191,538	23.49	
1997	30,272.41	5,775,789,344	280,824,171	6,341,979,229	140,412,086	22.14	
1998	30,289.09	5,767,000,396	293,510,766	6,483,139,948	146,755,383	22.64	
1999	30,322.88	6,221,807,797	310,854,283	6,989,213,942	155,427,142	22.24	
2000	30,328.79	6,211,014,218	327,806,772	7,054,661,571	163,903,386	23.23	
2001	30,356.26	6,480,813,015	342,079,509	7,372,660,405	171,039,754	23.19	
2002	30,365.98	6,672,655,716	356,235,225	7,649,465,287	178,117,612	23.28	
2003	30,386.86	6,948,696,768	335,646,516	8,034,749,831	167,823,257	20.89	
2004	30,401.58	7,421,208,589	358,461,318	8,690,667,118	179,230,659	20.62	
2005	30,427.62 *	7,768,067,132	**$358,461,318**	**$9,094,227,284**	**$179,230,659**	**$19.71**	**Estimated**

*** Does not include 2004 Trunk Highway Turn Back Mileage**

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Comparison of the Basic 2003 to the Basic 2004 25-Year Construction Needs

October, 2004

The following tabulation indicates the various stages of the 2004 update of the C.S.A.H. Needs Study and shows the needs effect each phase produced.

Normal Update -- Reflects the needs changes due to 2003 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1978 or earlier are eligible for complete needs. Also, any bridges built prior to 1968 are eligible for reconstruction needs. This changes several counties' needs considerably.

2003 Traffic & Factor Update -- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2003 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:

Anoka	Grant	Pennington	Sibley
Beltrami	Hennepin	Pope	Stearns
Benton	Houston	Ramsey	Steele
Carver	Isanti	Red Lake	Wabasha
Chisago	LeSueur	Redwood	Waseca
Clearwater	McLeod	Renville	Washington
Dakota	Meeker	St. Louis	Wilkin
Faribault	Nicollet	Scott	Winona
Goodhue	Otter Tail	Sherburne	

2004 Bridge Update -- Reflects the needs cost revision on bridges and box culverts.

2004 Unit Prices -- Shows the needs impact of the unit prices approved at the June 2-3, 2004 meeting.

Comparison of the Basic 2003 to the Basic 2004 25-Year Construction Needs

October, 2004

County	Revised Basic 2003 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price Update	% Change	Effect of Structure & RR Update	% Change	Basic 2004 25-Year Const. Needs	Total Change From 2003 Needs	Total % Change	County
Carlton	$71,542,912	$1,134,597	1.6%	$0	0.0%	$2,126,424	2.9%	$241,430	0.3%	$75,045,363	$3,502,451	4.9%	Carlton
Cook	46,301,812	(1,820,161)	-3.9%	0	0.0%	(737,629)	-1.7%	82,840	0.2%	43,826,862	(2,474,950)	-5.3%	Cook
Itasca	136,340,576	1,612,411	1.2%	0	0.0%	1,524,827	1.1%	192,522	0.1%	139,670,336	3,329,760	2.4%	Itasca
Koochiching	39,518,610	(717,722)	-1.8%	0	0.0%	487,935	1.3%	(5,006)	0.0%	39,283,817	(234,793)	-0.6%	Koochiching
Lake	66,243,756	(354,612)	-0.5%	0	0.0%	363,382	0.6%	164,085	0.2%	66,416,611	172,855	0.3%	Lake
Pine	126,426,841	2,436,846	1.9%	0	0.0%	427,708	0.3%	337,826	0.3%	129,629,221	3,202,380	2.5%	Pine
St. Louis	473,782,015	6,141,803	1.3%	91,610	0.0%	20,752,910	4.3%	2,471,617	0.5%	503,239,955	29,457,940	6.2%	St. Louis
District 1 Totals	**960,156,522**	**8,433,162**	0.9%	**91,610**	0.0%	**24,945,557**	2.6%	**3,485,314**	0.4%	**997,112,165**	**36,955,643**	3.8%	**District 1 Totals**
Beltrami	98,862,838	3,277,292	3.3%	(6,170)	0.0%	230,093	0.2%	130,992	0.1%	102,495,045	3,632,207	3.7%	Beltrami
Clearwater	49,190,286	(200,800)	-0.4%	533,489	1.1%	1,106,352	2.2%	354,337	0.7%	50,983,664	1,793,378	3.6%	Clearwater
Hubbard	56,105,430	411,645	0.7%	0	0.0%	963,565	1.7%	178,024	0.3%	57,658,664	1,553,234	2.8%	Hubbard
Kittson	54,179,909	261,234	0.5%	0	0.0%	1,115,676	2.0%	635,892	1.1%	56,192,711	2,012,802	3.7%	Kittson
Lake of the Woods	24,375,517	1,692,410	6.9%	0	0.0%	477	0.0%	28,168	0.1%	26,096,572	1,721,055	7.1%	Lake of the Woods
Marshall	76,013,514	492,302	0.6%	0	0.0%	420,309	0.5%	654,539	0.9%	77,580,664	1,567,150	2.1%	Marshall
Norman	53,872,738	2,871,990	5.3%	0	0.0%	(563,231)	-1.0%	581,774	1.0%	56,763,271	2,890,533	5.4%	Norman
Pennington	30,815,717	(30,132)	-0.1%	750,024	2.4%	964,570	3.1%	(49,265)	-0.2%	32,450,914	1,635,197	5.3%	Pennington
Polk	135,309,731	(1,319,556)	-1.0%	0	0.0%	(1,336,487)	-1.0%	1,802,631	1.4%	134,456,319	(853,412)	-0.6%	Polk
Red Lake	27,386,881	(12,922)	0.0%	177,012	0.6%	481,036	1.7%	155,226	0.6%	28,187,233	800,352	2.9%	Red Lake
Roseau	64,202,818	1,892,694	2.9%	0	0.0%	558,596	0.8%	561,395	0.8%	67,215,503	3,012,685	4.7%	Roseau
District 2 Totals	**670,315,379**	**9,336,157**	1.4%	**1,454,355**	0.2%	**3,940,956**	0.6%	**5,033,713**	0.7%	**690,080,560**	**19,765,181**	2.9%	**District 2 Totals**
Aitkin	62,397,717	451,244	0.7%	0	0.0%	(1,688,725)	-2.7%	30,160	0.0%	61,190,396	(1,207,321)	-1.9%	Aitkin
Benton	35,860,264	536,916	1.5%	828,646	2.3%	158,017	0.4%	127,501	0.3%	37,511,344	1,651,080	4.6%	Benton
Cass	85,254,325	(135,584)	-0.2%	0	0.0%	4,045,809	4.8%	441,515	0.5%	89,606,065	4,351,740	5.1%	Cass
Crow Wing	89,916,782	(1,586,555)	-1.8%	0	0.0%	2,881,575	3.3%	5,845	0.0%	91,217,647	1,300,865	1.4%	Crow Wing
Isanti	41,988,836	1,155,275	2.8%	3,166,958	7.3%	1,466,514	3.2%	837	0.0%	47,778,420	5,789,584	13.8%	Isanti
Kanabec	33,651,855	125,643	0.4%	0	0.0%	464,754	1.4%	117,394	0.3%	34,359,646	707,791	2.1%	Kanabec
Mille Lacs	68,281,276	721,171	1.1%	0	0.0%	3,603,268	5.2%	(44,099)	-0.1%	72,561,616	4,280,340	6.3%	Mille Lacs
Morrison	84,801,759	(508,148)	-0.6%	0	0.0%	1,902,147	2.3%	257,403	0.3%	86,453,161	1,651,402	1.9%	Morrison
Sherburne	42,556,746	680,726	1.6%	2,739,245	6.3%	(504,815)	-1.1%	(50,578)	-0.1%	45,421,324	2,864,578	6.7%	Sherburne
Stearns	151,788,732	12,010,425	7.9%	4,869,135	3.0%	3,956,766	2.3%	355,780	0.2%	172,980,838	21,192,106	14.0%	Stearns
Todd	52,040,080	(583,344)	-1.1%	0	0.0%	689,491	1.3%	156,708	0.3%	52,302,935	262,855	0.5%	Todd
Wadena	31,650,119	(587,625)	-1.9%	0	0.0%	172,110	0.6%	(21,683)	-0.1%	31,212,921	(437,198)	-1.4%	Wadena
Wright	137,851,705	14,439,475	10.5%	0	0.0%	5,057,220	3.3%	75,924	0.0%	157,424,324	19,572,619	14.2%	Wright
District 3 Totals	**918,040,196**	**26,719,619**	2.9%	**11,603,984**	1.2%	**22,204,131**	2.3%	**1,452,707**	0.1%	**980,020,637**	**61,980,441**	6.8%	**District 3 Totals**
Becker	68,343,685	5,073,342	7.4%	0	0.0%	708,256	1.0%	311,696	0.4%	74,436,979	6,093,294	8.9%	Becker
Big Stone	28,509,608	(271,301)	-1.0%	0	0.0%	572,594	2.0%	21,800	0.1%	28,832,701	323,093	1.1%	Big Stone
Clay	70,817,247	(175,030)	-0.2%	0	0.0%	529,195	0.7%	437,505	0.6%	71,608,917	791,670	1.1%	Clay
Douglas	67,704,708	(356,137)	-0.5%	0	0.0%	1,482,158	2.2%	158,228	0.2%	68,988,957	1,284,249	1.9%	Douglas
Grant	26,342,670	398,142	1.5%	384,889	1.4%	(331,381)	-1.2%	140,016	0.5%	26,934,336	591,666	2.2%	Grant
Mahnomen	24,615,549	35,881	0.1%	0	0.0%	(1,856,419)	-7.5%	99,410	0.4%	22,894,421	(1,721,128)	-7.0%	Mahnomen
Otter Tail	182,462,795	1,392,613	0.8%	4,704,114	2.6%	1,068,942	0.6%	584,439	0.3%	190,212,903	7,750,108	4.2%	Otter Tail
Pope	44,524,426	906,146	2.0%	762,627	1.7%	587,028	1.3%	(3,467)	0.0%	46,776,760	2,252,334	5.1%	Pope
Stevens	32,522,812	(134,755)	-0.4%	0	0.0%	425,884	1.3%	104,490	0.3%	32,918,431	395,619	1.2%	Stevens
Swift	43,555,961	(436,427)	-1.0%	0	0.0%	530,822	1.2%	257,056	0.6%	43,907,412	351,451	0.8%	Swift
Traverse	32,796,947	0	0.0%	0	0.0%	354,738	1.1%	257,588	0.8%	33,409,273	612,326	1.9%	Traverse
Wilkin	49,648,062	1,334,421	2.7%	(86,762)	-0.2%	785,155	1.5%	288,344	0.6%	51,969,220	2,321,158	4.7%	Wilkin
District 4 Totals	**$671,844,470**	**$7,766,895**	1.2%	**$5,764,868**	0.8%	**$4,856,972**	0.7%	**$2,657,105**	0.4%	**$692,890,310**	**$21,045,840**	3.1%	**District 4 Totals**

Comparison of the Basic 2003 to the Basic 2004 25-Year Construction Needs

October, 2004

County	Revised Basic 2003 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price Update	% Change	Effect of Structure & RR Update	% Change	Basic 2004 25-Year Const. Needs	Total Change From 2003 Needs	Total % Change	County
Anoka	$152,025,339	$30,946,144	20.4%	$1,427,251	0.8%	$3,030,365	1.6%	$46,620	0.0%	$187,475,719	$35,450,380	23.3%	Anoka
Carver	83,917,031	(205,493)	-0.2%	486,550	0.6%	101,520	0.1%	361,121	0.4%	84,660,729	743,698	0.9%	Carver
Hennepin	614,600,940	5,842,125	1.0%	(1,516,177)	-0.2%	9,843,206	1.6%	298,970	0.0%	629,069,064	14,468,124	2.4%	Hennepin
Scott	113,398,214	3,622,502	3.2%	1,274,069	1.1%	1,944,874	1.6%	406,312	0.3%	120,645,971	7,247,757	6.4%	Scott
Metro Totals	**963,941,524**	**40,205,278**	4.2%	**1,671,693**	0.2%	**14,919,965**	1.5%	**1,113,023**	0.1%	**1,021,851,483**	**57,909,959**	6.0%	**Metro Totals**
Dodge	56,681,233	2,944,194	5.2%	0	0.0%	630,433	1.1%	167,069	0.3%	60,422,929	3,741,696	6.6%	Dodge
Fillmore	127,619,121	1,707,169	1.3%	0	0.0%	1,924,918	1.5%	515,408	0.4%	131,766,616	4,147,495	3.2%	Fillmore
Freeborn	91,609,556	1,886,903	2.1%	0	0.0%	419,596	0.4%	956,551	1.0%	94,872,606	3,263,050	3.6%	Freeborn
Goodhue	84,748,534	10,665,710	12.6%	1,684,371	1.8%	5,877,991	6.1%	960,609	0.9%	103,937,215	19,188,681	22.6%	Goodhue
Houston	72,455,475	(375,619)	-0.5%	1,087,184	1.5%	2,251,923	3.1%	249,686	0.3%	75,668,649	3,213,174	4.4%	Houston
Mower	92,284,653	2,758,487	3.0%	0	0.0%	(488,939)	-0.5%	424,125	0.4%	94,978,326	2,693,673	2.9%	Mower
Olmsted	136,352,169	(4,589,494)	-3.4%	0	0.0%	1,738,202	1.3%	330,751	0.2%	133,831,628	(2,520,541)	-1.8%	Olmsted
Rice	76,034,722	1,103,451	1.5%	0	0.0%	3,762,646	4.9%	631,604	0.8%	81,532,423	5,497,701	7.2%	Rice
Steele	67,507,146	474,403	0.7%	215,806	0.3%	1,106,645	1.6%	523,263	0.8%	69,827,263	2,320,117	3.4%	Steele
Wabasha	75,739,757	3,454,640	4.6%	4,663,153	5.9%	672,925	0.8%	281	0.0%	84,530,756	8,790,999	11.6%	Wabasha
Winona	105,949,804	190,887	0.2%	(1,017,676)	-1.0%	3,081,631	2.9%	111,013	0.1%	108,315,659	2,365,855	2.2%	Winona
District 6 Totals	**986,982,170**	**20,220,731**	2.0%	**6,632,838**	0.7%	**20,977,971**	2.1%	**4,870,360**	0.5%	**1,039,684,070**	**52,701,900**	5.3%	**District 6 Totals**
Blue Earth	115,154,150	12,533,971	10.9%	0	0.0%	1,569,864	1.2%	336,302	0.3%	129,594,287	14,440,137	12.5%	Blue Earth
Brown	61,601,533	1,138,687	1.8%	0	0.0%	(4,431,002)	-7.1%	62,728	0.1%	58,371,946	(3,229,587)	-5.2%	Brown
Cottonwood	50,301,492	3,452,915	6.9%	0	0.0%	727,049	1.4%	422,356	0.8%	54,903,812	4,602,320	9.1%	Cottonwood
Faribault	79,344,619	2,070,799	2.6%	(448,059)	-0.6%	(723,078)	-0.9%	540,248	0.7%	80,784,529	1,439,910	1.8%	Faribault
Jackson	73,777,494	10,357,107	14.0%	0	0.0%	(6,086,711)	-7.2%	381,812	0.5%	78,429,702	4,652,208	6.3%	Jackson
Le Sueur	68,695,967	2,281,509	3.3%	4,022,668	5.7%	1,645,194	2.2%	322,966	0.4%	76,968,304	8,272,337	12.0%	Le Sueur
Martin	65,188,293	2,095,712	3.2%	0	0.0%	824,820	1.2%	403,000	0.6%	68,511,825	3,323,532	5.1%	Martin
Nicollet	53,686,874	141,922	0.3%	1,657,757	3.1%	740,377	1.3%	178,328	0.3%	56,405,258	2,718,384	5.1%	Nicollet
Nobles	96,074,512	(1,546,315)	-1.6%	0	0.0%	(8,606,967)	-9.1%	1,308,826	1.5%	87,230,056	(8,844,456)	-9.2%	Nobles
Rock	45,350,550	1,425,472	3.1%	0	0.0%	497,965	1.1%	342,529	0.7%	47,616,516	2,265,966	5.0%	Rock
Sibley	54,693,147	(66,153)	-0.1%	179,374	0.3%	(332,333)	-0.6%	189,364	0.3%	54,663,399	(29,748)	-0.1%	Sibley
Waseca	53,556,724	(17)	0.0%	2,034,136	3.8%	2,875,814	5.2%	521,441	0.9%	58,988,098	5,431,374	10.1%	Waseca
Watonwan	40,449,528	(871,726)	-2.2%	0	0.0%	1,070,984	2.7%	414,361	1.0%	41,063,147	613,619	1.5%	Watonwan
District 7 Totals	**857,874,883**	**33,013,883**	3.8%	**7,445,876**	0.8%	**(10,228,024)**	-1.1%	**5,424,261**	0.6%	**893,530,879**	**35,655,996**	4.2%	**District 7 Totals**
Chippewa	42,618,696	(316,089)	-0.7%	0	0.0%	705,609	1.7%	267,274	0.6%	43,275,490	656,794	1.5%	Chippewa
Kandiyohi	88,912,659	(2,319,614)	-2.6%	0	0.0%	(2,417,567)	-2.8%	643,982	0.8%	84,819,460	(4,093,199)	-4.6%	Kandiyohi
Lac Qui Parle	43,809,106	1,204,244	2.7%	0	0.0%	780,182	1.7%	352,507	0.8%	46,146,039	2,336,933	5.3%	Lac Qui Parle
Lincoln	37,575,544	(142,617)	-0.4%	0	0.0%	(1,001,842)	-2.7%	580,048	1.6%	37,011,133	(564,411)	-1.5%	Lincoln
Lyon	57,324,143	1,815,674	3.2%	0	0.0%	1,307,479	2.2%	639,476	1.1%	61,086,772	3,762,629	6.6%	Lyon
Mc Leod	60,276,556	2,542,905	4.2%	3,345,014	5.3%	2,456,643	3.7%	360,952	0.5%	68,982,070	8,705,514	14.4%	Mc Leod
Meeker	43,732,058	504,961	1.2%	1,633,229	3.7%	(8,925)	0.0%	148,517	0.3%	46,009,840	2,277,782	5.2%	Meeker
Murray	49,859,723	299,262	0.6%	0	0.0%	1,479,664	2.9%	271,084	0.5%	51,909,733	2,050,010	4.1%	Murray
Pipestone	39,927,643	(648,975)	-1.6%	0	0.0%	639,465	1.6%	491,874	1.2%	40,410,007	482,364	1.2%	Pipestone
Redwood	84,157,116	(1,724,464)	-2.0%	(3,252,996)	-3.9%	5,875,892	7.4%	198,367	0.2%	85,253,915	1,096,799	1.3%	Redwood
Renville	85,327,753	268,314	0.3%	3,801,817	4.4%	652,243	0.7%	334,914	0.4%	90,385,041	5,057,288	5.9%	Renville
Yellow Medicine	57,000,870	(370,557)	-0.7%	0	0.0%	906,731	1.6%	443,676	0.8%	57,980,720	979,850	1.7%	Yellow Medicine
District 8 Totals	**690,521,867**	**1,113,044**	0.2%	**5,527,064**	0.8%	**11,375,574**	1.6%	**4,732,671**	0.7%	**713,270,220**	**22,748,353**	3.3%	**District 8 Totals**
Chisago	79,354,610	1,856,912	2.3%	0	0.0%	981,511	1.2%	241,323	0.3%	82,434,356	3,079,746	3.9%	Chisago
Dakota	196,238,981	5,586,736	2.8%	(77,132)	0.0%	2,646,159	1.3%	830,826	0.4%	205,225,570	8,986,589	4.6%	Dakota
Ramsey	268,267,194	1,249,354	0.5%	0	0.0%	3,139,046	1.2%	494,851	0.2%	273,150,445	4,883,251	1.8%	Ramsey
Washington	157,670,793	7,588,415	4.8%	3,382,089	2.0%	9,470,392	5.6%	704,748	0.4%	178,816,437	21,145,644	13.4%	Washington
Metro Totals	**701,531,578**	**16,281,417**	2.3%	**3,304,957**	0.5%	**16,237,108**	2.3%	**2,271,748**	0.3%	739,626,808	**38,095,230**	5.4%	**Metro Totals**
STATE TOTALS	**$7,421,208,589**	**$163,090,186**	2.2%	**$43,497,245**	0.6%	**$109,230,210**	1.4%	**$31,040,902**	0.4%	**$7,768,067,132**	**$346,858,543**	4.7%	**STATE TOTALS**

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NEEDS

ADJUSTMENTS

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Restriction of 25-Year Construction Needs Changes

October, 2004

In order to temper any large needs changes, the 1975 County Screening Board adopted the original resolution. The latest revision was made by the Screening Board at the June, 2003 meeting.

> **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 5 percentage points less than the statewide average percent change from the previous year's restricted C.S.A.H. needs to the current year's basic 25 year C.S.A.H. construction needs. Any needs restriction determined by this resolution shall be made to the regular account of the county involved.**

This year the statewide needs increased 3.9%, thereby limiting any individual county's needs change to a range from a minus 1.1% to a plus 23.9%. As you can see, ten counties required a needs restriction.

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

October, 2004

28-Sep-04

COUNTY	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	BASIC 2004 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2003 NEEDS	% CHANGE FROM RESTRICTED 2003 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2004 25 YEAR CONSTRUCTION NEEDS	2004 SCREENING BOARD RESTRICTION	COUNTY
Carlton	$71,542,912	$75,045,363	$3,502,451	4.9%				Carlton
Cook	46,301,812	43,826,862	(2,474,950)	-5.4%	-1.1%	$45,792,492	$1,965,630	Cook
Itasca	136,340,576	139,670,336	3,329,760	2.4%				Itasca
Koochiching	39,518,610	39,283,817	(234,793)	-0.6%				Koochiching
Lake	66,243,756	66,416,611	172,855	0.3%				Lake
Pine	126,426,841	129,629,221	3,202,380	2.5%				Pine
St. Louis	473,782,015	503,239,955	29,457,940	6.2%				St. Louis
District 1 Totals	960,156,522	997,112,165	36,955,643	3.9%				District 1 Totals
Beltrami	98,862,838	102,495,045	3,632,207	3.7%				Beltrami
Clearwater	49,190,286	50,983,664	1,793,378	3.7%				Clearwater
Hubbard	56,105,430	57,658,664	1,553,234	2.8%				Hubbard
Kittson	54,179,909	56,192,711	2,012,802	3.7%				Kittson
Lake of 'Woods	24,375,517	26,096,572	1,721,055	7.1%				Lake of 'Woods
Marshall	76,013,514	77,580,664	1,567,150	2.1%				Marshall
Norman	53,872,738	56,763,271	2,890,533	5.4%				Norman
Pennington	30,815,717	32,450,914	1,635,197	5.3%				Pennington
Polk	135,309,731	134,456,319	(853,412)	-0.6%				Polk
Red Lake	27,386,881	28,187,233	800,352	2.9%				Red Lake
Roseau	64,202,818	67,215,503	3,012,685	4.7%				Roseau
District 2 Totals	670,315,379	690,080,560	19,765,181	3.0%				District 2 Totals
Aitkin	62,397,717	61,190,396	(1,207,321)	-1.9%	-1.1%	61,711,342	$520,946	Aitkin
Benton	35,860,264	37,511,344	1,651,080	4.6%				Benton
Cass	85,450,487	89,606,065	4,155,578	4.9%				Cass
Crow Wing	89,916,782	91,217,647	1,300,865	1.5%				Crow Wing
Isanti	41,988,836	47,778,420	5,789,584	13.8%				Isanti
Kanabec	33,651,855	34,359,646	707,791	2.1%				Kanabec
Mille Lacs	67,739,502	72,561,616	4,822,114	7.1%				Mille Lacs
Morrison	84,801,759	86,453,161	1,651,402	2.0%				Morrison
Sherburne	42,556,746	45,421,324	2,864,578	6.7%				Sherburne
Stearns	151,788,732	172,980,838	21,192,106	14.0%				Stearns
Todd	52,040,080	52,302,935	262,855	0.5%				Todd
Wadena	31,650,119	31,212,921	(437,198)	-1.4%	-1.1%	31,301,968	$89,047	Wadena
Wright	142,258,933	157,424,324	15,165,391	10.7%				Wright
District 3 Totals	922,101,812	980,020,637	57,918,825	6.3%				District 3 Totals

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

October, 2004

28-Sep-04

COUNTY	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	BASIC 2004 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2003 NEEDS	% CHANGE FROM RESTRICTED 2003 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2004 25 YEAR CONSTRUCTION NEEDS	2004 SCREENING BOARD RESTRICTION	COUNTY
Becker	$68,343,685	$74,436,979	$6,093,294	8.9%				Becker
Big Stone	26,497,503	28,832,701	2,335,198	8.8%				Big Stone
Clay	70,817,247	71,608,917	791,670	1.1%				Clay
Douglas	67,704,708	68,988,957	1,284,249	1.9%				Douglas
Grant	26,342,670	26,934,336	591,666	2.3%				Grant
Mahnomen	24,615,549	22,894,421	(1,721,128)	-7.0%	-1.1%	24,344,778	$1,450,357	Mahnomen
Otter Tail	182,462,795	190,212,903	7,750,108	4.3%				Otter Tail
Pope	44,524,426	46,776,760	2,252,334	5.1%				Pope
Stevens	32,522,812	32,918,431	395,619	1.2%				Stevens
Swift	43,555,961	43,907,412	351,451	0.8%				Swift
Traverse	32,796,947	33,409,273	612,326	1.9%				Traverse
Wilkin	49,648,062	51,969,220	2,321,158	4.7%				Wilkin
District 4 Totals	669,832,365	692,890,310	23,057,945	3.4%				District 4 Totals
Anoka	152,025,339	187,475,719	35,450,380	23.3%				Anoka
Carver	84,861,548	84,660,729	(200,819)	-0.2%				Carver
Hennepin	634,153,570	629,069,064	(5,084,506)	-0.8%				Hennepin
Scott	113,398,214	120,645,971	7,247,757	6.4%				Scott
Metro Totals	984,438,671	1,021,851,483	37,412,812	3.8%				Metro Totals
Dodge	56,681,233	60,422,929	3,741,696	6.6%				Dodge
Fillmore	127,619,121	131,766,616	4,147,495	3.3%				Fillmore
Freeborn	91,609,556	94,872,606	3,263,050	3.6%				Freeborn
Goodhue	84,748,534	103,937,215	19,188,681	22.6%				Goodhue
Houston	72,455,475	75,668,649	3,213,174	4.4%				Houston
Mower	92,284,653	94,978,326	2,693,673	2.9%				Mower
Olmsted	136,352,169	133,831,628	(2,520,541)	-1.9%	-1.1%	134,852,295	$1,020,667	Olmsted
Rice	76,034,722	81,532,423	5,497,701	7.2%				Rice
Steele	69,846,611	69,827,263	(19,348)	0.0%				Steele
Wabasha	75,739,757	84,530,756	8,790,999	11.6%				Wabasha
Winona	105,949,804	108,315,659	2,365,855	2.2%				Winona
District 6 Totals	989,321,635	1,039,684,070	50,362,435	5.1%				District 6 Totals

RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

October, 2004

28-Sep-04

COUNTY	RESTRICTED 2003 25 YEAR CONSTRUCTION NEEDS	BASIC 2004 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2003 NEEDS	% CHANGE FROM RESTRICTED 2003 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2004 25 YEAR CONSTRUCTION NEEDS	2004 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	$115,154,150	$129,594,287	$14,440,137	12.5%				Blue Earth
Brown	61,601,533	58,371,946	(3,229,587)	-5.2%	-1.1%	60,923,916	$2,551,970	Brown
Cottonwood	50,301,492	54,903,812	4,602,320	9.2%				Cottonwood
Faribault	79,846,556	80,784,529	937,973	1.2%				Faribault
Jackson	73,777,494	78,429,702	4,652,208	6.3%				Jackson
Le Sueur	68,695,967	76,968,304	8,272,337	12.0%				Le Sueur
Martin	65,498,066	68,511,825	3,013,759	4.6%				Martin
Nicollet	53,686,874	56,405,258	2,718,384	5.1%				Nicollet
Nobles	96,074,512	87,230,056	(8,844,456)	-9.2%	-1.1%	95,017,692	$7,787,636	Nobles
Rock	45,628,176	47,616,516	1,988,340	4.4%				Rock
Sibley	54,693,147	54,663,399	(29,748)	-0.1%				Sibley
Waseca	53,556,724	58,988,098	5,431,374	10.1%				Waseca
Watonwan	40,449,528	41,063,147	613,619	1.5%				Watonwan
District 7 Totals	858,964,219	893,530,879	34,566,660	4.0%				District 7 Totals
Chippewa	42,618,696	43,275,490	656,794	1.5%				Chippewa
Kandiyohi	88,912,659	84,819,460	(4,093,199)	-4.6%	-1.1%	87,934,620	$3,115,160	Kandiyohi
Lac Qui Parle	43,809,106	46,146,039	2,336,933	5.3%				Lac Qui Parle
Lincoln	37,575,544	37,011,133	(564,411)	-1.5%	-1.1%	37,162,213	$151,080	Lincoln
Lyon	57,324,143	61,086,772	3,762,629	6.6%				Lyon
Mc Leod	60,276,556	68,982,070	8,705,514	14.4%				Mc Leod
Meeker	43,732,058	46,009,840	2,277,782	5.2%				Meeker
Murray	49,859,723	51,909,733	2,050,010	4.1%				Murray
Pipestone	39,927,643	40,410,007	482,364	1.2%				Pipestone
Redwood	85,064,507	85,253,915	189,408	0.2%				Redwood
Renville	85,327,753	90,385,041	5,057,288	5.9%				Renville
Yellow Medicine	57,000,870	57,980,720	979,850	1.7%				Yellow Medicine
District 8 Totals	691,429,258	713,270,220	21,840,962	3.2%				District 8 Totals
Chisago	79,354,610	82,434,356	3,079,746	3.9%				Chisago
Dakota	215,074,655	205,225,570	(9,849,085)	-4.6%	-1.1%	212,708,834	$7,483,264	Dakota
Ramsey	275,449,029	273,150,445	(2,298,584)	-0.8%				Ramsey
Washington	157,670,793	178,816,437	21,145,644	13.4%				Washington
Metro Totals	727,549,087	739,626,808	12,077,721	1.7%				Metro Totals
STATE TOTALS	$7,474,108,948	$7,768,067,132	$293,958,184	3.9%				STATE TOTALS

County State Aid Construction Fund Balance "Needs" Deductions

October, 2004

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 2004 25-year construction needs **if** the cut off date was September 1. The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 2005 CSAH apportionments.

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

October, 2004

County	Regular Account: Unencumbered Construction Fund Balance As of September 1, 2004	Regular Account: Maximum Balance 2004 Const. Apportionment	Regular Account: 2004 Construction Fund Balance "Needs" Deduction	Municipal Account: Unencumbered Construction Fund Balance As of September 1, 2004	Municipal Account: Maximum Balance Larger of Either $100,000 or 2002-2004 Const. Apport.	Municipal Account: 2004 Construction Fund Balance "Needs" Deduction	Total 2004 Construction Fund Balance "Needs" Deduction	County
Carlton	$1,710,032	$1,843,130	$0	$597,449	$573,114	$24,335	$24,335	Carlton
Cook	4,248,113	1,226,869	3,021,244	0	264,359	0	3,021,244	Cook
Itasca	2,331,928	3,607,144	0	2,425,692	1,382,637	1,043,055	1,043,055	Itasca
Koochiching	770,032	2,267,960	0	151,737	249,187	0	0	Koochiching
Lake	331,929	1,773,800	0	290,539	290,539	0	0	Lake
Pine	4,477,358	2,858,405	1,618,953	620,298	1,301,565	0	1,618,953	Pine
St. Louis	0	11,121,523	0	0	1,988,350	0	0	St. Louis
District 1 Totals	13,869,392	24,698,831	4,640,197	4,085,715	---	1,067,390	5,707,587	District 1 Totals
Beltrami	5,360,866	2,576,714	2,784,152	213,113	334,822	0	2,784,152	Beltrami
Clearwater	0	1,475,089	0	0	360,069	0	0	Clearwater
Hubbard	58,034	1,695,055	0	0	289,999	0	0	Hubbard
Kittson	518,579	1,520,571	0	126,589	661,791	0	0	Kittson
Lake of the Woods	679,123	1,557,037	0	413,088	166,282	246,806	246,806	Lake of the Woods
Marshall	686,310	2,446,114	0	454,147	606,226	0	0	Marshall
Norman	35,951	1,644,032	0	265,368	416,862	0	0	Norman
Pennington	207,388	1,198,748	0	106,853	244,868	0	0	Pennington
Polk	2,060,447	3,666,119	0	214,799	799,146	0	0	Polk
Red Lake	1,647,950	1,186,941	461,009	36,160	228,937	0	461,009	Red Lake
Roseau	951,160	1,850,234	0	390	681,281	0	0	Roseau
District 2 Totals	12,205,808	20,816,654	3,245,161	1,830,507	---	246,806	3,491,967	District 2 Totals
Aitkin	85,418	2,046,291	0	105,383	236,041	0	0	Aitkin
Benton	1,792,845	1,253,597	539,248	286,374	276,170	10,204	549,451	Benton
Cass	0	2,421,904	0	48,588	803,718	0	0	Cass
Crow Wing	0	1,954,718	0	308,839	1,273,019	0	0	Crow Wing
Isanti	1,264,359	1,434,134	0	57,832	147,451	0	0	Isanti
Kanabec	0	1,156,400	0	132,645	332,959	0	0	Kanabec
Mille Lacs	2,458,764	1,785,124	673,640	708,746	541,573	167,173	840,813	Mille Lacs
Morrison	2,967,535	2,245,702	721,833	320,856	645,802	0	721,833	Morrison
Sherburne	1,727,470	1,319,081	408,389	540,236	198,715	341,521	749,910	Sherburne
Stearns	0	3,390,041	0	77,637	1,601,357	0	0	Stearns
Todd	1,193,338	1,619,029	0	567,894	833,411	0	0	Todd
Wadena	270,664	1,096,201	0	253,404	493,268	0	0	Wadena
Wright	188,985	3,084,003	0	586,077	1,420,158	0	0	Wright
District 3 Totals	11,949,378	24,806,225	2,343,109	3,994,510	---	518,897	2,862,007	District 3 Totals

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COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

October, 2004

	Regular Account			Municipal Account			Total	
County	Unencumbered Construction Fund Balance As of September 1, 2004	Maximum Balance 2004 Const. Apportionment	2004 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2004	Maximum Balance Larger of Either $100,000 or 2002-2004 Const. Apport.	2004 Construction Fund Balance "Needs" Deduction	2004 Construction Fund Balance "Needs" Deduction	County
Becker	$0	$2,075,240	$0	$181,685	384,694	$0	$0	Becker
Big Stone	157,143	1,090,016	0	0	399,214	0	0	Big Stone
Clay	0	2,104,562	0	672,957	632,844	40,113	40,113	Clay
Douglas	696,847	1,810,331	0	186,362	747,762	0	0	Douglas
Grant	1,234,247	1,136,459	97,788	514,932	357,161	157,771	255,560	Grant
Mahnomen	650,042	1,206,250	0	253,775	157,670	96,105	96,105	Mahnomen
Otter Tail	4,468,395	4,752,440	0	281,088	1,156,153	0	0	Otter Tail
Pope	0	1,586,276	0	94,946	291,601	0	0	Pope
Stevens	0	1,203,726	0	78,221	187,345	0	0	Stevens
Swift	1,444,433	1,450,173	0	319,704	325,469	0	0	Swift
Traverse	2,098,631	1,143,401	955,230	251,788	357,740	0	955,230	Traverse
Wilkin	0	1,497,466	0	0	663,259	0	0	Wilkin
District 4 Totals	10,749,739	21,056,340	1,053,018	2,835,456	---	293,989	1,347,007	District 4 Totals
Anoka	0	4,474,620	0	0	721,084	0	0	Anoka
Carver	3,496,442	1,891,445	1,604,997	386,249	790,485	0	1,604,997	Carver
Hennepin	18,395,803	11,643,094	6,752,709	2,018,286	4,960,240	0	6,752,709	Hennepin
Scott	1,845,359	3,063,074	0	294,546	334,390	0	0	Scott
Metro Totals	23,737,604	21,072,233	8,357,706	2,699,082	---	0	8,357,706	Metro Totals
Dodge	0	1,441,006	0	307,335	588,398	0	0	Dodge
Fillmore	1,858,697	2,704,027	0	441,315	1,168,986	0	0	Fillmore
Freeborn	879,961	2,397,582	0	181,369	396,309	0	0	Freeborn
Goodhue	171,691	2,191,832	0	193,206	743,906	0	0	Goodhue
Houston	1,419,528	1,950,872	0	101,697	218,432	0	0	Houston
Mower	887,895	2,291,776	0	643,813	497,657	146,156	146,156	Mower
Olmsted	0	2,974,342	0	182,588	260,250	0	0	Olmsted
Rice	0	1,949,813	0	114,601	249,225	0	0	Rice
Steele	2,823,112	1,986,201	836,911	275,413	252,998	22,415	859,325	Steele
Wabasha	0	1,727,230	0	99,306	827,368	0	0	Wabasha
Winona	1,864,128	2,177,770	0	267,783	658,857	0	0	Winona
District 6 Totals	9,905,012	23,792,451	836,911	2,808,425	---	168,570	1,005,481	District 6 Totals

COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

October, 2004

	Regular Account			Municipal Account			Total	
County	Unencumbered Construction Fund Balance As of September 1, 2004	Maximum Balance 2004 Const. Apportionment	2004 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2004	Maximum Balance Larger of Either $100,000 or 2002-2004 Const. Apport.	2004 Construction Fund Balance "Needs" Deduction	2004 Construction Fund Balance "Needs" Deduction	County
Blue Earth	$0	$2,814,237	$0	$36,704	629,210	$0	$0	Blue Earth
Brown	0	1,671,904	0	0	434,560	0	0	Brown
Cottonwood	1,214,541	1,581,461	0	222,151	401,391	0	0	Cottonwood
Faribault	0	1,831,009	0	298,810	1,154,137	0	0	Faribault
Jackson	1,481,405	1,911,764	0	563,536	563,536	0	0	Jackson
Le Sueur	0	1,481,128	0	138,467	1,422,225	0	0	Le Sueur
Martin	1,662,592	1,945,230	0	0	344,699	0	0	Martin
Nicollet	286,247	1,579,566	0	28,334	243,849	0	0	Nicollet
Nobles	2,649,231	2,291,741	357,490	205,695	311,383	0	357,490	Nobles
Rock	1,104,388	1,278,467	0	1,200,664	623,009	577,655	577,655	Rock
Sibley	0	1,497,750	0	476,542	483,095	0	0	Sibley
Waseca	0	1,396,813	0	423,971	280,126	143,845	143,845	Waseca
Watonwan	0	1,104,065	0	182,013	684,749	0	0	Watonwan
District 7 Totals	8,398,404	22,385,135	357,490	3,776,887	---	721,500	1,078,991	District 7 Totals
Chippewa	43,339	1,300,617	0	0	272,686	0	0	Chippewa
Kandiyohi	1,280	2,548,834	0	541,610	487,480	54,130	54,130	Kandiyohi
Lac Qui Parle	0	1,450,222	0	426,539	502,545	0	0	Lac Qui Parle
Lincoln	305,986	1,205,414	0	258,564	391,262	0	0	Lincoln
Lyon	0	1,510,951	0	466,798	701,751	0	0	Lyon
Mc Leod	2,176,418	1,603,742	572,676	424,341	538,343	0	572,676	Mc Leod
Meeker	1,464,194	1,439,599	24,595	318,106	294,887	23,219	47,813	Meeker
Murray	0	1,587,336	0	308,052	488,400	0	0	Murray
Pipestone	614,687	1,022,773	0	345,122	812,066	0	0	Pipestone
Redwood	1,655,715	1,968,627	0	1,077,707	843,238	234,469	234,469	Redwood
Renville	1,054,596	2,443,704	0	276,576	276,576	0	0	Renville
Yellow Medicine	2,018,092	1,584,929	433,163	66,970	594,003	0	433,163	Yellow Medicine
District 8 Totals	9,334,306	19,666,748	1,030,434	4,510,385	---	311,818	1,342,252	District 8 Totals
Chisago	3,652,022	1,829,243	1,822,779	768,673	716,210	52,463	1,875,241	Chisago
Dakota	4,621,290	5,130,833	0	541,512	541,512	0	0	Dakota
Ramsey	0	6,443,297	0	0	178,361	0	0	Ramsey
Washington	2,817,743	2,841,966	0	2,637,801	2,273,577	364,224	364,224	Washington
Metro Totals	11,091,054	16,245,339	1,822,779	3,947,986	---	416,687	2,239,465	Metro Totals
STATE TOTALS	$111,240,696	$194,539,956	$23,686,805	$30,488,953	$55,462,039	$3,745,658	$27,432,462	STATE TOTALS

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Special Resurfacing Projects

October, 2004

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 1994 through 2003, the number of projects awarded and the project costs in each account which have been deducted from the 2004 County State Aid Highway Money needs. In 2003 alone, more than $40.2 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1994-2003	Number of Special Resurf. Projects 2003	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2004 25-Yr. Const. Needs
Carlton	24	12	$3,692,997	$285,746	$3,978,743
Cook	5	1	1,947,733	0	1,947,733
Itasca	17	1	4,266,782	337,607	4,604,389
Koochiching	25	5	3,971,360	83,562	4,054,922
Lake	7	0	4,027,024	0	4,027,024
Pine	15	2	4,051,432	500,785	4,552,217
St. Louis	22	6	7,487,164	86,922	7,574,086
District 1 Totals	115	27	29,444,492	1,294,622	30,739,114
Beltrami	5	0	2,756,637	0	2,756,637
Clearwater	10	1	2,052,957	44,462	2,097,419
Hubbard	11	6	3,631,913	11,832	3,643,745
Kittson	7	0	1,601,942	252,020	1,853,962
Lake of the Woods	8	1	2,430,437	53,828	2,484,265
Marshall	1	1	299,890	4,576	304,466
Norman	17	1	2,287,805	116,020	2,403,825
Pennington	4	2	987,624	0	987,624
Polk	5	1	1,317,593	23,949	1,341,542
Red Lake	11	3	4,179,976	195,922	4,375,898
Roseau	10	0	3,073,016	30,757	3,103,773
District 2 Totals	89	16	24,619,790	733,366	25,353,156

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County	Number of Special Resurf. Projects 1994-2003	Number of Special Resurf. Projects 2003	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2004 25-Yr. Const. Needs
Aitkin	8	3	$1,521,791	$51,836	$1,573,627
Benton	7	0	1,947,504	44,359	1,991,863
Cass	8	2	1,627,471	278,686	1,906,157
Crow Wing	11	0	2,403,743	140,757	2,544,500
Isanti	26	2	2,418,398	0	2,418,398
Kanabec	3	0	0	95,558	95,558
Mille Lacs	28	2	4,590,647	197,318	4,787,965
Morrison	25	1	7,372,046	88,387	7,460,433
Sherburne	7	0	920,424	22,509	942,933
Stearns	31	2	9,575,318	16,954	9,592,272
Todd	4	0	1,439,418	32,391	1,471,809
Wadena	8	0	1,785,430	0	1,785,430
Wright	17	2	6,465,078	420,938	6,886,016
District 3 Totals	183	14	42,067,268	1,389,693	43,456,961
Becker	36	7	6,288,065	256,652	6,544,717
Big Stone	10	3	2,187,122	0	2,187,122
Clay	0	0	0	0	0
Douglas	17	2	3,509,187	21,761	3,530,948
Grant	14	0	4,300,749	215,523	4,516,272
Mahnomen	4	0	1,419,555	0	1,419,555
Otter Tail	39	6	9,626,458	280,688	9,907,146
Pope	7	1	1,500,594	12,673	1,513,267
Stevens	9	0	2,586,569	29,602	2,616,171
Swift	11	1	1,662,663	170,079	1,832,742
Traverse	10	3	3,235,589	260,572	3,496,161
Wilkin	11	0	3,633,442	119,046	3,752,488
District 4 Totals	168	23	39,949,993	1,366,596	41,316,589
Anoka	4	0	789,459	0	789,459
Carver	2	0	144,970	0	144,970
Hennepin	3	0	274,123	14,555	288,678
Scott	0	0	0	0	0
Metro Totals	9	0	1,208,552	14,555	1,223,107
Dodge	9	2	1,789,747	30,333	1,820,080
Fillmore	4	0	857,698	58,131	915,829
Freeborn	39	3	15,911,701	295,134	16,206,835
Goodhue	5	1	1,934,633	0	1,934,633
Houston	9	2	2,121,699	179,863	2,301,562
Mower	5	0	600,796	0	600,796
Olmsted	4	0	4,113,989	56,429	4,170,418
Rice	17	4	4,039,519	0	4,039,519
Steele	23	3	4,283,554	0	4,283,554
Wabasha	15	1	2,354,307	76,869	2,431,176
Winona	35	3	6,719,175	310,926	7,030,101
District 6 Totals	165	19	44,726,818	1,007,685	45,734,503

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County	Number of Special Resurf. Projects 1994-2003	Number of Special Resurf. Projects 2003	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2004 25-Yr. Const. Needs
Blue Earth	30	2	$4,384,451	$49,081	$4,433,532
Brown	27	2	3,577,774	109,105	3,686,879
Cottonwood	14	5	2,176,253	0	2,176,253
Faribault	5	1	938,315	51,037	989,352
Jackson	10	1	2,044,806	0	2,044,806
LeSueur	18	4	5,314,341	840,204	6,154,545
Martin	2	1	494,401	0	494,401
Nicollet	12	4	2,691,898	122,244	2,814,142
Nobles	12	4	2,771,353	54,145	2,825,498
Rock	13	3	3,641,177	165,078	3,806,255
Sibley	19	3	2,578,834	129,735	2,708,569
Waseca	14	0	4,310,461	23,176	4,333,637
Watonwan	19	4	1,379,922	55,625	1,435,547
District 7 Totals	195	34	36,303,986	1,599,430	37,903,416
Chippewa	11	1	3,190,415	147,123	3,337,538
Kandiyohi	0	0	0	0	0
Lac Qui Parle	11	1	1,793,491	46,682	1,840,173
Lincoln	18	2	1,000,323	189,630	1,189,953
Lyon	17	2	2,720,370	380,344	3,100,714
Mc Leod	10	5	1,141,531	29,045	1,170,576
Meeker	7	0	1,171,844	182,965	1,354,809
Murray	20	0	2,360,647	57,248	2,417,895
Pipestone	16	6	1,832,911	472,502	2,305,413
Redwood	21	0	2,586,938	413,490	3,000,428
Renville	11	0	2,203,823	42,698	2,246,521
Yellow Medicine	5	2	595,414	79,890	675,304
District 8 Totals	147	19	20,597,707	2,041,617	22,639,324
Chisago	6	0	1,894,119	517,930	2,412,049
Dakota	1	0	0	27,238	27,238
Ramsey	13	0	2,576,284	0	2,576,284
Washington	11	0	1,369,353	629,727	1,999,080
Metro Totals	31	0	5,839,756	1,174,895	7,014,651
STATE TOTALS	1,102	152	$244,758,362	$10,622,459	$255,380,821

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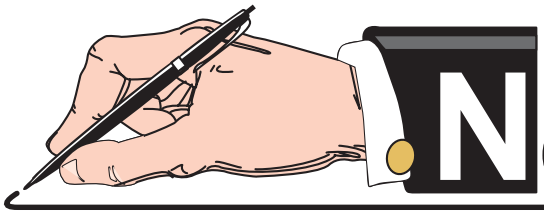

NOTES and COMMENTS

Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2004

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 Board 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 2005 apportionment.

1) 174.8 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-2003. This represents 17% of the 1,024.50 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 62% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$317{,}837 - \$196{,}483}{\$196{,}483} = 62\%$$

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.
   If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.

4) Then by multiplying the Adjusted Factor (62%) times the complete rural design grading needs remaining in the 2004 study ($173,422,019) an adjustment (+$107,521,652) to the 2004 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 2004 25-year construction needs) have been used in calculating the 2004 annual County State Aid Highway money needs.

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Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1984-2003 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Carlton	26	64.7	35%	$178,356	$117,662	52%	52.0%	187.21	67.8%	$23,086,787	$123,320	$12,005,129	$187,447
Cook	13	32.0	24%	256,248	163,375	57%	57.0%	134.60	78.6%	19,874,512	147,656	11,328,472	231,820
Itasca	39	121.9	26%	169,738	83,549	103%	103.0%	477.37	76.1%	50,325,396	105,422	51,835,158	214,007
Koochiching	21	70.0	53%	130,868	79,189	65%	65.0%	133.06	57.9%	9,366,914	70,396	6,088,494	116,154
Lake	27	55.5	37%	374,573	189,811	97%	97.0%	148.03	68.4%	30,064,778	203,099	29,162,835	400,105
Pine	45	104.6	32%	193,045	134,897	43%	43.0%	322.20	70.4%	49,827,311	154,647	21,425,744	221,145
St. Louis	79	174.8	17%	317,837	196,483	62%	62.0%	1,043.00	82.4%	173,422,019	166,272	107,521,652	269,361
District 1 Totals	250	623.5	25%	$234,366	$140,428	67%		2,445.47	75.4%	$355,967,717	$145,562	$239,367,484	$243,444

Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1984-2003 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Beltrami	26	88.4	27%	$122,891	$92,918	32%	32.0%	321.34	72.8%	$27,085,096	$84,288	$8,667,231	$111,260
Clearwater	32	86.0	40%	81,360	70,537	15%	15.0%	213.03	66.7%	14,095,163	66,165	2,114,274	76,090
Hubbard	17	57.8	23%	112,884	83,761	35%	35.0%	247.46	78.8%	17,641,450	71,290	6,174,508	96,242
Kittson	31	108.7	46%	69,461	66,021	5%	5.0%	236.62	64.3%	15,788,266	66,724	789,413	70,060
Lake of the Woods	14	39.9	32%	69,807	61,029	14%	14.0%	123.15	64.7%	7,750,935	62,939	1,085,131	71,750
Marshall	50	245.2	73%	59,190	58,210	2%	2.0%	335.14	53.0%	19,487,348	58,147	389,747	59,310
Norman	28	78.2	28%	66,191	61,139	8%	8.0%	276.24	71.8%	15,583,639	56,413	1,246,691	60,926
Pennington	12	54.4	34%	70,290	51,808	36%	36.0%	160.23	62.4%	8,288,551	51,729	2,983,878	70,352
Polk	61	273.0	66%	75,085	74,290	1%	1.0%	411.95	52.0%	29,855,464	72,474	298,555	73,198
Red Lake	11	33.4	23%	87,534	79,632	10%	10.0%	143.97	78.9%	9,771,526	67,872	977,153	74,659
Roseau	29	113.4	41%	50,068	58,245	-14%	-14.0%	278.07	59.3%	15,695,497	56,444	(2,197,370)	48,542
District 2 Totals	311	1,178.3	43%	$74,111	$68,016	9%		2,747.20	63.2%	$181,042,935	65,901	$22,529,211	$74,102

Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1984-2003 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Aitkin	23	92.3	36%	$136,547	$77,838	75%	75.0%	259.52	69.9%	$20,970,484	$80,805	$15,727,863	$141,409
Benton	32	66.1	51%	124,573	50,924	145%	145.0%	130.78	60.9%	6,572,648	50,257	9,530,340	123,130
Cass	25	103.2	29%	121,520	86,607	40%	40.0%	357.87	68.8%	25,407,296	70,996	10,162,918	99,394
Crow Wing	32	96.5	44%	81,025	63,125	28%	28.0%	218.98	62.1%	16,742,032	76,455	4,687,769	97,862
Isanti	23	56.5	35%	154,751	83,694	85%	85.0%	160.37	71.9%	13,253,281	82,642	11,265,289	152,888
Kanabec	28	77.0	68%	120,376	82,544	46%	46.0%	113.03	54.3%	9,240,260	81,751	4,250,520	119,356
Mille Lacs	16	31.7	19%	170,063	79,562	114%	114.0%	169.35	74.3%	13,899,446	82,075	15,845,368	175,641
Morrison	8	41.6	12%	92,661	60,314	54%	54.0%	358.07	84.8%	24,637,658	68,807	13,304,335	105,963
Sherburne	21	57.6	47%	60,138	36,955	63%	63.0%	123.00	60.9%	5,562,342	45,222	3,504,275	73,712
Stearns	22	62.0	13%	117,254	77,215	52%	52.0%	481.72	83.7%	38,786,334	80,516	20,168,894	122,385
Todd	12	47.2	29%	79,544	65,903	21%	21.0%	163.20	41.1%	10,647,060	65,239	2,235,883	78,940
Wadena	13	42.5	29%	109,506	64,757	69%	69.0%	148.47	67.6%	7,858,952	52,933	5,422,677	89,457
Wright	29	68.7	24%	226,912	94,375	140%	140.0%	284.54	77.9%	27,329,946	96,050	38,261,924	230,519
District 3 Totals	284	842.9	28%	$122,413	$72,318	69%		2,968.90	69.1%	$220,907,739	$74,407	$154,368,055	$126,402

Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1984-2003 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Becker	25	96.5	28%	$59,728	$43,391	38%	38.0%	340.12	76.4%	$18,135,507	$53,321	$6,891,493	$73,583
Big Stone	18	39.9	26%	78,141	42,821	82%	82.0%	152.32	75.2%	7,084,735	46,512	5,809,483	84,652
Clay	31	121.3	47%	80,603	43,440	86%	86.0%	257.96	66.5%	15,903,195	61,650	13,676,748	114,669
Douglas	19	62.3	23%	101,244	64,075	58%	58.0%	268.16	75.3%	13,823,662	51,550	8,017,724	81,449
Grant	6	32.1	17%	72,596	41,535	75%	75.0%	191.82	85.4%	8,588,395	44,773	6,441,296	78,353
Mahnomen	10	55.4	42%	97,779	41,488	136%	136.0%	130.39	67.9%	6,214,373	47,660	8,451,547	112,477
Otter Tail	37	98.6	13%	118,104	76,742	54%	54.0%	730.55	83.6%	62,860,211	86,045	33,944,514	132,509
Pope	21	56.4	26%	143,730	72,237	99%	99.0%	216.84	75.2%	17,098,324	78,852	16,927,341	156,916
Stevens	9	39.4	21%	73,273	50,541	45%	45.0%	190.15	79.8%	10,480,102	55,115	4,716,046	79,917
Swift	29	90.4	41%	60,808	41,723	46%	46.0%	220.85	68.0%	12,475,792	56,490	5,738,864	82,475
Traverse	5	23.4	11%	36,009	43,432	-17%	-17.0%	207.62	86.4%	11,690,352	56,306	(1,987,360)	46,734
Wilkin	18	61.8	31%	87,392	46,536	88%	88.0%	200.65	66.4%	8,198,557	40,860	7,214,730	76,817
District 4 Totals	228	777.6	25%	$86,292	$51,557	67%		3,107.43	76.2%	$192,553,205	$61,965	$115,842,426	$99,245

Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1984-2003 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Anoka	21	34.3	30%	$274,511	$154,028	78%	78.0%	113.95	63.2%	$19,271,484	$169,122	$15,031,758	$301,038
Carver	18	26.8	20%	236,611	117,238	102%	102.0%	134.55	75.0%	13,991,705	103,989	14,271,539	210,058
Hennepin	16	40.9	42%	598,878	316,788	89%	89.0%	96.85	75.1%	25,058,893	258,739	22,302,415	489,017
Scott	12	14.9	12%	345,541	90,301	283%	283.0%	121.98	74.8%	12,948,514	106,153	36,644,295	406,565
Metro Totals	67	116.9	25%	$388,316	$194,376	100%		467.33	71.7%	$71,270,596	$152,506	$88,250,007	$341,345

Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1984-2003 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Dodge	24	52.4	32%	$97,571	$63,413	54%	54.0%	161.58	66.2%	$10,623,155	$65,745	$5,736,504	$101,248
Fillmore	33	89.2	32%	170,654	135,045	26%	26.0%	281.74	71.9%	42,137,345	149,561	10,955,710	188,447
Freeborn	17	50.0	14%	133,757	64,028	109%	109.0%	344.93	81.5%	17,801,214	51,608	19,403,323	107,861
Goodhue	23	73.2	38%	196,921	108,912	81%	81.0%	191.82	63.0%	18,734,105	97,665	15,174,625	176,774
Houston	15	36.7	18%	234,158	149,937	56%	56.0%	202.90	84.3%	33,830,604	166,735	18,945,138	260,107
Mower	24	66.9	26%	101,509	64,462	57%	57.0%	253.71	71.4%	17,313,256	68,240	9,868,556	107,137
Olmsted	22	51.8	25%	159,549	128,642	24%	24.0%	210.85	73.7%	21,321,453	101,121	5,117,149	125,391
Rice	16	39.9	19%	108,363	59,946	81%	81.0%	208.30	80.9%	15,297,398	73,439	12,390,892	132,925
Steele	19	47.5	24%	123,449	53,478	131%	131.0%	194.89	72.1%	12,865,169	66,012	16,853,371	152,489
Wabasha	20	49.6	27%	199,019	131,269	52%	52.0%	182.20	71.4%	23,797,862	130,614	12,374,888	198,533
Winona	30	47.0	21%	137,695	114,745	20%	20.0%	224.54	75.7%	25,584,688	113,943	5,116,938	136,731
District 6 Totals	243	604.1	25%	$151,634	$99,071	53%		2,457.46	73.9%	$239,306,249	$97,380	$131,937,094	$151,068

Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1984-2003 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Blue Earth	29	85.9	34%	$141,044	$97,920	44%	44.0%	254.25	64.9%	$20,818,011	$81,880	$9,159,925	$117,907
Brown	18	64.9	30%	113,869	91,100	25%	25.0%	216.44	70.9%	13,914,080	64,286	3,478,520	80,358
Cottonwood	19	57.3	26%	87,851	54,700	61%	61.0%	218.70	71.1%	11,661,966	53,324	7,113,799	85,852
Faribault	19	78.0	36%	87,881	57,317	53%	53.0%	216.93	65.6%	11,957,949	55,124	6,337,713	84,339
Jackson	18	51.5	18%	80,260	64,390	25%	25.0%	278.54	77.8%	16,773,674	60,220	4,193,419	75,275
Le Sueur	23	66.6	44%	92,210	64,885	42%	42.0%	149.73	62.1%	11,279,473	75,332	4,737,379	106,972
Martin	18	93.8	39%	95,006	63,832	49%	49.0%	238.91	64.9%	13,160,875	55,087	6,448,829	82,080
Nicollet	26	59.4	38%	114,548	70,725	62%	62.0%	154.90	65.8%	15,382,565	99,306	9,537,190	160,876
Nobles	20	53.8	23%	93,804	60,843	54%	54.0%	237.92	71.7%	15,742,554	66,167	8,500,979	101,898
Rock	12	44.9	25%	85,502	48,871	75%	75.0%	180.60	72.2%	8,853,119	49,021	6,639,839	85,786
Sibley	24	70.8	39%	78,482	57,408	37%	37.0%	182.02	64.8%	10,547,257	57,946	3,902,485	79,385
Waseca	26	65.2	43%	69,918	54,712	28%	28.0%	151.90	64.6%	8,512,033	56,037	2,383,369	71,727
Watonwan	15	48.3	47%	72,851	60,364	21%	21.0%	102.99	46.9%	7,044,674	68,402	1,479,382	82,766
District 7 Totals	267	840.3	33%	$95,086	$66,366	43%		2,583.83	67.0%	$165,648,230	$64,110	$73,912,828	$92,715

Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1984-2003 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Chippewa	14	41.9	25%	$135,038	$104,384	29%	29.0%	169.87	71.7%	$15,111,807	$88,961	$4,382,424	$114,760
Kandiyohi	38	115.4	48%	115,453	70,756	63%	63.0%	242.83	62.1%	20,209,944	83,227	12,732,265	135,660
Lac Qui Parle	23	97.9	40%	68,959	48,044	44%	44.0%	247.24	69.6%	10,409,843	42,104	4,580,331	60,630
Lincoln	22	66.8	40%	67,328	47,570	42%	42.0%	165.31	67.9%	9,255,394	55,988	3,887,265	79,503
Lyon	33	92.6	52%	87,391	59,349	47%	47.0%	178.26	59.1%	9,809,711	55,030	4,610,564	80,895
Mc Leod	27	55.3	38%	121,653	76,168	60%	60.0%	144.10	61.2%	10,448,855	72,511	6,269,313	116,018
Meeker	25	58.1	32%	93,286	54,967	70%	70.0%	182.01	68.5%	11,099,355	60,982	7,769,549	103,670
Murray	26	83.0	31%	78,450	50,374	56%	56.0%	263.57	76.1%	14,179,180	53,797	7,940,341	83,923
Pipestone	24	68.5	48%	63,855	50,751	26%	26.0%	142.07	64.2%	7,471,664	52,591	1,942,633	66,265
Redwood	32	89.7	36%	70,840	51,425	38%	38.0%	249.48	67.1%	13,206,705	52,937	5,018,548	73,053
Renville	17	67.6	20%	86,900	53,305	63%	63.0%	340.95	77.5%	18,953,035	55,589	11,940,412	90,610
Yellow Medicine	31	116.5	59%	58,756	52,437	12%	12.0%	197.25	58.6%	12,094,285	61,314	1,451,314	68,672
District 8 Totals	312	953.4	38%	$84,369	$58,012	45%		2,522.94	67.3%	$152,249,778	$60,346	$72,524,959	$89,092

Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

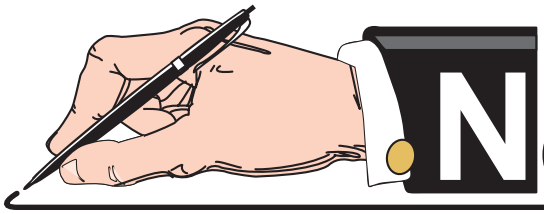
October, 2004

County	1984-2003 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Chisago	17	27.9	17%	$314,131	$121,778	158%	158.0%	160.72	75.9%	$14,989,242	$93,263	$23,683,002	$240,619
Dakota	14	17.7	16%	229,200	174,329	31%	31.0%	112.90	86.0%	12,982,774	114,994	4,024,660	150,642
Ramsey	3	3.5	62%	503,673	338,416	49%	49.0%	5.62	87.4%	1,227,031	218,333	601,245	325,316
Washington	17	21.2	18%	361,506	172,943	109%	109.0%	115.74	83.5%	15,985,240	138,113	17,423,912	288,657
Metro Totals	51	70.3	18%	$316,415	$161,081	97%		394.98	80.9%	$45,184,287	$114,396	$45,732,819	230,182

Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1984-2003 Rural Design Grading: Projects #	1984-2003 Rural Design Grading: Projects (Col. 2) Miles	1984-2003 Rural Design Grading: % of System With Complete Grading Needs Col. 2 / Col. 8	1984-2003 Rural Design Grading: Average Construction Cost/Mile	1984-2003 Rural Design Grading: Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	Rural Complete Grading Remaining in the 2004 Needs Study: % of Total Rural Miles	Rural Complete Grading Remaining in the 2004 Needs Study: Total Cost	Rural Complete Grading Remaining in the 2004 Needs Study: Average Cost Per Mile	Rural Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
District 1 Totals	250	623.5	25%	$234,366	$140,428	67%		2,445.47	75.4%	$355,967,717	$145,562	$239,367,484	$243,444
District 2 Totals	311	1,178.3	43%	74,111	68,016	9%		2,747.20	63.2%	181,042,935	65,901	22,529,211	74,102
District 3 Totals	284	842.9	28%	122,413	72,318	69%		2,968.90	69.1%	220,907,739	74,407	154,368,055	126,402
District 4 Totals	228	777.6	25%	86,292	51,557	67%		3,107.43	76.2%	192,553,205	61,965	115,842,426	99,245
Metro Totals	67	116.9	25%	388,316	194,376	100%		467.33	71.7%	71,270,596	152,506	88,250,007	341,345
District 6 Totals	243	604.1	25%	151,634	99,071	53%		2,457.46	73.9%	239,306,249	97,380	131,937,094	151,068
District 7 Totals	267	840.3	33%	95,086	66,366	43%		2,583.83	67.0%	165,648,230	64,110	73,912,828	92,715
District 8 Totals	312	953.4	38%	84,369	58,012	45%		2,522.94	67.3%	152,249,778	60,346	72,524,959	89,092
Metro Totals	51	70.3	18%	316,415	161,081	97%		394.98	80.9%	45,184,287	114,396	45,732,819	230,182
STATE TOTAL	2,013	6,007.2	31%	$120,398	$78,272	39%		19,695.54	70.3%	$1,624,130,736	$82,462	$944,464,883	$130,415



NOTES and COMMENTS

Comparison of 1987 - 2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2004

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 2005 apportionment is shown below.

1) 2.0 miles of C.S.A.H.'s which had urban design complete grading needs were graded in Pine County in 1987 - 2003. This represents 15% of the 13.60 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 196% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$568{,}917 - \$192{,}320}{\$192{,}320} = 196\%$$

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. If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.

4) Then, by multiplying the Adjusted Factor (196.0%) times the complete urban design grading needs remaining in the 2004 needs study ($3,435,565) an adjustment (+$6,733,707) to the 2004 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 2004 25-year construction needs) have been used in calculating the 2004 annual County State Aid Highway money needs.

Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1987-2003 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Carlton	3	1.4	13%	$114,584	$127,504	-10%	-10.0%	10.83	68.0%	$2,564,760	$236,820	($256,476)	$213,138
Cook	4	1.7	31%	527,702	639,436	-17%	-17.0%	5.46	71.1%	785,286	143,825	(133,499)	119,375
Itasca	12	5.7	61%	263,221	161,803	63%	63.0%	9.40	46.8%	1,778,634	189,216	1,120,539	308,423
Koochiching	5	3.8	32%	193,668	160,051	21%	21.0%	11.95	72.9%	1,987,999	166,360	417,480	201,295
Lake	1	1.2	23%	694,318	237,475	192%	192.0%	5.32	70.8%	1,375,368	258,528	2,640,707	754,901
Pine	6	2.0	15%	568,917	192,320	196%	196.0%	13.79	79.1%	3,435,565	249,135	6,733,707	737,438
St. Louis	24	12.6	20%	657,398	261,930	151%	151.0%	63.45	56.0%	26,099,332	411,337	39,409,991	1,032,456
District 1 Totals	55	28.4	24%	$476,866	$238,359	100%		120.20	60.6%	$38,026,944	$316,364	$49,932,449	$731,775

Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1987-2003 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Beltrami	9	5.4	38%	$150,202	$118,745	26%	26.0%	14.23	63.7%	$2,536,502	$178,250	$659,491	$224,595
Clearwater	4	2.2	51%	158,983	139,544	14%	14.0%	4.29	57.8%	646,295	150,652	90,481	171,743
Hubbard	5	2.3	36%	289,900	166,877	74%	74.0%	6.35	63.6%	652,994	102,834	483,216	178,931
Kittson	2	0.6	13%	264,912	323,522	-18%	-18.0%	4.72	93.7%	958,296	203,029	(172,493)	166,484
Lake of the Woods	1	0.7	21%	143,151	87,479	64%	64.0%	3.32	74.4%	464,971	140,052	297,581	229,684
Marshall	1	0.3	6%	164,975	105,050	57%	34.2%	5.44	82.6%	795,631	146,256	272,106	196,275
Norman	4	1.1	23%	109,332	103,815	5%	5.0%	4.88	67.3%	675,265	138,374	33,763	145,293
Pennington	1	0.2	12%	140,095	227,380	-38%	-38.0%	1.67	78.0%	160,491	96,102	(60,987)	59,583
Polk	10	2.7	25%	162,949	138,959	17%	17.0%	10.68	70.5%	1,804,914	168,999	306,835	197,729
Red Lake	3	1.1	83%	228,484	149,842	52%	52.0%	1.32	40.4%	173,795	131,663	90,373	200,127
Roseau	2	0.7	7%	239,273	136,499	75%	52.5%	10.18	83.7%	1,568,150	154,042	823,279	234,914
District 2 Totals	42	17.3	26%	$181,896	$139,621	30%		67.08	70.0%	$10,437,304	$155,595	$2,823,645	197,689

Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1987-2003 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Aitkin	2	1.5	119%	$392,697	$403,404	-3%	-3.0%	1.26	47.0%	$278,038	$220,665	($8,341)	$214,045
Benton	5	1.7	24%	199,014	154,565	29%	29.0%	7.19	66.3%	1,082,703	150,585	313,984	194,254
Cass	4	1.6	26%	113,774	145,858	-22%	-22.0%	6.19	56.4%	993,615	160,519	(218,595)	125,205
Crow Wing	5	2.8	20%	158,841	151,560	5%	5.0%	13.95	57.4%	2,319,662	166,284	115,983	174,598
Isanti	6	0.9	45%	144,950	295,841	-51%	-51.0%	1.96	48.2%	657,019	335,214	(335,080)	164,255
Kanabec	1	0.5	13%	43,498	110,750	-61%	-61.0%	3.87	96.8%	483,107	124,834	(294,695)	48,685
Mille Lacs	7	5.5	26%	299,456	167,377	79%	79.0%	21.11	76.5%	4,552,931	215,677	3,596,815	386,061
Morrison	8	3.6	25%	197,801	113,411	74%	74.0%	14.35	69.6%	2,182,651	152,101	1,615,162	264,656
Sherburne	1	0.3	8%	193,119	84,194	129%	103.2%	3.92	28.8%	279,234	71,233	288,169	144,746
Stearns	31	12.5	44%	236,439	157,730	50%	50.0%	28.44	48.3%	4,498,644	158,180	2,249,322	237,270
Todd	5	1.9	15%	311,495	143,115	118%	118.0%	12.75	83.6%	1,781,429	139,720	2,102,086	304,589
Wadena	5	1.8	58%	236,279	104,723	126%	126.0%	3.10	40.3%	500,849	161,564	631,070	365,135
Wright	7	3.4	14%	343,892	224,303	53%	53.0%	23.90	62.6%	5,546,483	232,070	2,939,636	355,068
District 3 Totals	87	38.0	27%	$243,813	$168,121	45%		141.99	59.5%	$25,156,365	$177,170	$12,995,516	$268,694

Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1987-2003 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Becker	8	2.2	18%	$101,557	$108,116	-6%	-6.0%	11.93	57.2%	$1,171,970	$98,237	($70,318)	$92,343
Big Stone	6	1.4	29%	247,487	184,408	34%	34.0%	4.81	57.1%	390,808	81,249	132,875	108,874
Clay	5	2.2	35%	287,810	222,846	29%	29.0%	6.30	56.5%	1,377,237	218,609	399,399	282,006
Douglas	17	8.4	59%	159,947	196,751	-19%	-19.0%	14.27	52.3%	3,272,365	229,318	(621,749)	185,747
Grant	4	1.7	76%	284,150	130,812	117%	117.0%	2.23	54.8%	361,291	162,014	422,710	351,570
Mahnomen	2	0.7	43%	225,403	208,131	8%	8.0%	1.63	59.5%	253,813	155,713	20,305	168,171
Otter Tail	13	6.2	19%	291,705	183,570	59%	59.0%	33.43	77.5%	8,066,551	241,297	4,759,265	383,662
Pope	6	2.6	43%	190,597	142,593	34%	34.0%	5.96	60.1%	1,043,023	175,004	354,628	234,505
Stevens	3	0.7	49%	152,875	163,079	-6%	-6.0%	1.42	28.3%	235,709	165,992	(14,143)	156,032
Swift	5	1.7	61%	240,564	208,369	15%	15.0%	2.77	61.6%	587,196	211,984	88,079	243,782
Traverse	5	1.6	66%	235,104	158,321	48%	48.0%	2.44	46.9%	316,626	129,765	151,980	192,052
Wilkin	5	2.2	36%	369,907	225,803	64%	64.0%	6.14	60.8%	851,702	138,714	545,089	227,490
District 4 Totals	79	31.6	34%	$227,738	$181,539	25%		93.33	61.3%	$17,928,291	$192,096	$6,168,120	$258,185

Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2004

County	1987-2003 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2004 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2004 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Anoka	15	16.0	28%	$529,147	$229,897	130%	130.0%	57.51	54.1%	$14,681,556	$255,287	$19,086,023	$587,160
Carver	11	8.2	43%	420,629	156,169	169%	169.0%	19.04	52.9%	2,832,940	148,789	4,787,669	400,242
Hennepin	51	43.5	16%	693,689	496,271	40%	40.0%	266.97	68.2%	117,790,026	441,211	47,116,010	617,695
Scott	19	18.8	82%	585,371	261,884	124%	124.0%	22.79	33.2%	4,989,279	218,924	6,186,706	490,390
Metro Totals	96	86.4	24%	$613,822	$363,814	69%		366.31	60.8%	$140,293,801	$382,992	$77,176,408	$593,678

Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2004

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Dodge	9	3.1	46%	$261,691	$178,709	46%	46.0%	6.78	53.9%	$1,936,519	$285,622	$890,799	$417,009
Fillmore	12	5.2	38%	386,538	94,724	308%	308.0%	13.45	67.6%	1,668,581	124,058	5,139,229	506,157
Freeborn	1	0.5	3%	81,945	125,124	-35%	-10.5%	18.09	77.9%	2,605,250	144,016	(273,551)	128,894
Goodhue	9	3.2	22%	221,408	142,488	55%	55.0%	14.81	72.6%	3,360,787	226,927	1,848,433	351,737
Houston	5	2.8	105%	282,648	138,948	103%	103.0%	2.66	29.4%	312,486	117,476	321,861	238,476
Mower	11	2.6	25%	153,173	206,088	-26%	-26.0%	10.57	58.5%	2,085,866	197,338	(542,325)	146,030
Olmsted	1	0.6	3%	366,986	294,141	25%	7.5%	18.90	64.5%	3,323,099	175,825	249,232	189,012
Rice	8	4.8	29%	225,069	253,310	-11%	-11.0%	16.29	66.8%	5,541,814	340,197	(609,600)	302,776
Steele	6	2.2	20%	420,942	185,483	127%	127.0%	10.89	49.8%	1,985,102	182,287	2,521,080	413,791
Wabasha	9	2.7	27%	368,365	386,702	-5%	-5.0%	10.30	59.5%	2,511,806	243,865	(125,590)	231,671
Winona	1	0.5	3%	440,402	287,080	53%	15.9%	15.92	85.0%	3,491,580	219,320	555,161	254,192
District 6 Totals	72	28.3	20%	$291,454	$194,610	50%		138.66	64.6%	$28,822,890	$207,867	$9,974,729	$279,804

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October, 2004

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Blue Earth	9	5.6	24%	$358,320	$152,175	135%	135.0%	23.68	65.6%	$4,047,440	$170,922	$5,464,044	$401,667
Brown	11	4.9	72%	178,714	104,508	71%	71.0%	6.78	54.9%	969,347	142,972	688,236	244,481
Cottonwood	4	2.0	35%	147,491	153,062	-4%	-4.0%	5.75	53.0%	743,747	129,347	(29,750)	124,173
Faribault	12	4.3	50%	375,244	178,928	110%	110.0%	8.72	52.9%	1,764,361	202,335	1,940,797	424,903
Jackson	7	10.6	135%	67,068	76,524	-12%	-12.0%	7.83	63.0%	1,378,056	175,997	(165,367)	154,877
Le Sueur	14	3.9	23%	352,968	140,797	151%	151.0%	17.01	67.0%	2,779,589	163,409	4,197,179	410,157
Martin	6	1.4	18%	197,513	184,599	7%	7.0%	7.59	75.2%	1,077,654	141,983	75,436	151,922
Nicollet	3	4.2	92%	270,341	213,152	27%	27.0%	4.58	43.6%	979,194	213,798	264,382	271,523
Nobles	13	4.6	71%	482,752	225,168	114%	114.0%	6.46	48.6%	1,264,089	195,679	1,441,061	418,754
Rock	6	1.9	26%	213,308	145,729	46%	46.0%	7.41	63.8%	901,003	121,593	414,461	177,526
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	5%	110,707	207,275	-47%	-23.5%	11.12	75.4%	1,939,008	174,371	(455,667)	133,394
Watonwan	9	2.8	41%	270,580	207,144	31%	31.0%	6.78	47.8%	1,387,557	204,654	430,143	268,097
District 7 Totals	98	47.3	40%	$251,286	$148,880	69%		119.63	61.0%	$20,172,705	$168,626	$15,055,949	$294,480

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October, 2004

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Chippewa	10	3.6	125%	$233,703	$282,655	-17%	-17.0%	2.91	43.4%	$747,341	$256,818	($127,048)	213,159
Kandiyohi	8	7.2	50%	378,326	229,465	65%	65.0%	14.54	49.0%	2,734,913	188,096	1,777,693	310,358
Lac Qui Parle	5	0.8	12%	356,939	214,230	67%	67.0%	6.35	83.0%	1,275,288	200,833	854,443	335,391
Lincoln	5	1.9	43%	333,018	167,339	99%	99.0%	4.39	49.6%	488,045	111,172	483,165	221,232
Lyon	12	5.7	61%	128,920	228,672	-44%	-44.0%	9.35	54.3%	1,695,830	181,372	(746,165)	101,568
Mc Leod	9	4.3	39%	230,442	194,098	19%	19.0%	10.99	54.0%	1,779,437	161,914	338,093	192,678
Meeker	3	1.3	28%	64,102	72,185	-11%	-11.0%	4.57	66.1%	563,112	123,219	(61,942)	109,665
Murray	2	0.9	17%	324,141	180,257	80%	80.0%	5.30	68.8%	435,859	82,238	348,687	148,028
Pipestone	15	5.1	58%	132,122	135,693	-3%	-3.0%	8.76	64.6%	1,492,002	170,320	(44,760)	165,210
Redwood	4	1.4	15%	114,874	142,801	-20%	-20.0%	9.59	70.8%	2,002,048	208,764	(400,410)	167,011
Renville	9	2.6	120%	375,742	178,931	110%	110.0%	2.16	37.7%	319,983	148,140	351,981	311,094
Yellow Medicine	4	1.2	20%	331,014	131,225	152%	152.0%	5.95	68.6%	698,697	117,428	1,062,019	295,919
District 8 Totals	86	36.0	42%	$243,782	$196,315	24%		84.86	57.9%	$14,232,555	$167,718	$3,835,756	$212,919

Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2004

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Chisago	3	2.7	19%	$444,366	$161,647	175%	175.0%	14.07	63.4%	$1,980,053	140,729	$3,465,093	$387,004
Dakota	28	43.1	56%	432,250	250,271	73%	73.0%	77.30	40.6%	15,000,206	194,052	10,950,150	335,710
Ramsey	46	35.4	23%	654,738	401,343	63%	63.0%	156.85	61.5%	64,865,956	413,554	40,865,552	674,093
Washington	11	5.1	12%	402,808	224,930	79%	79.0%	43.23	55.6%	8,862,833	205,016	7,001,638	366,978
Metro Totals	88	86.3	30%	$522,133	$307,957	69%		291.45	53.5%	$90,709,048	$311,234	$62,282,433	$524,932

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District 1 Totals	55	28.4	24%	$476,866	$238,359	100%		120.20	60.6%	$38,026,944	$316,364	$49,932,449	$731,775
District 2 Totals	42	17.3	26%	181,896	139,621	30%		67.08	70.0%	10,437,304	155,595	2,823,645	197,689
District 3 Totals	87	38.0	27%	243,813	168,121	45%		141.99	59.5%	25,156,365	177,170	12,995,516	268,694
District 4 Totals	79	31.6	34%	227,738	181,539	25%		93.33	61.3%	17,928,291	192,096	6,168,120	258,185
Metro Totals	96	86.4	24%	613,822	363,814	69%		366.31	60.8%	140,293,801	382,992	77,176,408	593,678
District 6 Totals	72	28.3	20%	291,454	194,610	50%		138.66	64.6%	28,822,890	207,867	9,974,729	279,804
District 7 Totals	98	47.3	40%	251,286	148,880	69%		119.63	61.0%	20,172,705	168,626	15,055,949	294,480
District 8 Totals	86	36.0	42%	243,782	196,315	24%		84.86	57.9%	14,232,555	167,718	3,835,756	212,919
Metro Totals	88	86.3	30%	522,133	307,957	69%		291.45	53.5%	90,709,048	311,234	62,282,433	524,932
STATE TOTAL	703	399.5	28%	$400,633	$249,826	40%		1,423.51	59.5%	$385,779,903	$271,006	$240,245,005	$439,776

Needs Adjustments for Variances Granted on CSAHs

October, 2004

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, 2004 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 2-3, 2004 Screening Board meeting.

County	Project	Variance From	2004 Needs Adjustments	Approx. 2005 Apport. Loss*
Faribault	22-651-06	Design Speed	$47,620	$981
Fillmore	23-638-04	Design Speed	$39,122	$807
Morrison	49-652-04	Design Speed	$140,644	$2,900
TOTAL			$227,386	$4,688

* Based on $20.62 earning factor for each $1,000 of 25 year money needs.

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Bond Account Adjustments

October, 2004

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 or has accepted a TRLF loan, 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 and TRLF Loan Adjustment consists of the total Bond or TRLF dollars of projects applied minus the principal paid as of December 31st of the previous year. Since overlay, joint repair, reconditioning, or maintenance facility construction does not reduce needs, Bond or TRLF dollars used for those type of projects would not be used to compute the adjustment.

STATE AID BOND RECORD AS OF DECEMBER 31, 2003

County	Date of Issue	Amount of Issue	Total $'s Applied to Projects	Principal Paid to Date	$'s Applied Less Principal To Be Paid	Total $'s Applied to Ineligible Projects	Bond Account Adjustment
Polk	03/25/03	$4,000,000	$3,977,206	$800,000	$3,177,206	$1,939,596	$1,237,610
Marshall	03/19/02	1,025,000	1,025,000	410,000	615,000		615,000
District 2 Totals		4,000,000	3,977,206	800,000	3,177,206	1,939,596	1,852,610
Anoka	05/18/99	6,400,000	6,400,000	3,015,000	3,385,000	0	3,385,000
Anoka	03/01/01	4,575,000	4,575,000	1,160,000	3,415,000	0	3,415,000
Metro Totals		10,975,000	10,975,000	4,175,000	6,800,000	0	6,800,000
LeSueur	05/01/03	2,670,000	0	0	0	0	0
Nicollet	01/01/02	2,450,000	2,358,462	410,000	1,948,462	173,135	1,775,327
District 7 Totals		5,120,000	2,358,462	410,000	1,948,462	173,135	1,775,327
Kandiyohi	01/01/99	3,250,000	3,250,000	835,000	2,415,000	0	2,415,000
District 8 Totals		3,250,000	3,250,000	835,000	2,415,000	0	2,415,000
STATE TOTALS		$23,857,500	$21,073,168	$6,425,000	$14,648,168	$2,112,731	$12,842,937

TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2003

County	Date of Issue	Amount of Issue	Total $'s Applied to Projects	Principal Paid to Date	$'s Applied Less Principal To Be Paid	Total $'s Applied to Ineligible Projects	Bond Account Adjustment
Pine	08/30/01	$2,225,000	$0	$0	$0	$0	$0
District 1 Totals		2,225,000	0	0	0	0	0
Pennington	07/14/01	1,731,285	0	0	0	0	0
District 2 Totals		$1,731,285	$0	$0	$0	$0	$0
STATE TOTALS		$3,956,285	$0	$0	$0	$0	$0

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"After the Fact" Right of Way Needs

October, 2004

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 2004 25-year needs and are shown on the 2005 Money Needs Apportionment Chart.

County	After the Fact R/W Needs
Carlton	$1,019,822
Cook	290,821
Itasca	1,386,886
Koochiching	1,150,454
Lake	1,192,926
Pine	1,013,052
St. Louis	9,715,531
District 1 Totals	**$15,769,492**
Beltrami	$1,205,509
Clearwater	691,247
Hubbard	1,546,750
Kittson	1,335,990
Lake of the Woods	176,828
Marshall	2,022,576
Norman	687,304
Pennington	531,560
Polk	4,072,229
Red Lake	341,906
Roseau	726,477
District 2 Totals	**$13,338,376**

County	After the Fact R/W Needs
Aitkin	$1,012,211
Benton	1,295,344
Cass	1,231,687
Crow Wing	1,206,658
Isanti	668,584
Kanabec	362,375
Mille Lacs	306,773
Morrison	255,686
Sherburne	1,140,196
Stearns	1,446,846
Todd	426,987
Wadena	382,807
Wright	3,068,662
District 3 Totals	**$12,804,816**

N\CSAH\Fall 2004\AFACTROW 2004

"After the Fact" Right of Way Needs

October, 2004

County	After the Fact R/W Needs
Becker	$1,023,055
Big Stone	194,537
Clay	1,511,158
Douglas	1,252,735
Grant	327,443
Mahnomen	440,791
Otter Tail	1,136,906
Pope	700,281
Stevens	574,230
Swift	512,851
Traverse	160,653
Wilkin	761,623
District 4 Totals	**$8,596,263**
Anoka	$16,413,176
Carver	2,097,278
Hennepin	65,976,610
Scott	13,102,333
Metro Totals	**$97,589,397**
Dodge	$811,609
Fillmore	1,660,519
Freeborn	496,889
Goodhue	2,909,333
Houston	786,322
Mower	187,423
Olmsted	5,041,360
Rice	498,752
Steele	257,441
Wabasha	1,724,419
Winona	612,598
District 6 Totals	**$14,986,665**

County	After the Fact R/W Needs
Blue Earth	$5,064,552
Brown	827,955
Cottonwood	935,910
Faribault	849,561
Jackson	511,778
Le Sueur	1,288,175
Martin	619,348
Nicollet	1,321,449
Nobles	334,815
Rock	611,529
Sibley	572,464
Waseca	323,108
Watonwan	530,589
District 7 Totals	**$13,791,233**
Chippewa	$721,249
Kandiyohi	2,231,160
Lac Qui Parle	674,173
Lincoln	886,284
Lyon	1,325,180
Mc Leod	2,487,550
Meeker	685,952
Murray	677,058
Pipestone	489,263
Redwood	1,191,035
Renville	1,848,791
Yellow Medicine	779,824
District 8 Totals	**$13,997,519**
Chisago	$2,630,373
Dakota	31,903,259
Ramsey	14,182,163
Washington	4,631,533
Metro Totals	**$53,347,328**
STATE TOTALS	**$244,221,089**

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Miscellaneous "After the Fact" Needs

October, 2004

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, Wetland Mitigation, RR-xing Surfacing, and Concrete Paving (as eligable for State Aid participation) on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shallbe 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 2004 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	Concrete Paving	Total
Carlton	$39,454	$0	$0	$0	$0	$0	$0	**$39,454**
Cook	6,976	0	0	16,161	0	0	0	**23,137**
Itasca	80,395	143,725	0	86,190	0	0	0	**310,310**
Lake	89,138	64,970	15,801	66,378	4,442	0	0	**240,729**
Pine	58,386	9,112	0	14,612	0	0	0	**82,110**
St. Louis	648,475	180,188	26,280	203,919	92,123	0	0	**1,150,985**
District 1	**922,824**	**397,995**	**42,081**	**387,260**	**96,565**	**0**	**0**	**1,846,725**
Beltrami	76,884	0	46,760	48,748	29,464	94,350	0	**296,206**
Clearwater	0	0	0	57,509	32,134	28,800	0	**118,443**
Hubbard	0	0	0	0	18,213	0	0	**18,213**
Marshall	0	0	0	80,678	18,732	0	0	**99,410**
Polk	0	0	0	22,975	4,970	88,883	0	**116,828**
Red Lake	0	193,218	0	61,553	1,953	0	0	**256,724**
District 2	**76,884**	**193,218**	**46,760**	**271,463**	**105,466**	**212,033**	**0**	**905,824**
Aitkin	0	0	0	0	7,534	0	0	**7,534**
Benton	150,409	0	0	0	0	0	0	**150,409**
Crow Wing	152,880	0	63,769	97,802	97,562	0	0	**412,013**
Mille Lacs	70,653	0	16,473	42,402	44,417	0	0	**173,945**
Stearns	615,840	0	46,500	33,697	0	0	0	**696,037**
Todd	16,745	0	0	0	0	0	0	**16,745**
Wright	1,332,475	11,724	200,851	329,286	58,970	100,319	0	**2,033,625**
District 3	**2,339,002**	**11,724**	**327,593**	**503,187**	**208,483**	**100,319**	**0**	**3,490,308**
Becker	8,883	0	0	115,520	37,561	19,576	0	**181,540**
Douglas	183,684	17,016	18,398	116,142	0	0	0	**335,240**
Stevens	0	0	0	0	14,000	0	0	**14,000**
Swift	0	20,054	0	35,904	0	0	0	**55,958**
District 4	**192,567**	**37,070**	**18,398**	**267,566**	**51,561**	**19,576**	**0**	**586,738**

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County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	Concrete Paving	Total
Anoka	$6,132,226	$77,611	$611,331	$615,571	$1,357,226	$369,592	$0	**$9,163,557**
Carver	37,029	204,557	0	0	17,279	50,581	0	**309,446**
Hennepin	10,720,405	2,072,226	2,853,872	2,318,825	39,636	0	0	**18,004,964**
Scott	3,066,459	41,500	581,872	1,048,436	179,709	0	0	**4,917,976**
Metro	**19,956,119**	**2,395,894**	**4,047,075**	**3,982,832**	**1,593,850**	**420,173**	**0**	**32,395,943**
Dodge	0	0	0	48,264	22,268	0	0	**70,532**
Fillmore	0	338,637	66,528	209,584	0	0	0	**614,749**
Freeborn	144,736	0	0	0	0	0	0	**144,736**
Goodhue	326,840	87,328	271,798	66,674	0	36,513	0	**789,153**
Houston	0	153,749	57,742	62,111	122,040	0	0	**395,642**
Olmsted	1,727,807	0	90,033	0	0	0	0	**1,817,840**
Rice	0	0	63,815	272,181	0	0	0	**335,996**
Wabasha	0	0	57,971	341,306	5,100	9,000	0	**413,377**
Winona	0	0	2,760	0	0	0	0	**2,760**
District 6	**2,199,383**	**579,714**	**610,647**	**1,000,120**	**149,408**	**45,513**	**0**	**4,584,785**
Blue Earth	0	218,091	9,942	172,205	639,919	54,132	0	**1,094,289**
Brown	0	0	0	0	0	23,174	0	**23,174**
Cottonwood	0	0	0	29,474	0	0	0	**29,474**
Faribault	99,989	0	0	3,386	0	0	0	**103,375**
Le Sueur	0	9,650	42,122	113,672	0	0	0	**165,444**
Nicollet	0	0	50,232	23,340	0	0	0	**73,572**
Nobles	37,255	0	0	6,039	0	0	0	**43,294**
Watonwan	1,626	324,117	0	312,004	0	0	0	**637,747**
District 7	**138,870**	**551,858**	**102,296**	**660,120**	**639,919**	**77,306**	**0**	**2,170,369**
Chippewa	0	0	0	0	0	37157	0	**37,157**
Kandiyohi	86,960	0	49,224	95,808	89,093	22,270	0	**343,355**
Lyon	0	0	0	73,849	7,824	0	0	**81,673**
McLeod	0	0	40,294	0	16,400	0	0	**56,694**
Meeker	8,439	0	0	0	0	23,762	0	**32,201**
Murray	0	0	22,988	193,323	0	0	0	**216,311**
Pipestone	0	216	3,150	78,575	0	15,000	0	**96,941**
Yellow Medicine	0	0	0	0	0	5,000	0	**5,000**
District 8	**95,399**	**216**	**115,656**	**441,555**	**113,317**	**103,189**	**0**	**869,332**
Chisago	83,255	0	4,599	110,419	0	0	0	**198,273**
Dakota	5,238,012	0	2,441,139	1,187,909	435,535	98,758	0	**9,401,353**
Ramsey	8,683,820	989,464	2,305,459	1,185,508	875,191	0	0	**14,039,442**
Washington	3,189,691	23,107	167,588	301,790	92,785	0	0	**3,774,961**
Metro	**17,194,778**	**1,012,571**	**4,918,785**	**2,785,626**	**1,403,511**	**98,758**	**0**	**27,414,029**
TOTAL	**$43,115,826**	**$5,180,260**	**$10,229,291**	**$10,299,729**	**$4,362,080**	**$1,076,867**	**$0**	**$74,264,053**

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.

"After The Fact" Bridge Deck Rehabilitation Needs

October, 2004

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

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

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the 2005 Money Needs Apportionment Form.

County	Letting Date Or Reporting Date	# of Projects	Regular Eligible "After the Fact" Bridge Deck Rehab. Needs	Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs	Total Bridge Deck Rehab. Needs	Added to the Needs for these Apport. Years
Itasca	1999	2	$256,076	$210,838	$466,914	2001-2015
Lake	1999	1	113,025	0	113,025	2001-2015
District 1		3	369,101	210,838	579,939	
Beltrami	2002	1	270,771	0	270,771	2004-2018
Polk	1988	1	201,689	0	201,689	1994-2008
District 2		2	472,460	0	472,460	
Wright	1992	1	54,677	0	54,677	2005-2019
District 3		1	54,677	0	54,677	
Anoka	2000	1	179,005	0	179,005	2001-2015
Hennepin	1989	2	348,771	0	348,771	1991-2005
Hennepin	1994	1	45,520	0	45,520	1996-2010
Hennepin	2000	1	88,131	0	88,131	2002-2016
Hennepin	2002	1	1,687,062	0	1,687,062	2004-2018
Metro		6	2,348,489	0	2,348,489	
Houston	2002	1	0	138,340	138,340	2004-2018
Olmsted	1993	1	52,831	0	52,831	1995-2009
Olmsted	1999	2	228,355	0	228,355	2003-2017
Olmsted	2000	3	295,336	0	295,336	2003-2017
Rice	1999	1	0	299,733	299,733	2004-2018
Wabasha	1998	1	27,500	0	27,500	1999-2013
District 6		9	604,022	438,073	1,042,095	
Nicollet	1999	1	0	114,468	114,468	2000-2014
Nicollet	2001	1	37,813	0	37,813	2003-2017
District 7		2	37,813	114,468	152,281	
Kandiyohi	2001	1	19,828	0	19,828	2002-2016
District 8		1	19,828	0	19,828	
Ramsey	1979	1	79,075	0	79,075	2003-2017
Ramsey	1986	1	555,051	0	555,051	2003-2017
Ramsey	1988	4	344,783	0	344,783	1993-2007
Metro		6	978,909	0	978,909	
State Total		**30**	**$4,885,299**	**$763,379**	**$5,648,678**	**2005 Apport.**

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"After The Fact" Mn/DOT Bridge Needs

October, 2004

The resolution below dealing with using county funds on Mn/Dot bridges was adopted in June, 1997 by the County Screening Board.

> **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 by the county 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.**

Pursuant to this resolution, the following counties have reported and justified county funds used on Mn/DOT bridges in the amounts and for the years indicated. These adjustments are shown on the 2005 Money Needs Apportionment Form.

			County Funds used on Mn/DOT Bridges			Added to the Needs for these Apport.
County	**Project #**	**Reporting Date**	**Regular**	**Municipal**	**Total**	**Years**
Anoka	**02-617-11**	2000	$1,666,997	$0	$1,666,997	2001-2035
State Total			**$1,666,997**	**$0**	**$1,666,997**	**2001-2035**

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NEEDS ADJUSTMENT FOR "CREDIT FOR LOCAL EFFORT"

October, 2004

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 2004 money needs.

District	County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
1	Carlton	$21,550	$0	**$21,550**
2	Polk	6,113,142	0	**6,113,142**
3	Stearns	0	11,584	**11,584**
	Wright	126,424	204,457	**330,881**
4	Clay	55,021	0	**55,021**
Metro	Anoka	8,033,729	0	**8,033,729**
	Carver	10,890,756	379,751	**11,270,507**
	Hennepin	2,322,171	0	**2,322,171**
	Scott	8,718,096	0	**8,718,096**
6	Dodge	238,653	87,897	**326,550**
	Fillmore	2,191,747	95,238	**2,286,985**
	Freeborn	168,744	0	**168,744**
	Goodhue	5,584,673	599	**5,585,272**
	Olmsted	4,375,140	0	**4,375,140**
	Winona	334,953	0	**334,953**
7	Blue Earth	2,375,882	0	**2,375,882**
	Brown	533,246	355,015	**888,261**
	Faribault	606,206	34,377	**640,583**
	Martin	280,303	0	**280,303**
	Nicollet	1,197,304	0	**1,197,304**
	Nobles	0	62,245	**62,245**
	Waseca	491,421	0	**491,421**
	Watonwan	211,289	0	**211,289**
8	Chippewa	0	28,964	**28,964**
	Kandiyohi	1,742,508	0	**1,742,508**
	Lyon	49,545	0	**49,545**
	Mcleod	461,794	214,710	**676,504**
	Redwood	7,599	0	**7,599**
	Renville	0	311,633	**311,633**
	Yellow Medicine	940,553	14,416	**954,969**
Metro	Dakota	7,993,679	0	**7,993,679**
	Ramsey	455,138	0	**455,138**
	Washington	1,986,309	0	**1,986,309**
State Total		**$68,507,575**	**$1,800,886**	**$70,308,461**

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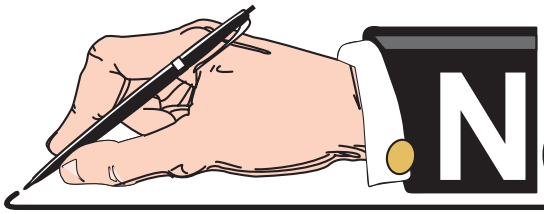

NOTES and COMMENTS

Non Existing CSAH Needs Adjustment

October, 2004

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 2004 25 year needs, as shown on the 2005 Money Needs Apportionment Form.

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Non Existing CSAH Needs Adjustment

October, 2004

County	CSAH	Miles	Termini	Year Designation	Needs Deduction
ITASCA	83	0.70	1.5 M E of TH 169 to TH 65	1976	$693,919
DISTRICT 1		**0.70**			**693,919**
KANABEC	9	0.70	CO RD 51 to 0.70 M N	1958	116,985
DISTRICT 3		**0.70**			**116,985**
CARVER	14	1.05	CSAH 15 to 0.12 M West of CSAH 17	1992	674,445
HENNEPIN	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	2,426,537
SCOTT	27	0.92	CSAH 16 to TH 13	1979	2,179,530
METRO		**2.54**			**5,280,512**
DAKOTA	5	1.35	TH 13 to FAI 35W	1975	2,226,815
DAKOTA	32	1.15	CSAH 71 to 105th St	1975	770,532
DAKOTA	70	1.08	CSAH 23 to TH 50	1973	1,508,276
METRO		**3.58**			**4,505,623**
STATE TOTAL		**7.52**			**$10,597,039**

N\CSAH\BOOKS\FALL 2004\Non Exist Mile Adj Table

Mill Levy Deductions

October, 2004

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

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

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

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

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

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

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

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

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

N\CSAH\BOOKS\FALL 2004\MILLEVY 2004.DOC

County	County Total Real & Personal Market Value (Taxes Payable 2004)	Mill Levy Deduction
Carlton	$1,340,293,925	$213,911
Cook	373,650,741	59,635
Itasca	2,285,781,073	364,811
Koochiching	444,931,599	71,011
Lake	537,014,950	85,708
Pine	1,078,313,224	172,099
St. Louis*	8,287,351,443	801,387
District 1 Totals	14,347,336,955	1,768,562
Beltrami	1,254,017,540	200,141
Clearwater	283,270,710	45,210
Hubbard	1,034,709,269	165,140
Kittson	175,665,275	28,036
Lake of the Woods	146,321,415	23,353
Marshall	251,119,600	40,079
Norman	134,744,245	21,505
Pennington	353,755,340	56,459
Polk	844,264,733	134,745
Red Lake	93,464,400	14,917
Roseau	421,186,940	67,221
District 2 Totals	4,992,519,467	796,806
Aitkin	678,543,540	108,296
Benton	1,599,826,200	255,332
Cass	1,683,880,445	268,747
Crow Wing	3,739,179,760	596,773
Isanti	1,756,841,435	280,392
Kanabec	591,738,133	94,441
Mille Lacs	1,013,914,400	161,821
Morrison	1,256,345,981	200,513
Sherburne	4,979,941,188	794,799
Stearns	8,608,681,476	1,373,946
Todd	715,863,160	114,252
Wadena	402,038,630	64,165
Wright	6,569,430,475	1,048,481
District 3 Totals	33,596,224,823	5,361,958
Becker	1,323,128,553	211,171
Big Stone	120,006,720	19,153
Clay	1,736,025,665	277,070
Douglas	1,999,351,505	319,097
Grant	185,500,225	29,606
Mahnomen	124,469,545	19,865
Otter Tail	2,534,654,708	404,531
Pope	417,923,205	66,701
Stevens	302,636,710	48,301
Swift	313,730,920	50,071
Traverse	103,255,900	16,480
Wilkin	187,542,530	29,932
District 4 Totals	9,348,226,186	1,491,978

County	County Total Real & Personal Market Value (Taxes Payable 2004)	Mill Levy Deduction
Anoka*	$20,369,634,805	$1,969,744
Carver	6,239,395,850	995,808
Hennepin*	97,417,715,860	9,420,293
Scott	6,329,822,793	1,010,240
Metro Totals	130,356,569,308	13,396,085
Dodge	772,303,070	123,260
Fillmore	752,252,620	120,060
Freeborn	1,200,727,983	191,636
Goodhue	2,877,281,280	459,214
Houston	744,986,785	118,900
Mower	1,306,219,172	208,473
Olmsted	7,890,865,288	1,259,382
Rice	3,025,584,186	482,883
Steele	1,748,319,025	279,032
Wabasha	961,478,680	153,452
Winona	2,217,189,860	353,864
District 6 Totals	23,497,207,949	3,750,156
Blue Earth	2,678,112,326	427,427
Brown	960,277,205	153,260
Cottonwood	335,639,225	53,568
Faribault	428,943,170	68,459
Jackson	313,659,294	50,060
Le Sueur	1,342,578,300	214,275
Martin	751,937,776	120,009
Nicollet	1,466,539,900	234,060
Nobles	554,418,260	88,485
Rock	282,692,690	45,118
Sibley	540,214,758	86,218
Waseca	750,573,065	119,791
Watonwan	280,013,399	44,690
District 7 Totals	10,685,599,368	1,705,420
Chippewa	396,721,881	63,317
Kandiyohi	1,728,016,000	275,791
Lac Qui Parle	165,023,413	26,338
Lincoln	158,000,385	25,217
Lyon	981,284,360	156,613
Mc Leod	1,614,805,950	257,723
Meeker	950,745,520	151,739
Murray	244,638,056	39,044
Pipestone	236,125,176	37,686
Redwood	417,946,505	66,704
Renville	504,230,965	80,475
Yellow Medicine	276,453,925	44,122
District 8 Totals	7,673,992,136	1,224,769
Chisago	2,907,531,265	464,042
Dakota*	29,197,988,300	2,823,445
Ramsey*	32,283,967,300	3,121,860
Washington*	17,883,718,901	1,729,356
Metro Totals	82,273,205,766	8,138,703
STATE TOTALS	$316,770,881,958	$37,634,437

*** Denotes Urban County.**

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TENTATIVE

APPORTIONMENT

DATA

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Development of the Tentative 2005
C.S.A.H. Money Needs Apportionment

October, 2004

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 her use in apportioning the 2005 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2005 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 2004 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 2005 apportionment.

Adjustments must be made for any turnback activity in 2004, construction fund balances as of 12/31/04, and possibly for any action taken by this Board.

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October 21, 2004

Carol Molnau
Minnesota Department of Transportation
MS 100, Transportation Building
St. Paul, Minnesota 55155

Dear Lieutenant Governor/ Commissioner Molnau:

We, the undersigned, as members of the 2004 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 2004; construction fund balances as of December 31, 2004; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2005.

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 2005 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary
County Screening Board

APPROVED

Al Goodman, District 1	Roger Gustafson, Metro	Mark Krebsbach, Urban
Kelly Bengtson, District 2	Allen Henke, District 6	Jim Grube, Urban
Russ Larson, District 3	Nathan Richman, District 7	Ken Haider, Urban
Larry Haukos, District 4	Steve Kubista, District 8	Marcus Hall, Urban
Bill Malin, Metro	Doug Fischer, Urban	Don Theisen, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

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Annual County State Aid Highway Money Needs

October, 2004

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 2005 C.S.A.H. FUND

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Carlton	292.21	595.34	$3,046,053
Cook	178.89	359.88	1,972,211
Itasca	647.29	1,293.18	6,956,396
Koochiching	246.05	491.80	4,638,466
Lake	224.04	441.08	3,630,759
Pine	474.87	949.65	5,757,033
St. Louis	1,378.96	2,772.47	24,571,580
District 1 Totals	**3,442.31**	**6,903.40**	**50,572,498**
Beltrami	464.08	928.16	3,997,449
Clearwater	325.68	651.36	1,969,454
Hubbard	324.12	648.24	2,254,131
Kittson	373.20	746.40	2,156,439
Lake of the Woods	194.81	389.62	2,835,822
Marshall	638.76	1,277.52	3,090,627
Norman	392.24	784.54	2,164,152
Pennington	258.74	517.48	1,299,754
Polk	807.14	1,614.28	5,511,981
Red Lake	185.66	371.32	1,837,373
Roseau	481.92	963.84	2,396,669
District 2 Totals	**4,446.35**	**8,892.76**	**29,513,851**
Aitkin	373.98	748.56	2,877,138
Benton	225.43	452.98	1,564,076
Cass	530.80	1,062.22	3,574,905
Crow Wing	377.13	756.45	3,139,262
Isanti	227.24	455.38	1,937,589
Kanabec	212.00	422.60	1,503,149
Mille Lacs	255.63	511.26	3,212,321
Morrison	442.74	888.68	3,424,987
Sherburne	215.54	440.16	1,116,849
Stearns	634.31	1,309.62	5,961,912
Todd	412.08	821.16	2,046,498
Wadena	227.24	454.48	1,441,642
Wright	403.32	813.04	6,633,931
District 3 Totals	**4,537.44**	**9,136.59**	**38,434,259**
Becker	466.14	932.28	2,740,172
Big Stone	210.86	421.72	1,658,455
Clay	399.06	798.24	3,114,341
Douglas	383.47	766.94	2,578,248
Grant	228.65	457.30	1,529,892
Mahnomen	194.81	389.62	1,790,084
Otter Tail	916.70	1,833.40	8,147,470
Pope	298.31	596.62	2,388,702
Stevens	243.29	486.58	1,399,830
Swift	329.41	658.82	1,831,677
Traverse	245.42	490.84	1,459,381
Wilkin	312.26	625.68	2,171,924
District 4 Totals	**4,228.38**	**8,458.04**	**30,810,176**

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County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Anoka	286.71	742.05	$8,352,053
Carver	215.40	439.78	3,494,232
Hennepin	520.75	1,527.09	21,319,651
Scott	231.56	535.98	6,629,964
Metro Totals	**1,254.42**	**3,244.90**	**39,795,900**
Dodge	256.72	513.94	2,471,849
Fillmore	411.80	823.60	5,759,248
Freeborn	446.45	894.54	3,639,211
Goodhue	324.81	651.62	4,531,956
Houston	249.62	499.24	3,529,309
Mower	373.66	750.08	3,822,236
Olmsted	315.47	682.56	4,514,325
Rice	281.78	565.84	3,038,780
Steele	292.06	590.80	3,000,140
Wabasha	272.53	545.06	3,595,100
Winona	315.36	630.78	3,842,725
District 6 Totals	**3,540.26**	**7,148.06**	**41,744,879**
Blue Earth	427.69	865.52	5,415,668
Brown	317.46	635.92	2,300,779
Cottonwood	318.57	637.14	2,305,672
Faribault	346.98	694.60	3,410,075
Jackson	370.64	741.28	3,090,631
Le Sueur	266.69	533.38	2,942,132
Martin	378.15	757.54	2,810,088
Nicollet	245.75	489.14	2,407,436
Nobles	345.12	692.30	3,879,329
Rock	261.81	523.62	1,930,665
Sibley	289.34	580.98	2,136,057
Waseca	249.99	499.98	2,104,743
Watonwan	233.68	467.36	1,621,460
District 7 Totals	**4,051.87**	**8,118.76**	**36,354,735**
Chippewa	243.56	487.12	1,683,459
Kandiyohi	420.56	843.86	3,966,320
Lac Qui Parle	362.91	725.82	1,930,118
Lincoln	252.50	505.00	1,574,872
Lyon	319.03	637.66	2,303,876
Mc Leod	255.95	510.90	2,758,027
Meeker	272.75	545.50	1,910,065
Murray	354.20	708.40	2,238,188
Pipestone	235.02	470.20	1,537,944
Redwood	385.54	771.56	3,342,581
Renville	445.87	891.74	3,901,612
Yellow Medicine	345.25	690.50	2,328,347
District 8 Totals	**3,893.14**	**7,788.26**	**29,475,409**
Chisago	233.96	468.12	3,750,886
Dakota	321.58	851.04	7,904,934
Ramsey	261.46	752.57	11,204,907
Washington	216.45	476.88	6,572,221
Metro Totals	**1,033.45**	**2,548.61**	**29,432,948**
STATE TOTALS	**30,427.62**	**62,239.38**	**$326,134,655**

Does not include 2004 T.H. Turnback Mileage

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Total Tentative 2005 C.S.A.H. Apportionment

October, 2004

The following tabulation lists a TENTATIVE 2005 Apportionment based on an estimate of $358 million (same as 2004 apportionment).

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

Each county's tentative 2005 lane mile apportionment has been computed using the 2004 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, 2004 trunk highway turnback mileage is not included, but will be when the final 2005 apportionment is determined.

The money needs apportionment is based on the actual 2004 25-year construction needs, however, these needs will be adjusted by 2004 turnback activity, construction fund balances as of 12/31/04, 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, 2005, by the Commissioner with the assistance of recommendations by your Screening Board.

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Components of the TENTATIVE 2005 Apportionment

October, 2004

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2005 CSAH Apportionment
Carlton	$412,025	$266,337	$1,028,605	$1,673,990	$3,380,957
Cook	412,025	48,070	621,787	1,083,849	2,165,731
Itasca	412,025	417,428	2,234,433	3,822,959	6,886,845
Koochiching	412,025	131,448	849,768	2,549,117	3,942,358
Lake	412,025	95,351	762,125	1,995,321	3,264,822
Pine	412,025	237,839	1,640,821	3,163,837	5,454,522
St. Louis	412,025	1,492,274	4,790,298	13,503,565	20,198,162
District 1 Totals	2,884,175	2,688,747	11,927,837	27,792,638	45,293,397
Beltrami	412,025	287,701	1,603,720	2,196,839	4,500,285
Clearwater	412,025	76,424	1,125,389	1,082,334	2,696,172
Hubbard	412,025	170,520	1,120,012	1,238,781	2,941,338
Kittson	412,025	45,274	1,289,600	1,185,093	2,931,992
Lake of the Woods	412,025	42,729	673,190	1,558,455	2,686,399
Marshall	412,025	94,705	2,207,333	1,698,486	4,412,549
Norman	412,025	64,666	1,355,521	1,189,332	3,021,544
Pennington	412,025	112,664	894,074	714,293	2,133,056
Polk	412,025	246,442	2,789,223	3,029,166	6,476,856
Red Lake	412,025	40,040	641,574	1,009,747	2,103,386
Roseau	412,025	146,145	1,665,340	1,317,114	3,540,624
District 2 Totals	4,532,275	1,327,310	15,364,976	16,219,640	37,444,201
Aitkin	412,025	163,351	1,293,364	1,581,161	3,449,901
Benton	412,025	268,165	782,664	859,554	2,322,408
Cass	412,025	253,002	1,835,358	1,964,626	4,465,011
Crow Wing	412,025	517,941	1,307,022	1,725,214	3,962,202
Isanti	412,025	286,088	786,858	1,064,822	2,549,793
Kanabec	412,025	135,104	730,186	826,071	2,103,386
Mille Lacs	412,025	214,001	883,320	1,765,364	3,274,710
Morrison	412,025	282,826	1,535,433	1,882,237	4,112,521
Sherburne	412,025	567,229	760,512	613,776	2,353,542
Stearns	412,025	1,093,271	2,262,823	3,276,430	7,044,549
Todd	412,025	213,464	1,418,862	1,124,674	3,169,025
Wadena	412,025	113,847	785,245	792,269	2,103,386
Wright	412,025	824,891	1,404,774	3,645,745	6,287,435
District 3 Totals	5,356,325	4,933,180	15,786,421	21,121,943	47,197,869
Becker	412,025	265,727	1,610,818	1,505,890	3,794,460
Big Stone	412,025	51,260	728,680	911,421	2,103,386
Clay	412,025	339,893	1,379,180	1,711,518	3,842,616
Douglas	412,025	310,069	1,325,088	1,416,903	3,464,085
Grant	412,025	60,508	790,085	840,768	2,103,386
Mahnomen	412,025	34,412	673,190	983,759	2,103,386
Otter Tail	412,025	521,991	3,167,759	4,477,526	8,579,301
Pope	412,025	101,086	1,030,863	1,312,736	2,856,710
Stevens	412,025	81,335	840,735	769,291	2,103,386
Swift	412,025	92,375	1,138,294	1,006,617	2,649,311
Traverse	412,025	41,295	848,048	802,018	2,103,386
Wilkin	412,025	61,691	1,081,083	1,193,603	2,748,402
District 4 Totals	4,944,300	1,961,642	14,613,823	16,932,050	38,451,815

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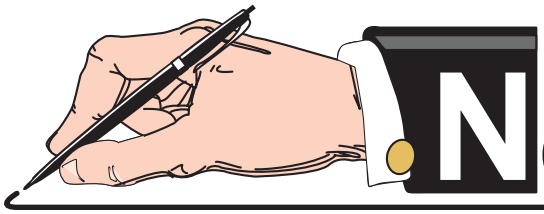
Components of the TENTATIVE 2005 Apportionment

October, 2004

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2005 CSAH Apportionment
Anoka	$412,025	$2,174,104	$1,282,180	$4,589,957	$8,458,266
Carver	412,024	509,696	759,866	1,920,291	3,601,877
Hennepin	412,024	6,597,552	2,638,562	11,716,434	21,364,572
Scott	412,024	749,543	926,121	3,643,565	5,731,253
Metro Totals	1,648,097	10,030,895	5,606,729	21,870,247	39,155,968
Dodge	412,024	152,597	887,945	1,358,430	2,810,996
Fillmore	412,024	178,191	1,423,056	3,165,054	5,178,325
Freeborn	412,024	266,946	1,545,649	1,999,966	4,224,585
Goodhue	412,024	372,656	1,125,927	2,490,583	4,401,190
Houston	412,024	154,282	862,565	1,939,568	3,368,439
Mower	412,024	294,619	1,296,053	2,100,549	4,103,245
Olmsted	412,024	893,787	1,179,374	2,480,894	4,966,079
Rice	412,024	418,468	977,632	1,669,993	3,478,117
Steele	412,024	265,261	1,020,754	1,648,758	3,346,797
Wabasha	412,024	190,128	941,714	1,975,724	3,519,590
Winona	412,024	331,648	1,089,902	2,111,809	3,945,383
District 6 Totals	4,532,264	3,518,583	12,350,571	22,941,328	43,342,746
Blue Earth	412,024	404,667	1,495,429	2,976,236	5,288,356
Brown	412,024	238,735	1,098,720	1,264,417	3,013,896
Cottonwood	412,024	102,986	1,100,871	1,267,106	2,882,987
Faribault	412,024	141,162	1,200,128	1,874,042	3,627,356
Jackson	412,024	98,792	1,280,782	1,698,488	3,490,086
Le Sueur	412,024	230,777	921,604	1,616,879	3,181,284
Martin	412,024	185,217	1,308,850	1,544,313	3,450,404
Nicollet	412,024	214,647	845,144	1,323,031	2,794,846
Nobles	412,024	162,921	1,196,150	2,131,925	3,903,020
Rock	412,024	79,758	904,721	1,061,017	2,457,520
Sibley	412,024	134,781	1,003,871	1,173,892	2,724,568
Waseca	412,024	150,733	863,856	1,156,683	2,583,296
Watonwan	412,024	98,039	807,506	891,090	2,208,659
District 7 Totals	5,356,312	2,243,215	14,027,632	19,979,119	41,606,278
Chippewa	412,024	114,600	841,703	925,162	2,293,489
Kandiyohi	412,024	351,543	1,458,006	2,179,732	4,401,305
Lac Qui Parle	412,024	75,062	1,254,113	1,060,716	2,801,915
Lincoln	412,024	56,350	872,567	865,487	2,206,428
Lyon	412,024	201,240	1,101,731	1,266,119	2,981,114
Mc Leod	412,024	306,771	882,783	1,515,702	3,117,280
Meeker	412,024	202,997	942,574	1,049,696	2,607,291
Murray	412,024	84,274	1,224,002	1,230,019	2,950,319
Pipestone	412,024	79,184	812,453	845,193	2,148,854
Redwood	412,024	156,325	1,333,153	1,836,950	3,738,452
Renville	412,024	157,723	1,540,810	2,144,171	4,254,728
Yellow Medicine	412,024	98,721	1,193,031	1,279,567	2,983,343
District 8 Totals	4,944,288	1,884,790	13,456,926	16,198,514	36,484,518
Chisago	412,024	420,548	808,796	2,061,338	3,702,706
Dakota	412,024	2,355,235	1,470,480	4,344,238	8,581,977
Ramsey	412,024	3,020,217	1,300,353	6,157,772	10,890,366
Washington	412,024	1,461,770	823,851	3,611,832	6,309,477
Metro Totals	1,648,096	7,257,770	4,403,480	16,175,180	29,484,526
STATE TOTALS	$35,846,132	$35,846,132	$107,538,395	$179,230,659	$358,461,318

N\CSAH\BOOKS\FALL 2004\COMPONENTS 2004



NOTES and COMMENTS

Comparison of the Actual 2004 to the TENTATIVE 2005 C.S.A.H. Apportionment

October, 2004

The following two pages indicate a comparison between the actual 2004 C.S.A.H. apportionment and what each county's 2005 county state aid apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 2005 C.S.A.H. road user fund would remain the same as 2004. However, as we stated in the previous pages, some revised figures will be used to determine the final 2005 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.

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Comparison of the Actual 2004 to the TENTATIVE 2005 CSAH Apportionment

October, 2004

County	Actual 2004 CSAH Apportionment	TENTATIVE 2005 CSAH Apportionment	Increase or Decrease	% + or -
Carlton	$3,407,146	$3,380,957	($26,189)	-0.8%
Cook	2,201,768	2,165,731	(36,037)	-1.6%
Itasca	6,847,273	6,886,845	39,572	0.6%
Koochiching	3,942,358	3,942,358	0	0.0%
Lake	3,109,312	3,264,822	155,510	5.0%
Pine	5,527,334	5,454,522	(72,812)	-1.3%
St. Louis	19,963,244	20,198,162	234,918	1.2%
District 1 Totals	44,998,435	45,293,397	294,962	0.7%
Beltrami	4,507,739	4,500,285	(7,454)	-0.2%
Clearwater	2,678,667	2,696,172	17,505	0.7%
Hubbard	2,968,469	2,941,338	(27,131)	-0.9%
Kittson	2,924,400	2,931,992	7,592	0.3%
Lake of the Woods	2,686,399	2,686,399	0	0.0%
Marshall	4,443,441	4,412,549	(30,892)	-0.7%
Norman	2,991,652	3,021,544	29,892	1.0%
Pennington	2,137,491	2,133,056	(4,435)	-0.2%
Polk	6,575,763	6,476,856	(98,907)	-1.5%
Red Lake	2,103,386	2,103,386	0	0.0%
Roseau	3,527,884	3,540,624	12,740	0.4%
District 2 Totals	37,545,291	37,444,201	(101,090)	-0.3%
Aitkin	3,533,815	3,449,901	(83,914)	-2.4%
Benton	2,332,140	2,322,408	(9,732)	-0.4%
Cass	4,422,600	4,465,011	42,411	1.0%
Crow Wing	4,001,135	3,962,202	(38,933)	-1.0%
Isanti	2,476,402	2,549,793	73,391	3.0%
Kanabec	2,103,386	2,103,386	0	0.0%
Mille Lacs	3,260,858	3,274,710	13,852	0.4%
Morrison	4,165,186	4,112,521	(52,665)	-1.3%
Sherburne	2,307,376	2,353,542	46,166	2.0%
Stearns	6,779,590	7,044,549	264,959	3.9%
Todd	3,213,124	3,169,025	(44,099)	-1.4%
Wadena	2,103,386	2,103,386	0	0.0%
Wright	5,942,202	6,287,435	345,233	5.8%
District 3 Totals	46,641,200	47,197,869	556,669	1.2%
Becker	3,721,069	3,794,460	73,391	2.0%
Big Stone	2,103,386	2,103,386	0	0.0%
Clay	3,875,377	3,842,616	(32,761)	-0.9%
Douglas	3,477,260	3,464,085	(13,175)	-0.4%
Grant	2,103,386	2,103,386	0	0.0%
Mahnomen	2,103,386	2,103,386	0	0.0%
Otter Tail	8,560,178	8,579,301	19,123	0.2%
Pope	2,828,495	2,856,710	28,215	1.0%
Stevens	2,103,386	2,103,386	0	0.0%
Swift	2,658,332	2,649,311	(9,021)	-0.3%
Traverse	2,103,386	2,103,386	0	0.0%
Wilkin	2,801,411	2,748,402	(53,009)	-1.9%
District 4 Totals	38,439,052	38,451,815	12,763	0.0%

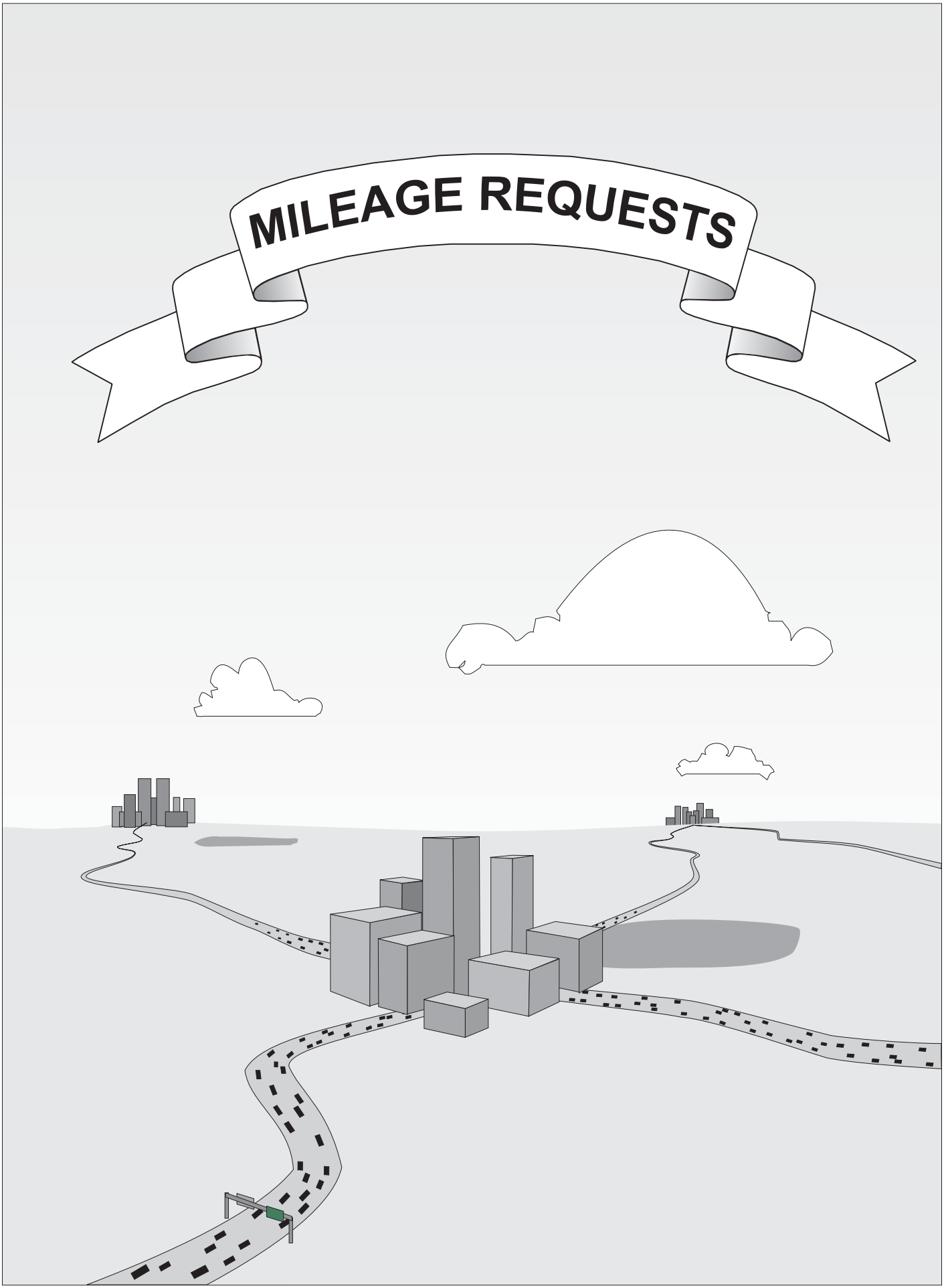
Comparison of the Actual 2004 to the TENTATIVE 2005 CSAH Apportionment

October, 2004

County	Actual 2004 CSAH Apportionment	TENTATIVE 2005 CSAH Apportionment	Increase or Decrease	% + or -
Anoka	$7,785,877	$8,458,266	$672,389	8.6%
Carver	3,565,670	3,601,877	36,207	1.0%
Hennepin	22,650,860	21,364,572	(1,286,288)	-5.7%
Scott	5,559,831	5,731,253	171,422	3.1%
Metro Totals	39,562,238	39,155,968	(406,270)	-1.0%
Dodge	2,757,093	2,810,996	53,903	2.0%
Fillmore	5,222,145	5,178,325	(43,820)	-0.8%
Freeborn	4,277,425	4,224,585	(52,840)	-1.2%
Goodhue	4,060,301	4,401,190	340,889	8.4%
Houston	3,347,183	3,368,439	21,256	0.6%
Mower	4,141,415	4,103,245	(38,170)	-0.9%
Olmsted	5,132,247	4,966,079	(166,168)	-3.2%
Rice	3,465,965	3,478,117	12,152	0.4%
Steele	3,452,941	3,346,797	(106,144)	-3.1%
Wabasha	3,326,842	3,519,590	192,748	5.8%
Winona	3,999,136	3,945,383	(53,753)	-1.3%
District 6 Totals	43,182,693	43,342,746	160,053	0.4%
Blue Earth	5,120,291	5,288,356	168,065	3.3%
Brown	3,059,405	3,013,896	(45,509)	-1.5%
Cottonwood	2,860,924	2,882,987	22,063	0.8%
Faribault	3,698,560	3,627,356	(71,204)	-1.9%
Jackson	3,516,858	3,490,086	(26,772)	-0.8%
Le Sueur	3,072,241	3,181,284	109,043	3.6%
Martin	3,429,289	3,450,404	21,115	0.6%
Nicollet	2,774,381	2,794,846	20,465	0.7%
Nobles	4,018,061	3,903,020	(115,041)	-2.9%
Rock	2,487,194	2,457,520	(29,674)	-1.2%
Sibley	2,780,408	2,724,568	(55,840)	-2.0%
Waseca	2,519,503	2,583,296	63,793	2.5%
Watonwan	2,235,311	2,208,659	(26,652)	-1.2%
District 7 Totals	41,572,426	41,606,278	33,852	0.1%
Chippewa	2,336,130	2,293,489	(42,641)	-1.8%
Kandiyohi	4,506,744	4,401,305	(105,439)	-2.3%
Lac Qui Parle	2,784,924	2,801,915	16,991	0.6%
Lincoln	2,239,715	2,206,428	(33,287)	-1.5%
Lyon	2,945,669	2,981,114	35,445	1.2%
Mc Leod	3,012,035	3,117,280	105,245	3.5%
Meeker	2,572,458	2,607,291	34,833	1.4%
Murray	2,930,719	2,950,319	19,600	0.7%
Pipestone	2,193,773	2,148,854	(44,919)	-2.1%
Redwood	3,799,705	3,738,452	(61,253)	-1.6%
Renville	4,218,374	4,254,728	36,354	0.9%
Yellow Medicine	2,990,883	2,983,343	(7,540)	-0.3%
District 8 Totals	36,531,129	36,484,518	(46,611)	-0.1%
Chisago	3,514,789	3,702,706	187,917	5.4%
Dakota	8,931,579	8,581,977	(349,602)	-3.9%
Ramsey	11,502,503	10,890,366	(612,137)	-5.3%
Washington	6,039,983	6,309,477	269,494	4.5%
Metro Totals	29,988,854	29,484,526	(504,328)	-1.7%
STATE TOTALS	$358,461,318	$358,461,318	$0	0.0%

N\CSAH\BOOKS\FALL 2004\APPORTION COMPARISON 2004

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

October, 2004

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.

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

October, 2004

Approved by the County Engineers' Screening Board

County	1958-1970		1971-1976	1977-1982	1983-1987	1988-1992	1993	1994		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total Miles To Date	County
Carlton	3.62																			3.62	**Carlton**
Cook	3.60																			3.60	**Cook**
Itasca																				0.00	**Itasca**
Koochiching	9.27	*			0.12															9.39	**Koochiching**
Lake	4.82	*	0.56				10.31									7.30				22.99	**Lake**
Pine	9.25																			9.25	**Pine**
St. Louis	19.14	*														7.60				26.74	**St. Louis**
District 1 Totals	**49.70**		**0.56**	**0.00**	**0.12**	**0.00**	**10.31**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**14.90**	**0.00**	**0.00**	**0.00**	**75.59**	**District 1 Totals**
Beltrami	7.53	*	0.16					2.10	**											9.79	**Beltrami**
Clearwater	0.30	*	1.00																	1.30	**Clearwater**
Hubbard	1.85		0.26	0.06																2.17	**Hubbard**
Kittson	6.60	*																		6.60	**Kittson**
Lake of 'Woods	0.89						7.65													8.54	**Lake of 'Woods**
Marshall	15.00	*	1.00																	16.00	**Marshall**
Norman	1.31																			1.31	**Norman**
Pennington	0.84																			0.84	**Pennington**
Polk	4.00		1.55	0.67																6.22	**Polk**
Red Lake			0.50																	0.50	**Red Lake**
Roseau	6.80																			6.80	**Roseau**
District 2 Totals	**45.12**		**4.47**	**0.73**	**0.00**	**0.00**	**7.65**	**2.10**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**60.07**	**District 2 Totals**
Aitkin	6.10			0.60				7.12	**											13.82	**Aitkin**
Benton	3.18	*																		3.18	**Benton**
Cass	7.90							2.80	**											10.70	**Cass**
Crow Wing	13.00	*																		13.00	**Crow Wing**
Isanti	1.80																			1.80	**Isanti**
Kanabec																				0.00	**Kanabec**
Mille Lacs			0.74																	0.74	**Mille Lacs**
Morrison								9.70	**											9.70	**Morrison**
Sherburne	5.42																			5.42	**Sherburne**
Stearns	0.78			3.90		0.25											29.24			34.17	**Stearns**
Todd	1.90	*																		1.90	**Todd**
Wadena																				0.00	**Wadena**
Wright	0.45			1.38																1.83	**Wright**
District 3 Totals	**40.53**		**0.74**	**5.88**	**0.00**	**0.25**	**0.00**	**19.62**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**29.24**	**0.00**	**0.00**	**96.26**	**District 3 Totals**

N\CSAH\BOOK\FALL 2004\Mileage History 2004

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

October, 2004

Approved by the County Engineers' Screening Board

County	1958-1970		1971-1976	1977-1982	1983-1987	1988-1992	1993	1994		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total Miles To Date	County
Becker	10.07																			10.07	**Becker**
Big Stone	1.40		0.16																	1.56	**Big Stone**
Clay	2.00		0.10																	2.10	**Clay**
Douglas	10.65	*																		10.65	**Douglas**
Grant	5.42																			5.42	**Grant**
Mahnomen	1.42																			1.42	**Mahnomen**
Otter Tail				0.36																0.36	**Otter Tail**
Pope	3.63		1.20																	4.83	**Pope**
Stevens	1.00																			1.00	**Stevens**
Swift	0.78			0.24																1.02	**Swift**
Traverse	0.20		0.56		1.60															2.36	**Traverse**
Wilkin								0.11												0.11	**Wilkin**
District 4 Totals	**36.57**		**2.02**	**0.60**	**1.60**	**0.00**	**0.00**	**0.11**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**40.90**	**District 4 Totals**
Anoka	2.04					10.42				16.74		8.25								37.45	**Anoka**
Carver	2.49		0.48		0.08											11.70				14.75	**Carver**
Hennepin	4.50		0.24	0.85																5.59	**Hennepin**
Scott	12.09	*	5.15	0.12		3.50					38.12									58.98	**Scott**
Metro Totals	**21.12**		**5.87**	**0.97**	**0.08**	**13.92**	**0.00**	**0.00**		**16.74**	**38.12**	**8.25**	**0.00**	**0.00**	**0.00**	**11.70**	**0.00**	**0.00**	**0.00**	**116.77**	**Metro Totals**
Dodge					0.11															0.11	**Dodge**
Fillmore	1.12			1.10																2.22	**Fillmore**
Freeborn	0.95		0.65																	1.60	**Freeborn**
Goodhue			0.08																	0.08	**Goodhue**
Houston			0.12																	0.12	**Houston**
Mower	13.11	*		0.09																13.20	**Mower**
Olmsted	15.32	*																		15.32	**Olmsted**
Rice	1.70																			1.70	**Rice**
Steele	1.55																			1.55	**Steele**
Wabasha	0.43	*	0.30																	0.73	**Wabasha**
Winona	7.40	*																		7.40	**Winona**
District 6 Totals	**41.58**		**1.15**	**1.19**	**0.11**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**44.03**	**District 6 Totals**

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

October, 2004

Approved by the County Engineers' Screening Board

County	1958-1970		1971-1976	1977-1982	1983-1987	1988-1992	1993	1994		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total Miles To Date	County
Blue Earth	15.29	*		0.25									3.46							19.00	**Blue Earth**
Brown	7.44		0.13																	7.57	**Brown**
Cottonwood	5.17		1.30																	6.47	**Cottonwood**
Faribault	0.37		1.20	0.09																1.66	**Faribault**
Jackson	0.10																			0.10	**Jackson**
Le Sueur	2.70		0.83		0.02															3.55	**Le Sueur**
Martin	1.52																			1.52	**Martin**
Nicollet					0.60															0.60	**Nicollet**
Nobles	13.71		0.23			0.12														14.06	**Nobles**
Rock	0.50			0.54																1.04	**Rock**
Sibley	1.50																			1.50	**Sibley**
Waseca	4.53		0.14		0.05															4.72	**Waseca**
Watonwan			0.04	0.68	0.19															0.91	**Watonwan**
District 7 Totals	**52.83**		**3.87**	**1.56**	**0.86**	**0.12**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.46**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**62.70**	**District 7 Totals**
Chippewa	15.00					0.05														15.05	**Chippewa**
Kandiyohi	0.44																			0.44	**Kandiyohi**
Lac Qui Parle	1.93																			1.93	**Lac Qui Parle**
Lincoln	6.55	*																		6.55	**Lincoln**
Lyon	2.00					1.50														3.50	**Lyon**
Mc Leod	0.09		0.50			0.32														0.91	**Mc Leod**
Meeker	0.80		0.50																	1.30	**Meeker**
Murray	3.52		1.10																	4.62	**Murray**
Pipestone	0.50																			0.50	**Pipestone**
Redwood	3.41			0.13																3.54	**Redwood**
Renville																				0.00	**Renville**
Yellow Medicine			1.39																	1.39	**Yellow Medicine**
District 8 Totals	**34.24**		**3.49**	**0.13**	**0.00**	**1.87**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**39.73**	**District 8 Totals**
Chisago	3.24					2.20														5.44	**Chisago**
Dakota	1.65	*	2.47		2.26								35.63							42.01	**Dakota**
Ramsey	10.12	*	0.61		1.13															11.86	**Ramsey**
Washington	2.33	*	0.40	0.33	1.33	8.05					18.52									30.96	**Washington**
Metro Totals	**17.34**		**3.48**	**0.33**	**4.72**	**10.25**	**0.00**	**0.00**		**0.00**	**18.52**	**0.00**	**35.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**90.27**	**Metro Totals**
Totals	**339.03**		**25.65**	**11.39**	**7.49**	**26.41**	**17.96**	**21.83**		**16.74**	**56.64**	**8.25**	**39.09**	**0.00**	**0.00**	**26.60**	**29.24**	**0.00**	**0.00**	**626.32**	**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.**

N\CSAH\BOOK\FALL 2004\Mileage History 2004

"BANKED" CSAH MILEAGE

October, 2004

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

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

The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before May 1, 2005 is included.

County	Banked Mileage	Year Made Available
Anoka	1.04	2000
Beltrami	2.41	2002 & 2004
Blue Earth	0.55	2000 & 2003
Brown	0.56	1999
Carlton	0.88	92, 94 & 2001
Carver	0.40	2001
Cass	1.45	2002
Chippewa	0.71	1999
Clay	3.60	1993 & 1997
Clearwater	0.60	1997
Crow Wing	0.50	2003
Dakota	0.34	2000
Dodge	0.71	1994 & 2000
Douglas	3.06	1992 & 2002
Faribault	2.54	1993
Goodhue	1.78	2003
Hennepin	6.87	94, 96, 97, 99, 02 & 04
Hubbard	0.40	2002
Isanti	0.22	1992
Itasca	0.15	1997
Kandiyohi	1.20	1993, 2003 & 2004
Kittson	0.26	1999
Koochiching	1.13	1994, 95, 98 & 03
Le Sueur	0.80	2003 & 2004
Lincoln	1.70	1996, 2002 & 2003
Marshall	0.63	2004
McLeod	0.40	1997 & 2003
Meeker	0.81	2001 & 2003
Morrison	1.90	2001

County	Banked Mileage	Year Made Available
Nicollet	0.02	1999
Nobles	0.07	1997
Norman	0.91	1997 & 2002
Olmsted	0.92	1997, 1998 & 2004
Otter Tail	0.06	1998
Pennington	1.65	1995 & 1999
Pine	1.00	2001
Pipestone	0.10	1996
Pope	0.42	2002
Ramsey	1.41	2004
Red Lake	0.50	1994
Redwood	0.20	1995
Renville	2.47	1992, 96, 97 & 99
Rice	0.65	2000
Rock	1.10	1993
Roseau	0.30	1991
St. Louis	0.76	1996
Scott	0.77	2001
Sibley	0.01	1995
Stearns	0.52	1997 & 2001
Steele	0.24	1999
Stevens	1.78	1998 & 2001
Todd	0.48	2000
Wabasha	1.51	93,98,2002 & 2003
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Watonwan	1.50	2003
Wright	0.30	1997, 2001 & 2002
Yellow Medicine	0.78	1993, 1995 & 2001
Total Banked Mileage	**58.71**	

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

N\CSAH\Books\Fall 2004\BANKEDOCT04xls

Mn/DOT-TP30758
(10-80) Rev. 2-84/6-92

MINNESOTA DEPARTMENT OF TRANSPORTATION

RECEIVED
SEP 20 2004
STATE AID FOR LOCAL TRANSPORTATION

DATE: 9/16/04

TO: Manager, State Aid Needs Unit Diane Gould

FROM: Kelvin Howieson, District State Aid Engineer

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

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles
Available 0.00
+ Revoked 6.14
- Requested 49.12
= Balance 42.98

Comments:

RECOMMENDED APPROVAL OR DENIAL: K. Howieson 9/16/04
District State Aid Engineer Date

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

APPROVAL OR DENIAL: _____ _____
State Aid Engineer Date

Sherburne County/District State Aid
Proposed CSAH Changes
Mileage Summary

Jurisdiction	Road No. Street Name	Termini from	Termini to	Approx. Length
CH	30	CSAH 14	Waco	2.89
CH	33	CSAH 1	TH 169	2.55
CH	33	TH 169	E. Co. Line	3.26
CH	36	TH 169	CSAH 4	3.70
CH	43	CSAH 15	TH 10	4.96
CH	43	TH 10	CSAH 14	1.73
CH	45	TH 169	CSAH 4	7.93
CH	45	CSAH 4	TH 169	3.54
CH	47	CH 48	CSAH 5	2.07
CH	48	CSAH 11	CH 47	3.60
CH	49	CH 45	CSAH 1	1.63
CH	60	CSAH 8	TH 10	3.53
CH	65	TH 10	CSAH 7	3.35
CH	67	CSAH 23	CSAH 11	2.77
			Subtotal	**47.51**
CSAH	21	TH 169	Anoka Co. Line	3.10
CSAH	27	CSAH 16	CSAH 23	3.04
			Subtotal - Deductions	**6.14**
Big Lake Twp.	200th Street	TH 10	TH 25	1.61
			City/Twp. To CSAH	**1.61**

GRAND TOTAL **42.98**

Report of the CSAH Mileage Committee

August 30, 2004

Committee Members: Ken Haider, Chairman, Ramsey County
John Brunkhorst, McLeod County
Rick West, Otter Tail County (Absent)

Others Attending: Diane Gould, CSAH Needs Unit
Kelvin Howieson, District 3 DSAE
David Schwarting, Sherburne County

Dave Schwarting requested the committee meet again to consider additional and corrected information he had collected. At the April meeting, the information available indicated that Sherburne County CSAH mileage as a percentage of total road mileage in the County was 21.5%. Actually, the information used under-reported some of the total mileage. Therefore, the new figure of CSAH/Total Mileage is 19.5%, below the statewide average of 22.4%.

We also had additional discussion concerning the functional classifications identified in the County's Comprehensive Plan. The County has done significant work on access control based on the functional class. These effects are compatible with the spirit and intent of the CSAH system.

The committee considered the information presented by Dave Schwarting and revised its recommendation as shown on the attached spreadsheet. The total new mileage recommended is 26.68 miles. When added to the existing mileage, the CSAH/Total Mileage is 21.9%. This figure is comparable to the statewide average of 22.4%.

Sherburne County/District State Aid
Proposed CSAH Changes
Mileage Summary

Jurisdiction	Road No. Street Name	Termini From	Termini To	Approx. Length
CH	30	CSAH 14	Waco	2.89
CH	33	CSAH 1	TH 169	2.55
CH	33	TH 169	E. County Line	3.26
CH	36	TH 169	CSAH 4	3.70
CH	43	TH 10	CSAH 14	1.73
CH	45	TH 169	CSAH 49	1.24
CH	47	CH 48	CSAH 5	2.07
CH	48	CSAH 11	CH 47	3.60
CH	49	CH 45	CSAH 1	1.63
CH	60	CSAH 8	TH 10	3.53
CH	65	CSAH 3	CSAH 7	2.24
CH	67	CSAH 23	CSAH 11	2.77
			Subtotal	**31.21**
CSAH	21	TH 169	Anoka Co. Line	3.10
CSAH	27	CSAH 16	CSAH 23	3.04
			Subtotal-Deductions	**6.14**
Big Lake Twp.	200th Street	TH 10	TH 25	1.61
			City/Twp to CSAH	1.61

Grand Total 26.68

Report of the CSAH Mileage Subcommittee

April 22,2004

Committee Members: Ken Haider
Rick West
John Brunkhorst

Others Attending: Diane Gould, CSAH Needs Unit
Kelvin Howieson, District 3 DSAE
David Schwarting, Sherburne County

The Committee met April 19, 2004 at the Sherburne County Government Center to consider a mileage request submitted by Dave Schwarting on behalf of Sherburne County. Mr. Schwarting started the day by outlining the request and explaining that the basis for the request was the County's Transportation Plan. The request as submitted totaled 59.25 miles. The group then toured all the roads included in the proposal.

The committee members and the MnDOT representatives met after the tour to discuss the request. Some general topics were discussed before tackling the specifics of the request. It was noted that the statewide average for CSAH mileage compared to total road mileage is 22.4%. The current CSAH mileage in Sherburne County compared to the total is 21.5%. The requested additional mileage would result in a figure of 27.4%, well above the statewide average.

The statutorily required selection criteria for county state aid highway routes was reviewed. It was agreed that the CSAH system should be flexible and responsive to the changing needs of the public.

Another issue was establishing a balance between the concepts of a CSAH system that provides reasonable access for the public vs. the concept of carrying significant traffic. In other word what should the spacing between roads be in sparsely populated areas vs. densely populated areas? It was agreed that there are many shades of gray in between and good judgment must be applied.

The following represents discussion of the specific segment requests:

- CH 30, CSAH 14 – Orono/Main St Half could be MSAS and other half too close to TH 10
- CH 31, CSAH 13 – Anoka Co Line Should be a joint request with Anoka County
- CH 33, CSAH 1 – TH 169 Recommend Approval, provides E-W connection
- CH33, TH 169 – CSAH 13 Should be joint request with Anoka County

- CH 36, TH 169 – CSAH 4 should be considered in the future with future interchange
- CH 40, CSAH 13 – CSAH 12 Too close, could be MSAS
- CH 43, CSAH 15 – TH 10 Services only residential development
- CH 43, TH 10 – CSAH 14 Recommend Approval, provides N-S connection
- CH 45, TH 169 - CSAH 4 Premature, maybe warranted when TH 169 becomes freeway
- CH 45, CSAH 4 – CH 49 Recommend Approval, provides N-S connection
- CH 47, CH 48 – CSAH 5 Recommend Approval, provides E-W connection
- CH 48, CSAH 11 – CSAH 47 Recommend Approval, provides E-W connection
- CH 49, CH 45 – CSAH 1 Recommend Approval, provides N-S connection
- CH 60, CSAH 8 – TH 10 Recommend Approval, provides E-W connection
- CH 62, Co. line – CSAH 20 Coordinate with Benton County
- CH 65, TH 10 – CSAH 7 Provides connection to airport, should include deduction of CSAH 3, TH 10 – CH 65
- CH 67, CSAH 23 – CSAH 11 Premature
- CH 73, CSAH 11 – TH 10 Work with Big Lake to put on upcoming MSAS
- CH 81, TH 10 – CH 73 Work with Big Lake to put on upcoming MSAS
- 200th St, TH 10 – TH 25 Recommend Approval, Provides N-S connection

Attached is a mileage summary showing a total of 15.23 miles of new mileage?

Historical Documentation for the
Carver County C.S.A.H. Mileage Request

October, 2004

Carver County CSAH Mileage (1/01)	207.94
Requested Additions (7/01)	12.10
Banked Mileage (12/01)	(0.40)
TOTAL	219.64

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/2001	Beginning Balance	0.00	207.94	207.94
12/2001	Banked Mileage	(0.40)	207.94	207.54
6/2002	Designate CSAH 11, 15, 30 & 34	7.76	207.54	215.30

These designation are left to be completed:

Pioneer Trail (CSAH 11 to TH 41) (+2.65 Miles) as CSAH 14
Pioneer Trail (TH 41 to CSAH 15) (+1.56 Miles) as CSAH 14

n:\csah\Books\Fall 2004\Carver Co. mileage request.xls

Historical Documentation for the
Dakota County C.S.A.H. Mileage Request

October, 2004

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 (6/9	(18.75)
Banked Mileage (6/98)	(8.19)
Revocation of CSAH 9	(1.31)
TOTAL	319.53

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
08/1999	Revoked CSAH 9	(1.31)	275.59	274.28
09/1999	Designate CSAH 38, 46, 62, 85, & 91	31.00	274.28	305.28
03/2000	Designate CSAH 11	3.40	305.28	308.68
06/2002	Designate CSAH 28 - Eagan Portion, 30 & 43	9.07	308.68	317.75

The only portions of this request left to be accomplished are the revocation of CSAH 45 (-1.45) and part of CSAH 48 (-1.13)

AND

The CSAH designation of Co. Rd. 8 (+2.54),Portion left Co.Rd. 28 (+1.82)

n:\CSAH\Books\Fall 2004\Dakota Co. mileage request.xls

Historical Documentation for the
Lake County C.S.A.H. Mileage Request

October, 2004

Lake County CSAH mileage (1/01)	222.94
Requested Additions (10/01)	7.30
TOTAL	230.24

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-02	Beginning Balance	0.00	222.94	222.94

This designation is left to be completed:

Forest Service Road 424 - from St. Louis Co. Line to TH 1 (7.3 miles)

n:\CSAH\Books\Fall 2004\LAKE Co mileage request.XLS

Historical Documentation for the
St. Louis County C.S.A.H. Mileage Request

October, 2004

St. Louis County CSAH mileage (1/01)	1,378.88
Requested Additions (10/01)	7.60
TOTAL	1,386.48

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-02	Beginning Balance	0.00	1,378.88	1,378.88

These designations are left to be completed:

Forest Service Road 424	2.9 miles
Forest Service Road 623	4.7 miles

n:\CSAH\Books\Fall 2004\ST LOUIS Co mileage request.XLS

Historical Documentation for the
Washington County C.S.A.H. Mileage Request

October, 2004

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

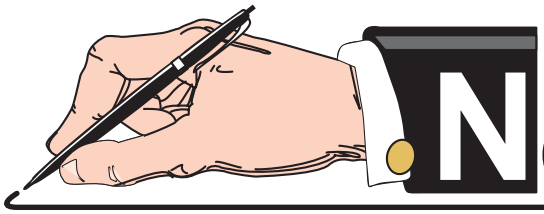
Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1996	Beginning Balance	0.00	201.54	201.54
06/1996	Banked Mileage	(1.21)	201.54	200.33
01/08/97	Rev. 33, Ext. 5, 8, 13, 17, 19 & 24	17.35	200.33	217.68
09/15/97	Revoke Portion 36	(1.17)	217.68	216.51
12/16/98	Revoke 30, 31 & 32	(3.02)	216.51	213.49
03/09/00	Revoke Portion 7	(0.78)	213.49	212.71
11/12/02	Designate CSAH 13 - Extension	1.64	212.71	214.35

The portion of this request left to be accomplished are the revocations of part of CSAH 21 (-0..20), CSAH 22 (-4.41), CSAH 23 (-1.04), CSAH 28 (-0.62), and CSAH 34 (-1.23).

AND

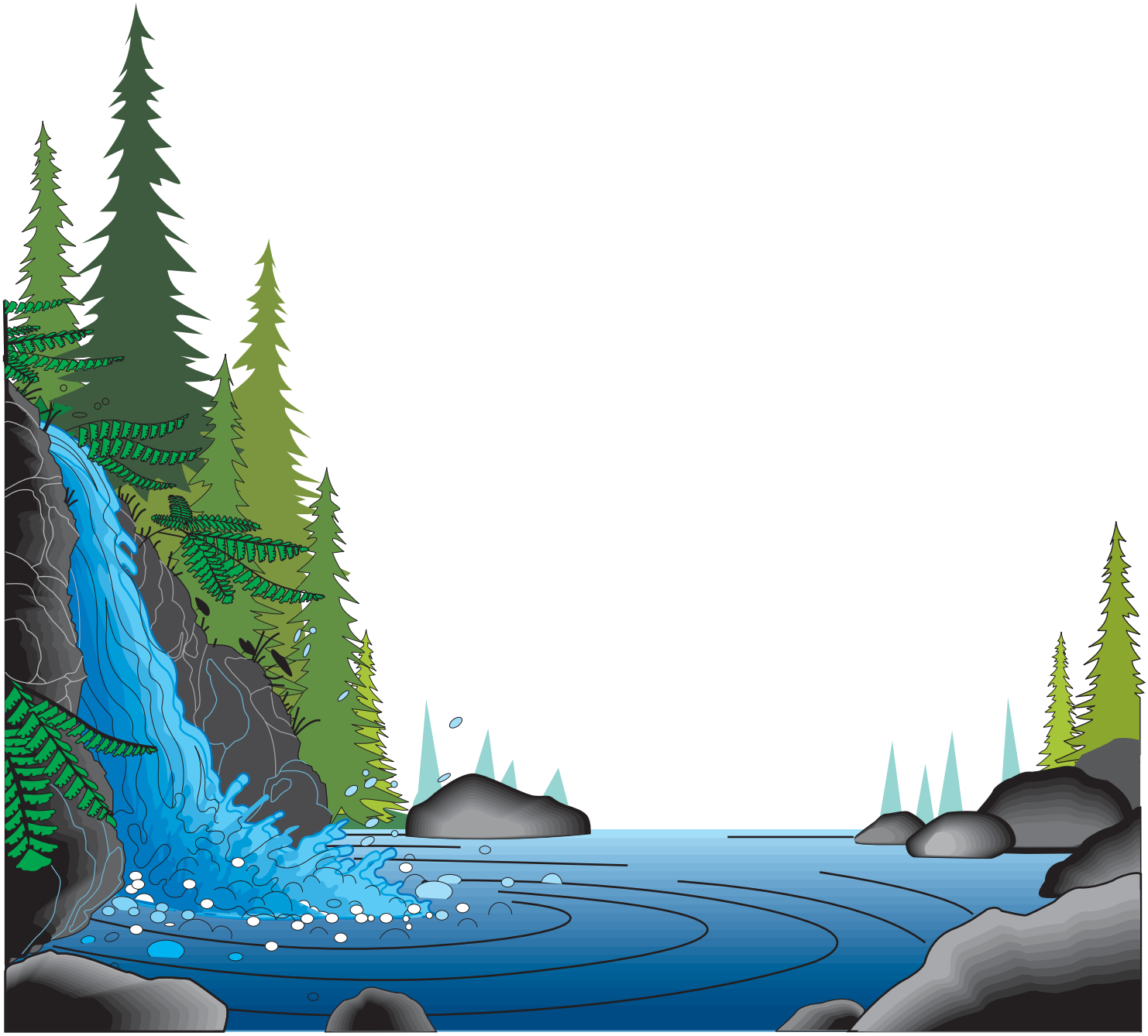
The designation of parts of Stonebridge Trail (+1.50), Greeley Ave. (+1.20), Hinton Ave. (+0.86), Jamaica Ave. (+1.50), Manning Ave. (+0.80), Northbrook Blvd. (+2.10), Pickett Ave. (+0.20), Valley Creek Road (+2.00), and 80th St. (+3.10).

n:CSAH\Books\Fall 2004\Washington Co Mileage Request.XLS



NOTES and COMMENTS

STATE PARK ROAD ACCOUNT



State Park Road Account

October, 2004

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.

N\CSAH\BOOK\FALL 2004\Parkroad04

Waseca County Highway Department

9/16/04

John Strohkirch
DNR Parks and Recreation
500 Lafayette Road
Box 39
St. Paul, MN 55155-4039

RECEIVED
SEP 20 2004
STATE AID FOR
LOCAL TRANSPORATION

Dear John:

As you may be aware of Waseca County plans to reconstruct CSAH 13 and CSAH 4 (Clear Lake Drive) around Clear Lake in 2006. It is my intention to realign CSAH 4 in the vicinity of the Clear Lake water access and provide for a safer and more user friendly access to the landing on the south side of Clear Lake. CSAH 4 is the primary access route for Clear Lake in Waseca County and therefore we are requesting $65,032.50 in State Park Road Account funding as outlined in Minnesota State Statute 162.06.

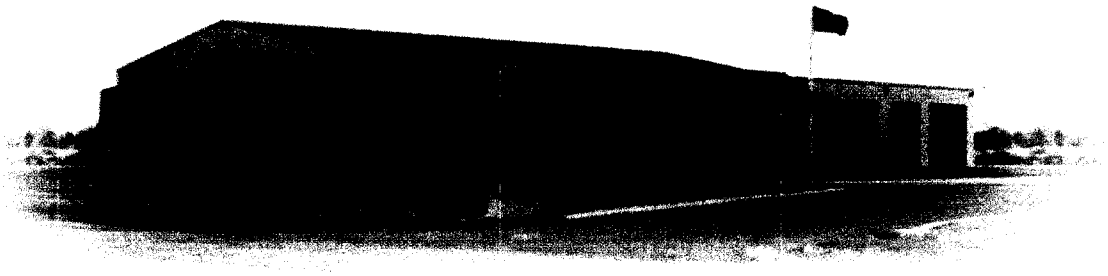
Attached is a detailed estimate, map and preliminary layout of CSAH 4.

Thank you for your consideration.

Sincerely,

Jeff Blue, P.E.
Waseca County Engineer

Cc: Bob Kaul
Doug Haeder
Diane Gould



1495 5th Street S.E. Box 487 Waseca, MN 56093 Tel: 507-835-0660 Fax: 507-835-0669

RURAL ADDRESS SYSTEM FOR

WASECA COUNTY MINNESOTA

N

QUESTIONS?
CONTACT DATA PROCESSING CENTER
507-835-0638

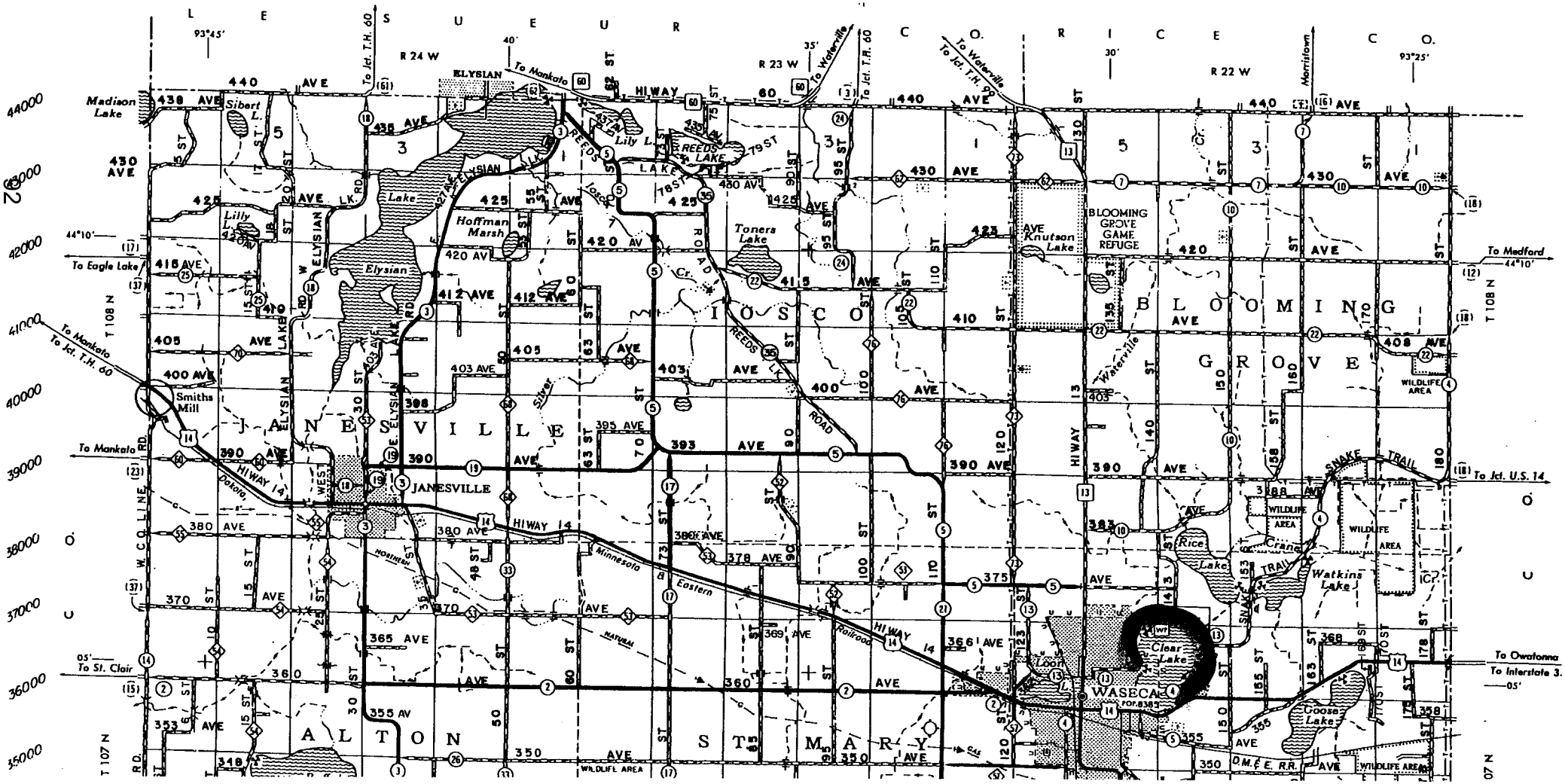
SCALE OF STATUTE MILES

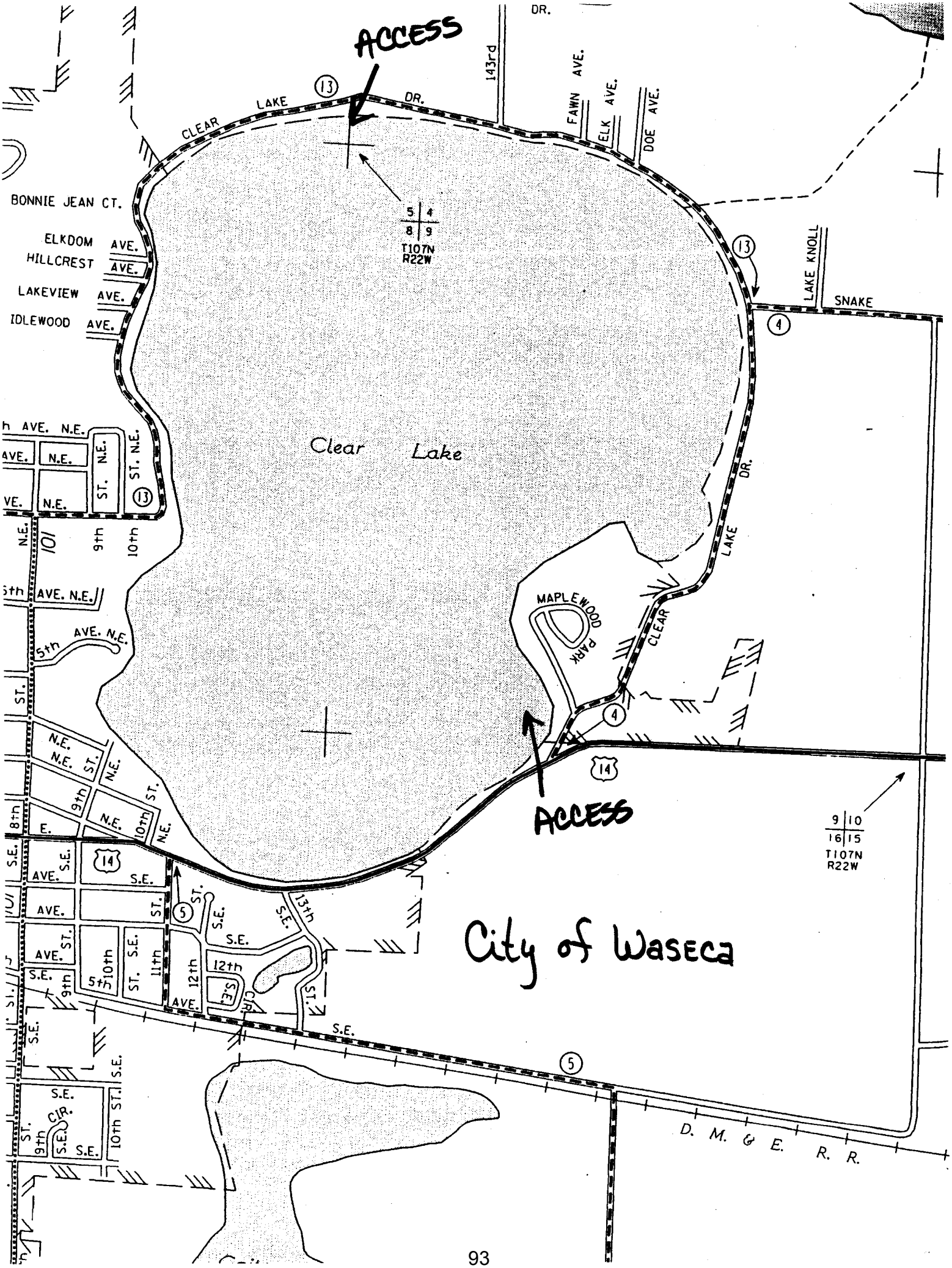
DECEMBER 1994

LEGEND

ROAD SYSTEM DESIGNATIONS

UNITED STATES NUMBERED HIGHWAY
STATE HIGHWAY SYSTEM
COUNTY STATE AID HIGHWAY
COUNTY ROAD
PROJECTED ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACE ROAD
GRAVEL OR STONE ROAD
BITUMINOUS ROAD
PAVED ROAD
DIVIDED HIGHWAY
TERMINUS OF DESIGNATED ROAD
PUBLIC ACCESS POINT
AREA - 431 Sq. MILES
LAND AREA - 419 Sq. MILES




ACCESS
CLEAR LAKE DR.
143rd
FAWN AVE.
ELK AVE.
DOE AVE.
BONNIE JEAN CT.
ELKDOM AVE.
HILLCREST AVE.
LAKEVIEW AVE.
IDLEWOOD AVE.
5 4
8 9
T107N
R22W
LAKE KNOLL
SNAKE
Clear Lake
MAPLEWOOD PARK
CLEAR LAKE DR.
ACCESS
9 10
16 15
T107N
R22W
City of Waseca
D. M. & E. R. R.

CSAH 4 REALIGNMENT

Description	Unit	Total Est. Qty	Bid Price	Item Cost
COMMON EXCAVATION	CU YD	1250	$2.82	$3,525.00
SELECT GRANULAR BORROW	CU YD	862	$8.15	$7,022.00
AGGREGATE BASE CLASS 5	TONS	1241	$9.28	$11,514.00
TYPE 31 BASE COURSE MIXTURE	TONS	639	$32.59	$20,840.00
BITUMINOUS MATERIAL FOR TACK COAT	GAL	188	$1.59	$299.00
CONCRETE CURB AND GUTTER DESIGN B624	LIN FT	1113	$12.00	$13,350.00
SUBTOTAL				$56,550.00
CONTINGENCY (15%)				$8,482.50
TOTAL PROBABLE CSAH 4 REALIGNMENT COST				$65,032.50

Historical Review of 2002 State Park Road Account

October, 2004

2002 Allotment $2,691,954

2002 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Becker		03-600-09	Twp	Wolf Lake Twp Road 0.7 mi access to Wolf Lake	road improvements	$45,000
Fillmore		23-600-04	Twp	Twp Rd 454; access to Brighsdale Forestry Unit	road improvements	$50,000
Fillmore	06/02	23-621-19	CSAH-Twp	CSAH 21; access to Brighsdale Forestry Unit	road improvements	100,000
Goodhue	06/02	25-628-03	CSAH	CSAH 28;Access to Frontenac State Park	road Improvements	80,000
Houston	06/02	28-601-09	CSAH	CSAH 1; Entrance to Beaver Creek Valley SP	road improvements	60,000
Kooch		36-600-09	Twp	UT 392; access to Rainey River	bit surface	75,000
Kooch	06/02	36-718-02	CSAH	CSAH 118; access to Rainey River	bit surface	135,000
Meeker		47-600-05	Twp	Kingston Twp Road 0.5 mi access to Lake Francis landing	bit surface	42,000
Meeker		47-600-04	Twp	670th Ave in EllsworthTownship; access to Lake Erie	bit surface	75,000
Morrison		49-600-25	Co Rd	County Road 273; access to Round Lake	bit Surface	50,000
Olmsted		55-600-05	city	2 bridges on Douglas Trail crossing 50th Ave NW & 55th St NW	bridge	200,000
Pine		58-600-09	Co Rd	Co Rd 118; access to Chengwatana State Forest campground	road improvements	350,000
Rice		66-600-03	Twp	Wells Twp Rd; access to Dudley Lake	road improvements	16,000 *
Rock		67-090-04	Co Rd	Trail along Co Rd 18; access to Blue Mound State Park	bike trail	99,000 *
Scott		70-600-05	Twp	Twp Rd 57; access to Minnesota Valley State Rec Area	bit upgrade	100,000 *
					June Total =	**$1,477,000**
				PROJECTS ADDED AFTER JUNE 2002		
Aitkin		01-600-12	City	435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake	street improvements	53,500
Aitkin		01-600-13	Co Rd	Co Rd 78; access to Gun and French Lakes	road improvements	30,000
Big Stone		06-600-01	Twp	Louisburg Rd in Akron Twp access to Lac Qui Parle Wildlife Management Area.	road improvements	45,000
Crow Wing	01/03	18-627-04	CSAH	CSAH 27; access to Crow Wing State Park	road improvements	450,000
Hubbard		29-600-08	Co Rd	Co Rd 109; access to Second Crow Wing Lake	road improvements	6,250
Hubbard	06/03	29-626-02	CSAH	CSAH 26; access to the Heartland Trail	road improvements	175,000
Lac Qui Parle		37-600-02	Co Rd	County Road 68; access to Lac Qui Parle Lake	road improvements	150,000
Lake of the Woods		39-600-03	City	Tourist Park Ave; access to Rainy River	street Improvements	20,000 *
Meeker		47-600-06	City	746th Ave in Collinwood access to Collinwood Lake	street improvements	45,000
Otter Tail		56-600-20	TWP	West Lida Lake Rd, access to Maplewood State Park	road improvements	100,500 *
St Louis		69-600-18	Co Rd	Co Rd 284; access to Canosia Wildlife Management Area	road improvements	166,228 *
St Louis	06/03	69-728-09	CSAH	CSAH 128; access to Bear Head Lake State Park	road improvements	154,572
E Grand Forks		119-600-01	City	city street access to Red River State Recreation Area Camp	street improvements	235,000
					TOTAL:	**$3,108,050**

* Supplement to a previous allocation

N\CSAH\Books\Spring 2004\2004 history state park rd acc oct

Historical Review of 2003 State Park Road Account

October, 2004

2003 Allotment $2,536,372

2003 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated	
Becker	06/03	03-646-05	CSAH	CSAH 46;access to Boot Lake	road improvements	$225,000	
Isanti		30-600-04	City	277th Ave; access to Blue Lake	street improvements	28,000	*
Koochiching	06/02	36-685-02	CSAH	CSAH 85; access to Franz Jevne State Park & Rainy River	road improvements	118,811	
St Louis	06/02	69-661-14	CSAH	CSAH 61 & 33; construction of McQuade Road Small Craft Harbor	road improvements	1,000,000	
St Louis	06/03	69-728-09	CSAH	CSAH 128; access to Bear Head Lake State Park	road improvements	345,428	*
					June Total =	**$1,717,239**	
				PROJECTS ADDED AFTER JUNE 2003			
Aitkin		01-600-12	City	435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake	street improvements	28,500	*
Big Stone		06-600-02	Twp	Mallard Point Township Road; access to Big Stone Lake	road improvements	180,000	
Crow Wing		18-600-24	Co Rd	Co Rd 114, Fairfield twp Rd, City of Cross Lake Street; access to Greer Lake Forestry Campground.	road & street improvements	200,000	
Crow Wing		18-600-25	City	Mill Road in the City of Emily; access to Ruth Lake	road improvements	60,000	
Douglas		21-600-11	Twp	South Park Drive; access to Lake Carlos State Park	road improvements	50,000	
Douglas		21-600-12	Co Rd	Co Rd 86; access to Lake Union	road improvements	60,000	
Douglas		21-600-13	Twp	Sunset Strip Road; access to Lake Ida	road improvements	23,000	
Douglas		21-600-14	Twp	Sandy Beach Road;access to Lake Miltona	road improvements	30,000	
Douglas		21-600-15	Twp	South Park Drive; access to Lake Carlos State Park	road improvements	50,000	
Hubbard	06/03	29-626-03	CSAH	CSAH 26; access to the Heartland and Paul Bunyan State Trails	road improvements	200,000	*
St Louis		69-600-30	Co Rd	Cedar Island Dr, Co Rd 629; access to Ely Lake	road improvements	45,000	
St Louis		69-600-31	City	Cedar Island Dr in City of Gilbert; access to Lake Ore-Be-Gone	street improvements	109,562	
St Louis		69-600-33	City	Clyde Ave in City of Duluth; access to the St Louis River at the Willard Munger Landing	street improvements	46,885	
					TOTAL:	**$2,800,186**	

* Supplement to a previous allocation

N\CSAH\BOOKS\FALL 2004\2004 History State Park Rd Acct

Historical Review of 2004 State Park Road Account

October, 2004

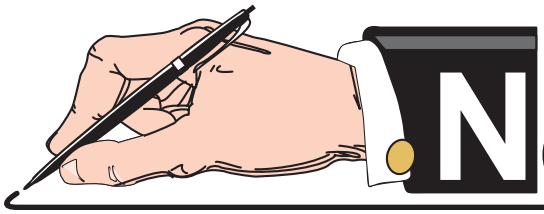
2004 Allotment $2,708,776

2004 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated	
Beltrami	10/03	04-619-05	CSAH	CSAH 19; access to Lake Bemidji State Park	road improvements	$305,500	
Douglas		21-600-15	Twp	South Park Drive; access to Lake Carlos State Park	road improvements	150,000	*
Douglas		21-600-16	Twp	Little Mary Circle; access to Lake Mary	road improvements	16,000	
Houston	06/02	28-601-09	CSAH	CSAH 1; access to Beaver Creek Valley State Park	road improvements	50,000	*
Koochiching		36-600-08	Twp	Unorganized Twp Rd 392 (Vidas Access); access to Rainey River	road improvements	23,915	*
Meeker		47-600-05	Twp	Kingston Twp Road 0.5 mi. access to Lake Francis Landing	bit surface	14,144	*
Meeker		47-600-06	City	746th Ave in Collinwood; access to Collinwood Lake	street improvements	1,460	*
Otter Tail		56-600-21	Twp	Maplewood Township Roads; access to Maplewood State Park	road improvements	520,000	
Otter Tail		56-600-22	Twp	Little McDonald Drive; access to Little McDonald Lake	road Improvements	77,230	
Pine		58-600-08	Twp	Dago Lake Road; access to General Andrews State Forest	road improvements	450,000	
St Louis		69-600-29	Co Rd	Co Rd 238 (Abbott Rd); access to Island Lake	road improvements	28,000	
St Louis		69-600-34	City	St Louis Ave in Duluth; access to the St. Louis River	street improvements	33,530	
St Louis	06/02	69-661-14	CSAH	CSAH 61; construct bridge over McQuade Rd, access to Lake Superior	road improvements	281,751	*
Scott		70-600-07	Twp	St Lawrence Twp Rd 57; access to Minnesota Valley State Recreation Area	road improvements	200,000	*
Watonwan		83-600-01	City	Kansas Lake Park Access Road in St James; access to St. James Lake	road improvements	30,892	
					June Total =	**$2,182,422**	
				PROJECTS ADDED AFTER JUNE 2004			
Anoka		02-600-13	Twp	Hornsby St in Columbus Township; access to Clear Lake	road improvements	15,900	
Waseca		81-604-21 81-613-05	CSAH	CSAH 4 & 13; access to Clear Lake	road improvements	65,000	
					TOTAL:	**$2,263,322**	

* Supplement to a previous allocation

N\CSAH\BOOKS\FALL 2004\2004 History State Park Rd Acct



NOTES and COMMENTS

REFERENCE MATERIAL

C.S.A.H. 20-Year Traffic Projection Factors

(For Use in the 2004 C.S.A.H. Needs Study)
October, 2004

The map on the following page indicates the 20-year traffic projection factors used for the 2004 Needs Study.

For those counties whose traffic was counted in 2003 and for which we received traffic maps in 2004, two factors are shown. The first factor is the one used in the 2003 Needs Study and the second one was computed using 2003 traffic and has been used for the 2004 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.

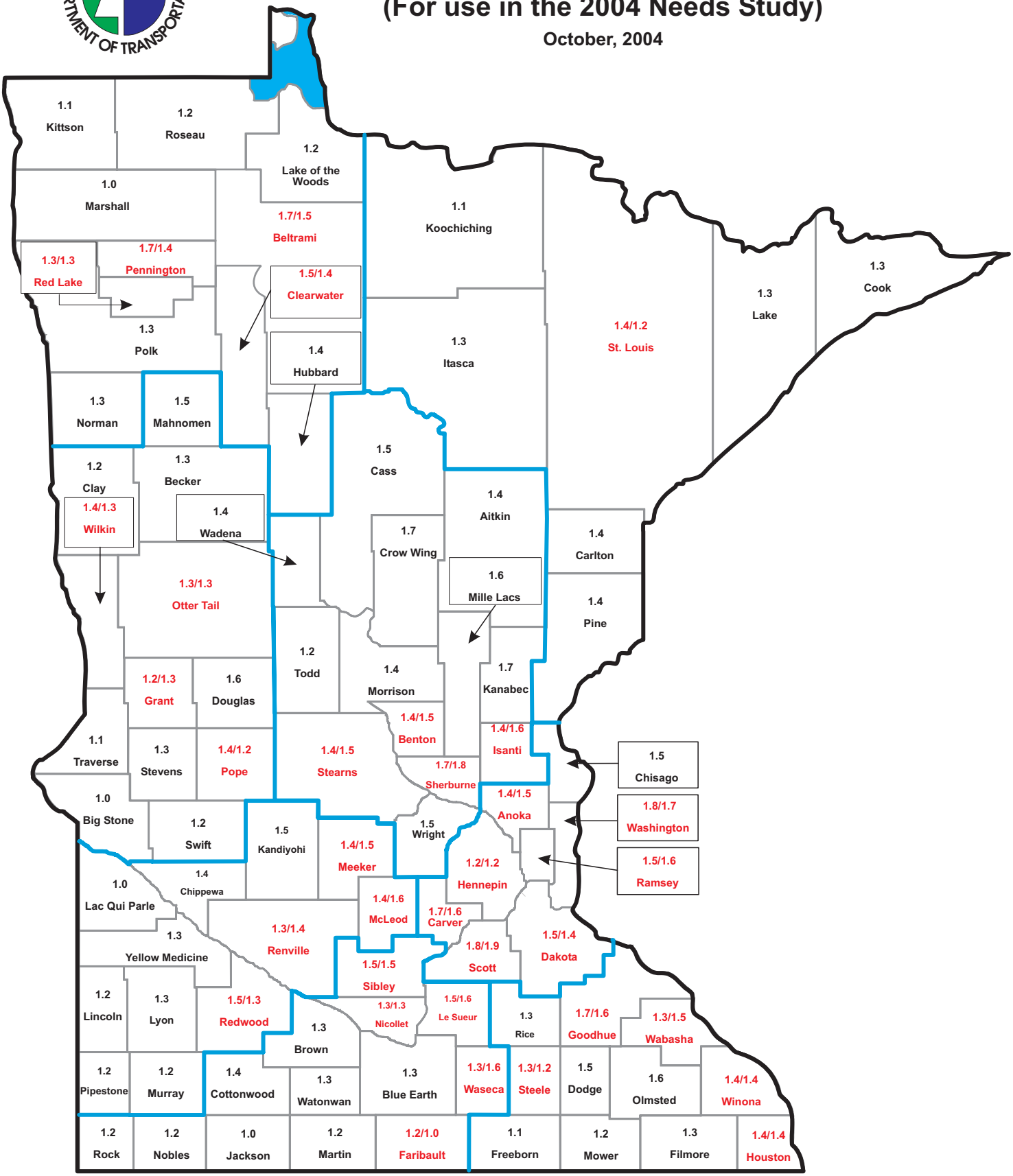
The following counties were counted in 2003 and we received new traffic maps in 2004.

Beltrami	**Isanti**	**Pope**	**Stearns**
Benton	**LeSueur**	**Red Lake**	**Steele**
Clearwater	**McLeod**	**Redwood**	**Wabasha**
Faribault	**Meeker**	**Renville**	**Waseca**
Goodhue	**Nicollet**	**St. Louis**	**Wilkin**
Grant	**Otter Tail**	**Sherburne**	**Winona**
Houston	**Pennington**	**Sibley**	
	Plus the Seven Metro Counties		
Anoka	**Dakota**	**Ramsey**	**Washington**
Carver	**Hennepin**	**Scott**	

N/CSAH/BOOKS/FALL 2004/TRAFFIC.XLS

CSAH 20-Year Traffic Projection Factors
(For use in the 2004 Needs Study)

October, 2004



Old and new factors are shown for those counties whose traffic was counted in 2003 and for which the Needs Unit has received updated traffic maps.

N\CSAH\Books\Fall 2004\Traffic factor map.cdr

Advance of CSAH Construction Funds from the General CSAH Construction Account

October, 2004

Resolutions adopted at the October, 1995 County Screening Board meeting indicate the guidelines to be used to advance CSAH construction funds to individual counties.

Actual Expenditures as of 9/21/04	
Maximim $'s Allowable to Advance:	**$48,000,000**
Less $'s Actual Advances:	**$24,681,794**
Less Outstanding Reserve $ Amount:	**$23,290,081**
Remaining Available to Advance:	**$28,125**

County	$'s Approved for Advancing by Resolution	Request to Reserve Advance Funding	$'s Actually Advanced
Anoka	$4,474,620	$4,425,916	$3,908,841
Becker	2,075,240		1,389,528
Brown	1,295,614	800,000	808,113
Cass	2,653,560	2,569,609	1,915,281
Chippewa	300,000		
Clay	1,100,000	1,100,000	514,740
Clearwater	1,300,000		973,986
Crow Wing	1,000,000		840,104
Dodge	1,441,006	368,524	717,824
Faribault	2,117,148	2,117,148	976,682
Freeborn	1,120,039		
Goodhue	600,000	600,000	130,520
Hubbard	1,250,000	1,150,000	418,879
Itasca	3,005,000		
Kittson	450,000	442,200	
Lac Qui Parle	1,000,000		448,786
LeSueur	1,840,000	1,340,000	1,208,563
Lyon	1,495,000		126,620
Marshall	1,097,473	922,473	
Murray	700,000		315,908
Norman	450,000	450,000	
Olmsted	2,974,342	2,974,342	1,658,954
Pine	2,185,914		
Polk	2,320,000	2,320,000	14,628
Pope	600,000	600,000	444,897
Ramsey	6,328,297	5,786,766	1,896,750
Renville	1,750,000	1,750,000	
Rock	185,000		
St. Louis	10,000,000	6,000,000	2,630,016
Sibley	1,210,369	1,210,369	865,538
Stearns	4,066,509	3,730,055	357,316
Wabasha	1,600,000	1,600,000	1,054,735
Waseca	600,000	600,000	523,955
Wilkin	1,680,846	141,305	540,630
Wright	280,730		
TOTAL	**$66,546,707**	**$42,998,707**	**$24,681,794**

n:CSAH/books/Fall 2004/Advance const fund Oct 20

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 2 & 3, 2004
CRAGUN'S CONFERENCE CENTER NEAR BRAINERD

Chairman Nathan Richman, Sibley County Engineer called the meeting to order at 1:10 p.m., June 2, 2004.

ATTENDANCE

Roll call of members:

Al Goodman, Lake	District 1
Kelly Bengtson, Kittson	District 2
Russ Larson, Wadena	District 3
Larry Haukos, Traverse	District 4
Bill Malin, Chisago	Metro East
Roger Gustafson, Carver	Metro West (not present)
Allen Henke, Houston	District 6
Nathan Richman, Sibley	District 7
Steve Kubista, Chippewa	District 8
Don Theisen, Washington	Urban
Lyndon Robjent, Anoka (Wednesday)	Urban
Doug Fisher, Anoka (Thursday)	Urban
Mark Krebsbach, Dakota	Urban
Gary Erickson, Hennepin	Urban
Ken Haider, Ramsey	Urban
Marcus Hall, St. Louis	Urban

Chairman Nathan Richman asked for a motion to approve the October 22 & 23, 2003 Screening Board Minutes held at Ruttger's Bay Lodge in Deerwood. Motion by Marcus Hall and seconded by Ken Haider, motion passed unanimously.

Roll call of MnDOT personnel:

Julie Skallman	Director, Salt Group
Rick Kjonaas	Assistant State Aid Engineer, Salt Group
Mark Gieseke	State Aid Programs Engineer
Jim Koivisto	Program Delivery Engineer
Diane Gould	Manager, County State Aid Needs Unit
Norman Cordes	CSAH Needs
Kim DeLaRosa	CSAH Needs
Marshall Johnston	Manager, Municipal State Aid Needs Unit
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Steven Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Dan Erickson	Metro Division Aid
Patti Simmons	Metro Division Aid

Chairman Nathan Richman recognized, Chairman, Rich Heilman, Isanti County, Dave Rholl, Winona County and Doug Fischer, Anoka County as members of the General Subcommittee.

Chairman Nathan Richman had the secretary recognized the following alternates and other engineers in attendance:

Chuck Schmidt, Cook	District 1
Dan Sauve, Clearwater	District 2
Mitch Anderson, Stearns	District 3
Brad Wentz, Becker	District 4
Greg Iikka, Acting Scott	Metro
Dennis Luebbe, Rice	District 6
Wayne Stevens, Brown	District 7
Randy Groves, Murray	District 8

Others in attendance were:

Kevin Peyman, Martin
Anita Benson, Lyon
Dave Halbersma, Pipestone
John Brunkhorst, McLeod
David Enblom, Cass
John Welle, Aitkin
Nick Anderson, Big Stone
Jeff Blue, Waseca
Greg Isakson, Goodhue
Sue Miller, Freeborn
Ernie Fiala, Redwood
Rick West, Otter Tail

ELECTION OF VICE-CHAIRMAN

Chairman Nathan Richman informed the group that a vice chairman must be elected, so campaign and the election will be tomorrow.

REVIEW OF SCREENING BOARD REPORT

Chairman Nathan Richman asked Diane Gould to review the Screening Board book. Diane reviewed the report which she has previously done out in all the Districts. Chairman Nathan Richman suggested that any action taken on the report should wait until Thursday, June 3, 2004.

A) General Information - pages 2-6, Trend of CSAH Unit Prices
No comments or questions.

B) Unit Price Recommendations - Pages 8-15
Diane informed the Board that on page 8 is where they explain the procedure to arrive at the inflated gravel base prices, remembering that is was changed as of June 2003, because of the new design charts. For those counties that do not have 50,000 tons of gravel base they will use the surrounding counties that do have over 50,000 tons. There were 8 counties that had less than 50,000 tons as shown on the Figure A chart. There were 37

counties inflated gravel base prices that decreased and there were 50 counties that increased. She stressed that our review of the unit price projects listed should be looked over to make sure some base quantities did not got missed. Nobles County had the largest gravel base price decrease of $ 1.57 and Redwood County had the largest increase of $ 0.87.

The unit price inflation factor on page 9 is arrived at by dividing the currents years annual average by each of the previous four years average. Then the factor is applied to each of the previous years cost as show in the reference material on pages 36 to 37.

C.S.A.H. roadway unit prices on pages 10 & 11 were figured using the increment method to determine each county's unit prices. Note the change on page 11 where the Combined Bit. Base & Surface prices are shown for both the outstate and metro counties this was agreed to last year to reflect the difference in cost. Pages 12 & 13 shows the break down of the Outstate and Metro unit prices used for this year's calculations.

C.S.A.H. miscellaneous unit prices on pages 14 & 15 were figured using the recommended Mn/DOT prices. Storm Sewer prices were taken from Mn/DOT's estimating section, which increased a small amount. Curb and Gutter was taken from the MSAS needs study, which increased to $ 8.76, which was recommended by the General Subcommittee. Bridge prices were recommended to use the State Aid average only for the 0-149 & 150-499 and the bridges 500 and longer they included the TH bridges, based on the information on pages 43 - 47. Railroad crossing protection had a slight increase from last year, as recommended by the General Subcommittee.

Diane reviewed the handout on "Procedure Needed for Bituminous Pavement Reclamation" to arrive at a way to figure it into our gravel base unit price study. Because everyone may have a different procedure to handle and pay for bituminous reclamation, it is difficult to come up with an average price from the abstract of bids and where and how to include it in to the unit price study. The General Subcommittee suggested having the lump sum cost included in the grading cost comparison for this year. Chairman Nathan Richman commented to the group that this item will have to be reviewed annually by the General Subcommittee to see if changes have to be made in the future in how this item is calculated, due to the variable use and removal by the counties. Russ Larson stated that District 3 would like to see the General Subcommittee continue to analyses this item along with cold in place recycling and how it relates to the penalty for Special Resurfacing Projects. Diane commented that the cold in place recycling projects if related to surfacing projects are already included in calculation for Special Resurfacing. Larry Haukos stated that District 4 felt the same way because of the many variables that can come into play while writing the specs. Rick Kjonaas agreed there so many different ways to write the specs that it is difficult to pull out accurate numbers off the abstract of bids. At the conclusion of the discussion it was stated that State Aid's goal to be able to easily pull the items from the abstract of bids and credit it to our needs. However the specs are written to utilize the material to best fit the county's needs, therefore not losing the credit for the money spent on it in the needs. Those goals, however, are not mutually compatible across the state.

C) Mileage Requests - Pages 17-28

The criteria necessary for CSAH designation is on page 18.

The History of Additional Mileage request can be found on pages 19-21.

On page 22 is a list of Banked mileage, this mileage is banked due to a change in their system and does not earn either needs or money.

Reports of Historical documentation is shown on pages 23-27 only as information, for the Carver County, Washington County, Dakota County, Lake County, St. Louis County and Scott County CSAH mileage requests. Stearns County did complete their request so they were taken out of the book.

D) State Park Road Account - Pages 29-33

Diane Gould explained page 30 covers the Minnesota Statute on State Park Road Account and pages 31-33 are the history of SPR Account Projects from 2002 to 2004.

E) Reference Material - Pages 35-76

The Procedure for inflating gravel base unit prices is shown on pages 36 & 37 and the counties with less than 50,000 tons of gravel base is shown on pages 38 - 40 using surrounding counties.

The letter from the State Aid Hydraulic office states that the state aid storm sewer costs are based on the average cost per mile of storm sewer constructed using prices from approximately 142 plans for 2003.

The letter from the Railroad Office recommends using the figures on page 42 for planning purposes.

The General Subcommittee used the information on pages 44 – 46 to determine the average bridge costs for those bridges with lengths of 0 - 149, 150 – 499, & over 500 feet. On page 47 is the recommended price for minor structures updated for June, 1997 to March 2004.

Diane Gould discussed the variances granted on page 48, this is a one time adjustment made for projects that ask for something to be built other than what the rules call for and other than what you draw needs for and the one time 10 year adjustment is the difference between what they have been drawing needs for and what the variance allows them to do. Fairbault, Fillmore, & Morrison Counties are requesting a variance for a Design Speed change.

Diane Gould discussed the advancing of CSAH Construction money with a report on page 49 - 51, the latest numbers requested were 59.7 million and reserved dollars were 38.8 million. Rick Kjonaas explained how this advancing of dollars may work for this year and next.

Page 52 is a request from Nicollet County to look at increasing the credit for Local Effort. The General Subcommittee recommends that this be tied into the review of the State Aid Mission Study and deal with at that time.

Pages 53-55 is the report the Board asked for about the Local Road Research Board Projects from the last three years. The rest of the book has the minutes from the fall

meeting, the CSAH General Subcommittee meeting, the Current Resolutions of the Screening Board and a list of County Engineers addresses and phone numbers.

Chairman Nathan Richman turned over the meeting to Mark Gieseke to present a presentation on the "State Aid Mission Study", reviewing the history of the State Aid System. Mark and the State Aid Staff were complimented on an excellent presentation. Discussion followed the presentation, with Julie Skallman asking for comments good or bad from the entire state, hoping that everyone will step forward and let their feelings and opinions be known to her or the committee members.

Rick Kjonaas told the group based on the Board of Directors meeting he attended in the morning, he was going ahead with the bridge ratings that are needed right now due to the new 90,000 pound legislation. He will assume that he should order at least two signs per bridge, however asked for input on what the sign should say. With some discussion Rick stated he will get a picture of what the sign will say to the Weight Committee before they are ordered. Rick commented the Pavement Rating Program was approved also, however the Pavement Office was not ready to commit work this year but their rate would be $26.00 per mile. The new pavement rating program approved by the Board of Directors should be up and running in the year 2005. Rick said he will continue to work on the 10-Ton route map and bring it back to the Districts one more time for review.

Chairman Nathan Richman asked for a motion to adjourn until tomorrow morning at 8:30, Marcus Hall made the motion with a second from Gary Erickson, motion carried.

The meeting reconvened at 8:30 a.m. June 3, 2004 with all members present.

Chairman Nathan Richman started the meeting with action on the Screening Book, identifying the items from the index.

ACTION ON SCREENING BOOK

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

Chairman Nathan Richman asked if their questions on the first 5 action items pertaining to the Unit Price recommendation by the General Subcommittee. Motion by Al Goodman, to accept the unit prices as recommended on pages 8 - 15, seconded by Marcus Hall, motion carried.

Chairman Nathan Richman brought the items of Credit for Local Effort up for discussion requested by District 7 and the Bituminous Pavement Reclamation discussion. Chairman Nathan Richman asked for Vice Chairman nominations, Don Theisen nominated Steve Kubista, Lac Qui Parle and Chippewa Counties, Marcus Hall seconded the nomination, motion passed, congratulations Steve.

Chairman Nathan Richman commented that the General Subcommittee recommended the "Credit for Local Effort" be discussed with the State Aid Mission study and it let it be a part of the whole review. No action taken, so it will be reviewed as suggested.

Chairman Nathan Richman asked the group if the Bituminous Pavement Reclamation should be done different this year than the General Subcommittee suggested, hearing no comments State Aid will do nothing different for this year.

Chairman Nathan Richman suggested the group should give some direction to the General

Subcommittee for review at the Fall meeting. Doug Fischer suggested we look for specific spec items for bituminous removal because everyone does it a little different and State Aid could then pick those items from the abstract of the bids. Motion by Larry Haukos to have the General Subcommittee to work with each unit to develop and provide guidance on how to process and identify bituminous reclamation, bituminous milling, class 7, ect., motion seconded by Russ Larson, motion passed.

Chairman Nathan Richman ask for any further official business to come before the Screening Board, Rick Kjonaas asked Dave Rholl about the Truck weight committee meeting. Dave Rholl felt that it was an excellent meeting and the goals of the meeting were to set up meetings with the different industries to discuss truck weight issues hoping to educate all players of the problems that exist. The committee feels this is important to have these discussions to help inform our legislators on the current issues.

Marcus Hall asked a general question about the advance funding discussed previously, State Aid explained the process and suggested some caution for the year 2005.

Chairman Nathan Richman stated this is an opportune time to discuss the presentation by Mark Gieseke the "State Aid Mission Study", however the feeling was it has to be discussed out in the districts. Nathan felt the screening board business was completed and the discussion could continue after we adjourn the meeting.

Motion by Marcus Hall, seconded by Steve Kubista to adjourn the Screening Board meeting, motion passed.

The next meeting will be October 20 & 21 near Alexandria at Arrowwood Resort.

Respectively Submitted,

David A. Olsonawski

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

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, determines 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 appoints 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, 2002)

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 counties 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 counties 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) In addition to the total advances allowed under 2) and 3) above, a county may request an advance in an amount equal to the Federal Funds formally programmed by an Area Transportation Partnership (ATP) in any future programmed year for a State Aid Project and for items that are State Aid eligible. Should Federal Funds fail to be programmed or the project or a portion of the project be declared federally ineligible, the local agency shall be required to pay back the advance under a payment plan agreed to between State Aid and the County.

5) 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 Counties 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).

6) 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 & Transportation Revolving Loan Fund - Oct. 1962 (Latest Rev. June, 2002)

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, or has accepted a TRLF loan Pursuant to Minnesota Statutes, Section 162.06 for use on State Aid projects, except bituminous 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. June 2003)

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 5 percentage points less 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 design table 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 2003)

That the minimum requirements for 4 - 12 foot traffic lanes be established as 7,000 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 2003)

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 2" bituminous surface over existing bituminous.

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 been funded at least partially with money from the CSAH Construction Account and are considered deficient (i.e. segments drawing needs for more than additional surfacing) in the CSAH Needs Study in the year after the 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.

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 2000)

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 by the County 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 year’s apportionment determination.

Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation and Concrete Paving - June 1984 (Latest Rev. June 2003)

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation and Concrete paving (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 year’s apportionment determination.

Mn/DOT Bridges - June 1997 (Latest Rev. June 2000)

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 by the County will be eligible. It shall be the County Engineers 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 year's 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 need 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.

N\CSAH\BOOK\APPORT 2004\RESOLUTION 2004

FIGURE A

28-Sep-04

2004 COUNTY SCREENING BOARD DATA
OCTOBER, 2004
DEVELOPMENT OF THE TENTATIVE 2005 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 2004 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 2004 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND BALANCE DEDUCT.	BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER "THE FACT" NEEDS	(PLUS) Mn/DOT BRIDGE NEEDS "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	(MINUS) MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	(PLUS) 2003 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 77 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 77 COUNTIES	TENTATIVE 2005 MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	ANNUAL MONEY NEEDS RECOMMENDATION TO THE COMMISSIONNER	COUNTY
Carlton	$75,045,363		$75,045,363	$12,005,129	($256,476)	(24,335)	$0	($3,978,743)			$1,019,822	$39,454		$21,550		$83,871,764	$3,354,871	(213,911)	$3,140,960	0.963087	$1,715,626		$1,715,626		0.995310	($41,636)	$1,673,990	0.9340	$3,046,053	Carlton
Cook	43,826,862	$1,965,630	45,792,492	11,328,472	(133,499)	(3,021,244)	0	(1,947,733)			290,821	23,137				52,332,446	2,093,298	(59,635)	2,033,663	0.623565	1,110,807		1,110,807		0.644428	(26,958)	1,083,849	0.6047	1,972,211	Cook
Itasca	139,670,336		139,670,336	51,835,158	1,120,539	(1,043,055)	0	(4,604,389)	$466,914		1,386,886	310,310			($693,919)	188,448,780	7,537,951	(364,811)	7,173,140	2.199441	3,918,045		3,918,045		2.273031	(95,086)	3,822,959	2.1330	6,956,396	Itasca
Koochiching	39,283,817		39,283,817	6,088,494	417,480	0	0	(4,054,922)			1,150,454	0				42,885,323	1,715,413	(71,011)	1,644,402	0.504210	898,191		898,191	$1,650,926			2,549,117	1.4223	4,638,466	Koochiching
Lake	66,416,611		66,416,611	29,162,835	2,640,707	0	0	(4,027,024)	113,025		1,192,926	240,729				95,739,809	3,829,592	(85,708)	3,743,884	1.147957	2,044,950		2,044,950		1.186366	(49,629)	1,995,321	1.1133	3,630,759	Lake
Pine	129,629,221		129,629,221	21,425,744	6,733,707	(1,618,953)	0	(4,552,217)			1,013,052	82,110				152,712,664	6,108,507	(172,099)	5,936,408	1.820232	3,242,529		3,242,529		1.881134	(78,692)	3,163,837	1.7652	5,757,033	Pine
St. Louis	503,239,955		503,239,955	107,521,652	39,409,991	0	0	(7,574,086)			9,715,531	1,150,985				653,464,028	26,138,561	(801,387)	25,337,174	7.768930	13,839,432		13,839,432		8.028864	(335,867)	13,503,565	7.5342	24,571,580	St. Louis
District 1 Totals	**997,112,165**		**999,077,795**	**239,367,484**	**49,932,449**	**(5,707,587)**	**0**	**(30,739,114)**	**579,939**	**0**	**15,769,492**	**1,846,725**	**0**	**21,550**	**(693,919)**	**1,269,454,814**	**50,778,193**	**(1,768,562)**	**49,009,631**	**15.027422**	**26,769,580**	**0**	**26,769,580**	**1,650,926**	**15.009133**	**(627,868)**	**27,792,638**	**15.5067**	**50,572,498**	**District 1 Totals**
Beltrami	102,495,045		102,495,045	8,667,231	659,491	(2,784,152)	0	(2,756,637)	270,771		1,205,509	296,206				108,053,464	4,322,139	(200,141)	4,121,998	1.263895	2,251,480		2,251,480		1.306183	(54,641)	2,196,839	1.2257	3,997,449	Beltrami
Clearwater	50,983,664		50,983,664	2,114,274	90,481	0	0	(2,097,419)			691,247	118,443				51,900,690	2,076,028	(45,210)	2,030,818	0.622693	1,109,254		1,109,254		0.643527	(26,920)	1,082,334	0.6039	1,969,454	Clearwater
Hubbard	57,658,664		57,658,664	6,174,508	483,216	0	0	(3,643,745)			1,546,750	18,213				62,237,606	2,489,504	(165,140)	2,324,364	0.712701	1,269,593		1,269,593		0.736547	(30,812)	1,238,781	0.6912	2,254,131	Hubbard
Kittson	56,192,711		56,192,711	789,413	(172,493)	0	0	(1,853,962)			1,335,990	0				56,291,659	2,251,666	(28,036)	2,223,630	0.681813	1,214,569		1,214,569		0.704625	(29,476)	1,185,093	0.6612	2,156,439	Kittson
Lake of 'Woods	26,096,572		26,096,572	1,085,131	297,581	(246,806)	0	(2,484,265)			176,828	0				24,925,041	997,002	(23,353)	973,649	0.298542	531,817		531,817	1,026,638			1,558,455	0.8695	2,835,822	Lake of 'Woods
Marshall	77,580,664		77,580,664	389,747	272,106	0	615,000	(304,466)			2,022,576	99,410				80,675,037	3,227,001	(40,079)	3,186,922	0.977180	1,740,731		1,740,731		1.009875	(42,245)	1,698,486	0.9477	3,090,627	Marshall
Norman	56,763,271		56,763,271	1,246,691	33,763	0	0	(2,403,825)			687,304	0				56,327,204	2,253,088	(21,505)	2,231,583	0.684252	1,218,914		1,218,914		0.707146	(29,582)	1,189,332	0.6636	2,164,152	Norman
Pennington	32,450,914		32,450,914	2,983,878	(60,987)	0	0	(987,624)			531,560	0				34,917,741	1,396,710	(56,459)	1,340,251	0.410950	732,059		732,059		0.424700	(17,766)	714,293	0.3985	1,291,754	Pennington
Polk	134,456,319		134,456,319	298,555	306,835	0	1,237,610	(1,341,542)	201,689		4,072,229	116,828		6,113,142		145,461,665	5,818,467	(134,745)	5,683,722	1.742753	3,104,509		3,104,509		1.801062	(75,343)	3,029,166	1.6901	5,511,981	Polk
Red Lake	28,187,233		28,187,233	977,153	90,373	(461,009)	0	(4,375,898)			341,906	256,724				25,016,482	1,000,659	(14,917)	985,742	0.302250	538,423		538,423	471,324			1,009,747	0.5634	1,837,373	Red Lake
Roseau	67,215,503		67,215,503	(2,197,370)	823,279	0	0	(3,103,773)			726,477	0				63,464,116	2,538,565	(67,221)	2,471,344	0.757768	1,349,874		1,349,874		0.783121	(32,760)	1,317,114	0.7349	2,396,669	Roseau
District 2 Totals	**690,080,560**		**690,080,560**	**22,529,211**	**2,823,645**	**(3,491,967)**	**1,852,610**	**(25,353,156)**	**472,460**	**0**	**13,338,376**	**905,824**	**0**	**6,113,142**	**0**	**709,270,705**	**28,370,829**	**(796,806)**	**27,574,023**	**8.454797**	**15,061,223**	**0**	**15,061,223**	**1,497,962**	**8.116786**	**(339,545)**	**16,219,640**	**9.0497**	**29,513,851**	**District 2 Totals**
Aitkin	61,190,396	520,946	61,711,342	15,727,863	(8,341)	0	0	(1,573,627)			1,012,211	7,534				76,876,982	3,075,079	(108,296)	2,966,783	0.909680	1,620,488		1,620,488		0.940116	(39,327)	1,581,161	0.8822	2,877,138	Aitkin
Benton	37,511,344		37,511,344	9,530,340	313,984	(549,451)	0	(1,991,863)			1,295,344	150,409				46,260,107	1,850,404	(255,332)	1,595,072	0.489084	871,245	$9,688	880,933		0.511068	(21,379)	859,554	0.4796	1,564,076	Benton
Cass	89,606,065		89,606,065	10,162,918	(218,595)	0	0	(1,906,157)			1,231,687	0				98,875,918	3,955,037	(268,747)	3,686,290	1.130297	2,013,491		2,013,491		1.168115	(48,865)	1,964,626	1.0961	3,574,905	Cass
Crow Wing	91,217,647		91,217,647	4,687,769	115,983	0	0	(2,544,500)			1,206,658	412,013				95,095,570	3,803,823	(596,773)	3,207,050	0.983351	1,751,724	16,400	1,768,124		1.025767	(42,910)	1,725,214	0.9626	3,139,262	Crow Wing
Isanti	47,778,420		47,778,420	11,265,289	(335,080)	0	0	(2,418,398)			668,584	0				56,958,815	2,278,353	(280,392)	1,997,961	0.612618	1,091,307		1,091,307		0.633115	(26,485)	1,064,822	0.5941	1,937,589	Isanti
Kanabec	34,359,646		34,359,646	4,250,520	(294,695)	0	0	(95,558)			362,375	0			(116,985)	38,465,303	1,538,612	(94,441)	1,444,171	0.442814	788,821		788,821	37,250			826,071	0.4609	1,503,149	Kanabec
Mille Lacs	72,561,616		72,561,616	15,845,368	3,596,815	(840,813)	0	(4,787,965)			306,773	173,945				86,855,739	3,474,230	(161,821)	3,312,409	1.015657	1,809,273		1,809,273		1.049639	(43,909)	1,765,364	0.9850	3,212,321	Mille Lacs
Morrison	86,453,161		86,453,161	13,304,335	1,615,162	(721,833)	0	(7,460,433)			255,686	0	(140,644)			93,305,434	3,732,217	(200,513)	3,531,704	1.082897	1,929,053		1,929,053		1.119129	(46,816)	1,882,237	1.0502	3,424,987	Morrison
Sherburne	45,421,324		45,421,324	3,504,275	288,169	(749,910)	0	(942,933)			1,140,196	0				48,661,121	1,946,445	(794,799)	1,151,646	0.353120	629,042		629,042		0.364935	(15,266)	613,776	0.3425	1,116,849	Sherburne
Stearns	172,980,838		172,980,838	20,168,894	2,249,322	0	0	(9,592,272)			1,446,846	696,037		11,584		187,961,249	7,518,450	(1,373,946)	6,144,504	1.884039	3,356,193	1,730	3,357,923		1.948079	(81,493)	3,276,430	1.8281	5,961,912	Stearns
Todd	52,302,935		52,302,935	2,235,883	2,102,086	0	0	(1,471,809)			426,987	16,745				55,612,827	2,224,513	(114,252)	2,110,261	0.647052	1,152,647		1,152,647		0.668701	(27,973)	1,124,674	0.6275	2,046,498	Todd
Wadena	31,212,921	89,047	31,301,968	5,422,677	631,070	0	0	(1,785,430)			382,807	0				35,953,092	1,438,124	(64,165)	1,373,959	0.421288	750,471		750,471	41,798			792,269	0.4420	1,441,642	Wadena
Wright	157,424,324		157,424,324	38,261,924	2,939,636	0	0	(6,886,016)	54,677		3,068,662	2,033,625		330,881		197,227,713	7,889,109	(1,048,481)	6,840,628	2.097486	3,736,424		3,736,424		2.167664	(90,679)	3,645,745	2.0341	6,633,931	Wright
District 3 Totals	**980,020,637**		**980,630,630**	**154,368,055**	**12,995,516**	**(2,862,007)**	**0**	**(43,456,961)**	**54,677**	**0**	**12,804,816**	**3,490,308**	**(140,644)**	**342,465**	**(116,985)**	**1,118,109,870**	**44,724,396**	**(5,361,958)**	**39,362,438**	**12.069381**	**21,500,179**	**27,818**	**21,527,997**	**79,048**	**11.596328**	**(485,102)**	**21,121,943**	**11.7849**	**38,434,259**	**District 3 Totals**
Becker	74,436,979		74,436,979	6,891,493	(70,318)	0	0	(6,544,717)			1,023,055	181,540				75,918,032	3,036,721	(211,171)	2,825,550	0.866375	1,543,345		1,543,345		0.895362	(37,455)	1,505,890	0.8402	2,740,172	Becker
Big Stone	28,832,701		28,832,701	5,809,483	132,875	0	0	(2,187,122)			194,537	0				32,782,474	1,311,299	(19,153)	1,292,146	0.396200	705,784		705,784	205,637			911,421	0.5085	1,658,455	Big Stone
Clay	71,608,917		71,608,917	13,676,748	399,399	(40,113)	0	0			1,511,158	0		55,021		87,211,130	3,488,445	(277,070)	3,211,375	0.984678	1,754,088		1,754,088		1.017624	(42,570)	1,711,518	0.9549	3,114,341	Clay
Douglas	68,988,957		68,988,957	8,017,724	(621,749)	0	0	(3,530,948)			1,252,735	335,240				74,441,959	2,977,678	(319,097)	2,658,581	0.815179	1,452,145		1,452,145		0.842453	(35,242)	1,416,903	0.7905	2,578,248	Douglas
Grant	26,934,336		26,934,336	6,441,296	422,710	(255,560)	0	(4,516,272)			327,443	0				29,353,954	1,174,158	(29,606)	1,144,552	0.350945	625,167		625,167	215,601			840,768	0.4691	1,529,892	Grant
Mahnomen	22,894,421	1,450,357	24,344,778	8,451,547	20,305	(96,105)	0	(1,419,555)			440,791	0				31,741,761	1,269,670	(19,865)	1,249,805	0.383217	682,656		682,656	301,103			983,759	0.5489	1,790,084	Mahnomen
Otter Tail	190,212,903		190,212,903	33,944,514	4,759,265	0	0	(9,907,146)			1,136,906	0				220,146,442	8,805,858	(404,531)	8,401,327	2.576030	4,588,893		4,588,893		2.662219	(111,367)	4,477,526	2.4982	8,147,470	Otter Tail
Pope	46,776,760		46,776,760	16,927,341	354,628	0	0	(1,513,267)			700,281	0				63,245,743	2,529,830	(66,701)	2,463,129	0.755249	1,345,387		1,345,387		0.780518	(32,651)	1,312,736	0.7324	2,388,702	Pope
Stevens	32,918,431		32,918,431	4,716,046	(14,143)	0	0	(2,616,171)			574,230	14,000				35,592,393	1,423,696	(48,301)	1,375,395	0.421726	751,255		751,255	18,036			769,291	0.4292	1,399,830	Stevens
Swift	43,907,412		43,907,412	5,738,864	88,079	0	0	(1,832,742)			512,851	55,958				48,470,422	1,938,817	(50,071)	1,888,746	0.579131	1,031,654		1,031,654		0.598508	(25,037)	1,006,617	0.5616	1,831,677	Swift
Traverse	33,409,273		33,409,273	(1,987,360)	151,980	(955,230)	0	(3,496,161)			160,653	0				27,283,155	1,091,326	(16,480)	1,074,846	0.329571	587,092		587,092	214,926			802,018	0.4475	1,459,381	Traverse
Wilkin	51,969,220		51,969,220	7,214,730	545,089	0	0	(3,752,488)			761,623	0				56,738,174	2,269,527	(29,932)	2,239,595	0.686709	1,223,291		1,223,291		0.709685	(29,688)	1,193,603	0.6660	2,171,924	Wilkin
District 4 Totals	**692,890,310**		**694,340,667**	**115,842,426**	**6,168,120**	**(1,347,007)**	**0**	**(41,316,589)**	**0**	**0**	**8,596,263**	**586,738**	**0**	**55,021**	**0**	**782,925,639**	**31,317,025**	**(1,491,978)**	**29,825,047**	**9.145010**	**16,290,757**	**0**	**16,290,757**	**955,303**	**7.506369**	**(314,010)**	**16,932,050**	**9.4470**	**30,810,176**	**District 4 Totals**
Anoka	187,475,719		187,475,719	15,031,758	19,086,023	0	6,800,000	(789,459)	179,005	$1,666,997	16,413,176	9,163,557		8,033,729		263,060,505	10,522,420	(1,969,744)	8,552,676	2.622437	4,671,562	32,558	4,704,120		2.729067	(114,163)	4,589,957	2.5609	8,352,053	Anoka
Carver	84,660,729		84,660,729	14,271,539	4,787,669	(1,604,997)	0	(144,970)			2,097,278	309,446		11,270,507	(674,445)	114,972,756	4,598,910	(995,808)	3,603,102	1.104790	1,968,053		1,968,053		1.141754	(47,762)	1,920,291	1.0714	3,494,232	Carver
Hennepin	629,069,064		629,069,064	22,302,415	47,116,010	(6,752,709)	0	(288,678)	2,169,484		65,976,610	18,004,964		2,322,171	(2,426,537)	777,492,794	31,099,712	(9,420,293)	21,679,419	6.647383	11,841,528	166,322	12,007,850		6.966283	(291,416)	11,716,434	6.5371	21,319,651	Hennepin
Scott	120,645,971		120,645,971	36,644,295	6,186,706	0	0	0			13,102,333	4,917,976		8,718,096	(2,179,530)	188,035,847	7,521,434	(1,010,240)	6,511,194	1.996474	3,556,483	177,706	3,734,189		2.166368	(90,624)	3,643,565	2.0329	6,629,964	Scott
Metro Totals	**1,021,851,483**		**1,021,851,483**	**88,250,007**	**77,176,408**	**(8,357,706)**	**6,800,000**	**(1,223,107)**	**2,348,489**	**1,666,997**	**97,589,397**	**32,395,943**	**0**	**30,344,503**	**(5,280,512)**	**1,343,561,902**	**53,742,476**	**(13,396,085)**	**40,346,391**	**12.371084**	**22,037,626**	**376,586**	**22,414,212**	**0**	**13.003472**	**(543,965)**	**21,870,247**	**12.2023**	**39,795,900**	**Metro Totals**
Dodge	60,422,929		60,422,929	5,736,504	890,799	0	0	(1,820,080)			811,609	70,532		326,550		66,438,843	2,657,554	(123,260)	2,534,294	0.777070	1,384,259	7,958	1,392,217		0.807686	(33,787)	1,358,430	0.7579	2,471,849	Dodge
Fillmore	131,766,616		131,766,616	10,955,710	5,139,229	0	0	(915,829)			1,660,519	614,749	(39,122)	2,286,985		151,468,857	6,058,754	(120,060)	5,938,694	1.820933	3,243,777		3,243,777		1.881858	(78,723)	3,165,054	1.7659	5,759,248	Fillmore
Freeborn	94,872,606		94,872,606	19,403,323	(273,551)	0	0	(16,206,835)			496,889	144,736		168,744		98,605,912	3,944,236	(191,636)	3,752,600	1.150629	2,049,710		2,049,710		1.189127	(49,744)	1,999,966	1.1159	3,639,211	Freeborn
Goodhue	103,937,215		103,937,215	15,174,625	1,848,433	0	0	(1,934,633)			2,908,333	789,153		5,585,272		128,309,398	5,132,376	(459,214)	4,673,162	1.432893	2,552,530		2,552,530		1.480935	(61,947)	1,490,583	1.3896	4,531,956	Goodhue
Houston	75,668,649		75,668,649	18,945,138	321,861	0	0	(2,301,562)	138,340		786,322	395,642				93,954,390	3,758,176	(118,900)	3,639,276	1.115881	1,987,810		1,987,810		1.153216	(48,242)	1,939,568	1.0822	3,529,309	Houston
Mower	94,978,326		94,978,326	9,868,556	(542,325)	(146,156)	0	(600,796)			187,423	0				103,745,028	4,149,801	(208,473)	3,941,328	1.208497	2,152,795		2,152,795		1.248931	(52,246)	2,100,549	1.1720	3,822,236	Mower
Olmsted	133,831,628	1,020,667	134,852,295	5,117,149	249,232	0	0	(4,170,418)	576,522		5,041,360	1,817,840		4,375,140		147,859,120	5,914,365	(1,259,382)	4,654,983	1.427319	2,542,600		2,542,600		1.475074	(61,706)	2,480,894	1.3842	4,514,325	Olmsted
Rice	81,532,423		81,532,423	12,390,892	(609,600)	0	0	(4,039,519)	299,733		498,752	335,996				90,408,677	3,616,347	(482,883)	3,133,464	0.960788	1,711,530		1,711,530		0.992934	(41,537)	1,669,993	0.9318	3,038,780	Rice
Steele	69,827,263		69,827,263	16,853,371	2,521,080	(859,325)	0	(4,283,554)			257,441	0				84,316,276	3,372,651	(279,032)	3,093,619	0.948571	1,689,767		1,689,767		0.980308	(41,009)	1,648,758	0.9199	3,000,140	Steele
Wabasha	84,530,756		84,530,756	12,374,888	(125,590)	0	0	(2,431,176)	27,500		1,724,419	413,377				96,514,174	3,860,567	(153,452)	3,707,115	1.136682	2,024,865		2,024,865		1.174713	(49,141)	1,975,724	1.1023	3,595,100	Wabasha
Winona	108,315,659		108,315,659	5,116,938	555,161	0	0	(7,030,101)			612,598	2,760		334,953		107,907,968	4,316,319	(353,864)	3,962,455	1.214975	2,164,335		2,164,335		1.255626	(52,526)	2,111,809	1.1783	3,842,725	Winona
District 6 Totals	**1,039,684,070**		**1,040,704,737**	**131,937,094**	**9,974,729**	**(1,005,481)**	**0**	**(45,734,503)**	**1,042,095**	**0**	**14,986,665**	**4,584,785**	**(39,122)**	**13,077,644**	**0**	**1,169,528,643**	**46,781,146**	**(3,750,156)**	**43,030,990**	**13.194238**	**23,503,978**	**7,958**	**23,511,936**	**0**	**13.640308**	**(570,608)**	**22,941,328**	**12.8000**	**41,744,879**	**District 6 Totals**
Blue Earth	129,594,287		129,594,287	9,159,925	5,464,044	0	0	(4,433,532)			5,064,552	1,094,289		2,375,882		148,319,447	5,932,778	(427,427)	5,505,351	1.688061	3,007,081	43,181	3,050,262		1.769591	(74,026)	2,976,236	1.6606	5,415,668	Blue Earth
Brown	58,371,946	2,551,970	60,923,916	3,478,520	688,236	0	0	(3,686,879)			827,955	23,174		888,261		63,143,183	2,525,727	(153,260)	2,372,467	0.727450	1,295,866		1,295,866		0.751789	(31,449)	1,264,417	0.7055	2,300,779	Brown
Cottonwood	54,903,812		54,903,812	7,113,799	(29,750)	0	0	(2,176,253)			935,910	29,474				60,776,992	2,431,080	(53,568)	2,377,512	0.728997	1,298,622		1,298,622		0.753388	(31,516)	1,267,106	0.7070	2,305,672	Cottonwood
Faribault	80,784,529		80,784,529	6,337,713	1,940,797	0	0	(989,352)			849,561	103,375	(47,620)	640,583		89,619,586	3,584,783	(68,459)	3,516,324	1.078182	1,920,654		1,920,654		1.114256	(46,612)	1,874,042	1.0456	3,410,075	Faribault
Jackson	78,429,702		78,429,702	4,193,419	(165,367)	0	0	(2,044,806)			511,778	0				80,924,726	3,236,989	(50,060)	3,186,929	0.977182	1,740,734		1,740,734		1.009876	(42,246)	1,698,488	0.9477	3,090,631	Jackson
Le Sueur	76,968,304		76,968,304	4,737,379	4,197,179	0	0	(6,154,545)			1,288,175	165,444				81,201,936	3,248,077	(214,275)	3,033,802	0.930230	1,657,095		1,657,095		0.961354	(40,216)	1,616,879	0.9021	2,942,132	Le Sueur
Martin	68,511,825		68,511,825	6,448,829	75,436	0	0	(494,401)			619,348	0		280,303		75,441,340	3,017,654	(120,009)	2,897,645	0.888481	1,582,724		1,582,724		0.918208	(38,411)	1,544,313	0.8616	2,810,088	Martin
Nicollet	56,405,258		56,405,258	9,537,190	264,382	0	1,775,327	(2,814,142)	152,281		1,321,449	73,572		1,197,304		67,912,621	2,716,505	(234,060)	2,482,445	0.761172	1,355,938		1,355,938		0.786639	(32,907)	1,323,031	0.7382	2,407,436	Nicollet
Nobles	87,230,056	7,787,636	95,017,692	8,500,979	1,441,061	(357,490)	0	(2,825,498)			334,815	43,294		62,245		102,217,098	4,088,684	(88,485)	4,000,199	1.226548	2,184,951		2,184,951		1.267586	(53,026)	2,131,925	1.1895	3,879,329	Nobles
Rock	47,616,516		47,616,516	6,639,839	414,461	(577,655)	0	(3,806,255)			611,529	0				50,898,435	2,035,937	(45,118)	1,990,819	0.610429	1,087,407		1,087,407		0.630853	(26,390)	1,061,017	0.5920	1,930,665	Rock
Sibley	54,663,399		54,663,399	3,902,485	790,994	0	0	(2,708,569)			572,464	0				57,220,773	2,288,831	(86,218)	2,202,613	0.675369	1,203,090		1,203,090		0.697966	(29,198)	1,173,892	0.6550	2,136,057	Sibley
Waseca	58,988,098		58,988,098	2,383,369	(455,667)	(143,845)	0	(4,333,637)			323,108	0		491,421		57,252,847	2,290,114	(119,791)	2,170,323	0.665468	1,185,453		1,185,453		0.687734	(28,770)	1,156,683	0.6454	2,104,743	Waseca
Watonwan	41,063,147		41,063,147	1,479,382	430,143	0	0	(1,435,547)			530,589	637,747		211,289		42,916,750	1,716,670	(44,690)	1,671,980	0.512666	913,254		913,254		0.529819	(22,164)	891,090	0.4972	1,621,460	Watonwan
District 7 Totals	**893,530,879**		**903,870,485**	**73,912,828**	**15,055,949**	**(1,078,991)**	**1,775,327**	**(37,903,416)**	**152,281**	**0**	**13,791,233**	**2,170,369**	**(47,620)**	**6,147,288**	**0**	**977,845,733**	**39,113,829**	**(1,705,420)**	**37,408,409**	**11.470235**	**20,432,869**	**43,181**	**20,476,050**	**0**	**11.879059**	**(496,931)**	**19,979,119**	**11.1474**	**36,354,735**	**District 7 Totals**
Chippewa	43,275,490		43,275,490	4,382,424	(127,048)	0	0	(3,337,538)			721,249	37,157		28,964		44,980,698	1,799,228	(63,317)	1,735,911	0.532268	948,173		948,173		0.550077	(23,011)	925,162	0.5162	1,683,459	Chippewa
Kandiyohi	84,819,460	3,115,160	87,934,620	12,732,265	1,777,693	(54,130)	2,415,000	0	19,828		2,231,160	343,355		1,742,508		109,142,299	4,365,692	(275,791)	4,089,901	1.254053	2,233,947		2,233,947		1.296011	(54,215)	2,179,732	1.2162	3,966,320	Kandiyohi
Lac Qui Parle	46,146,039		46,146,039	4,580,331	854,443	0	0	(1,840,173)			674,173	0				50,414,813	2,016,593	(26,338)	1,990,255	0.610256	1,087,099		1,087,099		0.630674	(26,383)	1,060,716	0.5918	1,930,118	Lac Qui Parle
Lincoln	37,011,133	151,080	37,162,213	3,887,265	483,165	0	0	(1,189,953)			886,284	0				41,228,974	1,649,159	(25,217)	1,623,942	0.497936	887,014		887,014		0.514596	(21,527)	865,487	0.4829	1,574,872	Lincoln
Lyon	61,086,772		61,086,772	4,610,564	(746,165)	0	0	(3,100,714)			1,325,180	81,673		49,545		63,306,855	2,532,274	(156,613)	2,375,661	0.728429	1,297,610		1,297,610		0.752801	(31,491)	1,266,119	0.7064	2,303,876	Lyon
Mc Leod	68,982,070		68,982,070	6,269,313	338,093	(572,676)	0	(1,170,576)			2,487,550	56,694		676,504		77,066,972	3,082,679	(257,723)	2,824,956	0.866193	1,543,021	10,380	1,553,401		0.901196	(37,699)	1,515,702	0.8457	2,758,027	Mc Leod
Meeker	46,009,840		46,009,840	7,769,549	(61,942)	(47,813)	0	(1,354,809)			685,952	32,201				53,032,978	2,121,319	(151,739)	1,969,580	0.603916	1,075,805		1,075,805		0.624122	(26,109)	1,049,696	0.5857	1,910,065	Meeker
Murray	51,909,733		51,909,733	7,940,341	348,687	0	0

Sherburne County
PUBLIC WORKS DIRECTOR
COUNTY ENGINEER
DAVID SCHWARTING

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Sherburne County
2004
CSAH Mileage Request

Contents

Sherburne County CSAH Mileage Request Summary

Tabulation of Mileage Request - Table 1

County Map of Mileage Request

Sherburne County Functional Class & CSAH Assessment Study Pages outlining road mileage proposed for CSAH designation

Figure B

Sherburne County CSAH Mileage Request
Summary
for the
June, 2004 Screening Board

Summary of the **1997 Transportation Plan** completed by SRF Consultanting Group, Inc.

Section 8 of the Plan entitled "Study Findings and Recommendations" identified the following goals:

d) Based on the recommended future functional classification plan, Sherburne County should pursue changes to the functional classification system over the next six to 12 months.
e) In conjunction with the recommended future functional classification plan, Sherburne County should pursue change in its system designation.

The 1997 Transportation Plan recommended **55.5 miles** of new CSAH.

These recommendations led to an update to the transportation plan with the **2002 Functional Class & CSAH Assessment Study** which was completed by Howard R. Green Company.

The 2002 Functional Class & CSAH Assessment Study recommended **87.8 miles** of new CSAH.

The current mileage request is quantified on **Table 1** and **Figure 1** totaling **42.98 miles**.
All roads requested are functionally classified as minor collector or major collector.

The Screening Board's Mileage Subcommittee reviewed the mileage request on April 19, 2004

Sherburne County Current CSAH Mileage .....215.54 miles 19.5% of Total Mileage in Co.
Proposed additional mileage request .....+42.98 miles Approved by DSAE.
Total CSAH Mileage if approved.....**258.52 miles** 23.3% of Total Mileage in Co.
Statewide Average 22.4%
Therefore, Sherburne County would be **0.9% above** the statewide average.

Percent of CSAH / CSAH + County Mileage.....52.8% for Sherburne County pre-request
Percent of CSAH / CSAH + County Mileage.....63.2% w/approved request
Statewide Average 67.0%
Therefore , Sherburne County would be **3.8% below** the statewide average.

Estimated apportionment impact: $4,124/mile x 42.98 miles = **$177,249.52 annually*.**
**Many of the roads requested have recently been constructed to State Aid Standards and are classified as "Adequate" and would not draw full grading needs.*

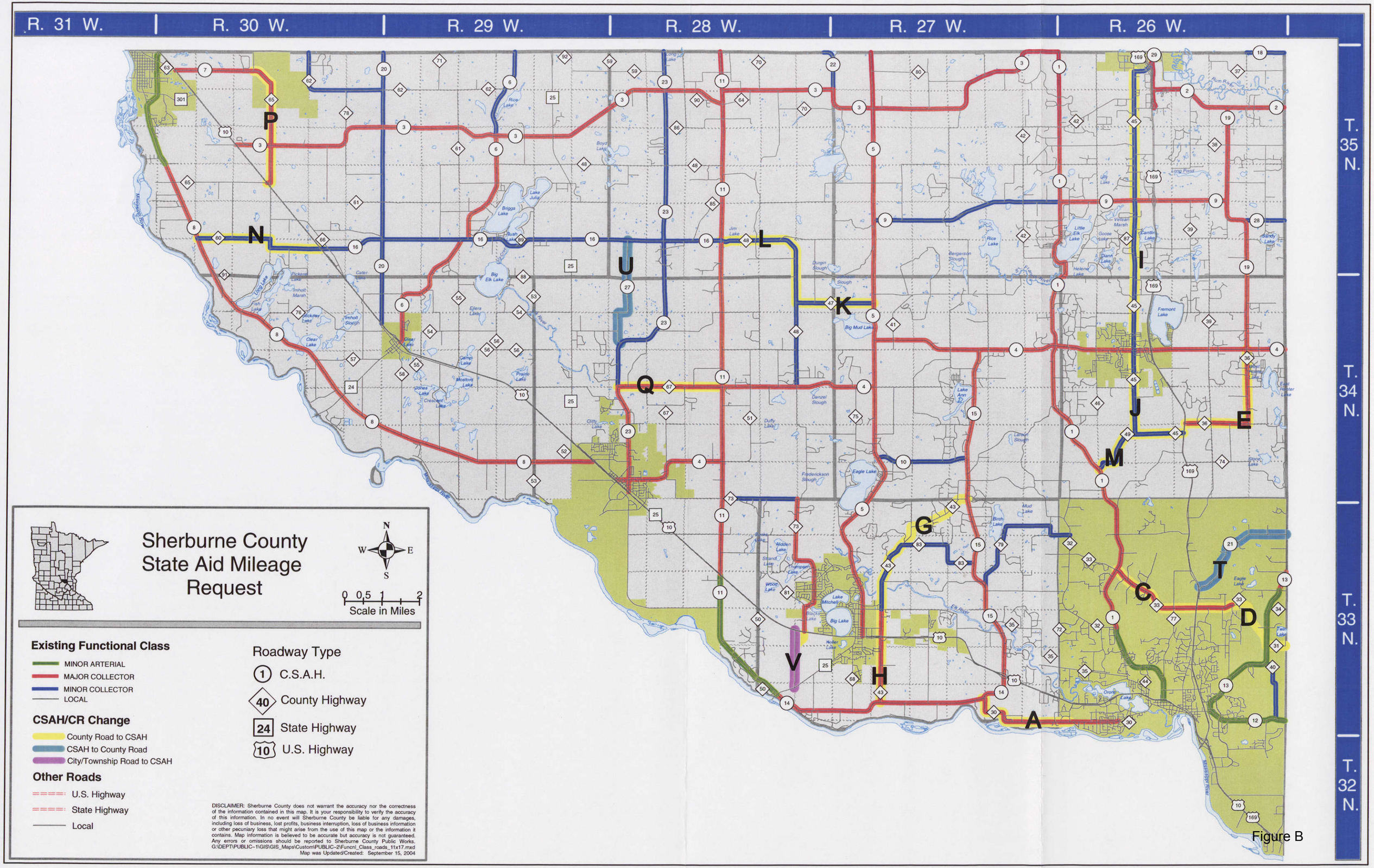
Figure B

Proposal submitted to the Mileage Subcommittee

TABLE 1
Sherburne County
Proposed CSAH Changes
Mileage Summary

Map ID	Rd. Type	Road No. St. Name	Termini from	Termini to	Length	Proposed Functional Class.	1999 ADT	2003 ADT	Last Yr. Construct	Last Yr. Surfaced	SA Deficient
Requested County Highways to be added to the CSAH System											
A	CH	30	CSAH 14	Waco St.	2.89	Major Collector	2700	3100	1985	1985	Design
C	CH	33	CSAH 1	TH 169	2.55	Major Collector	2200	3100	1981	1984	Adequate
D	CH	33	TH 169	Anoka Co. Line	3.26	Major Collector	3950	4600	1979	1995	Structure
E	CH	36	TH 169	CSAH 4	3.70	Major Collector	1900	1950	1995	1995	Adequate
G	CH	43	CSAH 15	TH 10	4.96	Major Collector	2300	3400	1982	1985	Adequate
H	CH	43	TH 10	CSAH 14	1.73	Major Collector	3250	3400	1900	1985	Adequate
I	CH	45	TH 169	CSAH 4	7.93	Minor Collector	1400	1950	1983	1984	Design
J	CH	45	CSAH 4	TH 169	3.54	Minor Collector	1600	2750	1900	81-95	Design
K	CH	47	CH 48	CSAH 5	2.07	Minor Collector	510	710	1983	1984	Adequate
L	CH	48	CSAH 11	CH 47	3.60	Minor Collector	600	760	1975	1999	Adequate
M	CH	49	CH 45	CSAH 1	1.63	Minor Collector	260	630	2002	2003	Adequate
N	CH	60	CSAH 8	TH 10	3.53	Minor Collector	400	440	86-95	86-95	Adequate
P	CH	65	TH 10	CSAH 7	3.35	Minor Collector	400	340	1974	1995	X-Sec
Q	CH	67	CSAH 23	CSAH 11	2.77	Major Collector	125	95	82-03	95-03	Adequate
				Subtotal	47.51						
Requested CSAH Mileage taken off the CSAH System											
T	CSAH	21	TH 169	Anoka Co. Line	3.10	Local	1150	1450	1975	1991	Adequate
U	CSAH	27	CSAH 16	CSAH 23	3.04	Local	530	690	1960	1970	Design
				Total Deductions	6.14						
				Subtotal - Deductions	41.37						
Requested Township Roads to be added to the CSAH System											
V	Twp	200th St.	TH 10	TH 25	1.61	Major Collector	2000	3000	Unknown	Unknown	Design
				Total Twp. To CSAH	1.61						
				Total Mileage Requested	**42.98**						

Sherburne County: 2003 County-Wide Traffic Projection Factor is **1.8**


R. 31 W.
R. 30 W.
R. 29 W.
R. 28 W.
R. 27 W.
R. 26 W.
T. 35 N.
T. 34 N.
T. 33 N.
T. 32 N.
P
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L
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J
E
M
G
C
T
D
V
H
A
Sherburne County
State Aid Mileage
Request
N
W
E
S
0 0.5 1 2
Scale in Miles
Existing Functional Class
MINOR ARTERIAL
MAJOR COLLECTOR
MINOR COLLECTOR
LOCAL
CSAH/CR Change
County Road to CSAH
CSAH to County Road
City/Township Road to CSAH
Other Roads
U.S. Highway
State Highway
Local
Roadway Type
1 C.S.A.H.
40 County Highway
24 State Highway
10 U.S. Highway
DISCLAIMER: Sherburne County does not warrant the accuracy nor the correctness of the information contained in this map. It is your responsibility to verify the accuracy of this information. In no event will Sherburne County be liable for any damages, including loss of business, lost profits, business interruption, loss of business information or other pecuniary loss that might arise from the use of this map or the information it contains. Map information is believed to be accurate but accuracy is not guaranteed. Any errors or omissions should be reported to Sherburne County Public Works.
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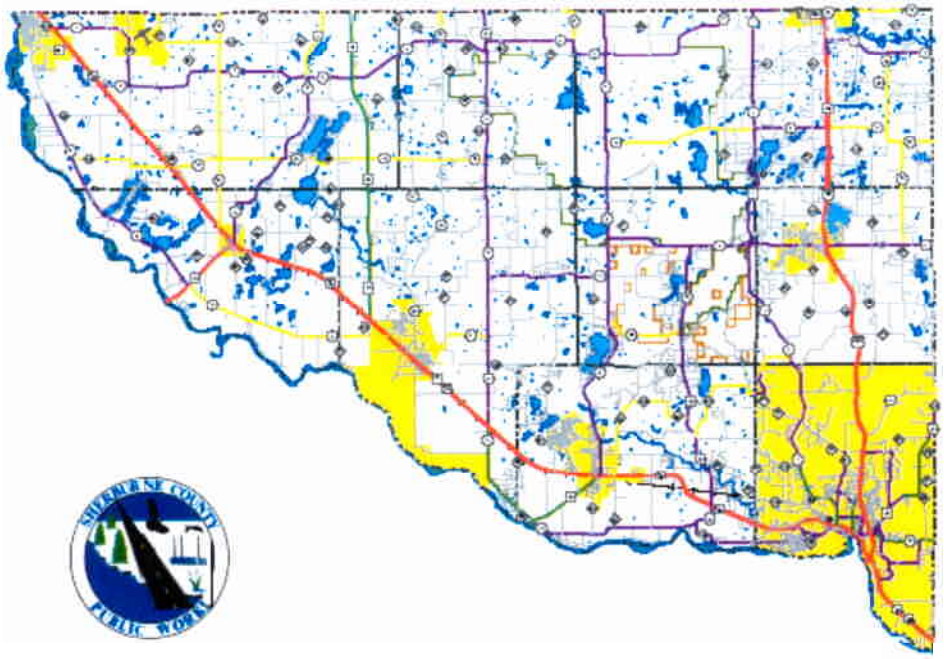
Map was Updated/Created: September 15, 2004

Figure B

The following 5 Pages are in reference to county highways proposed to be CSAH outlined in the following study

SHERBURNE COUNTY



FUNCTIONAL CLASS & CSAH ASSESSMENT STUDY

SEPTEMBER 2002

By Howard R. Green Company

Figure B

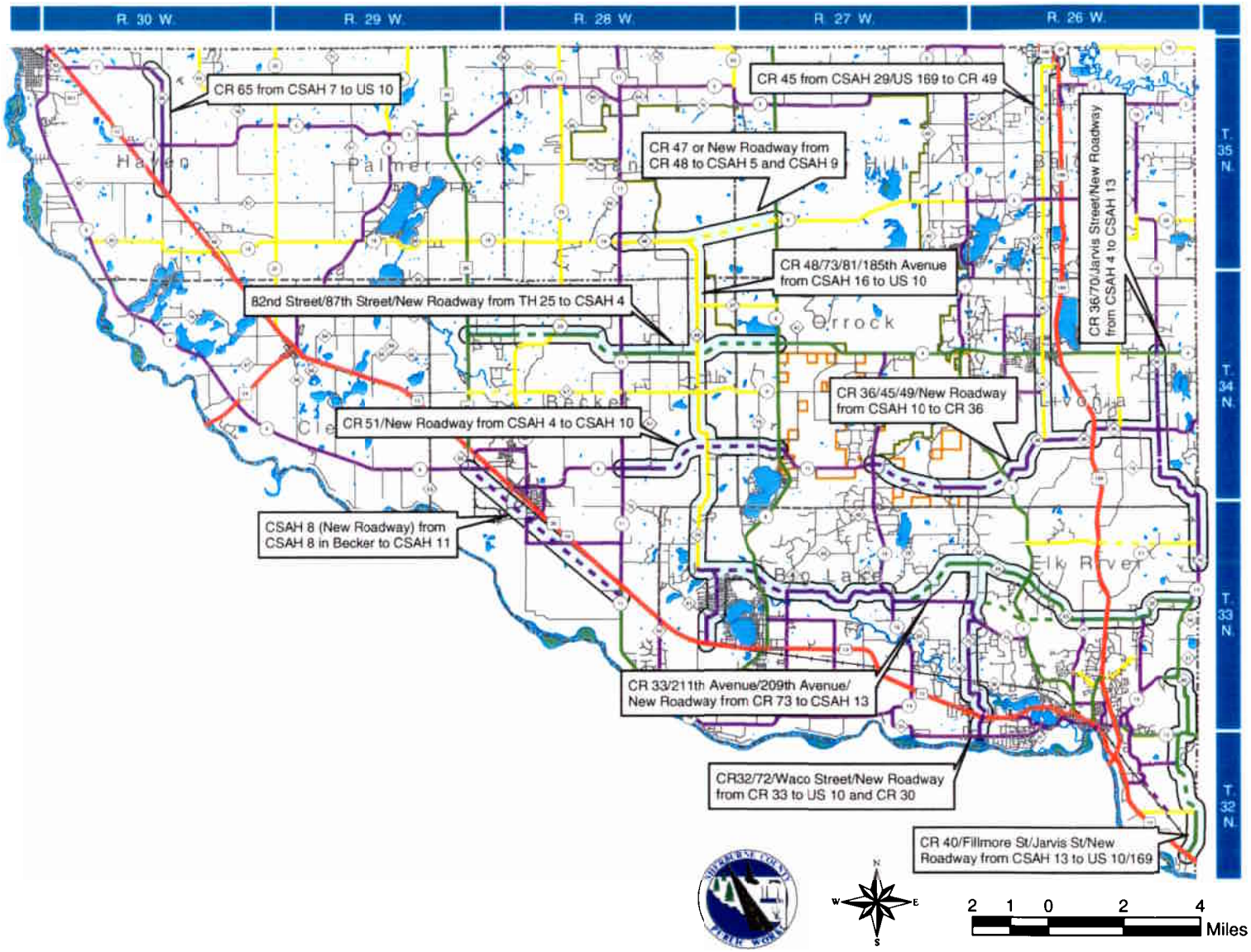


Figure 13
Routes Recommended for CSAH Designation

Legend

Future Functional Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Streets/Roads

Note: Dashed roadway lines indicate proposed new alignment

Roadway Type

- US Highway
- State Highway
- County State Aid Highway
- County Road

Other Features & Boundaries

- Railroad
- Airport
- Lakes, Rivers & Streams
- Sherburne National Wildlife Refuge
- Sand Dunes State Forest
- Township Boundary

Howard R. Green Company

Figure P

- **CR 33/211th Avenue/209th Avenue/New Roadway from CR 73 to CSAH 13**
  - Estimated Length – 14.8 miles
  - Proposed Functional Classification – Minor Arterial and Major Collector
  - 1999 Average Daily Traffic (ADT) – 600 to 2,200 vpd
  - 2020 Projected ADT – 1,700 to 5,800 vpd
  - Rationale – This east-west route is proposed to be a Minor Arterial and Major Collector that would connect CSAH 13 to CR 73, which is recommended for inclusion into the state-aid system. It would connect the cities of Big Lake and Elk River. These two communities are projected to have a combined 2020 population of almost 40,000. The route would also act as a parallel reliever route to US 10. It could also become part of a connection to CSAH 22 in Anoka County that currently is a Minor Arterial and may be upgraded to Principal Arterial status.

- **CR32/CR 72/Waco Street/New Roadway from CR 33 to US 10 and CR 30**
  - Estimated Length – 5.3 miles
  - Proposed Functional Classification – Major Collector
  - 1999 Average Daily Traffic (ADT) – 200 to 1,500 vpd
  - 2020 Projected ADT – 900 to 1,800 vpd
  - Rationale – This north-south route is proposed to be a Major Collector that would connect CR 30 (Major Collector) to US 10 and 209th Avenue, which is proposed to be upgraded to CSAH status along with CR 33. It would connect Northern Elk River and the Big Lake area to the Sherburne County Government Center, Sherburne County Fairgrounds, and Elk River City Hall.

- **CSAH 8 (New Roadway) from CSAH 8 in Becker to CSAH 11**
  - Estimated Length – 5.2 miles
  - Proposed Functional Classification – Major Collector
  - 1999 Average Daily Traffic (ADT) – Not an Existing Roadway
  - 2020 Projected ADT – NA
  - Rationale – This route is proposed to be a Major Collector and would connect existing CSAH 8 in Becker to CSAH 11. It would create a greater parallel reliever route for US 10 that would connect Saint Cloud to Elk River.

- **CR 36/Jarvis Street/CR 70/New Roadway from CSAH 4 to CSAH 13**
  - Estimated Length – 6.3 miles
  - Proposed Functional Classification – Major Collector
  - 1999 Average Daily Traffic (ADT) – 1,300 to 1,900 vpd
  - 2020 Projected ADT – 5,300 to 6,300 vpd
  - Rationale – This north-south route would connect CSAH 4 with CSAH 13. It would also become part of a greater north-south route that would connect Elk River and US 10 with Princeton. This route would act as a parallel reliever route to US 169.

Figure B

- **CR 45 from CSAH 29/US 169 to CR 49**
  - Estimated Length – 10.2 miles
  - Proposed Functional Classification – Minor Collector
  - 1999 Average Daily Traffic (ADT) – 600 to 2,500 vpd
  - 2020 Projected ADT – 1,000 to 5,600 vpd
  - Rationale – This north-south route would connect US 169 and Mille Lacs County CSAH 29 to CR 49, which is proposed to become a Major Collector. The route would connect Zimmerman (and the Sand Dunes State Forest Headquarters) to Princeton and would provide a parallel reliever route to US 169.

- **CR 36/45/49/New Roadway from CSAH 10 to CR 36**
  - Estimated Length – 8.4 miles
  - Proposed Functional Classification – Major Collector
  - 1999 Average Daily Traffic (ADT) – 300 to 1,900 vpd
  - 2020 Projected ADT – 1,000 to 2,900 vpd
  - Rationale – This east-west route would connect existing CSAH 10 to CR 36, which is recommended for inclusion into the state-aid system. This route would provide connections between the Sand Dunes State Forest and multiple roadways leading to Elk River, Zimmerman, Princeton, and beyond. It would also be part of greater route connecting the city of Becker, which is projected by city staff to exceed 15,000 people by 2020, to US 169.

- **CR 51/New Roadway from CSAH 4 to CSAH 10**
  - Estimated Length – 4.4 miles
  - Proposed Functional Classification – Major Collector
  - 1999 Average Daily Traffic (ADT) – 500 vpd
  - 2020 Projected ADT – NA
  - Rationale – This east-west route would connect CSAH 4 to existing CSAH 10. This route would connect the city of Becker to the Sand Dunes State Forest. It would also be part of greater route connecting Becker, which is projected by city staff to exceed 15,000 people by 2020, to US 169. It would provide a secondary route to US 10 for vehicles traveling between Becker and US 169 north.

- **82nd Street/87th Street/New Roadway from TH 25 to CSAH 4**
  - Estimated Length – 8.5 miles
  - Proposed Functional Classification – Minor Arterial
  - 1999 Average Daily Traffic (ADT) – NA
  - 2020 Projected ADT – NA
  - Rationale – This east-west route would connect TH 25 to CSAH 4. It would connect the Becker area to the Sherburne National Wildlife Refuge. It would also be a part of a larger system connecting TH 25 to US 169 and Isanti County CSAH 8.

Figure B

- **CR 65 from CSAH 7 to US 10**
  - Estimated Length – 3.2 miles
  - Proposed Functional Classification – Major Collector
  - 1999 Average Daily Traffic (ADT) – 200 vpd
  - 2020 Projected ADT – 500 to 800 vpd
  - Rationale – This north-south route would connect CSAH 7 and US 10. The route would connect US 10 to the Saint Cloud Municipal Airport. It would also provide a secondary route into Saint Cloud from US 10.

- **CR 48/73/81/185th Avenue from CSAH 16 to US 10**
  - Estimated Length – 13.9 miles
  - Proposed Functional Classification – Minor and Major Collector
  - 1999 Average Daily Traffic (ADT) – 600 to 2,500 vpd
  - 2020 Projected ADT – 1,000 to 5,000 vpd
  - Rationale – This primarily north-south route would connect CSAH 16 to US 10. It would also provide a secondary connection between the Palmer Area and the City of Big Lake.

- **CR 47 or New Roadway from CR 48 to CSAH 5 and CSAH 9**
  - Estimated Length – 2.4 miles
  - Proposed Functional Classification – Minor and Major Collector
  - 1999 Average Daily Traffic (ADT) – NA
  - 2020 Projected ADT – NA
  - Rationale – This east-west route would connect CSAH 5 to CR 48, which is recommended for inclusion into the state-aid system. It would also a part of a greater CSAH route connecting US 10 and US 169. The Sherburne National Wildlife Refuge is also located along this route.

Assuming that all of the recommended additions to the CSAH system are implemented, the following is the expected future breakdown of all roads in Sherburne County by system designation:

- US/State Highways: 6%
- County State-Aid Highways (CSAH): 25%
- County Roadways (CR): 15%
- Other/Local Roadways: 54%

It should be noted that this breakdown does not include the additional local roadways that will be constructed as development occurs.

Figure B